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.

2023 LRTP REPORT CARD

B

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Performance Measure Report Card

LOCAL PERFORMANCE MEASURES

The 2023 LRTP established 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

GOAL	OBJECTIVES	METRICS	PROGRESS
Safety	Reduce the rolling five-year average number of fatal and serious injury crashes by 20% by the end of 2024 to 47.	Fatal and serious injury crashes	
	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	
	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	
	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	
Resiliency	Shift commute mode share 15% to low-carbon travel modes (walking, biking, riding transit, carpooling) between 2023 and the end of 2027.	Mode share	
	Increase Electric Vehicle Registrations 50% over 2022 levels by the end of 2027.	Vehicle registrations	
	Reduce overall vehicle miles traveled by 10% between 2023 and the end of 2027.	Vehicle miles traveled	
	Convert transit vehicle fleet to zero-emission vehicles through new vehicle purchases beginning in 2024.	New transit fleet vehicles	
	Adopt a Green Infrastructure Policy by end of 2025.	Policy adoption	
	Update the regional emergency response plan at least once by end of 2025.	Regional emergency response plan	
Mobility	Increase annual transit ridership 10% between 2023 and the end of 2027.	Total annual ridership	
	Decrease number of routes and increase headways (from 60 minutes to 30 minutes) on routes between 2023 and end of 2028, as outlined in the MET Transit Development Plan.	Number of routes, length of headways	
	Increase number of bikeway miles by 20% between year 2023 and the end of 2027.	Number of bikeway miles	
	Increase number of shared-use trail miles by 20% between 2023 and the end of 2027.	Number of trail miles	
	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	

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Performance Measure Report Card

LOCAL PERFORMANCE MEASURES (CONTINUED)

GOAL	OBJECTIVES	METRICS	PROGRESS
Mobility Cont.	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)	
Equity & Accessibility	Develop an ADA Transition Plan to address deficient transportation infrastructure.	Plan creation	
	Prioritize transportation investments in Transportation-Disadvantaged Population areas2.	Percent of TIP projects in Transportation-Disadvantaged Population areas	
	Adopt Pedestrian and Bicycle Detour Standards Policy for roadway closures to provide adequate walking, biking, and transit facilities during all roadway construction projects.	Adopt policy	
	Implement Safe Routes to School projects.	Number of SRTS projects implemented	
Economic Vitality	Address gaps and deficiencies in emerging technology readiness.	Develop Electric Vehicle Infrastructure Plan	
	Many other objectives included for other goals promote Economic Vitality, especially those listed for Safety and Multimodal goals.	Develop Electric Vehicle Infrastructure Plan	

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Performance Measure Report Card

FEDERAL AND STATE TARGETS

The adoption of Performance Measures and Targets are required for MPOs and States, and they must be included in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The Billings MPO has adopted the measures and targets set by the Montana Department of Transportation and is committed to meeting the targets through implementation of its LRTP. The MPO has adopted state targets for Safety, Pavement and Bridge Condition, System Performance, Freight, Congestion Mitigation and Air Quality, and supports the Billings Transit District's Measures associated with transit. In general, since the MPO has opted to support the state targets, reporting on this information is completed at the state level.

The MPO's progress toward achieving these targets, based on the 2023 state measures, is documented in Chapter 2 of the LRTP. The following performance measures are provided to support future reporting using the 2024 state targets.

SAFETY

The Billings MPO supports the state's targets for applicable safety performance measures. The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Federal/ State funding sources support the intent to improve safety measures.

Annual performance targets support the state's SHSP (known as Montana's Comprehensive Highway Safety Plan (CHSP)) in working towards the achievement of the overall vision for safety - Vision Zero and the interim safety goal of Zero Fatalities and Serious Injuries by 2050.

At the time of the 2025 LRTP update, updated safety targets for the 2026 reporting year were available based on the 2025 CHSP. These updated performance measures are provided below to support ongoing monitoring of the MPO's progress toward meeting the state targets.

PERFORMANCE MEASURE	2026 STATE TARGET (BASED ON 5-YEAR ROLLING AVERAGE)	
Number of fatalities	↓8	No more than 205.4 annual fatalities, which is an annual reduction of 8 fatalities per year
Rate of fatalities per 100 million vehicle miles traveled (AVMT)	↓5%	No more than 1.507 fatalities per 100 million annual vehicle miles traveled (AVMT) which is a reduction of .056.
Number of serious injuries	↓29	No more than 750 serious injuries, which is an annual reduction of 29 serious injuries.
Rate of serious injuries per 100 million vehicle miles traveled (AVMT)	↓21%	No more than 5.503 fatalities per 100 million annual vehicle miles traveled (AVMT) which is a reduction of .210.
Number of non-motorized fatalities and non-motorized serious injuries	↓2	No more than 57.2 non-motorized fatal and serious injuries, which is an annual reduction of 2 per year

PAVEMENT AND BRIDGE CONDITION

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

PERFORMANCE MEASURE	STATE TARGET	
	2-YEAR	4-YEAR
Percent of Pavements of the Interstate in Good Condition	50%	35%
Percent of Pavements of the Interstate in Poor Condition	2%	2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	40%	30%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	3%	3%
Percent of Bridges Classified as in Good Condition	16%	17%
Percent of Bridges Classified as in Poor Condition	9%	8%

SYSTEM PERFORMANCE

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Interstate Maintenance, National Highway, and National Highway Freight Program funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

PERFORMANCE MEASURE	STATE TARGET	
	2-YEAR	4-YEAR
Percent of the person-miles traveled on the interstate that are reliable	98%	98%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	80%	80%

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Performance Measure Report Card

FEDERAL AND STATE TARGETS (CONTINUED)

FREIGHT

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

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

PERFORMANCE MEASURE	STATE TARGET	
	2-YEAR	4-YEAR
Truck Travel Time Reliability (TTTR) Index	1.30	1.30

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

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

PERFORMANCE MEASURE	STATE TARGET	
	2-YEAR	4-YEAR
CMAQ On-Road Mobile Source Emissions (Total Emission Reductions)		
Carbon Monoxide (CO)	>0kg/day	>0kg/day
Particulate Matter 10 (PM10)	>0kg/day	>0kg/day
Particulate Matter 2.5 (PM2.5)	N/A	N/A

TRANSIT ASSET MANAGEMENT

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

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

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Performance Measure Report Card

FEDERAL AND STATE TARGETS (CONTINUED)

TRANSIT SAFETY PLAN TARGETS

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

2025 PTASP TARGETS	FIXED ROUTE SERVICE	PARATRANSIT SERVICE
Fatalities (Total)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (Total)	0	0
Injuries (per 100k VRM)	0	0
Safety Events (Total)	1	0
Safety Events (per 100k VRM)	< 1	< 1
System Reliability (VRM/Failures)	30,000	100,000
Assaults on Operations Staff	0	0

PUBLIC INVOLVEMENT PLAN

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2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Public Involvement Plan

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

KITTELSON & ASSOCIATES

DOWL

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PUBLIC INVOLVEMENT PLAN

Introduction

The purpose of this Public Involvement Plan (PIP) is to outline the objectives, purpose, and approach to facilitate productive stakeholder and public involvement in the 2023 Billings Urban Area Long Range Transportation Plan (LRTP) process.

Background

In 2018, the Billings-Yellowstone County Metropolitan Planning Organization (MPO) adopted a Long-Range Transportation Plan (LRTP) that serves as the guiding framework for the development and implementation of a multimodal transportation system. The planning process:

- Included a comprehensive update of the goals and objectives
- Assessed 2017 land use and transportation conditions and forecasts for the target year of 2040
- Developed a preferred funding scenario for a balanced multi-modal transportation system

For urbanized areas exceeding a population of 50,000, the existence of a Metropolitan Planning Organization (MPO) is necessary to meet federal requirements for obtaining and expending federal transportation funds.

The LRTP update will have 2045 as the target horizon year. The adopted plan must be fiscally constrained and implementable by the appropriate local and state transportation agencies. The LRTP will improve on long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.

The 2045 LRTP update will continue to be multimodal in nature including transit, pedestrian facilities, bikeways and highway/street transportation, and other transportation systems including truck and rail.

Involvement Objectives

Effective and open communication is a vital component to the success of the LRTP, as it relates to public and stakeholder understanding and participation. Local members of the team will lead our public involvement and stakeholder engagement efforts for this project. Our approach will be in accordance with the Yellowstone County Board of Planning Public Participation Plan and industry best practices, along with lessons learned through adapting to the new hybrid world.

The public outreach effort, survey, and final LRTP document will all be based on the following priorities:

- 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

Communication Purpose

The MPO encourages meaningful and inclusive public engagement and participation in the LRTP. We will strive to both engage and educate members of the public and stakeholders about the LRTP and the transportation system as a whole.

The goal of the involvement effort outlined in this PIP is to provide members of the public with opportunities to engage in the LRTP process and by encouraging participation in the engagement opportunities facilitated by the project team.

The team's public engagement goals are to:

- Provide useful, timely information to the public throughout the development and implementation of the LRTP
- Proactively seek public comment and involvement in the planning process and plan development through survey input
- Provide educational opportunities for the public about the LRTP and facilitate open discussions about the goals, process, and purpose
- Respond to comments and suggestions

Public Involvement Approach

The MPO is committed to the concept that planning is a community-based effort; our public involvement strategies are intended to support that effort. Together with the MPO and the consultant team, we will complete the following activities to engage stakeholders and the public throughout the development of the LRTP.

Our team understands the unique challenges offered by the LRTP and will engage with stakeholders and the public throughout the development of the LRTP. We will develop communications content and materials specific to the community and the goals of the LRTP.

We will plan and implement public involvement strategies to the general public that are accessible to underrepresented and disadvantage populations. The following involvement activities will be deployed to support the LRTP effort:

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

The project team will coordinate project public outreach activities with City of Billings Public Information Officer Victoria Hill throughout the project duration.

Target Audiences

Audience	Communication Purpose
Stakeholders • City of Billings • Yellowstone County • Law Enforcement • School District • Neighborhood Task Forces • Special Interest Organizations	• Involve them in the development of the LRTP • Learn about organization's needs and concerns • Proactively engage by presenting at local meetings • Establish open lines of communication with liason from each identified stakeholder group and its leadership • Educate on policy and process of LRTP • Facilitate open discussions • Garner support toward ultimate Plan adoption
General Public	• Involve them in the development of the LRTP • Learn about needs of the community • Proactively engage by hosting inclusive public involvement events and meetings • Establish open lines of communication • Educate on policy and process of LRTP • Facilitate open discussions • Garner support • Encourage safe travel behaviors

PUBLIC & STAKEHOLDER ENGAGEMENT MATERIALS

D

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Engagement Appendix

PHASE 1 ENGAGEMENT

Public Open House #1

- Display Boards

Welcome

2023 BILLINGS URBAN AREA
LONG RANGE TRANSPORTATION PLAN

Thank you for attending tonight's open house for the Billings Urban Area Long Range Transportation Plan. The purpose of this open house is to give you an opportunity to learn about the plan, review technical information, and provide comments on transportation deficiencies that exist today.

Your Views Are Important! Please provide comments on the interactive map survey at www.billingslrtp.com.

WHO IS INVOLVED?

The primary sounding board is the Steering Committee, which includes representatives from the above agencies.

The consultant team for the project includes Kittelson & Associates, Inc. and DOWL.

What is a Long Range Transportation Plan (LRTP)?

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) is preparing a long range transportation plan (LRTP) to address travel by people and goods and meet the local, state, and federal requirements. The plan is a blueprint to guide the development and implementation of transportation system projects for the Billings Urban Area.

MPOs are required to update their transportation plan every four to five years. The last plan for Billings was completed in 2018.

The LRTP includes:

- Planning for the next 20 years
- Engaging the public for input and comment
- Assessing facilities and operations of the different transportation modes
- Identifying transportation needs and a set of short- and long-range transportation projects
- Constraining the recommendations financially

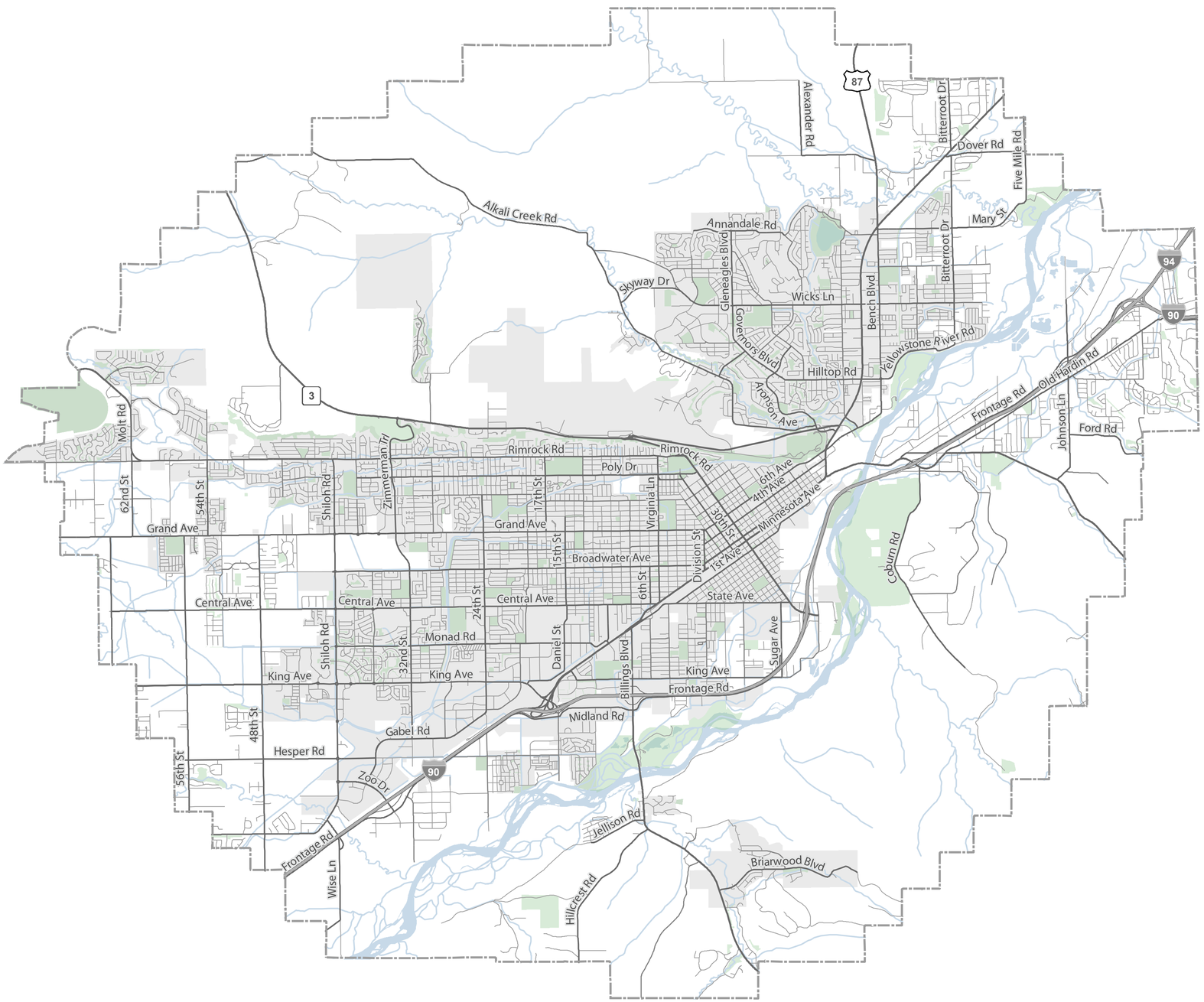
LRTP TIMELINE

Fall 2022
Identify transportation needs and opportunities

Winter 2023
Collect feedback on proposed projects and prioritization

Summer 2023
Final Plan Adoption

Planning Area



BILLINGS URBAN AREA

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

Data Sources: City of Billings, Yellowstone County

The Yellowstone County Planning Board is the designated Metropolitan Planning Organization (MPO) and oversees transportation planning for the Billings Urban Area. The area encompasses the City of Billings, Lockwood, and a planning area extending approximately 4.5 miles outside the City limits.

Vision & Goals for 2023 LRTP

VISION

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

Safety – Develop a safer transportation system for all users.

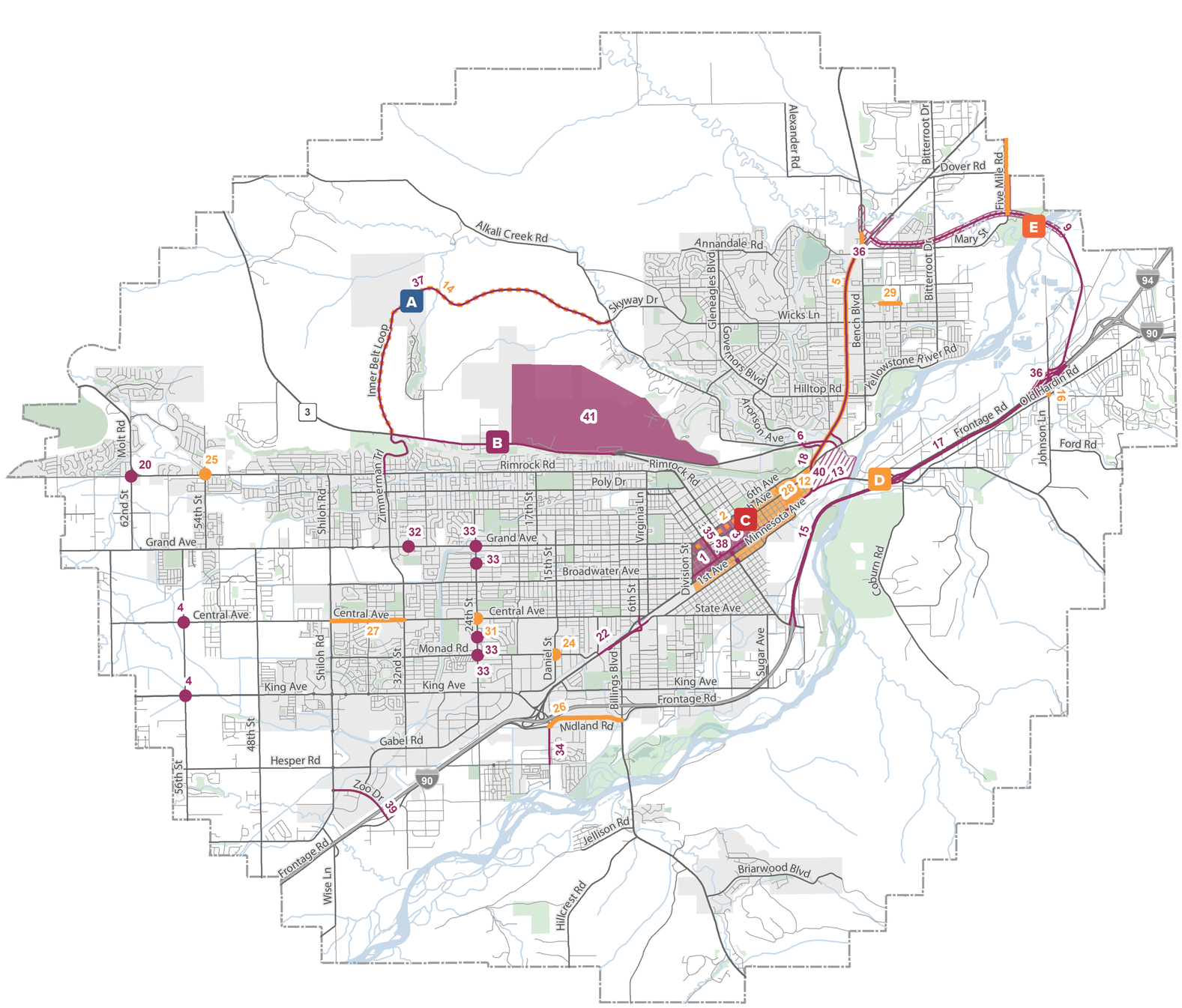
Resiliency – Optimize, preserve, and enhance the existing transportation system to adapt with climate change, protect the natural environment, and promote a healthy and sustainable community.

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

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

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

What Transportation Projects Have Been Completed Since the 2018 LRTP?



ONGOING AND RECENTLY COMPLETED PROJECTS, PLANS, AND STUDIES

- Completed Intersection Project
- On-Going Intersection Project
- Completed Project
- Completed Study/Plan
- On-Going Project
- On-Going Study/Plan
- Completed Study/Plan
- On-Going Project
- On-Going Study/Plan

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

Since the 2018 LRTP was completed, the City of Billings, of Billings, Yellowstone County, Montana Department of Transportation, and Lockwood have completed or have continued work on many projects, which are identified on the map.

Transformational Projects in the Region

INNER BELT LOOP: New 6-mile roadway will connect the Heights and west Billings neighborhoods. The project includes a multi-use pathway and is being funded by a BUILD Transportation Grant.

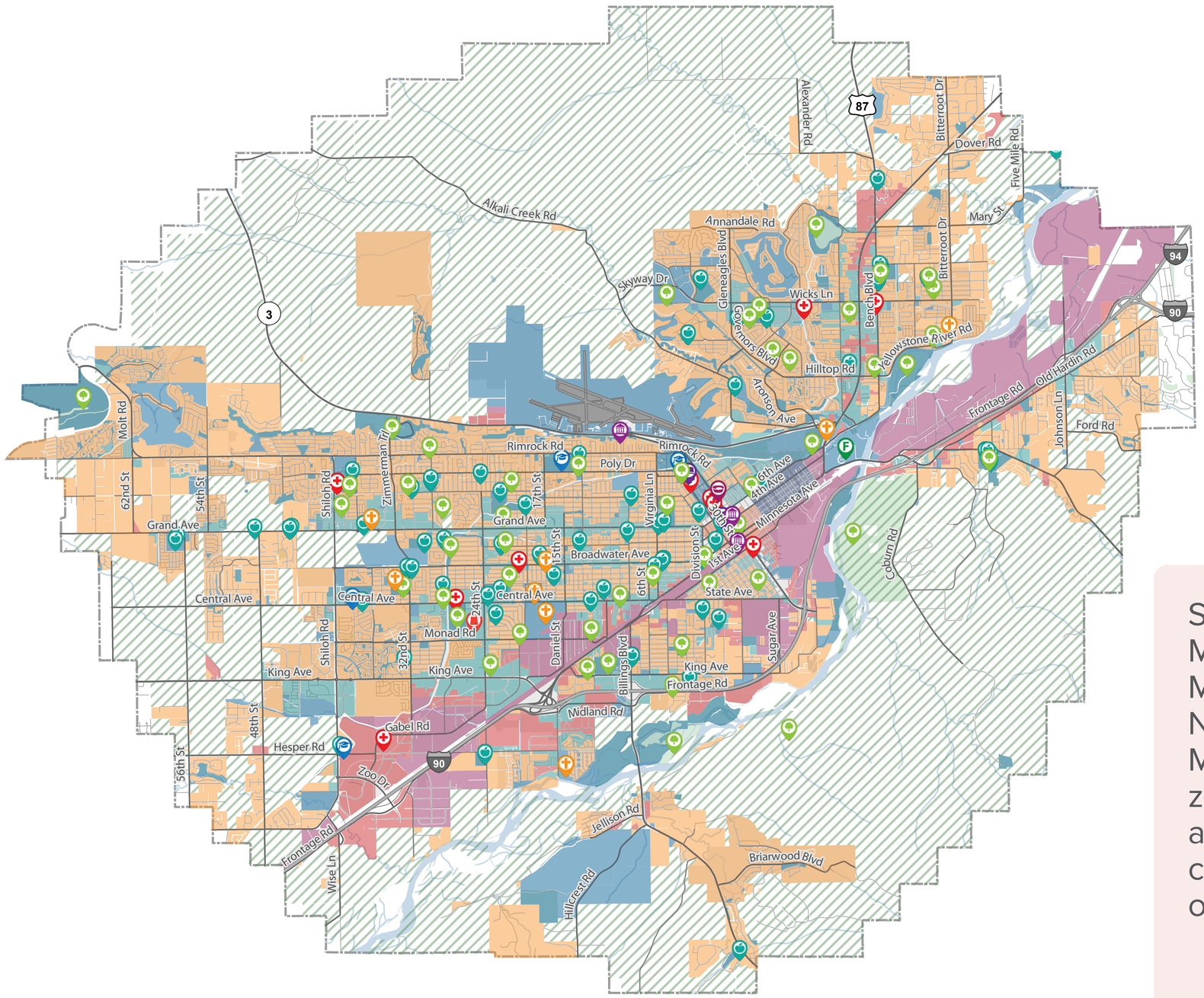
SKYLINE TRAIL: This new multi-use pathway will extend along Highway 3 from Zimmerman Trail to the existing multi-use pathway west of 27th Street. Construction is anticipated by Summer 2023.

DOWNTOWN TWO-WAY CONVERSION: 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.

I-90 WIDENING: MDT has three on-going projects to widen I-90 and improve interchanges from Johnson Lane to 27th Street. The projects are multi-phase and construction of all phases are tentatively anticipated by 2025.

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. The initial phase of the project (Five Mile Road and Yellowstone River Bridge) have been constructed. The tentative completion date for all portions of the project is 2025.

Land Use



ZONING AND MAJOR ACTIVITY CENTERS

Existing Zoning

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

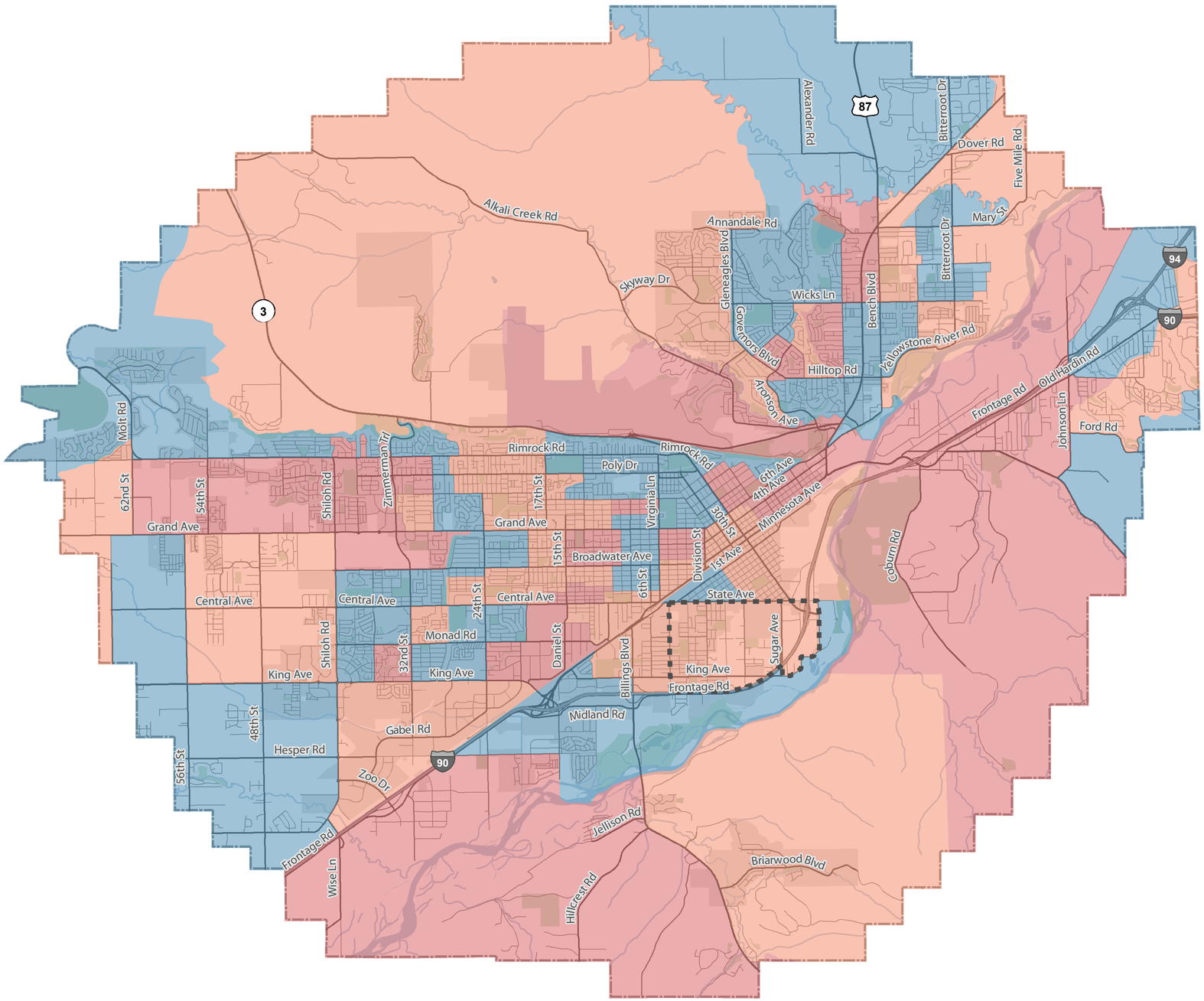
Major Activity Centers

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

Data Source: City of Billings, Yellowstone County

Since the 2018 LRTP, land use in the MPO region has changed to include Mixed Use Zoning, which includes Neighborhood Mixed Use, Corridor Mixed Use, and Mixed Residential zones. These zones are intended to accommodate a mix of uses that are comfortably accessible via all modes of transportation.

Equity



TRANSPORTATION DISADVANTAGED POPULATIONS AND AREAS OF PERSISTENT POVERTY

Transportation Disadvantaged Population by Block Group

- High Transportation Disadvantage
- Medium Transportation Disadvantage
- Low Transportation Disadvantage
- USDOT Area of Persistent Poverty

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

To understand and acknowledge the communities in Billings that likely need more equitable and accessible transportation investments, demographic data from the 2020 Census was analyzed to understand the population density of Billings communities in terms of:

- Youth (Aged 18 and Younger)
- Elders (Aged 65 and Older)
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

An index based on the 50th percentile for each of these criteria was created to identify transportation-disadvantaged communities in the Billings Urban Area.

Pedestrians and Bicyclists

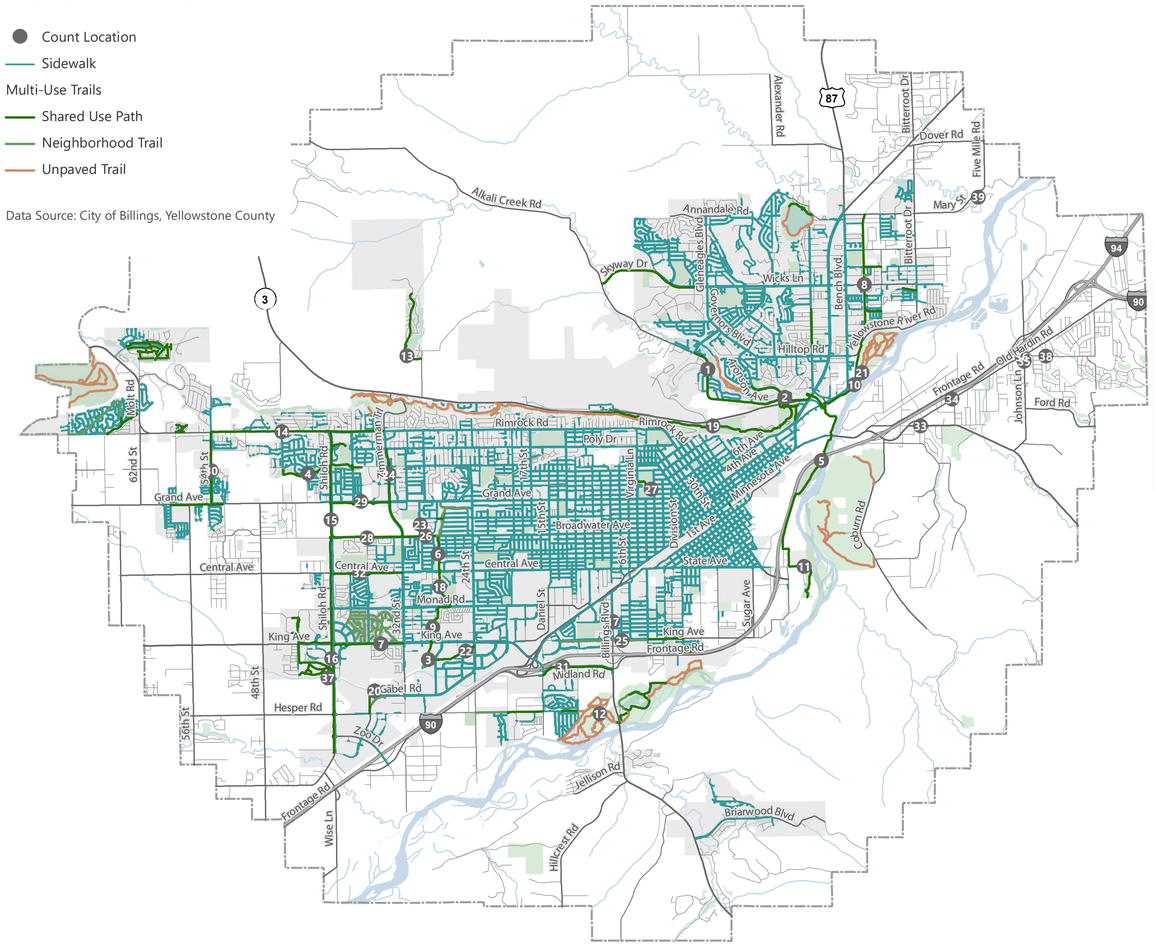
SIDEWALK AND TRAIL FACILITIES

- Count Location
- Sidewalk

Multi-Use Trails

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Data Source: City of Billings, Yellowstone County



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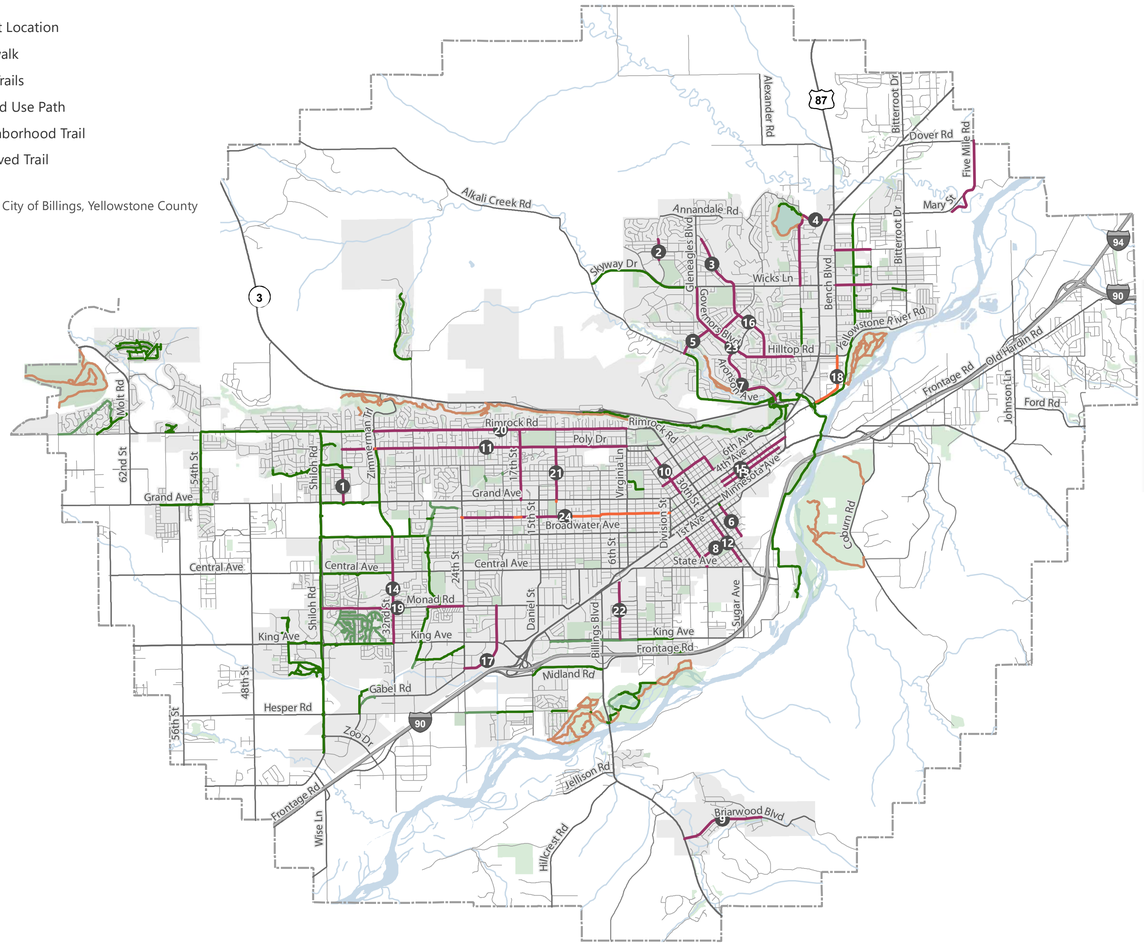


Since the 2018 LRTP was completed, a substantial amount of progress has been made towards improving walking and biking conditions in the Billings Urban Area, including:

A 6% increase in bicycle lane miles, equating to 2 miles built to bring the network to 27.5 miles.

A 3% increase in shared-use trail miles, with an additional 3.7 miles built to bring the network to 49.3 miles.

93% of identified completed or on-going projects from the City of Billings and Yellowstone County public works programs included pedestrian or bicycle facilities.

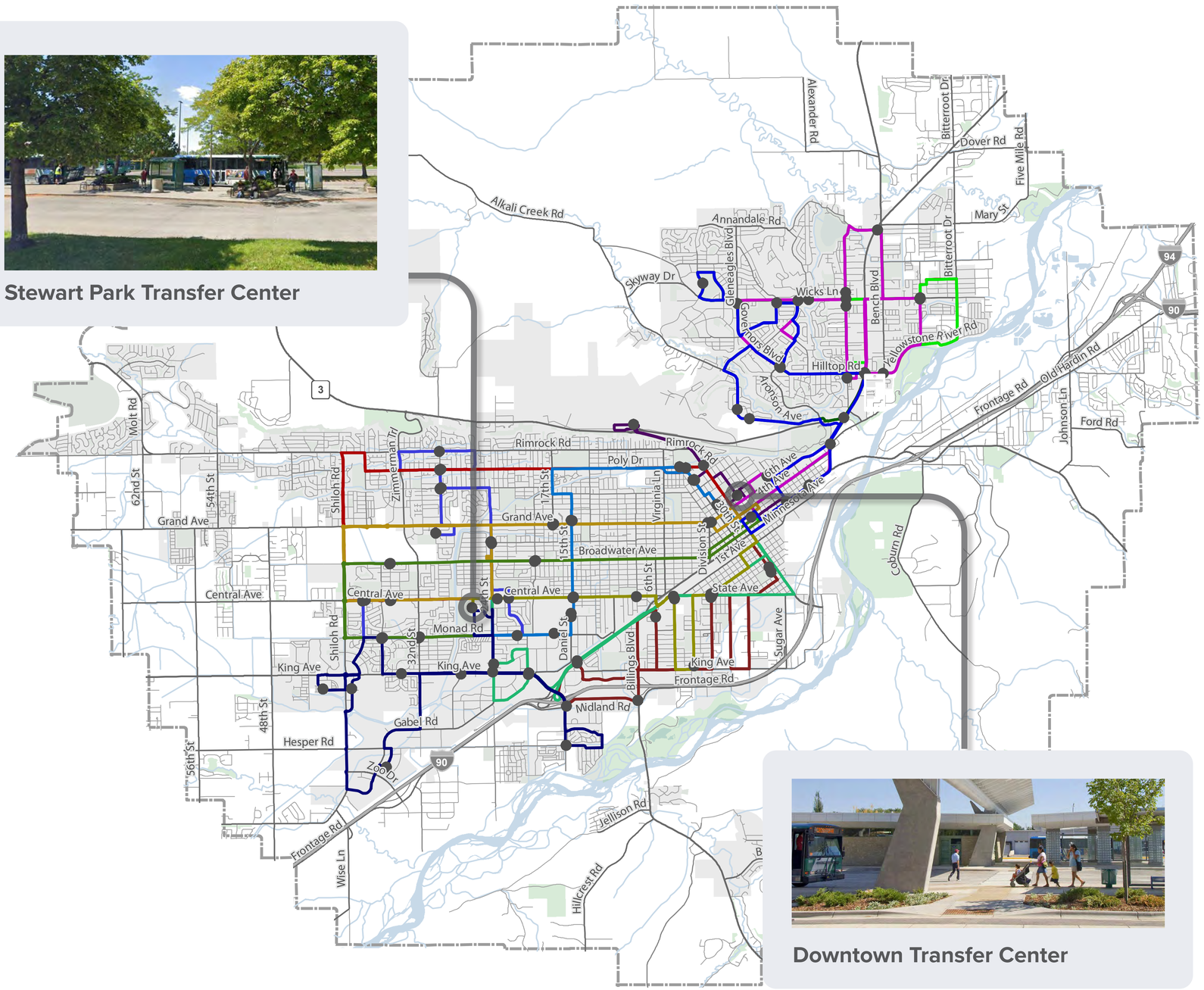
At selected trails and intersections, average daily pedestrian and bicycle volumes have grown 1.3% - with some locations growing as much as 6.8%!

More Facilities = More Walking + More Biking!

Recent planning work has also updated important documents.

MET Transit

Stewart Park Transfer Center



Downtown Transfer Center

FIXED ROUTE SERVICES

- Bus Stops

MET Weekday Routes

- 1 Metlink
- 3 Crosstown*
- 5A / 5B Grand*
- 7 Broadwater*
- 9 Central*
- 10 Southside
- 13 Westend*
- 14 Alkali
- 15 Hilltop
- 16 Main
- 17 Bench
- 18 Heights*
- 19 The Loop*
- 24 Poly
- T3 Will James

Data Source: MET Transit

*Indicates Saturday Service Route

MET Offers

19 WEEKDAY ROUTES
5:50 AM – 6:40 PM

&

“SCHOOL TRIPPER” ON WEEKDAYS

7 SATURDAY ROUTES
8:10 AM – 6:10 PM

2 MET TRANSIT TRANSFER CENTERS

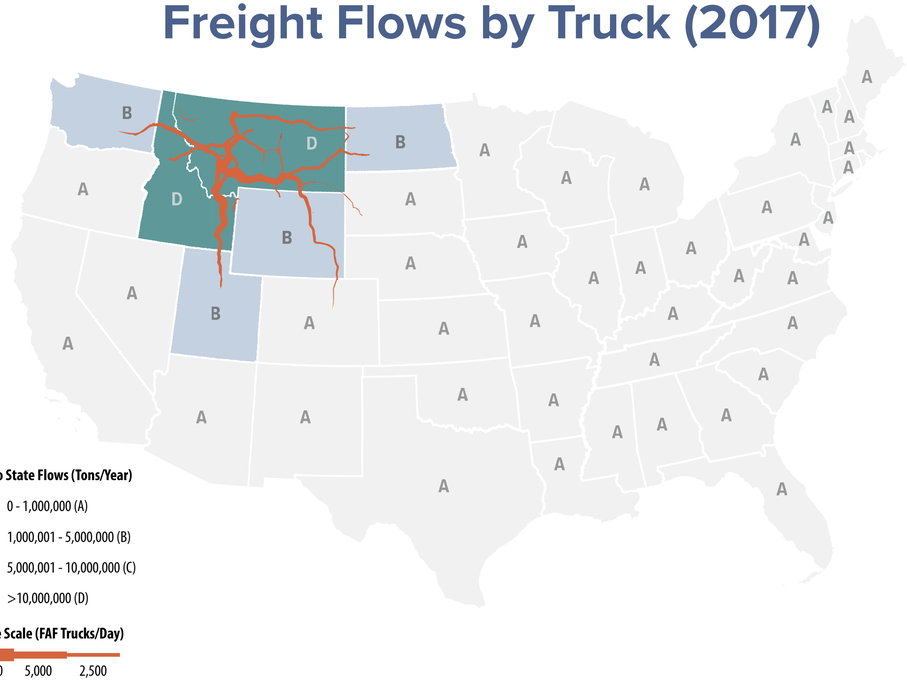
In 2021 MET served **384,306** FIXED ROUTE RIDES

23,487 PARATRANSIT RIDES

All fixed route buses are equipped with automated passenger counts (APCs) to inventory popular boarding and alighting locations. The APCs also serve as real-time bus trackers! MET also has a digital fare payment system to enable online and smart phone ticketing.

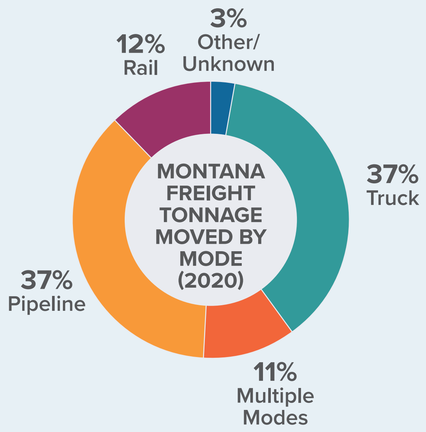
Trucking, Aviation, & Rail

Federal Highway Administration - Freight Flows by Truck (2017)



Billings Logan International Airport Direct Passenger Flight Locations

Billings serves as 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.



Between 2017 – 2021, an average of 460,850 tons of freight were moved by aviation per year. In 2021, there were 384,070 passenger enplanements at BIL.

Montana Rail Link (MRL) and Burlington Northern Santa Fe Corporation (BNSF) operate all rail lines in the Urban Area, except for multiple privately operated spurs for industrial use.

Safety

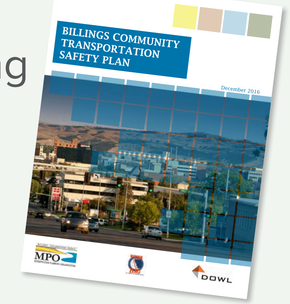
Safety is key element in the LRTP and everything the Billings MPO does.

Since the 2018 LRTP, there has been a 17% decrease in fatal and serious injuries and a 30% decrease in pedestrian and bicycle fatal and serious injuries in the Billings Urban Area.

17% DECREASE IN FATAL & SERIOUS INJURIES

30% DECREASE IN PEDESTRIAN AND BICYCLE FATAL & SERIOUS INJURIES

Along with the Montana Department of Transportation, the Billings MPO is updating the Community Transportation Safety Plan (CTSP).



The CTSP endeavors to reduce the number and severity of roadway crashes through the Four E's of Transportation Safety:

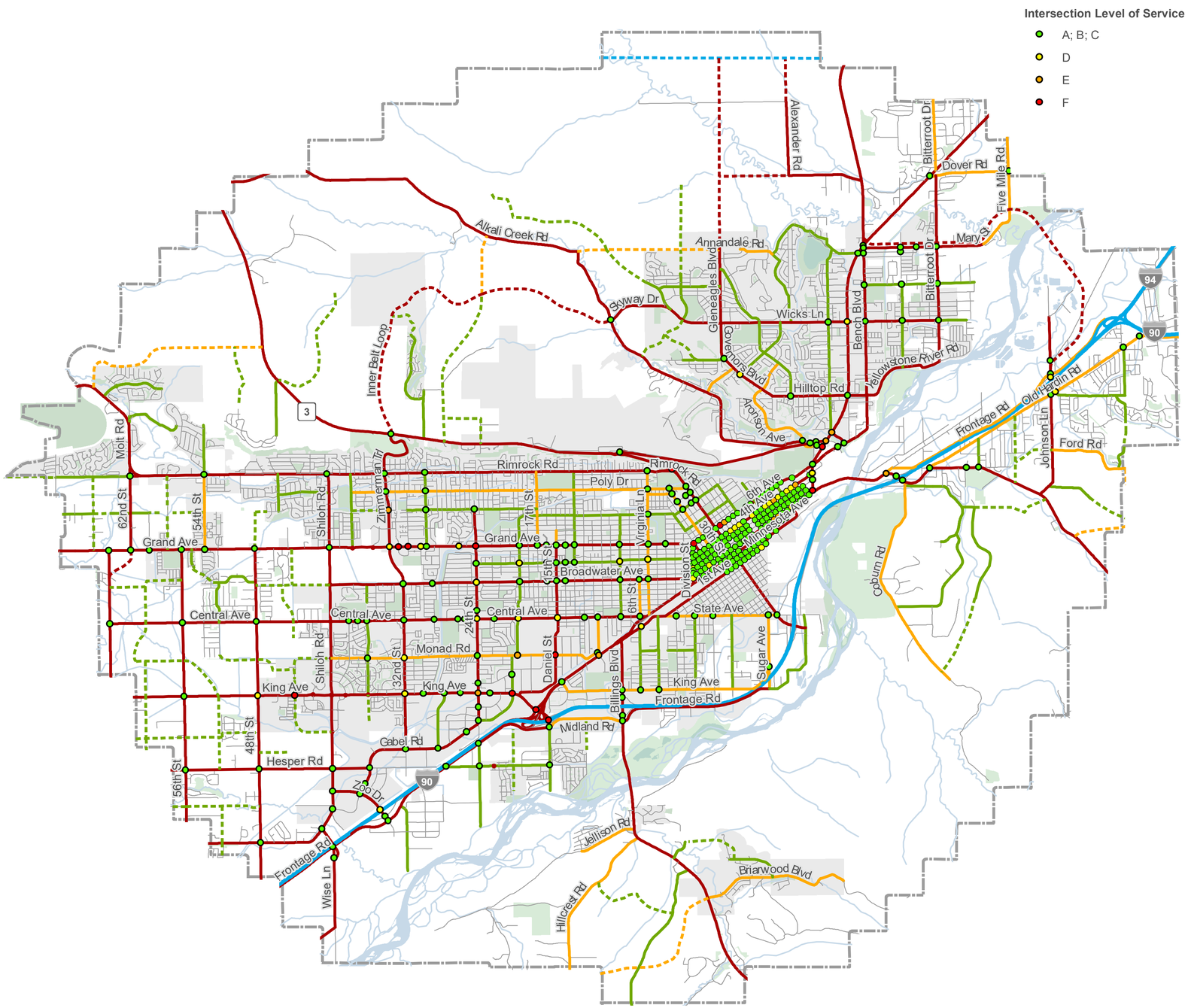
- Education
- Enforcement
- Emergency Medical Services
- Engineering

The Billings MPO recently adopted an update to the Safe Routes to School (SRTS) Plan to continue to encourage students and their families to walk and bike to school.

The SRTS Plan makes walking and biking to school safer through the Six E's of Safe Routes to School:

- Engagement
- Equity
- Engineering
- Encouragement
- Education
- Evaluation

Roadway Functional Classification & Year 2022 Traffic Operations



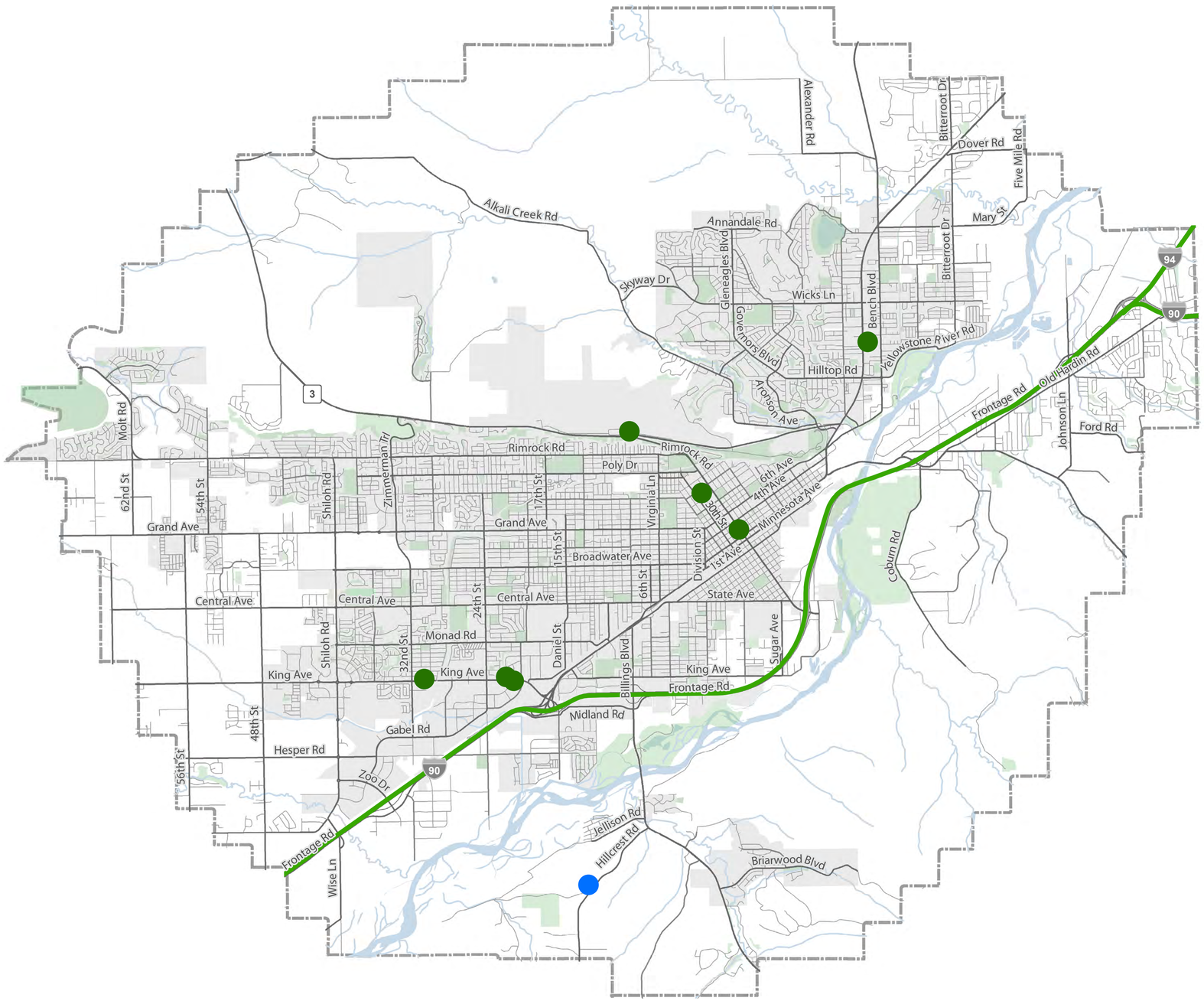
Functional Classification: A roadway functional classification system defines a road's role in the overall context of the transportation system. It helps to define which standards should be achieved for roadway width, right-of-way needs, access spacing, bicycle and pedestrian facilities, and other specifications.

Intersection Level of Service: Level of service (LOS) provides an indicator of the average delay that a vehicle experiences when traveling through an intersection. LOS A indicates a low amount of vehicle delay (less than 10 seconds) and LOS F indicates a high amount of vehicle delay (greater than 50 seconds for stop control and greater than 80 seconds for signal). It is generally desirable to achieve LOS D or better at intersections. There are 12 stop-controlled intersections and 13 intersections with traffic signals that operate at LOS E or LOS F.

Traffic Volumes: Intersection level-of-service is largely determined by roadway traffic volumes. The roadways with the highest traffic volumes in the study area are as follows:

- Main Street (45,000 daily vehicles)
- King Avenue (40,000 daily vehicles)
- I-90 (34,000 daily vehicles)
- 24th Street (26,000 daily vehicles)
- Grand Avenue (24,000 daily vehicles)

Emerging Technologies



EMERGING TECHNOLOGY READINESS

- Cellular Tower
- Electric Vehicle Charging Station
- Alternate Fuel Corridor - Electric Vehicle

Data Source: US Department of Energy, Federal Communications Commission, Federal Highway Administration

FCC data indicates that all Census tracts in the Billings urban area are covered by 4G LTE service. For this reason, cellular coverage is not depicted.

Emerging transportation technologies encompass a broad range of evolving applications of science, engineering, and social organization that could change how people live and move around their communities.

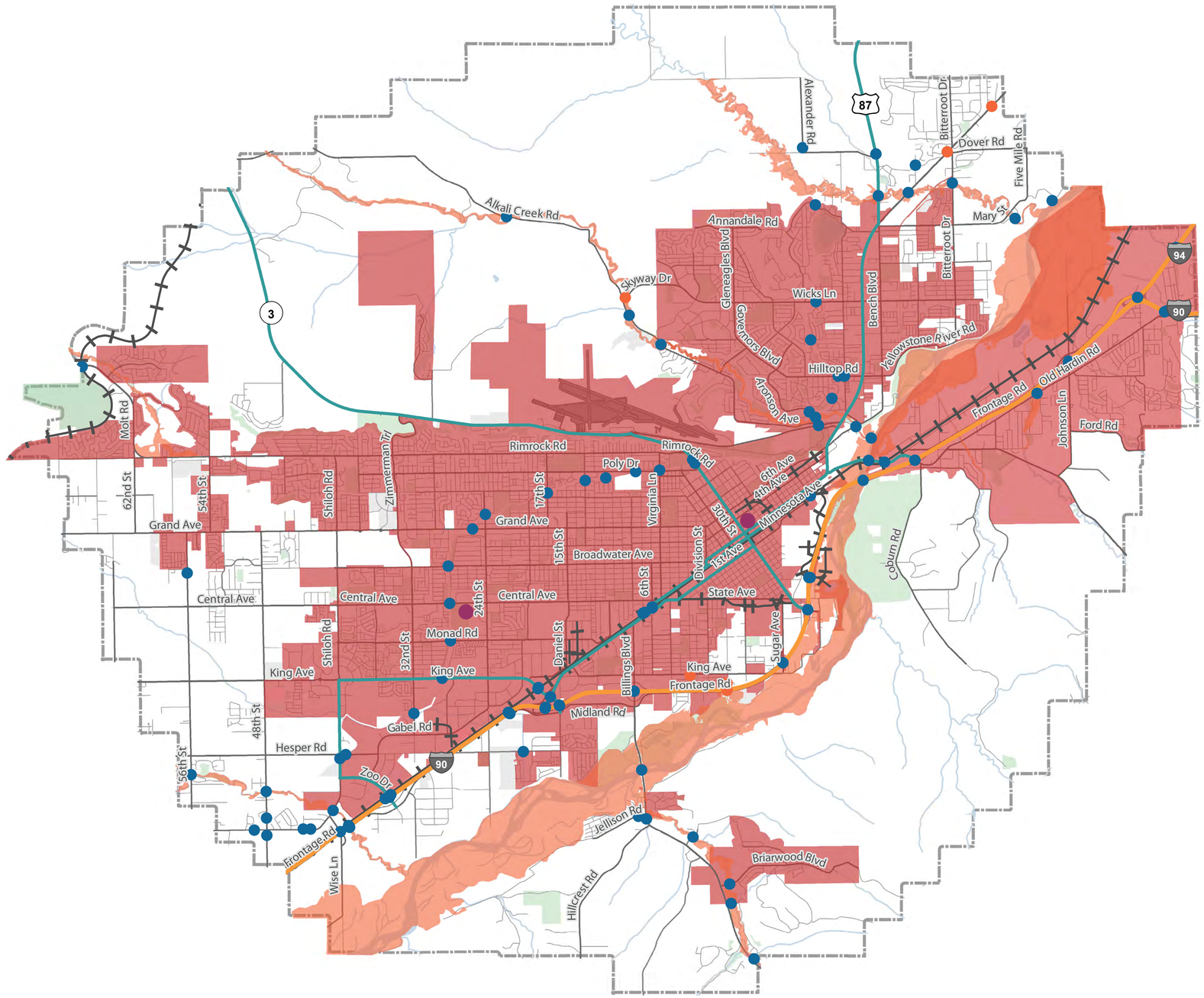
Some examples of emerging technologies in Billings include:

ELECTRIC VEHICLES

TRANSIT TECH such as GPS-Enabled Real-time Bus Trackers and Automated Passenger Counters

TRANSPORTATION NETWORK COMPANIES like Uber and Lyft

Security and Resiliency



CRITICAL INFRASTRUCTURE, WILDFIRE RISK, AND FLOOD RISK

- Bridge
- Culvert
- MET Transit Transfer Station
- Billings Logan International Airport
- Railroad

National Highway System (NHS)

- Interstate NHS
- Non-Interstate NHS

Flood Hazard Risk

- High Flood Risk

Montana Wildfire Risk Assessment

Data Source: Montana Department of Transportation, MET Transit, City of Billings, Yellowstone County, Montana Department of Natural Resources & Conservation, Federal Emergency Management Administration

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:

- Tornadoes
- Floods
- Blizzards
- Wildfires
- Pandemics
- Physical or Digital Attacks

At both the statewide and regional level, planning to address and mitigate these types of risks is on-going. Recent examples include:

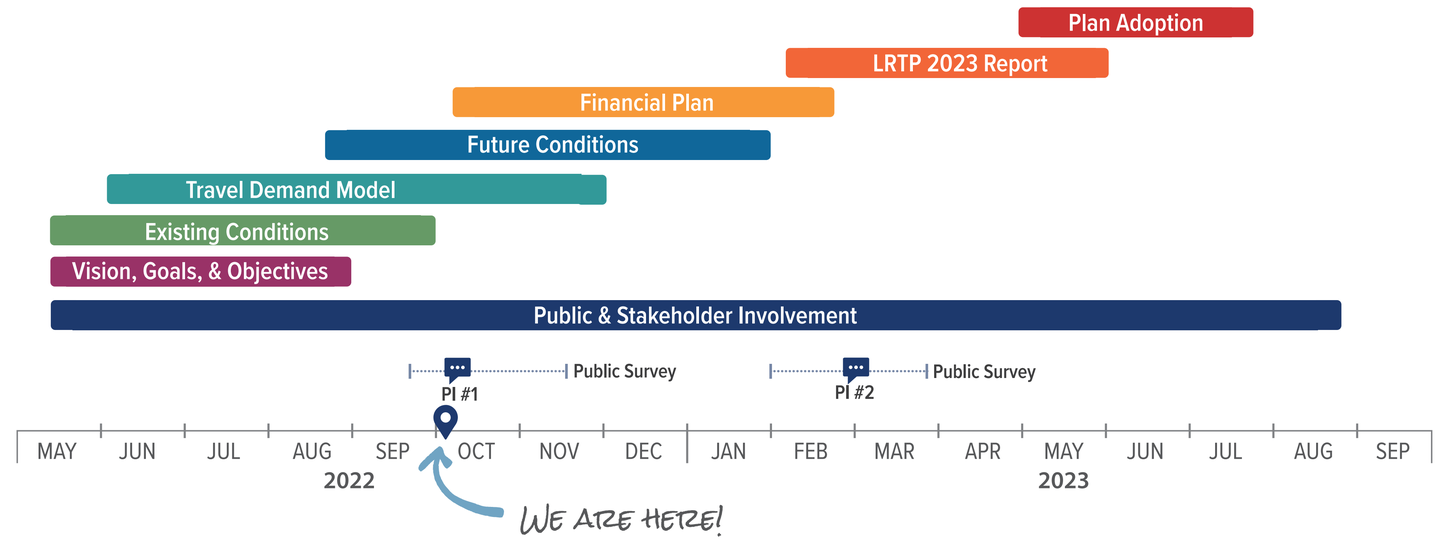
Next Steps

WHAT IS NEXT?

Following this meeting, our team will work to:

- Summarize comments from Public Open House #1
- Develop and analyze future conditions
- Identify a draft projects list
- Prepare a draft plan for review and comment
- Present materials at Public Open House #2 (February/March 2023)

Project Schedule



Thank you for participating!

Provide comments via our interactive web map survey:
www.billingslrtp.com/interactive-map

How to Stay Involved?

- Sign up on the “Notify Me” list on the City’s website: **http://ci.billings.mt.us/**
- Attend future public meetings
- Check back frequently for updates on our project website at **www.billingslrtp.com**
- Contact **Lisa Olmsted at 406.869.6329 or via email at lolmsted@dowl.com.**

Tell us what you think!

SCAN THE QR CODE

Or visit www.billingsLRTP.com/interactive-map and click the ‘Provide Input’ button

Leadership Workshop #1

- Sign-In Sheets
- Presentation

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

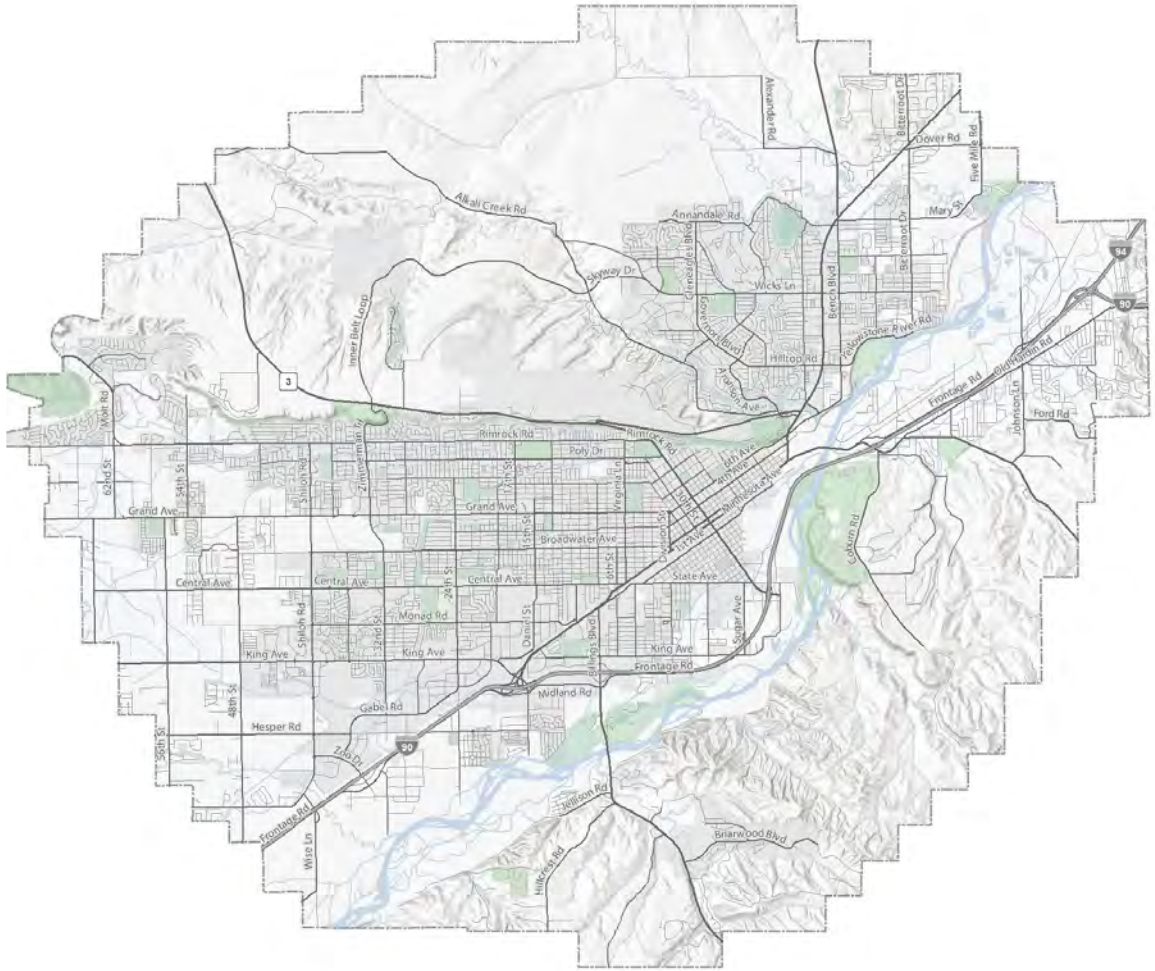
Guest Register: Workshop

Tuesday, Oct. 4, 2022

Name	Organization	Email	Phone
Denis Pitman	Yellowstone County		
WOODY WOODS	PLANNING BOARD		
Dennis Cook	Planning Board	[redacted]	[redacted]
[illegible]	Yellowstone Co.	[redacted]	[redacted]
[illegible]	Yellowstone Co	[redacted]	[redacted]
Tom Rapsis	City Council	[redacted]	[redacted]
Rusty Logan	MET Transit	[redacted]	[redacted]
John Osthus	Yellowstone County		[redacted]

2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Elected Officials Workshop



October 4th, 2022

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome & Introductions
  - Project Schedule & Approach
- Transportation Planning 101
- LRTP Vision, Goals, & Objectives
- Project Updates:
  - Existing Conditions
  - Travel Demand Model
  - Public & Stakeholder Involvement

Introductions

Transportation Planning 101

Metropolitan Planning Organization (MPO)

Federally-required regional transportation planning agency with local, state, and federal representatives for urban areas with >50,000 population.

- **Long Range Transportation Plan (LRTP)**
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan (PPP)

- Creates plans and policies for the urban area through a continuing, comprehensive, and cooperative process
- Gathers public feedback
- Distributes federal funds
- Establishes a regional decision-making forum

The **LRTP** is a framework that guides the development of **multimodal transportation** system projects in the urban area, that's updated every 4-5 years with a **20-year** planning horizon.

The **LRTP** must consider:

- Economic Vitality
- Security & Safety
- Movement of People & Goods
- Connectivity of People & Goods
- Environment & Energy Conservation
- System Efficiency
- System Preservation
- Resiliency, Reliability, & Stormwater Management
- Travel & Tourism

What's new for MPOs from the Bipartisan Infrastructure Law (BIL)?

2023 Focus Areas

+ Resiliency
+ Equity
+ Accessibility
+ Multimodal Safety

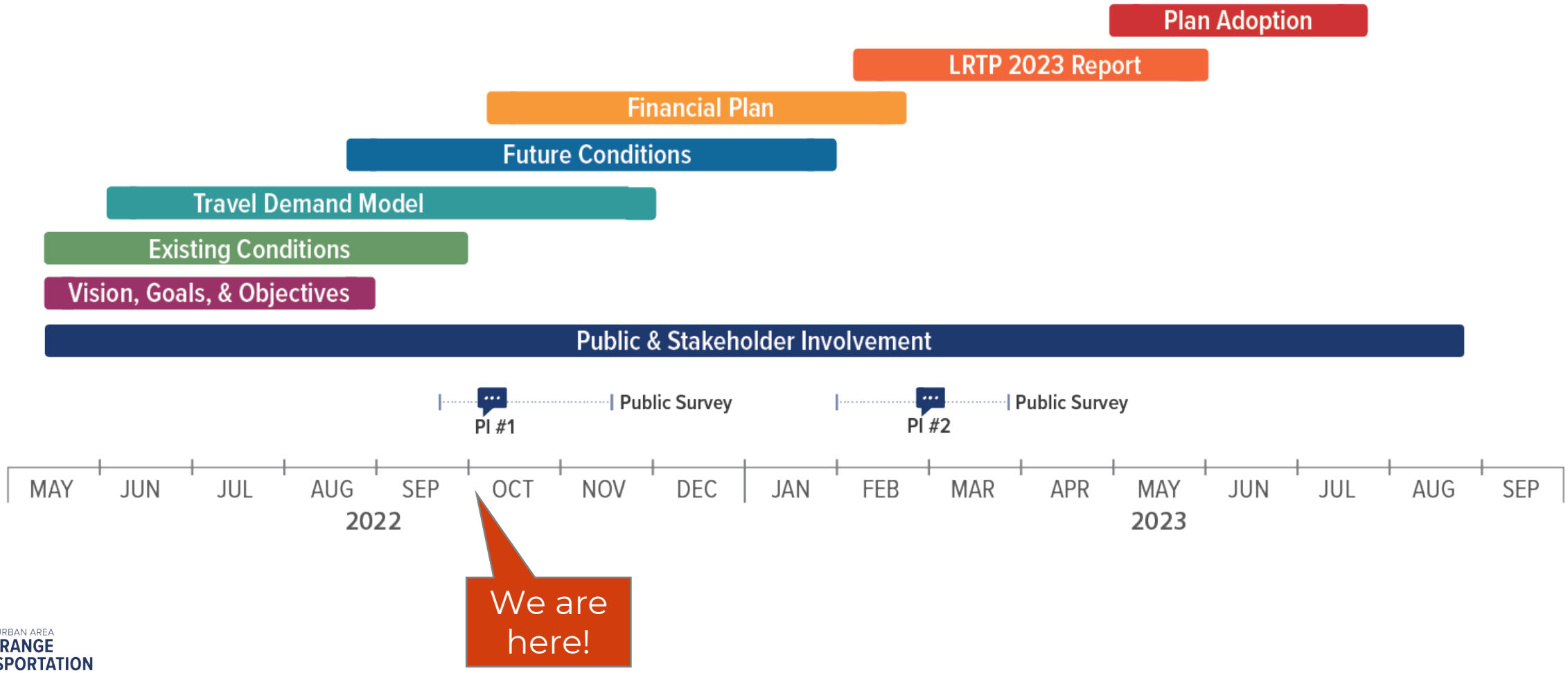
New Planning Requirements

+ Metropolitan Planning Program
  - Safe and Accessible Options for People of All Ages and Abilities
  - Housing Coordination
+ Surface Transportation Block Grant Program
  - Equitable Distribution to Urbanized Areas
+ National Highway Freight Program
  - Increase in Critical Urban Freight Corridor Designation (Statewide)

New Funding Programs

+ Airport Terminal Program
+ Bridge Investment Program
+ Carbon Reduction Program
+ National Electric Vehicle Infrastructure Program
+ Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program
+ Railroad Crossing Elimination Program
+ Reconnecting Communities Pilot Program
+ Safe Streets for All Program
+ Transit Oriented Development Planning Pilot Program

Project Schedule



LRTP Steering Committee

BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

CITY OF Billings

Lockwood

YELLOWSTONE COUNTY
MONTANA

MONTANA
Department of Transportation

MET TRANSIT

LRTP Consultant Team

KITTELSON & ASSOCIATES

Andy Daleiden
Team Project Manager

Rachel Grosso
Deputy Project Manager / Planner

Mark Heisinger
Planner / Engineer

DOWL

Doug Enderson
DOWL Project Manager

Sarah Patterson
Engineer

Lisa Olmsted
Public Involvement

Public & Stakeholder Outreach

Timeline and Activities

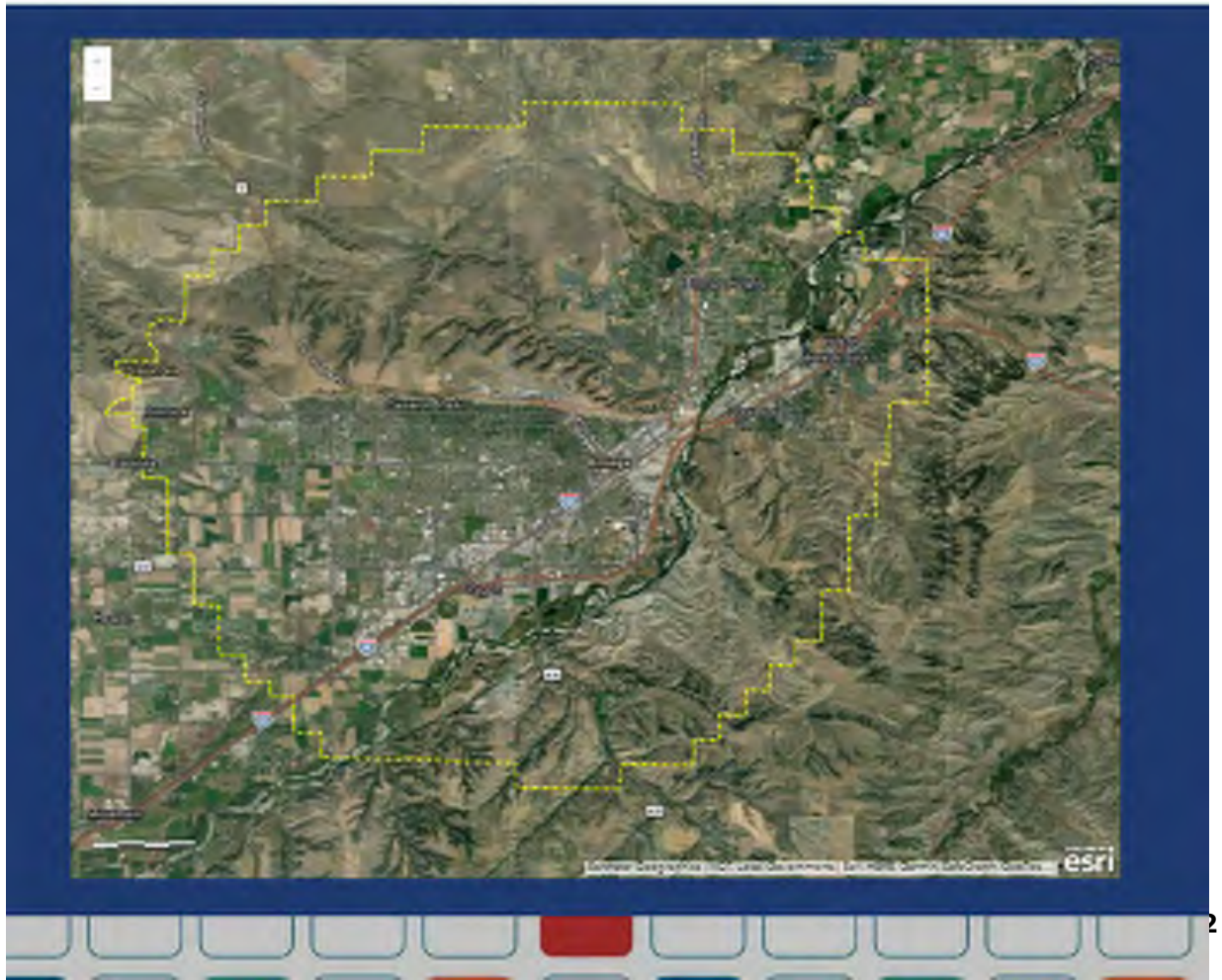
Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

Project Website

+ www.billingslrtp.com is live!

  Includes:

  - What, Why, How
  - Goals
  - Interactive Map



Outreach

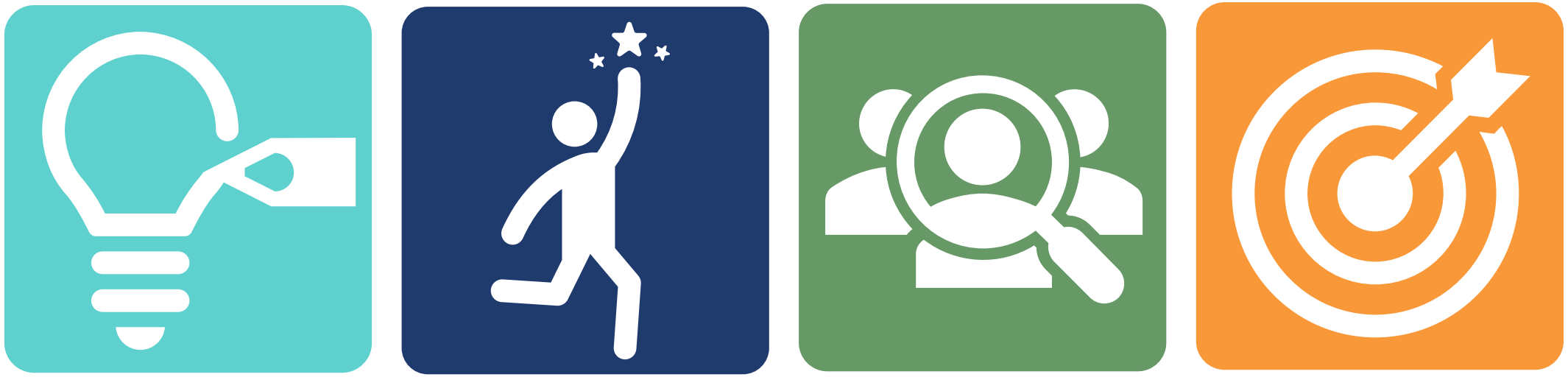
Paid Media and Earned Media (Q2 Interview this Week)
Website and Email Blasts
In-Person Events for Public and Stakeholders

Elected Officials Workshop – Today!

- October 4th, 2 – 4 PM
- Billings Public Library – Community Room
- Purpose: Educate elected officials on the transportation planning process, provide information on existing conditions, and establish timeline for LRTP adoption

Public Open House #1 – Thursday!

- October 6th, 4:30 – 6 PM
- Billings Public Library – Community Room
- Purpose: Update community on progress since previous LRTP, present existing conditions, and gather feedback on goals/objectives, as well as transportation challenges and needs



Vision & Goals

LRTP Vision

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

- Innovate, equitable, and inclusive
- Mix of transportation, housing, employment opportunities, and land uses
- Clean and green landscape
- Safe, secure, and affordable for residents of all ages, abilities, and backgrounds

Draft 2023 LRTP Goals

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

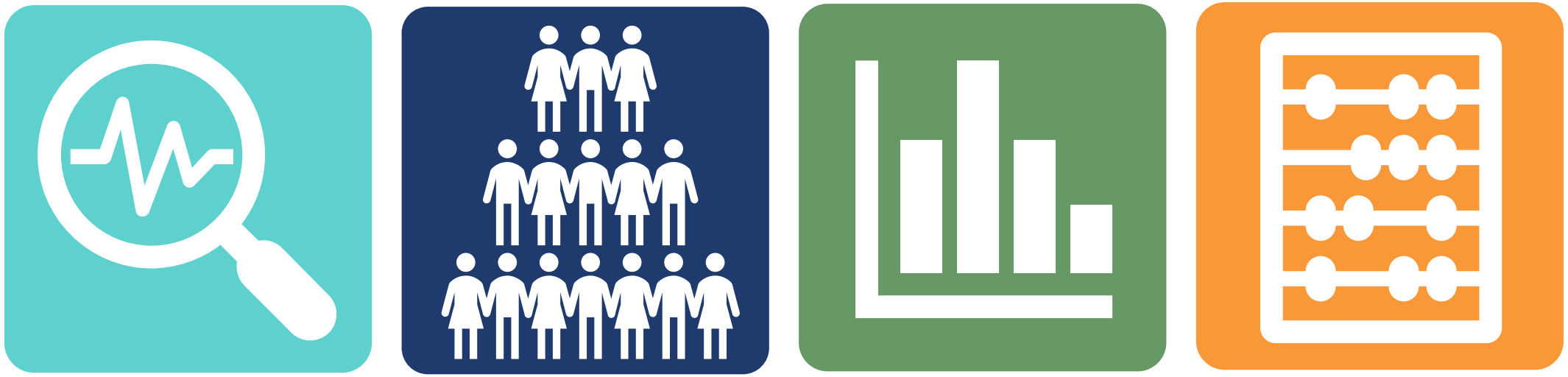
Create a transportation system that supports the practical and efficient use of transit, walking, biking, shared mobility, and vehicles.

Equity & Accessibility

Address the needs of transportation-disadvantaged populations through the provision of affordable, accessible, and reliable travel options.

Economic Vitality

Provide transportation facilities to support the local economy and connect the Billings urban area to local, regional, and national commerce.



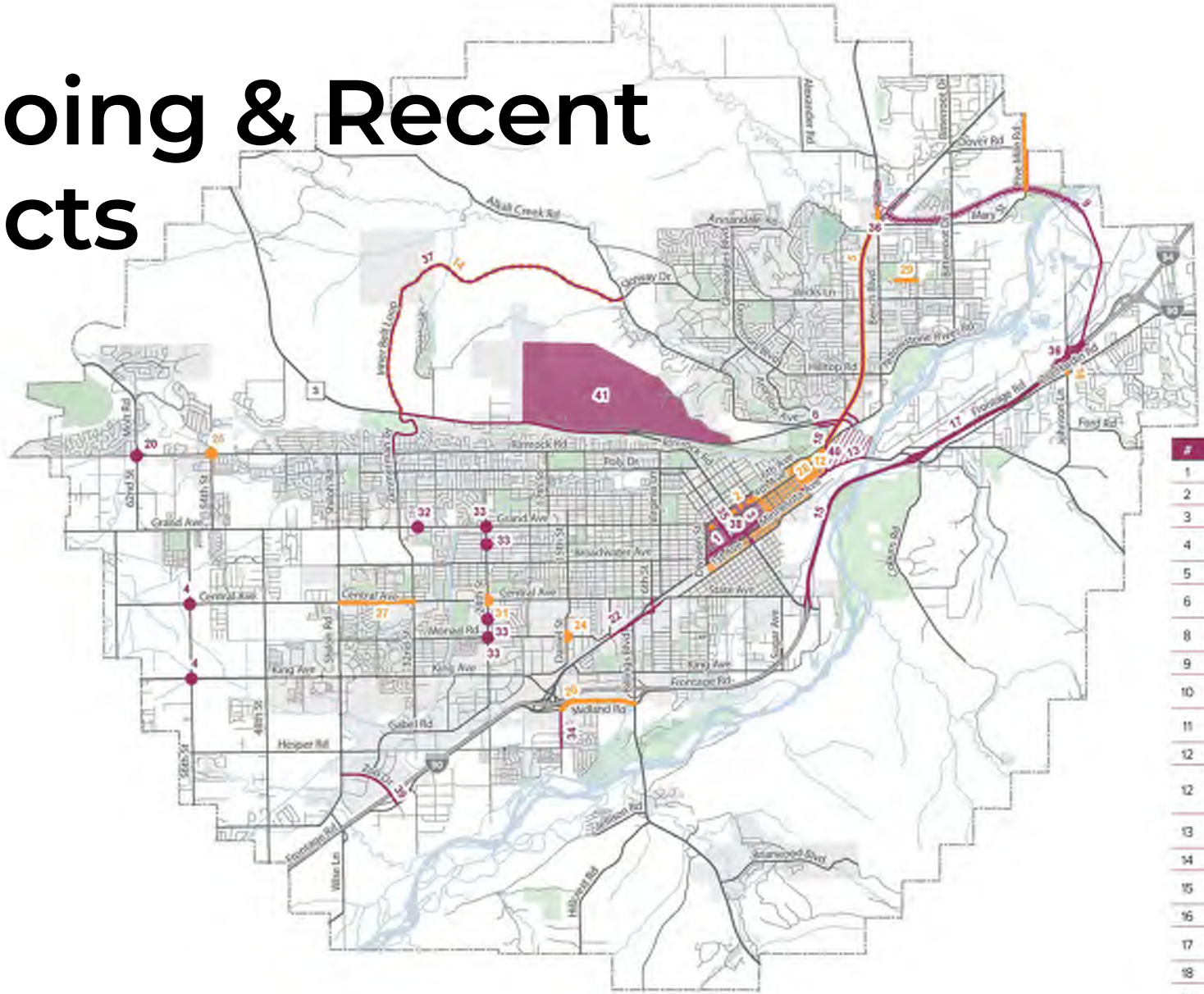
Components of a Long-Range Transportation Plan

Data Collection

- Billings MPO
- City of Billings
- Yellowstone County
- MET Transit
- Billings Logan International Airport
- Montana Department of Transportation
- Montana Department of Environmental Quality
- US Census Bureau
- Federal Highway Administration (FHWA)

- GIS Data
- Traffic Count Data (Vehicular, Pedestrian, Bicycle)
- Transit Data
- Enplanement Data
- Crash Data
- Air Quality Data
- Population Data
- Freight Analysis Framework 5 Data
- Plans and Studies

On-Going & Recent Projects



ONGOING AND RECENTLY COMPLETED PROJECTS, PLANS, AND STUDIES

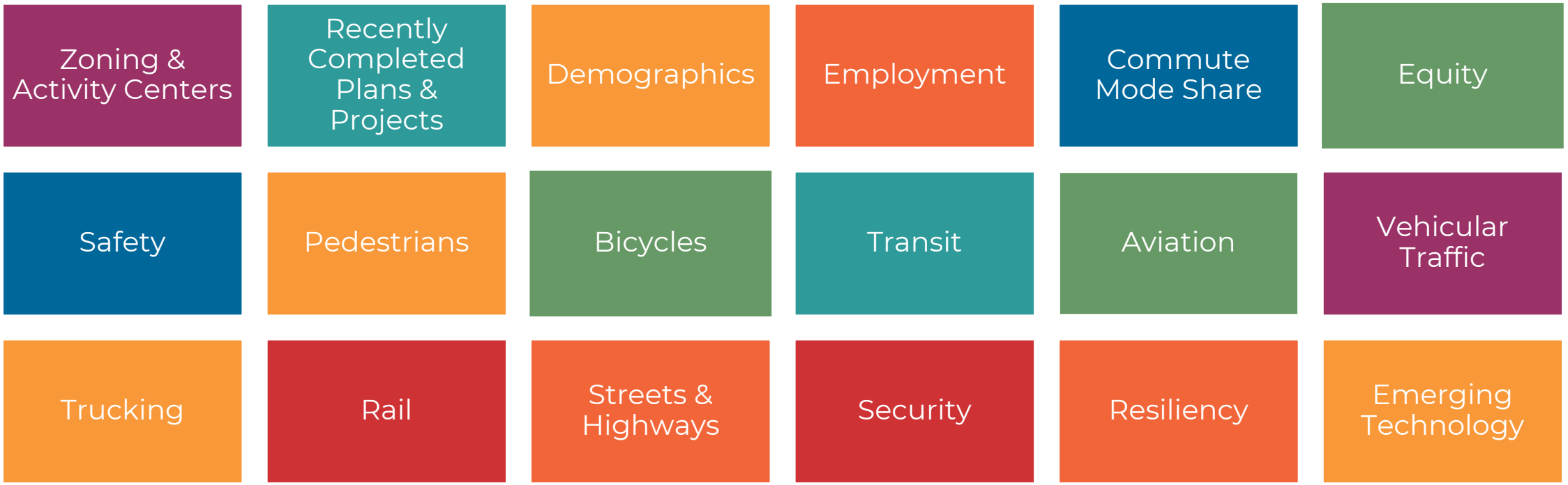
- Completed Intersection Project
- On-Going Intersection Project
- Completed Project
- Completed Study/Plan
- On-Going Project
- On-Going Study/Plan
- Completed Study/Plan
- On-Going Project
- On-Going Study/Plan

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

#	Document
1	1st Ave N Design
2	5th Ave N Corridor Feasibility Study
3	27th St Railroad Crossing Study
4	56th St Roundabouts: King Ave and Central Ave
5	Main St Timing
6	Airport Rd and Main St Intersection Design
8	Billings Bike and Scooter Share Feasibility Study
9	Billings Bypass Final Design
10	Billings Community Transportation Safety Plan Update
11	Billings Complete Streets Annual Report
12	Billings Downtown Traffic Study
12	Billings Downtown Traffic Study Alternative Prioritization and Public Preference
13	Exposition Dr & 1st Ave N Intersection Design
14	Inner Belt Loop Corridor Study
15	Interstate 90 Yellowstone River Project
16	Johnson Ln Signal Retiming
17	Lockwood Interchange Reconstruction
18	Main St Billings Improvement Project
19	MET Transit – Transit Development Plan
20	Rimrock Rd & 62nd St W Intersection

#	Document
21	Safe Routes to School Plan Update
22	Underpass Ave
23	Wayfinding Signage Plan
24	Monad Rd and Daniel St Traffic Signal
25	Rimrock Rd & 54th St W Traffic Signal
26	Midland Rd Streetscape Improvements
27	Central Ave Widening
28	EBURD Reconstruct
29	Kyhl Ln Improvements
31	24th St W and Central Ave Signal
32	Grand Ave and 32nd St W Signal
33	24th St W Signal Improvements
34	Mullowney Ln Improvements
35	29th St and 30th St Traffic Improvements
36	Billings Bypass Corridor Study
37	Northwest Billings Connector and Skyline Trail BUILD Grant
38	Downtown 2-Way Street Conversion
39	Zoo Dr Improvements
40	MetraPark Master Plan
41	Airport Terminal Expansion Project
42	Billings Area Public Transit Survey
43	FY22/23 Billings Area Transportation Coordination Plan
44	Public Transit Agency Safety Plan

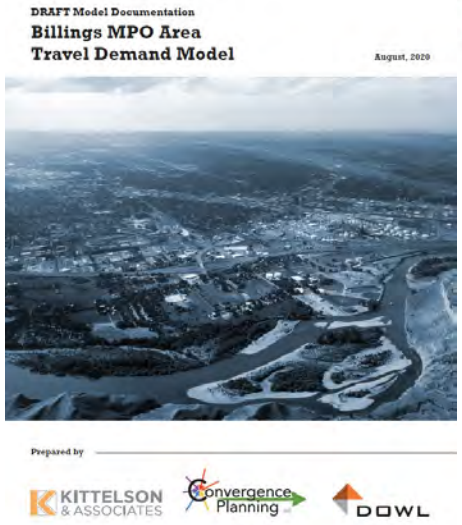
Elements of Existing Conditions

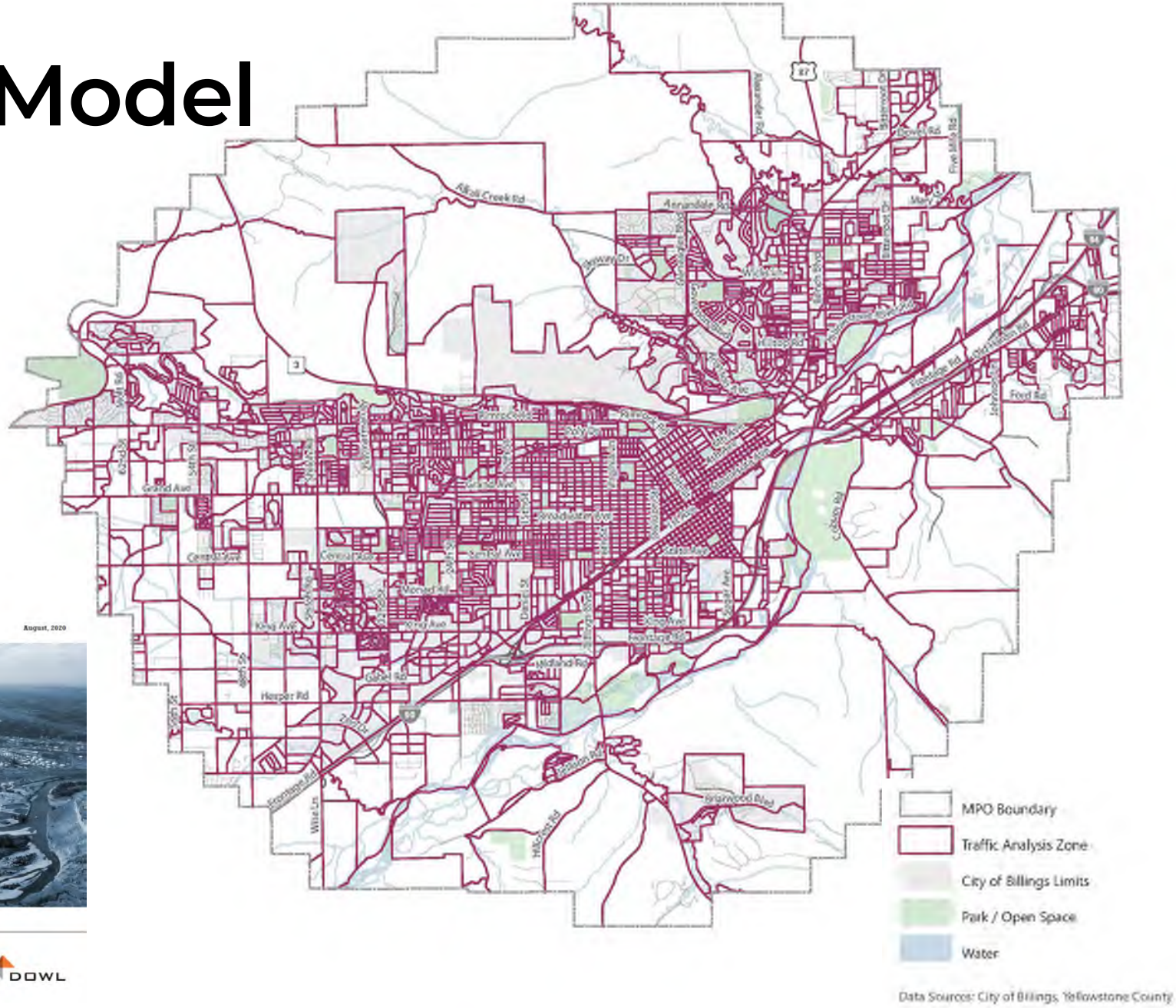


Travel Demand Model

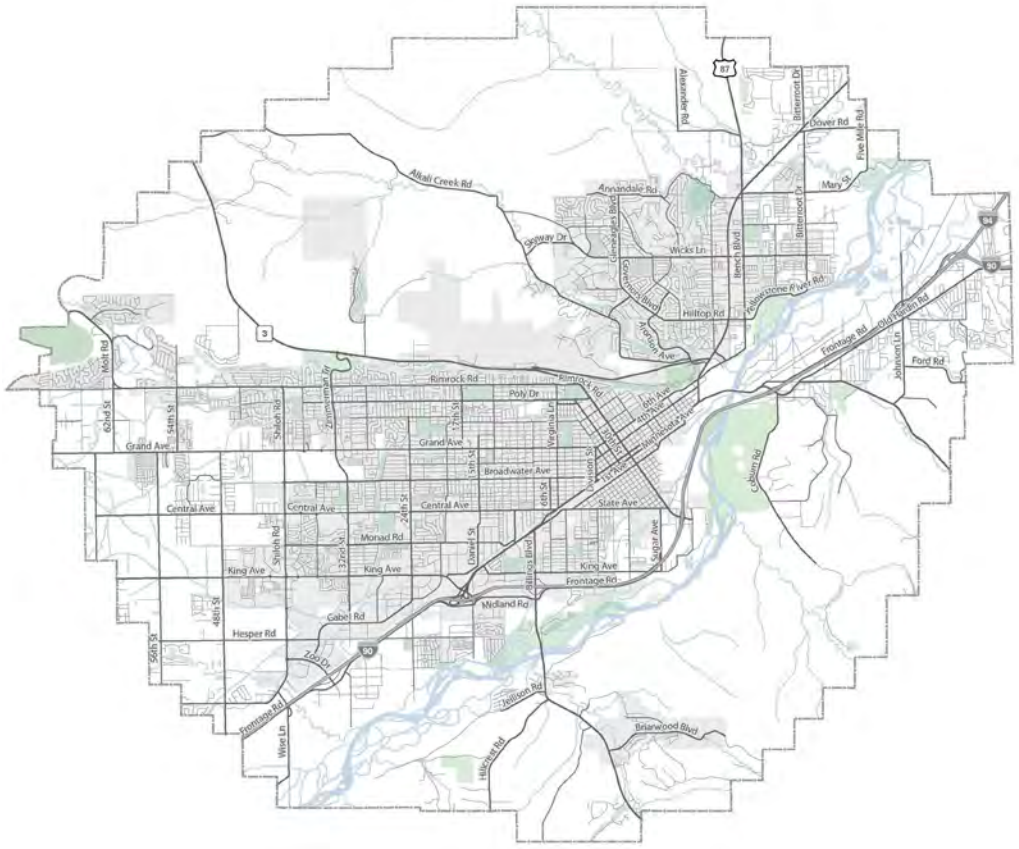
Purpose: Intended to provide reliable transportation forecasts for transportation and land use studies in the Billings urban area.

- Update Base Year Model from Year 2017 to Year 2021
- Update Future Year Model from Year 2040 to Year 2045





2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN



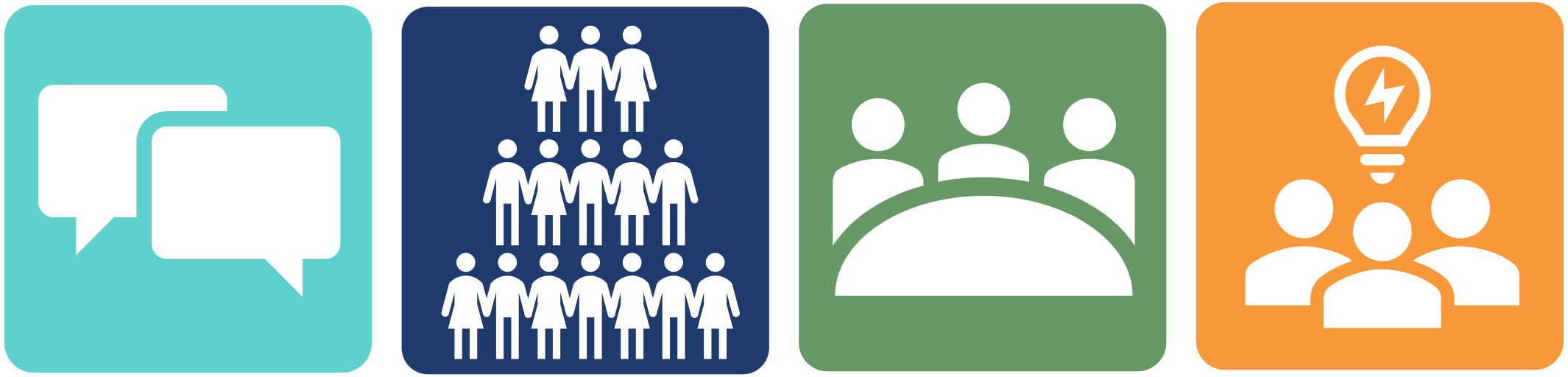
Thanks for coming!

- Please Provide Comments on the Survey Map: Interactive Map (billingslrtp.com)
- If you have any questions, reach out to

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

Lisa Olmstead
lolmstead@dowl.com
406.869.6329

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN



Break-Out:
Public Display Boards

Let’s Hear From You!

What would you like addressed in the plan?

Are there any topics you’d like to learn more about?

Phase 1 Outreach Summary

Outreach #1 Summary

December 12, 2022 275140.0

OUTREACH #1 SUMMARY

Public and stakeholder engagement is a key component of community planning efforts. The process 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)
- Montana Department of Transportation (MDT)
- City of Billings
- Yellowstone Board of County Commissioners
- Yellowstone County Planning Board (YCPB)

The pubic and stakeholder engagement processes being deployed for the Billings-Yellowstone Metropolitan Planning Organization's Long Range Transportation Plan (LRTP) align with the Billings Public Participation Plan. This summary outlines the public and stakeholder outreach conducted by the project team between September – December 2022.

Stakeholder Outreach

Throughout the LRTP update process, the project team engaged numerus community stakeholders to solicit their input and educate them about the purpose and outcomes of long-range planning. In October 2022, the project team engaged with a number of stakeholders – these meetings are outlined in the following section.

ELECTED OFFICIALS WORKSHOP

The Elected Officials Workshop was held on October 4th, 2022, from 2:00 pm to 4:00 pm at the Billings Public Library. The workshop had a total of 15 attendees representing the following agencies:

- Billings Yellowstone County MPO
- Billings City Council
- Yellowstone County Commission
- Lockwood Steering Committee
- Yellowstone County Public Works
- Billings MET Transit

Exhibit 1. Elected Officials Workshop

The workshop included an educational presentation about the LRTP update. A discussion followed, with comments from each attendee; input included the focus on planning for future growth (Billings Bypass, Inner Belt Loop, Billings West End),

multimodal options, public transit, and interest in the Travel Demand Model (TDM). Further details about the Elected Officials Workshop are available in

LIVING INDEPENDENTLY FOR TODAY AND TOMORROW (LIFTT)

The project team met with Jed Barton, a representative of Living Independently for Today & Tomorrow (LIFTT) about the LRTP Update and discussed elements of the transportation system that effect the disabled community in Billings. Transportation elements most important to the disabled community in Billings include signal systems/pedestrian phasing, sidewalks/curb ramps, curb extensions, and inclusive way finding.

BIKE WALK MONTANA

The project team met with Kathy Aragon, a Bike Walk Montana board member to discuss the LRTP Update and how Bike Walk Montana's perspectives might be integrated. Kathy noted that crash data is hard for the average citizen to understand and suggested developing a mobility dashboard to allow the public to interact with transportation and safety data and including a graphic showing project development from idea through planning and construction in the LRTP. She also suggested real-time access to crash data. Kathy provided input and recommendations which included incorporating the 2016 Growth Policy into the LRTP and paying particular focus to intersections, as they are the most dangerous point for pedestrians and bikers.

LOCKWOOD PEDESTRIAN SAFETY DISTRICT

The project team met with the Lockwood Pedestrian Safety District to discuss the LRTP Update. Three board members were in attendance as well as the consultant working on the Lockwood Pedestrian District Plan Update. Conversation focused on Lockwood projects in the 2016 document, key findings from the Pedestrian & Bicycle section of the Existing Conditions Draft Chapter in Lockwood and the focus on project availability and funding for Lockwood projects, including projects in the Lockwood Pedestrian Safety District Plan Update.

PIONEER PARK TASK FORCE

The project team attended the Pioneer Park Task Force at Harper and Madison from 6:30 pm to 8:00 pm. There were 21 individuals in attendance. An overview presentation about the LRTP was provided to the group, including a synopsis of public input collected to-date, and a schedule of upcoming public participation opportunities. Neighborhood-specific concerns included speed, safety ideas, and trail needs. The group submitted comments using comment cards and was encouraged to participate in future public engagement opportunities. Further details about this meeting are available in

Public Outreach

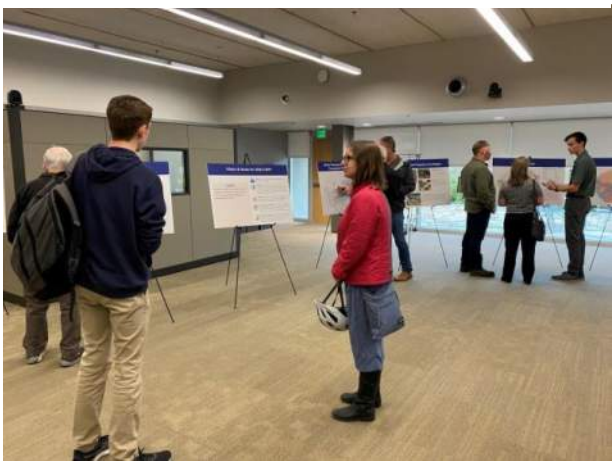
Engaging the public is critical to this LRTP Update process. During the first phase of public engagement, the team has collected input through an interactive project website, by hosting a public meeting, and through paid and earned media.

PUBLIC OPEN HOUSE #1

The first public open house was held on October 6th 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 hose 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 were gathered using laptops with the interactive map. Sign-in sheet is available in Appendix A.

Exhibit 2. Public Open House #1



ONLINE INTERACTIVE MAP

During the first phase of the LRTP Update, public comments were collected using an interactive map on the project website. Between the open house, stakeholder outreach, and community-wide promotion, **315 comments** were received. Comments were organized by category (selected by the user), which included:

- Accessibility: 4 comments received
- Bicyclist: 46 comments received
- Congestion: 25 comments received
- General: 37 comments received
- Pedestrian: 43 comments received
- Safety: 115 comments received
- Transit: 8 comments received

Figure 1 displays the public comments by topic, along with the geographic location of the comment. Additional details about the online public comment map and public comments are available in Appendix B: Online Interactive Map Comments.

Exhibit 3. Public Comments by Category

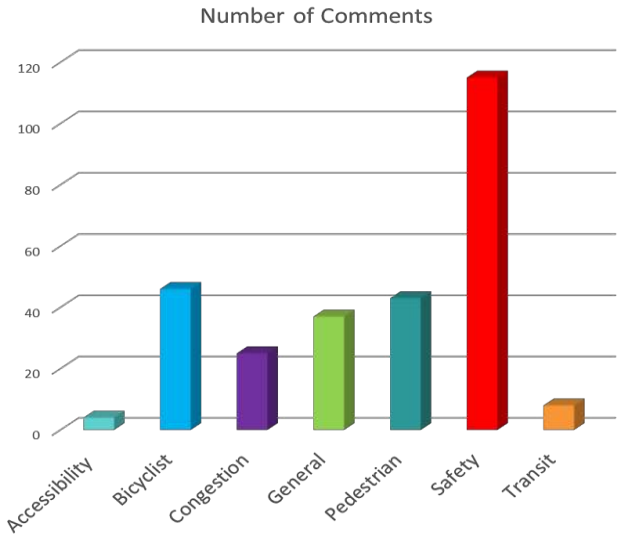
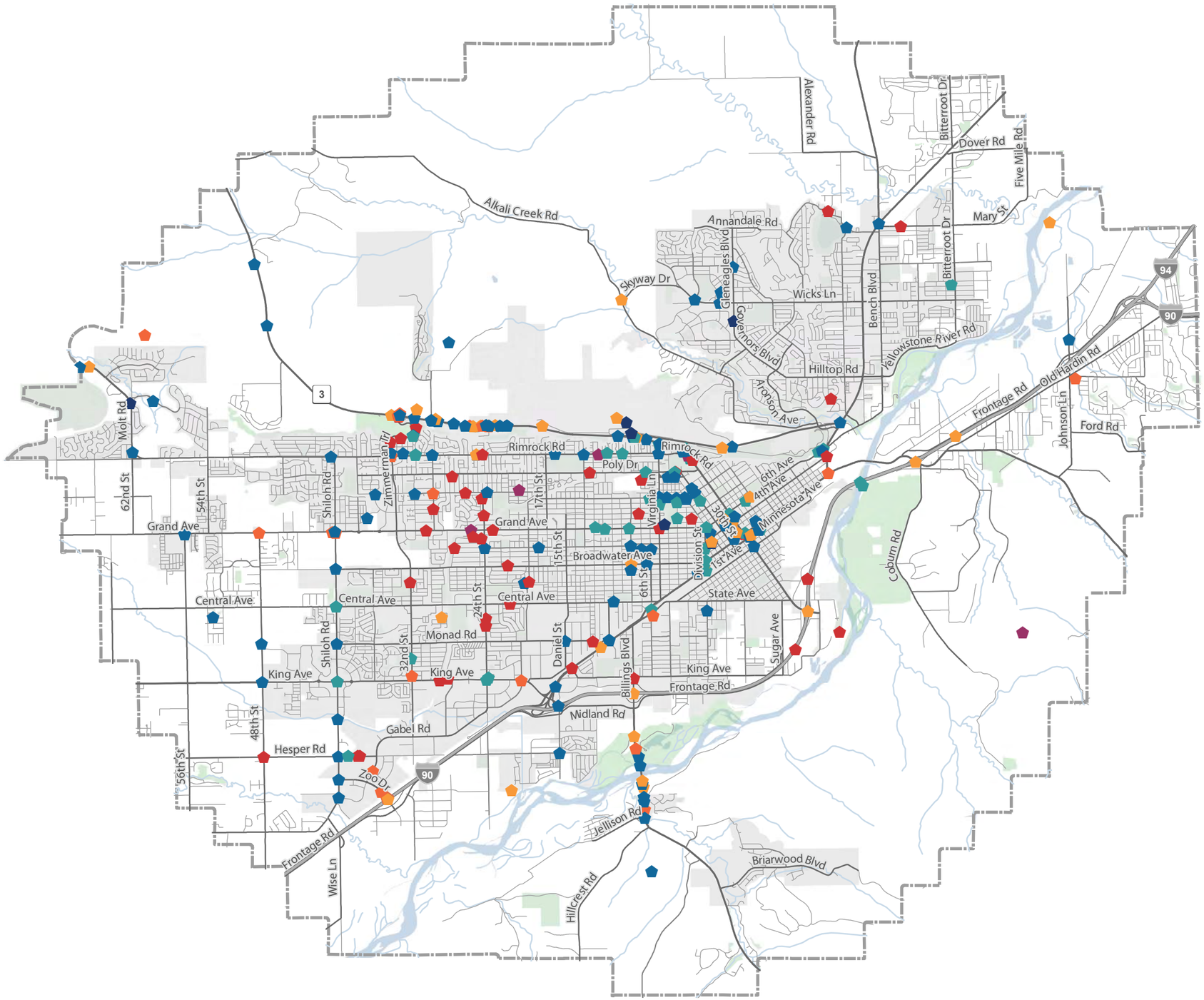


FIGURE 1

PUBLIC COMMENTS



Public Comments by Topic

- Accessibility
- Bicyclist
- Congestion
- General
- Pedestrian
- Safety
- Transit

Data Source: Billings-Yellowstone County MPO

Accessibility

There were four comments received in the online interactive map related to accessibility. Two of these comments addressed accessibility concerns on Rimrock Road sidewalks, with one comment mentioning the limited accessibility of the trail access point near the N 27th Street intersection. One comment expressed concerns about sidewalk width on Poly Drive, and another suggested a connection to the canal path at Grand Avenue to enhance accessibility to the surrounding community.

Bicycle

The online interactive map received forty-six comments addressing bicycle infrastructure. The interactive map received six comments suggesting safer bicycle facilities on 24th Street such as a protected bike lane on 24th Street, a safer crossing at the intersection with Grand Avenue, and a dedicated connection to Lillis Park. Bike facilities on Zimmerman Trail were the focus of five comments highlighting the need for bicycle connections to Skyline Trail, the Inner Belt Loop, and Zimmerman Park. Three comments encapsulated the need for multi-use path connections to Riverfront Park. Two comments in support of new or enhanced bicycle facilities along the following roadways were also collected:

- Hesper Road (Connection to Shiloh Trail)
- King Avenue (Mixed-use path connections between 28th and 32nd Street going E-W and N-S)
- Poly Drive (protected bicycle lane)

Congestion

The online interactive map received twenty-five comments addressing congestion in the Billings urban area. Most comments addressed the need to accommodate ongoing growth along east-west corridors west of the Downtown Core, including King Avenue, Grand Avenue, and Highway 3. There were three comments highlighting traffic concerns at intersections on Zimmerman Trail, particularly the Highway 3 and Rimrock Road intersections. Three comments addressed the difficulty of turning from side streets onto Highway 3 due to high traffic volumes. Four comments highlighted congestion concerns near the Shiloh Road exit on I-90 at Zoo Drive and Gabel Road.

