COMMISSIONER MEETINGS
All meetings take place in the Commissioners Conference Room (308)
located in the Ostlund Building @ 2825 3rd Ave N (3rd Floor)
and are open to the public unless otherwise noted

THURSDAY - JANUARY 22, 2026

8:45 Calendar

9:00 COMMISSIONERS DISCUSSION

PLEDGE

DEPARTMENTS

1. **City of Billings -** 3rd Ave Parking
2. **Planning Department -** 2023 LRTP Project List and MPO PL Boundary Amendment
3. **MetraPark -** Stoney Field - NILE Lease Extension
4. **Treasurer -** Motor Vehicle Weekend Overtime for Moving
5. **Public Works -**
   a. Two Moon Park - Updated Caretaker Agreement
   b. Public Works Update - 48th and Central Intersection Improvements
6. **Finance -** Final artwork/layout for the Yellowstone County Courthouse Remodel Floors 1-3

COMMISSIONERS

1. Letter of Support for Beartooth RC&D Economic Development Organization Capacity Building Grant
2. Commissioner Board Reports

PUBLIC COMMENTS ON COUNTY BUSINESS
**Public comment is an opportunity for individuals to address the Board, however, the Board cannot engage in discussion or take action on items not properly noticed on the agenda.*

Closed: Litigation Update
Closed: Personnel Matter

B.O.C.C Thursday Discussion 1.

Meeting Date: 01/22/2026

Title: 3rd Ave Parking

Submitted By: Erika Guy

TOPIC:

City of Billings - 3rd Ave Parking

BACKGROUND:

Public Parking

RECOMMENDED ACTION:

Discuss

B.O.C.C Thursday Discussion 2.

Meeting Date: 01/22/2026

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

Submitted By: Lora Mattox

TOPIC:

Planning Department - 2023 LRTP Project List and MPO PL Boundary Amendment

BACKGROUND:

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

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

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

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

In March 2025, the Billings City Council approved a Consulting Contract with Kittelson & Associates to complete the scope of this project. The scope of work for this specific set of technical findings — redesigning the project list in the 2023 Long Range Transportation Plan (LRTP) and updating the MPO's urban planning boundary — includes:

Project List Audit

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

Redesign of Project List

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

Urban Planning Boundary Update

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

LRTP Modification

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

RECOMMENDED ACTION:

Staff recommends that the Board of County Commissioners receive a presentation on the proposed amendment to the 2023 Long Range Transportation Plan (LRTP) and the Metropolitan Planning Organization (MPO) Planning Boundary. The Technical Advisory Committee (TAC) reviewed the amendment on December 11, 2025, and recommends approval by the Planning Board, City Council, and County Commission. The City/County Planning Board received a presentation and held a public hearing on January 13, at which no public testimony was provided. The Planning Board recommended approval to PCC. The Board of County Commissioners is scheduled to take formal action at its January 27, 2026, meeting to forward its recommendation to the Policy Coordinating Committee (PCC), which is scheduled to meet on February 17, 2026.

Attachments

LRTP Changes Reference Sheet

Billings 2023 LRTP Amended Document

Appendices A,B,F

Appendices G,H,I,J

Current MPO Planning Area Boundary

Proposed MPO Planning Area Boundary

LRTP Amendment Presentation

Amendment 1 "Cheat Sheet"

December 22, 2025 313910.0

2023 BILLINGS LONG RANGE TRANSPORTATION PLAN – 2025 UPDATE

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

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

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

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

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

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

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



BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

July 2023 (Updated October 2025)

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

AMENDMENT 1

BILLINGS, MONTANA

Prepared for:

City of Billings

Prepared by:

Kittelson & Associates, Inc. and DOWL

July 2023 (Updated October 2025)

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

The Plan received local approvals as follows:

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

ACKNOWLEDGMENTS

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

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

CITY OF BILLINGS
Mac Fogelsong
Dakota Martonen
Debi Meling

CITY OF BILLINGS COUNCIL
Mayor Bill Cole
Ed Gulick – Ward 1
Kendra Shaw – Ward 1
Jennifer Owen – Ward 2
Roy Neese – Ward 2
Danny Choriki – Ward 3
Denise Joy – Ward 3
Pam Purinton – Ward 4
Daniel Tidswell – Ward 4
Mike Boyett – Ward 5
Tom Pupsis – Ward 5

CITY / COUNTY PLANNING DIVISION
Lora Mattox
Elyse Monat
Monica Plecker
Scott Walker

CITY OF BILLINGS / YELLOWSTONE COUNTY PLANNING BOARD
Troy Boucher – BOCC District #1
Tammy Deines
Wyeth Friday
Roger Gravgaard – Ward II
Jarret Hillius – BOCC District #7
David Nordel – Ward V
Monica Plecker
Scott Reiter
Jim Ronquillo – Ward I
John Staley – Ward IV
Dennie Stephenson – Ward III
Woody Wood – BOCC District #5

MONTANA DEPARTMENT OF TRANSPORTATION
Zach Kirkeno
Kurtis Schnieber
Samantha Wood

POLICY COORDINATING COMMITTEE
Commissioner Donald Jones
Mayor Bill Cole
Dennis Cook
Ryan Hammon
Michael Taylor

STEERING COMMITTEE
Tony Chase, Healthy By Design
Dennis Cook, City/County Planning Board
Ed Gulick, City of Billings City Council
Wyeth Friday, City/County Planning
Chris Kukulski, City of Billings
Rusty Logan, MET Transit
Lora Mattox, City/County Planning
Elyse Monat, City/County Planning
Dakota Martonen, City of Billings Public Works
Monica Plecker, City/County Planning
Katie Potts, Federal Highway Administration
Kurtis Schnieber, MDT District 5 – Billings
Scott Walker, City/County Planning
Samantha Woods, MDT
Woody Woods, Lockwood Community

TECHNICAL ADVISORY COMMITTEE
Mike Black, Yellowstone County Public Works
Mac Fogelsong, City of Billings Engineering
Wyeth Friday, City/County Planning
Rusty Logan, MET Transit
Debi Meling, City of Billings Public Works
Tim Miller, Yellowstone County Public Works
Clark Snyder, Riverstone Health
Scott Walker, City/County Planning
Samantha Woods, MDT

YELLOWSTONE COUNTY
Mike Black
Tim Miller

YELLOWSTONE BOARD OF COUNTY COMMISSIONERS
John Ostlund – District #1
Mark Morse – District #2
Donald Jones – District #3

CONSULTANT TEAM
KITTELSON & ASSOCIATES, INC.
Katie Ayer
Andy Daleiden
Rachel Grosso
Matthew Hagen
Mark Heisinger
Katie Popp
Steve Rhyne
Jon Sommerville

DOWL
Doug Enderson
Lisa Olmsted
Sarah Patterson

CONTENTS

01 WHAT IS AN LRTP? 1
Plan Development 1
What topics are covered in the LRTP? 1
Plan Requirements 4
Transportation Planning & Implementation Since 2018 6
Key Terms 12

02 WHAT IS IMPORTANT TO THE BILLINGS PLANNING AREA? 12
Federal & State Targets 12
Vision, Goals, Objectives, & Performance Measures 15

03 WHO WAS INVOLVED IN CREATING THE LRTP? 23
Engagement Overview 23
Thank You 23
Steering Committee 24
Stakeholder Engagement 25
Public Engagement 26
Plan Review & Approval 30

04 WHAT IS THE TRANSPORTATION SYSTEM LIKE TODAY? 31
Community & Land Use 31
Safety 40
Equivalent Property Damage Only (EPDO) Analysis 45
Pedestrian & Bicycle Crashes 52
Heavy Vehicle Crashes 55
Railroad Crashes 55
Transportation 58
Emerging Technology Readiness 84
Security & Resiliency 85

05 WHAT COULD THE TRANSPORTATION SYSTEM BE LIKE IN 2045? 89
Planning Horizon: 2045 89
Land Use 89
Safety 95
Transportation 95
Emerging Technology 109

06 WHAT ARE THE TRANSPORTATION SYSTEM NEEDS, OPPORTUNITIES, & DEFICIENCIES? 111

07 WHAT ARE THE FUNDING OPTIONS? 113
Federal Funding 115
State Funding 121
Local Funding 121
Emerging Funding Sources 123
Revenue Projections 123

08 WHAT ARE THE PRIORITY PROJECTS? HOW WILL WE FUND THEM? 125
Projects 125
Implementation 127

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



01 WHAT IS AN LRTP?

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

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

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

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

Plan Development

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

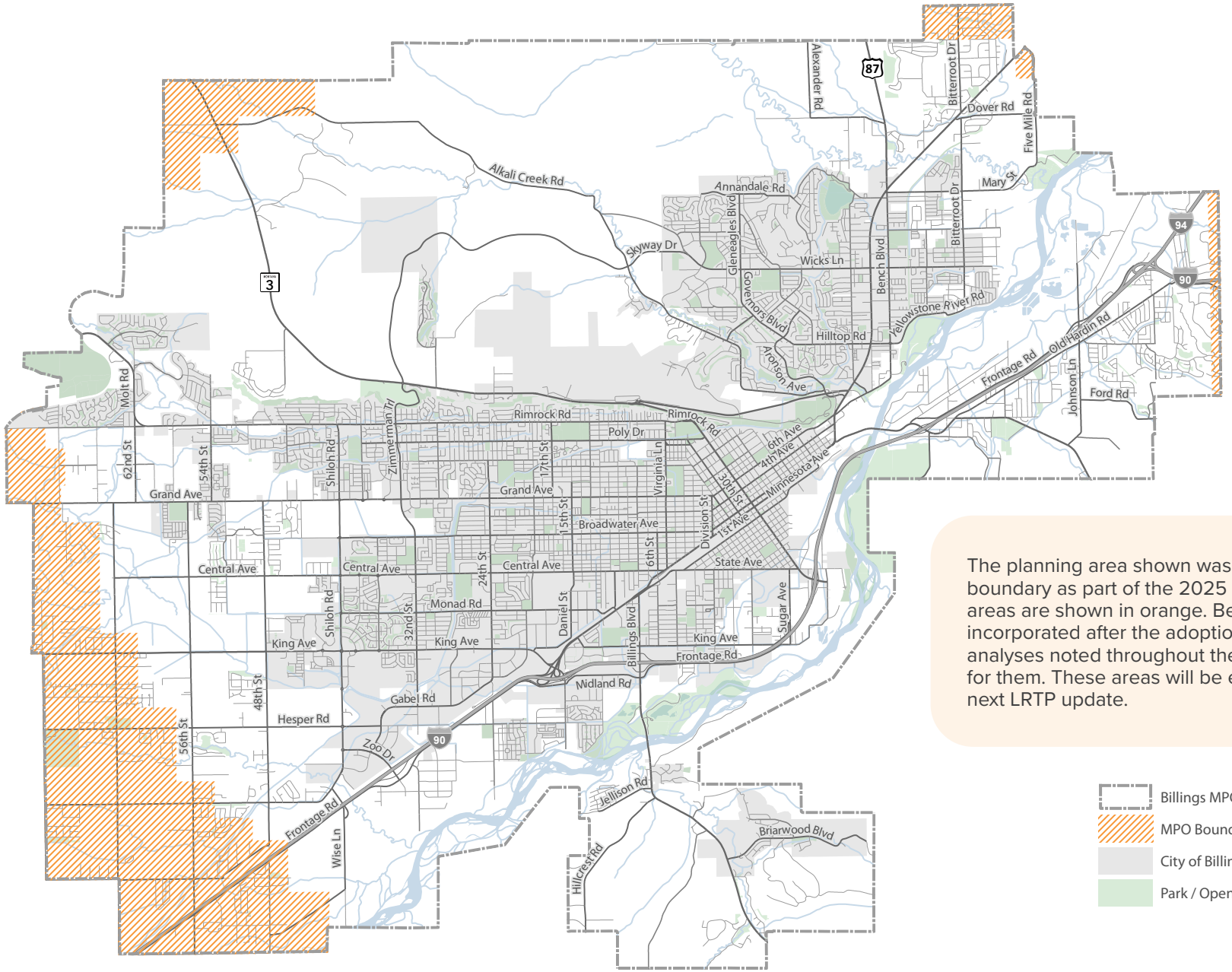
- Billings City Council
- Billings/Yellowstone County Planning Board
- Billings/Yellowstone County MPO
- City of Billings Planning Department
- City of Billings Public Works Department
- Federal Highway Administration
- Healthy By Design
- Lockwood Steering Committee
- Billings Metropolitan Transit (MET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

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

What topics are covered in the LRTP?

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

FIGURE 1. BILLINGS PLANNING AREA



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

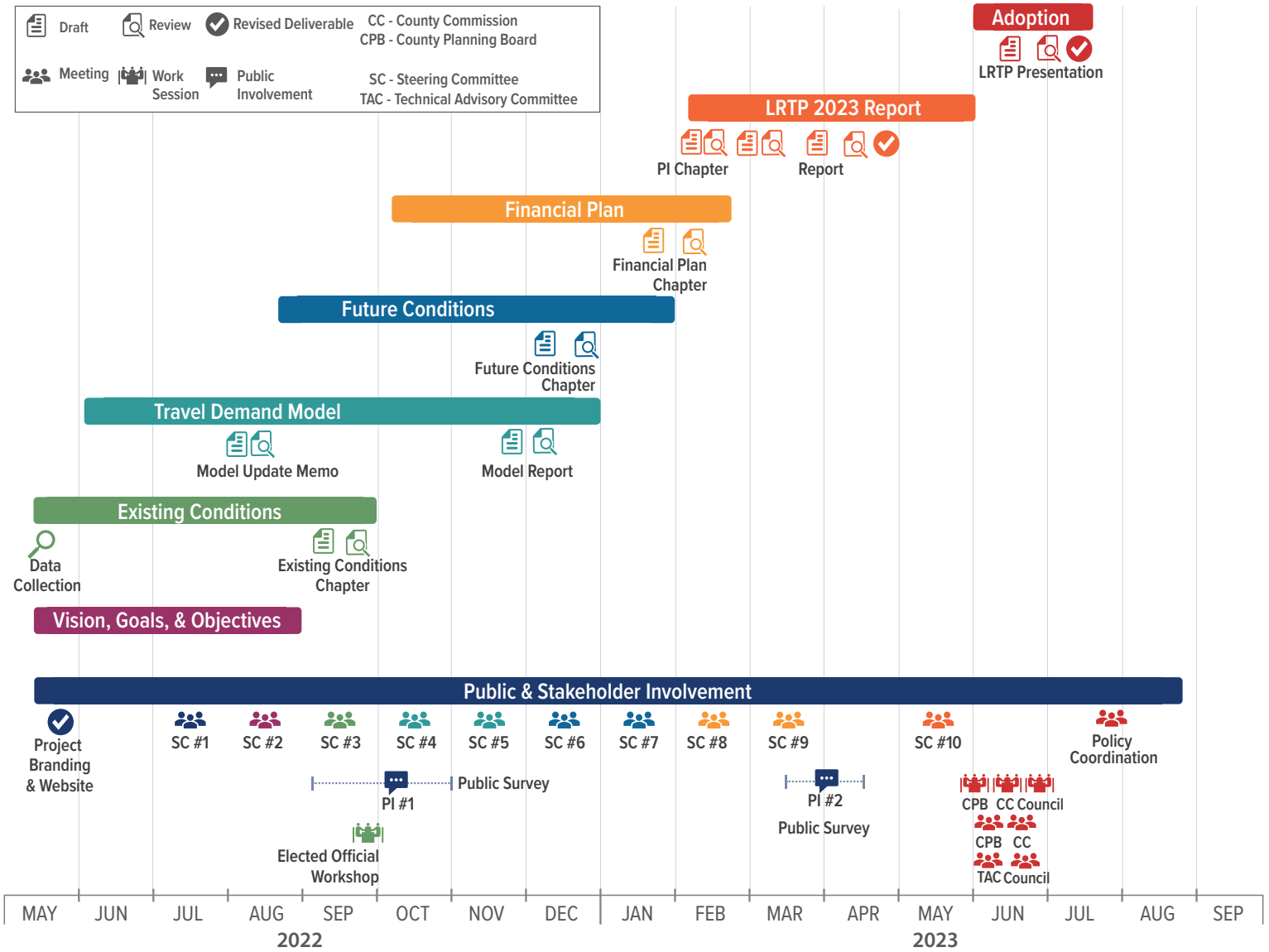
- Billings MPO Boundary
- MPO Boundary Additions
- City of Billings Limits
- Park / Open Space

Data Sources: City of Billings, Yellowstone County

PLAN PROCESS

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

FIGURE 2. LRTP PLANNING PROCESS



Plan Update (2025)

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

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

Plan Requirements

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

FEDERAL REQUIREMENTS

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

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

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

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

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

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

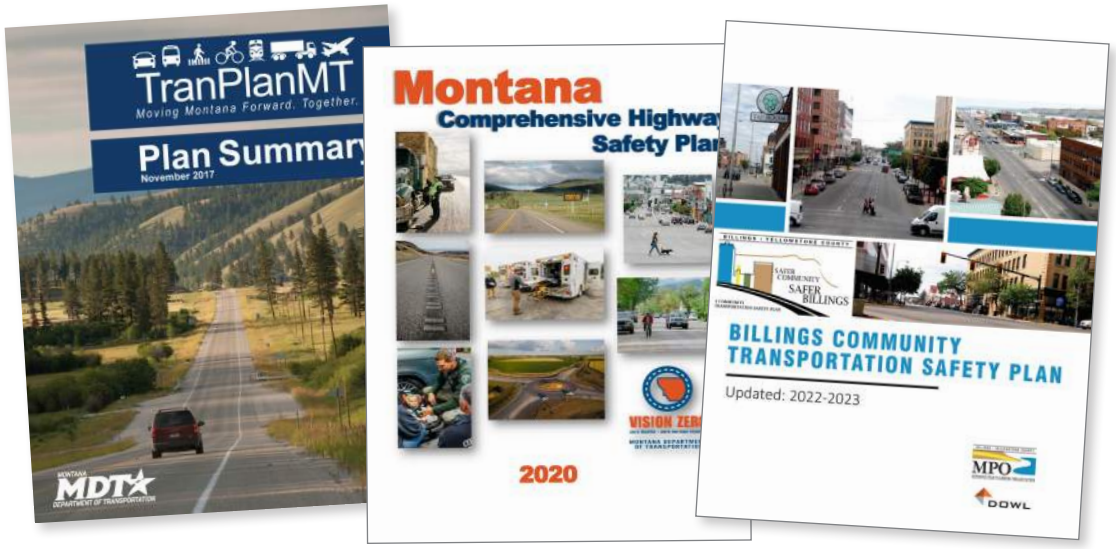
STATE REQUIREMENTS

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

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

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

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



Selection of State and local plans used to inform the LRTP

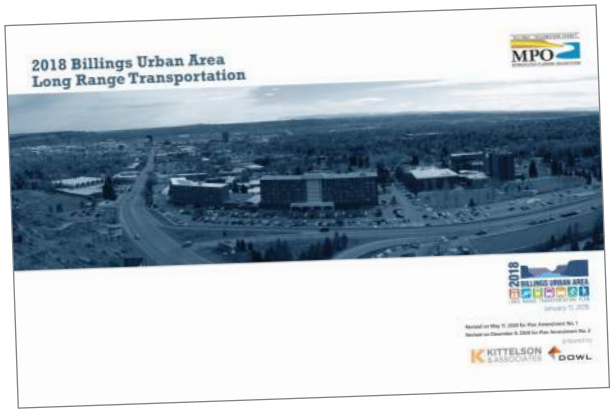
2 Montana Department of Transportation. (2017). *TranPlanMT: Moving Montana Forward Together*. https://www.mdt.mt.gov/tranplan/

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

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

LOCAL REQUIREMENTS

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



Billings 2018 Urban Area Long Range Transportation Plan

AIR QUALITY

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

Transportation Planning & Implementation Since 2018

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

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

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

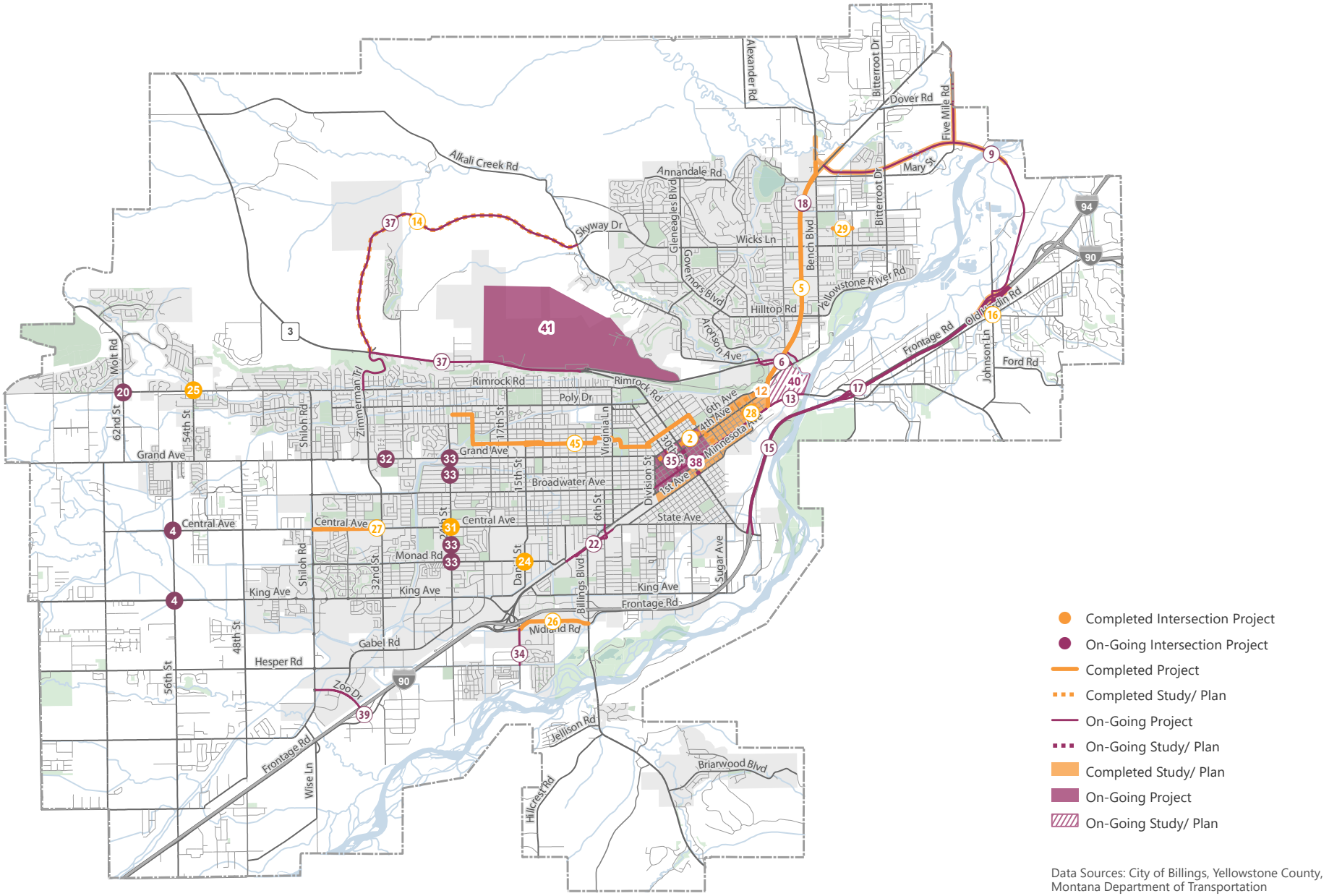
ONGOING & RECENTLY COMPLETED PLANS, PROJECTS, & STUDIES

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

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

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

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



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

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

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

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

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

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

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

02 WHAT IS IMPORTANT TO THE BILLINGS PLANNING AREA?

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

Federal & State Targets

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

ADOPTED STATEWIDE TARGETS

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

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

Key Terms

GOAL

Intended downstream outcomes of accomplishing the proposed objectives.

OBJECTIVE

Desired outcome or action that aligns with overall goal.

PERFORMANCE MEASURE

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

PERFORMANCE TARGET

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

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

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

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

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

Safety

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

TABLE 2. SAFETY PERFORMANCE TARGETS

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

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

Pavement & Bridge Condition

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

TABLE 3. NHS PAVEMENT & BRIDGE CONDITION PERFORMANCE TARGETS

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

Source: Federal Highway Administration[11]

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

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

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

Travel Time Reliability

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

TABLE 4. TRAVEL TIME RELIABILITY PERFORMANCE TARGETS

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

Source: Federal Highway Administration[12]

Emissions

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

TABLE 5. EMISSIONS PERFORMANCE TARGETS

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

Source: Federal Highway Administration[13]

Transit Asset Management

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

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

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

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

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

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

TABLE 6. TRANSIT PERFORMANCE TARGETS

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

Vision, Goals, Objectives, & Performance Measures



VISION

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



WHAT IS A LIVABLE COMMUNITY?

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



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

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



Safety – Develop a safer transportation system for all users.



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



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



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



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

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

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

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

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

TABLE 7. LRTP GOALS, OBJECTIVES, & PERFORMANCE MEASURES

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

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

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

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

TABLE 8. STATEWIDE TARGETS & LRTP GOALS

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

MONITORING PROGRESS

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

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



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

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

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

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

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

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

Engagement Overview

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

Thank You

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

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

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

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

TABLE 9. PUBLIC & STAKEHOLDER ENGAGEMENT METHODS OVERVIEW

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

Steering Committee

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

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

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

Stakeholder Engagement

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

STAKEHOLDER MEETINGS

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

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

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

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

ELECTED OFFICIALS WORKSHOPS

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

Elected Officials Workshop #1

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

Elected Officials Workshop #2

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

Public Engagement

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

PUBLIC OPEN HOUSE #1

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

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



FIGURE 4. PUBLIC OPEN HOUSE #1 COMMENTS BY CATEGORY

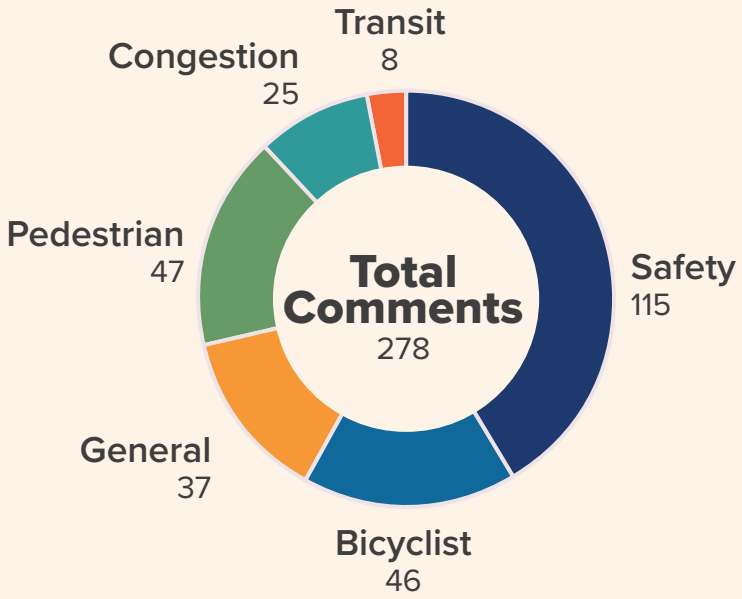
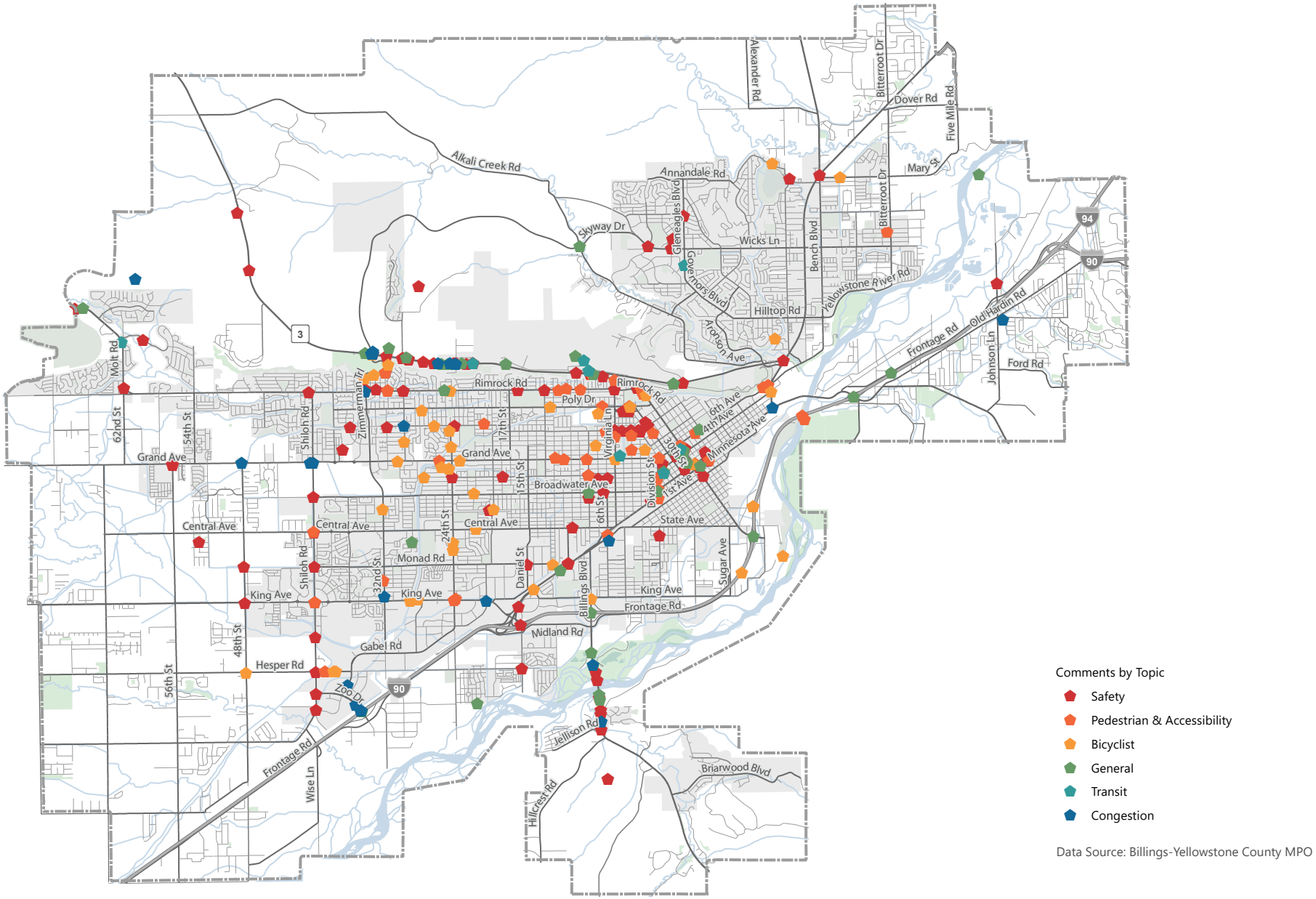


FIGURE 5. PHASE 1 PUBLIC & STAKEHOLDER COMMENTS



PUBLIC OPEN HOUSE #2

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

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

FIGURE 6. PUBLIC OPEN HOUSE #2 COMMENTS BY CATEGORY

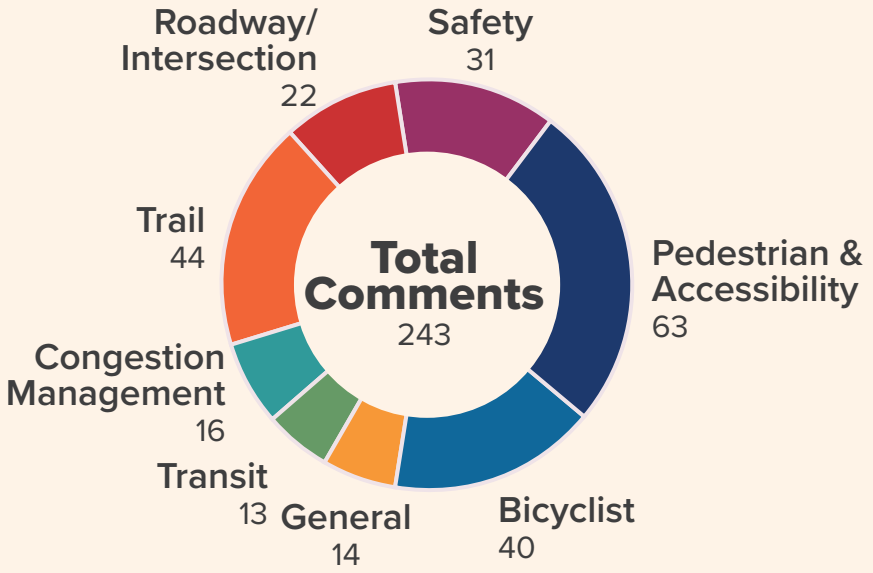
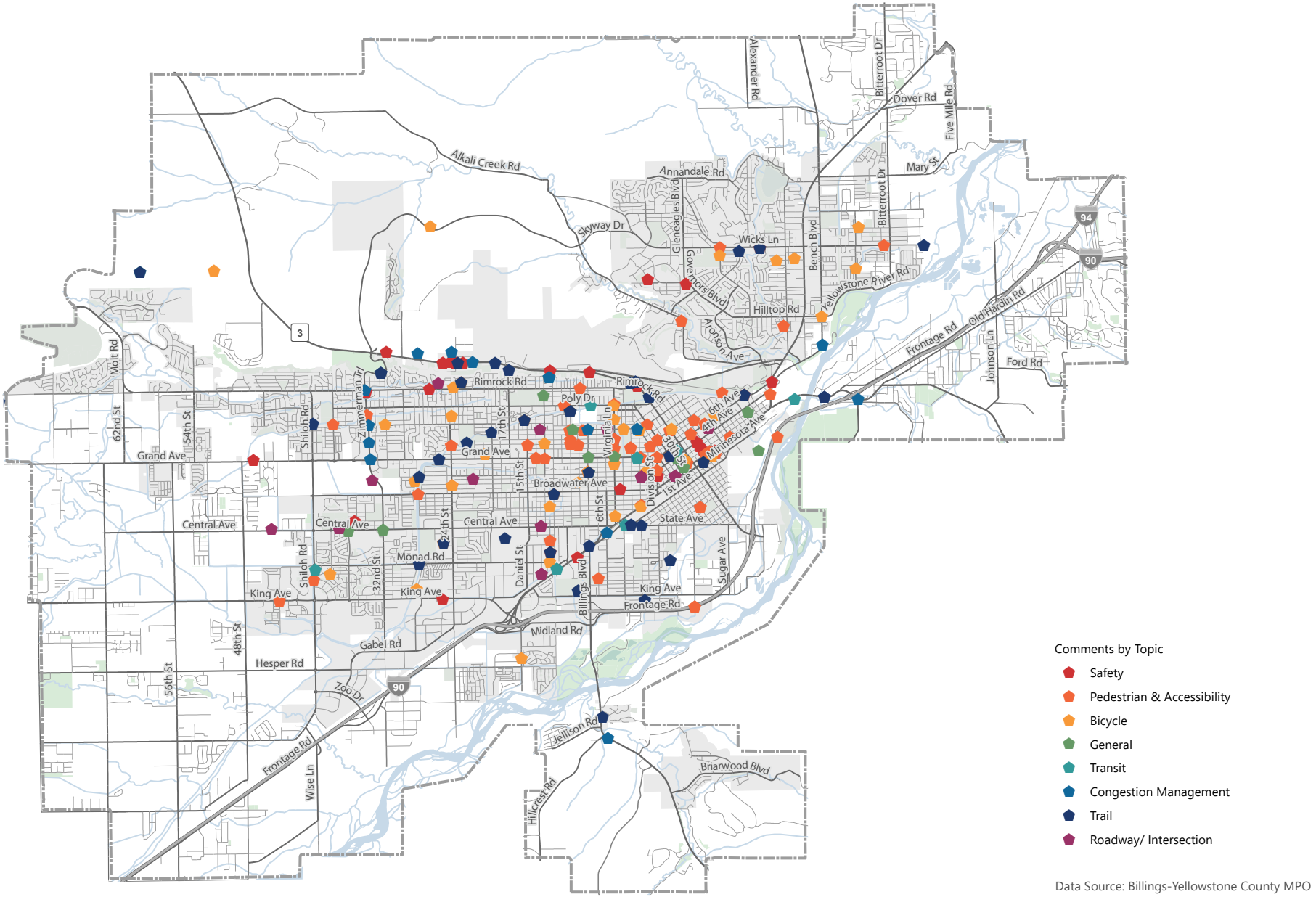


FIGURE 7. PHASE 2 PUBLIC & STAKEHOLDER COMMENTS



Plan Review & Approval

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

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

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







04 WHAT IS THE TRANSPORTATION SYSTEM LIKE TODAY?

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

Community & Land Use

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

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

ZONING

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

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

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

POPULATION & HOUSEHOLDS

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

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

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

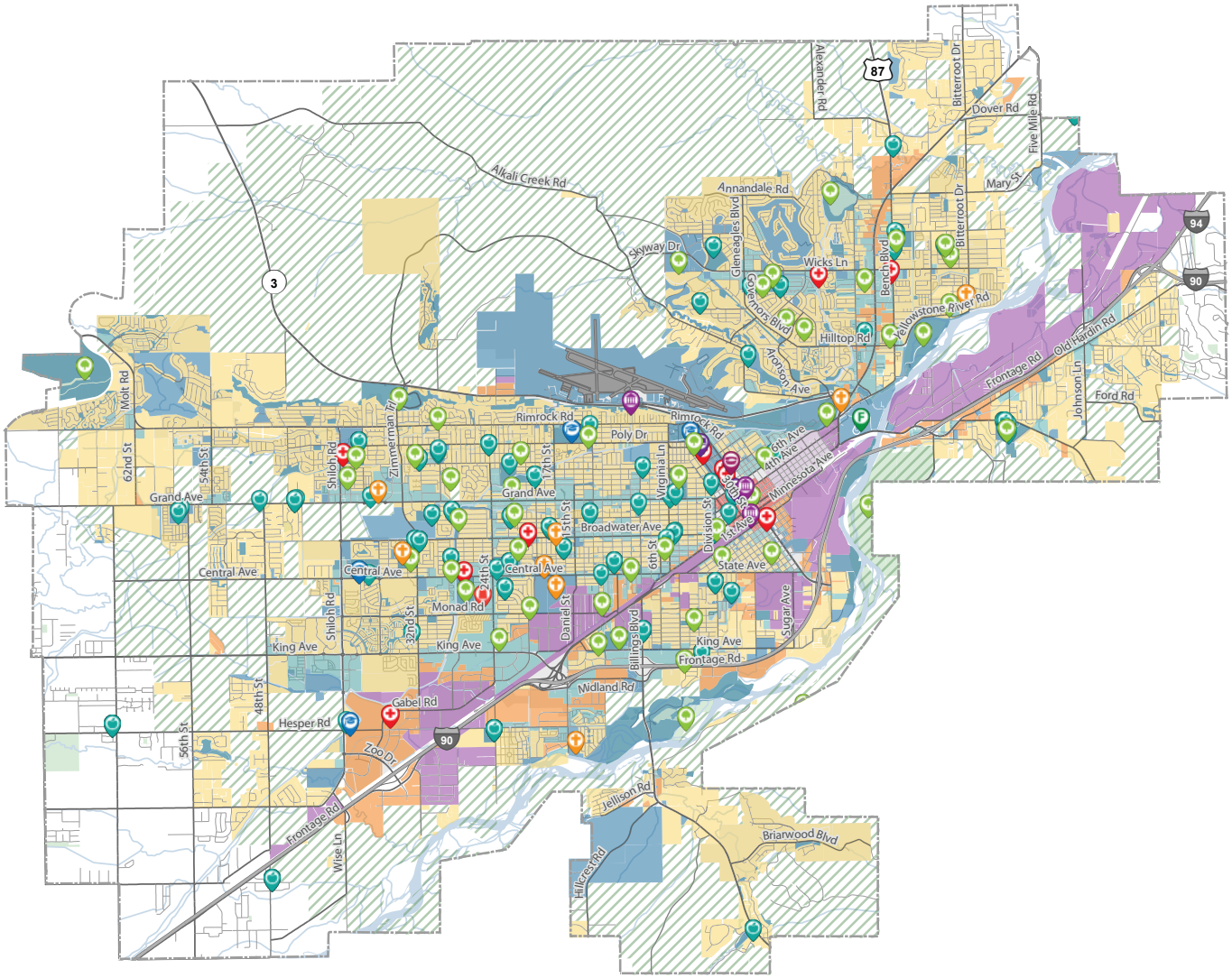
EMPLOYMENT

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



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

FIGURE 8. EXISTING ZONING AND MAJOR ACTIVITY CENTERS



ZONING AND MAJOR ACTIVITY CENTERS

Existing Zoning

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

Major Activity Centers

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

Data Source: City of Billings, Yellowstone County

FIGURE 9. 2020 POPULATION DENSITY

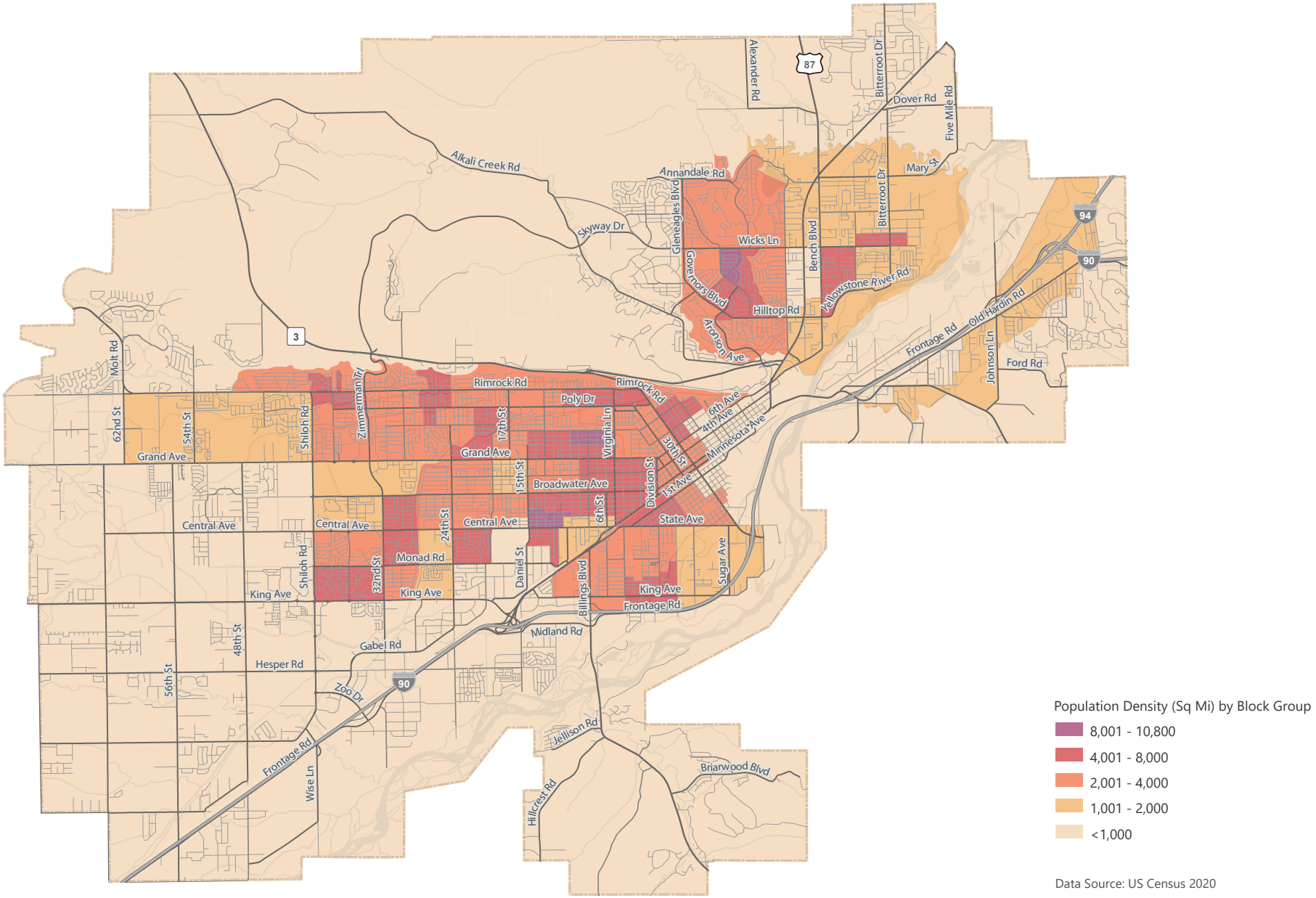


FIGURE 10. 2020 HOUSING DENSITY

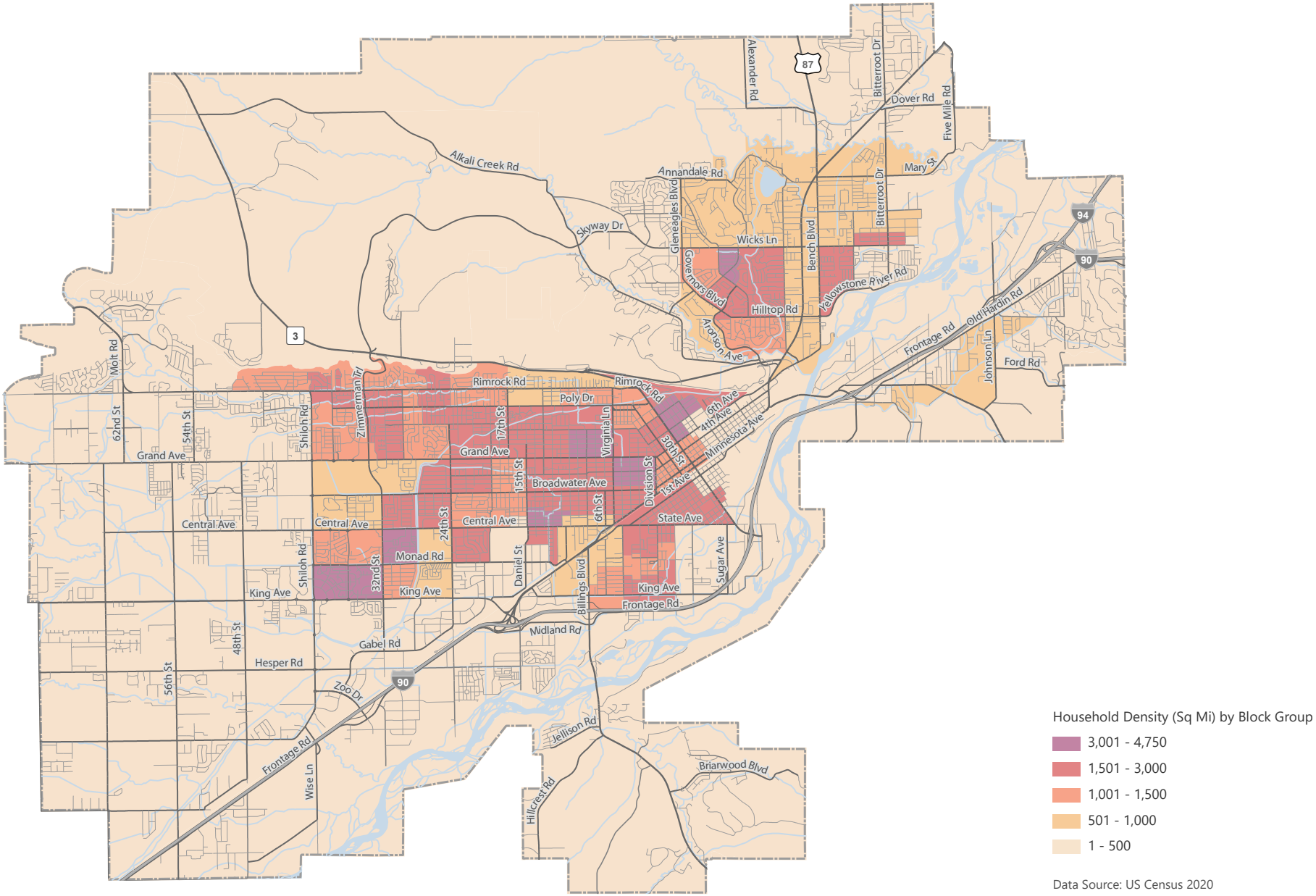
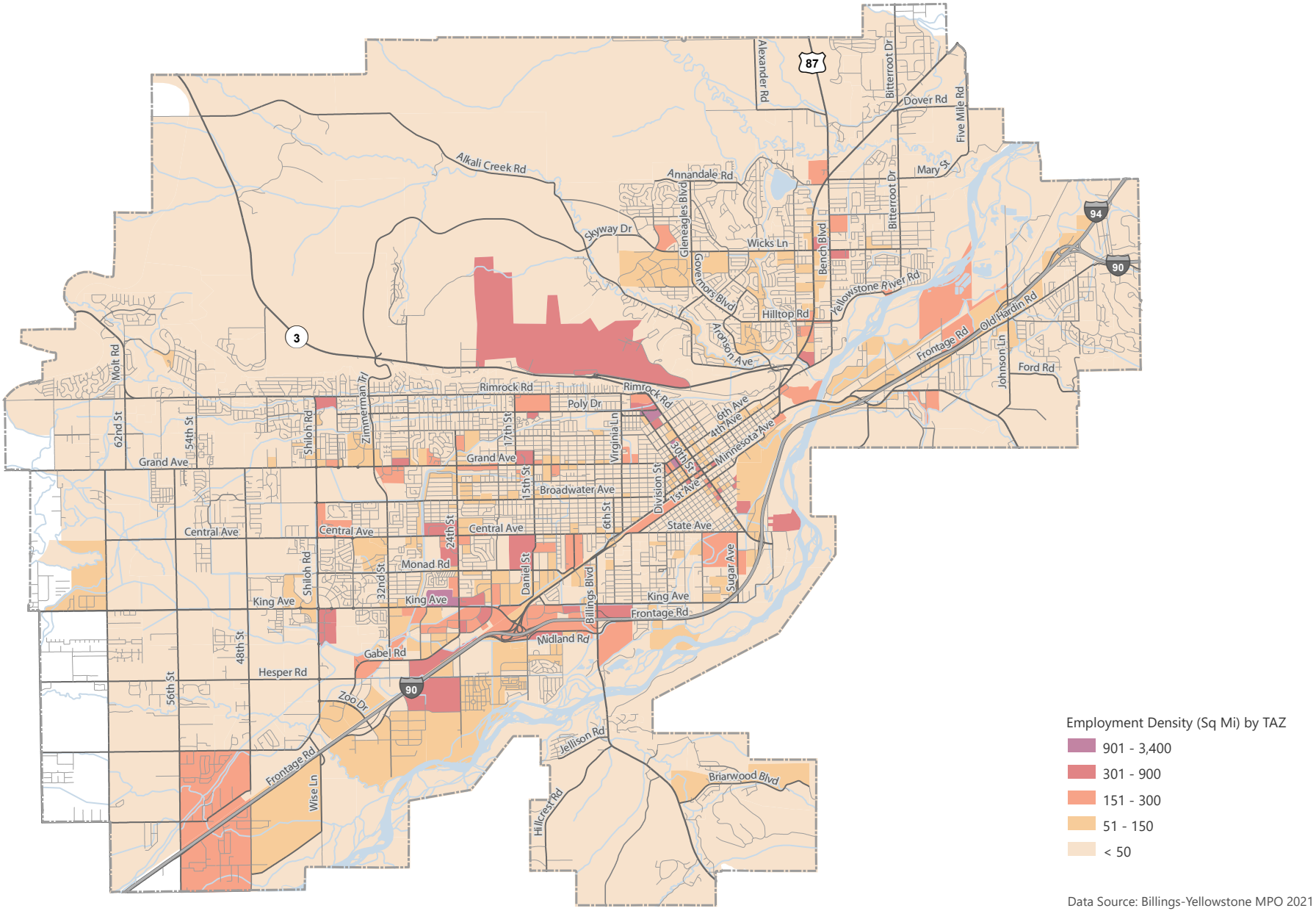


FIGURE 11. 2020 EMPLOYMENT DENSITY



Employment Density (Sq Mi) by TAZ

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

Data Source: Billings-Yellowstone MPO 2021

COMMUTE MODE SHARE

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

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

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

EQUITY

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

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

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

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

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

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

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

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

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

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

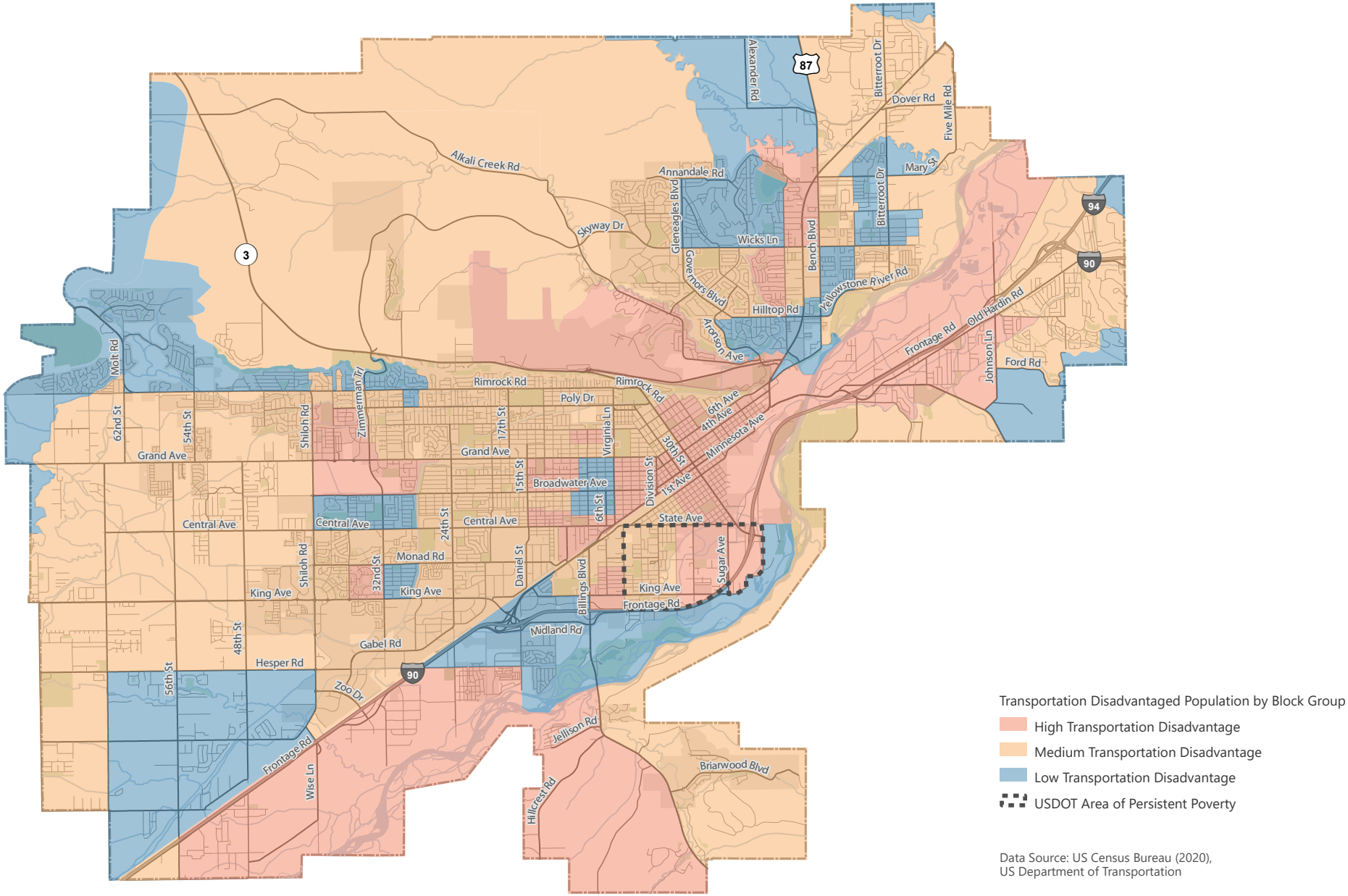
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

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

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

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

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



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

Safety

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

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

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

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

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

CRASH DATA SUMMARY

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

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

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

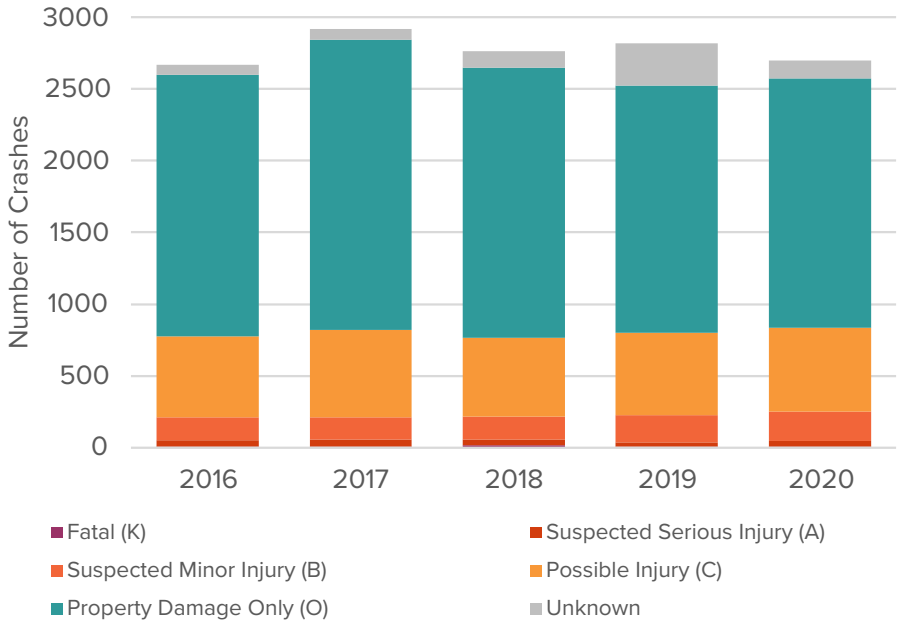
26 Montana Department of Transportation. (2020). *Montana Comprehensive Highway Safety Plan - 2020 Update.* https://www.mdt.mt.gov/visionzero/plans/docs/chsp/current-chsp.pdf

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

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

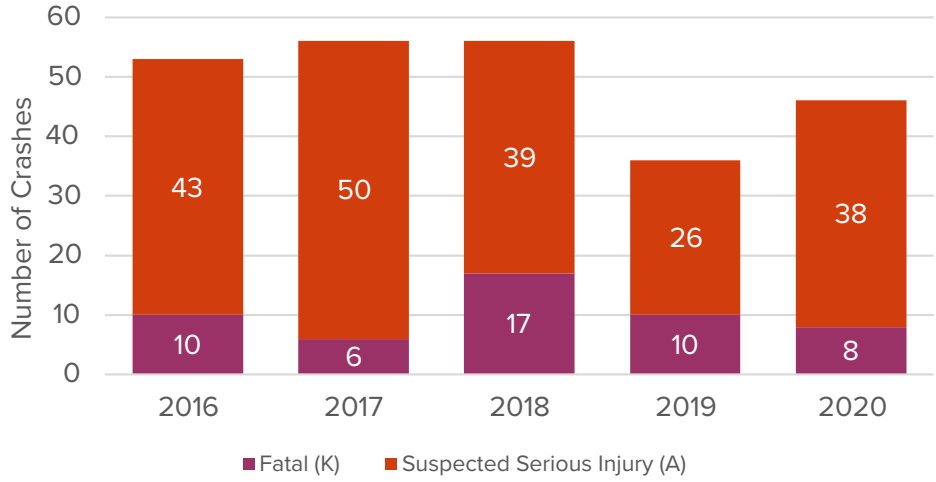
A total of 13,857 crashes occurred in the Billings planning area during the five-year period. A summary of total crashes by severity is shown in Table 11 and displayed in Figure 13. Additionally, these crashes are mapped in Figure 16.