General

The General comments (thirty-six total) covered a variety of input related to traffic and safety. There were several general comments along Highway 3 providing input related to the continued development of the corridor, including concerns about noise and access points from side streets. Several comments expressed support for converting the one-way streets in the Downtown area to two-way streets to improve pedestrian safety and traffic. Two comments were in favor of a pedestrian-only corridor in the Downtown area. There were three comments discussing concerns about vehicular speeds on Blue Creek Road near the Riverfront Park.

Pedestrian

The online interactive map received forty-three comments addressing pedestrian facilities in the Billings urban area. Many of these comments emphasized the need for safer pedestrian crossings along busy corridors in the Downtown Core and North Elevation areas near the universities. Two of the four comments collected about unsafe crossings on Rimrock Road pointed out the need for a safer pedestrian crossing at Beartooth Drive. There were five comments addressing the need for safer pedestrian infrastructure at crossings along Division Street, including Division Street/ 1st Avenue/ Broadwater in particular.

There were four comments addressing the need for enhanced pedestrian facilities along N 27th Street to connect to trails in the rimrocks, three comments requesting safer crossings at multiple locations along Grand Avenue, three comments requesting more pedestrian infrastructure to connect to parks east of Yellowstone River, and two comments expressing concerns at the King Avenue and 24th Street intersection.

Safety

Of the 276 total comments received in the online open house, 112 were related to safety. There were several comments concentrated on speeds and turning safety from side streets along Highway 3/N 27th Street (thirteen comments) and Rimrock Road (eight comments) corridors as well as turning safety concerns at the intersection of N 27th Street & Rimrock Road (five comments). On Rimrock Road, two of the eight comments highlighted the intersection at Rehberg Lane to be considered for safety improvements. The intersection of Rimrock Road and N 27th Street had five comments expressing safety concerns, with two comments in favor of the temporary signal previously in place and three comments discussing the difficulty of turning left from Rimrock Road to 27th Street. Additionally, two comments addressed concerns about wildlife crossings on Highway 3 and suggested wildlife crossing infrastructure.

Four comments expressed speed and safety concerns on Blue Creek Road, especially near the school bus stop at Casey's Corner, where children frequently cross for bus pick-up and drop-off. There were eight comments related to speed concerns on Shiloh Road between the roundabouts, five comments addressing speed concerns in the residential neighborhood area north and south of Broadwater Avenue between 8th Street W and 4th Street W, and three comments expressing vehicular speed and pedestrian/ bicycle safety concerns on Parkhill Drive near Pioneer Park. In the Downtown Core area, there were several comments discussing concerns with the one-way roadways and vehicular, pedestrian, and bicycle safety, particularly along Montana Avenue.

Transit

There were eight transit-related comments collected in the online interactive map. Two of the comments expressed the need for consistent bus service from Downtown, West End, and the Heights to the airport. The remaining comments expressed the desire for MET bus connections to the medical corridor and schools as an alternative to driving, concerns about energy use with electric buses, and additional MET stop connections.

Appendix A: Sign in Sheets

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Guest Register: Open House

Thursday, Oct. 6, 2022

Name	Address	Email	Voluntary Information		
Howard C Holy	[redacted]		☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☑ White ☐ Other	☑ Male ☐ Female	☐ Disabled
Chris Lahren			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☑ White ☐ Other	☑ Male ☐ Female	☐ Disabled
Leslie Cooke			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☑ Female	☐ Disabled
Richard Sowden			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
Steve Iverich			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
Lyle Gabrian			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
Everett Jones			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☑ White ☐ Other	☑ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled
			☐ American Indian/Alaskan Native ☐ Asian/Pacific Inlander ☐ Black ☐ Hispanic ☐ White ☐ Other	☐ Male ☐ Female	☐ Disabled

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Guest Register: Open House

Thursday, Oct. 6, 2022

Name	Address	Email	Voluntary Information		
Howard Evans	[redacted]		White, Other	Male	
Paul J. Scarpari			White, Other	Male	
James Maneska			White, Other	Male	
Steve Grabill			White, Other	Male	
Michele Johnson					
Katy Lefler			White, Other	Female	
Leonard Teeter			White, Other	Male	
Anna O'Donnell			White, Other	Female	
Kelly Wenrich			White, Other	Female	
Wendy Stiff			White, Other	Female	
Charles Stiff			White, Other	Male	
Woody Woods			White, Other	Male	
Harold Marshall			White, Other	Male	

Appendix B: Online Interactive Map Comments

Appendix B: Online Map Public Comments

Object ID	Category	Comment	Location
12	Safety	Safety on Rimrock. Extensive growth to the west (CopperRidge, Ironwood etc) has increased traffic on Rimrock. The city regards Rimrock as arterial, but it is first & foremost residential. What plans are included to get traffic off Rimrock for safety?	City of Billings
13	Safety	This is a dangerous intersection.	City of Billings
14	General	Traffic problem on Blue Creek Road south of bridge.	Yellowstone County
15	Safety	Montana Avenue is too fast for pedestrians, bicycles, etc. Traffic needs to be slowed.	City of Billings
16	General	Drivers turn north on 22nd and speed up the street (no stop signs or speed bumps) and then often turn west to get over to 27th St. N. This allows them to avoid the red lights. Our traffic situation is goes from a calm street to the NASCAR speedway!	City of Billings
18	Safety	Add turn lanes for access to the south and north to improve safety on Highway 3. Coordinate these improvements with the new development (Yellowstone Landing Commercial Subdivision) at AJ Way/Highway 3 (conflicts with left-outs/left-ins).	City of Billings
19	Safety	Look to reduce speeds on Highway 3	City of Billings
20	General	The connection road planned for High Sierra to Zimmerman is critical to the future of transportation in Billings. This project should be of the highest priority to lessen congestion in the Heights.	Yellowstone County
21	General	Turning left from mountain vorw blvd. On to 27th street. Its hard to see on coming traffic do to the trees and guard rail	City of Billings
22	General	MDT and MPO should update the Highway 3 Corridor Plan to account for future development, access locations on Highway	Yellowstone County

		3, and identify roadway network to serve the vacant lands north of Highway 3.	
23	General	The access route between Zimmerman and High Sierra is very important to me. Anny preplanning or diverting of other funds to make it happen sooner than the forecasted 4 years to start would be wonderful.	Yellowstone County
24	General	BIL needs a complete overhaul of its strategic plan for growth. Investment must be made to increase overall capacity bringing down fares. BIL is a revenue generator for the city, the city needs to more meaningfully invest back into the airport.	City of Billings
25	Safety	Improve the Huey /Highway 3 intersection to accommodate future development (Army National Guard) to the north. Coordinate with Army National Guard.	City of Billings
26	General	Overall services available at the airport need to improve. A city of Billing's size has an insufficient to handle the passenger flows demanded by the public. A Billings resident should not have to use the airports in Cody or Bozeman to travel.	City of Billings
27	Safety	city garbage trucks and county residents use this intersection to go to the landfill. There is no left hand turn lane heading towards Billings going onto Jellison. There is also a corner right before this intersection that blocks sight.	City of Billings
28	General	One of the blocks to airline growth is the lack of lavatory dump facilities at the airport. The major airlines are going to Bozeman because of its ability to service them. Leaving billings with only in and out flights and no dead heads.	City of Billings
29	Safety	Children cross this busy highway in the during high traffic times to get on the school bus. There is no light, stop sign, cross walk or any other safety mechanism for these kids. The speed limit should match other school zones.	City of Billings
30	Safety	It is difficult to turn left out of residential areas to the north of Rimrock Road. It would be helpful to study Rimrock Road and identify ways to improve this condition. Is signal coordination possible on Rimrock Road?	City of Billings

31	Pedestrian	Crossing opportunities are limited between 27th and 17th on Rimrock Road. Add more crossings to this corridor.	City of Billings
32	Congestion	with more traffic on hwy 3 access to hwy3 is becoming more difficult from side streets . Would like to have turn lanes on and off hwy 3.	City of Billings
33	Safety	This road is on the way to Pryor. We have a lot of stolen cars from town that get into high speed chases on this highway in order to get to the reservation where our law enforcement has no jurisdiction to arrest the individuals who stole the car(s)	Yellowstone County
34	Congestion	I like how the roundabouts operate. I would like to see them considered wherever we have congestion issues in Billings	Yellowstone County
35	Safety	The bike lane on the rim side of the road only begins halfway up the road- it feels very exposed & dangerous riding up. It would be great to also see a sidewalk along the rim-side of the road to allow people to access the airport & Black Otter by foot.	City of Billings
36	Safety	Find a solution for left-turn outs at Rimrock/27th intersection. The temporary signal worked well during the non-winter conditions. Fix the yield condition for southbound right-turn conflicting with merge area on Rimrock Road.	City of Billings
37	General	Montana Avenue and all Downtown streets need to be two lane, need to slow vehicular traffic to improve safety for this area which has many businesses and workplaces - all of downtown needs to feel safer for people walking biking and rolling	City of Billings
38	Safety	I feel like this road is very unsafe for children walking to and from school. There's a light a block up and a block down from it, and the drivers do not watch out, even during school hours. I feel these corners could benefit from decreased speed limit	City of Billings
39	Pedestrian	Should be a non motorized connection on the I90 bridge rehab project between Coulson Park & 4 Dances Recreation area -lots of new development in lockwood- this is a good connection direct to downtown & already in local plans-can it still be incorporated?	City of Billings

40	Safety	It can be really confusing and intimidating to drive downtown-especially as a new driver. The way the one way streets are organized can be stressful until one actually learns the roads and gets used to the traffic there.	City of Billings
41	Safety	The intersection near Ben Steele Middle School needs better lighting when dark, especially in winter months when students are walking early in the morning. Traffic lights with crosswalks would help students cross more safely.	City of Billings
42	Pedestrian	This roundabout and intersection are difficult for pedestrians/cyclists to cross. Drivers frequently ignore the flashing lights, fail to see pedestrians/cyclists, and move at high speeds.	Yellowstone County
43	Pedestrian	This roundabout and intersection are difficult for pedestrians/cyclists to cross. Drivers frequently ignore the flashing lights, fail to see pedestrians/cyclists, and move at high speeds.	City of Billings
44	Pedestrian	This roundabout and intersection are difficult for pedestrians/cyclists to cross. Drivers frequently ignore the flashing lights, fail to see pedestrians/cyclists, and move at high speeds.	City of Billings
45	Pedestrian	This intersection is extremely dangerous for pedestrians to cross. Pedestrians must travel across multiple lanes of car traffic, and drivers often act unpredictably.	City of Billings
46	Safety	This is not an arterial road, the speed limit should be reduced from 35 mph to 25 mph.	City of Billings
47	Bicyclist	This section of Grand Avenue has 5-6 lanes for vehicle traffic. There is sufficient space for a protected bike path to be installed on this arterial road between Shiloh and 24th St W.	City of Billings
48	Pedestrian	This intersection lacks proper pedestrian infrastructure. It is very difficult to cross King and 24th St. W with so many lanes of car traffic.	City of Billings
49	Pedestrian	This slip lane is dangerous for pedestrians to cross. Drivers fail to watch for pedestrians and turn at high speeds.	City of Billings
50	Pedestrian	This slip lane is dangerous for pedestrians to cross. Drivers fail to watch for pedestrians and turn at high speeds.	City of Billings

51	Bicyclist	There is sufficient space on the right of way to install a bike path on Rehberg between Rimrock and Grand.	City of Billings
52	Safety	The posted speed limit here is 25 mph, but drivers often travel at dangerously high speeds.	City of Billings
53	Bicyclist	Broadwater is a major arterial with 5+ lanes of car traffic. It is currently dangerous for cyclists. There is sufficient space to add protected bike lanes.	City of Billings
54	Bicyclist	Central is a major arterial with 5+ lanes of car traffic. It is currently dangerous for cyclists. There is sufficient space to add protected bike lanes.	City of Billings
55	Bicyclist	King is a major arterial with 5+ lanes of car traffic. It is currently dangerous for cyclists. There is sufficient space to add protected bike lanes.	City of Billings
56	Bicyclist	Rimrock has a bike lane, but it is unprotected from car traffic. It would be safer for protected bike infrastructure to be installed.	City of Billings
57	Bicyclist	24th St W is a major arterial with 5+ lanes of car traffic. It is currently dangerous of cyclists. There is sufficient room for protected bike lanes to be added.	City of Billings
58	Bicyclist	24th is a major arterial with 5+ lanes of car traffic. It is currently dangerous for cyclists. There is sufficient space to add protected bike lanes.	City of Billings
59	Bicyclist	Zimmerman/32nd has sufficient space to add protected bike lanes.	City of Billings
60	General	There is no good reason for 6 lanes on 27th between 3rd Ave. N. and 7th Ave. N. People drive at highway speeds when there are acres of asphalt. YAM is effectively isolated from the rest of downtown. Either elim. 2 lanes and/or provide a traffic island	City of Billings
61	Safety	Uncontrolled access from Casey's Corner gas station. Vehicles enter and exit Highway 416 via a completely open parking lot with no defined driveway.	Yellowstone County
62	Congestion	Riverfront Park needs a turn lane, especially south bound turning left.	Yellowstone County

63	Safety	Speed limit should be reduced on Blue Creek Rd. from 50 mph to 35 mph until Colleen Dr. Multiple business access points, school bus pick up at Casey's Corner, multiple vehicle-to-animal hits.	Yellowstone County
64	General	Place a Zimmerman Trail condition sign. Motorists can make decision about condition before reaching the roundabout. The current sign is west of the roundabout and may require a U turn to proceed. There is no turn out for a U turn (especially in winter	City of Billings
65	Safety	Update 2015 Corridor study to include limited access to the highway and provisions for Skytrail safety.	City of Billings
66	Safety	Improve turning safety at this intersection as well as Huey Way.	City of Billings
67	General	Design of improved roadway should include use of vegetation native to the area to preserve corridor esthetics.	City of Billings
68	General	Reduce speed limit to lessen noise generated by fast moving traffic and eliminate the need for compression brakes. Noise has reduced the quality of life and enjoyment of property for residents along the Hwy 3 corridor.	City of Billings
69	Congestion	Expansion of storage facility including RVs is creating additional traffic congestion and safety risks when vehicles are pulling out onto 50 MPH highway.	City of Billings
70	Safety	This intersection is dangerous, especially during peak travel times and with winter conditions. Consider redesigning with the amount of residential growth in this area.	Yellowstone County
71	Pedestrian	Lack of street lights and side walks make walking in low light dangerous.	City of Billings
72	Safety	The current intersection at North 27th and Rimrock Rd is dangerous. It is difficult to determine how fast a vehicle is travelling south on Airport Road (North 27th). Therefore, turning from Rimrock Rd onto airport road is like taking a chance.	City of Billings
73	Transit	With the increased traffic on HWY 3, it is impossible due peak hours to turn left in my residence at Sky Ranch. There needs	City of Billings

		to be left turn lanes or strategically placed roundabouts to allow left hand turns.	
74	Congestion	With the completion of the inner belt loop, traffic on Zimmerman Trail needs to be addressed.	City of Billings
75	Safety	Create divided highway to prevent passing into oncoming lanes when vehicles are making a right turn. Double lines on the road do not do the job.	City of Billings
76	General	Pedestrian crossing are rare on Rimrock Road, and are not always adequately marked when existent.	City of Billings
77	Bicyclist	Safety, ability to commute to work by bicycle.	City of Billings
78	Accessibility	test	Yellowstone County
79	Bicyclist	Need protected bike lane along 27th street - up Airport Rd. - to connect with rim trail. That would really improve the safety and enjoyment of the trail system. The trail system is so important to Billings. It was a life line during the Covid shutdown.	Yellowstone County
80	Bicyclist	No safe way through the Metra Park area of Billings to bicycle through.	City of Billings
81	Bicyclist	Traffic signal does not detect bicycles on Miles Ave wanting to cross 19th St west. It is one of numerous signals in Billings that do not detect bicycles.	City of Billings
82	Bicyclist	27th street to airport really needs a protected Bike lane to get people to the trails Why hasn't been done with many years and multiple resurfacing?	City of Billings
83	Accessibility	Our family members frequently walk/jog/hike up the North 27th Street trail to the Rims. Currently, the only access point (off Rim Rd) is not very accessible. Hikers compete with cyclists for use of the single track trail. Please widen and improve access	City of Billings

84	Bicyclist	We love riding our bikes on the trail that runs from Lillis Park to King Ave and beyond. There is no safe way to get across Grand to access the new BBWA Trail at Woody Str that connects to Rose Park. We need an island on Grand like the one on King Ave.	City of Billings
85	Bicyclist	There is currently no mixed use path on King Ave between 28th St. and 32nd St. Need a mixed use path connecting the bike path that crosses King Ave next to Famous Dave's with the mixed use paths going west and south at 32nd and King.	City of Billings
86	Bicyclist	The Kiwanas Bike Trail currently ends at Mary Street. I would like to see it continue as an off-road multi-use path that would connect to Dover Park in the Heights.	City of Billings
87	Bicyclist	There is bike path that ends just west of the Fed Ex Facility on Hesper Road. In order to connect to the Shiloh bike path, one must ride on Hesper Rd, which has a high speed limit and no shoulder. It is an unsafe situation.	City of Billings
88	Safety	There is no mixed use path from King Ave East to RIverfront Park, Montana Audubon Center and Norms Island. If there were a safe way to get there, locals and guests from the hotel area of South Billings Boulevard Interchange could enjoy this natural area	Yellowstone County
89	General	Laurel Rd is a gateway to Billings from the west and a major connector to downtown. It is currently an unattractive roadway with a huge asphalt and weed strewn island down much of the center. Redesign it with separated bike/ped path, trees and boulders	City of Billings
90	Bicyclist	Rolling Hills Road was recently redone, but without a dedicated bike lane. This roadway is a natural for people riding their bikes to Lake Elmo State Park, and it needs a bike lane for safety.	City of Billings
91	Safety	There are currently sidewalks on both sides of 6th Ave North. These are right next to the roadway, and dangerous for pedestrians and people riding bicycles. Convert one side to a 10 foot mixed use path that is separated from the flow of traffic.	City of Billings
92	General	There has been talk of turning the 5th avenue corridor into a bicycle and pedestrian path. It would add greatly to the downtown and connect to Metra. Suggest the concept could	City of Billings

		include a stream and sandstone boulders to mirror the river and the rims.	
93	Safety	Traffic calming is needed on 32nd St W between Grand and Poly. Speeds are too high. Boulder Elementary school is negatively impacted. The new signal on Grand will increase concerns. Speed humps, radar, crossing beacons, etc should be explored.	City of Billings
94	General	Need informational/directional signage on the I90 freeway showing the way to Riverfront Park, Montana Audubon Center and Norm's Island.	City of Billings
95	General	Need better signage on the Freeway directing people to Zoo Montana. Billings could do a much better job with informational signage along the interstate regarding cultural and tourist attractions, similar to what we do with fuel, hotels, food, etc.	Yellowstone County
96	General	There should be informational signage on the freeway directing visitors to Yellowstone Kelly Interpretive Site, Boothill Cemetery, Two Moon Park and the Metra. Billings should do a better job promoting our cultural and outdoor amenities.	Lockwood
97	General	Need informational signage on the freeway at this exit for: Western Heritage Center, Alberta Bair Theater, Yellowstone Art Museum, Yellowstone County Museum, Hospitals, Billings Logan International Airport and Historic Montana Avenue. Help Tourism.	City of Billings
98	Bicyclist	Would love to see a mixed use path along Hesper Rd. that will connect from the Shiloh trail to the new Westend water reservoir.	Yellowstone County
99	Bicyclist	There will be a mixed use path on the new connector road from Alkali Creek to Highway 3. But there will be no way for cyclists/runners to access the new Skyline Trail except through the roundabout. Please consider a tunnel under highway 3 for safety.	City of Billings
100	Safety	Traffic coming out of the roundabout often changes into the right lane without regard to the required merge. Suggest a short barrier or a rumble strip.	City of Billings

101	Safety	There is a tar filled crack spanning the downhill lane about midway down the hill. Determined by MDT to be caused by water erosion. This situation needs to be investigated with an engineering study if not already done so.	City of Billings
102	Safety	With increasing traffic on 30th Street, consider a roundabout here to facilitate the flow of traffic on 11th Ave North.	City of Billings
103	Safety	Consider traffic calming strategies at this intersection to slow drivers as they exit Parkhill onto 32nd and 11th.	City of Billings
104	Bicyclist	The neighborhood bicycle boulevard along Ave D and E is a very welcome addition. Great idea, and hopefully more of these can be developed. I also appreciate the informational signage with time and distance to parks, schools, and other destinations.	City of Billings
105	Bicyclist	Is there a way to create a bicycle lane along the railroad tracks under Interstate 90 to provide access to the Jim Dutcher Trail and Coulson Park?	City of Billings
106	Bicyclist	The bike trail ends and Mystic Park, without any connection to Riverfront Park. Riding a bike along the Frontage Road is risky. Is it possible to create a separated mixed use path along the Frontage Road to improve safety and connect the parks?	City of Billings
107	Safety	posted speed limit on Colton between Zimmerman and 38th--25MPH--cars are speeding--well over 40-50mph--and not coming to a complete stop at Zimmerman.	City of Billings
108	Pedestrian	We need a safe bike/ped crossing the Yellowstone River to access all the acres of BLM land on the east side of the river.	Yellowstone County
109	Bicyclist	More connecting paths safely away from traffic are needed in Billings.	City of Billings
110	Safety	This location needs a left turn signal.	City of Billings
111	Bicyclist	This a short alley that dead ends at Forest Park. It would be great to pay this short stretch that is about 20 yards or less. It would be a natural connection for pedestrians and bikers.	City of Billings

112	Transit	A Community Land Trust is being proposed west of the Castle Rock School. This will be workforce housing up to 1000 units. Bus transportation into the Medical corridor needs to be considered. Safety of school kids too!	City of Billings
113	Congestion	When the Catholic school opened on Colton, it created a lot of congestion, specifically in the AM. The light at Colton and Rehberg needs a turning lane (heading South on Rehberg, turning left onto Colton). People are making their own now; it's dangerous.	City of Billings
114	Bicyclist	We would love to see a multi-use path along Colton. There is a long stretch of Colton that is just north of Forest Park. The fences and yards sit about 15 feet or more south of the sidewalk. The grass in this area is not watered and looks terrible.	City of Billings
115	Bicyclist	This is just west of Forest Park on 24th Street West. From Coulton south there is a large area along the road that is not maintained. It would be great to have the sidewalk expanded to create a multi-use path from Coulton to the ditch and trail.	City of Billings
116	Bicyclist	Hesper needs to be rebuilt to handle the high level of traffic and we need a separate bike lane to connect the Shiloh Trail with Gabel Road and the Transtech trail.	City of Billings
117	Pedestrian	I would like to see the skybridge network in downtown expand. People are getting hit by cars all the time. It is a safety issue. It would also help promote tourism. They are great in bad weather and are a way to attract people downtown.	City of Billings
118	Congestion	Grace Montessory and the Billings Christian School morning dropfoff causes congestion. Since many parents make a left turn into these parking lots, the Eastbound traffic on Grand Avenue can get congested with parties are backed up waiting for cars to tur	City of Billings
119	Congestion	Zimmerman and Rimrock is already experiencing periodic significant congestion. This will only worsen when the Inner Belt Loop is completed.	City of Billings
120	Pedestrian	The crosswalk on Rimrock Rd at Beartooth needs a walk signal.	City of Billings

121	Safety	The intersection of Rimrock Rd & Rehberg Ln should have either a traffic signal, or a 3-way stop sign. Either way there needs to be a crosswalk with a walk signal.	City of Billings
122	Congestion	Grand west of Shiloh needs widened. There is too much traffic for 2-lane. Widening Grand to west will allow those from northwest (CopperRidge; Ironwood; etc) a safe commute into town, easing traffic on Rimrock which is almost 100% residential	Yellowstone County
123	Safety	Three way stop is completely unacceptable for the level of traffic using this intersection any day of the week due to massive subdivision expansion, large churches, and high school. Cars traveling on Wicks regularly run the stop signs at high speeds.	City of Billings
124	Safety	Three way stop is completely unacceptable for the level of traffic using this intersection any day of the week due to massive subdivision expansion, large churches, and high school.	City of Billings
125	Safety	The rates of speed traveled on Gleneagle is ridiculous. A car wrapped itself around a tree and you can hear vehicles and motorcycles daily and nightly hitting 50+ mph.	City of Billings
126	Pedestrian	During winter neither sidewalk on 6th Ave North under the rims is cleared of snow. There is regularly pedestrian traffic walking in the icy road because the sidewalks are impassible.	City of Billings
127	Safety	The temporary street light put here while 27th was reworked was the safest this stretch of road has ever been.	City of Billings
128	Safety	Turn arrows on the stoplights	City of Billings
129	Safety	Why are there no street lights anywhere in this giant subdivision?? It's unsafe for drivers, pedestrians, and encourages crime. How was a subdivision this size allowed to be planned without simple safety features?	City of Billings
130	General	When is the road off the bridge into Lockwood going to be finished to relieve some of the traffic on Main Street and over Airport road??	Yellowstone County

131	Congestion	Very concerned by current levels of congestion at rush hours at Zimmerman and rimrock road. The noise and traffic congestion will only increase with current plans.	City of Billings
132	Congestion	The increased traffic use on Highway 3 between Zimmerman and the airport has become a huge hazard. Speed is a huge concern. I would say the average speed is 70 mph. Also, the "Jake brakes" on semis has become beyond obnoxious!!	City of Billings
133	Safety	Deer crossing the highway on the natural routes they have used for decades. Use of an animal passageway tunnel on either side of Hickok Dr. would help eliminate collisions, and provide a route for people in Rehberg Ranch to get to the future bike path.	City of Billings
134	Congestion	In the long term it would be interesting to add a traffic tunnel parallel to this train tunnel for West End residents to connect to Hwy 3.	Yellowstone County
135	Accessibility	Raising the bridge to connect the canal path here (below Grand Ave) would provide accessiblity to school children, cyclists, pedestrians and those living in retirement homes adjacent to the ditch.	City of Billings
136	Bicyclist	Raising the bridge to connect the canal path here (below 24th) would provide safe, carless accessiblity to school children, cyclists, pedestrians and those living in retirement homes adjacent to the ditch.	City of Billings
137	Pedestrian	It would be nice to have a clear, well-marked path to the Hefner Steps and an interpretive sign outlining the history of the stairway and the stonemason.	City of Billings
138	Transit	Light rail takes 20-some years to reach fruition. With the 5th Avenue Corridor in the planning phase it could be a good time to envision a future with rail-trail connections creating a mult-modal Library Plaza transit hub. Stops:Zoo, Amend, Depot, Metra.	City of Billings
139	Bicyclist	Good place for a ditch trail on public park land connecting to Aronson Ave.	City of Billings
140	Safety	As a runner, I would like to be able to run safely up 27th Street to Black Otter Trail network. The 27th Street hill to the airport	City of Billings

		could make for excellent hill training, unfortunately it's unsafe to use as a pedestrian or bicyclist. Make it safe!	
141	Safety	We are writing concerning the speed study request made by Howard Evans on behalf of the neighborhoods between Zimmerman and the airport, and out of concern for the safety of people in this stretch of road. We have lived here since 1995.	Yellowstone County
142	Safety	It has become a hazard to turn into the neighborhood in this area. A major increase in traffic. Speed limit is 50 yet tailgating and passing on the double yellow lines is a daily occurrence.	City of Billings
143	Safety	Would it be possible to get several solar "your speed is..." units? in the Rehberg Ranch area heading east, as speed increases a bit past the airport heading west. Another concern is the noise made by semis using "Jake brakes." It is beyond obnoxio	City of Billings
144	Safety	Incorporate specific bike/pedestrian lanes on ALL the new Billings Bypass construction, from Johnson/Colson Rd ALL the way to existing bike/pedestrian lanes on the north side of the River.	Lockwood
145	Safety	Animal passageway tunnel either side of Hickok Dr. would serve two purposes: Crossing for the critters, access route for people in the Rehberg Ranch area to cross under Hwy3 for future bike path. NO way we would use the bike path next to this highway.	City of Billings
146	Safety	Would like to see another roundabout at the intersection of King/48th.	Yellowstone County
147	Pedestrian	Frequently see homeless individuals jaywalking in this two-block area. Is there anything that can be done to control their route?	City of Billings
148	Pedestrian	There are very long stretches on Grand between safe pedestrian crossings.	City of Billings
149	General	Response: The connection between the road and bridge will begin construction this coming year. It will likely take a couple years to construct the bridge over the railroad and Coulson Road. https://www.mdt.mt.gov/pubinvolve/billingsbypass/	City of Billings

150	Transit	Concern over electric busses catching on fire and taking too long to charge. Expense and energy source are also issues.	City of Billings
151	Safety	Rehberg/Rimrock intersection has low visibility with lots of traffic to turn east or west	City of Billings
152	Safety	Rimrock is an arterial with multimodal traffic. Speeds make it difficult for traffic turning east or west on to Rimrock	City of Billings
153	Safety	Bicyclists do not observe traffic lights/traffic laws making it very dangerous for bicyclists and cars! Think bicyclists need road safety classes!	City of Billings
154	Safety	Need for a traffic light at this intersection	City of Billings
155	General	The long-range transportation plan needs to continue to include a connection between Molt Road and Highway 3. The Inner Belt Loop will spur growth. Another access from above the rims to the valley will soon be necessary as Zimmerman will not handle deman	Yellowstone County
156	Congestion	Underpass Avenue needs to have two delineated eastbound/northbound lanes to facilitate traffic growth	City of Billings
157	Congestion	The lots behind Casey's Corner need to be a road to connect Becraft to Johnson Lane for the traffic going to/from the school that already cut thru the gas station lot. It will be worse when road construction is happening at the interchange.	Lockwood
158	Congestion	The too-wide median needs to be removed to make 2 lanes to access I90 from Zoo and not back up to Gabel Rd EVERY day. A straight lane and a right turn to I90 lane. The extra wide sidewalk and median are a waste of space.	City of Billings
159	Congestion	There needs to be 2 lanes on the exit ramps with a dedicated right turn lane onto Zoo towards Gabel. Similar to King Ave overpass from City Center to King WB.	Yellowstone County
160	Safety	We need 4-way stops at busy intersections around elementary schools.	City of Billings
161	Congestion	Needs widened with a dedicated left turn lane at Zoo. Gabel is too narrow from the light at Hesper to Zoo.	City of Billings

162	Congestion	Horrible design and congestion, especially during Metra events. Need better timed/triggered lights for all directions.	Yellowstone County
163	Pedestrian	Crossing Division is difficult and dangerous for pedestrians and bicyclists due to the volume and speed of traffic; traffic turning through cross walks, and traffic frequently running red lights.	City of Billings
164	Pedestrian	A bike/pedestrian path is needed under the interstate at this location to provide non-motorized access from downtown to Mystic and Coulson Parks. Crossing the interstate on South 27th St. is difficult and dangerous.	City of Billings
165	Pedestrian	A bike/pedestrian path is needed along this section of 6th Ave. North. The existing sidewalk is too narrow to accommodate more than one user at a time, and it is often covered with rock, mud and debris.	City of Billings
166	Pedestrian	6th Ave. North between N. 27th St. and Main St. needs to be more pedestrian friendly. Lanes of traffic and speed limits should be reduced and more pedestrian crossings provided.	City of Billings
167	Pedestrian	A bike/pedestrian trail is needed along N 27th Street to provide access to the Rims.	City of Billings
168	Pedestrian	A bike/pedestrian path is needed along Zimmerman trail to provide access to the Rims.	City of Billings
169	Transit	We need a way for students to get to school besides driving. It's bad for the environment. It's crowded. It's unsafe. The school bus system is insufficient. I think the met Bus should have several routes that pass the school and head both north a	City of Billings
170	Pedestrian	Montana Ave. needs to be more pedestrian friendly. Lanes of traffic and speeds should be reduced.	City of Billings
171	Pedestrian	Widen sidewalks or put in boulevard on Grand to make it more pleasant for walkers. I saw a boy on his way to L&C get hit by car who was pulling into fast food. Grand sucks to drive on anyway, let's slow traffic	City of Billings
172	Safety	Worst intersection in Billings. Very scary. Can it be made safer?	City of Billings

173	Safety	Traffic is too fast for safe ingress and egress to Norma and Riverfront: Billings best parks. Not just runaway stolen vehicles - despite other comments. Everyone drives too fast	Yellowstone County
174	Accessibility	Sidewalks on Poly are NOT wheelchair accessible. Too narrow. Not sufficient ramps. And EVERYONE's mailboxes are in the way. How has city not been sued under ADA. Not safe or pleasant for wheelchair users	City of Billings
175	Congestion	32nd St W from King to Rimrock should be 4 lanes. There's right of way room to do so and the congestion in the mornings and afternoons would be lessened. This is a major thoroughfare that hasn't seen a reduction in traffic with the expansion of Shiloh.	City of Billings
176	Safety	The east bound turning lane at the underpass currently has a "green arrow" turn signal that shuts off when both sides are going. Other intersections in town have benefited from having flashing yellow caution turn arrows, this one needs it more than mo	City of Billings
177	Congestion	4 Lanes from Zoo Drive exit to Shiloh would help this area tremendously. When Costco goes in, the traffic on this exit will be even worse. This should be a priority area to resolve as soon as possible.	Yellowstone County
178	Pedestrian	The pedestrian crossing at Rimrock and Beartooth could you some enhanced markings. Traffic does not stop when a pedestrians are trying to cross at this location.	City of Billings
179	Safety	Zoo Dr backs up traffic exiting I90 and also backs up traffic to the intersection with Gable Rd. Zoo Dr needs to have a dedicated lane for traffic entering from the east from I90 as well as for traffic exiting Zoo Dr onto I90 westbound.	Yellowstone County
180	Pedestrian	This stretch of Rimrock is really difficult for pedestrians and lacks wheelchair and stroller accessibility due to the placement of mailboxes in the sidewalks, garbage bins on sidewalks and the lack of pedestrian crossings on Rimrock.	City of Billings
181	Safety	The roadways throughout this neighborhood are dangerous for all modes of transit. Traffic moves way too fast along these residential blocks and uncontrolled intersections are a safety concern. Please consider bump-outs, roundabouts or 15 mph speed limit.	City of Billings

182	Safety	A pedestrian walkway here OR help the YMCA raise funds to relocate its entrance to the corner of 4th avenue to encourage crosswalk use. This is a death-trap!	City of Billings
183	Bicyclist	A bike lane on Zimmerman feels like an essential aspect for connecting to the bike paths as well as the future roadway expansions on this end of town.	City of Billings
184	Pedestrian	This is an incredibly complicated and dangerous intersection for pedestrians. Particularly concerning given the high number of students who cross here to attend Lewis and Clark MS and Broadwater Elementary schools.	City of Billings
185	General	Please consider making Broadway (or perhaps another venue?) a pedestrian only corridor like Helena has. Change all downtown streets to two lanes with bike lanes and two-way traffic to slow it down and make downtown more pedestrian and bike friendly.	City of Billings
186	Safety	Traffic travels way faster than 35 MPH on Broadwater -- even in this several-block area where kids and families are crossing to Broadwater school and/or Terry Park.	City of Billings
187	General	8th St W is too wide btwn Central and Broadwater. The 25 mph speed limit is meaningless and it has become a fast-moving throughway from Central to Parkhill. Lots of school and park-related pedestrian use along this stretch makes this seem extra dangerou	City of Billings
188	Pedestrian	A 15 mph speed limit and add white pedestrian stripes to all the intersections along 3rd Street W from Parkhill to Grand. This section is HEAVILY used by pedestrians and there's no need for this to be a ""through"" street for traffic. Slow it down!	City of Billings
189	Safety	Please consider all possible strategies for slowing traffic and making the uncontrolled intersections in this neighborhood safer. This is a heavily used neighborhood for kids and families but vehicle traffic flies through here in all directions.	City of Billings
190	General	A confusing and complicated intersection that is really difficult for pedestrian crossing. Could a roundabout here work instead?	City of Billings
191	Pedestrian	Any sort of pedestrian walkway over the the Railroad tracks along here would greatly improve access to Albertson's for	City of Billings

		pedestrians living South of Montana Avenue. With no other access to groceries, this is an issue.	
192	Pedestrian	Terrible pedestrian access here -- with no grocery stores in South Billings, having safe, easy pedestrian and bike access to Albertson's is a big deal.	City of Billings
193	Bicyclist	Traffic light does not detect bicycle traffic.	City of Billings
194	Safety	The intersection of Airport Rd and Main Street is extremely dangerous for pedestrians and bicyclists trying to cross. Most drivers making a right hand turn from Main onto Airport Rd do not slow down, let alone stop when a person is trying to cross.	City of Billings
195	Bicyclist	I love the new bike route through Pioneer Park to Rose Park and beyond. Great work!	City of Billings
196	Pedestrian	The trail up N 27th really needs improved. It's an important connector to trails and even the airport	City of Billings
197	General	The use of compression brakes has become a constant annoyance. It has become much more of an issue since the construction of the roundabout. We should prohibit compression brakes and enforce it.	Yellowstone County
198	Safety	Speeds east of the Zimmerman Trail roundabout are posted to be 50 mph. During much of the day, 50 mph is too fast for the road and traffic conditions. Most vehicles do not abide by the speed limit. The speed limit should be reduced and enforced.	City of Billings
199	Bicyclist	Zimmerman Trail is narrow and considered dangerous by the majority of bikers and walkers. The Stagecoach Trail off-street connection to Zimmerman Park, Skyline Trail and Inner Belt Loop bike/ped path would open a huge amount of area to bike/ped commuting	City of Billings
200	Safety	There are no lights on Lewis in this area--Clark has them, but Lewis is dark. As a main thoroughfare, with bike lanes, it would be a good idea to add some lights for better visibility.	City of Billings

201	Safety	all traffic on Grand, Zimmerman, Broadwater, Colton, Shiloh is speeding--and racing through the roundabouts--we need the presence of law enforcement and warning speed signage	City of Billings
202	General	The only way to get anywhere from this neighborhood is by car. There is a wide walking/biking path along Elysian Rd but it doesn't connect to anything. There is a pedestrian crossing at Elysian and Mullowney but it is under developed.	City of Billings
203	Safety	Coordinate with Rod and Gun Club when planning roads in this area.	Yellowstone County
204	Congestion	With the increased growth of Billings a second path off the Rims needs to be included in the growth plan.	Yellowstone County
205	Safety	The left turn from Rimrock Road on to North 27th is a safety concern. It is difficult, due to the speed of vehicles, to determine how fast a south bound vehicle may be traveling. There needs to be a re-design of this intersection.	City of Billings
206	Transit	A second path off the Rims needs to be included in a long range transportation plan.	Yellowstone County
207	Safety	Placement of rumble strips at this yield intersections. Vehicles traveling through the round a bout are not yielding to traffic moving down North 27th. Rumble strips would provide a warning they are crossing over a line.	City of Billings
208	Congestion	There needs to be a round a bout on Hwy 3 and Masterson circle to allow traffic to turn in residential property south of Hwy 3.	City of Billings
209	Congestion	There needs to be a round a bout installed at Stoney Ridge & AJ Way. There are no turn lanes to safely make a left or right turn off Hwy 3. The addition of the Skyline Trail will make turning a safety hazard for individuals using the trail.	City of Billings
210	Safety	There needs to be turn lanes for the Sky Ranch residents to safety turn left across the planned Skyline Trail.	City of Billings
211	General	With the commercial development of land north of Hwy 3, there needs to be an access road, like the airport operations road, to limit the number of access points onto Hwy 3.	City of Billings

212	General	Overlook Drive needs to be extended west to Zimmerman Trail as the property north of Hwy 3 is developed. This will limit the number of driveways or enter points on to Hwy 3.	City of Billings
213	Pedestrian	The pedestrian crossing here has been a great addition!	City of Billings
214	Pedestrian	The pedestrian crossing here has been a great addition!	City of Billings
215	Accessibility	Rimrock is not wheelchair accessible. Mailboxes and now garbage receptacles make this sidewalk useless for wheelchair users.	City of Billings
216	Bicyclist	There is no bike lane on this road, despite it being a great connection from downtown (30th) to the bike lane on Poly. Not many other good options to get from downtown onto Poly without going way out of the way.	City of Billings
217	Safety	Southbound flow builds waiting behind vehicles yielding to make a left turn as ""right turn only"" lane is often empty witnessing several vehicles ""run"" this light at both the change from the protective green arrow to the yield indicator and as a red l	City of Billings
218	Safety	Southbound flow builds waiting behind vehicles yielding to make a left turn as ""right turn only"" lane is often empty witnessing several vehicles ""run"" this light at both the change from the protective green arrow to the yield indicator and as a red l	City of Billings
219	Safety	The zero consistency in the structure of roundabouts is an excellent example the epic failure of city (planning?) and total disregard for citizens (We The People) this stretch of negilgence is my absolute favorite with added speed track in between hazard	Yellowstone County
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226	Safety	The zero consistency in the structure of roundabouts is an excellent example the epic failure of city (planning?) and total disregard for citizens (We The People) particularly sad given the MT Zoo and extreme need for the Billings Trail Network growth	Yellowstone County
227	Safety	I knew my every pass through here was worthy of prayer whether running, cycling or driving 25 years ago. What has changed over time is that (planning?) has managed to make a dangerous situation even worse for travelers (We The People).	Yellowstone County
228	General	The entrance to an excellent asset to our community, poorly marked, sudden appearance of break lights ahead and fear accelerating in the rearview mirror, challenging and dangerous to exit and the speed limit is long over due for reduction.	Yellowstone County

229	General	The speed limit is 50, the southbound traffic is anxious to speed up, the northbound traffic has no interest in slowing down and the traffic in and out of the park, wildlife and human a like, are suffering for it. Reduce the speed.	Yellowstone County
230	General	The speed limit is 50, the southbound traffic is anxious to speed up back up after slamming on their breaks at the last two river park entrances and the traffic in and out of boat ramp, wildlife and human a like, are suffering for it. Reduce the speed.	Yellowstone County
231	Safety	Another half-assed job (completed) A delightful scar tactic to keep tourists on their toes and a very honest welcome to the masses migrating into the city So there was only funding for the 2 lanes not 3 could we touch up the paint that was obscured? Nope	City of Billings
232	Safety	Put a barricade or a light. How many accidents? How many injuries? How many hospitalizations? How many have died? How in the actual is this okay?	City of Billings
233	Safety	That temporary light was so freaking awesome...so like the most popular item on the menu at your favorite restaurant it was too good and too last. Much easier to clean up the wreckage than actually care about citizens (We The People).	City of Billings
234	Congestion	If you're not flowing with the masses you are not going any where. Where you going? No where! Another roundabout way for city (planning?) to ensure the citizens (We The People) and truckers understand that not all drivers are equal.	City of Billings
235	Safety	We are such a progressive family friendly pedestrian friendly cyclist friendly community and check out our race track! You can drive 60mph blowing by highway patrol officer here. I think we need more than the occasional flashing lights to keep us all saf	City of Billings
236	Safety	If you build it, they will come. If the city cannot afford a traffic coordinator for special events (and I would not recommend that at all...that might be a death sentence in this town) let's put in a traffic light!	City of Billings
237	Safety	As if citizens (We The People) are even capable paying attention...there's kids, there's dogs, there's a funeral procession...here you have the potential for 6 vehicles to stop	City of Billings

		at a "4 way" stop??? Wow city (planning?) really out did themselves here.	
238	Safety	Most of Billings is unsafe for bicyclists and pedestrians. Between widening our streets (like they just did in our neighborhood) so cars feel more comfortable speeding through and the lack of protected walk/bike lanes, you never feel fully safe.	City of Billings
239	Safety	Parkhill Dr. from Virginia to 32nd is a safety hazard. The prohibition of on-street parking along the park makes the effective travel lane width over 16' wide, so people speed. Please introduce traffic calming measures throughout this neighborhood	City of Billings
240	Safety	Montana ave is dangerous. People speed and jockey from lane to lane. If this is ever going to be a thriving commercial street, we need to slow traffic here.	City of Billings
241	Safety	Many streets in this area are overly wide, encouraging speeding and unsafe vehicular behaviors. Please implement traffic calming measures like curb extensions.	City of Billings
242	Safety	One-way configuration and wide travel lanes encourage speeding. Does volume on Poly and Grand View merit both streets being a one-way? High-speed traffic is also a nuisance to residential property values. Please study converting to two-way.	City of Billings
243	Safety	Poor street connectivity on the west end makes walking/ biking dangerous and difficult, and requires all trips to route through arterial streets, which makes arterials dangerous and congested.	Yellowstone County
244	Safety	Curb was recently re-built along Virginia. Why wasn't it re-built to bring street into compliance by creating a boulevard. Curb walks are unsafe. Where curbs are due for repair and are on a curb walk, boulevards should be installed.	City of Billings
245	Safety	With kids walking home from Miles Avenue School, high school kids leaving at the same time , and there is no traffic control devices at the intersection.	City of Billings

246	Safety	If you are approaching this intersection heading north, it is extremely difficult to see on-coming traffic in either direction. In a passenger car it's almost a guessing game.	City of Billings
247	Safety	This intersection needs help. It needs a signal or roundabout to deal with the safety issues and traffic headed through it.	City of Billings
248	Congestion	Congestion at this intersection at 5pm makes it almost impassible. People also get frustrated by the wait time and run the turn arrow lights, which makes the problem even worse. If you are headed north on Overland, the traffic queues for blocks.	City of Billings
249	Safety	The intersection of 1st Ave S and 27th Street is really dangerous for all modes. The curbs are not very rigid and so cars constantly turn without needing to really slow down or even look both ways. I've had and witnessed many near misses as a pedestrian.	City of Billings
250	Pedestrian	Please give us a safer way to walk between the rims and the valley. The current path is really not very accessible.	City of Billings
251	Bicyclist	Extend the South Billings Blvd bike path so that there is a safe way to get to Riverfront Park trails and the Montana Audubon Center.	City of Billings
252	Bicyclist	There is not a safe way to get from the Rose Park bike trails to the Lillis Park trails when crossing Grand at 24th. You have to ride on the sidewalk and it's not safe. Can we get a protected bike/ped crossing like the ones on Broadwater and Central?	City of Billings
253	Bicyclist	Laurel Rd from King Ave could be a major route between the West end and Downtown for bicycle commuters. If the huge concrete islands were removed, there would easily be room for a separated, protected multi-use path.	City of Billings
254	Bicyclist	Please extend the bike lane that ends at 24th Street West so that it continues and connects to the Lillis Park Trail.	City of Billings
255	Bicyclist	Is there a way to connect the trail that starts at the Arnold Drain to the BBWA bike path that ends at Woody? Currently, the only way to get across Grand is at 24th, and involves riding on the sidewalk. Feels very dangerous!	City of Billings

256	Bicyclist	Is it possible to put a bike path along the railroad tracks to provide access to the Jim Dutcher Trail and Coulson Park?	City of Billings
257	Bicyclist	The bike path currently dead ends at Mystic Park. Is it possible to continue it or at least connect it to the frontage road? How about a separated bike path along the frontage road to Riverfront Park?	City of Billings
258	Pedestrian	Walk this neighborhood regularly	City of Billings
259	Safety	This intersection is very unsafe for pedestrians. It needs to be a stop sign instead of a yield sign. Drivers headed east fly through here in the morning; they ONLY look left for oncoming traffic and they rarely look for pedestrians. It's unsafe for kids	City of Billings
260	Safety	This is an unsafe intersection. Headed west on Lewis, it is hard to see traffic driving south; they're in your car's blind spot. While I rarely advocate for a roundabout, this is the perfect location for one. The other solution is a four-way stop sign.	City of Billings
261	Safety	People speed on this section of Parkhill all the time (making the intersection at Parkhill & 32nd all the more dangerous). People should be allowed to park on the north side of the park, which would slow down traffic.	City of Billings
262	Pedestrian	There needs to be a painted crosswalk at 3rd & Ave F. There is a curb cut on the park side, but no pedestrian crosswalk. People speed down 3rd and aren't always looking for people crossing the street.	City of Billings
263	Pedestrian	Pedestrian crosswalks are needed up & down 30th St. Vehicles should be legally required to stop when there is a pedestrian on that crosswalk. Right now, lots of people need to walk across but they have to wait for gaps in traffic, which is unsafe.	City of Billings
264	Safety	Montana Ave is unsafe for pedestrians and unpleasant to drive on. Making this a two-way street should be high priority for the city. I appreciate the addition of one crosswalk; there should be many more added.	City of Billings
265	Safety	Do Grandview & Poly have to be one-way streets here? People fly through. I never walk on these sidewalks because they feel	City of Billings

		incredibly unsafe. It's also hard to cross them at certain times of the day.	
266	Transit	There should be a free bus between the airport & downtown running on a consistent basis. Hotels could chip in to cover cost (and eliminate need for own private shuttle). If it ran frequently & reliably enough, downtown/hospital/neighborhoods would use it	City of Billings
267	Bicyclist	Poly Drive is very wide and runs most of central Billings. This would be a great street for a protected bike lane. The existing bike lane is very narrow & sits too close to the ""car door zone"" to feel comfortable.	City of Billings
268	Safety	This needs to be a stop sign. People speed through this intersection and don't look for pedestrians.	City of Billings
269	Pedestrian	Crossing this intersection as a pedestrian is confusing & inconvenient (you have to make two stops instead of one, which could be solved by putting the crossing on the east side).	City of Billings
270	General	There should be no one-way streets downtown. They are bad for local commerce, pedestrian safety, and traffic safety.	City of Billings
271	Safety	Love the back-in parking downtown. It was hard to get used to, but it is so much safer to pull out of. I'd love to see this expanded across downtown.	City of Billings
272	Safety	People drive WAY too fast on this road. There should be a pedestrian table added so that people slow down. The city could also invest in sidewalks, which--if they took up the road space--would provide a safe walking route AND narrow the road for cars.	City of Billings
273	Pedestrian	Grand Avenue is dangerous for pedestrians to cross because stoplights are few.	City of Billings
274	Pedestrian	Even in older parts of town Billings lacks trees to shade pedestrians. Please encourage property owners to plant trees so they shade sidewalks abutting the curb. Even better would be sidewalks placed away from the street with shade trees in the boulevard	City of Billings

275	Transit	Frequent city bus service to the airport is needed from DT, West End, and Heights. Must be convenient for flight arrival and departure times, i.e., early AM and late PM. Could be coordinated with offsite long-term parking at places like Rimrock Mall.	City of Billings
276	General	Closely spaced Colorado blue spruces bordering I-90 through Billings would greatly ameliorate the unflattering view of Billings that highway travelers are presented as their first impression of our city.	Lockwood
277	Safety	Going north on 30th St I have had cars pull out of STV/YMC parking lot in front of me like they think they are also on a street, not just exiting a parking lot. Also, out-of-towners unfamiliar with the medical corridor need better signage.	City of Billings
278	Safety	Major streets downtown are dangerous in normal conditions, sidewalk is right next to the road, so when it snows and they plow the snow onto the sidewalk, it's even more dangerous. Does MDT consider pedestrian safety at all?	City of Billings
279	Safety	When street parking is full, people drive slowly on 3rd, but in normal conditions, when street parking is empty, people drive way too fast. Curb bulb outs/ extensions on 3rd would calm traffic on 3rd, where lots of people walk. Safety first, speed second	City of Billings
280	Pedestrian	There is sidewalk past Fedex but for a short section there is no sidewalk on Hesper up to the sidewalks and trails on Shiloh. People walk the road with no shoulder and the speed limit is 45mph, this is dangerous. Not everyone moves over or slows down.	City of Billings
281	Bicyclist	Monad Rd from Daniel St to Laurel Rd is a section that people walk, run, and bike to cross Laurel Rd to Amend Park. With degraded shoulders and no sidewalk it is unsafe for non-motor vehicle travel.	City of Billings
282	Pedestrian	This was just redone and the sidewalk on the west side widened but there are no street lights for this section of 32nd from King to Monad which is very dark. Kids walk through here in the dark	City of Billings
283	Safety	If safety is the City of Billings number one priority, a bike/ped tunnel under highway 3 by the Zimmerman Trail/highway 3	City of Billings

		roundabout connecting the Skyline Trail to the future IBL bike/ped trail must be constructed.	
284	Safety	To improve safety and reduce congestion on Zimmerman Trail and improve general connectivity, the Molt Road Highway 3 Connector needs to remain on the LRTP.	Yellowstone County
285	Safety	Construct a roundabout at Rod & Gun Club Rd. and highway 3 as recommended in the Highway 3 Corridor Study which should also be updated. Also, construct an access rd. just north of highway 3 to limit number of access points onto highway 3.	City of Billings
286	Safety	Keep the Molt Road/Highway 3 Connector on the LRTP to reduce traffic on Zimmerman Trail and to provide safe connectivity for everyone up and off the Rims in the future.	Yellowstone County
287	Bicyclist	Construct the Stage Coach Trail sooner rather than later along Zimmerman Trail to provide one of the final legs to the Marathon Loop. This bike/ped trail will be a game changer.	City of Billings

Press Releases

September XX, 2022

FOR IMMEDIATE RELEASE

Lisa Olmsted, Public Involvement Manager, (406) 869-6329, lolmsted@dowl.com

Billings Urban Area Long-Range Transportation Plan – Open House

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) is in the process of updating the Billings Urban Area Long-Range Transportation Plan (LRTP).

The LRTP process, including public input, will identify effective ways to build upon our existing transportation system and make strong investments for the future that provide transportation choices for the community.

Open house attendees will:

- Learn about the LRTP process and why it matters
- Discuss deficiencies in the current system and how to address them
- Identify how to address project goals (safety; resiliency, mobility; equity and accessibility; and economic vitality)

Public input is important to this community safety effort. The public is invited to an open house on Thursday, October 6th, 2022, from 5:00 p.m. to 6:30 p.m. at the Billings Public Library Community Room, 510 North Broadway Avenue. The event will be open house format; please attend whenever is most convenient for you.

Those unable to attend the open house are also invited to provide input and review content on the project website: www.billingslrtp.com.

Comments, questions, or concerns can be directed to Lisa Olmsted at lolmsted@dowl.com or by calling (406) 869-6329.

###

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Public Open House

Thursday, October 6th, 5:00 - 6:30 p.m.
Billings Public Library Community Room
510 N. Broadway Avenue, Billings, MT 59101

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) is hosting an open house to collect public input for the Billings Urban Long-Range Transportation Plan (LRTP) Update.

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Comments, questions, or concerns?

Lisa Olmsted, Public Involvement Manager
lolmsted@dowl.com | (406) 869-6329

www.billingslrtp.com

BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

BILLINGS ~ YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

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Comments, questions or concerns?

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www.billingslrtp.com

PHASE 2 ENGAGEMENT

Public Open House #2

- Sign-In Sheets
- Display Boards

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Guest Register: Open House

Wednesday, April 5, 2023

Name	Address	Email	Voluntary Information
Barb Ramlow	[redacted]		White; Female
Richard King			Black; Male
Herbert Mangis			White; Male
Howard Evans			Hispanic; White; Male
SARAH PLATH			White; Female
Dax Simek			White; Male
Norm Tjetlveit			White; Male
Mac Fogelsong			White; Male
[illegible]			Other; White; Female
Steve Shandera			
WYETH FRISAY			

American Indian/Alaskan Native; Asian/Pacific Islander; Black; Hispanic; White; Other; Male; Female; Disabled

Welcome

2023 BILLINGS URBAN AREA
LONG RANGE TRANSPORTATION PLAN

Thank you for attending tonight's open house for the Billings Urban Area Long Range Transportation Plan. The purpose of this open house is to give you an opportunity to learn about the plan and provide comments on the proposed projects.

Your Views Are Important! Please provide comments on the interactive map survey at bit.ly/billingslrtp2023projects

WHO IS INVOLVED?

The primary sounding board is the Steering Committee, which includes representatives from the above agencies.

The consultant team for the project includes Kittelson & Associates, Inc. and DOWL.

What is a Long Range Transportation Plan (LRTP)?

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) is preparing a long range transportation plan (LRTP) to address travel by people and goods and meet the local, state, and federal requirements. The plan is a blueprint to guide the development and implementation of transportation system projects for the Billings Urban Area.

MPOs are required to update their transportation plan every four to five years. The last plan for Billings was completed in 2018.

The LRTP includes:

- Planning for the next 20 years
- Engaging the public for input and comment
- Assessing facilities and operations of the different transportation modes
- Identifying transportation needs and a set of short- and long-range transportation projects
- Constraining the recommendations financially

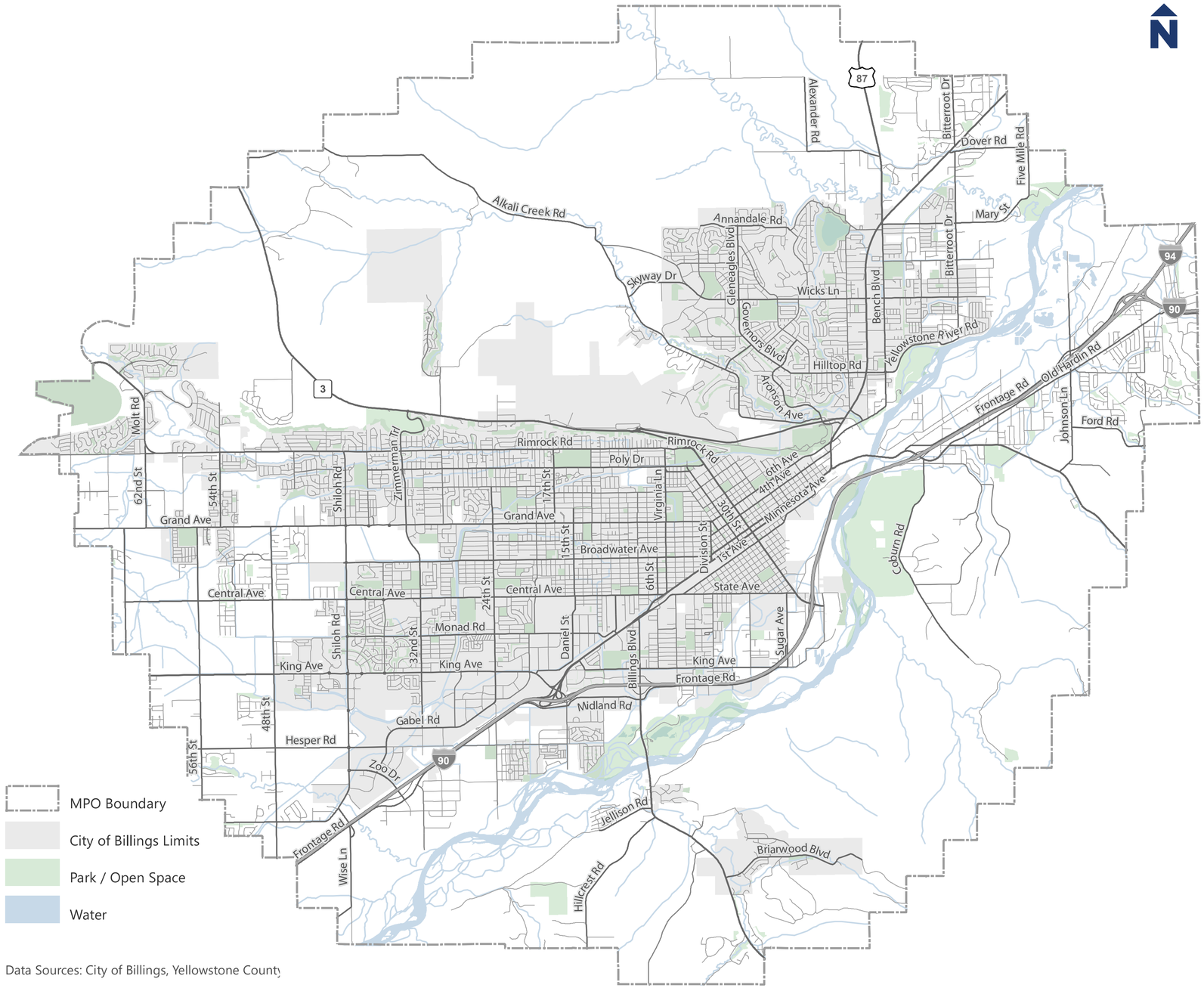
LRTP TIMELINE

Fall 2022
Identify transportation needs and opportunities

Winter 2023
Collect feedback on proposed projects and prioritization

Summer 2023
Final Plan Adoption

Planning Area, Vision, & Goals



Data Sources: City of Billings, Yellowstone County

VISION

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

GOALS

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, biking, shared mobility, and vehicles.

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

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

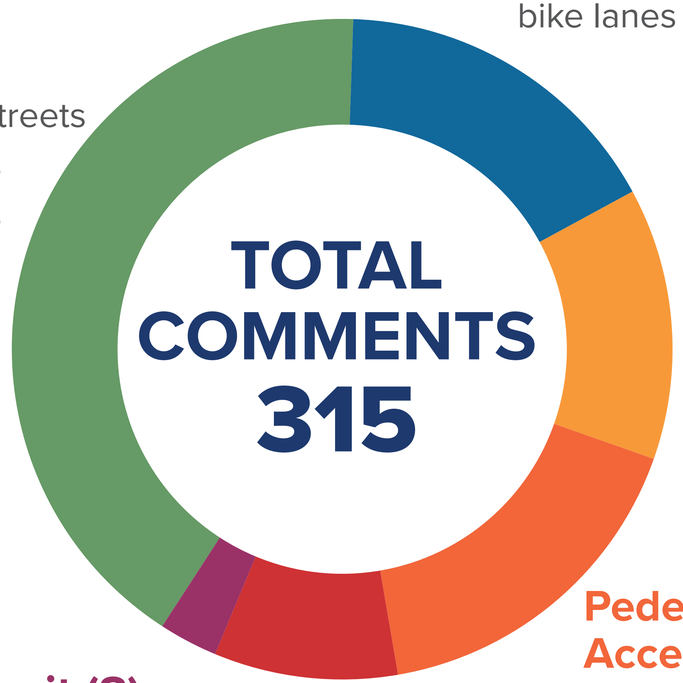
Phase 1 Public & Stakeholder Outreach

Safety (37)

- Excessive speeding
- Too wide streets
- Blind spots
- Dangerous signals

Bicyclist (46)

- Access to trails
- Safe and separated bike lanes



General (37)

- Increased wayfinding and informational signage throughout Billings
- Improved access and circulation around Billings Logan International Airport

Transit (8)

- Bus service to more locations

Congestion (25)

- Various intersections and roadways noted

Pedestrian (43) + Accessibility (4)

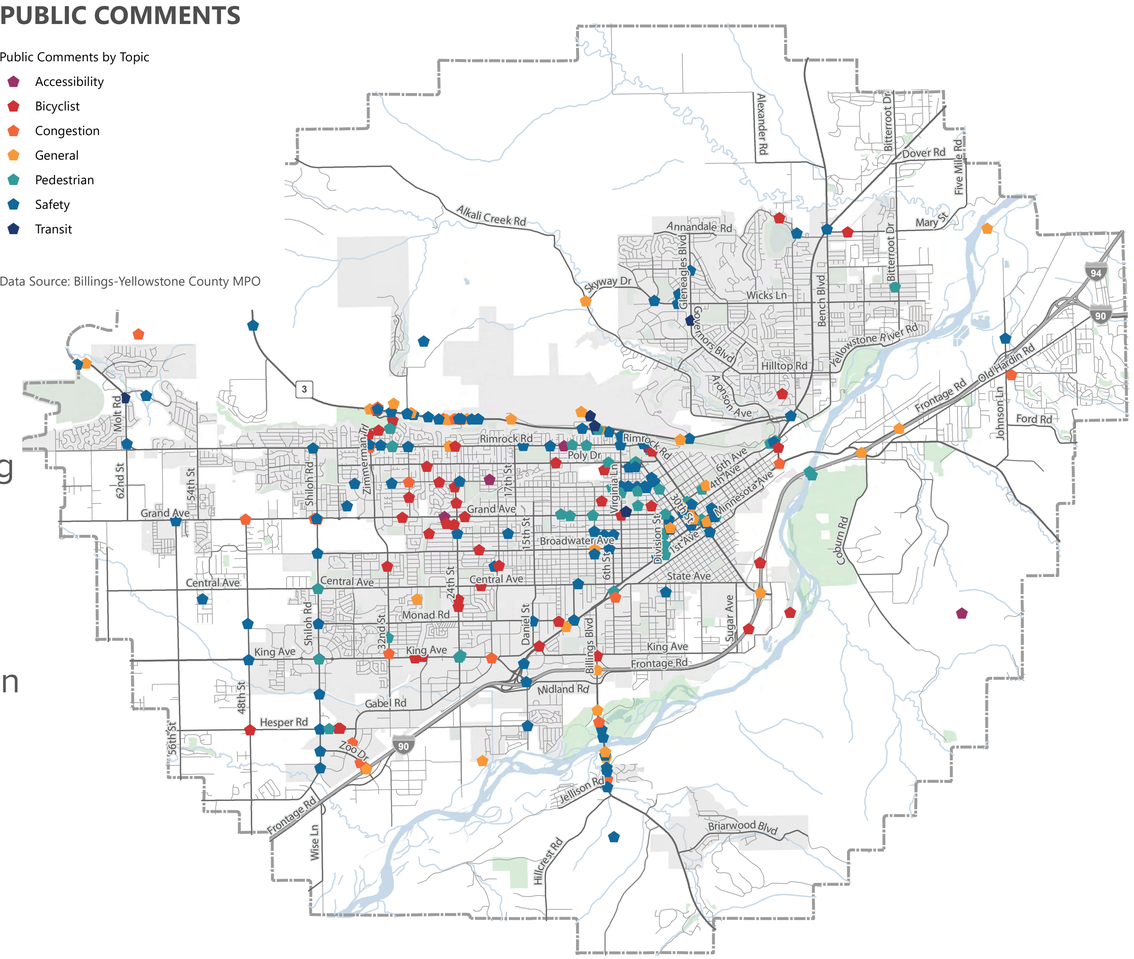
- Signs & access
- Crossings
- Sidewalk accessibility

PUBLIC COMMENTS

Public Comments by Topic

- Accessibility
- Bicyclist
- Congestion
- General
- Pedestrian
- Safety
- Transit

Data Source: Billings-Yellowstone County MPO

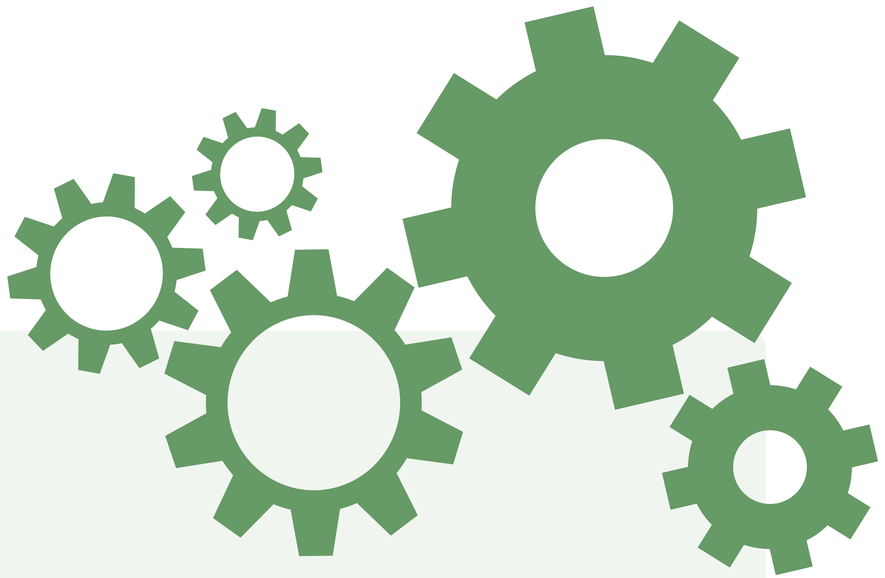


Stakeholders Met With:

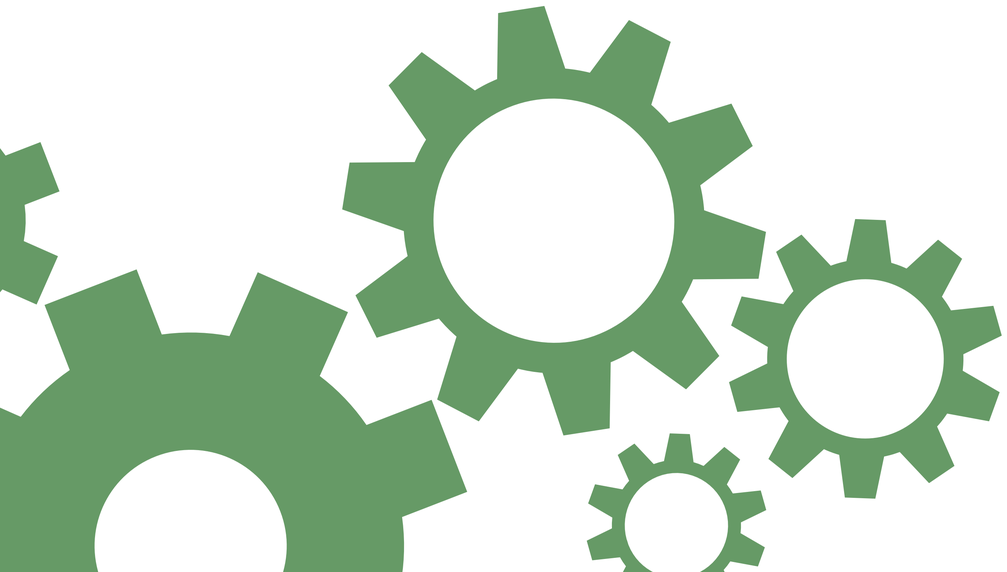
- Living Independently for Today & Tomorrow (LIFTT)
- Bike Walk Montana
- Lockwood Pedestrian Safety District
- Pioneer Park Task Force
- Bicycle & Pedestrian Advisory Committee
- Lockwood Steering Committee
- All Task Force Joint Meeting

What Does the Future Conditions Analysis Consider?

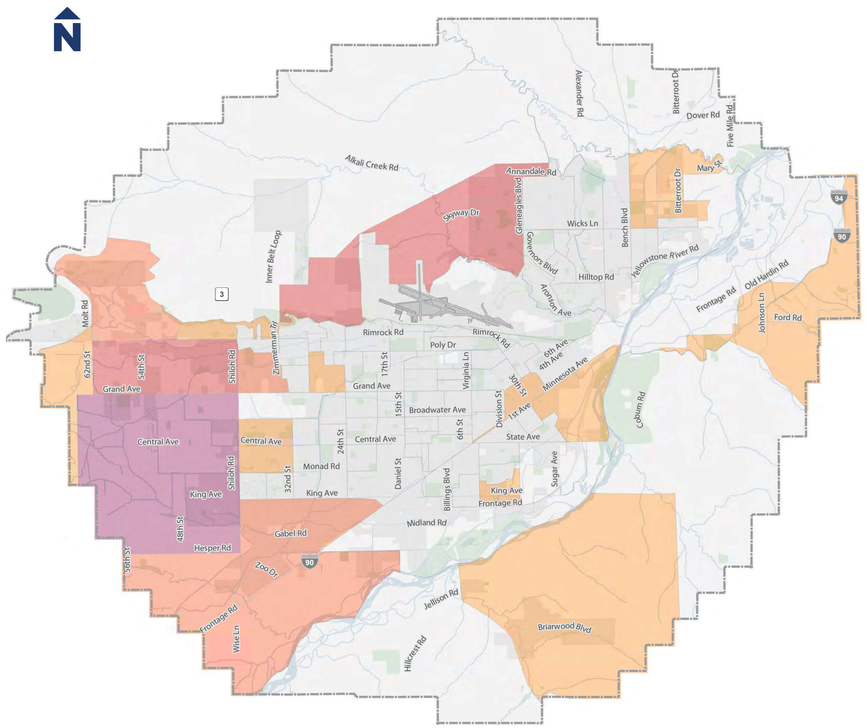
Looking ahead to the future empowers better planning to help achieve the Billings urban area vision.



- Looks 20+ years into the future to 2045
- Investigates what the multimodal transportation system could be like
- Considers the impacts of:
  - Aging infrastructure
  - Natural disasters and climate change
  - Emerging technologies



Where is Growth Expected in 2045?

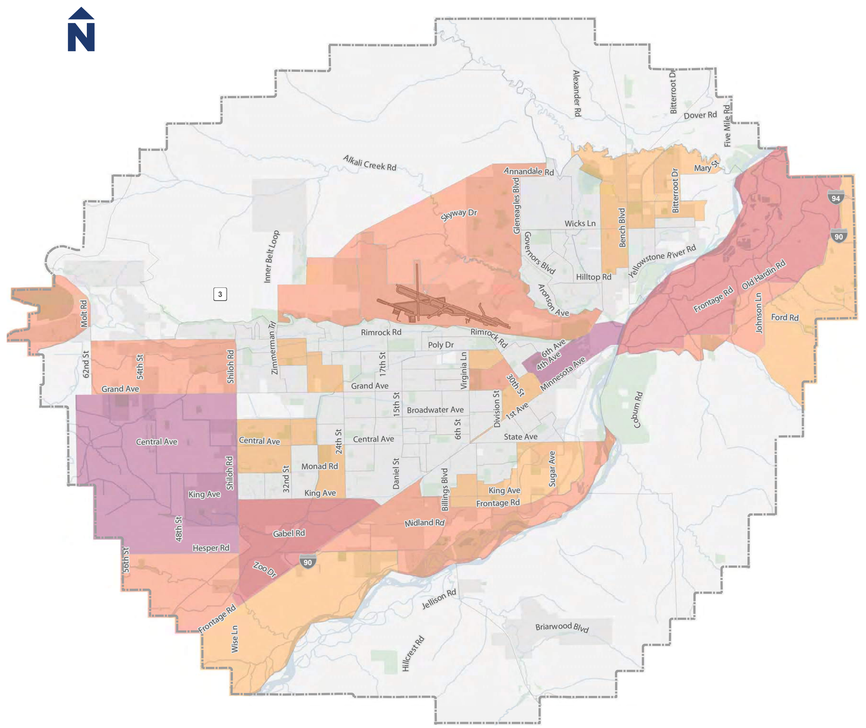


PROJECTED POPULATION GROWTH (2021 - 2045)

Population Growth (By Census Block Group)

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

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



PROJECTED EMPLOYMENT GROWTH (2021 - 2045)

Employment Growth (By Census Block Group)

- >5,000
- 2,001 - 5,000
- 500 - 2,000
- 1 - 500
- 0
- MPO Boundary
- City of Billings
- Park
- Rivers and Lakes
- Billings Logan International Airport

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

- Some infill development is projected throughout Billings, but most growth is projected in the west.
- Employment areas around arterial roadways and highways, as well as downtown and by the airport, will continue to be important economic drivers.

34% increase in Billings urban area population is projected to grow between 2021 and 2045 from 142,358 to 190,986.

43% increase in employment projected between 2021 and 2045 from 2021 and 2045 from 74,848 to 106,819.

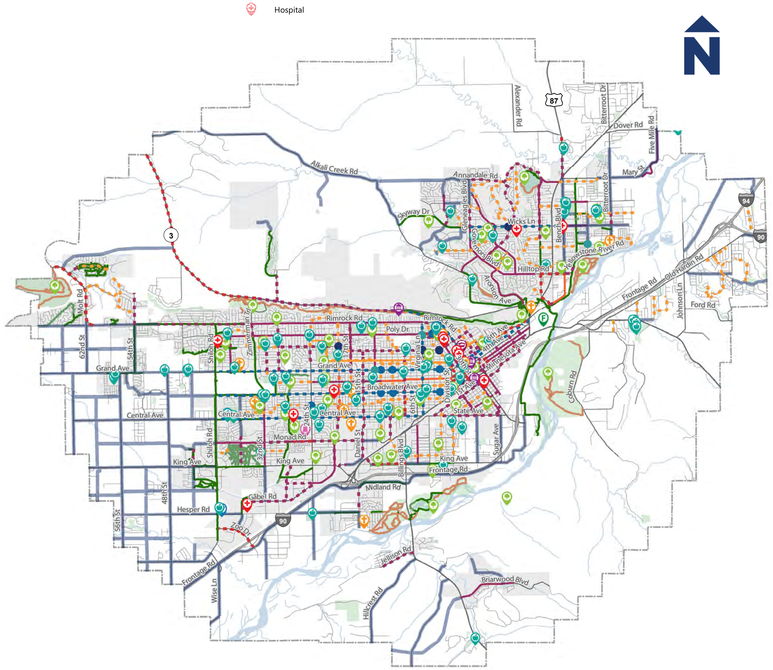
Where Might People Walk, Bike, Roll, and Ride Transit in 2045?

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



- Emphasis areas for bicycle facilities include increasing connectivity throughout Billings and Lockwood, with context-appropriate facilities, high visibility crossings, and connectivity with trails.

FUTURE TRAIL & PEDESTRIAN FACILITIES

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

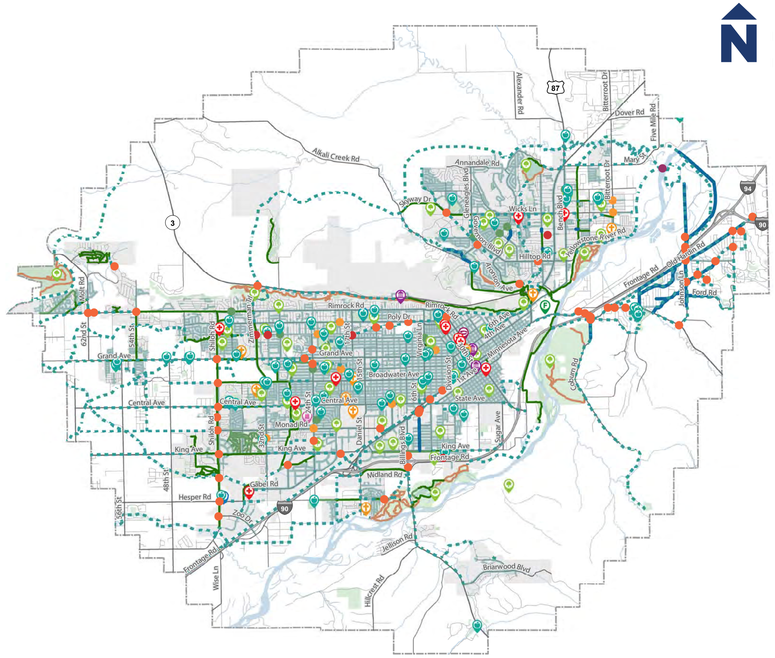
Major Activity Centers
- Stadium
- Library
- Park
- Park
- Museum
- Fairgrounds
- Shopping Mall
- Cemetary
- College
- Schools
- Hospital

Recommended Projects from SRTS & LPSD
- New or Enhanced Sidewalk
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island

Recommended Projects from 2016 Bikeway & Trails Master Plan Update
- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing
- New Trail

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)



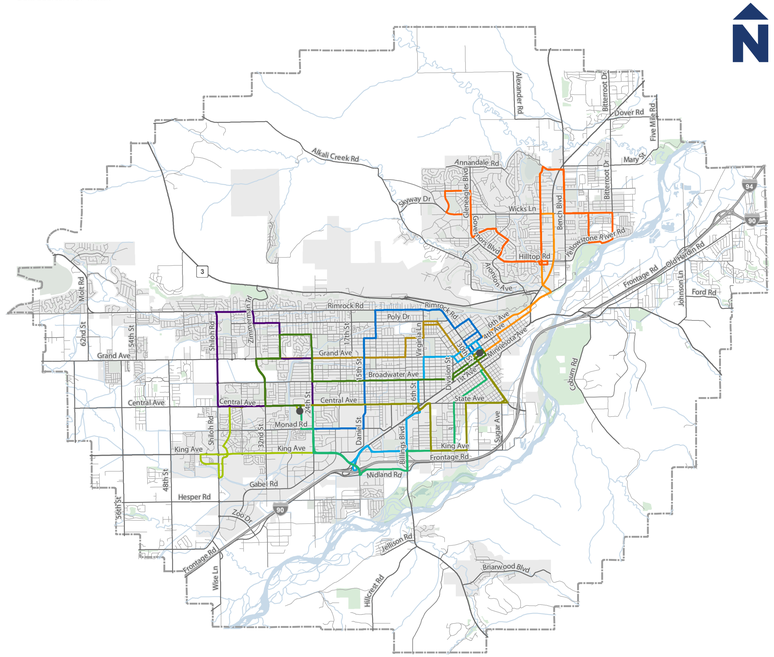
- Increasing sidewalk coverage in Lockwood and implementing high visibility crosswalks and curb extensions throughout Billings will improve pedestrian facilities.
- Building trail connections throughout the northwest, southeast, and western portions of the urban area and increasing trail access points will be important forthe region.

FUTURE MET TRANSIT ROUTES

- MET Transfer Center

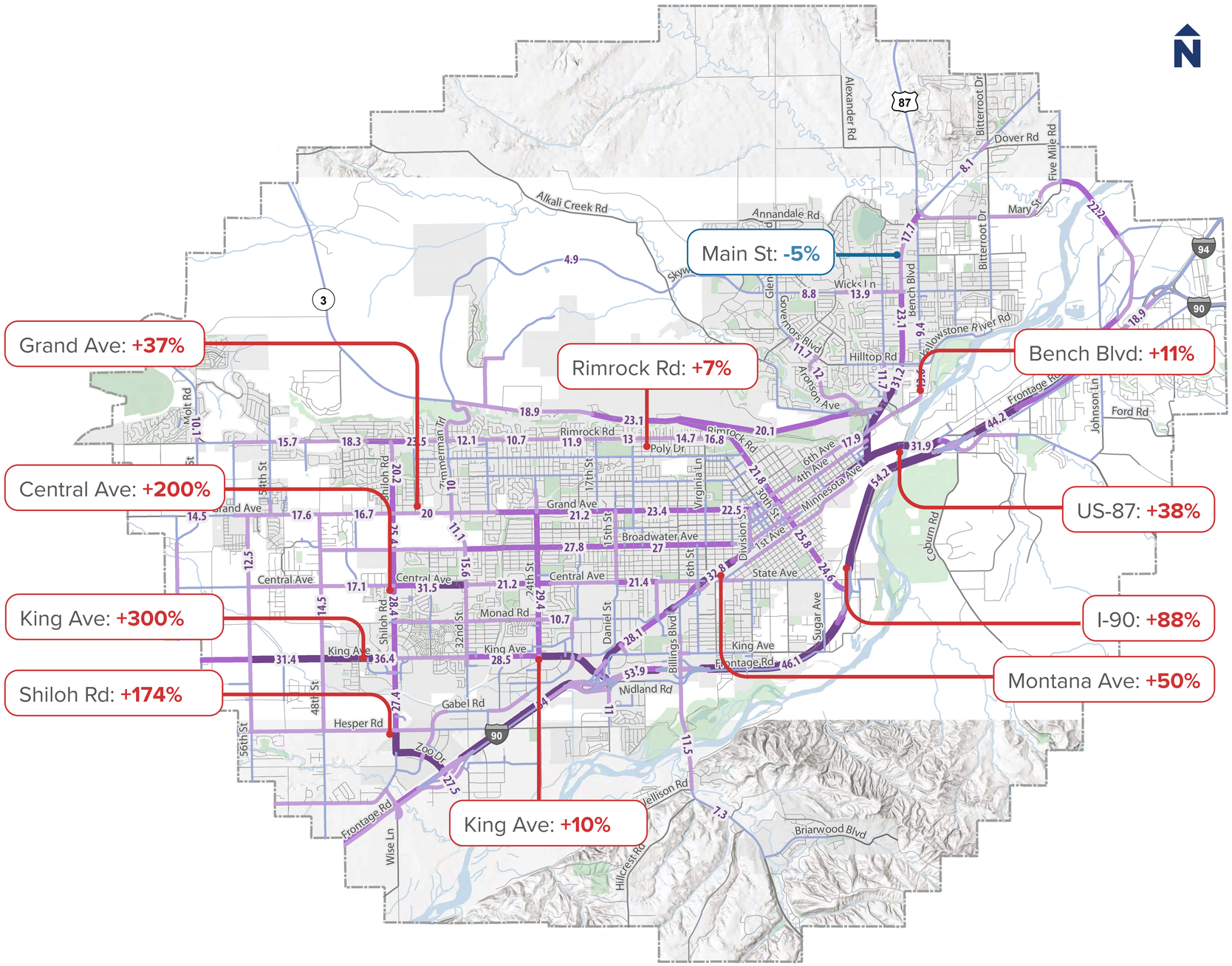
Proposed MET Routes
- 10 - Southside
- 13 - Westend
- 16 - Heights Rapid
- 18 - Heights Circulator
- 19 - Josephine
- 21 - Northwest
- 3 - Crosstown
- 5 - Grand
- 7 - Broadwater
- 9 - Central

Data Source: MET Transit



- In the future, MET Transit plans to implement a stop-based fixed-route system and collaborate with Lockwood to evaluate service opportunities.

Where is Traffic Expected in 2045?



FUTURE MODEL YEAR (2045) AVERAGE DAILY TRAFFIC (ADT)

Year 2045 Daily Traffic Projections

- 0 - 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 55,000

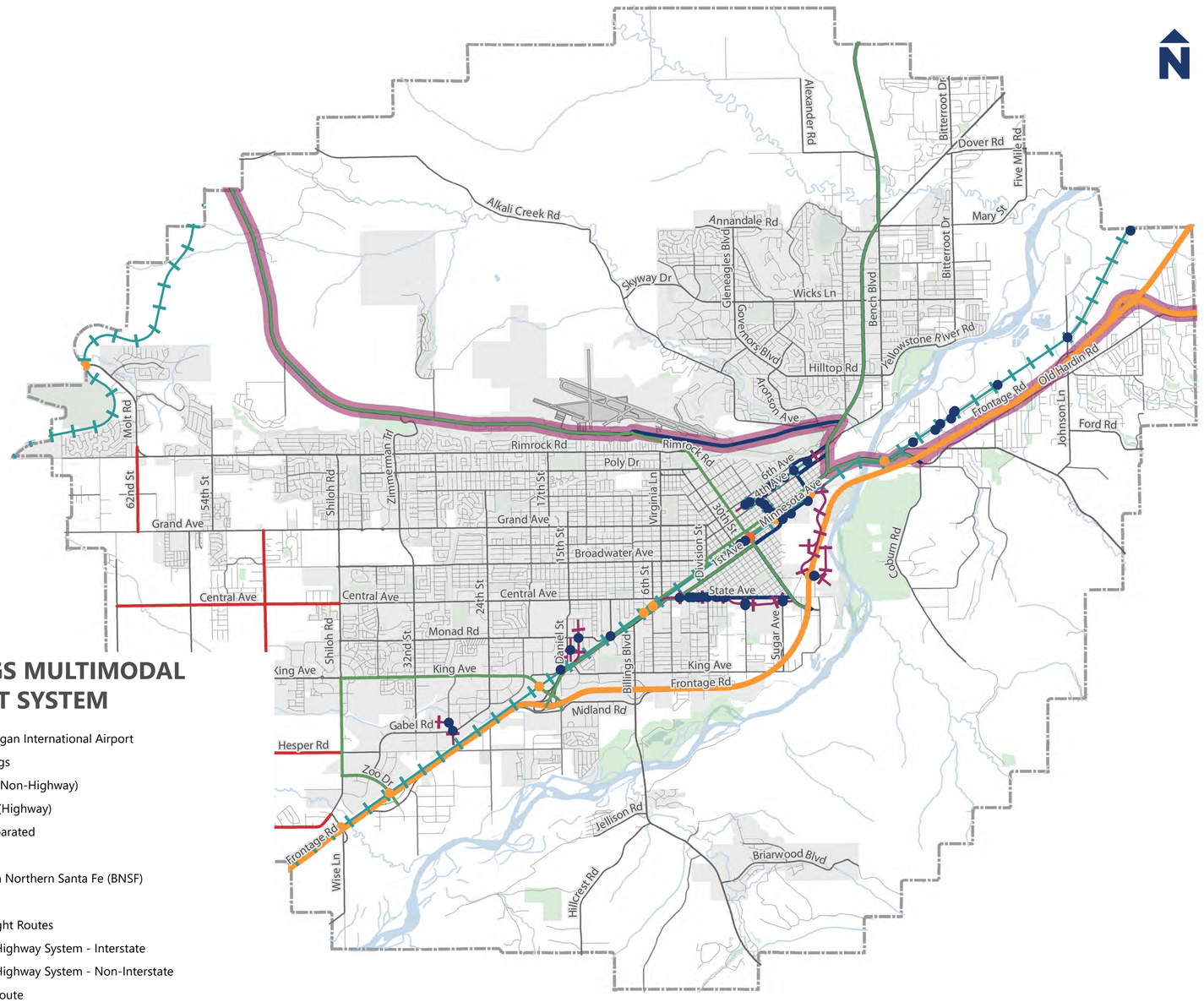
XX.X Average Daily Traffic Volume (x 1,000)

Data Source: Billings-Yellowstone MPO

Major modifications to the 2045 roadway network 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)

How is Freight Travel Expected to Grow



BILLINGS MULTIMODAL FREIGHT SYSTEM

- Billings Logan International Airport

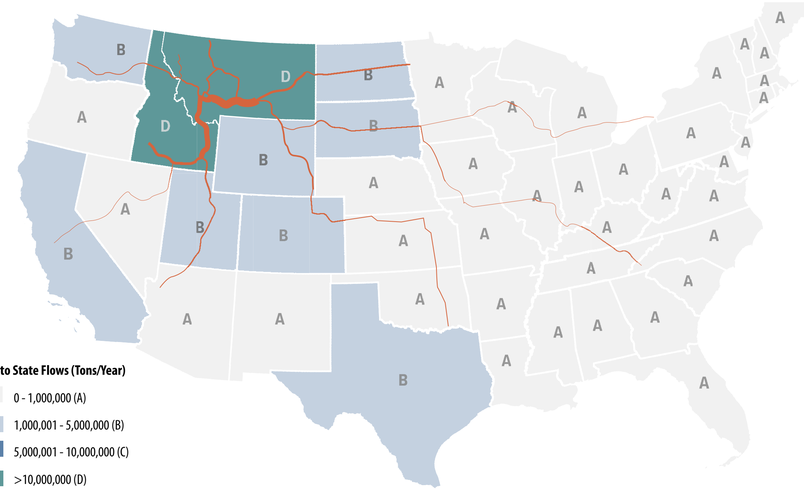
Railroad Crossings
- At Grade (Non-Highway)
- At-Grade (Highway)
- Grade Separated

Railroad
- Burlington Northern Santa Fe (BNSF)
- Spur

Designated Freight Routes
- National Highway System - Interstate
- National Highway System - Non-Interstate
- Intercity Route
- Restricted County Route
- Camino Real - International Route

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

Where Freight Flows from Montana are Expected to Grow

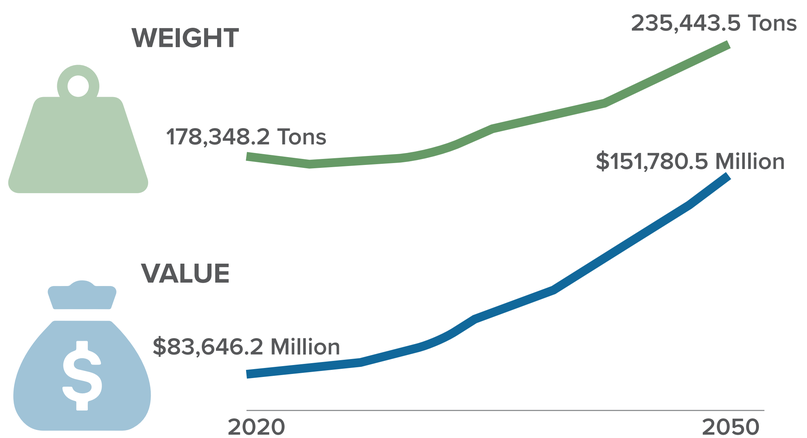


State to State Flows (Tons/Year)
- 0 - 1,000,000 (A)
- 1,000,001 - 5,000,000 (B)
- 5,000,001 - 10,000,000 (C)
- >10,000,000 (D)

Volume Scale (FAF Trucks/Day)

10,000 5,000 2,500

Freight Demand is Projected to Grow in Montana



What Transportation Technologies Might There Be in 2045?

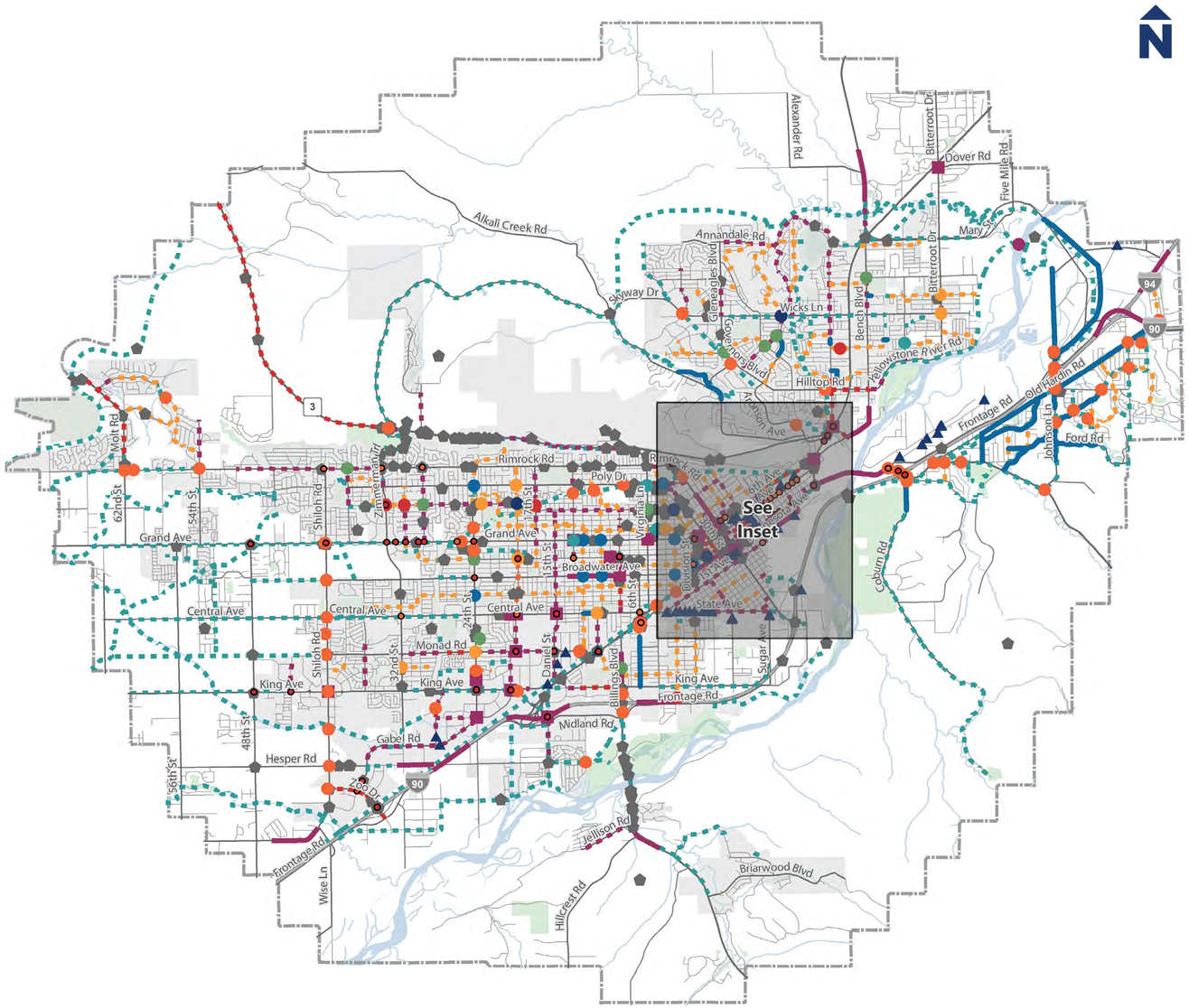
SHARED MOBILITY & MICROMOBILITY

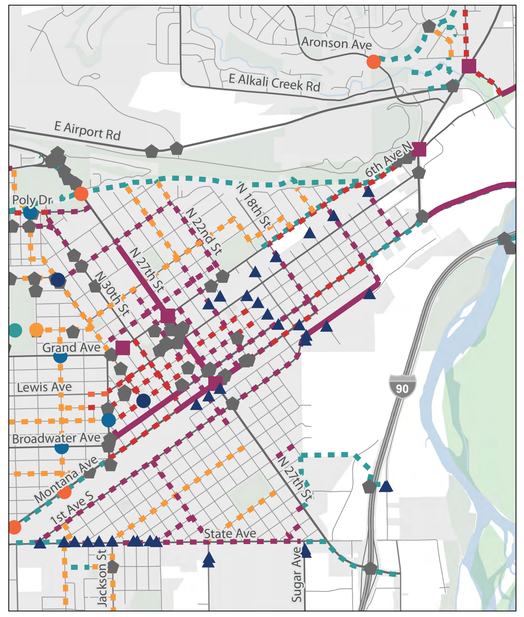
- Potential locations of bike and scooter share stations in the future.
- Bikeshare and Scootershare can be implemented to complement MET Transit services to facilitate connections.

ELECTRIC VEHICLES

- By 2040, 9% (~87,000) of registered vehicles in Montana are projected to be electric vehicles.
- That's roughly 8,700 EVs in Billings in 2040.
- Substantial local investments in charging infrastructure and clean power systems will be necessary to accommodate charging demand.

What are the Identified Needs, Deficiencies, and Opportunities in 2045?





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

The needs, deficiencies, and opportunities were identified from:

- Public comments gathered from the Open House #1
- The Existing Conditions analyses
- The Future Conditions analyses
- Input from regional stakeholders
- Field visits throughout the Billings urban area

These needs, deficiencies, and opportunities influenced the Project List.

How was the Project List Created?

Existing Programs, Plans, + Studies

70 projects from existing programs*

39 projects from recent plans and studies (since 2018 LRTP)

Previous LRTPs

226 projects from 2018 LRTP (includes several past plans and studies)

LRTP 2023 Analyses, Stakeholder + Public Input

33 projects from LRTP analyses, stakeholder input, and public input**

*CIP = City of Billings Capital Improvement Plan;
TIP = Billings-Yellowstone MPO Transportation Improvement Program;
STIP = Montana Department of Transportation Statewide Improvement Program
**Many identified issues from 2022 LRTP analyses are addressed by existing programs, recent plans and studies, and projects from the 2018 LRTP

368 projects

How are Projects Prioritized?

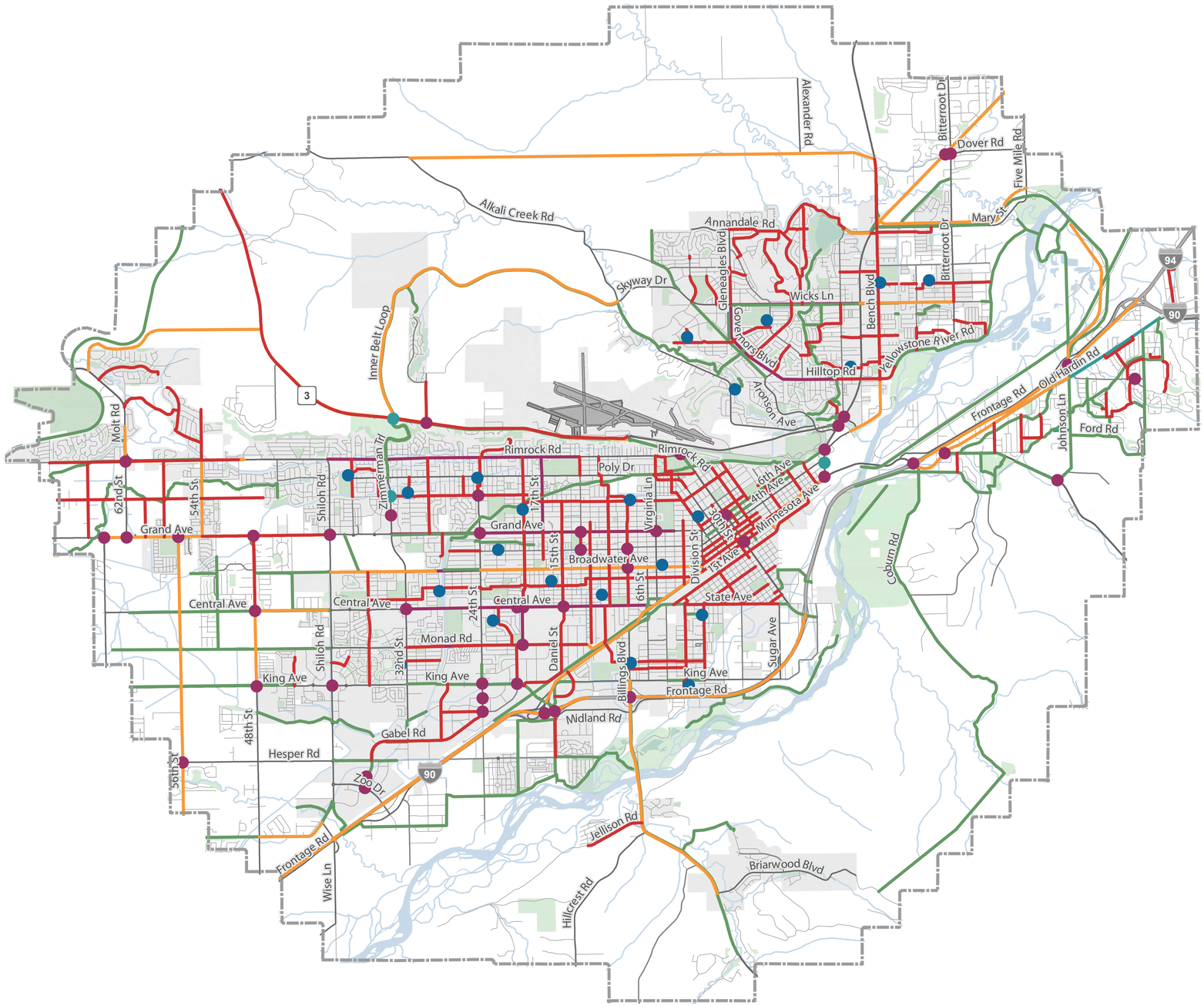
Total score is the sum of scores across all 12 criteria.

Projects are given a score of -1, 0, 1, or 2 for each criterion

CRITERIA

- Stakeholder & Public Support
- Consistency with Adopted Plans & Studies
- Multimodal Safety
- Equity (Transportation Disadvantaged Populations)
- Sustainability (Low Carbon Modes & Green Infrastructure)
- Resiliency & Security Risks
- Right of Way Impacts
- Pedestrian Mobility
- Bicycle Mobility
- Transit Mobility
- Vehicular Level of Service (LOS)
- Freight Mobility & Safety

What is Included in the Project List?



PROJECT LIST

- MPO Boundary
- City of Billings
- Park
- Rivers and Lakes
- Billings Logan International Airport
- Pedestrian Projects
- Safe Routes to School (SRTS) Projects
- Intersection Projects
- Bicycle Projects
- Roadway Projects
- Trail Projects
- Pedestrian Projects
- Congestion Management Projects

Data Source: City of Billings, Lockwood Steering Committee, Lockwood Pedestrian Safety District, Yellowstone County, Billings-Yellowstone Metropolitan Planning Organization, Montana Department of Transportation,

Note: Transit projects are not included on this map, as MET Transit is working towards implementing a redesigned system.

Note: Some projects on this map are not visible because they overlap. Please access the online, interactive map to view all projects in the Project List.

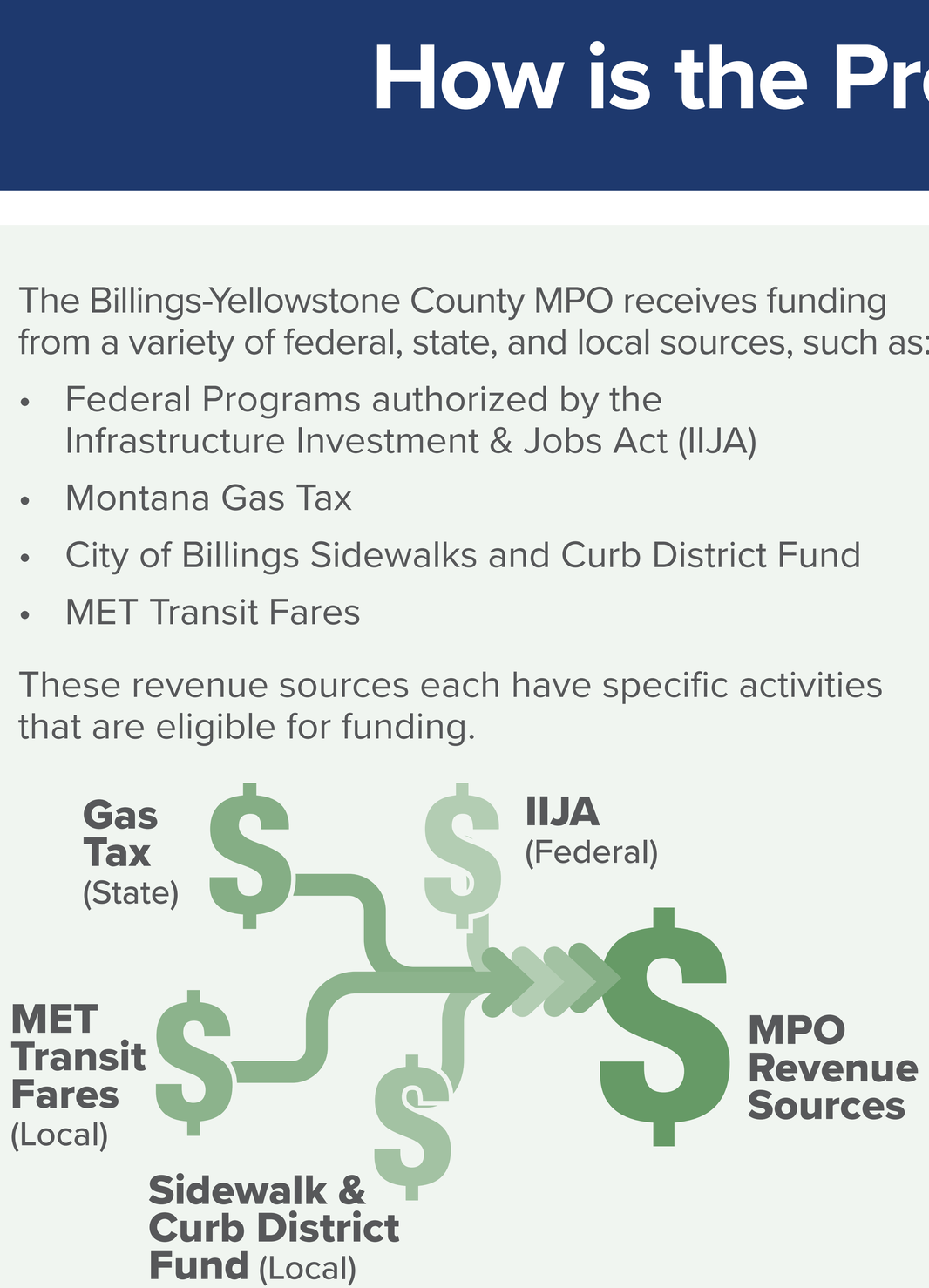
BILLINGS 2023 LRTP

How is the Project List Funded?

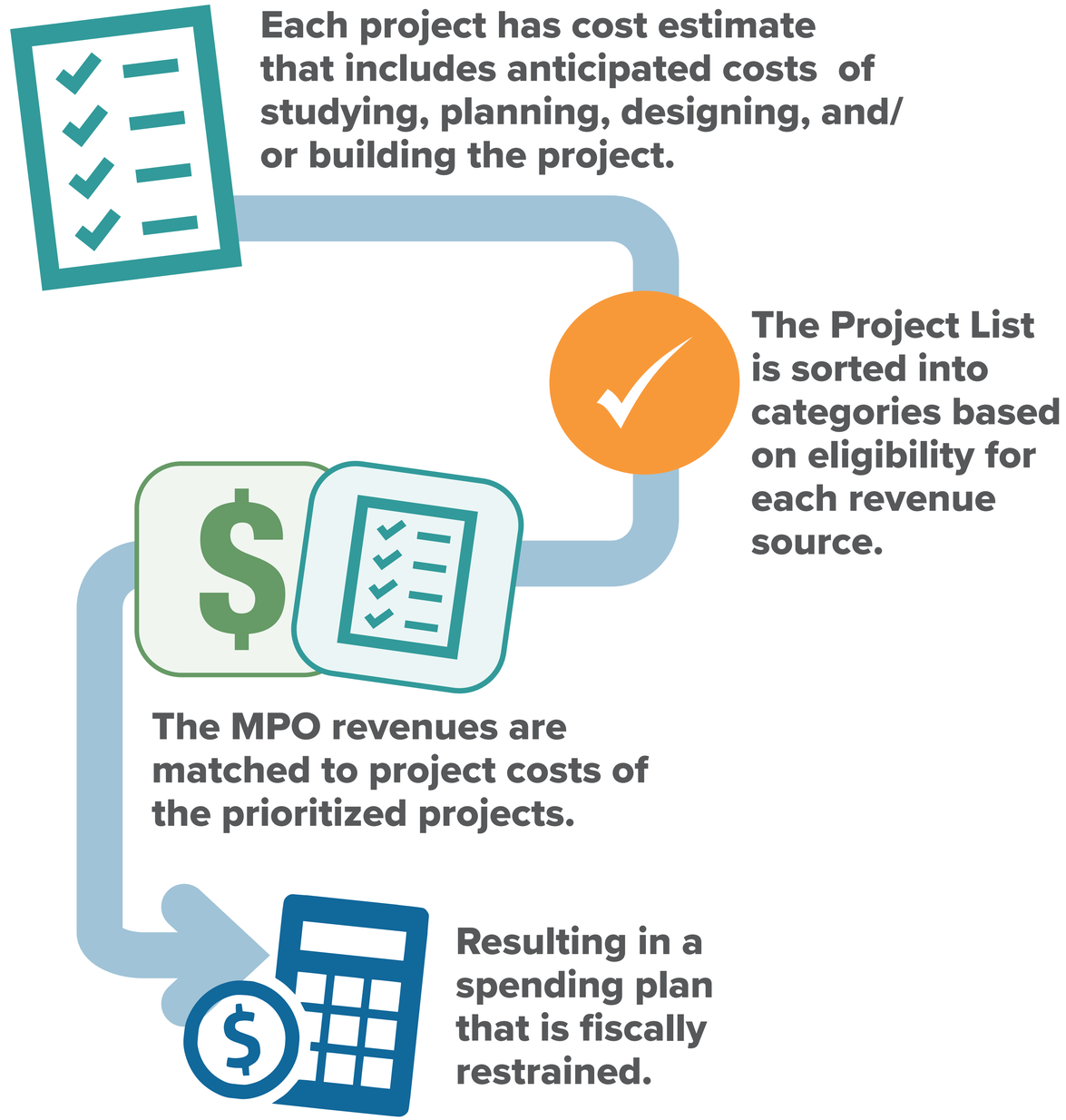
The Billings-Yellowstone County MPO receives funding from a variety of federal, state, and local sources, such as:

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

These revenue sources each have specific activities that are eligible for funding.



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



Next Steps

WHAT IS NEXT?

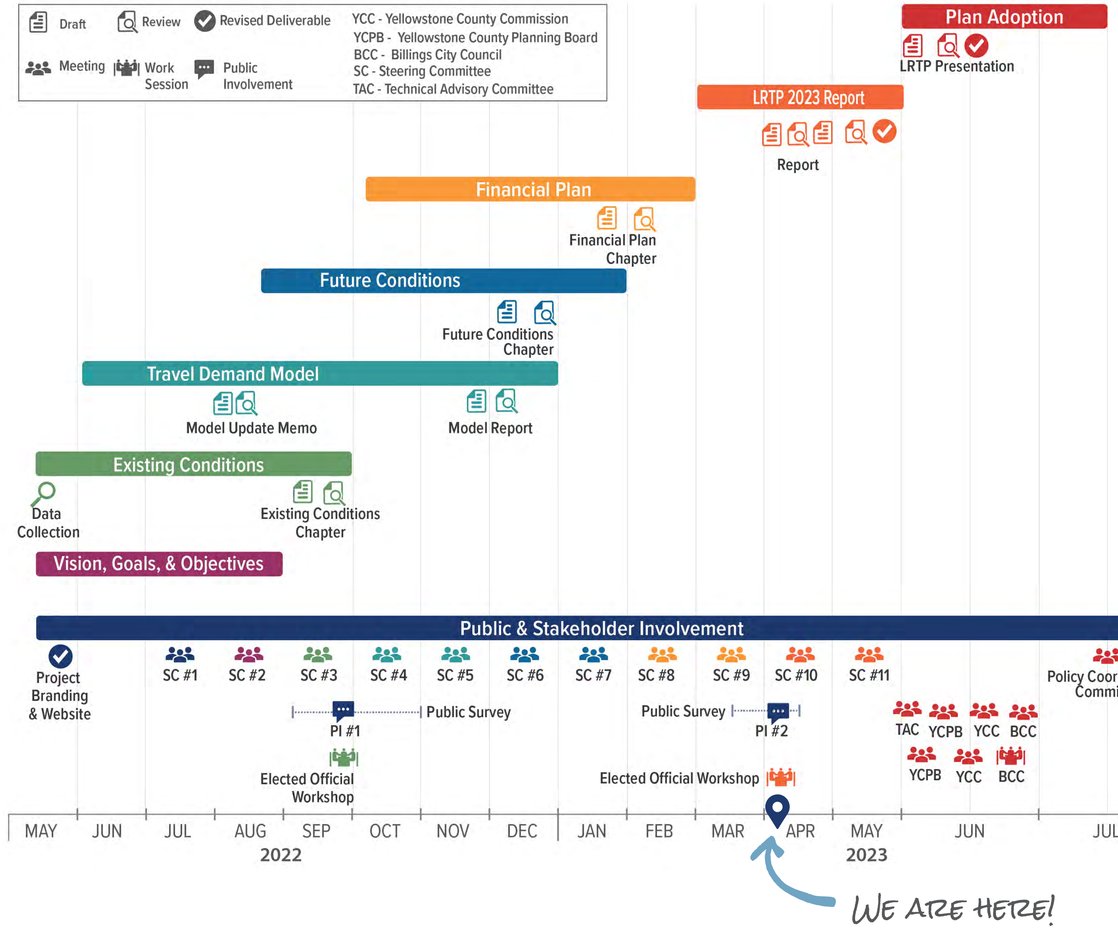
Following this meeting, our team will work to:

- Summarize Comments from Public Open House #2
- Incorporate Comments into the Final Prioritized Project List
- Prepare a Draft Plan for Review & Comment
- Address Comments for Final Plan Adoption

How to Stay Involved?

- Sign up on the "Notify Me" list on the City's website: **http://ci.billings.mt.us/**
- Attend Public Meetings During Plan Adoption
- Check back frequently for updates on our project website at **www.billingslrtp.com**
- Contact **Lisa Olmsted** at 406.869.6329 or via email at lolmsted@dowl.com

Project Schedule



Thank you for participating!

- Provide comments via our interactive web map survey: **https://bit.ly/billingslrtp2023projects**

Tell us what you think!

SCAN THE QR CODE

BILLINGS 2023 LRTP

Or visit bit.ly/billingslrtp2023projects and click the ‘Provide Input’ button

We Want Your Feedback!

The Billings-Yellowstone County MPO is currently updating the Long-Range Transportation Plan (LRTP), which guides the development of the multimodal transportation system over the next 20 years.

As part of the LRTP, we've created a Project List that outlines improvements to the Billings Urban Area, and we would love to hear your thoughts on the projects!

To view the projects and provide feedback by April 19th, either scan the QR Code or visit bit.ly/billingslrtp2023projects

You can also reach out to Lisa Olmsted at lolmsted@dowl.com or 406.869.6329 to provide comments.

If you're like to learn more about the LRTP, please visit us at www.BillingsLRTP.com

PROVIDE YOUR FEEDBACK BY APRIL 19TH!

BILLINGS 2023 LRTP

Stakeholder Engagement

- Meeting Summaries

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Stakeholder Outreach Summary

HEALTHY BY DESIGN

Date & Location

The project team met with Michelle Harkins, the director of Billings Industrial Revitalization District (BIRD), on Wednesday April 5th, 2023, at the DOWL office (222 N 32nd St Suit 700) to discuss important mobility, safety, and accessibility issues in the East Billings Neighborhood.

Discussion

- Rachel Grosso (KAI) provided an overview of the long range transportation planning process and Katie Popp (KAI) provided an overview of the project list interactive map.
- Michelle discussed several projects that would address transportation issues within the BIRD:
  - Roadway Reallocation and Beautification – 13th Street and 20th Street are the "main" streets the East Billings Neighborhood. Michelle shared that these streets need improvements to beautify and improve walkability as the main roadways within BIRD. A recent mural project on 22nd Street is an example of some beautification work that has positively impacted the community.
  - Crosswalks – Michelle shared that high visibility crosswalks are needed on 6th Avenue and 1st Avenue to enhance pedestrian safety. She's not in favor of the proposed multi-million dollar MetroPark pedestrian bridge across Exposition Drive because of the high cost and time it would take to construct the bridge. Implementing crosswalks would be a lower cost option that are more feasible for implementation.
    - Andy Daleiden (KAI) shared that the 1st Avenue and Exposition Drive intersection project will enhance the 1st Avenue and 4th Avenue crossings.
  - Shared-Use Path – A shared-use path on Main Street (up to Airport Rd) would enhance walkability and provide additional connections to the BIRD.
  - Parking – The community continues to support free parking in the area. The recent change to back-in parking has not been an issue.
  - Safe Routes to School (SRTS) – The most recent SRTS update did not include Head Start (Explorers) Academy at 19th Street and 6th Street. This school serves low-income students and should not be overlooked in SRTS programming.
  - Traffic Flow/ Conflict Points – Michelle suggests bump outs at major intersections, daylighting curbs and sightlines, and reducing speeds on the main streets in BIRD.
  - Safety and Speed – A 4th Corridor Improvement Project/ Study and the removal of the left turn lane at the intersection of 4th Street/ 13th Street are desired.
- BIRD is also close in proximity to major businesses in the Downtown area such as UPS, Riverstone, and First Interstate Bank (FIB). Enhancing mobility and safety would provide additional economic opportunities within BIRD as employees of these major companies utilize facilities and visit businesses within the community.

BILLINGS INDUSTRIAL REVITALIZATION DISTRICT (BIRD)

Date & Location

The project team met with Michelle Harkins, the director of Billings Industrial Revitalization District (BIRD), on Wednesday April 5th, 2023, at the DOWL office (222 N 32nd St Suit 700) to discuss important mobility, safety, and accessibility issues in the East Billings Neighborhood.

Discussion

- Rachel Grosso (KAI) provided an overview of the long range transportation planning process and Katie Popp (KAI) provided an overview of the project list interactive map.
- Michelle discussed several projects that would address transportation issues within the BIRD:
  - Roadway Reallocation and Beautification – 13th Street and 20th Street are the "main" streets the East Billings Neighborhood. Michelle shared that these streets need improvements to beautify and improve walkability as the main roadways within BIRD. A recent mural project on 22nd Street is an example of some beautification work that has positively impacted the community.
  - Crosswalks – Michelle shared that high visibility crosswalks are needed on 6th Avenue and 1st Avenue to enhance pedestrian safety. She's not in favor of the proposed multi-million dollar MetroPark pedestrian bridge across Exposition Drive because of the high cost and time it would take to construct the bridge. Implementing crosswalks would be a lower cost option that are more feasible for implementation.
    - Andy Daleiden (KAI) shared that the 1st Avenue and Exposition Drive intersection project will enhance the 1st Avenue and 4th Avenue crossings.
  - Shared-Use Paths – A shared-use path on Main Street (up to Airport Rd) would enhance walkability and provide additional connections to the BIRD.
  - Parking – The community continues to support free parking in the area. The recent change to back-in parking has not been an issue.
  - Safe Routes to School (SRTS) – The most recent SRTS update did not include Head Start (Explorers) Academy at 19th Street and 6th Street. This school serves low-income students and should not be overlooked in SRTS programming.
  - Traffic Flow/ Conflict Points – Michelle suggests bump outs at major intersections, daylighting curbs and sightlines, and reducing speeds on the main streets in BIRD.
  - Safety and Speed – A 4th Corridor Improvement Project/ Study and the removal of the left turn lane at 13th Street and 4th Avenue are desired.
- BIRD is also close in proximity to major businesses in the Downtown area such as UPS, Riverstone, and First Interstate Bank (FIB). Enhancing mobility and safety would provide additional economic opportunities within BIRD as employees of these major companies utilize facilities and visit businesses within the community.

"It is really hard to get businesses to open on 6th, 4th, and 1st Avenues because the roads are too fast and dangerous. People are walking away from those opportunities because of those streets and it's hurting the neighborhood." – Michelle H., BIRD

BILLINGS PUBLIC SCHOOL DISTRICT (FACILITIES)

Date & Location

The project team met with Scott Reiter (Executive Director of Facilities Service) and Megan Trevino (Facilities Coordinator) of the Billings Public School District on Thursday April 6th, 2023, at the Facilities office (101 Tenth Street West) to discuss transportation concerns across the school district.

Discussion

- Rachel Grosso (KAI) provided an overview of the long range transportation planning process and Katie Popp (KAI) provided an overview of the project list interactive map.
- Scott and Megan provided input on the project list via the interactive map:
    - Beartooth Elementary - HAWK signal is needed at Bitterroot Drive and Elaine Street for elementary school pedestrian crossings
    - Ben Steele Middle School –
        - Pedestrian connections on Grand Ave are needed.
        - Extend trail for MT_100 (Broadwater Ave) in the project list to connect to the school on 56th Street.
        - Both 56th and 52nd Streets need sidewalks.
        - 54th Street and Rimrock Rd needs a crossing device
    - Poly Elementary School – Supports projects along Poly Drive (BB_07, BB_66) and Colton Road/ 24th Street W Intersection Improvement (I_50)
    - Medicine Crow Middle School and Bitterroot Elementary School – Sidewalks are needed on Barrett Rd from Bench Blvd to Bitterroot Dr
- Scott also shared concerns about speeding near schools in Billings. He referenced a Montana law that allows only a 20% reduction in posted speed limits for school speed zones and school speeds zones are only located at elementary schools. A 15mph speed zone at all schools, including middle and high schools, would be much safer.
- Scott and Megan support any new bike route so kids can bike to school.

Leadership Workshop #2

- Sign-In Sheets
- Presentation

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Guest Register: Workshop

Wednesday, April 5, 2023

Name	Organization	Email	Phone
Mike Black	YCPW	[redacted]	
Ellie Lantz	Healthy By Design		
Woody Wood	PLANNING BOARD		
Tom Rypsis	City Council		
DANIEL TIDSWELL	CITY COUNCIL		

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

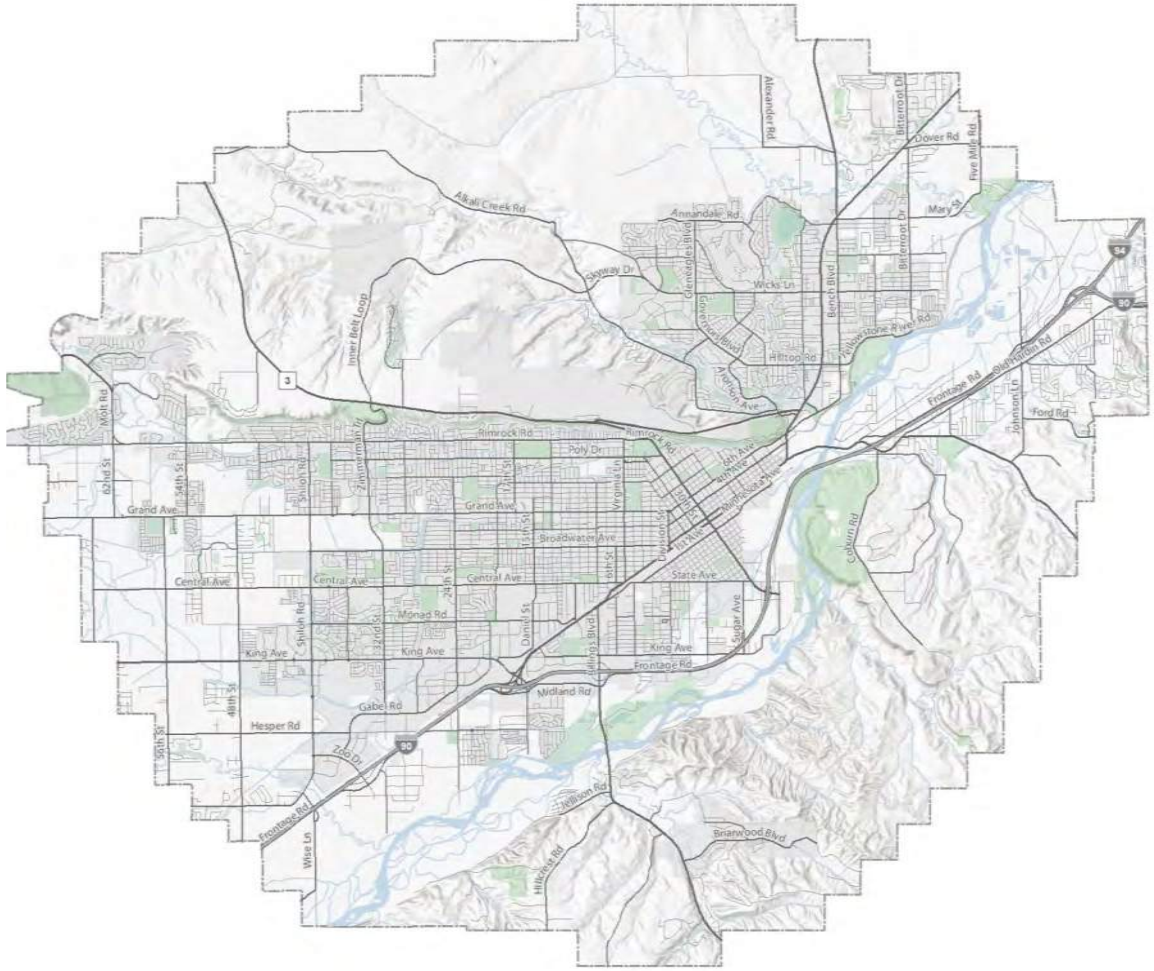
Guest Register: Workshop

Wednesday, April 5, 2023

Name	Organization	Email	Phone
Clark Snyder	RiverStone Health	[redacted]	
Amy Queen	HealthyByDesign		
Mark Morse	County Commissioner		
Pam Purington	CM of COB		
Rusty Logan	COB- MET Transit		
Dakota Martinsen	City PW- Engineering		
Bill Cole	City		
Ed Gulick	City Council		

2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Leadership Workshop



April 5th, 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome & Introductions
- Long Range Transportation Plan (LRTP) Overview
- Public and Stakeholder Outreach
- Project List
- Online, Interactive Web Map
- Next Steps

Introductions

What Is a Long-Range Transportation Plan (LRTP)?

The **LRTP** is a framework that guides the development of **multimodal transportation** system projects in the urban area, that's updated every 4-5 years with a **20-year** planning horizon.

The **LRTP** must consider:

- Economic Vitality
- Security & Safety
- Movement & Connectivity of People & Goods
- Environment & Energy Conservation
- System Efficiency & Preservation
- Resiliency, Reliability, & Stormwater Management
- Travel & Tourism

Additional Focus Areas from the Bipartisan Infrastructure Law (BIL):

- Resiliency
- Equity
- Accessibility
- Multimodal Safety

2023 LRTP Vision

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

- Innovate, equitable, and inclusive
- Mix of transportation, housing, employment opportunities, and land uses
- Clean and green landscape
- Safe, secure, and affordable for residents of all ages, abilities, and backgrounds

2023 LRTP Goals

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 practical and efficient use of transit, walking, biking, shared mobility, and vehicles.

Equity & Accessibility

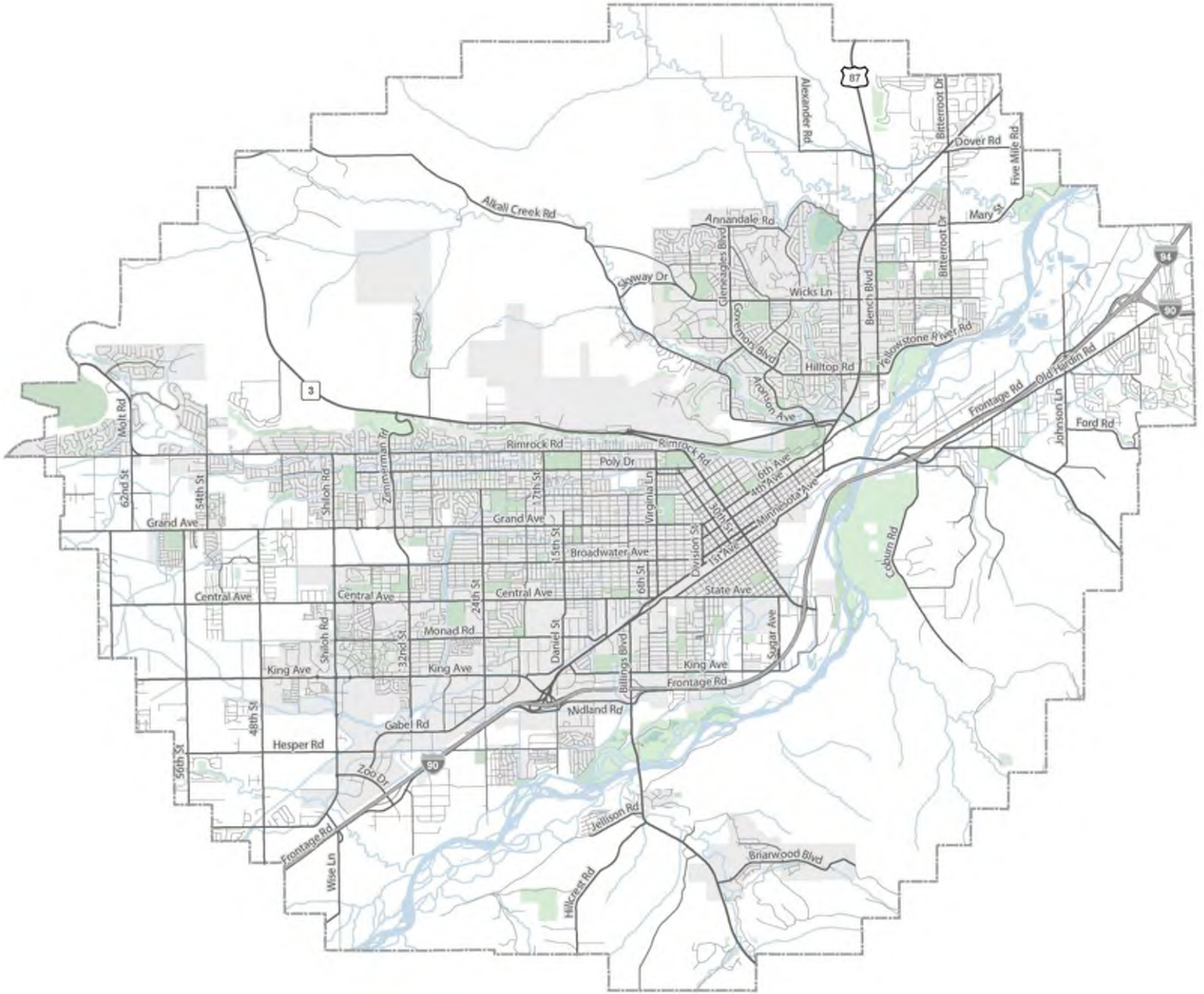
Address the needs of transportation-disadvantaged populations through the provision of affordable, accessible, and reliable travel options.

Economic Vitality

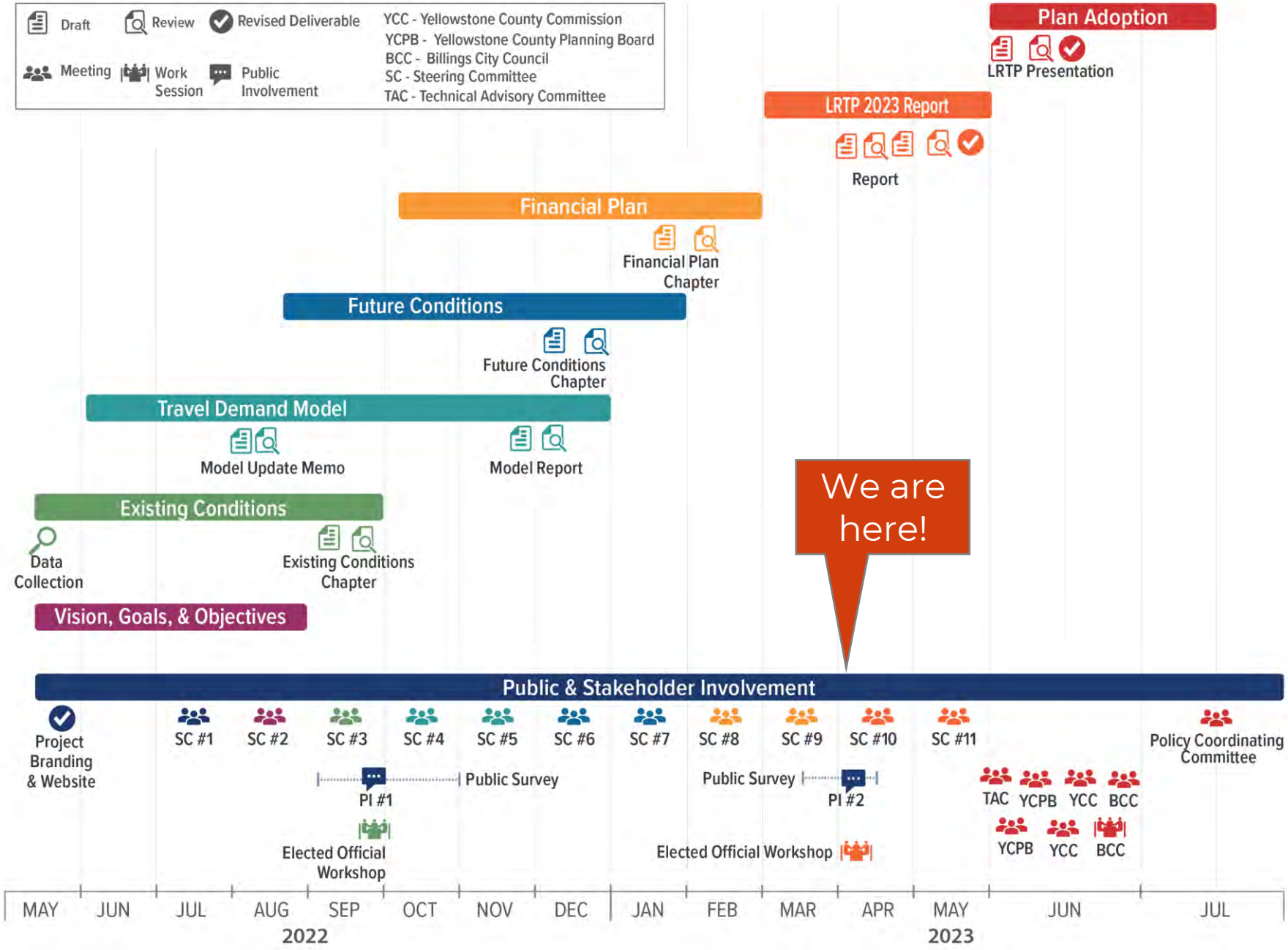
Provide transportation facilities to support the local economy and connect the Billings urban area to local, regional, and national commerce.

Elements in the 2023 LRTP

Billings - Yellowstone County Planning Area



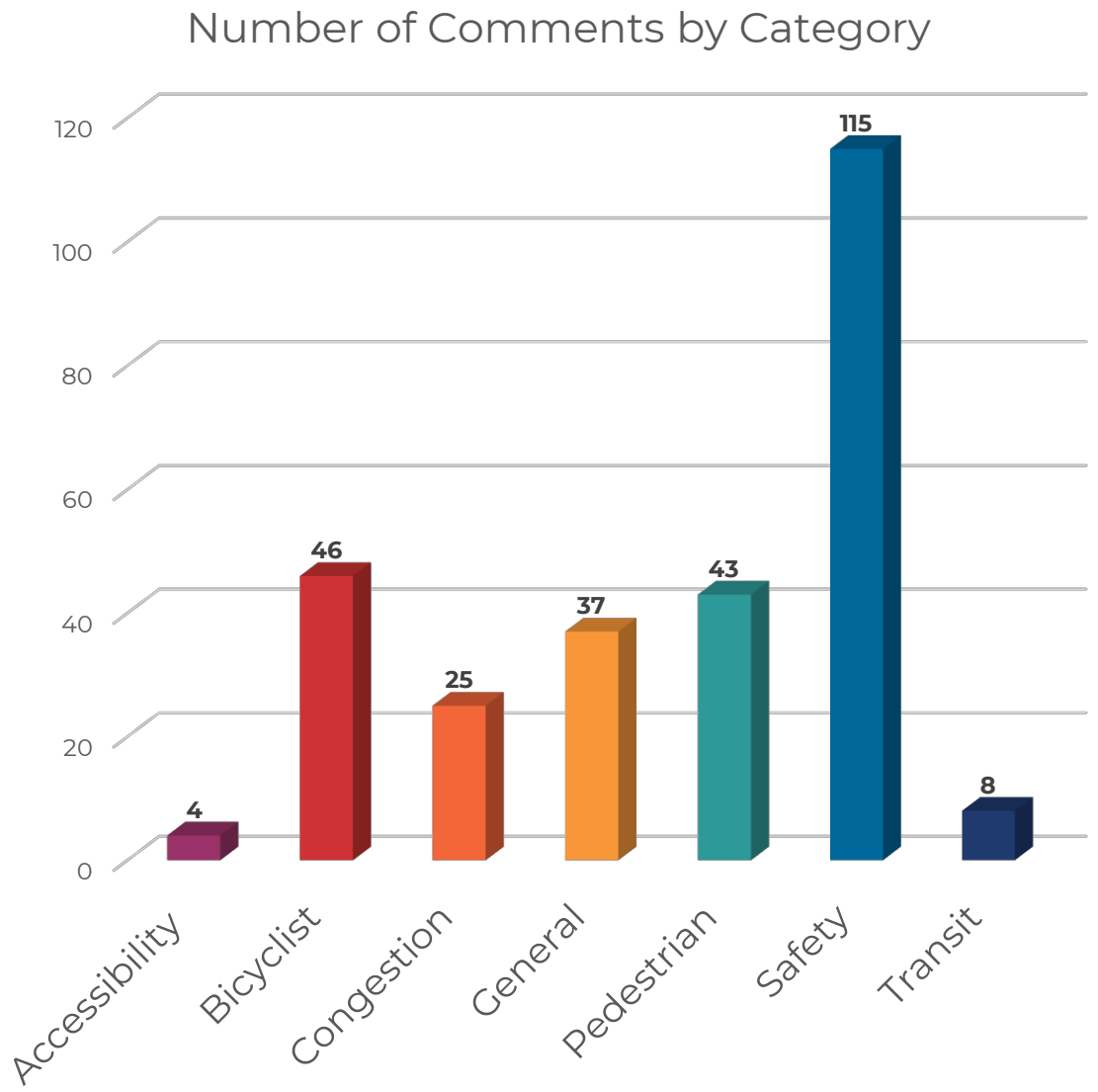
Billings LRTP Project Schedule



Public & Stakeholder Outreach

Public Outreach #1

- Between October – November 2022, public comments were collected via an online, interactive map
- Comments were self-categorized and geolocated on the map
- The online map collected **315** total comments



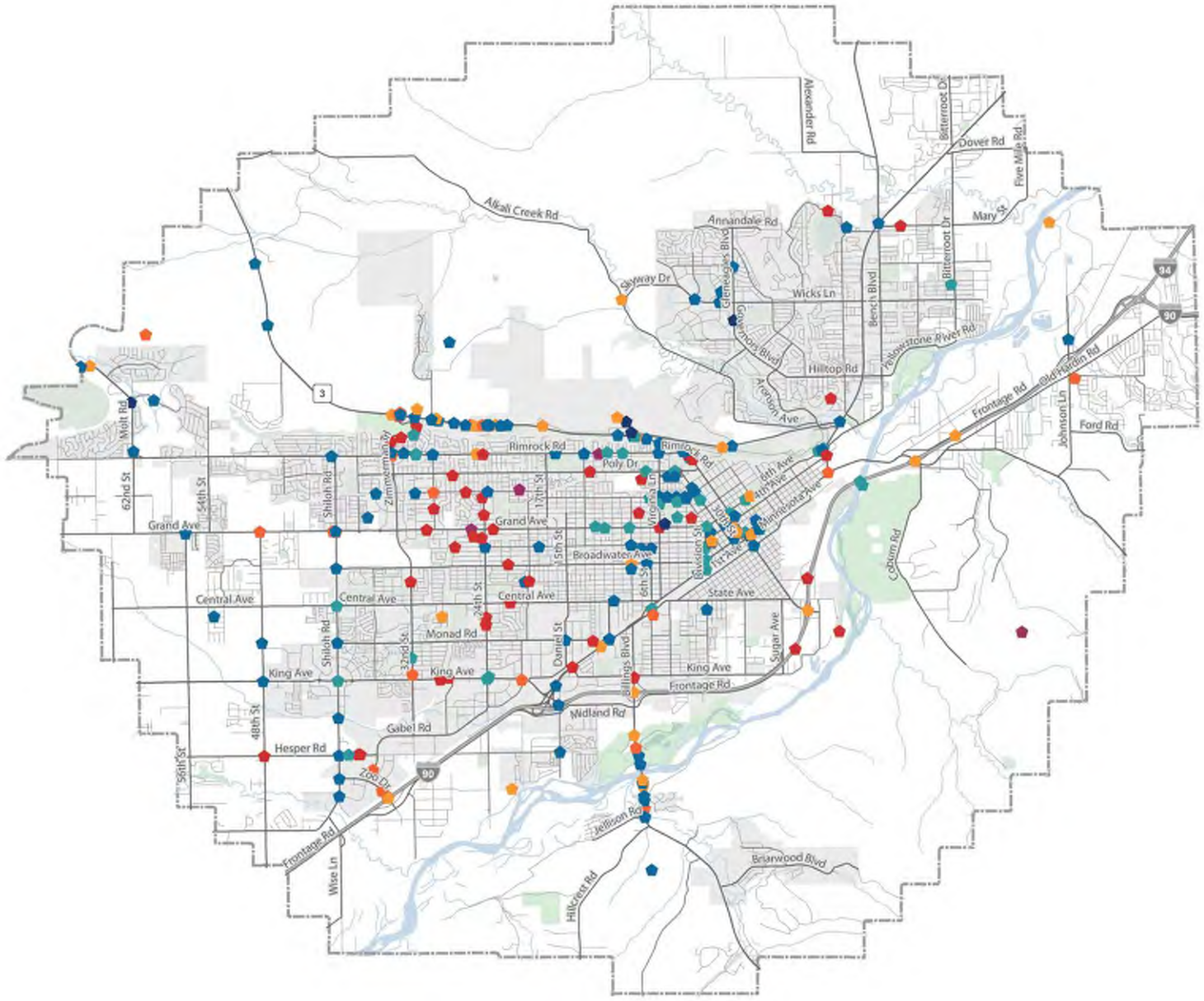


FIGURE 1

PUBLIC COMMENTS

Public Comments by Topic

- Accessibility
- Bicyclist
- Congestion
- General
- Pedestrian
- Safety
- Transit

Data Source: Billings-Yellowstone County MPO

Accessibility

- Sidewalks
- Curb Ramps

Bicycle

- Trail Access
- Safe & Separated Bike Lanes

Congestion

- Many Intersections

General

- Wayfinding & Navigation
- Difficult Intersections

Pedestrian

- Signs & Wayfinding
- Crossings
- Trail Access

Safety

- Excessive Vehicular Speeds
- Intersection Signalization
- Blind Spots

Transit

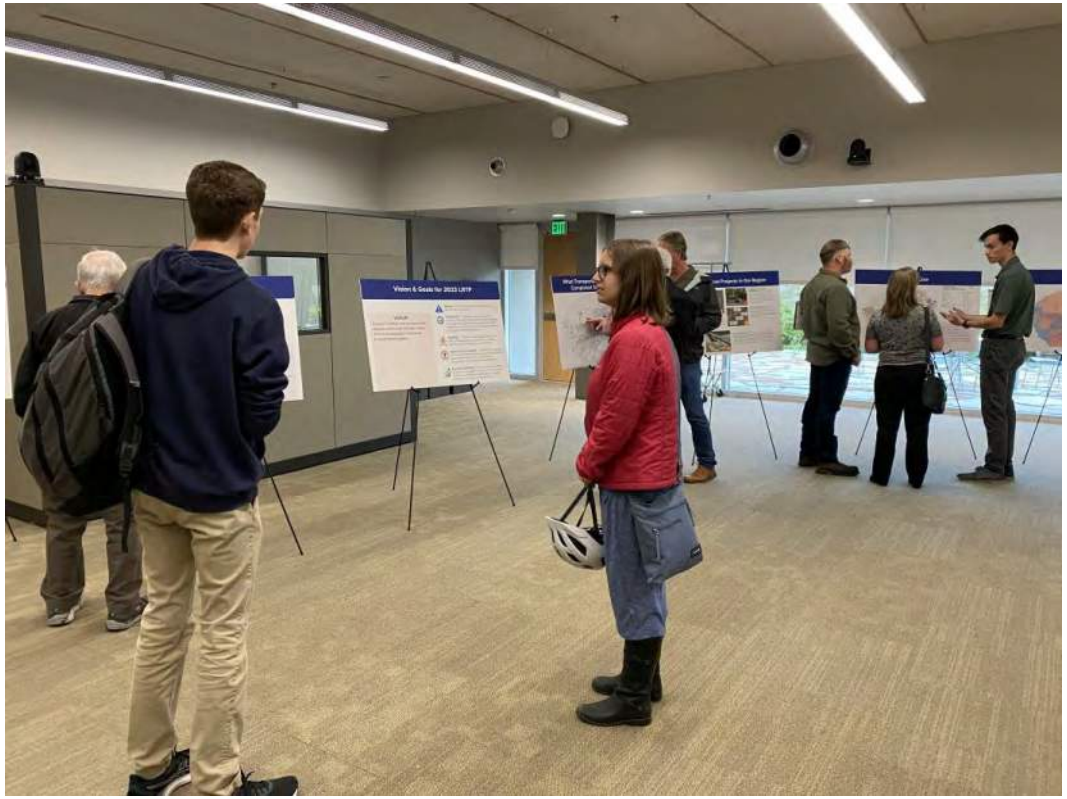
- Increased Service to More Locations

Stakeholder Outreach

Met With:	Scheduled:	Coordinating With:
+ LIFTT + Bike Walk Montana + Lockwood Pedestrian Safety District + Pioneer Park Task Force + All Task Force Meeting + Lockwood Steering Committee + Bicycle & Pedestrian Advisory Committee + Billings Industrial Revitalization District (BIRD)	+ Healthy by Design (April 6) + Midtown Community Collaborative (April 11) + Southside Task Force (April 20)	+ DBA + Schools + Billings Chamber of Commerce + SBURD + Billings TrailNet

Outreach Next Steps

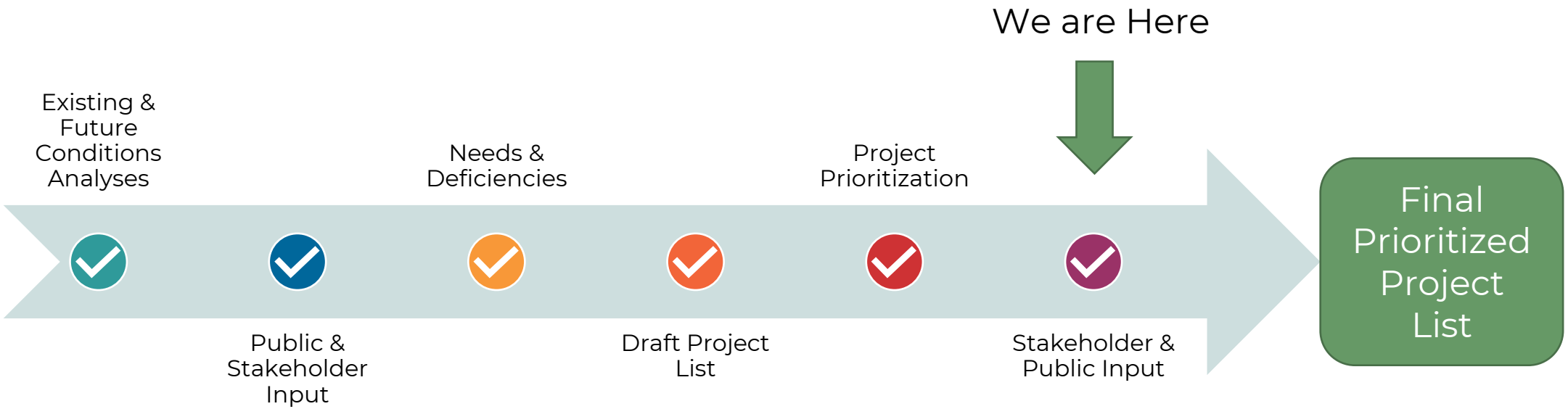
- April 5 (Today!)
  - Leadership Workshop #2
  - Public Open House #2 @ 5 PM
- April 6
  - Virtual Open House @ 11 AM (record and post online)
- April 19
  - Interactive Map Tool Closes
- Summer 2023
  - Public Hearings for Plan Adoption



Public Open House #1 – October 6, 2022

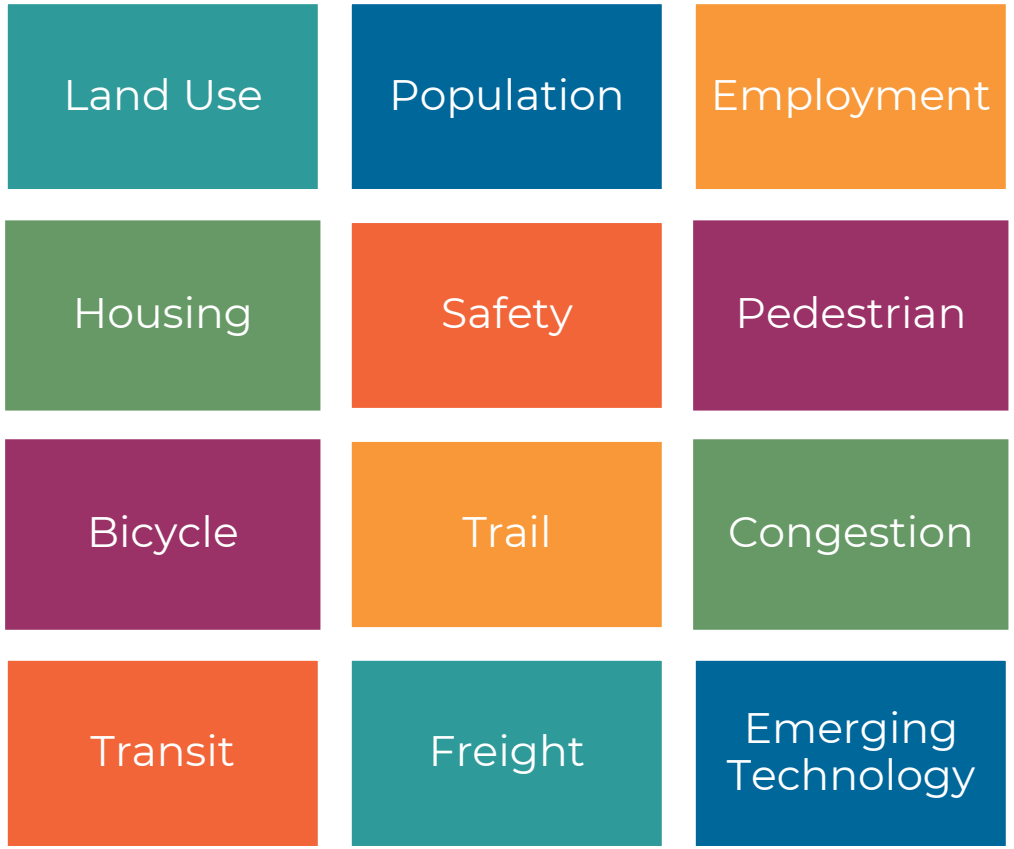
Project List

Project List Development

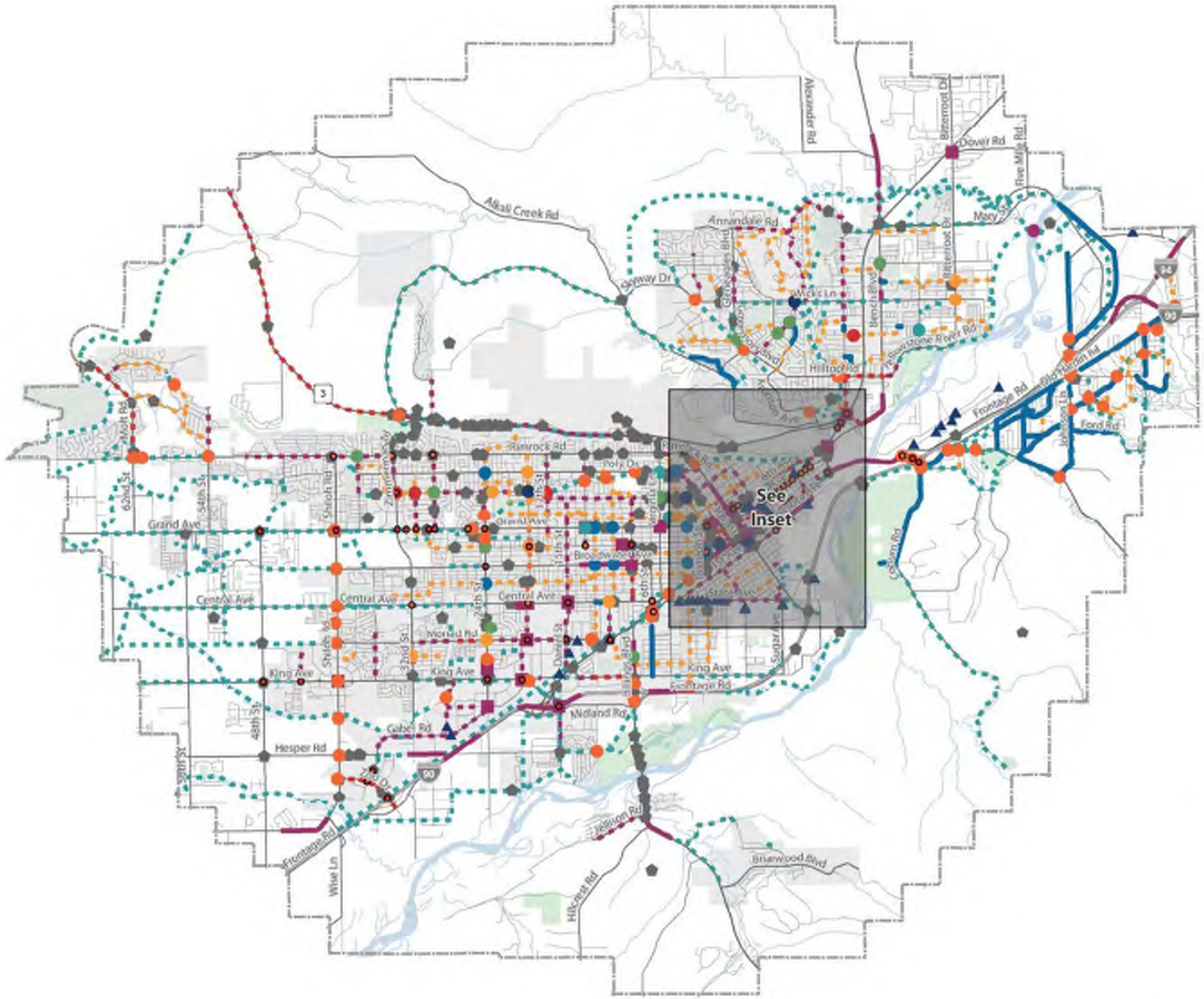


Needs, Deficiencies, & Opportunities

- To formulate and refine the Draft Project List, barriers and issues faced by Billings urban area residents are summarized.
- Needs and deficiencies draw from:
  - Existing Plans
  - Stakeholder Discussions
  - Online Public Comment Map
  - Steering Committee Feedback
  - Existing Conditions Analysis
  - Future Conditions Analysis



NEEDS, DEFICIENCIES, & OPPORTUNITIES



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

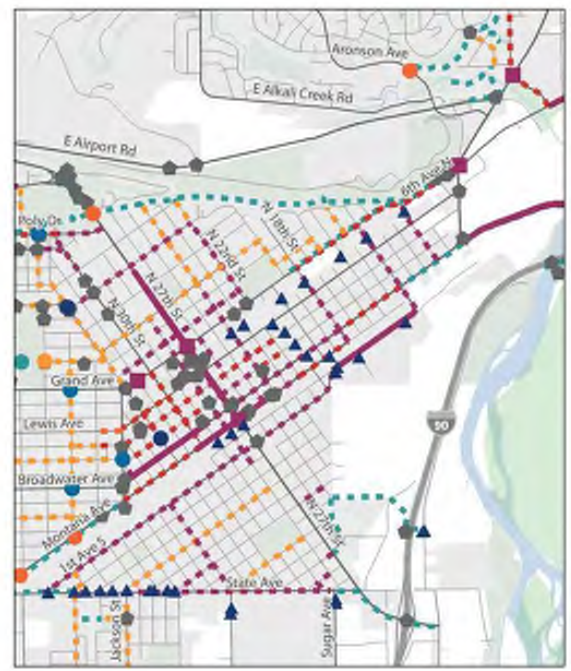
Safety
- High EPDO Intersection
- High EPDO Segment

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

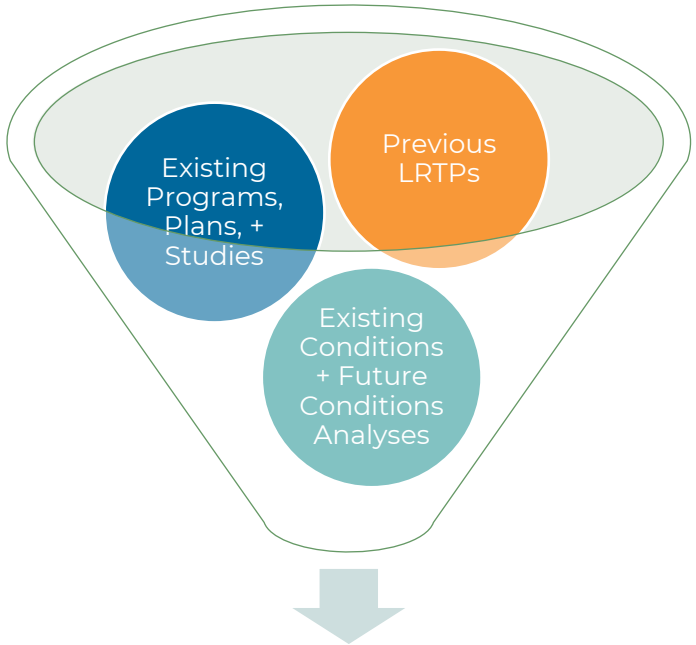
Projected 2045 Intersection Operations
- LOS E
- LOS F



How was the Project List created?

70 projects from existing programs (CIP, TIP, STIP)

39 projects from recent plans and studies (since 2018 LRTP)



Project List

368 projects

226 projects from 2018 LRTP (includes several past plans and studies)

Many from the 2017 *Bikeways and Trails Master Plan*!

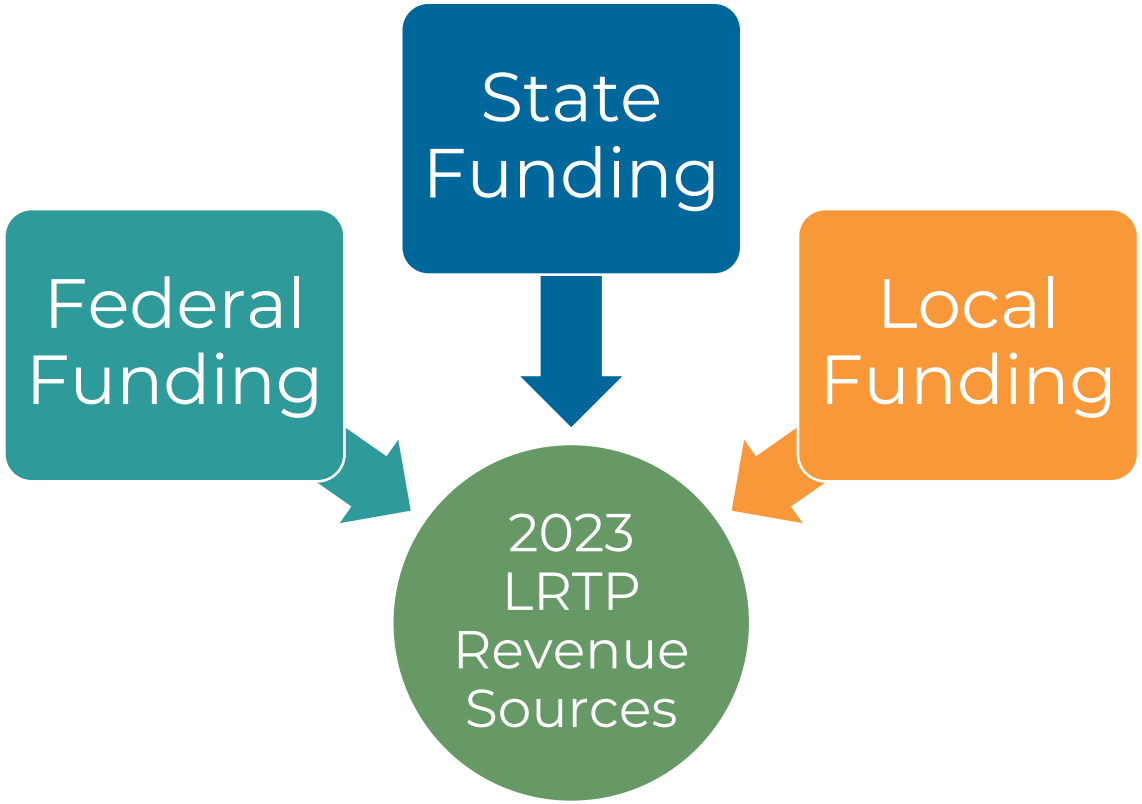
33 projects from LRTP analyses, stakeholder input, and public input

Many identified issues from 2022 LRTP analyses are addressed by existing programs, recent plans and studies, and projects from the 2018 LRTP

How are projects prioritized?

- Projects are given a score of -1, 0, 1, or 2 for each criterion
- Total score is the sum of scores across all 12 criteria

How are projects funded?



+ Projects will be sorted into categories based on eligibility for each funding source

How are projects sorted?

Committed Projects: Projects already committed/ funded in the MDT STIP, MPO TIP, or City of Billings CIP

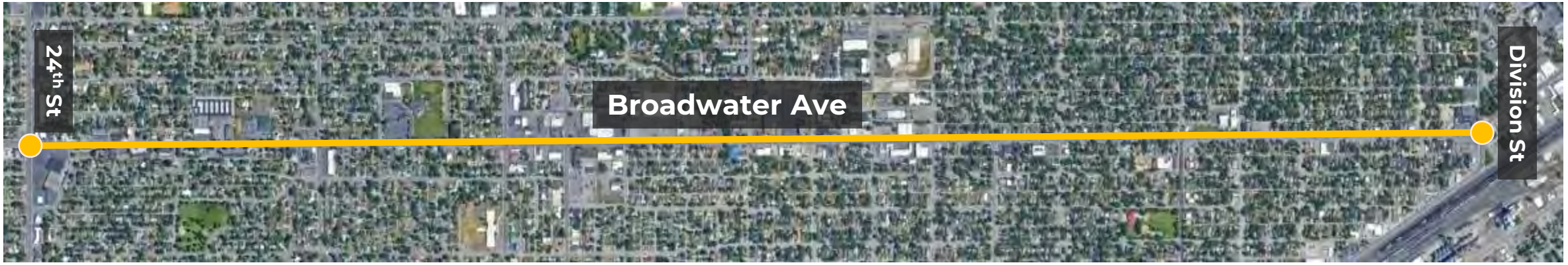
Recommended Projects: Projects that are expected to be fully funded by year 2040, but are not currently committed in the STIP, TIP, or CIP.

Illustrative Projects: Projects that are not expected to be fully funded by 2040 because of fiscal constraint but could be included if additional resources become available.

Example: Broadwater Ave Corridor Plan

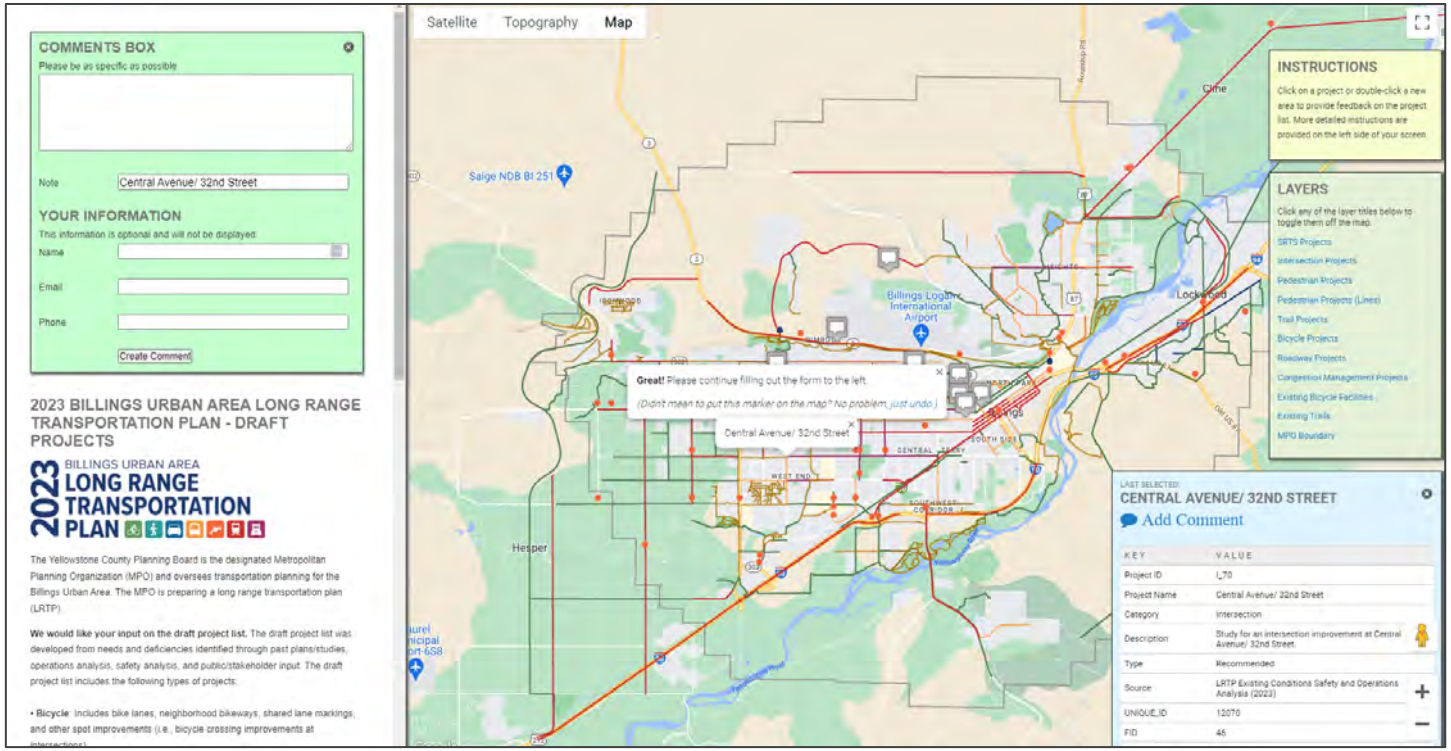
- **Description:** Conduct a study on Broadwater Avenue from 24th St W to Division Street to assess potential operations, safety, and multimodal improvements.
- **Project Type:** Recommended
- **Project Category:** Roadway
- **Project Type:** Recommended
- **Planning-Level Cost:** $500,000
- **Project Source:** 2023 LRTP Existing & Future Conditions Safety/ Operational Analyses
- **Project Prioritization Score:** 15

(Highest-Scoring Project)

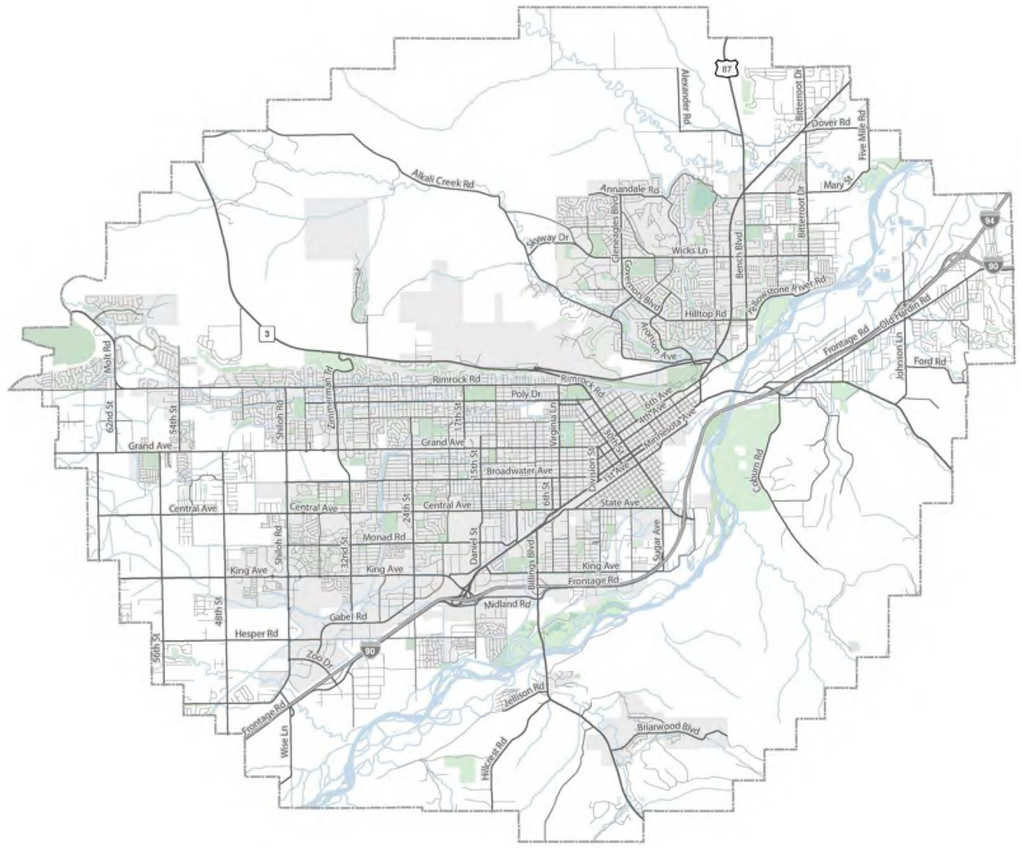


Project Website & Interactive Map Tool

- New interactive map tool for Public Outreach #2 is on the website
- Includes:
  - Draft project list, shown by category
  - Allows commenting, “Liking”, and replying to other comments
  - Layers can easily be turned on and off



Interactive Map Link | Kittelson & Associates, Inc.



Thanks for coming!

- Please Provide Comments on the Interactive Map: [Interactive Map (billingsIrtp.com)]
- If you have any questions, reach out to

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

Lisa Olmsted
lolmsted@dowl.com
406.869.6329

BILLINGS 2023 LRTP

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Press Releases

March XX, 2023

FOR IMMEDIATE RELEASE

Lisa Olmsted, Public Involvement Manager, (406) 869-6329, lolmsted@dowl.com

Billings Urban Area Long-Range Transportation Plan – Second Open House

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) is in the process of updating the Billings Urban Area Long-Range Transportation Plan (LRTP).

The LRTP process, including public input, will identify effective ways to build upon our existing transportation system and make strong investments for the future that provide transportation choices for the community.

Open house attendees will:

- Review and comment on identified projects and their current prioritization
- Learn about the LRTP process and why it matters

Public input is important to this community effort. The public is invited to an open house on Wednesday, April 5, 2023, from 5:00 p.m. to 6:30 p.m. at the Billings Public Library Community Room, 510 North Broadway Avenue. The event will be open house format; please attend whenever is most convenient for you.

Those unable to attend the open house are also invited to provide input and review content on the project website: https://maps.kittelson.com/billingslrtp2023projects

Comments, questions, or concerns can be directed to Lisa Olmsted at lolmsted@dowl.com or by calling (406) 869-6329.

###

STEERING COMMITTEE MEETING MATERIALS

E

STEERING COMMITTEE MEETING #1

July 14th, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://zoom.us/j/94220046862?pwd=N0Exb1FKZUdqZm90ZFdyRE92VzhIZz09
Meeting ID: 942 2004 6862 | Passcode: 687226

Meeting Purpose

- Kickoff the planning process for the 2023 Billings Urban Area LRTP
- Review roles and responsibilities of the Steering Committee
- Discuss draft vision, goals, and objectives
- Discuss initial project activities:
  - Project Branding
  - Public Involvement Plan
  - Data Collection
  - Existing Conditions
  - Travel Demand Model

Agenda

Topic	Presenter
Welcome & Introductions	Scott Walker, Billings MPO
Steering Committee Roles & Responsibilities	Andy Daleiden, Kittelson & Associates
Project Schedule & Approach	Andy Daleiden
Branding Update	Andy Daleiden
Vision, Goals, & Objectives	Andy Daleiden
Public Involvement Plan	Lisa Olmsted, DOWL
Data Collection & Existing Conditions	Rachel Grosso, Kittelson & Associates
Travel Demand Model	Mark Heisinger, Kittelson & Associates
Next Steps & Close-Out	Andy Daleiden

Steering Committee Meeting #1 Summary

TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:00 p.m. on July 14, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

ATTENDEES

Steering Committee

- Scott Walker, City/County Planning
- Wyeth Friday, City/County Planning
- Dakota Martonen, City of Billings Public Works
- Ed Gulick, Billings City Council
- Woody Woods, Lockwood Community
- Monica Plecker, City/County Planning
- Elyse Monat, City/County Planning
- Kurtis Schnieber, MDT Billings District
- Katie Potts, MDT
- Mike Black, Yellowstone County Public Works
- Rusty Logan, MET Transit
- Alan Woodmansey, FHWA

Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

NOTES

Action items are bolded.

1. Introductions
    a. Introductions from Steering Committee (SC)
    b. Alan Woodmansey is transitioning out of his role, not sure who new FHWA representative will be. Katie is a good contact for now.
2. Steering Committee Roles and Responsibilities
    a. This is the kick-off of the planning effort for the updated Long Range Transportation Plan (LRTP). About a one-year effort.
    b. Andy and Scott highlighted roles and responsibilities of Steering Committees
        i. Monthly meetings
        ii. Provide support/feedback
        iii. Representative of organization
3. Project Schedule and Approach
    a. Andy gave an overview of project schedule and overall project approach.
        i. One year timeframe to updated LRTP document
        ii. Adoption will be in Spring-Summer in 2023
        iii. Process includes monthly SC meetings, periods for the SC to review draft material
    b. Question from Wyatt – what is the elected official workshop?
        i. Opportunity to connect with the elected officials about the LRTP update process, new federal updates that will be rolled into the plan, and other items to get the officials involved up front in the process.

4. Branding Update
    a. Andy gave an overview of the project branding—The branding and map have been updated to reflect feedback from the MPO.
5. Vision, Goals, and Objectives
    a. We will focus on big picture categories during this meeting. At the next meeting, we plan to focus on specifics.
    b. Questions for SC:
        i. What would you like addressed in the plan?
            1. Curious to see how this plan presents on performance measures/targets.
            2. Funding opportunities/options, previously addressed projects, consistency with other plans.
            3. There are a variety of funding sources, it should identify these opportunities.
            4. Policy guidance for a multimodal shift. Something that's fundable by the community. Shift from focus of looking at bike/ped/transit as an add-on. How can we address arterials for all modes and high-density development?
            5. Tackle complex projects with multiple funding sources. More discussion on ITS -> how do we get to a cohesive ITS system in the area?
            6. Identifying and bringing together multiple funding sources. Collaboration with FHWA/FTA. Starting to think at high-level regional travel (i.e., passenger rail), what discussions are happening?
            7. Safety – Speeding and changing neighborhoods (places that used to be rural, Highway 312 corridor near Pioneer School). Locations to reduce speed limit? Providing locations with safe passage for running/walking/biking.
            8. Development from City/Council coming together – how can agencies work together to proactively implement improvements while areas are annexed?
            9. Updating travel demand model will be a useful tool.
            10. Big projects are becoming a reality. Need to focus on safety and multi-modal. What are some of the next big projects for the area? How to address unique characteristics of the area?
            11. Multimodal focus with new development. Planning for MET Transit into Lockwood area -> area has seen lots of other projects.
                a. MET Transit is looking at serving the Lockwood area -> **can provide data to project team.**
            12. How can we serve areas that have multi-family development?
            13. Infrastructure for people walking/biking, not just in bike/ped chapter but integrated into rest of document.
            14. Safe streets for all program -> this plan could help us apply for funding and should be incorporated into LRTP.
                a. Kittelson to connect further on this topic.
        ii. How would you define a successful plan?
            1. Plan has a lot of information. Need to keep elected officials engaged through the whole process so no surprises at end.
            2. Plan that's deliverable, fundable, and realistic. Want it to present real possibilities, especially in the short term.
            3. Fiscally-constrained plan that has projects that the community will pull from to avoid amendments. Creative/collaborative funding opportunities and resources (state, federal, discretionary grants).
            4. Something that makes our jobs easier. Usability. A plan that is easy to reference and can be used to communicate with officials and the public.
            5. How can we make the project list easier to digest? Previous plan had a lot of information that could be difficult to work through.
            6. Usable and functional for elected officials and the public -> graphics are key
            7. Getting input from the public and elected officials
    c. This input will help us inform the vision, goals, objectives, performance metrics, and targets.
    d. Andy provided overview of how the new infrastructure law affects MPOs and the vision/goals.
    e. Three vision statement options presented to SC for initial reactions:
        i. Should we include the word equitable in there? Goes into a lot of different federal requirements.
        ii. Likes Option 1. Livability phrasing in Option 2 might not be correct.
        iii. Option 1 is good – recommend including equity, couple other tweaks.
    f. Goal category overview – rolling some categories into mobility and adding Equity/Accessibility. Reactions?
        i. Like the combination of items into mobility. Less likely for items to be silo' d.
        ii. Like that efficiency is removed – can be difficult to define.

iii. Equity/Accessibility is a good addition – important to transportation planning
iv. How do we include prioritized improvements? Important component of plan.
1. We agree – can be rolled into narrative of one of the goals and into the outcome of the plan.

g. We developed some draft goal-narratives – will refine based on today's feedback.
h. How are past goals/objectives reviewed? Will we track specific objectives? Lots of conversation/concern last round.
i. We've started this task – still collecting data. Should have preliminary results by August.
i. We will provide a Draft Vision, Goals, Objectives Chapter to the SC prior to our August SC meeting.

6. Public Involvement Plan (PIP)
   a. Lisa gave overview of draft PIP including purpose, goals, objectives, and timeline
   b. Purpose of the document is to outline objectives/purpose/approach for productive public involvement efforts
   c. Questions/Comments
      i. City has a public involvement officer (PIO). We can connect the team with the PIO and potentially help with this project.
         1. **City will introduce to project team**
      ii. Section of this study that addresses where development is out-pacing planning? Sometimes seem like we're behind the curve. A concern especially on the west side of the study area where we have a variety of development.
         1. From a numbers standpoint – we can look at this from forecast scenarios. Could also look at from a policy standpoint.
         2. Could also engage with stakeholder groups and/or the development community about these concerns.
   d. Key next step in the process will be identifying stakeholder groups.
7. Data Collection and Existing Conditions
   a. Rachel gave an overview of the on-going and upcoming existing conditions activities.
      i. Current activities include gathering data from various agencies, starting the bike/ped, transit, freight analyses
      ii. Next steps include safety, vehicular level-of-service
      iii. Preliminary results for existing conditions in August -> draft chapter in September
8. Travel Demand Model (TDM)
   a. Mark gave an overview of TDM update process and ongoing activities
   b. Questions
      i. Not all the 2020 Census data has been released, how do you see that affecting the TDM process?
         1. The project team opted not use 2020 Census data due to the release delays, as block-level data had not yet been released at the time of project scoping. The project team is using Montana Cadastral data, and will plan to quality-check data using Census data if and when available.
      ii. As the Urbanized Area for Billings has not yet been released, should we plan in time for any adjustments that may need to occur?
         1. Yes, the Urbanized Area could change the designation of roadways from 'secondary' to 'primary' which could impact state funding eligibility.
9. Next Steps and Close-outs
   a. SC should provide comments on the following items:
      i. Public Involvement plan
      ii. Vision Statement and Goals/Objectives
      iii. Figure with Ongoing/Recently Completed Projects, Plans and Studies
   b. Next meeting is in August 2022

Attachments

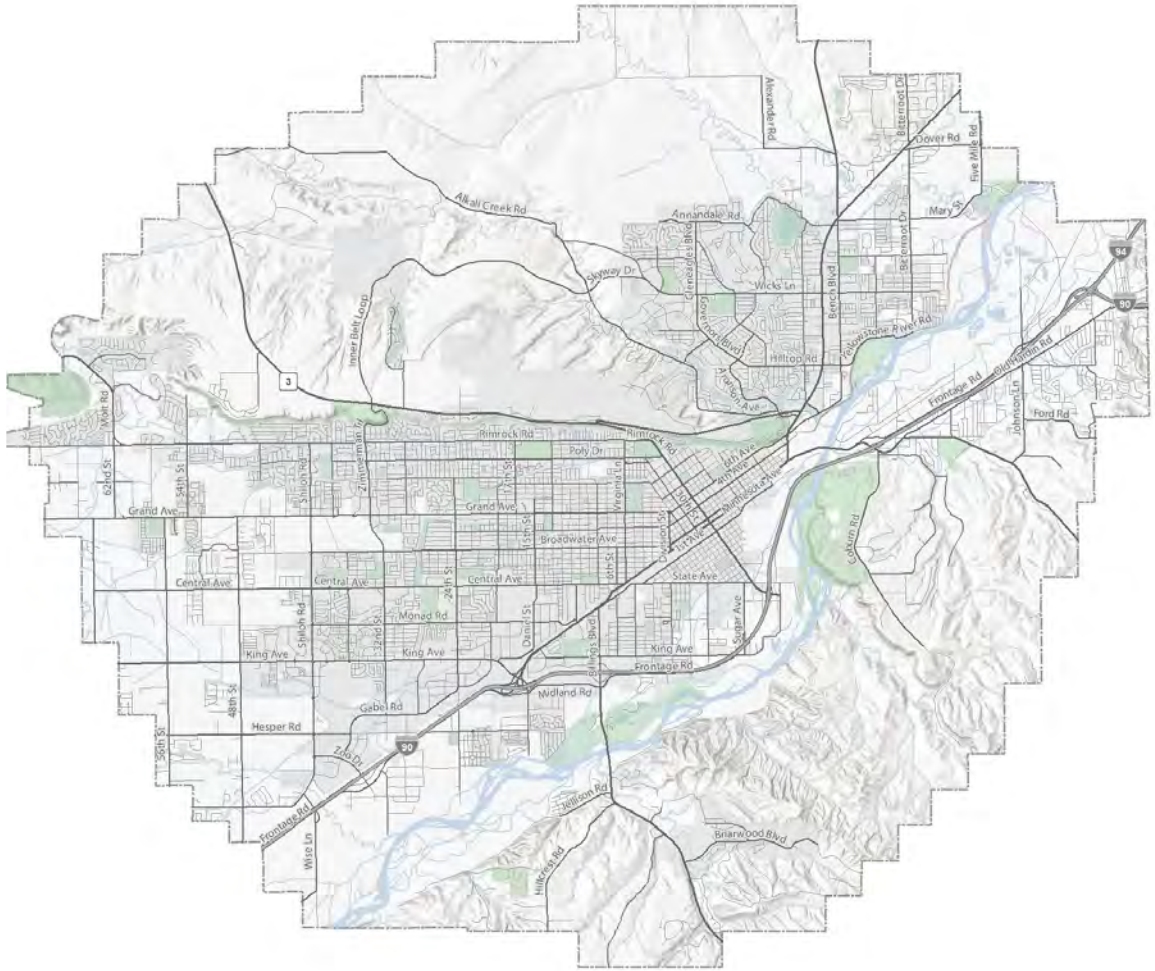
A. Meeting Agenda
B. Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee

Meeting #1

July 14th, 2022



2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome & Introductions
  - Steering Committee Roles & Responsibilities
  - Project Schedule & Approach
  - Branding Update
- Vision, Goals, & Objectives
- Public Involvement Plan
- Initial Project Updates:
  - Data Collection
  - Existing Conditions
  - Travel Demand Model

Introductions

Steering Committee

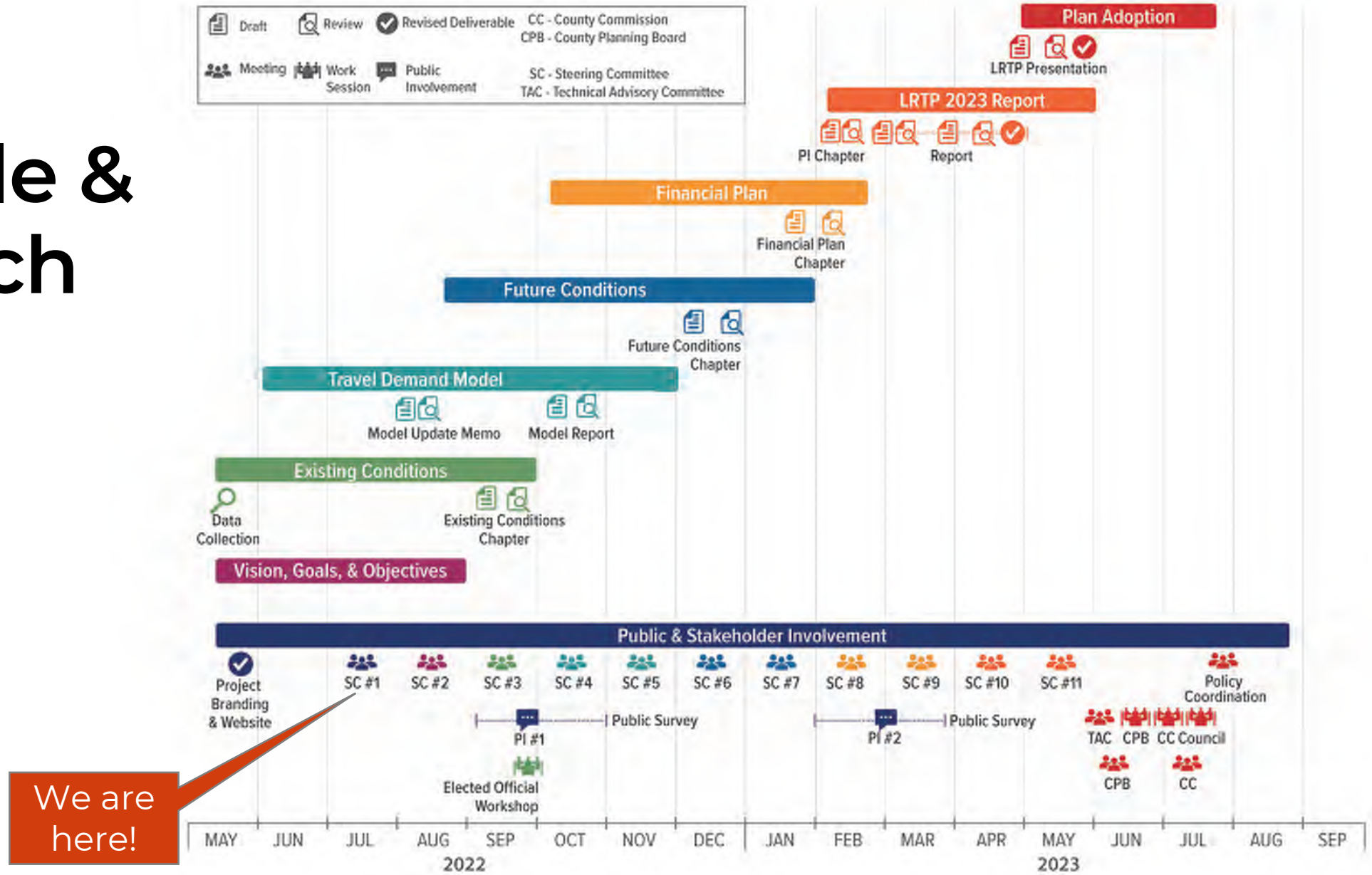
Roles

+ Provide thoughtful and meaningful feedback
+ Engage in group discussions
+ Listen respectfully to other members
+ Communicate project updates to relevant members of your organization

Responsibilities

+ Attend monthly meetings
+ Help promote the plan
+ Provide data to support plan development
+ Review and provide feedback on materials

Project Schedule & Approach



We are here!

Project Branding Update

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

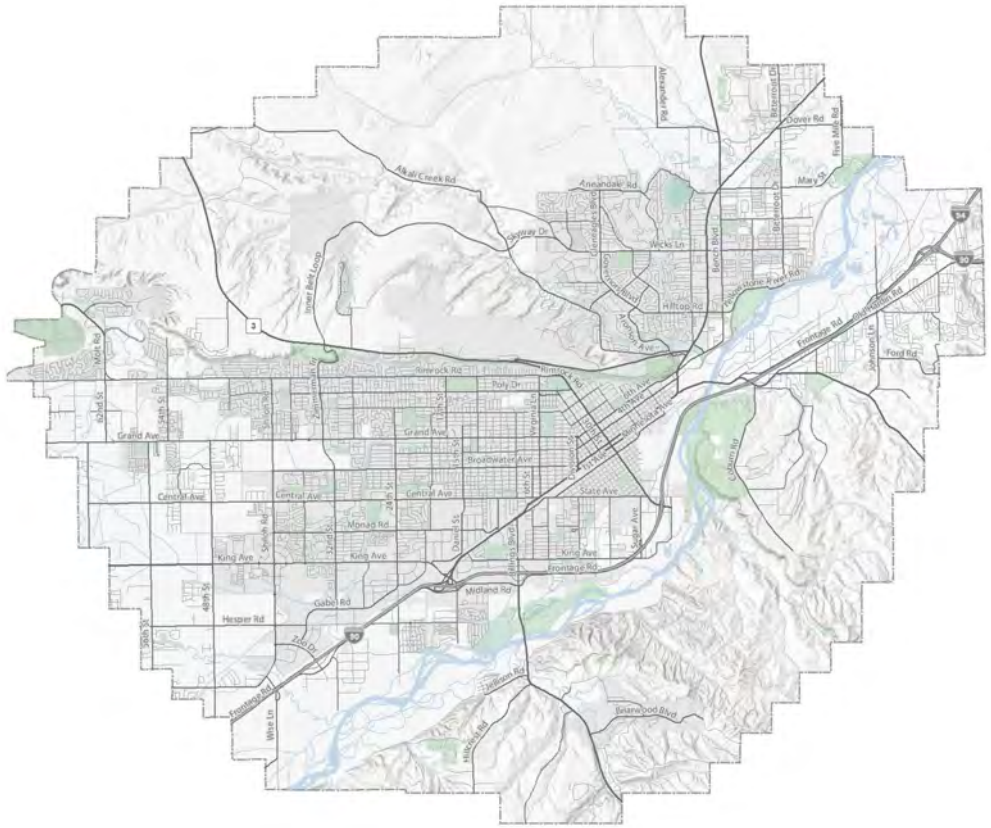


FIGURE 1
BILLINGS URBAN AREA

colors

Dark Blue	Blue	Aloe	Teal	Orange
30, 57, 110 #1E396E	17, 104, 155 #75B6E4	102, 154, 102 #669A66	50, 154, 154 #329A9A	242, 102, 58 #F2663A

secondary colors

Goldenrod	Red	Purplish
248, 153, 57 #F89939	206, 50, 52 #CE3234	154, 50, 103 #9A3267

graphic element style

fonts

HEADLINES:PROXIMA NOVA CONDENSED BOLD / DARK BLUE

ABCDEFGHIJKLM
NOPQRSTUVWXYZ
0123456789

BODY COPY: PROXIMA NOVA REGULAR / BLACK 80%
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
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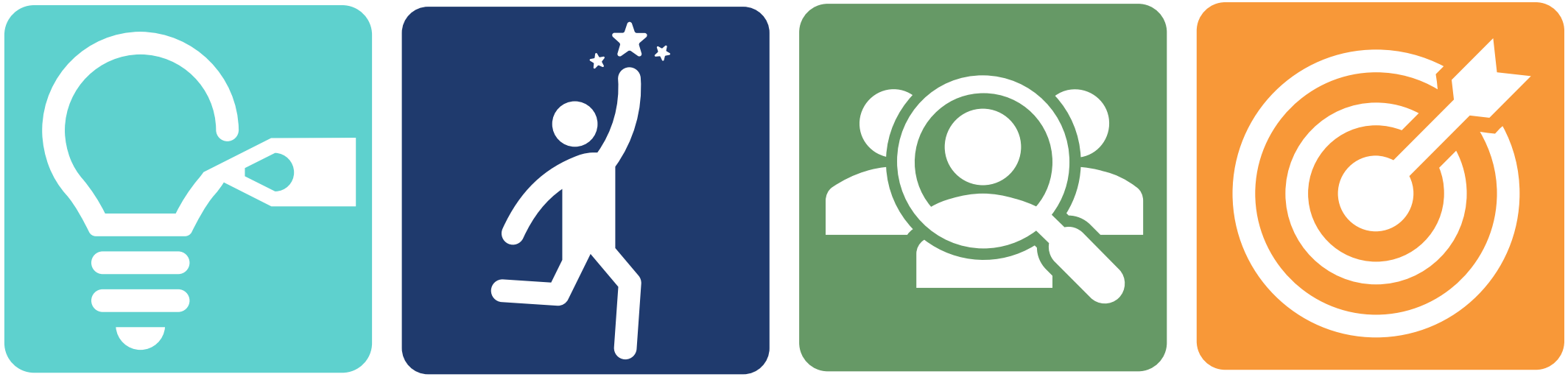
patterns/textures



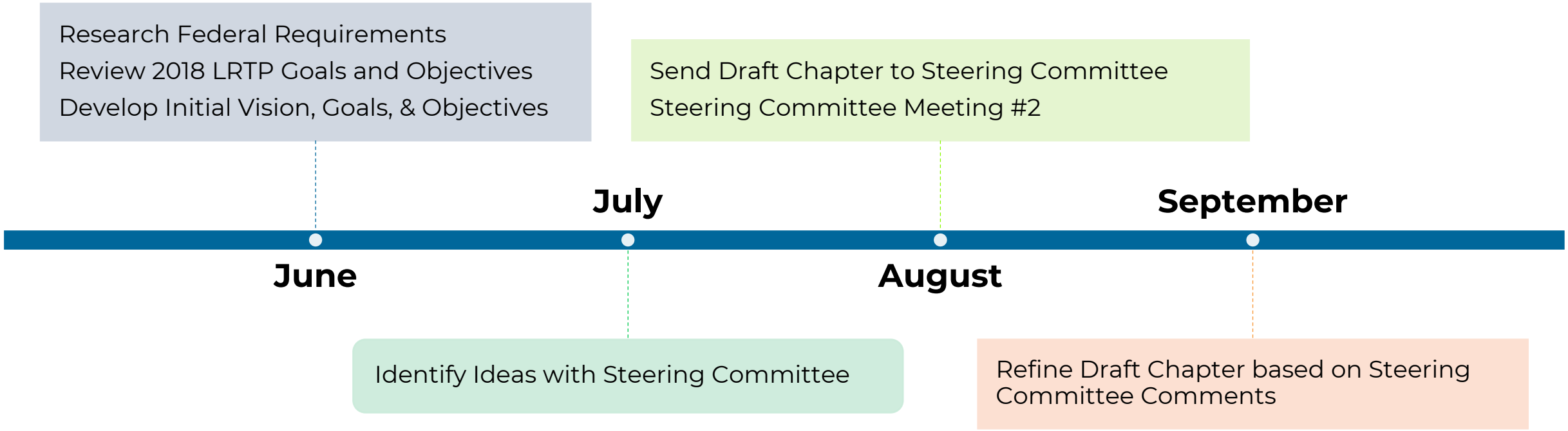
Vision, Goals, & Objectives

Discussion

What would you like addressed in the plan?

How would you define a successful plan?

Draft Vision, Goals, Objectives, Performance Metrics, & Targets Chapter



What's new for MPOs from the Bipartisan Infrastructure Law (BIL)?

2018 Planning Factors

+ Economic Vitality
+ Security
+ Safety
+ Movement of People & Goods
+ Connectivity of People & Goods
+ Environment & Energy Conservation
+ System Efficiency
+ System Preservation
+ Resiliency, Reliability, & Stormwater Management
+ Travel & Tourism

2023 Focus Areas

+ Resiliency
+ Equity
+ Accessibility
+ Multimodal Safety

New Planning Requirements

+ Metropolitan Planning Program
  - Safe and Accessible Options for People of All Ages and Abilities
  - Housing Coordination
+ Surface Transportation Block Grant Program
  - Equitable Distribution to Urbanized Areas
+ National Highway Freight Program
  - Increase in Critical Urban Freight Corridor Designation (Statewide)

Draft Vision Statements

Option 1

Support a safe, efficient, and economically vibrant community through the multimodal transportation system.

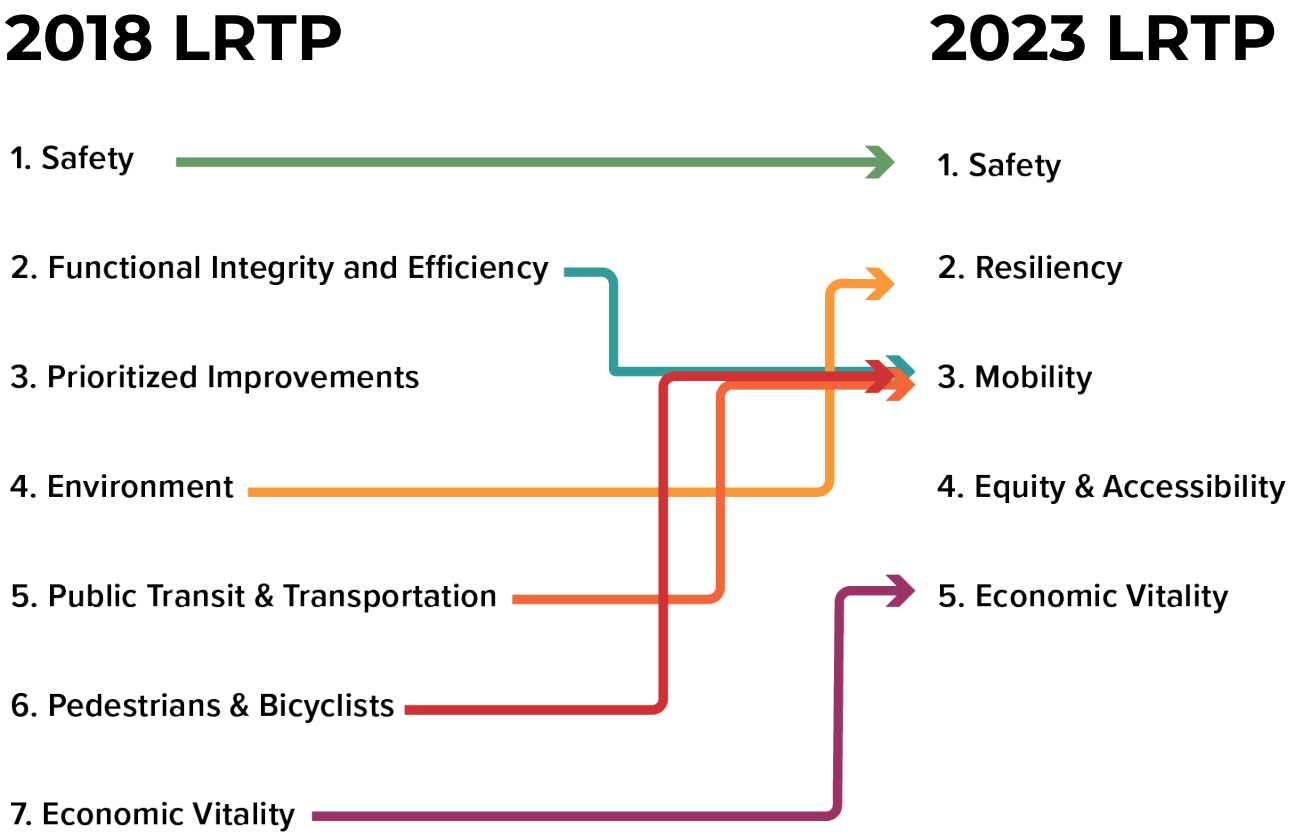
Option 2

Enhance the safety, economy, and livability of the Billings transportation system.

Option 3

Create a multimodal transportation system that is safe, efficient, and effective.

Goal Categories for 2018 and 2023 LRTPs



Draft 2023 LRTP Goals

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 practical and efficient use of transit, walking, biking, shared mobility, and vehicles.

Equity & Accessibility

Address structural inequities in underserved communities through provision of affordable and reliable travel options.

Economic Vitality

Ensure adequate transportation facilities to support the local economy and connect Billings to local, regional, and national commerce.

Example Objectives

Carry Over from 2018 LRTP:

+ Goal: Mobility
+ Objective: Increase number of bicycle lane miles by 20% between year 2023 and 2028.

New Idea for 2023 LRTP:

+ Goal: Equity & Accessibility
+ Objective: Implement Safe Routes to School projects.

Public Involvement Plan (PIP)

PIP Introduction

Outlines the objectives, purpose, and approach to facilitate productive stakeholder and public involvement in the 2023 Billings Urban Area Long Range Transportation Plan (LRTP) process

Objectives

+ 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

Purpose

- MPO encourages meaningful and inclusive public engagement and participation in the LRTP
- Engage and educate members of the public and stakeholders about the LRTP and the transportation system
- Provide members of the public with opportunities to engage in the LRTP process and by encouraging participation in the engagement opportunities facilitated by the project team.

Goals

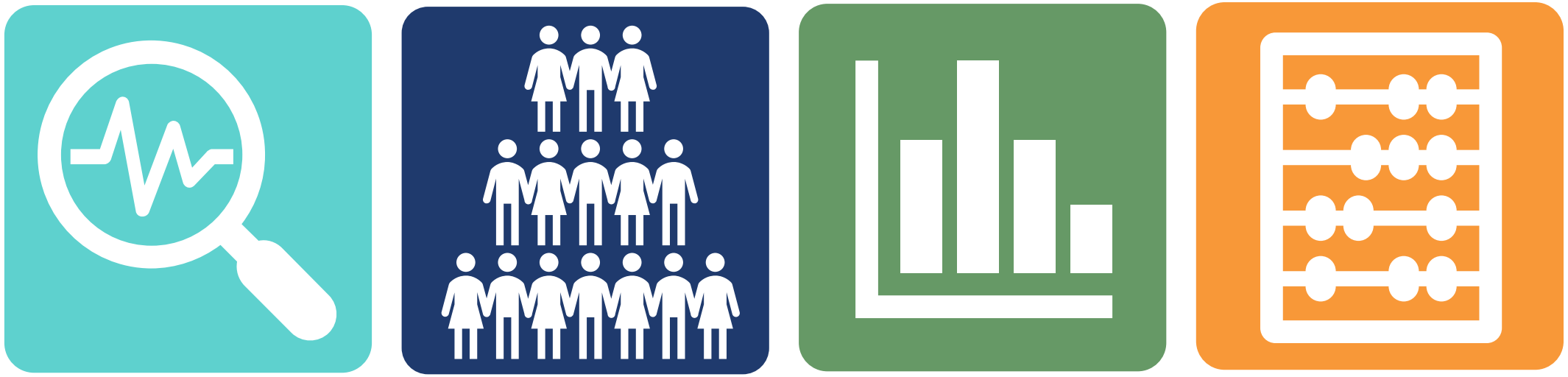
- Provide useful, timely information to the public throughout the development and implementation of the LRTP
- Proactively seek public comment and involvement in the planning process and plan development through survey input
- Provide educational opportunities for the public about the LRTP and facilitate open discussions about the goals, process, and purpose
- Respond to comments and suggestions

Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

Target Audiences

Audience	Communication Purpose
Stakeholders • City of Billings • Yellowstone County • Law Enforcement • School District • Neighborhood Task Forces • Special Interest Organizations	• Involve them in the development of the LRTP • Learn about organization's needs and concerns • Proactively engage by presenting at local meetings • Establish open lines of communication with liason from each identified stakeholder group and its leadership • Educate on policy and process of LRTP • Facilitate open discussions • Garner support toward ultimate Plan adoption
General Public	• Involve them in the development of the LRTP • Learn about needs of the community • Proactively engage by hosting inclusive public involvement events and meetings • Establish open lines of communication • Educate on policy and process of LRTP • Facilitate open discussions • Garner support • Encourage safe travel behaviors



Data Collection & Existing Conditions

Data Collection

- Billings MPO
- City of Billings
- Yellowstone County
- MET Transit
- Billings Logan International Airport
- Montana Department of Transportation
- Montana Department of Environmental Quality
- US Census Bureau
- Federal Highway Administration

- GIS Data
- Traffic Count Data (Vehicular, Pedestrian, Bicycle)
- Transit Data
- Enplanement Data
- Crash Data
- Air Quality Data
- Population Data
- Freight Analysis Framework 5 Data
- Plans and Studies

Existing Conditions

Started...

+ Existing Document Review
+ Pedestrian & Bicycle Analysis
+ Transit Analysis
+ Freight (Aviation, Trucking, & Rail) Analysis
+ Safety Analysis
+ Equity Analysis (Transportation-Disadvantaged Populations)
+ Emerging Technology Readiness Assessment

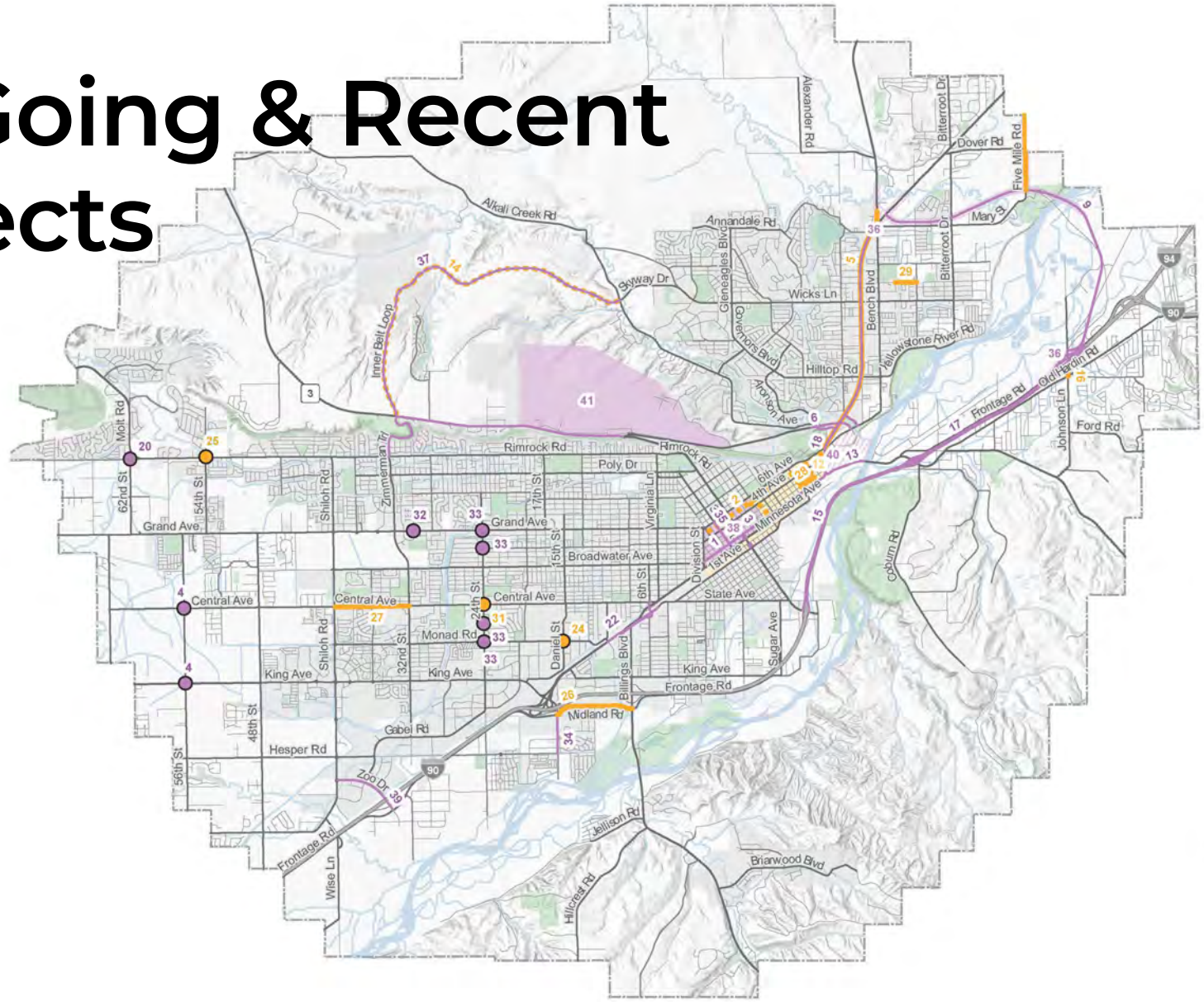
Up Next...

+ Streets & Highways Inventory
+ Vehicular Level of Service Analysis
+ Security Assessment
+ Air Quality Conformity Evaluation

On-Going & Recent Projects

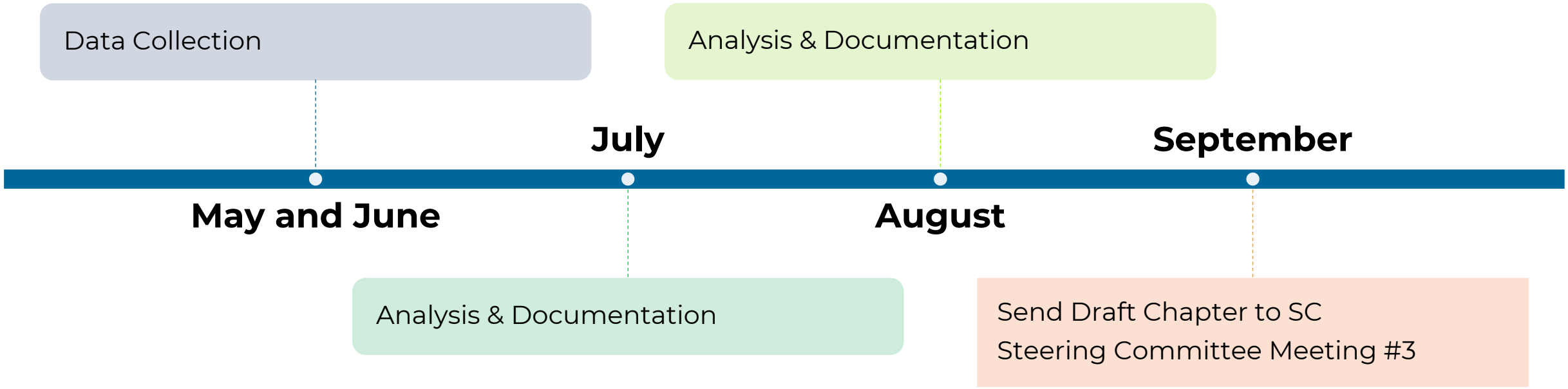
FIGURE 1

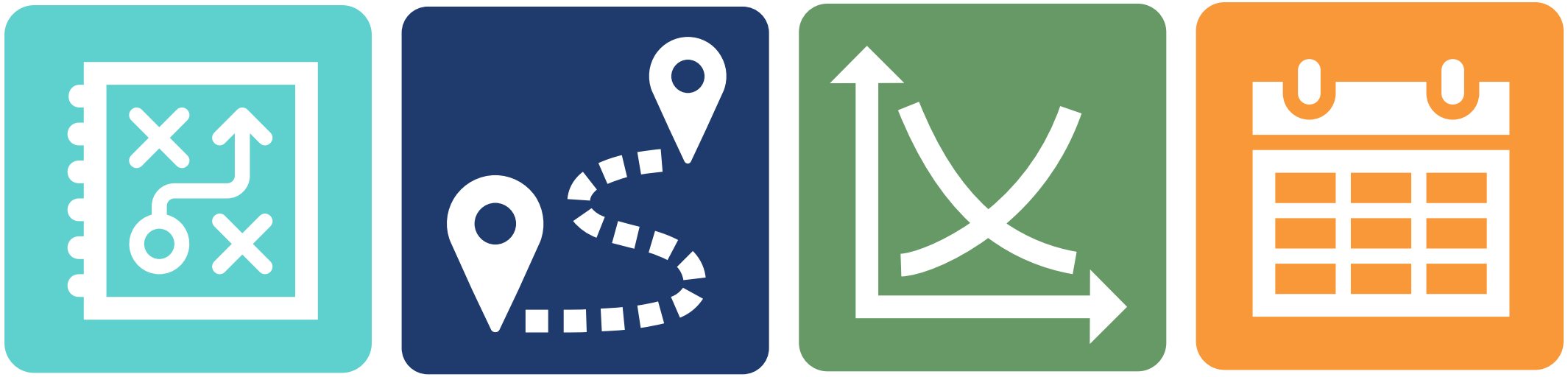
Ongoing and Recently Completed Projects, Plans, and Studies



ID	Description
1	1st Avenue North Design
2	5th Avenue North Corridor Feasibility Study
3	27th Street Railroad Crossing Study
4	56th Roundabouts: King and Central
5	Main Street Timing
6	Airport & Main Intersection Design
9	Billings Bypass Final Design
12	Billings Downtown Traffic Study
12	Billings Downtown Traffic Study Alternative Prioritization and Public Preference
13	Exposition Drive & 1st Avenue N Intersection Design
14	Inner Belt Loop Corridor Study
15	Interstate 90 Yellowstone River Project
16	Johnson Lane Signal Retiming
17	Lockwood Interchange Reconstruction
18	Main Street Billings Improvement Project
20	Rimrock & 62nd Street West Intersection
22	Underpass Avenue
24	Monad Road and Daniel Street Traffic Signal
25	Rimrock Rd & 54th St W Traffic Signal
26	Midland Road Streetscape Improvements
27	Central Avenue Widening
28	EBURD Reconstruct (2nd & 3rd Ave N from N. 13th to N. 10th)
29	Kyhl Lane (BBWA to Hawthorne)
31	24th St West and Central Avenue Signal
32	Grand Avenue and 32nd St West Signal
33	Signal improvements along 24th St West
34	Mullowney Lane (Midland Rd to Elysian Rd) Improvements
35	Traffic Improvements 29th/30th
36	Billings Bypass Corridor Study
37	Northwest Billings Connector and Skyline Trail BUILD Grant
38	Downtown 2-Way Street Conversion
39	Zoo Drive Improvements
40	MetraPark Master Plan
41	Airport Terminal Expansion Project
	Area-Wide Plans and Studies
8	Billings Bike and Scooter Share Feasibility Study
10	Billings Community Transportation Safety Plan Update
11	Billings Complete Streets Annual Report
19	MET Transit 5-year Transit Development Plan
21	Safe Routes to School Study
23	Wayfinding Signage Plan
30	Yellowstone County Systemic Intersection Safety Analysis
42	Billings Area Public Transit Survey
43	FY22/23 Billings Area Transportation Coordination Plan
44	Public Transit Agency Safety Plan

Draft Existing Conditions Chapter



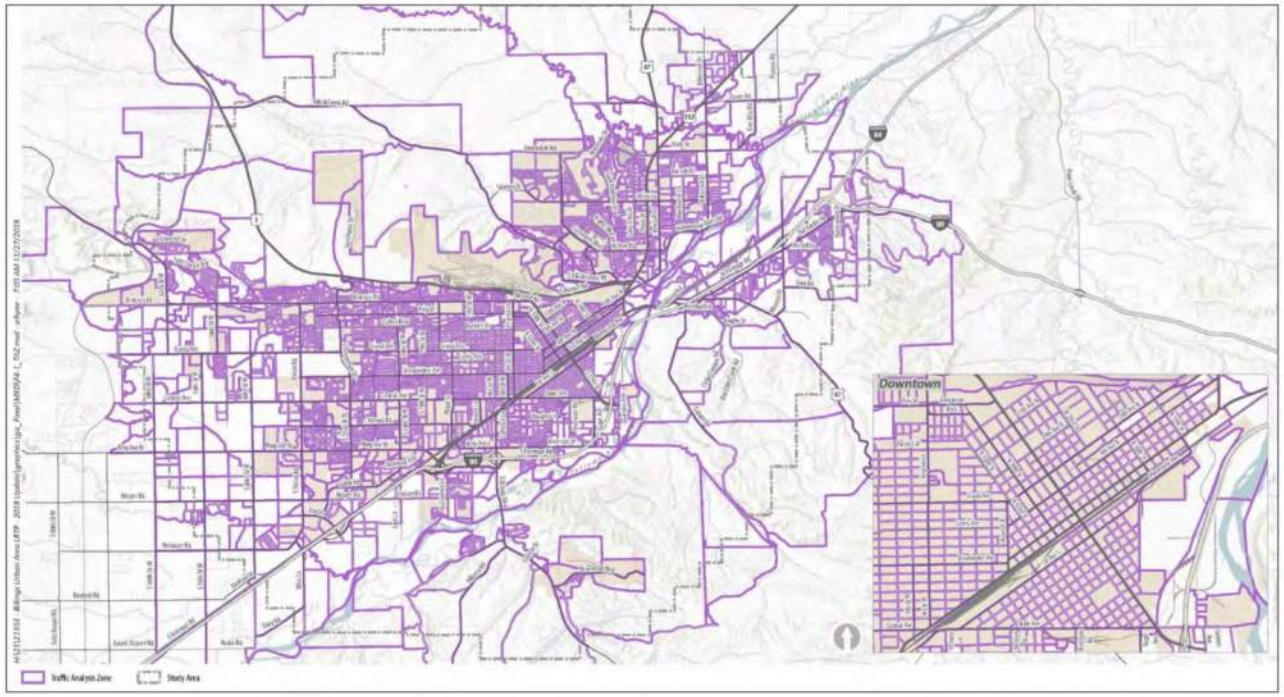


Travel Demand Model (TDM)

TDM Update Process

- Update Base Year Model from Year 2017 to Year 2021
  - *Data Collection*
  - *Land Use Inventory*
  - *Roadway and Transit Network Update*
  - *Traffic Volume Validation*
- Update Future Year Model from Year 2040 to Year 2045
  - *Land Use Forecast*
  - *Planned Roadway Network Improvements*
  - *Forecast Scenarios*

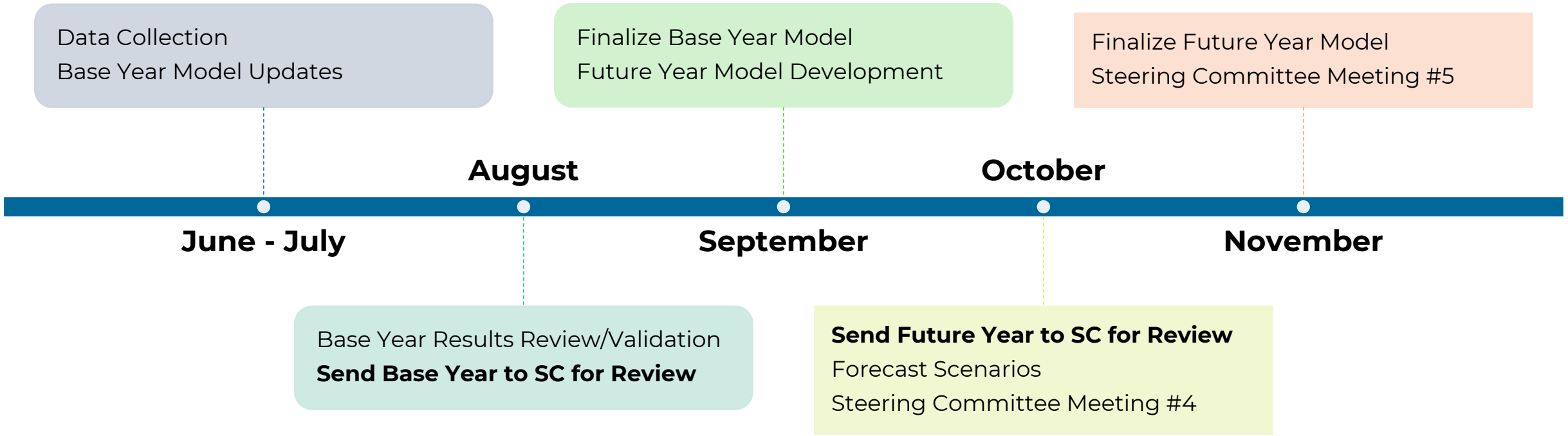
Figure 3: Billings Travel Model Transportation Analysis Zones

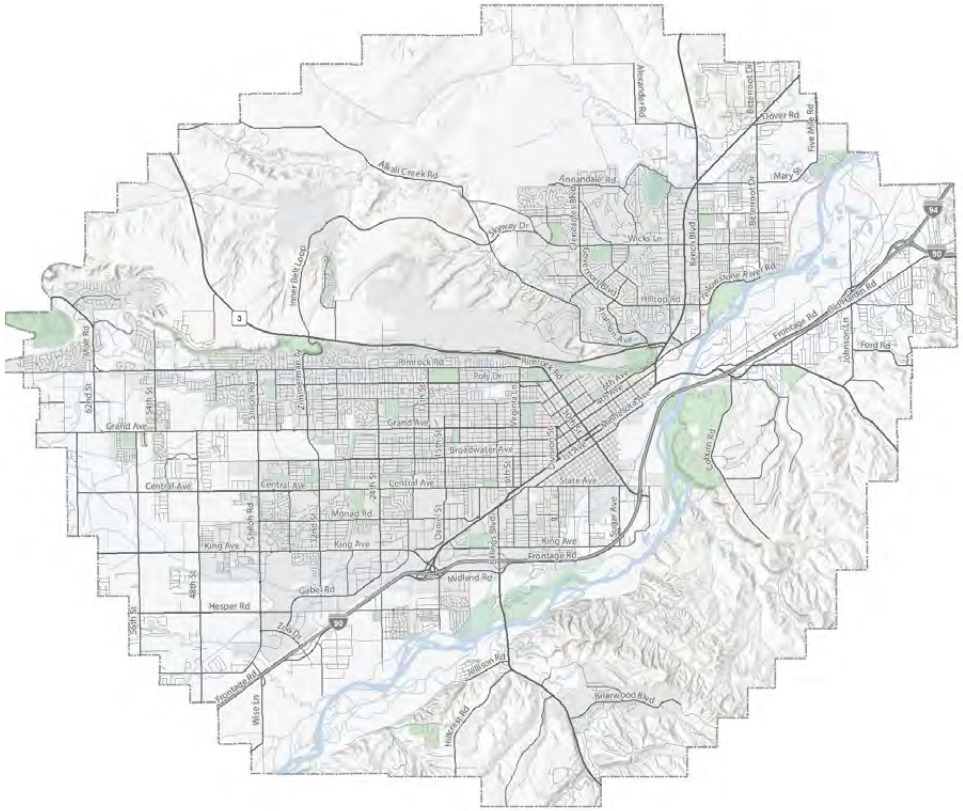


Update Base Year Model from Year 2017 to Year 2021 (On-Going Activities)

- Data Collection
  - *Montana Cadastral parcel data*
  - *Traffic volumes*
  - *Recent roadway projects*
  - *MDT population and employment data*
- Land-use inventory
  - *Identify specific development since 2017*
  - *Residential vs. Commercial*
- Roadway network update
  - *Identify new roadway alignments or changes to roadway capacity*
- Traffic volume validation
  - *Validate model results based on recent traffic volumes*
  - *Comparison of 2019 and 2021 traffic volumes*

Schedule


Data Collection
Base Year Model Updates
Finalize Base Year Model
Future Year Model Development
Finalize Future Year Model
Steering Committee Meeting #5
June - July
August
September
October
November
Base Year Results Review/Validation
Send Base Year to SC for Review
Send Future Year to SC for Review
Forecast Scenarios
Steering Committee Meeting #4


Alkali Creek Rd
Annandale Rd
Dover Rd
Five Mile Rd
Mary St
Wicks Ln
Hilltop Rd
Cable Dr
Cable Dr
Frontage Rd
Ford Rd
Rimrock Rd
Poly Dr
Grand Ave
Central Ave
Broadwater Ave
State Ave
Monad Rd
King Ave
Midland Rd
Gabel Rd
Hesper Rd
Wilson Rd
Briarwood Rd
Hillcrest Rd
Wise Ln
Inner Belt Loop
Shiloh Rd
Virginia Ln
Calhoun Rd
Sugar Ave
Johnson Ln
Bitterroot Dr
Bench Blvd
Orchard Ln
Virginia Ln
Alkali Creek Rd
Annandale Rd
Dover Rd
Five Mile Rd
Mary St
Wicks Ln
Hilltop Rd
Cable Dr
Frontage Rd
Ford Rd
Rimrock Rd
Poly Dr
Grand Ave
Central Ave
Broadwater Ave
State Ave
Monad Rd
King Ave
Midland Rd
Gabel Rd
Hesper Rd
Wilson Rd
Briarwood Rd
Hillcrest Rd
Wise Ln
Inner Belt Loop
Shiloh Rd
Calhoun Rd
Sugar Ave
Johnson Ln
Bitterroot Dr
Bench Blvd
Orchard Ln
Virginia Ln
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90
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27
Grand Ave
Central Ave
King Ave
Frontage Rd
Gabel Rd
Hesper Rd
Wilson Rd
Briarwood Rd
Hillcrest Rd
Wise Ln
Shiloh Rd
Monad Rd
Midland Rd
State Ave
Broadwater Ave
Rimrock Rd
Poly Dr
Virginia Ln
Calhoun Rd
Sugar Ave
Johnson Ln
Ford Rd
Frontage Rd
Cable Dr
Hilltop Rd
Wicks Ln
Mary St
Dover Rd
Five Mile Rd
Annandale Rd
Alkali Creek Rd
Inner Belt Loop
Bench Blvd
Bitterroot Dr
Orchard Ln
Virginia Ln
Shiloh Rd
Monad Rd
Midland Rd
Gabel Rd
Hesper Rd
Wilson Rd
Briarwood Rd
Hillcrest Rd
Wise Ln

STEERING COMMITTEE MEETING #2

August 18th, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/88137427584?pwd=OFpLUkhZd3pXeEpmSkNqZGt6ZVBWUT09
Meeting ID: 881 3742 7584 | Passcode: 314385

Meeting Purpose

- Discuss draft vision, goals, objectives, performance metrics, and targets
- Outline upcoming stakeholder and public involvement activities
- Provide updates on existing conditions activities

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Vision, Goals, Objectives, Performance Metrics, & Targets Discussion	Andy Daleiden
Upcoming Stakeholder & Public Involvement	Lisa Olmsted, DOWL
Existing Conditions Updates	Rachel Grosso and Mark Heisinger, Kittelson & Associates
Next Steps & Close-Out	Andy Daleiden

Materials

- Draft Vision, Goals, Objectives, Performance Measures, & Targets Chapter
- Draft 2018 Billings LRTP Progress Report
- Final Public Involvement Plan

Steering Committee Meeting #2 Summary

TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on August 18, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

ATTENDEES

Steering Committee

- Scott Walker, City/County Planning
- Dakota Martonen, City of Billings Public Works
- Ed Gulick, Billings City Council
- Woody Woods, Lockwood Community
- Elyse Monat, City/County Planning
- Katie Potts, MDT
- Mike Black, Yellowstone County Public Works
- Rusty Logan, MET Transit
- Carolyn Miller, FHWA
- Eden Sowards, CHES – Healthy by Design

Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

NOTES

Action items are bolded.