FIGURE 13. CRASHES BY SEVERITY BY YEAR



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

FIGURE 14. FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY YEAR



Source: Montana Department of Transportation

TABLE 11. CRASHES BY SEVERITY (2016-2020)

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

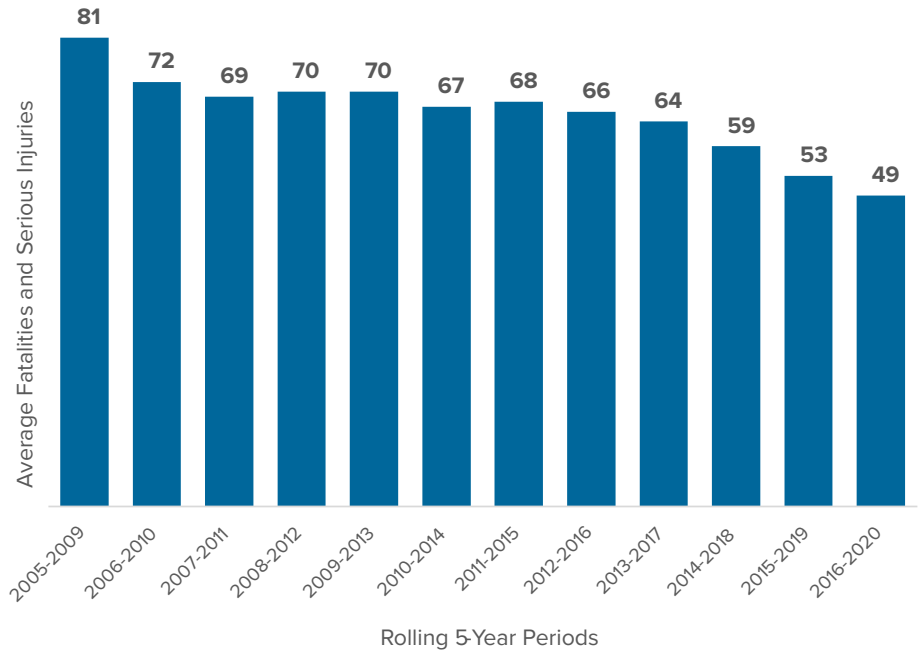
Source: Montana Department of Transportation



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

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

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



Source: Montana Department of Transportation

FIGURE 16. CRASHES BY SEVERITY (2016-2020)

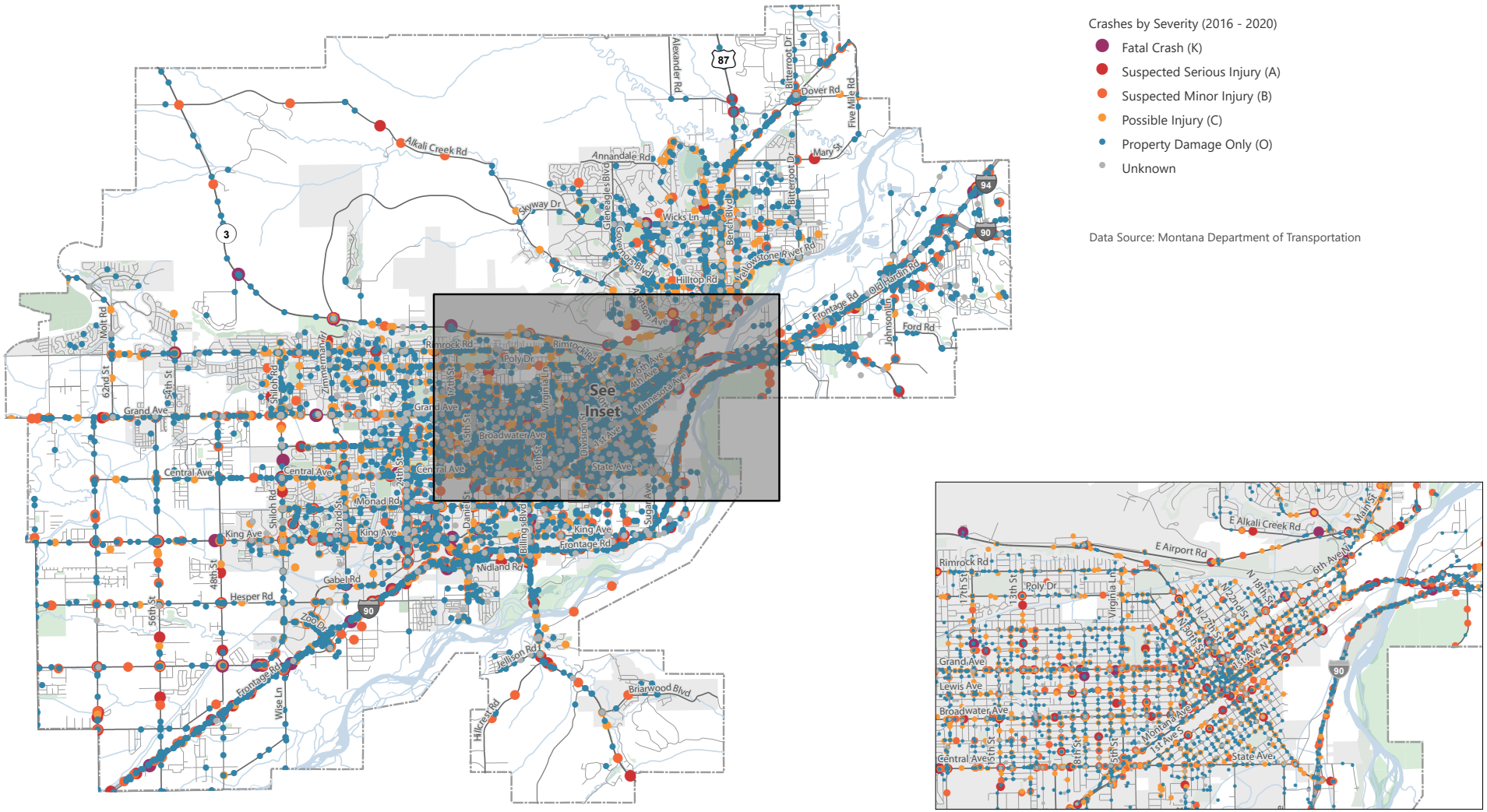
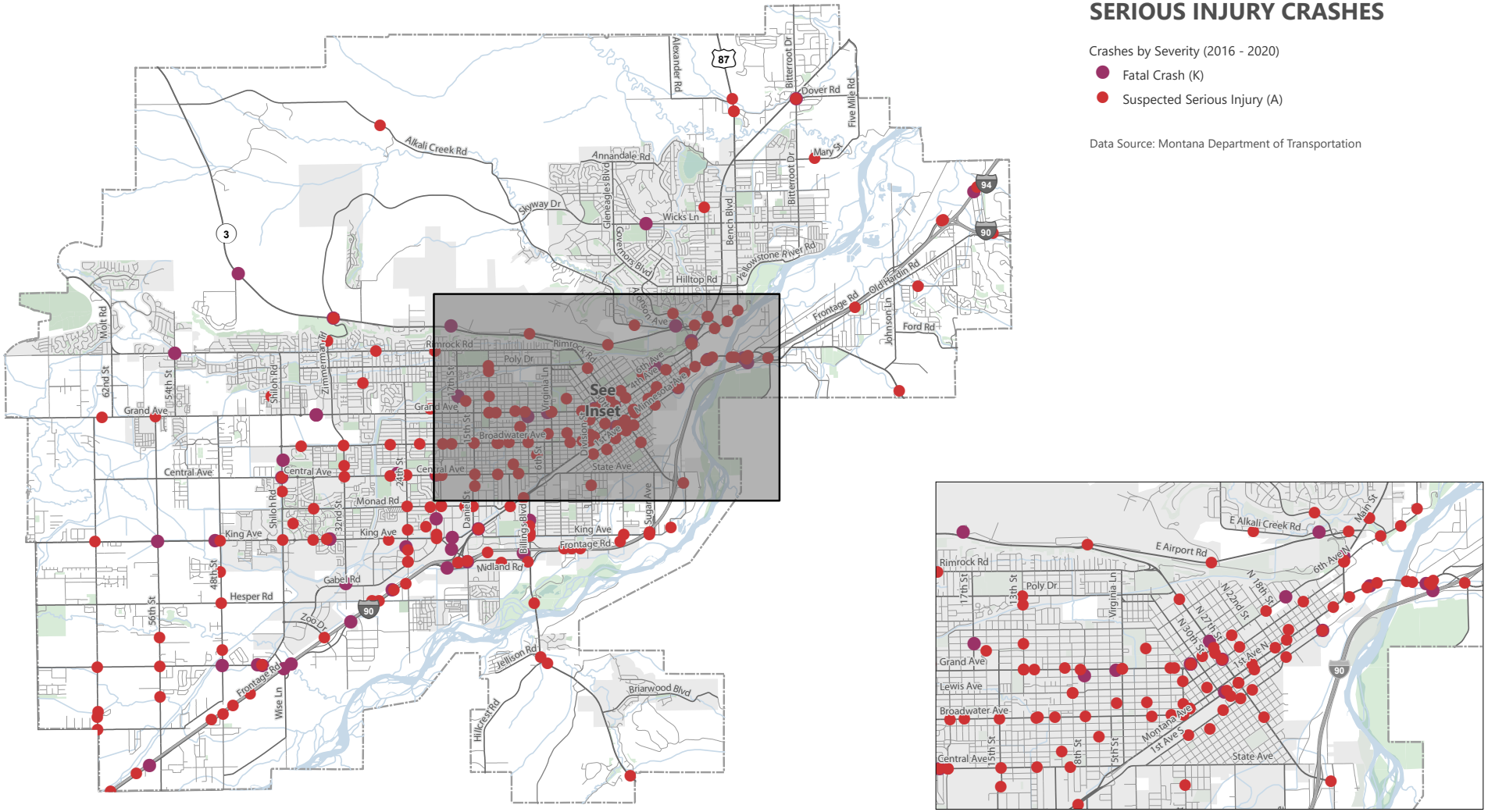


FIGURE 17. FATAL AND SUSPECTED SERIOUS INJURY CRASHES (2016–2020)



Equivalent Property Damage Only (EPDO) Analysis

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

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

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

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

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

TABLE 12. EPDO VALUES BY SEVERITY

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

Source: US Department of Transportation

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

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

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

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

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

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



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

EPDO ANALYSIS – INTERSECTIONS

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

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

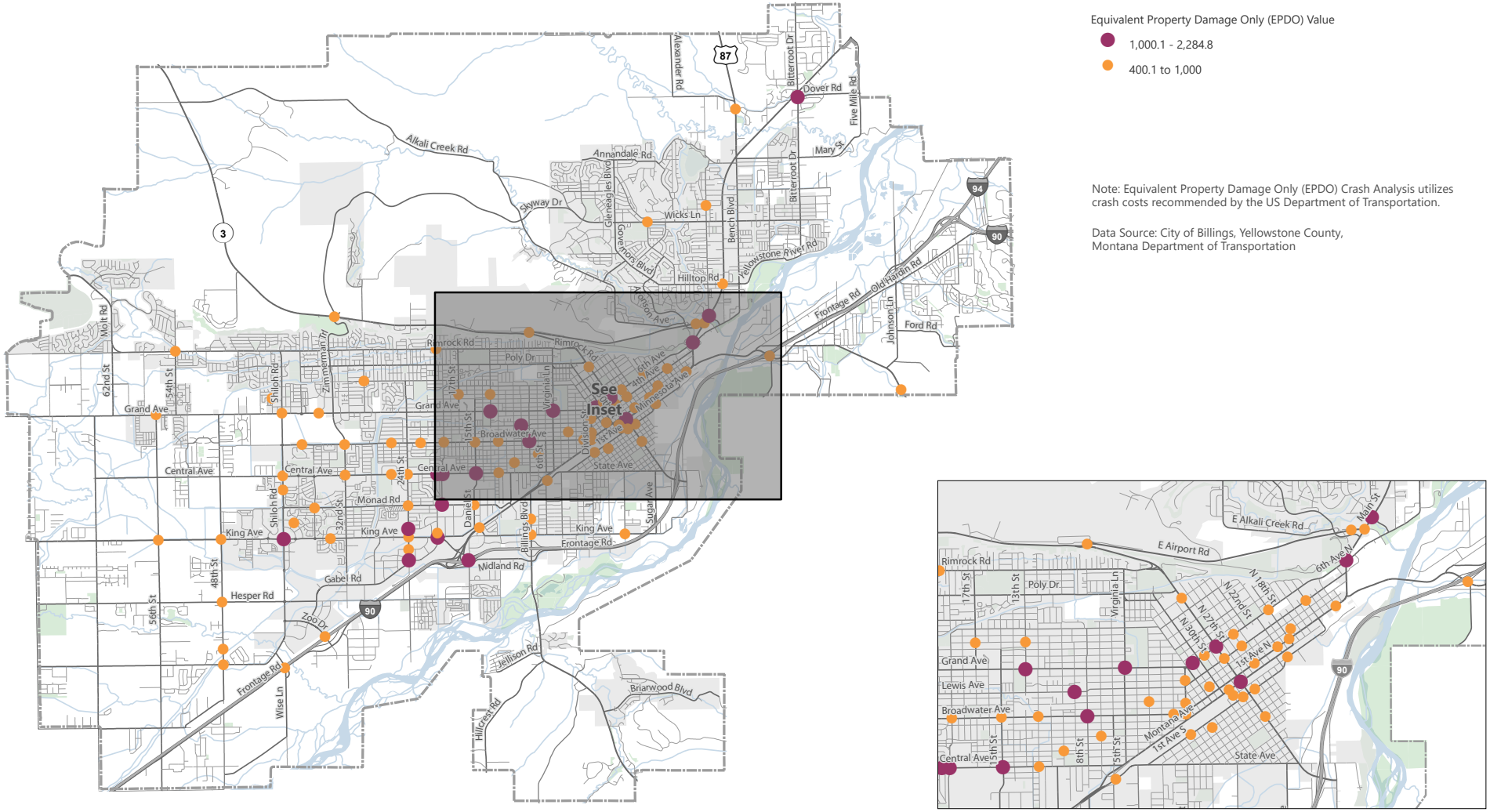
RANK	INTERSECTION	CONTROL TYPE	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
1	Main Street & 6th Avenue N	Signal	74	3	2,284.8
2	Lake Elmo Drive & Main Street	Signal	109	2	1,779.5
3	Mullowney Lane & Exit 446	Signal	40	2	1,476.7
4	Grand Avenue & 13th Street W	Signal	47	2	1,467.4
5	Montana Avenue & N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

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

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



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



EPDO ANALYSIS - ROADWAY SEGMENTS

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

FIGURE 20. EPDO SEGMENT 'SLIDING WINDOW'

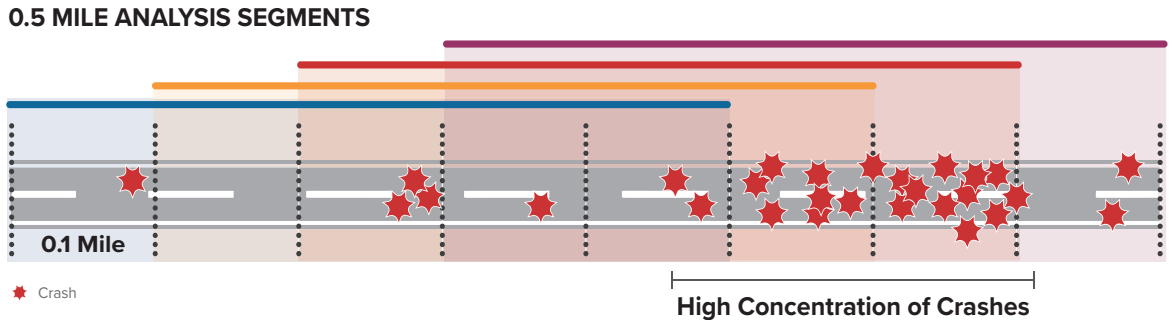


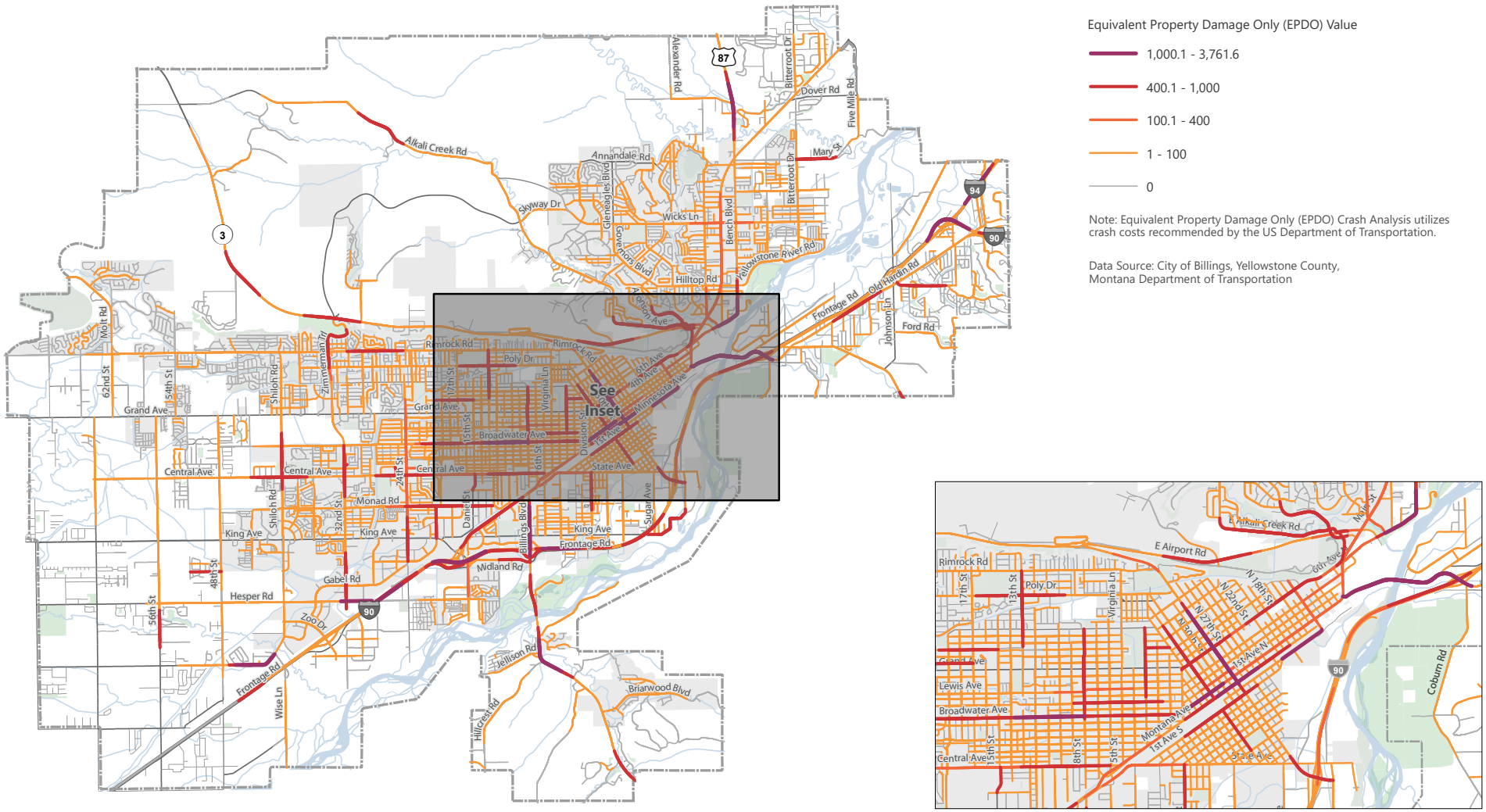
TABLE 14. HIGHEST EPDO VALUE ROADWAY SEGMENTS (2016 – 2020)

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

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

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

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



Pedestrian & Bicycle Crashes

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

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

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

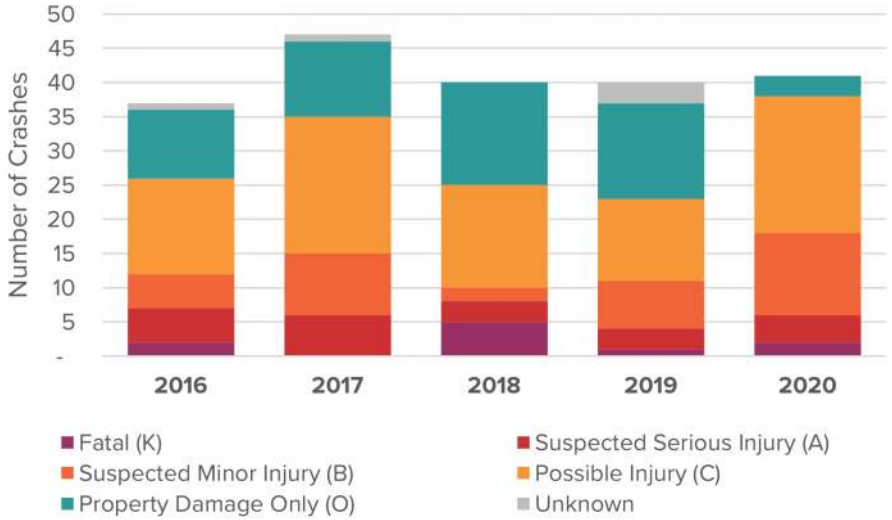


TABLE 15. PEDESTRIAN AND BICYCLE CRASHES BY SEVERITY (2016 – 2020)

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

Source: Montana Department of Transportation

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



Source: Montana Department of Transportation

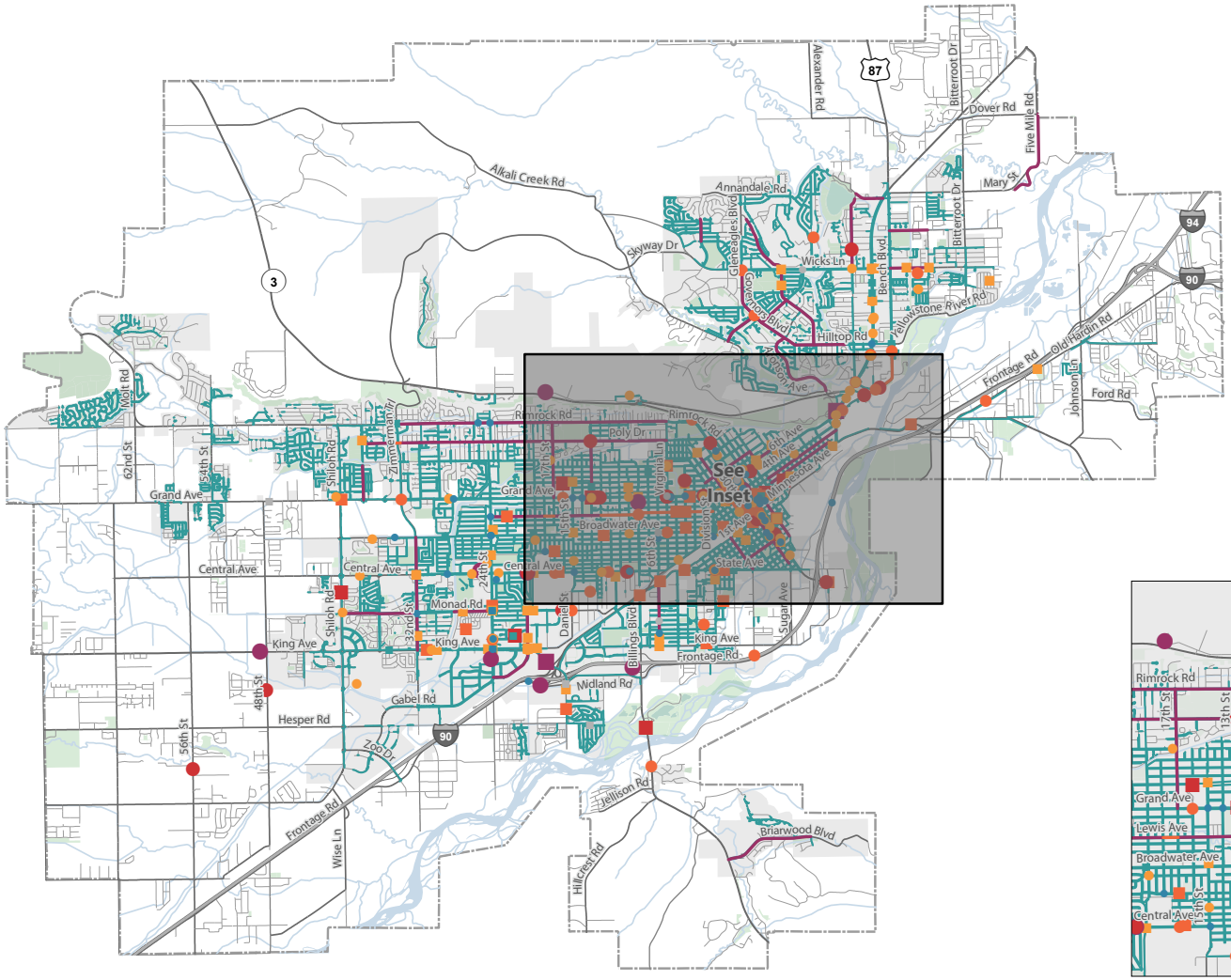
Figure 24 maps pedestrian and bicycle crashes by severity over the five-year period. While both pedestrian and bicycle crashes occur throughout the MPO region, crashes tend to cluster in the downtown Billings area, as well as along Bench Boulevard, 24th Street, Grand Avenue, and Central Avenue.

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



Source: Montana Department of Transportation

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



PEDESTRIAN & BICYCLE CRASHES BY SEVERITY

- Sidewalk
- Bike Lane
- Shared Lane Marking

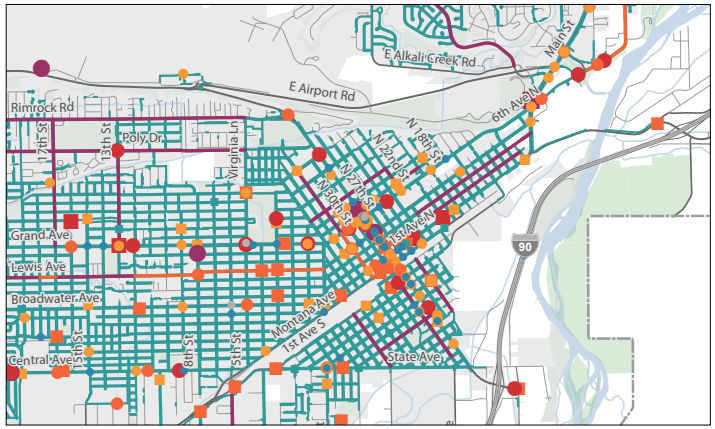
Pedestrian Crashes by Severity (2016 - 2020)

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

Bicycle Crashes by Severity (2016 - 2020)

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

Data Source: Montana Department of Transportation



Heavy Vehicle Crashes

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

Railroad Crashes

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

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

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

Source: Montana Department of Transportation

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

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

Source: Montana Department of Transportation

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

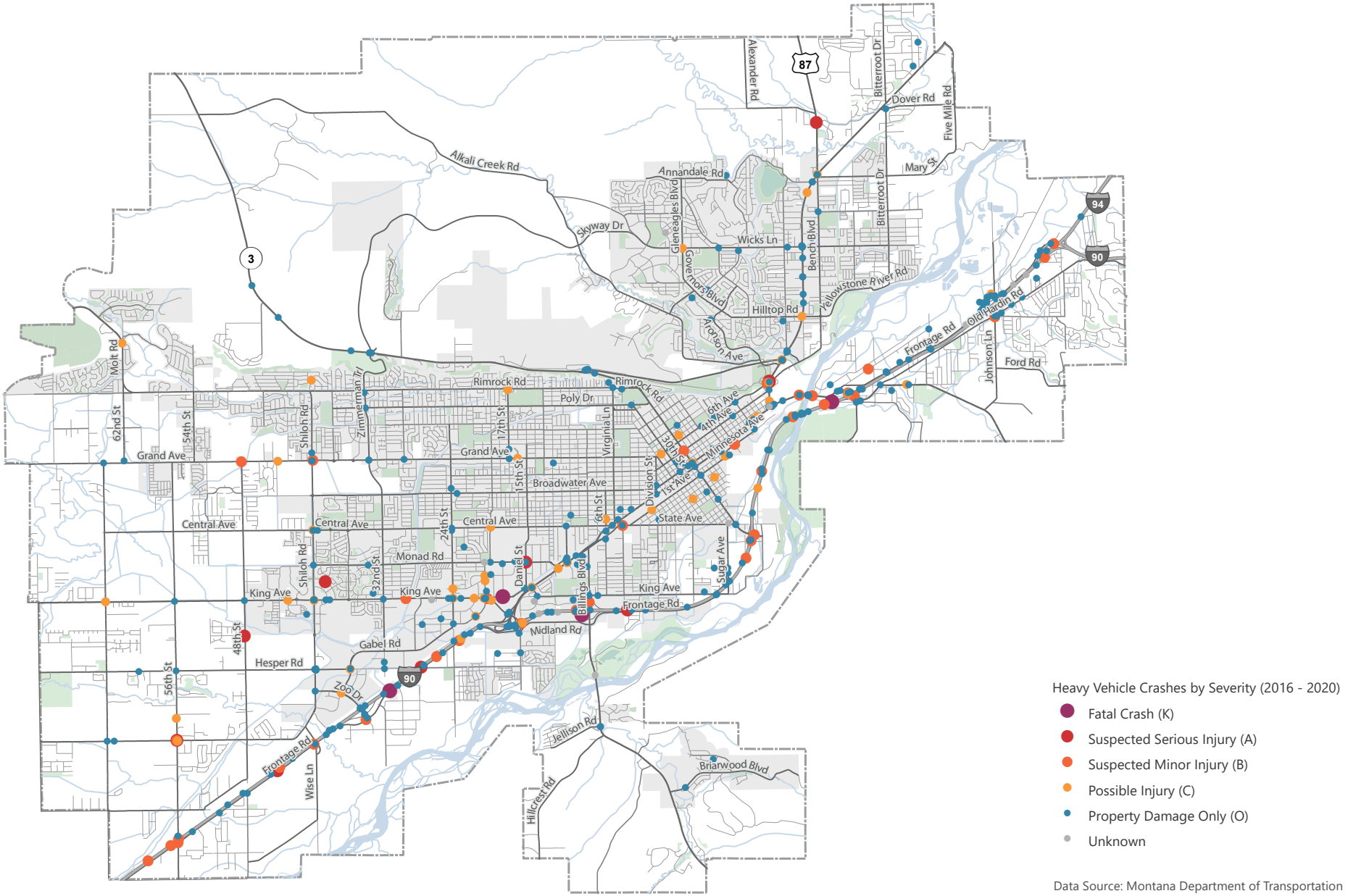
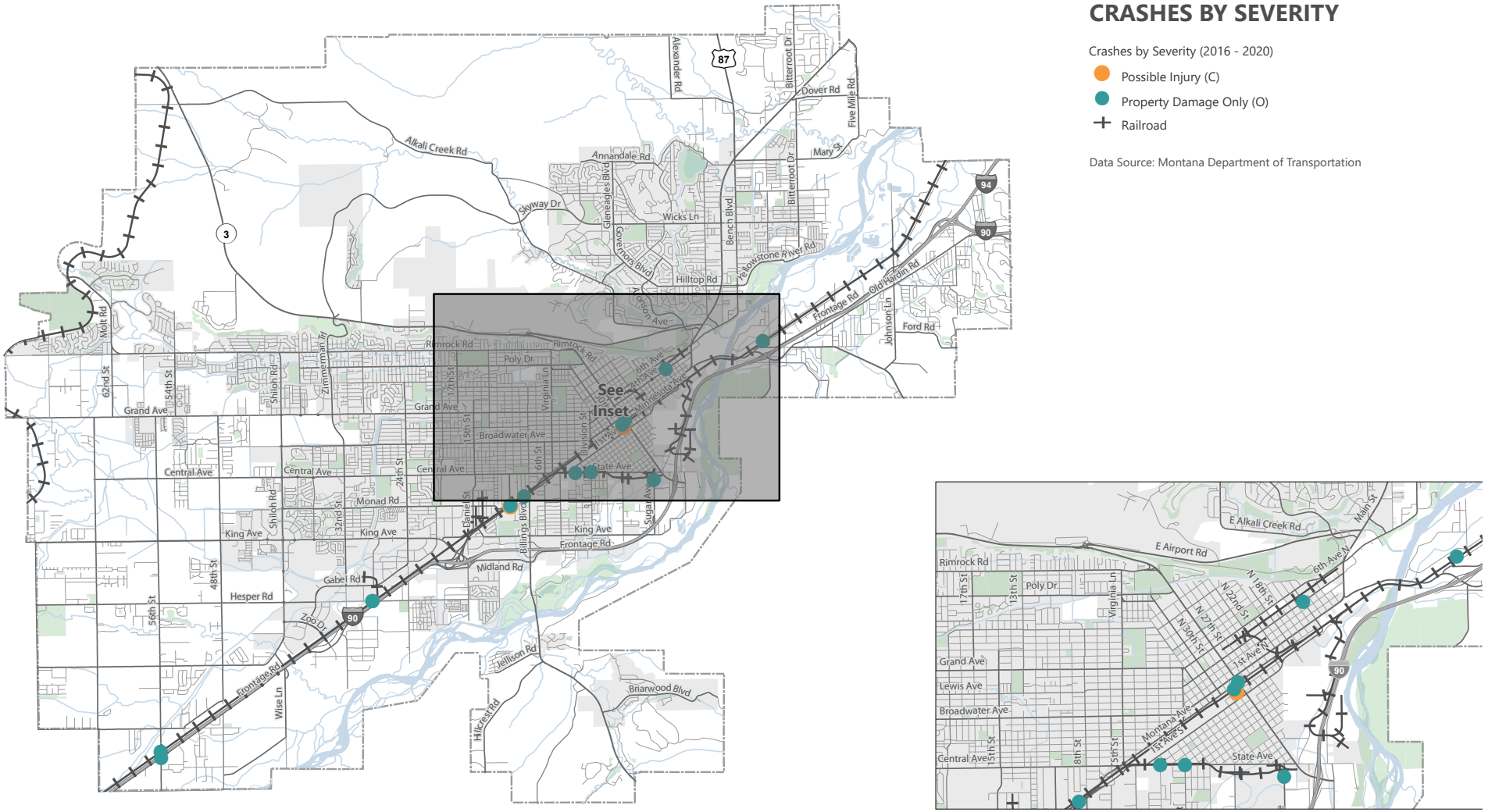


FIGURE 26. AT-GRADE RAIL CROSSING AND RAILWAY VEHICLE CRASHES BY SEVERITY (2016-2020)



Transportation

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



PEDESTRIAN & BICYCLE

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

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

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

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

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

Facilities

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

PEDESTRIAN FACILITIES

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

BICYCLE FACILITIES

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

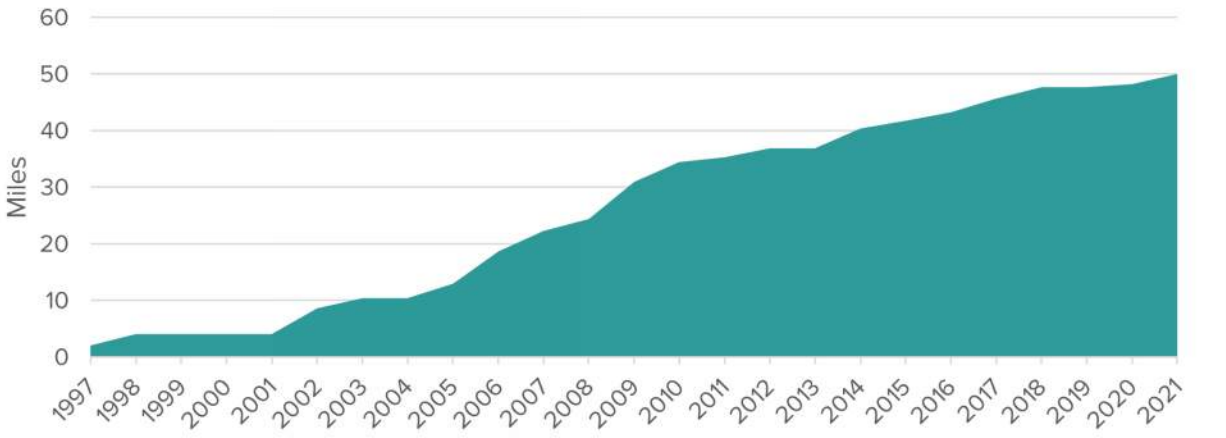
- **Bicycle Lanes:** This type of facility provides a dedicated space within the roadway for bicyclists to travel and uses signage and striping to delineate the right-of-way assigned to bicyclists. Billings currently has 33.5 miles of bicycle lanes in its transportation system.
- **Neighborhood Bikeways:**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

TABLE 18. TYPE AND LENGTH OF EXISTING TRAILS

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

Source: City of Billings

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



Source: City of Billings

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



Source: DOWL



Source: City of Billings



Source: DOWL

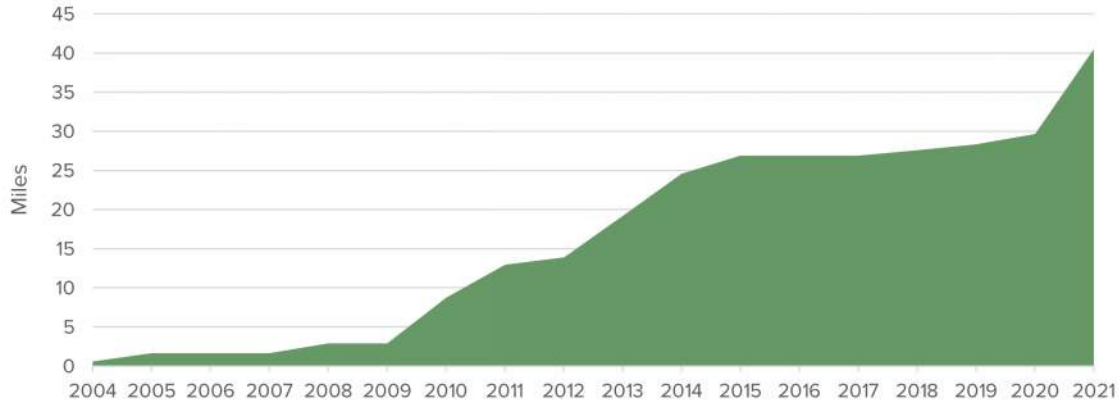
These facilities are delineated in Table 19 and depicted in Figure 30. Existing bikeway and trail facilities work together to provide good connectivity around the city. As shown in Figure 30 the bikeway and trail system almost provide a complete "loop" around Billings, as well as north-south connectivity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

TABLE 19. TYPE AND LENGTH OF BICYCLE LANES

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

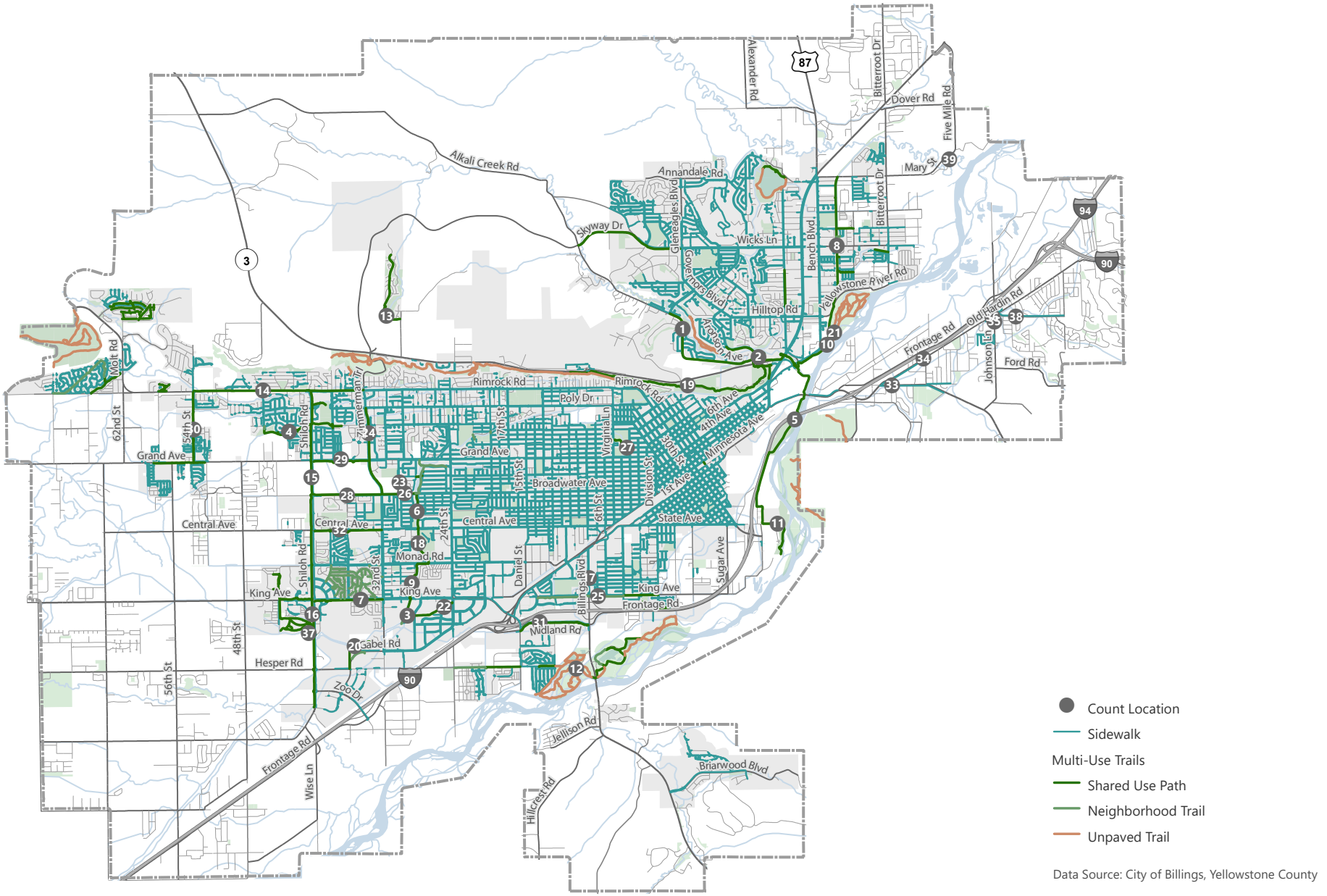
Source: City of Billings

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



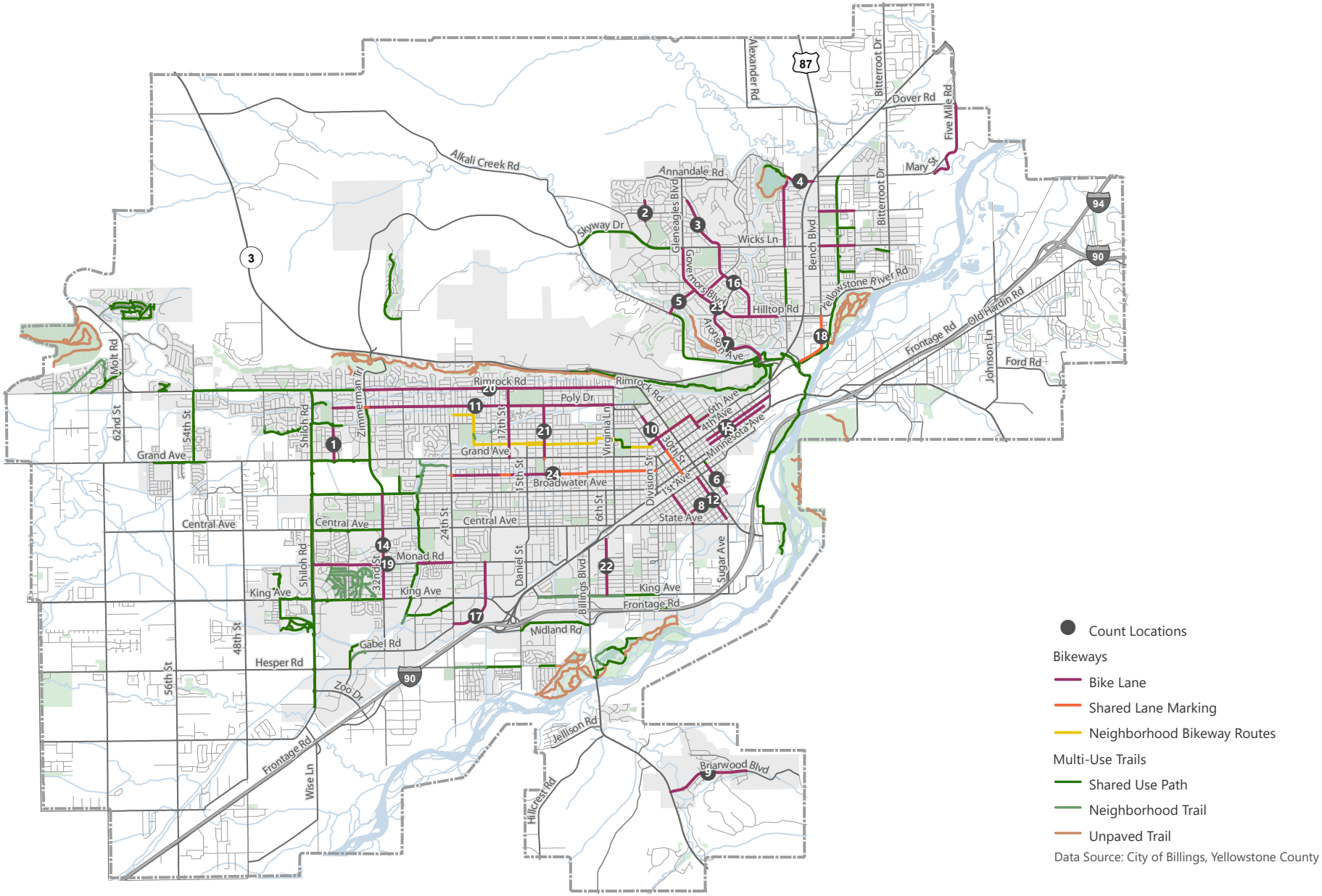
36 City of Billings. (N.D.). *Design Standards for Trails & Bikeways.* https://www.billingsmtpublicworks.gov/DocumentCenter/View/202/Design-Standards-or-Trails-and-Bikeways-PDF?bidId=

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



Data Source: City of Billings, Yellowstone County

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



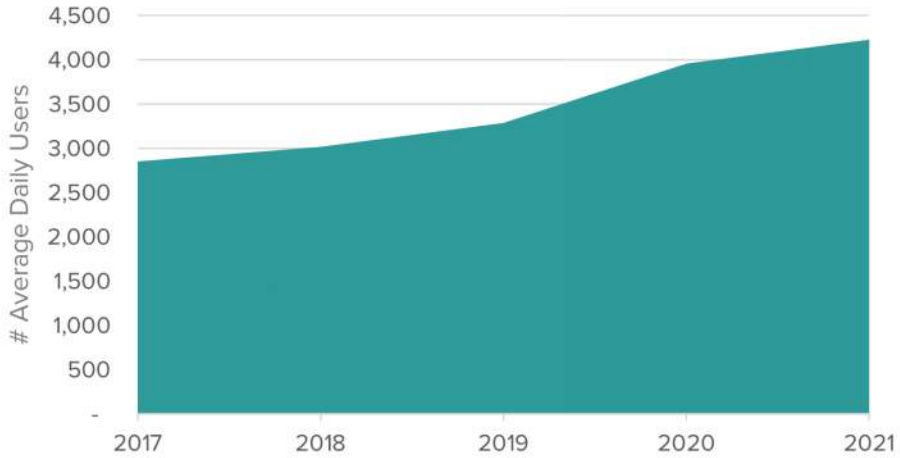
Volumes

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

Safe Routes to School

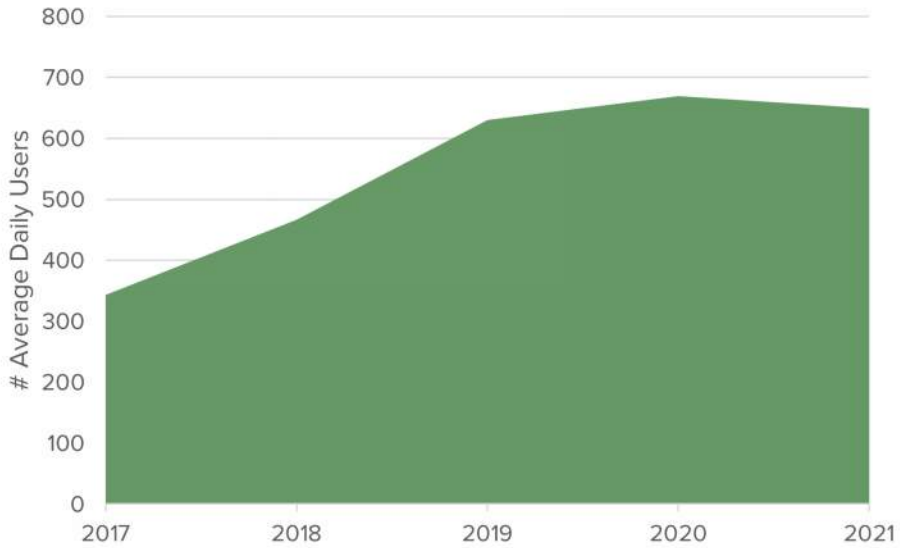
Completed in July 2022, the *Safe Routes to School Plan Update* is a comprehensive analysis of the existing barriers that prevent kids from walking and bicycling to school, coupled with systemic safety treatments to mitigate and remove the barriers. The Billings MPO conducted significant outreach with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

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



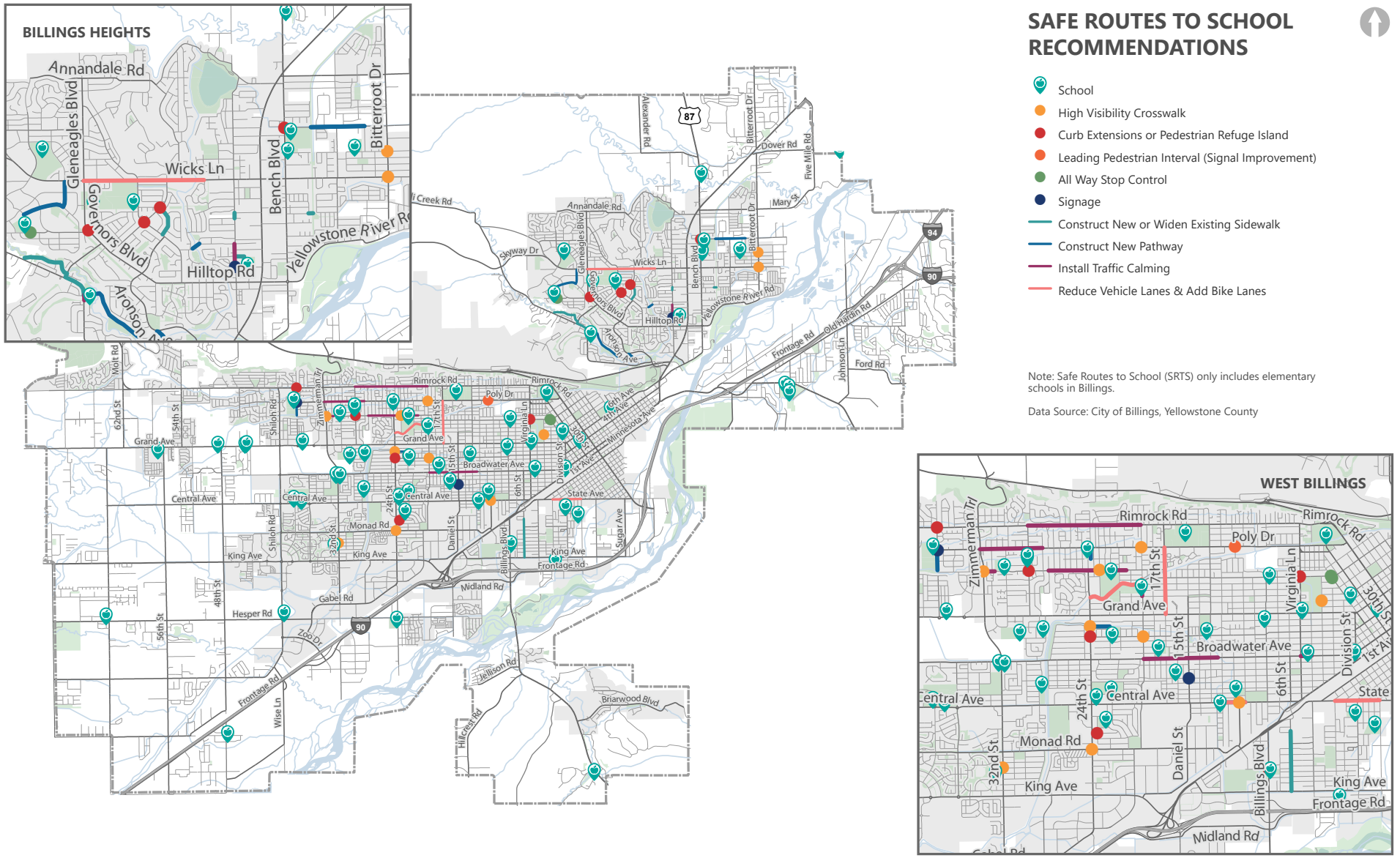
Source: City of Billings

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



Source: City of Billings

FIGURE 33. SAFE ROUTES TO SCHOOL PLAN RECOMMENDATIONS



SAFE ROUTES TO SCHOOL RECOMMENDATIONS

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

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

Data Source: City of Billings, Yellowstone County

STREETS & HIGHWAYS

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

Functional Classification

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

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

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

FIGURE 34. SUMMARY OF ROADWAYS BY FUNCTIONAL CLASSIFICATION

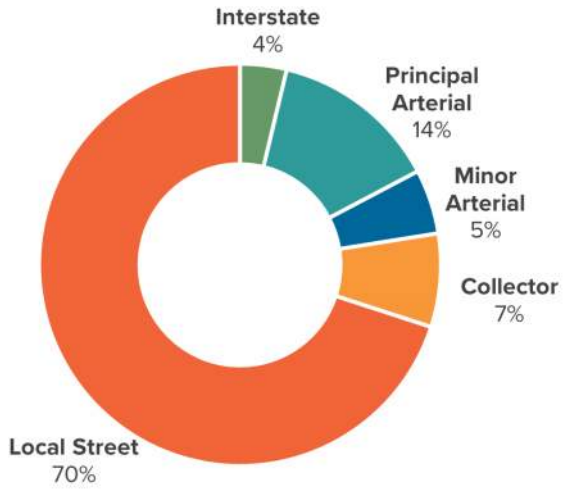
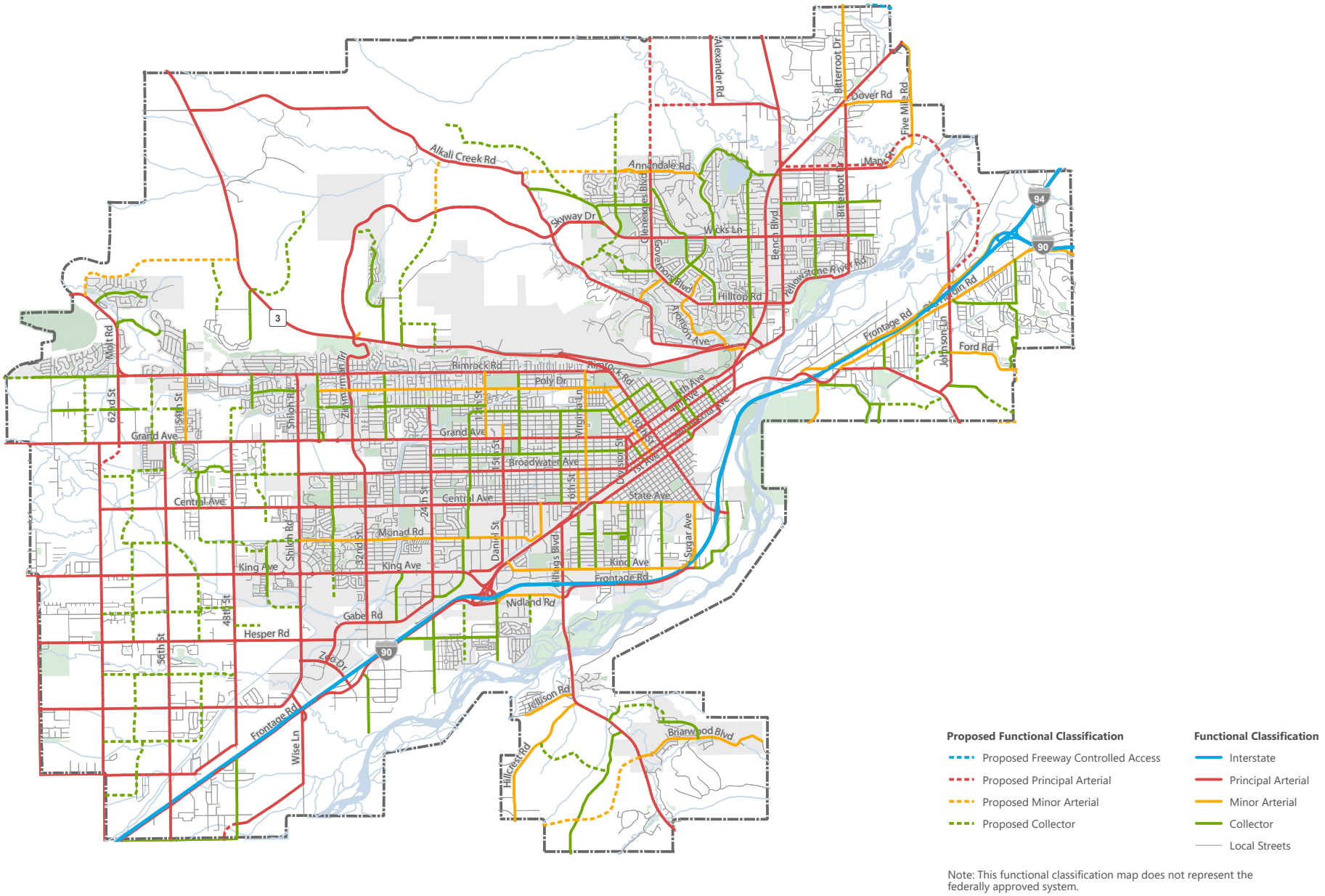


FIGURE 35. FUNCTIONAL CLASSIFICATION



Proposed Functional Classification

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

Functional Classification

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

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

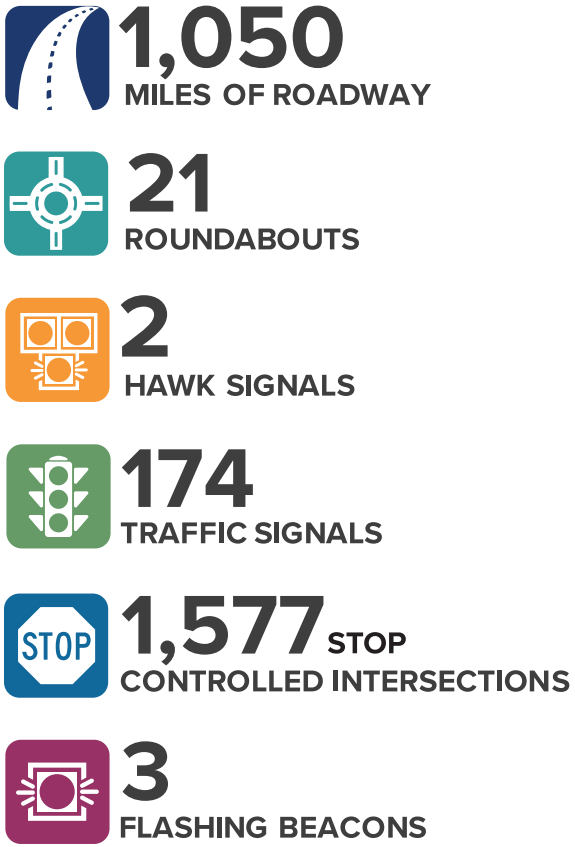
Facilities

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

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

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

FIGURE 36. SUMMARY OF ROADWAY FACILITY TYPES[37]



Traffic Volumes

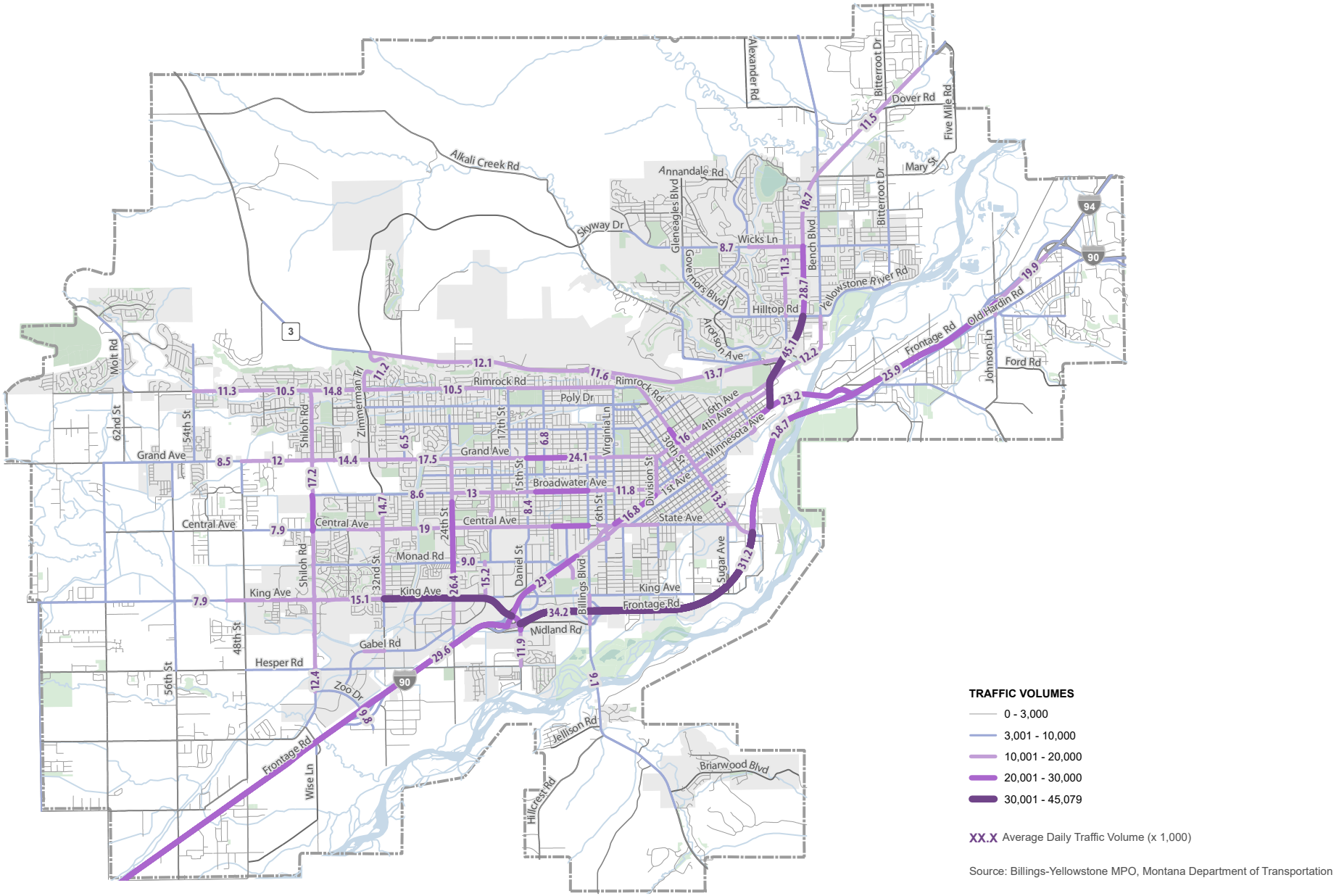
Figure 37 shows average annual daily traffic (AADT) volumes on roadways in the study area for year 2021 conditions. MDT collects traffic counts on roadways and provides an estimated AADT annually. These estimates are based on seasonally adjusted 48 hour sample counts. In the event a traffic count is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

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

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

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

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



TRAFFIC VOLUMES

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

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

Source: Billings-Yellowstone MPO, Montana Department of Transportation

Traffic Operations

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

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

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

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

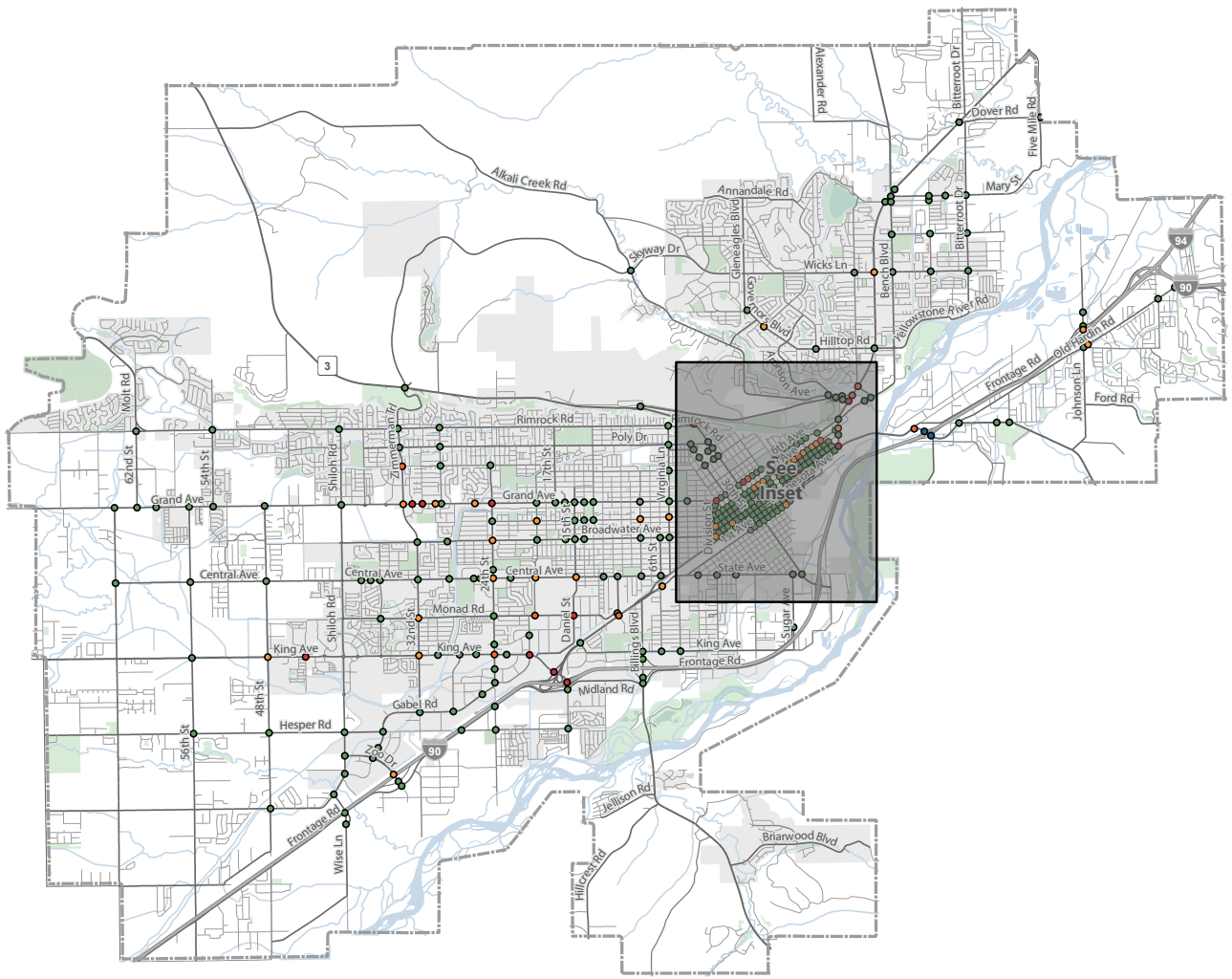
Intersections Operating at LOS E	Intersections Operating at LOS F
1st Ave N & 16th St (Stop Controlled)	1st Ave N & Main St (Traffic Signal)
1st Ave N & 17th St (Stop Controlled)	6th Ave N & 26th St (Stop Controlled)
4th Ave N & 10th St (Stop Controlled)	Aronson Ave & Main St (Stop Controlled)
4th Ave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

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

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

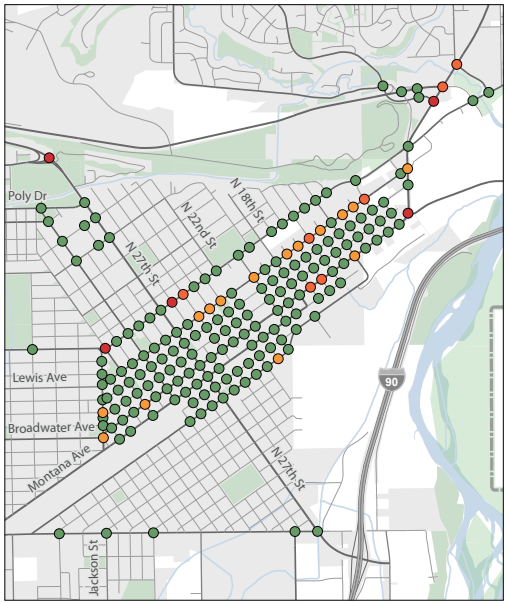
41 Transportation Research Board. *Highway Capacity Manual 2000*. 2000.