1. Introductions
    a. Introductions from Steering Committee (SC)
2. Project Schedule Update
    a. Andy gave an update on schedule
        i. We are on track to provide a draft Existing Chapter next month.
        ii. We are on track to provide a 2021 Travel Demand Model Validation memo in the next two weeks.
3. Vision, Goals, Objectives, Performance Metrics, & Targets
    a. We are looking for comments by Aug 26th on the draft chapter.
    b. Draft 2018 Billings LRTP Progress Report
        i. We are still tracking down the data for a couple objectives.
        ii. Successes in:
            1. Safety (fatal and severe injuries)
            2. Prioritized list of improvements
            3. Stormwater management ordinance
            4. Bike/ped facilities and counts
        iii. Challenges:
            1. Fatal and severe injury crashes for non-motorized users
                a. Comments from SC:
                    i. The crash data is a trend nationally – not surprised.
                    ii. Increased bicyclist and pedestrian activity in Billings could be a contributing factor – this is crash frequency not rate.
                    iii. Happen in different locations – hard to identify trends based on location

iv. Transient population and impaired pedestrians can be an issue.
1. We can dig into the data more. This item came up in the CTSP.

iv. Comments from SC
1. Issue with coloring of plus icons?
a. Yes – Kittelson will correct the error.
2. We have transit elements/data and will update the section.
3. Is crash data from MDT limited to 2020?
a. Kittelson – yes, 2021 data is still being processed and not available for analysis. Depending on when we receive it, we can try and incorporate it into the existing conditions chapter.
4. MET Transit has updated vehicle management plan – we can try and incorporate it into the plan.
5. Why aren't we showing some of the metrics as completed?
a. Kittelson – some of these metrics are based on 5-year rolling averages. **Kittelson can add some notes to the document saying that this is a draft or working document.**
6. Opportunity to break out crash data into equity groups?
a. Kittelson – we can see what data is available, as well as what opportunities we have to bring equity analysis into crash data analysis as the plan is developed further.

c. Federal performance measures and state targets
i. Statewide targets are being updated by MDT and should be ready by October 2022.
1. Katie – State is required to set new targets and track achievements to targets. Targets to give to FHWA should be submitted by October 1. MDT aims to present targets to leadership by end of August.
a. Scott – We will likely adopt state targets.
b. Carolyn – There are some issues with the reporting portal, but targets should still be ready to go as per schedule.
2. Billings uses different transit targets than the federal targets.
a. Kittelson will coordinate with MET and MDT to update.

d. Vision Statement – any comments from the SC?
i. SC thinks it looks good.

e. Draft LRTP Goals – consolidated from previous LRTP and updated based on recent updates to federal and state policy. Andy reviewed each goal and objective to see if there were comments from SC.
i. Safety
1. Looks good
2. Opportunity to consolidate goals from CTSP?
a. We can once the draft of the plan is finalized.
b. DOWL can share draft materials for Kittelson to review and incorporate.

ii. Resiliency
1. How are we measuring mode share to low-carbon travel modes?
a. Intent is to look at most recent data from ACS as a baseline – could potentially require collection of another Household Travel Survey.
2. What is definition of low-carbon travel mode?
a. Up to the SC to decide – we don't need to decide today but can decide as we collect/process data.
b. How do we define 5-year period, what dates of the year does the period start/end?
i. From a big picture standpoint, not critical to define. Overall trends are important.
ii. Kittelson to connect with DOWL to refine.
3. What is definition of resiliency?
a. Defined by the overall goal
b. What are the biggest challenges Billings faces regarding resiliency? Re-occurring issues?
i. Flooding this year, wiping out bridges
ii. Extreme rain/hail, drainage issues and maintenance are a challenge.
1. Exposition Drive is example of re-occurring drainage issue.

iii. Wind knocking down power lines.
iv. Fires haven't been too extreme.
v. Heat extremes can make biking/walking challenging.

c. Any objectives we can change based on the biggest challenges/re-occurring issues?
i. A lot of these were pulled from the regional emergency response plan, which goes into more detail on the issues and objectives.
ii. Katie – Reason why this question was proposed: lots of discretionary funding available Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program. It would be good to see these objectives lead to grant applications.
iii. **Kittelson will look into expanding this section.**

iii. Mobility
1. Transit should be refined – current goals are to reduce routes but increase headways
a. Kittelson will update to reflect the current goals and outcomes from the MET Transit Development Plan.
2. Change transit ridership to a 10% increase
3. Change bike lanes to bikeways (excluding sharrows), change 10% increase to 20% increase (10% will be an easy goal to hit)
4. Change shared-use trail increase from 10% to 20%
5. Change wording on bike/ped traffic counts to make it clear that we are looking for increase in bike/ped traffic, not count locations
a. Increase to 20%
b. How do we make sure we're providing apples to apples comparison to old counts? Need to memorialize where we do counts.
i. We will make it clear in the report how these counts are calculated
6. LOS E goal – at odds with resilience and safety to a certain degree (i.e., better LOS can be associated with higher vehicle speeds, potentially at odds with reduction of VMT)
a. Reduction of VMT, increases in mode share, or implementation of ITS strategies can also improve LOS
b. Improvements to LOS can also improve safety (i.e., roundabout can provide benefits)
7. **Kittelson will revisit section and increase percentage targets.**

iv. Equity and Accessibility
1. City has an annual ADA program – not sure if it's the same as the ADA Transition Plan.
a. Up to agency to determine what ADA Transition Plan entails
b. Katie shared MDT's MDT Transition Plan--ADA Transition Plan Update | Montana Department of Transportation (MDT) (mt.gov).
i. MDT also has inventory list of ADA corners across state.
c. **Andy to send an ADA Transition Plan example to SC. SC will decide how they want to move forward with this objective.**
2. Another equity issue is closure of trails when construction is active on the interstate – trails are looked at as recreation rather than necessity. Important to maintain non-motorized mobility during construction of facilities.
a. Can we add another objective based on inclusivity?
b. **Kittelson will look into and add relevant item.**

v. Economic Vitality
1. What's an example of emerging technology?
a. Rachel will highlight in existing conditions section

4. Upcoming Public and Stakeholder Outreach
a. Lisa highlighted upcoming public involvement related activities
b. Currently finalizing stakeholder list
c. Project website is currently being developed
i. Domain name is: www.billingslrtp.com
ii. Will be updated based on our equity-related discussion
iii. Key component will be interactive map
iv. Comments from SC?
1. Important to hone in on specific area and type of comment (i.e., categorize based on bike/ped, safety, etc.)

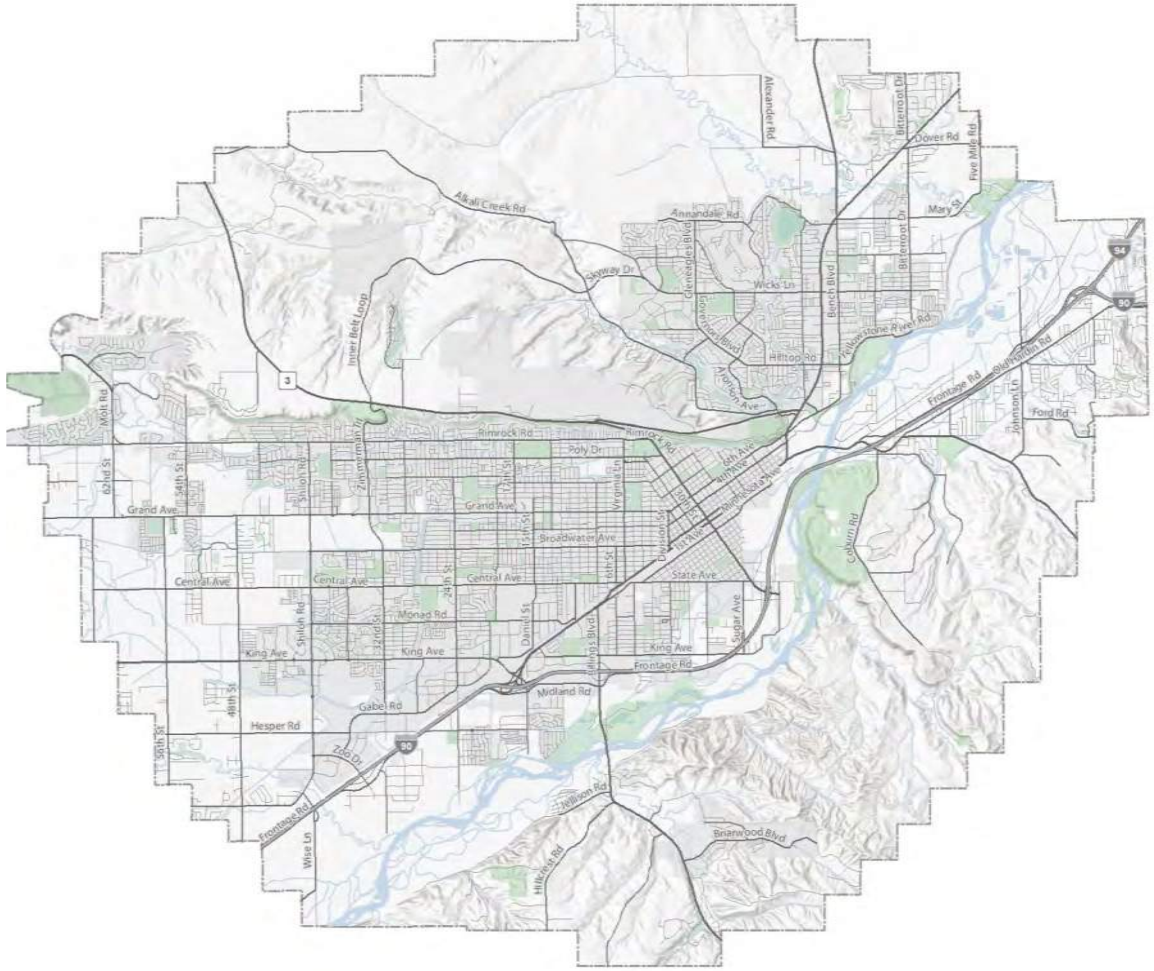
d. Elected officials workshop
    i. October 4th from 2-4pm
    ii. Objective is to educate on transportation planning process, update on project schedule, and listen to comments from officials/respond to initial questions
e. Public open house #1
    i. October 6th from 4:30-6pm
    ii. Similar objectives as with workshop – large focus gathering feedback and identifying transportation challenges and needs
f. Also looking for ways for student engagement

5. Existing Conditions
    a. Rachel provided an update on the existing conditions analysis efforts
        i. Draft Chapter will be sent to SC in September
    b. Update on biking/walking
        i. Area has seen slight decrease in people walking to work, but significant increase in trail usage
        ii. Large increase in bike facility usage in area
    c. Update on truck freight flows in Montana and City of Billings
    d. Update on commercial passenger flights and freight flight activity at airport
    e. Update on rail activity
        i. Project team is aware of changes to rail service organizations
    f. Equity key findings
        i. Billings urban area has no qualifying Census tracts in Historically Disadvantaged Community definition (US DOT definition).
        ii. Presented transportation disadvantaged population index based on block groups within the study area
    g. Emerging technology
        i. Critical indicators include cellular coverage, electric vehicle charging stations, and alternative fuel corridors.
        ii. Other items for consideration include bike/ped scooter share, policies related to ride-share policies
6. Next Steps
    a. **SC should provide feedback on Draft Vision, Goals, Performance Measures, and Targets Chapter and Draft 2018 LRTP Progress Report by August 26th**
    b. Kittelson will send out travel demand model validation memo and public open house materials to the SC for review in the coming weeks.
    c. Next meeting is Tuesday, October 4th from 10:30 AM to 12 PM.

ATTACHMENTS

A. Meeting Agenda
B. Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #2

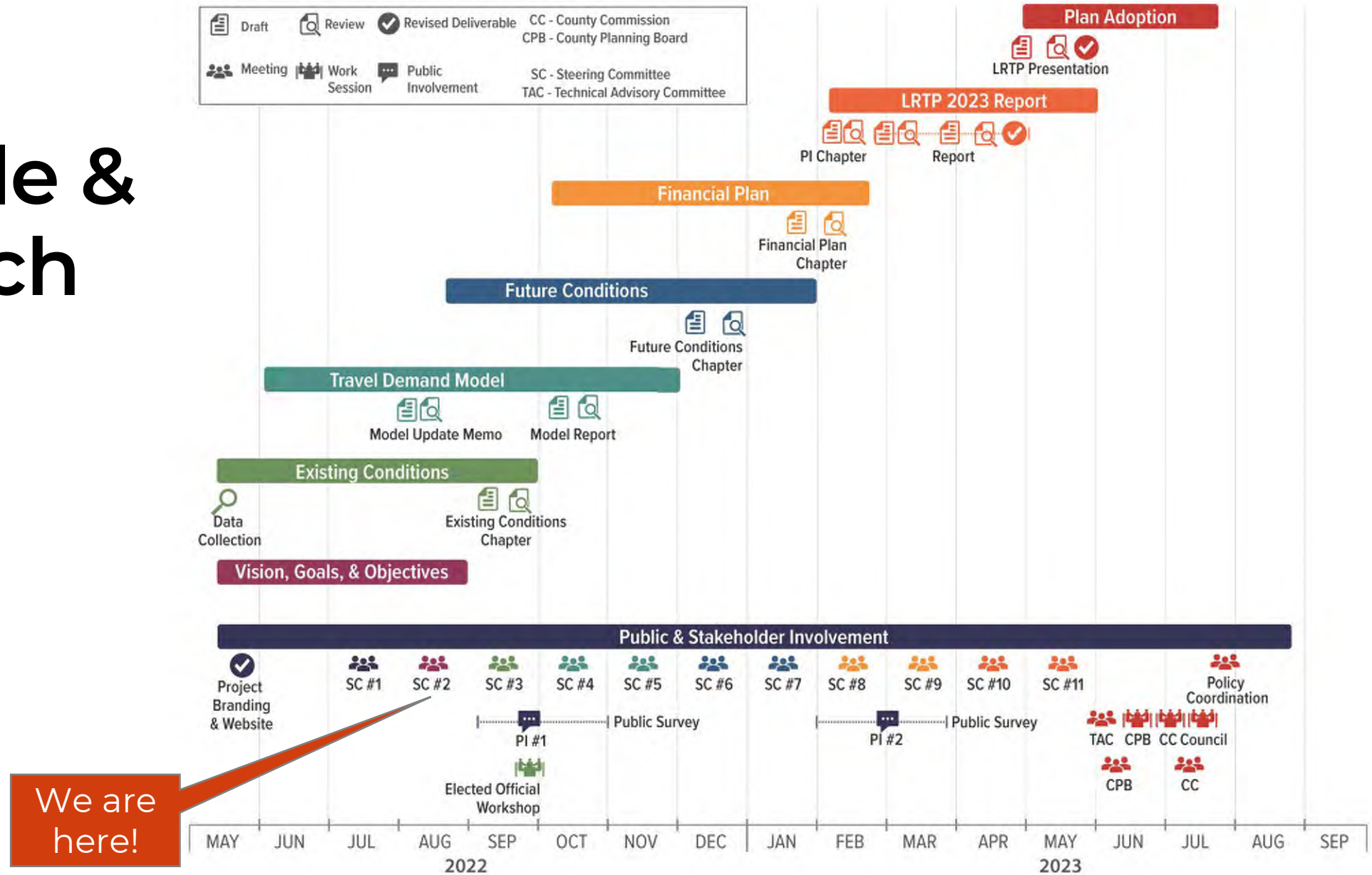
August 18th, 2022

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Vision, Goals, & Objectives
  - Discussion
- Upcoming Public & Stakeholder Outreach
- Existing Conditions Updates

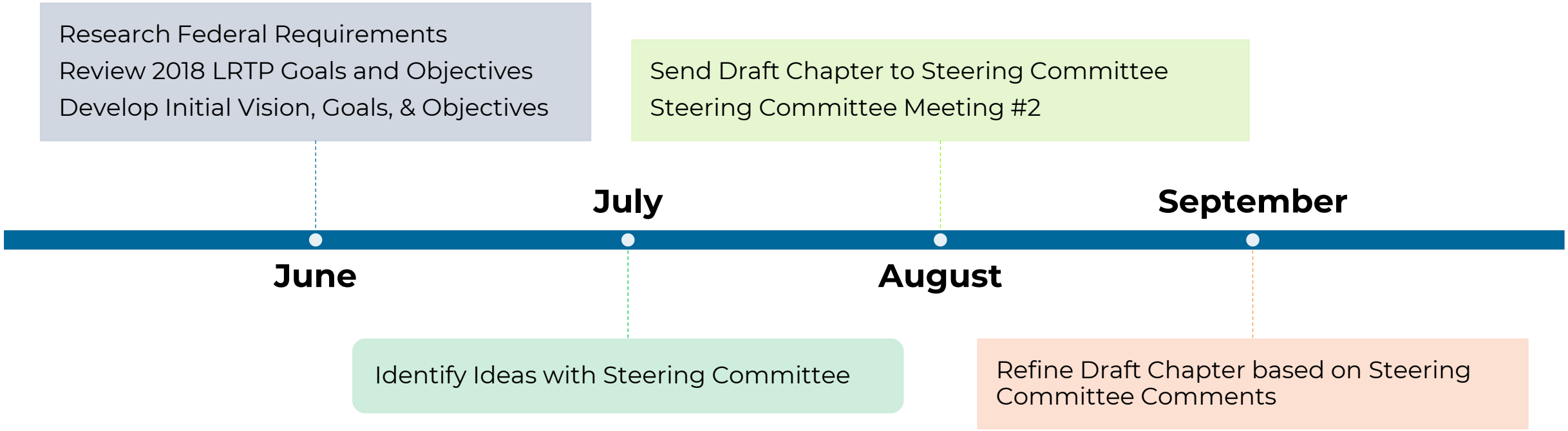
Project Schedule & Approach



We are here!

Vision, Goals, Objectives, Performance Metrics, & Targets

Draft Vision, Goals, Objectives, Performance Metrics, & Targets Chapter



Draft 2018 Billings LRTP Progress Report

- Six objectives still determining progress with 2022 Existing Conditions analysis
- Three objectives completed!
- Five objectives with progress made
- One objective with no progress made

Federal Performance Measures & State Targets

+ Safety
  - Fatalities & Fatality Rate
  - Serious Injuries & Serious Injury Rate
  - Non-Motorized Fatalities & Serious Injuries
+ Pavement & Bridge Condition
  - Interstate & Non-Interstate Pavement
  - NHS Bridge Deck
+ Travel Time Reliability
  - Interstate & Non-Interstate Travel Time Reliability
  - Interstate Truck Travel Time Reliability
+ Emissions
  - CO, PM10, and PM2.5 Emissions
+ Transit
  - Revenue Vehicles – Useful Life Exceeded
  - Equipment – Useful Life Exceeded
  - Facilities – TERM Scale

Billings MPO has adopted statewide targets for each of these performance measures.

Statewide targets are currently undergoing updates by MDT in collaboration with Montana MPOs.

Final targets will be ready in October 2022.

Vision Statement

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

+ Mix of Options & Opportunities
+ Clean & Green Landscape
+ Safe, Secure, & Affordable
+ For residents of all ages, abilities, and backgrounds

Draft 2023 LRTP Goals

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, biking, shared mobility, and vehicles.

Equity & Accessibility

Address the needs of transportation-disadvantaged populations though the provision of affordable, accessible, and reliable travel options.

Economic Vitality

Provide transportation facilities to support the local economy and connect the Billings urban area to local, regional, and national commerce.

Discussion Questions

Do these objectives and performance measure reflect the goal?

How would you add to or modify these metrics?

Safety

Develop a safer transportation system for all users.

Safety Objectives

- Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2023 and 2028.
- Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles travelled by 20% between 2023 and 2028.
- Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2023 and 2028.

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.

Resiliency Objectives

- Shift overall mode share 15% to low-carbon travel modes between 2023 and 2028.
- Reduce overall vehicle miles travelled by 10% between 2023 and 2028.
- Convert vehicle fleet to zero-emission vehicles through new vehicle purchases beginning in 2023.
- Update the regional emergency response plan at least once by 2028.

Mobility

Create a transportation system that supports the use of transit, walking, biking, shared mobility, and vehicles.

Mobility Objectives

- Increase annual transit ridership to pre-pandemic levels.
- Maintain 2019 number of transit routes, hours of service of each route, and headways on each route for the next 5 years.
- Increase number of bicycle lane miles by 10% between year 2023 and 2028.
- Increase number of shared-use trail miles by 10% between 2023 and 2028.

Mobility Objectives (continued)

+ Incorporate bicycle or pedestrian facilities on 95% of non-Interstate projects between 2023 and 2028.
+ Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2023 and 2028.
+ 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 year 2028.

Equity & Accessibility

Address the needs of transportation-disadvantaged populations though the provision of affordable, accessible, and reliable travel options.

Equity & Accessibility Objectives

+ Develop an Americans with Disability Act (ADA) Transition Plan to address deficient transportation infrastructure.
+ Prioritize transportation investments in Transportation-Disadvantaged Population areas*.
+ Implement Safe Routes to School projects.

Economic Vitality

Provide transportation facilities to support the local economy and connect the Billings urban area to local, regional, and national commerce.

Economic Vitality Objectives

+ Address gaps and deficiencies in emerging technology readiness.

Upcoming Public & Stakeholder Outreach

Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

Final Public Involvement Plan (PIP)

Outlines the objectives, purpose, and approach to facilitate productive stakeholder and public involvement in the 2023 Billings Urban Area Long Range Transportation Plan (LRTP) process

Project Website

+ Will use existing domain name: www.billingslrtp.com
+ In development
+ Content will include:
  - Interactive map to collect comments
  - Facts
  - Timeline
  - Documents
  - Goals

Elected Officials Workshop

- October 4th, 2 – 4 PM
- Billings Public Library – Community Room
- Purpose: Educate elected officials on the transportation planning process, provide information on existing conditions, and establish timeline for LRTP adoption

Public Open House #1

- October 6th, 4:30 – 6 PM
- Billings Public Library – Community Room
- Purpose: Update community on progress since previous LRTP, present existing conditions, and gather feedback on goals/objectives, as well as transportation challenges and needs

Student Engagement

+ Details TBD
+ Targeting Early October

Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
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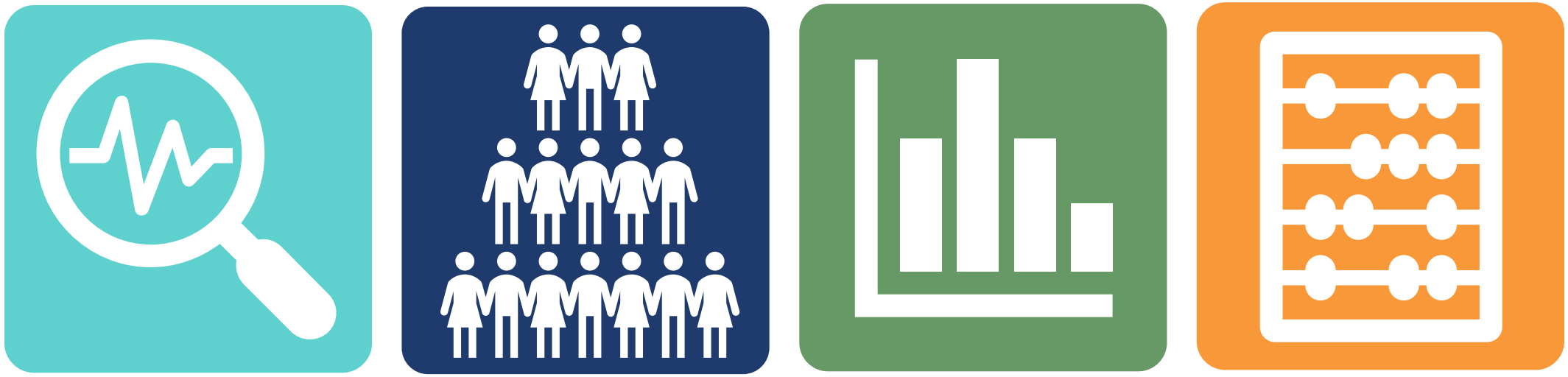
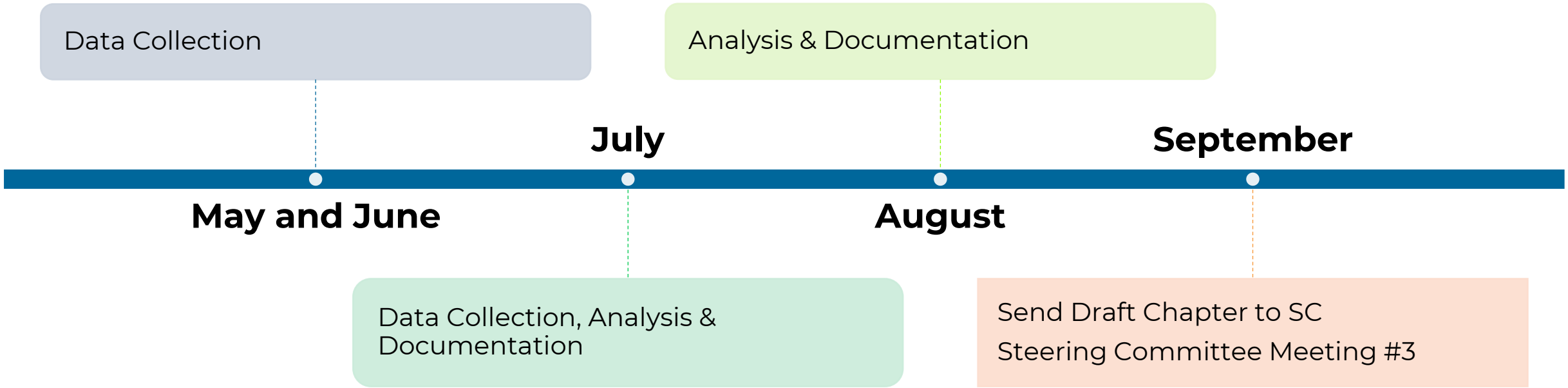
June to July 2023	Plan Adoption	



Existing Conditions Updates

Draft Existing Conditions Chapter



Existing Conditions

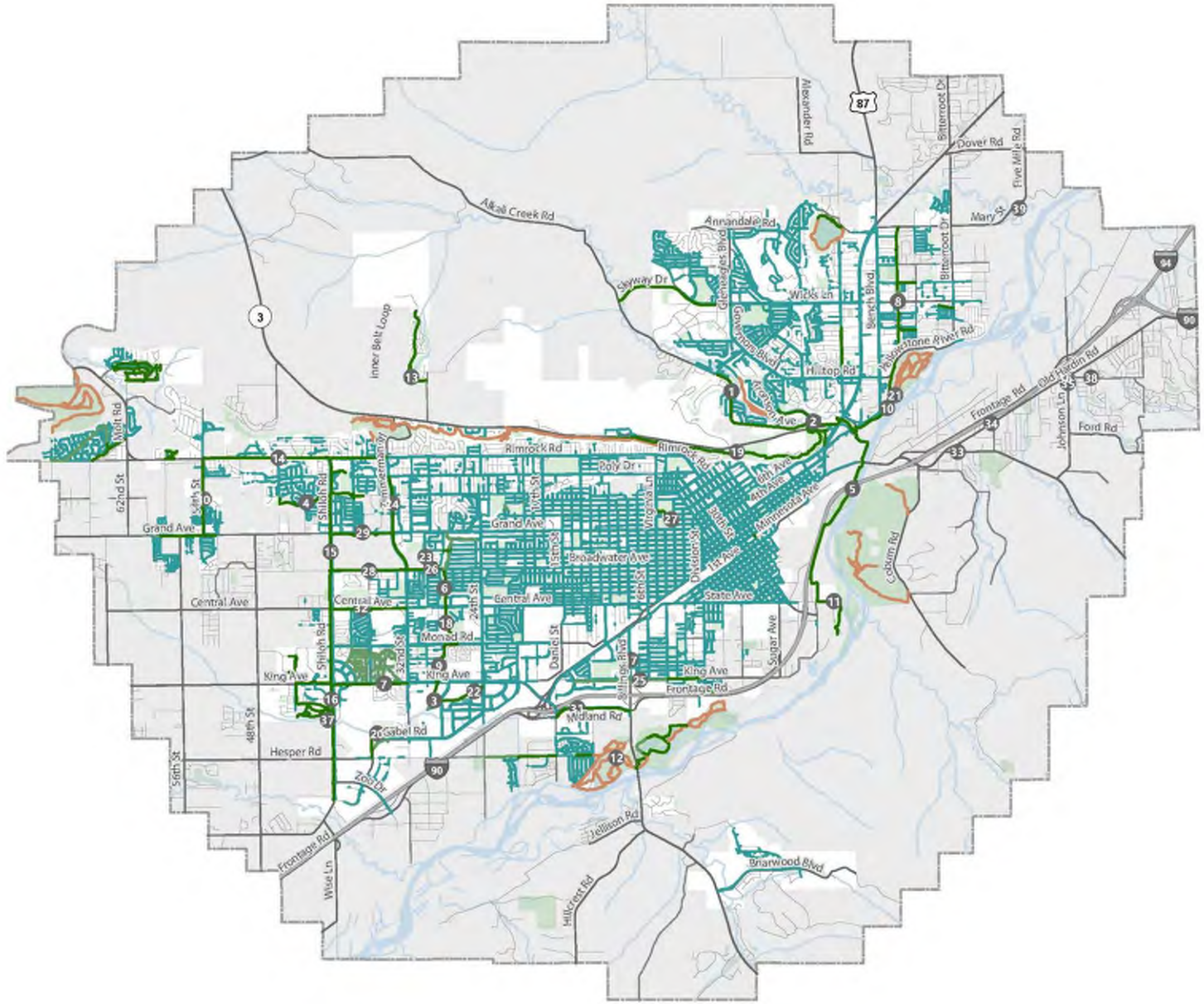
Started...

+ Safety Analysis
+ Vehicular Level of Service Analysis
+ Streets & Highways Inventory
+ Security Assessment
+ Air Quality Conformity Evaluation
+ Transit Analysis

Finished!

+ Existing Document Review – Plans, Projects, & Studies
+ Pedestrian & Bicycle Analysis
+ Freight (Aviation, Trucking, & Rail) Analysis
+ Equity Analysis (Transportation-Disadvantaged Populations)
+ Emerging Technology Readiness Analysis

Pedestrian & Bicycle Key Findings



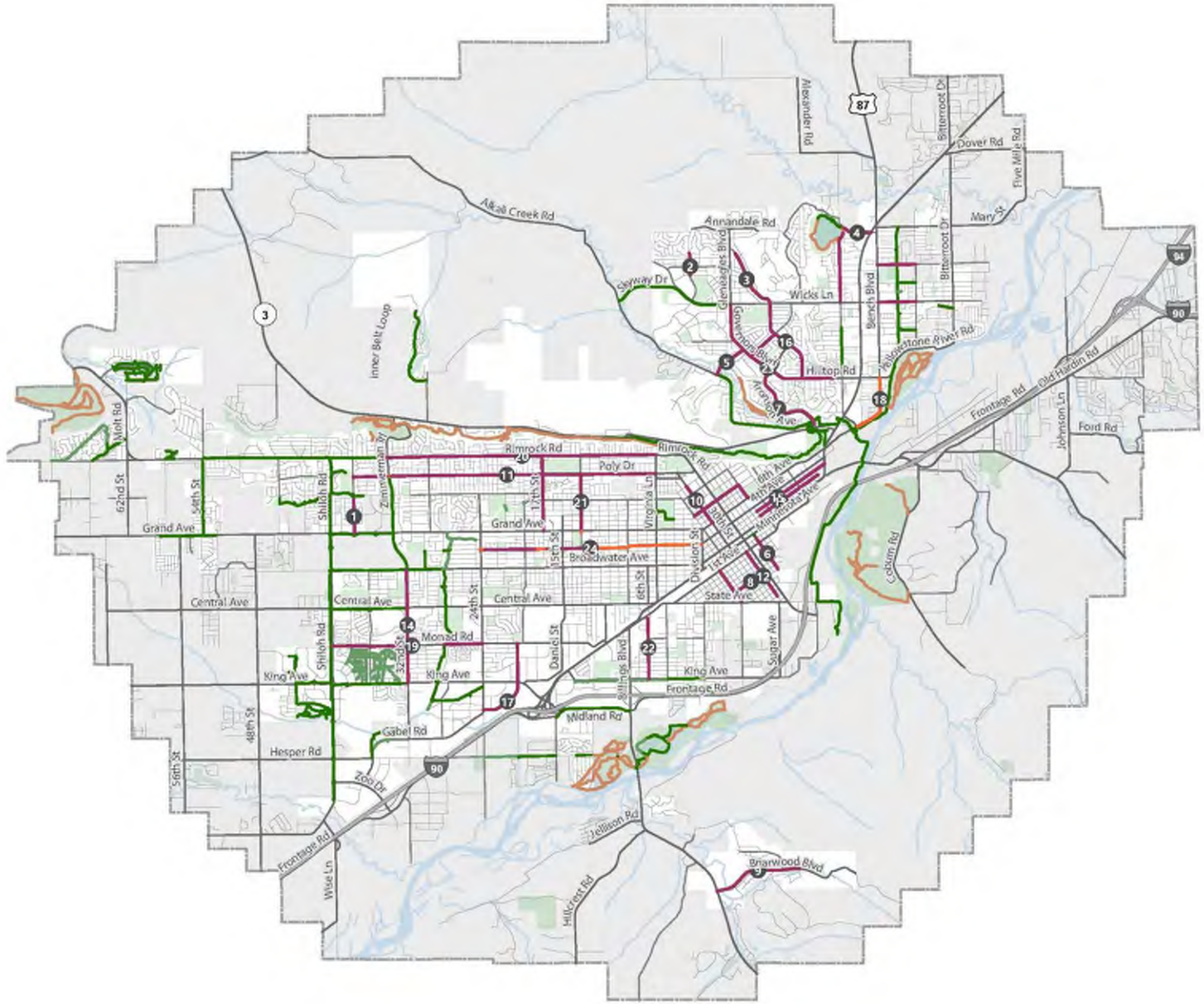
SIDEWALK AND TRAIL FACILITIES

- Count Location
- Sidewalk

Multi-Use Trails

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Data Source: City of Billings, Yellowstone County



BIKE LANES AND TRAIL FACILITIES

- Count Locations

Bikeways

- Bike Lane
- Shared Lane Marking

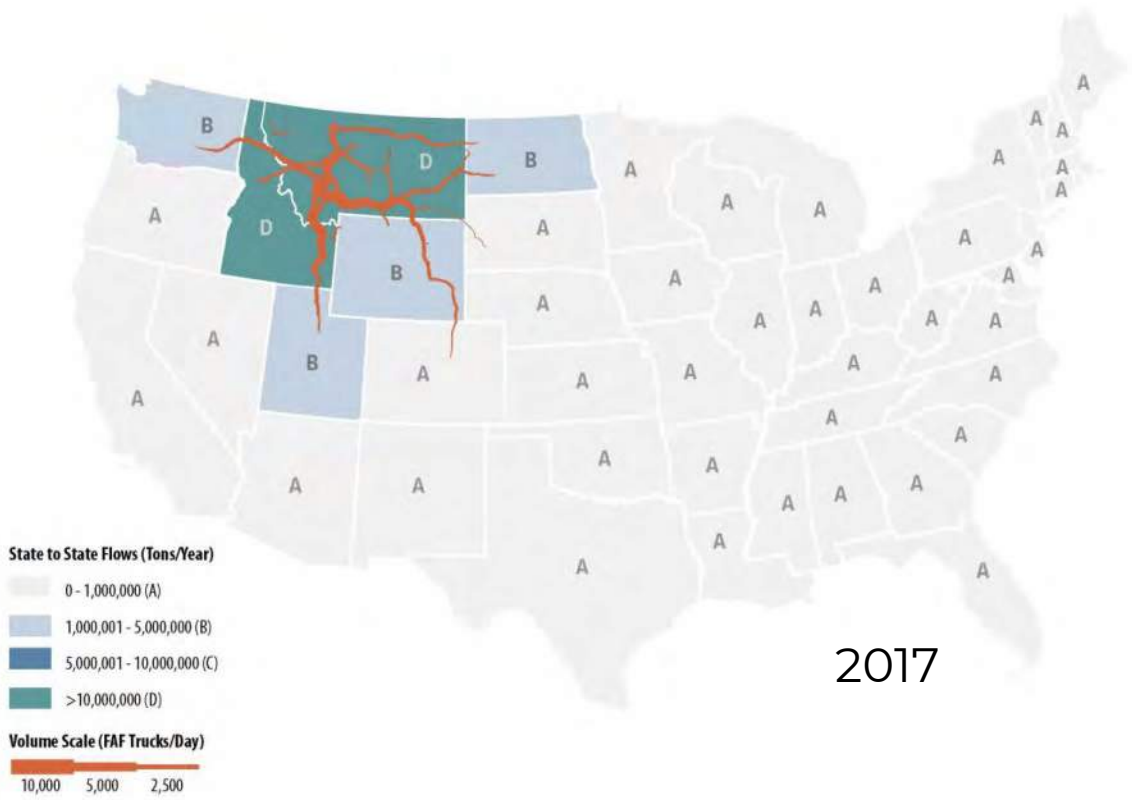
Multi-Use Trails

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

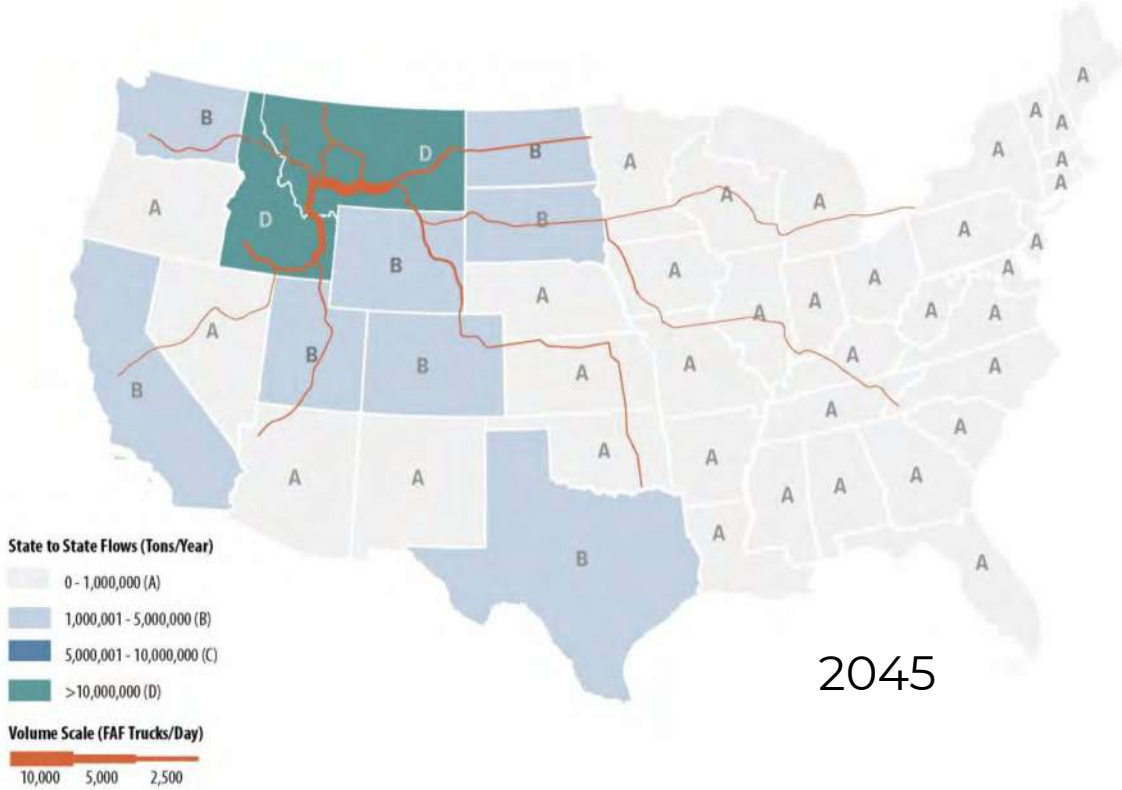
Data Source: City of Billings, Yellowstone County

Freight Key Findings

Freight Flows by Truck – 2017 & 2045



2017



2045

BIL Commercial Passenger Flights – 2022

RAILROADS AND RAILROAD CROSSINGS

Railroad Crossing

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

Rail Service

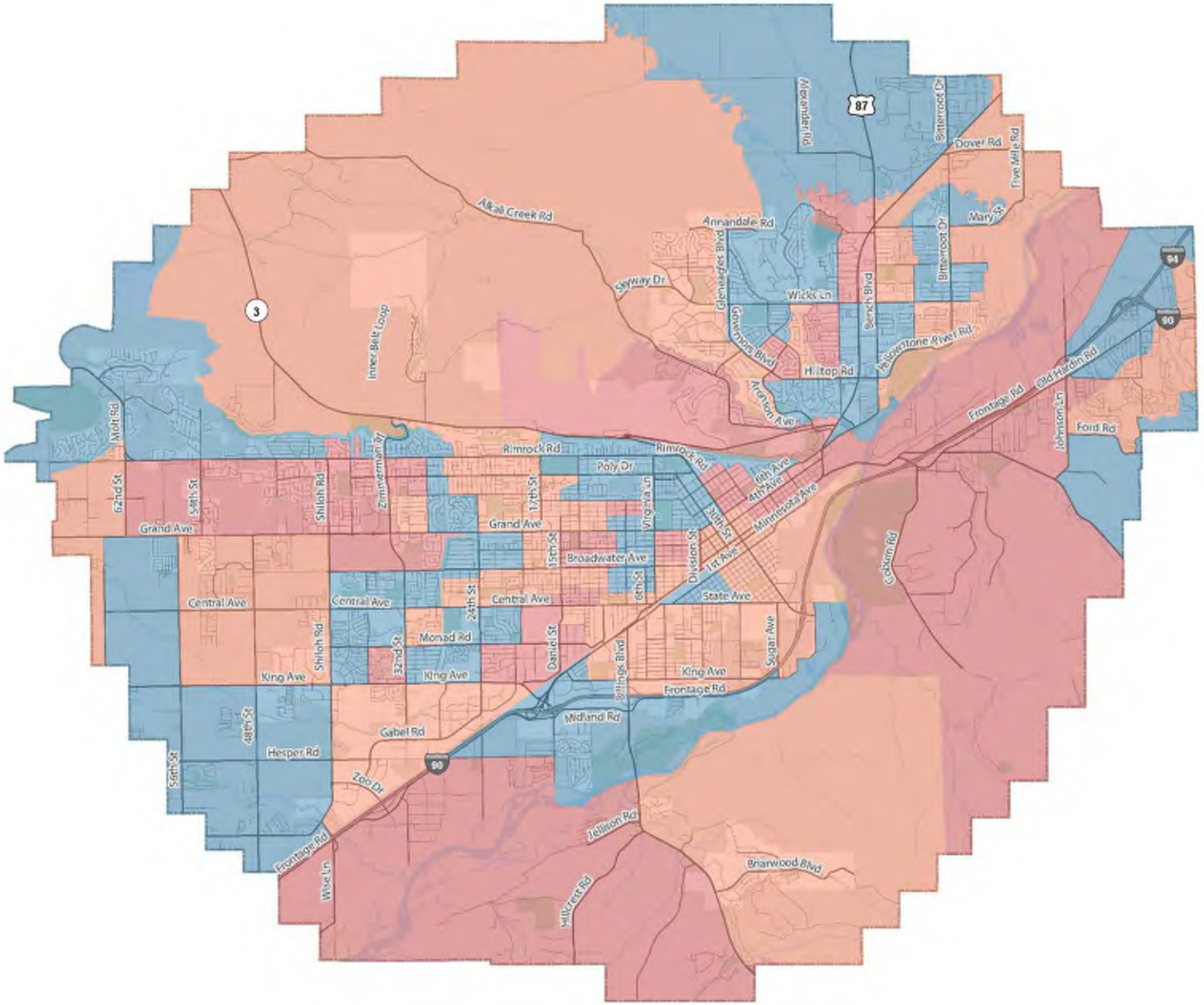
- Montana Rail Link (MRL)
- Burlington Northern Santa Fe (BNSF)
- Spur

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

Equity Key Findings

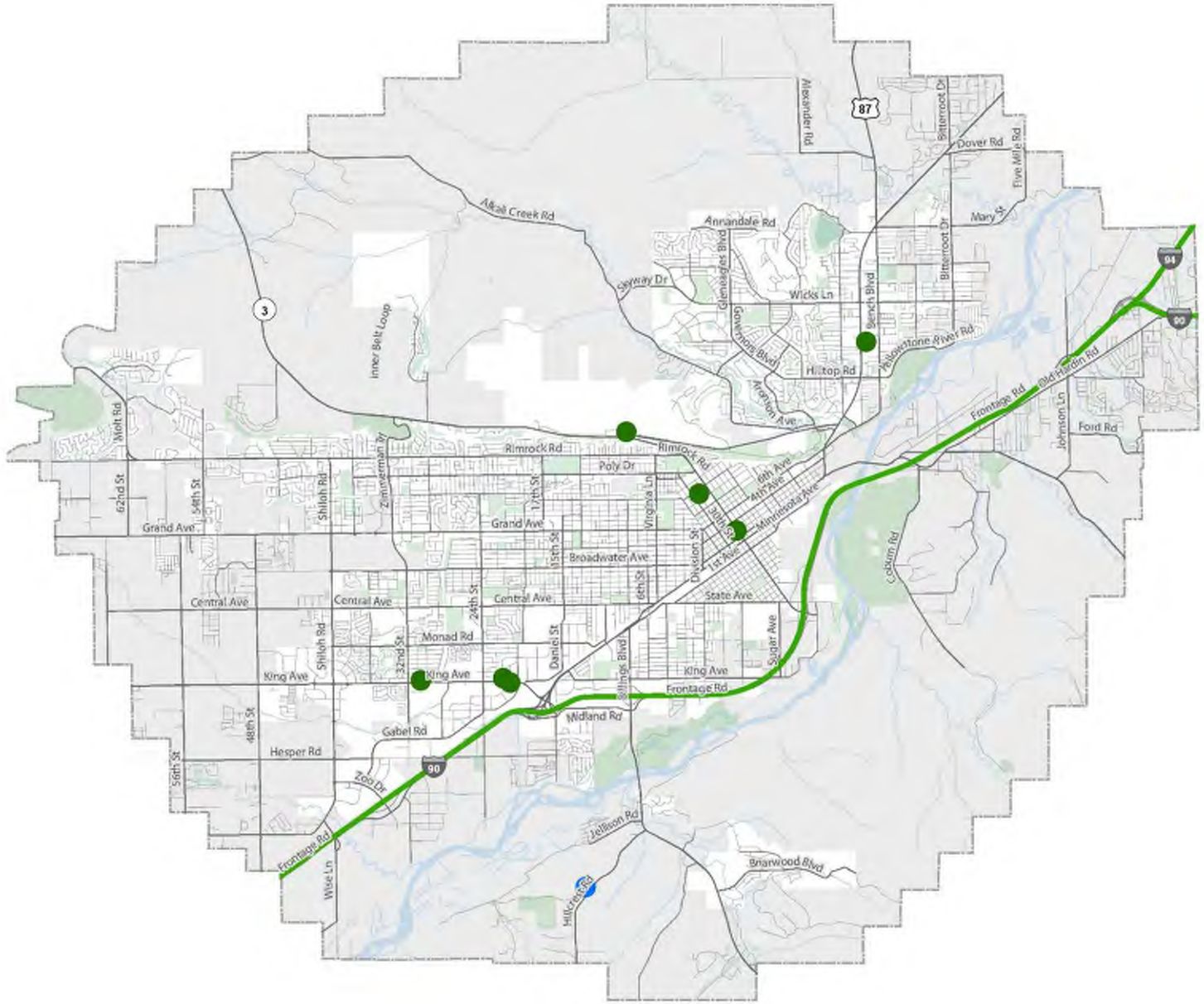
- USDOT adopted a definition and methodology for identifying Historically Disadvantaged Communities (DACs) Census tracts under the Justice40 Initiative based on 22 indicators[1]
- Billings urban area has no qualifying Census tracts[2]

[1] https://www.transportation.gov/equity-Justice40
[2] https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a



- Elderly Population (65+)
- Youth Population (18-)
- Adults with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Zero Vehicle Households

Emerging Technology Readiness Key Findings

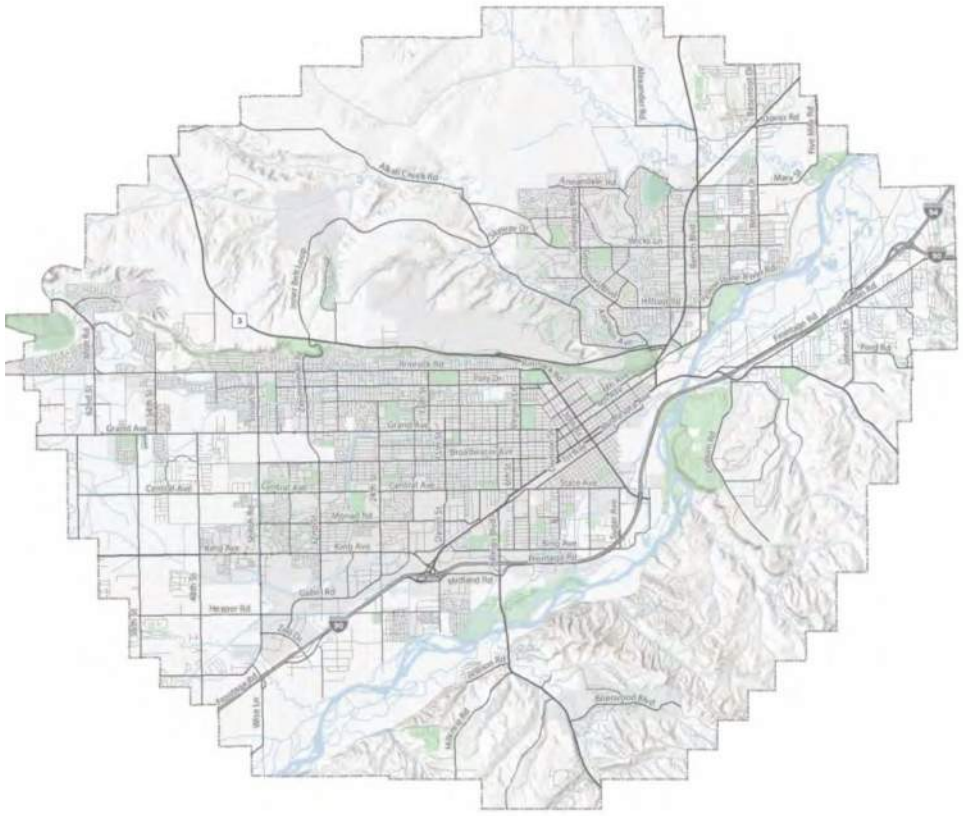


EMERGING TECHNOLOGY READINESS

- Cellular Tower
- Electric Vehicle Charging Station
- Alternate Fuel Corridor - Electric Vehicle

Data Source: US Department of Energy, Federal Communications Commission, Federal Highway Administration

FCC data indicates that all Census tracts in the Billings urban area are covered by 4G LTE service. For this reason, cellular coverage is not depicted.



Next Steps

- Provide any additional feedback on the following items by **August 26th**:
  - Draft Vision, Goals, Performance Measures, & Targets Chapter
  - Draft 2018 LRTP Progress Report
- Be on the look out for interim deliverables in the coming weeks:
  - Year 2021 Travel Demand Model Validation Memo
  - Public Open House #1 Display Board
- Next Meeting: **October 4th**, 2022

Questions?
Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #3

October 4th, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/82708096843?pwd=SnhYWElYaTlRZkhsTEZsT2o1di9JUT09
Meeting ID: 827 0809 6843| Passcode: 631626

Meeting Purpose

- Provide details on the on-going stakeholder and public involvement activities
- Discuss and provide feedback on the draft existing conditions chapter
- Review the updates to the travel demand model

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Stakeholder & Public Involvement Update	Lisa Olmsted, DOWL
Draft Existing Conditions Chapter Review	Andy Daleiden and Rachel Grosso, Kittelson & Associates
Travel Demand Model Update	Andy Daleiden and Mark Heisinger, Kittelson & Associates
Next Steps & Close-Out	Andy Daleiden

Materials

- Draft Existing Conditions Chapter
- Draft Billings Travel Demand Model: 2021 Validation Memorandum

Steering Committee Meeting #3 Summary

TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on October 4, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

ATTENDEES

Steering Committee

- Scott Walker, City/County Planning
- Elyse Monat, City/County Planning
- Wyeth Friday, City/County Planning
- Ed Gulick, Billings City Council
- Woody Woods, Lockwood Community
- Katie Potts, MDT
- Kurtis Schnieber, MDT
- Mike Black, Yellowstone County Public Works
- Rusty Logan, MET Transit

Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

NOTES

Action items are bolded.

1. Introductions
    a. The Steering Committee members introduced themselves.
2. Project Schedule
    a. Goal through end of year is to develop future travel demand model and initial project list.
3. Public Involvement
    a. Lisa provided an update on on-going and upcoming public outreach efforts.
        i. Online interactive map survey is live – already has three comments!
        ii. Elected officials workshop on October 4th
            1. We will communicate with those who cannot attend.
        iii. Public Open House #1 on October 6th
        iv. We've had internal discussions about school outreach – will include in next round of outreach.
4. Existing Conditions
    a. We don't know if urbanized boundary will change until release of Census (currently anticipated for December 2022).
        i. Urbanized area is the minimum MPO boundary and different from the Planning Area Boundary, which includes area expected to be urbanized.
    b. Wyeth: Kevin Moore has been working with 2020 Census Block data and can send over.
        i. **City/County Planning to send over Census Block data.**
    c. On-Going and Recently Completed Projects, Plans, and Studies

i. Kurtis: Only includes projects in the previous LRTP? -> No, includes all projects.
ii. Need to add Neighborhood Bikeways Plan.
iii. Doug: A couple public works plans should be added.
iv. **Kittelson to update figure based on comments**

d. Zoning -> Scott will follow-up with zoning staff to confirm data.
e. Population/Housing Density -> Wyeth: Recommends changing color-scheme and contrasts.
f. Commute Mode Share -> Scott: The layout of the City leads to a higher share of commuters choosing to drive alone (i.e., one-way in and out of Lockwood).
    i. Rachel -> There is an increase of people walking and biking in recent years.
g. Equity -> Some surprises about how to understand the data and the results. Would probably be useful to distill some of the information even more (i.e., remove age demographics and add to a separate graphic).
    i. Scott: How does this compare to other areas? Andy: Relatively similar, we can confirm based on other plans we are working on.
    ii. The appendix includes figures that separate the data.
    iii. Rusty: Has gone through this exercise and identified other areas.
h. Safety
    i. Kurtis: Is 2020 our most recent data?
        1. Andy: At the time we put this together, 2021 data was not available. It is being finalized now by MDT and expected later this year. Depending on when the data is made available, we will try and roll it into the plan.
    ii. Crashes by Severity -> Recommendation to improve contrast/color differentiation to help understand the data
        1. Kurtis: Fatal/SI crashes often drive our projects, key piece of plan.
        2. Ed: Hard to discern any patterns from general crash locations, would be interesting to know percentage on different roadway types.
            a. Rachel: We identify patterns later in plan in EPDO analysis.
        3. Scott: Interesting to see how Shiloh/Grand doesn't show up with high amounts of high-severity crashes.
    iii. Kurtis: City of Billings uses a crash reporting system that differs from the state, there is a delay in how MDT gets data. Is that accounted for in the data?
        1. Doug: Understanding that there is a standardization process that the City of Billings follows. Although it would be good to confirm.
        2. **Kittelson will follow-up with City and MDT to better understand the reporting of crash data.**
    iv. Bike/Ped Crashes -> Would be useful to overlay onto infrastructure and separate out the bike and ped crashes.
        1. Rachel: This is included in the report.
i. Streets and Highways
    i. Scott: **City Engineering will thoroughly review functional classification map to identify any potential changes. This is a critical item to get correct.**
        1. It would make sense to make a non-clipped version of this map for plotting purposes
            a. **Kittelson to provide non-clipped map.**
        2. Do all proposed roadways get included in the plan?
            a. Some will, others are to guide general planning in the area.
            b. These maps can be useful for developers and private entities.
        3. Wyeth: We should look for opportunity to add north-south connectivity within the study area.
            a. This need was identified in transit plan.
j. Transit: **Rusty to send over latest transit data/analysis.**

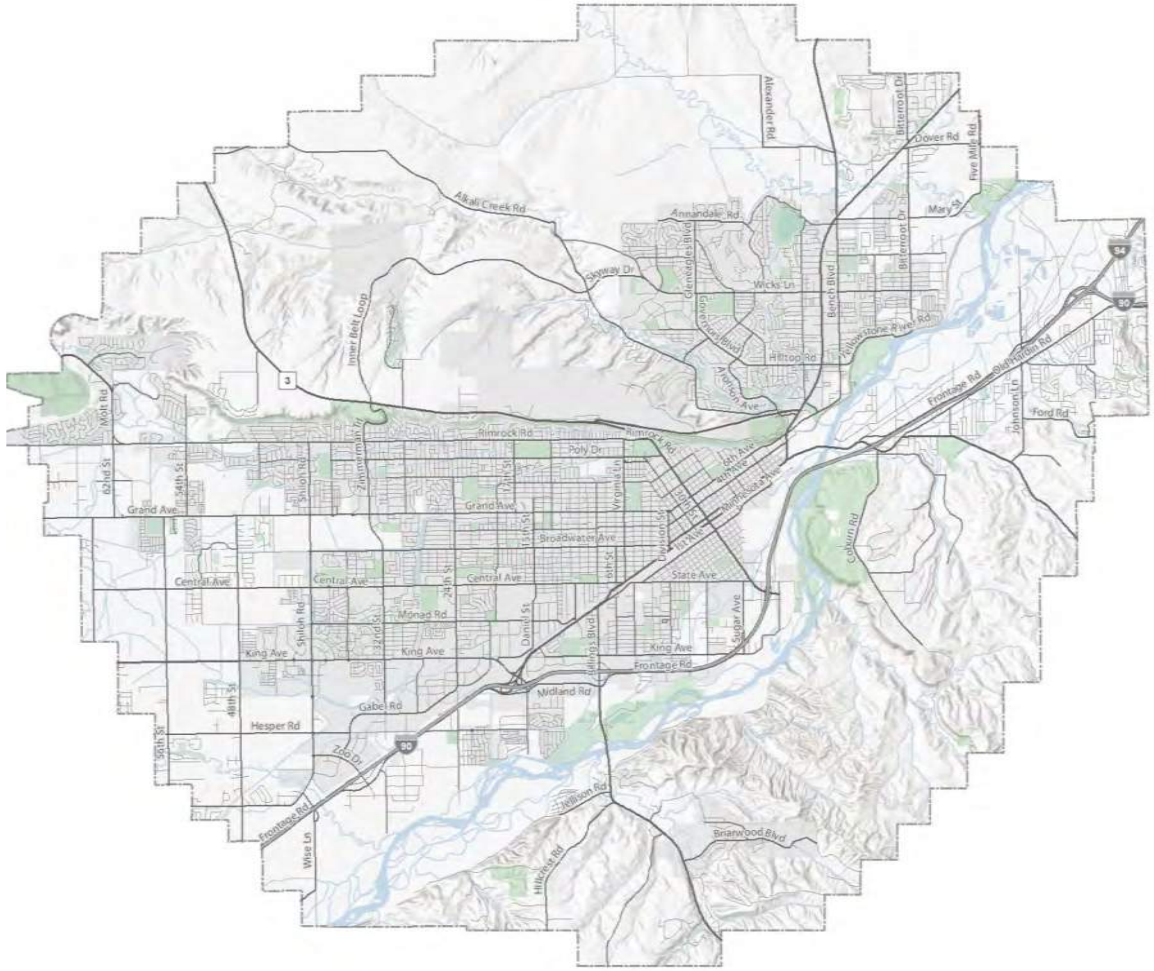
5. Travel Demand Model
    a. Kittelson to send count data to the City.
    b. Central (Shiloh to 32nd) is five lanes, need to confirm this is reflected in model.
    c. SC concurs that past planning decisions will dictate future development and want future scenarios to incorporate changes to planning process.
6. Next Steps

a. **SC to provide comments on the Draft Existing Conditions Chapter, Travel Demand Model Validation Memo, and Online Story Map by October 17th**
b. **SC Meeting #4 is scheduled for October 27th from 10:30 AM to 12:00 PM.**

ATTACHMENTS

A. Meeting Agenda
B. Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #3

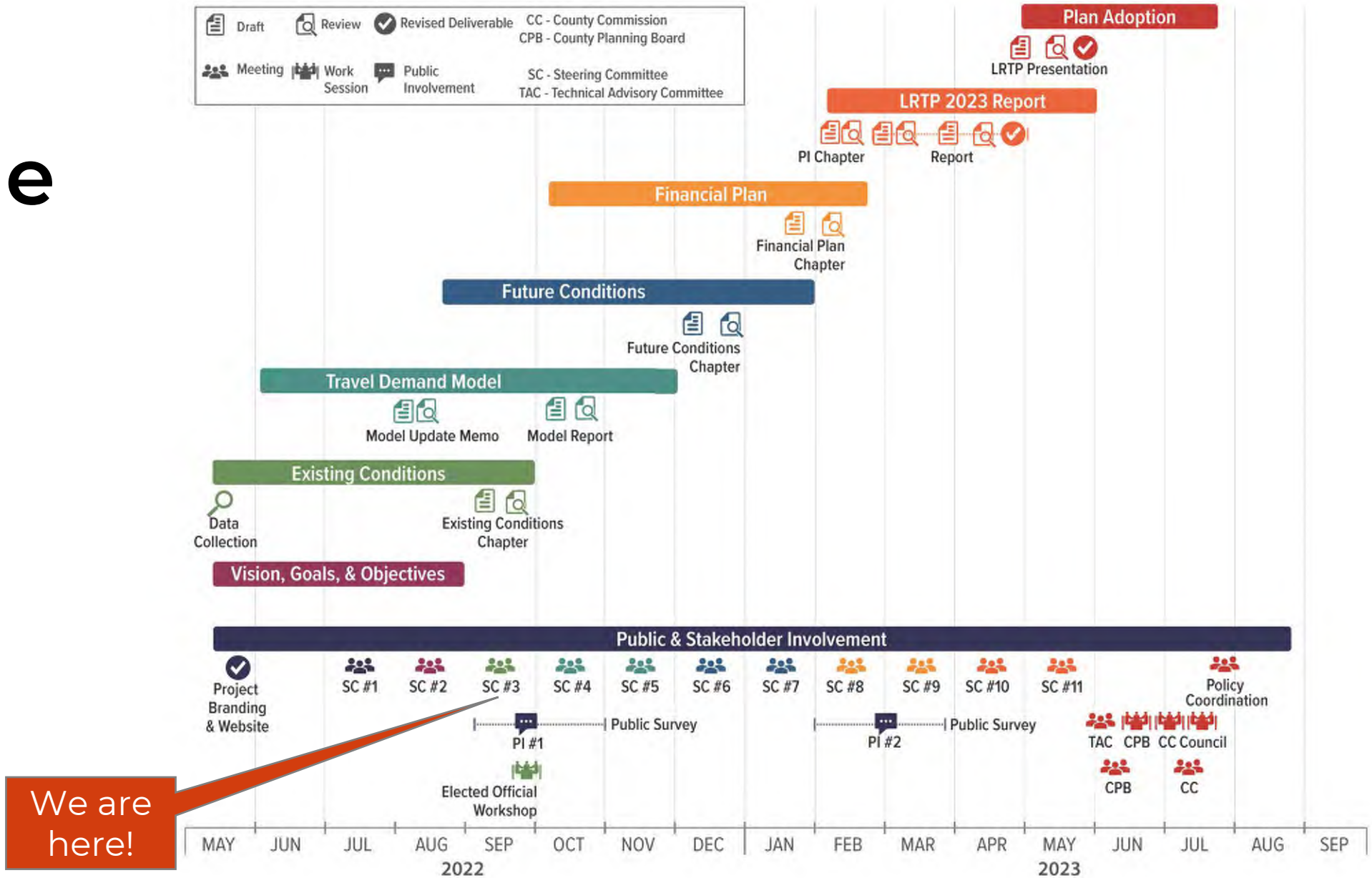
October 4th, 2022

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Upcoming Public & Stakeholder Outreach
- Draft Existing Conditions Chapter
  - Discussion
- Travel Demand Model Update
- Next Steps & Close-Out

Project Schedule



We are here!

On-Going Public & Stakeholder Outreach

Timeline and Activities

Timeframe	LRTP Phase	PI Activity
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June to July 2023	Plan Adoption	

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  Includes:

  - What, Why, How
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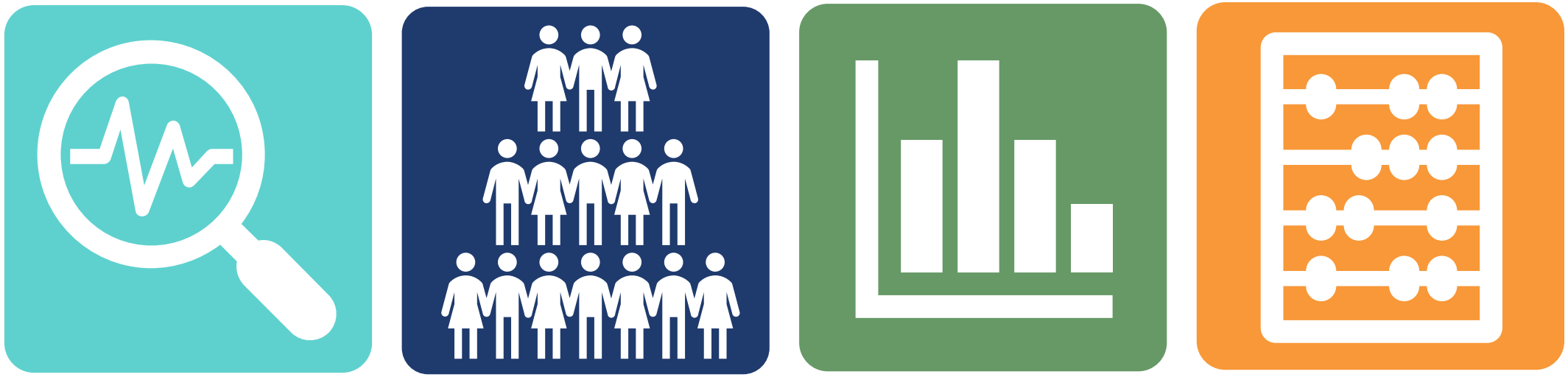

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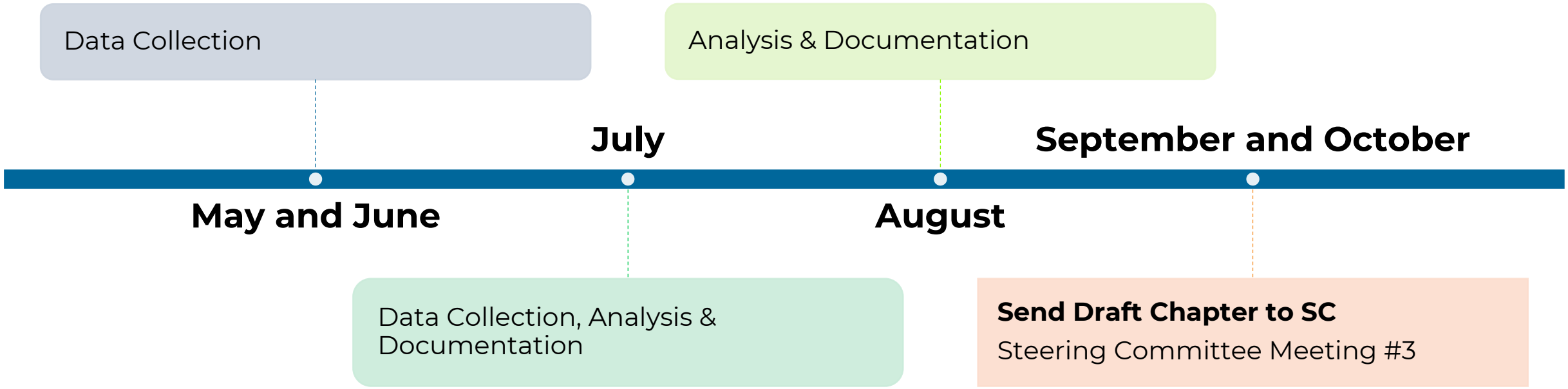
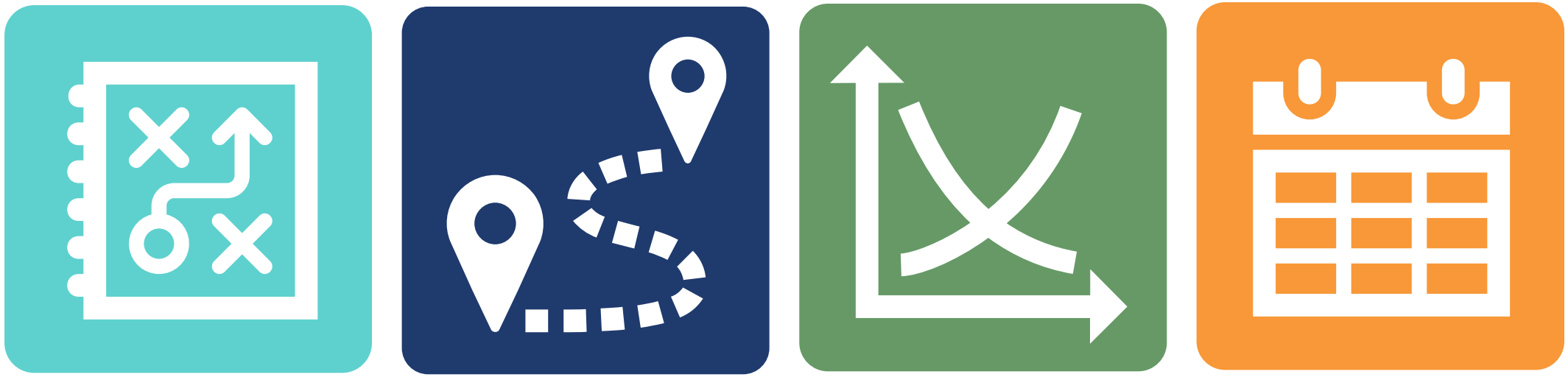


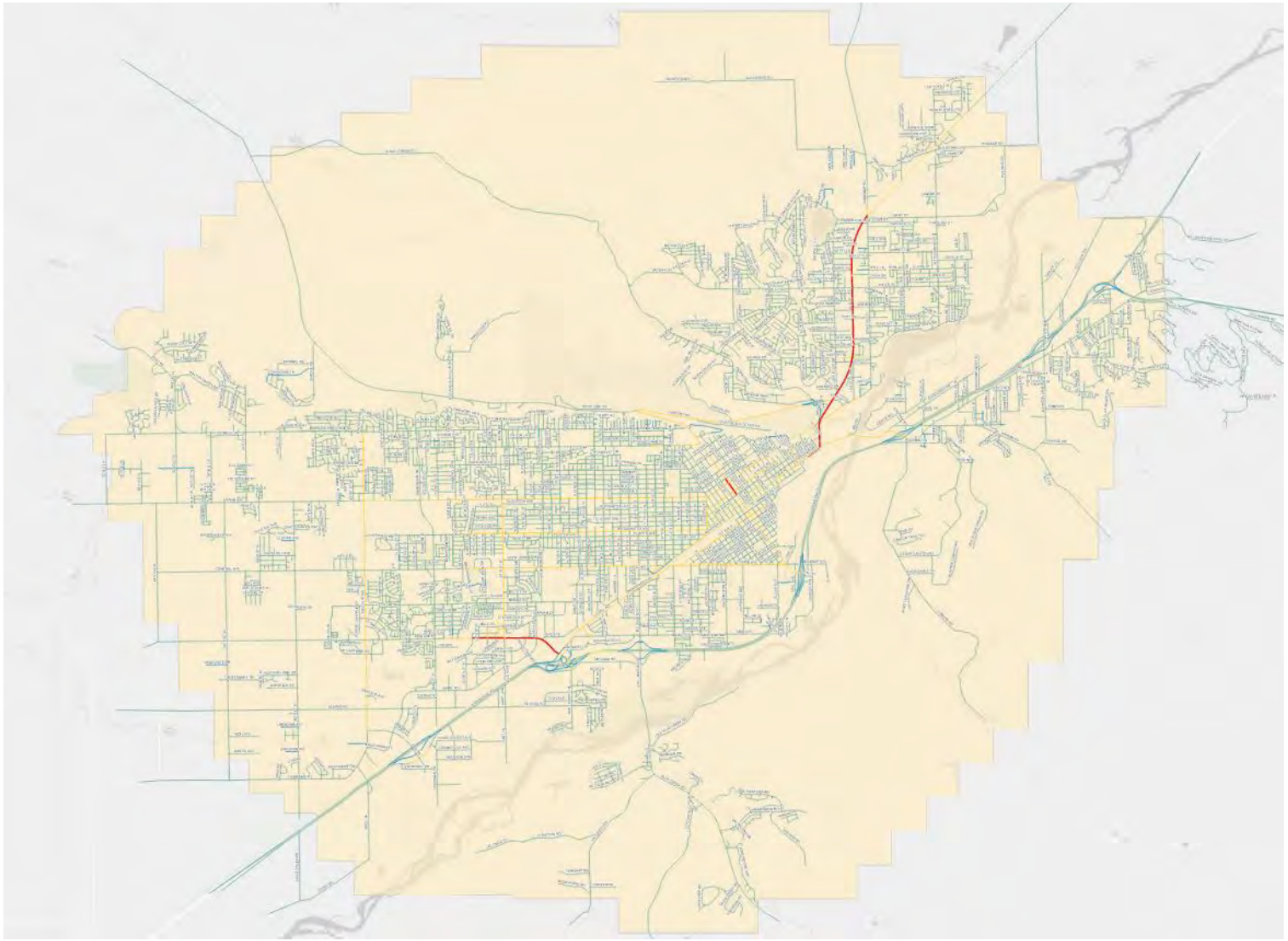


Travel Demand Model (TDM)

Model Update

Introduction

+ Updating base year from 2017 to 2021
  + Roadway Network
  + Land Use



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+ Updated traffic volumes at Gateways

Model Updates

Land-Use

Year	Residential Units	Population	Employees
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2021	58,815	142,359	74,848
Total Growth	2,881 (5.2% increase)	7,321 (5.4% increase)	1,501 (2.0% increase)
Average Annual Growth Rate	1.3%	1.3%	0.7%

Data Source: Montana Cadastral

Model Updates

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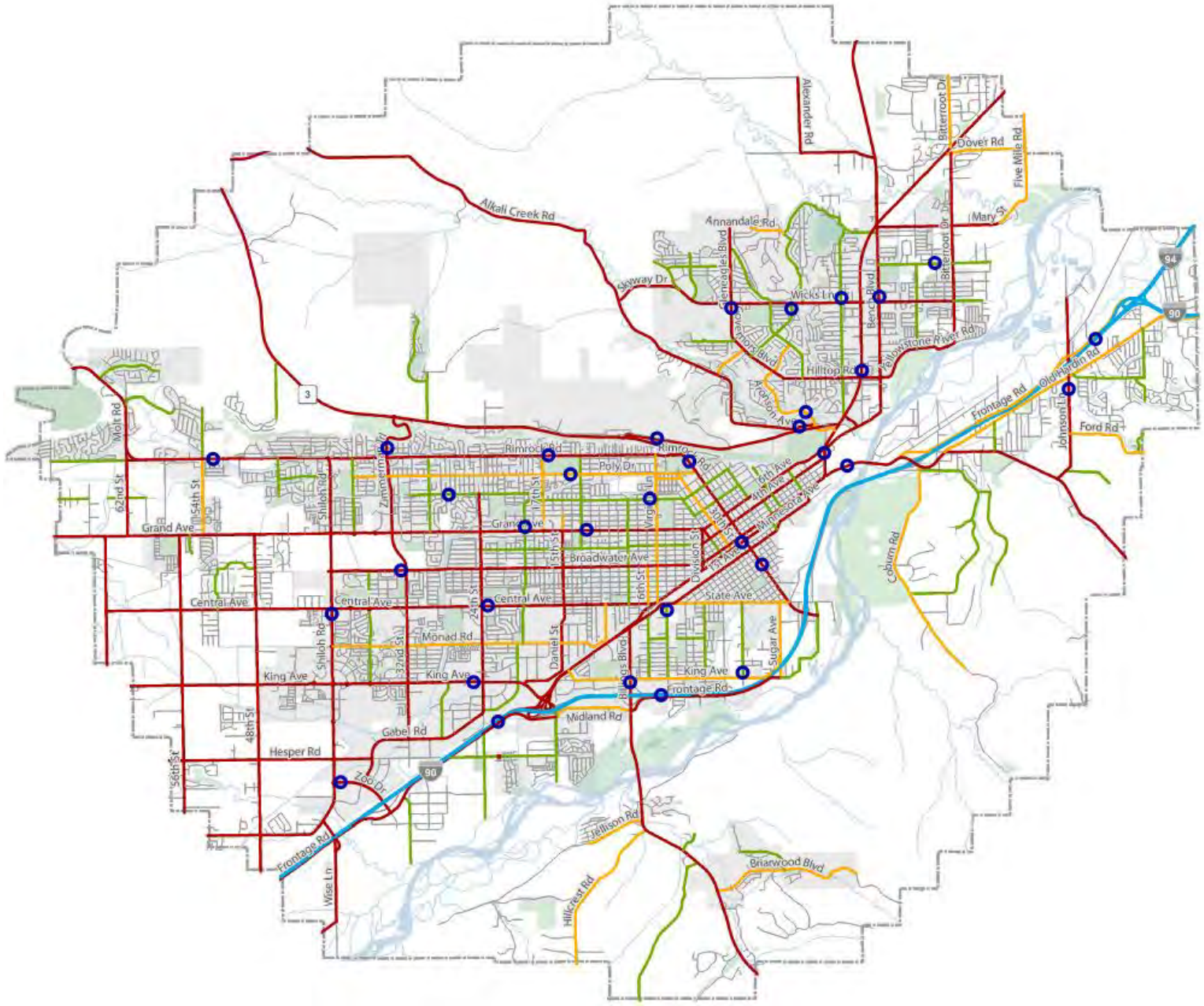

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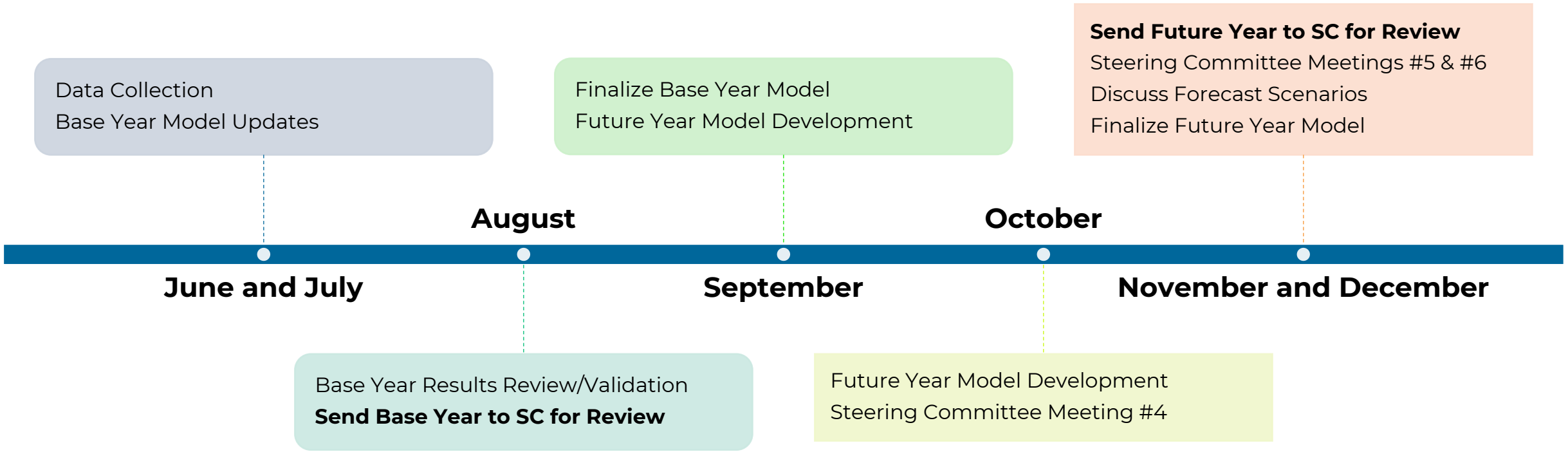
Schedule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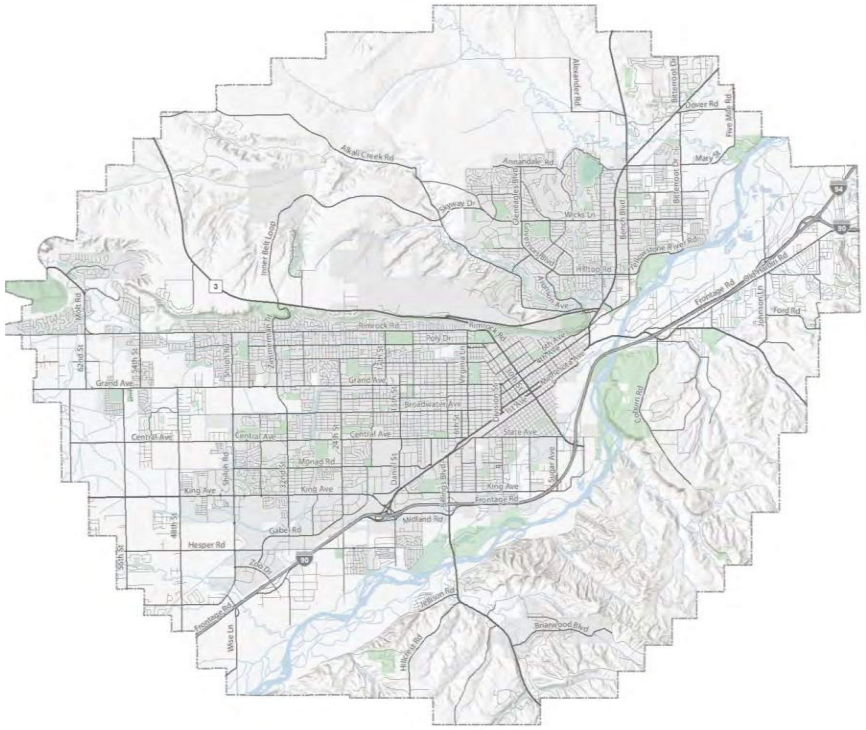

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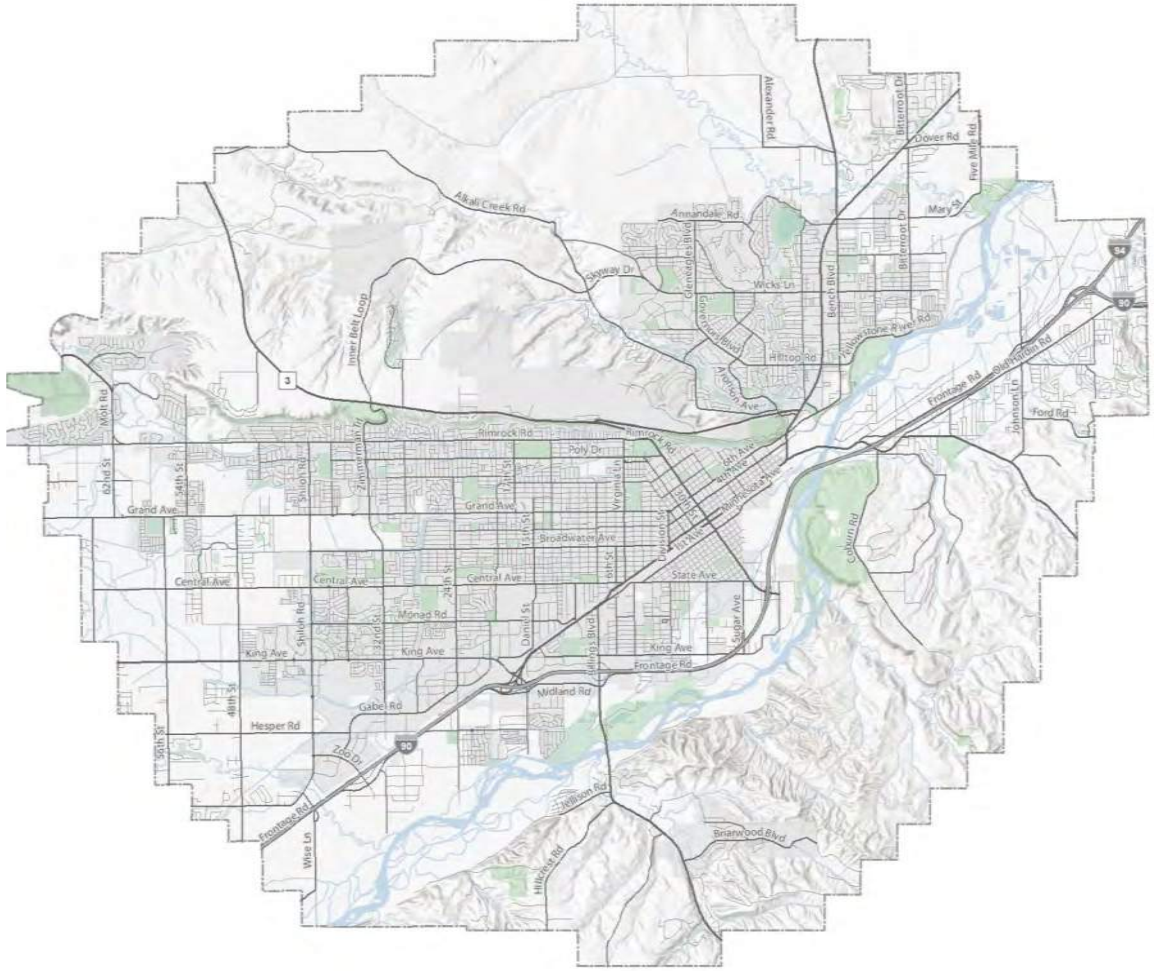

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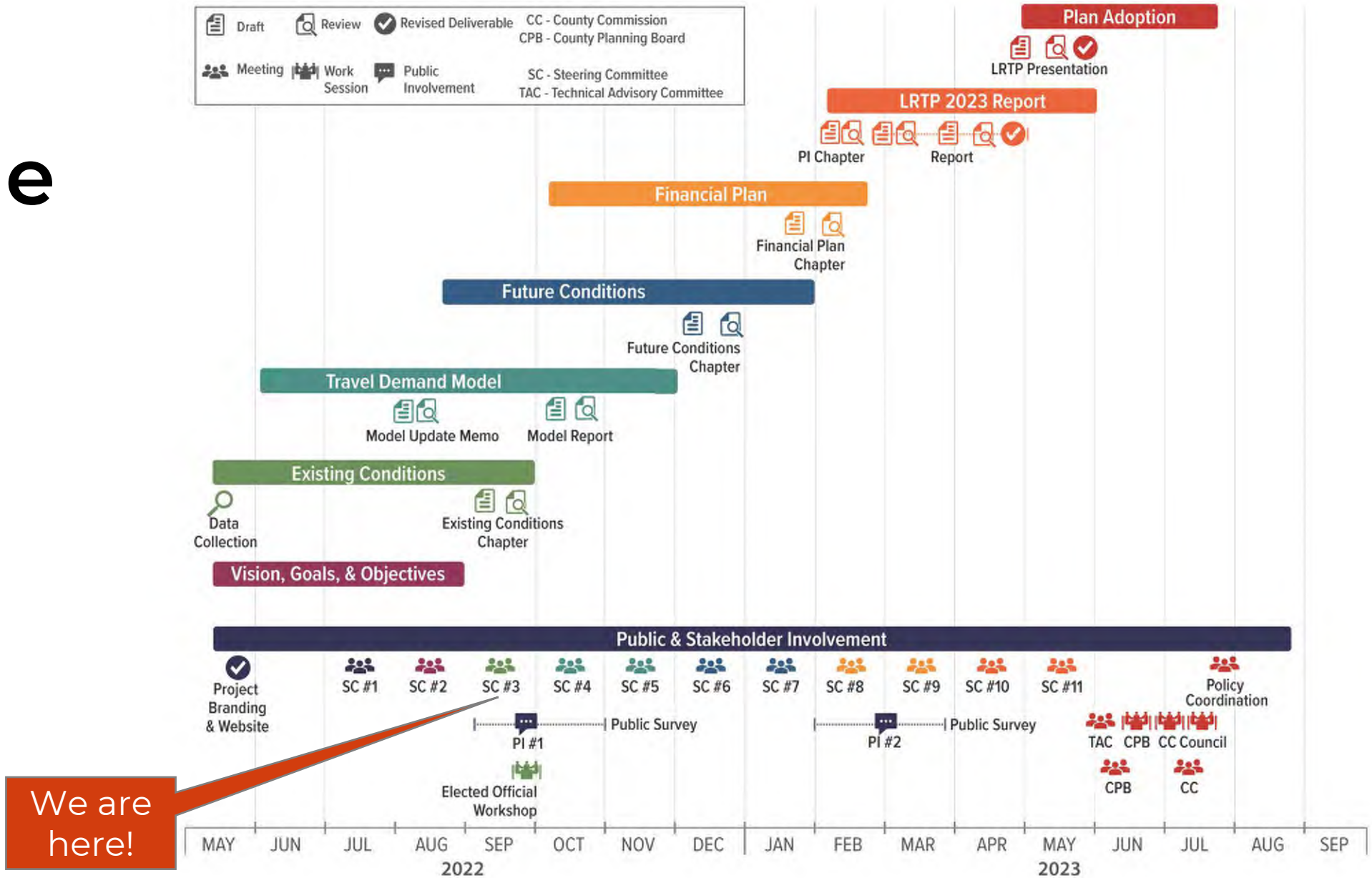

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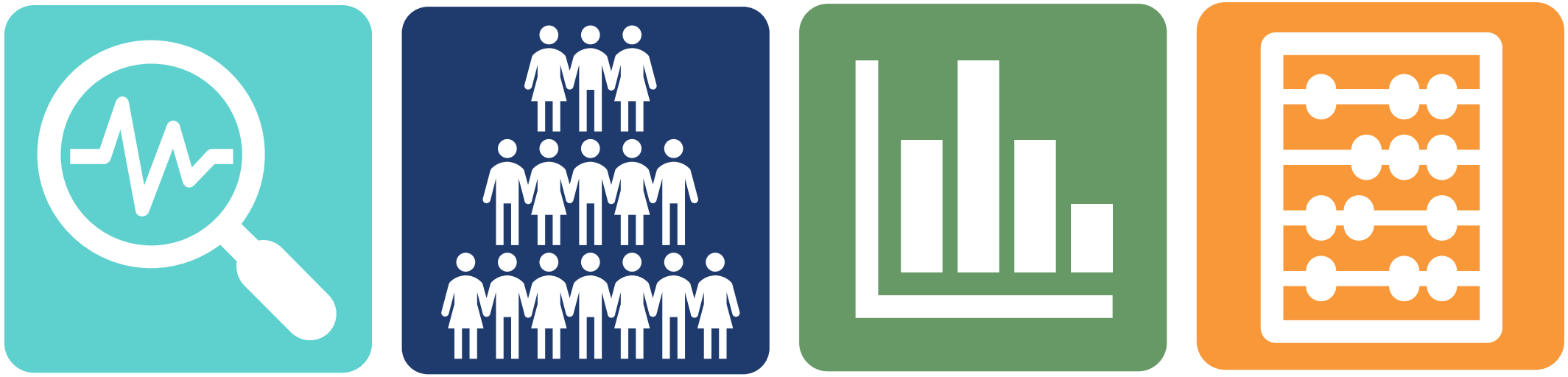

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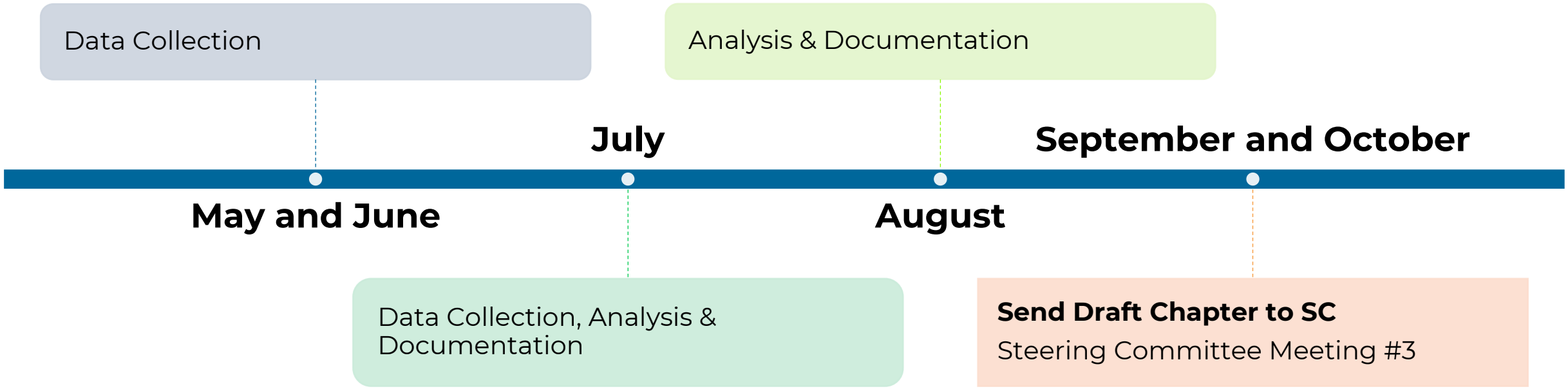

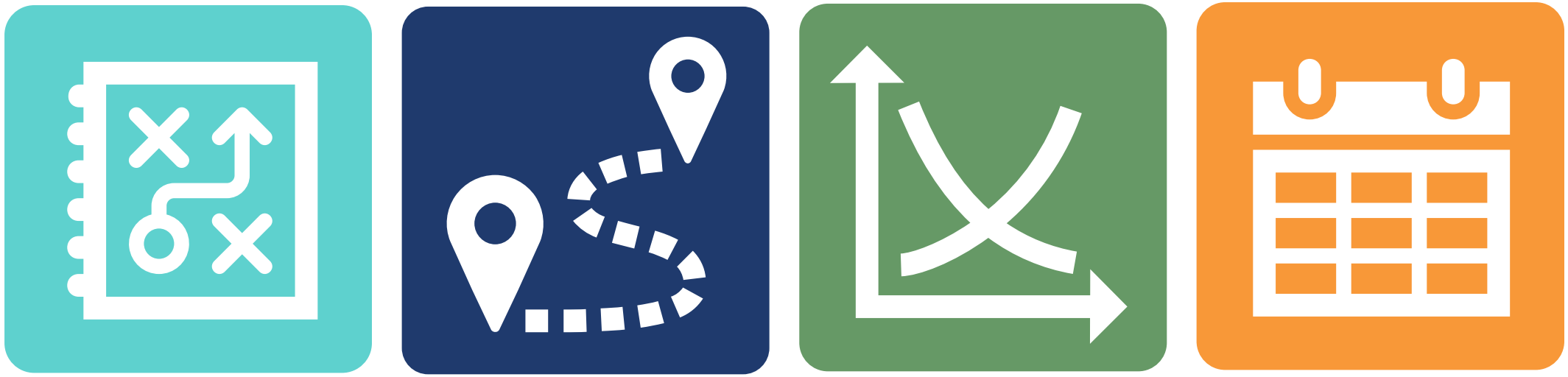

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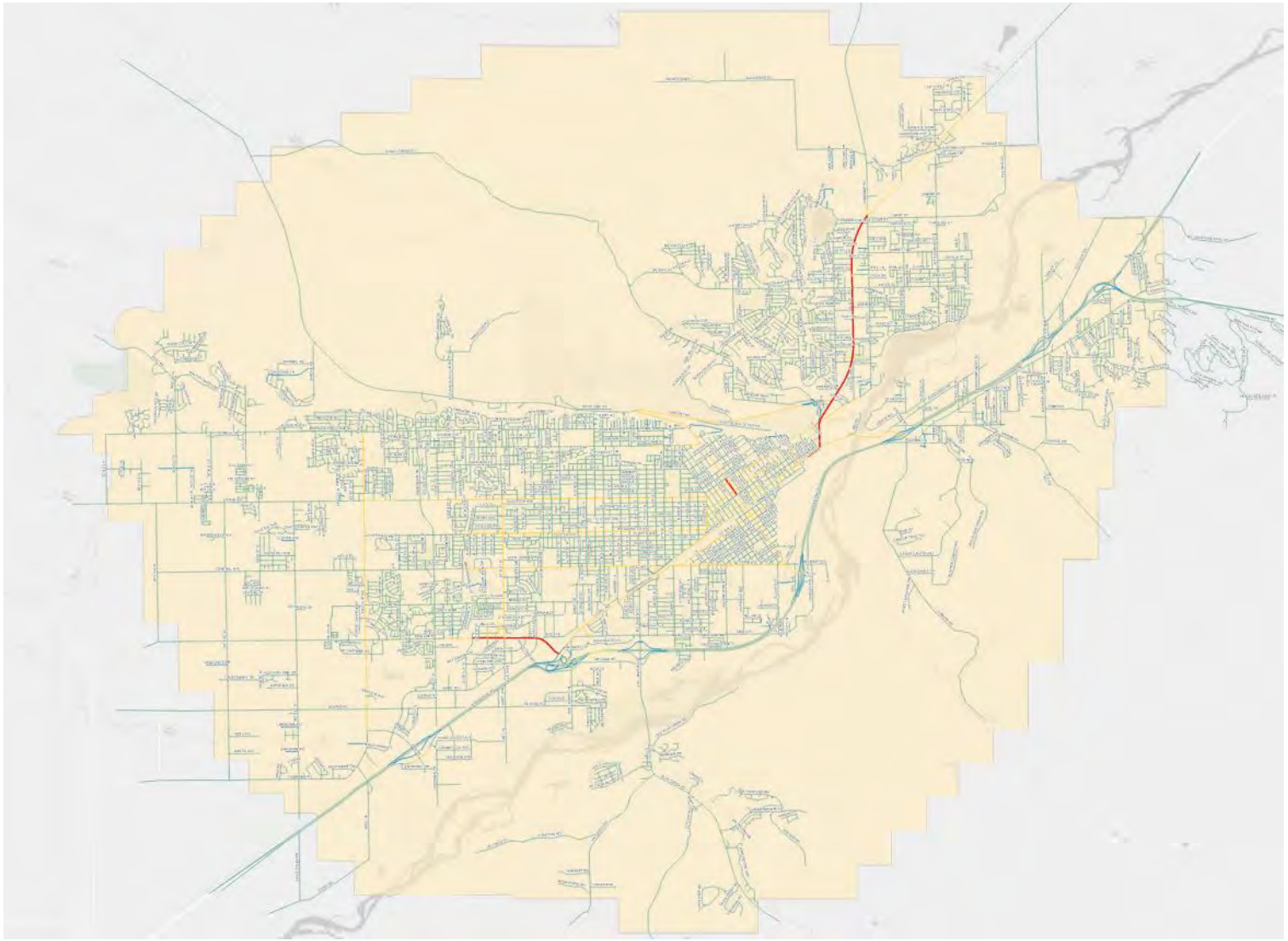

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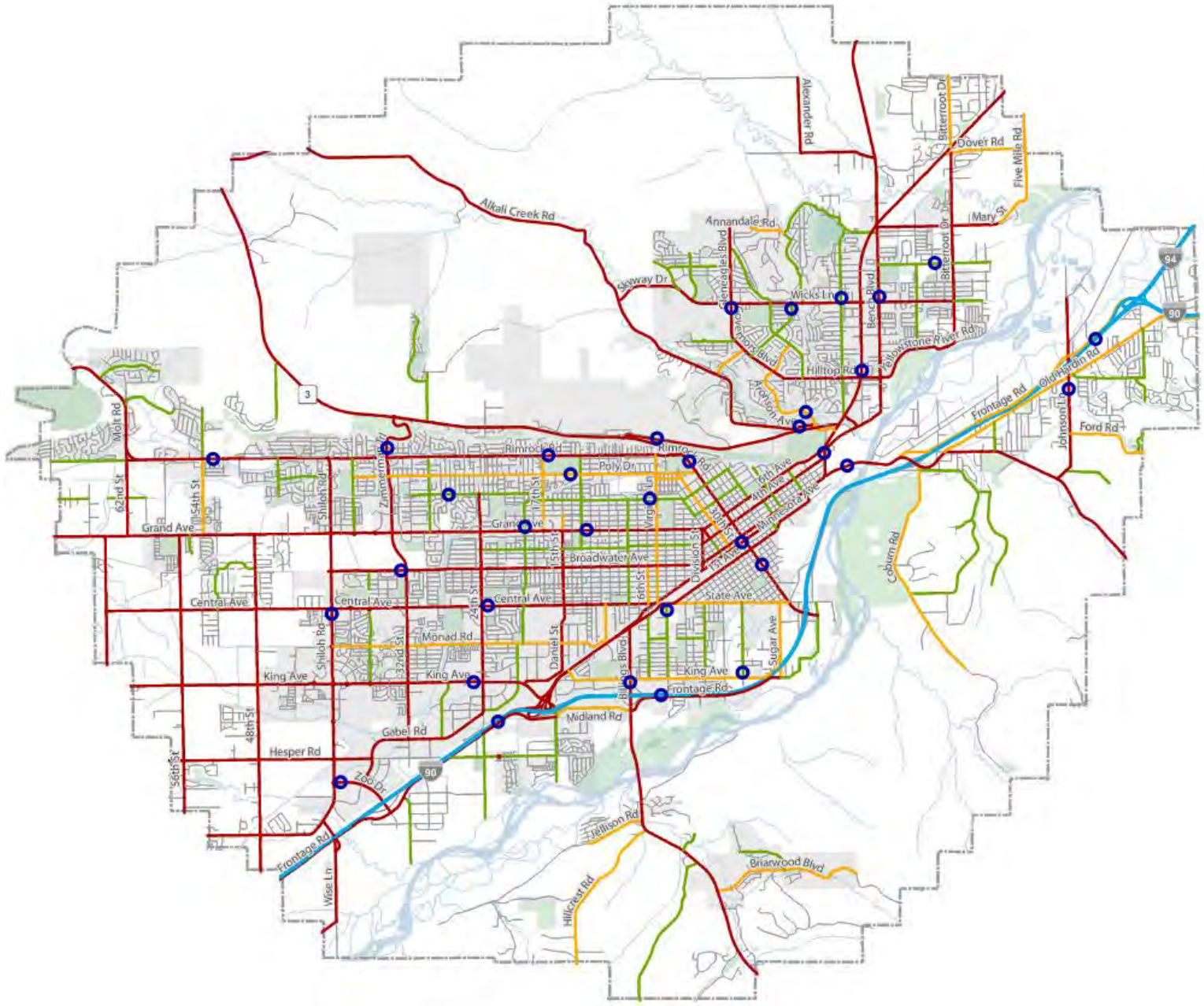

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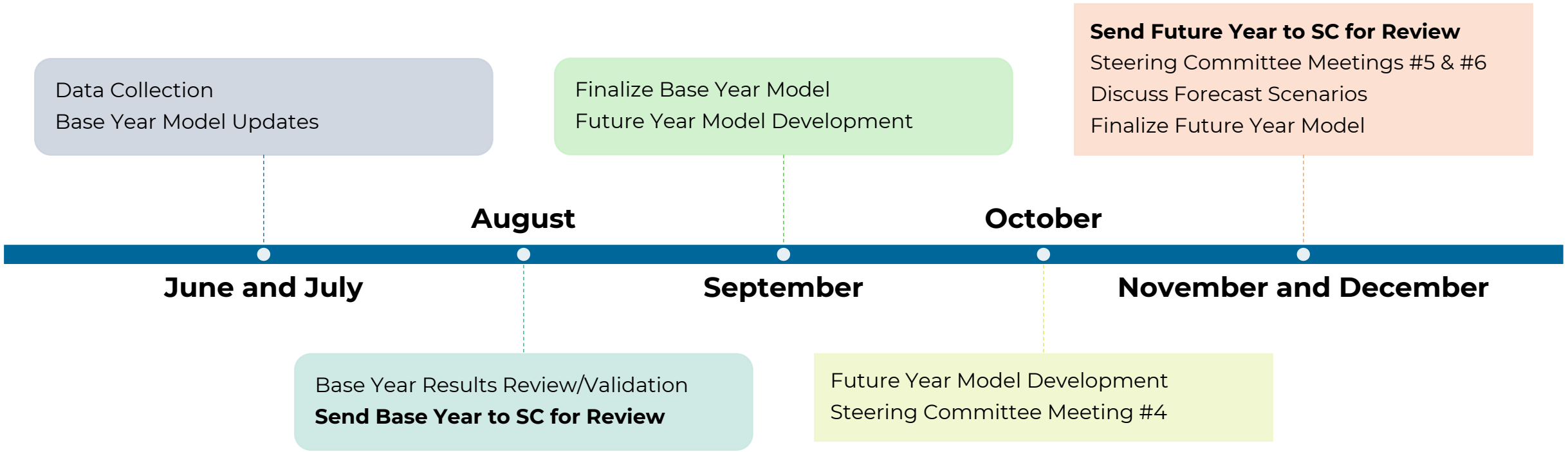
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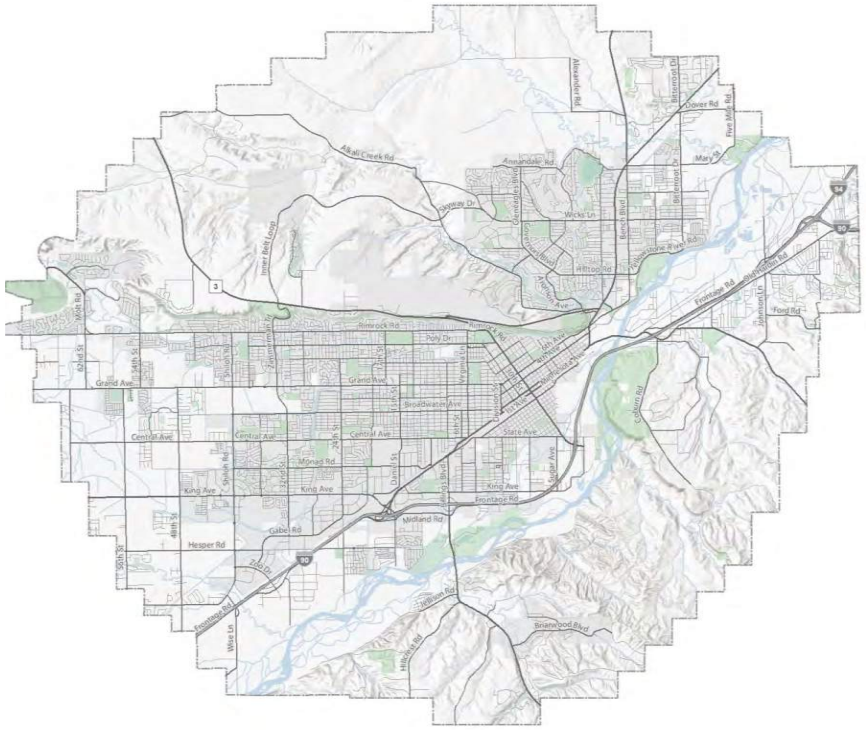

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STEERING COMMITTEE MEETING #4

October 27th, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/89873560266?pwd=QjBhNmJIRVpXcHFZMC9DV3Z3UU50QT09
Meeting ID: 898 7356 0266 | Passcode: 278600

Meeting Purpose

- Summarize the public and stakeholder feedback received as part of the initial outreach efforts
- Learn about the assumptions for the future conditions travel demand model
- Discuss project prioritization methodology

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Stakeholder & Public Comment Summary	Lisa Olmsted, DOWL
Travel Demand Model Update	Mark Heisinger, Kittelson & Associates
Project Prioritization Methodology	Rachel Grosso, Kittelson & Associates
Next Steps & Close-Out	Andy Daleiden

Steering Committee Meeting #4 Summary

TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on October 27, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

ATTENDEES

Steering Committee

- Elyse Monat, City/County Planning
- Wyeth Friday, City/County Planning
- Lora Mattox, City/County Planning
- Dakota Martonen, City Public Works
- Ed Gulick, Billings City Council
- Chris Kukulski, City Administrator
- Katie Potts, MDT
- Kurtis Schnieber, MDT
- Alex Villanueva, MDT
- Kelen Kaiser, MDT
- Rebecca Goodman. MDT
- Mike Black, Yellowstone County Public Works
- Carolyn Miller, FHWA

Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

NOTES

Action items are bolded.

1. Welcome
    a. Alex, Kelen, and Rebecca are MDT modelers and new to the SC discussions.
2. Project Schedule
    a. Andy gave an update on the project schedule.
    b. We are working on the first round of public involvement.
    c. Current tasks include developing future conditions chapter and future travel demand model scenario. Next steps (December through February) will include developing future conditions chapter, project list, and financial plan. Next round of public involvement will be in February/March 2023.
3. Stakeholder & Public Comment Summary
    a. Lisa provided a summary of the recent public involvement efforts
        i. Elected Official Workshop
            1. Discussion focused on travel demand model development and anticipated areas of growth
            2. Questions included:
                a. How will growth in Lockwood affect roadway capacity?
                b. Does the model capture mode share shifts?

b. Public Open House #1
    i. 20 sign-ins (probably more attendees)
    ii. Lots of questions on the Inner Belt Loop, transit development, bike/ped facilities, and questions about development in the Blue Creek Road area. Residents in Blue Creek area expressed interest in forming a task force.
c. LIFTT Meeting
    i. Highlighted transportation elements most important to disabled community in Billings
        1. Key recommendation is ADA Transition Plan (an objective in our Vision/Goals).
        2. Looking for input from SC–would the SC like to move forward with an ADA Transition Plan? Andy sent out previous summary on this item. We will continue this discussion as we move into developing the project list.
d. Bike Walk Montana
    i. Focuses included developing a mobility dashboard to make data available to public and potential projects. Emphasis on bike/ped bridge over Yellowstone River. Consider "Idaho Stop" law (bicyclists can slow but proceed through stop controlled intersection, stop and proceed through signalized intersection on red)
e. Lockwood Pedestrian Safety District
    i. Focus was on development of the Lockwood Bicycle and Pedestrian Plan and how it can be incorporated into LRTP. We were able to coordinate with Sanderson Stewart to get bike/ped mapping data for the Lockwood area.
f. Project Website
    i. 97 comments so far
    ii. Lisa will coordinate with SC for final push for distribution.
g. Next Steps
    i. Lisa is working on a couple other outreach efforts over the next two months, including school outreach and Lockwood advisory board. We are the agenda for the All-Task Force meeting in December. We will also consider meeting updates with the public works and traffic control boards.

4. Travel Demand Model update
    a. Why is there an assumption that employment growth is higher than population?
        i. There are a few specific areas anticipated to increase in retail, industrial, and other commercial uses, which drive it, such as western Billings, and a bit north of Lockwood / east of the Yellowstone River.
    b. The population numbers represent the urbanized area?
        i. The population numbers are the MPO planning area - higher than city of Billings, lower than Yellowstone County.
    c. The MPO does not think that 0.4% captures the growth occurring today. MPO indicated that Option 2 - 1.2% is the right growth rate to use.
        i. Option 1 won't make enough of an impact to be used - it's a bit arbitrary.
        ii. In five years, there will be more data to refine the approach.
        iii. There is a fear of overbuilding - most things won't change much in the next decade.
        iv. Further information from planning staff about how growth should be distributed will be shared by Lora (City/County Planning).
    d. Was backcasting used in creating these values?
        i. Rebecca (MDT) will connect with Mark about this method.
    e. Will this map [of potential roadways] be used outside of this process? Will it be a deliverable?
        i. These are improvements we think will occur by 2045 and used for future travel estimates, not official project list or shared directly with public in LRTP (will be in separate TDM memo).
        ii. Add "in Year 2045 model"
        iii. This map would be included in a separate memo.
    f. The orange [lines on the potential roadways map] aren't currently in the scenario - do we want to include them?
        i. If there are other plans, then we'd want to add those to the model, as they'd likely change the demographics and traffic in the area.

g. Stakeholders expressed concerns about growth, particularly near the airport.
    i. This was very prevalent in 2016, when the Growth Policy was created.
    ii. An airport connection to the Inner Belt Loop would be more of a minor arterial, but it could impact airport development.
h. Is it possible to have different roadway types tested in the scenarios? Such as converting roads to complete street boulevards via road diets?
    i. Yes, it is possible as a multimodal model that can predict mode shift.

5. Project Prioritization Methodology
    a. Project prioritization process will apply criteria to all projects and rank -> will feed into project lists for committed, recommended, and illustrative projects.
    b. Are we planning on doing scenario planning with this process?
        i. We do not plan on doing multiple scenarios but will refine the criteria based on results from future conditions analysis and guidance from the steering committee.
    c. Rachel showed the Steering Committee the proposed criteria
        i. What is EPDO analysis? -> Equivalent Property Damage Only. Shows the frequency of crashes at a location weighted by severity.
        ii. How is constructability represented? -> ROW impacts
        iii. How is cost factored in? -> kept separate at first, then used to adjust prioritization
            1. Challenge for the City is that there are projects that have a lot of community support, but don't get implemented because they are so costly. When to know when to implement these?
        iv. Level of service – how to reconcile with increase in level of service when intersection already has capacity?
            1. Application on examples looks good.
        v. Consistency with Adopted Plans/Studies -> provide consideration for recommended vs. illustrious?
    d. Rachel showed the Steering Committee examples of prioritization application
        i. Factor in roundabouts vs. traffic signals when it comes to environmental resiliency? Roundabouts potentially have less stalling and less environmental impacts.
        ii. Existing roadway system prioritizes travel across town by vehicle, not necessarily local travel.

6. Next Steps and Close-Out
    a. Next meeting is November 17th @ 10:30 AM-12:00 PM.
    b. SC to provide comments on draft project prioritization methodology and travel demand model methodology

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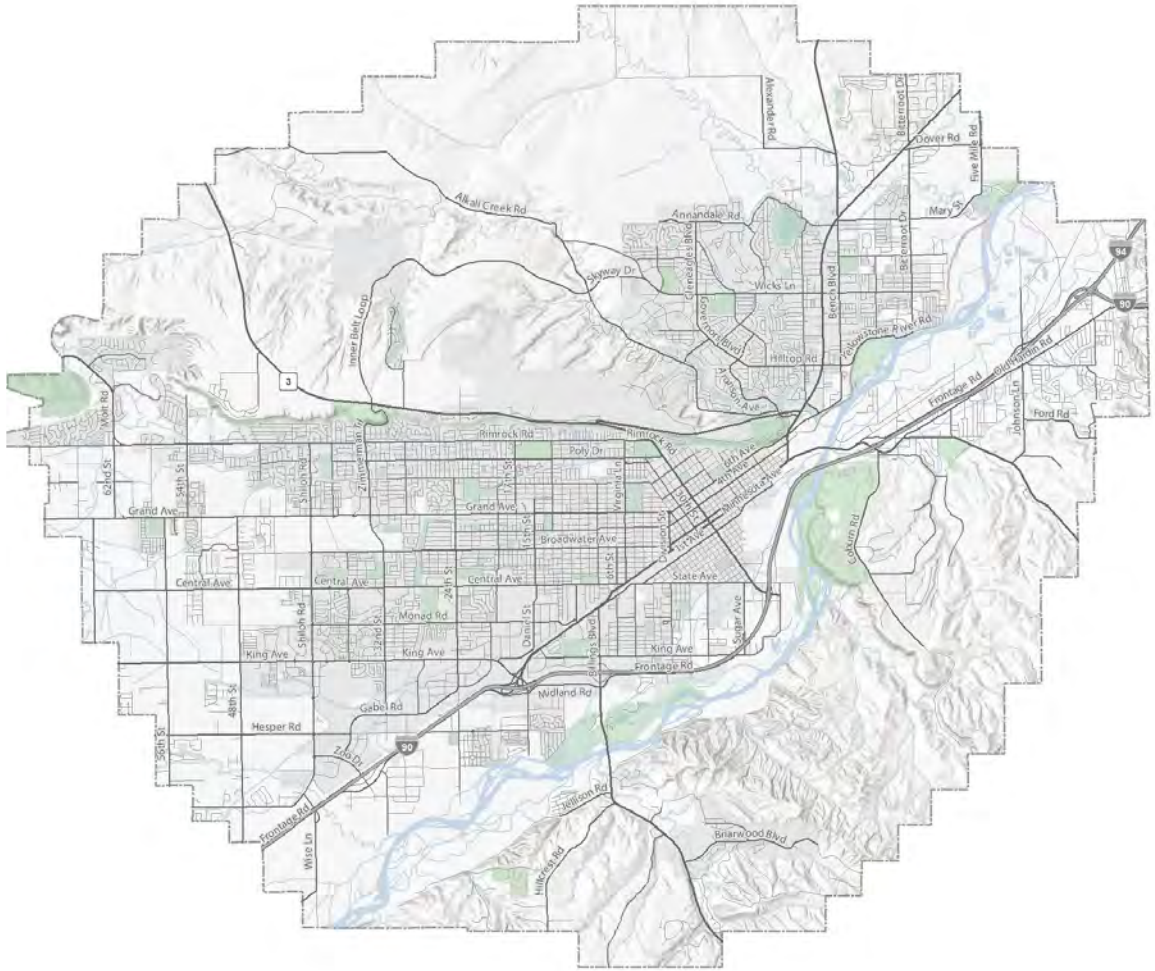

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Meeting #4

October 27th, 2022

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

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- Stakeholder & Public Outreach Summary
- Travel Demand Model Update
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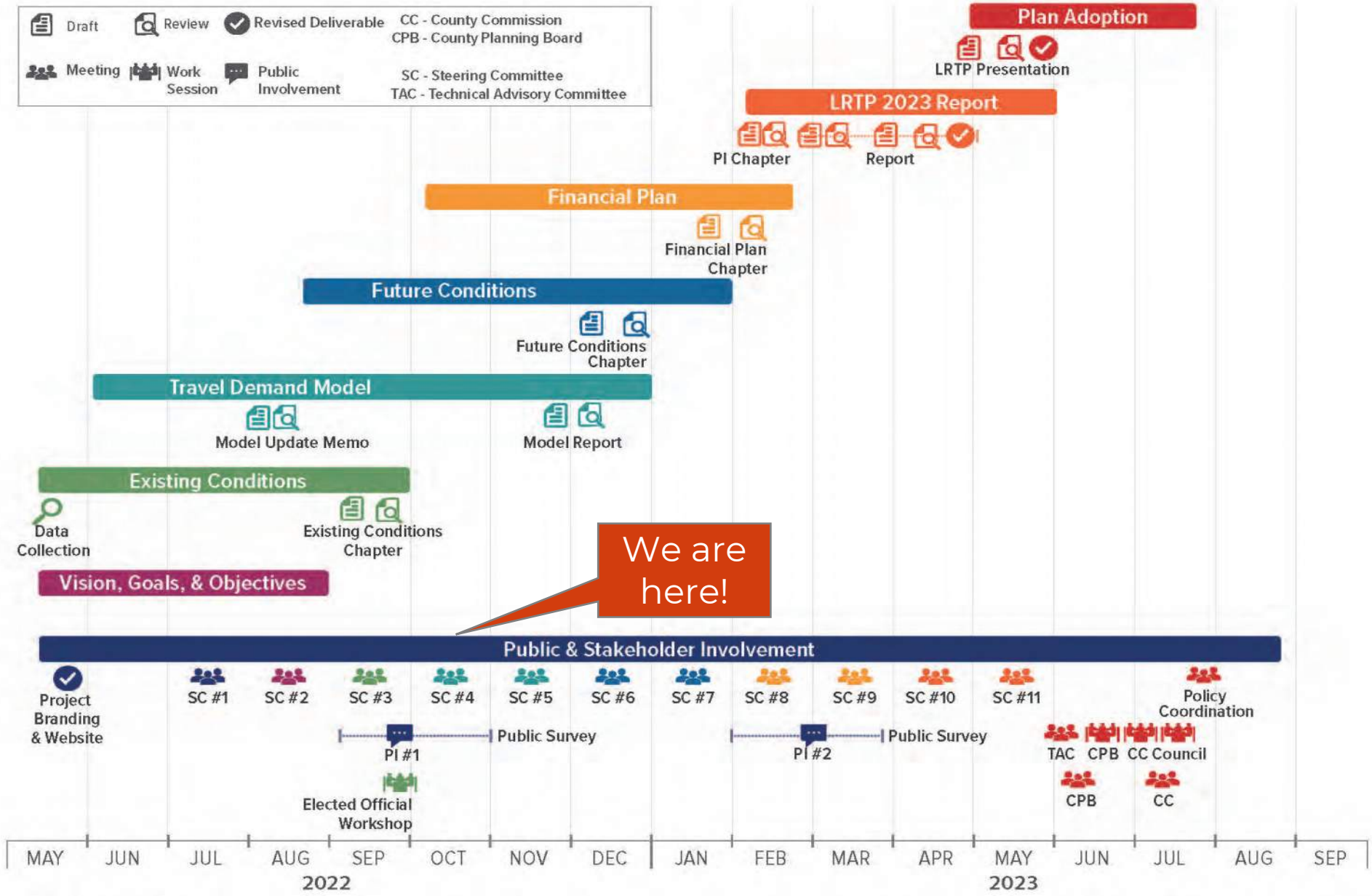
Project Schedule



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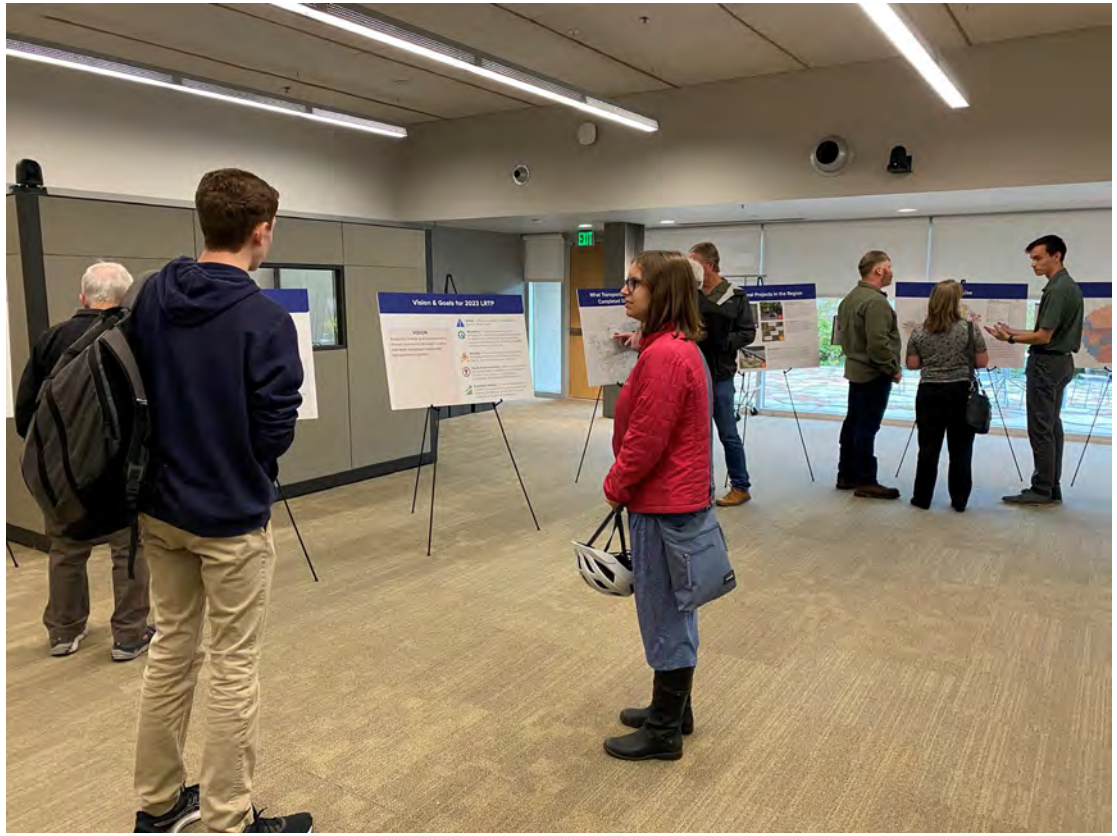

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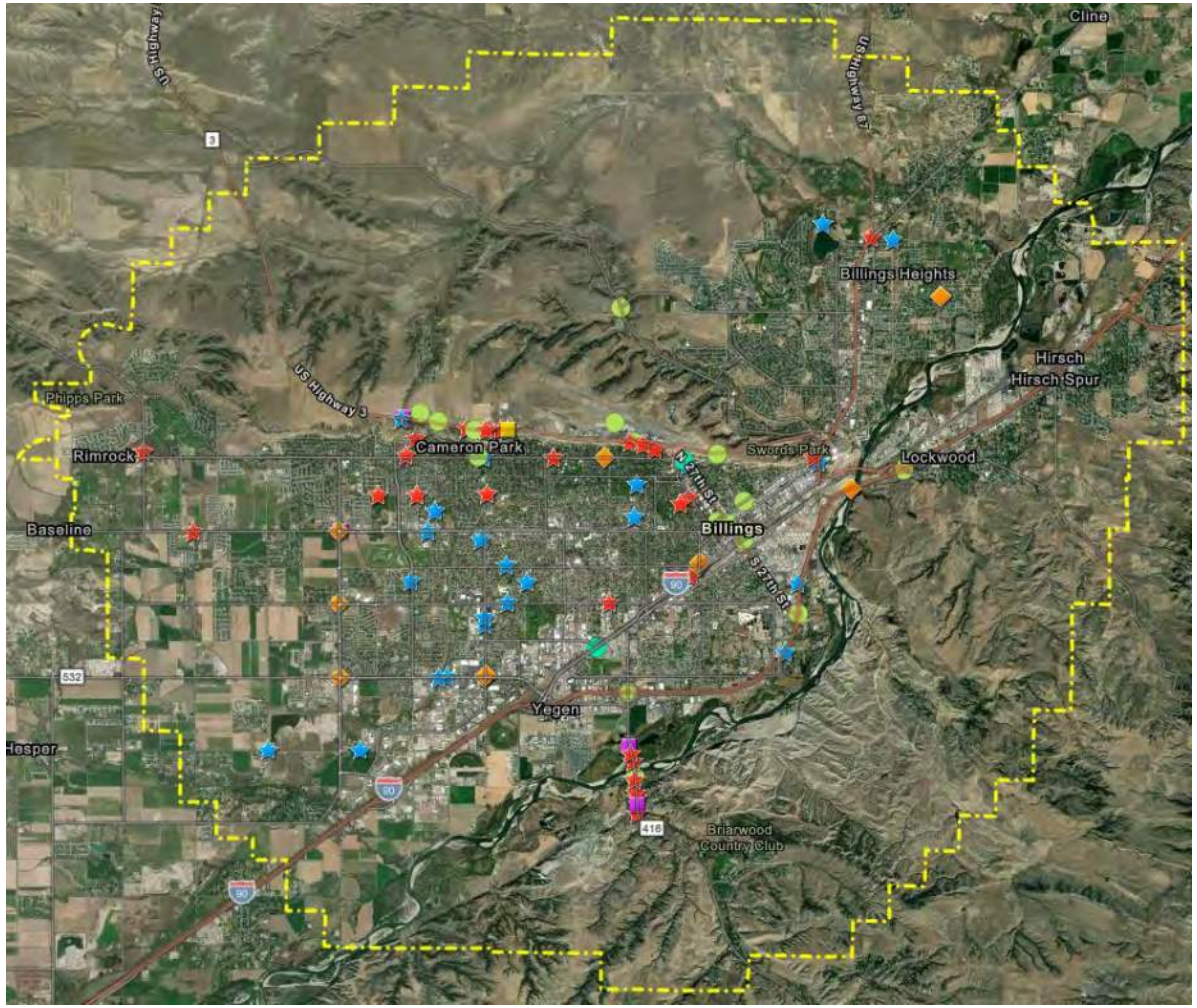

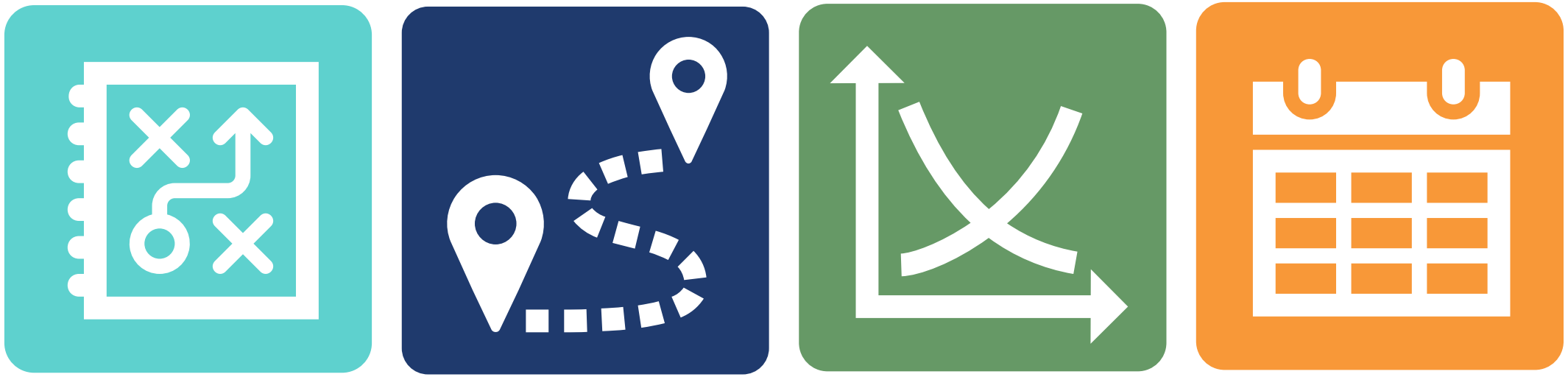

Travel Demand Model (TDM)

Year 2045 Scenario

Model Update

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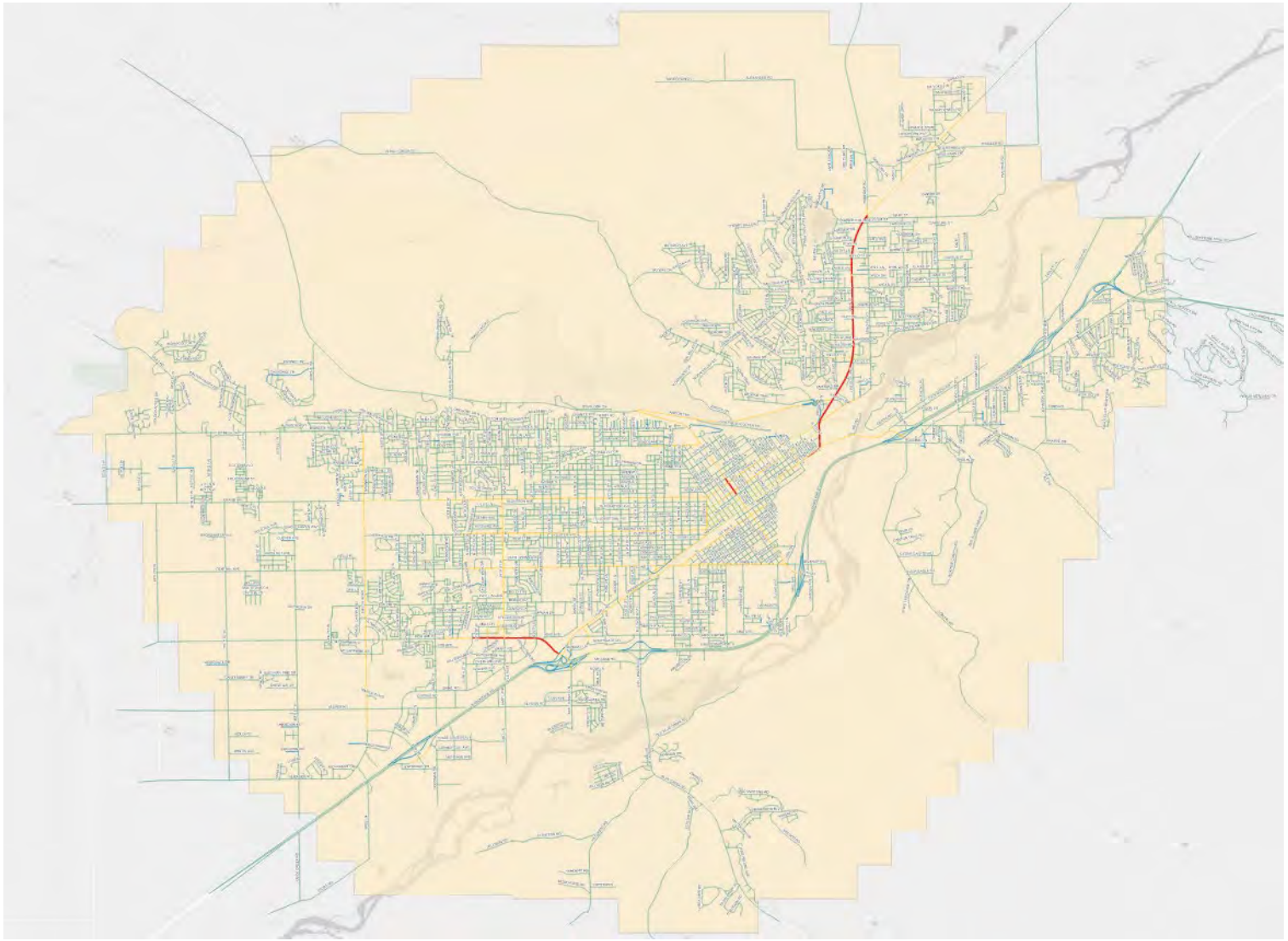
- Current future year is 2040.
- This LRTP will update future year to 2045.
  - Roadway Network
  - Land Use



Model Updates

Previous Assumptions Year 2040 Land-Use

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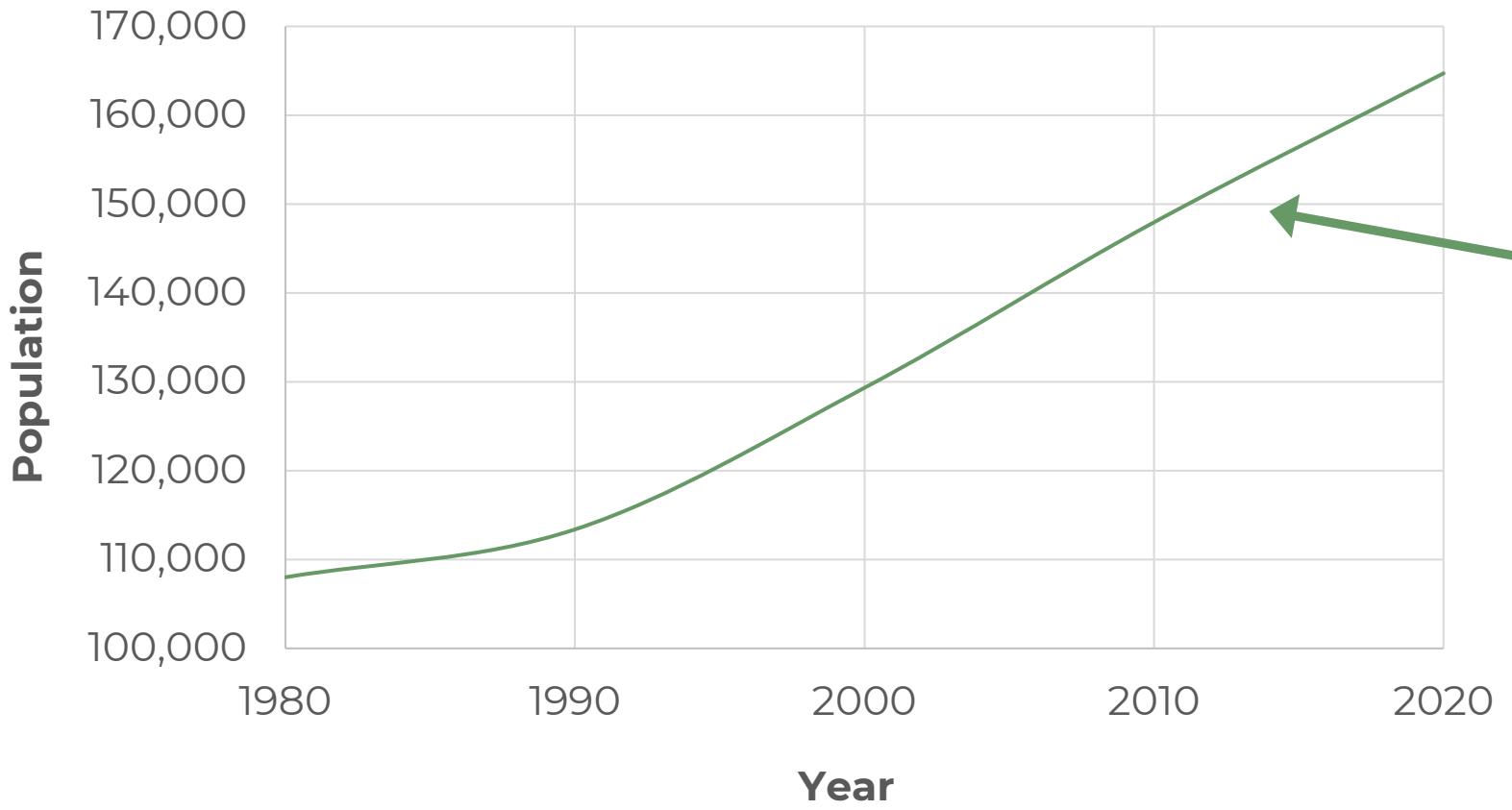
2040	74,133	177,749	100,037
Total Growth	15,318 (26% increase)	35,390 (25% increase)	25,189 (34% increase)
Average Annual Growth Rate	1.2%	1.2%	1.5%

Model Update

Yellowstone County Historical Growth



Growth rate of
1.2% per year
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Source: US Census

Model Updates

Options for Year 2045 Land-Use

2045 Growth Option		Population		Total Growth
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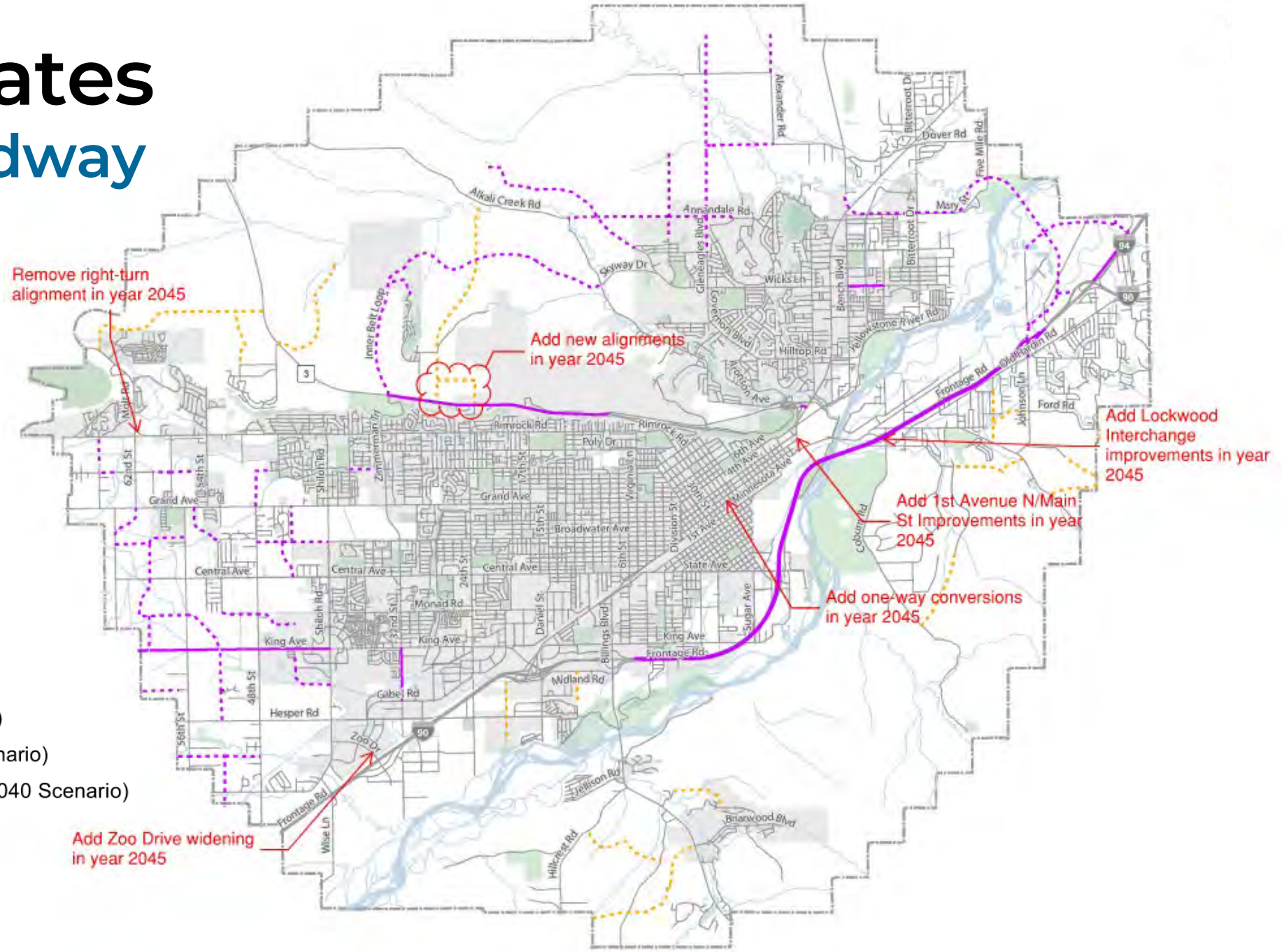
Model Updates

Year 2045 Roadway Network



2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

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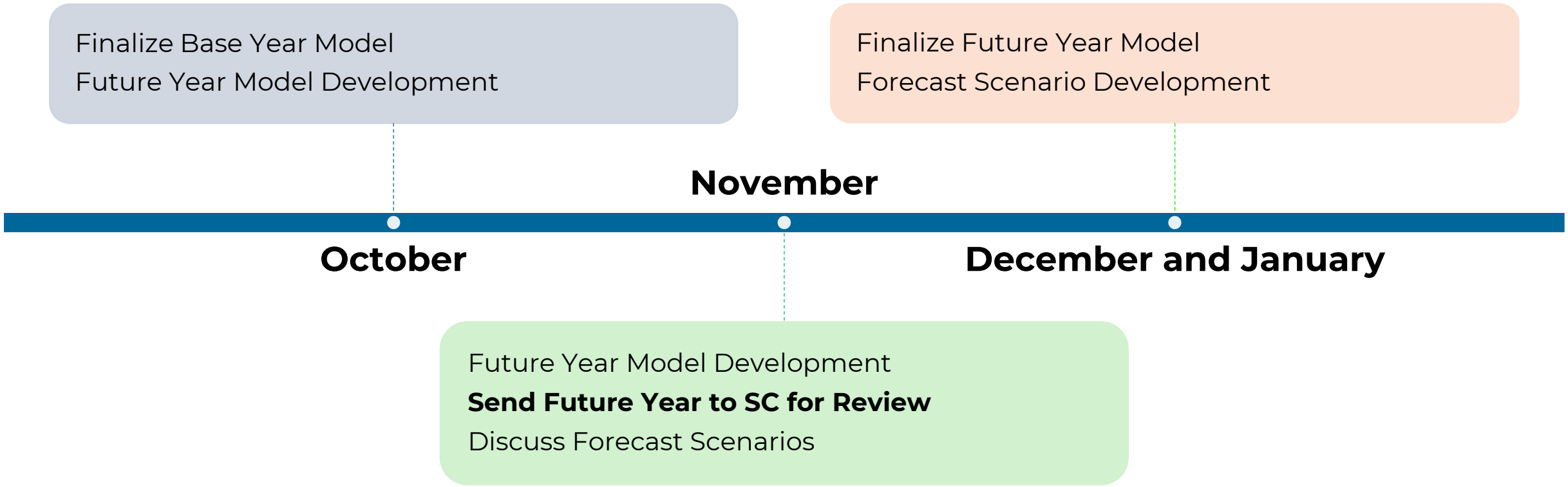
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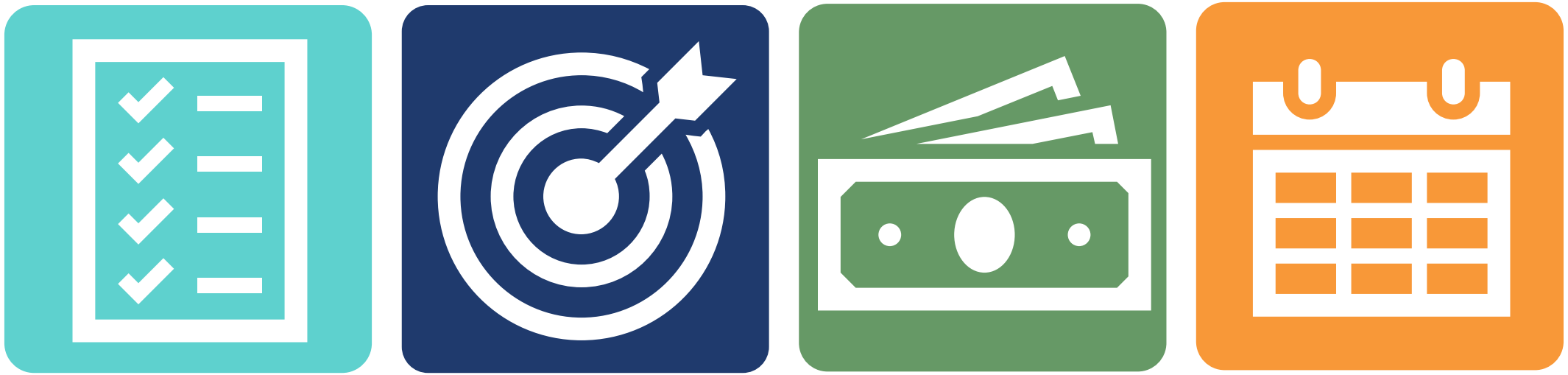

Project Prioritization Methodology

Project Prioritization Process

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- Safety Analysis
- Modal Evaluations
- Stakeholder & Public Input

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Proposed Criteria

- Stakeholder & Public Support
- Consistency with Adopted Plans / Studies
- Safety
- Equity & Accessibility
- Resiliency
- Security
- Mobility
- Constructability

Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
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2	Consistency with Adopted Plans / Studies	Plans and Studies Identified in 'Recently Completed & On-Going Project' List	Strong Consistency	Minor Consistency	Not Identified in a Partner Agency Plan/Study	Not Applicable
3	Safety - Mitigates Crash Risk, Especially for Vulnerable Road Users	EPDO Analysis, Near Schools in GIS, & Project Type	Addresses Identified Safety Issue	Minor Safety Improvement	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

Proposed Criteria

#	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

Example: Highway 3 to Molt Road Connection Study

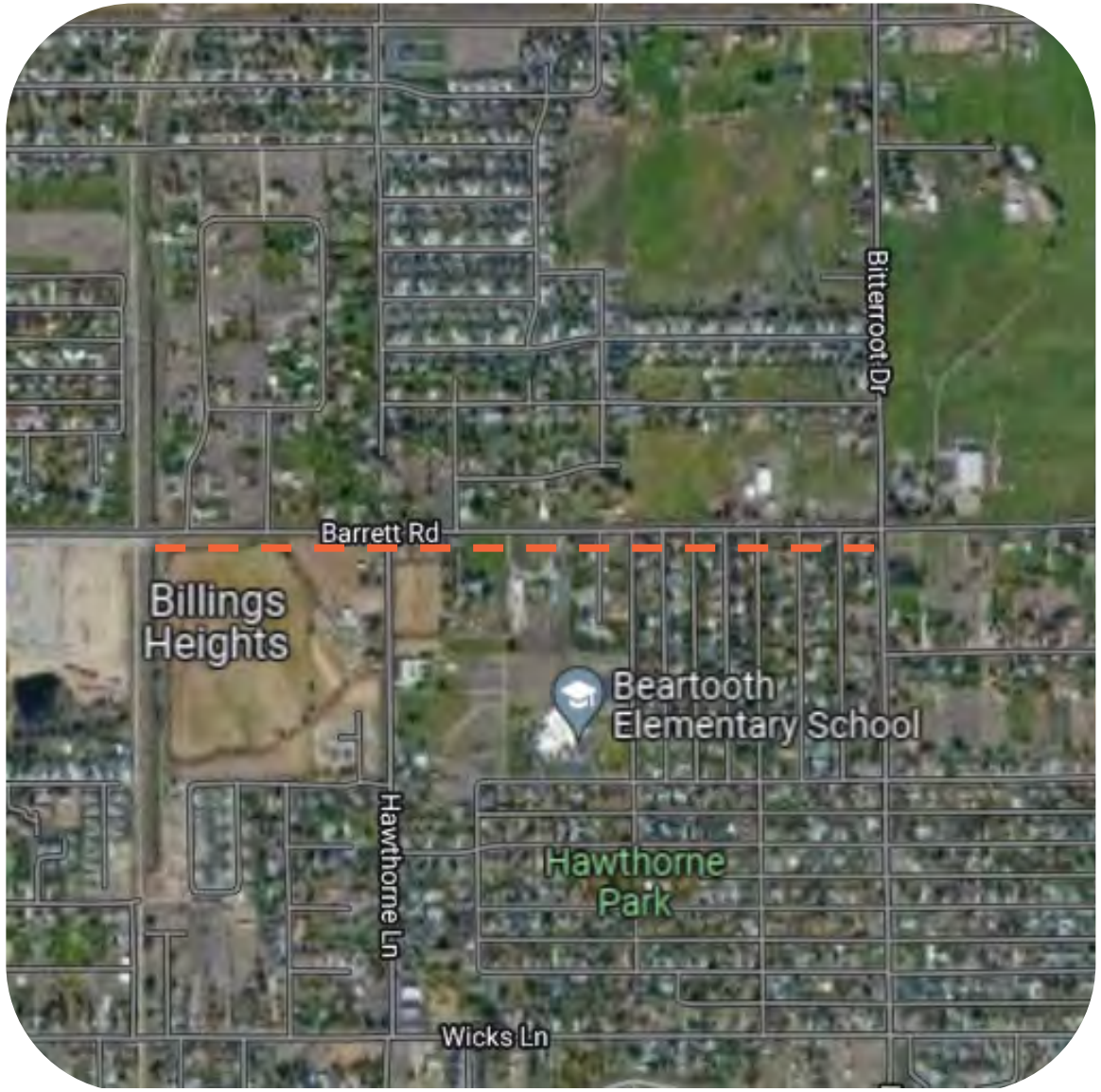
Study the feasibility of constructing a new roadway connecting Highway 3 to Molt Road

Example: Highway 3 to Molt Road Connection Study

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	1	Safer Route than Zimmerman Trail
Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	0	Minimal to No Impact
Resiliency & Security	1	Improves Network Redundancy
ROW Impacts	-1	Substantial ROW Impact
Pedestrian Mobility	1	Assumed to Include Shared Use Path
Bicycle Mobility	1	Assumed to Include Shared Use Path
Transit Mobility	0	No Impact
Car Mobility	1	Provides New Connection, Reduces Traffic Patterns on Other Roadways
Freight Mobility	0	No Impact – Not a Freight Route
Total	**7**	

Example: Bitterroot Elementary School SRTS

Construct a pedestrian path and crossing over the Holling Drain, a shared-use pathway along Barrett Road, and enhanced crosswalks



Example: Bitterroot Elementary School SRTS

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement Near a School
Transportation Disadvantaged Populations	0	Low Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	2	Addresses Identified Need Near a School
Bicycle Mobility	2	Addresses Identified Need Near a School
Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
Total	**11**	

Example: King Ave West & 48th St West

Construct a Traffic Signal or Roundabout.

Example: King Ave West & 48th St West

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement
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Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
Total	**9**	

Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

Realign skewed intersection with roundabout and provide multi-modal facilities.

Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Lockwood Pedestrian & Bicycle Plan (2022)
Safety	2	Major Safety Improvement
Transportation Disadvantaged Populations	2	High Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	2	Evacuation Route Upgrade
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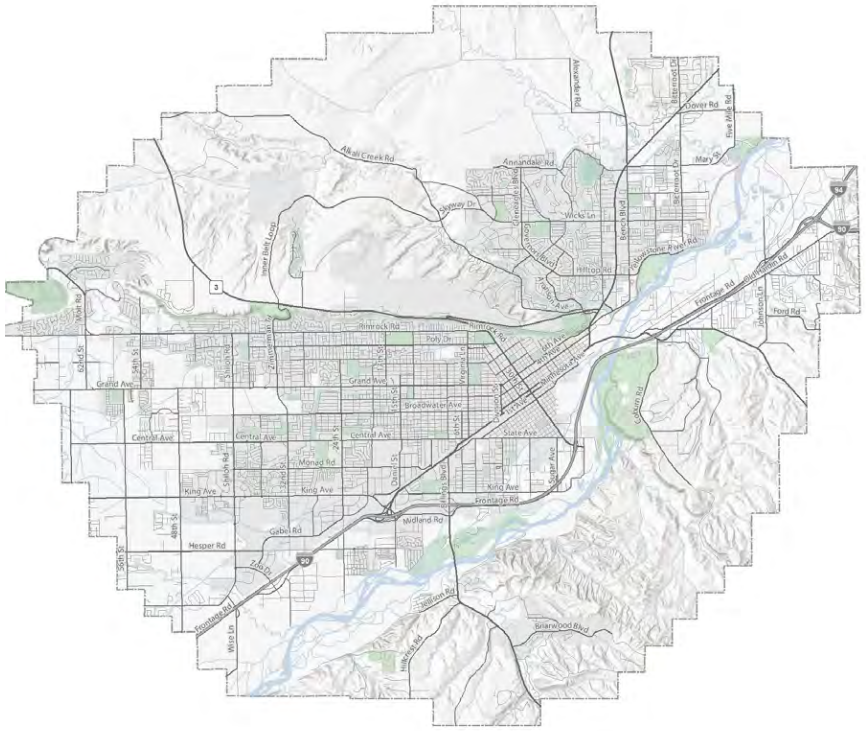
Bicycle Mobility	2	Major Improvement Near a School
Transit Mobility	1	Minor Improvement to Future Route
Car Mobility	1	Improves LOS
Freight Mobility	1	Minor Improvement
Total	**18**	

Next Steps

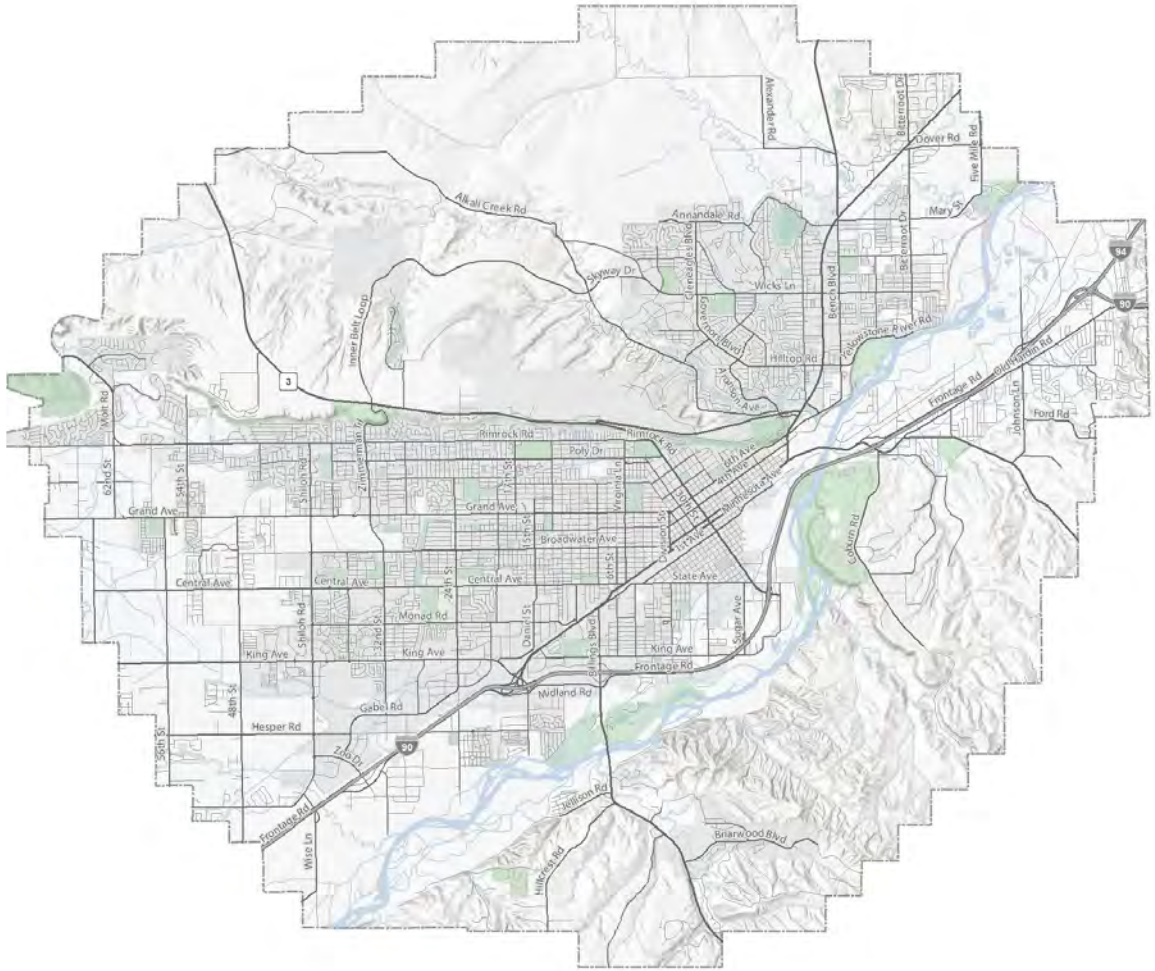


- Provide comments on:
  - Draft Project Prioritization Methodology
  - Travel Demand Model Methodology Memo
- Next Meeting: **November 17th**, 2022

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #4

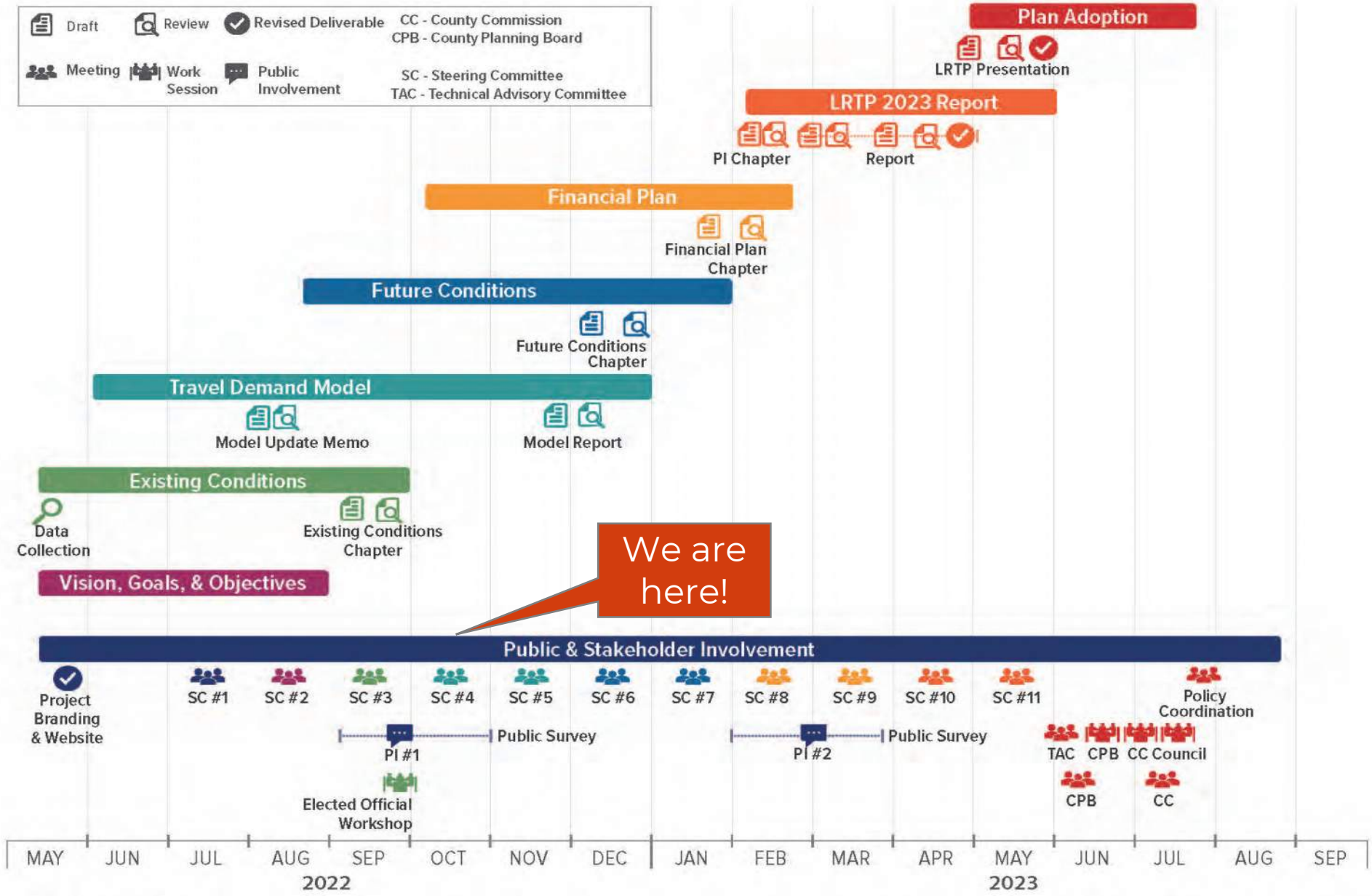
October 27th, 2022

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Stakeholder & Public Outreach Summary
- Travel Demand Model Update
- Project Prioritization Methodology
- Next Steps & Close-Out

Project Schedule



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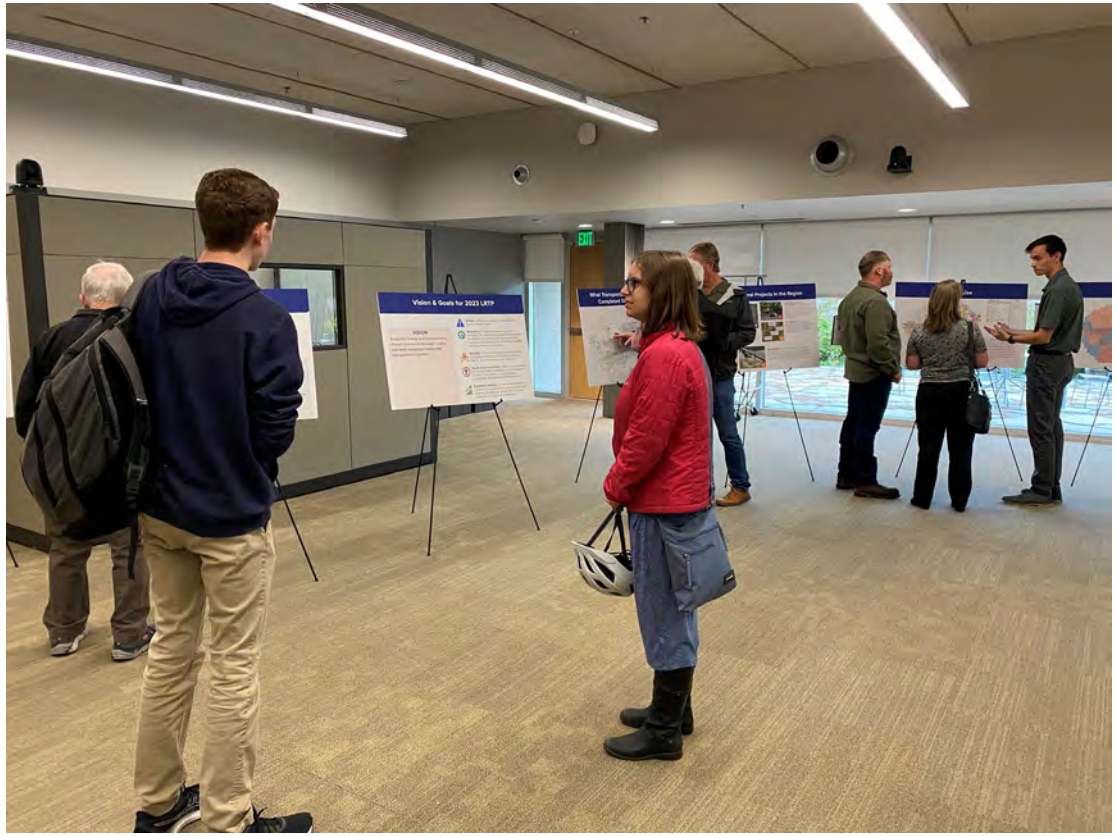

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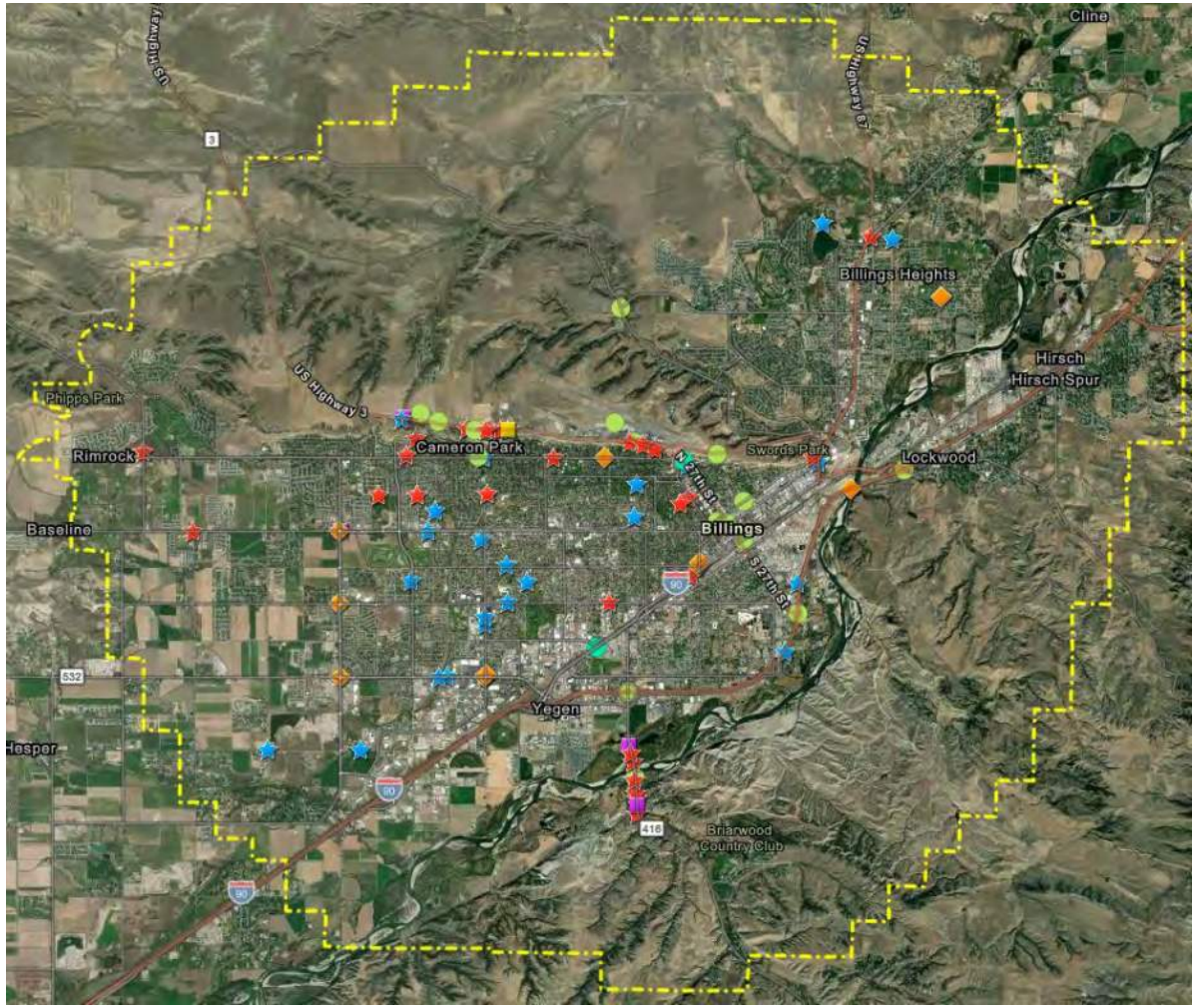

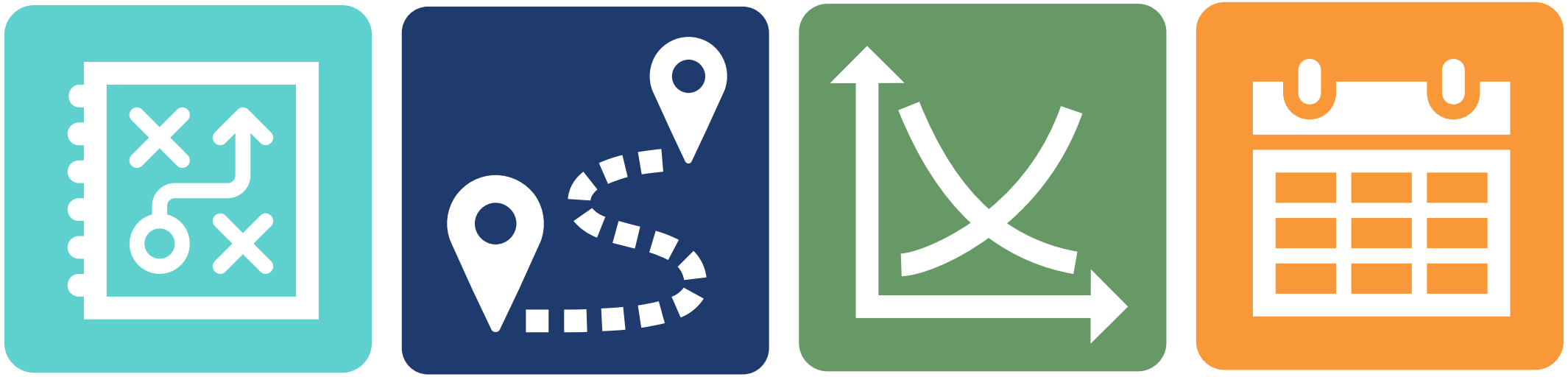

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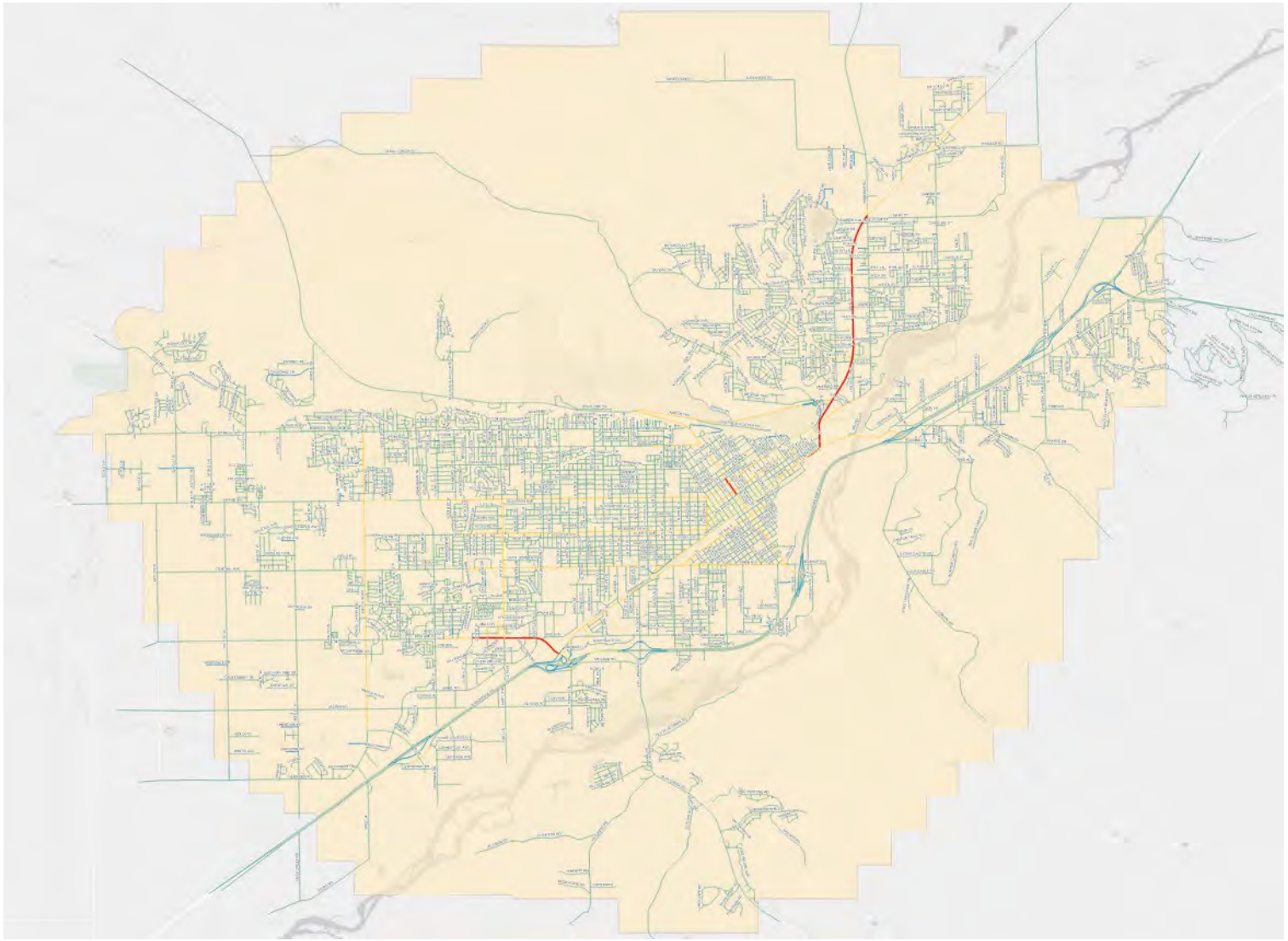

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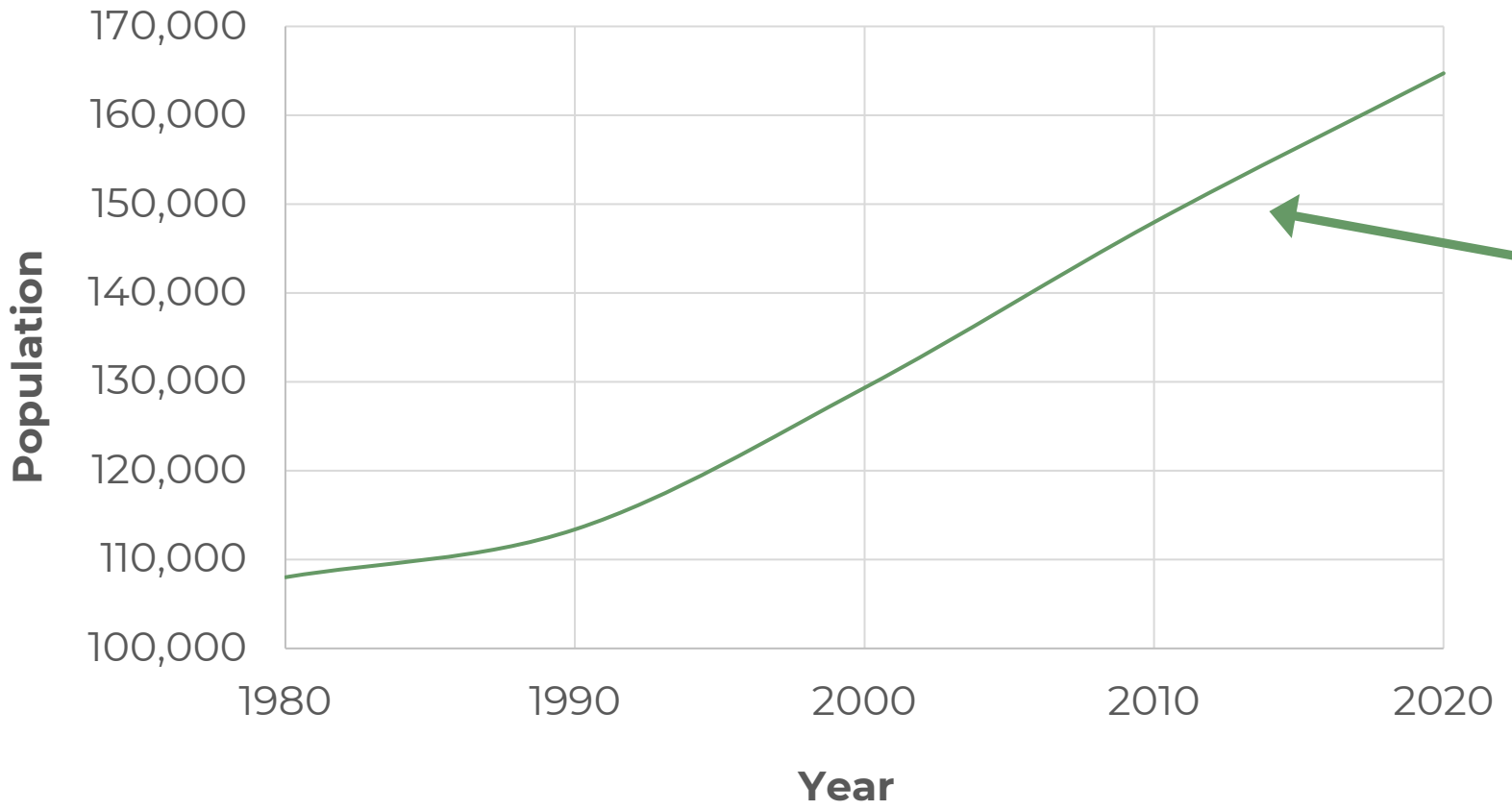

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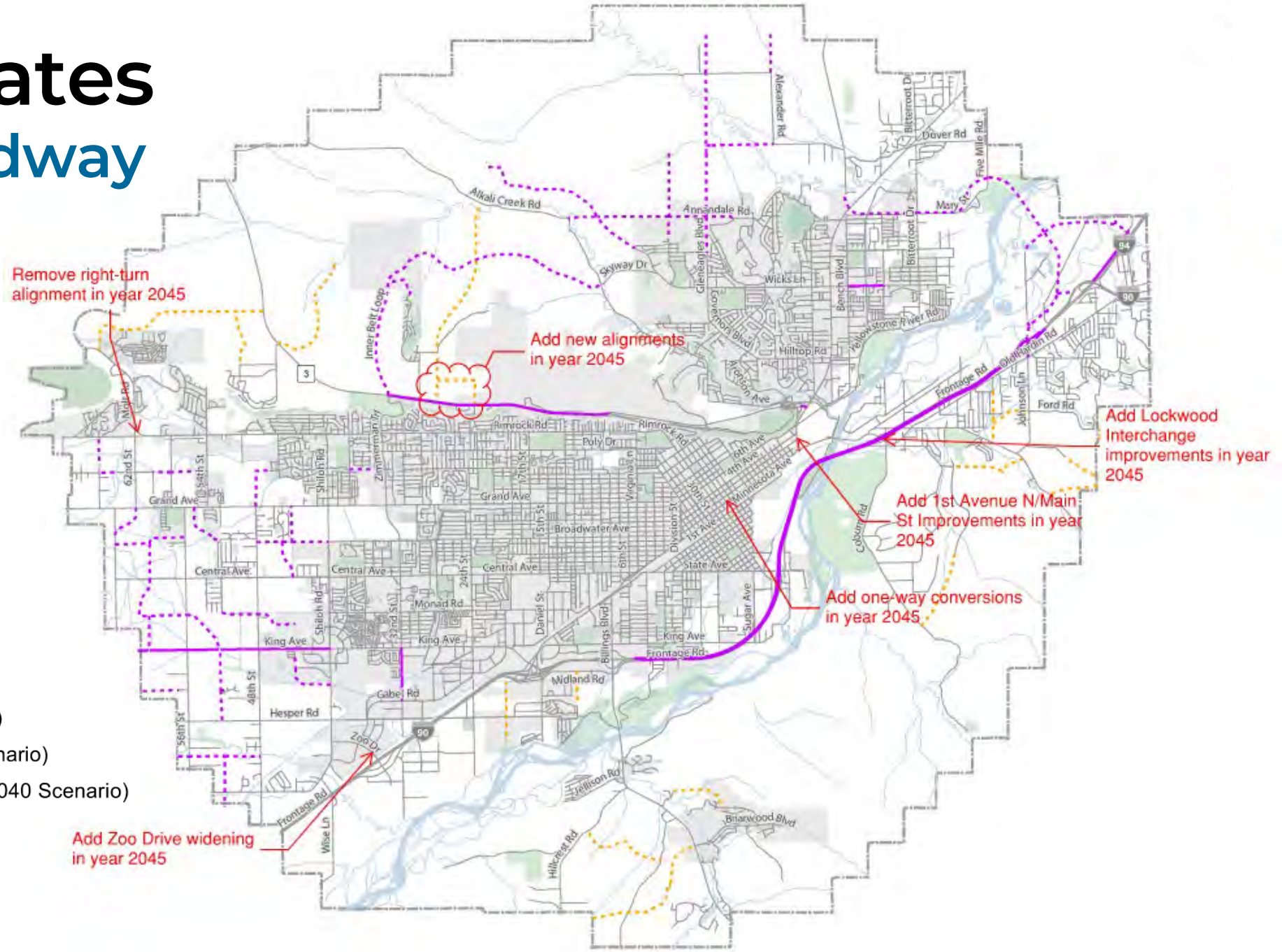

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

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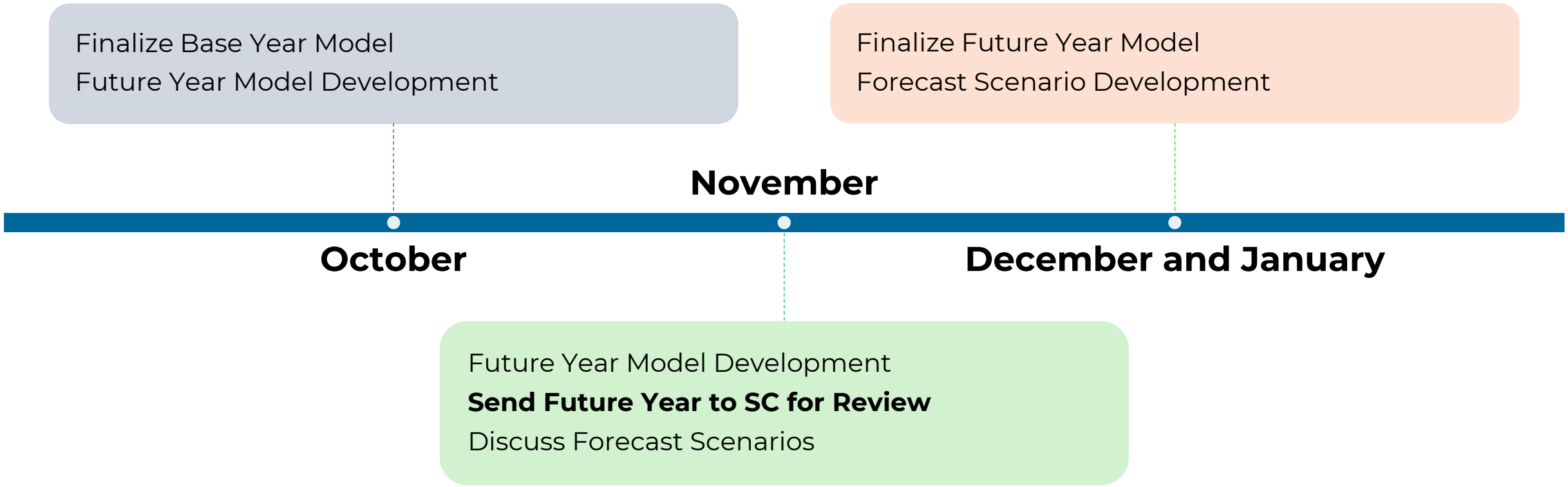
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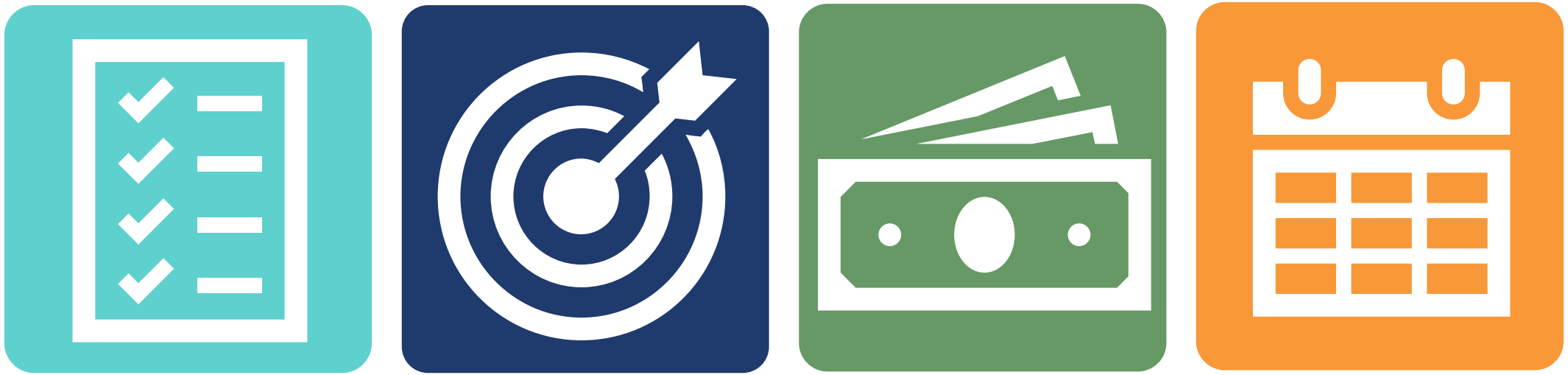

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8	Pedestrian Mobility	Pedestrian Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Pedestrian Safety / Mobility OR Near a School	Major Pedestrian Safety / Mobility Improvement	Minor Pedestrian Safety / Mobility 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

Example: Highway 3 to Molt Road Connection Study

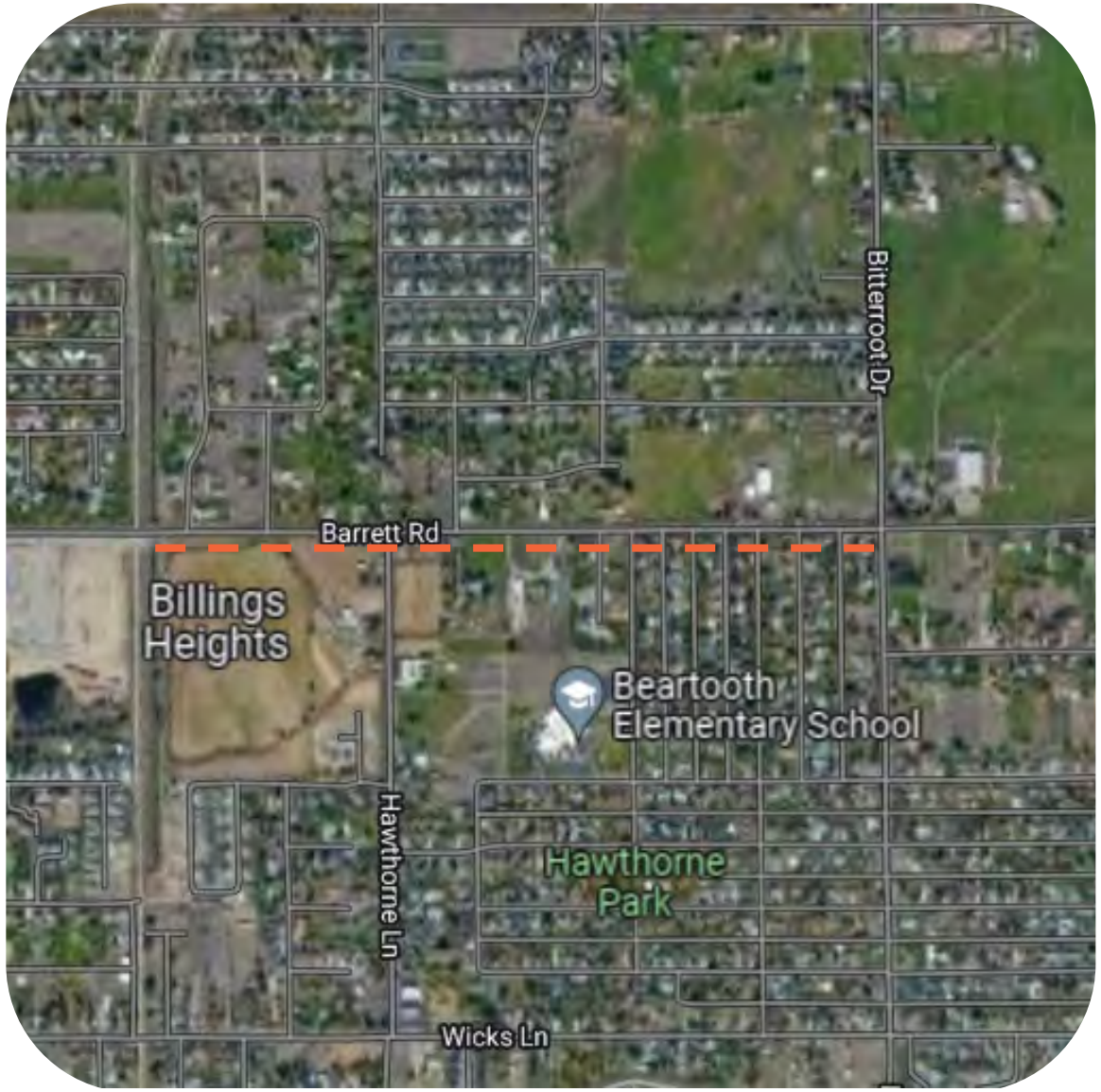
Study the feasibility of constructing a new roadway connecting Highway 3 to Molt Road

Example: Highway 3 to Molt Road Connection Study

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	1	Safer Route than Zimmerman Trail
Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	0	Minimal to No Impact
Resiliency & Security	1	Improves Network Redundancy
ROW Impacts	-1	Substantial ROW Impact
Pedestrian Mobility	1	Assumed to Include Shared Use Path
Bicycle Mobility	1	Assumed to Include Shared Use Path
Transit Mobility	0	No Impact
Car Mobility	1	Provides New Connection, Reduces Traffic Patterns on Other Roadways
Freight Mobility	0	No Impact – Not a Freight Route
Total	**7**	

Example: Bitterroot Elementary School SRTS

Construct a pedestrian path and crossing over the Holling Drain, a shared-use pathway along Barrett Road, and enhanced crosswalks



Example: Bitterroot Elementary School SRTS

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement Near a School
Transportation Disadvantaged Populations	0	Low Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	2	Addresses Identified Need Near a School
Bicycle Mobility	2	Addresses Identified Need Near a School
Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
Total	**11**	

Example: King Ave West & 48th St West

Construct a Traffic Signal or Roundabout.

Example: King Ave West & 48th St West

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement
Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	1	Low Carbon Mode Minor Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	1	Minor Improvement
Bicycle Mobility	1	Minor Improvement
Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
Total	**9**	

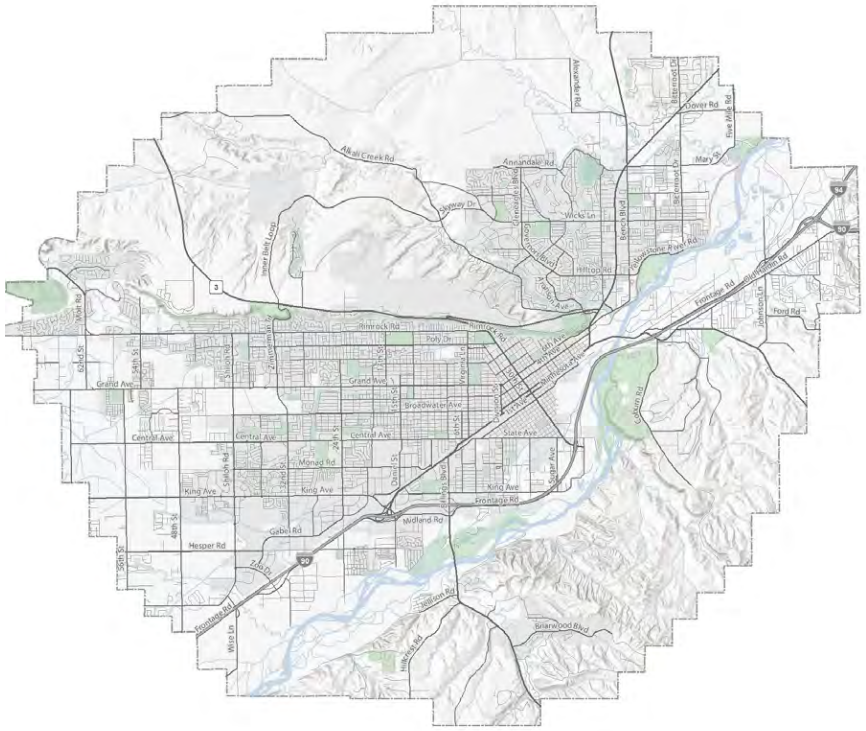
Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

Realign skewed intersection with roundabout and provide multi-modal facilities.

Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Lockwood Pedestrian & Bicycle Plan (2022)
Safety	2	Major Safety Improvement
Transportation Disadvantaged Populations	2	High Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	2	Evacuation Route Upgrade
ROW Impacts	1	Minimal ROW Impact
Pedestrian Mobility	2	Major Improvement Near a School
Bicycle Mobility	2	Major Improvement Near a School
Transit Mobility	1	Minor Improvement to Future Route
Car Mobility	1	Improves LOS
Freight Mobility	1	Minor Improvement
Total	**18**	

Next Steps



- Provide comments on:
  - Draft Project Prioritization Methodology
  - Travel Demand Model Methodology Memo
- Next Meeting: **November 17th**, 2022

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #5

November 17th, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/86856467413?pwd=Zyt4ZjR6WHk4MnNZbnZqeVA5VVhSZz09
Meeting ID: 868 5646 7413 | Passcode: 611053

Meeting Purpose

- Finalize the project prioritization methodology
- Discuss the revised equity analysis
- Discuss the outputs for the future conditions of the travel demand model and ideate future model scenarios
- Provide input and information regarding estimating project costs
- Summarize the final public and stakeholder feedback received as the initial outreach effort closed

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Final Project Prioritization Methodology	Rachel Grosso, Kittelson & Associates
Updated Equity Analysis	Rachel Grosso
Travel Demand Model Forecast Outputs & Future Scenarios	Mark Heisinger, Kittelson & Associates
Unit Costs for Estimating Project Costs	Mark Heisinger
Phase 1 Stakeholder & Public Comment Summary	Lisa Olmsted, DOWL
Next Steps & Close-Out	Andy Daleiden

Steering Committee Meeting #5 Summary

TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on November 17th, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

ATTENDEES

Steering Committee

- Scott Walker, City/County Planning
- Elyse Monat, City/County Planning
- Wyeth Friday, City/County Planning
- Lora Mattox, City/County Planning
- Monica Plecker, City/County Planning
- Dakota Martonen, City Public Works
- Ed Gulick, Billings City Council
- Katie Potts, MDT
- Kurtis Schnieber, MDT
- Carolyn Miller, FHWA
- Woody Woods, Lockwood
- Eden Sowards, Healthy by Design
- Rusty Logan, MET Transit

Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

NOTES

Action items are bolded.

1. Welcome
    a. Project Schedule – Current activities include finalizing our future conditions report chapter and future travel demand model output, and public outreach efforts.
2. Final Project Prioritization Methodology
    a. Rachel gave an overview of the updated components of the project prioritization methodology. Overall criteria (12 categories) have stayed the same, some of the details have been updated based on feedback from the SC.
    b. We are currently working on project identification – prioritization criteria will be used to rank/prioritize projects and present to SC in January. The project list will then be presented to public based on further feedback from the SC.
        i. Will be applied to committed and recommended projects (not illustrious projects).
    c. No additional feedback was provided on the project prioritization methodology.
3. Updated Equity Analysis
    a. Rachel presented the updated equity analysis based on prior feedback from the SC.
    b. Comment from SC – It's tough to understand why some areas have a high score, want to be able to explain results.
        i. Key focus area later in the process to the public will be the list of projects.

ii. Airport-area results don't make sense intuitively.
1. **Kittelson will add the airport outline to the final equity map to help clarify**.

c. Revised analysis removed youth and elder categories from scoring, and changes overall points possible.
d. What does low score indicate?
i. Most households have vehicles, speak English proficiently, and have a lower percent of people with disabilities.
ii. All results are in comparison (lower or greater) than the median of each category.
iii. Rusty – the Revised version aligns more with his knowledge of study area and past data analysis.
e. Does the USDOT have criteria regarding equity analysis?
i. They have two criteria/designations that relate to equity: Historically Disadvantaged Communities "DACs" and Areas of Persistent Poverty (APPs). No census tracts in Billings qualify as DACs and one tract qualifies as an APP. However, the methodology that we use follows the methodology that the USDOT uses to identify their areas and is defensible.

4. Travel Demand Model Forecast Outputs and Future Scenarios
a. Mark provided an overview of the travel demand model forecast outputs and led a discussion on potential model scenarios based on the future conditions.
b. Traffic Projections and Operations
i. General comments regarding the model outputs include:
1. Current conditions are important for contextualizing future projections, for example, Alkali Creek will increase significantly because its currently quite low traffic.
2. Surprised about Shiloh Rd because there is currently so much capacity there
3. Expecting Zimmerman to be over capacity, but it's not
ii. SC members think that the map symbology using lilac is too similar to gray on different maps.
1. **Kittelson will update the map symbology.**
iii. There is a Zoo Dr widening project in the works that might be relevant to reflect in the model.
iv. SC members agree that the model will "help us make good decisions moving forward".
v. Mark answered how level of service relates to volume-to-capacity ratio.
c. Model Mode Share
i. The model currently does not include transit stops - Rusty thinks that estimating stops a 1/4 mi spaced along each route would suffice, however since the level of effort is high to incorporate bus stops, the SC agrees that waiting until transit stops are finalized will be more helpful.
ii. The model extrapolates current travel patterns to 2045 - that was the intent in 2018, and so it has been carried forward in 2022. In other words, this is the "business as usual" forecast - if Billings doesn't make any changes.
iii. If there's a desire to update the model to make better forecasts for multimodal trip share, the MPO would have to set aside increased funding for model updates in the 2028 LRTP or as a separate study.
d. Model Scenarios
i. SC members are intrigued by the possibility of running a model scenario that increases land use density and employment productivity, and one scenario that increases roadway connectivity.
1. There is discussion of a hospital to be built downtown, which could be one of the higher density employment opportunities for the model scenario.
2. Some SC members do not see the value in the roadway connectivity model scenario, particularly with projects like the Highway 3 to Molt Road Connection included.
ii. In the past, having the Bypass and Inner Belt Loop in the model run have been very helpful - identifying connections is big, and it helps accomplish a lot.

iii. Bigger, overall changes aren't possible as part of this update, but smaller scale revisions are possible.

5. Unit Costs for Estimating Project Costs
    a. Mark provided an overview of the work that the project team has done to accumulate and aggregate project costs to provide examples for creating cost estimates for the draft project list.
    b. Will there be an inflation increase for projects further out?
        i. Yes, these are current year costs, and they will be extrapolated for year of construction
    c. What's the width of the roadway? Or are they variable?
        i. Roadway widths vary.
    d. In recent trail work projects, an estimate of $350,000 per mile of trail without topography challenges was used. It is possible that the number presented (over $1 million per mile) was increased by the project costs of the Stagecoach Trail, which had many topographical components.
        i. Elyse will provide exact cost for trails.
6. Phase 1 Stakeholder and Public Comment Summary
    a. Lisa provided an overview of the feedback received from the public outreach. We have received 315 comments.
    b. The safety category had the highest number of overall comments – however, needs to be reviewed further as many are related to bike/ped and other categories
        i. Top safety related concerns included wide streets and fast vehicle speeds
    c. Will distribute comments and summary of feedback once we have cleaned up the data
    d. How does number of responses compare in previous LRTP?
        i. Generally, in-line with the previous LRTP -> can provide specifics. Here is a summary of total comments received during the 2018 LRTP process.

Table 2.1 Total Comments Received During the Public Involvement Process

	Activity		Total
	PIM #1 (May 14th – May 29th, 2018)	PIM #2 (September 25th – October 9th, 2018)	
Comment Sheets	3	4	7
E-mail	2	1	3
Online Survey / Mapped Comments	369	51	420
Project Website	0	2	2
Total	**374**	**58**	**432**

        ii.
    e. Next public involvement will be critical – allows the public to provide input on individual projects
7. Next Steps and Close-Out
    a. Next SC meeting on **December 15th**
    b. SC should provide input on project costs and other materials presented in meeting.

ATTACHMENTS

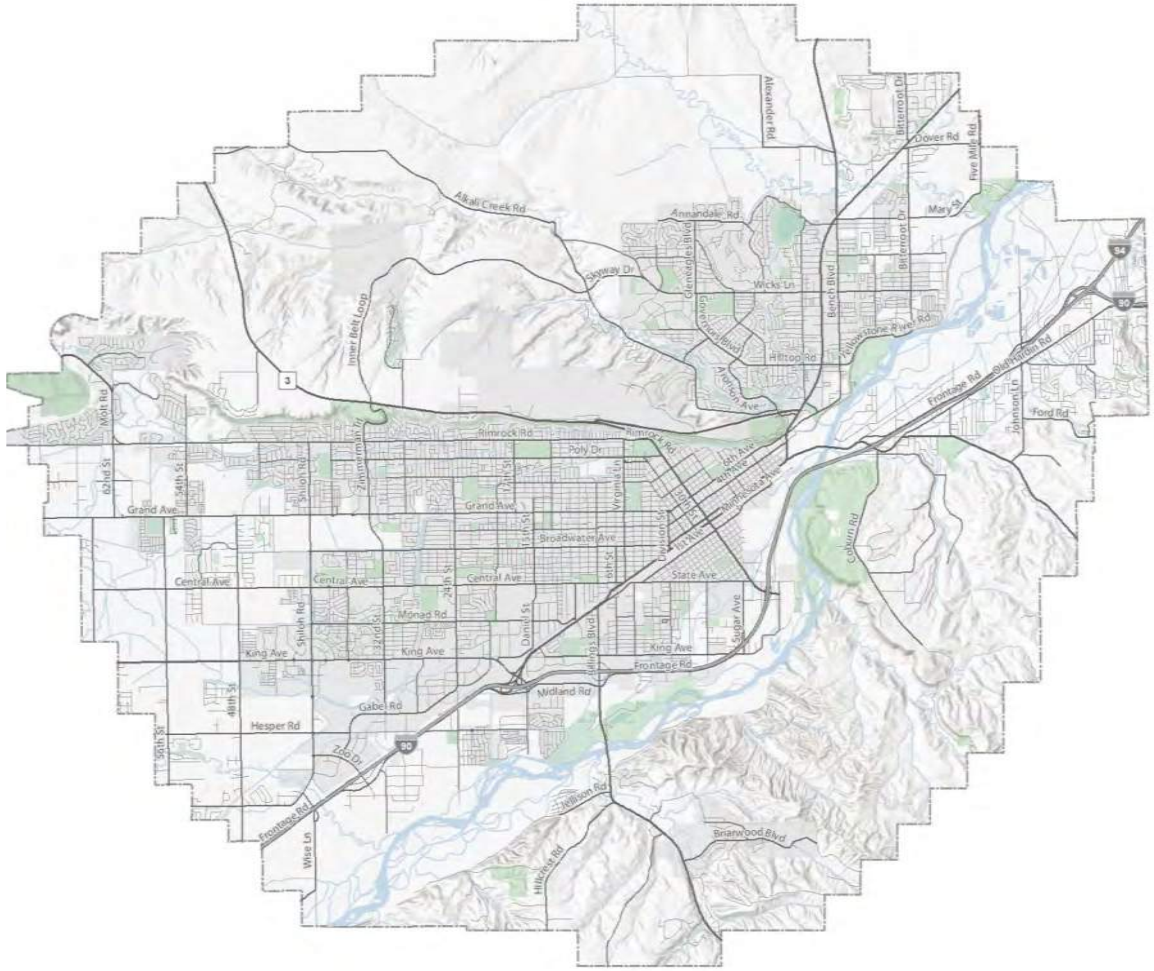
A. Meeting Agenda
B. Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee

Meeting #5

November 17th, 2022

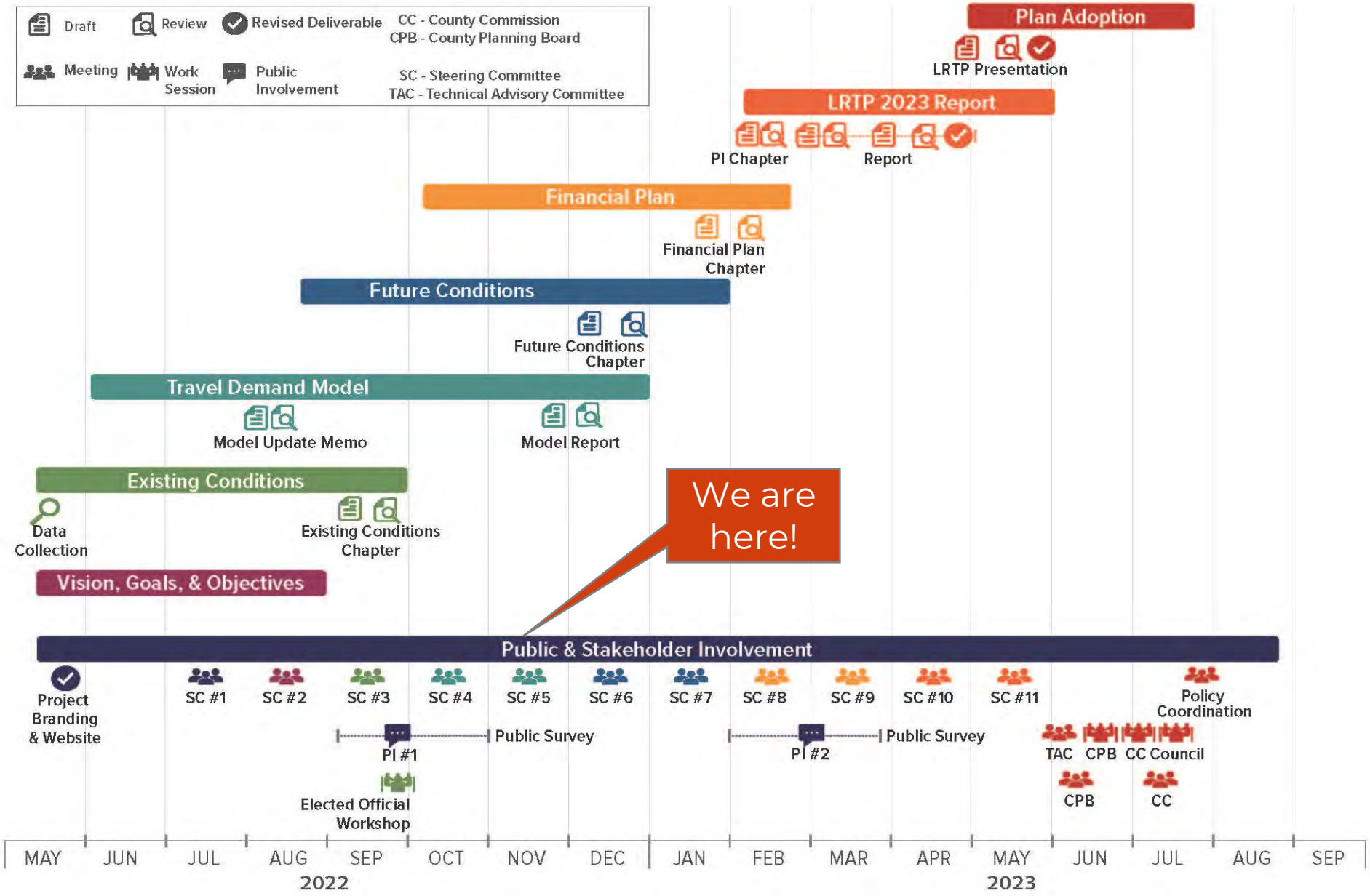


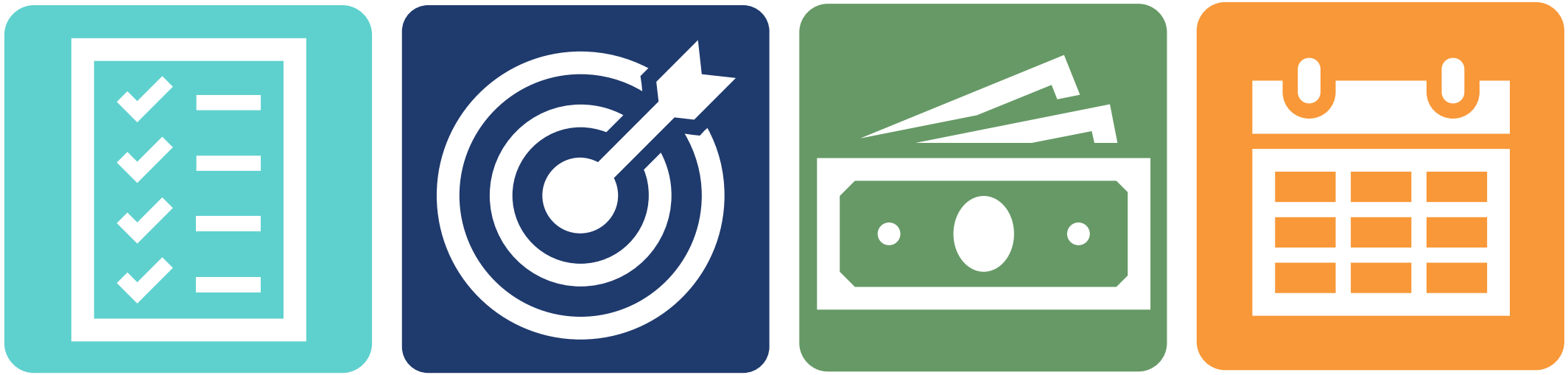
2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Project Prioritization Methodology
- Updated Equity Analysis
- Travel Demand Model Forecast Outputs & Future Scenarios
- Unit Costs for Estimating Project Costs
- Phase 1 Stakeholder & Public Outreach Summary
- Next Steps & Close-Out

Project Schedule





Project Prioritization Methodology

Proposed Criteria

#	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	Strong Opposition
2	Consistency with Adopted Plans / Studies	Plans and Studies Identified in 'Recently Completed & On-Going Project' List	Strong Consistency	Minor Consistency	Not Identified in a Partner Agency Plan/Study	Not Applicable
3	Safety - Mitigates Crash Risk, Especially for Vulnerable Road Users	EPDO Analysis, Near Schools in GIS, & Project Type	Addresses Identified Safety Issue	Minor Safety Improvement	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

Proposed Criteria

#	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

Project Prioritization Process

Project Identification

- Previous LRTP
- Recent Plans and Studies
- Safety Analysis
- Modal Evaluations
- Stakeholder & Public Input

Project Prioritization

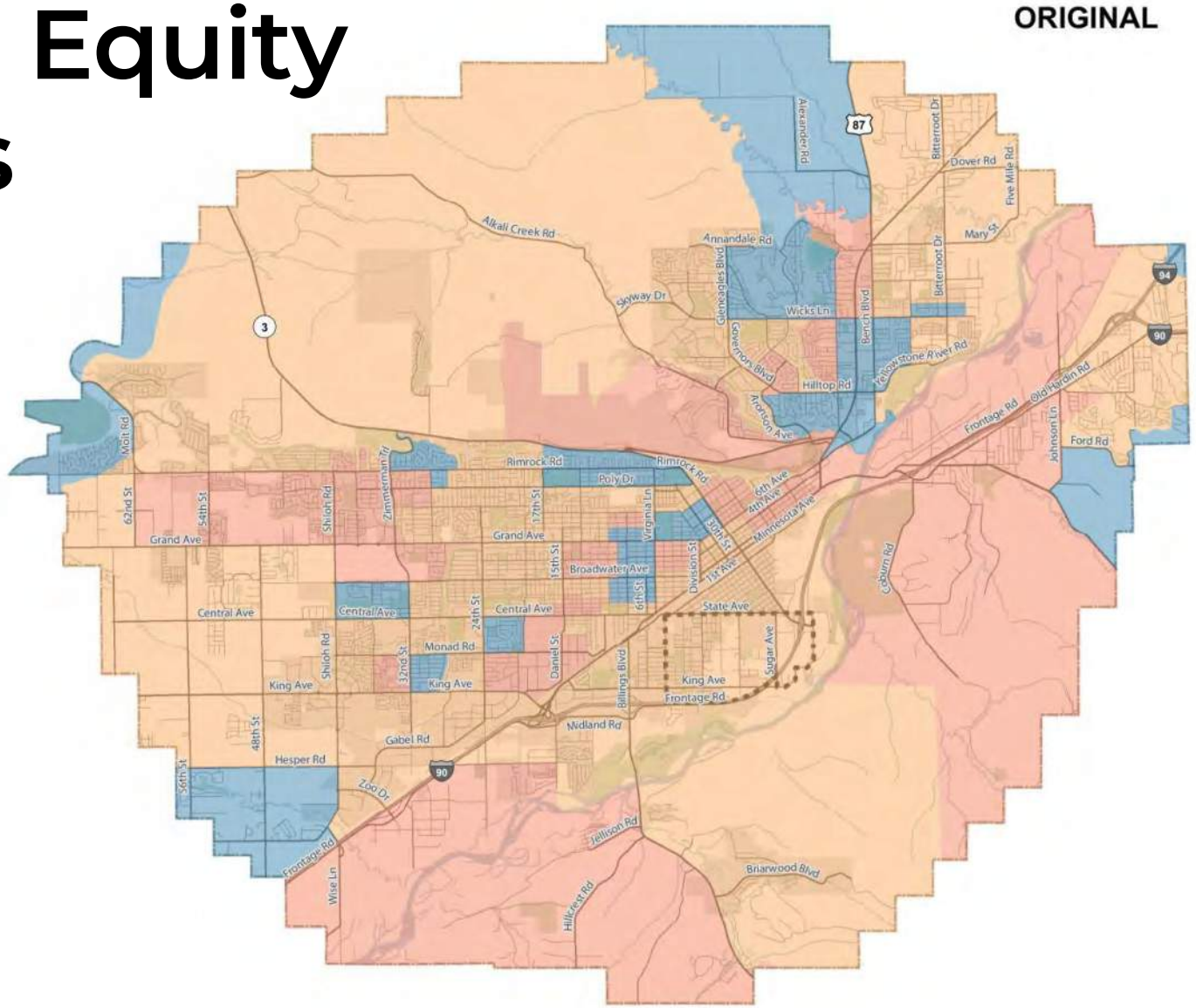
- Apply Criteria to All Projects & Rank
- Incorporate Feedback from Steering Committee
- Incorporate Feedback from the Public

Project List

- Develop Lists for Committed, Recommended, and Illustrative Projects
- Incorporate into TIP

Updated Equity Analysis

Original Equity Analysis



Demographics:

- Youth (Aged 18 & Younger)
- Elders (Aged 65 & Older)
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

Revised Equity Analysis

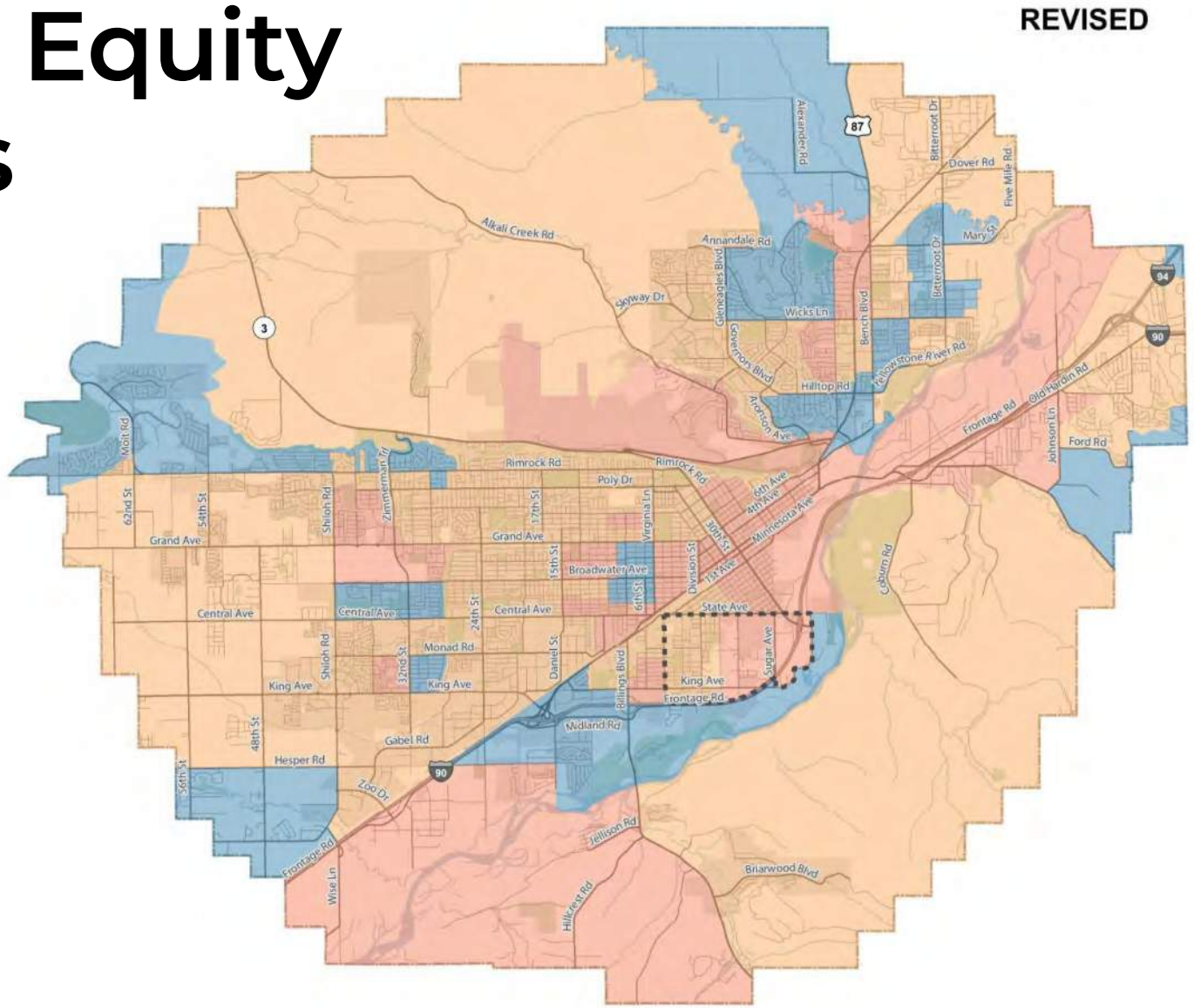


FIGURE 7

TRANSPORTATION DISADVANTAGED POPULATIONS AND AREAS OF PERSISTENT POVERTY

Transportation Disadvantaged Population by Block Group

- High Transportation Disadvantage
- Medium Transportation Disadvantage
- Low Transportation Disadvantage
- USDOT Area of Persistent Poverty

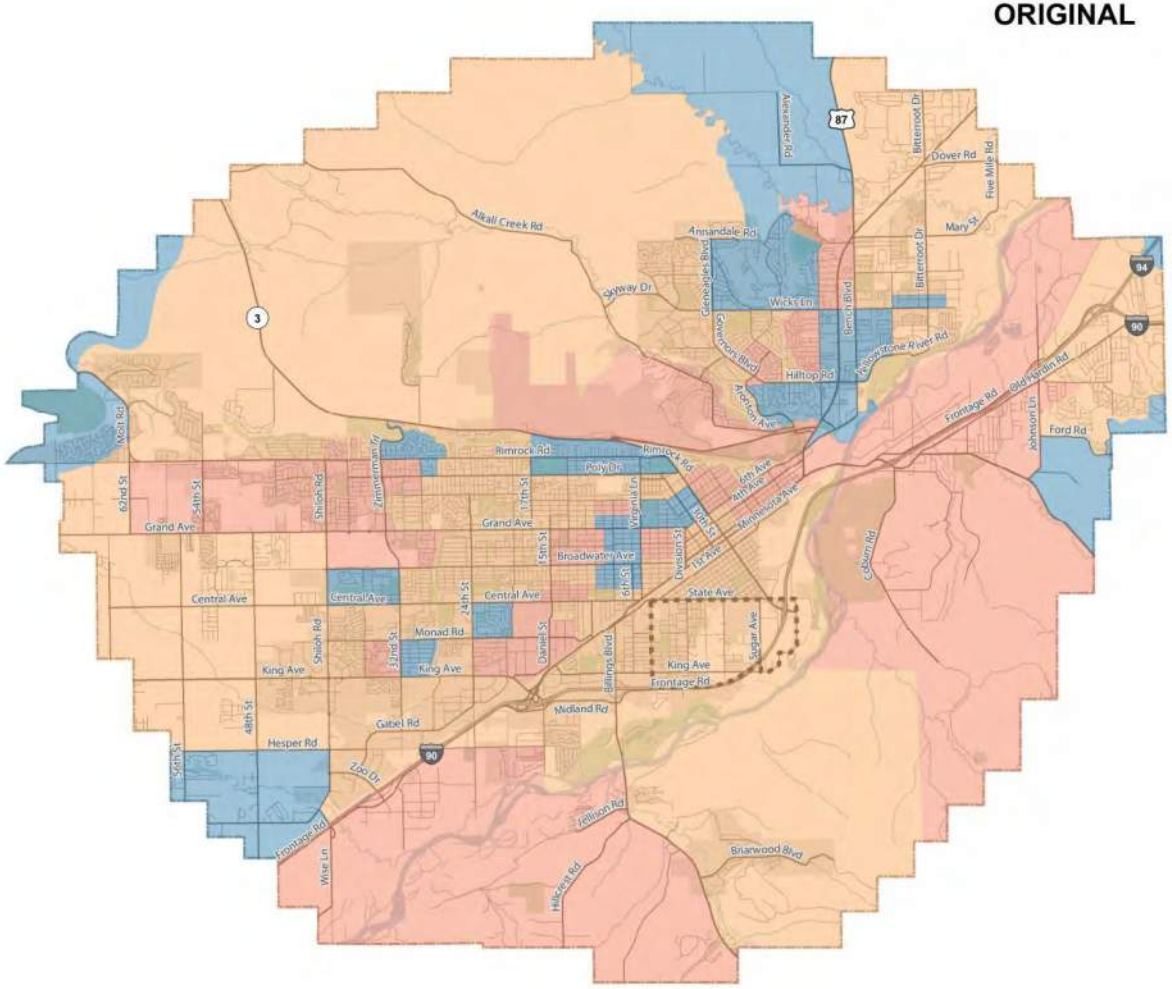
Data Source: US Census Bureau (2020), US Department of Transportation

Demographics:

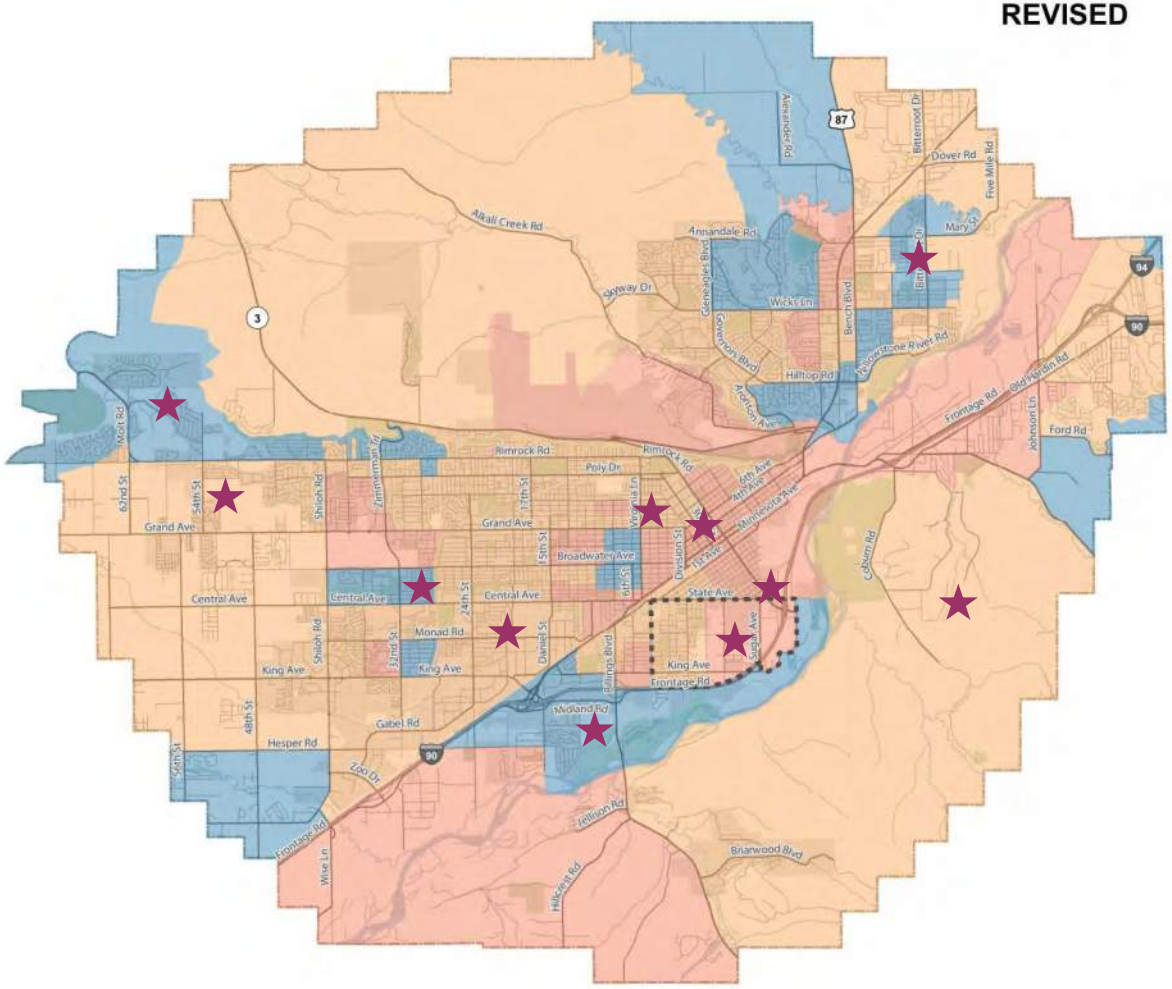
- ~~Youth (Aged 18 & Younger)~~
- ~~Elders (Aged 65 & Older)~~
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

Comparison: Equity Analyses

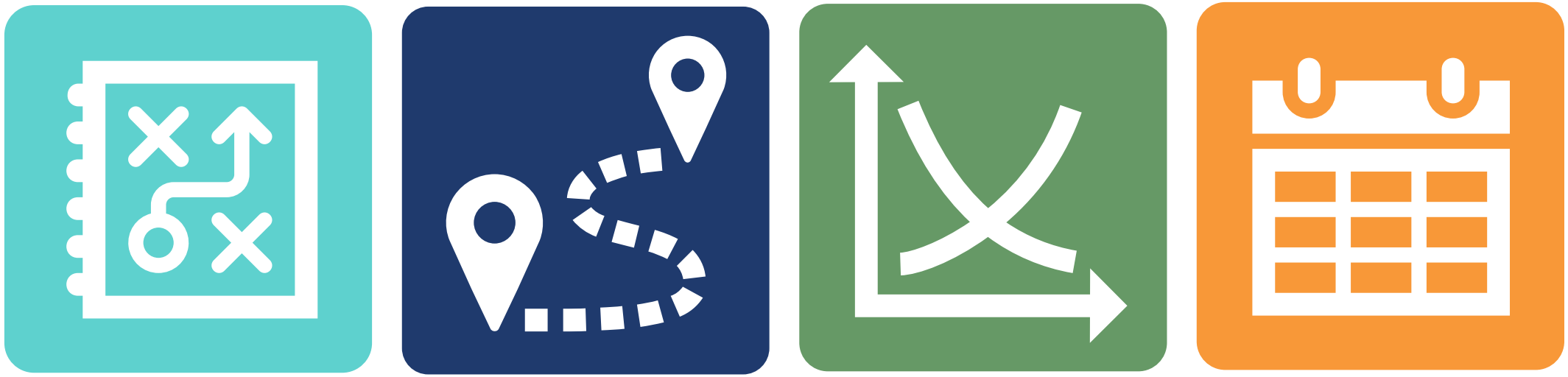
ORIGINAL



REVISED



★ TDP Change



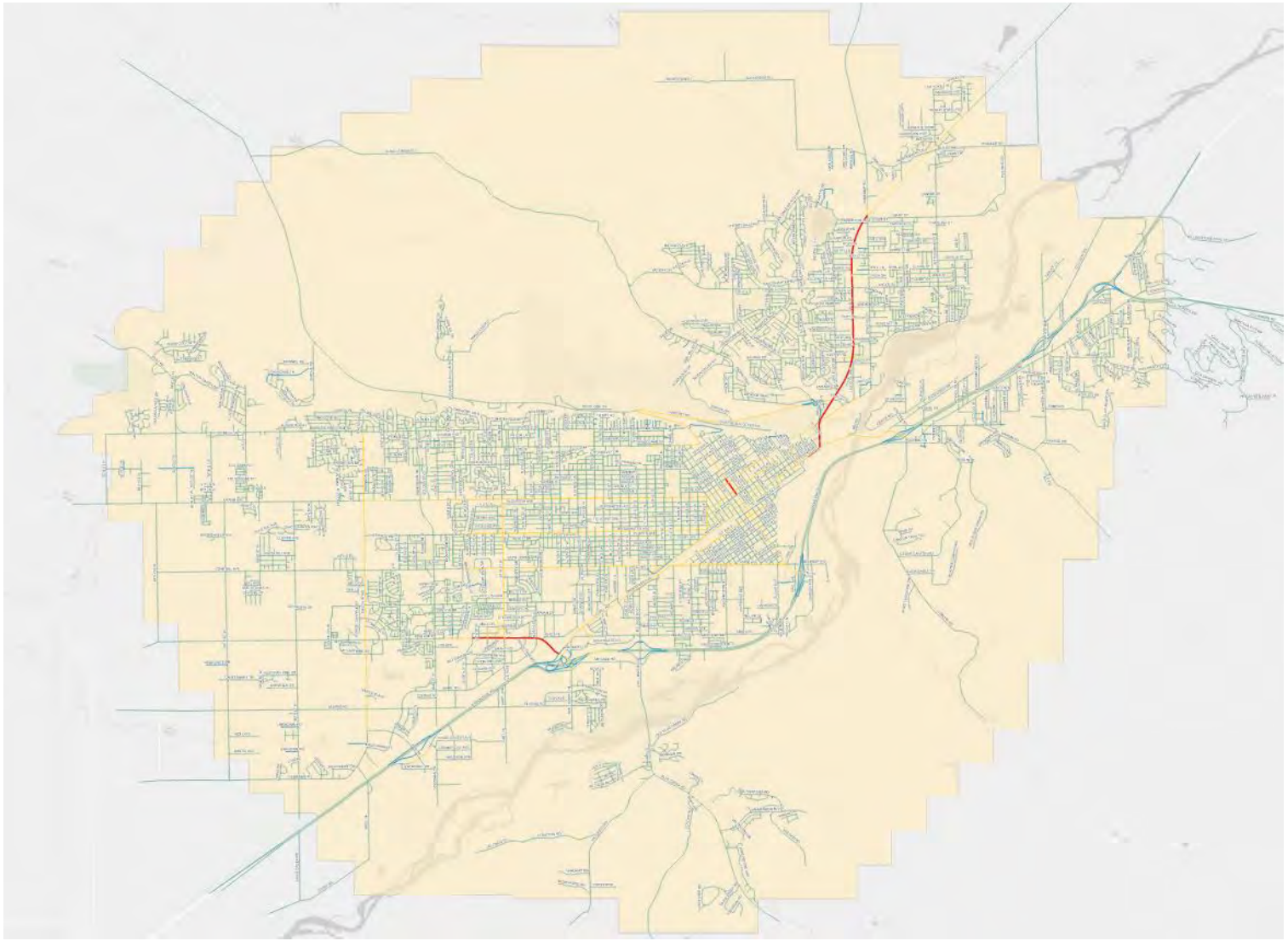
Travel Demand Model (TDM)

Outputs & Scenarios

Model Update

Introduction

- Previous future year is 2040.
- The 2023 LRTP is using future year 2045.
  - Roadway Network
  - Land Use



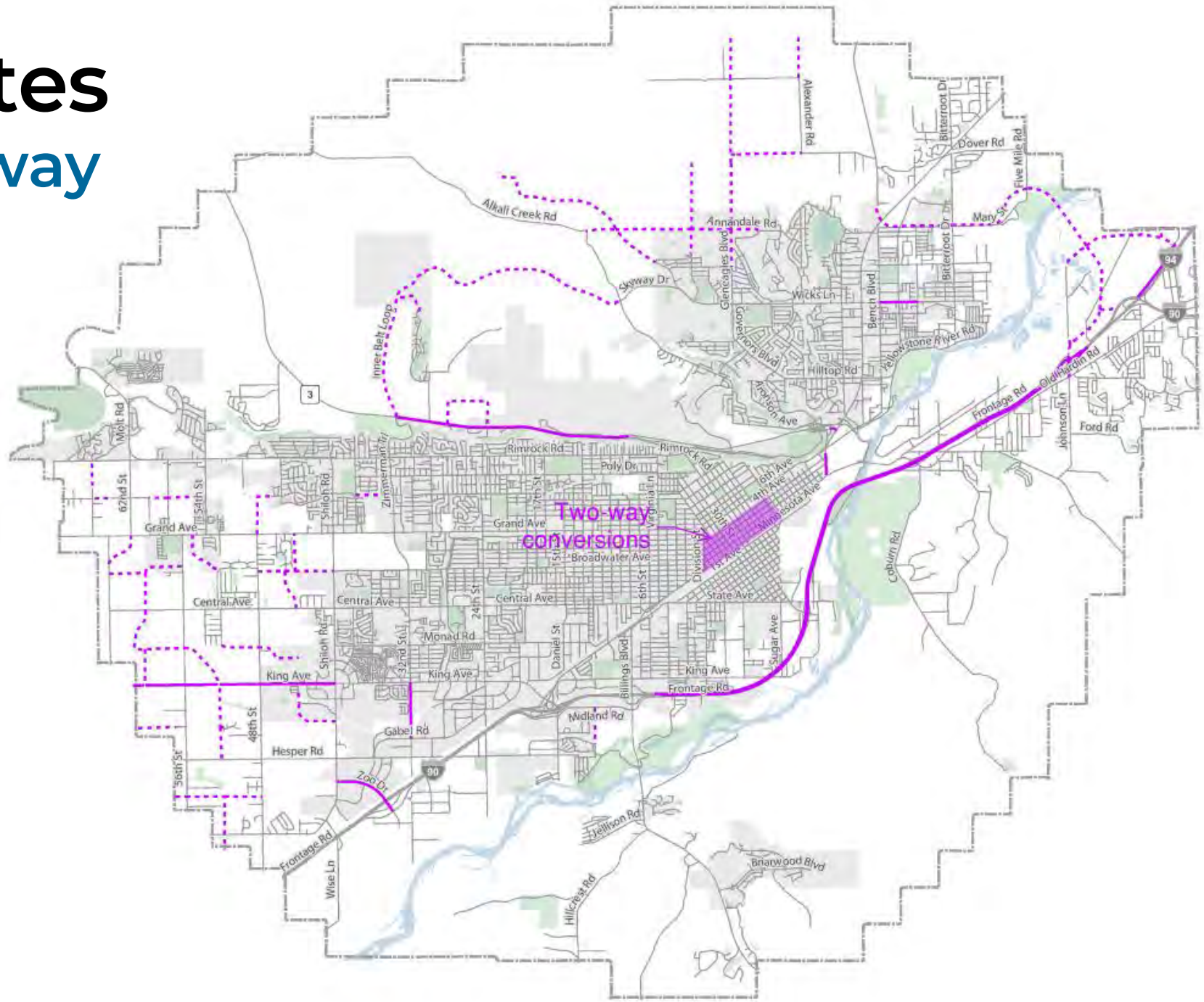
Year 2045 Land Use

	Households	Population	Employees
Year 2021	58,815	142,358	74,848
Year 2045	78,814	190,986	106,819
Total Growth	34%	34%	43%
Annual Rate	1.2%	1.2%	1.5%

Added 2,769 households and 5,493 jobs to previous 2040 forecasts

Model Updates

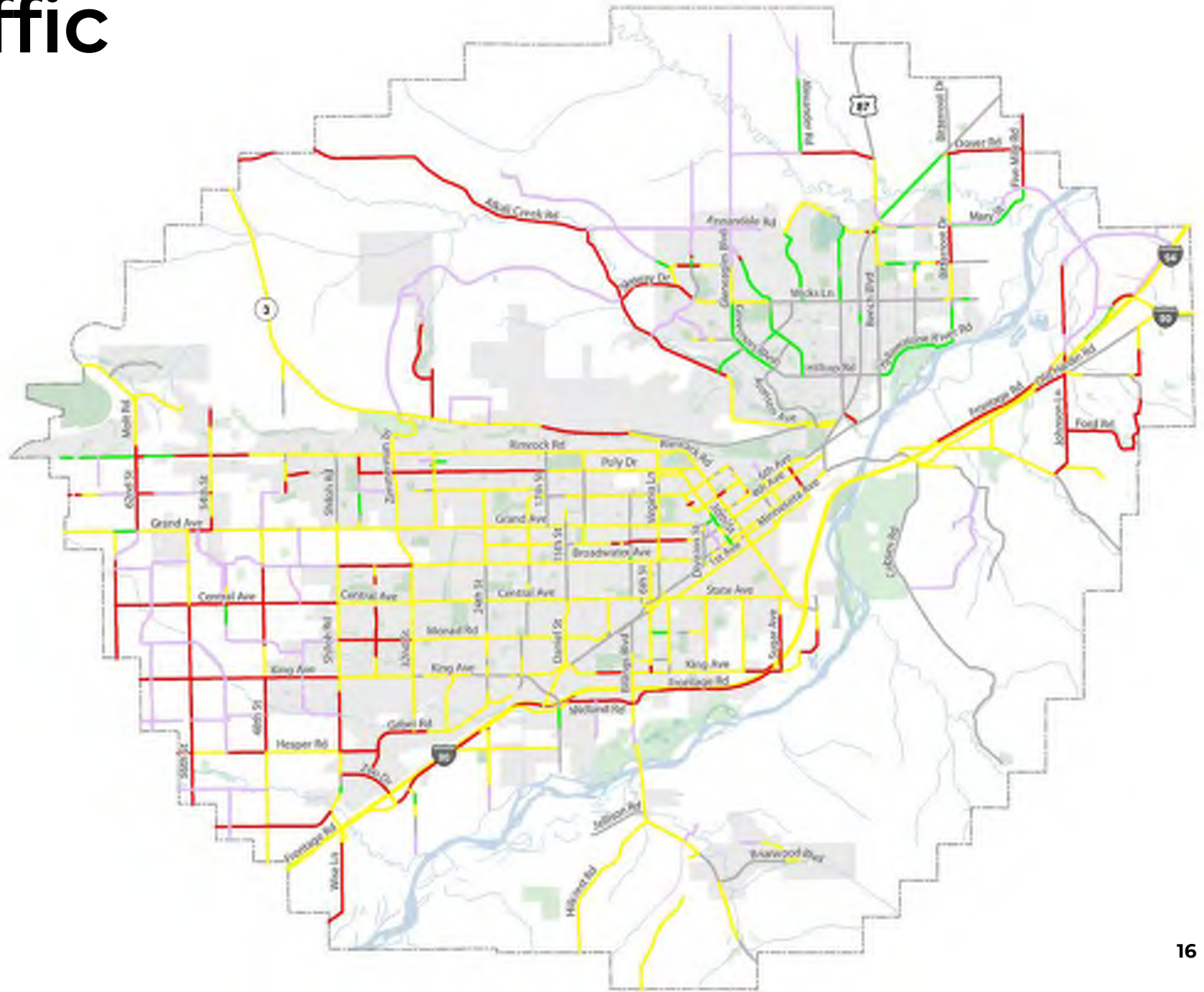
Year 2045 Roadway Network



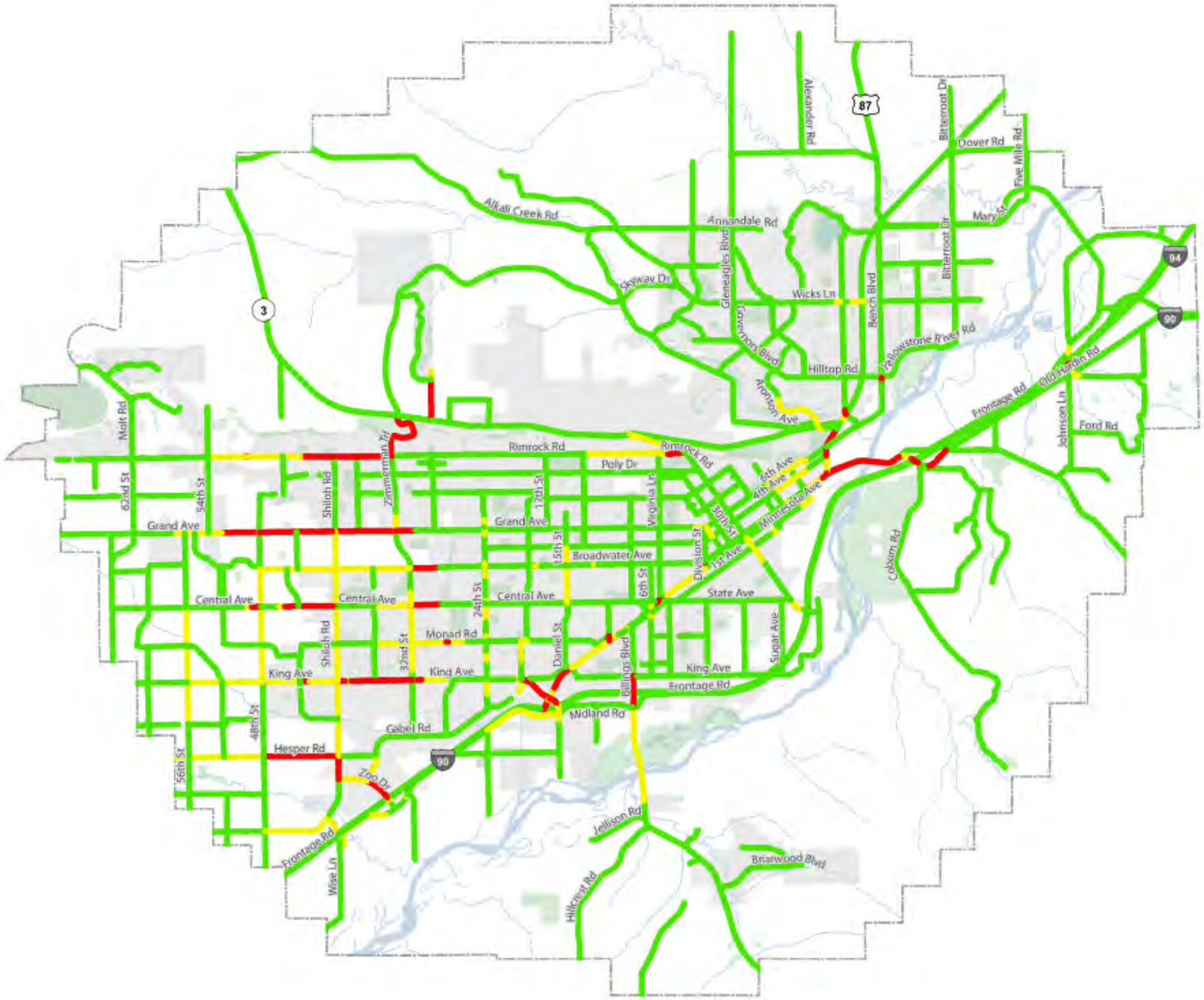
New Roadway

Roadway Widening

Year 2045 Traffic Projections



Year 2045 Volume-To-Capacity



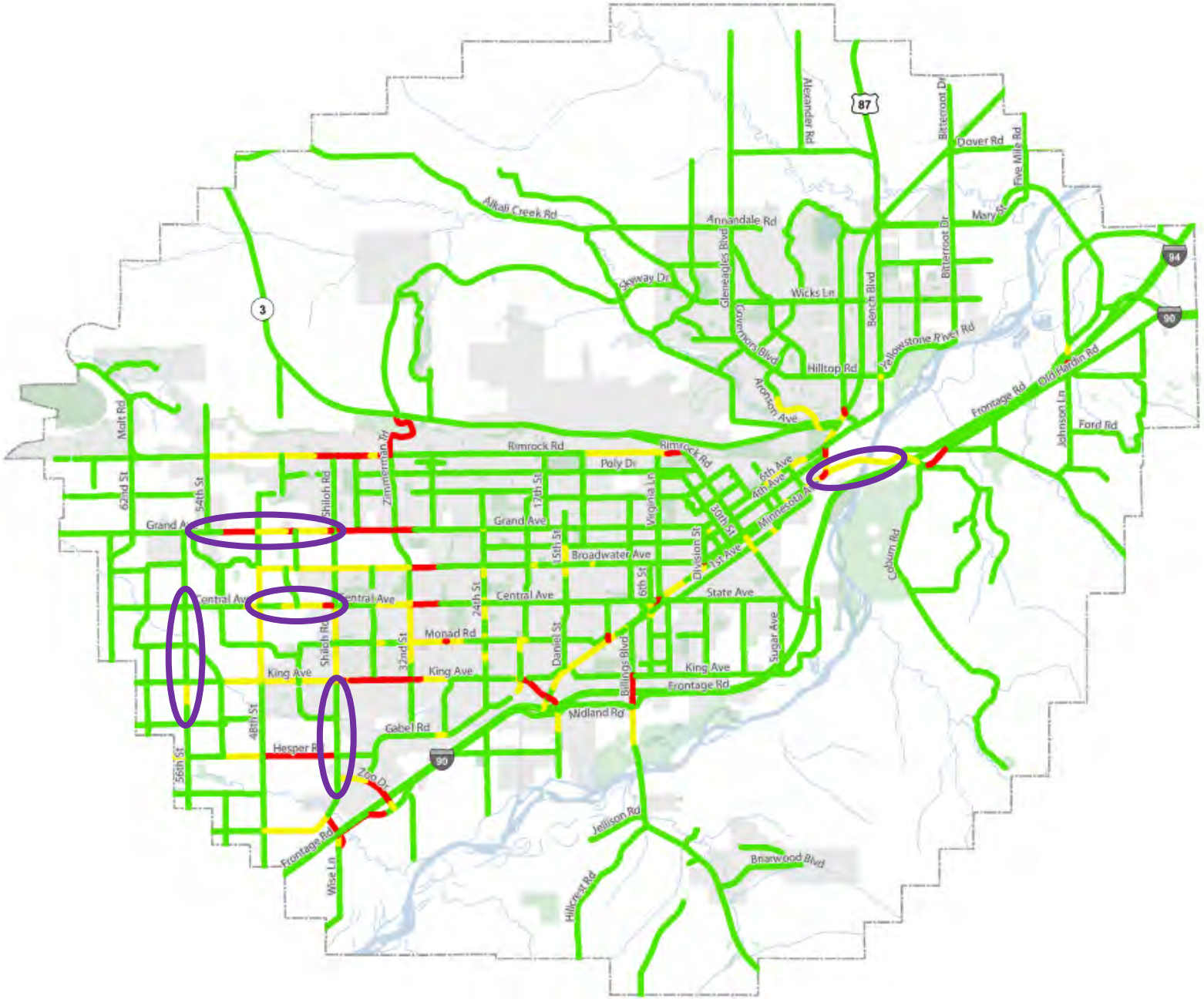
Year 2040 Volume-To-Capacity

Key Differences from 2045

> 1.0

0.8 - 1.0

< 0.8

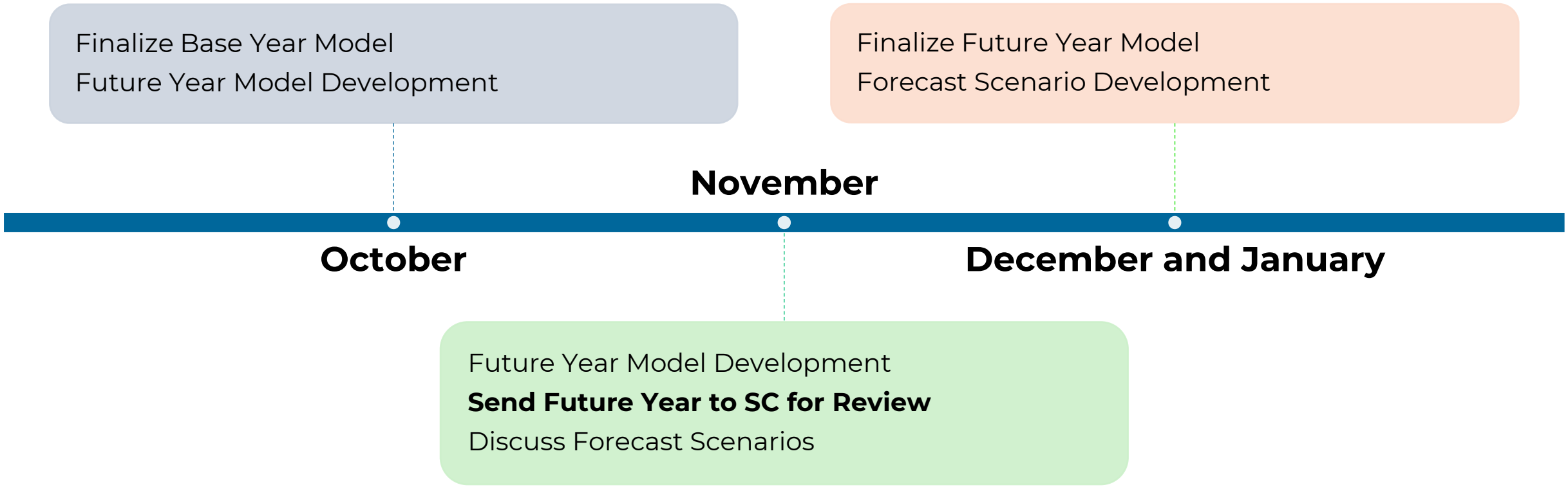


Model Mode Share

2021 and 2045 Comparison

Travel Mode	Year 2021	Year 2045	Increase
Drive Alone	487,202	662,698	*+175,496*
Shared Ride	440,858	596,075	*+155,217*
Transit	1,649	1,838	*+189*
Bike	16,742	22,390	*+5,648*
Walk	56,171	71,068	*+14,897*
School Bus	6,551	9,443	*+2,892*
All	**1,009,173**	**1,363,512**	***+354,339***

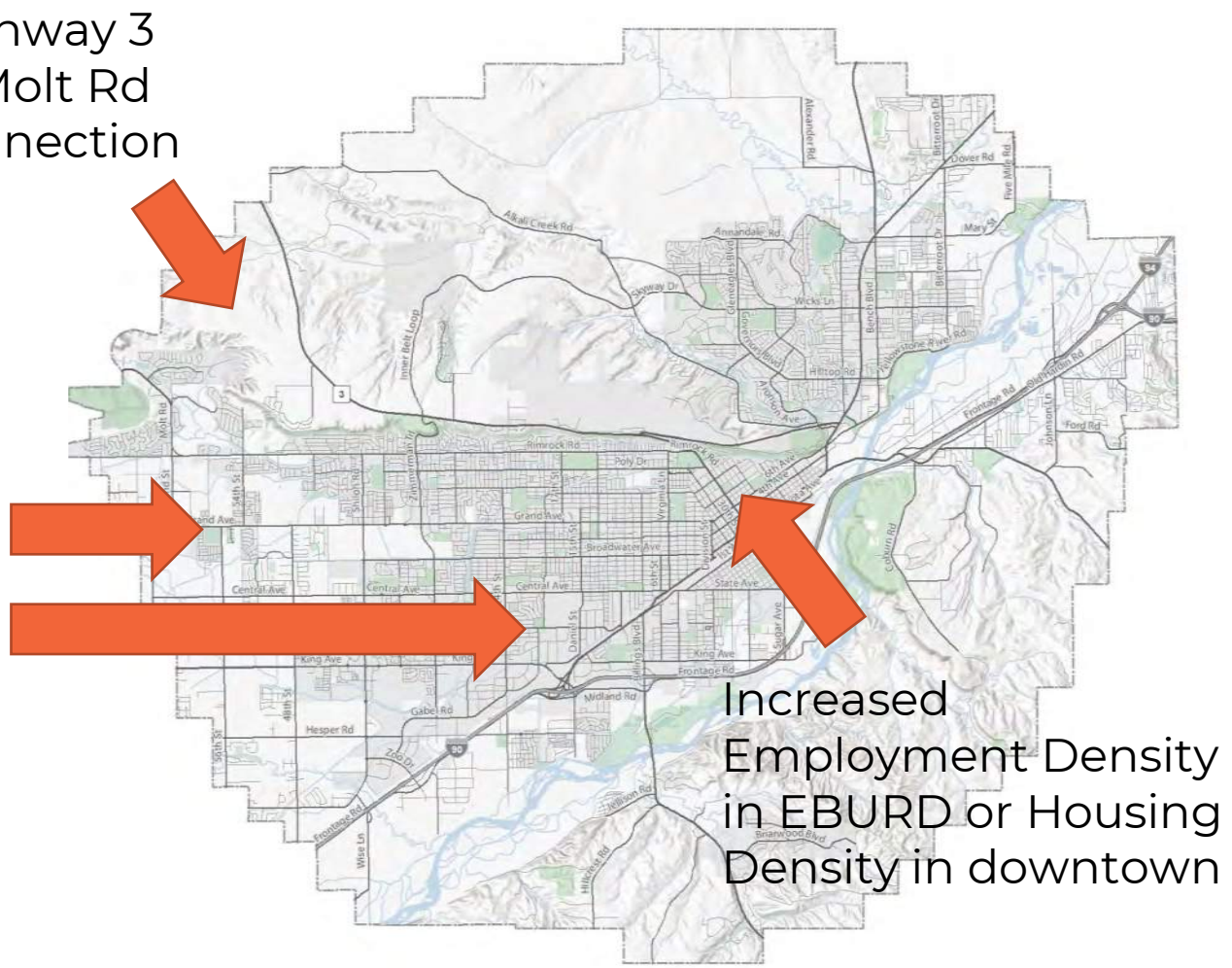
Schedule


Finalize Base Year Model
Future Year Model Development
Finalize Future Year Model
Forecast Scenario Development
November
October
December and January
Future Year Model Development
Send Future Year to SC for Review
Discuss Forecast Scenarios

Model Scenarios

Context & Examples

- Small-scale revisions to understand how travel patterns would change
- 1 – 2 scenarios that reflect small scale changes
- Includes the roadway network and land use updates for future year 2045
- Another option would be to test specific projects from the draft project list



Project Costs

Project Cost Estimating Process

- Purpose is to define planning-level unit costs for different project types
  - Unit Costs will be used to develop cost estimates for projects in LRTP
- Unit costs will not be used for projects that already have cost estimates from TIP, Billings CIP, or other sources
- Unit costs are based on TIP, Billings CIP, and recent project bid estimates in Billings and Yellowstone County

Intersection Project Unit Costs

Project Type		Proposed Cost	Notes
Traffic Signal	3x3	$450,000	Does not include roadway widening costs. Turn-lane/widening costs added based on need to widen approaches. Assumes bike/ped facilities and limited ROW impact.
	5x5	$550,000	
Roundabout	Single-Lane	$3,000,000	Cost include bike/ped facilities and limited ROW impacts. Other high-cost items included on case-by-case basis.
	Multi-Lane	$4,000,000	
Turn Lane Improvement		$300,000 per turn lane ($75/sf)	Lane with 150' of storage. May be used in conjunction with traffic signal projects or as independent projects.

Roadway Project Unit Costs

Project Type	Proposed Cost	Notes
Roadway Widening	$2,000,000 per lane mile	ROW, bridges/large culverts, and other unique, high-cost items not included (added on case-by-case basis). Includes bike/ped, stormwater, and lighting improvements.
New Roadway	$1,300,000 per lane mile	
Turn Lane Improvement	$300,000 per turn lane ($75/sf)	Lane with 150’ of storage. May be used in conjunction with traffic signal projects or as independent projects.

Active Transportation Project Unit Costs

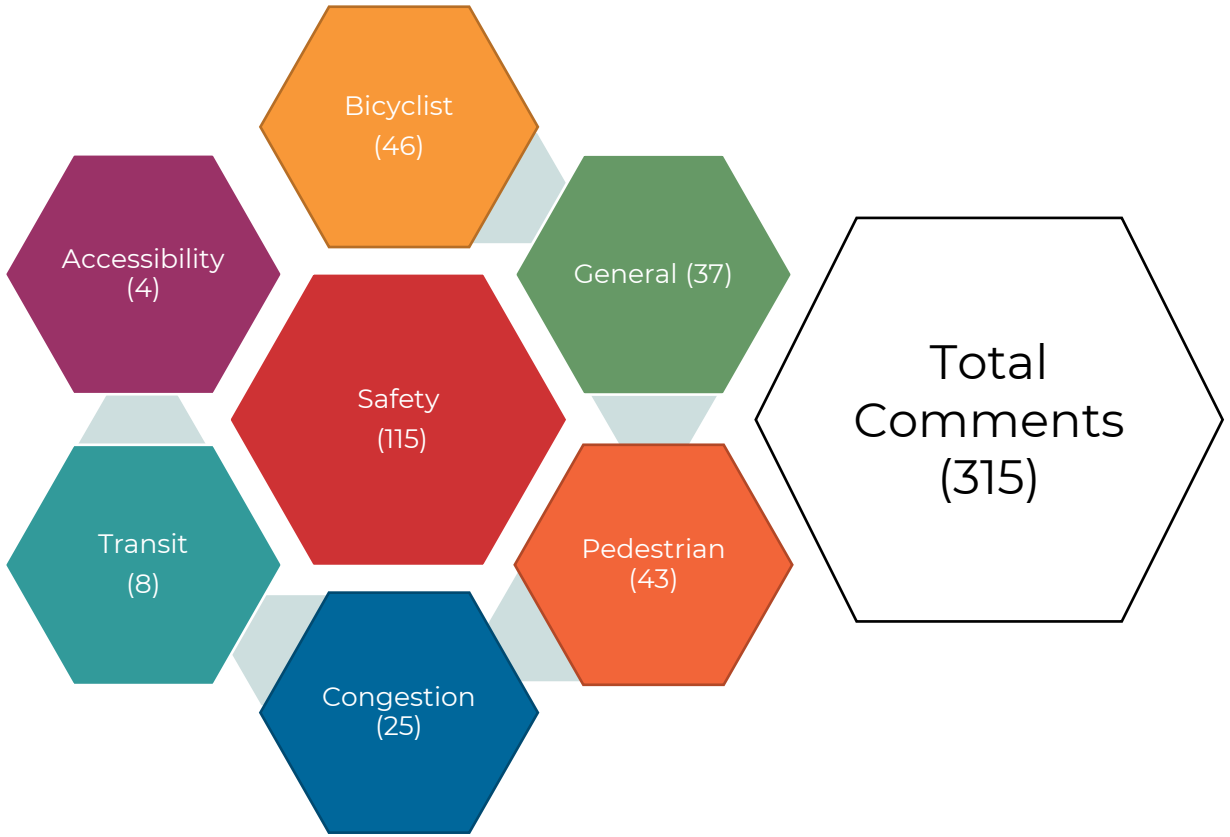
Project Type	Proposed Cost	Notes
New Sidewalk	$979,000 per lane mile	These estimates are in progress as additional information is collected.
New Bikeway	N/A	
New Trail	$1,475,00 per lane mile	Averaged costs of new trail construction. Typically trail connections are 1 mile or less.

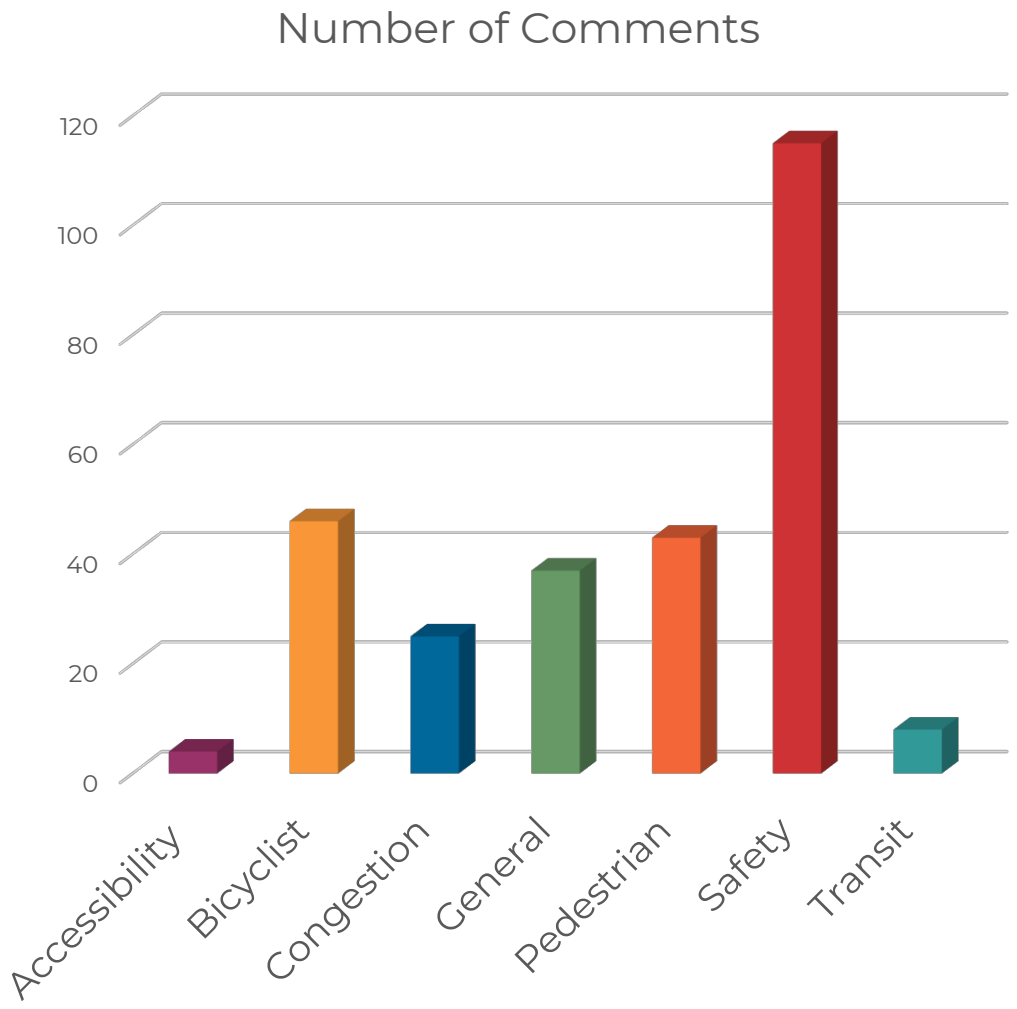
Next Steps

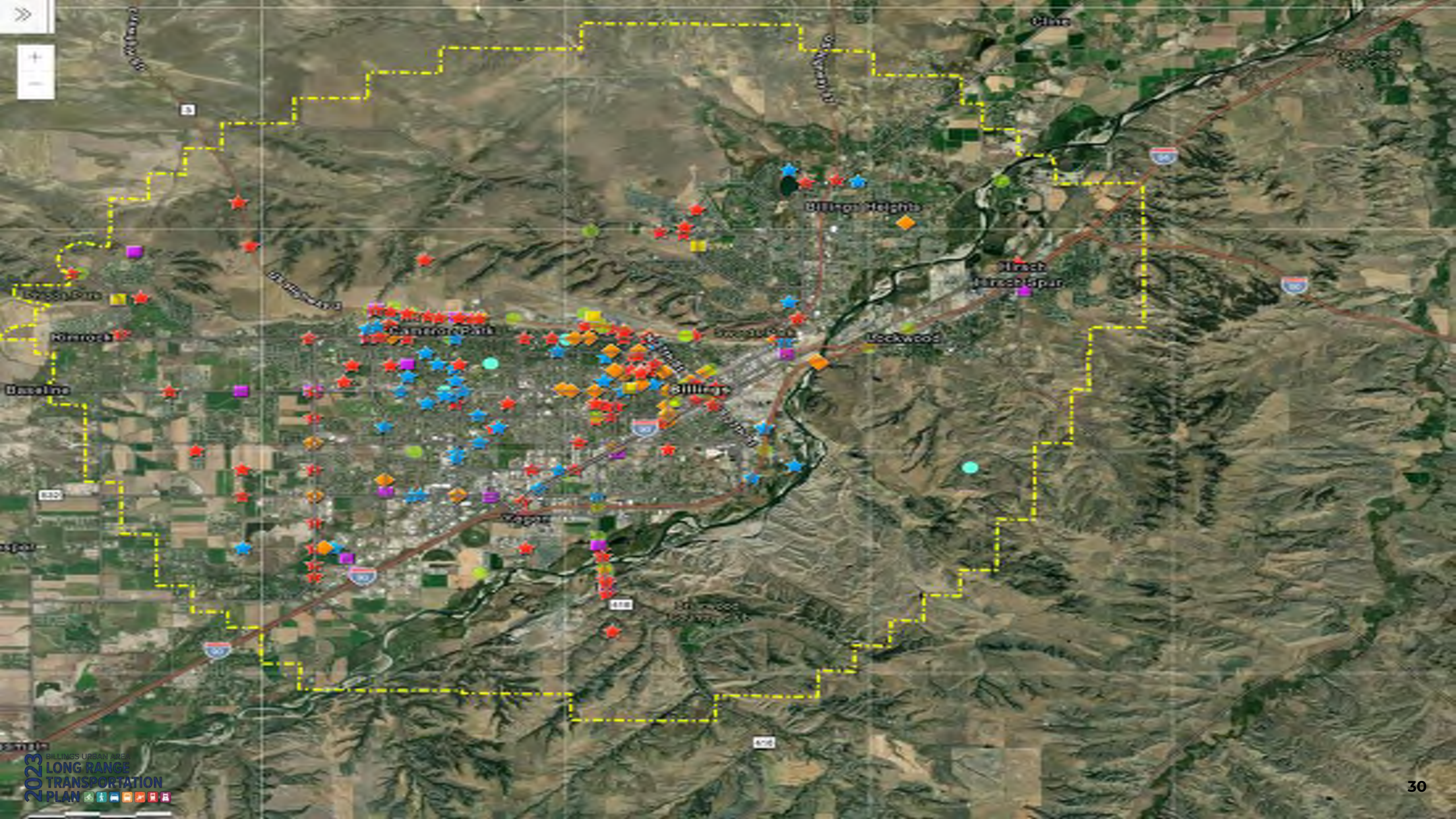
- Develop project-unit cost estimates for active transportation projects
- Refine project unit cost estimates based on additional data and input from agencies
- Unit costs will be used to develop cost estimates for each project. Final project costs will include:
  - Contingency adjustment
  - ROW costs
  - Costs associated with other high-impact considerations (bridges, culverts, topography challenges, etc.)

Stakeholder & Public Outreach Summary

Public Comments






Billings Heights
Lockwood
Laurel
Huntley
Worden
Ballantine
Park City
Molt
Broadview
Shepherd
Custer
Acton
Absarokee
Roberts
Joliet
Fromberg
Edgar
Bridger
Belfry
Clarks Fork
Red Lodge
Silesia
Boyd
Rockvale
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Edgar
Bridger
Belfry
Clarks Fork
Red Lodge
Silesia
Boyd
Rockvale
Columbus
Billings Heights

Comment Themes

Accessibility	Bicyclist	General	Pedestrian
Sidewalk accessibility	Access to trails Safe bike lanes Separated bike lanes	Improved ways of navigating Billings	Signs & access Crossings
Safety	**Transit**	**Congestion**	
Excessive speeds Wider streets Additional signals Blind spots	Bus services to more locations	Various sites noted	

Stakeholder Outreach

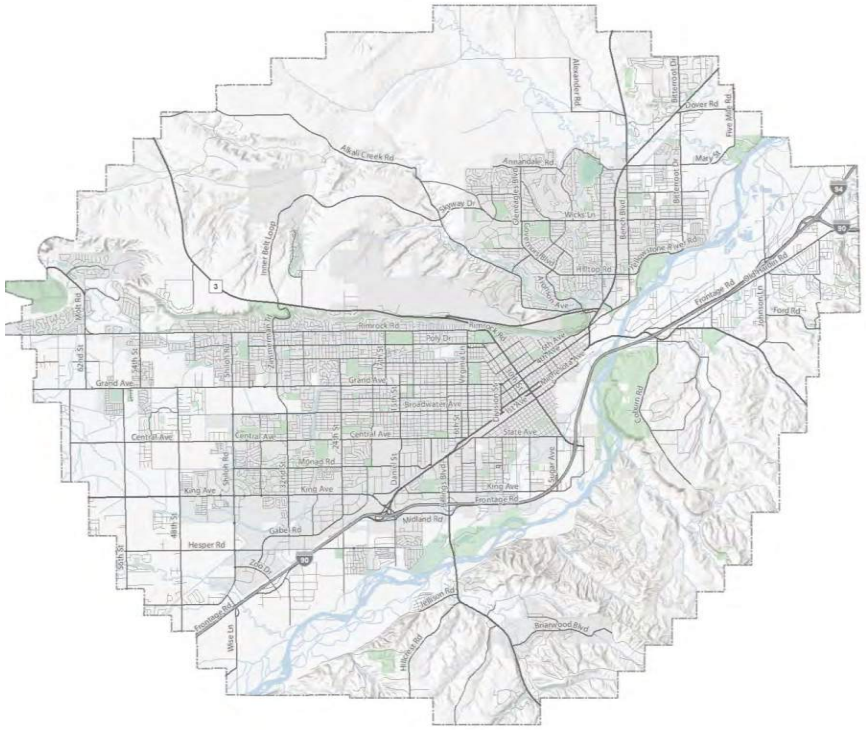
Elected Officials Workshop	LIFTT	Walk Bike Montana	Lockwood Pedestrian Safety District
• Focus on areas seeing growth • TDM useful tool • Consider intent for roadway (speed vs. neighborhood)	• Accessibility • ADA Transition Plan • Steady funding for sidewalk maintenance • Walk audits	• Integrate Growth Policy into LRTP • Increase public access to transportation and safety data • Need for facilities	• Integration with ongoing planning document • Lockwood opportunities

Stakeholder Outreach

Pioneer Park Task Force	All Task Force Meeting	Lockwood Steering Committee	Others in-process
• 11/22	• 12/15	• 1/26	• BPAC • SD2

- Targeting more stakeholder meetings for March 2023

Next Steps



- Provide comments on:
  - Project/Unit Costs
- Next Meeting: **December 15th**, 2022

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #6

December 15th, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/81170291626?pwd=MmEzd2pXZUwyaEhVWXAvWDYyVlplUT09
Meeting ID: 811 7029 1626 | Passcode: 625065

Meeting Purpose

- Provide updates on public outreach, travel demand model, and financial plan chapter
- Discuss the findings of the Draft Future Conditions Chapter

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Public Outreach	Lisa Olmstead, DOWL
Travel Demand Model	Mark Heisinger, Kittelson & Associates
Financial Plan Chapter	Rachel Grosso, Kittelson & Associates
Draft Future Conditions Chapter	Rachel Grosso and Mark Heisinger
Next Steps & Close-Out	Andy Daleiden

Meeting Materials

- Phase 1 Outreach Summary
- Draft Future Conditions Chapter

Steering Committee Meeting #6 Summary

TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:00 p.m. on December 15th, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

ATTENDEES

Steering Committee

- Scott Walker, City/County Planning
- Elyse Monat, City/County Planning
- Dakota Martonen, City Public Works
- Lora Mattox, City/County Planning
- Chris Kukulski, City
- Ed Gulick, Billings City Council
- Mike Black, Yellowstone County
- Katie Potts, MDT
- Zach Kirkemo, MDT
- Woody Woods, Lockwood
- Morgan Miller, Healthy by Design
- Rusty Logan, MET Transit

Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson
- Katie Popp, Kittelson

NOTES

Action items are bolded.

1. Welcome
    a. Andy reviewed the agenda and provided details about the upcoming project schedule.
2. Outreach Next Steps
    a. Lisa indicated that public outreach is quiet presently because we are between Phase 1 and Phase 2.
    b. Lisa provided an overview of outreach activities in December and January.
    c. Next step is to update the website for Phase 2 public outreach and coordinate dates for next round of public outreach in March 2023.
3. Travel Demand Model: Forecast Scenario
    a. Mark reviewed previous meeting presentation material - model year 2045 "base scenario" which will be documented in a report that the SC will receive before the end of 2022.
    b. The Forecast Scenario reallocates future households and jobs from the West End to the Downtown Area to understand how modeshare and traffic volumes are impacted. Mark explained how both the housing and job reallocation functions in the model. Version 2, with 5,000 households, represents 25% of the new households expected in 2045, while

Version 1, with 2,500 households, represents about 12% of the new households expected in 2045.

i. Mike Black asked how this would impact Development Impact Fees, as the County is currently working with a consultant to understand how residential and "scaled down" commercial could be impacted?
ii. Lora has shared this information with Mike's team. This data is being compared to development permits to map and analyze.

c. Mark indicated that the base scenario (which is in the Future Conditions chapter) would likely be what impacts the Development Impact Fees, but if any other information is needed, Mike can reach out.
d. Mark presented the forecast scenario results, which includes a breakdown of modeshare. Both V1 and V2 reduce total vehicle miles traveled, V1 at -1.2% and V2 at -2.4%. In both versions of the Forecast Scenario, transit trips are projected to increase -2.2% and 3.6% - while all other modes are projected to decrease number of daily trips.
    i. Ed thinks that the model should be tweaked because it's not showing an increase in walking and biking trips with increased density in the downtown area - seems unlikely.
    ii. Mark agrees, this is a known limitation in the model as it doesn't have bike facilities and logic coded into it. Walking mode share increases, but number of trips decreases, which is a bit confusing. It's also important to contextualize these results, because 5k households were reallocated out of over 80k households in the urban area.
    iii. Rusty noted that the model is an extension of current conditions and thinks that the next LRTP needs to have an updated model. Mark noted that this model result reflects the existing, not future, transit network.
    iv. Ed does not think that these results will help inform policy change in the City of Billings.
    v. Katie asked about the validation memo to understand the results a bit better. Mark did send that a few months ago but will include with meeting notes for ease of reference. Katie indicated that a lack of modeshare in the model results is consistent across MPOs due to lack of bike facilities and agrees that VMT is the most useful outcome of the model.
    vi. Ed indicated a preference for showing just VMT in the final report to avoid public/stakeholder confusion in the modeshare results. Scott agreed, the SC is getting into the weeds but that does not need to be reported in the LRTP.
e. Mark overviewed the changes in traffic volumes under this scenario, and then summarized next steps for the TDM, which includes a formal report for the SC to review and a potential additional scenario based on the Draft or Final Project List. Outside of this LRTP effort, updating the TDM with transit, biking, etc. is an endeavor the MPO is considering.

4. Financial Plan Overview
    a. Rachel presented updated project unit costs.
        i. Woody indicated that the sidewalk numbers are spot on, given a recent project example.
        ii. Elyse indicated that further discussion is needed for the cost of concrete paths for trails. **Kittelson will reach out for further conversation on concrete path costs.**
        iii. Katie indicated that project costs will ultimately be reported for year of expenditure in the LRTP.
        iv. Andy indicated that for committed projects, the LRTP will defer to the existing cost estimates from the TIP, CIP, etc.

v. Ed indicated that the 'Arterial Street Fund' has been changed to the 'Street Maintenance Fund'.

5. Future Conditions Draft Chapter
    a. Mark reviewed the forecast demographics for population, housing, and employment and the projected geographic dispersion.
        i. Ed asked whether the increases are percentages or absolutes? They are absolute numbers.
    b. Mark detailed how traffic volumes are expected to increase, particularly in the West.
    c. Mark explained how future vehicular operations were developed, and what level of service is and what it means in terms of delay experienced. Intersections along east-west connectors degrade LOS, along with interchanges along I-90. This is a no-build scenario, without programmed projects included, apart from a few major projects (e.g. Inner Belt Loop, Billings Bypass) currently underway.
    d. Rachel overviewed the "family of plans" recommendations for pedestrian, bicycle, and trail facilities.
        i. Kittelson to update trail map to show the Inner Belt Loop and Skyline Trail as currently in progress.
    e. Rachel outlined the future MET transit system, in addition to where transit routes intersect with projected congested corridors.
        i. Kittelson will remove "implementation" from the documents regarding Lockwood service.
        ii. **Rusty will send the project team an updated link to reference for the 2022 Transit Development Plan.**
    f. Rachel overviewed both Freight Demand and Emerging Technology without any questions.
6. Needs, Deficiencies, & Opportunities
    a. The Public Comments collected were very good, and useful for identifying projects and prioritizing projects.
        i. Rusty asked if a person could leave more than one comment? Yes, that is possible.
    b. All the analysis presented will be utilized for the Draft Project List, which will be reviewed by the SC, prioritized, and presented to the public for feedback before becoming the Final Prioritized Project List.
    c. Scott indicated that it will be critical for agencies to think about future CIP/budget while reviewing the needs and deficiencies to ensure that the project lists of all agencies and the LRTP are in alignment. It is important to refine this list as much as possible before going to the public for input.
    d. Next meeting will include project mapping and tabular descriptions as well.
7. Next Steps and Close-Out
    a. Next SC meeting on **January 19th** and the key focus is on the Draft Project List**.**
    b. **SC to provide comments by January 9th** on the Draft Future Conditions Chapter.

ATTACHMENTS

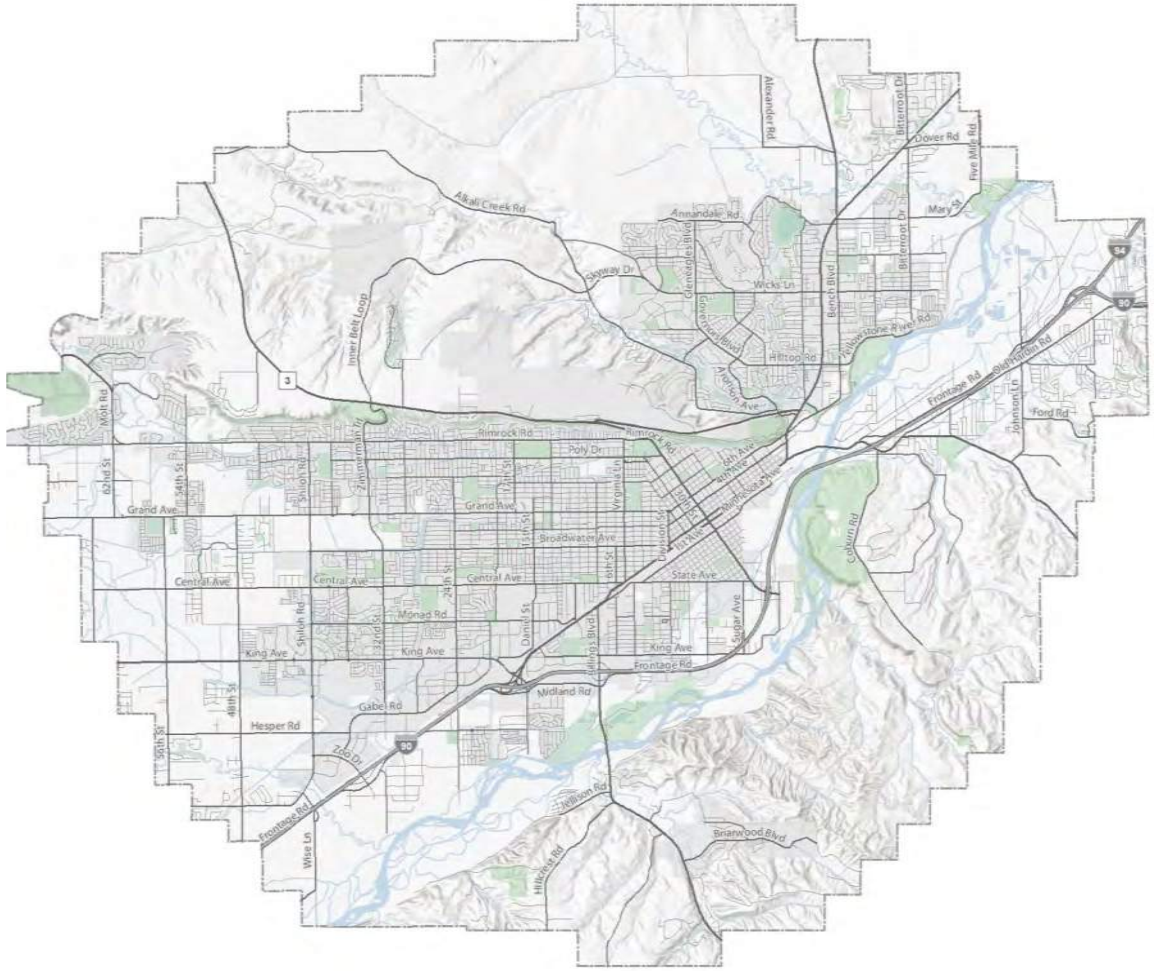
A. Meeting Agenda
B. Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee

Meeting #6

December 15th, 2022

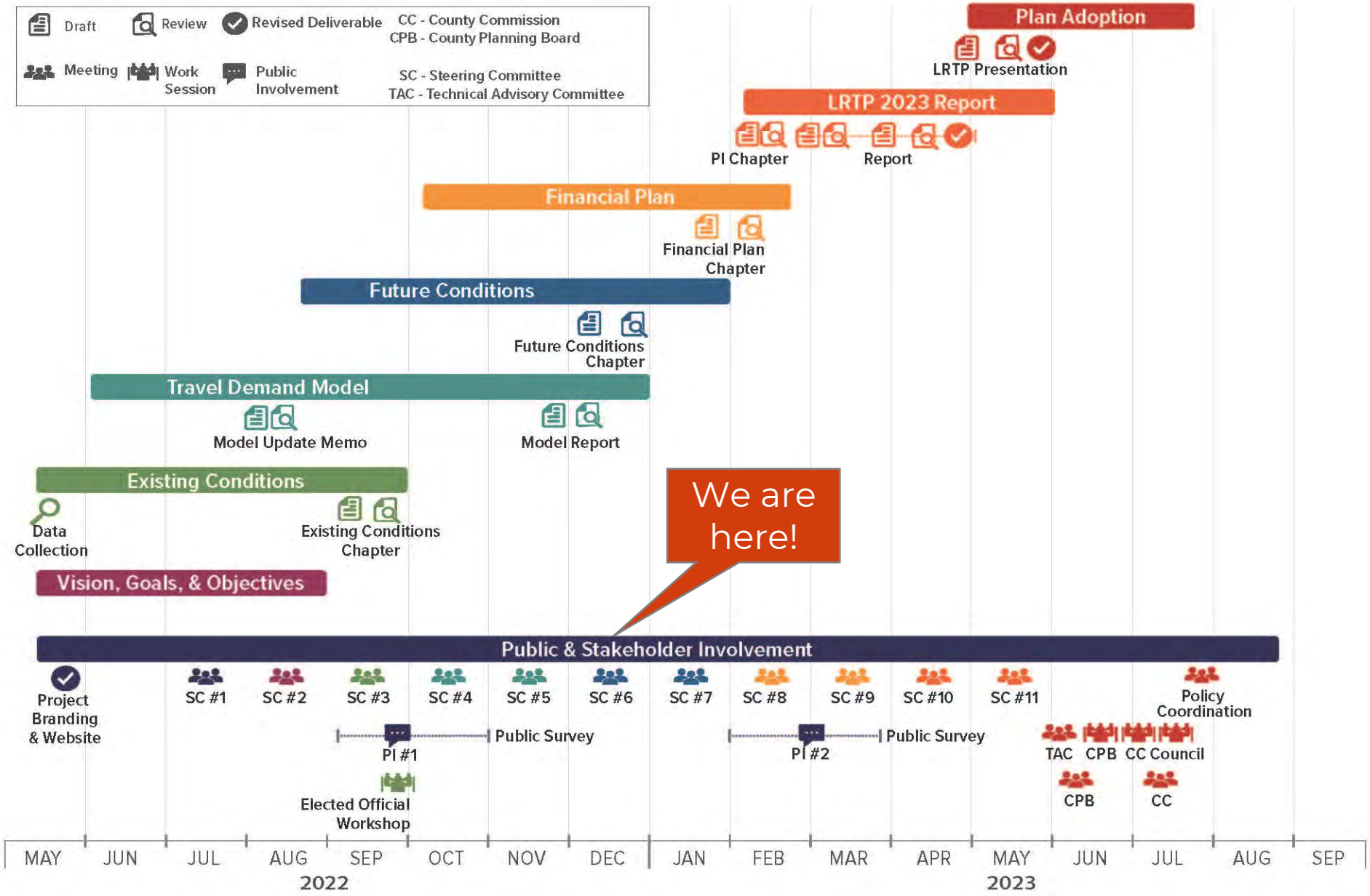


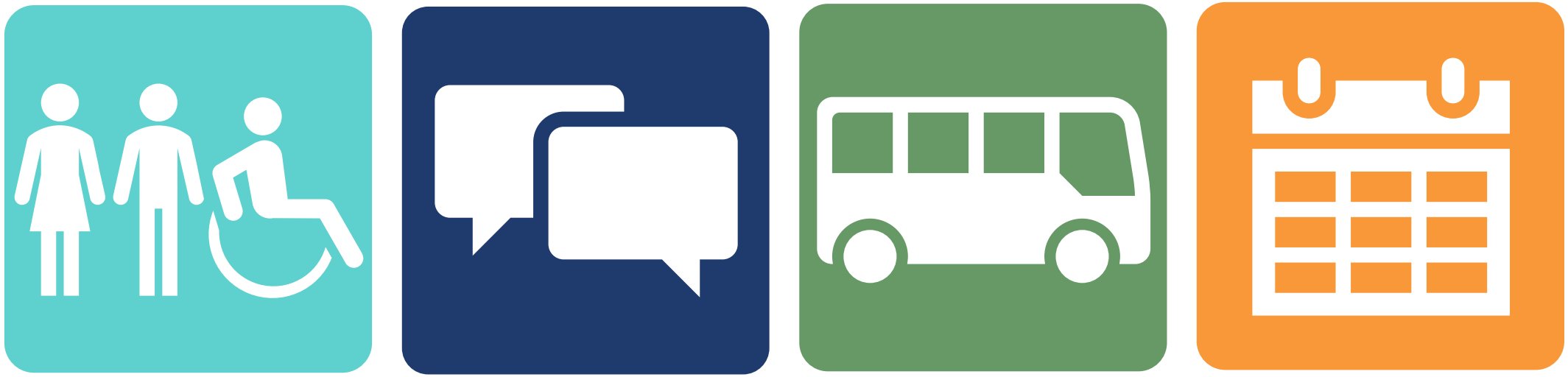
2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Outreach Next Steps
- Travel Demand Model
- Financial Plan Chapter Overview
- Draft Future Conditions Chapter
- Next Steps & Close-Out

Project Schedule





Outreach

Next Steps

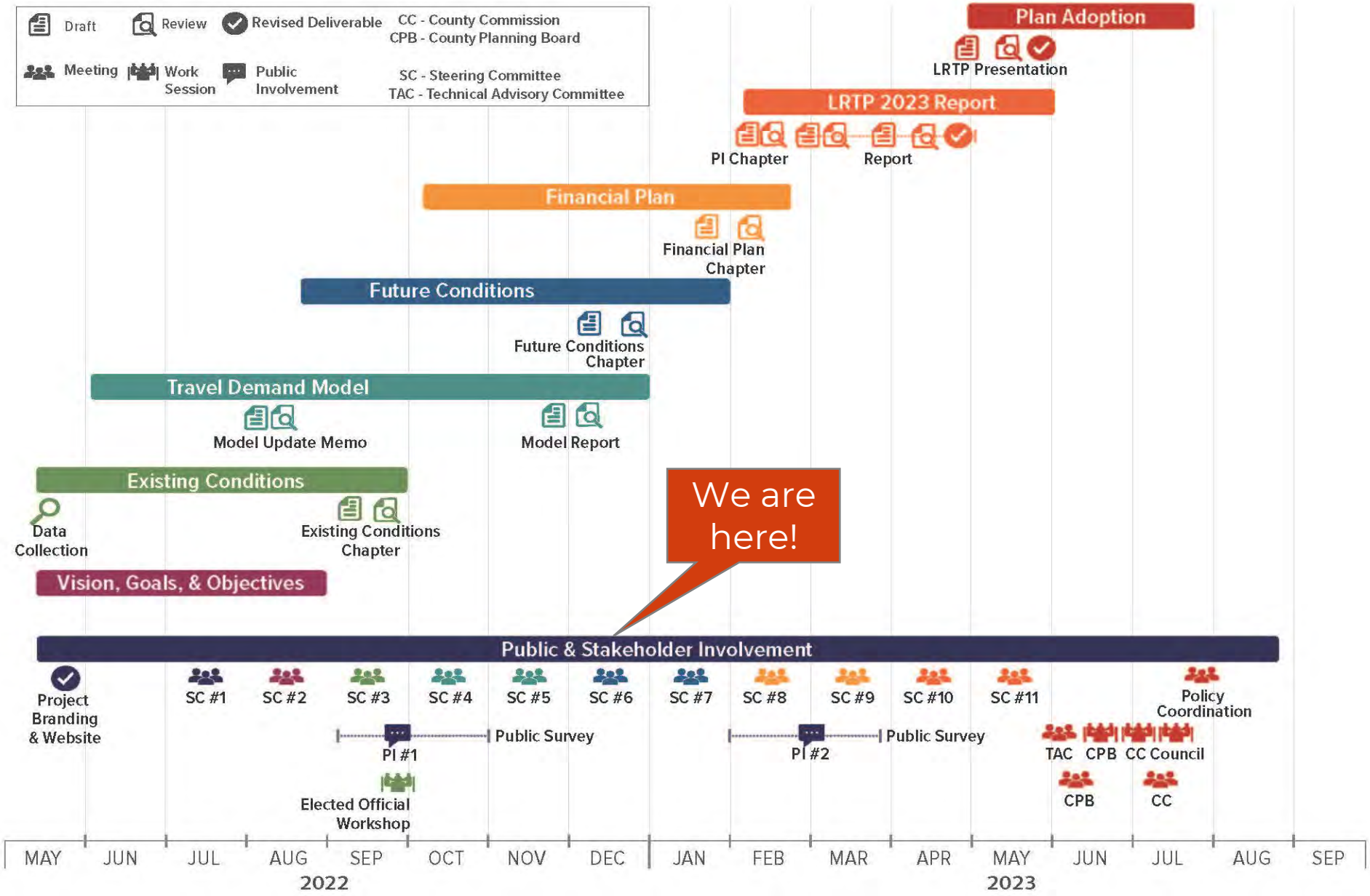
Stakeholder Outreach

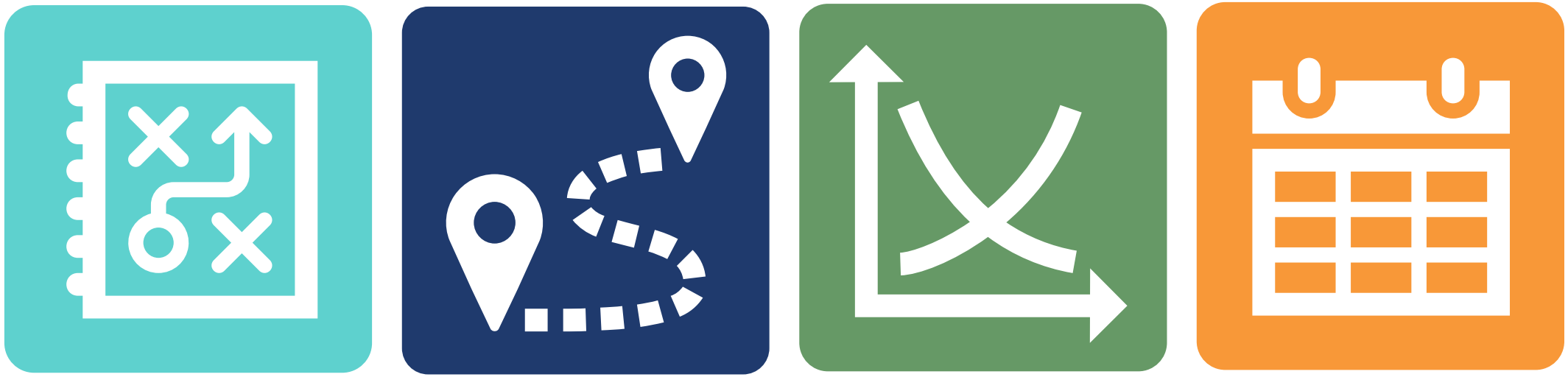
- Scheduled:

Pioneer Park Task Force	All Task Force Meeting	Lockwood Steering Committee	Others in-process
• 11/22	• 12/15	• 1/26	• BPAC • SD2

- Next Steps:
  - Update Engagement Opportunities on Website
  - February/March Stakeholder Outreach Schedule
  - February/March Open House
  - Media Outreach

Project Schedule





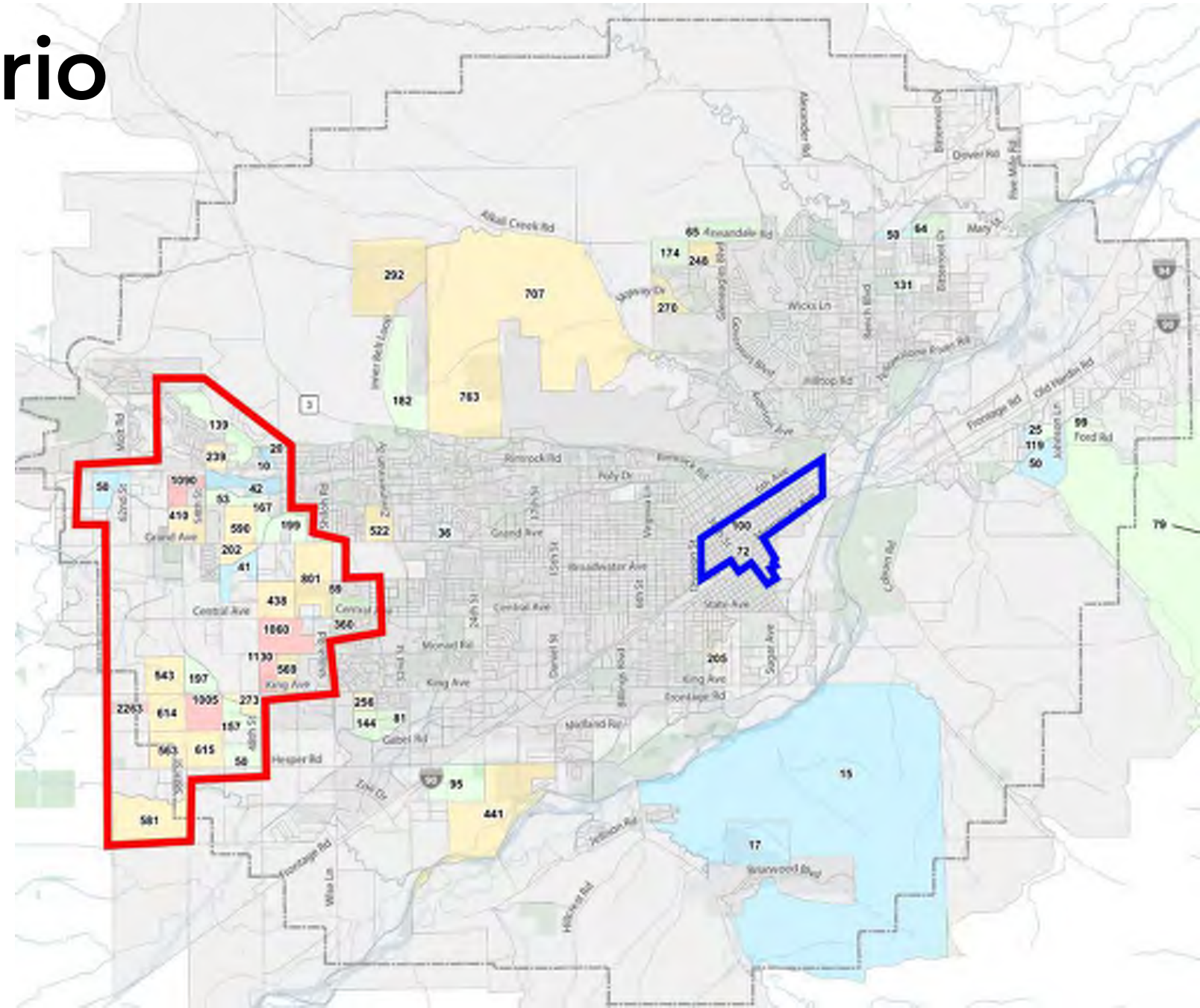
Travel Demand Model (TDM)

Forecast Scenario

Forecast Scenario

Introduction

- Year 2045
- Re-allocation of future households and jobs from west end to downtown area
  - **V1** – 2,500 households and 1,500 jobs
  - **V2** – 5,000 households and 1,500 jobs



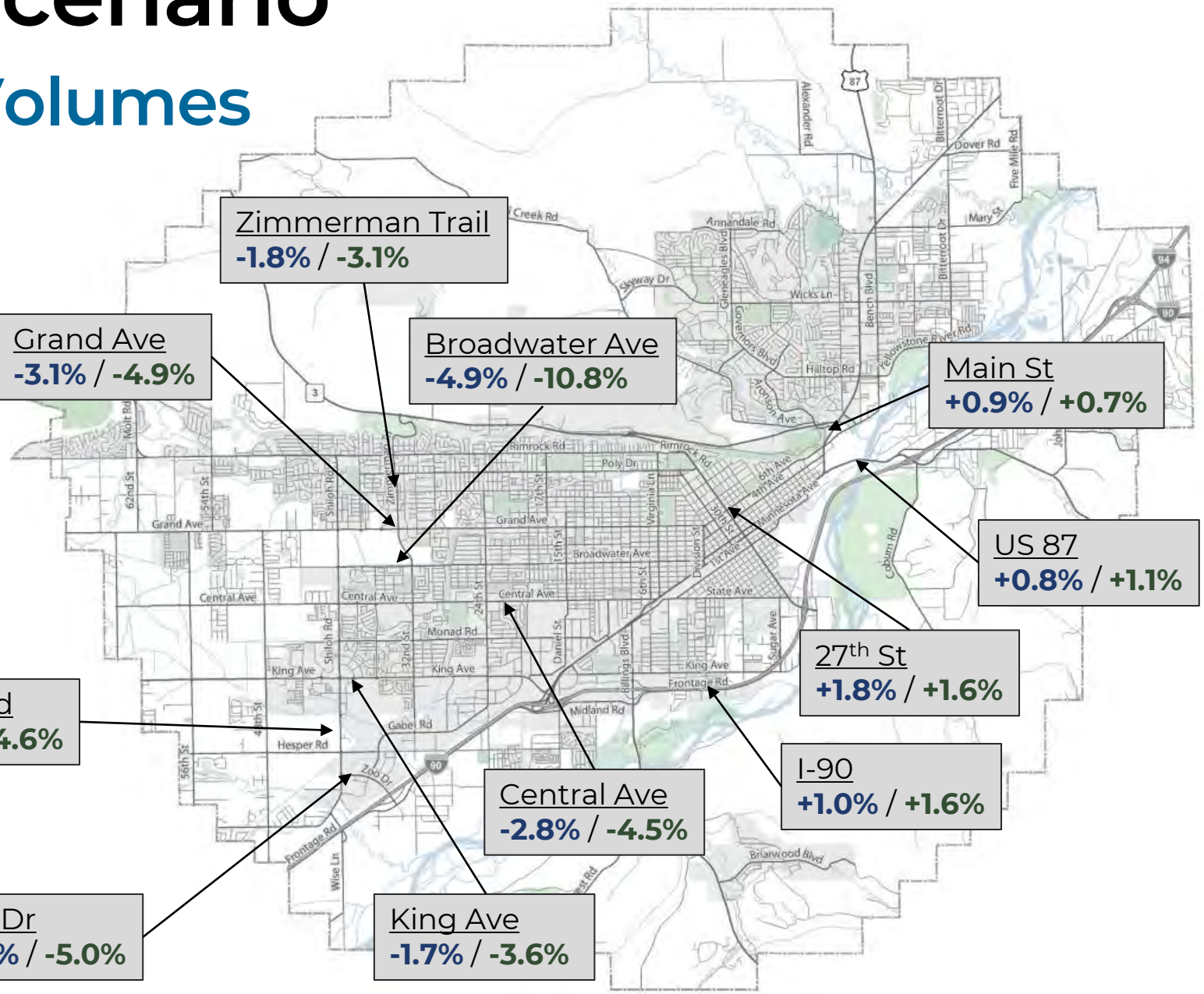
Forecast Scenario Results

Metric	Year 2045 Base	Year 2045 Scenario V1		Year 2045 Scenario V2	
		#	% Change	#	% Change
Total Vehicle Miles Traveled (VMT)	3,984,481	3,934,807	-1.2%	3,888,824	-2.4%
Number of Daily Trips					
Drive Alone	662,698	659,069	-0.5%	656,401	-1.0%
Shared Ride	596,075	592,781	-0.6%	590,279	-1.0%
Transit	1,838	1,879	2.2%	1,905	3.6%
Bike	22,390	22,247	-0.6%	22,140	-1.1%
Walk	71,068	71,034	0.0%	71,063	0.0%
School Bus	9,443	9,286	-1.7%	9,127	-3.3%
Total Trips	*1,363,512*	*1,356,296*	*-0.5%*	*1,350,915*	*-0.9%*

Forecast Scenario

2045 Traffic Volumes

Road Name
Scenario V1 %
Change in ADT /
Scenario V2 %
Change in ADT

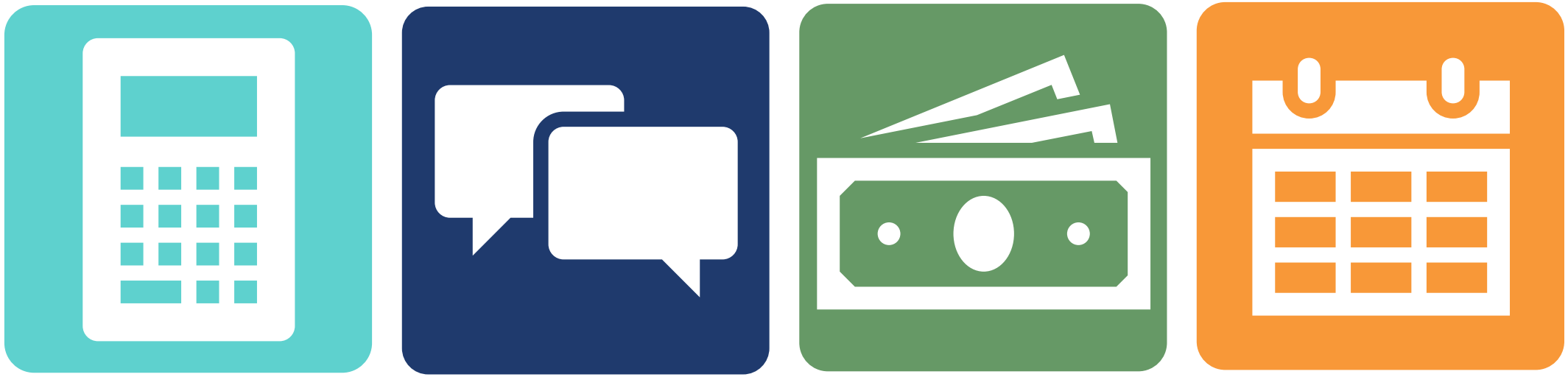


2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Travel Demand Model

Next Steps

- Formalize in final report
- Additional scenario *(if needed)*
- Add new transit network, future bicycle network, and bicycle network logic *(potential next step outside LRTP effort)*



Financial Plan Overview

Project Unit Costs

Project Type	Average Cost	Unit
Traffic Signal – 3x3	$450,000	Per Intersection
Traffic Signal – 5x5	$550,000	Per Intersection
Roundabout – Single Lane	$3,000,000	Per Intersection
Roundabout – Multi-Lane	$4,000,000	Per Intersection
Intersection Turn Lane	$300,000	Per Lane
Roadway Widening	$2,000,000	Per Lane Mile
New Roadway	$1,300,000	Per Lane Mile
New Sidewalk	$979,000	Per Mile
New Bikeway	$48,000	Per Lane Mile
New Trail	$75	Per Linear Foot

Funding Resource Assessment

Existing Federal Programs

- National Highway Performance Program
- Surface Transportation Program
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Program
- Transportation Alternatives Program
- Bridge Investment Program
- National Highway Freight Program
- Transit Capital & Operating Assistance Funds

IIJA Programs

- Safe Streets and Roads for All
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program
- Rebuilding American Infrastructure with Sustainability and Equity Program
- Reconnecting Communities Pilot Program
- National Electric Vehicle Infrastructure Program
- Wildlife Crossings Safety Pilot Program
- Railroad Crossing Elimination Program

IRA Programs

- Climate Justice Grant Program
- Neighborhood Access & Equity Program

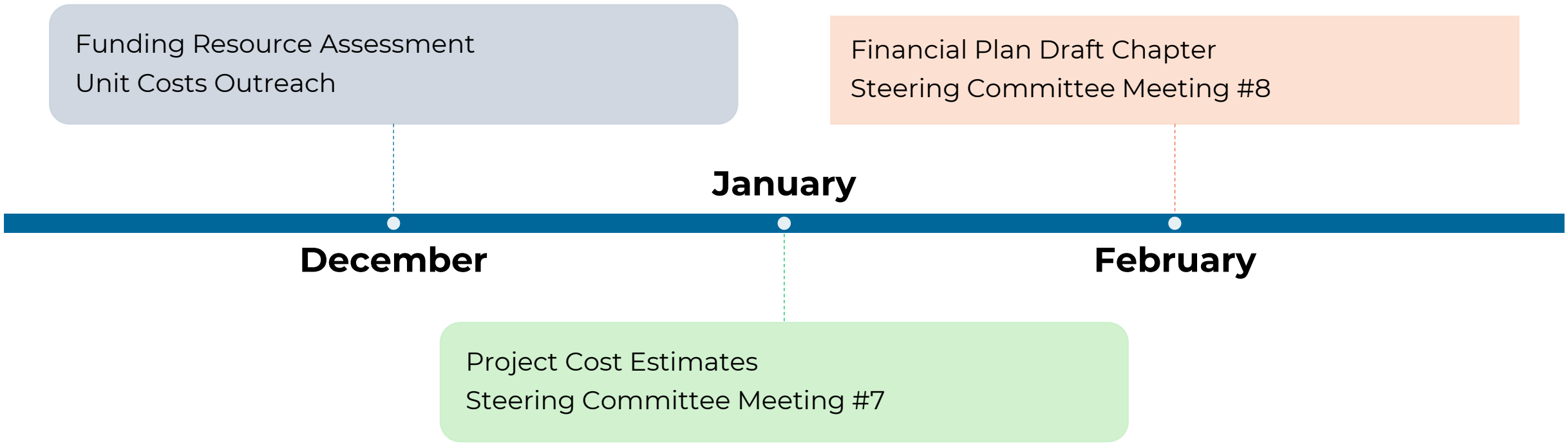
State Sources

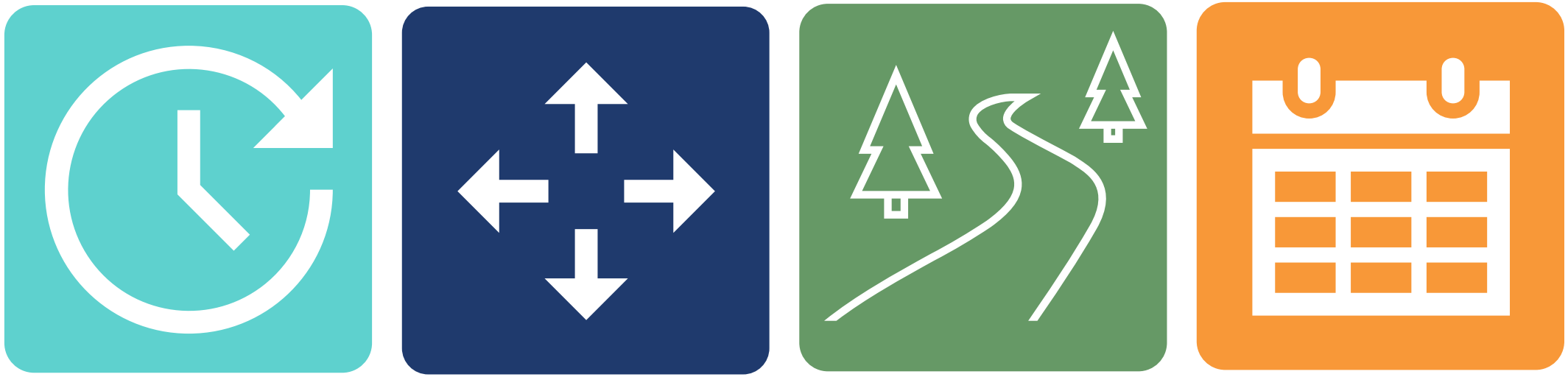
- State Special Revenue / State Funded Construction
- State Fuel Tax
- Rail Loan Funds

Local Sources

- Arterial Street Fees Fund
- Bike Paths and Trails Donations
- Community Development Block Grant Program
- Developer Contributions
- Gas Tax
- Sidewalk Bonds
- Special Improvement Districts
- Street Maintenance Fees
- Tax Increment Financing

Schedule


Funding Resource Assessment
Unit Costs Outreach
Financial Plan Draft Chapter
Steering Committee Meeting #8
January
December
February
Project Cost Estimates
Steering Committee Meeting #7



Future Conditions Chapter

Planning Horizon: 2045

Looking ahead to the future empowers better planning to help achieve the Billings urban area vision

- Federal statutes require at least a 20-year planning horizon
- This LRTP looks out to 2045
- Long range planning considers topics like:
  - Changing populations
  - Aging infrastructure
  - Natural disasters and climate change
  - Emerging technologies

Land Use

Forecast Demographics: Population, Housing, & Employment

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%
Total Employment	74,848	107,019	32,171	+43%	1.6%

Source: Billings-Yellowstone Metropolitan Planning Organization

- Between 2021 – 2045, an annual average growth rate of 1.2 percent was used to project the population
- Population growth is mostly expected to reach westward towards the urban area boundary, particularly west of Shiloh Road, along Highway 3 and Alkali Creek Road
- Smaller pockets of growth are projected to occur in Lockwood, the Heights neighborhoods, near I-90 and around Zoo Drive
- 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
- Employment growth within the Billings urban 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.

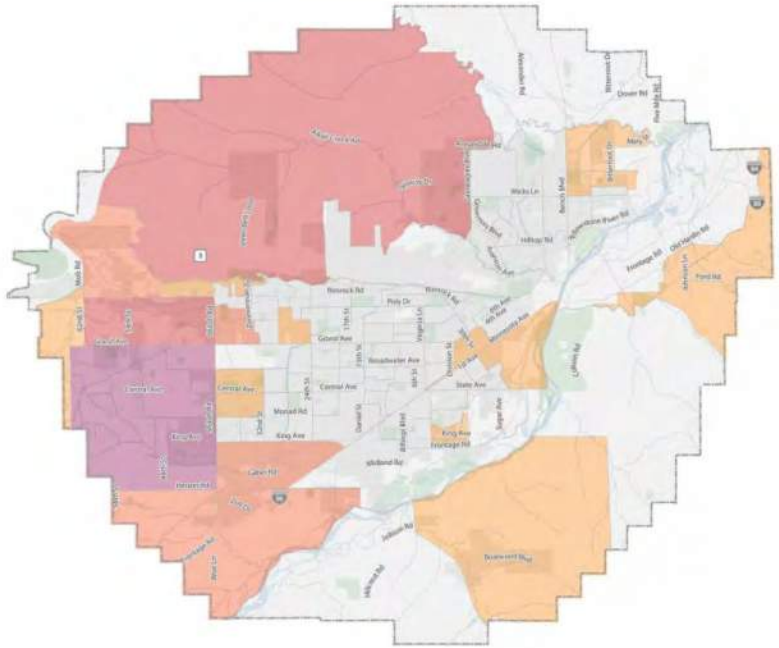


FIGURE 1

PROJECTED POPULATION GROWTH (2021 to 2045)

Projected Population Growth by Census Block Group
- >10,000
- 2,501 - 10,000
- 501 - 2,500
- 1-500
- 0

Base Map
- Rivers and Lakes
- Park
- City of Billings
- MPO Boundary

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

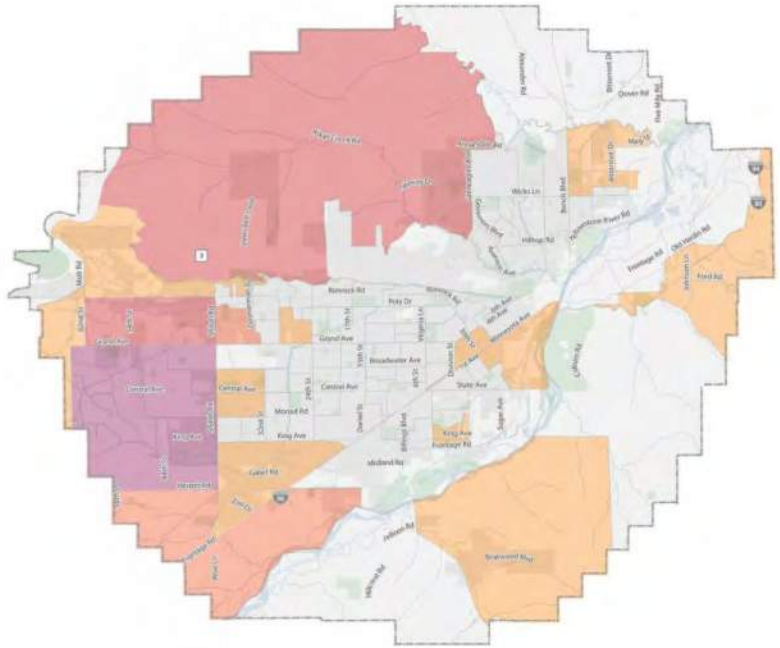


FIGURE 2

PROJECTED HOUSEHOLD GROWTH (2021 - 2045)

Projected Household Growth by Census Block Group
- > 5,000
- 2,001 - 5,000
- 501 - 2,000
- 1 - 500
- 0

Base Map
- Rivers and Lakes
- Park
- City of Billings
- MPO Boundary

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

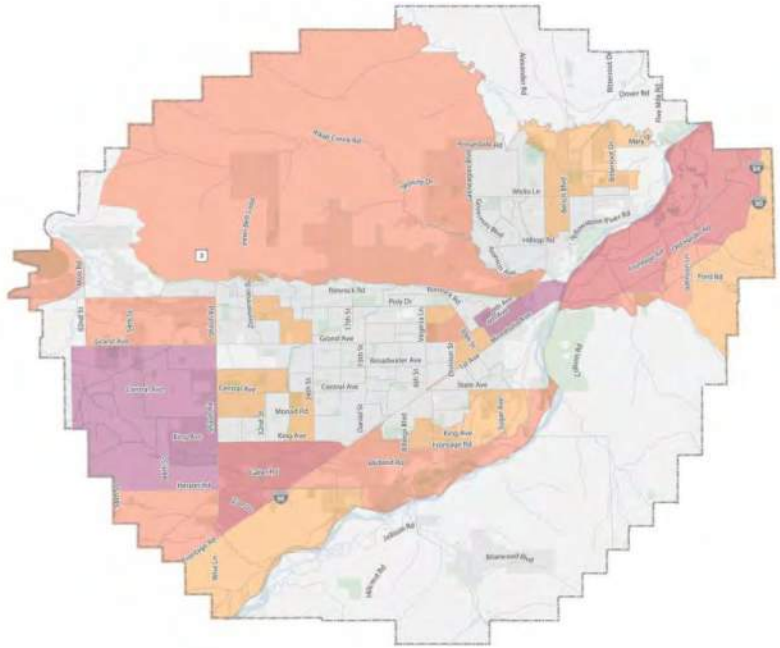


FIGURE 3

PROJECTED EMPLOYMENT GROWTH (2021 - 2045)

Projected Population Growth by Census Block Group
- > 5,000
- 2,001 - 5,000
- 501 - 2,000
- 1 - 500
- 0

Base Map
- Park
- Rivers and Lakes
- City of Billings
- MPO Boundary

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

Transportation

Future Traffic Volumes

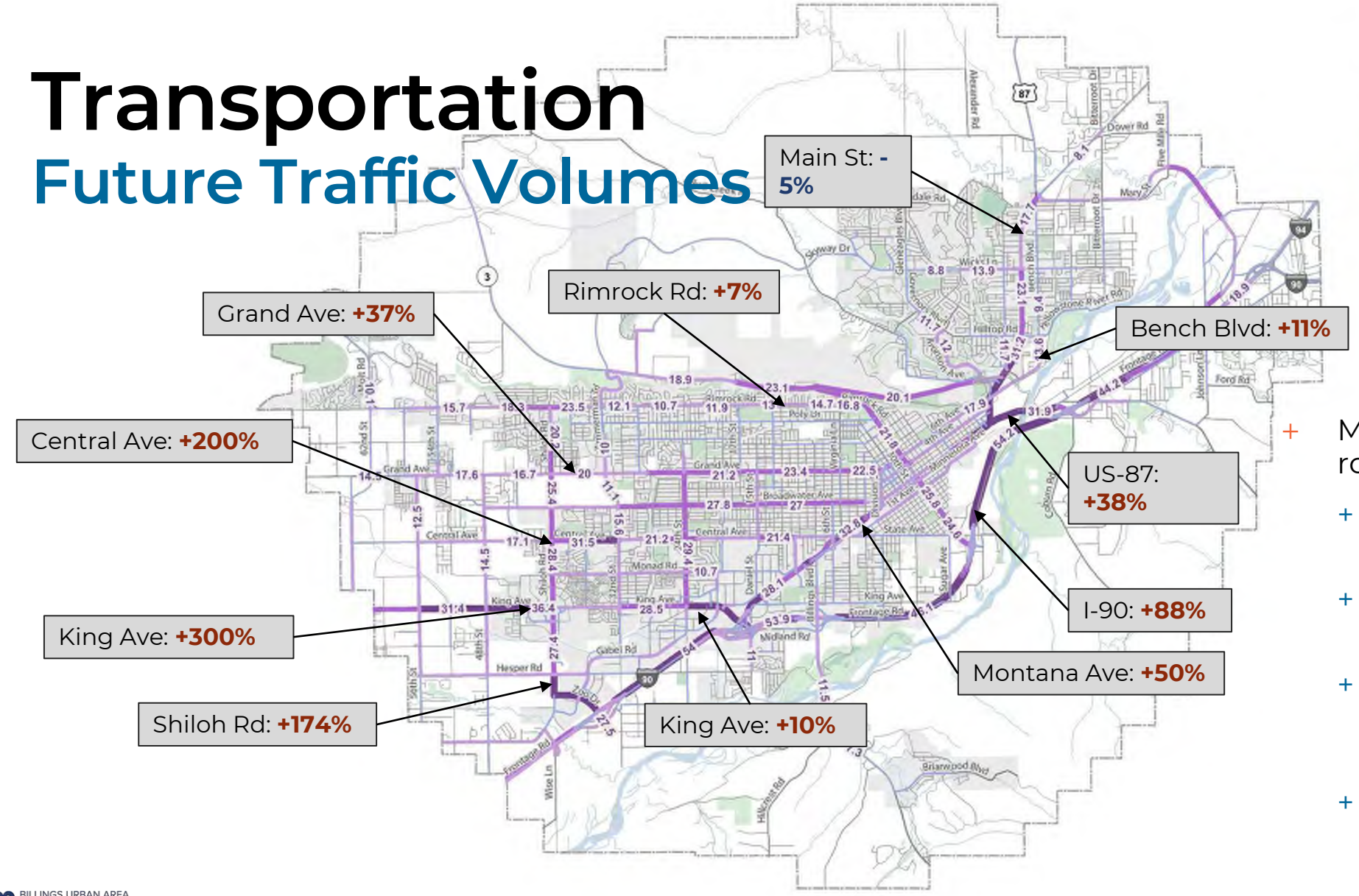


FIGURE 5

FUTURE MODEL YEAR (2045) AVERAGE DAILY TRAFFIC (ADT)

Year 2045 Daily Traffic Projections

- 0 - 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 55,000

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

Data Source: Billings-Yellowstone MPO

+ Major modifications to the 2045 roadway network 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)

Transportation

Future Vehicular Operations

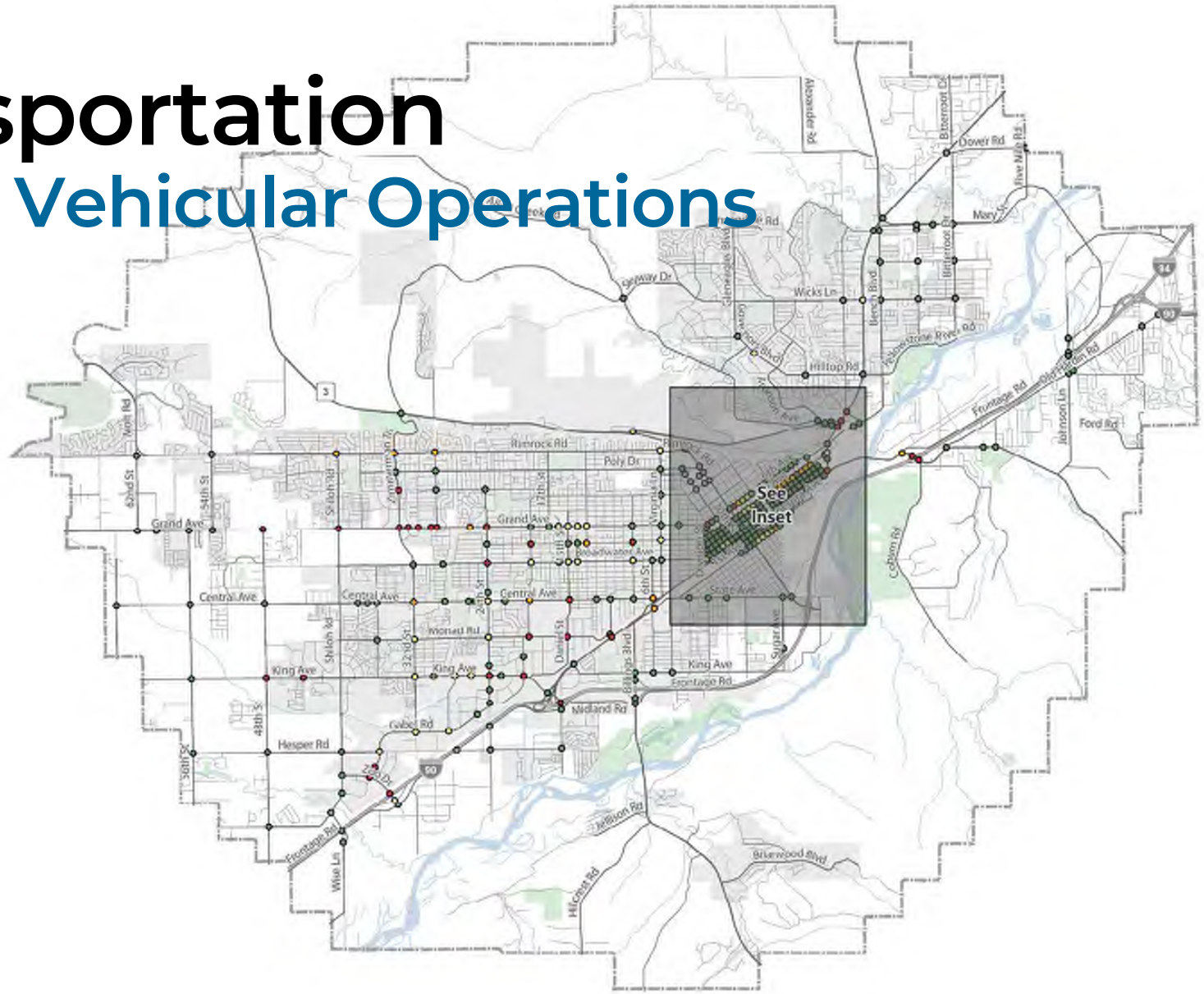
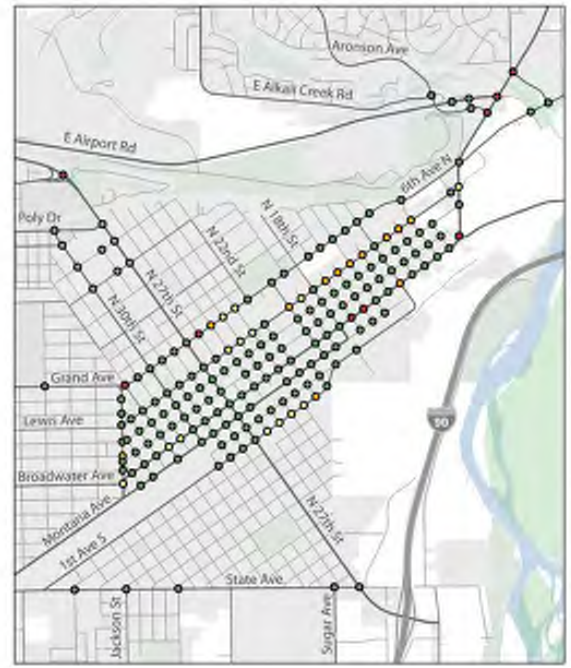


FIGURE 6

YEAR 2045 INTERSECTION LEVEL-OF-SERVICE (LOS)

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



2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Transportation
Pedestrian

Treatments identified through the Billings *Safe Routes to School Plan Update* (2022) and the Lockwood Pedestrian Safety District *Pedestrian and Bicycle Draft Plan* (2022)

RRFB

- Rectangular Rapid Flashing Beacon
- Pedestrian Activated Flashing Yellow Lights
- Alert Drivers
- Increase Visibility

PHB

- Pedestrian Hybrid Beacon
- Pedestrian Activated Traffic Control Device
- Flashing Red Lights and "WALK" Signal

Curb Extension

- Corner or Midblock Treatment
- Improves Visibility
- Reduces Driver Speeding
- Shortens Crossing Distance

Refuge Island

- Delineated or Raised Areas at Intersections or Midblock Crossings
- Provide Protected Space to Wait While Crossing

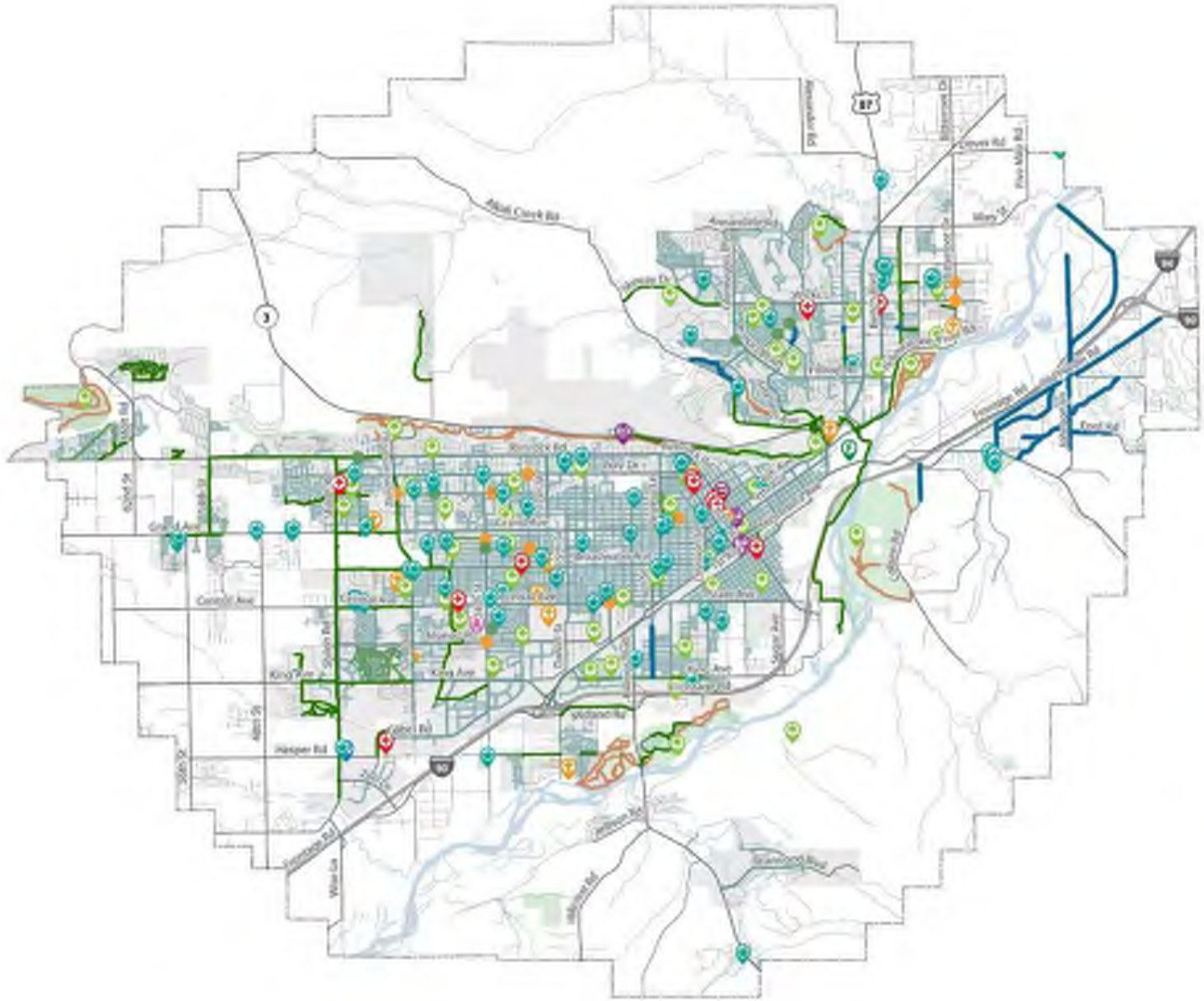


FIGURE 7

FUTURE PEDESTRIAN FACILITIES

Existing Infrastructure

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

Major Activity Centers

- School
- College
- Hospital
- Library
- Park
- Fairgrounds
- Museum
- Stadium
- Shopping
- Cemetary

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)

Transportation
Bicycle

Treatments and facilities were identified through the *Billings Area Bikeway and Trails Master Plan Update (2016)* and the Lockwood Pedestrian Safety District *Pedestrian and Bicycle Draft Plan* (2022)

Spot Treatments

- Bike Boxes
- Rectangular Rapid Flashing Beacons
- Facility Maintenance

Facilities

- Neighborhood Bikeways
- Buffered Bike Lanes
- Separated Bike Lanes
- Visionary Bikeways

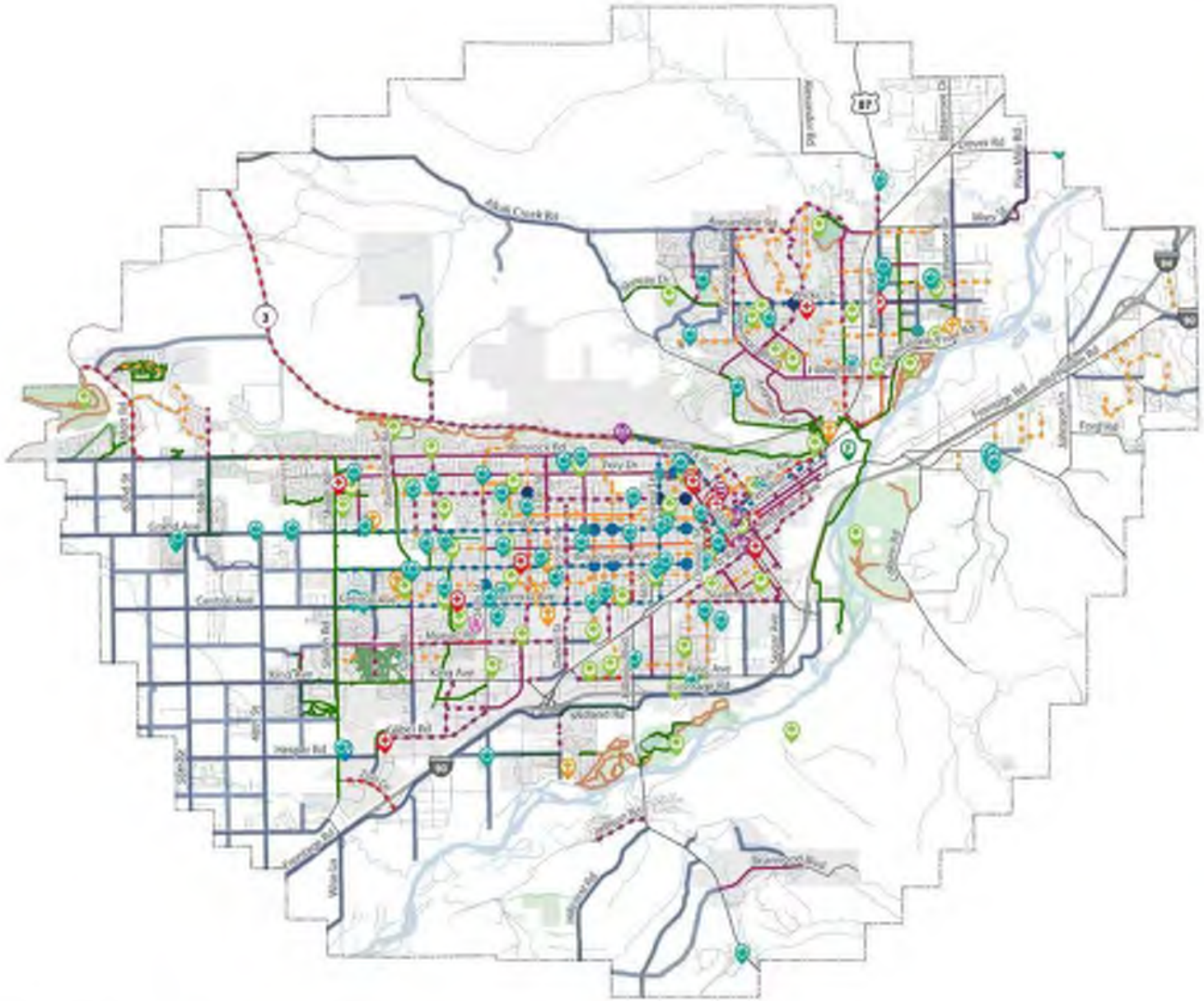


FIGURE 5

FUTURE BICYCLE FACILITIES

Existing Infrastructure

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

Major Activity Centers

- School
- College
- Hospital
- Library
- Park
- Fairgrounds
- Museum
- Stadium
- Shopping
- Cemetery

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

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

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

Transportation
Trails

Treatments and facilities were identified through the *Billings Area Bikeway and Trails Master Plan Update (2016)*

Shared Use Path (SUP)

- Wide, hard-surface trails
- Found along rivers, in parks, and within greenways
- Allow two-way, off-street travel with few motor vehicle conflicts

Neighborhood Connector

- Paved trail less than 8’ wide
- Complement shared use path network
- Provide direct access to neighborhoods

Unpaved Trail

- Dirt, mulch, and gravel trails
- Tend to be more narrow and rugged

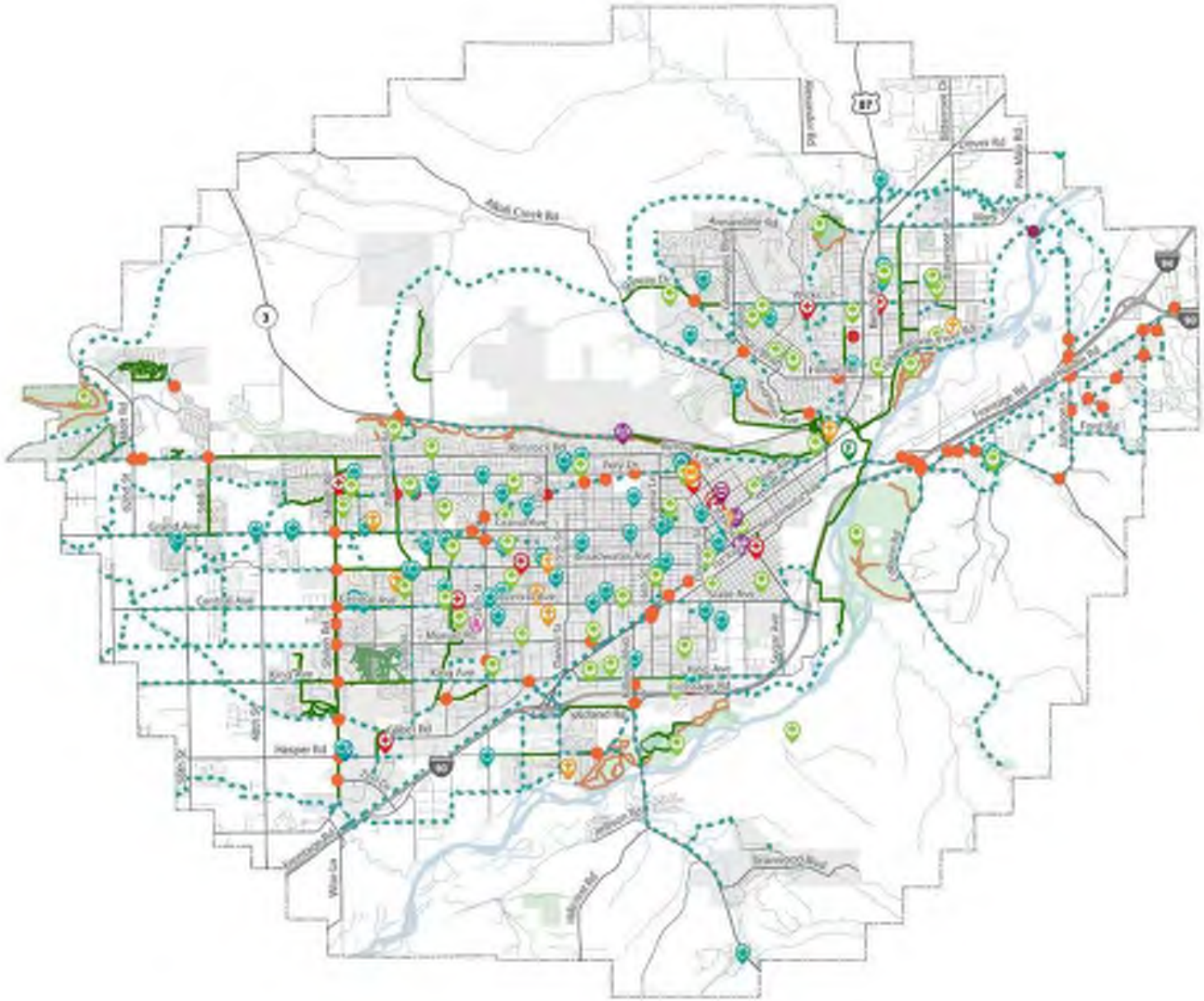


FIGURE 5

FUTURE TRAIL FACILITIES

Existing Infrastructure

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

- School
- College
- Hospital
- Library
- Park
- Fairgrounds
- Museum
- Stadium
- Shopping
- Cemetery

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

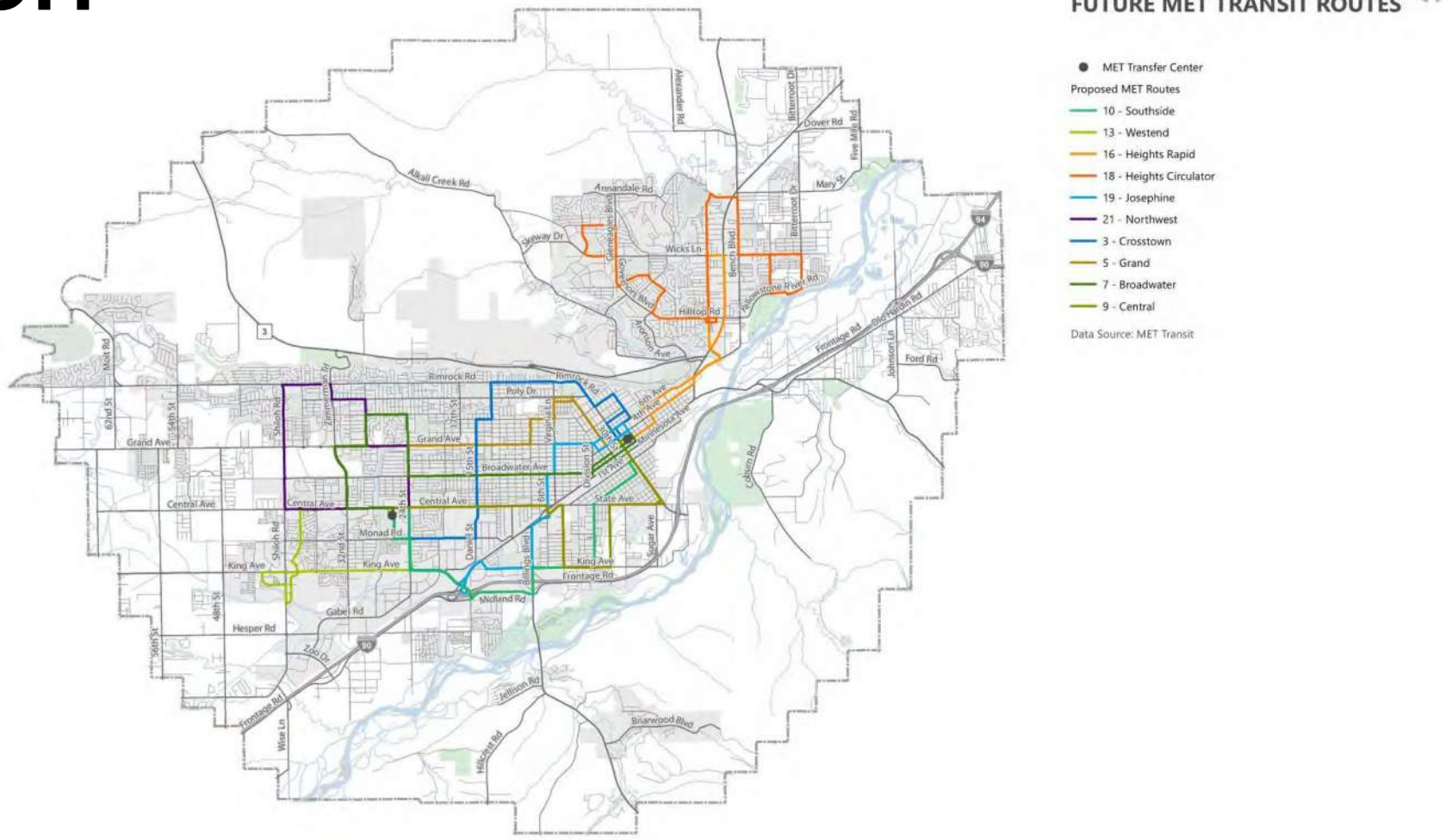
- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing
- Trail

Data Source: Billings-Yellowstone County MPO

Transportation

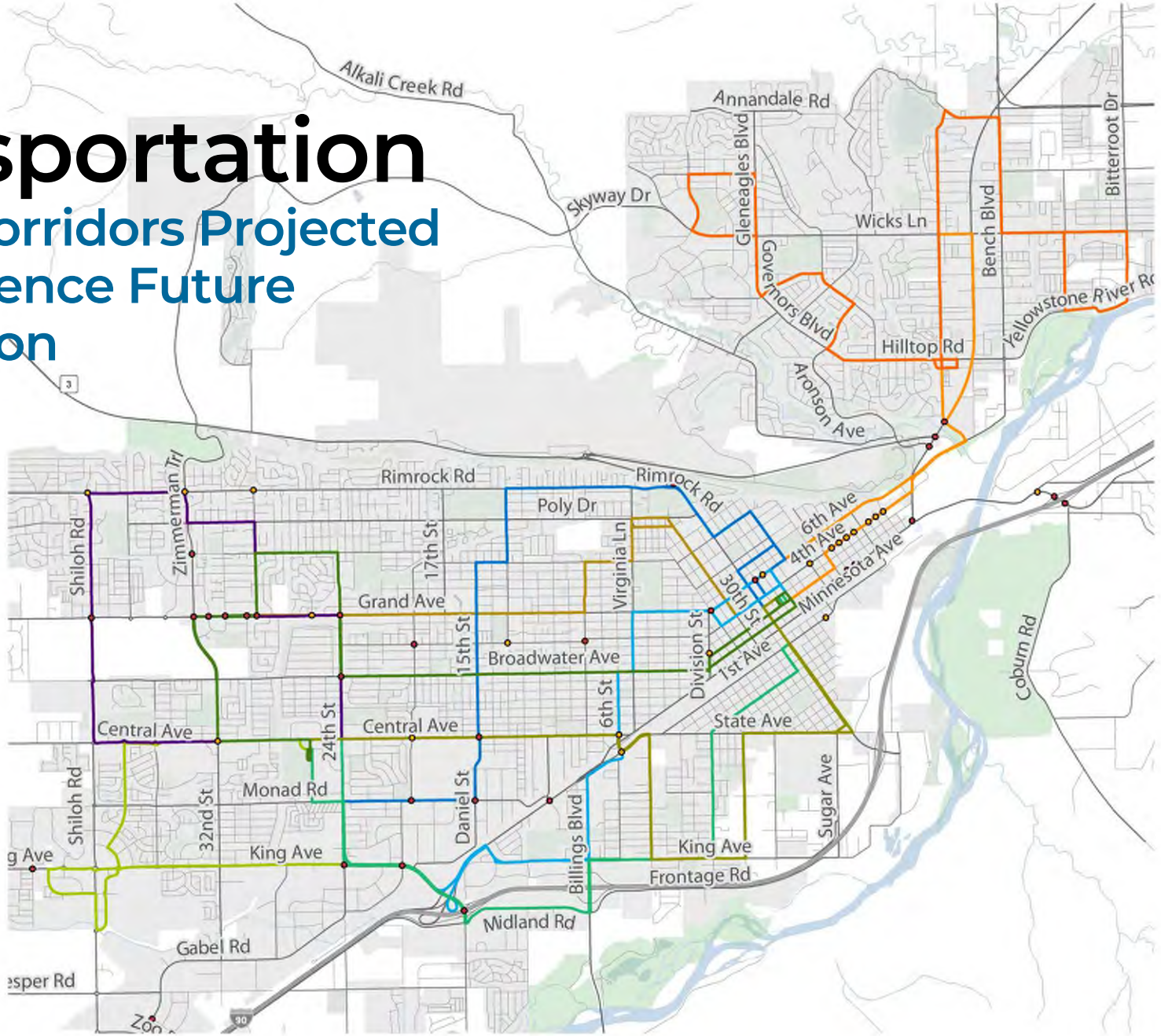
Transit

- The 2022 *Transit Development Plan* outlines future route changes to
  - Grow Ridership
  - Improve Efficiency, Convenience, & Sustainability
- Implement a stop-based fixed-route system
- Collaborate with the Lockwood community to evaluate service



Transportation

Transit Corridors Projected to Experience Future Congestion



PROJECTED CONGESTED INTERSECTIONS ALONG FUTURE MET TRANSIT ROUTES

Year 2045 PM Peak Intersection Operations

- LOS E
- LOS F

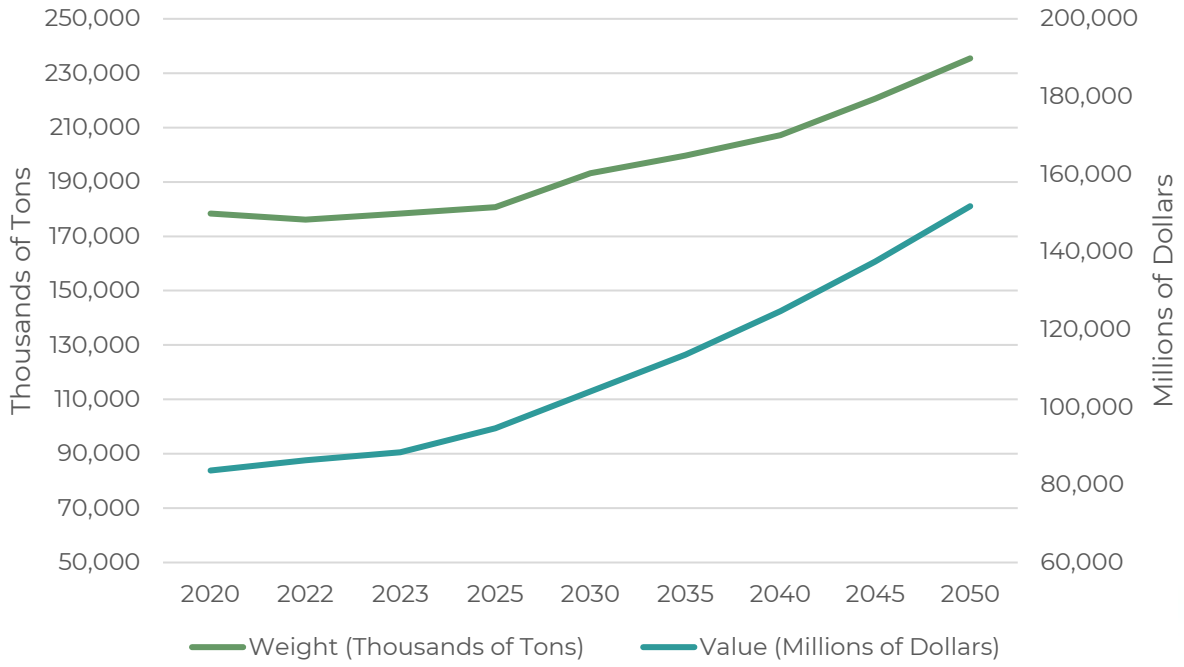
Future MET Routes

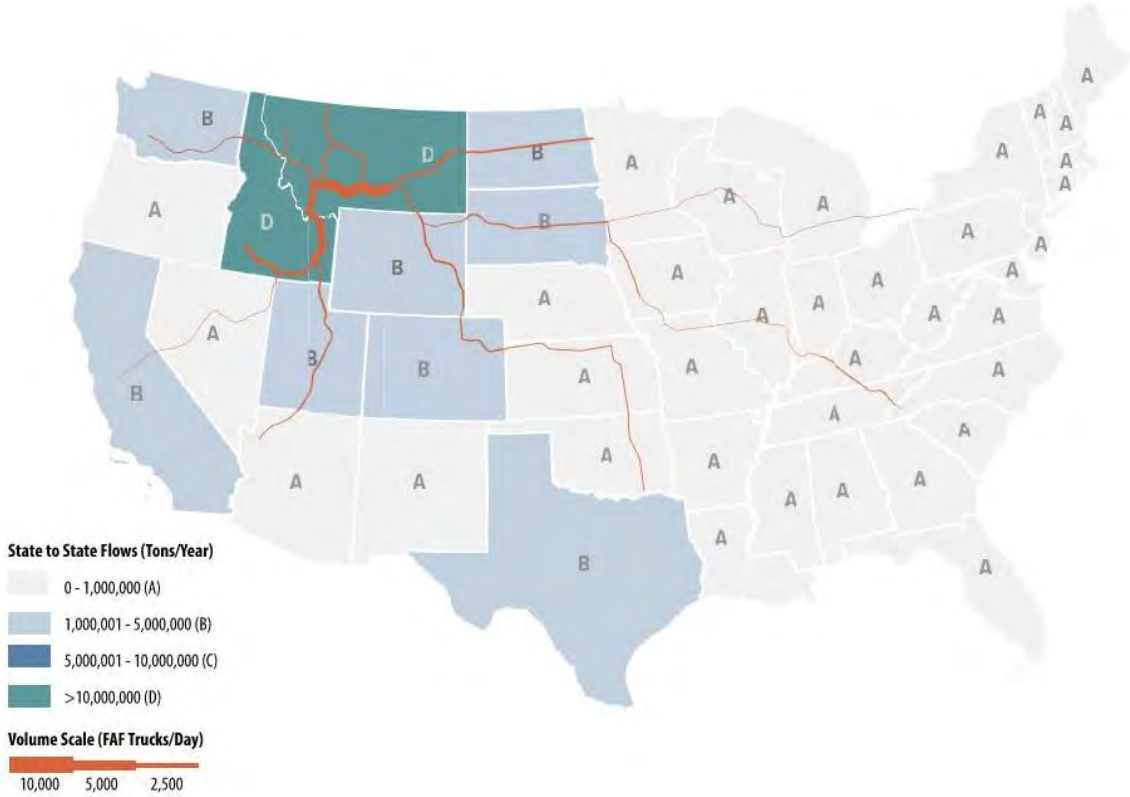
- 10 - Southside
- 13 - Westend
- 16 - Heights Rapid
- 18 - Heights Circulator
- 19 - Josephine
- 21 - Northwest
- 3 - Crosstown
- 5 - Grand
- 7 - Broadwater
- 9 - Central

+ Multiple corridors are projected to be congested during the PM peak period in 2045
+ These corridors could potentially benefit from technology and infrastructure upgrades to improve transit service, such as:
  + Transit Signal Priority
  + Queue Jumps
  + Bus-Only Lanes

Transportation

Freight Demand





Emerging Technology

Shared Mobility & Micromobility

- In 2021, the Billings-Yellowstone MPO completed the *Bike & Scooter Share Feasibility Study*, which outlined how shared micromobility could be implemented in the Billings urban area, including recommended pilot bike and scooter share station locations.
- Integrating these mobility options (MET Transit services, ridehailing, carsharing, and electric vehicle charging) through a digital platform into one cohesive system that facilitates multimodal trips is termed 'Mobility as a Service' or MaaS.