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



YEAR 2022 INTERSECTION LEVEL-OF-SERVICE (LOS)

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



TRANSIT

Service Overview

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



Source: DOWL

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

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

FLEET

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

TABLE 21. MET FIXED ROUTE FLEET

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

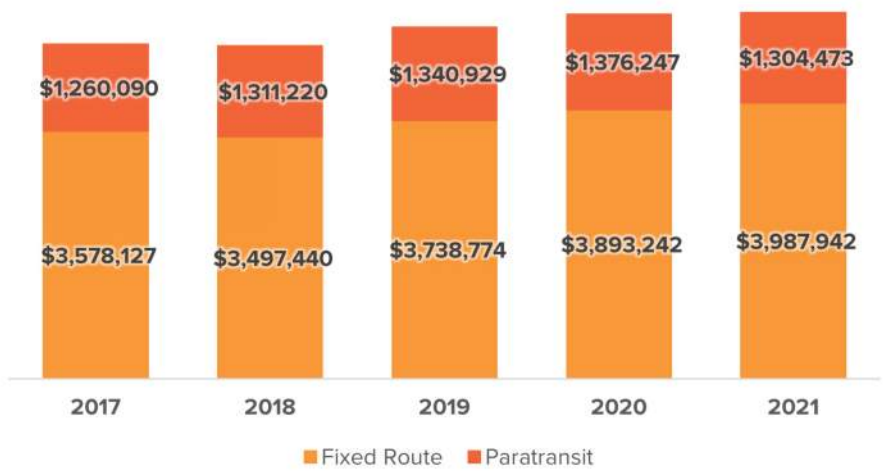
Source: MET Transit

FINANCES

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

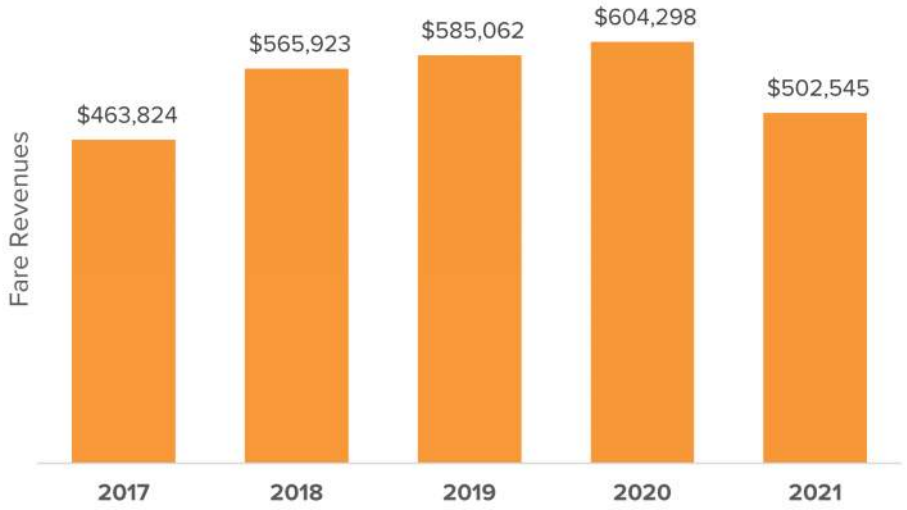
42 Data from MET was not updated during the 2025 amendment.

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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

COVID-19 IMPACTS & RESPONSE

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

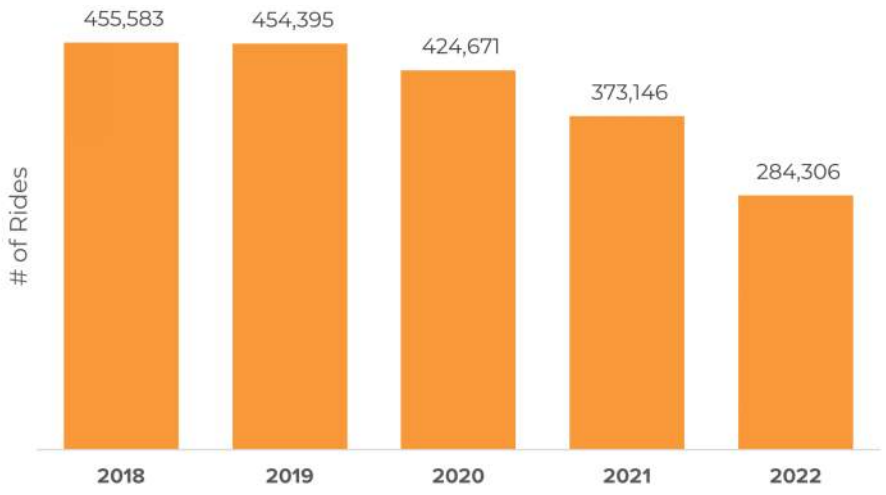
- Fare free operation from mid-March 2020 – May 2020.
- Creation of Transit Police to ensure rider safety.
- Rear door boarding during business closures (MET has since returned to front door boarding).
- On existing fleet vehicles, driver barriers were installed (newly purchased vehicles do not include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

Fixed Route Transit Service

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

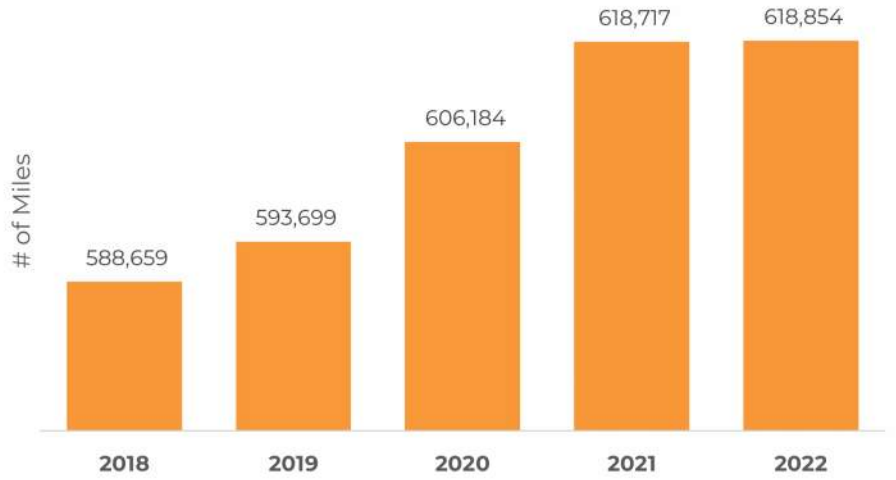
Figure 41 depicts the fixed route ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 42 shows the service miles for fixed routes, which have steadily increased over the past five years,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

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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

FIGURE 43. MET ROUTES AND TRANSFER CENTERS

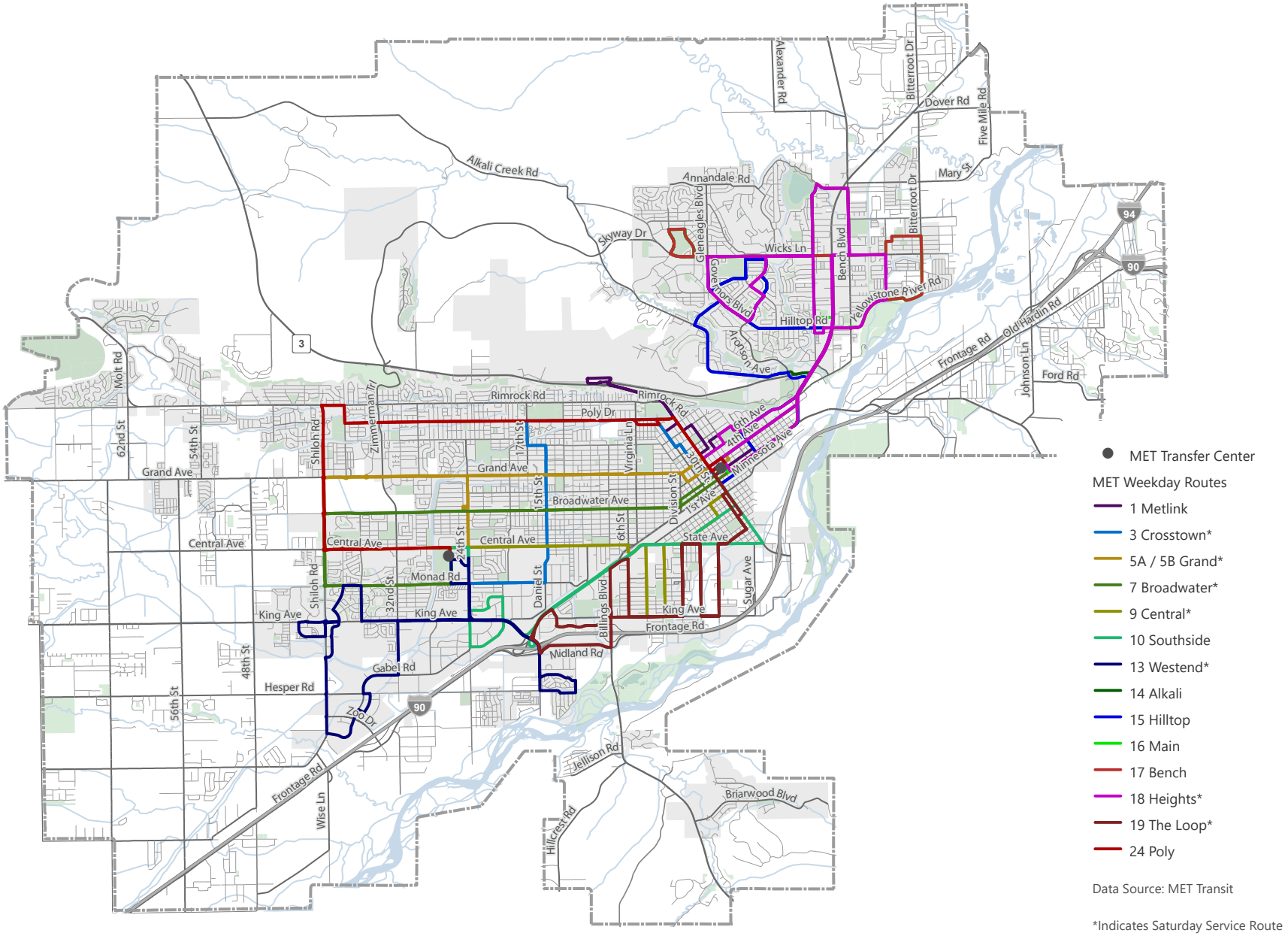
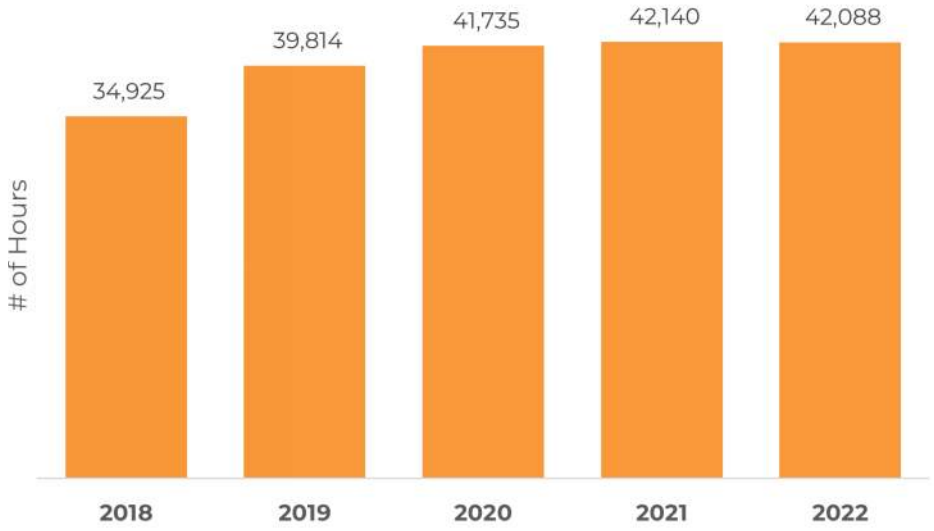


FIGURE 44. MET FIXED ROUTE SERVICE HOURS (2018 - 2022)

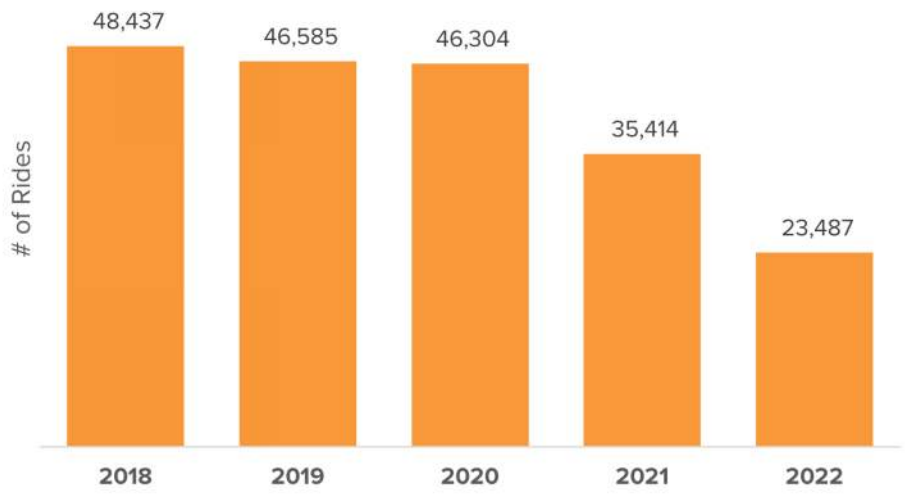


Paratransit Service (MET Plus)

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

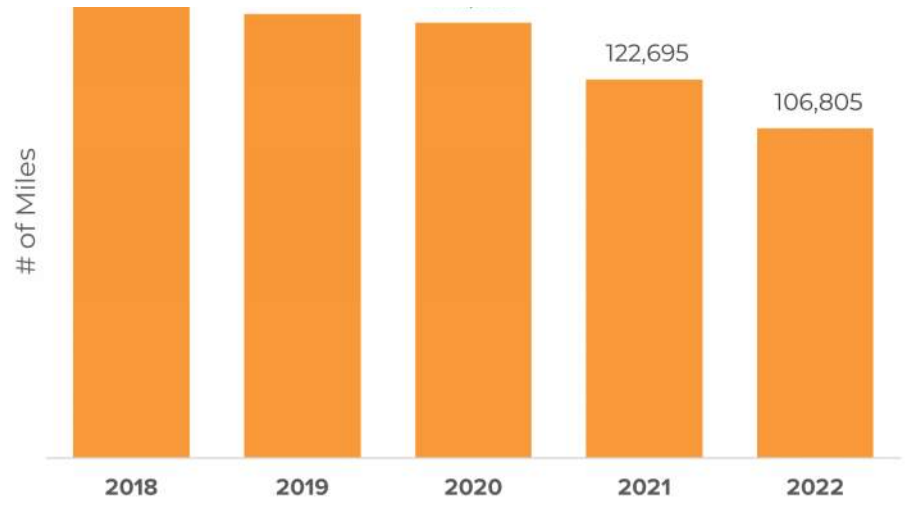
Figure 45 depicts paratransit ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 46 shows the service miles for fixed routes, which have also steadily decreased over the past five years.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

FIGURE 45. MET PARATRANSIT RIDES (2018 – 2022)



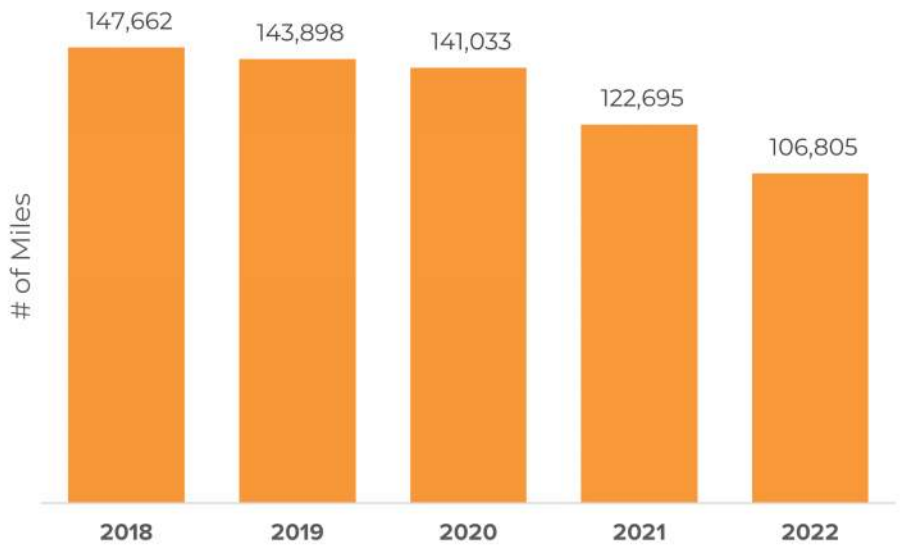
Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

Private Transit Service

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

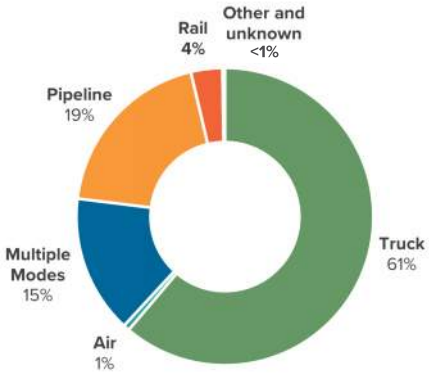
- Uber
- Lyft
- Billings Yellow Cab
- Total Transportation (A Plus Limos)
- Billings Limousine Service
- Red Lodge Tour and Taxi

FREIGHT

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

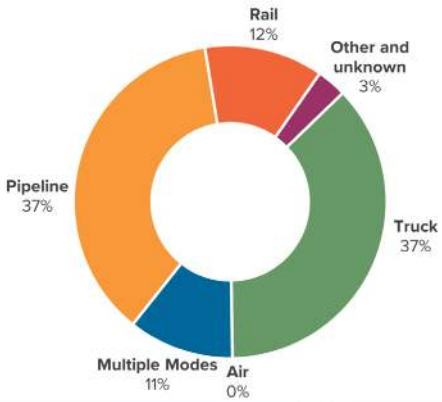
Utilizing the Federal Highway Administration Freight Analysis Framework, 5th Edition (FAF5), the existing (Year 2020) multimodal freight movement for the state of Montana is shown by value and by tonnage in Figure 48 and Figure 49. Trucking accounted for 61% of freight by value and 37% by tonnage in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

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

Trucking

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

- Interstate 90
- Interstate 94

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

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

FACILITIES

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

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

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

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

FREIGHT MOVEMENT

Billings

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

Montana

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

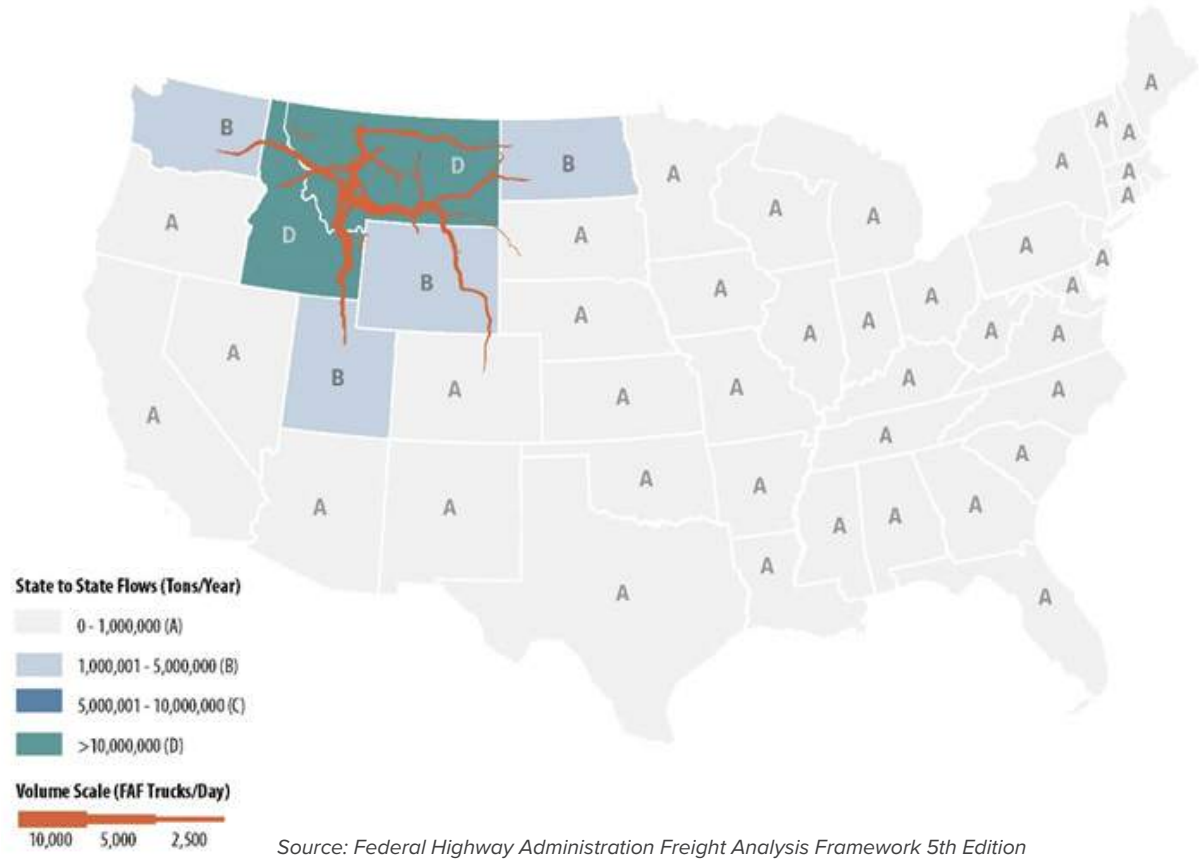
Utilizing regional FAF5 data, the major freight flows by truck for Year 2017 are depicted in Figure 50. As a statewide hub, Billings is expected to continue serving the highest volumes of trucking traffic in the state. As demand continues to increase in the state and region, it is important for Billings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

TABLE 22. YEAR 2020 TOTAL FREIGHT MOVED BY TRUCK

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

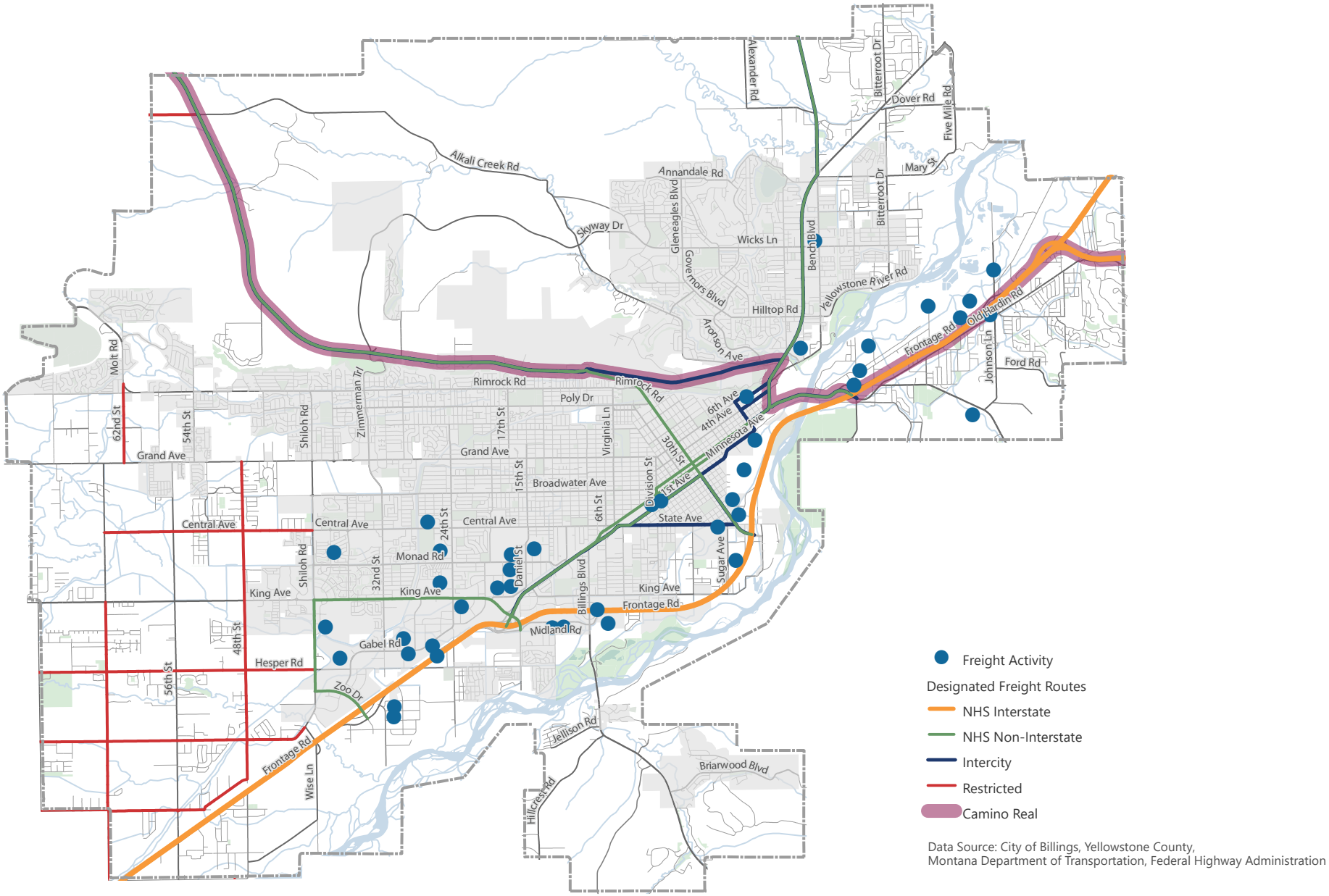
Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

FIGURE 51. TRUCK ROUTES, RESTRICTIONS, AND LOCAL GENERATORS



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

Aviation

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

FIGURE 52. BIL DIRECT COMMERCIAL AIR SERVICES



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



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

SERVICE

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

TABLE 23. PRIVATE OPERATOR CONNECTIONS

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

Source: Billings Logan International Airport as of July 2022

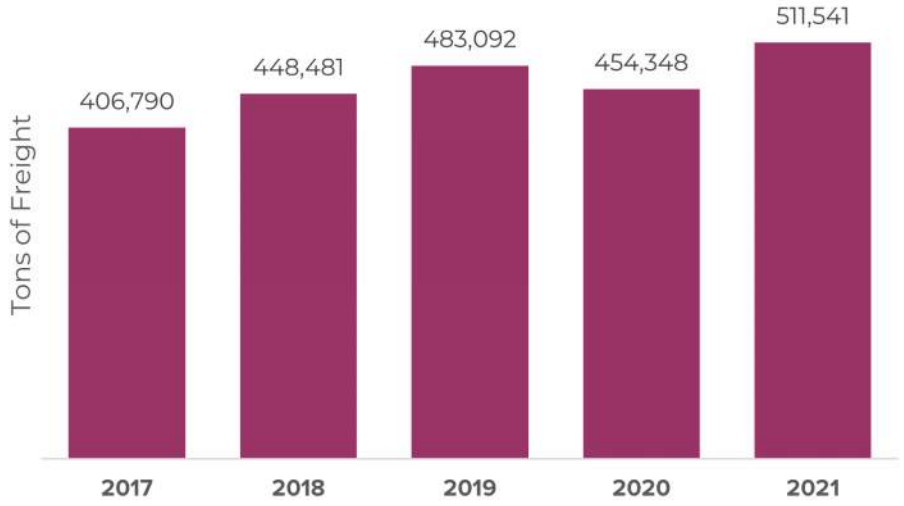
FREIGHT MOVEMENT

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

PASSENGER ENPLANEMENTS

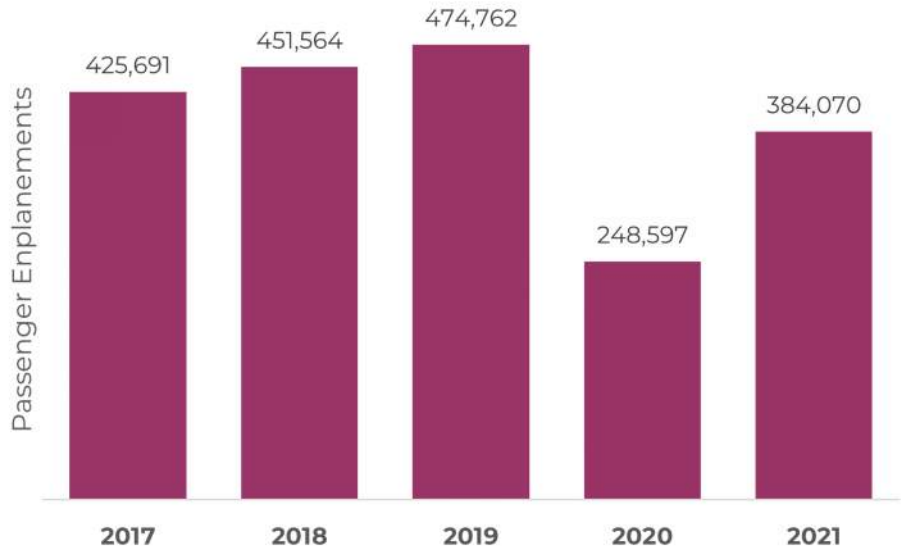
Annual passenger enplanements at BIL are shown in Figure 54. In 2019, annual passenger enplanements reached a peak of 474,762 enplanements, however, in 2020, enplanements decreased by nearly half (248,597) due to a significant decrease in air passenger travel because of the COVID-19 pandemic. In 2021,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

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



Source: Billings Logan International Airport

FIGURE 54. BIL ANNUAL PASSENGER ENPLANEMENTS



Source: Billings Logan International Airport



Rail

FACILITIES AND OPERATORS

At present, Burlington Northern Santa Fe Corporation (BNSF) operates all rail lines in the planning area, except for multiple privately operated spurs for industrial use, as shown in Figure 55. At the close of 2022, BNSF and MRL ended the existing lease on MRL-operated rail lines. This change eliminates the need for interchange between different railroads and does not impact operations and maintenance of railroads in the Billings planning area.[44]

BNSF now operates a 33.7-mile main line connecting main lines between Laurel and Huntley, MT. There are seven stations along the route, two of which are in the Billings planning area. BNSF railroad tracks generally follow on the north side of I-90, south side of Montana Avenue, along I-94, and along Montana Highway 3.

There are 19 railroad crossings on the BNSF main lines within the Billings planning area, as shown in Figure 55. Further information on railroad crossings is available in the Existing Conditions Appendix.

FREIGHT MOVEMENT

Rail shipment demand was assessed using the most recent data for the state of Montana from the FHWA FAF5. Table 24 summarizes rail demand by location-destination category in existing year 2020 in millions of tons and millions of dollars. As shown, most railroad freight tonnage in Year 2020 moves from Montana to other regions.

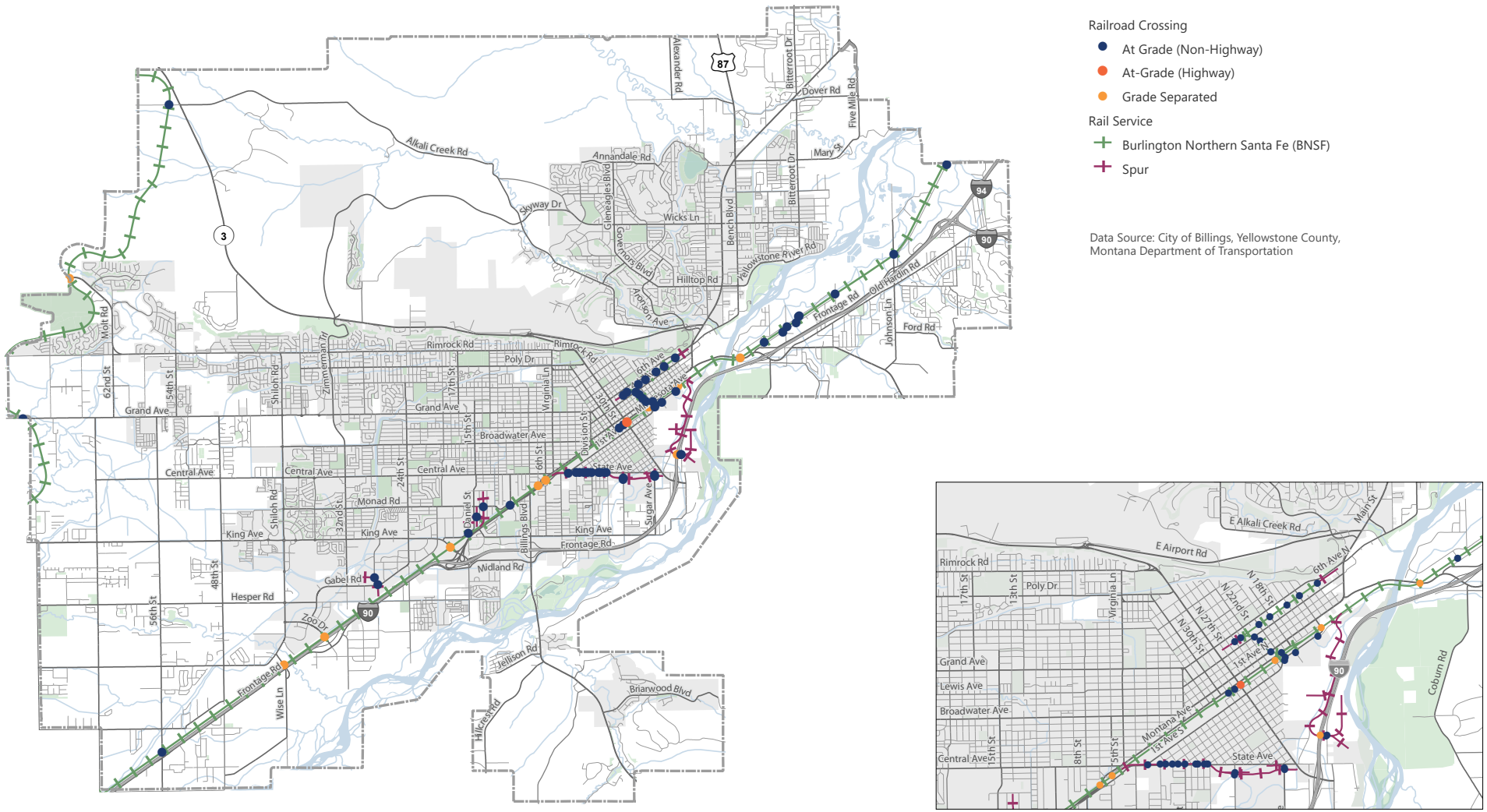
TABLE 24. YEAR 2020 TOTAL FREIGHT MOVED BY RAIL

MONTANA RAIL SHIPMENTS	WITHIN STATE	FROM STATE	TO STATE
In Millions of Tons (% Moved by Rail)	2 (2%)	16.7 (24%)	2.1 (9%)
In Millions of Dollars (% by Rail)	357 (1%)	1,786 (8%)	600 (2%)

Source: Federal Highway Administration Freight Analysis Framework 5th Edition

44 BNSF Railway. (February 2022). *Montana Rail Link and BNSF Announce Agreement to Terminate Lease*. https://bnsfnorthwest.com/news/2022/02/01/montana-rail-link-and-bnsf-announce-agreement-to-terminate-lease/

FIGURE 55. EXISTING RAILROAD FACILITIES

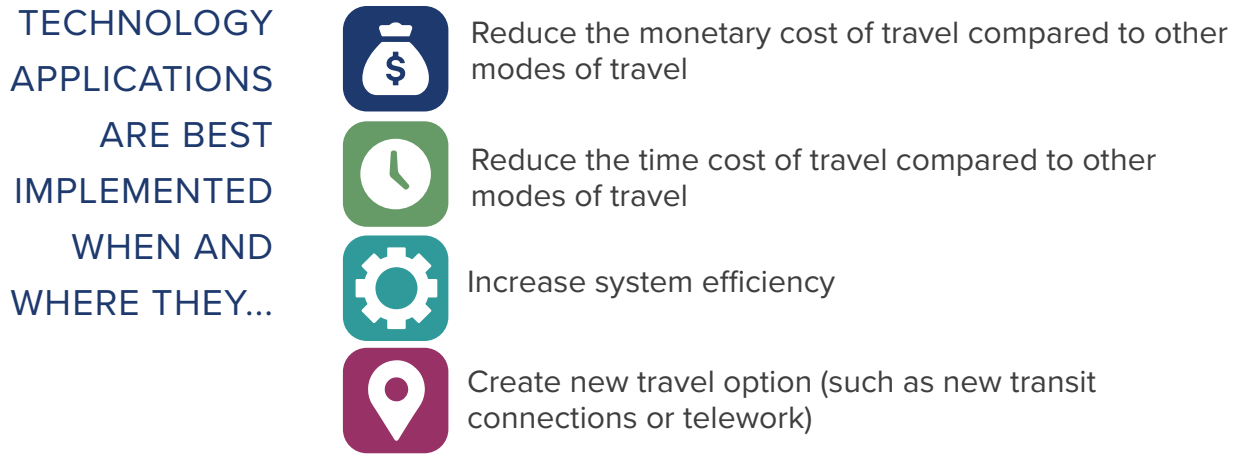


Emerging Technology Readiness

Emerging transportation technologies encompass a broad range of evolving applications of science, engineering, and social organization that have the potential to transform how people and institutions use land and transportation systems in urban and rural settings.[45] Examples of emerging technologies include fiber optic networks and 5G communications, connected and automated vehicles, mobility as a service, big data analytics, and electrification. Individually and together, these emerging technologies are changing the ways people, goods, and information move.

Understanding emerging technologies and accounting for them in the long-range planning process enables the Billings planning area to develop reasonable expectations for the types, timelines, and impacts of technologies that are expected to impact the region. The potential impacts are subject to technology development, market direction, and policy guidance. The transportation planning process must adapt as technologies develop and markets evolve. Technology applications are best implemented when and where they are used to achieve MPO goals, as described in Figure 56.

FIGURE 56. EMERGING TECHNOLOGY BEST PRACTICES



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

ELECTRIC VEHICLES

The passage of the IIJA placed a big spotlight on electric vehicles (EVs) and the role they will play in mitigating climate change in the coming years. In Yellowstone County, there were 299 EVs on the road in 2022, which represents about 10% of the statewide total (2,895).[46] The state of Montana is expected to receive $43 million over the next five years to expand the state's EV charging network. Along I-90 and I-94, the designated Alternate Fuel Corridors (AFCs) that traverse the Billings planning area, there are no locations in the planning area that have been identified by the Montana DEQ for National Electric Vehicle Infrastructure (NEVI) formula funding in FY2022. However, the existing charging infrastructure in Billings has been identified as lacking NEVI-compliant station locations, and will likely be included in subsequent funding rounds. Table 25 details the existing charging infrastructure in the Billings planning area.

45 Transportation Research Board (2019). *NCHRP Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation.*
46 Atlas EV Hub. (October 2022). *State EV Registration Data. Open Vehicle Registration Initiative*. https://www.atlasevhub.com/materials/state-ev-registration-data/

TABLE 25. EXISTING ELECTRIC VEHICLE CHARGING INFRASTRUCTURE IN THE BILLINGS PLANNING AREA

STATE EV CHARGING LOCATION ID	CHARGER LEVEL	AFC	LOCATION	NUMBER OF EV CONNECTORS	EV NETWORK
74624	L2	I-90 & I-94	Billings	1	Non-networked
82168	L2	I-90 & I-94	Billings	1	Non-networked
170726	L2	I-90 & I-94	Billings	2	Non-networked
186599	L2	I-90 & I-94	Billings	4	Non-networked
206370	L2	I-90 & I-94	Billings	2	ChargePoint
214084	L2	I-90 & I-94	Billings	6	EVGateway

Source: Montana Electric Vehicle Infrastructure Deployment Plan

Security & Resiliency

Transportation security and resiliency planning can reduce the negative impacts to the regional transportation system from major natural or human-made harmful events. Some examples of these events include:

- Natural disasters, such as tornadoes, wildfire, flooding, or blizzards;
- Attempts to destroy elements of the regional transportation network to cause disruption;
- Use of an element of the transportation system as a weapon, such as crashing a truck through a wall to deliver explosive materials; or
- Large, planned events, such as a state fair or parade.

The impacts of major events can be mitigated through preparation; expediting responses; and aiding the recovery to normal services. In addition to preparing against, expediting responses to, and aiding in recovery from major events, transportation security and resiliency planning helps keep people and goods moving, protects public health and life safety, supports economic productivity, and minimizes impacts of major events on the environment.

Contextual information, including an overview of federal requirements, statewide planning efforts, and local planning efforts, are detailed in the Existing Conditions Supporting Figures & Content Appendix.



CRITICAL INFRASTRUCTURE

The entire multimodal transportation system plays a role in providing for local, regional, and national security. Billings serves as a critical transportation hub in central and southern Montana and is connected to other urban areas via major roadway corridors, airports, and railways. Facilities that are considered critical or vital to security include elements of the system that are perceived or known to be most vulnerable. These tend to be at specific points and on connecting segments of the transportation system. Examples of connecting segments are evacuation routes, state and interstate highways/freeways, transmission lines, and mainline freight and passenger rail lines. Incorporating resiliency into any transportation improvements for these critical infrastructure components will be crucial moving forward, as natural and human-made disasters continue to proliferate.

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following categories within the Billings planning area:

- **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- **Other Principal Arterials:** These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal facility.
- St**rategic Highway Network (STRAHNET):** This network of highways provides defense access, continuity, and emergency capabilities for defense purposes in support of the United States' strategic defense policy.

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

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

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

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

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

POTENTIAL HAZARDS

The geographic characteristics of the Billings planning area makes it susceptible to a range of natural and human-caused hazards. Natural hazards include floods, tornadoes, wildfires, winter storms, droughts, earthquakes, volcanic ash and other severe weather events. As the largest metropolitan area in Montana, human-caused events like major transportation incidents (hazardous chemicals, utility outages, etc.), war-related incidents, and public health emergencies (i.e., pandemics) could have severe impacts on lives and property.

The Yellowstone County Multi-Hazard Mitigation Plan (MHMP) conducted a risk assessment and vulnerability analysis to determine hazards that present the greatest risk to the County. Based on this analysis, the MHMP ranked potential natural and human-caused in a list of prioritized hazards. Table 26 shows the County's prioritized hazards and describes potential impacts specific to transportation infrastructure. The MHMP also identified earthquakes, urban fire, enemy attack, expansive soils, and volcanic ash as potential hazards. However, these potential hazards were de-emphasized in the 2019 plan because they are not considered a large risk in Yellowstone County and wouldn't affect a large portion of the population.

In Yellowstone County, three hazards are highlighted as for the substantial risk they present in the coming years: climate change, floods, and wildfires. Additional details about these hazards and the risks they presented are available in the Existing Conditions Support Figures & Content Appendix.

TABLE 26. IDENTIFIED HAZARDS AND IMPACTS TO TRANSPORTATION IN YELLOWSTONE COUNTY

2018 RANK	HAZARD	IMPACTS TO TRANSPORTATION IN YELLOWSTONE COUNTY
1	Severe Weather and Drought	■ Unprecedented precipitation events or sudden warming of snow in the spring could induce significant flooding events that impact drainage and damage transportation assets. ■ Extreme heat or cold could significantly impact alternative modes of transportation such as walking, bicycling and transit since they require users to travel outside. ■ Severe wind could damage or knock down power lines which are typically located along roadways.
2	Wildfire	Damage to transportation assets; road closures during wildfire events impact mobility.
3	Ditch and Drain Failure	Damage to transportation assets; road closures due to flooding impact mobility.
4	Haz-Mat and Transportation Incidents	Billings is a major transportation hub and industrial base within the region which puts the area at a higher risk for these human-caused incidents; Risks of transportation incidents and haz-mat incidents will increase as the population of the Billings planning area continues to increase; Damage to transportation infrastructure by the secondary effects of other potential hazards (storms, flooding, earthquakes, landslides, etc.) could contribute to increased risks of future transportation/mobile incidents
5	Terrorism / Violence / Civil Unrest / Cyber Security	Human-caused events could disrupt transportation services and put roadway, transit, rail, and active transportation users at risk of harm; Cyber security
6	Flooding and Dam Failure	The Yellowstone River is a major physiographic feature that flows east to west in south-central Montana. In recent years, flooding events along the Yellowstone River led to significant damage to roads, bridges, stormwater systems, and other critical infrastructure throughout Montana.
7	Communicable Disease	In 2020, the COVID-19 pandemic led to significant uncertainty in long-term transportation planning, performance, and funding. Public health concerns significantly disrupted air and transit ridership during the pandemic.
8	Landslide / Rock Fall	Damage to transportation assets; road closures due to flooding impact mobility.

Source: Yellowstone County Multi-Hazard Mitigation Plan

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

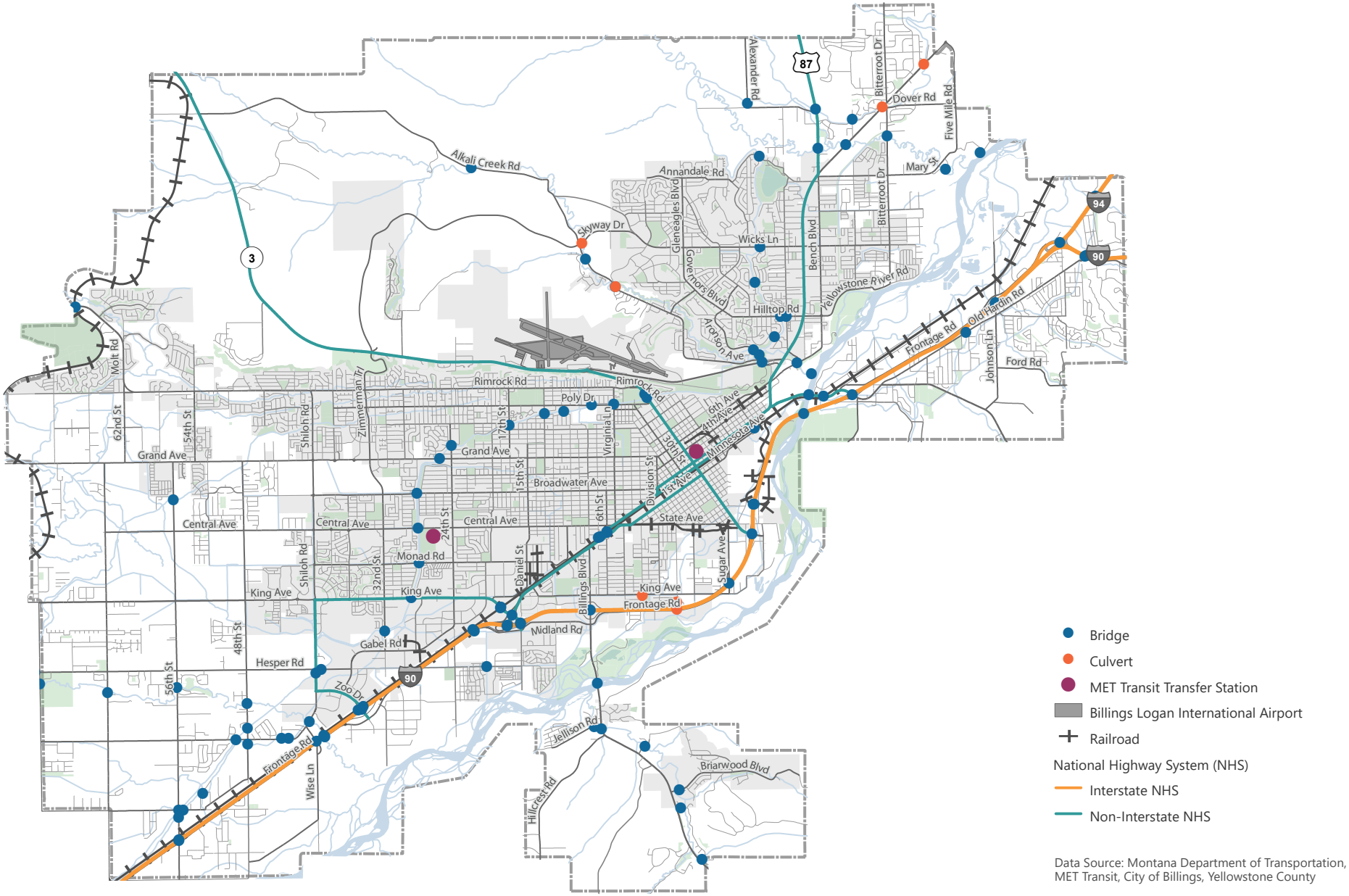
- National Research Council (NRC)

RESILIENCY

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

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

FIGURE 57. CRITICAL INFRASTRUCTURE



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

05 WHAT COULD THE TRANSPORTATION SYSTEM BE LIKE IN 2045?

Planning Horizon: 2045

The Billings planning area, like the state of Montana, and the US, will face challenges in the next 25 years due to changing populations, aging transportation infrastructure, natural disasters, and cutting-edge technologies. Looking ahead to the future empowers better planning to help achieve the Billings vision.

The federal statutes that govern MPOs outline the requirements for the LRTP, which includes forecasting transportation and land use trends using a minimum of a 20-year planning horizon. This LRTP plans for the year 2045 by building from past patterns, understanding current conditions, and envisioning potential futures based on public and stakeholder input.

Land Use

Changes in population and land use over time place greater demand on public services and infrastructure, including the multimodal transportation system. The planning area for the Long Range Transportation Plan encompasses the City of Billings, the community of Lockwood, and adjacent portions of Yellowstone County. This area encompasses approximately 143 square miles. Since the 2018 LRTP, the planning area of the Billings-Yellowstone MPO has grown to over 140,000 people, an increase of 10% over the 2018 population of 127,000. In 2016, both the City of Billings and the Lockwood community adopted Growth Policies to outline the urban area's approach to managing growth in a manner that aligns with community values.[47]

BILLINGS GROWTH POLICY (2016)

In the next 20 years, Billings will manage its growth by encouraging development within and adjacent to the existing City limits, but preference will be given to areas where City infrastructure exists or can be extended within a fiscally constrained budget and with consideration given to increased tax revenue from development. The City will prosper with strong neighborhoods with their own unique character that are clean, safe, and provide a choice of housing and transportation options.

LOCKWOOD GROWTH POLICY (2016)

Lockwood is a community that will evolve with a Main Street-style Town Center surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industry businesses in areas shown on the preferred land use map.

47 Based on data from the travel demand model developed for the 2018 boundary. Population estimates for the updated boundary will be updated as part of the next LRTP update.

Within the Billings planning area, there is a clear community desire and commitment to develop in a fiscally and socially responsible manner that provides a high quality of life for residents. Strategies and actions that can support careful growth include, but are not limited to:

- Higher Density Zoning
- Mixed Use Zoning
- Flood Zone Restricted Development
- Resource Conservation Zoning
- Targeted Economic Development Districts
- Multimodal Transportation Design Standards
- Infill Development
- Complete Streets Design Standards
- Transit Oriented Development
- Safe Routes to School Network

As land use and transportation are intertwined, the LRTP acknowledges both Growth Policies in analyzing future conditions in the Billings planning area.

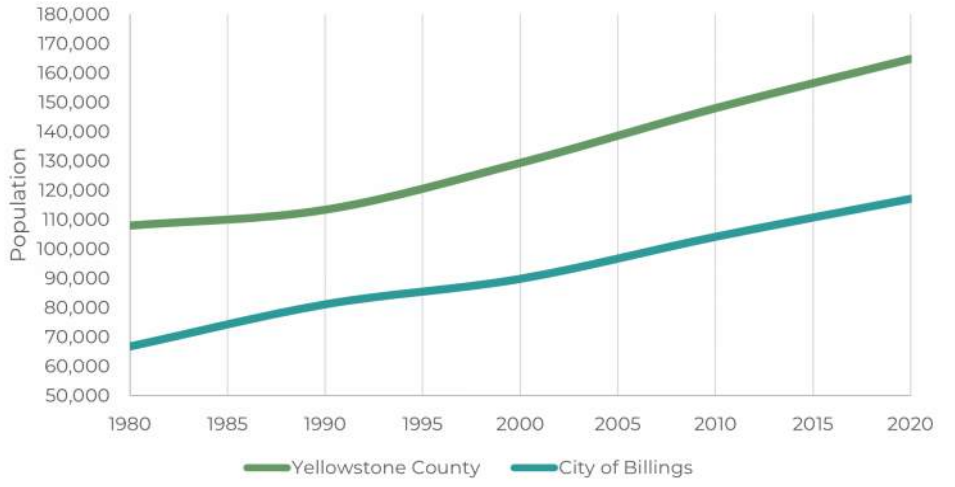
FORECAST DEMOGRAPHICS

Using historical growth patterns and discussions with the MPO and Steering Committee (SC), future population, housing, and employment concentrations were developed for the horizon year 2045 to help determine where future travel demand may occur on the roadway network.[48]

Historical Population Growth

New residents are attracted to Billings by its quality of life, economic and recreational opportunities, and small-town atmosphere with the amenities of a large urban center. Figure 58 shows historical growth of the Billings planning area between 1980 and 2020.

FIGURE 58. BILLINGS PLANNING AREA POPULATION GROWTH (1980 – 2020)



Source: Billings-Yellowstone Metropolitan Planning Organization

From 1980 to 2020, the population of Yellowstone County (including the City of Billings) grew by 52% with an average annual (compounding) growth rate of 1.1%. From 2000 to 2020, the population of Yellowstone grew by 27% with an average annual (compounding) growth rate of 1.2%. The City of Billings experienced slightly higher growth rates over both time periods.

Population & Housing Projections

In 2021, the Billings planning area population was approximately 142,358 persons residing in 58,815 dwelling units. By 2045, the population is expected to grow to approximately 190,986 persons in 78,814 dwelling units. This correlates with an annual average growth rate of 1.2%, which is consistent with the growth rate of Yellowstone County from 2000 to 2020. The growth in population and housing between 2021 and 2045 within the Billings planning area is summarized in Figure 59.

48 Planning area population, housing, and employment values provided in this section were developed based on data from the travel demand model developed for the 2018 boundary. Estimates for the updated boundary will be developed as part of the next LRTP update.

TABLE 27. BILLINGS PLANNING AREA POPULATION & HOUSING (2021 – 2045)

DEMOGRAPHIC	2021	2045	CHANGE	PERCENT CHANGE	ANNUAL AVERAGE GROWTH RATE
Population	142,358	190,986	48,628	+34%	1.2%
Housing (Dwelling Units)	58,815	78,814	20,000	+34%	1.2%

Source: Billings-Yellowstone Metropolitan Planning Organization

Figure 59 and Figure 60 shows the population and household growth between 2021 and 2045, respectively. As depicted in Figure 59, population growth is mostly expected to reach westward towards the urban area boundary, particularly west of Shiloh Road. Additionally, more population growth is expected to occur along Highway 3 and Alkali Creek Road to the north of the city limits. There are some pockets of growth projected to occur in the southern areas outside the city limits, Lockwood, the Heights neighborhoods, and the area surrounding I-90 in the southwest urban area around Zoo Drive. As shown in Figure 60, residential growth is projected to have similar trends to population growth, with the strongest concentration of growth west of 24th Street and north of Highway 3.

Future Employment

With growth in population, the employment sector within the Billings planning area is also expected to grow. As of 2021, the estimated total employment in the Billings planning area was approximately 74,848 jobs. By 2045, employment is projected to add another 32,171 jobs to result in an approximate 107,019 jobs in the Billings planning area. Table 28 summarizes the projected employment growth from 2021 to 2045.

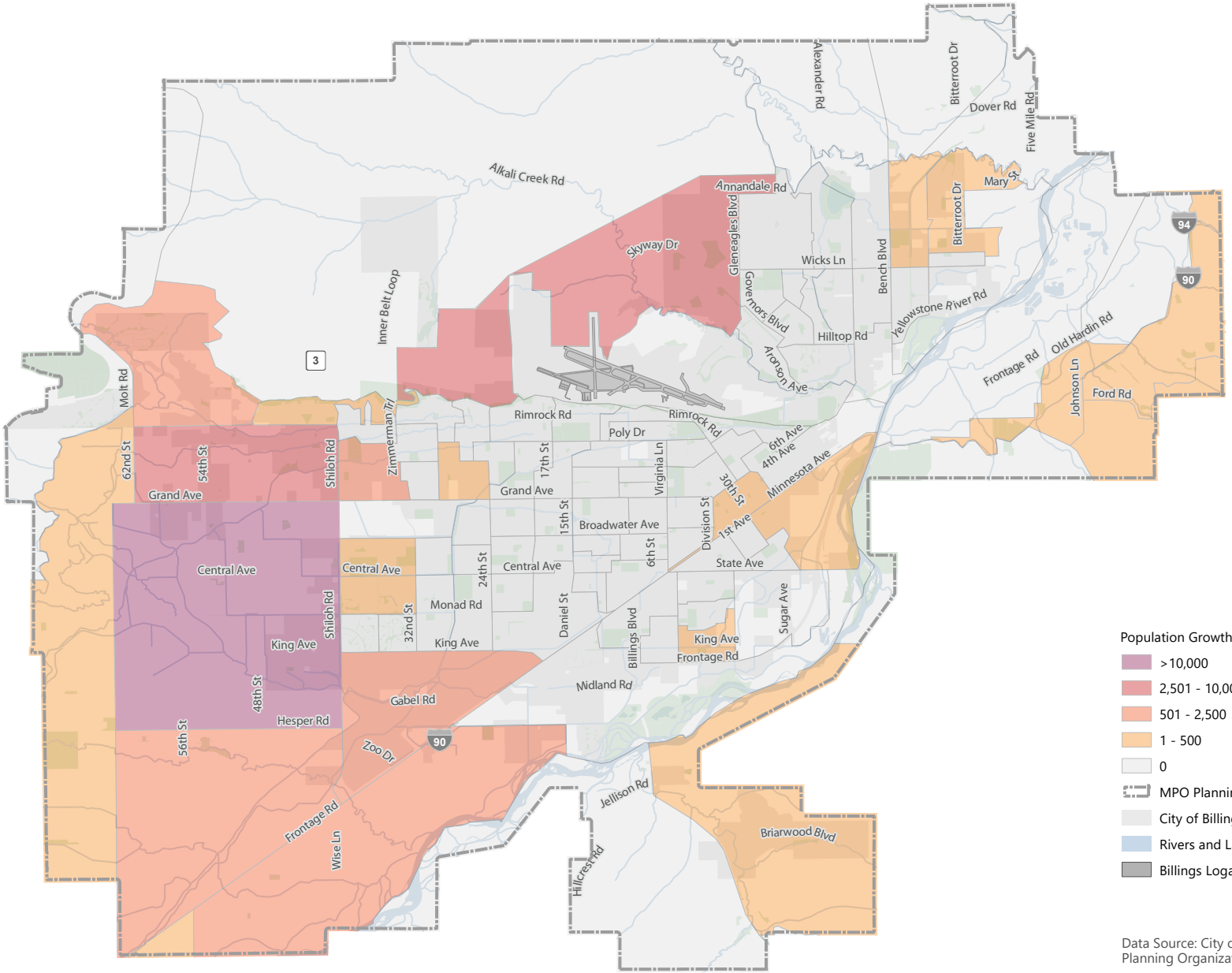
TABLE 28. BILLINGS PLANNING AREA EMPLOYMENT (2021 – 2045)

DEMOGRAPHIC	2021	2045	CHANGE	PERCENT CHANGE	ANNUAL AVERAGE GROWTH RATE
Employment (Retail)	14,656	21,155	6,822	+48%	1.6%
Employment (Non-Retail)	60,192	85,863	26,849	+45%	1.6%
Total Employment	74,848	107,019	32,171	+43%	1.6%

Source: Billings-Yellowstone Metropolitan Planning Organization

Figure 61 shows the comparison between 2021 and 2045 employment distributions. Employment growth within the Billings planning area is expected to expand generally within current commercial areas and to “densify” current employment locations. These commercial areas include S. 24th Street, Shiloh Road, the airport, downtown, Lockwood, and near the I-90 interchanges.