Emerging Technology

Electric Vehicles

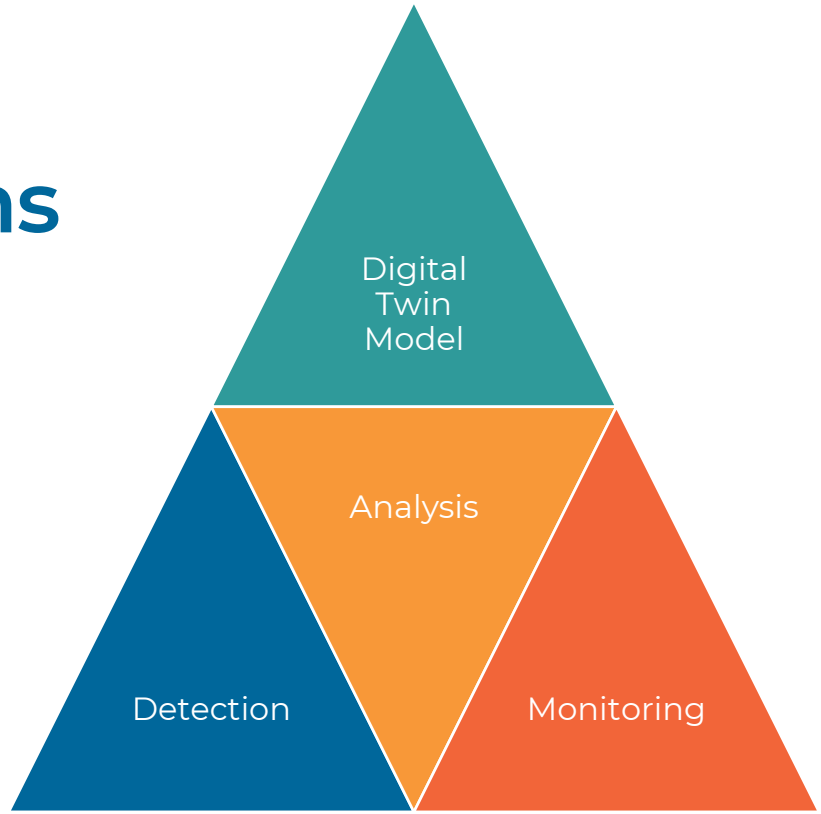
- By 2040, 9% (~87,000) of registered vehicles in Montana will be electric vehicles
- That's roughly 8,700 EVs in Billings in 2040
- Substantial local investments in charging infrastructure and clean power systems will be necessary to accommodate charging demand

To prepare for the charging demand, the MPO is recommended to collaborate with the MDT, the DEQ, and local energy providers to complete a **charging infrastructure assessment** to successfully compete for National Electric Vehicle Infrastructure (NEVI) funding to implement infrastructure in the Billings urban area.

Emerging Technology

Smart Infrastructure & Digital Twins

- Smart infrastructure is regular infrastructure that is equipped with Internet connectivity and specific sensors
- Allows for continuous data collection and analysis for data-driven insights that can help provide better urban services, such as:
  - Automated Traffic Detection & Coordinated Signal Timing
  - Transit Signal Priority & Bus Rapid Transit
  - Power Grid Monitoring
  - Water Quality Monitoring
  - Sewage System Monitoring
  - Efficient Waste Management



Regular data exchange between physical systems and digital model empowers decision-making, policies, and services

Phase 1 Public Outreach

- During the first phase of the LRTP Update, public comments were collected using an interactive map on the project website.
- Between the open house, stakeholder outreach, and community-wide promotion, **315 comments** were received.
- Comments were organized by category (selected by the user).

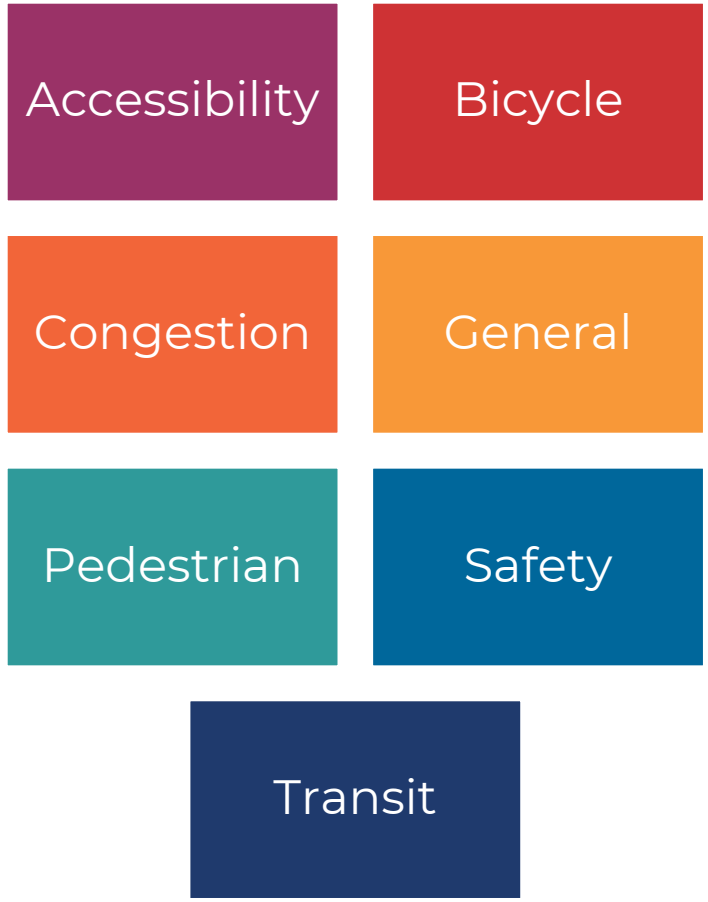
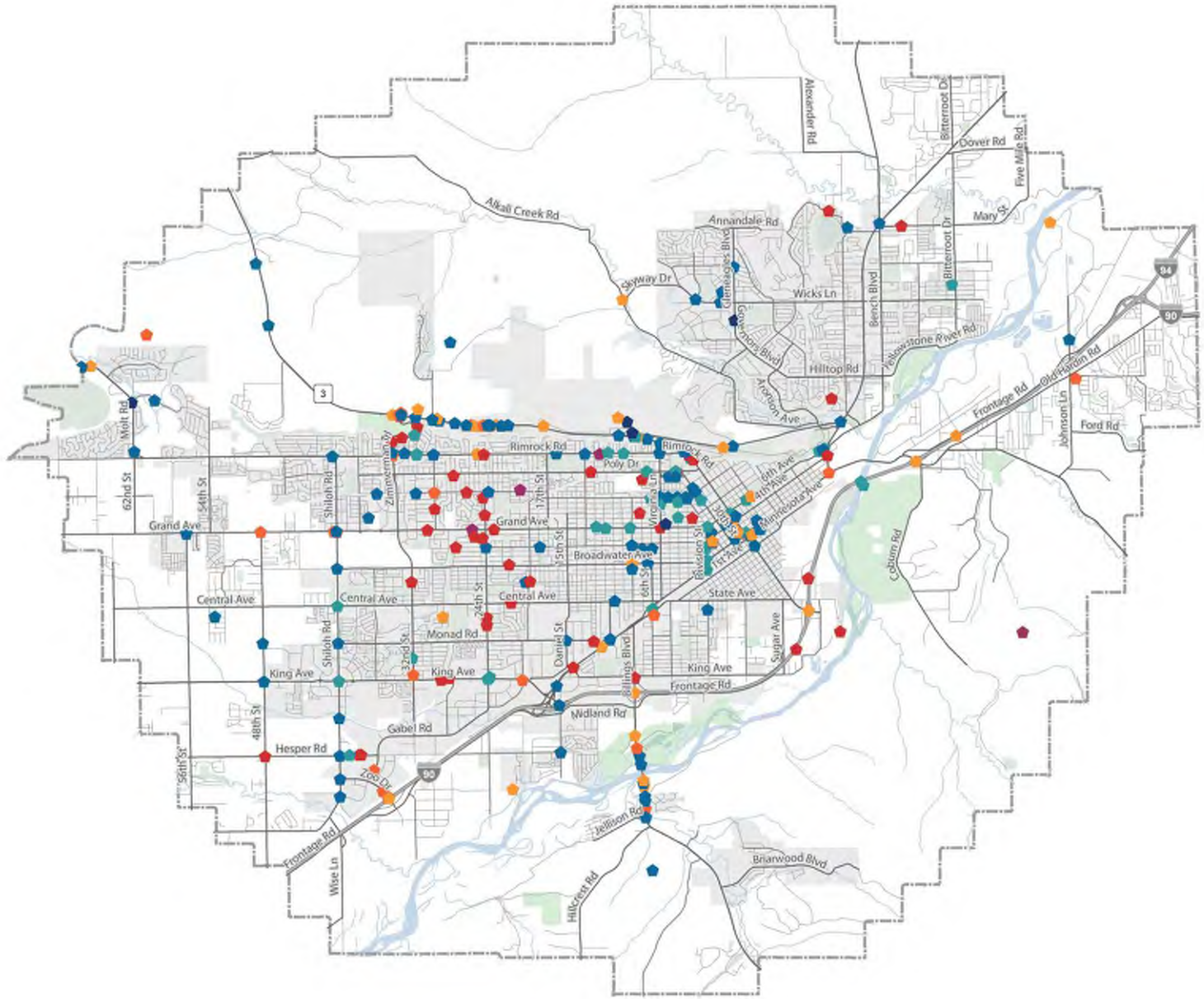


FIGURE 1

PUBLIC COMMENTS



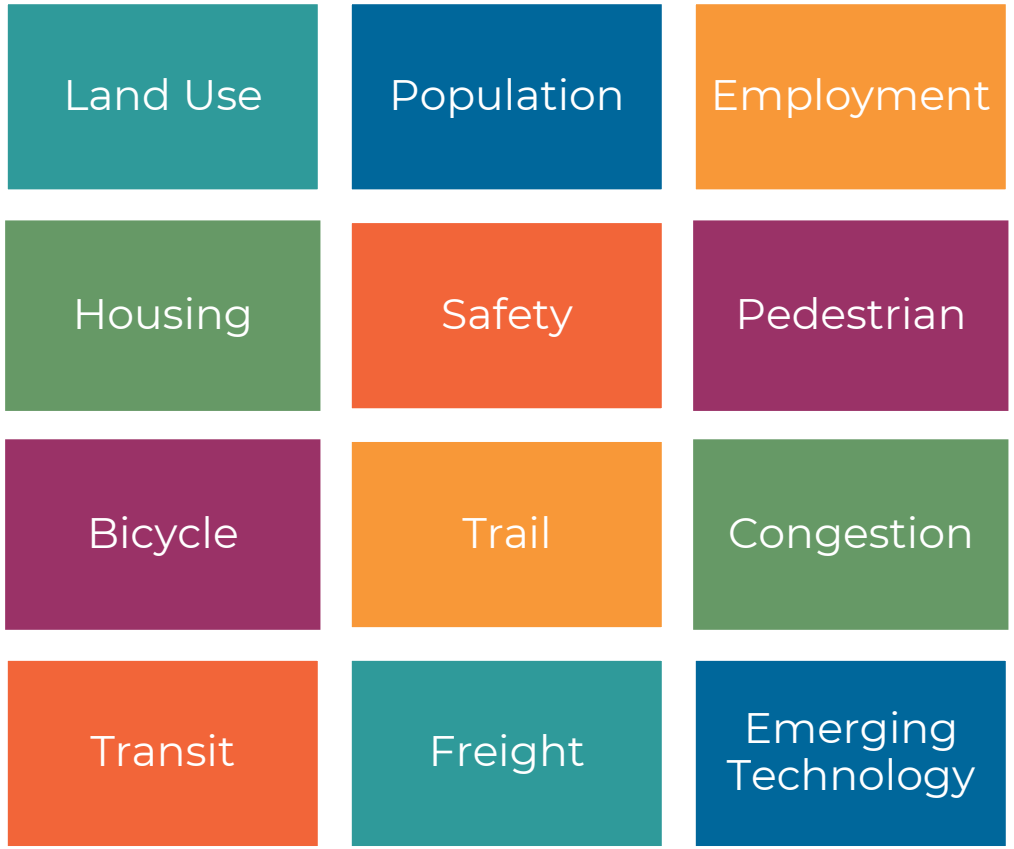
Public Comments by Topic

- Accessibility
- Bicyclist
- Congestion
- General
- Pedestrian
- Safety
- Transit

Data Source: Billings-Yellowstone County MPO

Needs, Deficiencies, & Opportunities

- To formulate and refine the Draft Project List, barriers and issues faced by Billings urban area residents are summarized.
- Needs and deficiencies draw from:
  - Existing Plans
  - Stakeholder Discussions
  - Online Public Comment Map
  - Steering Committee Feedback
  - Existing Conditions Analysis
  - Future Conditions Analysis



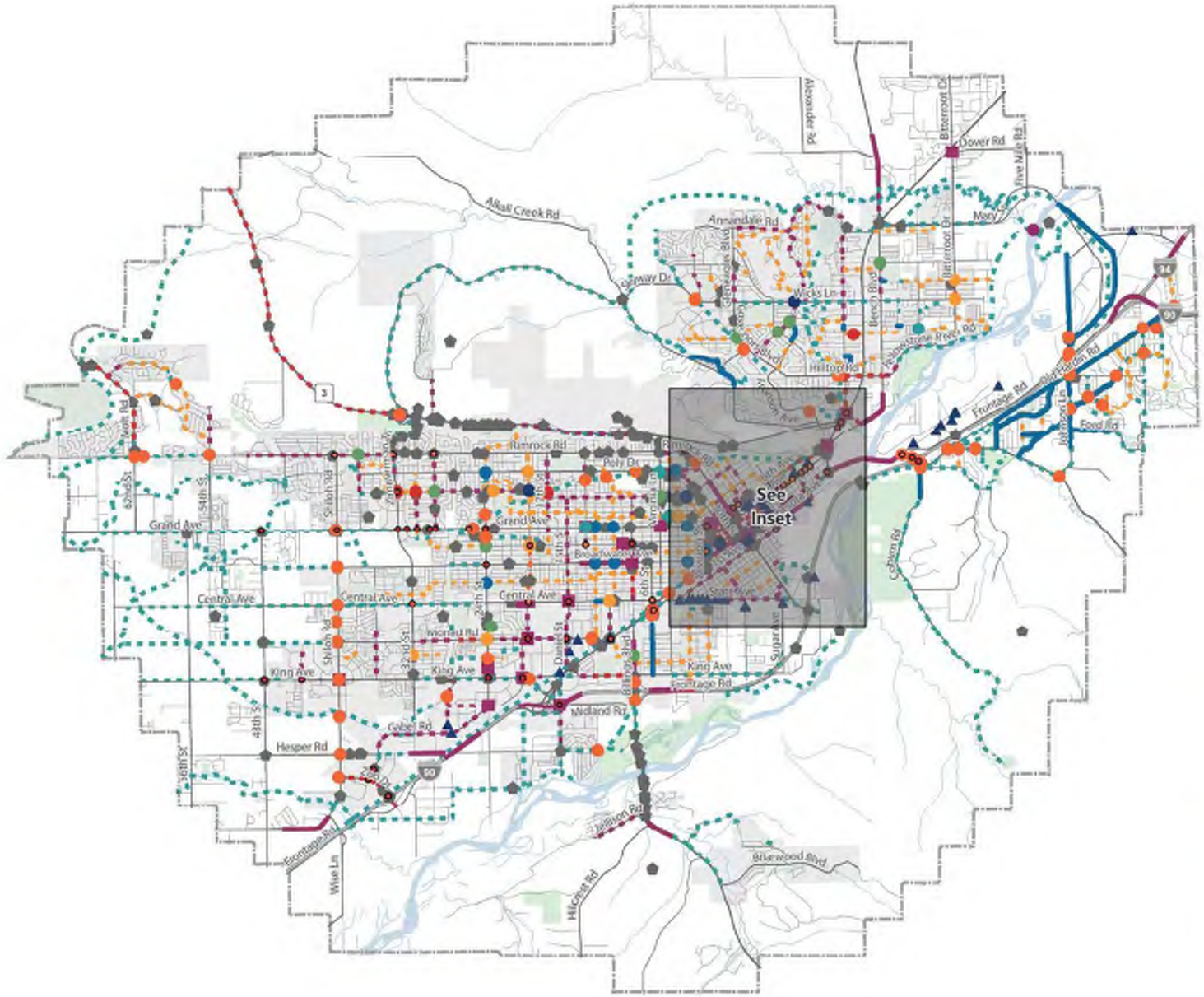


FIGURE 11

NEEDS, DEFICIENCIES, & OPPORTUNITIES

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

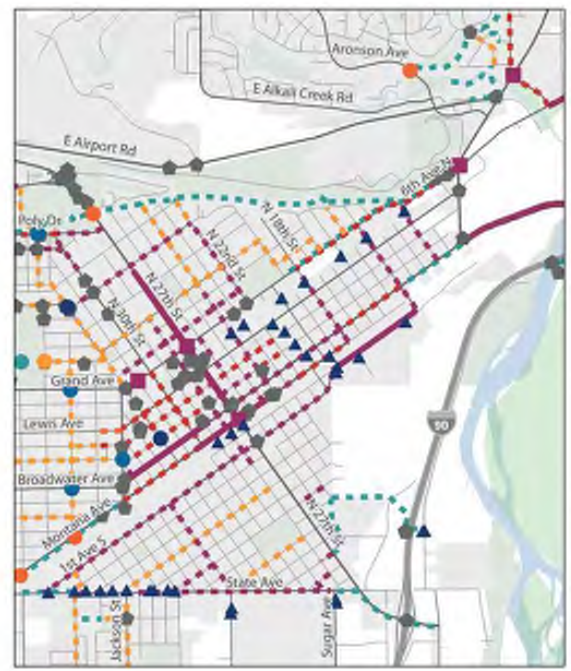
Safety
- High EPDO Intersection
- High EPDO Segment

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



Northwest Billings Urban Area

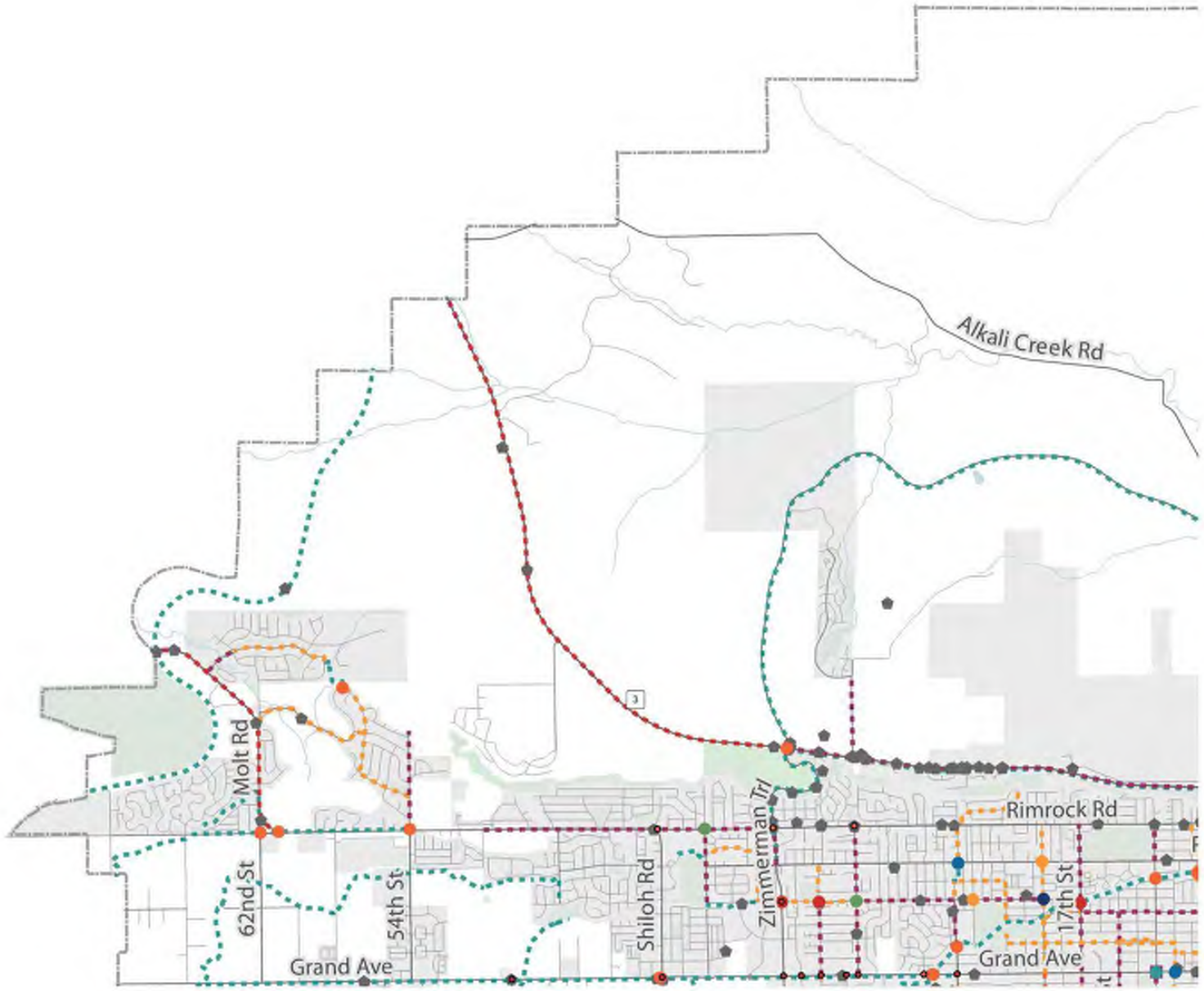


FIGURE 11A - NORTHWEST

NEEDS, DEFICIENCIES, & OPPORTUNITIES

Safety
- High EPDO Intersection
- High EPDO Segment

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

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

Northeast Billings Urban Area

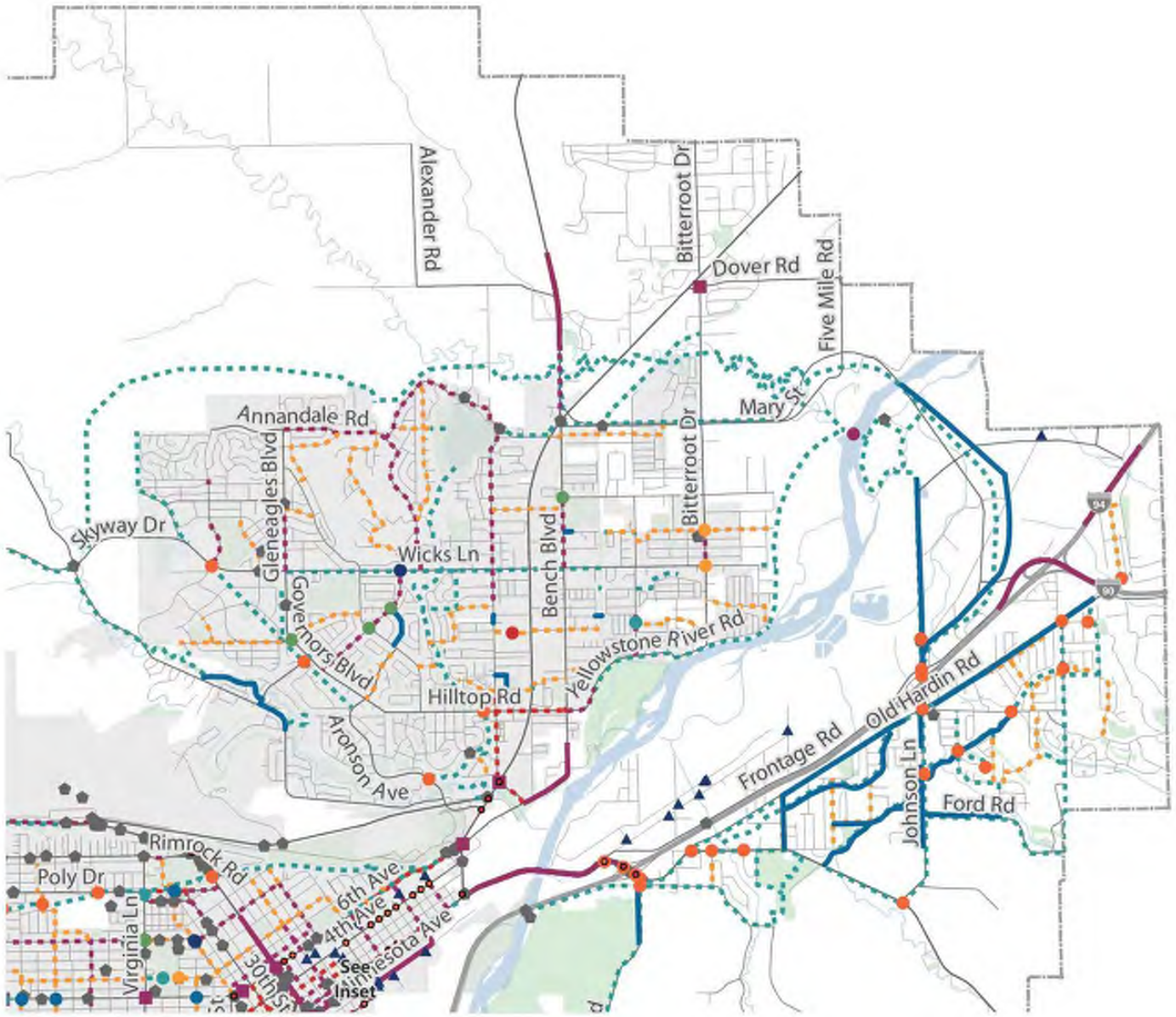


FIGURE 11B - NORTHEAST

NEEDS, DEFICIENCIES, & OPPORTUNITIES

Safety
- High EPDO Intersection
- High EPDO Segment

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

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

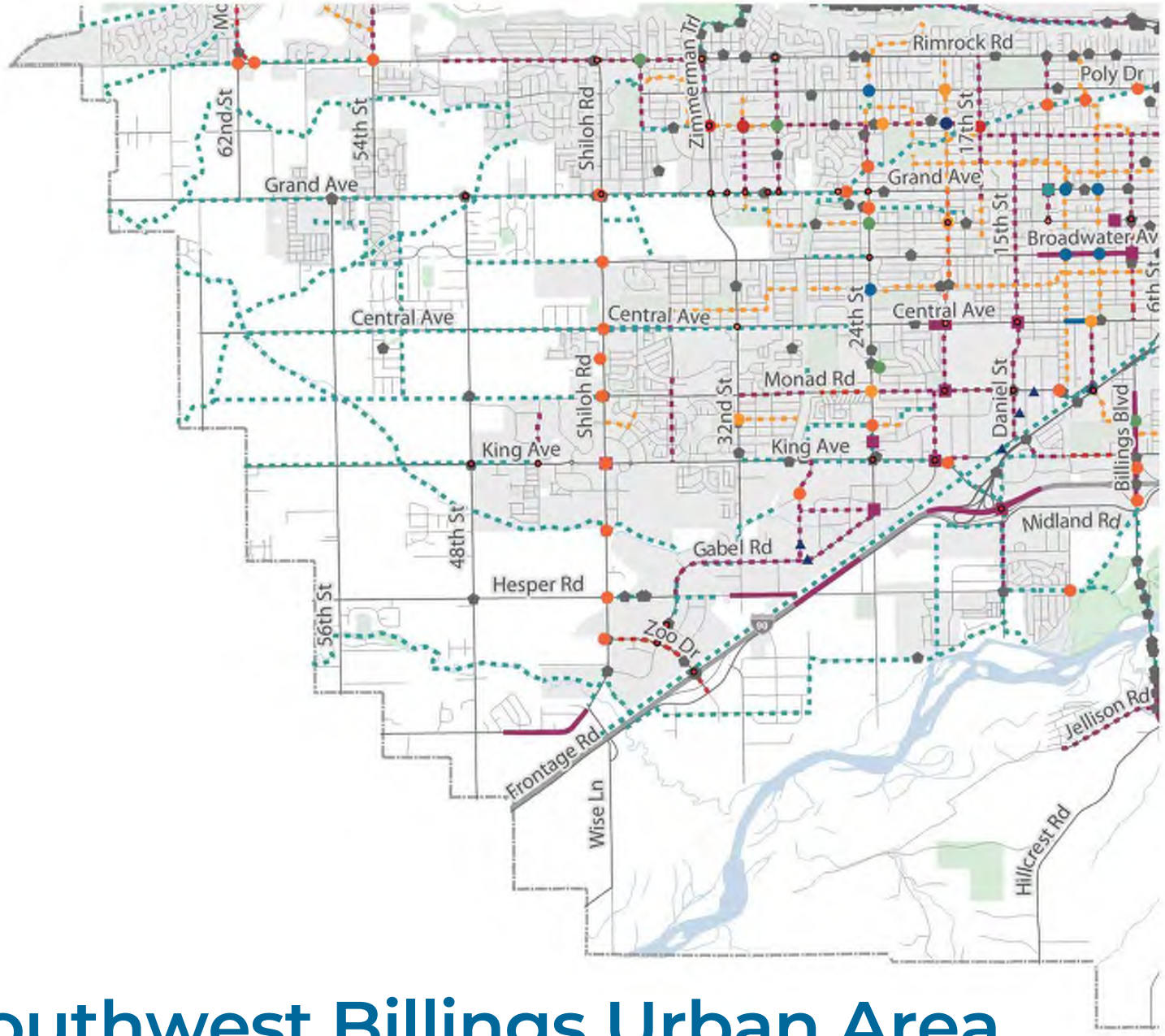


FIGURE 11C - SOUTHWEST

NEEDS, DEFICIENCIES, & OPPORTUNITIES

Safety
- High EPDO Intersection
- High EPDO Segment

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

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

Southwest Billings Urban Area

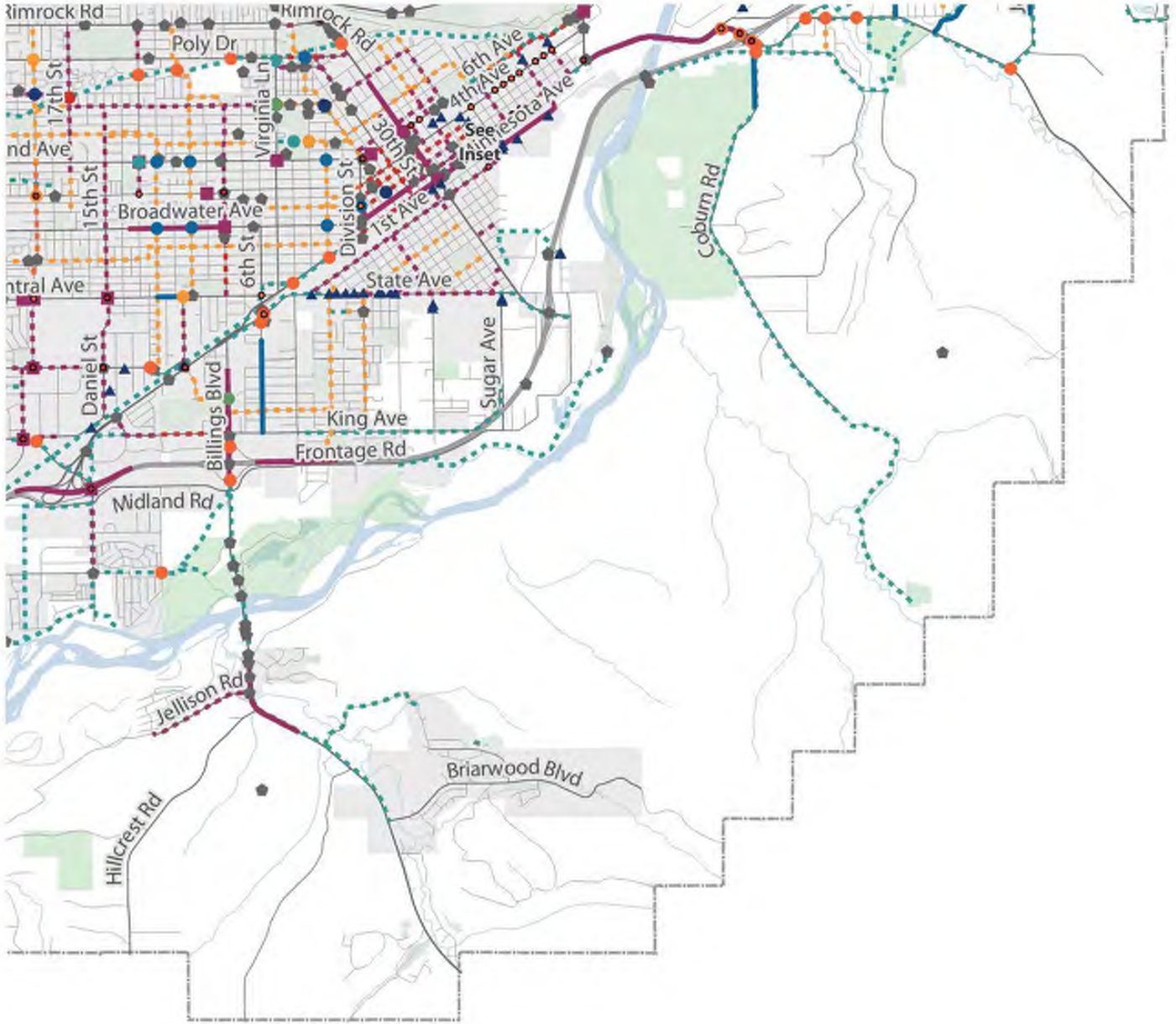


FIGURE 11D - SOUTHEAST

NEEDS, DEFICIENCIES, & OPPORTUNITIES

Safety
- High EPDO Intersection
- High EPDO Segment

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

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

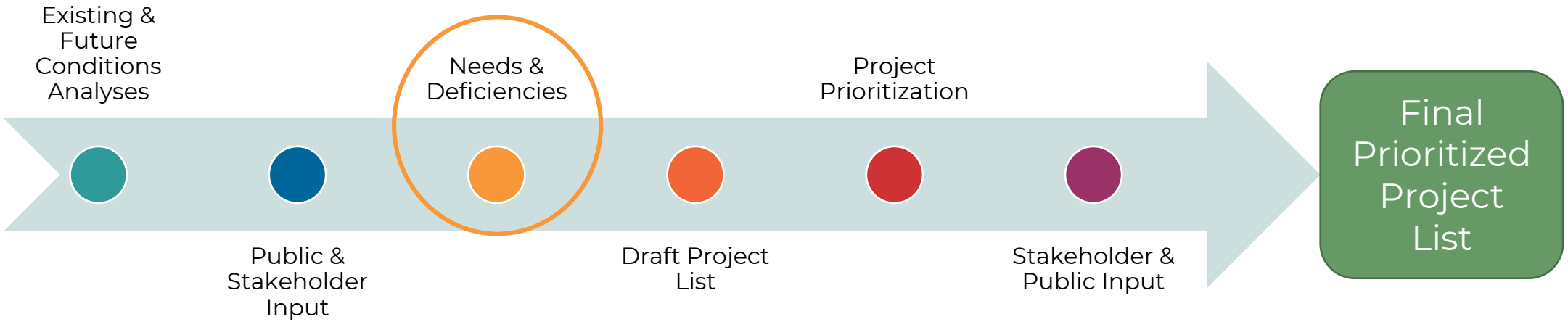
Recommended Pedestrian Projects
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- New or Enhanced Sidewalk

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

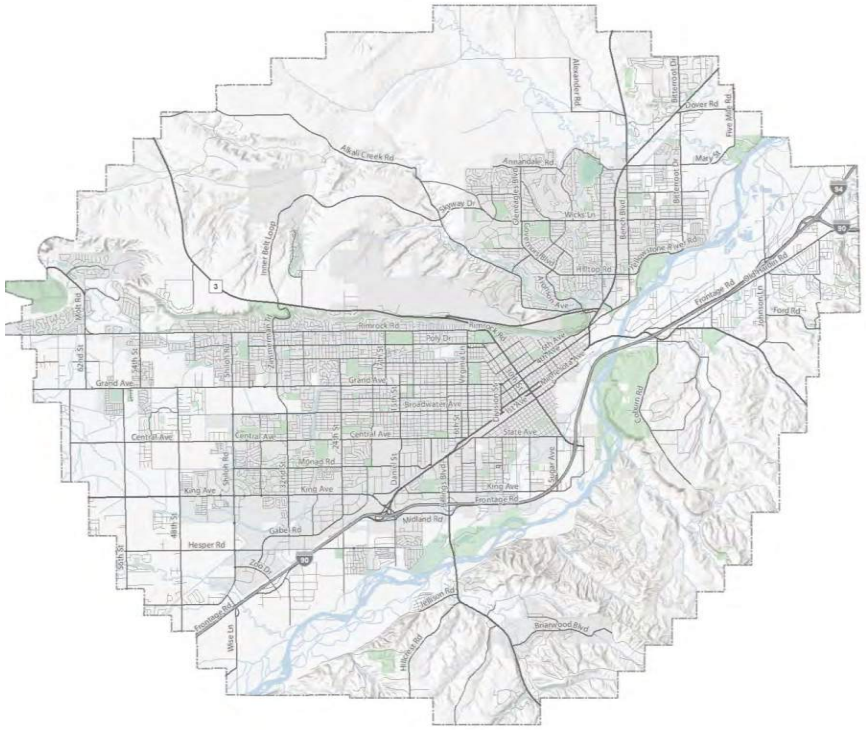
Projected 2045 Intersection Operations
- LOS E
- LOS F

Southeast Billings Urban Area

Needs, Deficiencies, & Opportunities Next Steps



Next Steps



- Provide comments on:
  - Draft Future Conditions Chapter
  - Phase 1 Outreach Summary
- Next Meeting: **January 19th**, 2022

Questions?
Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #7

January 19th, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/86081180789?pwd=aGFEU2FTWi9MVi9wbjFiaTM2akRMQT09
Meeting ID: 860 8118 0789 | Passcode: 019170

Meeting Purpose

- Detail the how the Draft Project List was compiled, and the upcoming milestones in finalizing the Project List for the LRTP
- Provide an overview of the committed, recommended, and illustrative projects compiled from the following sources:
  - City of Billings Capital Improvement Program (CIP)
  - Billings-Yellowstone MPO Transportation Improvement Program (TIP)
  - MDT Statewide Transportation Improvement Program (STIP)
  - 2018 LRTP
  - Relevant recent plans and studies from the past five years
  - Existing and Future Conditions analyses
- Solicit feedback on the Draft Project List to incorporate into the Project Prioritization Process

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Draft Project List	Rachel Grosso & Katie Popp, Kittelson & Associates
Next Steps & Close-Out	Andy Daleiden

STEERING COMMITTEE MEETING #7 SUMMARY

Time & Location

The meeting was held from 10:30 a.m. to 12:00 p.m. on January 19th, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

Attendees

Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Lora Mattox, Billings-Yellowstone County MPO
- Elyse Monat, Billings-Yellowstone County MPO
- Katie Potts, Montana Department of Transportation
- Sam Wood, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sarah Graham, MET Transit
- Wyeth Friday, City of Billings
- Dakota Martonen, City of Billings
- Ed Gulick, City of Billings
- Woody Woods, Lockwood
- Mike Black, Yellowstone County

Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL
- Doug Enderson, DOWL

Notes

Action items are bolded.

SCHEDULE

Andy provided an update on the project schedule and current timeline for plan adoption.

DRAFT PROJECT LIST OVERVIEW

Rachel presented an overview of the Draft Project List and methodology used to developing projects.

- Katie Potts asked about the methodology between defining recommended and illustrative projects.
  - Andy Daleiden confirmed the following for the SC in defining recommended and illustrative projects: review draft project list, identify any missing projects, remove existing projects, identify any priorities for projects in those two categories. Kittelson is working on the forecasted revenue for the plan, which would be used along with project costs and prioritization results to identify where projects fall between recommended and illustrative.
- Ed Gulick asked about how larger visions for corridors could be incorporated into the project list.
  - Andy Daleiden discussed how many corridors have both operational and safety deficiencies that could be improved through corridor studies – we can highlight some of those while working through the draft project list.
- Wyeth Friday asked if we'll have any ability to receive information about rail freight improvements in the planning area? Similarly, there have been recent improvements at the airport, which would impact truck freight – can we address this?
  - **Kittelson will follow up with BNSF to ask for further information on capital projects in the Billings area.**
  - **Kittelson will reach out to the Billings Logan International Airport to inquire about airport freight projects.**
- Wyeth Friday asked where in the next steps would any elected officials have the opportunity to comment on the projects?
  - Andy Daleiden indicated that outreach would be done with the elected officials (that participated in the workshop in the Fall) in a similar manner, prior to finalizing.
  - Wyeth Friday mentioned that at the CTSP adoption meeting, engineering and implementation were two major topics of conversation, which is definitely relevant to the LRTP.
- Kurtis Schnieber asked about how project comments will impact project prioritization? Should comments include a preference as to whether the project should be recommended or illustrative?
  - Andy Daleiden responded that this information is helpful.

DRAFT PROJECT LIST – MAP & SPREADSHEET

Katie Popp provided an overview of how to use the excel spreadsheet and online map to review and comment on the draft project list. Andy Daleiden mentioned that the SC is welcome to provide comments in an email if easier/more accessible.

- Scott Walker reminded the City and County Public Works Departments, as well as MET Transit, to speak up, as this is a crucial aspect of the LRTP, and ensuring compatibility and unity between all agencies.
- **Andy Daleiden asked the SC to think about any user-friendliness improvements on presenting the draft list through the online map for the public.**
- Rusty Logan asked if the attribute table can be searchable by project ID?
  - **Kittelson will update the online map so that the attribute table is searchable by project ID.**
- Mike Black asked if the project prioritization is available in the spreadsheet or map?
  - Andy Daleiden responded that it's not currently available, but it will be as part of the next SC meeting.
- Rachel Grosso asked if the SC was surprised by anywhere there aren't projects?
  - Katie Potts responded that its surprising that there aren't more projects in West Billings.
  - Mike Black responded that he is similarly surprised, especially because there are so many areas that are waiting to be annexed into the city. There are some intersections and segments that need safety improvements.

- Wyeth Friday asked if the 48th St & Grand Ave projects is under design, should it not be committed rather than recommended?
  - Scott Walker indicated that timing is important for each LRTP iteration, and so if a project is expected to complete within the year, they need to be marked up and excluded.
  - Dakota Martonen mentioned that Grand Ave & 32nd St is about halfway through construction.
- Rachel Grosso asked if the SC is curious about any of the projects listed on the map, seeing them visually?
  - Mike Black indicated that some corridors are interesting, such as 56th St, which is a truck route. There has been some work done on clearances, but is wondering if 56th St needs some more treatments like Shiloh Rd?
- Lora Mattox asked when these projects will go to the public?
  - Rachel Grosso indicated that the Steering Committee will review the draft project list twice more before the online map would be published for public comment.
- Mike Black asked if the West End Transportation Study was considered in drafting the project list?
  - Andy answered that yes, there are three specifically sourced from the study, and then more that were rolled into other projects from the 2018 LRTP.
  - Doug Enderson indicated that growth has really dictated which of the projects have been implemented, such as stop signs, and other larger projects that are beginning to show up in the City of Billings Capital Improvement Program. It was a unique study that was meant to be implemented in phases.
- Kurtis Schnieber asked if the Shiloh and King project is 'Recommended' or 'To Be Determined'?
  - **It is to be determined; the online map will be updated.**

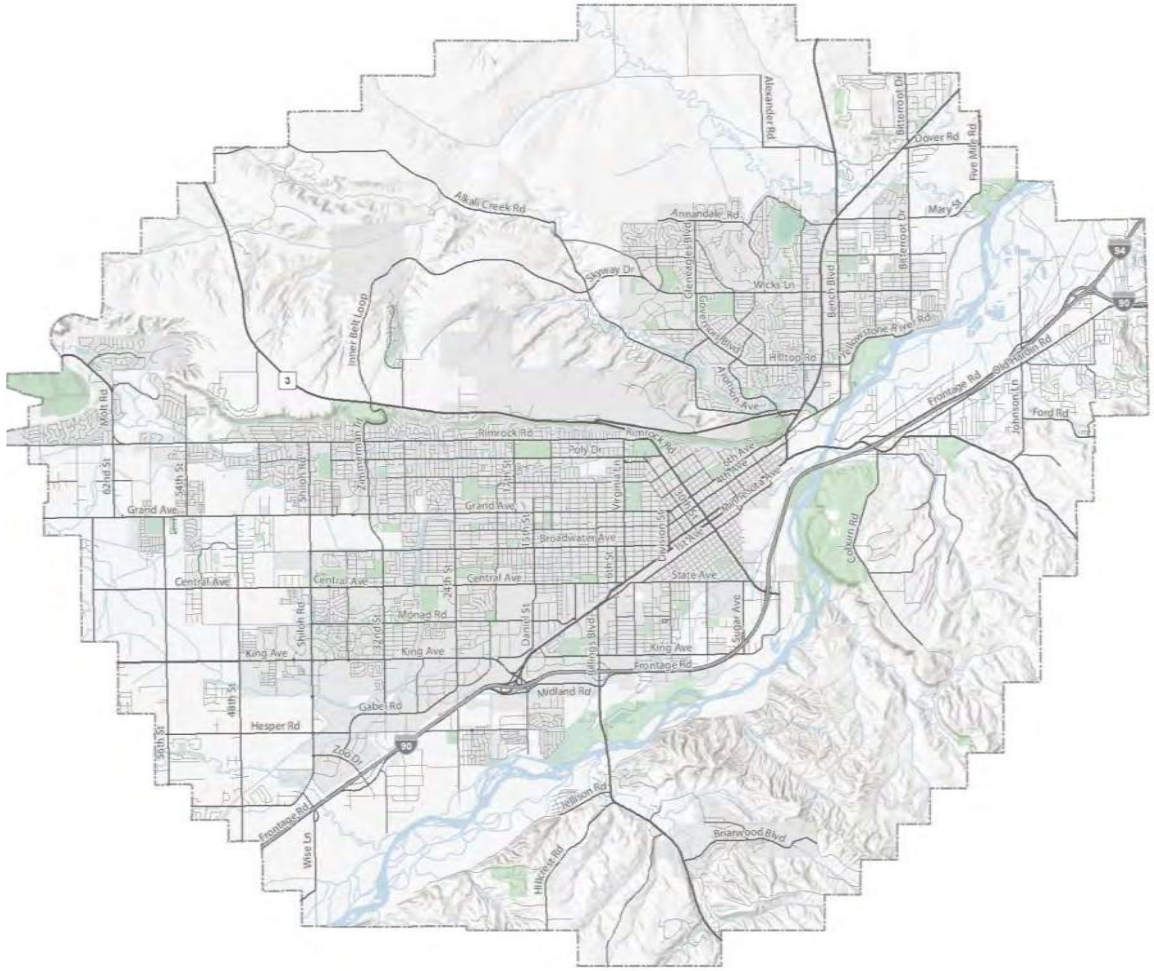
CLOSE OUT & NEXT STEPS

Andy Daleiden closed out the meeting requesting that the SC review the project list and provide comments to Kittelson by February 6th. The next SC meeting is on February 16th, 2023.

ATTACHMENTS

A. Meeting Agenda
B. Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #7

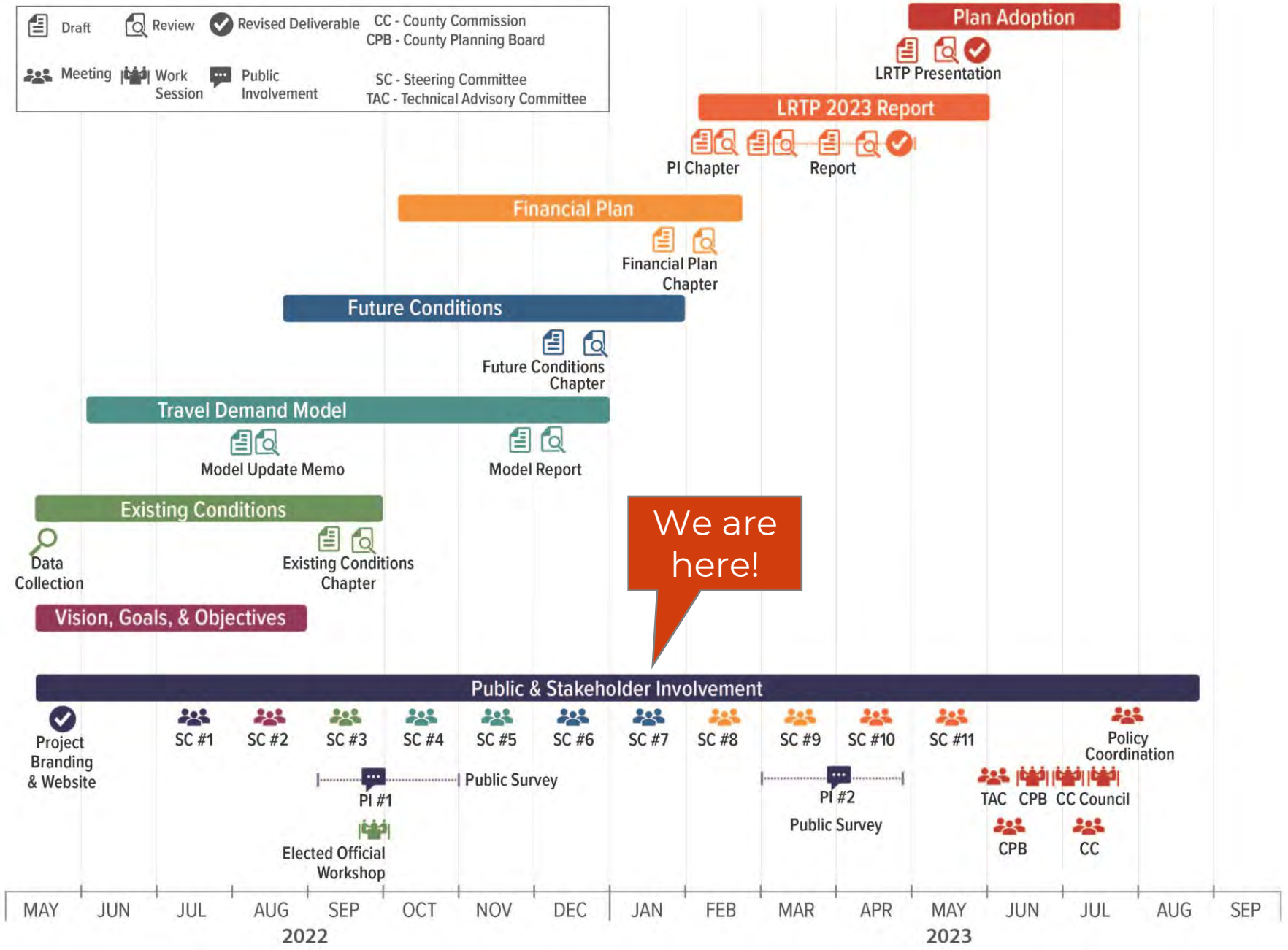
January 19th, 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Draft Project List
  - Online, Interactive Map & Spreadsheet
- Next Steps & Close-Out

Project Schedule

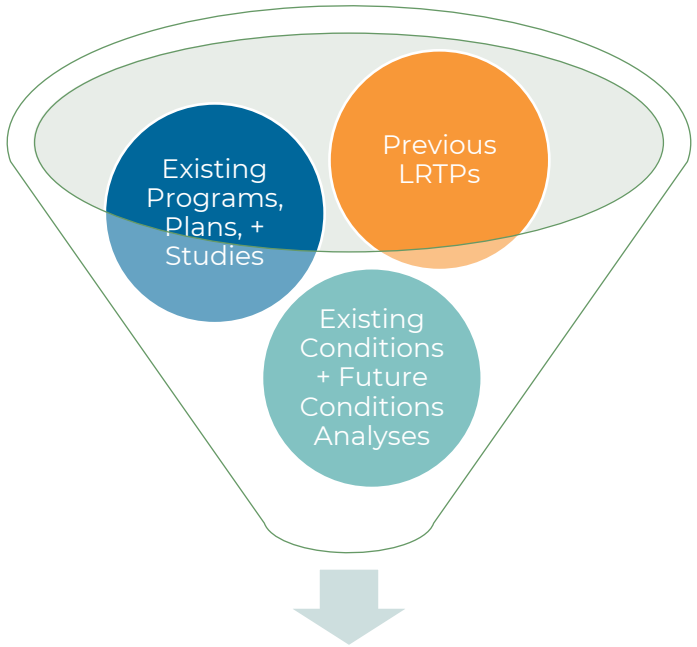


Draft Project List

How was the Draft Project List created?

81 projects from existing programs (CIP, TIP, STIP)

52 projects from recent plans and studies (since 2018 LRTP)



Draft Project List

411 projects

256 projects from 2018 LRTP (includes several past plans and studies

22 projects from LRTP analyses*

*Many identified issues from 2022 LRTP analyses are addressed by existing programs, recent plans and studies, and projects from the 2018 LRTP

Draft Project List
Types of Projects

Committed

- City of Billings CIP
- Billings-Yellowstone County TIP
- Montana Department of Transportation STIP

Recommended*

- Unfunded, high priority projects identified in partner agency plans or through LRTP analyses
- Example: Lockwood Tributary Trail from Old Hardin Rd to Highway 87E
- Example: Grand Ave & 48th St Intersection Operations & Safety Improvements

Illustrative*

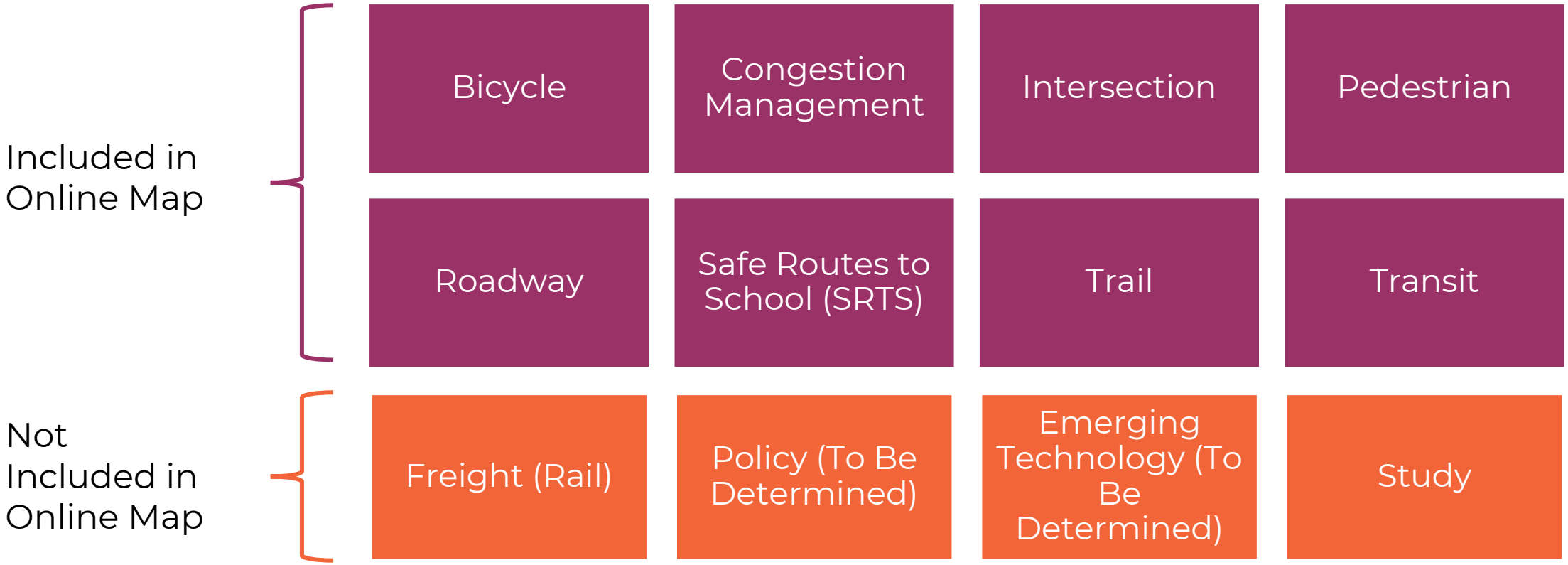
- Large-scale, long-term, and visionary project ideas
- Example: Highway 3 to Molt Road Connection Study

To Be Determined*

- Based on dialogue with the Steering Committee and stakeholder outreach, these projects will be added to the 'Recommended' or 'Illustrative' lists or removed.

*Subject to change through this process (forecasted revenue, project cost, project prioritization, input from SC & public)

Draft Project List
Project Categories



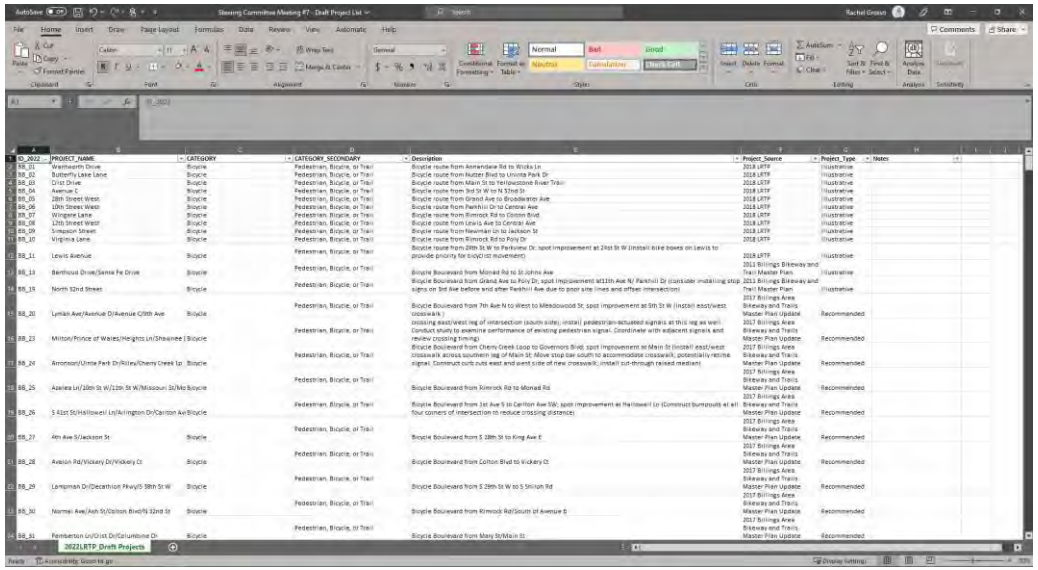
Draft Project List

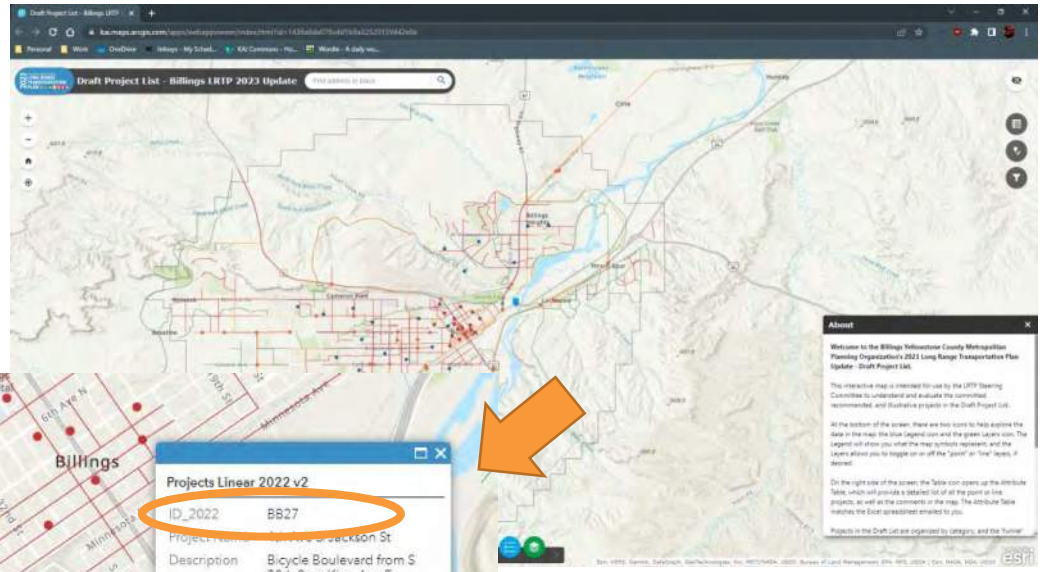
Project Categories & Type

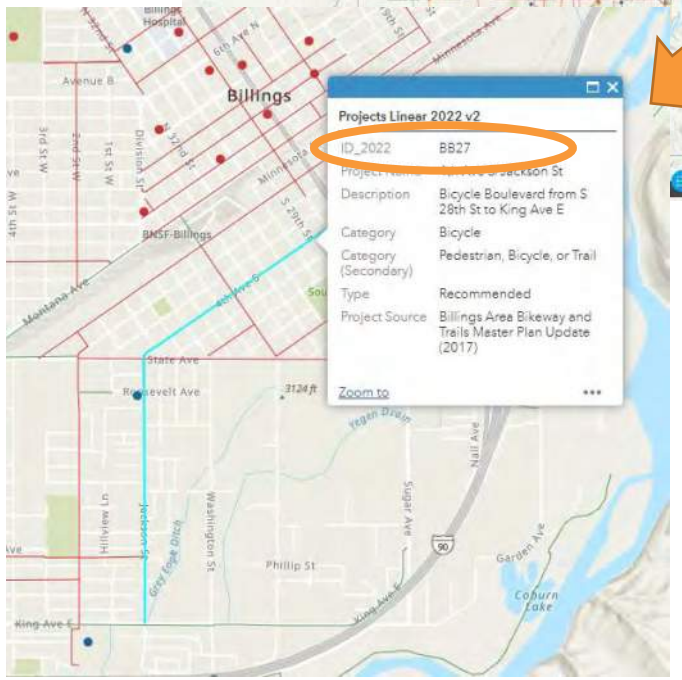
	Committed	Recommended*	Illustrative*	To Be Determined*	Total
Bicycle	1	126	13	1	**141 (34%)**
Pedestrian	1	6	4	-	**11 (3%)**
Trail	11	61	15	2	**89 (22%)**
Safe Routes to School	-	20	-	2	**22 (5%)**
Transit	16	1	-	-	**17 (4%)**
Congestion Management	4	15	-	-	**19 (5%)**
Intersection	9	22	-	18	**49 (12%)**
Roadway	40	15	5	3	**63 (15%)**
Total	**82 (20%)**	**266 (65%)**	**37 (9%)**	**26 (6%)**	**411**

*Subject to change through this process (forecasted revenue, project cost, project prioritization, input from SC & public)

Draft Project List
Spreadsheet & Map

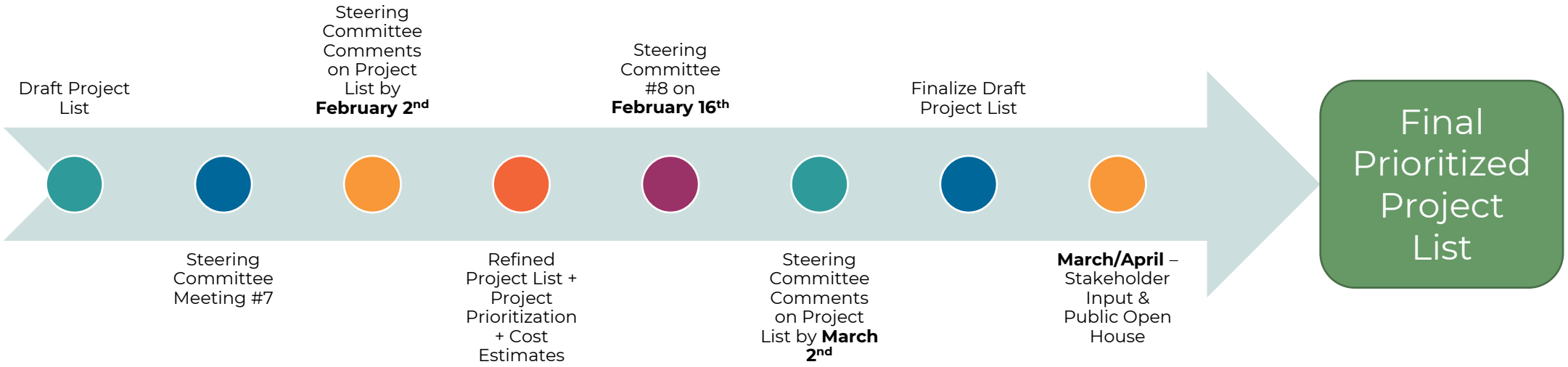




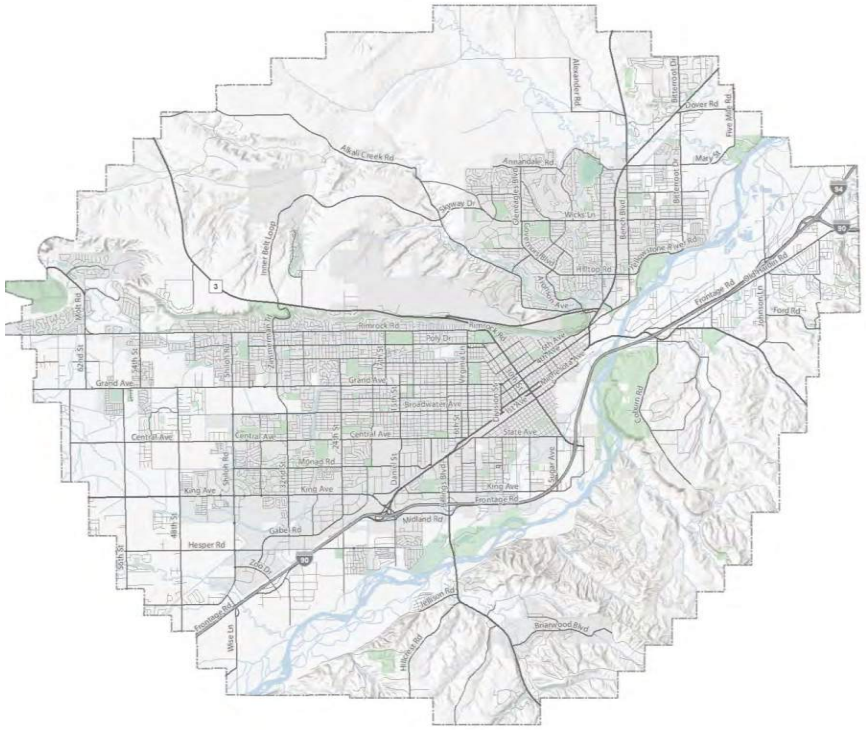


	A	B	C	D	E	F	G	H
1	ID_2022	PROJECT_NAME	CATEGORY	CATEGORY_SECONDARY	Description	Project_Source	Project_Type	Notes
20	BB_27	4th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	

Project List Next Steps



Next Steps



- Provide comments on:
  - Draft Project List by **February 2nd**
- Next Meeting: **February 16th**, 2023

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #8

February 16th, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/81838385028?pwd=bXcxRXI4TWk5dG01V2Urd1dRODRrUT09
Meeting ID: 818 3838 5028 | Passcode: 401007

Meeting Purpose

- Review the Revised Project List for the LRTP
  - Provide an overview of comments received on the draft project list (presented at Meeting #7 on January 19th, 2023).
  - Discuss draft project prioritization and cost estimate results for the revised project list.
  - Discuss the revised project list and solicit additional Steering Committee feedback.
- Provide an overview of the funding resource assessment and projected revenue components of the Draft Financial Chapter. Solicit feedback from the Steering Committee
- Update on upcoming public and stakeholder outreach

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Comments Received & Revised Project List	Rachel Grosso & Katie Popp, Kittelson & Associates
Draft Financial Chapter	Rachel Grosso
Upcoming Public and Stakeholder Outreach	Lisa Olmsted, DOWL
Next Steps & Close-Out	Andy Daleiden

STEERING COMMITTEE MEETING #8 SUMMARY

Time & Location

The meeting was held from 10:30 a.m. to 12:00 p.m. on February 16th, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

Attendees

Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Lora Mattox, Billings-Yellowstone County MPO
- Elyse Monat, Billings-Yellowstone County MPO
- Samantha Wood, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Kenn Winegar, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sarah Graham, MET Transit
- Woody Woods, Lockwood
- Mike Black, Yellowstone County
- Wyeth Friday, City of Billings
- Chris Hertz, City of Billings
- Ed Gulick, City of Billings Council
- Carolyn Miller, FHWA
- Tony Chase, Healthy by Design

Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL
- Doug Enderson, DOWL

Notes

Action items are bolded.

SCHEDULE

Andy Daleiden provided an update on the project schedule and current timeline for plan adoption.

REVISED PROJECT LIST OVERVIEW

Katie Popp presented an overview of the Revised Project List and the comments received from the Steering Committee to refine the projects.

- Ed Gulick asked the Steering Committee how changes to policy are achieved for the region?
  - Scott Walker responded that these meetings are a great place to discuss policy changes.
  - Ed Gulick indicated that transit-oriented development (TOD) for MET Transit along Broadwater Avenue is something worth investigating.
  - Andy Daleiden responded that including a corridor study project for Broadwater Ave is one way to progress that type of policy outcome. This led to a discussion of different spot improvements and corridor improvements south of downtown. Scott Walker mentioned a few ideas that have garnered further discussion among partner agencies, such as the feasibility of an underpass at 21st St.
  - Rusty Logan asked Ed Gulick if this Plan should have specific mention of TOD? Ed Gulick responded that better integration of land use and transportation should be a focus of the Plan. Dedicated transit facilities would certainly support that.
  - Elyse Monat asked if there is a possibility to include typical desired sections for each functional classification? These desired sections could include TOD cross sections. Andy Daleiden mentioned that the narrative of the Plan could also include references to this.
  - Ed Gulick thinks Broadwater Ave is a great opportunity for a new type of cross-section for a variety of reasons, with which other SC members agreed. Central Ave also fits this bill. Rusty Logan voiced his support for dedicated bus lanes that would substantially improve connecting bus services throughout the Billings area.
  - **Kittelson will include language regarding transit-oriented development and transit infrastructure in the draft Plan.**
- Kurtis Schnieber indicated that project MT_91 looks like it might be misplaced on the figure.
  - **Kittelson will verify the location of this project.**
- Katie Popp asked the Steering Committee to provide their comments on the 6th Ave, Main St to 13th St, and 13th St to 19th St project recommendations:
  - Wyeth Friday thinks that 6th Ave must change to better support businesses along the corridor. However, its important to recognize that people choose to travel in the shortest way possible, which means that bike facilities are necessary because there are trip attractors along the corridor. There is upcoming development along this corridor that will make it even more important.
  - Elyse Monat indicated that another challenge with 6th Ave and 7th Ave is that they both lack crossings at 27th Street.
  - Woody Woods and Ed Gulick agree that 6th Ave needs improvements to the local network while also serving through traffic.
  - Andy Daleiden asked if the North Park area should be an emphasis area of the update for the next Bicycle & Trails Plan? The Steering Committee agreed that the LRTP should highlight this area for specific attention in the next Bicycle & Trails Plan.
  - Scott Walker asked why the 5th Ave N corridor is a committed project? Katie responded that it was sourced from the FY2024-2028 City of Billings Capital Improvement Program. Andy Daleiden mentioned that it is a draft document currently, and so this one will be revisited (R_55).
  - Woody Woods asked about Main St and 6th Ave having an intersection improvement project? Scott Walker directed this question towards Kurtis Schnieber, who responded that the dedicated right turn lanes on Main St will likely be reduced. Scott indicated that the allocation of space will be reconfigured to include a bike lane. Wyeth Friday thinks that the project should be included in the FY24 CIP, and coordination with MDT is necessary.

- Katie Popp asked the Steering Committee to provide their thoughts on the Wayfinding Signage Plan (MT_120)?
  - Elyse Monat would like to keep this project separate to retrofit existing corridors, whereas new projects will incorporate signage.
- Katie Popp asked the Steering Committee to provide their thoughts on Hesper Road and its potential reservoir modifications?
  - **Scott Walker indicated that the Steering Committee would provide a response with other comments**.
- Katie Popp asked the Steering Committee to provide their thoughts on projects that were identified outside of the existing Billings-Yellowstone County metropolitan planning area boundary?
  - Scott Walker indicated that the narrative should mention that some of these projects are outside of the existing MPA, and if the projects become more critical to the controlling partner agencies, then further action can be taken.
  - **Kittelson will add a narrative on this item to the Draft Plan.**

DRAFT FINANCIAL CHAPTER

Rachel Grosso presented the key findings from the Funding Resource Assessment and Revenue Projections, which are two elements that the Draft Financial Chapter will include.

- **Kittelson will ensure that projections are incorporating the increase of Street Maintenance District Funds that will replace the Arterial Construction Fund.**
- **Kittelson will include a narrative regarding emerging funding sources that could potentially supplement a projected decline in Gas Tax Funds due to the transition to electric vehicles.**
- **Kittelson will coordinate with Wyeth Friday and Elyse Monat to ensure that the Trail Grant Fund is an accurate projection source.**

UPCOMING PUBLIC & STAKEHOLDER OUTREACH

Lisa Olmstead provided an overview of the upcoming public and stakeholder outreach, as well as reviewing recent stakeholder presentations. The project team will host the second public open house the first week of April, with stakeholder meetings taking place then as well.

- Wyeth Friday mentioned a potential outreach opportunity with a school district development committee.
  - **Wyeth Friday will provide contact information for Lisa Olmstead to reach out.**

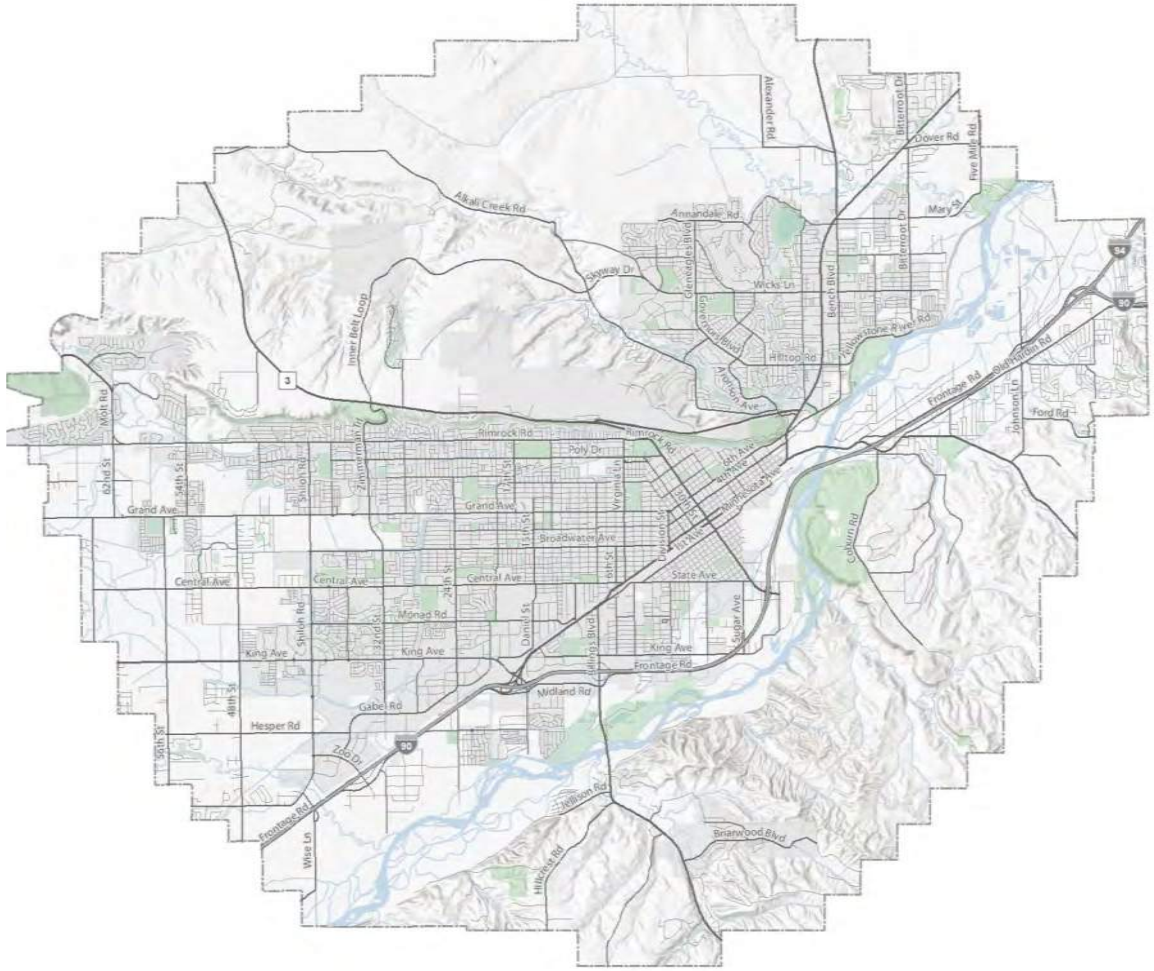
CLOSE OUT & NEXT STEPS

Andy Daleiden closed out the meeting requesting that the SC review the project list and provide comments to Kittelson by **March 7th**. The next SC meeting is on March 16th, 2023.

Attachments

A. Meeting Agenda & Presentation
B. Projected Revenues Spreadsheet
C. Financial Plan Chapter Part 1 – Draft
D. Project Prioritization Criteria & Project List

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #8

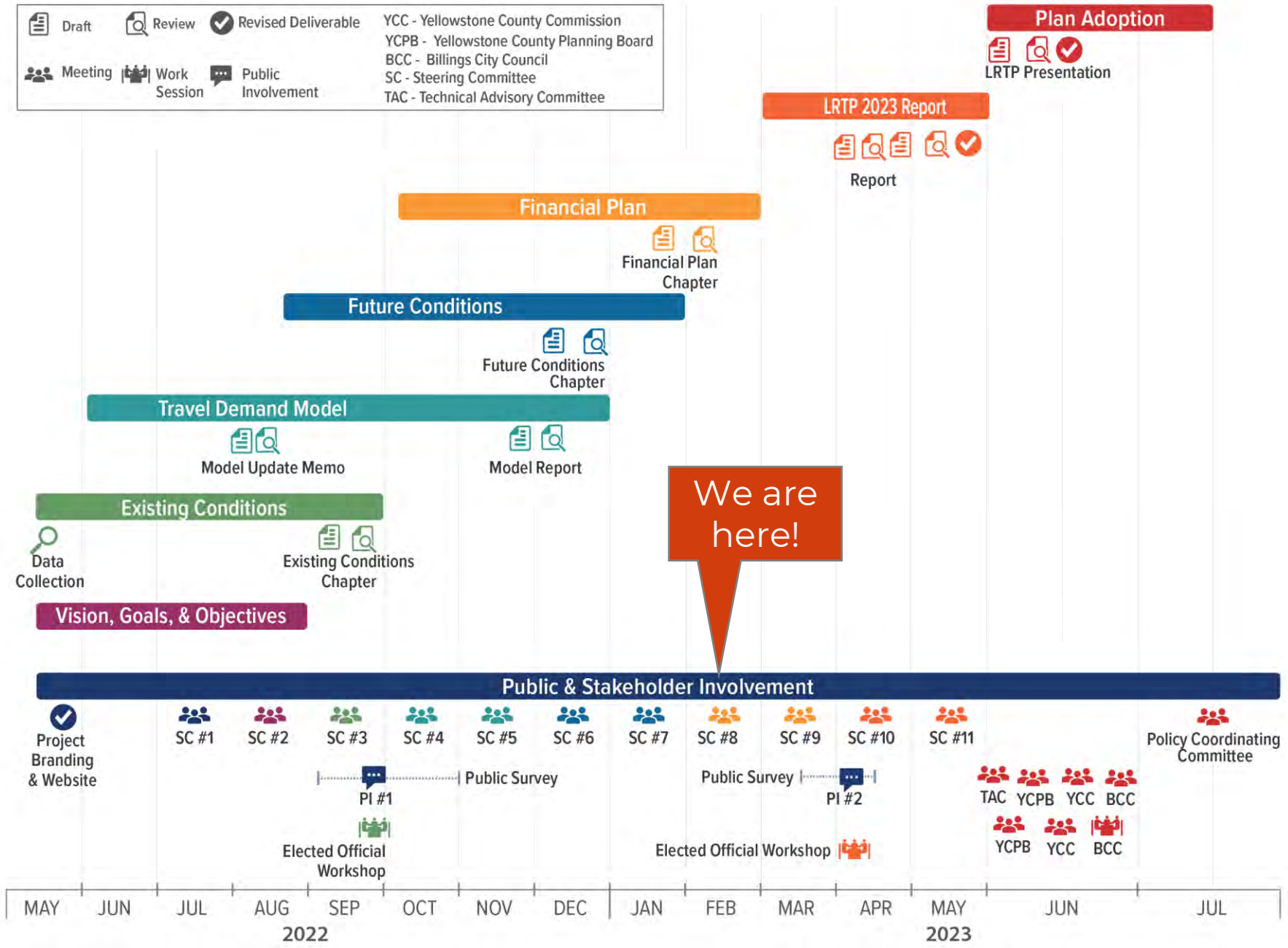
February 16th, 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Comments Received & Revised Project List
  - Online, Interactive Map & Spreadsheet
- Draft Financial Chapter
  - Funding Resource Assessment
  - Projected Revenues
- Upcoming Public and Stakeholder Outreach
- Next Steps & Close-Out

Project Schedule



Comments Received & Revised Project List

Draft Project List Comments

+ Thank You for Your Comments!
  - Comments were sent through the online map, Excel spreadsheet, and email
+ **376*** Total Projects (Previously 411)

*Subject to change through this process

Revised Project List – Updates

+ Removed Previously Complete Projects
+ Combined Projects on the Same Corridor

  (e.g., bike lane + roadway expansion)
+ Added New Projects Identified through Steering Committee Comments
+ Developed Draft Cost Estimates and Project Prioritization Scores

Revised Project List

Project Categories & Type

	Committed	Recommended*	Illustrative*	Total
Bicycle	1	106	13	**120 (32%)**
Pedestrian	1	6	-	**7 (2%)**
Trail	10	42	34	**86 (23%)**
Safe Routes to School	-	22	-	**22 (6%)**
Transit	10	1	-	**11 (3%)**
Congestion Management	3	12	-	**15 (4%)**
Intersection	11	-	35	**46 (13%)**
Roadway	35	18	5	**58 (17%)**
Total	**71 (20%)**	**242 (66%)**	**52 (14%)**	**376**

*Subject to change through this process (forecasted revenue, project cost, project prioritization, input from SC & public)

Questions for Steering Committee

- 6th Ave N Multi-Use Trail (MT_51)
  - Main Street to N 13th Street (Committed)
  - 13th to 19th Street based on 2017 Bikeway Plan (Recommended)
  - We received a comment to extend to 27th Street
- Wayfinding Signage Plan (MT_120)
  - Should implementation be kept as a separate project?
- Will there be changes to Hesper Road with the reservoir project?

Questions for Steering Committee

- Several projects have been proposed outside the study area.
  - How should these be addressed/ incorporated into the LRTP? (E.g., 56th, 72nd, etc.)

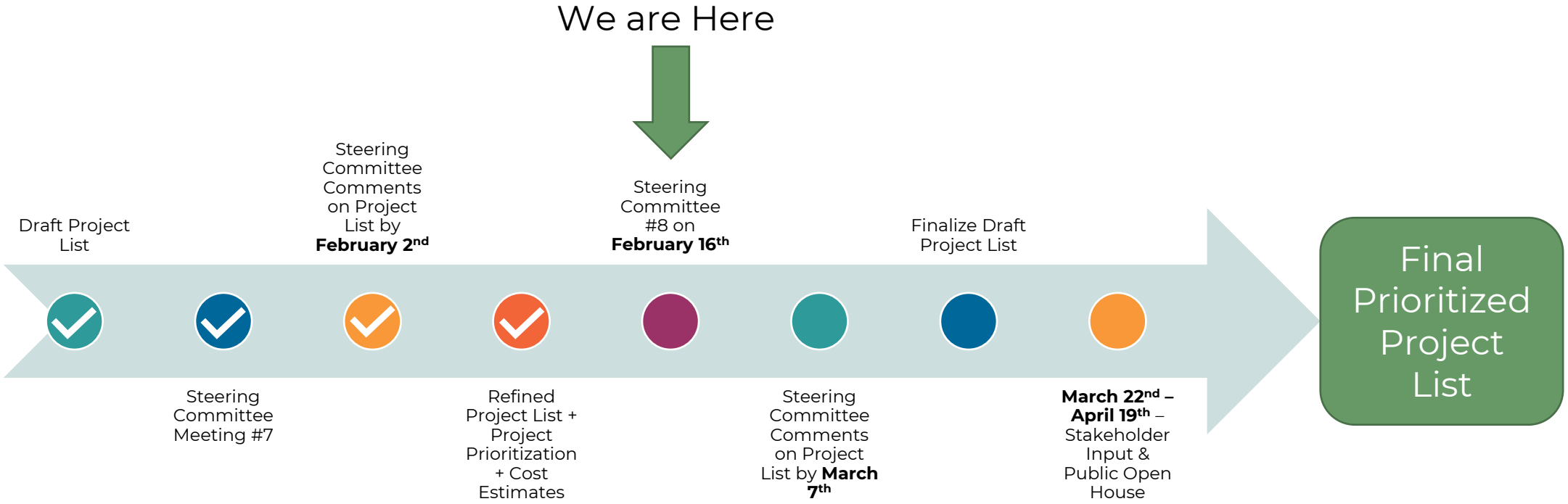
Cost Estimates

+ Committed Projects
  - Costs Identified in Existing Plan
+ Recommended & Illustrative Projects
  - Identified in a Previous Plan or Study and Adjusted for Inflation
  - Developed Using a Unit Cost (Shared in SC#5 and SC#6 Meetings)

Project Prioritization Criteria

- Projects were given a score of -1, 0, 1, or 2 for each criterion
- Total score is the sum of scores across all 12 criteria

Project List Next Steps



Draft Financial Chapter

Funding Resource Assessment &

Projected Revenues

Funding Resource Assessment

MDT FY 2023 Allocation

MPO FY 2020 – 2024 Transportation Improvement Program

City of Billings FY 2023 - 2027 Capital Improvement Program

City of Billings FY 2024 - 2028 Capital Improvement Program

- Review of Federal, State, and Local Sources
- Changes Since 2018 LRTP
- Consideration of IIJA and IRA Funding Programs
- Applicability, Transferability, and Eligibility of/for Formula and Discretionary Funding

Projected Revenues
Methodology

- Utilize FY 2023 Funding Allocation Data:
  - MDT FY 2023 Allocation
  - MPO FY 2020 – 2024 Transportation Improvement Program
  - City of Billings FY 2023 Budget
  - City of Billings FY 2023 - 2027 Capital Improvement Program
  - City of Billings FY 2024 - 2028 Capital Improvement Program
- Verify discrepancies and cross-listed funding sources
- Specific outreach with agencies to address questions on findings
- Grow present allocations by 3% per year (confirmed by MDT)

Projected Revenues

Funding Source	FY 2023 Current Allocation	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) - Montana Air and Congestion (MACI)	$1,353,095	$1,390,000	$6,970,000	$13,940,000
Surface Transportation Program Bridge (STPB)	$2,768,028	$2,850,000	$14,260,000	$28,510,000
National Highway System (NHS)	$10,942,487	$11,270,000	$56,350,000	$112,710,000
Interstate Maintenance (IM)	$4,069,307	$4,190,000	$20,960,000	$41,910,000
Highway Safety Improvement Program (HSIP)	$3,403,163	$3,510,000	$17,530,000	$35,050,000
Surface Transportation Program Secondary (STPS)	$369,102	$380,000	$1,900,000	$3,800,000
Urban Pavement Preservation (UPP)	$471,430	$490,000	$2,430,000	$4,860,000
Maintenance	$998,564	$1,030,000	$5,140,000	$10,290,000
Surface Transportation Program - Urban (STP U)	$2,489,770	$2,560,000	$12,820,000	$25,640,000
Local CMAQ	$1,658,307	$1,710,000	$8,540,000	$17,080,000
Transportation Alternatives (TA)	$789,570	$810,000	$4,070,000	$8,130,000
Gas Tax City	$1,779,937	$1,830,000	$9,170,000	$18,330,000
Gas Tax County	$299,060	$310,000	$1,540,000	$3,080,000
Gas Tax City HB473	$2,218,185	$2,280,000	$11,420,000	$22,850,000
Gas Tax County HB473	$412,329	$420,000	$2,120,000	$4,250,000
STP/S*/X* - National Highway Freight Program (NHFP)	$3,245,550	$3,340,000	$16,710,000	$33,430,000
BUILD Discretionary Grant	$9,370,900	-	-	-

Projected Revenues (Continued)

Funding Source	FY 2023 Current Allocation	5-Year Revenue Projection (FY 2028)	10-Year Revenue Projection (FY 2033)	22-Year Revenue Projection (FY 2045)
Sidewalk and Curb Districts Fund	$1,370,000	$ 1,410,000	$7,060,000	$14,110,000
Special Improvement Districts (SID) Fund	$2,400,000	$2,470,000	$12,360,000	$24,720,000
Transit Fund - State and Federal Grants	$5,309,844	$5,470,000	$27,350,000	$54,690,000
Transit Fund - FTA Capital Grant	$500,000	$520,000	$2,580,000	$5,150,000
Transit Fund - Tax Revenue (Mills Levied)	$2,531,644	$2,610,000	$13,040,000	$26,080,000
Transit Fund - Intergovernmental	$514,532	$530,000	$2,650,000	$5,300,000
Transit Fund - Operating Revenues	$771,550	$790,000	$3,970,000	$7,950,000
Transit Fund - Interest on Investments	$7,070	$10,000	$40,000	$70,000
Transit Fund - Miscellaneous	$7,050	$10,000	$40,000	$70,000
Transit Fund - Sale Surplus Equipment	$5,649	$10,000	$30,000	$60,000
Arterial Construction Fund	$5,083,000	-	-	-
Street Maintenance District Fund	$4,097,000	$4,220,000	$21,100,000	$42,200,000
Total	**$65,389,122**	**$283,440,000**	**$566,840,000**	**$1,247,020,000**

Projected Revenues

Key Assumptions

- Where funding sources were cross-listed in the MDT, COB, and MPO documents, MDT numbers were used (federal programs, gas tax funds, etc.)
- Included in FY2023 total funding, but not used for projections:
  - BUILD Grant
  - Arterial Construction Fund
- Not included in FY2023 total funding, but used in projections:
  - FY2024 Street Maintenance District Fund
  - FY2024 Trail Grant Fund (instead of FY2023)

Projected Revenues
Previous & Current LRTP Comparison

	2018 LRTP	2023 LRTP
Current Allocation	$37,045,936	$65,389,122
Projected Annual Allocation Per Year	$38,684,000	$56,680,000
22-Year Revenue Projection	$854,890,000	$1,247,020,000

- Funding Sources that Changed:
  - Surface Transportation Program Secondary (STPS) – Included in 2023, Not Included in 2018
  - National Highway Freight Program (NHFP) – Included in 2023, Not Included in 2018
  - Montana State Legislature Earmarks – Included in 2018, Unavailable for 2023
  - Transit Fund – Increased Federal Transit Administration Grants in 2023 that are not expected at a similar level
- Funding Sources that Increased:
  - National Highway System (NHS)
  - Local CMAQ

Financial Chapter Next Steps

February – Funding Resource Assessment & Revenue Projections

Steering Committee #8 on **February 16th**

We are Here

Steering Committee Comments on Funding Resource Assessment & Revenue Projections by **March 7th**

March – Finalize Revenue Projections

April – Apply Final Project List Cost Estimates to Revenue Projections to Create Prioritized & Fiscally Constrained Financial Plan

Upcoming Public & Stakeholder Outreach

Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project Visioning	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing Conditions Travel Demand Model Update	SC Meeting #3 and #4 Public Open House #1 Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future Conditions Travel Demand Model Update	SC Meeting #5 and #6 Stakeholder Outreach
December 2022 to April 2023	Financial Plan Project List	SC Meeting #7, #8 and #9 Survey #2 Public Open House #2 Elected Officials Workshop Stakeholder Outreach
May to June 2023	Draft LRTP Final LRTP	SC Meeting #10 and #11
June to July 2023	Plan Adoption	Public Meetings

Next Steps

+ April 5

  Elected Officials Workshop #2

  Public Open House #2

+ April 4 or 6?

  Virtual Open House (record and post online)

Stakeholder Outreach

+ Met with:

  LIFTT

  BikeWalk Montana

  Lockwood Pedestrian Safety District

  Pioneer Park Task Force

  All Task Force Meeting

  Lockwood Steering Committee

+ Scheduled:

  BPAC (2/28)

Stakeholder Outreach

+ Coordinating with:
  - Other Task Forces
  - DBA
  - Schools
  - Billings Chamber of Commerce
  - BIRD
  - SBURD
  - Billings TrailNet
  - Others?

Project Website

- Project website will be updated with a new interactive web map tool
- Features:

  More user-friendly interface

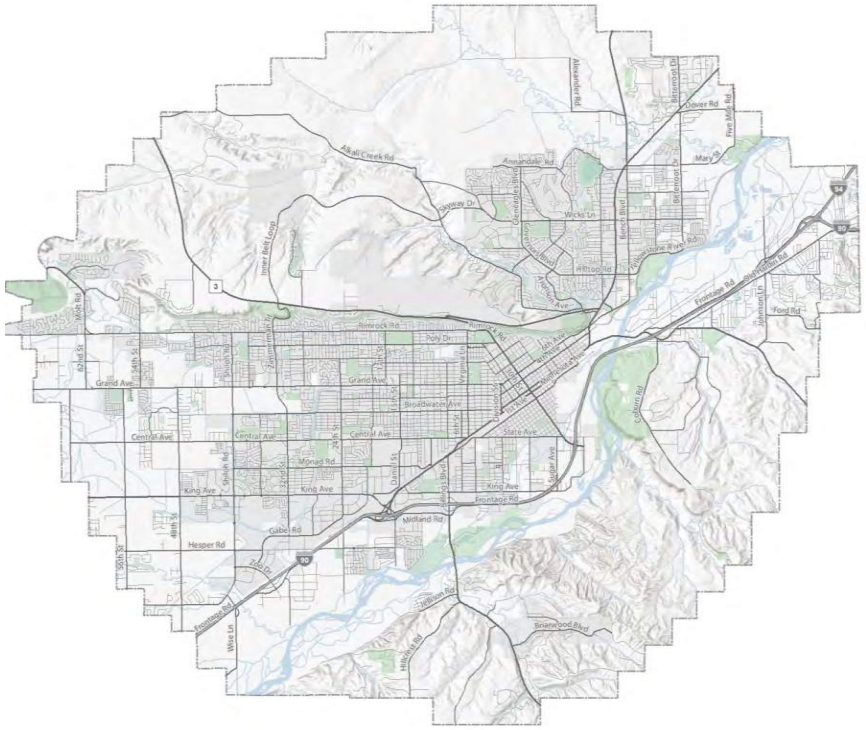
  Allows commenting, “Liking”, and replying to other comments

  Comments can be collected by category

  Layers can easily be turned on and off

  Example: Arizona Statewide Freight Study | Kittelson & Associates, Inc.

Next Steps



- Provide comments on:
  - Revised Project List by **March 7th**
  - Draft Financial Chapter by **March 7th**
- Next Meeting: **March 16th**, 2023

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #9

March 16th, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/87643070701?pwd=Q0x1Rjd2UXBaOHcvN1pUUFhjNHl6UT09
Meeting ID: 876 4307 0701 | Passcode: 673298

Meeting Purpose

- Review the Revised Project List for the LRTP
  - Provide an overview of comments received on the draft project list (presented at Meeting #8 on February 16th, 2023).
  - Discuss draft project prioritization and cost estimate results for the revised project list.
  - Discuss the revised project list and solicit additional Steering Committee feedback.
- Review of comments received on funding resource assessment and projected revenues (presented at Meeting #8 on February 16th, 2023).
- Update on upcoming public and stakeholder outreach, including an overview of the public open house boards, review the survey, and provide stakeholder outreach meeting times/locations.

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Comments Received & Revised Project List	Katie Popp, Kittelson & Associates
Comments Received & Revised Revenue Projections	Rachel Grosso, Kittelson & Associates
Upcoming Public and Stakeholder Outreach	Lisa Olmsted, DOWL
Next Steps & Close-Out	Andy Daleiden

STEERING COMMITTEE MEETING #9 SUMMARY

Time & Location

The meeting was held from 10:30 a.m. to 11:10 a.m. on March 16th, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

Attendees

Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Lora Mattox, Billings-Yellowstone County MPO
- Elyse Monat, Billings-Yellowstone County MPO
- Samantha Wood, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sara Graham, MET Transit
- Woody Woods, Lockwood
- Mike Black, Yellowstone County
- Wyeth Friday, City of Billings
- Ed Gulick, City of Billings Council
- Katie Potts, FHWA
- Tony Chase, Healthy by Design

Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL

Notes

The purpose of this meeting was to:

- Review updates to the revised Project List and Funding Resource Assessment
- Provide an update on upcoming public and stakeholder outreach

Action items are bolded.