FIGURE 59. POPULATION GROWTH (2021 – 2045)

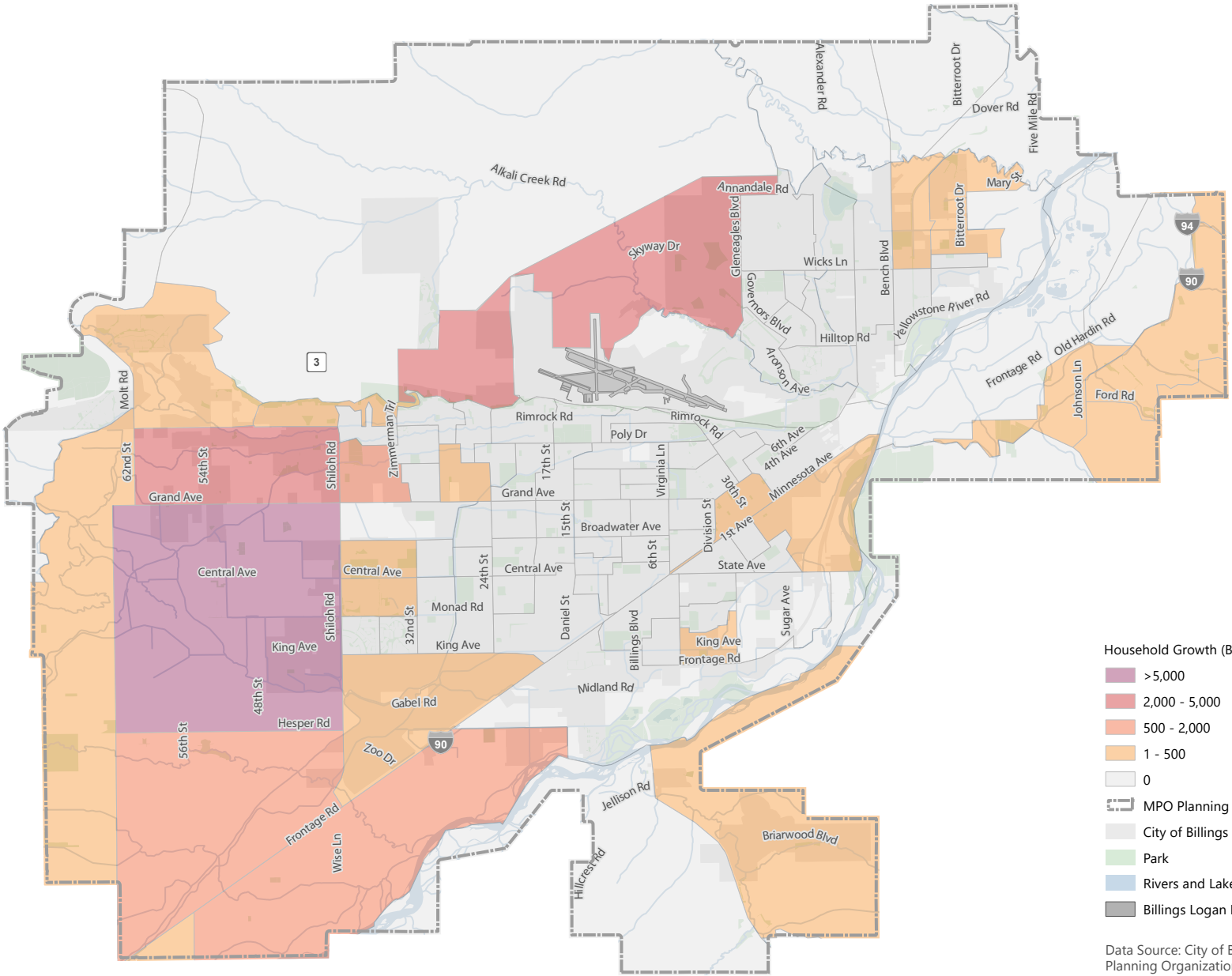


Population Growth (By Census Block Group)

- >10,000
- 2,501 - 10,000
- 501 - 2,500
- 1 - 500
- 0
- MPO Planning Boundary
- City of Billings
- Rivers and Lakes
- Billings Logan International Airport

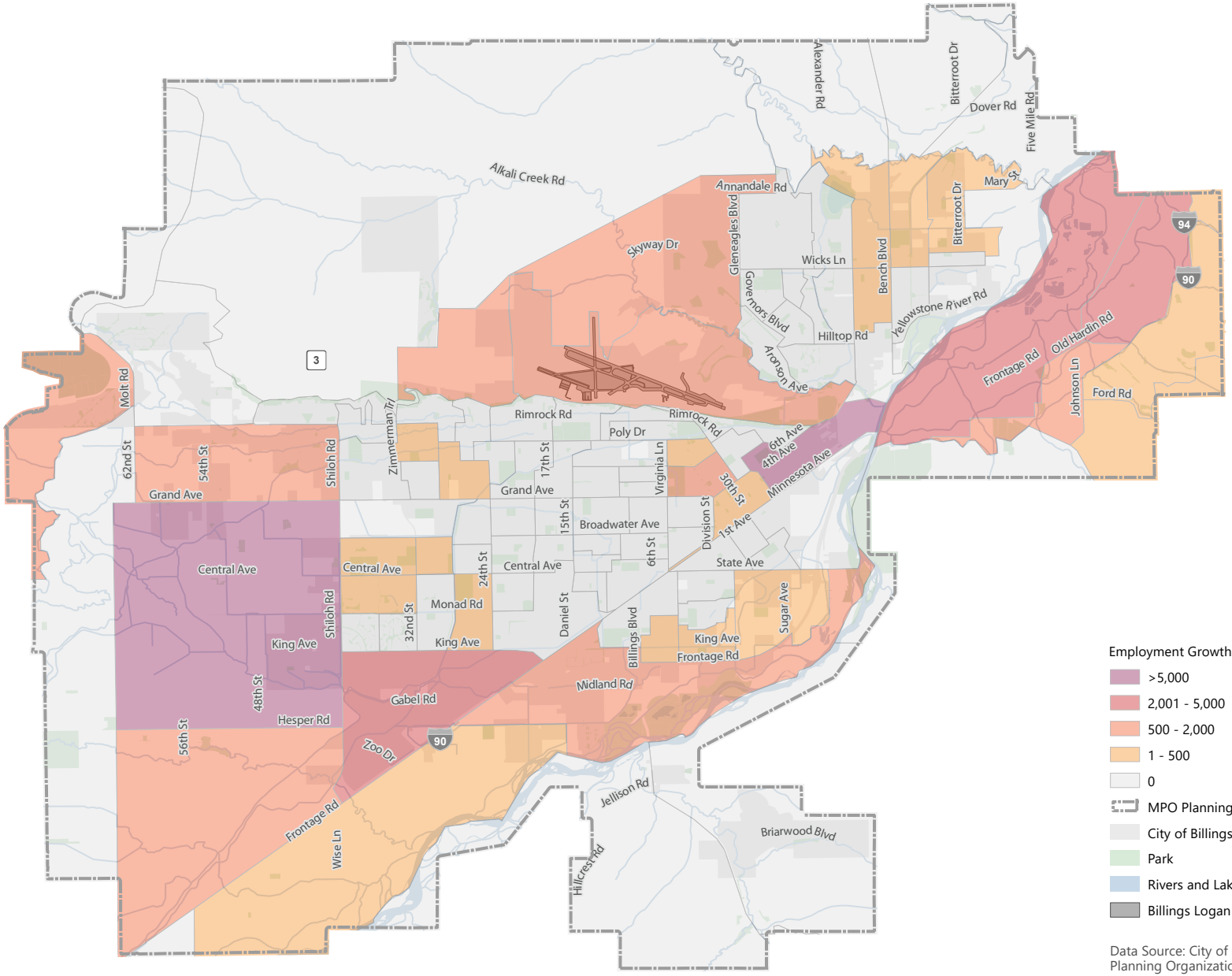
Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

FIGURE 60. HOUSING GROWTH (2021 – 2045)



Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

FIGURE 61. EMPLOYMENT GROWTH (2021 – 2045)



Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

POTENTIAL EFFECTS OF GROWTH ON THE MULTIMODAL TRANSPORTATION SYSTEM

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

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

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

Safety

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

As outlined in *NCHRP Report 1036,* developing a transportation network with safety as the top priority goes beyond the physical design of transportation facilities.[49] A clear decision-making framework structured with a vision that encompasses community priorities is necessary to achieve a safe system for all users. Additionally, robust community engagement, aligned leadership, quantitative performance measures, and strong policy enable communities to achieve long-term visions of transforming communities into safe, livable, and accessible networks for all users. As the Billings planning area continues to work towards a safer multimodal system, incorporating these national best practices will continue to be important.

The project recommendations presented in this Plan are derived from an in-depth analysis of crash data, completed as part of Chapter 4. Framing the results of the analysis in the context of local, regional, and state safety goals illuminates opportunities for the City of Billings to prioritize safety in long-term planning and project prioritization.

Transportation

This section outlines projected multimodal transportation conditions in 2045. These future conditions, along with the key findings of the existing conditions analysis will aid in identifying needs and deficiencies for future projects.

FUTURE TRAFFIC VOLUMES

The Billings-Yellowstone County MPO travel demand model was utilized to forecast vehicular traffic volumes for year 2045. To develop the forecast volumes, the travel demand model was updated to include roadway modifications anticipated to be implemented by year 2045 within the Billings planning area. The roadway modifications were identified based on major, committed projects or projects that would be anticipated to coincide with the forecasted growth outlined in the previous sections. The year 2045 roadway network in the travel demand model was confirmed with the SC and is available in the Future Conditions Supporting Figures & Content Appendix G.[50]

49 Transportation Research Board. (September 2022). *NCHRP Report 1036: Roadway Cross Section Reallocation.* https://www.trb.org/Publications/Blurbs/182870.aspx

50 The year 2045 roadway network was developed for the 2018 planning area boundary. Future conditions analysis for the updated boundary will be developed with the next LRTP update.



Modifications to the roadway network for year 2045 include:

- Billings Bypass Project (On-Going MDT Project)
- Inner Belt Loop (City of Billings Project)
- Downtown Two-Way Conversions (City of Billings Project)
- New Collector Roadways (roadways that would be constructed via new development)

The purpose of including these modifications in the roadway network is to capture the traffic pattern shifts that occur with major roadway reconfigurations and new regional connections. The year 2045 forecast demographics shown in Figure 60 and Figure 61 and the year 2045 roadway network were input into the travel demand model to develop year 2045 volume forecasts. The resulting daily volume forecasts are displayed in Figure 62.

FUTURE VEHICULAR LEVEL OF SERVICE

Based on a comparison between year 2022 and 2045 traffic volume projections from the travel demand model, growth rates were identified for regions of the Billings planning area and then applied to the existing peak hour intersection volumes to calculate year 2045 peak hour turning movement projections at the intersections. Growth rates ranged between 1-2% per year based off the results of the travel demand model. The year 2045 intersection volumes were used to calculate year 2045 level of service (LOS) at each intersection.

Figure 63 shows year 2045 LOS estimates at approximately 300 intersections throughout the Billings planning area and Table 29 delineates intersections projected to operate at LOS E or F in year 2045, apart from stop controlled intersections that are under capacity. Intersections reported as operating at LOS E or LOS F under existing conditions are bolded in the table.

The year 2045 LOS results reflect year 2045 no-build conditions. No-build conditions assume that no improvements or changes to lane configurations are implemented, except for improvements related to the Billings Bypass/ Johnson Lane Interchange, the Inner Belt Loop, and the two-way roadway conversions in Downtown Billings. These projects were assumed due to the significant effect that they will have on regional traffic patterns.

TABLE 29. SUMMARY OF LOS E AND LOS F INTERSECTIONS DURING CRITICAL PEAK HOUR IN YEAR 2045

INTERSECTIONS PROJECTED TO OPERATE AT LOS E
1st Ave N & 13th St (Traffic Signal)
4th Ave N & 10th St (Stop Controlled)
4th Ave N & 15th St (Stop Controlled)
6th Ave N & 25th St (Stop Controlled)
Central Ave & 19th St W (Traffic Signal)
Central Ave & 32nd St W (Traffic Signal)
Grand Ave & Forest Park Dr (Stop Controlled)
Lewis Ave & 13th St W (Stop Controlled)
Rimrock Rd & Rehberg Ln (Stop Controlled)
Rimrock Rd & Shiloh Rd (Traffic Signal)
Rimrock Rd & Zimmerman Trail (Traffic Signal)
US-87 & N Frontage Rd (Traffic Signal)

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
1st Ave N & Main St (Traffic Signal)
1st Ave N & 16th St (Stop Controlled)
1st Ave N & 17th St (Stop Controlled)
6th Ave N & 26th St (Stop Controlled)
6th Ave N & N 32nd St (Traffic Signal)

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
Airport Rd & Main St (Traffic Signal)
Broadwater Ave & 24th St W (Traffic Signal)
Central Ave & 15th St W (Traffic Signal)
Gabel Rd & Brosso Park (Stop Controlled)
Grand Ave & 24th St (Traffic Signal)
Grand Ave & 30th St W (Stop Controlled)
Grand Ave & 48th St (Stop Controlled)
Grand Ave & Golden Blvd (Stop Controlled)
Grand Ave & Rehberg Ln (Traffic Signal)
Grand Ave & Shiloh Rd (Roundabout)
Grand Ave & Zimmerman Trail (Traffic Signal)
King Ave & 20th St/Overland Ave (Traffic Signal)
King Ave & 24th St (Traffic Signal)
King Ave & 44th St (Stop Controlled)
King Ave & 48th St (Stop Controlled)
Laurel Rd & Moore Ln (Traffic Signal)
Lewis Ave & 8th St W (Stop Controlled)
Lewis Ave & 19th St W (Stop Controlled)
Monad Rd & S 19th St (Traffic Signal)
Main St & Aronson Ave (Stop Controlled)
Main St & Lake Elmo Dr (Traffic Signal)
Rimrock Rd & 27th St (Stop Controlled)

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
Zimmerman Trail & Colton Blvd (Stop Controlled)
Zoo Dr & Gabel Rd/Pierce Pkwy (Traffic Signal)
I-90 EB Ramps & King Ave W (Traffic Signal)
I-90 WB Ramps & Zoo Dr (Traffic Signal)
I-90 Ramps & US-87 (Traffic Signal)

Source: Billings-Yellowstone MPO

*Note: **Bolded** text indicates intersections operating at LOS E or LOS F under existing conditions (Year 2023).*

FIGURE 62. FUTURE CONDITIONS AVERAGE DAILY TRAFFIC (2045)

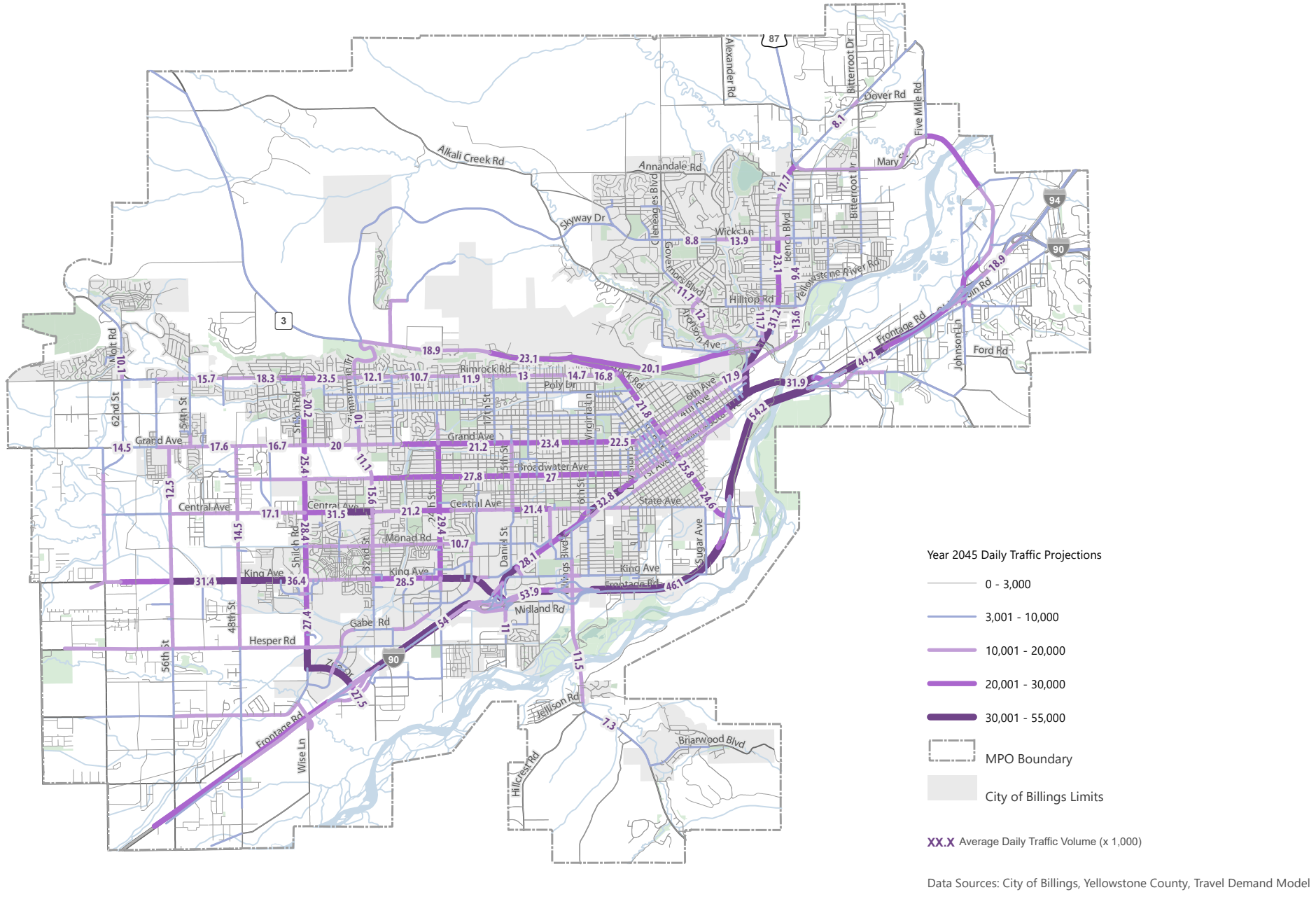
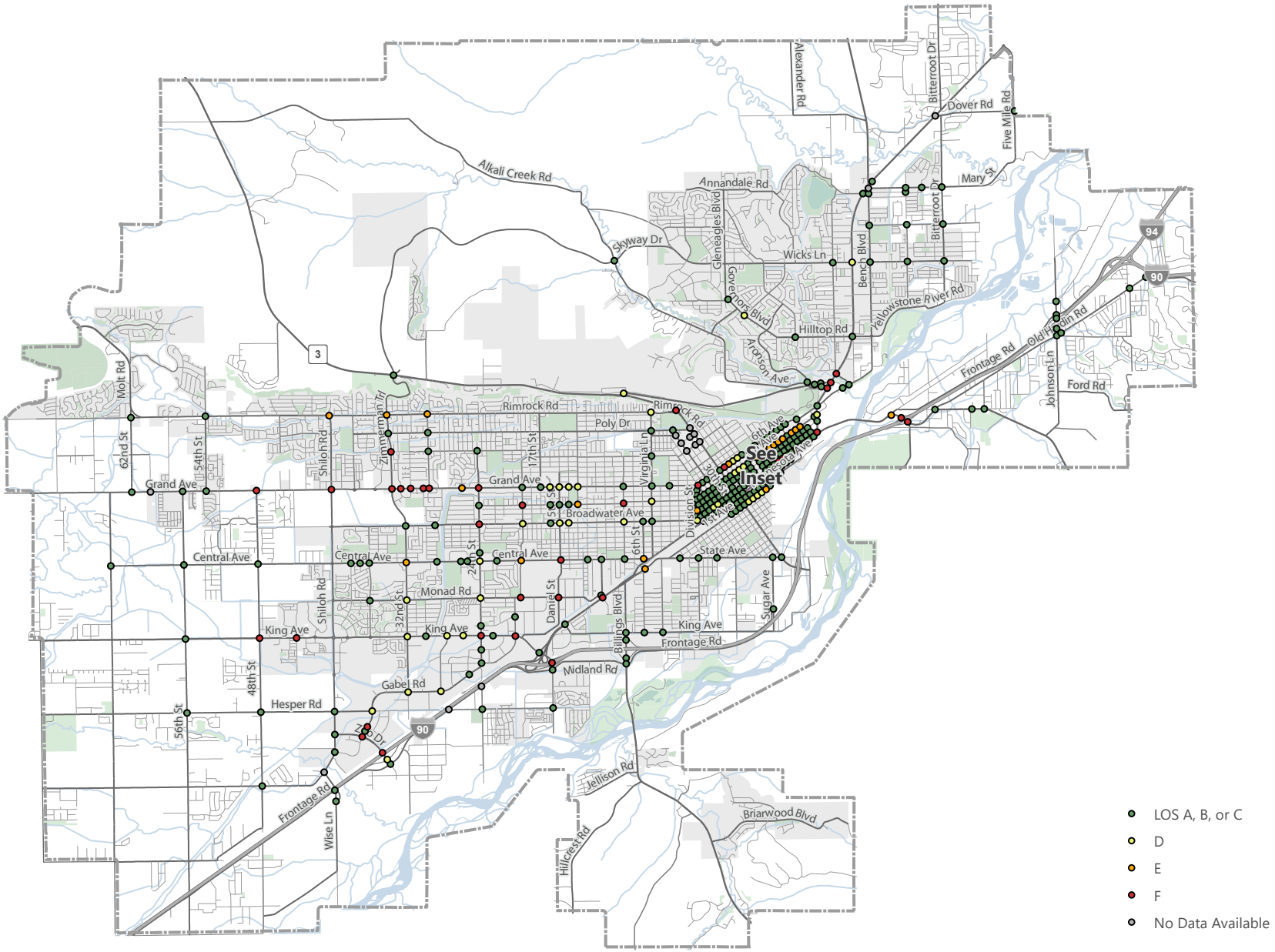


FIGURE 63. FUTURE CONDITIONS VEHICULAR LEVEL OF SERVICE (2045)



FUTURE PEDESTRIAN, BICYCLE, & TRAIL SYSTEM

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

Pedestrian Facility Types

Recommended pedestrian improvements were identified from the Lockwood Pedestrian Safety District *Pedestrian & Bicycle Plan (2023)*[51], the Billings MPO *2016 Billings Area Bikeway and Trails Master Plan Update*[52], and the Billings *Safe Routes to School (SRTS) Plan Update*[53]. These focus areas, which include new sidewalks, enhanced crossings, and maintenance needs, are shown in Figure 63.[54] The Lockwood Pedestrian Safety District has identified several locations in the Lockwood area for additional sidewalks to enhance pedestrian safety and connectivity, including pedestrian facilities along the new Billings Bypass. The *SRTS Plan Update* identifies improvements near all 22 elementary schools in the City of Billings to enhance pedestrian and bicycle safety. These projects include new and enhanced sidewalks along identified segments as well as spot-specific treatments such as:

- **Rectangular Rapid Flashing Beacons (RRFBs):** RRFBs are pedestrian-activated flashing yellow lights on the side of the street that make a crosswalk more visible to people driving and alert them to the presence of a person trying to cross the street.
- **Pedestrian Hybrid Beacons (PHBs):** PHBs are pedestrian-activated traffic control devices which help pedestrians safely cross major roadways where there is no traffic signal. After displaying brief flashing of two red lights and then steady intervals of yellow lights, the device displays a steady red indication to drivers and a "WALK" indication to pedestrians, allowing them to cross while traffic is stopped.
- **Curb Extensions:** Curb extensions are created by extending the curb line into the roadway at a corner or mid-block. They shorten the distance for people walking across the street and improve visibility between people walking and driving. By visually and physically narrowing the roadway, curb extensions also help reduce speeding.
- **Pedestrian Refuge Islands:** Pedestrian refuge islands are delineated or raised areas in the middle of the street at intersections or mid-block crossings that provide a designated place for people walking and bicycling to wait for an opportunity to cross the other half of the street.



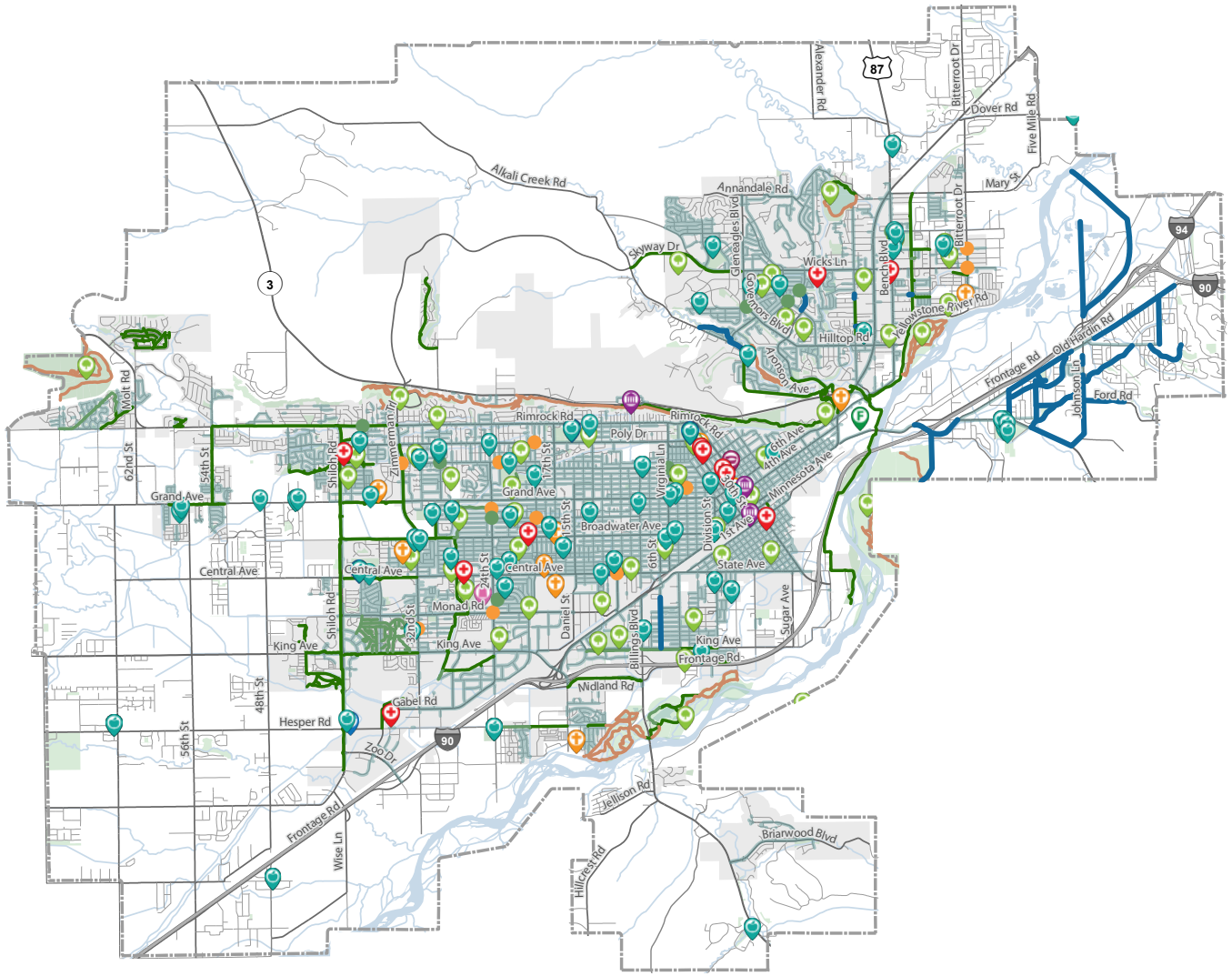
Rectangular Rapid Flashing Beacon (RRFB). Source: City of Billings



Pedestrian Hybrid Beacon (PHB). Source: DOWL

51 Lockwood Pedestrian Safety District. (2023). *Pedestrian & Bicycle Plan*.
52 Billings-Yellowstone County Metropolitan Planning Organization. (2016). *Billings Area Bikeway and Trails Master Plan Update*.
53 Billings-Yellowstone County Metropolitan Planning Organization. (2022). *Billings Safe Routes to School Plan Update*.
54 Future sidewalks and sidewalk needs in portions of the planning area added to the 2018 boundary are not included. This area will be assessed as part of the next LRTP update.

FIGURE 64. FUTURE PEDESTRIAN FACILITIES



FUTURE PEDESTRIAN FACILITIES

Existing Infrastructure

- Sidewalk
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

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

Recommended Projects from SRTS & LPSD

- New or Enhanced Sidewalk
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island

Data Source: City of Billings, Billings-Yellowstone MPO, Lockwood Pedestrian Safety District

Note: SRTS is the Safe Routes to School Plan Update (2022) and LPSD is the Lockwood Pedestrian Safety District Pedestrian and Bicycle Draft Plan (2022)



Buffered bicycle lane. Source: DOWL



Separated bicycle lane. Source: Kittelson & Associates, Inc.

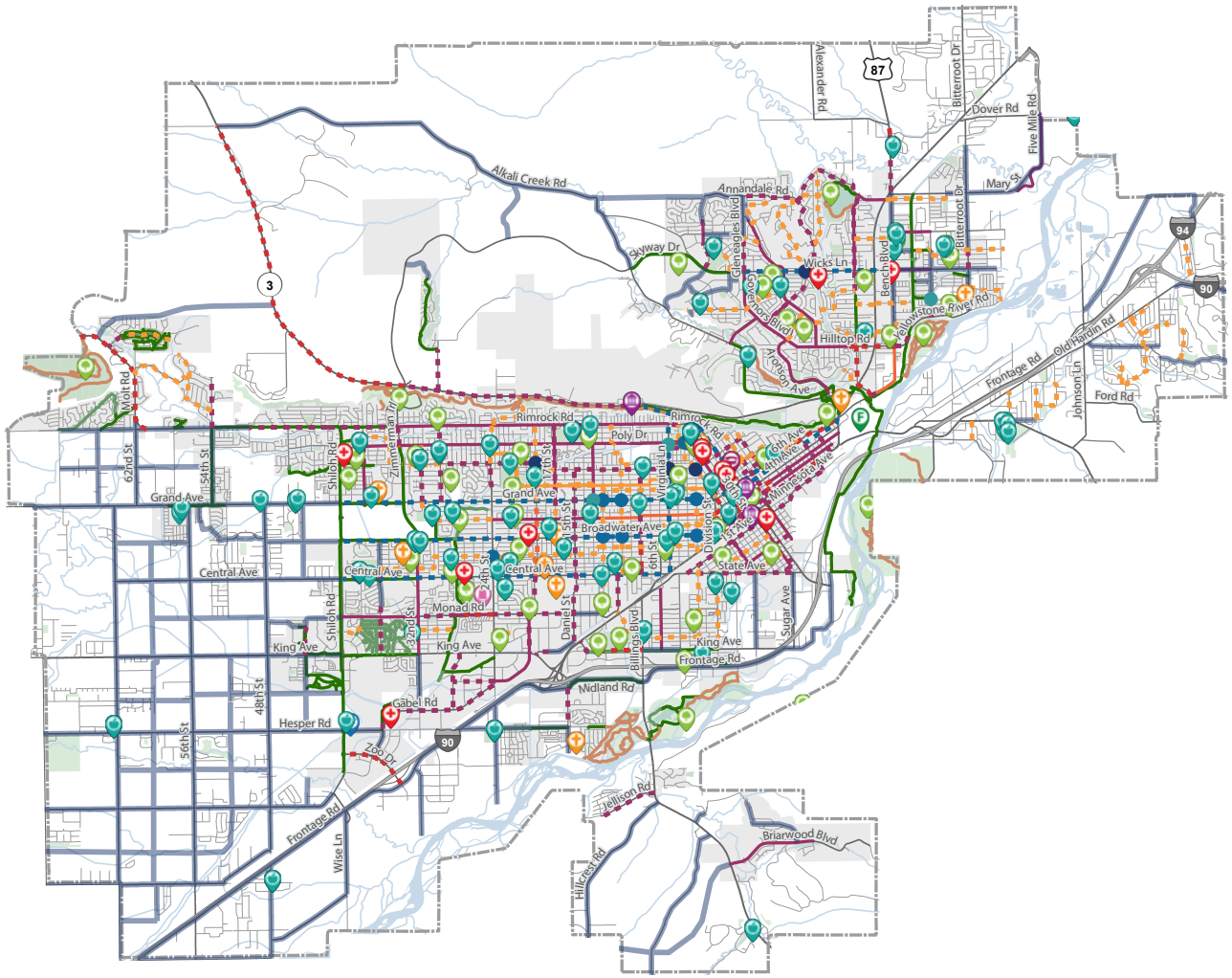
Bicycle Facility Types

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

- **Spot Treatments:** There is a range of spot treatments that can be implemented to facilitate safer facilities for bicyclists. These include intersection treatments, enhanced crossings, or bicycle facility maintenance.
  - **Intersection Treatments:** Bicycle boxes or enhanced traffic control.
  - **Enhanced Crossings:** Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) with striped bicycle crossings
  - **Bicycle Facility Maintenance:** Paving or striping treatments
- **Neighborhood Bikeways (Bicycle Boulevards):** Neighborhood bikeways are local streets with low motorized traffic volumes and speeds that have been designated as bicycle routes.
- **Buffered Bicycle Lanes:** Buffered bicycle lanes are conventional bicycle lanes that are enhances the application of a diagonally striped buffer space. While not providing physical separation, this creates a wider buffer area between vehicles and bicyclists than a conventional six-inch bicycle lane stripe.
- **Separated Bicycle Lanes:** Bicycle facilities that are physically separated from motor vehicle traffic by a painted buffer and physical barriers such as flexible delineators, curbs, or planters. Eight feet is the minimum recommended total width for a protected bicycle lane (5 feet of bicycle lane and 3 feet of physical buffer zone). At this time, this treatment is not recommended for any roadways based on the 2016 Billings Area Bikeway and Trails Master Plan Update. However, it is identified as a viable treatment that is to be considered as future bicycle lanes are developed in Billings and in future updated to the Billings Area Bikeway and Trails Master Plan.
- **Visionary Bikeway:** Constrained corridors where future conditions would need to change to permit implementation.

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

FIGURE 65. FUTURE BICYCLE FACILITIES



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

FUTURE BICYCLE FACILITIES

Existing Infrastructure

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

Major Activity Centers

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

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

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

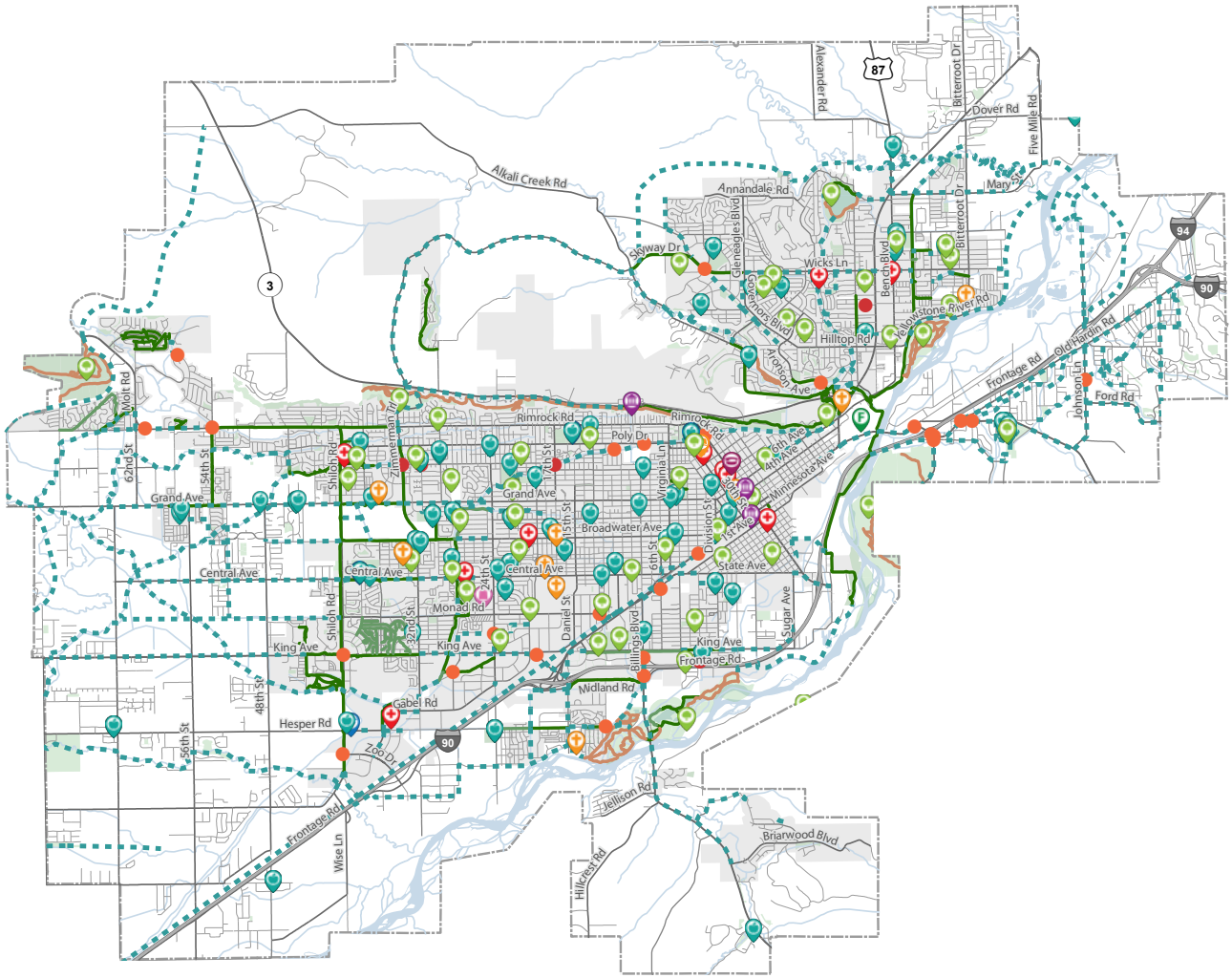


Trail Facility Types

As shown in Figure 66, there are multiple trail improvements recommended by the Billings Area Bikeway and Trails Master Plan Update that extend beyond the City of Billings limits, including a network of trails west of Shiloh Road, north of downtown along Rimrock Road and the Heights area, and in Lockwood. These proposed trails contribute to the broader non-motorized network by providing shared-use facilities for bicycles, pedestrians, and other modes. The types of trails recommended for the Billings planning area include:

- **Shared Use Paths (SUPs):** Shared-use paths are wide, hard-surface trails frequently found in parks, along rivers, in linear greenways, and besides roadways that typically have few conflicts with motor vehicles. They allow for two-way, off-street travel by bicyclists, pedestrians, skaters, wheelchair users, runners, persons with limited mobility, and other non-motorized users.
- **Neighborhood Connector Trails:** Paved trails less than 8 feet wide, making them too narrow for comfortable passing of multiple user groups. These trails complement the network of multi-use trails and are useful connections for a variety of users, especially for neighborhood residents.
- **Unpaved Trails:** Dirt, mulch, and gravel trails. These trails tend to be more narrow and rugged than the other types of trails.

FIGURE 66. FUTURE TRAIL FACILITIES



FUTURE TRAIL FACILITIES

Existing Infrastructure

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

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

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

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

Data Source: Billings-Yellowstone County MPO

FUTURE TRANSIT SYSTEM

As discussed in the *Transit Development Plan 2022*, MET Transit has begun transitioning its current service to a redesigned system that includes fixed stops along each route.[55] The intent of this redesign is to continue to grow ridership while improving efficiency, convenience, and sustainability of the transit system. This redesigned system is outlined in the Future Conditions Supporting Figures & Content Appendix, and displayed in Figure 66. MET is also actively working towards implementing a stop-based system for its fixed routes. In addition to these redesign changes, MET Transit will continue to work with stakeholders in the Lockwood community to evaluate and implement transit service to Lockwood. The *Transit Development Plan* studied potential alternatives and recommended a concept route that would traverse 1St Avenue N in Billings, I-90 across the Yellowstone River, and north along Old Hardin Road to service the residential neighborhoods along Noblewood Drive and Becraft Lane.

Additionally, the Future Conditions Supporting Figures & Content Appendix contains an evaluation of the future transit routes that coincide with projected congested intersections.

Passenger Rail Service

The Federal Rail Administration (FRA) is currently studying the feasibility of implementing or re-implementing a variety of Amtrak routes throughout the United States, due to funding provided by the Infrastructure Investment & Jobs Act (IIJA).[56] The Amtrak North Coast Hiawatha Route is one of the routes under study by the FRA, as it was discontinued in 1979. The North Coast Hiawatha Route could provide passenger rail service from Chicago to Seattle/Portland through southern Montana. Locally, to support this study, the Big Sky Passenger Rail Authority (BSRPA) was formed via the joint resolution of multiple Montana counties, cities, and tribal nations.[57]

FUTURE FREIGHT DEMAND

Future freight demand by truck, rail, air, and pipeline was assessed using the most recent data for the state of Montana from the FHWA FAF5 base scenarios.[58] The FAF5 also analyzes other freight modes that are not within the scope of the LRTP (such as mail and other unknown modes), and so are not included in this report. Figure 68 summarizes expected changes in freight demand by location-destination category between Year 2020 and Year 2050.

55 MET Transit. (September 2022). *Transit Development Plan 2022*. https://www.billingsmt.gov/DocumentCenter/View/47800/Billings-TDP_Draft_081112022
56 Congressional Research Service. (February 2022). *Passenger Rail Expansion in the Infrastructure Investment and Jobs Act (IIJA)*. https://crsreports.congress.gov/product/pdf/IF/IF11920
57 Big Sky Passenger Rail Authority. (N.D.). *Who We Are*. https://www.bigskyrail.org/whoweare
58 Federal Highway Administration. (July 2022). *Freight Analysis Framework 5th Edition.* https://ops.fhwa.dot.gov/freight/freight_analysis/faf/faf5/FAF5FHWAWebinarJuly282022final.pdf

FIGURE 67. FUTURE MET TRANSIT SYSTEM

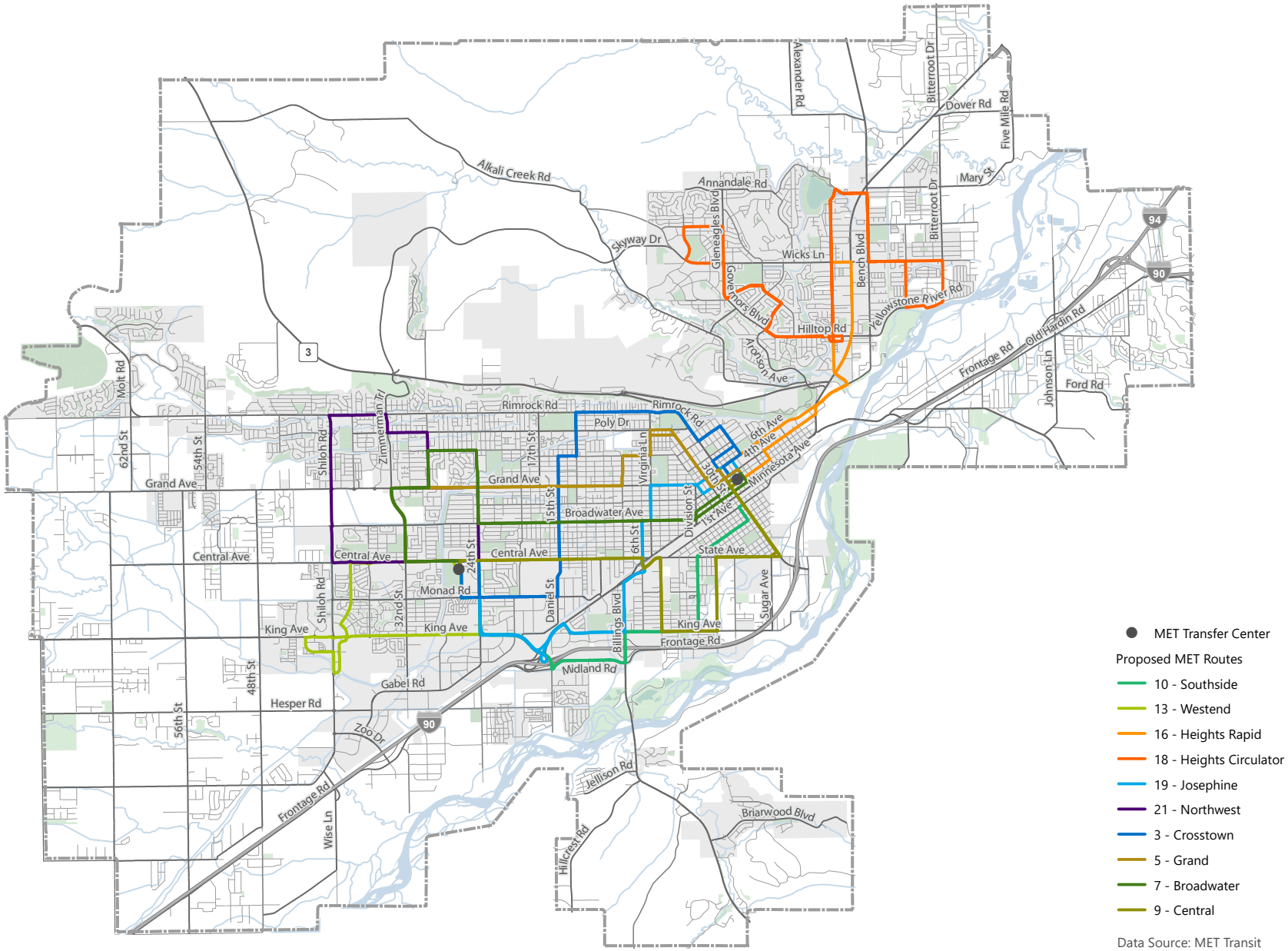


TABLE 30. YEAR 2020 AND YEAR 2050 TOTAL FREIGHT MOVED BY MODE

MONTANA FREIGHT MOVEMENT	WITHIN MONTANA			FROM MONTANA			TO MONTANA		
	2020	2050	% CHANGE	2020	2050	% CHANGE	2020	2050	% CHANGE
In Millions of Tons (% Moved by Truck)	33.7 (46%)	50.1 (46%)	+49%	13.4 (19%)	21.2 (24%)	+58%	14.7 (65%)	24.8 (69%)	+68%
In Millions of Dollars (% Moved by Truck)	14,635 (60%)	24,526 (60%)	+68%	9,892 (46%)	20,676 (52%)	+109%	24,377 (72%)	50,367 (71%)	+100%
In Millions of Tons (% Moved by Rail)	1.7 (2%)	2.9 (3%)	+65%	16.7 (24%)	13.3 (15%)	-21%	2.1 (9%)	3.3 (9%)	+60%
In Millions of Dollars (% Moved by Rail)	356.6 (1%)	570.8 (1%)	+60%	1786.4 (8%)	2866.0 (7%)	+60%	599.9 (2%)	1155.6 (2%)	+93%
In Millions of Tons (% Moved by Air)	0.03 (<1%)	0.15 (<1%)	+357%	1.8 (<1%)	3.6 (<1%)	+100%	3.0 (<1%)	6.0 (<1%)	+100%
In Millions of Dollars (% Moved by Air)	10.3 (<1%)	44.8 (<1%)	+335%	283.0 (1%)	567.5 (1%)	+100%	246.7 (1%)	566.6 (1%)	+130%
In Millions of Tons (% Moved by Pipeline)	32.6 (40%)	55.7 (51%)	+71%	23.6 (33%)	43.4 (48%)	84%	5.2 (23%)	6.4 (18%)	+25%
In Millions of Dollars (% Moved by Pipeline)	8,241 (34%)	13,904 34%	+69%	5,666 (26%)	10,812 (27%)	91%	1,572 (5%)	1,976 (3%)	+26%

Source: Federal Highway Administration Freight Analysis Framework 5

Freight moved by air, which makes up the smallest amount of freight by weight and monetary value, is expected to increase between 2020 and 2050 within, to, and from Montana. Due to its smaller contribution to overall freight movement, increases in these categories seem relatively large in comparison to rail and trucking.

Freight moved by rail will continue increasing within Montana and to Montana from other states. While freight moved by rail from Montana to other states is expected to decrease by 21%, the monetary value of freight is projected to increase by 60%, which indicates that rail is projected to be responsible for moving higher-value goods.

Trucking currently makes up the highest percentage of tonnage and monetary value and is expected to continue increasing between 2020 and 2050. During this period, the monetary value of freight moved by trucks between Montana and other states is expected to increase by approximately 100%. As shown in Figure 68, trucking flows are expected to increase both by volume and by distance, with projected interstate trade stretching from Washington and California to Texas, the Carolinas, and Pennsylvania.

FIGURE 68. INTERSTATE TRUCK FLOWS IN 2050

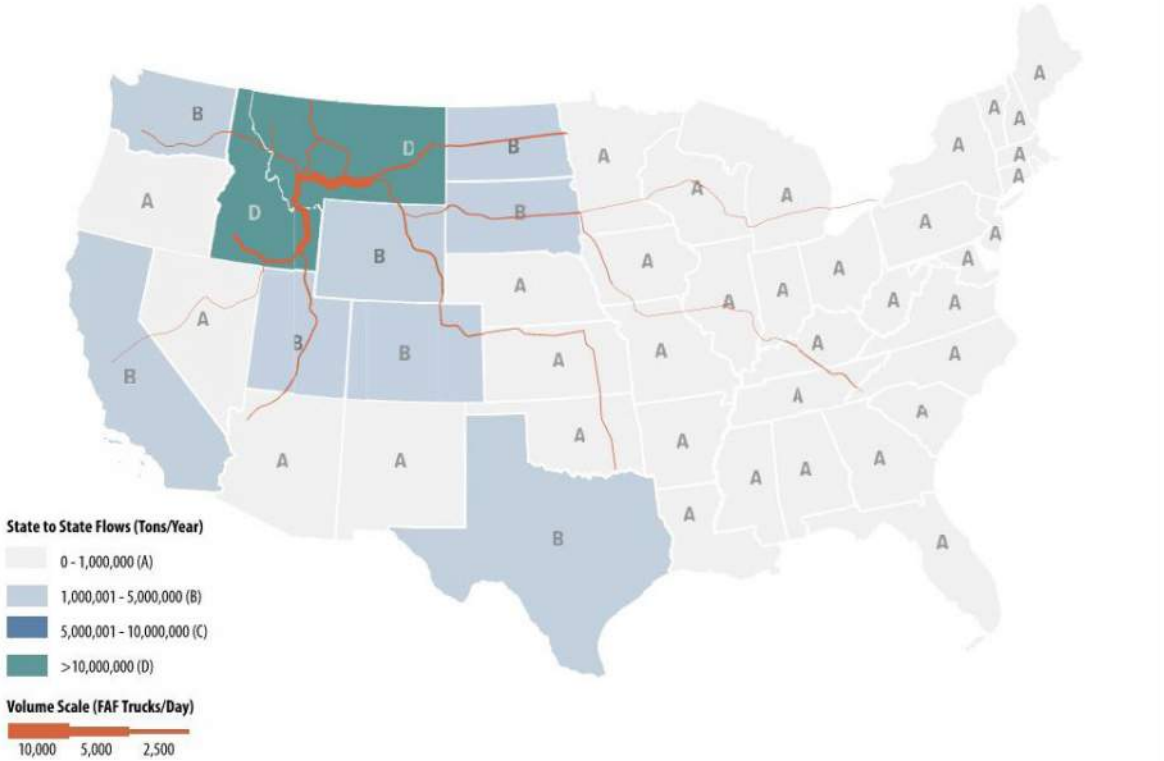


Figure 68 shows the projected weight (in thousands of tons) and value (in millions of dollars) of freight moving within, to, and from Montana. Overall, total freight volume for all modes by weight is expected to increase by 32% from 178,348 to 235,444 (in thousand tons) between 2020 and 2050. Total freight volume by monetary value is expected to increase by 81% from $83,646 to $151,781 (in millions of dollars) in this period. The expected increase in tonnage and monetary value of freight moved throughout the state of Montana is an important consideration for long-term transportation planning and project prioritization in the City of Billings. The construction of the Billings Bypass will introduce additional links to the freight network in the City of Billings. As such, the current freight network within the urban area may potentially change upon completion of the project. Additionally, working with state and federal partners to ensure that the best freight routes are designated through the Billings planning area will be important.

The *2022 Montana Freight Plan*[59] provides guidance for long-term freight investments and projects and identifies statewide freight system needs, strategies, and innovative technologies that could support the increasing movement of freight. Some of the innovative technologies proposed in the Plan include the implementation of Intelligent Transportation Systems (ITS) technologies to support credentials and vehicle clearance, ramp screening, road condition monitoring, route planning, traffic control, emergency response, and safety aspects of road, rail, and air transport. Partnerships between the City of Billings, Yellowstone-Billings MPO, MDT, in addition to other local, regional, and national agencies will be critical to supporting the efficient and safe movement of freight throughout Montana.

Emerging Technology

The past twenty years have brought a variety of technologies to the cityscapes and transportation systems across the country, including in the Billings planning area. While it is impossible to predict which types of technologies will shape the landscape in the future, understanding the developments occurring today will help the community prepare for tomorrow and beyond. This section explores a few transportation technology topics and is by no means exhaustive (further details are provided in the Future Conditions Supporting Figures & Content Appendix). To best prepare the Billings planning area for emerging technologies, a readiness and feasibility study would help guide decision making in the coming years.

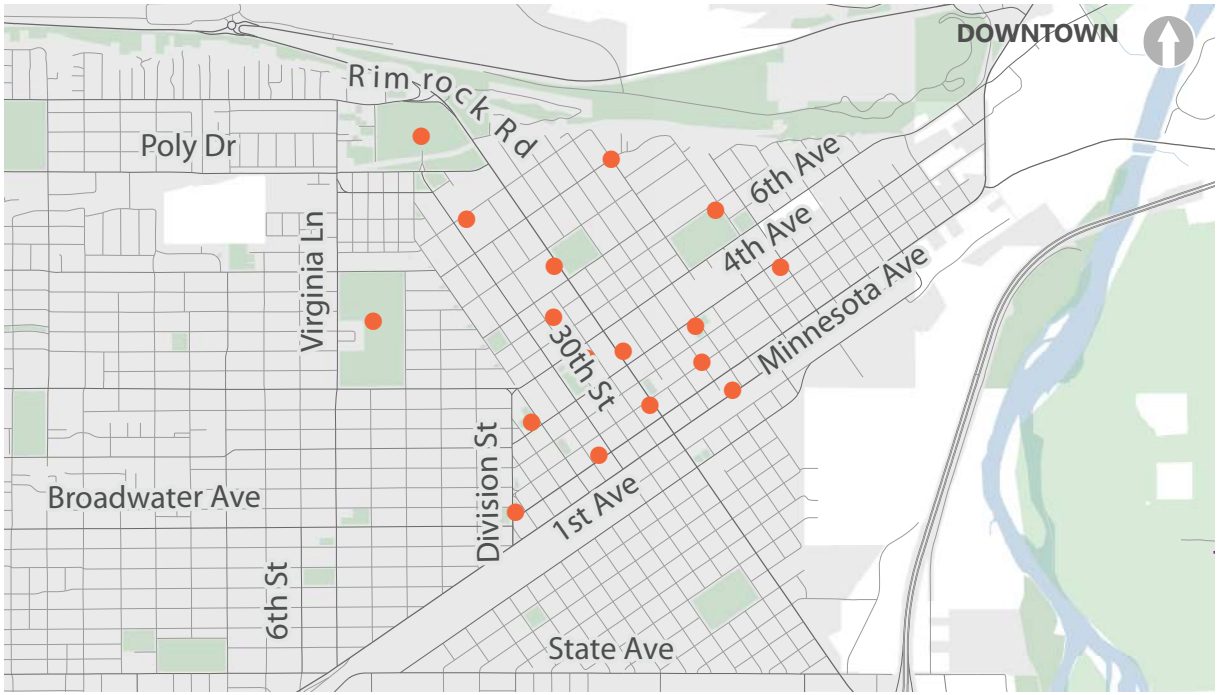
59 Montana Department of Transportation. (2022). *2022 Montana Freight Plan*. https://www.mdt.mt.gov/freightplan/docs/2022-Montana-Freight-Plan.pdf

SHARED MOBILITY & MICROMOBILITY

Over the past decade, advances in technology have contributed to the rise in popularity of transportation modes that expand accessibility and mobility to urban transportation networks. More recently, the rise of micromobility, which refers to any small, low-speed, human or electric-powered transportation device (i.e., bicycles, scooters, e-bikes, e-scooters), has introduced a variety of innovative transportation options to incorporate into a broader network of multimodal options.

The rapid growth of shared mobility and micromobility provides more mobility choices that enhance accessibility and mobility for all users, offer first- and last-mile links to transit networks, and offer cost-efficient options for those who do not have access or the physical ability to operate a personal vehicle. In 2021, the Billings-Yellowstone MPO completed the *Bike & Scooter Share Feasibility Study,* which outlined how shared micromobility could be implemented in the Billings planning area. The Study recommended pilot bicycle and scooter share station locations, which are displayed in Figure 69.

FIGURE 69. RECOMMENDED BIKESHARE AND SCOOTERSHARE STATION LOCATIONS



ELECTRIC VEHICLES

In the *Electric Vehicle Infrastructure Prioritization Study,* the Montana Department of Environmental Quality (DEQ) estimates that by 2040, 9% of registered vehicles in Montana will be electric vehicles (~87,000 vehicles). This would equate to about 8,700 EVs in Billings in 2040, which will likely require substantial local investments in charging infrastructure.[60] To prepare for the charging needs of EV drivers and EV fleets, working with partner agencies such as the Montana Department of Transportation, the Montana Department of Environmental Quality, and local energy providers to complete a charging infrastructure assessment will be key towards successfully competing for National Electric Vehicle Infrastructure funding and implementing infrastructure in the Billings planning area. In addition to locally driven EVs, the DEQ also anticipates that most of the EVs travelling in Montana in 2040 will be driven by out-of-state visitors, which indicates the importance of charging infrastructure to support tourism and recreation in the area while boosting the local and regional economy.

60 Montana Department of Environmental Quality. (June 2022). *Electric Vehicle Infrastructure Prioritization Study.* https://deq.mt.gov/files/Energy/Transportation/MDEQ_EV_InfastructurePrioritizationStudy_Final.pdf

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

This chapter summarizes the multimodal transportation system needs and deficiencies of the Billings planning area. To better understand the barriers and issues faced by Billings planning area residents, the consultant team reviewed existing plans, held discussions with stakeholders, and collected public input. Additionally, this summary includes findings from both the Existing Conditions and Future Conditions analyses to paint a full picture of the needed improvements to the regional infrastructure looking forward to 2045. These high-level needs, opportunities, and deficiencies are delineated in Table 31 and depicted in Figure 70.[61]

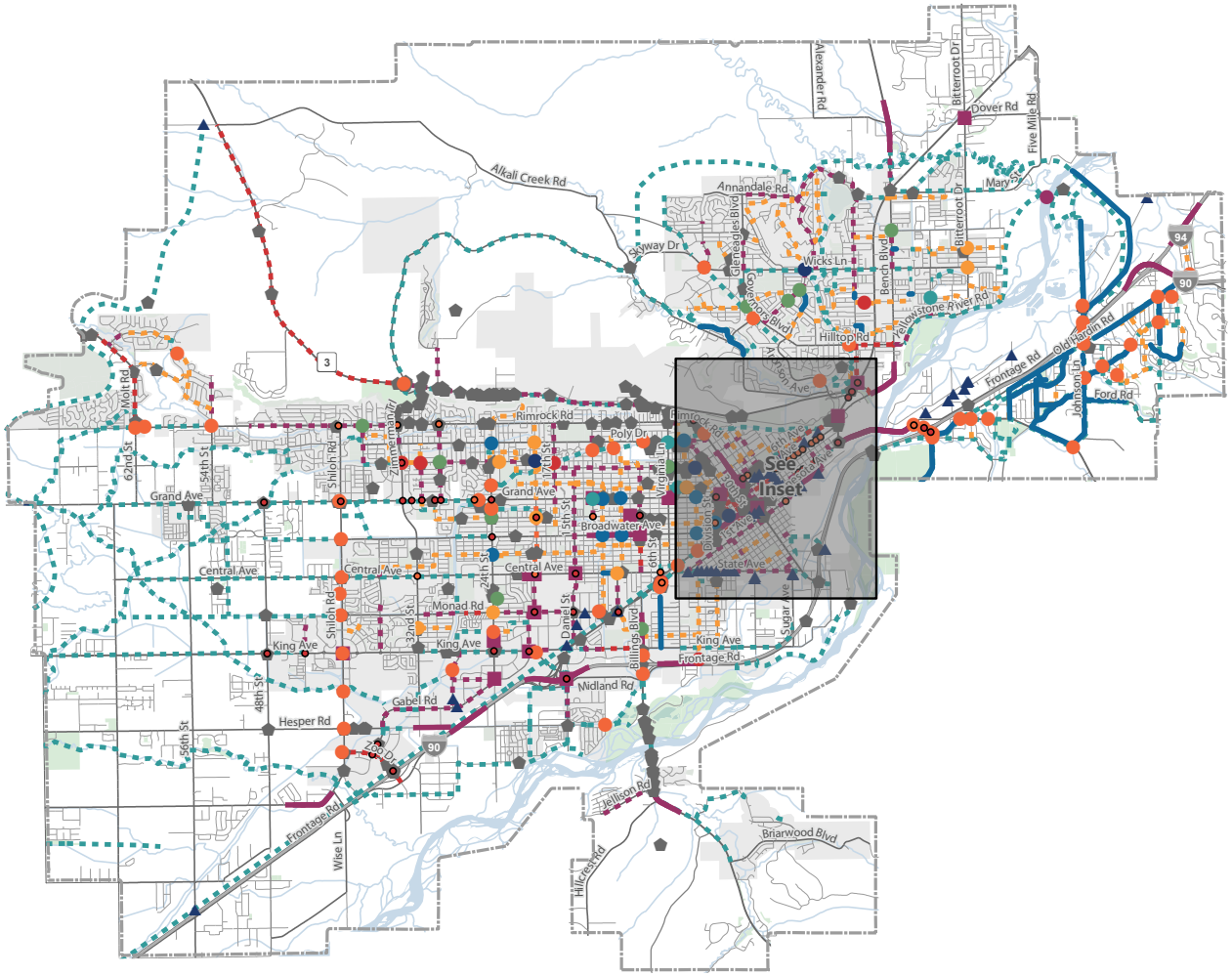
Figure 70 informed discussions with stakeholders, the public, and the Steering Committee in developing the Project List for the 2023 LRTP.

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

MODE / AREA	NEEDS, OPPORTUNITIES, & DEFICIENCIES
Safety	■ Address High Equivalent Property Damage Only (EPDO) Intersections ■ Address High EPDO Segments ■ Address ADA Issues
Pedestrian	■ Construct New Sidewalks ■ Maintain Existing Sidewalks ■ Enhance Crossings ■ Implement Safe Routes to Schools
Bicycle	■ Construct New Bikeways ■ Enhance Crossings ■ Implement Safe Routes to Schools
Trail	■ Build New Trails ■ Implement Safe Routes to Schools
Transit	■ Implement Stop-Based Fixed Route Service ■ Partner with MET Transit to Improve Pedestrian and Bicycle Access to Transit Stops
Congestion	■ Address LOS E Intersections ■ Address LOS F Intersections
Freight	■ Explore At-Grade Railroad Crossing Elimination ■ Explore Freight Route Designation
Emerging Technology	■ Explore Scooter and Bikeshare Pilot Program ■ Partner with MDT on Electric Vehicle Charging Infrastructure

61 Areas added to the 2018 boundary as part of the planning area update are not included in the needs and deficiencies assessment, and therefore were not considered as part of the project list development. Projects in these areas will be assessed as part of the next LRTP update.

FIGURE 70. NEEDS, DEFICIENCIES, & OPPORTUNITIES



NEEDS, DEFICIENCIES, & OPPORTUNITIES

Other Identified Concerns
- Public Comment Location
- At-Grade Railroad Crossing

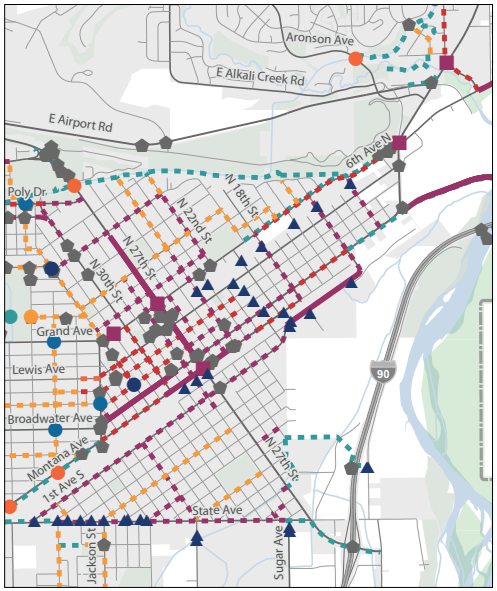
Safety
- High EPDO Intersection
- High EPDO Segment

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

Recommended Pedestrian Projects
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- New or Enhanced Sidewalk

Recommended Bike Projects
- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- Buffered Bike Lane
- Bike Lane
- Shared Lane Marking
- Neighborhood Bikeway

Projected 2045 Intersection Operations
- LOS E
- LOS F



07 WHAT ARE THE FUNDING OPTIONS?

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

Federal regulations establish the requirements for the financial plan in Title 23, Section 450.324(f)(11), of the Code of Federal Regulations.[62] To summarize, the regulations state that the financial plan should include the following:

- Estimates of costs and revenue sources needed to operate and maintain federal-aid highways and public transportation.
- Estimates of funds that will be available to support the LRTP implementation and that are agreed upon by the MPO, public transportation operator(s), and the state.
- Recommendations on any additional financing strategies to fund projects and programs included in the LRTP.
- Account for all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53 or with other Federal funds, State assistance, local sources, and private participation.
- Revenue and cost estimates that use an inflation rate to reflect "year of expenditure dollars" and that have been developed cooperatively by the MPO, state, and public transportation operator.

Funding to implement the LRTP committed, recommended, and illustrative projects comes from federal, state, and local sources. This chapter includes estimates of costs that would be required to implement the LRTP as well as estimates of existing and contemplated sources of funds available to pay for these improvements. Different sets of revenue assumptions apply for capital, for operations and maintenance (O&M), for planning activities and studies, and for each mode—active transportation (pedestrian, bicycle, and trail facilities); public transit; and streets and highways.

The following references and documents were used to develop this chapter:

- Montana Department of Transportation
- Billings Urban Area Transportation Improvement Program (TIP) FY 2020-2024
- Billings Urban Area Transportation Improvement Program (TIP) FY 2024-2028
- City of Billings FY 2023-2027 Capital Improvement Program (CIP)
- City of Billings FY 2024-2028 CIP

The infographic on the next page depicts how the Project List, discussed in Chapter 8, is funded.

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

HOW IS THE PROJECT LIST FUNDED?

The Billings-Yellowstone County MPO receives funding from a variety of federal, state, and local sources, such as:

- Federal Programs authorized by the Infrastructure Investment & Jobs Act (IIJA)
- Montana Gas Tax
- City of Billings Sidewalks and Curb District Fund
- MET Transit Fares

Specific project types or activities are eligible for each of these funding sources.



Note: There are more available funding sources than those displayed here.



Each project has a cost estimate that includes the anticipated costs of studying, planning, designing, and/or building the project.

The Project List is sorted into categories based on eligibility for each revenue source.

The MPO revenues are matched to project costs of the prioritized projects.

Resulting in a spending plan that is fiscally constrained.

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

Federal Funding

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)[63]

The NHPP provides funding for the National Highway System, including the Interstate System and National Highways system roads and bridges to support the condition, performance, and resiliency of the NHS. NHPP funds are Federally apportioned to Montana and allocated to Districts by the Montana Transportation Commission. Since the 2018 LRTP, updates to this program include:

1. Providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters' is now a programmatic purpose of the NHPP.
2. 'Prioritizing Safety in All Investments and Projects' is now the stated safety goal of the NHPP through the FHWA National Roadway Safety Strategy.[64]
3. The program now encourages the Design and Construction of 'Complete Streets' , which provide comfortable and safe multimodal facilities for people of all ages and abilities.
4. Program funds can and should be used to implement ADA Transition Plans to ensure accessibility of pedestrian facilities in public right-of-way.
5. NHPP funds can be used to support the Justice40 Initiative, to meet the goal that at least 40% of the benefits of federal investments are distributed to disadvantaged communities.

Related MDT programs include:

- NH - National Highway System (Non-Interstate)
- IM - Interstate Maintenance
- NHPB - National Highway System Bridge Program

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)[65]

The National Highway Freight Program invest in projects on the Primary Highway Freight System portion of the National Highway Freight Network, as that is what is eligible for NHFP funding in Montana. This program is apportioned to States by formula



63 Federal Highway Administration. (May 2022). *National Highway Performance Program Implementation Guidance.* https://www.fhwa.dot.gov/specialfunding/nhpp/bil_nhpp_implementation_guidance-05_25_22.pdf ; https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm

64 United States Department of Transportation. (January 2022). *National Roadway Safety Strategy.* https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf

65 Federal Highway Administration. (February 2022). *National Highway Freight Program Bipartisan Infrastructure Law Fact Sheet.* https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm

and provides funding for construction, operational improvements, freight planning, and performance measures. The State share is typically funded through the Highway State Special Revenue Account (HSSRA) for projects on state highways and local governments provide the match for local projects. There are no other related MDT programs included with this funding source. Since the 2018 LRTP, updates to this program include:

1. The program increases the eligibility to 30% (vs. 10% under the FAST Act) on the amount of NHFP funding that a State may use on freight intermodal or freight rail projects.
2. The program increases the maximum number of miles that may be designated as critical urban freight corridors in a State to 150 miles of highways (vs. 75 under the FAST Act) or 10% of the PHFS mileage in the State, whichever is greater.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP)[66, 67]

STP funds are Federally apportioned to Montana and allocated by the Montana Transportation Commission to various programs. Project types vary with each program, but can include roadway reconstruction and rehabilitation, to bridge construction and inspection, to highway and transit safety infrastructure, environmental mitigation, operational improvements, carpooling, and bicycle and pedestrian transportation facilities. Since the 2018 LRTP, updates to this program include:

1. 'Prioritizing Safety in All Investments and Projects' is now the stated safety goal of the STP through the FHWA National Roadway Safety Strategy.
2. The program encourages the design and construction of 'Complete Streets'.
3. The program emphasizes the importance of using funds to implement ADA Transition Plans to ensure accessibility of pedestrian facilities in public right-of-way.

Related MDT programs include:

- Primary Highway System (STPP)
- Secondary Highway System (STPS)
- Urban Highway System (STPU)
- Surface Transportation Program Bridge (STPB)
- Surface Transportation Program for Other Routes - Off-System (STPX)
- Urban Pavement Preservation Program (UPP) Interstate Maintenance

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)[68, 69]

HSIP funds are apportioned to Montana for allocation to safety improvement projects approved by the Montana Transportation Commission and are consistent with the strategic highway safety improvement plan. Projects described in the Montana Comprehensive Highway Safety Plan must correct or improve a hazardous road location or feature or address a highway safety problem. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

66 Federal Highway Administration. (May 2022). *Surface Transportation Block Grant Program Implementation Guidance.* https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

67 Federal Highway Administration. (February 2022). *Surface Transportation Block Grant Program Bipartisan Infrastructure Law Fact Sheet.* https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm

68 Federal Highway Administration. (February 2022). *Highway Safety Improvement Program Bipartisan Infrastructure Law Fact Sheet.* https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm

69 Federal Highway Administration. (February 2022). *Highway Safety Improvement Program Eligibility Guidance.* https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf

Since the 2018 LRTP, updates to this program include:

1. The IIJA does not extend the FAST Act prohibition (FAST Act § 1401) on using HSIP funds to purchase, operate, or maintain an automated traffic enforcement system.
2. The program is authorized to include additional eligible safety projects including multimodal roundabouts, railway-highway grade separation, traffic calming, multimodal traffic signals, separated bicycle and pedestrian facilities.
3. The program requires States to complete a Vulnerable Road User Safety Assessment. Montana Department of Transportation has not yet completed this assessment. Federal guidance was released in October 2022.[70]
4. The program specifies the eligibility of both roads and trail facilities.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)[71]

Federal funds available under this program are used to finance transportation projects and programs to reduce congestion and help improve air quality and meet the requirements of the Clean Air Act. The Montana Transportation Commission allocates funds from the Montana Air & Congestion Initiative (MACI) Guaranteed Program directly to Billings and Great Falls to address carbon monoxide issues. Since the 2018 LRTP, updates to this program include:

1. The program requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such areas, to the extent practicable.
2. The program is authorized to include additional eligible projects such as shared micromobility, zero emission replacements, and alternate fuel vehicles for construction.

Related MDT programs include:

- CMAQ (formula)
- Montana Air & Congestion Initiative (MACI) – Guaranteed Program (flexible)
- Montana Air & Congestion Initiative (MACI) – Discretionary Program (flexible)



70 Federal Highway Administration. (October 2022). *Vulnerable Road User Safety Assessment Guidance.* https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf

71 Federal Highway Administration. (February 2022). *Congestion Mitigation and Air Quality Improvement Program Bipartisan Infrastructure Law Fact Sheet.*https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm





TRANSPORTATION ALTERNATIVES PROGRAM (TA)[72,73]

The TA program provides flexible funding to support a variety of Complete Streets projects at the local and regional levels. The TA program is a set-aside from the Surface Transportation Block Grant Program. Funds may be obligated for projects submitted by: Local governments, transit agencies, natural resource or public land agencies, school district, schools, local education authority, tribal governments, and other local government entities with responsibility for recreational trails for eligible use of these funds. Many projects eligible under TA are also eligible under HSIP and STP. There are no other related MDT programs included with this funding source. Since the 2018 LRTP, updates to this program include:

1. The program increased the suballocation for population centers from 50% to 59%.
2. The competitive process used for the suballocation of funds must include prioritization of project location and impact in high-need areas as defined by the State.

MONTANA FISH AND WILDLIFE PROGRAM (FWP)

FWP administers the Recreational Trails Program (RTP)[74], a federally funded grants program that supports Montana's trails. The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from nonhighway recreational fuel use. Approximately $1.5 million is made available for the RTP each year, with a maximum award amount of $100,00 and a 20% match requirement.

TRANSIT CAPITAL AND OPERATING ASSISTANCE

The MDT Transit Section provides federal and state funding to eligible recipients through Federal and state programs. Federal funding is provided through the Section 5307,[75] Section 5310,[76] Section 5311,[77] and Section 5339[78] transit programs and state funding is provided through the TransADE program. There are no other related MDT programs included with this funding source. While these programs have been updated since the 2018 LRTP, there are no relevant updates for the MPO's purposes.

NEW FEDERAL FUNDING SOURCES

The IIJA created several new transportation funding formula programs that are associated with many important elements of the Billings LRTP, including resiliency, sustainability, multimodal systems, and emerging technology. As an important planning area in the state of Montana, Billings is likely to receive an allocation of formula funds from the following new programs.

72 Federal Highway Administration. (February 2022). *Transportation Alternatives Program Bipartisan Infrastructure Law Fact Sheet.* https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm

73 Federal Highway Administration. (March 2022). *Transportation Alternatives Program Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act.* https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

74 Montana Fish, Wildlife, & Parks. (ND). Recreational Trails Program. https://fwp.mt.gov/aboutfwp/grant-programs/recreational-trails

75 Federal Transit Administration. (ND). *Urbanized Area Formula Grants 5307.* https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307

76 Federal Transit Administration. (ND). *Enhanced Mobility for Seniors and Individuals with Disabilities Grants 5310.* https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

77 Federal Transit Administration. (ND). *Rural Area Formula Grants 5311.* https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-12/Fact-Sheet-Rural-Program.pdf

78 Federal Transit Administration. (ND). *Grants for Buses and Bus Facilities.* https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-12/Fact-Sheet-Buses-and-Bus-Facilities.pdf

New Federal Formula Funding Programs

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)[79]

The NEVI Formula Program provides funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Eligible projects must directly relate to publicly accessible or authorized commercial charging infrastructure along designated alternative fuel corridors. This Program is administered by the Joint Office of Energy and Transportation (JOET), which will allocate funds that MDT will administer along designated EV corridors.

CARBON REDUCTION PROGRAM (CRP)[80, 81]

The CRP provides funds to projects designed to reduce transportation emissions (specifically carbon dioxide emissions) from on-road highway sources. Funds are apportioned to States, which are required to suballocate 65% of funds based on population and 35% for any part of the state. Eligible projects include congestion mitigation technologies, public transit, all Transportation Alternatives projects, energy-efficient electronics upgrades, intelligent transportation system (ITS), congestion pricing and travel demand management, alternate fuel vehicles and infrastructure, and any other STBG eligible project with demonstrated capacity to reduce emissions. States are required to collaborate with MPOs to develop a statewide Carbon Reduction Strategy that aligns with statewide and metropolitan long range transportation plans. The strategy must support efforts to reduce transportation emissions, identify projects to endeavor towards this aim, quantify transportation emissions at the state and regional levels.

MDT will administer formula funds that align with its Carbon Reduction Strategy, which is currently under development.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) FORMULA PROGRAM[82, 83]

The PROTECT Formula Program provides funds to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Each State is required to use at least 2% of its funds for planning activities. Limits States to use up to 40% of funds to construct new capacity and up to 10% of its funds for development phase activities. Eligible facilities include federal-aid highways, public transit facilities or services, and port facilities. PROTECT funds will be administered by MDT statewide.

79 Federal Highway Administration. (February 2022). *National Electric Vehicle Infrastructure Program Bipartisan Infrastructure Law Fact Sheet.* https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm

80 Federal Highway Administration. (February 2022). *Carbon Reduction Program Bipartisan Infrastructure Law Fact Sheet*. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

81 Federal Highway Administration. (April 2022). *Carbon Reduction Program Implementation Guidance*. https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf

82 Federal Highway Administration. (February 2022). *Promoting Resiliency Operations for Transformative, Efficient, and Cost-Saving Transportation Program Bipartisan Infrastructure Law Fact Sheet.* https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

83 Federal Highway Administration. (July 2022). *Promoting Resiliency Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance.* https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/protect_formula.pdf

BRIDGE FORMULA PROGRAM (BFP)[84, 85, 86]

The BFP provides funds to projects that replace, rehabilitate, preserve, protect, and construct highway bridges. Each State is guaranteed at least $45 million for bridges in poor and fair condition and requires a set-aside of 15% for use on "off-system" bridges (for bridges on public roads rather than federal-aid highways). Bridges owned by a local agency are eligible for 100% federal share. There are no other related MDT programs included with this funding source. Eligible bridges include all bridges listed in the National Bridge Inventory. New bridge construction is an eligible program activity. This new program will be integrated into MDT's existing bridge funding program.

New Federal Competitive Grants

Table 32 delineates the new competitive grant programs that the MPO is eligible to apply for in partnership with MDT.

TABLE 32. NEW FEDERAL COMPETITIVE GRANT PROGRAMS

GRANT PROGRAM	DESCRIPTION
Bridge Investment Program (BIP)[87]	The Bridge Investment Program (BIP) includes $2.34 billion in funding for Planning, Bridge and Large Bridge Projects that improve the safety, efficiency, and reliability of the movement of people and freight over bridges; and improve the condition of bridges in the United States by reducing the number of bridges, and total person miles traveled over bridges, that are in poor condition or at risk of falling into poor condition within the next three years. MDT is an active partner in applying for BIP grants.
Low or No Emission Vehicle Program[88]	The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Transit agencies are required to have a Zero-Emission Fleet Transition Plan in place to qualify for funds.
Nationally Significant Multimodal Freight and Highways (INFRA)[89]	INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. This program is continued with new eligibilities under the IIJA to improve safety, generate economic benefits, reduce congestion, enhance resiliency, and eliminate freight bottlenecks to improve critical freight movements. MDT is an active partner in applying for INFRA grants.
National Infrastructure Project Assistance (MEGA)[90,91]	The MEGA Program support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Highway and bridge projects on the NMFN, the NHFN, and NHS, as well as intermodal freight centers, intercity rail, and certain transit projects are eligible. MDT is an active partner in applying for INFRA grants.
Reconnecting Communities Program (RCP)	The RCP is intended to remove infrastructure that has historically divided neighborhoods and deteriorated the urban fabric. Pilot activities include highway closures, "stroads" to boulevards, roadway reallocations, and greenway creations.

84 Federal Highway Administration. (February 2022). *Bridge Investment Program Bipartisan Infrastructure Law Fact Sheet*. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm
85 Federal Highway Administration. (January 2022). *Bridge Formula Program Implementation Guidance.* https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm
86 Federal Highway Administration. (December 2022). *Bridge Formula Program Questions and Answers.* https://www.fhwa.dot.gov/bridge/bfp/qanda.cfm
87 Montana Department of Transportation. (ND). Bridge Investment Program (BIP) Grant Program. https://mdt.mt.gov/business/discretionarygrants/bip.aspx
88 Federal Transit Administration. (ND). *Low or No Emission Vehicle Program – 5339 (c).* https://www.transit.dot.gov/lowno
89 United States Department of Transportation. (December 2022). *The INFRA Grants Program.* https://www.transportation.gov/grants/infra-grants-program
90 United States Department of Transportation. (January 2023). *The MEGA Grant Program.* https://www.transportation.gov/grants/mega-grant-progra
91 Montana Department of Transportation. (ND). *National Infrastructure Project Assistance (MEGA) Grant Program.* https://mdt.mt.gov/business/discretionarygrants/mega.aspx

GRANT PROGRAM	DESCRIPTION
Railroad Crossing Elimination (RCE)[92]	The Railroad Crossing Elimination Program provides funding for planning and construction grants that focus on highway-rail or pathway-rail grade crossing improvement projects with an emphasis on improving the safety and mobility of people and goods. MDT is an active partner in applying for RCE grants, and the program is administered by the Federal Railroad Administration.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Grant program provides funding for capital investments in surface transportation infrastructure for projects that will have a significant local or regional impact and improve transportation infrastructure. Expected impacts of funded projects include those that reduce greenhouse gas emissions, address environmental justice, address racial equity and barriers to opportunity, and create good-paying jobs from modernizing transportation infrastructure making them safer, more accessible, more affordable, and more sustainable. MDT is an active partner in applying for RAISE grants.
Safe Streets & Roads for All (SS4A)	The SS4A Program is administered by the FHWA to award competitive grants for planning, demonstration, and implementation activities that improve multimodal safety. Cities and counties are eligible to apply for Planning & Demonstration Grants or Implementation Grants in partnership with community groups, MPOs, and state DOTs. Planning grants can support the development of a Safety Action Plan, and Implementation grants can be used for capital construction.
Strengthening Mobility and Revolutionizing Transportation (SMART)[93]	The SMART grant program supports demonstration projects focused on advanced smart city/community technologies and systems in a variety of communities to improve transportation efficiency and safety. Projects should focus on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. There are both planning and implementation grants available. MDT is an active partner in applying for SMART grants.

State Funding

At the state level, the Montana Department of Transportation allocates funding to the Billings-Yellowstone County MPO for transportation projects. This is primarily funded through the state fuel taxes levied by the state of Montana. As of 2023, the Bridge and Road Safety and Accountability Act (BARSAA) has been repealed and replaced by HB 76, which maintains the allocation of gas tax funding for cities and counties, but removes administrative barriers to accessing these funds. Gas tax funds must be used for the construction, reconstruction, andmaintenance of rural roads, city streets, and alleys.

The funds may also be used for the share that the city or county might otherwise expend for proportionate matching of Federal funds allocated for the construction of roads or streets that are part of the primary, secondary, or urban system. This tax has increased since the 2018 LRTP and is now assessed at $0.33 per gallon on gasoline and $0.2975 per gallon on diesel fuel used for transportation purposes.[94]

Local Funding

Local governments generate revenue from variety of sources that contribute to the funding of transportation projects in the Billings planning area. Table 33 outlines the local funding sources outlined in the City of Billings Capital Improvement Program.

92 Montana Department of Transportation. (ND). *Railroad Crossing Elimination (RCE) Grant Program.* https://mdt.mt.gov/business/discretionarygrants/rce.aspx
93 Montana Department of Transportation. (ND). *Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program*. https://mdt.mt.gov/business/discretionarygrants/smart.aspx
94 Montana Department of Transportation (ND). *Fuel Tax Frequently Asked Questions*. https://www.mdt.mt.gov/business/fueltax/faq.aspx

TABLE 33. LOCAL FUNDING SOURCES

FUNDING SOURCE	DESCRIPTION
Arterial Construction Fund	This special revenue fund is managed by the Billings Public Works Department and was used for the construction of new roadway facilities. This fund will expire following Fiscal Year 2023.
Airport Fund	This enterprise fund is used to design, construct, and maintain airport equipment and facilities at the Billings Logan International Airport.
Gas Tax Fund	This special revenue fund is managed by the Billings Public Works Department and implements the City Council's goals relating to maintaining quality streets and street maintenance. Funding for this activity is derived from the City's share of Gas Tax proceeds and a transfer from the Street Maintenance District Fund for maintenance.
Sidewalk and Curb Districts Fund	This fund is used to account for the construction of sidewalks and curbing throughout the City. The Annual Street Reconstruction and Misc., Curb, Gutter, and Sidewalk Programs are part of this fund.
Special Improvement Districts Fund	A SID is a group of properties that become a legal entity in order to construct public improvements. Some improvements that can be constructed through an SID include street paving, curb and gutter, water main, sewer main, and storm drain. Improvement costs are carried by property owners within the SID boundaries.
Street Maintenance District Fund	The street maintenance special assessment districts provide funding to maintain quality streets and street maintenance for the safety of residents and visitors and to continue to improve the city's street network. Street Maintenance District #1 is comprised of the central downtown area and Street Maintenance District #2 is the remainder of the city. This program includes the City's Street Traffic Division operations, PAVER Program, and Street Light Maintenance.
Street and Traffic Fund	This special revenue fund is used to purchase, operate, and maintain the equipment used to ensure the safe and efficient operations of public roadways in the City of Billings.
Tax Increment Financing	Tax Increment Financing (TIF) is a mechanism that allows a local government or redevelopment authority to generate revenues for a group of blighted properties targeted for improvement, known as a TIF district. As improvements are made within the district, and as property values increase, the incremental increases in property tax revenue are captured in a fund that is used for public improvements within the district. The funds generated from a new TIF district could be used to finance projects such as street and parking improvements, tree planting, installation of new bicycle racks, trash containers and benches, and other streetscape beautification projects within the designated area. Billings currently has three active TIF districts: Downtown TIFD, East Billings TIFD, and South Billings TIFD.
Transit Fund	The Transit Fund is a city Enterprise Fund, which means that the agency is operated as a business that provides a service to the public for a fee. MET Transit operates both fixed route and on-demand paratransit services with various fare options, that support MET's operations, along with city and federal funding. The Transit Fund is specifically reserved for transit projects.
Trail Grant Fund	This fund is used to account for the contributions and grants related to the construction of bicycle and pedestrian pathways.

Emerging Funding Sources

As transportation technologies continue to evolve, funding sources that were once lucrative, such as gas taxes, may become less relevant. To supplement and eventually replace obsolete funding sources, there are several funding sources that are emerging, including congestion pricing, mileage-based fees, variable parking fees, and electric vehicle charging taxes.[95, 96] Details about these emerging funding sources are outlined below.

- **Congestion Pricing:** This newer tolling approach prices roadway use to reduce demand in order to use the road's capacity most efficiently and to raise revenue. Congestion pricing is based on the idea that the price of accessing available roadway capacity should be higher at the places and during the times of day when demand is the greatest. This program can be implemented on a lane, a roadway, a bridge/tunnel, or an area (area-wide congestion pricing is also known as cordon pricing). Many states and cities in the US have implemented congestion pricing to fund either the maintenance of the facility or to fund multimodal improvements throughout the jurisdiction.
- **Mileage-Based Fee:** Also known as "Vehicle Miles Traveled" (VMT) fees, this funding source charges drivers directly for each mile traveled, either through odometer readings at annual vehicle registrations or GPS-based systems. This funding source is flexible in that the rate per mile traveled can vary and it can be different for different roadway users (such as commercial vehicles or for-hire vehicles). Because it is applicable for both internal combustion engine and electric vehicles, it is relatively future-proof, in addition to working as an incentive for individuals to drive less. Oregon and California have piloted mileage-based systems since the 2000's, and other states, including Hawaii, Massachusetts, Minnesota, Tennessee, Utah, Vermont, Virginia, and Washington are currently investigating these programs.
- **Variable Parking Fee:** Similar to congestion pricing, variable parking fees price the spaces available for vehicular parking based on location, availability, and the time of day. Variable pricing programs are based on the idea that vehicular parking is one use of on-street space, and should be priced for the opportunity cost of using that space to store cars rather than for potentially more efficient uses, such as bus-only lanes, protected bicycle facilities, commercial loading zones, landscaping, outdoor dining, or wider sidewalks. The District of Columbia has been piloting variable parking fees in select neighborhoods since 2019.
- **Electric Vehicle Charging Tax:** This emerging funding source levies a tax on electricity delivered to public electric vehicle charging stations. The Montana State Legislature passed a kilowatt hours tax in 2023.

The state of Montana is researching replacements for the gas tax. At present, the gas tax is the primary source of non-federal funding for roads, bridges, and other transportation infrastructure. The City of Billings is not currently investigating variable parking fees. For this reason, the following section continues to project revenues emerging from gas taxes.

Revenue Projections

Many of the funding sources detailed in the previous section are included in several important documents that informed the estimation and projection of future MPO revenues, including a current allocation (2023) of available transportation funding for the Billings planning area managed by MDT Statewide and Urban Planning Section, the FY2024 – 2028 MPO Transportation Improvement Program, the FY 2023 – 2027 City of Billings Capital Improvement Program, and the FY 2023 City of Billings Budget. These local, state, and federal revenue sources were compiled and then multiplied by a 3% inflation for each year to project to the five-year (FY 2028), ten-year (FY2033), and twenty-two year (FY2045) revenues for those periods. Table 34 summarizes the current and projected funding (estimated) for the Billings planning area.

The average annual allocation for the Billings-Yellowstone County MPO is $42,345,294. The 22-year revenue projection is $959,560,000. The average annual revenue projection is anticipated to increase due to changes in federal funding programs. However, it is important to note that federal earmarks, which were a previous revenue source, are no longer expected.

95 National Governors Association. (2021). *Innovative State Transportation Funding and Financing: Policy Options for States.* National Governors Association Center for Best Practices. https://www.nga.org/wp-content/uploads/2021/02/0901TRANSPORTATIONFUNDING.pdf

96 Povich, Elaine. (October 10, 2022). *As Electric Vehicle Shrink Gas Tax Revenue, More States May Tax Mileage.* Pew Trusts: Stateline. https://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2022/10/10/as-electric-vehicles-shrink-gas-tax-revenue-more-states-may-tax-mileage

TABLE 34. BILLINGS-YELLOWSTONE MPO PROJECTED REVENUES (2023 - 2045)

FUNDING SOURCE	CURRENT ANNUAL ALLOCATION (FY 2024)	5-YEAR REVENUE PROJECTION (FY 2028)*	10-YEAR REVENUE PROJECTION (FY 2033)	22-YEAR REVENUE PROJECTION (FY 2045)
Congestion Mitigation and Air Quality Improvement (CMAQ)	$1,721,400	$9,626,800	$17,730,000	$39,010,000
Congestion Mitigation and Air Quality Improvement - Montana Air and Congestion (MACI)	$1,001,249	$3,824,900	$10,310,000	$22,690,000
Bridge (BR)	$725,452	$6,657,800	$7,470,000	$16,440,000
National Highway System (NHS)	$9,736,469	$114,073,800	$100,290,000	$220,630,000
Interstate Maintenance (IM)	$2,641,032	$98,470,700	$27,200,000	$59,850,000
Highway Safety Improvement Program (HSIP)	$541,185	$5,481,900	$5,570,000	$12,260,000
Surface Transportation Program Secondary/ Off-System (STP/S†/X†)	$30,000	$69,700	$310,000	$680,000
Urban Pavement Preservation (UPP)	$500,000	$2,500,000	$5,150,000	$11,330,000
Surface Transportation Program Urban (STPU)	$2,489,770	$24,379,600	$25,640,000	$56,420,000
Transportation Alternatives (TA)	$789,570	$9,038,275	$8,130,000	$17,890,000
Gas Tax - City (GTB)	$4,562,674	$18,096,000	$47,000,000	$103,390,000
Gas Tax - County (GTY)	$743,929	-	$7,660,000	$16,860,000
National Highway Freight Program (NHFP)‡	-	$14,357,700	-	-
Montana Fish and Wildlife Program (FWP)	-	$908,700	-	-
Operations and Maintenance	$998,564	$4,992,818	$10,290,000	$22,630,000
TRANSADE	$250,000	$1,352,700	$2,580,000	$5,670,000
Safe Streets and Roads for All (SS4A)	-	$4,447,529	-	-
FTA 5307	$2,900,000	$27,378,400	$29,870,000	$65,710,000
FTA 5339	$760,000	$13,821,700	$7,830,000	$17,220,000
FTA 5310	$230,000	$1,274,200	$2,370,000	$5,210,000
Sidewalk and Curb Districts Fund (SCD)	$1,385,000	$7,095,000	$14,270,000	$31,380,000
Special Improvement Districts Fund (SID)	$2,675,000	$12,275,000	$27,550,000	$60,620,000
Street Maintenance District Fund (SM)§	$5,397,000	$44,904,000	$55,590,000	$122,300,000
Transit Fund	$2,267,000	$2,267,000	$23,350,000	$51,370,000
Total	$42,345,294	$427,294,222	$436,160,000	$959,560,000

**Based on revenues from the FY 24-28 MPO TIP.*

†The Arterial Construction Fund will expire at the close of Fiscal Year 2023 and is not included in revenue projections.

‡The MPO is not projecting NHFP funds for projects once the Billings Bypass is complete so it is not included in revenue projections.

§The Street Maintenance District Fund is new in Fiscal Year 2024 and is included in revenue projections.

08 WHAT ARE THE PRIORITY PROJECTS? HOW WILL WE FUND THEM?

This chapter discusses the development of the project list for the 2023 LRTP and outlines the implementation strategy of the Plan and its projects.

Projects

The LRTP project list enables the prioritization and future implementation of transportation improvements in the Billings planning area. The project list is developed from a combination of past plans and studies as well as analyses conducted in the Existing and Future Conditions analyses. Stakeholder and public outreach are also a key component of project list development and enable the residents of the Billings planning area to provide input on projects and suggest new project ideas. The project list development process is summarized in Figure 71 and further discussed below.

FIGURE 71. PROJECT LIST DEVELOPMENT PROCESS



Project Identification

- Previous LRTP
- Recent Plans and Studies
- Safety Analysis
- Operations Analysis
- Modal Evaluations
- Existing and Future Conditions Analyses
- Stakeholder & Public Input

Project Prioritization

- Apply Criteria to All Projects & Rank
- Incorporate Feedback from Steering Committee
- Incorporate Feedback from the Stakeholders and Public

Project List

- Develop Lists for Committed, Recommended, and Illustrative Projects
- Adopt LRTP

PROJECT IDENTIFICATION

The transportation projects in the LRTP were initially identified from sources and processes summarized in Table 35. After the initial draft project list was identified, there were multiple rounds of review by stakeholders and the public to refine projects and incorporate new projects that align with the vision and goals of the 2023 LRTP.

TABLE 35. PROJECT LIST SOURCES

PROJECT SOURCE	DESCRIPTION
Committed Projects	■ City of Billings FY 2023-2027 Capital Improvement Plan (CIP) ■ City of Billings FY 2024-2028 CIP ■ Billings Metropolitan Planning Organization 2024-2028 ■ Transportation Improvement Program (TIP)
Recent Plans and Studies	■ Review of Recently Completed and On-Going Plans, Studies, and Projects (see Chapter 1)
2018 LRTP	■ Recommended and Illustrative Projects from the 2018 LRTP
2023 LRTP	■ Needs & Deficiencies Analysis (see Chapter 6) ■ Stakeholder Input ■ Public Outreach (see Chapter 3)

PROJECT PRIORITIZATION

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

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

FIGURE 72. PROJECT PRIORITIZATION CRITERIA



PROJECT LIST

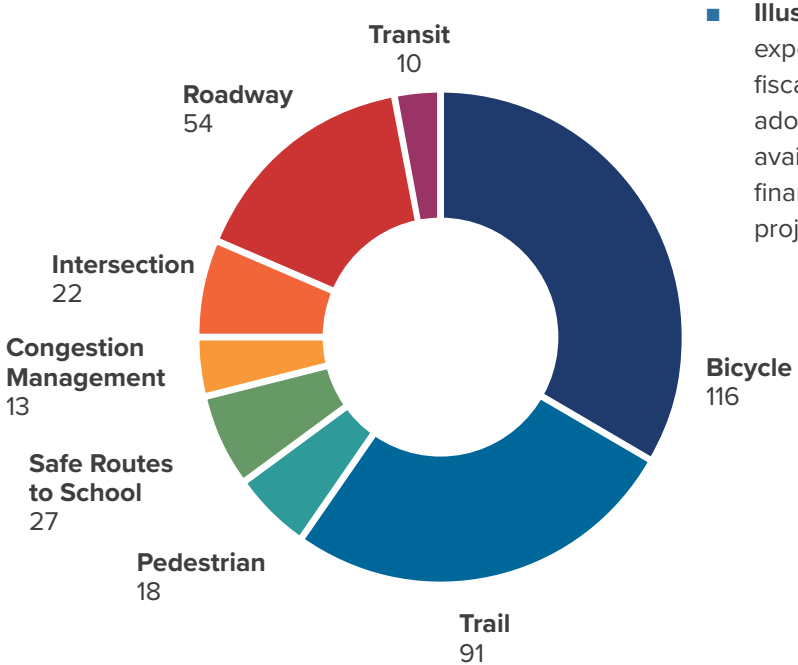
This section presents the projects that comprise the 2023 LRTP Project List, which are categorized as follows:

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

The Project List includes 346 projects, which are delineated by the project categories to the left and included in the Projects & Implementation Appendix. For each category, the corresponding projects, as well as their prioritization score and the funding sources for which they are eligible, are tabulated. Additionally, maps depicting the project list by category are available in the Projects & Implementation Appendix. Figure 73 depicts the number of projects in each category.

All projects, regardless of type, benefit everyone traveling through the region, and endeavor to continue making the transportation system safer and more accessible.

FIGURE 73. PROJECTS BY CATEGORY



Implementation

Fully realizing the vision of the Billings MPO will require substantial investments over the next twenty years to fund the Project List. The prioritization of each project in the Project List, as well as the revenue projections outlined in Chapter 7, determine whether each project is classified as committed, recommended, or illustrative.

- **Committed projects** are those projects that are included in the MPO TIP, or the City of Billings CIP. The plan includes 77 committed projects. These projects are displayed in Figure 74.
- **Recommended projects** are projects that are expected to be fully funded by year 2045, but are not currently committed within the STIP, TIP, or CIP. The plan includes 211 recommended projects. These projects are displayed in Figure 75.
- **Illustrative projects** are those that are not expected to be funded by 2045 due to fiscal constraint but could be included in the adopted LRTP if additional resources become available, beyond those identified in the financial plan. The plan includes 59 illustrative projects, that are displayed in Figure 76.

The costs to design, construct, operate, and maintain all elements of the committed and recommended projects in the LRTP through 2045 are more than $803.4 million. The “plan cost” is only the portion of the project costs that is programmed in the LRTP – committed projects have funding identified to cover their full cost. Table 36 delineates the funding dedicated for each project category.

Project costs were estimated using existing estimates from the MPO Transportation Improvement Program and the City of Billings Capital Improvement Program, as well as through recently completed transportation projects in the region and the state and input from the Steering Committee. As the projects included in the Project List are not fully scoped, the estimated project costs are planning-level estimates. All project costs were converted to year of expenditure (YOE) dollars using a three-percent annual inflation rate to account for how projects will be programmed within the 20-year LRTP horizon. For capital projects, the cost estimate represents the total amount of funding that will be needed to plan, design, and build a project. For some projects that recommend new programs, plans or studies, or other work, the cost estimate represents the cost of completing that item.

ANNUAL PROGRAMS

Annual allocations for various local and state programs are shown in Table 36. These programs are part of the fiscally constrained project list and account for anticipated recurring annual expenditures, including transit operations and maintenance costs, which are generally more routine compared to the stand-alone projects in the project list. Specific projects funded through these programs have not yet been identified. They are typically determined closer to the year of expenditure based on available funding and project priorities. Details on annual expenditures, including anticipated average annual funding are provided in Appendix H.

PLANS AND STUDIES

The MPO receives dedicated funding for planning activities, separate from the funding sources described in Table 34. Appendix H lists priority planning projects and studies identified through the needs and deficiencies assessment. These efforts generally involve further evaluation of identified locations to determine appropriate treatments and interventions to improve conditions. Findings and recommendations from these studies will inform future project lists and be incorporated into subsequent LRTP updates.

TABLE 36. ANNUAL PROGRAMS AND TRANSIT

PROGRAM NAME	LEAD AGENCY	DESCRIPTION
Annual gravel street reconstruction	City of Billings	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.
Annual PAVER program	City of Billings	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.
Annual SIDS	City of Billings	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.
Annual street reconstruction	City of Billings	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.
Annual travel corridor coordination	City of Billings	This is for improvements to corridors within the city that only require minor infrastructure modifications.
Annual Intersection Improvements	City of Billings	This program is for the evaluation and construction of improvements to selected intersection trouble areas. Intersections are evaluated regularly to determine priority based on traffic counts, crash history, pedestrian counts and other factors.
Misc., Curb, Gutter, and Sidewalk Program	City of Billings	This program funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.
Annual ADA Replacement	City of Billings	This program is for the replacement of curbed corners to add accessible ramps throughout the city. Proposed project areas include ADA ramps on 29th Street West to 30th Street West, ADA Areas in the EBURD (2-years), Broadwater Avenue from 24th Street West to Parkview, Broadwater Avenue from 12th Street to 16th Street, Poly Drive from 27th Street to Virginia, Wicks Lane from Bench Boulevard to Lake Elmo, 6th Street West from Broadwater to Central Avenue, 8th Street West from Broadwater to Central Avenue, ADA areas in the EBURD (2-years), 8th Street West from Broadwater to Grand, and Gabel Road from 32nd Street West to 24th Street West.
Traffic Calming	City of Billings	There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.
Annual Pedestrian Crossings	City of Billings	This is an annual program for enhanced pedestrian crossings throughout the City. Staff has prioritized pedestrian crossings based on a ranked project list recommended in the Safe Routes to School plans. There are approximately 70 pedestrian crossing improvement projects listed in the Safe Routes to School Plans. The 5-year list of projects anticipated are as follows: Colton Boulevard and 24th Street West, Broadwater Avenue at 5th Street West, Francis Avenue at Orchard School, multiple crossings of Jackson Street near Riverside School, crossing improvements at Zimmerman Trail, crossings of State Avenue at Jackson and Washington, and crossing improvements at Nutter Boulevard and Babcock Boulevard for Sandstone Elementary.

PROGRAM NAME	LEAD AGENCY	DESCRIPTION
Annual SRTS (Non-sidewalk)	City of Billings	This program will install various pedestrian and traffic safety countermeasures along the routes to the 22 Billings elementary schools. These could be crossing treatments, street treatments, signs and markings, signals and other methods to reduce traffic and pedestrian issues.
MDT Preventative Maintenance	MDT	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.
ADA Compliance Program	MDT	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards
Urban Pavement Preservation	MDT	Annual allocation to pavement preservation at various locations
Traffic Mitigation	MDT	Annual allocation to signalization projects
Transit Operating Expense	MET	General transit operating expenses
Transit Capital Purchase	MET	Expenses related to acquiring vehicles and related equipment
Safety Projects	MDT	Funds roadway safety projects

FIGURE 74. COMMITTED PROJECTS

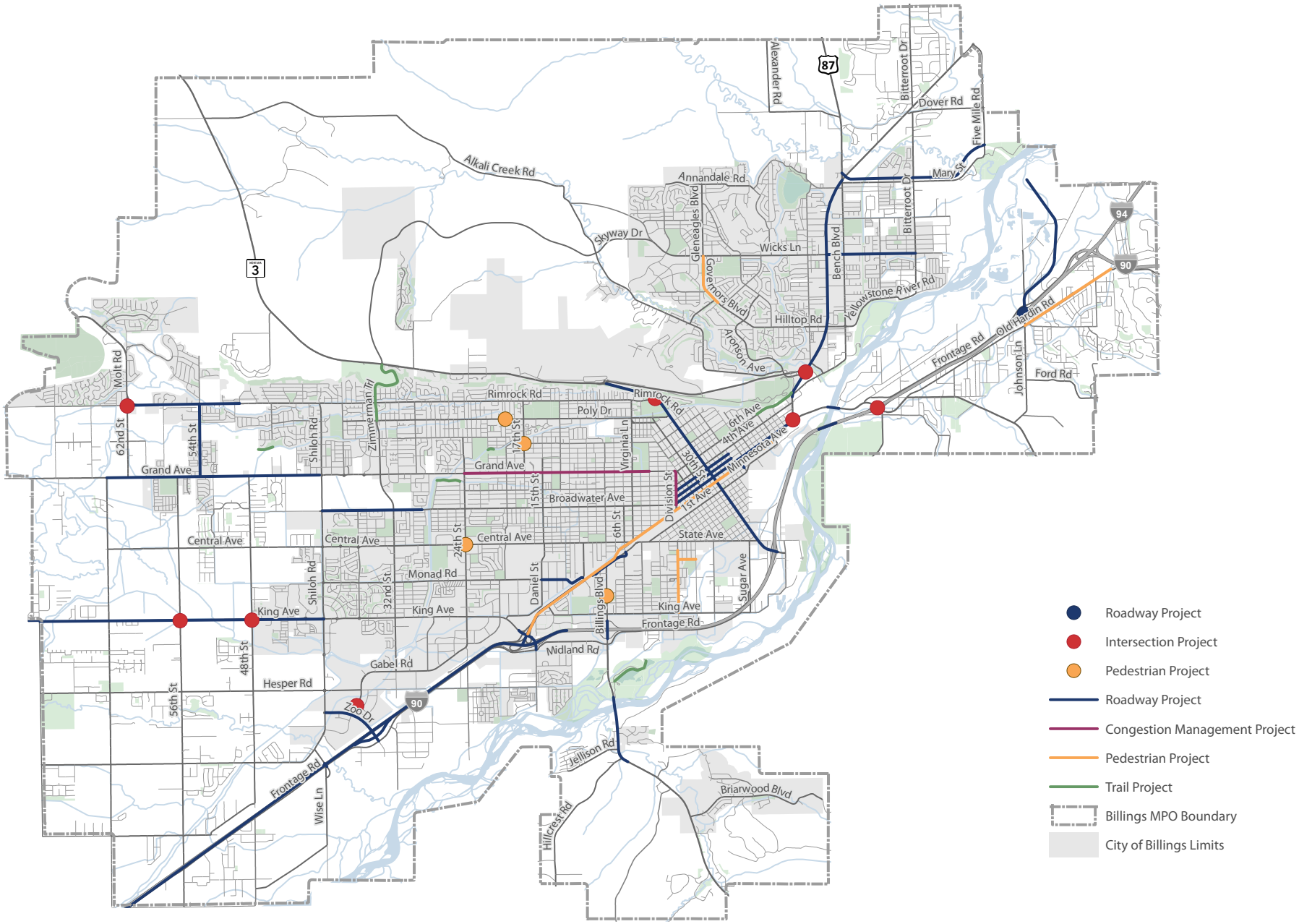


FIGURE 75. RECOMMENDED PROJECTS

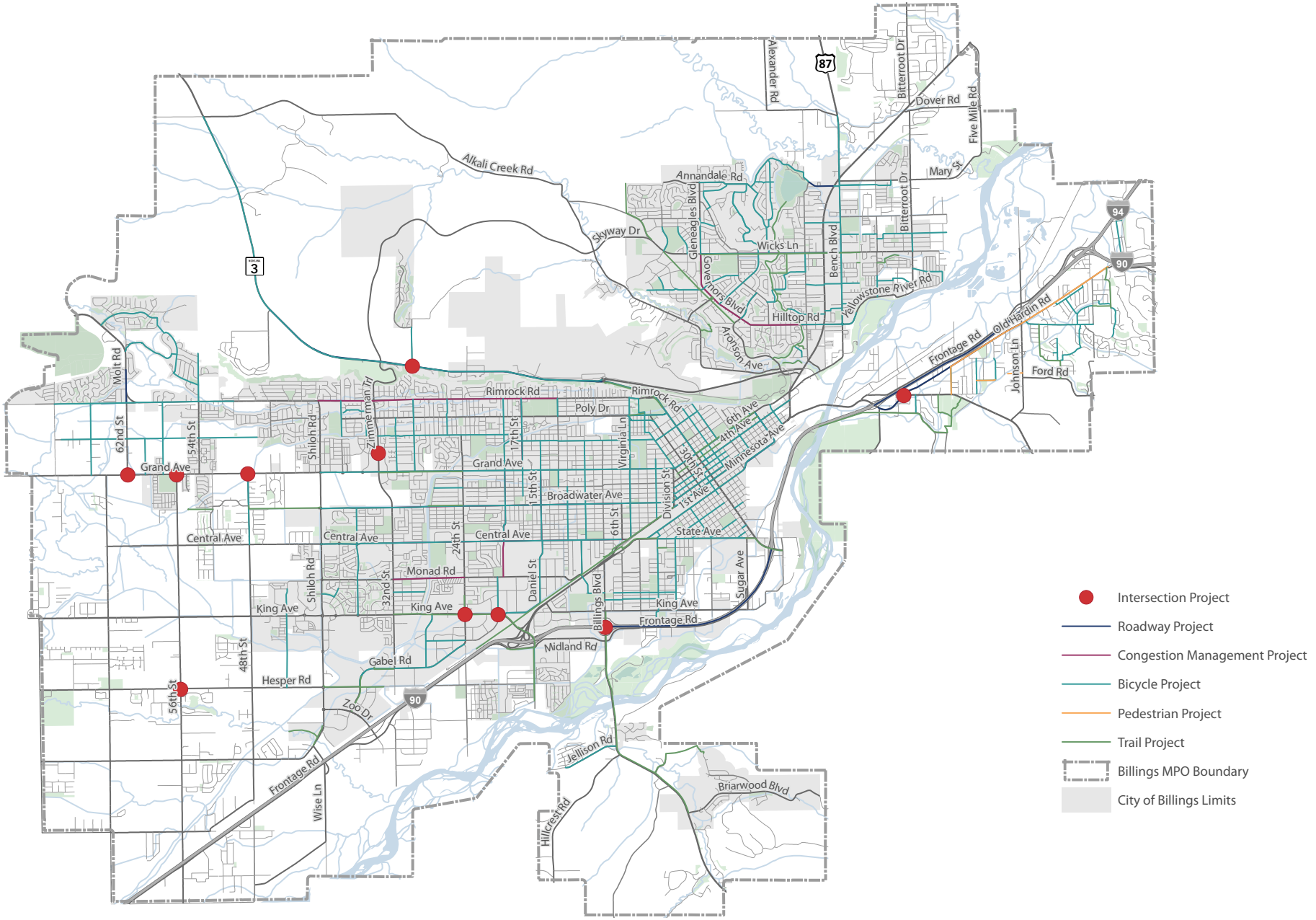
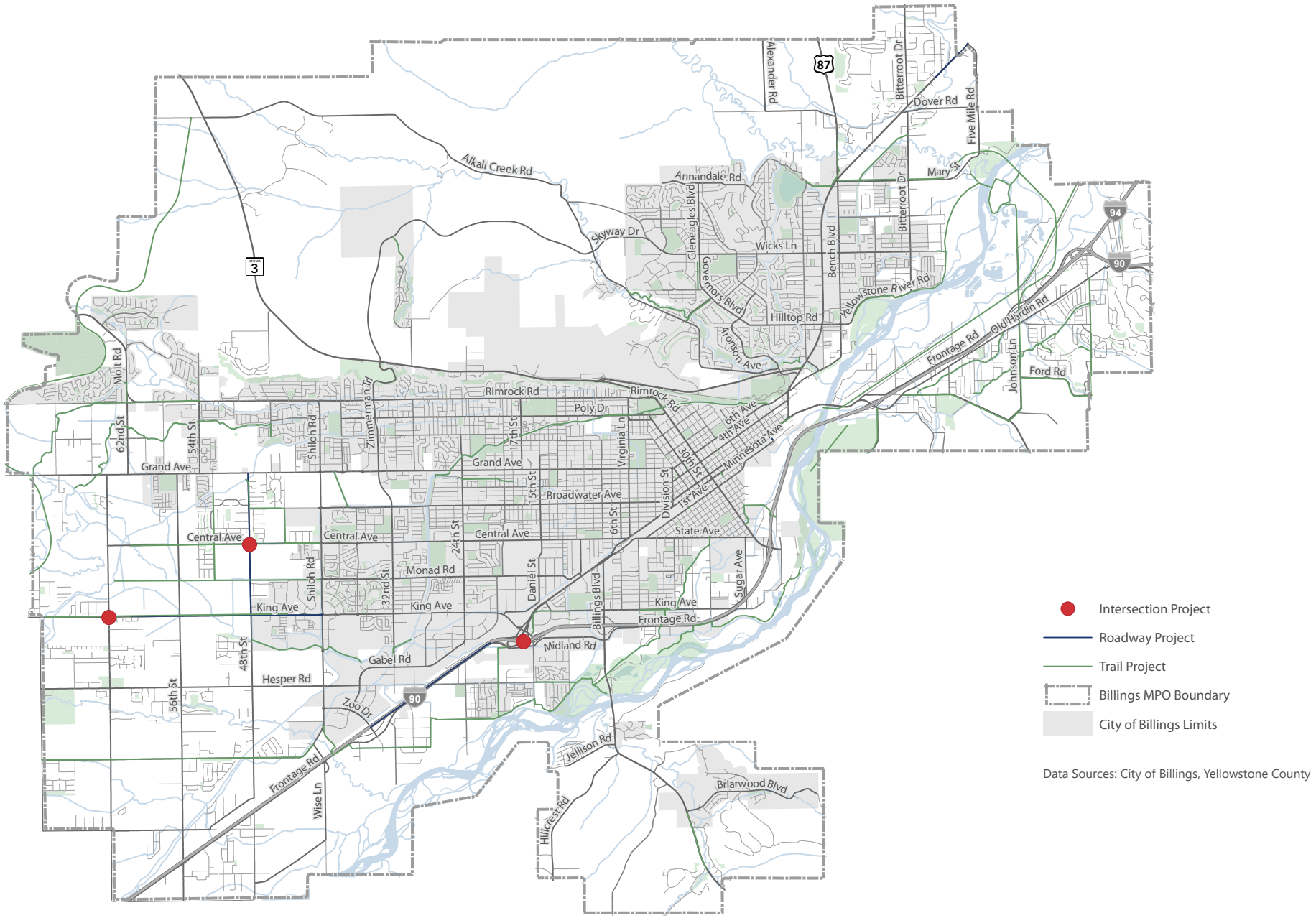


FIGURE 76. ILLUSTRATIVE PROJECTS



SPENDING & REVENUE PLAN

The Project List was developed to assist the MPO in creating the upcoming updates of the Transportation Improvement Program. Utilizing the prioritized projects and their associated funding category, the MPO can make informed decisions about the next transportation investments for the Billings planning area. Table 37 summarizes the MPO revenue sources and the total project costs (expenditures) for the prioritized projects allocated funding from each source. Additionally, each funding source has remaining funds that are "carried over" to the following funding period. The funding projections and project allocations are forecasted for the first 10 years of this Plan, and the remaining years until the planning horizon of 2045. Table 37 helps the MPO to make informed decisions about the next transportation investments for the Billings planning area.

As shown in Table 38, the estimated available revenue ($959,560,000) is greater than the estimated total costs ($751,866,923) to implement the committed and recommended projects for the 2023 LRTP. Therefore, this plan is fiscally responsible and meets the fiscally constrained requirement.

TABLE 37. FUNDING PROJECTS & SPENDING PLAN

ACRONYM	FUNDING SOURCE	2024 - 2028			2029-2033				2034-2045			
		FUNDING[4]	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING[5]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING[6]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
FEDERAL/ STATE[1]												
CMAQ[2]	Congestion Mitigation and Air Quality Improvement (CMAQ)	$15,928,417	$9,626,800	$6,301,617	$8,870,000	$15,171,617	$12,268,000	$2,903,617	$21,280,000	$24,183,617	$13,080,000	$11,103,617
MACI	Congestion Mitigation and Air Quality Improvement - Montana Air and Congestion (MACI)	$3,807,500	$3,824,900	$0	$5,160,000	$5,160,000	$4,910,000	$250,000	$12,380,000	$12,630,000	$11,979,000	$651,000
BRIDGE	Bridge (BR)	$6,471,300	$6,657,800	$100	$3,740,000	$3,740,100	$2,783,000	$957,100	$8,970,000	$9,927,100	$0	$9,927,100
CR		$4,824,700	$4,851,500	$0		$0	$0	$0	$0	$0	$0	$0
NH	National Highway System (NHS)	$109,884,000	$114,073,800	$0	$50,140,000	$50,140,000	$24,270,000	$25,870,000	$120,340,000	$146,210,000	$18,612,000	$127,598,000
IM	Interstate Maintenance (IM)	$98,470,500	$98,470,700	-$200	$13,600,000	$13,599,800	$12,949,000	$650,800	$32,650,000	$33,300,800	$23,785,000	$9,515,800
HSIP	Highway Safety Improvement Program (HSIP)	$4,010,100	$5,481,900	$100	$2,790,000	$2,790,100	$290,000	$2,500,100	$6,690,000	$9,190,100	$5,620,000	$3,570,100
STP/S*/X*	Surface Transportation Program Secondary/ Off-System (STP/S*/X*)	$154,300	$69,700	$84,600	$150,000	$234,600	$0	$234,600	$370,000	$604,600	$0	$604,600
UPP	Urban Pavement Preservation (UPP)	$2,500,000	$2,500,000	$0	$2,580,000	$2,580,000	$2,500,000	$80,000	$6,180,000	$6,260,000	$6,000,000	$260,000

ACRONYM	FUNDING SOURCE	2024 - 2028			2029-2033				2034-2045			
		FUNDING[4]	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING[5]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING[6]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
STPU	Surface Transportation Program Urban (STPU)	$25,526,400	$24,379,600	$1,146,800	$12,820,000	$13,966,800	$8,812,000	$5,154,800	$30,780,000	$35,934,800	$13,554,000	$22,380,800
TA[7]	Transportation Alternatives (TA)	$9,895,000	$8,738,275	$1,156,725	$4,070,000	$5,226,725	$4,184,000	$1,042,725	$9,760,000	$10,802,725	$9,293,000	$1,509,725
GTB[8]	Gas Tax - City (GTB)	$22,813,370	$18,096,000	$4,717,370	$23,500,000	$28,217,370	$17,657,000	$10,560,370	$56,390,000	$66,950,370	$0	$66,950,370
GTY	Gas Tax - County (GTY)	$3,719,645	$0	$3,719,645	$3,830,000	$7,549,645	$5,341,000	$2,208,645	$9,200,000	$11,408,645	$10,926,000	$482,645
NHFP[9]	National Highway Freight Program (NHFP)	$14,357,700	$14,357,700	$0	$0	$0	$0	$0	$0	$0	$0	$0
FWP[9]	Montana Fish and Wildlife Program (FWP)	$908,700	$908,700	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER												
OM	Operations and Maintenance	$4,992,818	$4,992,818	$0	$5,140,000	$5,140,000	$0	$5,140,000	$12,340,000	$17,480,000	$0	$17,480,000
TRANSADE	TRANSADE	$1,352,700	$1,352,700	$0	$1,290,000	$1,290,000	$0	$1,290,000	$3,090,000	$4,380,000	$0	$4,380,000
OTHER - DISCRETIONARY												
SS4A - Total Project Cost	Safe Streets and Roads for All (SS4A)	$4,447,529	$4,447,529	$0	$0	$0	$0	$0	$0	$0	$0	$0
SS4A Federal[10]		$3,557,923	$3,557,923	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Federal/State		**$334,064,679**	**$322,830,422**	**$17,126,757**	**$137,680,000**	**$154,806,757**	**$95,964,000**	**$58,842,757**	**$330,420,000**	**$389,262,757**	**$112,849,000**	**$276,413,757**
FTA[1]												
Section 5307	FTA 5307	$30,225,400	$27,378,400	$2,847,000	$14,940,000	$17,787,000	$0	$17,787,000	$35,840,000	$53,627,000	$0	$53,627,000
Section 5339	FTA 5339	$14,898,900	$13,821,700	$1,077,200	$3,910,000	$4,987,200	$0	$4,987,200	$9,390,000	$14,377,200	$0	$14,377,200
Section 5310	FTA 5310	$11,491,200	$1,274,200	$10,217,000	$1,180,000	$11,397,000	$0	$11,397,000	$2,840,000	$14,237,000	$0	$14,237,000
Total Transit		**$56,615,500**	**$42,474,300**	**$14,141,200**	**$20,030,000**	**$34,171,200**	**$0**	**$34,171,200**	**$48,070,000**	**$82,241,200**	**$0**	**$82,241,200**

ACRONYM	FUNDING SOURCE	2024 - 2028			2029-2033				2034-2045			
		FUNDING[4]	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING[5]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING[6]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
LOCAL[3]												
SCD	Sidewalk and Curb Districts Fund (SCD)	$7,095,000	$7,095,000	$0	$6,990,000	$6,990,000	$5,179,000	$1,811,000	$17,110,000	$18,921,000	$657,000	$18,264,000
SID	Special Improvement Districts Fund (SID)	$12,275,000	$12,275,000	$0	$13,510,000	$13,510,000	$9,695,000	$3,815,000	$33,070,000	$36,885,000	$9,374,000	$27,511,000
SM	Street Maintenance District Fund (SM)	$44,904,000	$44,904,000	$0	$27,250,000	$27,250,000	$7,576,000	$19,674,000	$66,710,000	$86,384,000	$6,240,000	$80,144,000
TF	Transit Fund	$2,267,000	$2,267,000	$0	$11,450,000	$11,450,000	$0	$11,450,000	$28,020,000	$39,470,000	$0	$39,470,000
Total Local		**$66,541,000**	**$66,541,000**	**$66,541,000**	**$0**	**$59,200,000**	**$22,450,000**	**$36,750,000**	**$144,910,000**	**$181,660,000**	**$16,271,000**	**$165,389,000**
Total		**$457,221,179**	**$431,845,722**	**$31,267,957**	**$216,910,000**	**$248,177,957**	**$118,414,000**	**$129,763,957**	**$523,400,000**	**$653,163,957**	**$129,120,000**	**$524,043,957**

[1] Funding sources align with the FFY 24-28 MPO TIP.
[2] Includes Federal and Local Share
[3] Funding sources align with the FFY 24-28 City of Billings CIP.
[4] 2024 - 2028 funding is per the FFY 24-28 MPO TIP for Federal/ State and Transit sources, and per the FFY 24-28 City of Billings CIP for Local funding sources.
[5] 2029 - 2033 Anticipated Funding is estimated based on past funding levels and is the best information available at this time. There is no guarantee that funding will be available in the future.
[6] 2034 - 2045 Anticipated Funding is estimated based on past funding levels and is the best information available at this time. There is no guarantee that funding will be available in the future.
[7] TA funds are allocated through a competitive process.
[8] Revenues pulled from 24-28 MPO TIP. Expenditures pulled from 24-28 City of Billings CIP.
[9] Funding sources not anticipated or unknown past 24-28 TIP.
[10] The local share is $889,606. Of the local share, $15,000 will come from Planning fees or mill levy funds. The remainder will be funded by Gas Tax.