SCHEDULE

Andy Daleiden provided an update on the project schedule and current timeline for plan adoption.

REVISED PROJECT LIST OVERVIEW

Katie Popp presented an overview of the Revised Project List and the comments received from the Steering Committee to refine the projects.

- No questions or comments from the Steering Committee

DRAFT FINANCIAL CHAPTER

Rachel Grosso presented an overview of the revised Revenue Projections based on comments received from the Steering Committee.

- No questions or comments from the Steering Committee

UPCOMING PUBLIC & STAKEHOLDER OUTREACH

Lisa Olmsted provided an overview of the upcoming public and stakeholder outreach, as well as reviewing recent stakeholder presentations. The project team will host the second public open house the first week of April, with stakeholder meetings taking place then as well. The press release is approved and Lisa is getting ready to send the material out once the interactive map is completed by Kittelson.

- April 5th: Leadership workshop, public open house
- April 6th: Virtual open house
- Stakeholder outreach: Continuing in April
- No questions or comments from the Steering Committee

Rachel Grosso walked through the draft online interactive mapping tool for Public Outreach #2. The steering committee showed support for the new tool and didn't have any comments or questions.

Rachel Grosso presented an overview of the draft public outreach boards for Public Outreach #2.

- Scott Walker: Requested to have the draft boards to the steering committee as soon as possible.
    - Showing the process of prioritization and funding is helpful and answers the questions before they're even asked.
- Councilmember Ed Gulick: The Council is initiating a process to get on board with the Big Sky Rail Authority.
    - Likely doesn't mean any changes for the LRTP.
- Andy Daleiden: We could potentially include a narrative about the Big Sky Rail Authority in the LRTP. Do we want to formalize it as a project or just have a narrative to move to support that effort?
- Scott Walker: Today, a lot of elected officials may not be on board. Adding a narrative about the general idea of the Big Sky Rail Authority to just describe it would be helpful but stop short of providing a recommendation.
    - The MPO has been asked to be more of a participatory figure on this effort. It's difficult since we don't have 100% buy-in, but we hope to get there.
- Elyse Monat: Have we ever left behind presentation boards after the presentation for people to explore after the public outreach?
    - Scott Walker: We can ask the library to keep them somewhere handy.

  - Rusty Logan: We could also create a PowerPoint slide for them to rotate through at the library.
  - Andy Daleiden: Lisa can reach out to the library about providing the QR code.
  - Lisa Olmsted: We can do that. Lisa will hang on to the boards in Billings for pop-up opportunities.
    - **Lisa will coordinate with the library to provide a PowerPoint slide and/ or printed board with the QR code information.**
  - Scott Walker: We could just keep one board with the QR code to put on display.
    - **Kittelson will work on developing a single display board that could be left behind for use in other venues during the public outreach commenting period.**
  - Lora Mattox: Suggests Lisa to send out invite information to the committee. Lora requests that everyone on the committee sends out the invite to all their contacts.
    - **Lora will distribute the press release once the interactive map is added to the website.**
    - **SC forward the press release email to your members, friends, and contacts to help get the word out about the upcoming public outreach activities.**
- Rusty Logan: The LRTP needs to be updated with MET's new logo.
  - **Kittelson will update the LRTP with the new logo.**

CLOSE OUT & NEXT STEPS

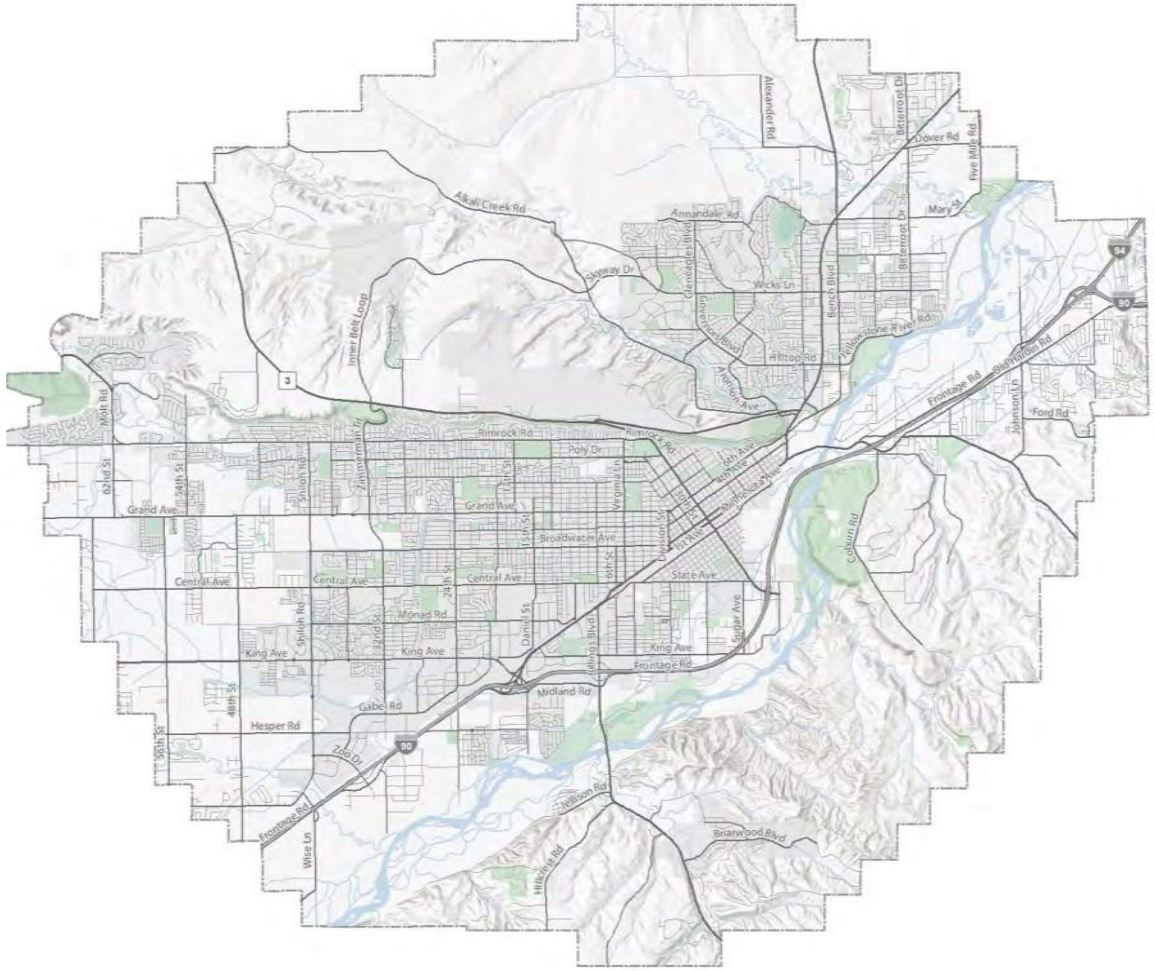
Andy Daleiden closed out the meeting with information about the next steps for public outreach. The next SC meeting scheduled for April 13th, 2023 will be canceled since there won't be many technical updates to provide to the SC after the public outreach event. The next meeting is scheduled for May 11th, 2023.

- **Consultant team (KAI) will send the public outreach boards to the SC for review.**
- **SC will provide comments on the boards by March 24th.**
- **Consultant team (DOWL – Lisa Olmsted) will send out the press release once Kittelson completes the interactive mapping tool.**

Attachments

A. Meeting Agenda & Presentation
B. Public Open House #2 Display Boards

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #9

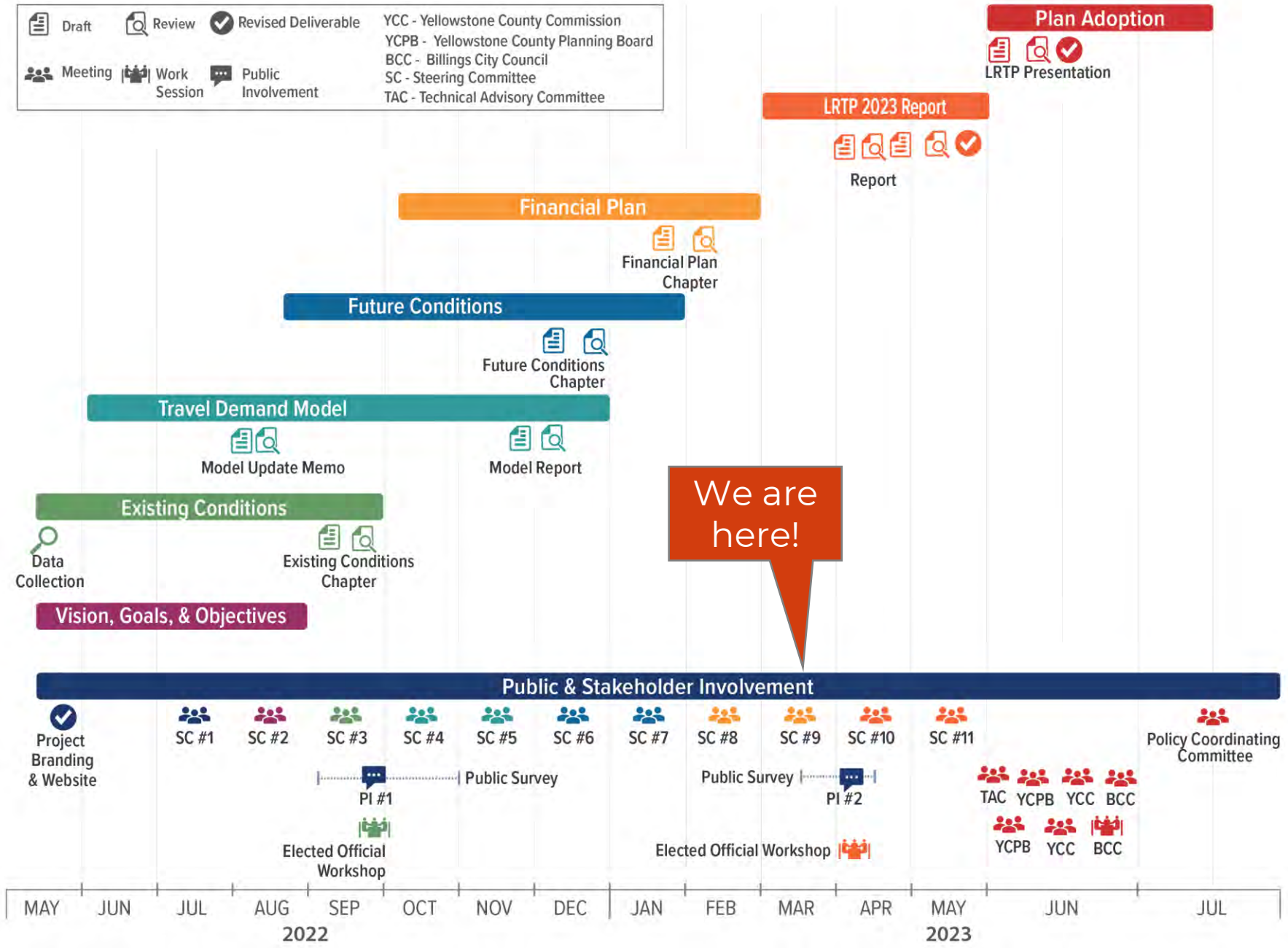
March 16th, 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
  - Project Schedule
- Comments Received & Revised Project List
  - Online, Interactive Map & Spreadsheet
- Comments Received & Revised Revenue Projections
- Upcoming Public and Stakeholder Outreach
  - Public Open House #2 Display Boards
  - Meeting Schedule
- Next Steps & Close-Out

Project Schedule

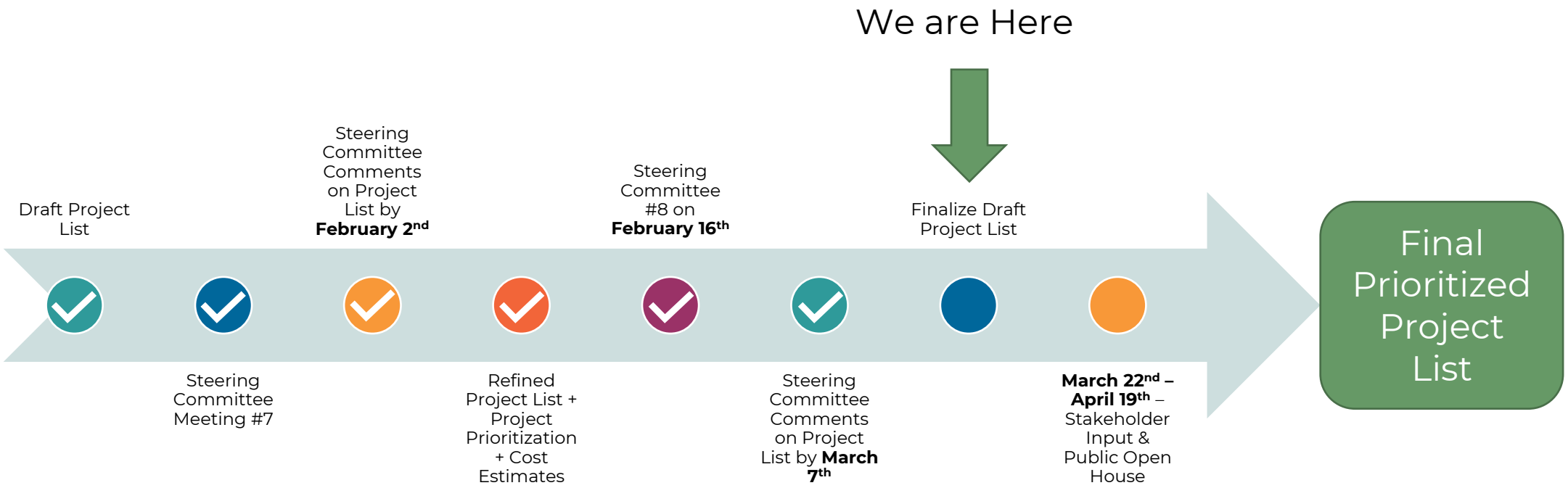


Project List

Revised Project List – Updates

+ **368** Total Projects (Previously 411)
+ Updated bikeway project descriptions and extents
+ Updated project cost estimates
+ Removed duplicative projects

Project List Next Steps



Project Revenues

Projected Revenues
Updates

- Updated MET Transit federal/state grant revenue amounts for FY2023 ($5,758,581)
- Verified that the Arterial Construction Fund is not included in projections, but is included in FY 2023 allocation.
- Verified that Street Maintenance District Fund is not included in FY 2023 allocation, but is included in revenue projections.

Projected Revenues

Previous & Current LRTP Comparison

	2018 LRTP	2023 LRTP
Current Allocation	$37,045,936	$65,587,858
Projected Annual Allocation Per Year	$38,684,000	$56,880,000
22-Year Revenue Projection	$854,890,000	$1,251,520,000

Financial Chapter Next Steps

February – Funding Resource Assessment & Revenue Projections

Steering Committee #8 on **February 16th**

Steering Committee Comments on Funding Resource Assessment & Revenue Projections by **March 7th**

March – Finalize Revenue Projections

We are Here

April – Apply Final Project List Cost Estimates to Revenue Projections to Create Prioritized & Fiscally Constrained Financial Plan

Upcoming Public & Stakeholder Outreach

Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project Visioning	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing Conditions Travel Demand Model Update	SC Meeting #3 and #4 Public Open House #1 Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future Conditions Travel Demand Model Update	SC Meeting #5 and #6 Stakeholder Outreach
December 2022 to April 2023	Financial Plan Project List	SC Meeting #7, #8 and #9 Survey #2 Public Open House #2 Elected Officials Workshop Stakeholder Outreach
May to June 2023	Draft LRTP Final LRTP	SC Meeting #10 and #11
June to July 2023	Plan Adoption	Public Meetings

Next Steps

Promotional Materials are In-Progress

- April 5th
  - Elected Officials Workshop #2
    - Billings Public Library – Community Room
    - 3 – 4 pm
  - Public Open House #2
    - Billings Public Library – Community Room
    - 5 – 6:30 pm
- April 6th
  - Virtual Open House
  - Record and post online
  - 11 am – 12pm

Stakeholder Outreach

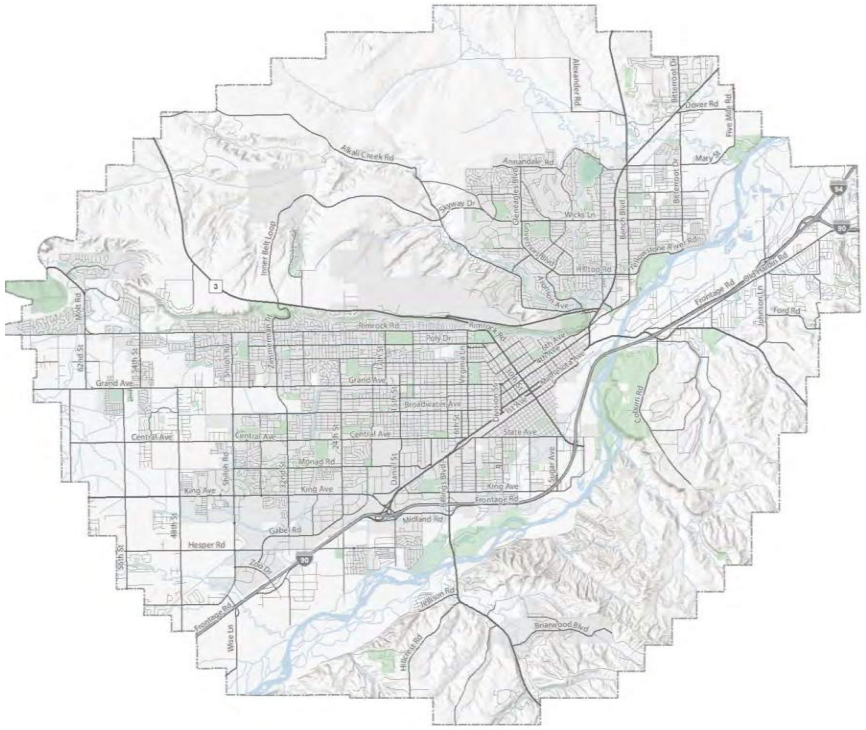
- Scheduled:
  - Southside Task Force
- Met With:
  - LIFTT
  - Bike Walk Montana
  - Lockwood Pedestrian Safety District
  - Pioneer Park Task Force
  - All Task Force Meeting
  - Lockwood Steering Committee
  - Bicycle & Pedestrian Advisory Committee

Project Website

- Project website is updated with a new interactive web map tool
- Features:
  - More user-friendly interface
  - Allows commenting, “Liking”, and replying to other comments
  - Comments can be collected by category
  - Layers can easily be turned on and off

2023 Billings Urban Area Long Range Transportation Plan – Project List | Kittelson & Associates, Inc.

Public Open House #2 Display Boards!



Next Steps

- Online, Interactive Project List Map goes live **March 22nd**
  - Please share it with your networks!
- The project team will be in Billings between **April 4th - April 6th** for stakeholder and public engagement
- Next Meeting: **April 13th**

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

STEERING COMMITTEE MEETING #10

May 11th, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1st Floor Conference Room |
https://us06web.zoom.us/j/89990871686?pwd=SGs1QjdEN3ZhaURHVnJBOEdkdWU4UT09
Meeting ID: 899 9087 1686 | Passcode: 804901

Meeting Purpose

- Discuss the Draft Long Range Transportation Plan
- Provide an Overview of the Adoption Schedule

Agenda

Topic	Presenter
Welcome	Andy Daleiden, Kittelson & Associates
Draft Long Range Transportation Plan	Rachel Grosso, Kittelson & Associates
Adoption Schedule, Next Steps, & Close-Out	Andy Daleiden

STEERING COMMITTEE MEETING #10 SUMMARY

Time & Location

The meeting was held from 10:30 a.m. to 11:15 a.m. on May 11th, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1st Floor Conference Room in Billings, MT.

Attendees

Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Samantha Wood, Montana Department of Transportation
- Mitch Buthod, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sara Graham, MET Transit
- Woody Woods, Lockwood
- Mike Black, Yellowstone County
- Wyeth Friday, City of Billings
- Tony Chase, Healthy by Design
- Dakota Martonen, City of Billings Public Works Department

Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL
- Doug Enderson, DOWL

Notes

The purpose of this meeting was to review the Draft LRTP Report and provide an overview of the adoption schedule.

Action items are bolded.

SCHEDULE

Andy Daleiden provided an update on the project schedule and current timeline for plan adoption.

DRAFT LRTP REVIEW

Rachel Grosso presented an overview of the Draft Long Range Transportation Plan (LRTP). A majority of the Steering Committee has not yet reviewed the LRTP, so Rachel briefly walked through each chapter of the Plan and answered questions from the Steering Committee.

Vison, Goals, Objectives, & Performance Measures

- Mitch
  - Planning area boundary needs to include the entire 2020 urbanized census boundary.
  - Two parts on NE edge of the area and SW edge of the area that aren't incorporated in the established planning boundary. Need to make sure we're not missing any planned needs or expenditure of federal dollars in those areas. There is a school in this area.
  - If those areas need to be targeted because of low income or equity populations, that'd be another thing to look at.
  - The only on-system route is going to be the interstate.
  - We were well into the analysis when the Census released the 2020 census urban boundary.
  - Compliance with 450.312 concerning MPO boundaries.
  - Boundary was released on December 29th by the Census Bureau.
  - When they overlayed the new census boundaries into the planning area, there were two areas that were not included in the planning area. Do we need to adjust the planning boundary to incorporate that change?
- Andy: The change is subtle. We started the LRTP process before we launched the LRTP. Under the assumption that we would continue with the previous MPO boundary.
- Scott: We want to make the planning area as up to date as we can. If we just need to move some of the boundary points, we should do that. It likely won't affect projects.
- Mitch pulled up the new urbanized boundary to discuss.
- Andy: We can update the boundaries, but do we have any projects that are in that area?
- Wyeth Friday: We need to show that we included everyone. We need to give some time for them to weigh in.
- Andy: When we did the notifications, the boundary did not reflect the change that came at the end of December. There's a gap.
- Lisa: Public involvement/ promotion was community wide. The biggest issue would be the interactive map since they didn't have the opportunity to comment.
- Scott: In the interactive map, there was an ability to comment in the area outside of the planning area.
- Andy: During the plan adoption process, that's all open for public comment. There will be an opportunity for public comment there where you'll be able to capture those people in the new boundary. We can talk to Lisa about outreach – maybe there's some more messaging on that so folks are more aware of it.
- Lisa: We could do a press release that says the draft document was available – add a note that two neighborhoods were added.
  - Wyeth: Add some language to the report as well.
- Scott: The Census generates the urbanized area, and the MPO area abides by that.
- Wyeth: Doesn't the area get amended by the transportation commission for the state? Our understanding was that the entire process was getting delayed to later this year. If we do this, it is good for us, then we'll be ahead of the process at the state level. Normally, the new boundary is handed to us, and we adjust from there.
- Scott: If the state moves forward with amending all the MPO boundaries at once – that has not been done yet, so we would be ahead of the game.

- Rachel: We want to make sure it's consistent with the process the MPO goes through and also consistent with MDT. Need to make sure we're all on the same page before proceeding and updating the map.
- Sam: Will check and let us know ASAP on how they want to proceed with moving the boundaries.
- Andy: You could still go through with the plan as-is, but we'd have to work out incorporating an amendment to document to address the change.
- Scott: We don't want to go through any amendments.
- Rusty Logan: **Add federal requirements at the beginning** – we have references, but don't describe them.

Public and Stakeholder Involvement

- Scott: Generally, all the engagement we did was as well attended as we could expect. There was ample opportunity for everybody to get onboard. When you look at the interactive map, it was very well received. Scott also liked the idea of getting the elected officials together and that went well. Highlighted that everybody needs to pay attention to this document.
- Wyeth: Pre-Leadership workshops were fantastic and a good practice for future updates. Those physical chances of meeting are effective.
- Kurtis: Make sure the comments outside of the MPO planning area (and in the new planning area) are included in the map.

Existing Conditions

- No comments on this chapter.

Projected Revenues

- Rusty: Usually only referring to first 4 numbers (usually just 5307) – Maybe page 118

Project List

- Scott and Wyeth: Having the project list in the appendix is good. From a staff standpoint, it's easy to pull up an appendix and look through the projects.
- Rachel: We'll also going to update the interactive map so it's easy to interact with and find the projects you're looking for.

ADOPTION SCHEDULE

- Andy provided an overview of the adoption schedule.
- Wyeth: We want to make sure that the draft is out, and people have enough time to look at the draft if we incorporate the boundary change. If we need to update the boundaries, the process may need to be slowed down. We may have to adjust the schedule based on the boundary issue.
- Scott- We're about a month out from the Work Session. If we address it all efficiently, we'll be fine with this schedule.
- Wyeth: It's important that as much weigh-in happens on the 19th since there won't be much time on the 26th for discussion (City is adopting next year's budget).
- Woody Woods: Lockwood – Importance of being in the plan, not at the top or in the middle. Traffic patterns are going to change so we'll continue to revisit in the next few years.

- Wyeth: Public hearing is on the June 13th Planning Board Meeting time.

CLOSE OUT & NEXT STEPS

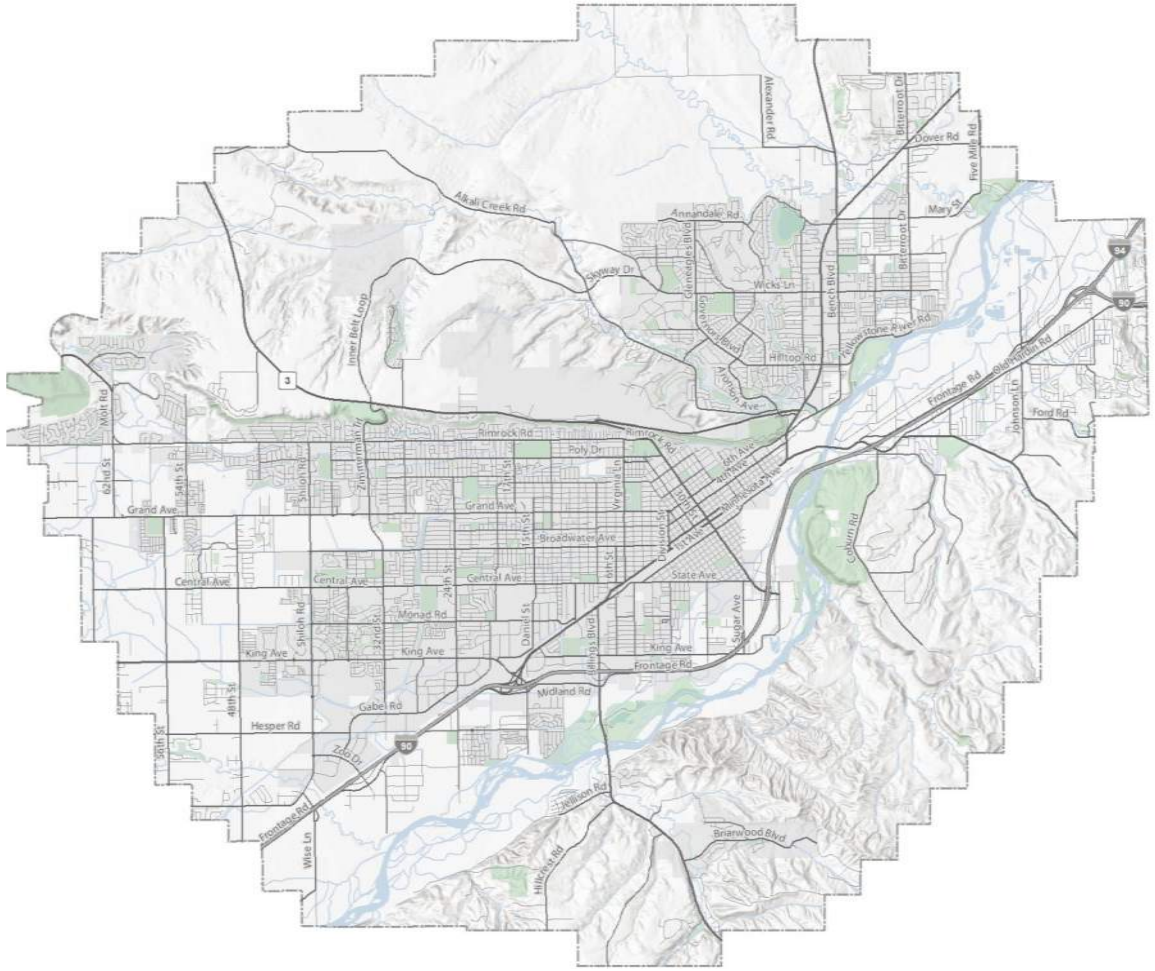
Andy Daleiden closed out the meeting with information about the adoption schedule.

- The Consultant Team is looking for more photos from the Steering Committee
- Scott will send some recent photos that we can potentially include.

Attachments

A. Meeting Agenda & Presentation

2023 Billings Urban Area Long Range Transportation Plan (LRTP)



Steering Committee

Meeting #10

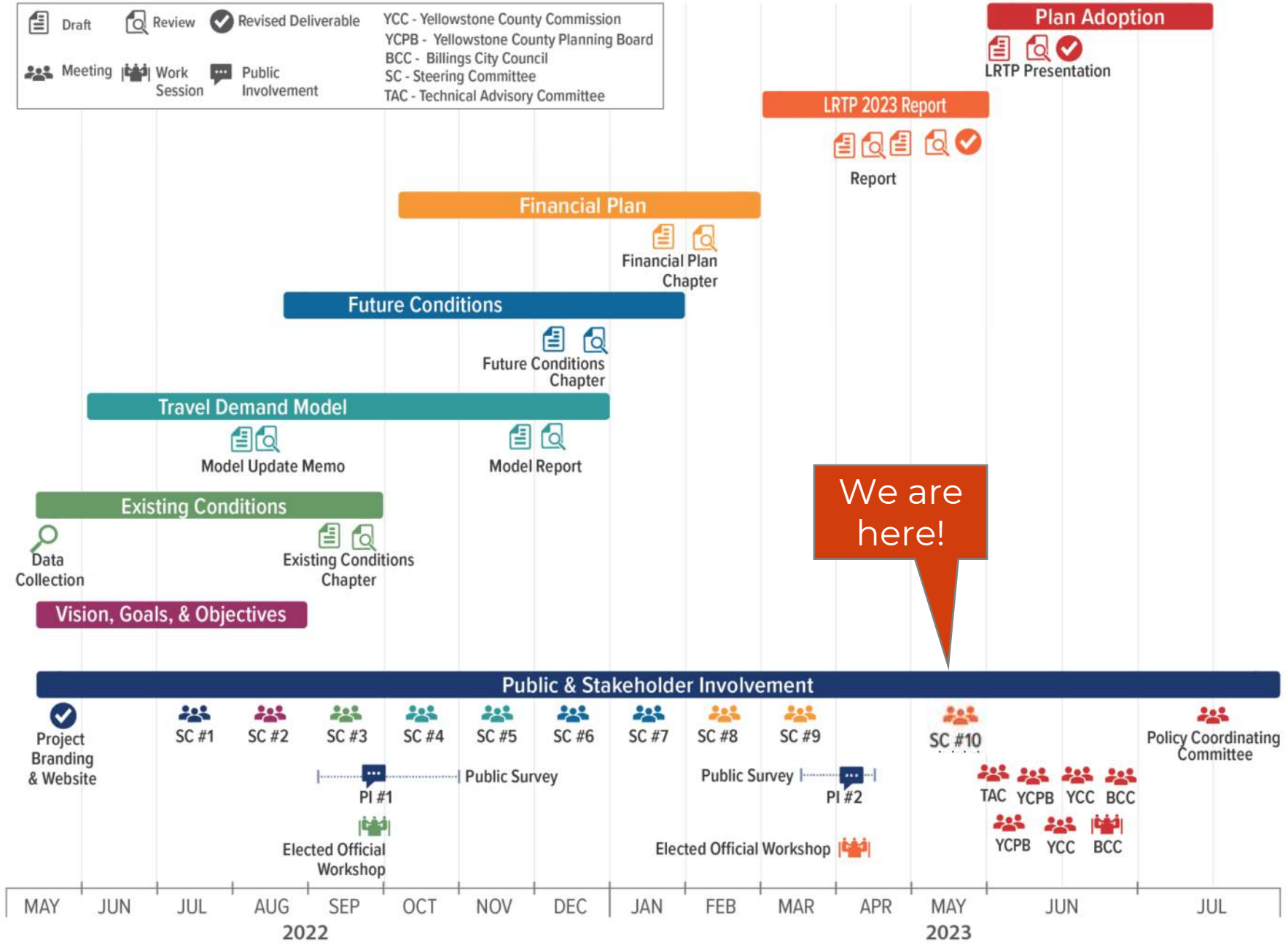
May 11th, 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Agenda

- Welcome
- Draft Long Range Transportation Plan
- Adoption Schedule
- Next Steps & Close-Out

Project Schedule



Draft
Long Range
Transportation Plan!

Adoption Schedule

June 8th – Technical Advisory Committee Meeting

June 12th – Board of Commissioners Discussion

June 13th – Planning Board Meeting

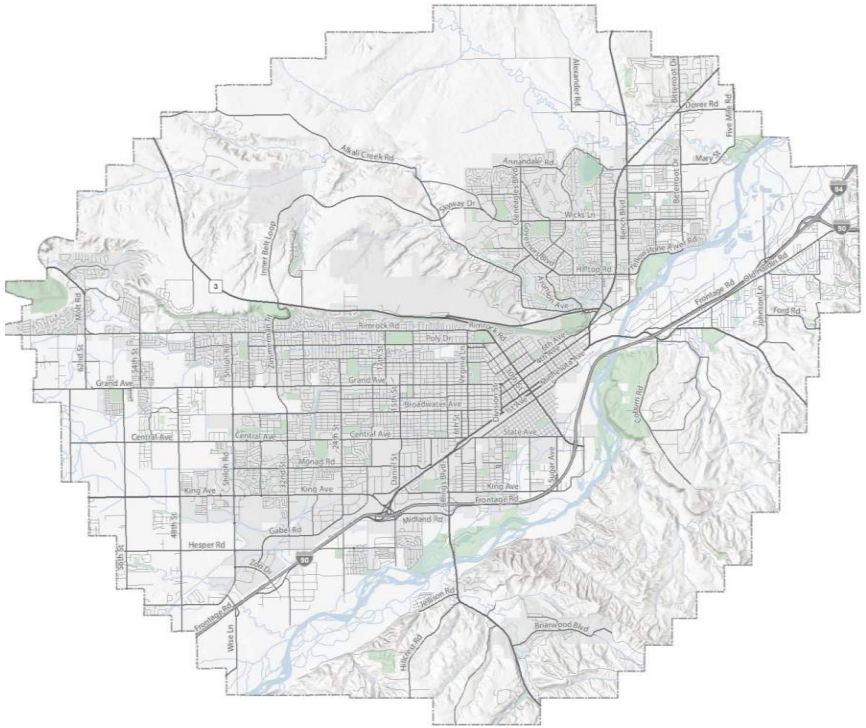
June 19th – City Council Work Session

June 26th – City Council Meeting

June 27th – Planning Board Meeting & Board of Commissioners Meeting

July 18th – Policy Coordinating Committee Meeting

Final Billings Urban Area 2023 LRTP



Next Steps

- Comments on the Draft LRTP by **May 18th**
- Great photos of Billings highways, roadways, intersections, bicycle facilities, trails, sidewalks, bus stops, or parks by **May 18th**

Questions?

Andy Daleiden
adaleiden@kittelson.com
208.472.9804

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Thank You!

EXISTING CONDITIONS SUPPORTING FIGURES & CONTENT

F

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Existing Conditions Appendix

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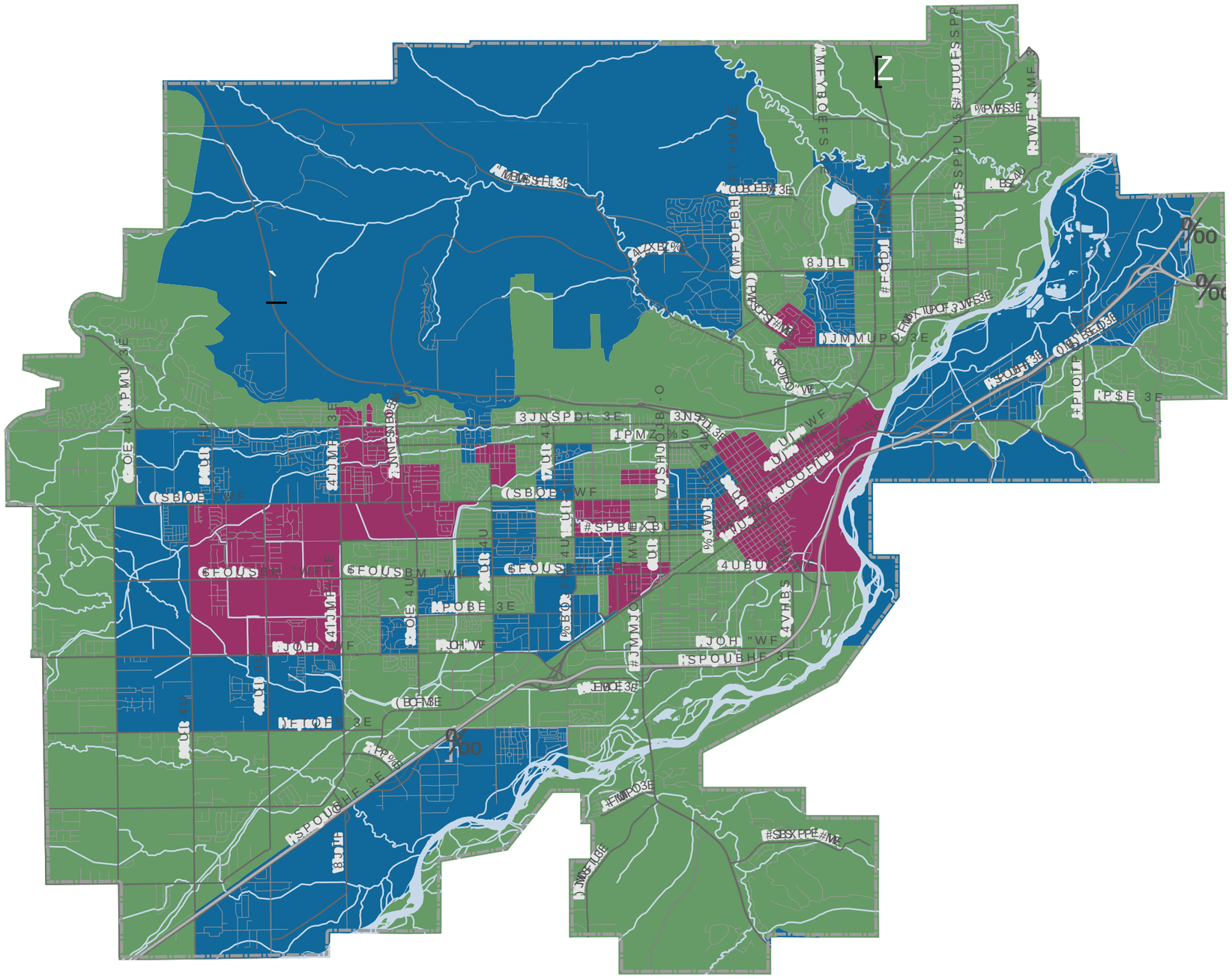

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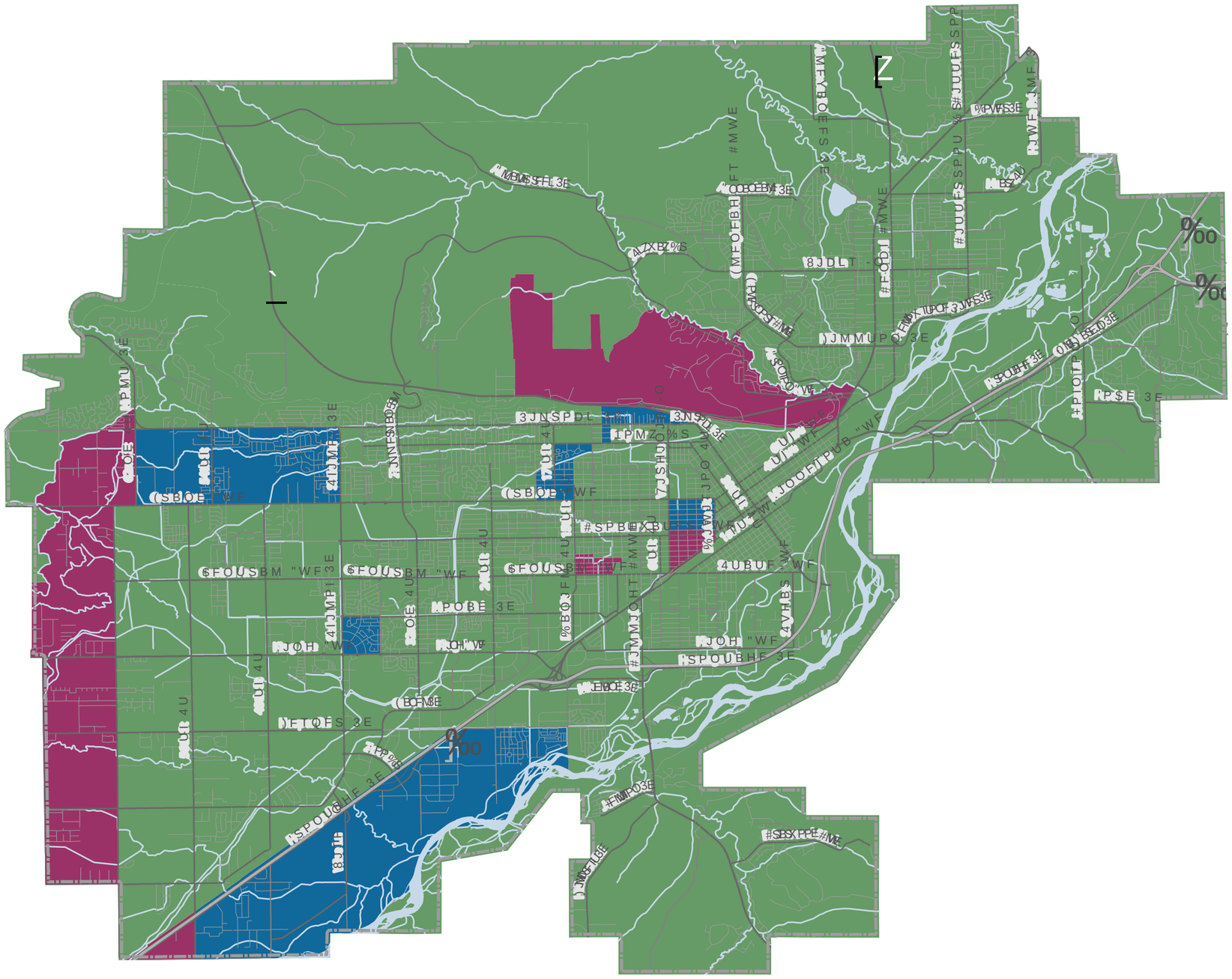

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SAFETY

State Plans

TRANPLANMT (2017)

TranPlanMT, Montana's long-range transportation plan, was last amended in 2017. This plan cites safety as an overarching goal which is applied in nearly every MDT decision-making process for all projects and programs. The statewide plan lists the following eight goals to improve transportation system safety.

- Maintain infrastructure condition to provide safe conditions for the traveling public.
- Continue improvements to the safety rest area program to provide safe stopping locations for the traveling public.
- Target safety improvement projects to address crash pattern locations.
- Incorporate technology advancements in project development to improve safety.
- Leverage relationships with education, enforcement, emergency medical services, and engineering partners to foster a culture of safety on Montana roadways.
- Reduce unsafe driving behavior through targeted focus on transportation safety emphasis areas identified in Montana's *Comprehensive Highway Safety Plan*.
- Enhance crash data integration and analysis to support decision making and data-driven problem identification.
- Provide leadership in air traveler safety through promotion of flight safety, accident prevention, and air search and rescue programs.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PLAN (2020)

Montana's Comprehensive Highway Safety Plan (CHSP) establishes the framework of Vision Zero to endeavor towards zero fatalities and zero serious injuries on Montana roadways through four Emphasis Areas:

- Roadway Departure and Intersection-Related Crashes;
- Impaired Driving;
- Unrestrained Vehicle Occupant; and
- Emergency Response – After-Crash Care.

The CHSP is directly linked to the *TranPlanMT* goals of improving safety and reducing risk. To support these goals, the CHSP established the interim safety goal of **reducing fatalities and serious injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030.** Additionally, the CHSP provides statewide data analysis and guidance, including the establishment of statewide targets for federal safety performance measures. The Billings MPO has agreed to adopt and support these statewide targets for performance measures that include:

- Annual reduction of 3 fatalities;
- Annual Fatality rate reduction of 0.041 per 100 million vehicle miles traveled (VMT) per year;
- Annual reduction of 41 serious injuries;
- Annual Serious Injury rate reduction of 0.114 per 100 million vehicle miles traveled (VMT) per year; and
- Annual reduction of 1 non-motorized fatality and serious injury per year.

Local Plans

COMMUNITY TRANSPORTATION SAFETY PLAN (2022)

The Community Transportation Safety Plan (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 to implement the 4Es of Transportation Safety:

- Education
- Enforcement
- Emergency Medical Services
- Engineering

The Advisory Committee (AC) developed the safety strategies based on proven safety countermeasures and feedback received at the Safety Summit, Public Open House, and public comments. Safety efforts and initiatives will be championed by a Transportation Safety Oversight Committee. Additionally, each emphasis area will be championed by a local stakeholder with assistance from local safety partners. There are four emphasis areas, each with associated strategies. These include:

- Emphasis Area: All
  - Strategy 1: Establish Transportation Safety Oversight Committee
- Emphasis Area: Unrestrained Vehicle Occupants
  - Strategy 1: Support and enhance enforcement of seat belt and child safety seat laws.
  - Strategy 2: Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip.
  - Strategy 3: Strengthen and support vehicle occupant protection laws to increase compliance.
- Emphasis Area: Impaired Driving
  - Strategy 1: Expand awareness of and access to safe alternative transportation such as a designated driver, rideshare, transit, or other options to decrease impaired driving.
  - Strategy 2: Reduce impaired driving through prevention education and training.
  - Strategy 3: Establish communication lines with safety partners to identify opportunities and increase probability for earlier intervention.
- Emphasis Area: Inattentive Driving / Speeding
  - Strategy 1: Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws.
  - Strategy 2: Reduce speeding and distracted driving crashes through enhanced education.
  - Strategy 3: Encourage the development of a statewide law banning the use of electronic devices while driving.

BILLINGS SAFE ROUTES TO SCHOOL PLAN UPDATE (2022)

Building from the original 2011 Safe Routes to School (SRTS) Plan and additional efforts in the past decade, the SRTS Plan Update focuses on encouraging students and their families to walk and bike to school. The SRTS Plan Update evaluates walking and biking conditions and identifies barriers to recommend policy and programmatic changes, in addition to identify infrastructure improvements around elementary school neighborhoods in the City of Billings. The 'Six Es of Safe Routes to School' include:

- Engagement
- Equity
- Engineering
- Encouragement
- Education
- Evaluation

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Existing Conditions Appendix

TRANSPORTATION

Streets & Highways

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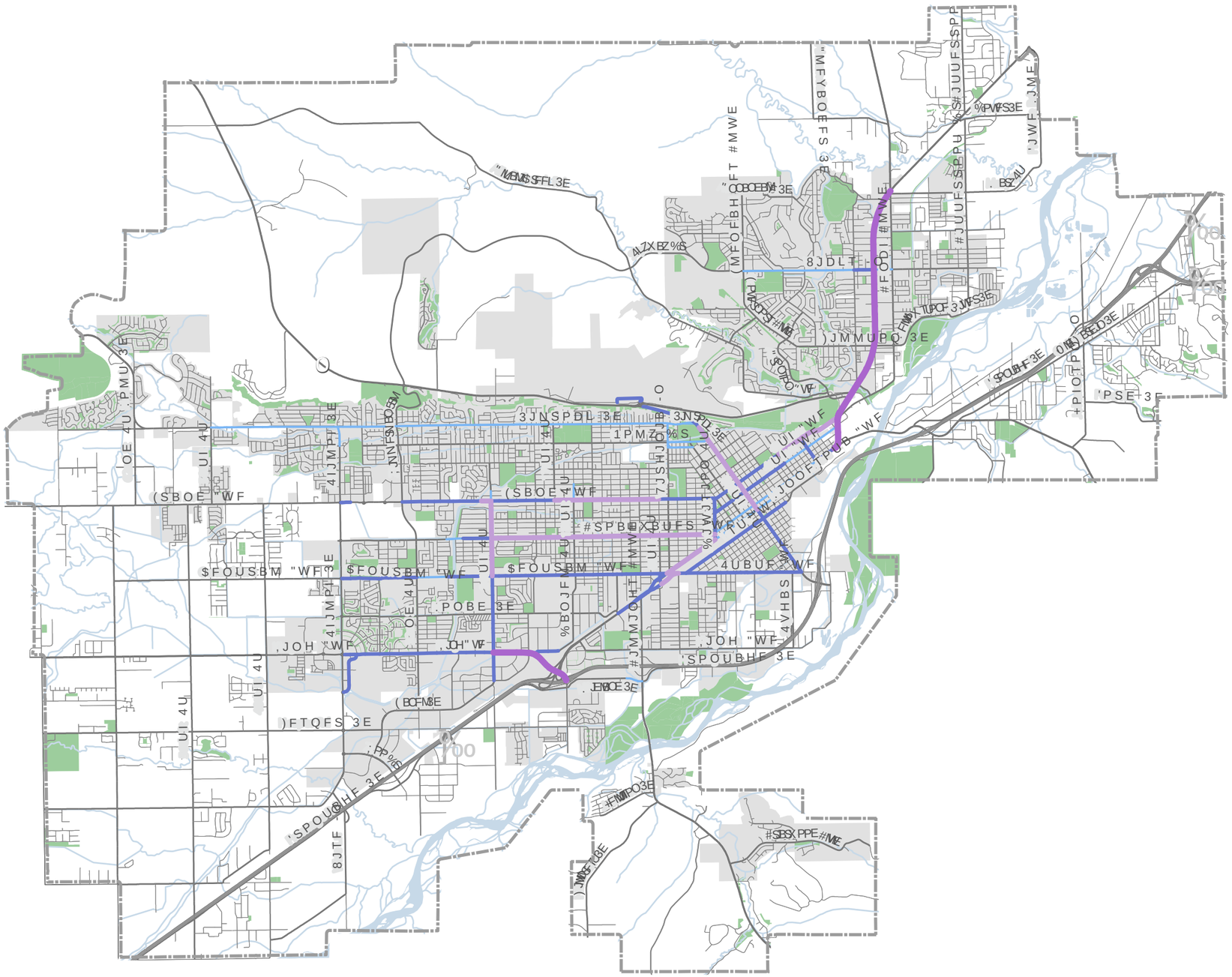
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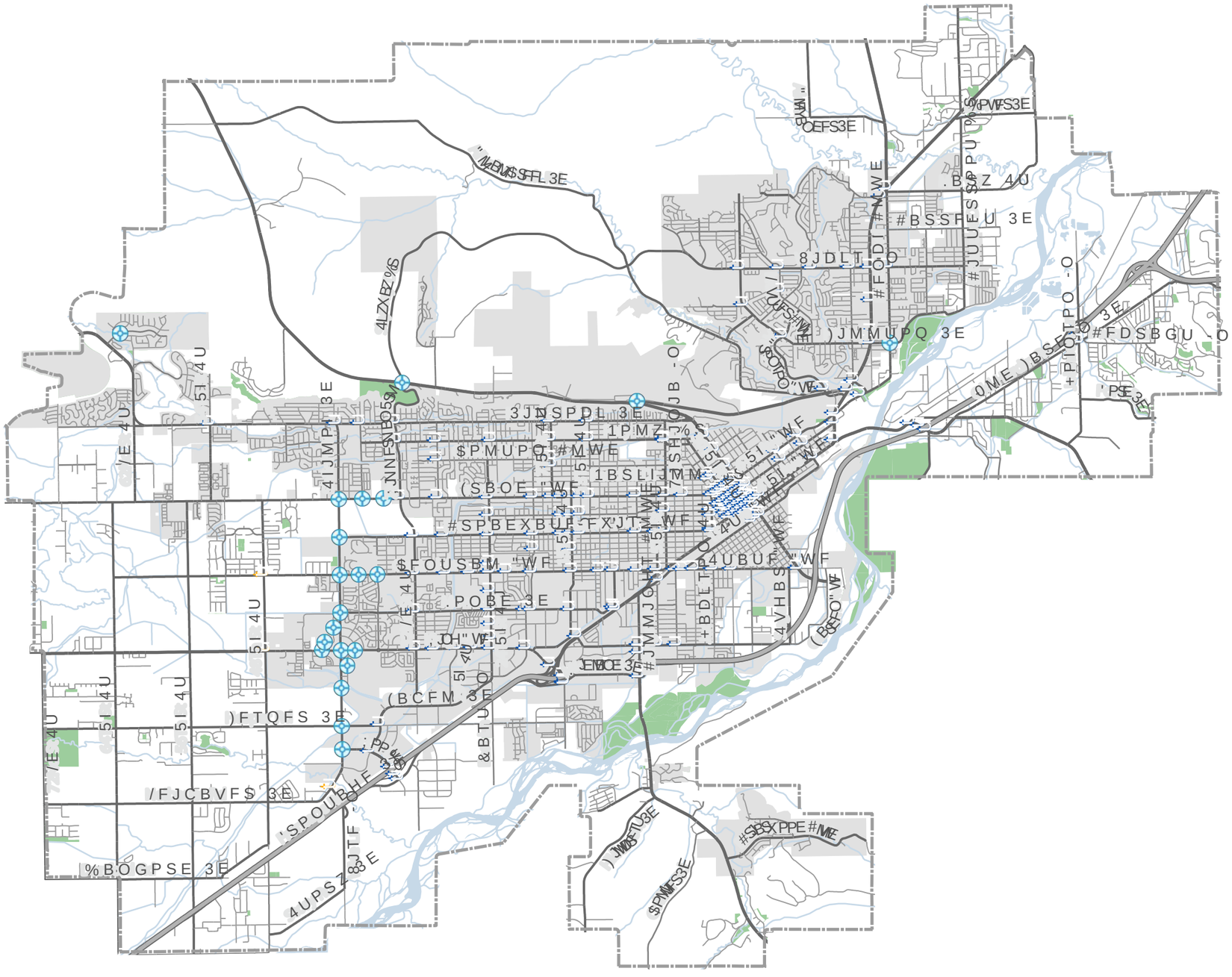

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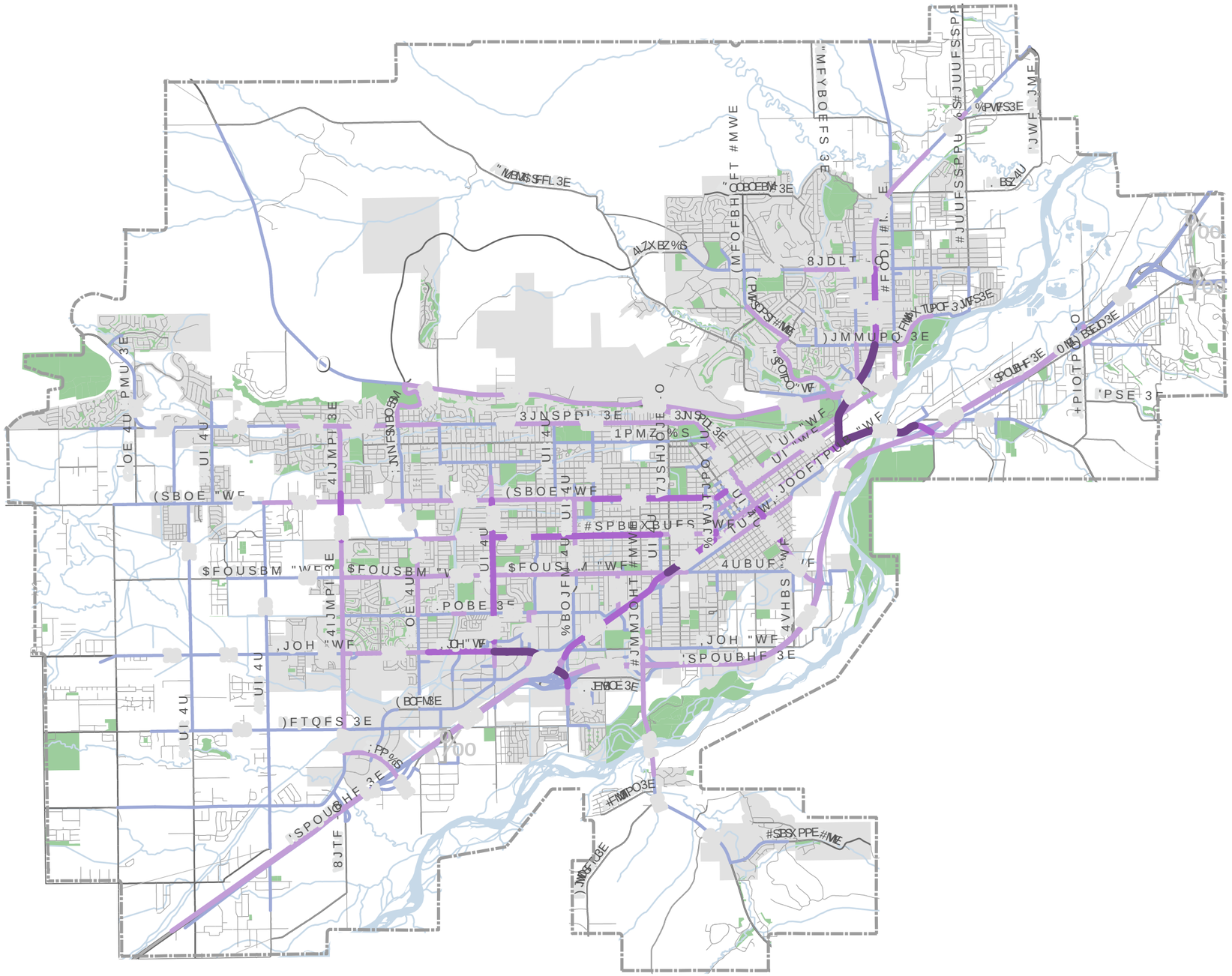

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RECENT PLANS

MET Transit Development Plan Update (2022)

MET has undertaken an update to its 2016 Transit Development Plan. Adopted in September 2022, the Transit Development Plan (TDP) Update will "provide strategic guidance for a sustainable transit system to serve the community".[1] The core goal of the TDP is to assess current service and identify service improvement opportunities that fill gaps and address service challenges. The TDP establishes a framework for optimizing the opportunities presented by the Bipartisan Infrastructure Law (BIL), which is projected to increase available transit funding by nearly 30% over FAST Act levels. Key TDP recommendations include:

- Redesign the fixed route network through:
  - Relocating segments of selected routes to reduce service redundancy.
  - Removing/relocating low-ridership route segments to different corridors.
  - Combining separate route segments to create new routes.
  - Converting the fixed route network from a flag stop network to a designated stop network.
- Extending weekday service by one hour.
- Increasing service frequency on several routes.
- Increasing available drivers to ensure adequate breaks and continuous service for all routes.
- Further studying the creation of fixed route service between Billings and Lockwood.

Montana State Transit Management Plan (2020)

The Montana State Transit Management Plan (SMP)[2] is a comprehensive plan required by the Federal Transit Administration (FTA) that outlines how the MDT administers its federal transit funding, in addition to the goals, objectives, and responsibilities of the MDT Transit Section. For the MPO, the SMP outlines roles and responsibilities for receiving FTA funding to support MET.

Freight

[1] City of Billings. (2022). *MET Transit Development Plan 2022.* https://ci.billings.mt.us/DocumentCenter/View/47800/Billings-TDP_Draft_081112022
[2] Montana Department of Transportation. (2020). *Montana State Transit Management Plan.* https://www.mdt.mt.gov/publications/docs/plans/MONT-ST-MGMT-PLAN.pdf

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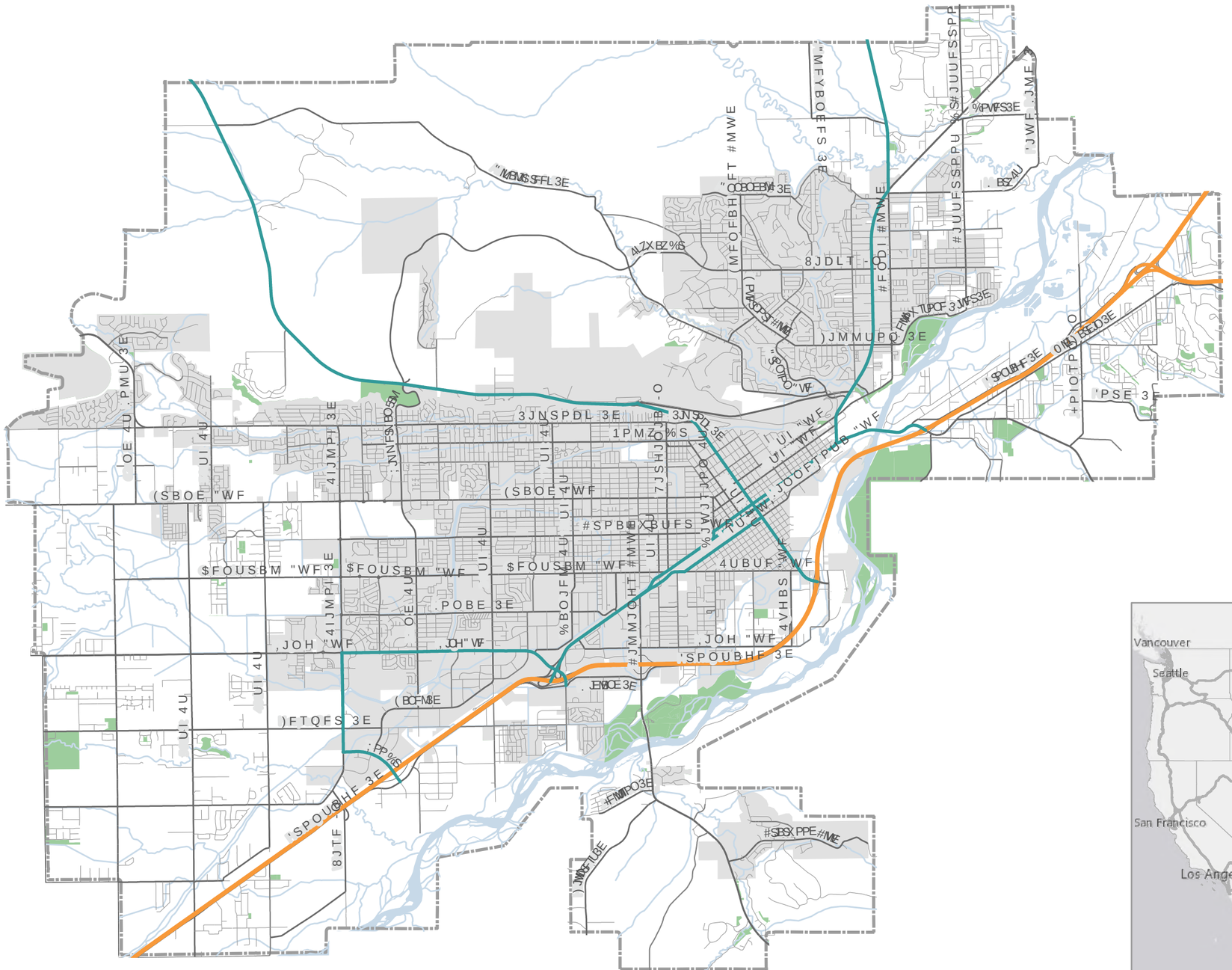
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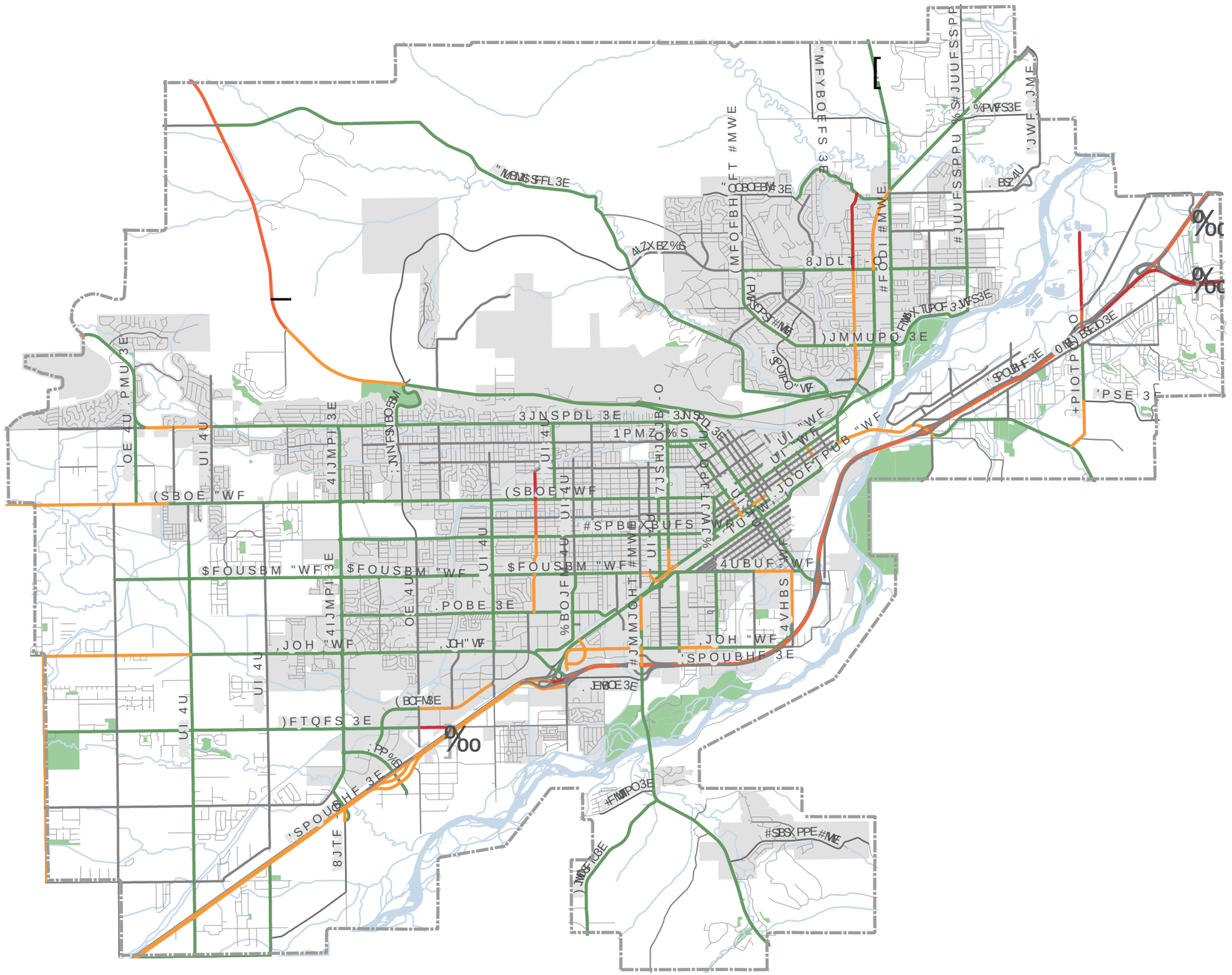
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Rail

Table 1 summarizes the characteristics and level of train activity at the main line BNSF rail crossings. The rail crossings on rail spurs are shown in the LRTP but are not included in this table.

Table 1. Railroad Crossing Characteristics

Location	Type	Status	Daily Through Movements (Switching Movements)	Roadway AADT at Crossing Location (2021)	Pedestrian Crossing Treatment
Shiloh Rd	Grade Separated (Railroad under)	-	36 (0)	2,143	N/A
Zoo Drive	Grade Separated (Railroad under)	-	36 (0)	9,784	N/A
King Avenue W	Grade Separated (Railroad under)	Active	36 (0)	40,131	N/A
Moore Ln	At Grade	Active	36 (0)	10,729	No
Montana Avenue	Grade Separated (Railroad under)	Active	36 (0)	16,764	N/A
6th Street/ Underpass Ave	Grade Separated (Railroad over)	Active	36 (0)	19,629	N/A
29th St	At Grade	Active	36 (10)	2,515	Yes
28th St or Broadway	At Grade	Active	36 (6)	2.532	Yes
27th St	At Grade (Highway)	-	36 (6)	10,825	Yes
N 21st Street	Grade Separated (Railroad over)	Active	36 (0)	1,399	N/A
N 13th Street	Grade Separated (Railroad over)	-	36 (0)	11,171	N/A

Location	Type	Status	Daily Through Movements (Switching Movements)	Roadway AADT at Crossing Location (2021)	Pedestrian Crossing Treatment
US 87	Grade Separated (Railroad over)	-	32 (0)	23,229	N/A
Steffes Rd	At Grade	Active	32 (0)	2,182	No
Klenck Ln	At Grade	Active	32 (2)	873	No
ExxonMobil Rd	At Grade	Active	32 (2)	1,206	No
Johnson Ln	At Grade	Active (No Gates)	32 (0)	399	No
Coulson Rd	At Grade	Active	32 (2)	1,730	No
Molt Rd	Grade Separated (Railroad over)	-	6 (0)	837	N/A

Source: Montana Department of Transportation, Federal Railroad Administration

EMERGING TECHNOLOGY READINESS

Plan & Policy Review

The City of Billings is currently undergoing a period of rapid growth in its adoption of emerging transportation technologies. The growth is characterized by Billings' exploration and adoption of the technologies, including:

- **Connected and Autonomous Vehicles (CAVs):** In April 2021, the Montana state legislature enacted HJ-10 to provide an interim study regarding autonomous vehicle use in the state.[3]
- **Electric Vehicles (EVs):** While the state of Montana has one of the lowest EV adoption rates in the US, statewide EV registrations have doubled since recordkeeping began in 2019. [4]
- **Transit Technology:** Transit technologies in Billings include real-time GPS tracking of MET Transit's fixed route buses[5] as well as complimentary wi-fi.[6]
- **Bike and Scooter Share:** Bike and scooter share do not currently operate in Billings, but the Billings Bike and Scooter Share Study, published in February 2021, provides a range of recommendations for program implementation. These recommendations include hybrid bike share with electric-assist bikes, a public owned/private operated system, achieving a Farebox Recovery Rate of 30%, and implementing equity programs.[7]
- **Transportation Network Companies (TNCs):** Transportation Network Companies, such as Uber and Lyft, operate in Billings, but are unregulated in most areas apart from Billings Logan International Airport. TNC drivers are directed to pick up passengers from arrivals and to not idle if the passenger is delayed.[8] Similarly, when dropping off TNC drivers should drop off passengers curbside, but not wait at the terminal following drop off. Additionally, Uber has a designated driver waiting area and pickup zone at Billings Logan International Airport.[9]

Gaps in addressing emerging technology in Billings include the lack of formal policy adoption for CAVs, no existing curbside management policies, and limited TNC operation policies outside of Billings Logan International Airport.

Applications of Emerging Technology

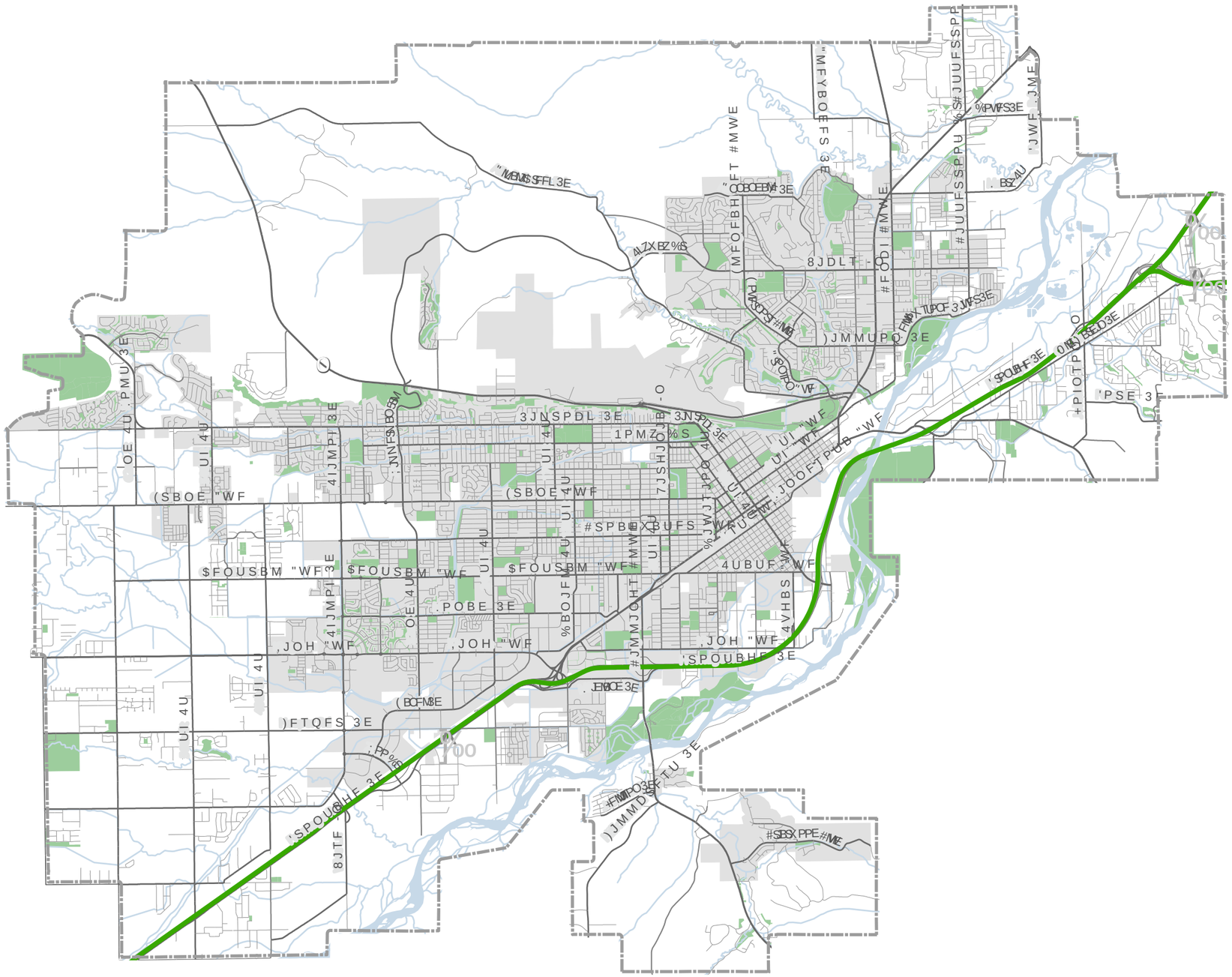
The Billings urban area is well-positioned for the adoption and growth of emerging technologies in the coming years. Existing applications of emerging technology include:

- **Electric Vehicle (EV) Charging Stations:** There are six EV charging stations located within the boundary of the Billings MPO.[10]

[3] Montana State Legislature. *HJ 10 – Study of Autonomous Vehicle Use.* April 2021. https://leg.mt.gov/committees/interim/tic/hj-10/
[4] Montana Department of Environmental Quality. (July 2022). *Montana Electric Vehicle Infrastructure Deployment Plan*. https://deq.mt.gov/files/Energy/Transportation/MontanaElectricVehicleInfrastructureDeploymentPlan2022.pdf
[5] MET Transit. *Bus Tracker Links and Instructions.* N.d.
[6] MET Transit. *Complimentary Onboard Wi-Fi.* N.d.
[7] Billings-Yellowstone County MPO. *Billings Area Bike & Scooter Share Feasibility Study.* February 2021.
[8] Lyft. *Montana airport information for drivers.* N.d.
[9] Uber. *Instructions for driver-partners: Billings Logan International Airport.* N.d.
[10] U.S. Department of Energy. *Alternative Fuels Data Center.* Accessed July 2022. https://afdc.energy.gov/data/

- **Cellular and Broadband Access:** There is one cell tower located within the boundary of the Billings MPO.[11] Overall, the area has strong access to both cellular and broadband internet.[12] Broadband usage within the MPO ranges from approximately 50 percent to 70 percent.[13]
- **Alternate Fuel Corridors:** There are two alternate fuel corridors within the boundary of the Billings MPO that are both designated for EVs. These two corridors are I-90 and I-94.[14]

[11] Federal Communications Commission. *Cellular Towers.* December 2021.
[12] Federal Communications Commission. *Mobile LTE Coverage Map.* May 2021.
[13] Microsoft AI for Good Research Lab. *United States Broadband Usage Percentages Dataset.* October 2020. https://github.com/microsoft/USBroadbandUsagePercentages
[14] Federal Highway Administration. *Alternative Fuel Corridors.* March 2021. https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/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SECURITY & RESILIENCY

Background

FEDERAL REQUIREMENTS

There are several federal requirements associated with MPOs and the transportation planning process included in the 23 CFR Part 450 for Metropolitan Transportation Planning and Programming.[15] The planning process should:

- Increase safety and security of the transportation system for motorized and non-motorized users;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planning growth and economic development patterns;
- Emphasize preservation of the existing transportation system; and
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

In carrying out the metropolitan transportation planning process, MPOs, States, and public transportation operators may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate to safeguard the personal security of all motorized and non- motorized users.

A local mitigation plan should be developed and prepared in compliance with federal, state and local hazard mitigation planning requirements published under 44 CFR Part 201.[16] The local mitigation plan is the representation of the jurisdiction's commitment to reduce risks from natural hazards, serving as a guide for decision makers as they commit resources to reducing the effects of natural hazards. Local plans will also serve as the basis for the State to provide technical assistance and to prioritize project funding. The *Yellowstone County Multi-Hazard Mitigation Plan* (MHMP), which supersedes the 2017 *Multijurisdictional Pre-Disaster Mitigation Plan* (PDM), serves as the local mitigation plan for the Billings urban area. The local mitigation plan is updated every 5 years. The FEMA Disaster Mitigation Act of 2000 provides the legal basis for FEMA mitigation planning requirements for State, local and Tribal governments as a condition of mitigation grant assistance.[17]

STATE PLANS

Statewide security and resiliency considerations are outlined in several overarching planning documents and provide a basis for planning, response, and mitigation strategies for transportation infrastructure in Montana. These documents emphasize coordination of federal, state, and local agencies and identify appropriate policies, guidelines, and strategies for addressing natural and human-caused disasters as they relate to transportation infrastructure.

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[15] Federal Highway Administration. *Code of Federal Regulations (23 CFR 450.306): Scope of the Metropolitan Transportation Planning Process*. Accessed September 5, 2022.
[16] Federal Emergency Management Agency. *Code of Federal Regulations (44 CFR 201.6): Local Mitigation Plans*. Accessed September 5, 2022.
[17] Federal Emergency Management Agency. (October 1, 2000). *Disaster Mitigation Act of 2000*.

Montana Department of Transportation

MDT plays a critical role in planning, managing, and leading statewide transportation security and resiliency strategies to prepare for and respond to natural or human-caused events. The responsibilities of MDT are identified by *the 2018 State of Montana Multi-Hazard Mitigation Plan and Statewide Hazard Assessment* and include mitigating damage to transportation assets and evaluating hazard information when designing infrastructure. During a natural or human-induced extreme event impacting the Billings urban area, coordination with MDT is a critical component of an effective response to reduce loss of human life and damage to property. In addition to strategies for transportation security identified in the *TranPlanMT*, MDT has published several documents that identify transportation risks and outlines emergency procedures in the event of a natural or human-caused disaster. These include:

- **MDT Transportation Asset Management Plan** outlines a formal process for identifying, assessing, and prioritizing risks to Montana's surface transportation infrastructure.
- **MDT Maintenance Manual** outlines MDT procedures and best management practices for responding to incidents affecting state roadways and structures.
- **MDT Emergency Support Function Annex #1 Transportation** serves as a supplement to the 2017 MERF.

TRANPLANMT (2017)

Originally adopted in 1995 as *TranPlan 21*, and updated in 2017, *TranPlanMT* is the state's ongoing long-range planning effort between MDT, transportation stakeholders, and the public plan for the state's transportation future over a 20-year period. *TranPlanMT* outlines MDT's policy direction for operating, preserving, and improving Montana's transportation system and identifies strategies for MDT's future. A transportation system security section was created in the 2007 update and includes transportation security related goals and actions to support an efficient and effective statewide response in the event of a natural or human-caused disaster.

Montana Department of Military Affairs

MONTANA EMERGENCY RESPONSE FRAMEWORK (2017)

The Montana Emergency Response Framework (MERF) presents a structure for utilizing the emergency response and recovery resources of state, local, and other agencies.[18] It describes the activities necessary to prepare for and respond to events stemming from natural, technological, and man-made hazards and the roles and responsibilities of all participants dealing with these events. This plan also provides a comprehensive all-hazards plan designed to provide the basis for an effective and coordinated response to disasters and emergencies that impact the state.

[18] Montana Department of Military Affairs. (2017). *Montana Emergency Response Framework.* Disaster and Emergency Services. https://des.mt.gov/Preparedness/MERF-ESF

STATE OF MONTANA MULTI-HAZARD MITIGATION PLAN AND STATEWIDE HAZARD ASSESSMENT (2018)

This Plan, created by the Disaster and Emergency Services Division, outlines the state's primary hazard mitigation risks, strategies, and policies.[19] The document establishes a process for broad governmental and organizational involvement, provides a comprehensive and detailed hazard assessment, and demonstrates the overarching mitigation strategy for the State of Montana. This Plan also prioritized natural and human-made hazards by risk, including:

- Wildland and rangeland fire
- Flooding
- Earthquakes
- Drought
- Severe Weather
- Dam Failure
- Volcanic Ash
- Transportation Accidents and Hazardous Material incidents
- Disease (public health, agriculture, and wildlife)
- Landslide and Avalanche
- Terrorism, Violence, Civil Unrest and Cyber Security

This Plan also outlines the responsibilities of all state agencies, including the Montana Department of Transportation.

MONTANA INTEGRATED PREPAREDNESS PLAN (2021)

This Plan outlines the strategies and programs created to address the highest priority items that emerged from the *Montana Threat and Hazard Identification and Risk Assessment* in 2019 (scheduled to be updated in 2022), which includes transportation-related incidents such as wildfire, floods, and chemical/hazardous material release, among others.[20] The *Montana Integrated Preparedness Plan* and the *Multi-Hazard Mitigation Plan* work jointly to address risks in Montana.

LOCAL PLANS

Local plans are supplements to statewide planning efforts and establish guidance and coordination at the county- and city-level.

Yellowstone County Multi-Hazard Mitigation Plan (2019)

Yellowstone County along with the Cities of Billings and Laurel and Town of Broadview developed a Multi-Hazard Mitigation Plan (MHMP) in response to federal requirements of the Disaster Mitigation Plan (MHMP).[21] The Yellowstone County Multi-Hazard Mitigation Plan was updated in 2019 from the previous Pre-Disaster Mitigation Plan (PDM) in 2012. The MHMP identifies probably natural and man-made hazards to Yellowstone County and establishes goals, policy updates, and projects that could reduce the impacts of potential hazards.

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[19] Montana Department of Military Affairs. (2018). *Update State of Montana Multi-Hazard Mitigation Plan & Statewide Hazard Assessment.* Disaster and Emergency Services. https://drought.unl.edu/archive/plans/GeneralHazard/state/MT_2018.pdf

[20] Montana Department of Military Affairs. (2021). *Montana Integrated Preparedness Plan.* Disaster and Emergency Services Division. https://des.mt.gov/Preparedness/Final-MT-Integrated-Preparedness-Plan-2021.pdf

[21] Yellowstone County, City of Billings, City of Laurel, Town of Broadview. (2019). *Multi-Hazard Mitigation Plan.* https://www.yellowstonecountymt.gov/des/plans/Multi_Hazard_Mitigation_Plan_2019.pdf

Yellowstone County Emergency Operations Plan (2019)

The Emergency Operations Plan (EOP) provides public officials of Yellowstone County, the City of Billings, City of Laurel, and Town of Broadview an organizational framework for mitigating disaster and protecting lives and property during a disaster or emergency. The plan outlines responsibilities of all local agencies and officials during a disaster or emergency in accordance with MCA.[22]

Potential Hazards

CLIMATE CHANGE

Climate trends and future projects are a critical component of long-term transportation planning. Severe weather events can severely damage or deteriorate transportation assets and disrupt operations, mobility, and emergency response if damages are significant. The *Montana Climate Assessment* (2017) is a stakeholder-driven, science-based assessment that provides information about climate trends and future climate projects for the State of Montana by region. The *Montana Climate Assessment* concluded that Montana's average temperature is projected to increase in all climate scenarios.[23] There will be more extreme heat days throughout the state with the greatest increases in southern Montana. Seasonal precipitation patterns are also expected to change. Over time, climate change will increase the frequency and intensity of weather events.

> *The Montana Climate Assessment concluded that the average temperature statewide is projected to increase in all climate scenarios, with more extreme heat days and changing precipitation patterns.*

The Billings urban area is already experiencing the impacts of changing precipitation and temperature patterns in recurring major flooding events that damage transportation assets and significantly impact mobility. Due to the multitude of scenarios that could play out in the short- and long-term future, planning and preparing transportation infrastructure for climate events is becoming increasingly difficult because historic weather trends are no longer dependable indicators for future events. At the same time, it is critical for transportation agencies to address the rising costs of climate-related events to transportation assets and human lives.

The 2020 *Montana Climate Solutions Plan* provides several recommendations for enhancing resilience of transportation to climate change, shown in Table 2.[24] The *Climate Solutions Plan* was developed by the Montana Climate Solutions Council and provides recommendations to the governor, legislature, and citizens of Montana on strategies to reduce GHG emissions, prepare the state for climate impacts,

[22] Yellowstone County. (2019). *Emergency Operations Plan.* https://www.yellowstonecountymt.gov/Des/plans/EOP_2019.pdf
[23] Whitlock C, Cross W, Maxwell B, Silverman N, Wade AA. (2017). *Montana Climate Assessment*. Bozeman and Missoula MT: Montana State University and University of Montana, Montana Institute on Ecosystems. 318 p. doi:10.15788/m2ww8w http://live-mca-site.pantheonsite.io/sites/default/files/thumbnails/image/2017-Montana-Climate-Assessment-lr.pdf
[24] Montana Department of Environmental Quality. (August 2020). *Montana Climate Solutions Plan.* Montana Climate Solutions Council. https://deq.mt.gov/files/DEQAdmin/Climate/2020-09-09_MontanaClimateSolutions_Final.pdf

foster innovation across Montana's economy, and address the needs of communities in transition through appropriate economic development and workforce strategies.

Table 2. Montana CSP Recommendations Related to Transportation

Topic	Recommendations
(1) Preparing Montanans for Climate Impacts	Adapt Montana's Built Environment to Climate Change
(2) Strategies to Reduce Greenhouse Gas Emissions	■ Improve Statewide Transportation Management to Foster Alternatives and Support the Needs of Communities ■ Explore Opportunities for Passenger Rail

Source: Montana Department of Environmental Quality

FLOOD HAZARD RISK

Located directly in the Yellowstone River watershed, the Billings urban area is faced with flood risk from both the river and its many tributaries. Utilizing the FEMA National Flood Hazard data, flooding risk for the MPO is displayed in Figure 28. Most areas designated as 'High Flood Risk' within the Billings urban area are contained in parks and green spaces. However, I-90 parallels the river throughout the city, which poses a substantial risk to the transportation infrastructure in the event of a flood. Similarly, Alkali Creek Road is also located in a 'High Flood Risk' zone. Additionally, most of the residential, commercial, and industrial areas within the MPO boundary are designated as 'Moderate Flood Risk', which indicates a serious potential for flood damage throughout the urban area.

It is important to note that Yellowstone County, along with the Montana Department of Natural Resource Conservation and FEMA, is currently working on a Floodplain Mapping Update, to provide more accurate information regarding the risk flooding poses to critical infrastructure. Hydrology and survey work is currently underway and finalized FEMA National Flood Hazard data is expected to be completed in 2025.[25]

[25] Montana Department of Natural Resource Conservation. (September 2021). *Yellowstone County Floodplain Mapping Update: Project Kickoff Meeting*. http://dnrc.mt.gov/divisions/water/operations/floodplain-management/bytr/20210915_Yellowstone.pdf

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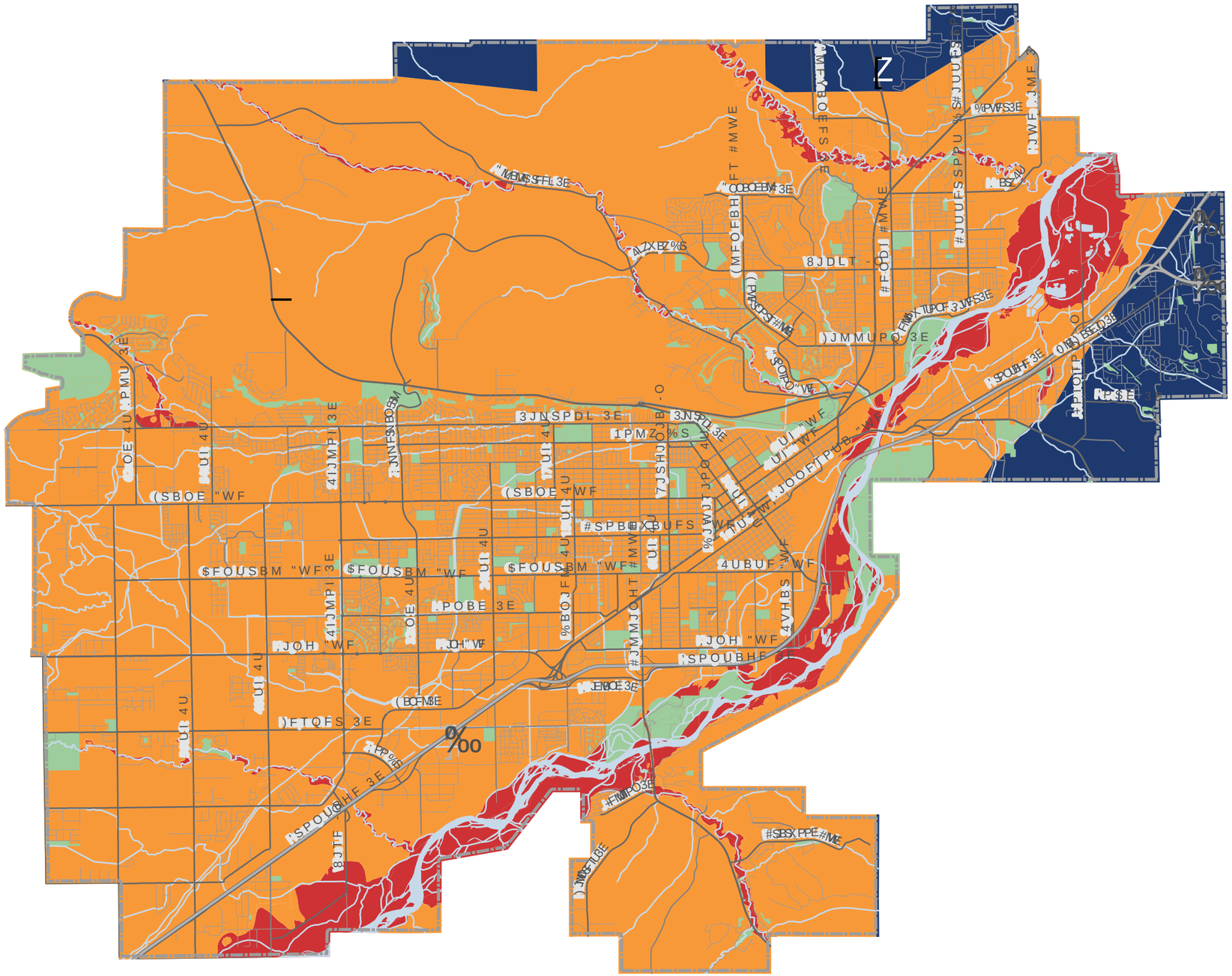

Figure XX. Flood Risk

WILDFIRE RISK

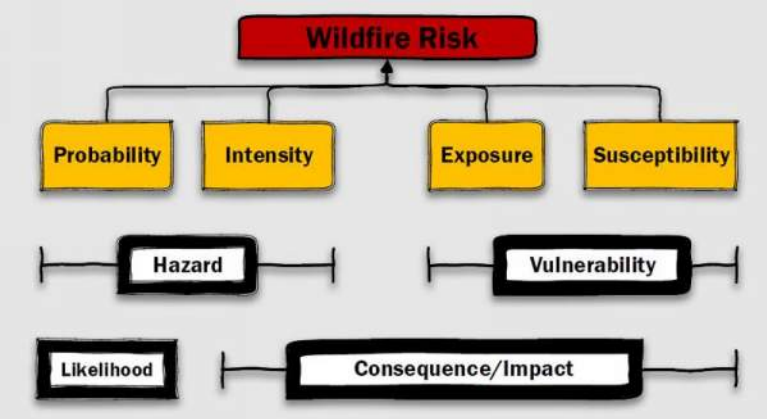

Exhibit 1. Wildfire Risk (Source: Montana DNRC)

In the past twenty years, the Billings urban area has experienced multiple wildfire events. Since the 2018 LRTP, there have been several large wildfires in the MPO boundary, including the 2019 Mountain View fire, the 2020 Coburn fire, the 2020 Island fire, the 2020 Lost fire, the 2020 Hoskins fire, the 2021 Buffalo fire, and the 2021 Sub Station fire, among others.[26] To better understand the risks that wildfire poses to human lives and critical infrastructure, the Montana Department of Natural Resource Conservation created the *Montana Wildfire Risk Assessment*, a data tool that quantifies and maps wildfire risk.[27] Wildfire risk encompasses the likelihood of a fire burning, the intensity of a fire if one should occur, the exposure of assets and resources based on their locations, and the susceptibility of those assets and resources to wildfire. A community's wildfire risk is the combination of likelihood and intensity ('hazard') and exposure and susceptibility ('vulnerability'), as demonstrated in Exhibit 1. Figure 29 displays the Wildfire Risk posed to the Billings urban area's critical infrastructure. The wildfire risk is based on a score of the probability, intensity, exposure, and susceptibility factors, which is then visualized using percentiles to represent risk. These categories include:

- **Extreme Risk**: Wildfire risk is extreme to all mapped resources and assets, including people and property, critical infrastructure, and surface drinking water. This category represents the top >95th percent of values across the landscape.
- **Very High Risk**: Wildfire risk is very high to all mapped resources and assets, including people and property, critical infrastructure, and surface drinking water. This category represents the top 90th to 95th percent of values across the landscape.
- **High Risk**: Wildfire risk is high to all mapped resources and assets, including people and property, critical infrastructure, and surface drinking water. This category represents the 70th to 90th percentile of values across the landscape.
- **Moderate Risk**: Wildfire risk is moderate to all mapped resources and assets, including people and property, critical infrastructure, and surface drinking water. This category represents the 40th to 70th percentile of values across the landscape.
- **Low Risk**: Wildfire risk is low to all mapped resources and assets, including people and property, critical infrastructure, and surface drinking water. This category represents the 0 to 40th percentile of values across the landscape.

In the Billings urban area, the MWRA has designated most of the residential, commercial, and industrial areas as Very High Risk, with outlying recreational and residential areas as Moderate Risk.

[26] CalTopo. (2022). *Billings Area Fire History*. https://caltopo.com/map.html#ll=45.76393,-108.56346&z=11&b=om&a=fire
[27] Montana Department of Natural Resources & Conservation. (2022). Montana Wildfire Risk Assessment. https://mwra-mtdnrc.hub.arcgis.com/

Figure XX. Wildfire Risk

Resiliency

In *NCHRP 777: A Guide to Regional Transportation Planning for Disasters, Emergencies, and Significant Events* introduces several foundational principles for transportation planners that supports the development of a resilient transportation network, displayed in Exhibit 2.[28] A focus on resilience planning supports the development of adaptable strategies that sustain transportation operations under a variety of circumstances. Improving and maintaining existing infrastructure and introducing innovative projects that can withstand and adapt to the impacts of one or more weather events is an important component of building a resilient network. Conducting vulnerability and risk assessments, analyzing performance of assets in future weather scenarios, emphasizing projects that improve safety along key evacuation routes, implementing natural infrastructure to enhance flood protection, and evacuation planning and preparation are examples of strategies that would support project prioritization and planning for resilience projects. Additionally, FEMA has recently updated its *Local Mitigation Planning Policy Guide* which outlines additional planning and policy requirements and guidance for communities to improve their resiliency.[29]

Exhibit 2. NCHRP 777 Resilient Transportation Network Principles

MONTANA'S RESILIENCE FRAMEWORK FOR COMMUNITIES

Supported by the Montana Department of Commerce, the Montana Ready Communities Initiative (MRCI) developed *Montana's Resilience Framework for Communities* to support community resilience in the face of natural, human-caused, and economic challenges. The MRCI defines **resilience** as the ability of individuals, communities, and systems to adapt and thrive in the face of adverse events and challenges. The *Resilience Framework* identifies opportunities for incorporating community resilience into hazard mitigation plans, economic development plans, and other long-term planning documents in the Montana context.

Coordination

The Yellowstone County Disaster and Emergency Services is an integrated effort to prevent or minimize the seriousness of emergencies and disasters and to plan and coordinate the community's response to them should they occur. This effort requires establishing partnerships among professional emergency management personnel to prevent, respond to, and recover from disasters. Coordination is a key factor in establishing an emergency management program, and continual improvement saves lives and

[28] Transportation Research Board. (2014). *Report 777: A Guide to Regional Transportation Planning for Disasters, Emergencies, and Significant Events*. National Cooperative Highway Research Program. https://www.trb.org/Publications/Blurbs/171087.aspx
[29] Federal Emergency Management Agency. (April 2022). *Local Mitigation Planning Policy Guide*. https://www.fema.gov/sites/default/files/documents/fema_local-mitigation-planning-policy-guide_042022.pdf

reduces losses from disasters. The Yellowstone County Disaster and Emergency Services are responsible for:

- Developing and updating emergency plans,
- Coordinating communications of emergency responders,
- Maintaining a county-wide system of alerting sirens,
- Maintaining the emergency operations center,
- Participating and coordinating exercises with all emergency responders,
- Recommending an emergency declaration or disaster declaration to the policy bodies of city and county government, preparing disaster declaration resolutions, serving as the City and/ or County's authorized agent for FEMA declare disasters (e.g., floods of 1978 and 1997), and managing the authorized emergency levy, and
- Serving as the County Fire Warden and administrator of the rural fire protection program.

FUTURE CONDITIONS SUPPORTING FIGURES

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2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Future Conditions Appendix

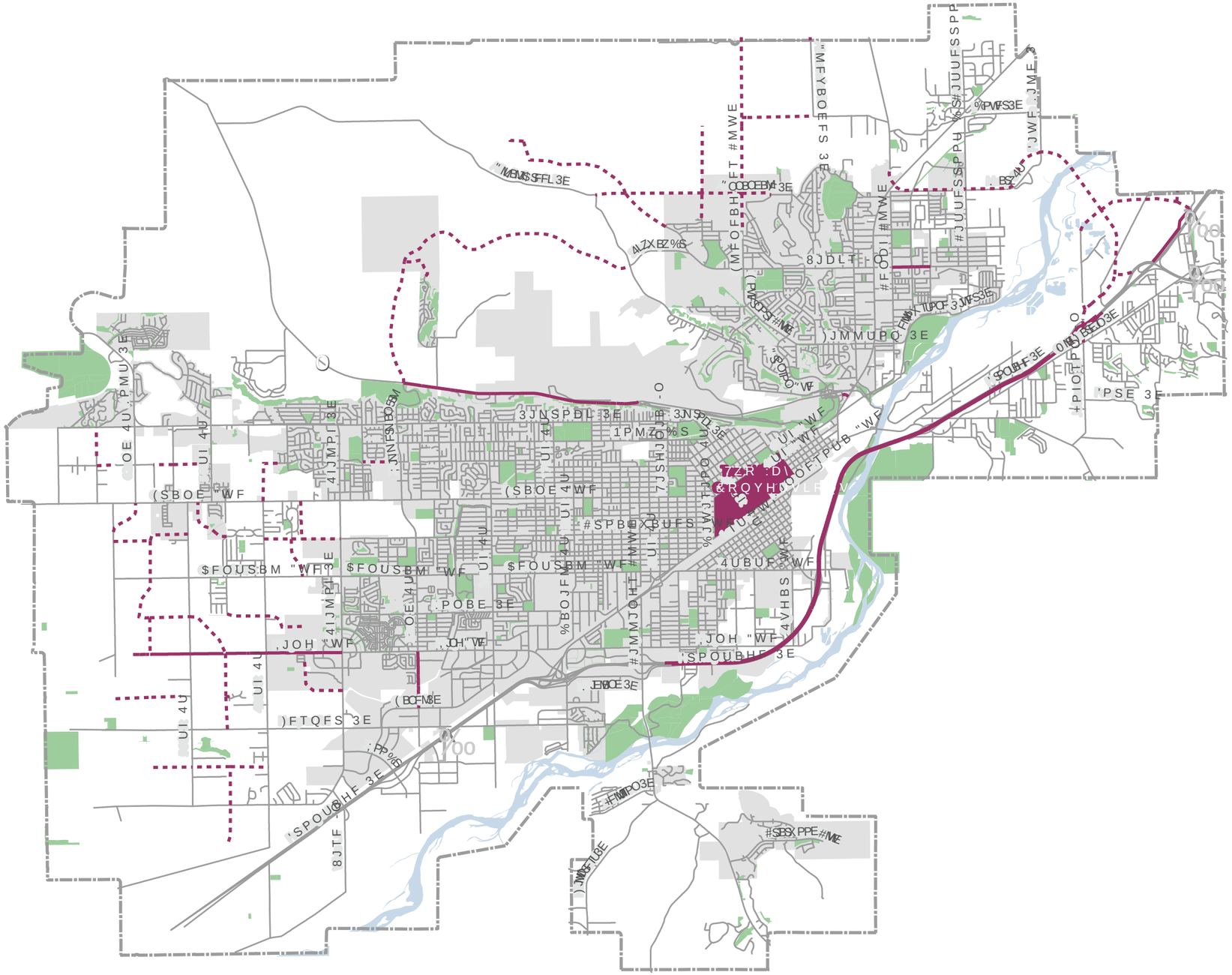
TRANSPORTATION

Future Traffic Volumes

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

1HZ 5RDGZD\

5RDGZD\ :LGHQLQJ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Transit

Table 1. Future MET Transit Routes

Route	Redesign Route Changes
Airport	The route will not operate as a circulator through downtown Billings.
3	The new Route 3 will mirror the existing route with small changes in downtown to provide coverage.
5 A/B	Becomes singular, bidirectional Route 5 to improve legibility. Route 5 will no longer run in Shiloh Rd corridor, but travel on Zimmerman Trail and 32 St W. Access to/from downtown would be through the medical corridor on N 30th Street.
7	Route 7 (Broadwater) will follow mostly the same route. It would not travel as far west as Shiloh Rd and provide 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

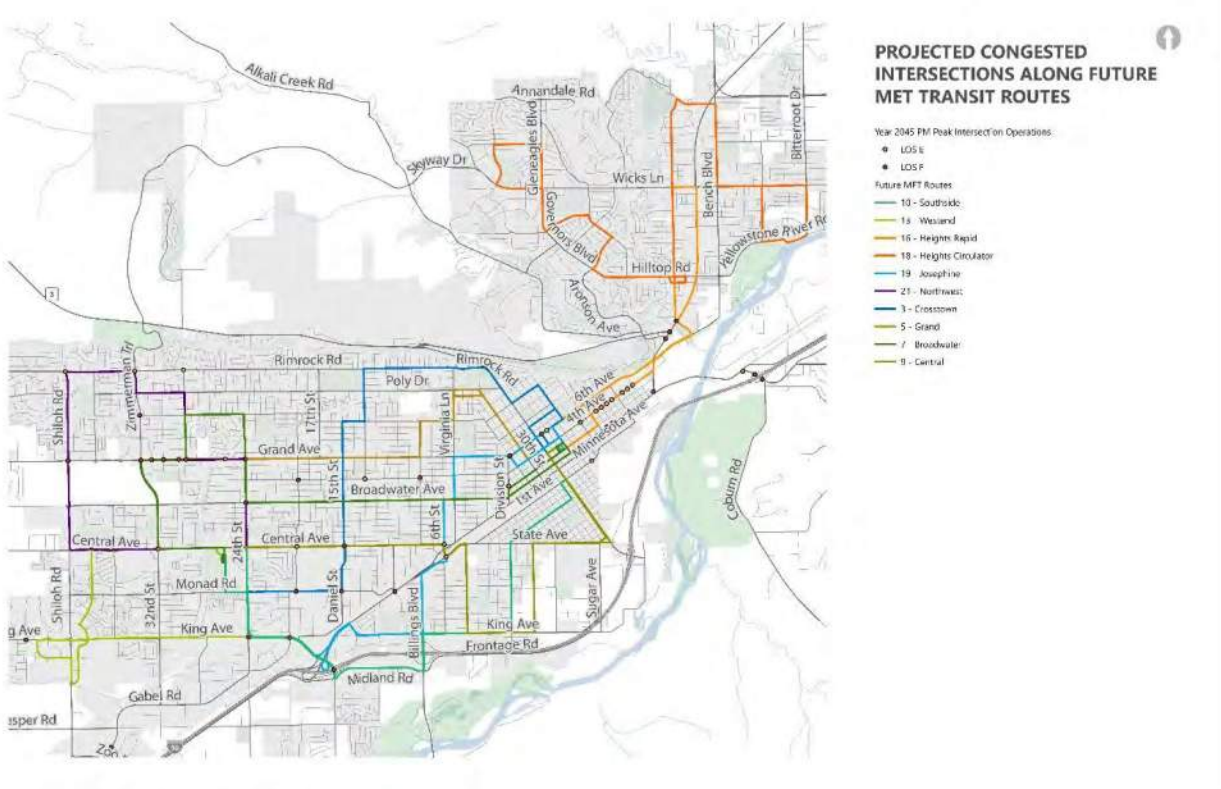
TRANSIT CORRIDORS PROJECTED TO EXPERIENCE FUTURE CONGESTION

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

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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.

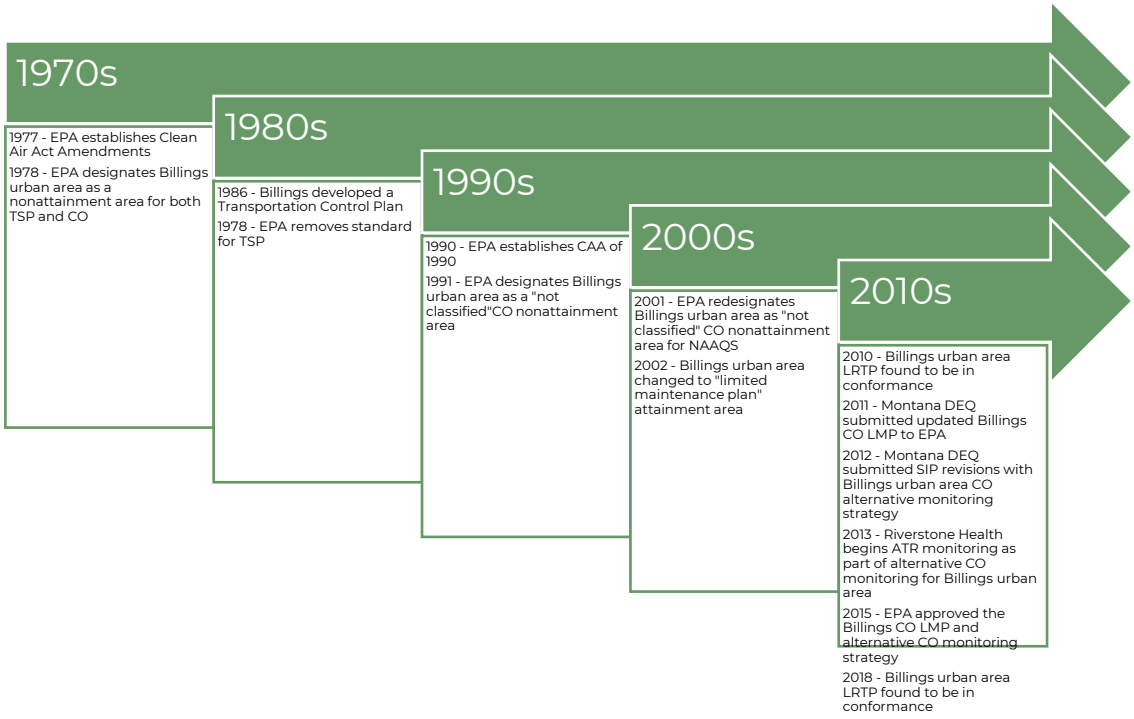
Background

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).

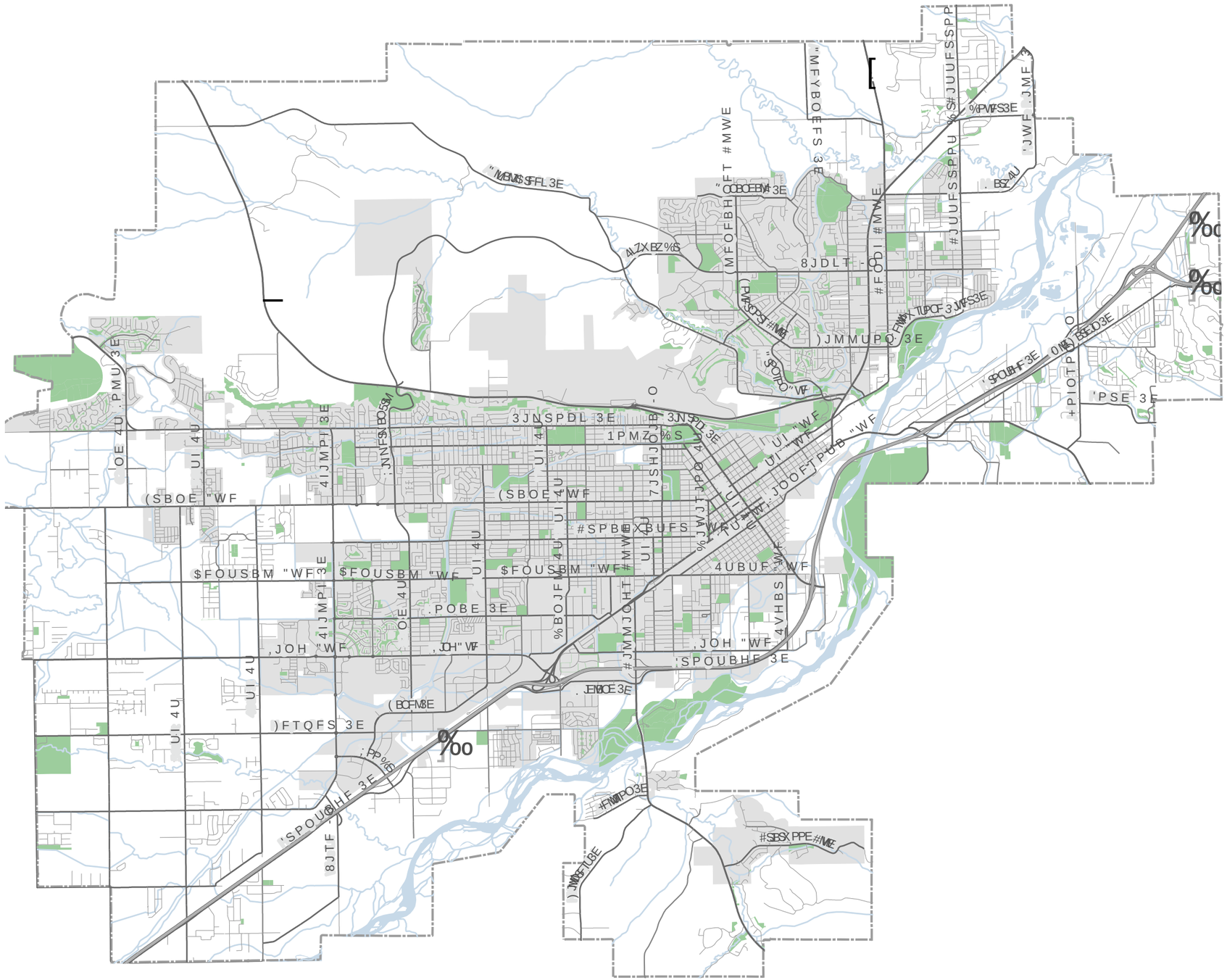
Table 1. Rolling Three Year Monthly Average Daily Traffic (ADT) Comparison

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.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FISCAL CONSTRAINT

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

Conclusion

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

Projects by Funding Source Appendix

PROJECTS BY FUNDING SOURCE

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

Project Funding Source Abbreviations

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

CMAQ

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

CMAQ Projects (2024 – 2028)

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

CMAQ Projects (2029 – 2033)

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

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

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

CMAQ Projects (2034 – 2045)

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

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

CR

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

CR Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
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**