TABLE 38. SUMMARY OF LRTP PROJECT COSTS

PROJECT CATEGORIES	COMMITTED	RECOMMENDED[2]	2045 FISCALLY CONSTRAINED TOTAL
Pedestrian, Bicycle, Safe Routes to School, Trail	$17,424,598	$104,140,000	$121,564,598
Congestion Management, Intersection, Roadway	$301,582,000	$79,644,000	$381,226,000
Transit	$6,695,950	$70,380,000	$77,075,950
Annual Programs (2029-2045)[1]		$299,570,600	$299,570,600
Total	**$325,702,548**	**$553,734,600**	**$879,437,148**
2045 Revenue Projection Total			**$959,560,000**
Difference			**$80,122,852**

[1] Committed projects from annual programs are included in their respective project list type (Pedestrian, Bicycle, SRTS, Congestion Management, Intersection, Roadway, and Transit).
[2] Summarized by year of expenditure costs.

2023 BILLINGS URBAN AREA
LONG RANGE TRANSPORTATION PLAN



2018 LRTP REPORT CARD

A

2018 Billings Urban Area Long Range Transportation Plan — Performance Measure Report Card

LOCAL PERFORMANCE MEASURES

The 2018 LRTP established local goals with accompanying objectives and metrics to reach those goals. This Progress Report monitors the accomplishments of the Billings MPO in striving towards these goals over the past few years, and benchmarks progress yet to come. Across the six goals, progress was made across the board, most notably in the achievement of three important objectives: an inventory of critical infrastructure (Functional Integrity and Efficiency), an annual list of prioritized projects (Prioritized Improvements), and a stormwater management ordinance (Environment). Progress towards Federal and State Performance Targets is detailed in Chapter 2 of the LRTP.

GOAL	OBJECTIVES	METRICS	PROGRESS (2018–2020/2021)
Safety	Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2018 and 2023.	Fatal and serious injury crashes	(+) **23%** decrease in fatal and serious injuries between 5-year rolling average period 2013 - 2017 (65) and 2016 - 2020 (46).
	Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled by 20% between 2018 and 2023.	Fatal and serious injury crashes; Vehicle Miles Traveled	(+) **16%** decrease in the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled between the period 2013 - 2017 and 2016 - 2020.
	Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2018 and 2023.	Non-motorized fatal and serious injury crashes	(–) **25%** increase in non-motorized fatal and serious injury crashes between 5-year rolling average period 2013 - 2017 (8 crashes per year) and 2016 - 2020 (10 crashes per year).
Functional Integrity and Efficiency	Develop an inventory of critical infrastructure. Update the regional emergency response plan at least once by 2023.	Critical infrastructure inventory and regional emergency response plan	(✓) • 2018 LRTP includes a critical infrastructure inventory • Yellowstone County Emergency Operations Plan updated in April 2019
	Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2018 and 2023.	Intersection level of service (LOS)	(✓) **40%** 40% decrease in the number of intersections identified as operating at LOS E or worse during the peak hour (from 42 in 2018 to 25 in 2022).
	Reduce weekday peak hour vehicular and freight travel time on selected principal arterial corridors by 5% between year 2018 and 2023.	Weekday peak hour travel time	(○) Cannot be determined from LRTP analysis.

Prioritized Improvements	Create an annual prioritized list of fiscally constrained projects.	List creation	(✓) • Billings MPO Transportation Improvement Program (TIP) brings together priorities that are presented in:
			  • City of Billings Capital Improvements Program
			  • Yellowstone County Capital Improvements Program
			• The priorities included in the TIP are then added to Montana Department of Transportation's Statewide Transportation Improvement Program (STIP)

Environment	Develop and codify a stormwater management ordinance for the Billings urban area that establishes minimum stormwater management requirements and controls for major developments by 2023.	Ordinance development and codification	(✓) In February 2018, the City of Billings adopted the Stormwater Management Manual, which outlines policies and requirements to ensure proper stormwater management practices are employed in development and construction activity.
Public Transit and Transportation	Maintain annual transit ridership each year from 2018 to 2023.	Total annual ridership	(–) **28%** decrease in ridership between 2016 - 2020, which is in part due to the COVID-19 pandemic.
	Maintain 2018 number of routes, hours of service of each route, and headways on each route for the next 5 years.	Number of routes, hours of service, headways	(✓) There were no changes in the number of routes, hours of service, or headways between 2018 - 2020, with the exception of service modifications due to the COVID-19 pandemic.
	Maintain 2018 rate of replacement of buses for next 5 years.	Number of buses replaced	(✓) In 2021, MET replaced 17 of its 40 vehicle fleet, maintaining its rate of replacement.
Pedestrians and Bicyclists	Increase number of bicycle lane miles by 10% between year 2018 and 2023.	Number of bicycle lane miles	(+) **6%** increase in bicycle lane miles. An additional 2.01 miles built to bring the network to 27.41 miles between 2018 – 2020.
	Increase number of shared-use trail miles by 10% between 2018 and 2023.	Number of trail miles	(+) **3%** increase in shared-use trail miles, with an additional 3.68 miles built to bring the network to 49.28 miles between 2018 – 2021.
	Incorporate bicycle or pedestrian facilities on 75% of projects between 2018 and 2023.	Number of projects with bicycle or pedestrian facilities incorporated	(✓) **93%** of identified completed or on-going projects from the City of Billings and Yellowstone County public works programs included pedestrian or bicycle facilities.
	Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2018 and 2023.	Number of bicyclists, number of pedestrians	(+) **1.3%** average growth of pedestrian and bicycle traffic at selected trails and intersections between 2018 – 2021. Some locations grew as much as 6.8% and no locations decreased.

✓ completed + progress made, close to completion + progress made close to completion – no progress ○ to be determined

Note: This is a working document.



FUTURE CONDITIONS SUPPORTING FIGURES

G

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Future Conditions Appendix

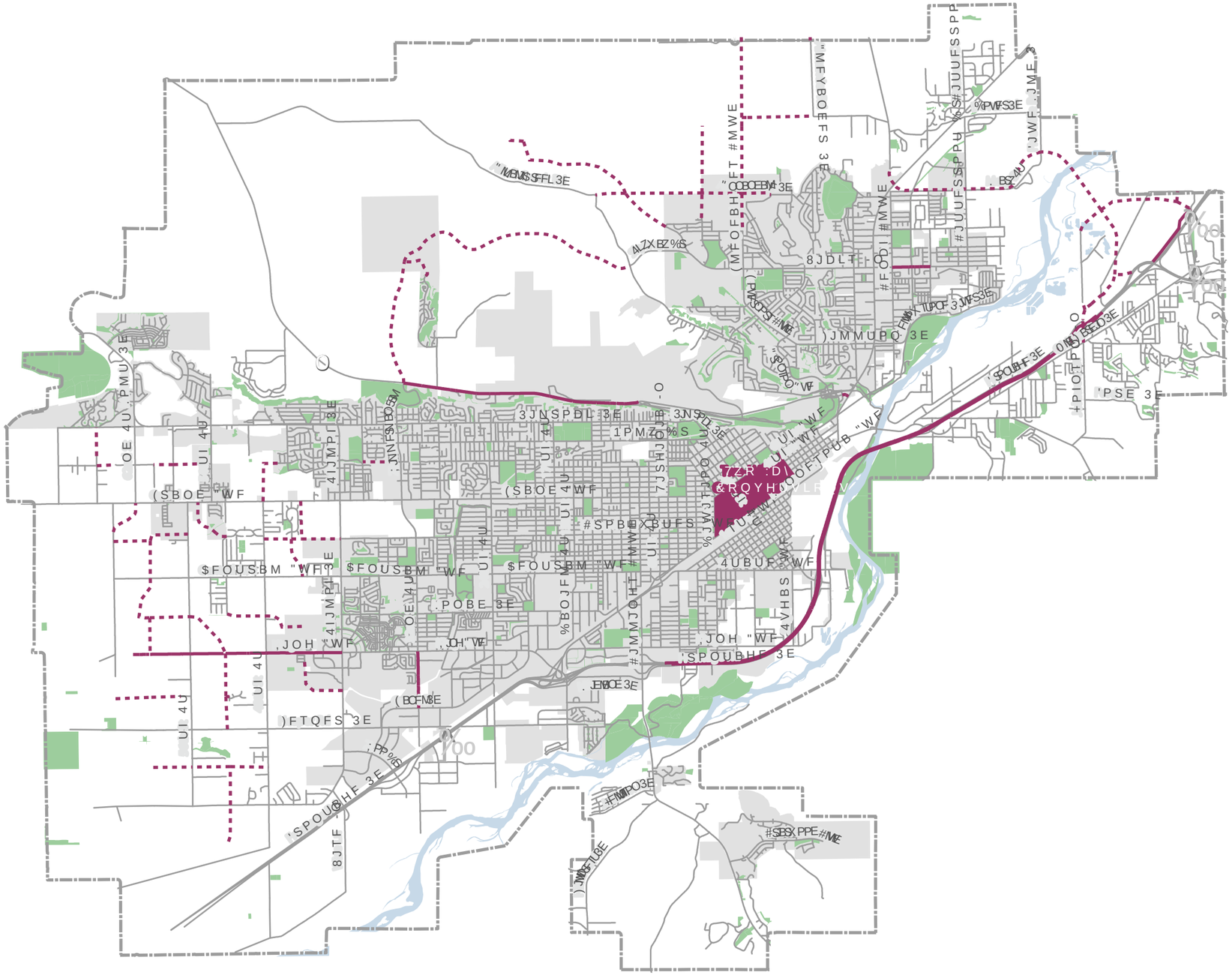
TRANSPORTATION

Future Traffic Volumes

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

1HZ 5RDGZD\

5RDGZD\ :LGHQLQJ


$FFHVV 5RDG
&RQQHFWRU
&RQQHFWRU
&RQQHFWRU

Transit

Table 1. Future MET Transit Routes

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

Source: MET Transit

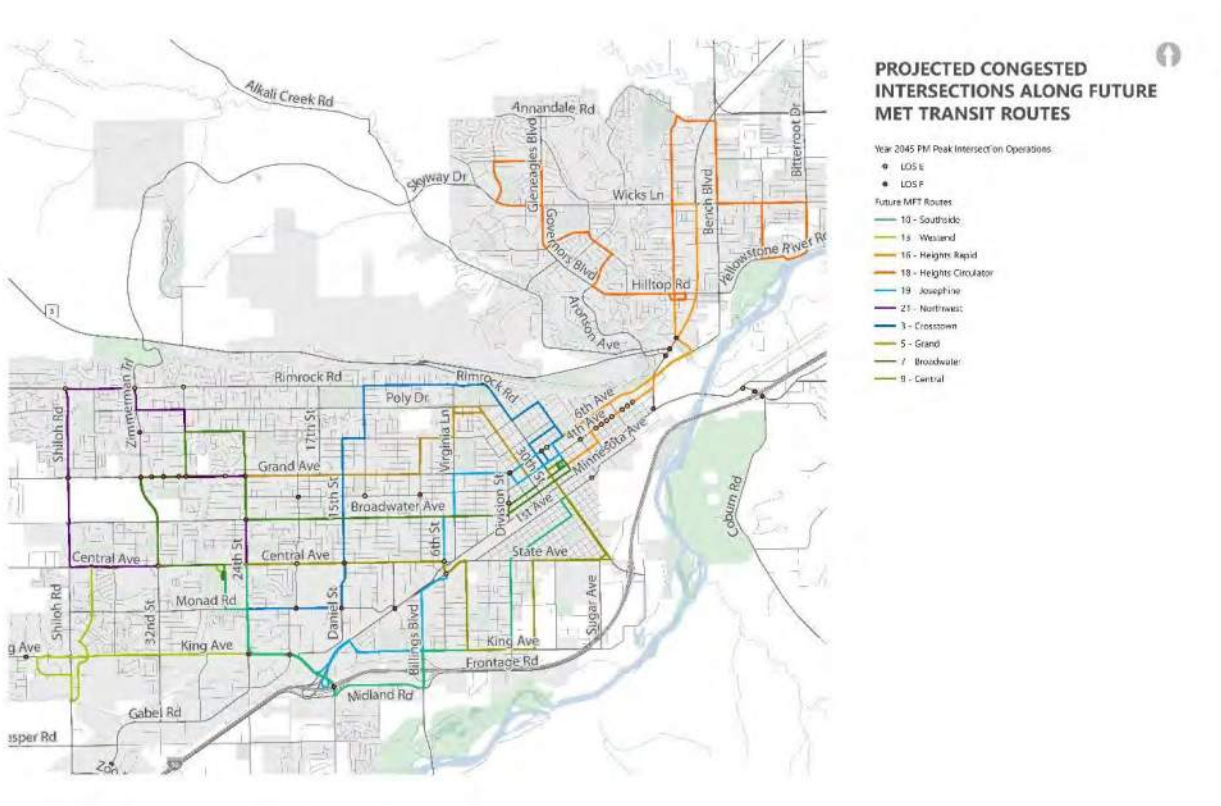
TRANSIT CORRIDORS PROJECTED TO EXPERIENCE FUTURE CONGESTION

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

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

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

Exhibit 1. Projected Congested Intersections Along Future MET Transit Routes



EMERGING TECHNOLOGY

Mobility as a Service

If implemented, micromobility could be one part of the urban shared mobility system, complementing MET Transit services, ridehailing and carsharing services, and electric vehicle charging. Integrating these mobility options through a digital platform into one cohesive system that facilitates multimodal trips is termed 'Mobility as a Service' or MaaS. MaaS enables transportation system users to plan, book, and pay for multiple types of mobility services through a common application. As transportation systems become increasingly digital, developing mobility services to facilitate quick, safe, and affordable trips can further incentivize transportation system users to choose low carbon modes of transportation. Best practices to include when considering MaaS[1]:

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

Smart Infrastructure & Digital Twins

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

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

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

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

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

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Projects & Implementation Appendix

INTRODUCTION

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

PROJECT PRIORITIZATION

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

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

Table 1. Project Prioritization Scoring

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

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

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

FISCALLY CONSTRAINED PROJECT LIST

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

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

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

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		IM	2028	$1,500,000
		NH	2028	$1,000,000
R_06	Mossmain Interchange - West Billings	IM	2024	$1,051,700
I_03	Lockwood Interchange - Billings	IM	2025	$1,668,700
		IM	2026	$768,700
		IM	2028	$51,269,900
I_04	Exposition Drive and 1st Avenue N. (Billings)	NH	2024	$2,334,800
		NH	2027	$9,036,800
I_05	Airport Road and Main Street - Billings	NH	2024	$350,700
		NH	2026	$214,300
		NH	2027	$7,718,400
R_07	1st Avenue N - 9th to RR Crossing	NH	2026	$59,800
		NH	2027	$59,800
		NH	2028	$20,808,600
R_08	1st Avenue N - RR Crossing to Broadway	NH	2025	$268,100
		NH	2026	$8,345,700
R_09	1st Avenue N - Broadway to Division	NH	2025	$363,200
		NH	2026	$7,732,600
R_28	Zoo Drive Improvements	NH	2024	$398,500
		NH	2025	$7,520,300
		HSIP	2025	$500,000
		CR	2025	$1,155,000
P_03	Montana Avenue Crosswalks - Billings	NH	2026	$76,900
		NH	2028	$2,610,100
I_07	SF 169 Rimrock & 62nd St W	HSIP	2025	$374,500
A_14	Safety Projects (Various Locations)[2]	HSIP	2025	$500,000
		HSIP	2025	$500,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		HSIP	2025	$500,000
		HSIP	2027	$500,000
		HSIP	2028	$500,000
I_02	SF 189 South D5 Safety Improvements	HSIP	2024	$170,200
R_45	Grand Avenue (41st Street W to 62nd Street W)	STPU	2025	$2,362,600
		STPU	2026	$1,260,000
		STPU	2027	$1,500,000
		STPU	2028	$16,857,000
		CMAQ	2028	$3,426,800
A_17	Traffic Mitigation[2]	MACI	2024	$250,000
		MACI	2025	$250,000
		MACI	2026	$250,000
		MACI	2027	$250,000
		MACI	2028	$250,000
I_01	King Ave West & 48th St West	CR	2025	$600,000
		CR	2027	$400,000
		CR	2028+	$2,308,100
		HSIP	2028+	$1,600,000
		Local Contribution	2028+	$341,900
MT_01	Stagecoach Trail	TA	2024	$931,200
		TA	2028	$5,348,700
R_10	BR PRES Columbus Joliet Area	BRIDGE	2024	$1,746,300
R_11	Shiloh Road/ I-90 Bridge - BLGS	BRIDGE	2025	$12,400
		BRIDGE	2028	$2,824,200
A_15	Urban Pavement Preservation[2]	UPP	2024	$500,000
		UPP	2025	$500,000

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

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

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

[1]Regionally significant project
[2]Annual expenditure
[3]Projects funded by FTA 5307 and TransADE are grouped together into an overarching "Transit Operating" project in the Annual and Transit table.
[4]Projects funded by FTA 5339 and 5310 are grouped together into an overarching "Transit Capital Purchases" project in Table 22.

PROJECT LIST BY CATEGORY

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

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

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

Table 3. Project Funding Source Abbreviations

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

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

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

Pedestrian Projects

COMMITTED PEDESTRIAN AND SAFE ROUTES TO SCHOOL (SRTS) PROJECTS

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

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

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

RECOMMENDED PEDESTRIAN AND SAFE ROUTES TO SCHOOL (SRTS) PROJECTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		lanes in each direction with a center turn lane at intersections in the project location and a pedestrian crossing will significantly enhance a connection over the busiest thoroughfare in Montana to the busiest entertainment venue in the region. Other benefits include enhancing future development by encouraging investment in adjacent idle property, improving connectivity and safety, providing opportunities for event organizers, and allow users to enjoy amenities within walking distance in the Exposition Gateway Area.							

Bicycle Projects

RECOMMENDED BICYCLE PROJECTS

Table 6. Bicycle Projects – Recommended

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ILLUSTRATIVE BICYCLE PROJECTS

Table 7. Illustrative Bicycle Projects

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

Trail Projects

COMMITTED TRAIL PROJECTS

Table 8. Trail Projects - Committed

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

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

RECOMMENDED TRAIL PROJECTS

Table 9. Trail Projects – Recommended

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

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

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

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

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

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

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

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

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

ILLUSTRATIVE TRAIL PROJECTS

Table 10. Trail Projects – Illustrative

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

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

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

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

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

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

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

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

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

Intersection Projects

COMMITTED INTERSECTION PROJECTS

Table 11. Intersection Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
I_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	MDT	24-28	$5,250,000	CR; HSIP; Local Contribution
I_02	SF189 South D5 Safety Improvements	MDT safety project to improve intersections with enhanced signage and lighting in some locations. Intersections include: 72nd Street/Neibauer Road, 72nd Street/Danford Road, 64th Street/Neibauer Road, 64th Street/Danford Road, 56th Street/Hesper Road, 48th Street/Hesper Road, 72nd Street/King Avenue, 64th Street/Hesper Road, 48th Street/King Avenue, 56th Street/Neibauer Road, 72nd Street/Hesper Road, 72nd Street/Laurel Airport Road, 64th Street/King Avenue, 48th Street/Neibauer Road .	MDT	24-28	$171,000	HSIP
I_03	Lockwood Interchange - Billings	Reconstruction of existing interchange to a diverging diamond design. The design phase is scheduled for completion in 2026.	MDT	24-28	$53,708,000	IM
I_04	Exposition Drive and 1st Avenue N. (Billings)	Design and construct intersection improvement to enhance safety, improve bicycle and pedestrian connectivity, vehicle capacity, freight, drainage, and pavement condition.	MDT	24-28	$11,372,000	NH
I_05	Airport Road and Main Street - Billings	Design and construct intersection improvement to improve safety and mobility for all users, reduce congestion, and improve the pedestrian and bicycle environment.	MDT	24-28	$8,284,000	NH

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
I_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	City of Billings	24-28	$550,000	SID; SM
I_07	SF 169 Rimrock & 62nd St W	Construct roundabout to improve safety at Rimrock/ 62nd.	MDT	24-28	$375,000	HSIP
I_08	SF 129 Roundabout King 56th	Construction project to reconstruct an intersection includes a roundabout, grading, plant-mix surfacing, irrigation, drainage, curb and gutter, lighting, signing and striping.	MDT	24-28	$95,000	HSIP

RECOMMENDED INTERSECTION PROJECTS

Table 12. Intersection Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
I_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	MDT; City of Billings	13	$3,400,000	29-33	$3,942,000	NH; HSIP	NH
I_10	US Highway 87 & Old Hardin Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	MDT	7	$3,000,000	29-33	$3,478,000	STPU; HSIP	STPU

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
I_11	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	MDT	3	$2,400,000	29-33	$2,783,000	IM; BR	BR
I_13	Highway 3/Rod & Gun Club Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	MDT	6	$3,000,000	29-33	$3,478,000	NH; HSIP	NH
I_14	Highway 312 & Dover Road - Intersection Control	Design and construct intersection improvement to increase safety and mobility	MDT	6	$3,400,000	34-45	$5,620,000	STP/S*/X*; HSIP	HSIP
I_15	Grand Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	Yellowstone County	7	$3,400,000	29-33	$3,942,000	STPU; HSIP	STPU
I_16	Grand Ave & 56th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	$3,400,000	34-45	$5,620,000	STPU; HSIP	STPU
I_18	Hesper Rd & 56th St West	Implement new all-way stop control at intersection to address safety and mobility issues.	Yellowstone County	3	$250,000	29-33	$290,000	GTY; HSIP	HSIP
I_19	King Ave/20th St	Design and construct intersection improvement to increase safety and mobility	MDT; City of Billings	12	$3,400,000	29-33	$3,942,000	NH; HSIP	NH

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

ILLUSTRATIVE INTERSECTION PROJECTS

Table 13. Intersection Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
I_12	West Billings Interchange	Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments (Laurel Rd and Mullowney) and restripe WB off-ramp at West Billings Interchange. Update geometry to match C standards, improve landscaping and improve pedestrian facilities	MDT	7	$28,300,000	45+	$46,776,000	IM; BR
I_17	Central Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	6	$3,400,000	45+	$5,620,000	GTY; HSIP
I_21	King Ave West & 64th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	$3,400,000	45+	$5,620,000	STP/S*/X*; HSIP

Congestion Management Projects

COMMITTED CONGESTION MANAGEMENT PROJECTS

Table 14. Congestion Management Projects - Committed

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

RECOMMENDED CONGESTION MANAGEMENT PROJECTS

Table 15. Congestion Management Projects – Recommended

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

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

Roadway Projects

COMMITTED ROADWAY PROJECTS

Table 16. Roadway Projects – Committed

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

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

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

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

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

RECOMMENDED ROADWAY PROJECTS

Table 17. Roadway Projects - Recommended

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

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

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

ILLUSTRATIVE ROADWAY PROJECTS

Table 18. Roadway Projects – Illustrative

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

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

Transit Projects

COMMITTED TRANSIT PROJECTS

Table 19. Transit Projects – Committed

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

RECOMMENDED TRANSIT PROJECTS

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

ILLUSTRATIVE TRANSIT PROJECTS

Table 20. Transit Projects – Illustrative

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

Plans and Studies

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

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

Table 21. Priority Plans and Studies

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

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

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

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

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

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

Annual Expenditures and Transit

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

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

Table 22. Annual Expenditures and Transit

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

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

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

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

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



AIR QUALITY CONFORMITY

I

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.

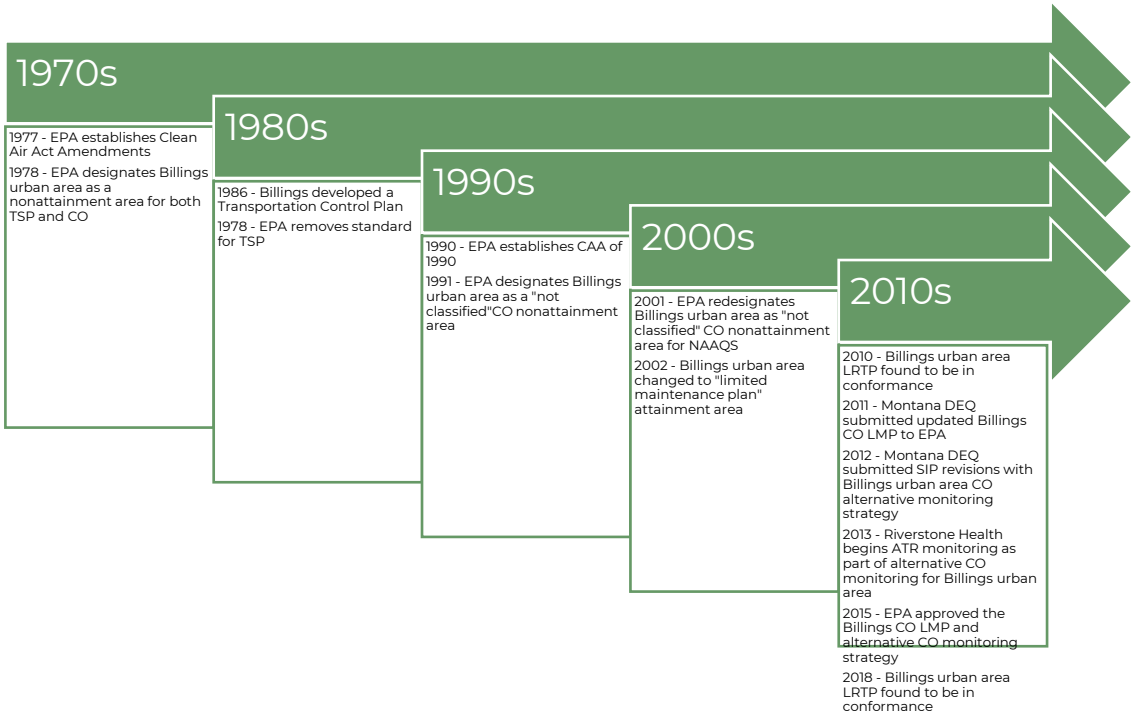
Background

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).

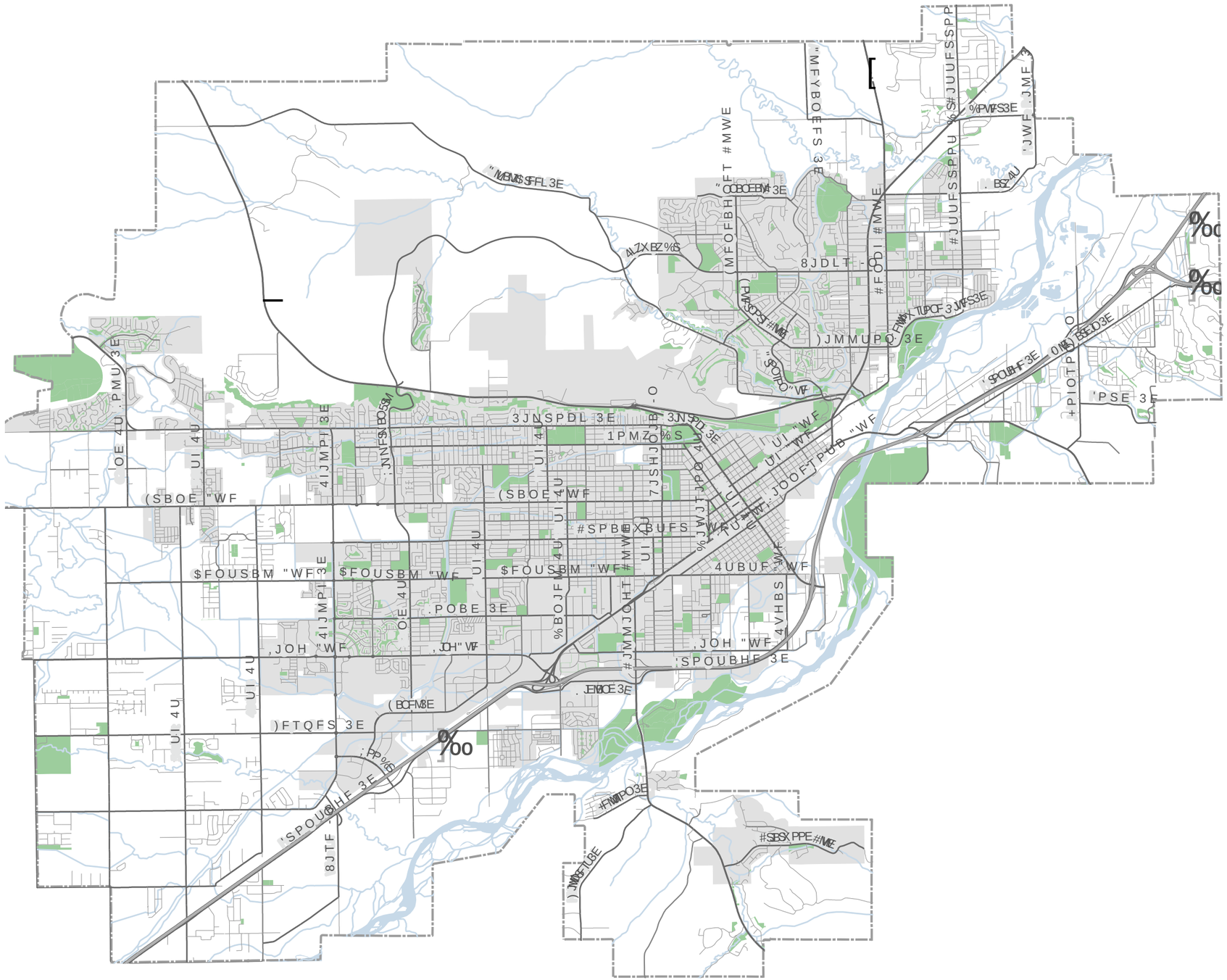
Table 1. Rolling Three Year Monthly Average Daily Traffic (ADT) Comparison

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.


"MFYBOEFS 3E
#MWE
"MFYBOEFS 3E
#MWE
#JUUFSSPP
%PVFS3E
'JWF 'JMF 3E
. BSZ 4U
8JDLT
#FDI #MWE
(MFOFBH "WF
"MFYBOEFS 3E
4UBUF "WF
(SBOE "WF
3JNSPDL 3E
1PMMPDL 3E
1PMMPDL 3E
1PMM

FISCAL CONSTRAINT

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

Conclusion

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

Projects by Funding Source Appendix

PROJECTS BY FUNDING SOURCE

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

Project Funding Source Abbreviations

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

CMAQ

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

CMAQ Projects (2024 – 2028)

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

CMAQ Projects (2029 – 2033)

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

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

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

CMAQ Projects (2034 – 2045)

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

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

CR

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

CR Projects (2024 – 2028)

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

MACI

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

MACI Projects (2024 – 2028)

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

MACI Projects (2029 – 2033)

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

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

MACI Projects (2034 – 2045)

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

BRIDGE

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

BRIDGE Projects (2024 – 2028)

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

BRIDGE Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_11	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	3	29-33	$2,783,000
				Total Funded BRIDGE Projects	**$2,783,000**

FWP

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

FWP Projects (2024 – 2028)

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

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

GTB

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

GTB Projects (2024 – 2028)

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

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

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

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

GTB Projects (2029 – 2033)

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

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

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

GTY

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

GTY Projects (2029 – 2033)

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

GTY Projects (2034 – 2045)

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

HSIP

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

HSIP Projects (2024 – 2028)

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

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

HSIP Projects (2029 – 2033)

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

HSIP Projects (2034 – 2045)

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

IM

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

IM Projects (2024 – 2028)

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

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

IM Projects (2029 – 2033)

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

IM Projects (2034 – 2045)

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

NH

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

NH Projects (2024 – 2028)

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

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

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

NH Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	13	29-33	$3,942,000
I_13	Highway 3/Rod & Gun Club Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	6	29-33	$3,478,000
I_19	King Ave/20th St	Design and construct intersection improvement to increase safety and mobility	12	29-33	$3,942,000

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

NH Projects (2034 – 2045)

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

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

NHFP

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

NHFP Projects (2024 – 2028)

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

SCD

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

SCD Projects (2024 – 2028)

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

SCD Projects (2029 – 2033)

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

SCD Projects (2034 – 2045)

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

SID

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

SID Projects (2024 – 2028)

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

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

SID Projects (2029 – 2033)

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

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

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

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

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

SID Projects (2034 – 2045)

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

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

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

SM

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

SM Projects (2024 – 2028)

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

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

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

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

SM Projects (2029 – 2033)

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

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

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_20	13TH ST W	Bicycle Lane from Grand Ave to Lewis Ave	10	29-33	$38,000
BL_23	N BROADWAY	Bicycle Lane from 9th Ave N to 2nd Ave S	11	29-33	$65,000
BL_46	YELLOWSTONE RIVER RD	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	11	29-33	$70,000
BL_58	3rd Ave N	Construct bike lane from Division to 22nd	11	29-33	$68,000
I_20	Avenue E/ Zimmerman Tr Traffic Signal	Install signal when warranted	8	29-33	$522,000
MT_16	Misc. trails spot improvements to existing infrastructure	Facilities/ pavement improvements at 7 locations (Install crosswalks at Aronson Ave at BBWA Canal Tr, Create cut in fence and install bollard at Hallowell Ln at Ponderosa SRTS Tr, Construct raised crosswalk and curb cuts at Shiloh Rd at Bell Ave, install crosswalk and curb cuts on Rimrock Rd at 54th St, Install crosswalk and curb cuts at Songbird Dr at Suburban Ditch Tr, Construct crossing on Dickie Rd at Bobolink St/ Canary Ave, construct curb ramps, crosswalk, and median refuge at Highway 3 and Zimmerman Trl); Install RRFB at 3 locations (S 29th St W and BBWA canal Tr, Songbird at Suburban Ditch Tr, and Highway 3 and Zimmerman Trail); Install HAWK beacons at 8 locations (all 4 legs of Shiloh Rd at Zoo Dr, Hesper Rd, Shiloh Crossing Blvd, King Ave W, Monad Rd, Central Ave, Broadwater Ave, Grand Ave)	10	29-33	$2,087,000
MT_21	Wicks Ln	Multi-use Trail from Gleneagles Blvd to Kiwanis Trail	10	29-33	$3,256,000
				Total Funded SID Projects	**$7,576,000**

SM Projects (2034 – 2045)

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

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

STP/S*/X*

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

STP/S*/X* Projects (2024 – 2028)

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

STPU

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

STPU Projects (2024 – 2028)

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

STPU Projects (2029 – 2033)

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

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

STPU Projects (2034 – 2045)

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

TA

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

TA Projects (2024 – 2028)

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

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

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

TA Projects (2029 – 2033)

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

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

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

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

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

TA Projects (2034 – 2045)

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

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

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

UPP

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

UPP Projects (2024 – 2028)

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

UPP Projects (2029 – 2045)

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

UPP Projects (2024 – 2028)

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

FTA 5307/ TRANSADE

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

FTA 5307/ TRANSADE Projects (2024 – 2028)

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

FTA 5307/ TRANSADE Projects (2029 – 2033)

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

FTA 5307/ TRANSADE Projects (2034 – 2045)

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

FTA 5339/5310

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

FTA 5339/ 5310 Projects (2024 – 2028)

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

FTA 5339/ 5310 Projects (2029 – 2033)

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

FTA 5339/ 5310 Projects (2034 – 2045)

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

TF

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

TF Projects (2024 – 2028)

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

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

TF Projects (2029 – 2033)

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

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

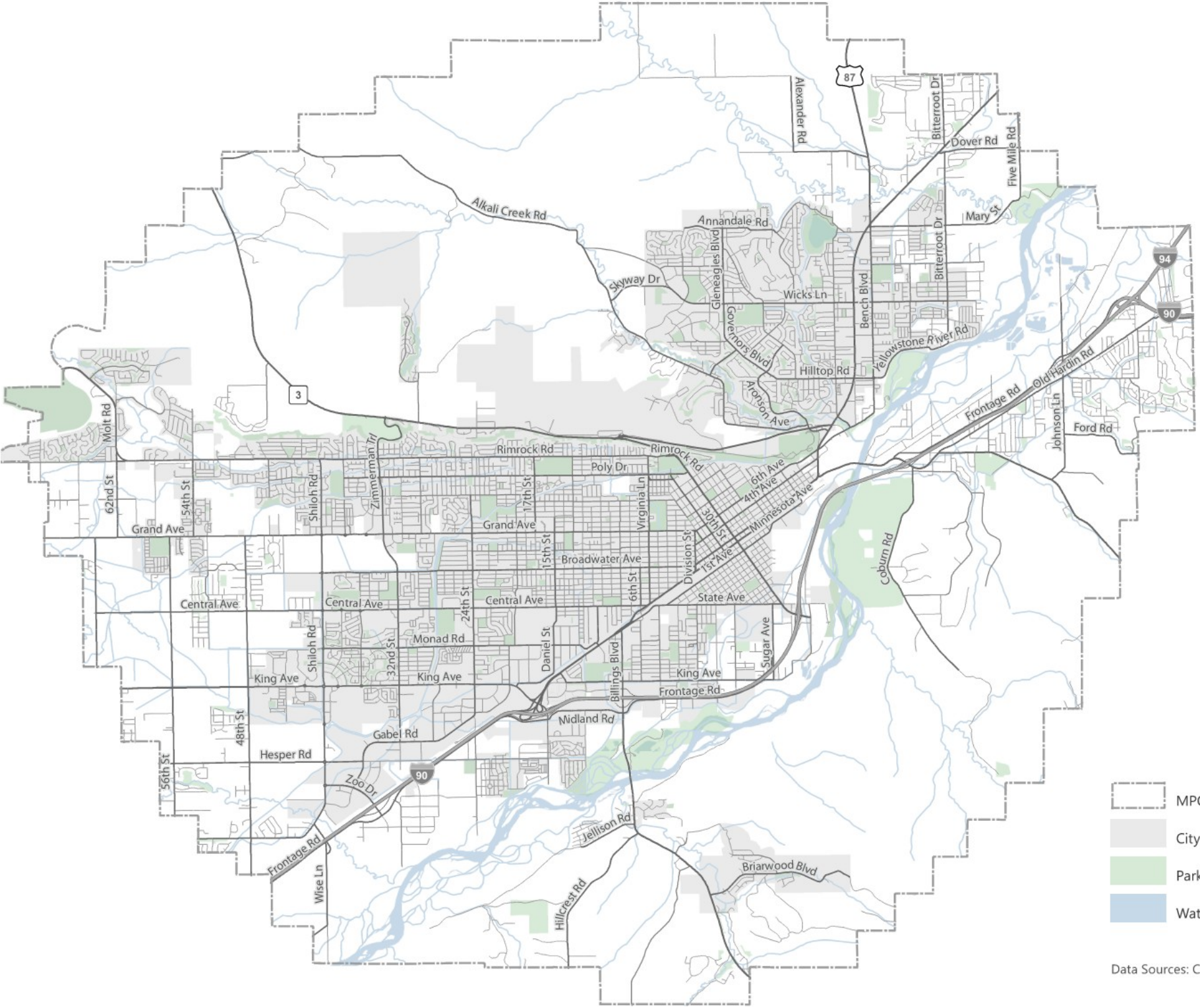
Other City Funding Sources

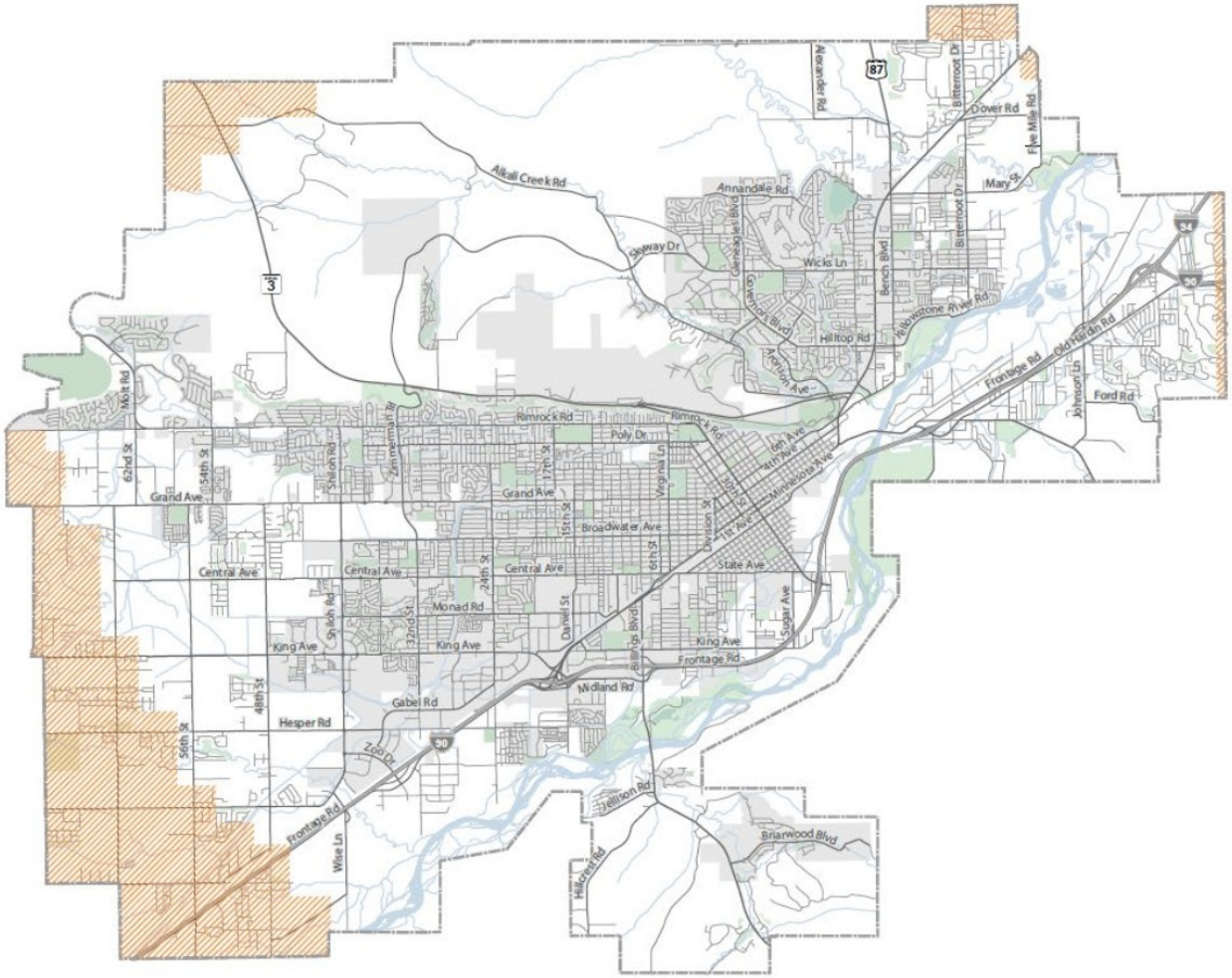
Other City funding sources were excluded from revenue projections. Committed projects funded by "Other" funding sources are provided below.

OTHER Projects (2024 – 2028)

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

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


Alexander Rd
87
Bitterroot Dr
Dover Rd
Five Mile Rd
Alkali Creek Rd
Annandale Rd
Mary St
Gleneagles Blvd
Skyway Dr
Wicks Ln
Bench Blvd
Bitterroot Dr
94
90
Governors Blvd
Yellowstone River Rd
Hilltop Rd
Old Hardin Rd
Frontage Rd
Aronson Ave
Johnson Ln
Ford Rd
3
Molt Rd
Rimrock Rd
Rimrock Rd
Poly Dr
6th Ave
4th Ave
Minnesota Ave
Zimmerman Trl
62nd St
54th St
Shiloh Rd
17th St
Virginia Ln
30th St
Grand Ave
Grand Ave
15th St
Division St
1st Ave
Broadwater Ave
Coburn Rd
Central Ave
Central Ave
Central Ave
24th St
6th St
State Ave
Shiloh Rd
Monad Rd
32nd St
Daniel St
Billings Blvd
Sugar Ave
King Ave
King Ave
King Ave
Frontage Rd
48th St
Midland Rd
Gabel Rd
Hesper Rd
56th St
Zoo Dr
90
Jellison Rd
Frontage Rd
Wise Ln
Briarwood Blvd
Hillcrest Rd
MPO Planning Area Boundary
City of Billings Limits
Park / Open Space
Water
Data Sources: City of Billings, Yellowstone County



BILLINGS PLANNING AREA

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

Data Sources: City of Billings, Yellowstone County

Billings-Yellowstone MPO 2023 LRTP Amendment 1

Adoption Presentation

December 2025



2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Project Purpose

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

Amendment 1 – Project Advisory Committee

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

- Meeting #1:
  - May 15th, 2025
  - Topics Covered: Project Purpose, Key Process Review Findings, Metropolitan Planning Area Map, Typical Uses of the Project List
- Meeting #2:
  - June 13th, 2025
  - Topics Covered: Proposed Updates to Project List, Proposed Updates to Metropolitan Planning Area Map
- Meeting #3:
  - July 23rd, 2025
  - Topics Covered: Data Dashboard Review, Project List Updates in LRTP, Revised Metropolitan Planning Area Map
- Meeting #4:
  - October 29th, 2025
  - Topics Covered: Key Changes to LRTP Text, Webinar, Final Metropolitan Planning Area Map

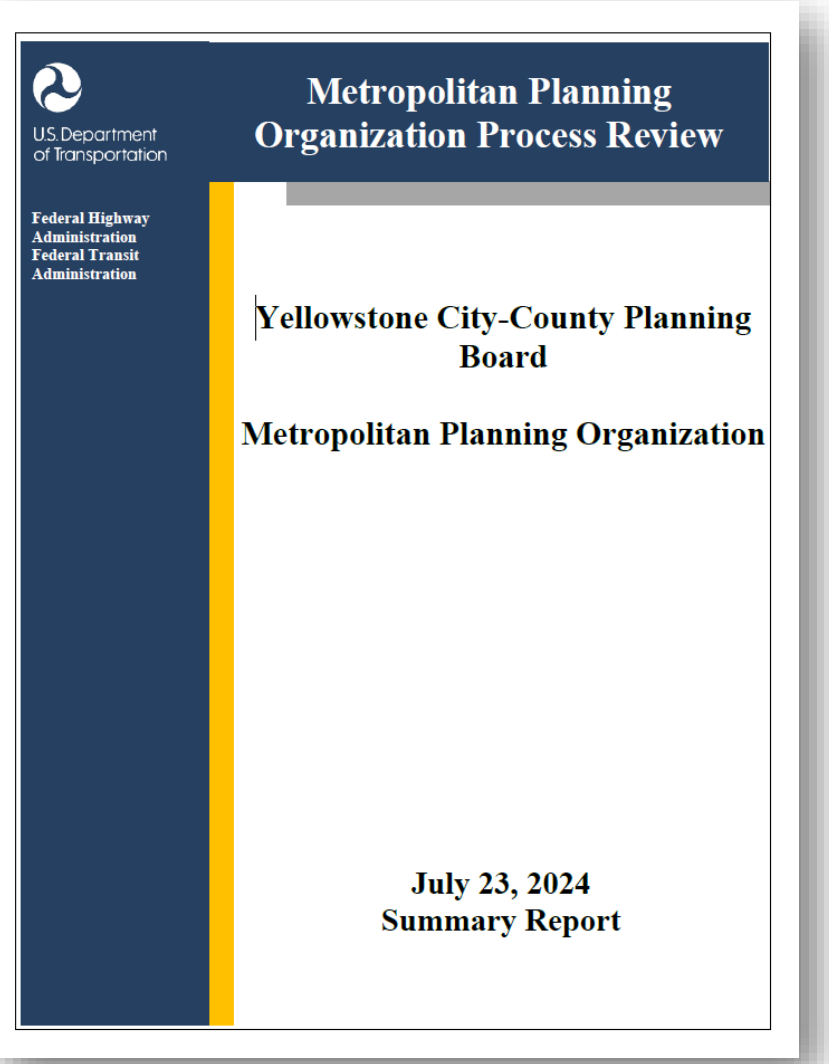


Key Findings from the MPO Process Review

2023 LRTP Process Review – Background

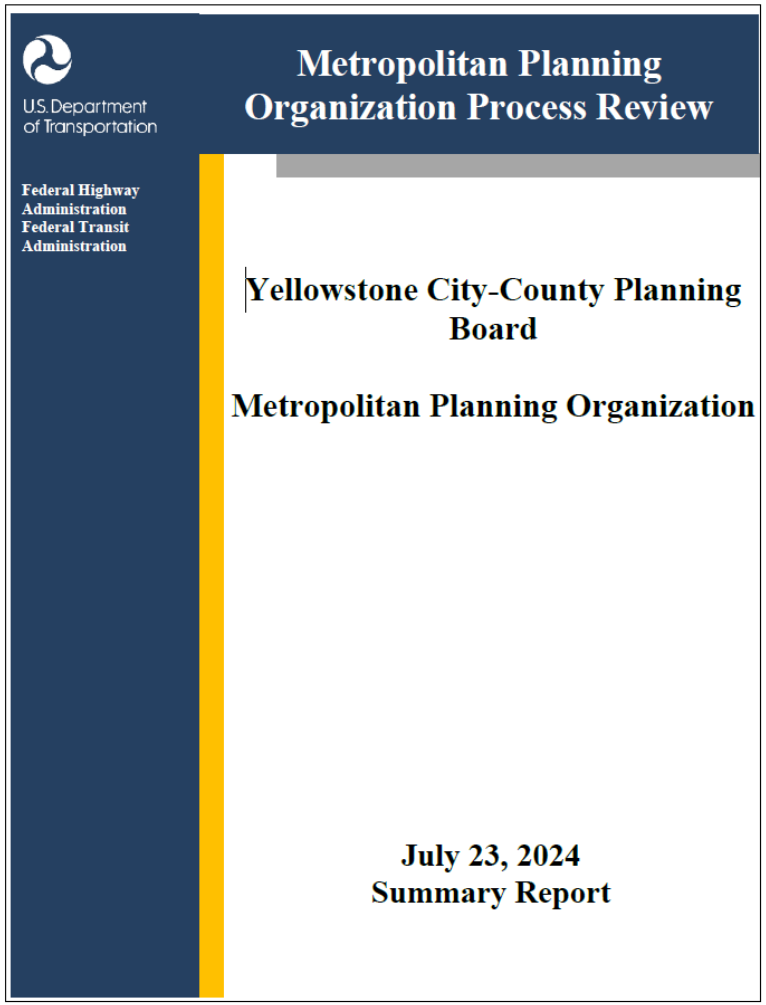
- In 2024, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Montana Department of Transportation (MDT) completed a process review of the Billings-Yellowstone MPO, including its documents like the 2023 LRTP.

- The purpose of the review was to determine if the planning processes and practices comply with governing laws, regulations, and guidance.



2023 LRTP Process Review – Recommendations

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


U.S. Department of Transportation

Federal Highway Administration
Federal Transit Administration

Metropolitan Planning Organization Process Review

Yellowstone City-County Planning Board

Metropolitan Planning Organization

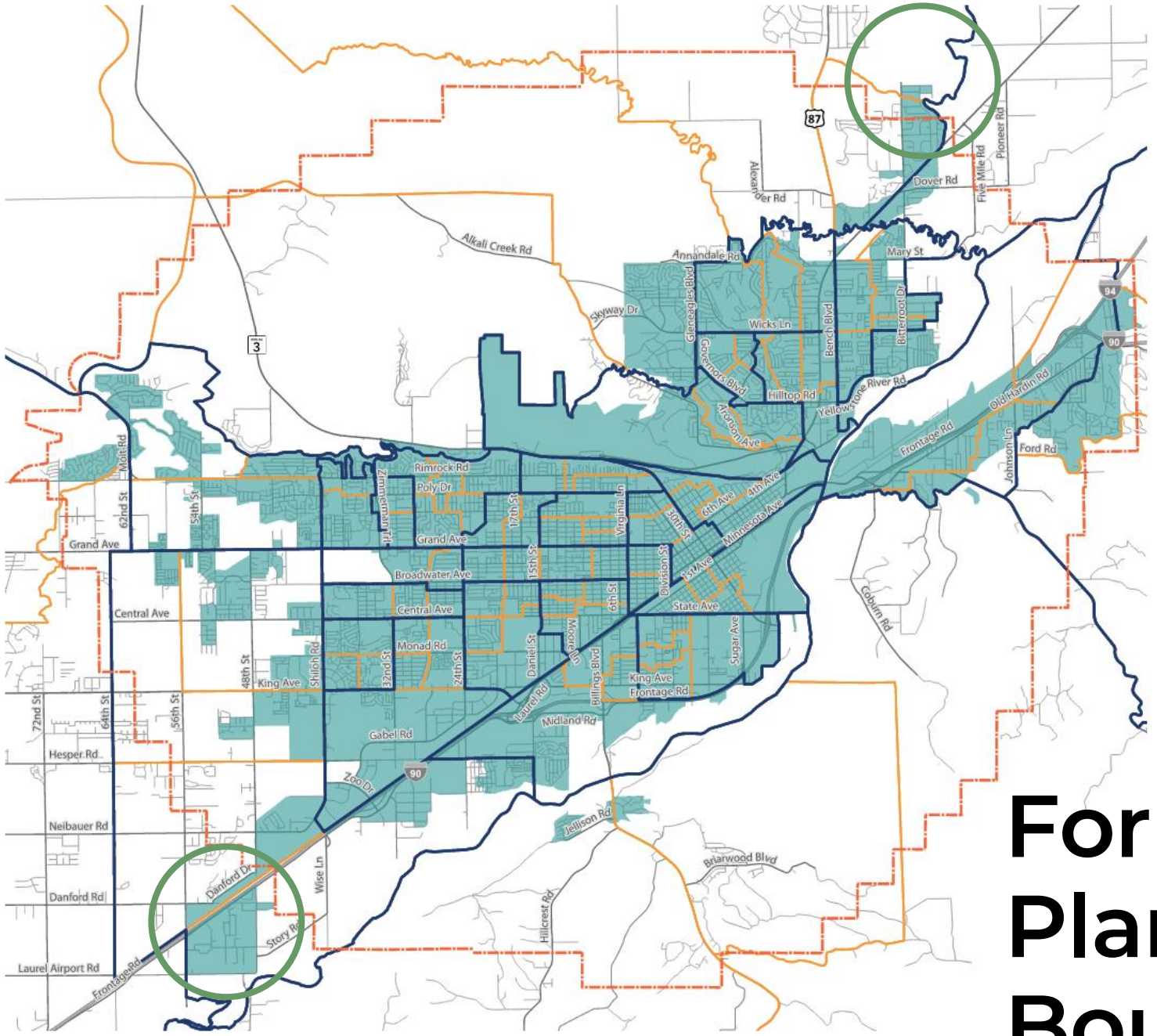
July 23, 2024
Summary Report



Updates to the Metropolitan Planning Area

Metropolitan Planning Area: The MPO's Boundary

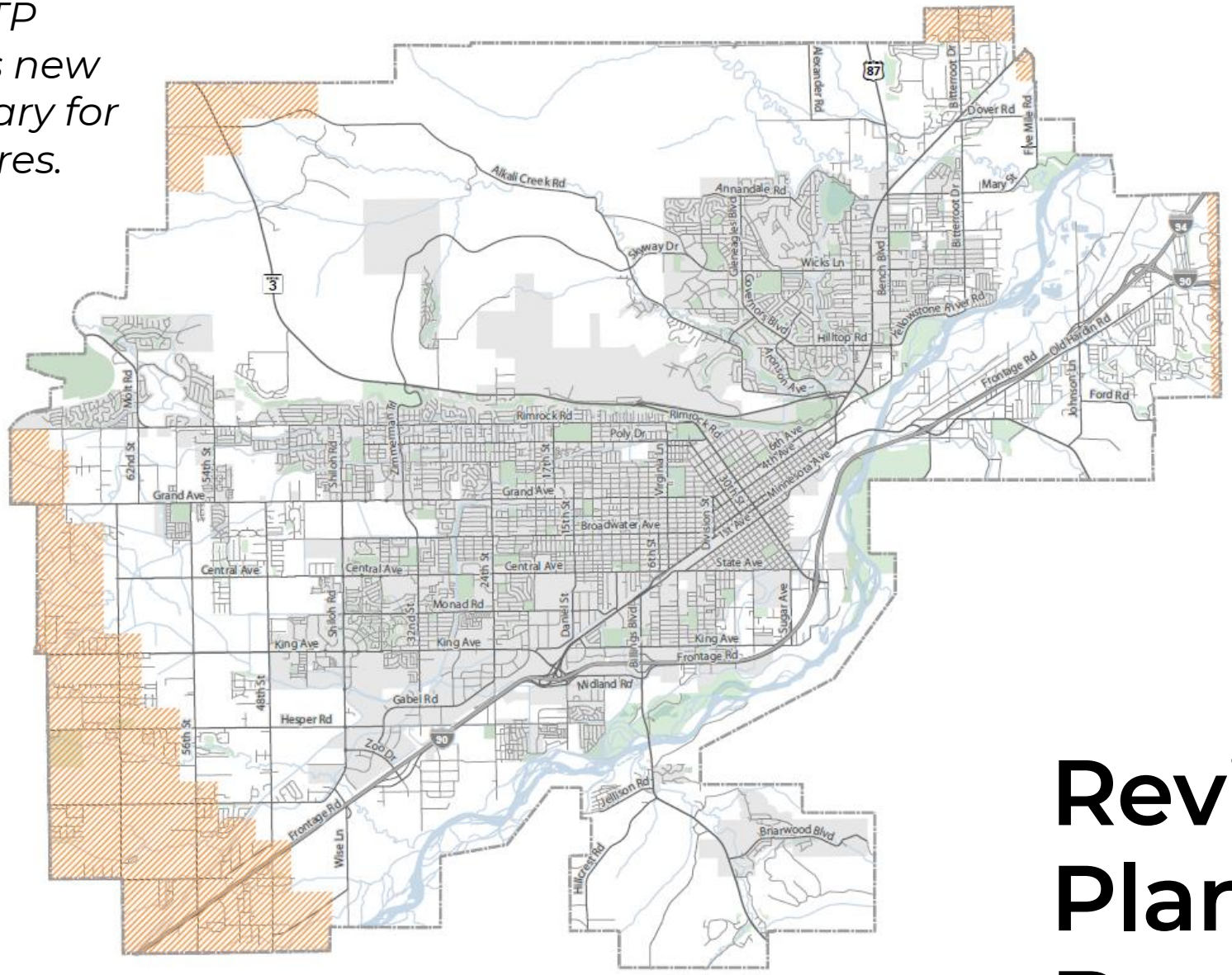
- The Census-Designated Urban Area for Billings was modified based on the results of the 2020 Decennial Census
- The new Urban Area geography was released in early 2023, coinciding with the finalization of the 2023 LRTP
- At the time, it was decided to utilize the 2018 boundary and urban area for the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



Former Planning Area Boundary

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

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



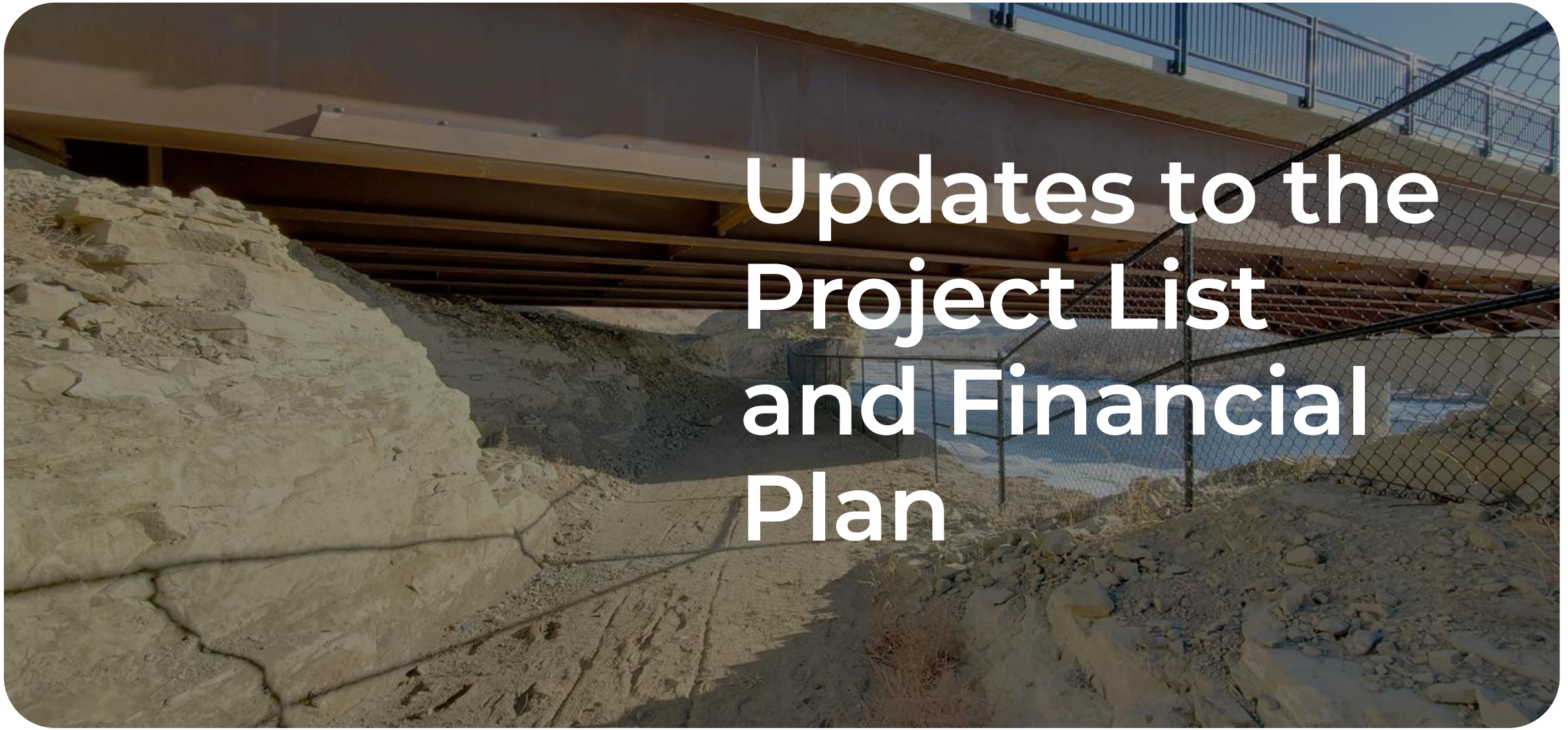
BILLINGS PLANNING AREA

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

Data Sources: City of Billings, Yellowstone County

Revised Planning Area Boundary

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN



Updates to the Project List and Financial Plan

Project List and Financial Plan

Key Issue & Solution in Amendment 1

Clarity in Fiscal Constraint

Issue

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

Solution

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

TABLE 38. SUMMARY OF LRTP PROJECT COSTS

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

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

Project List and Financial Plan

Key Issue & Solution in Amendment 1

	Issue	Solution
Assigned Funding Sources	Several projects were assigned funding sources for which they are ineligible.	All projects in the 2023 LRTP Amendment 1 Project List were reviewed with MDT and City staff to clarify and confirm funding eligibility.
Cost Estimation Approach	Inconsistencies were identified in how project cost estimates were developed, particularly for projects carried over from previous plans and studies.	All projects' cost estimates in the 2023 LRTP Amendment 1 Project List were reviewed with MDT and City staff to clarify and confirm cost estimate assumptions and standardize the approach.

Project List and Financial Plan

Key Issue & Solution in Amendment 1

	Issue	Solution
Non-Infrastructure Projects	The Project List includes projects scoped only for studies, which does not account for the full costs of designing constructing improvements (inconsistent with the cost estimation approach for capital projects).	The 2023 LRTP Amendment 1 includes a new, separate table that includes transit activities, annual programs, and plans / studies to distinguish between capital and non-capital projects in the Project List.
Multi-Phase Projects / "Duplication"	The 2023 Project List included multi-phase projects programmed over several periods due to funding constraints, which appeared as duplicates in the Project List.	The 2023 LRTP Amendment 1 reorganizes funding source and funding timeframe information to increase clarity and remove "duplicates" in the Project List.

Project List and Financial Plan

Key Issue & Solution in Amendment 1

	Issue	Solution
Project Description Clarity	Some projects in the Project List lack clear descriptions.	The 2023 LRTP Amendment 1 includes a Project List that has been thoroughly reviewed and updated for clarity and descriptiveness.
General Formatting Issues	Several formatting decisions make the Project List more difficult to use.	The 2023 LRTP Amendment 1 Project List is updated to round cost estimates, renumber project IDs in an intuitive manner, and clarify table captions to guide users.

Project List and Financial Plan

Key Issue & Solution in Amendment 1

	Issue	Solution
Multiple Project Source Documents	Committed projects were sourced from CIPs and TIPs spanning different fiscal years, which created confusion around funding priorities and cost estimates.	The 2023 LRTP Amendment 1 Project List only includes projects from the City of Billings FY24-28 Capital Improvement Program and the Billings-Yellowstone MPO FY24-28 Transportation Improvement Program.
General Format of the Project List	The 2023 LRTP (and previous LRTPs) use static PDF tables to communicate the Project List, which are neither dynamic nor user-friendly.	The 2023 LRTP Amendment 1 Project List is available in three formats: static PDF tables as part of Appendices H and J; a Project List spreadsheet with separate tabs for capital projects, plans & studies; annual programs & transit, as well as financial plan information; and an interactive, online, map-based data dashboard.

Amendment 1 – Other Updates

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

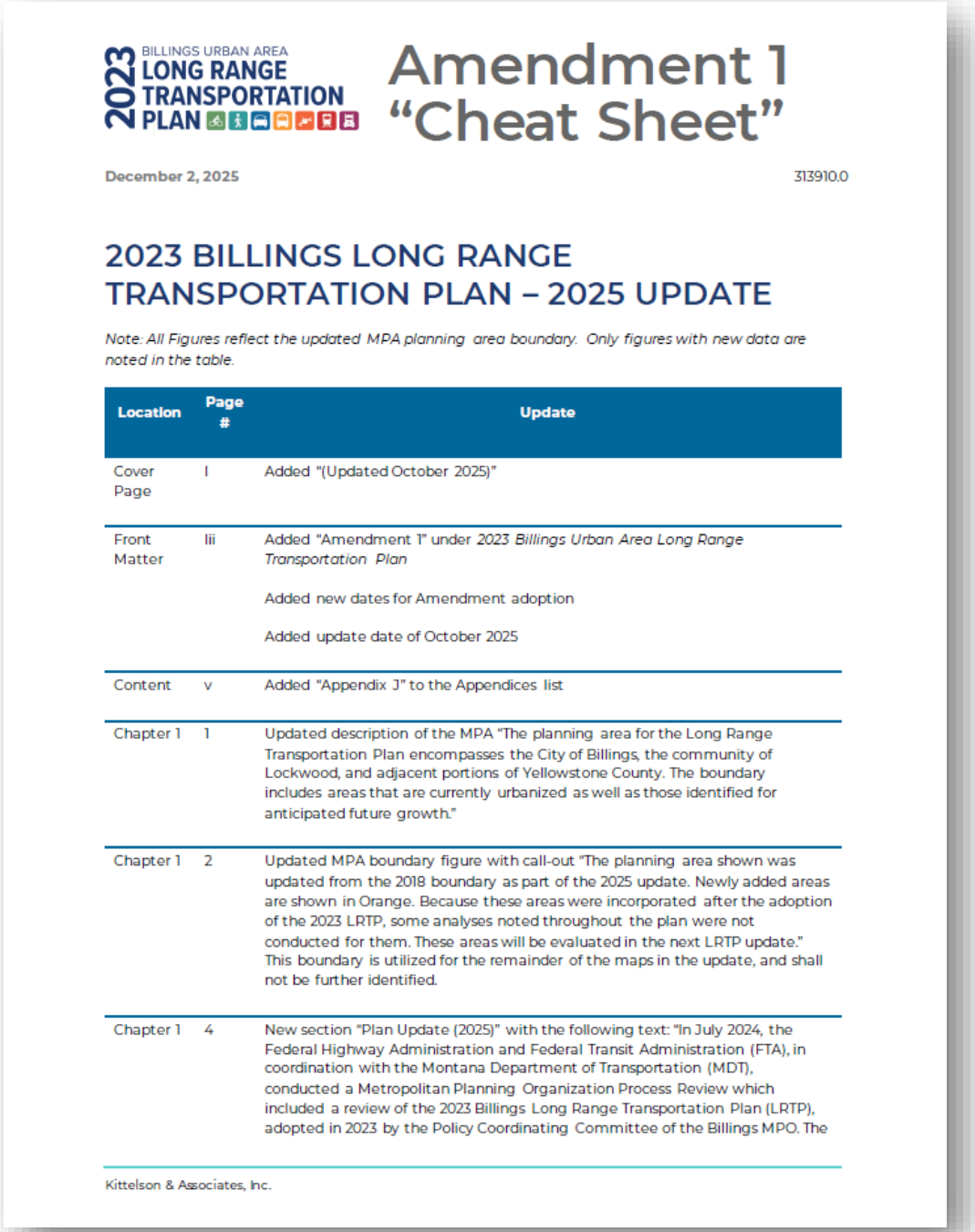


Amendment 1 “Cheat Sheet”

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Amendment 1 “Cheat Sheet”

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



2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Amendment 1 “Cheat Sheet”

December 2, 2025 313910.0

2023 BILLINGS LONG RANGE TRANSPORTATION PLAN – 2025 UPDATE

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

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

Kittelson & Associates, Inc.



Questions?

Lora Mattox, Billings-Yellowstone MPO

Rachel Grosso, Kittelson & Associates, Inc.

B.O.C.C Thursday Discussion 3.

Meeting Date: 01/22/2026

Title: NILE Lease Extension

Submitted By: Teri Reitz, Board Clerk

TOPIC:

MetraPark - Stoney Field - NILE Lease Extension

BACKGROUND:

Attached is the current lease with the NILE.

RECOMMENDED ACTION:

Discuss.

Attachments

Current NILE Lease Agreement

B.O.C.C. Regular Agenda Item 15. 0.

Meeting Date: 10/03/2023

Title: NILE Lease - Metra Grounds

Submitted For: Kevan Bryan, OMB Director **Submitted By:** Kevan Bryan, OMB Director

TOPIC:

NILE Lease - Metra Grounds

BACKGROUND:

Discussions with NILE representatives and the BOCC at discussion meetings yielded a 3-year lease for NILE on Metra grounds. NILE has since executed the lease and returned it to the Board.

RECOMMENDED ACTION:

Execute on the County's behalf.

Attachments

NILE Lease 2023

LEASE AGREEMENT BETWEEN YELLOWSTONE COUNTY AND NORTHERN INTERNATIONAL LIVESTOCK EXPOSITION

This agreement is dated as of the 26th day of September, 2023, by and between Yellowstone County, Montana (hereinafter called LESSOR), and Northern International Livestock Exposition, Billings, Montana (hereinafter called LESSEE).

LESSOR, in consideration of the material covenants hereinafter set forth, agrees to lease to the LESSEE the following premises: The single level white stucco building located at the southwest end of the MetraPark grounds, in the treed, grassy area adjacent to what is currently known as the Budweiser Stage.

1. Contract Times
This agreement will be for a period of 33 months effective October 1, 2023, and expiring June 30, 2026. Any changes in remuneration or to the terms of this Agreement will be included in any extensions. Either party has the right to terminate this lease without cause by giving written notice 90 days prior to the date of cancellation.

2. Amount of Lease
The amount of the rent for said premises listed above will be $1,000.00 per month for the first nine months, ending June 30, 2024. The next twelve months, July 1, 2024 – June 30, 2025 will incur a 5% escalator, making the new rent amount $1,050.00. Over the final twelve months, from July 1, 2025 – June 30, 2026, another 5% escalator will apply, making the rent $1,102.50 until the end of this lease term.

3. Use of Premises
LESSEE shall at all times maintain the premises in a neat, orderly condition.

4. Alterations
Subject to the prior written consent of LESSOR, LESSEE may perform such remodeling and alternations as it deems desirable for the operation of its business on the Premises. Any such alterations shall be of good workmanship and material at least equal in quality to that of the original construction and shall not reduce the size or strength of the then existing improvements on the demised premises. All previously approved improvements receipts shall, upon completion of the improvements, be submitted to the LESSEE to be applied to a deduction from the current monthly rental fee.
All fixtures and equipment which LESSEE may install on the leased premises which are permanently affixed shall be the property of the Lessors at the end of the lease and any extensions or renewals thereof, provided, however, that any trade fixtures, shelving and display counters or the like may be removed and retained by Lessee at the end of the lease, with Lessee being responsible for repairing any damage caused by such removal.

5. Maintenance
a) LESSOR shall, at its expense, maintain the roof, structural exterior and interior portions of the building in good condition. LESSOR shall also, at its expense, repair and maintain all water,

sewer, gas, plumbing, electrical, heating and air conditioning lines and equipment in and to the building and premises.

b) LESSEE shall not do or permit to be done on said premises any act in violation of the conditions of any policy of insurance on the leased premises.

c) In the event of damage by fire, windstorm, other insured casualty, or foundation-related damage not due to the negligence of the LEESEE, its agents or. employees, and such damage is so extensive as to render the building on the premises totally unusable for office purposes, or if LESSOR shall, within a reasonable time, decide not to rebuild, this lease shall cease and terminate, and the rent shall be apportioned to the date of the damage. In all other cases where the leased premises are damaged by fire, windstorm or other insured casualty not due to the negligence of the LESSEE, its agents or employees, LESSOR shall repair the damage with all reasonable dispatch after written notice of such damage, and if such damage has rendered the premises untenable, in whole or in part, then the rent shall not abate but shall be apportioned in the ratio which the tenable portion of the premises bears to the entire premises. In determining what constitutes reasonable dispatch, consideration shall be given to delays caused by strikes, adjustments of insurance and other causes beyond LESSOR'S control.

d) At all times the existence of this lease and any renewals or extensions thereof, LESSEE shall carry insurance against fire and hazards covered by standard extended coverage endorsement in an insurance company or companies authorized to do business in the State of Montana on the equipment and other personal property owned by it and located in the building in amounts at least equal to the fair market value of the insured property.

6. Reasonable Access

a) LESSOR shall have reasonable access to the demised premises during business hours for the purpose of examining or inspecting the same.

b) Upon the expiration or cancellation of this lease, and any extensions thereof, the LESSEE shall surrender possession of the demised premises to LESSOR in as good condition as when it took possession thereof reasonable wear and tear alone excepted.

7. Utilities

LESSOR is responsible for utilities that are not separately metered from utilities it already pays on the MetraPark grounds, such as gas, water, and electric. LESSEE pays all other occupancy expenses. LESSOR is not responsible for telephone or internet connection costs.

8. Hold Harmless Provision

The LESSEE agrees to hold the LESSOR free and harmless of and from all liabilities arising out of or occasioned by the use and occupancy by LESSEE of demised premises during the term of this lease, and further agrees to carry general public liability insurance for bodily injury in amounts not less than seven hundred and fifty thousand dollars ($750,000.00) per occurrence and one million, five hundred thousand ($1,500,000.00) in the aggregate, and property damage insurance in an amount no less than one million dollars ($1,000,000).

9. Loss of Profits

LESSOR shall not be liable for any damages or any loss of profits, or for interruption of business resulting from fire or the elements, foundation-related damage, repairs to the structure or

roof, strikes or lockouts, or from the termination or cancellation of this lease or any extensions thereof.

10. Quiet and Peaceable Possession
LESSOR covenants with the LESSEE that upon LESSEE'S paying the rental herein provided and performing the covenants for which it is obligated herein, the LESSEE shall quietly have, hold and peaceably enjoy the premises leased hereby during the term thereof and any authorized renewals and extensions thereof.

11. Default by LESSEE
Default will occur in the event that LESSEE fails in the timely payment of any financial obligations or in the performance of any other obligations to be kept or performed by LESSEE under the terms of this lease.
LESSOR shall allow a thirty-day (30) grace period to allow LESSEE to cure any default. Thereafter, should the default persist, this Lease will immediately terminate, and LESSEE shall reimburse LESSOR for any necessary cost LESSOR may incur in enforcing the terms of this lease agreement, including (but not by way of limitation) remodeling and re-letting costs and attorney's fees.

12. No Waiver
One or more waivers of any covenant or condition by LESSOR shall not be construed as a waiver of any further breach of the same covenant or condition, and the consent or approval of LESSOR to any act shall not be deemed to waive or render unnecessary LESSOR'S Consent or approval to any subsequent similar act by the LESSEE.

13. Assignment Without Consent of LESSOR
The LESSEE shall not, without the prior written consent of the LESSOR, assign this lease or sublet the demised premises, either in whole or in part, but such consent shall not be unreasonably withheld.

14. Notices
All notices provided for herein shall be in writing and shall be sent by certified mail to the following addresses:

LESSOR: Yellowstone County
Attn: MetraPark General Manager
P.O. Box 2514
Billings, MT, 59103

LESSEE: Northern International Livestock Exposition
Attn: Leah Morgan Clark, General Manager
P.O. Box 1981
Billings, MT, 59103

The address of either part may be changed by written notice hereof to the other party given in advance of any such notice.

15. Binding Upon Successors and Assigns
All of the covenants and agreements herein contained shall be binding upon and shall inure to the benefit of LESSOR and LESSEE, their heirs, successors and assigned.

16. Provisions Severable
Each of the provisions of this agreement shall be severable one from the other and if any part or portion hereof shall be held invalid by any court of competent jurisdiction, all other parts and portions hereof shall nevertheless, for all purposes remain in full force and effect.

IN WITNESS WHEREOF, LESSOR and LESSEE have signed this Agreement in duplicate. One counterpart each will be delivered to LESSOR and LESSEE. All portions of the Lease Agreement have been signed, initialed or identified by LESSOR and LESSEE.

LESSEE:

Yellowstone County
Billings, MT 59101

John Ostlund, Yellowstone County
Board of County Commissioners
Chairman

Attest:

Jeff Martin, Clerk and Recorder

LESSOR:

Northern International Livestock Exposition
Billings, MT 59103

Leah Morgan Clark, General Manager 9/26/2023

B.O.C.C Thursday Discussion 4.

Meeting Date: 01/22/2026

Title: Motor Vehicle Weekend Overtime for Moving

Submitted For: Hank Peters Submitted By: Hank Peters

TOPIC:

Treasurer - Motor Vehicle Weekend Overtime for Moving

BACKGROUND:

At last week's discussion meeting, it was decided to offer overtime to Motor Vehicle employees for Saturday, January 31st and Sunday, February 1st to unpack to enable the office to reopen Tuesday, February 3rd instead of Thursday, February 5th. With over 23,000 license plate sets for 329 different types of license plates (over 460 boxes of license plates) and over 100,000 monthly and yearly plate stickers, we will need as many people available as possible. We have 12 employees interested in overtime. I would like to offer 4 hours on Saturday and 8 hours on Sunday.

RECOMMENDED ACTION:

Discuss

B.O.C.C Thursday Discussion 5. a.

Meeting Date: 01/22/2026

Title: Two Moon Park - Updated Caretaker Agreement

Submitted By: Monica Plecker, Public Works Director

TOPIC:

Two Moon Park - Updated Caretaker Agreement

BACKGROUND:

Anthony Sammartano is the Two Moon Park Caretaker. Staff would like to update and formalize the caretaker agreement. The agreement has been reviewed by Legal, Public Works, and Anthony Sammartano. The agreement will be for 3 years and can be extended by written mutual consent. Either party may terminate the agreement with 45 days written notice.

Staff intends to place this item on the consent agenda for the January 27th regular business meeting.

RECOMMENDED ACTION:

Discuss.

Attachments

Proposed Agreement

TWO MOON PARK CARETAKER AGREEMENT

This Agreement made and entered into this ____ day of _____, 2025 by and between Anthony Sammartano of 850 Two Moon Park Road, Billings, Montana 59105, ("Caretaker") and the Yellowstone County Board of County Commissioners ("County") whose address is Post Office Box 35000, Billings Montana 59107.

1. Term. This Agreement shall commence upon the date of the last signature and shall remain in effect for a period of three (3) years. Following the initial term, the Agreement may be renewed or extended for additional periods upon the mutual written agreement of the parties.

2. Independent Contractor Status and Hold Harmless. It is understood that this Agreement does not create an employer-employee relationship between Caretaker and County. Caretaker shall be responsible for all personal insurance, including health, workers' compensation, and liability coverage. The housing space provided to Caretaker is solely part of this contractual arrangement, and County shall not be responsible for providing any additional services to Caretaker. Caretaker agrees to indemnify, defend, and hold harmless the County, its officers, agents, and employees from and against any and all claims, losses, damages, or liabilities arising out of or resulting from Caretaker's negligent acts or omissions, or those of Caretaker's agents.

   Caretaker is thoroughly experienced in the duties which he has agreed to assume pursuant to the terms of this Agreement and, while a number of duties are set forth, Caretaker has wide discretion over his hours of work, the manner in which he does his work, the order in which he performs tasks, and the tools he uses to perform those tasks. Caretaker is responsible for providing all tools and equipment necessary for performing all tasks required of him herein, except that he may, with prior express agreement of the County, at the expense of County, rent equipment necessary to perform a task.

3. Duties of Caretaker. Caretaker shall be responsible for the overall care and maintenance of Two Moon Park as directed by the Board or the County Parks Administrator. The following duties are illustrative and not an exhaustive list of responsibilities:

   a. Represent the County at Two Moon Park and assist visitors by providing information as available.

   b. Open and close the entrance gate as needed.

   c. Maintain the Caretaker facility area in a neat, orderly condition.

   d. Maintain a reliable means of communication with the Yellowstone County Director of the Parks Department.

   e. Pick up litter or debris as needed in the entrance area and interior of the Park.

f. Keep all fences and park equipment in good working order.

g. Maintain irrigation system in good working order. Caretaker is responsible for basic routine maintenance but should coordinate repair and maintenance work with Public Works.

h. Coordinate noxious weed work with the Yellowstone County Weed District.

i. Coordinate volunteer events for noxious weed and invasive species cleanup.

j. Identify funding opportunities for park improvements and work with Public Works and the County to apply for and manage these projects.

k. Monitor, maintain, and clean public facilities, including bathrooms.

l. Keep a log of maintenance and incidents in writing.

m. Report vandalism, criminal mischief, or other issues to law enforcement.

n. Report potential problems to the Public Works Director

k. Develop rapport with the Park neighbors, local government and law enforcement officials, and those who visit the Park.

l. Report in-person at Board of County Commissioner meetings as requested by the Board.

m. Notify the Public Works Director of any absence from duties of more than 48 hours and find a mutually agreeable person to perform Caretaker's duties on a temporary basis during the absence

n. Obey all laws, ordinances, and park rules.

4. Insurance and Liability. Caretaker shall maintain personal liability insurance covering activities performed under this agreement and shall operate all equipment, vehicles, and tools in a safe manner. Caretaker acknowledges that Yellowstone County and the Board are not responsible for injuries, accidents, or property damage arising from Caretaker's negligence or misuse of Park equipment and facilities.

5. Obligations of the County.

a. The County has provided a site and a residence located at 850 Two Moon Park Road in Billings, Yellowstone County, Montana for Caretaker to reside at while fulfilling the terms of this agreement.

b. Board shall pay all utility bills for solid waste disposal, the irrigation systems, and the safety light on Two Moon Park Road as well as utilities (electric, gas, water, & sewer) for the residence.

6. Termination. This Agreement may be terminated by either party by written notification to other party no less than 45 days before termination becomes effective. Any such notice shall be effective on the date it is deposited in the mail, as evidenced by the postmark.

   This Agreement may also be terminated for cause by either party by giving the other party written notice of the cause of termination.

7. Alterations and Restoration of Residence. Caretaker shall not make any permanent alterations or improvements to the residence without the prior written consent of the Board of County Commissioners. Upon termination of this Agreement, the Caretaker shall restore the residence to its original condition within 15 days, and any changes or additions made without consent shall be removed at the Caretaker's expense.

8. Modifications. The terms of this Agreement can be modified only by a subsequent written Agreement signed by all parties hereto.

9. Governing Law and Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Montana, without regard to its conflict of laws principles. Any dispute, claim, or controversy arising out of or relating to this Agreement, including its breach, termination, or validity, shall be subject to the exclusive jurisdiction of the courts of the Thirteenth Judicial District of the State of Montana, and the parties hereby consent to the personal jurisdiction of such courts.

10. No Assignment. Caretaker may not assign, delegate, or transfer any of their rights or obligations under this Agreement without the prior written consent of Yellowstone County Public Works Director. Any attempted assignment without such consent shall be null and void.

11. Entire Agreement and Severability. This Agreement constitutes the entire understanding between the parties and supersedes any prior agreements, whether written or oral, relating to the subject matter herein. If any provision of this Agreement is held invalid or unenforceable, the remaining provisions shall remain in full force and effect.

    In witness whereof, the parties have hereunto affixed their hands on the date first above written.

_____

Anthony Sammartano
Caretaker

_____

Mark Morse, Chairman
Yellowstone County Board of County Commissioners

B.O.C.C Thursday Discussion 5. b.

Meeting Date: 01/22/2026

Title: Public Works Update - 48th and Central Intersection Improvements

Submitted For: Monica Plecker, Public Works Director

Submitted By: Jay Anderson, Deputy Public Works Director

TOPIC:

Public Works Update - 48th and Central Intersection Improvements

BACKGROUND:

Public Works intends to publicly advertise the 48th Street West and Central Avenue Intersection Improvement project (project) beginning January 30th, 2026. The invitation to bid will be presented on consent agenda January 27th, 2026.

Project improvements include road widening on portions of 48th Street West, South 48th Street West, and Central Avenue for the construction of dedicated left-hand turn lanes with storage at the intersection. The existing intersection stop controls will be replaced with four traffic signals. The proposed widening required private property acquisition. The land purchase agreements were approved by the BOCC on December 30, 2025 and January 20, 2026. Coordination with private utility and ditch companies is ongoing. Construction is slated for completion in 2026.

RECOMMENDED ACTION:

Discuss the project.

B.O.C.C Thursday Discussion 6.

Meeting Date: 01/22/2026

Title: Yellowstone County Courthouse Remodel Artwork Approval & Plans

Submitted By: Anna Ullom, Senior Accountant

TOPIC:

Finance - Final artwork/layout for the Yellowstone County Courthouse Remodel Floors 1-3

BACKGROUND:

A&E Design has compiled content provided by the Finance department and seeks feedback and approval so they can finalize the production artwork by the end of January. The construction plans/elevations have been provided which show the location of the artwork.

RECOMMENDED ACTION:

Discuss and approve.

Attachments

YCC Artwork Approval

YCC Plans and Elevations



Yellowstone County Courthouse

EGD Artwork Approval Set – 12/23/2025

Sign Type:

S-L2-3

in front of elevator, 2nd floor



Sign Type:

S-L3-1

on left wall across from elevator 3rd floor



Sign Type:

S-L3-2

in hallway left of elevators 3rd floor, by courtrooms



Sign Type:

S-L3-3

in hall to right of elevators 3rd floor

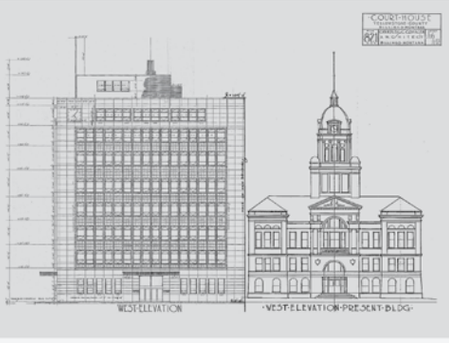


Sign Type:

X-L1-1



to right of main entrance 1st floor



A NEW COURTHOUSE FOR A NEW ERA

Completed in 1958, the Yellowstone County Courthouse marked a turning point in civic architecture for Billings. It replaced the 1905 Romanesque Revival courthouse that once stood at the southwest corner of the block, only 14⅛ inches from the footprint of the new structure. Planning for a replacement had begun as early as the mid-1940s, but the project faced early challenges. When bids opened in 1956, costs exceeded the budget by roughly $500,000, prompting a redesign from a steel-frame to a reinforced-concrete structure before the project could move forward. Even so, the courthouse became the largest single construction project in Billings in 1957, ultimately completed at a cost of $2 million—a fitting milestone for Yellowstone County's 75th anniversary.

Standing 109 feet tall and 140 feet long, the courthouse was constructed of Minnesota agate granite and combined modern construction methods with symbolic continuity. The half-ton bell and clock from the 1905 courthouse were carefully relocated to the new building, preserving a tangible link to the community's past. Construction was not without difficulties: fires, delays, and worker injuries complicated the demolition of the old courthouse and preparation of the site, underscoring the scale and complexity of the undertaking.

Upon opening, the courthouse was celebrated not only for its striking modern design but also for its forward-looking amenities. It housed the most accurate clock in Billings—an electric timepiece synchronized by radio signals from the U.S. Naval Observatory—as well as conveniences aimed at improving public comfort, including a ladies' lounge, a baby-bottle-warming room, and a public coffee shop. These features reflected both the technological optimism and the community-oriented values that shaped Yellowstone County during the post-war period.

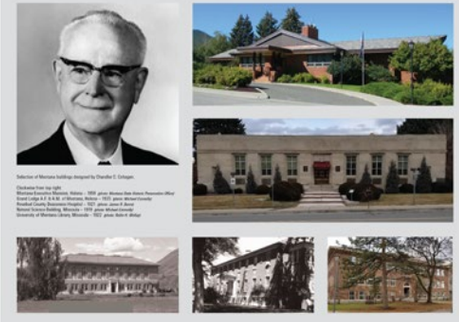
POST-WAR EXPANSION

In the decades following World War II, Billings experienced some of the most dramatic growth in its history. The city's population surged by 73 percent between 1940 and 1950, and by 1960 it had more than doubled from its prewar size. This boom mirrored national trends as returning veterans, expanding families, and new economic opportunities fueled rapid development. Subdivisions, shopping districts, schools, churches, medical clinics, and office buildings emerged to serve a community that was growing in both size and complexity.

Montana's largest cities felt this demand with particular intensity. After nearly twenty-five years of economic stagnation, the state faced a significant shortage of modern facilities and infrastructure. The post-war era brought a wave of investment that reshaped communities across Montana—visible in the expansion of the university system, major additions to state government facilities in Helena, and prominent civic buildings such as the Yellowstone County Courthouse and the United States Courthouse in Billings. These projects signaled the arrival of a new economic era and addressed long-standing needs for updated public services and community amenities.

This period also marked a turning point in Montana's architectural character as architects began to embrace modern materials, construction technologies, and design philosophies that emphasized openness, connection to the outdoors, and more efficient internal organization. Buildings of the post-war era—whether schools, civic centers, or commercial structures—expressed contemporary values of progress, functionality, and community. Their forms and details reflected not just growth, but a belief that architecture could support new ways of living, working, and interacting in a rapidly changing world.





THE ARCHITECT

Chandler Carroll Cohagen (1889–1986) helped shape the architectural character of Billings and communities across Montana. Born in Pierson, Iowa, he studied at the University of Michigan College of Architecture, where he earned the prestigious AIA school medal and co-founded the national architectural fraternity Alpha Rho Chi. After early partnerships, Cohagen established his own practice in Billings in 1935, later working under several firm names as his reputation grew. His portfolio ranged from New Deal–era Public Works Administration projects to complex civic, medical, educational, and cultural commissions. Over the course of his long career, he produced more than 350 documented sets of drawings—now preserved in the Montana State University archives—spanning projects from 1907 through 1971.

Cohagen's architectural legacy includes some of Montana's most recognizable buildings: Masonic Grand Lodge in Helena (1936, below), Billings City Hall (1940), the Deaconess Hospital (1950), the Yellowstone County Courthouse (1958), the Montana Governor's Mansion in Helena (1958), and Central Christian College (1961). He also guided major renovations of the Billings YMCA in the 1930s and went on to serve as the organization's president for three decades, reflecting his lifelong commitment to civic life. Known for blending utility with beauty, Cohagen favored warm interior tones, thoughtful detailing, and distinctive features that made his buildings both functional and welcoming.

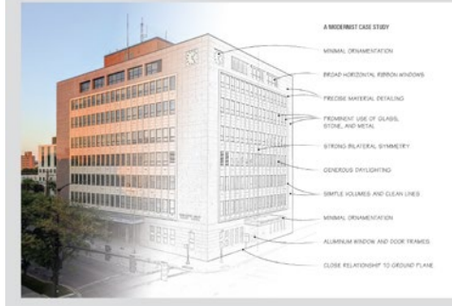
Beyond his built work, Cohagen influenced generations of architects and students. He taught at the University of Michigan, lectured at the College of Montana, and was deeply engaged in professional and community organizations. Through his design leadership, public service, and enduring body of work, Chandler C. Cohagen left a lasting imprint on Montana's architectural heritage and on the people and institutions he served.

THE RISE OF MODERNISM

Architectural modernism emerged in the mid-twentieth century as designers around the world embraced new ideas about function, technology, and aesthetics. Rather than drawing on historical styles, modernist architects embraced forms that reflected contemporary life—simple volumes, clean lines, and an emphasis on rational organization. In institutional and commercial buildings especially, ornament was minimized or eliminated. Instead, the materials themselves—glass, concrete, stone, and metal—provided the building's character through their natural colors, textures, and precise detailing.

The post-war era accelerated these shifts as new technologies and construction methods became widely available. Aluminum, once reserved for wartime manufacturing, became an inexpensive and abundant material for window frames, curtain walls, and exterior detailing. Its light weight, durability, and metallic sheen made it synonymous with mid-century building design and a hallmark of the modern aesthetic. Other common features included broad horizontal ribbon windows, strong bilateral symmetry, and a close relationship to the ground plane, with many buildings sited directly at grade rather than following traditional stepped or elevated approaches.

Modernist buildings also expressed changing social values. Their open, flexible interiors, generous daylighting, and streamlined forms conveyed a sense of progress and optimism appropriate to a rapidly growing and evolving society. Whether applied to civic structures, schools, offices, or cultural institutions, architectural modernism represented a break from the past and a confident embrace of the future.



EXISTING LOBBY PHOTO

RENDERING FROM SAME VIEWPOINT

ADAPTING FOR TODAY AND TOMORROW

Since its opening in 1958, the Yellowstone County Courthouse has undergone a steady progression of updates to address changing technologies, administrave needs, and public expectations. In the mid-century decades, work focused primarily on behind-the-scenes improvements—mechanical upgrades, electrical modernization, and HVAC enhancements that supported the growing scope of county operations. Interior office spaces were reconfigured multiple times to adapt to new departmental layouts, while the exterior remained largely unchanged, thanks to Chandler Cohagen's durable materials and restrained modernist design.

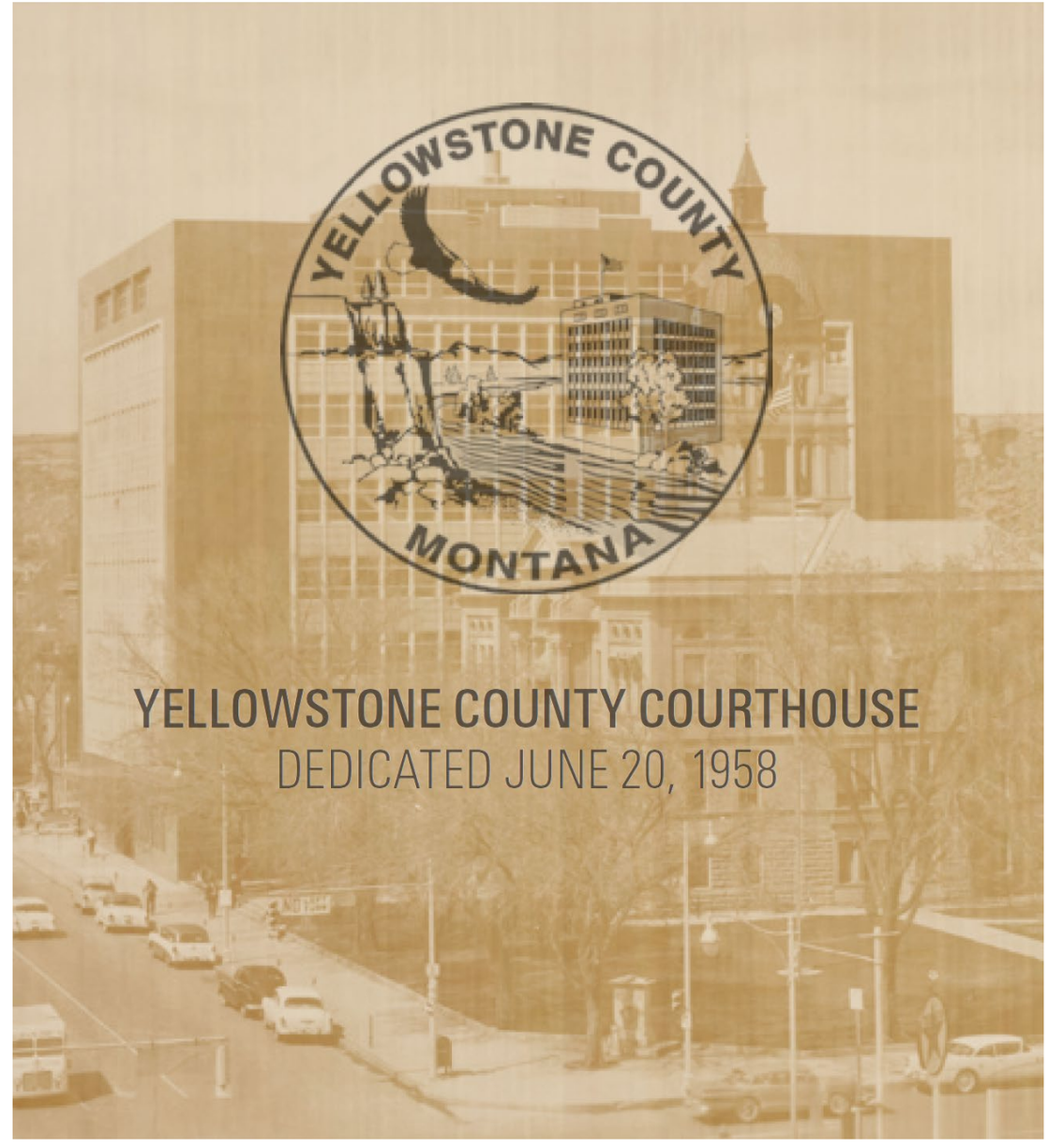
By the late twentieth century, the courthouse faced many of the challenges common to aging civic buildings: outdated systems, accessibility limitations, and increasingly crowded offices. A major renovation campaign in the 1990s and early 2000s addressed these issues comprehensively. Historic public areas were restored, including original woodwork and mid-century details; building-wide electrical, mechanical, data, and fire-suppression systems were upgraded; and significant ADA improvements were made, including enhanced elevator service and ramp access. Preservation work stabilized and cleaned the sandstone façade and window assemblies. To relieve ongoing space pressures, a new courthouse annex—completed in the early 2000s—allowed the historic structure to retain more of its architectural character while accommodating modern administrative needs.

In 2026, the first three floors were renovated to create a more holistic plan for the entire courthouse building to meet county needs now and into the future. The building needed flexibility for judges, as they are appointed by the state and the number fluctuates. The new design maximized the judges' quarters while also enlarging the courtrooms for better safety and circulation. The first floor lobby spaces were renovated to ease wayfinding and celebrate the original finish materials

Sign Type:

X-L1-1

to right of main entrance 1st floor



Sign Type:

X-L1-3 **X-L1-2**



on right wall of west lobby entrance



THE JAMES WEBB MEMORIAL FOUNTAIN

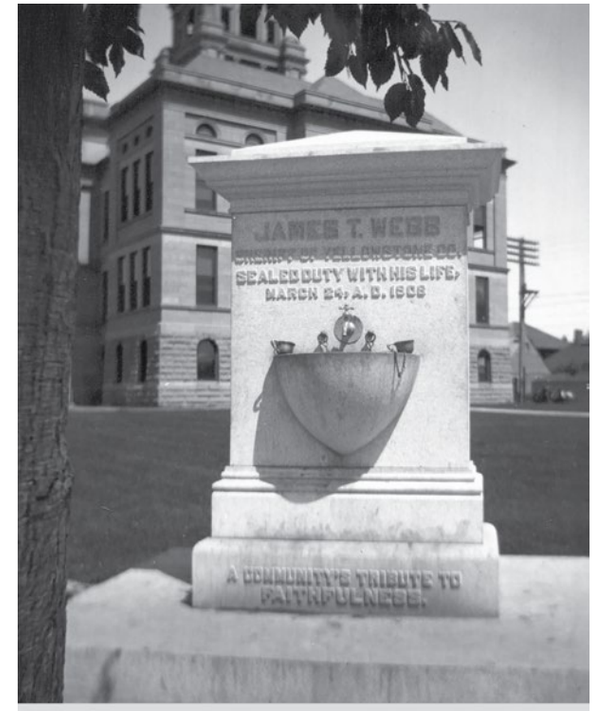
On March 24, 1908, Yellowstone County's Sheriff James Webb was shot and killed on a ranch near Roundup while attempting to apprehend a man wanted for stealing horses in Wyoming.

Sherrif Webb's funeral was attended by more than 2,500 people, and every business in Billings closed for the service. In 1909, his life and sacrifice was honored with the first memorial for a fallen citizen of Yellowstone County—a public drinking fountain on the corner of 2nd Avenue and 27th Street that remains today.

Excerpt from dedication remarks by County Attorney Wilson:

"To the memory of James T. Webb, we dedicate this fountain. May it prove as enduring as the hills from which its granite is taken; may its waters be as pure and as wholesome as the influence of him for whom it is named; and may its mission prove as useful and helpful as the life of the man who is gone.

Standing in the shadow of the courthouse which witnessed the closing scenes of this boy's life work, may it serve to simulate us all to the performance of our full duty to ourselves, our country, and our fellow men. Thus may it accomplish the manifold purpose for which it is designed, and when the generations yet to come shall gaze upon his monument and read the name which is carved there-on, may it serve as an incentive to follow the footsteps and practice the virtues of James T. Webb."



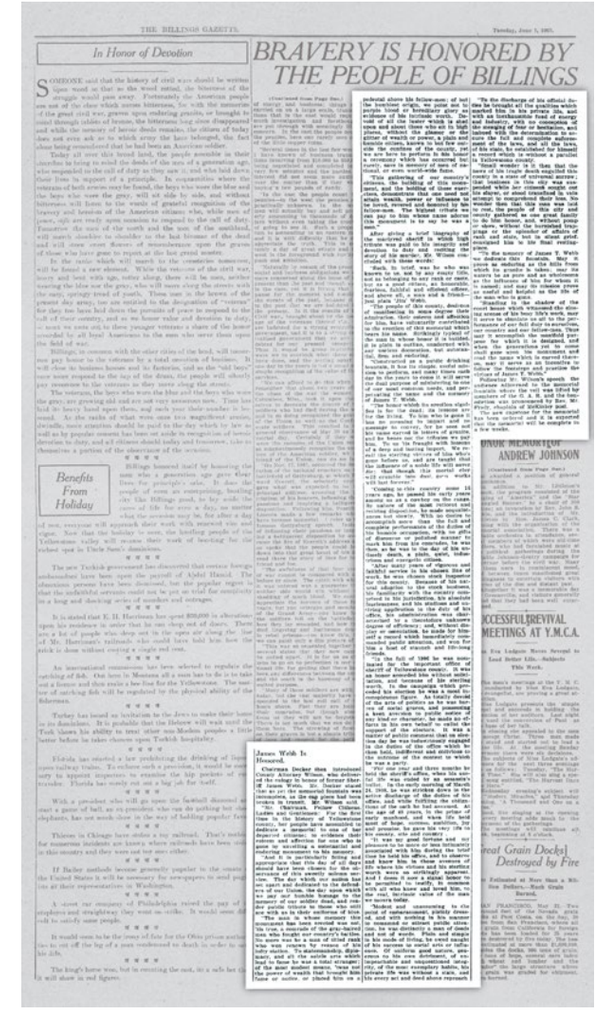


Above:
Detail of the James Webb memorial fountain shortly after its dedication. The original courthouse building is visible in the background (1909).

Left:
James Webb memorial fountain circa 2025.

Left panel top:
Citizens of Billings fill the courthouse lawn and spill onto 27th Street during the dedication of the James Webb memorial fountain (1909).

Right panel:
Complete memorial dedication remarks from the June 1, 1909 issue of *The Billings Gazette*



THE BILLINGS GAZETTE. Tuesday, June 1, 1909.

In Honor of Devotion

BRAVERY IS HONORED BY THE PEOPLE OF BILLINGS

SOMEONE said that the history of civil wars should be written upon wood as that no the word rained, the bitterness of the struggle would pass away. Fortunately the American people are not of the class which nurses bitterness, for with the memories of the great civil war, graves upon enduring granite, or brought to mind through tablets of bronze, the bitterness long since disappeared and while the memory of heroic deeds remains, the citizen of today does not even ask as to which army the hero belonged, the fact alone being remembered that he had been an American soldier.

Today all over this broad land, the people are assemble in their churches to bring to mind the deeds of the men of a generation ago, who responded to the call of duty as they saw it, and who had done their duty in support of a principle. In communities where the veterans of both armies may be found, the boys who wore the blue and the boys who wore the gray, will sit side by side, and without bitterness, will listen to the words of grateful recognition of the bravery and heroism of the American citizens who, while men of power, split are ready upon occasion to respond to the call of duty. Tomorrow the men of the north and the men of the southland will march shoulder to shoulder to the last bivouac of the dead and will strew sweet flowers of remembrance upon the graves of those who have gone to rejoin at the last grand muster.

In the ranks which will march to the cemeteries tomorrow, will be found a new element. While the veterans of the civil war, are more and more old, rather along, there will be men, neither wearing the blue nor the gray, who will move along the streets with the quiet, springy tread of youth. These men in the bloom of the present day army, too are entitled to the designation of "veteran" for they too have held them the pursuits of peace to respond to the call of their country, and as we honor value and devotion to duty, so must we vote out to these younger veterans a share of the honor accorded for all loyal Americans to the men who serve them upon the field of war.

Billings, in common with the other cities of the land, will tomorrow pay honor to the veterans by a total cessation of business. It will close its business houses and its factories, and as the "taps" notes soon respond to the lay of the drums, the people will silently pay reverence to the veterans as they move along the streets.

The veterans, the boys who wore the blue and the boys who wore the gray, are growing old and are not very numerous now. Time has held its heavy hand upon them, and each year their number is lessened. As the ranks of what were once two magnificent armies dwindle, more attention should be paid to the day which by law and by popular consent has been set aside in recognition of heroism and devotion to duty, and all citizens should lay aside, and treasurer, take to themselves a portion of the observance of the occasion.

* * * *

Billings honored itself by honoring the men who a generation ago gave their lives for principle's sake. It does the people of even an enterprising, healthy city like Billings good, to lay aside the cares of life for even a day, no matter what the occasion may be, for after a day of rest, everyone will approach their work with renewed vim and vigor. Now that the holiday is over, the hustling people of the Yellowstone valley will resume their work of hewing for the richest spot in Uncle Sam's dominions.

* * * *

The new Turkish government has discovered that certain foreign ambassadors have been the payroll of Abdul Hamid. The names of the obnoxious persons have been dismissed, but the popular report is that the unfaithful servants could not be got on trial for complicity in a long and shocking series of murders and outrages.

* * * *

It is stated that E. H. Harriman has spent $50,000 in alterations upon his residence in order that he can sleep out of doors. There are a lot of people who sleep out in the open air along the line of Mr. Harriman's railroads who could have told him how the trick is done without costing a single red cent.

* * * *

An international commission has been selected to regulate the catching of fish. Our love to Montana all it soon has to do is to take a fortune and then make a bee-line for the Yellowstone. The sport of catching fish will be regulated by the physical ability of the fishermen.

* * * *

Turkey has issued an ultimatum to the Jews to make their home in its dominions. It is probable that the Hebrew will wait until the Turk leaves his ability to treat other men Moslem peoples a little better before he takes chances upon Turkish hospitality.

* * * *

Florida has started a new profession by the drinking of liquor upon railway trains. To enforce such a provision, it would be necessary to appoint inspectors to examine the hip pockets of all travelers. Florida has nearly said no, and by the half.

* * * *

With a president who will go upon the football diamond and start a game of ball, an ex-president who can do nothing but ride elephants, has not much show in the way of holding popular favor.

* * * *

Thieves in Chicago have stolen a toy railroad. There's nothing for numerous incidents are known where people have been robbed in this country and they were cast not once either.

* * * *

If Bacher methods become generally popular in the country the United States it will be necessary for newspapers to send proxies to their representatives in Washington.

* * * *

A short car conductor of Philadelphia raised the pay of employees and straightway they went on strike. It would seem that it will to satisfy some people.

* * * *

It would seem to be the irony of fate for the Ohio prison authorities to set off the leg of a man condemned to death in order to save his life.

* * * *

The king's horse won, but in counting the cost, its a safe bet that it will show in red figures.

Benefits From Holiday

James Webb Is Honored.

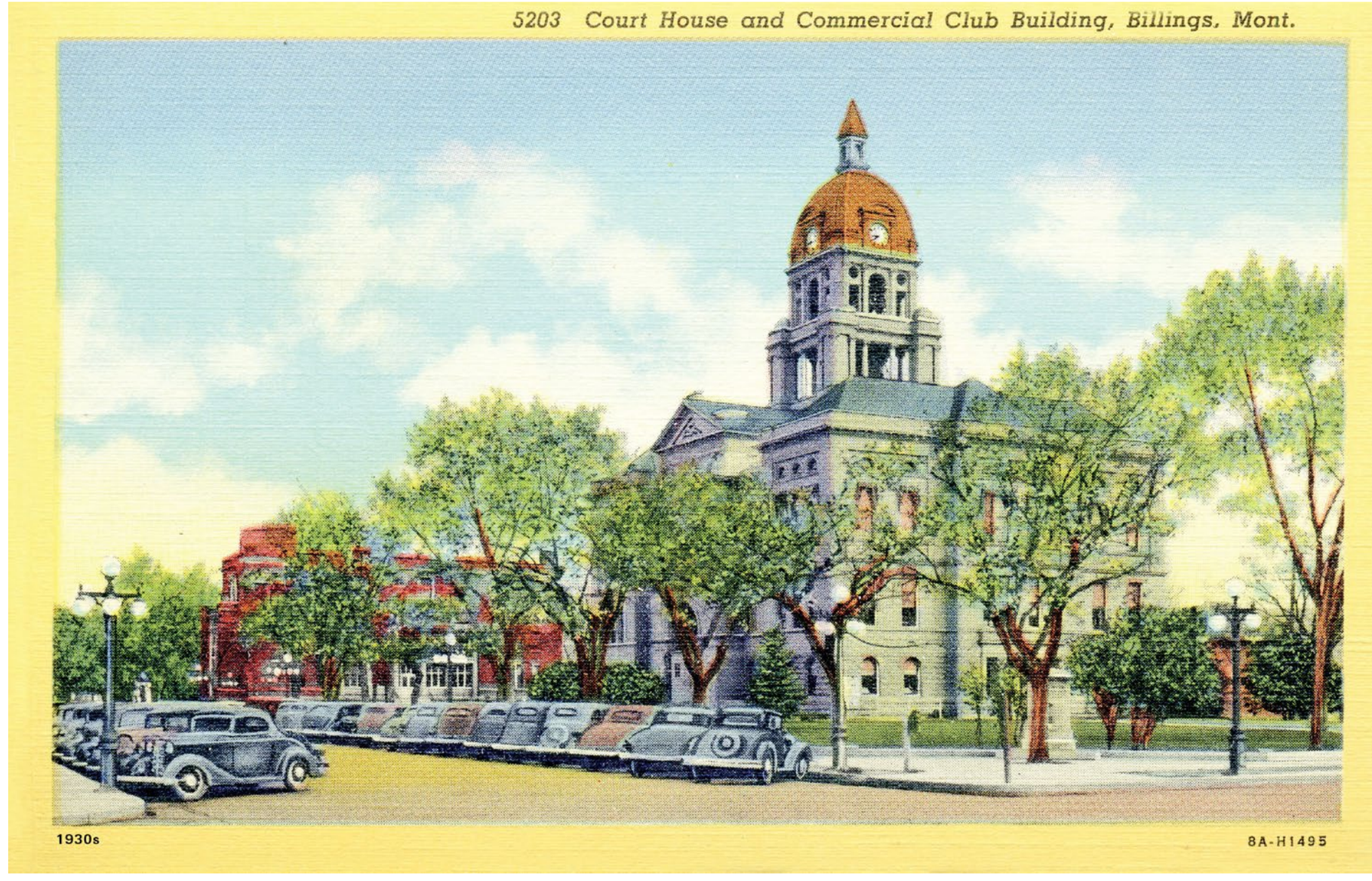
ANDREW JOHNSON

ACCESSFUL REVIVAL MEETINGS AT Y.M.C.A.

Sign Type:

Y-L1-1

transaction lobby 1st floor for Justice Court



Sign Type:

Y-L1-2

transaction lobby 1st floor for Justice Court



Sign Type:

Y-L1-3

to left of west lobby entrance 1st floor



NORTH REAL ESTATE INVESTMENT COMPANY
AND OLD COURTHOUSE (1920s)

Sign Type:

Y-L1-4

to left of west lobby entrance 1st floor



Sign Type:

Y-L2-1

in 2nd floor waiting room 200A right of elevator



Sign Type:

Y-L2-2

in 2nd floor waiting room 200A to the right of elevator



Sign Type:

Y-L2-3

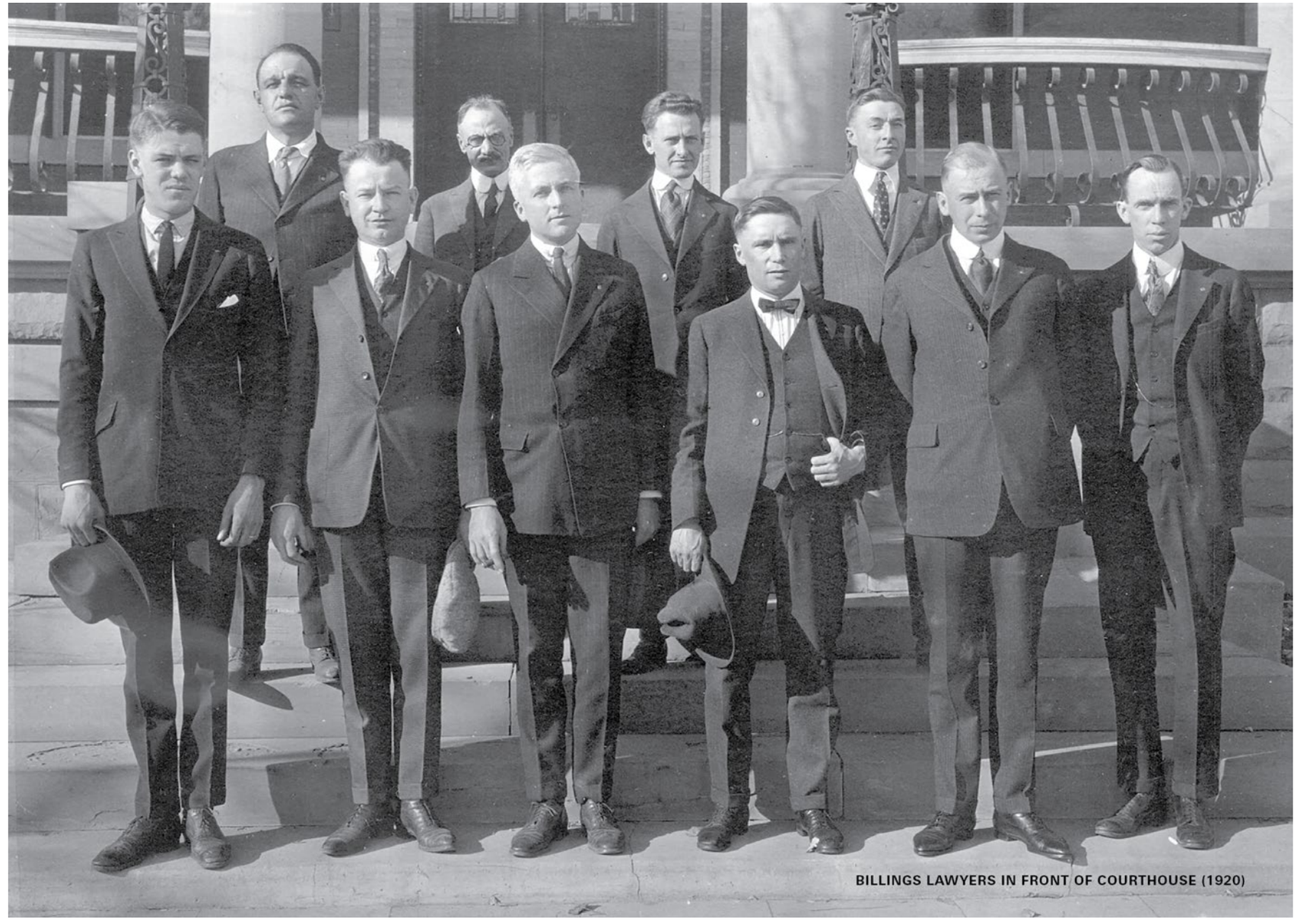
district court civil office 2nd floor room 208



Sign Type:

Y-L2-4

district court civil office 2nd floor room 208



Sign Type:

Y-L2-5

hallway 2nd floor left of elevator by District Attorney

A FITTING CELEBRATION FOR LAW DAY U.S.A.

In 1958, President Dwight D. Eisenhower established Law Day as a day of national reflection on the principles of government under law. While the first Law Day was observed nationally on May 1, the city of Billings postponed its celebrations to coincide with with the dedication of the new Yellowstone County Courthouse.

Local businesses, law offices, and members of the community sponsored the publication of souvenir booklet to commemorate the building's dedication, enlarged and reproduced here. The cover image below shows the original size of the booklet.



LAW

Freedom's First Fundamental

In a free society, where individual liberty is paramount, justice is the cornerstone. Laws are the building blocks of its firm foundation.

Law Day, U.S.A., is a day proclaimed by President Eisenhower as a time for all Americans to focus attention on the fact that the rule of law provides an unshakeable safeguard of both individual and property rights. Protection of these rights is what has contributed to the growth and greatness of America. Such an observance also affords citizens an opportunity to freshen their awareness of those rights and privileges they enjoy by reason of this country's system of laws and courts.

Law Day was observed across the nation on May 1. In Billings, however, the pending dedication of this building gave reason to postpone the observance. Mayor Earle Knight officially set the date as June 20 and appointed a committee representing groups throughout the city to arrange appropriate ceremonies.

Among those taking special interest in the observance are members of the Yellowstone County Bar Association. They have closed law offices today and serve as guides for tours of the building. Billings Lodge No. 394 of the Benevolent and Protective Order of Elks also has coupled its Flag Day observance with Law Day by the donation on June 14 of American flags for each of the courtrooms and the outside pole.

Chief Justice James T. Harrison of the Montana Supreme Court will deliver the building dedication speech and discuss the significance of Law Day. Associate Supreme Court justices also have been invited and are expected to be present. The working processes of your courts will be explained by District Judges and other county officers will be on hand to outline the duties of their departments.

As citizens in a country founded on law, it is wise to develop an awareness of the decisions of the courts. Even if a person never engages in litigation, these decisions influence his life. Knowledge of these decisions helps one to remember that while justice is not vindictive, it must be exacting for the purpose of preserving harmony that is necessary in the framework of a free society.

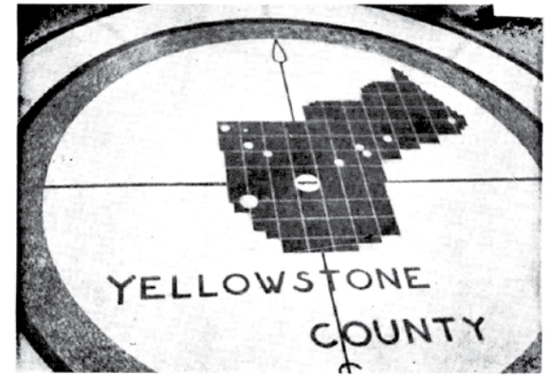
The importance of Law Day and its meaning to all Americans has been stressed by a great many outstanding men and women across the nation. Billings is fortunate to have among its residents a man who has been president of the American Bar Association and now serves as a United States District Judge, William J. Jameson. He commented on the observance:

"It is most appropriate to observe Law Day, U.S.A., in the dedication of Yellowstone County's new courthouse. Law Day emphasizes the basic individual rights guaranteed by our Constitution, and the role of law in our nation's growth and progress. It reminds us also of our obligation to teach respect for law and authority and to promote the efficient administration of justice. Our fine new courthouse, with its modern court facilities, is evidence of our faith in the rule of law."

THIS DEDICATION DAY DIRECTORY AND SOUVENIR BOOKLET -- A CIVIC GESTURE TO THE PEOPLE OF YELLOWSTONE COUNTY -- WAS MADE POSSIBLE THROUGH SPONSORSHIP BY INDIVIDUALS, FIRMS AND GROUPS LISTED AT THE BOTTOM OF EACH PAGE. NO PUBLIC FUNDS WERE USED

Yellowstone County Bar Association
First Federal Savings & Loan Association
Security Savings & Loan Association
Benevolent & Protective Order of Elks, No. 394

"When we build let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them, 'see this our fathers did for us.' " — John Ruskin



Commissioners
Ben Hagerman, C. H. Barney and Fred C. Plath

The Yellowstone Banks, Laurel and Columbus
Farmers State Bank, Worden

That We May Continue to Grow...

If any one day can be singled out as the most important in the course of attempts to provide a new county courthouse adequate to house all offices and still provide space for future expansion, that day may well be April 5, 1956.

Until then, when county commissioners announced plans to go ahead and construct an eight-story building, there was a possibility a smaller structure might be raised.

A perplexing situation had developed. Money available totaled $1,500,000 -- a bond issue approved by voters raised $1,125,000 and the rest was on hand from the sale of tax deed lands. Still, the amount was inadequate to build eight floors and complete them for occupancy. And prospects for another bond issue were gloomy.

With the money at hand, and an optimistic look at future financing possibilities, the county board decided to keep plans for eight floors but finish only as many of the levels as available funds would permit.

At the time of the decision, it was thought only two or three floors could be finished. By dedication day, however, all county offices except the jail were able to be moved into the building. The investment of bond issue money not immediately being used and the transfer of surplus money from the general fund made it possible to finish the first, second, fifth and sixth floors. The basement is virtually completed and the third floor is partially occupied. Only the fourth, seventh and eighth levels are still in rough stage. It was planned from the start to leave the fourth open for future growth and the two top levels will eventually house all county jail facilities.

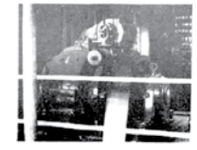
On dedication day, the cost of the building was about $2,000,000.



A new eight-story look at the city.



Rooftop air conditioner.



Power to give a speedy lift.

C. B. Lauch Construction Company
Midland Plumbing & Heating Company
Curley-Naylor Electric Company
Lohof Brothers Company W. P. Fuller & Company
Industrial Equipment Company

Sign Type:

Y-L2-5 CONT.

hallway 2nd floor left of elevator by District Attorney

Timetable:

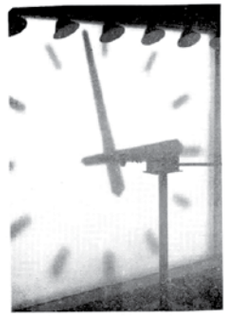
March 1954.....Petitions placed in circulation calling for construction of new county courthouse.
July 20, 1954.....Voters approve $1,125,000 bond issue.
March 14, 1955.....First block of bonds, $500,000, sold.
Feb. 21, 1956.....First construction bids opened, rejected as being in excess of available funds.
Aug. 27, 1956.....Second set of bids opened, accepted and contracts let.
Sept. 12, 1956.....Construction started with groundbreaking ceremony.
July 17, 1957.....Remaining $625,000 of bond issue sold.
June 20, 1958.....Building occupied except for jail and dedicated to public.

Chandler C. Cohagen
Architect

C.B. Lauch Construction Co.
Curley-Naylor Electric Co.

Loners, Stroebe & Johnson
Supervising Architects

Midland Plumbing & Heating Co.
Otis Elevator Co.



Inside the clock.

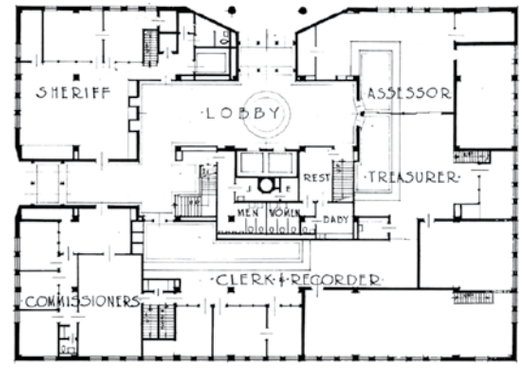


A stage for cookins.

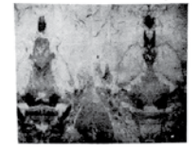


A fated pigeon roost.

King Warehouse & Storage Company
Baker Transfer & Storage Company
Montana Steel & Supply Co., Inc.
Selby Re-Print Co. Stanley H. Arkwright, Inc.
Reichert Tile Company Concrete Products Co., Inc.



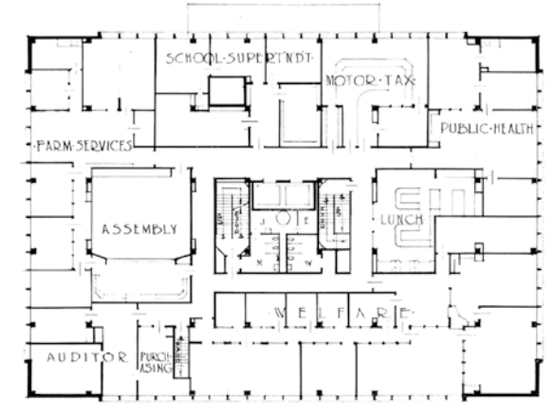
FIRST FLOOR



Indians in the marble?

Terrazzo floors that can withstand an eternity of tramping complement Italian marble walls in the street-level lobby....White space above the marble eventually will be filled with colorful murals depicting county historical events.....Offices getting heavy public use are located on this floor.... The lobby holds public telephones, flanking an electric clock that will be the most accurate in the city (radio beams from the U.S.Naval Observatory at Baltimore, Md., keep all courthouse clocks at the exact second).....Public restrooms include a lounge area for weary downtown lady shoppers, plus a spot where baby's bottle can be warmed.....Glassed-in balconies above all offices except the Commissioners' provide much extra work room.

Clerk & Recorder Chris Rubich and Staff
Assessor T. A. Cothron and Staff
Treasurer Allan Parson and Staff
Sheriff Roy R. Stewart and Staff
Abstract Guaranty Company
Automatic Voting Machine Corp., Jamestown, N.Y.



SECOND FLOOR



For the coffee break.

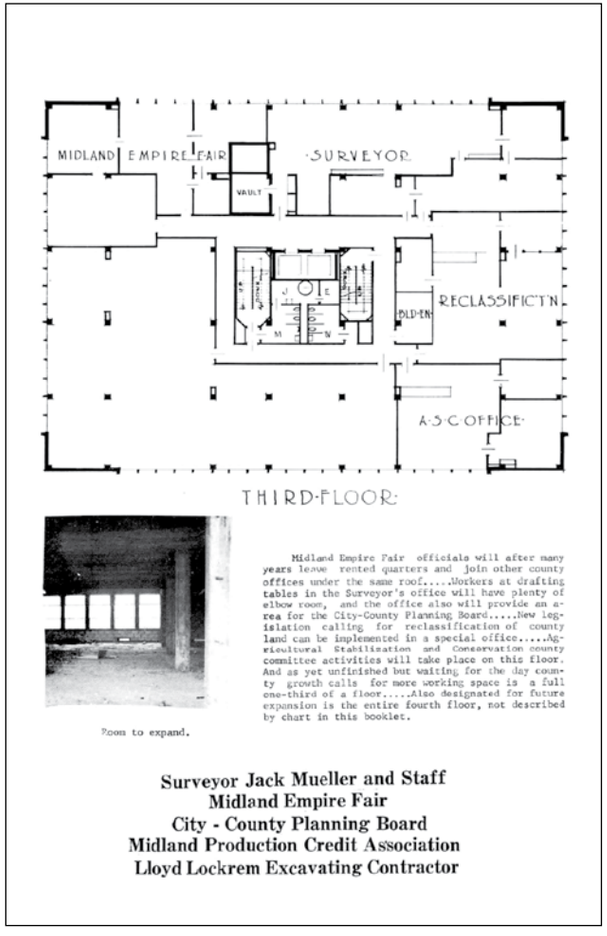
Up one easy flight of stairs if elevators are busy is another heavy-use floor, complete with the public Courthouse Coffee Shop (serving free coffee and cookies on open house day and equipped to furnish full meal service)....At auto-license purchasing time, the silver curved railing in the Motor Vehicle department will maintain orderly lines..... The stage in the assembly room at the west end of the floor is not for ham actors, but for cooking ham and other foods as a part of Extension Service and Home Demonstration activities.....Public Health Nurses and the County Physician also are within easy reach and Welfare Department case workers and patrons can consult uninterrupted in a row of private cubicles.

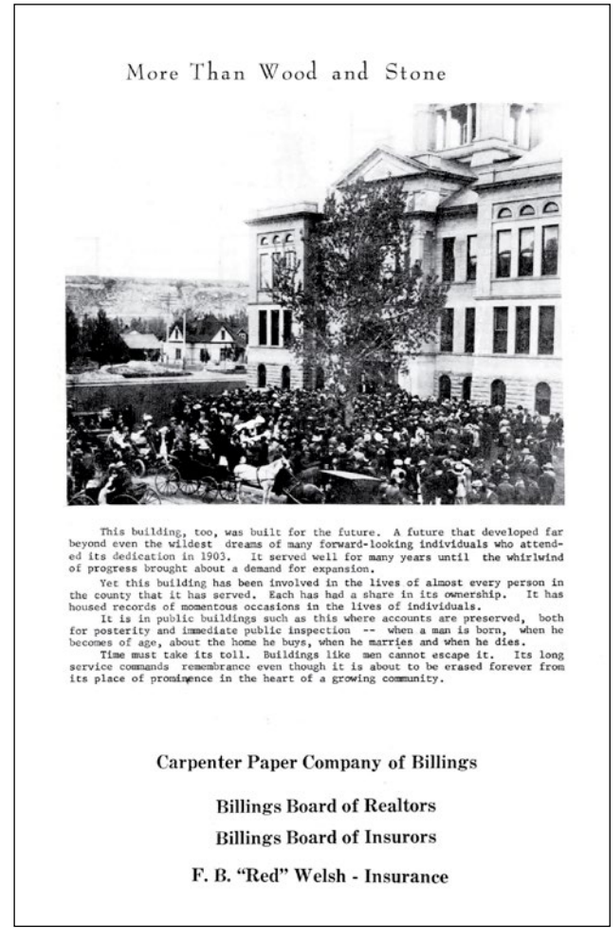
Superintendent of Schools T. E. Pemberton and Staff
Auditor Helen Delano and Staff
Coroner Mel Boice Midland Title Company
Courthouse Coffee Shop
County Health Department
Yellowstone County Extension Staff

Sign Type:

Y-L2-5 CONT.

hallway 2nd floor left of elevator by District Attorney





Sign Type:

Y-L2-6

hallway 2nd floor right of elevator by District Court

READ ALL ABOUT IT IN THE *GAZETTE*

The Billings Gazette was established in 1885 when *The Billings-Coulson Post* and *The Billings Herald* were consolidated into a single newspaper. The *Herald* had been founded by Edward Bromley and Alexander Devine in 1882, and the *Post* was created when JD Matheson purchased and moved *The Coulson Post* to Billings the same year.

In June 1959, the Anaconda Copper Mining Company sold the *Gazette* to its current owner—Lee Enterprises.

During more than a century of publication, the *Gazette* has established itself as the largest paper in the state. With circulation spanning southeast Montana and northern Wyoming, the *Gazette* is also geographically one of the most widely distributed newspapers in the United States.

As some of the most important public buildings and largest construction projects of their respective eras, both Yellowstone County Courthouses naturally garnered plenty of news coverage. A selection of stories from 1902 to 1959 are reproduced here, along with their full page spreads for added historical context.


The Billings Gazette Tuesday, April 15, 1902

WIDE AWAKE IS BILLINGS

STATE HAS NONE BETTER

DONOVAN-McCORMICK CO.'S
First Display of
Spring and Summer Togs
Come and inspect the new things. All the swell metropolitan Styles are here in duplicate, but without the big prices you would be asked elsewhere.
Suits, Topcoats, Hats, Shirts and Gloves, Shoes, Neckwear, Hosiery and Underwear.

The Windsor
The Viceroy
Neckwear
Fancy Vests
Shirts
Underwear
Bath Robes, Pajamas, Muslin and Sateen Night Shirts.
The Shoe Department, For Man, Woman, and Children.
DONOVAN - McCORMICK CO.


The Billings Gazette Friday, May 8, 1908

LOCAL AND PERSONAL.

NEW HOSPITAL FOR BILLINGS

WILL BE UP TO DATE

MRS. MULLIGAN WANTS DIVORCE

CRUELTY IS ALLEGED

Two Rules for Success
1. Get Busy
2. Use Herbotone

EMBLEM CONTEST SOON TO BE ENDED

COLORADO MAN ENTHUSIASTIC

LIKES OUR POTATOES

MAN ARRESTED FOR PASSING BAD CHECKS

B. AND M. OFFICIALS WILL VISIT BILLINGS

FINE DRIVING AND DRAFT HORSES HERE

ELKS WILL LEAVE FOR DALLAS, TEXAS

OUR COUNT HOUSE STANDS COMPARISON

Sign Type:

Y-L2-6 CONT.

hallway 2nd floor right of elevator by District Court







Sign Type:

Y-L2-6 CONT.

hallway 2nd floor right of elevator by District Court







Sign Type:

Y-L2-6 CONT.

hallway 2nd floor right of elevator by District Court

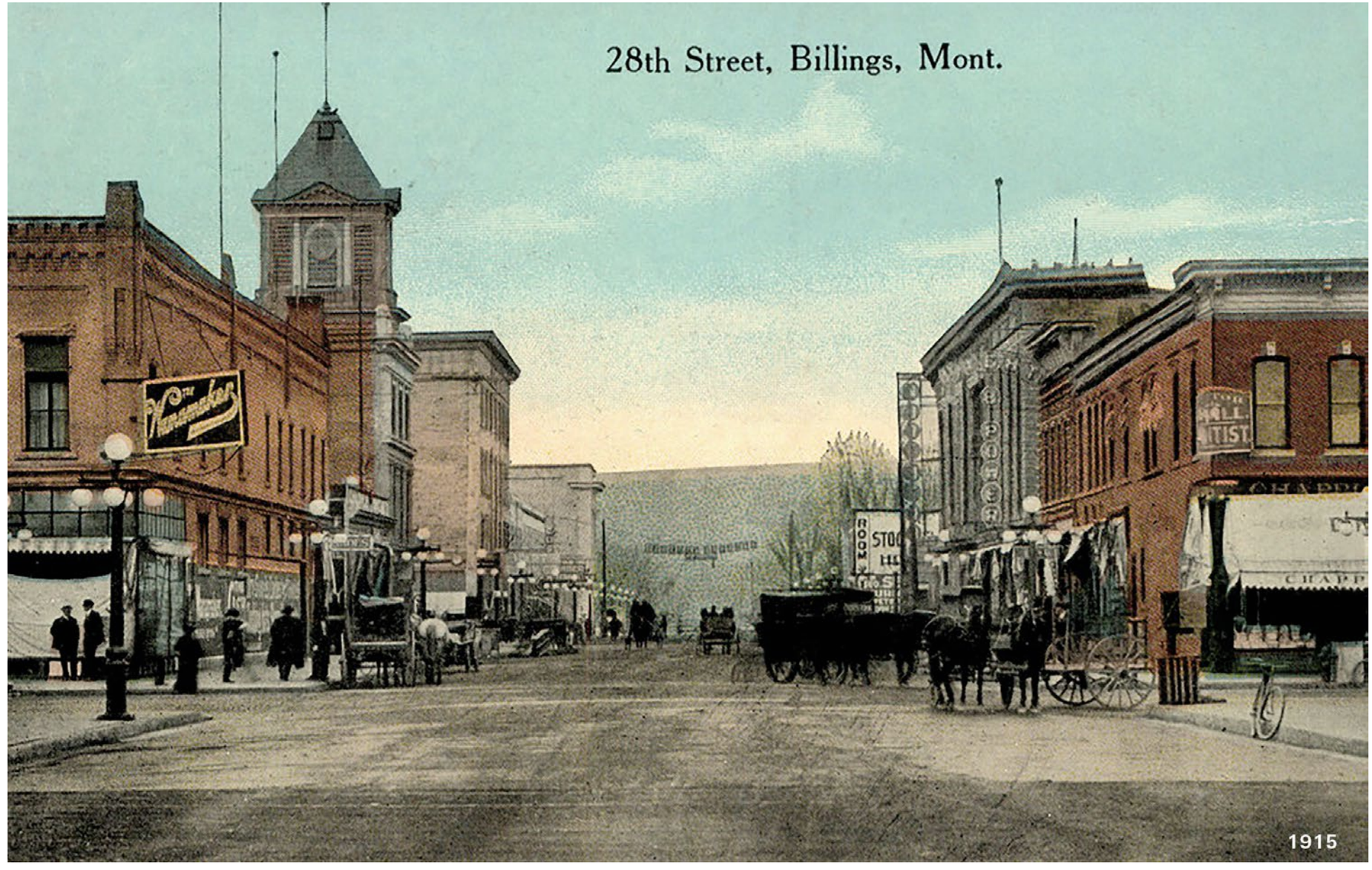




Sign Type:

Y-L3-1

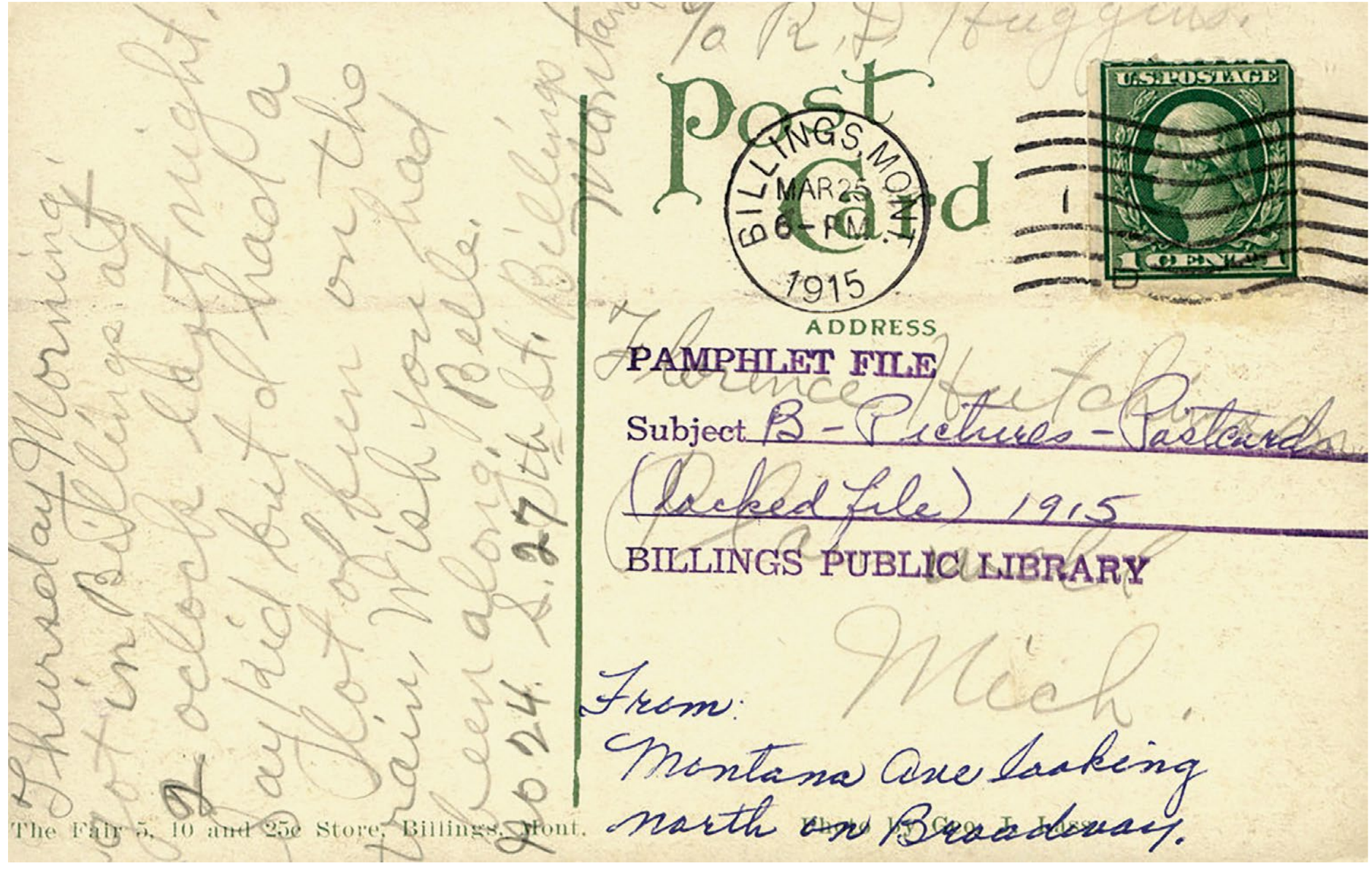
lobby in front of 3rd floor elevators



Sign Type:

Y-L3-2

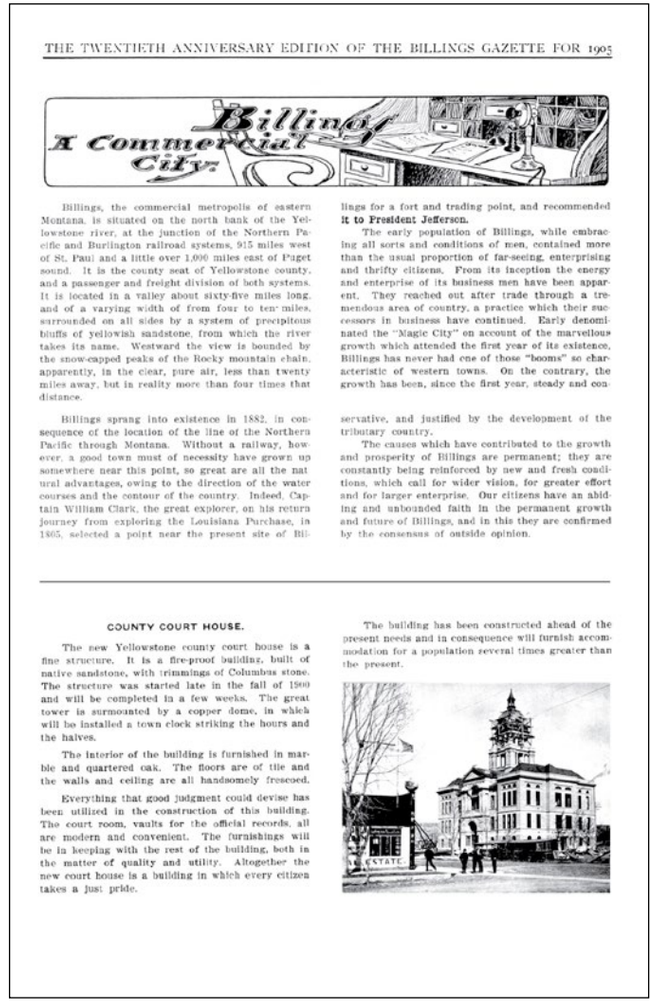
lobby in front of 3rd floor elevators



Sign Type:

Y-L3-3, Y-L3-4, & Y-L3-5

lobby in front of 3rd floor elevators, right wall



THE TWENTIETH ANNIVERSARY EDITION OF THE BILLINGS GAZETTE FOR 1905

Billings, A Commercial City.

Billings, the commercial metropolis of eastern Montana, is situated on the north bank of the Yellowstone river, at the junction of the Northern Pacific and Burlington railroad systems, 915 miles west of St. Paul and a little over 1,000 miles east of Puget sound. It is the county seat of Yellowstone county, and a passenger and freight division of both systems. It is located in a valley about sixty-five miles long, and of a varying width of from four to ten miles, surrounded on all sides by a system of precipitous bluffs of yellowish sandstone, from which the river takes its name. Westward the view is bounded by the snow-capped peaks of the Rocky mountain chain, apparently, in the clear, pure air, less than twenty miles away, but in reality more than four times that distance.

Billings sprang into existence in 1882, in consequence of the location of the line of the Northern Pacific through Montana. Without a railway, however, a good town must of necessity have grown up somewhere near this point, so great are all the natural advantages, owing to the direction of the water courses and the contour of the country. Indeed, Captain William Clark, the great explorer, on his return journey from exploring the Louisiana Purchase, in 1805, selected a point near the present site of Billings for a fort and trading point, and recommended it to President Jefferson.

The early population of Billings, while embracing all sorts and conditions of men, contained more than the usual proportion of far-seeing, enterprising and thrifty citizens. From its inception the energy and enterprise of its business men have been apparent. They reached out after trade through a tremendous area of country, a practice which their successors in business have continued. Early denominated the "Magic City" on account of the marvellous growth which attended the first year of its existence, Billings has never had one of those "booms" so characteristic of western towns. On the contrary, the growth has been, since the first year, steady and conservative, and justified by the development of the tributary country.

The causes which have contributed to the growth and prosperity of Billings are permanent; they are constantly being reinforced by new and fresh conditions, which call for wider vision, for greater effort and for larger enterprise. Our citizens have an abiding and unbounded faith in the permanent growth and future of Billings, and in this they are confirmed by the consensus of outside opinion.

COUNTY COURT HOUSE.

The new Yellowstone county court house is a fine structure. It is a fire-proof building, built of native sandstone, with trimmings of Columbus stone. The structure was started late in the fall of 1900 and will be completed in a few weeks. The great tower is surmounted by a copper dome, in which will be installed a town clock striking the hours and the halves.

The interior of the building is furnished in marble and quartered oak. The floors are of tile and the walls and ceiling are all handsomely frescoed.

Everything that good judgment could devise has been utilized in the construction of this building. The court room, vaults for the official records, all are modern and convenient. The furnishings will be in keeping with the rest of the building, both in the matter of quality and utility. Altogether the new court house is a building in which every citizen takes a just pride.

The building has been constructed ahead of the present needs and in consequence will furnish accommodation for a population several times greater than the present.

Y-L3-3



Will Reach 50,000.

As local transportation facilities reach these various undeveloped fields, as the immense tracts of land are irrigated through government aid, is it too much to predict for Billings, the natural commercial center of this vast region, a future population of 50,000 souls? Many cities have grown larger with much fewer possibilities.

Already we have fourteen daily passenger trains. The Billings freight yards of the Northern Pacific and Burlington railroads have the largest trackage of any city between St. Paul and Portland.

There are branch lines to Red Lodge, to Bridger and to Cody, Wyoming.

The Billings-Great Falls branch of the Burlington route has made final survey, and the prospects for an extension of the Bridger branch of the Northern Pacific railway to the Bear Creek coal fields and to the Cooke City mining district are good.

General Business.

The wholesale business that has grown up in Billings was an inevitable result of these conditions. Already one jobbing house pays about $50,000 in annual freights, while the others are handling goods in almost equal amounts. The same great area of consumers that has developed the wholesale trade of Billings makes the retail trade conditions equally effective, so that all classes of products, in increasing quantities, are constantly passing from producer or merchant to consumer.

Correspondingly the Billings markets are open to the products of these neighboring enterprises. Nearly 15,000,000 pounds of wool pass through the immense warehouses of the two railroads every year, making this city the greatest primary wool market in the world. Six thousand head of horses were shipped from here during the year 1904. Cattle and sheep marketed here and at Yellowstone county points last year aggregate several hundred thousand head.

The large stock yards of the Northern Pacific and Burlington are often crowded to their full capacity by these heavy shipments, and not infrequently are they unable to furnish sufficient accommodations for all.

Post Office Statistics.

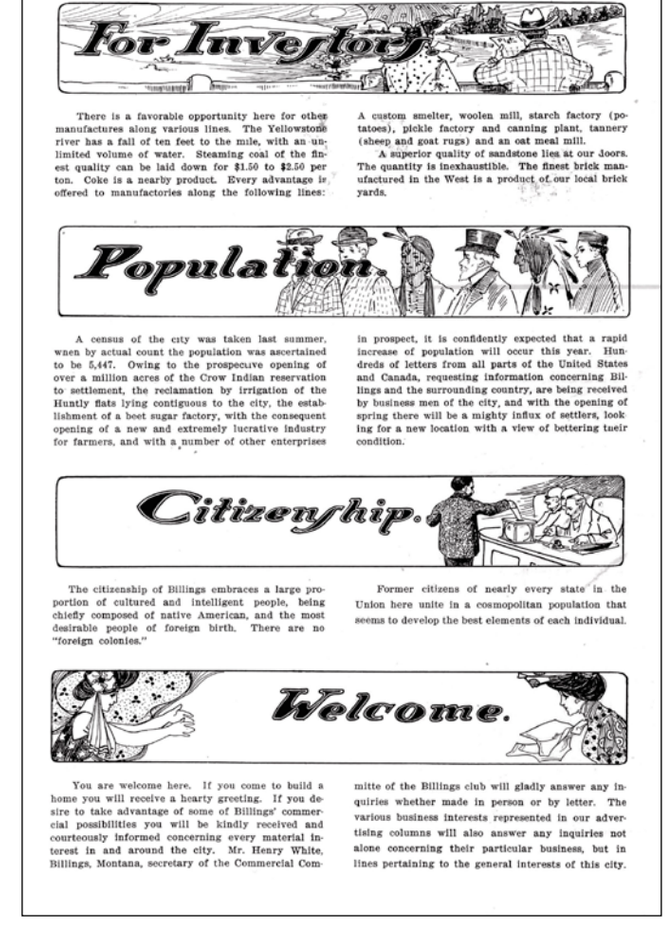
POSTOFFICE STATISTICS.

The postoffice at Billings ranks higher in importance among the postoffices in the state than the population of the city and the class of the office indicate. It is the headquarters of eleven postal clerks who are paid out of the revenues of the office. It is the distributing office for twenty fourth-class offices located on star routes, and is the headquarters of one of the best equipped and best maintained rural routes in the service. This route is twenty-six miles long and delivers mail daily to over 600 patrons living on farms in the Yellowstone valley. Because it is located at an important junction point and the terminal of several postal routes the Billings office handles over 30,000 transit registers annually. Butte, an office in the first class and with a splendid equipment, is the only office in the state handling more transit registers than Billings.

The following will indicate the amount of business transacted in the postoffice at Billings during the year ending December 31, 1904:

Postal receipts	$ 15,183.65
Domestic money orders issued	88,696.03
Foreign money orders issued	8,070.52
Fees on money orders	703.52
Domestic money orders paid	26,966.58
Foreign money orders paid	477.60
Total volume of money order business	$154,914.22
Articles received at window for registration	4,449
Registered articles received for local distribution	4,860
Special delivery letters dispatched	325
Special delivery letters received for local delivery	536

Y-L3-4



For Investors.

There is a favorable opportunity here for other manufactures along various lines. The Yellowstone river has a fall of ten feet to the mile, with an unlimited volume of water. Steaming coal of the finest quality can be laid down for $1.50 to $2.50 per ton. Coke is a nearby product. Every advantage is offered to manufactories along the following lines:

A custom smelter, woolen mill, starch factory (potatoes), pickle factory and canning plant, tannery (sheep and goat rugs) and an oat meal mill.

A superior quality of sandstone lies at our doors. The quantity is inexhaustible. The finest brick manufactured in the West is a product of our local brick yards.

Population.

A census of the city was taken last summer, when by actual count the population was ascertained to be 5,447. Owing to the prospective opening of over a million acres of the Crow Indian reservation to settlement, the reclamation by irrigation of the Huntly flats lying contiguous to the city, the establishment of a beet sugar factory, with the consequent opening of a new and extremely lucrative industry for farmers, and with a number of other enterprises in prospect, it is confidently expected that a rapid increase of population will occur this year. Hundreds of letters from all parts of the United States and Canada, requesting information concerning Billings and the surrounding country, are being received by business men of the city, and with the opening of spring there will be a mighty influx of settlers, looking for a new location with a view of bettering their condition.

Citizenship.

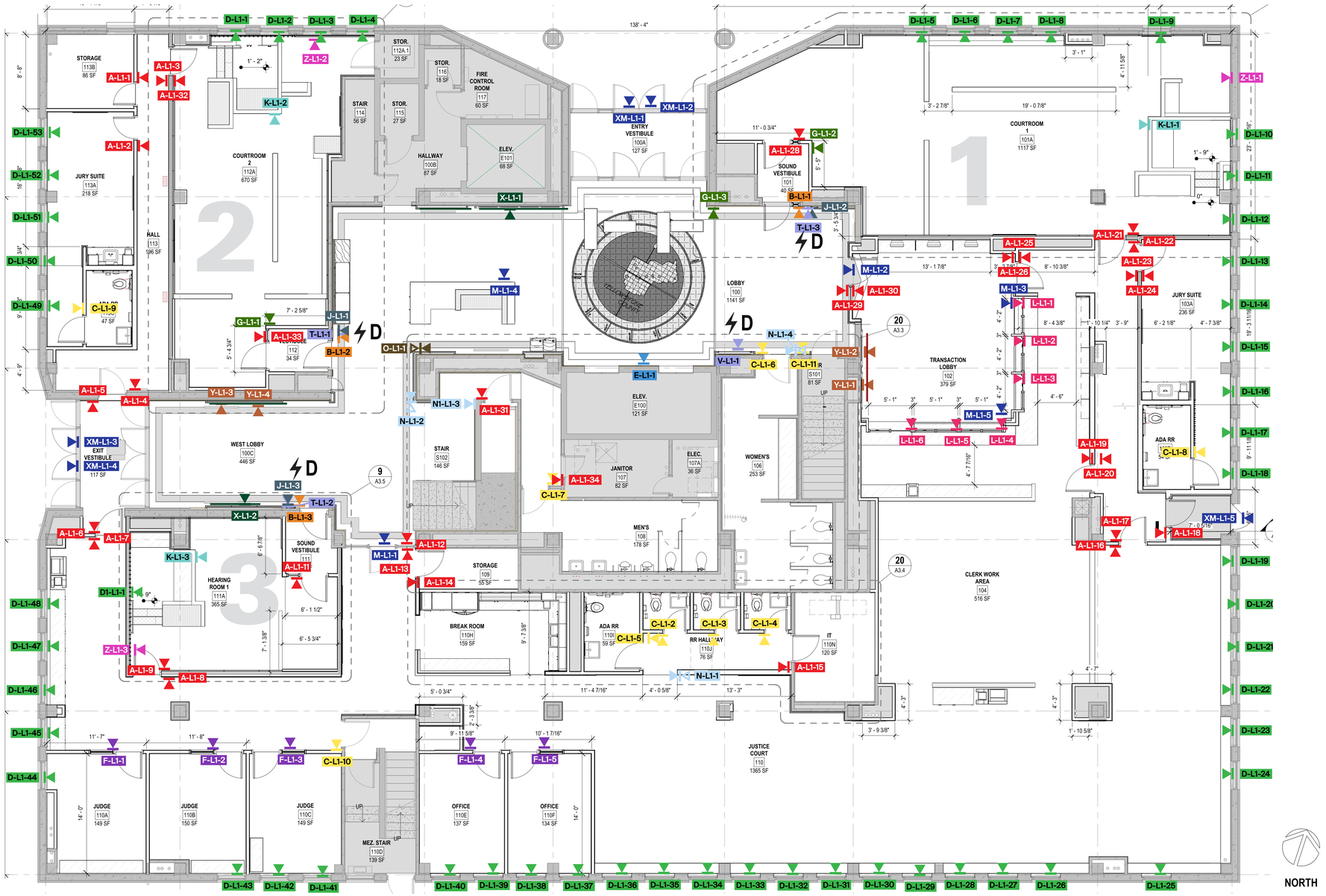
The citizenship of Billings embraces a large proportion of cultured and intelligent people, being chiefly composed of native American, and the most desirable people of foreign birth. There are no "foreign colonies."

Former citizens of nearly every state in the Union here unite in a cosmopolitan population that seems to develop the best elements of each individual.

Welcome.

You are welcome here. If you come to build a home you will receive a hearty greeting. If you desire to take advantage of some of Billings' commercial possibilities you will be kindly received and courteously informed concerning every material interest in and around the city. Mr. Henry White, Billings, Montana, secretary of the Commercial Committe of the Billings club will gladly answer any inquiries whether made in person or by letter. The various business interests represented in our advertising columns will also answer any inquiries not alone concerning their particular business, but in lines pertaining to the general interests of this city.

Y-L3-5

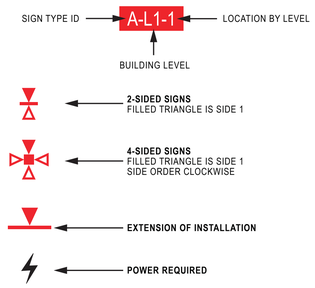


1 LEVEL 1 SIGNAGE LOCATION PLAN
NTS

GENERAL NOTES

ALL LOCATIONS SHOWN ARE APPROXIMATE. THE FABRICATOR IS RESPONSIBLE FOR FIELD VERIFICATION AND COORDINATION OF ALL LOCATIONS. THE FABRICATOR SHALL NOTIFY THE OWNER AND A&E DESIGN OF ANY DISCREPANCIES BETWEEN THE FIELD CONDITIONS AND DRAWINGS, LOCATION PLANS, OR MESSAGE SCHEDULE PRIOR TO FABRICATION.

SYMBOL KEY



SIGN TYPE LIST

XM	Exterior Window Vinyl
A	ADA Room ID Sign
B	ADA Room ID w Rules & Regs
C	ADA Room ID w/ Pictogram
D	Window Privacy Vinyl
D1	Window Privacy Vinyl
E	Evacuation Map / ICOF Sign
F	ADA Room ID w/ Changeable Insert
G	Maximum Occupancy Sign
J	Courtroom Identification
K	Presiding Judge ID
L	Interior Window Vinyl
L1	Interior Window Vinyl
M	Department Identification
N	Interior Blade Sign
N1	Restroom ID - Flat
O	Overhead Directional
R	Security Camera Sign
S	Supergraphic
T	Small Digital Room Scheduler
U	Medium Digital Wayfinding
V	Large Digital Wayfinding
W	Mail Tube Plaque
X	Interpretive Display
Y	Photo Panels
Z	County Seal

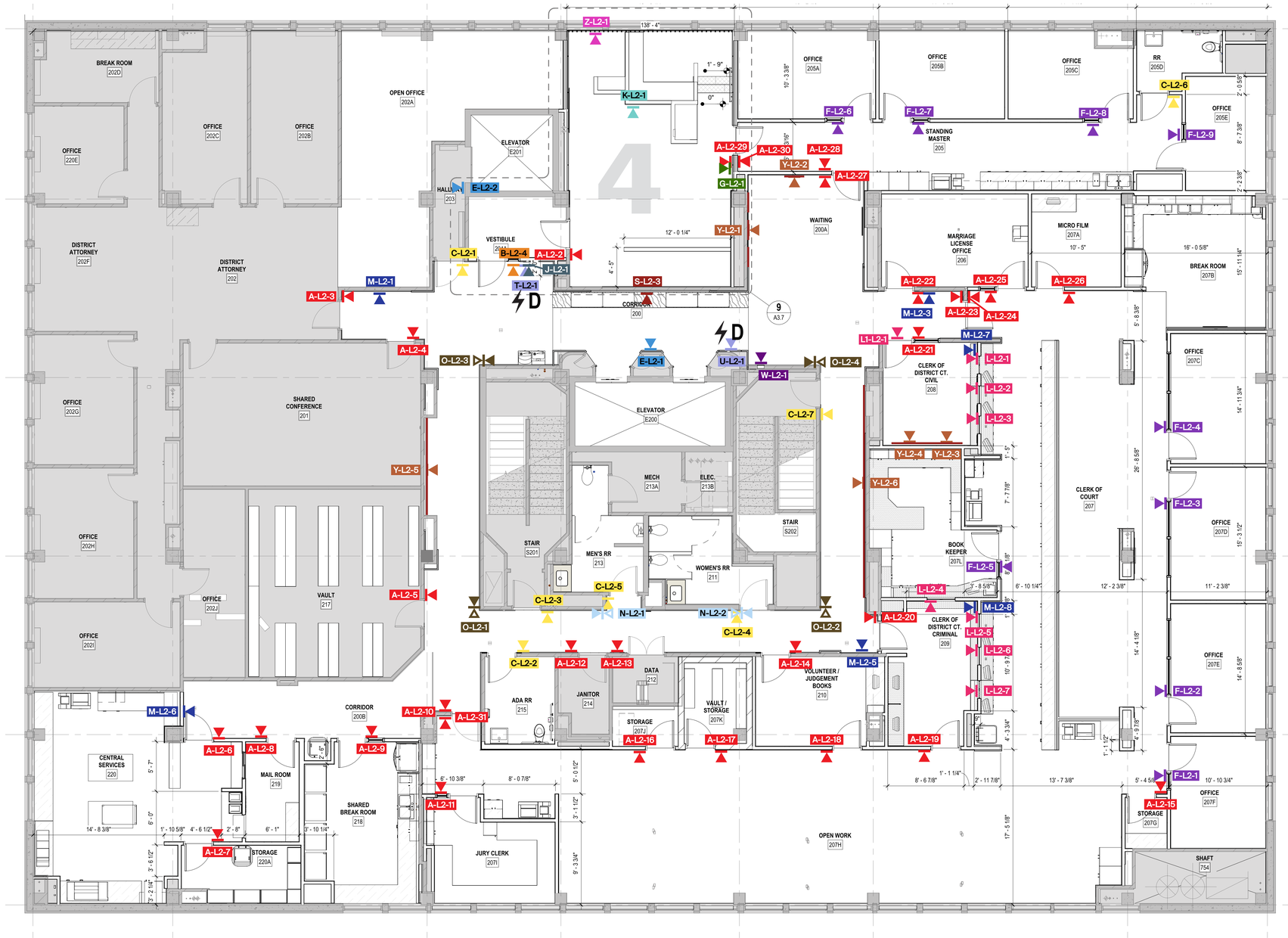
sheet SIGN LOCATION PLANS - LEVEL 1
project YELLOWSTONE COUNTY COURTHOUSE
owner YELLOWSTONE COUNTY

project # 24104
revision date

phase
100% CONSTRUCTION DOCUMENTS

issue date
12/19/2025

AG2.1

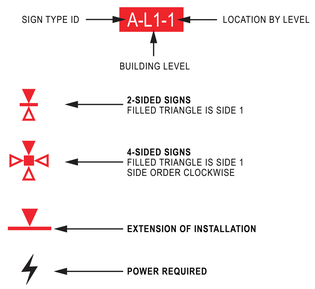


1 LEVEL 2 SIGNAGE LOCATION PLAN
NTS

GENERAL NOTES

ALL LOCATIONS SHOWN ARE APPROXIMATE. THE FABRICATOR IS RESPONSIBLE FOR FIELD VERIFICATION AND COORDINATION OF ALL LOCATIONS. THE FABRICATOR SHALL NOTIFY THE OWNER AND A&E DESIGN OF ANY DISCREPANCIES BETWEEN THE FIELD CONDITIONS AND DRAWINGS, LOCATION PLANS, OR MESSAGE SCHEDULE PRIOR TO FABRICATION.

SYMBOL KEY



SIGN TYPE LIST

XM	Exterior Window Vinyl
A	ADA Room ID Sign
B	ADA Room ID w Rules & Regs
C	ADA Room ID w/ Pictogram
D	Window Privacy Vinyl
D1	Window Privacy Vinyl
E	Evacuation Map / ICOF Sign
F	ADA Room ID w/ Changeable Insert
G	Maximum Occupancy Sign
J	Courtroom Identification
K	Presiding Judge ID
L	Interior Window Vinyl
L1	Interior Window Vinyl
M	Department Identification
N	Interior Blade Sign
N1	Restroom ID - Flat
O	Overhead Directional
R	Security Camera Sign
S	Supergraphic
T	Small Digital Room Scheduler
U	Medium Digital Wayfinding
V	Large Digital Wayfinding
W	Mail Tube Plaque
X	Interpretive Display
Y	Photo Panels
Z	County Seal

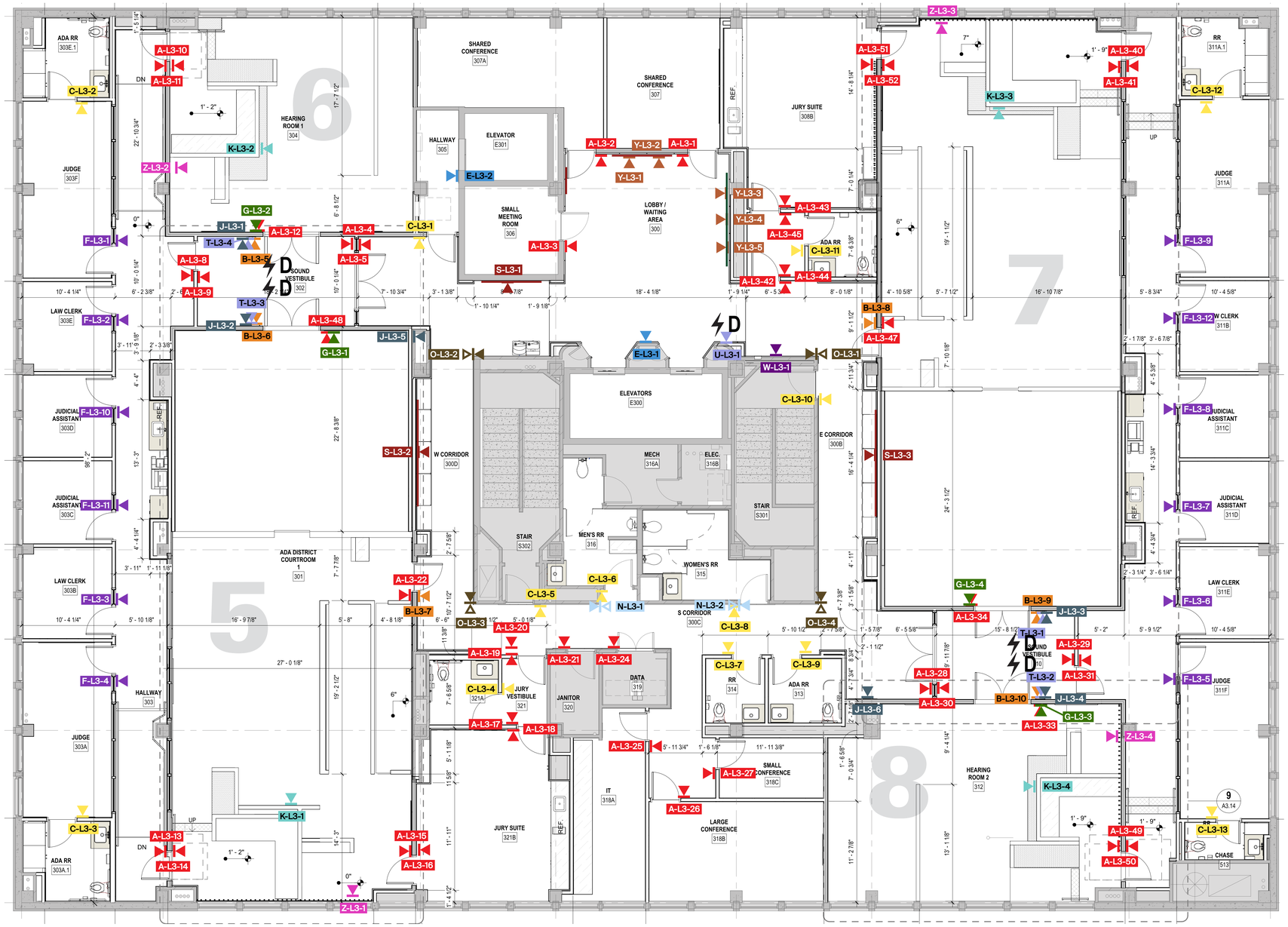
sheet SIGN LOCATION PLANS - LEVEL 2
project YELLOWSTONE COUNTY COURTHOUSE
owner YELLOWSTONE COUNTY

project # 24104
revision date

phase
100% CONSTRUCTION DOCUMENTS

issue date
12/19/2025

AG2.2

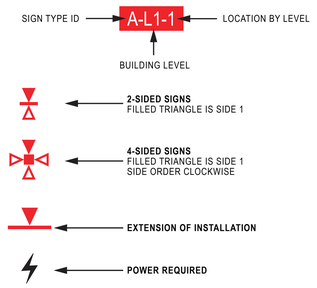


1 LEVEL 3 SIGNAGE LOCATION PLAN
NTS

GENERAL NOTES

ALL LOCATIONS SHOWN ARE APPROXIMATE. THE FABRICATOR IS RESPONSIBLE FOR FIELD VERIFICATION AND COORDINATION OF ALL LOCATIONS. THE FABRICATOR SHALL NOTIFY THE OWNER AND A&E DESIGN OF ANY DISCREPANCIES BETWEEN THE FIELD CONDITIONS AND DRAWINGS, LOCATION PLANS, OR MESSAGE SCHEDULE PRIOR TO FABRICATION.

SYMBOL KEY



SIGN TYPE LIST

XM	Exterior Window Vinyl
A	ADA Room ID Sign
B	ADA Room ID w Rules & Regs
C	ADA Room ID w/ Pictogram
D	Window Privacy Vinyl
D1	Window Privacy Vinyl
E	Evacuation Map / ICOF Sign
F	ADA Room ID w/ Changeable Insert
G	Maximum Occupancy Sign
J	Courtroom Identification
K	Presiding Judge ID
L	Interior Window Vinyl
L1	Interior Window Vinyl
M	Department Identification
N	Interior Blade Sign
N1	Restroom ID - Flat
O	Overhead Directional
R	Security Camera Sign
S	Supergraphic
T	Small Digital Room Scheduler
U	Medium Digital Wayfinding
V	Large Digital Wayfinding
W	Mail Tube Plaque
X	Interpretive Display
Y	Photo Panels
Z	County Seal

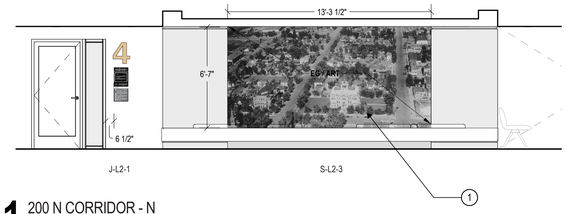
sheet SIGN LOCATION PLANS - LEVEL 3
project YELLOWSTONE COUNTY COURTHOUSE
owner YELLOWSTONE COUNTY

project # 24104
revision date

phase
100% CONSTRUCTION DOCUMENTS

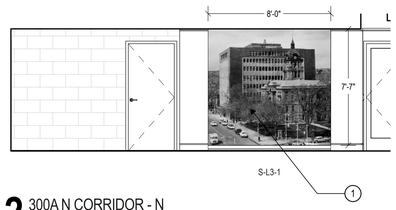
issue date
12/19/2025

AG2.3



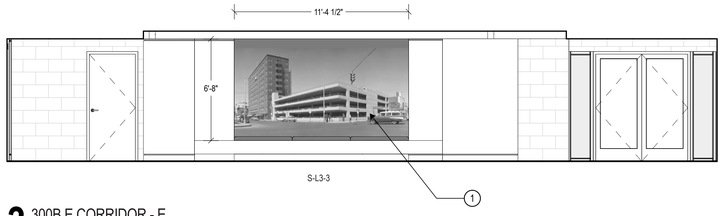
1 200 N CORRIDOR - N

1/4" = 1'-0"



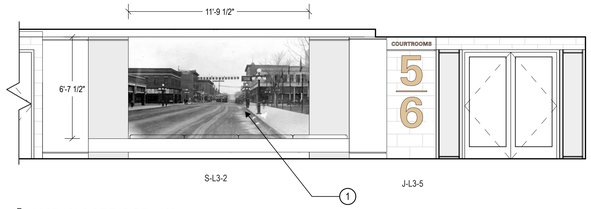
2 300A N CORRIDOR - N

1/4" = 1'-0"



3 300B E CORRIDOR - E

1/4" = 1'-0"



4 300D W CORRIDOR - W

1/4" = 1'-0"

SIGNAGE GENERAL NOTES

ALL MEASUREMENTS ARE APPROXIMATE. THE FABRICATOR IS RESPONSIBLE FOR FIELD VERIFICATION AND COORDINATION OF ALL LOCATIONS AND FINAL DIMENSIONS. THE FABRICATOR SHALL NOTIFY THE OWNER AND A&E DESIGN OF ANY DISCREPANCIES BETWEEN THE FIELD CONDITIONS AND DRAWINGS, LOCATION PLANS, OR MESSAGE SCHEDULE PRIOR TO FABRICATION.

KEY NOTES

(1) HIGH-RESOLUTION DIGITAL PRINT TO MATTE ADHESIVE VINYL. MINIMIZE SEAMS AND ENSURE NO WRINKLES OR BUBBLES IN FINAL INSTALLATION.

NOTE:
A&E TO PROVIDE PRODUCTION-READY ARTWORK PRIOR TO FABRICATION.

sheet ENVIRONMENTAL GRAPHICS - SIGN TYPE S

project YELLOWSTONE COUNTY COURTHOUSE

owner YELLOWSTONE COUNTY

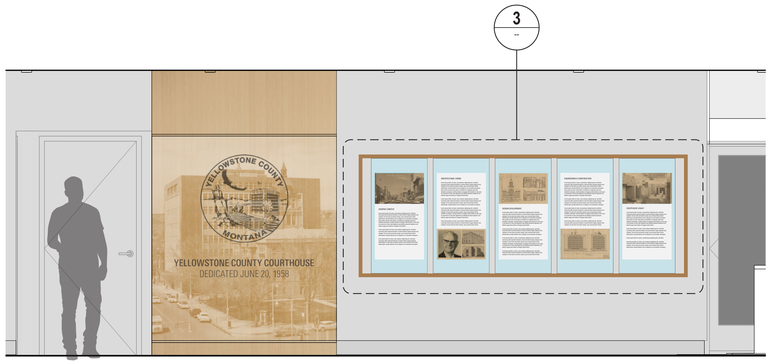
project # 24104

revision date

phase
100% CONSTRUCTION DOCUMENTS

issue date
12/19/2025

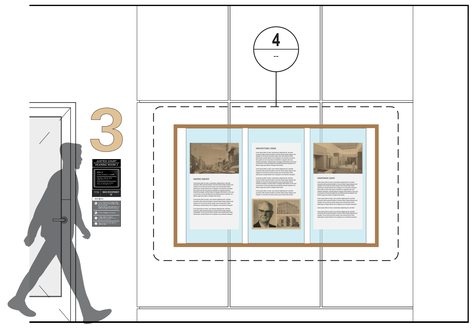
AG3.10



PROTOTYPE REQUIRED

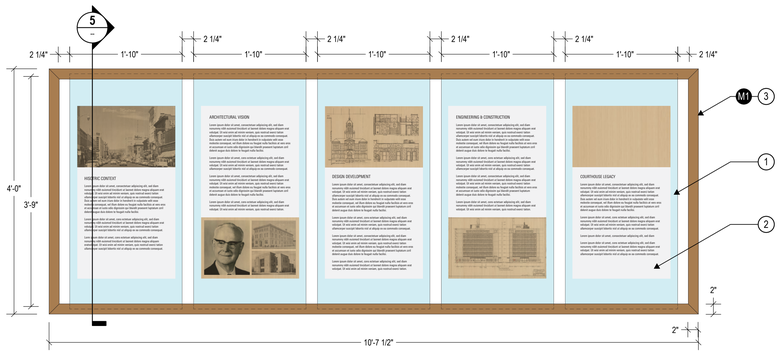
1 100 N LOBBY - N - SIGN TYPE X-L1-1

1/2" = 1'-0"



2 100 W LOBBY - S - SIGN TYPE X-L1-2

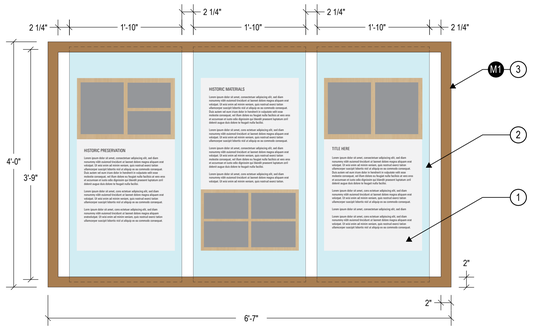
1/2" = 1'-0"



3 SIGN TYPE X-L1-1 - DETAIL ELEVATION

1" = 1'-0"

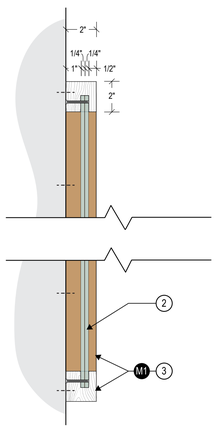
NOTE: FPO CONTENT SHOWN, OWNER TO APPROVE FINAL CONTENT PRIOR TO FABRICATION



4 SIGN TYPE X-L1-3 - DETAIL ELEVATION

1" = 1'-0"

NOTE: FPO CONTENT SHOWN, OWNER TO APPROVE FINAL CONTENT PRIOR TO FABRICATION



5 SIGN TYPE X - DETAIL SECTION (TYP.)

3" = 1'-0"

REFERENCE APPROVAL PDF FOR FINAL CONTENT LAYOUTS

SIGNAGE GENERAL NOTES

ALL MEASUREMENTS ARE APPROXIMATE. THE FABRICATOR IS RESPONSIBLE FOR FIELD VERIFICATION AND COORDINATION OF ALL LOCATIONS AND FINAL DIMENSIONS. THE FABRICATOR SHALL NOTIFY THE OWNER AND A&E DESIGN OF ANY DISCREPANCIES BETWEEN THE FIELD CONDITIONS AND DRAWINGS, LOCATION PLANS, OR MESSAGE SCHEDULE PRIOR TO FABRICATION.

KEY NOTES

1. HIGH-RESOLUTION DIGITAL PRINT LAMINATED BETWEEN TWO SHEETS OF CLEAR ACRYLIC (ITEM 2).
2. 1/4" THICK SHEETS OF CLEAR ACRYLIC, EDGES POLISHED. SET INTO PRE-ROUTED SLOTS IN WOOD FRAME (ITEM 3) AND MECHANICALLY FASTENED THROUGH BACK OF FRAME.
3. 2" X 2" WOOD FRAME WITH MITRED CORNERS, MATERIAL TO MATCH SPEC AS NOTED. ROUTED SLOTS IN FRAME HOLD ACRYLIC SHEETS (ITEM 2). STUD MOUNTED FLUSH TO FINISHED WALL SURFACE, NO HARDWARE VISIBLE ON FACE OF FRAME.
4. GRAPHICS DIRECT-TO-SURFACE PRINTED ONTO P-LAM PANEL(S). FABRICATOR TO COORDINATE WITH GC FOR ACCESS TO PANEL/MATERIAL FOR PRINTING.

   NOTE:
   A&E TO PROVIDE PRODUCTION-READY ARTWORK PRIOR TO FABRICATION.

sheet ENVIRONMENTAL GRAPHICS - SIGN TYPE X

project YELLOWSTONE COUNTY COURTHOUSE

owner YELLOWSTONE COUNTY

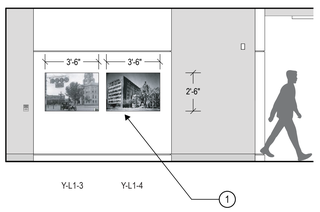
project # 24104

revision date

phase
100% CONSTRUCTION DOCUMENTS

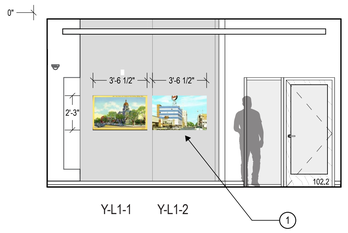
issue date
12/19/2025

AG3.11



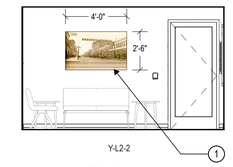
1 100 W LOBBY - N

1/4" = 1'-0"



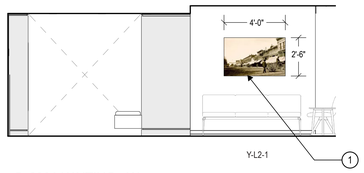
2 102 TRANSACTION LOBBY - W

1/4" = 1'-0"



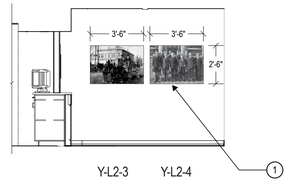
3 200A WAITING - N

1/4" = 1'-0"



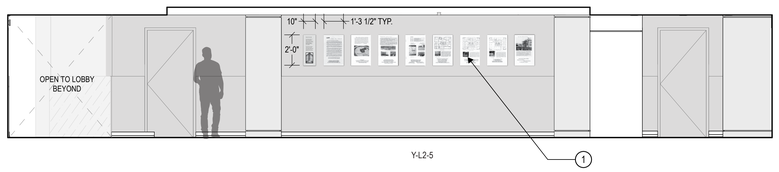
4 200A WAITING - W

1/4" = 1'-0"



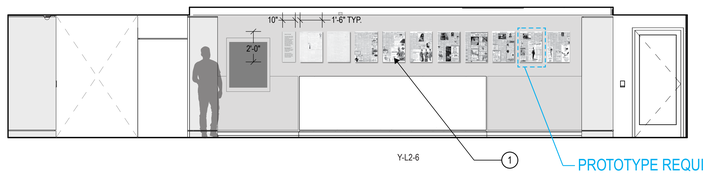
5 208 COD CT. CIVIL - S

1/4" = 1'-0"



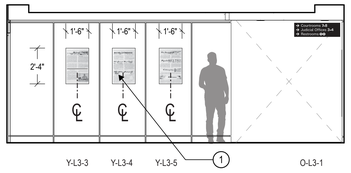
6 200 W CORRIDOR - W

1/4" = 1'-0"



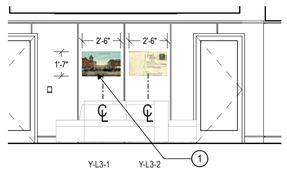
7 200 E CORRIDOR - E

1/4" = 1'-0"



8 300 LOBBY WAITING AREA - E

1/4" = 1'-0"



9 300 LOBBY WAITING AREA - N

1/4" = 1'-0"

SIGNAGE GENERAL NOTES

ALL MEASUREMENTS ARE APPROXIMATE. THE FABRICATOR IS RESPONSIBLE FOR FIELD VERIFICATION AND COORDINATION OF ALL LOCATIONS AND FINAL DIMENSIONS. THE FABRICATOR SHALL NOTIFY THE OWNER AND A&E DESIGN OF ANY DISCREPANCIES BETWEEN THE FIELD CONDITIONS AND DRAWINGS, LOCATION PLANS, OR MESSAGE SCHEDULE PRIOR TO FABRICATION.

KEY NOTES

(1) HIGH-RESOLUTION DIGITAL PRINT LAMINATED BETWEEN TWO SHEETS OF 1/4" THICK CLEAR ARCRYLIC, EDGES POLISHED. STUD MOUNTED TO STAND OFF FINISHED WALL SURFACE 1/2".

NOTE:
A&E TO PROVIDE PRODUCTION-READY ARTWORK PRIOR TO FABRICATION.

sheet ENVIRONMENTAL GRAPHICS - SIGN TYPE Y

project YELLOWSTONE COUNTY COURTHOUSE

owner YELLOWSTONE COUNTY

project # 24104

revision date

phase
100% CONSTRUCTION DOCUMENTS

issue date
12/19/2025

AG3.12

B.O.C.C Thursday Discussion 1.

Meeting Date: 01/22/2026

Title: Letter of Support for Beartooth RC&D Economic Development Organization Capacity Building Grant

Submitted By: Erika Guy

TOPIC:

Letter of Support for Beartooth RC&D Economic Development Organization Capacity Building Grant

BACKGROUND:

See Attached

RECOMMENDED ACTION:

Discuss

Attachments

Letter of Support for Beartooth RC&D Economic Development Organization Capacity Building Grant

---

Yellowstone County

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

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

January 22, 2026

Montana Department of Commerce - Opportunities in Rural Economies Program

Re: Letter of Support for Beartooth RC&D ORE Economic Development Organization Capacity Building Grant Application

To Whom It May Concern,

Yellowstone County is pleased to provide this letter of support for Beartooth Resource Conservation and Development Area, Inc. (Beartooth RC&D) in its application to the Montana Department of Commerce for the Opportunities in Rural Economies Economic Development Organization Capacity Building Grant.

Beartooth RC&D serves as the Certified Regional Development Corporation and designated Economic Development District for south-central Montana. The organization has been a trusted regional partner in supporting local governments, businesses, and communities with economic development planning, business assistance, redevelopment efforts, and grant coordination.

Through this application, Beartooth RC&D proposes capacity-building initiatives that will strengthen how economic development services are delivered across our region. These include a client management and impact reporting system, a regional Site Selector and Business Location Support Tool, and digital infrastructure and communications improvements. These investments will enhance Beartooth's ability to support business growth, respond to investment opportunities, promote redevelopment-ready sites including brownfields properties, and provide clear reporting of economic outcomes.

Yellowstone County recognizes the value of these initiatives and their potential to improve regional coordination, strengthen rural investment readiness, and expand economic opportunities for our residents. We look forward to collaborating with Beartooth RC&D, particularly in contributing site and community data to the Site Selector Tool and engaging in future economic development initiatives supported by these capacity improvements.

We appreciate the opportunity to support this important effort and encourage favorable consideration of Beartooth RC&D's application.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

YELLOWSTONE COUNTY, MONTANA

Mark Morse, Chair

Michael J. Waters, Member

Chris White, Member

B.O.C.C Thursday Discussion
Meeting Date: 01/22/2026
Title: Closed: Litigation Update
Submitted By: Steve Williams

TOPIC:
Closed: Litigation Update

BACKGROUND:
Discussion of the Felder v. Yellowstone County & City of Laurel case

RECOMMENDED ACTION:
Discuss

B.O.C.C Thursday Discussion
Meeting Date: 01/22/2026
Title: Closed Personnel Matter
Submitted By: Teri Reitz, Board Clerk

TOPIC:
Closed: Personnel Matter

BACKGROUND:
N/A

RECOMMENDED ACTION:
Discuss.
