BOZEMAN MT

THE GALLATIN VALLEY MPO - TRANSPORTATION TECHNICAL ADVISORY COMMITTEE OF BOZEMAN, MONTANA

TTAC AGENDA

Thursday, November 5, 2026

General information about the Transportation Technical Advisory Committee can be found in our Laserfiche repository.
If you are interested in commenting in writing on items on the agenda please send an email to ***comments@bozeman.net*** *or by visiting the* ***Public Comment Page*** *prior to 12:00pm on the day before the meeting.*
Public comments will also be accepted through Video Conference during the appropriate agenda items.
Recordings of the meeting will be available through the ***Commission's video page.***
For more information please contact Jeff Butts, ***jbutts@bozeman.net***

A. Call Special Meeting to Order - 10:30 a.m.
This meeting will be held using an online videoconferencing system. You can join this meeting:
Via Video Conference:
Click the Register link, enter the required information, and click submit.
Click Join Now to enter the meeting.
Via Phone: This is for listening only
+1 719 359 4580
Access code: 950 6233 3811

B. Roll Call

C. Approval of Minutes

C.1 Approval of the October 14, 2026 Gallatin Valley Metropolitan Planning Organization Transportation Technical Advisory Committee Meeting Minutes(Butts)

D. Public Comments
This is the time to comment on any non-agenda matter falling within the scope of the Metropolitan Planning Organization. There will also be time in conjunction with each agenda item for public comment relating to that item but you may only speak once per topic. Please note, the Committee cannot take action on any item which does not appear on the agenda. All persons addressing the Committee shall speak in a civil and courteous manner and members of the audience shall be respectful of others. Please state your name and place of residence in an audible tone of voice for the record and limit your comments to three minutes.
General public comments to the Committee can be found on their ***Laserfiche repository page****.*

E. New Business

E.1 Long Range Transportation Plan: Recommendation for Adoption (Butts)

E.2 Recommend Adoption of the Federal Fiscal Years 2027-2031 Transportation Improvement Program(Butts)

F. General Discussion

G. Adjournment

This Committee generally meets the second Wednesday of every month from 10:30 a.m. to 12:00 p.m.

All meetings are open to all members of the public. If you have a disability that requires assistance, please contact our ADA Coordinator at 406.582.3232.

BOZEMAN MT

Memorandum

REPORT TO: Gallatin Valley MPO - Transportation Technical Advisory Committee

FROM: Jeff Butts, MPO Manager
Emiliano Esparza, Acting Director of Transportation and Engineering Department

SUBJECT: Approval of the October 14, 2026 Gallatin Valley Metropolitan Planning Organization Transportation Technical Advisory Committee Meeting Minutes

MEETING DATE: November 5, 2026

AGENDA ITEM TYPE: Citizen Advisory Board/Commission

RECOMMENDATION: I move to approve the October 14, 2026 Gallatin Valley Metropolitan Planning Organization Transportation Technical Advisory Committee Meeting Minutes.

STRATEGIC PLAN: 1.1 Outreach: Continue to strengthen and innovate in how we deliver information to the community and our partners.

BACKGROUND: Minutes from the October 14, 2026 Gallatin Valley Metropolitan Planning Organization Transportation Technical Advisory Committee (TTAC) Meeting Minutes.

UNRESOLVED ISSUES: None.

ALTERNATIVES: As recommended by the committee.

FISCAL EFFECTS: None.

Attachments:
101426 Gallatin Valley MPO TTAC Meeting Minutes

Report compiled on: October 29, 2026

THE GALLATIN VALLEY MPO TTAC MEETING OF BOZEMAN, MONTANA

MINUTES

October 14, 2026

A. 00:02:17 Call to Order -10:30 a.m.

B. 00:02:27 Roll Call

Present: Chris Saunders, Chad Mozol, Levi Ewan, Geoff Streeter (Beth Clarkson- Proxy), Brandon Jones, Sunshine Ross, Todd Wilson, John How
Absent: Katharine King, Chris Scott
Excused: Nicholas Ross

Others present at the meeting; Jeff Butts, Marcy Yeykal, Richard Wolf, Joelean Hall, Kenn Winegar, Emma Belmont, The Gallatin Valley Sentinel.

C. 00:04:05 Approval of Minutes

C.1

Approval of the August 12, 2026 Gallatin Valley Metropolitan Planning Organization TTAC Meeting Minutes (Butts)

00:04:20 Motion *to approve* C.1
Approval of the August 12, 2026 Gallatin Valley Metropolitan Planning Organization TTAC Meeting Minutes (Butts)

Chris Saunders: Motion

Sunshine Ross: 2nd

00:04:58 Vote on the Motion *to approve C.1 Approval of the August 12, 2026 Gallatin Valley Metropolitan Planning Organization TTAC Meeting Minutes (Butts)* ***The Motion carried 7 - 0.***

Approve:

Chris Saunders

Chad Mozol

Levi Ewan

Geoff Streeter (Beth Clarkson- Proxy)

Brandon Jones

Sunshine Ross

Todd Wilson

Disapprove:

None

D. 00:05:13 Public Comments

There was no Public Comment.

E. 00:06:14 New Business

E.1 00:06:34 First Review of the Draft Federal Fiscal Years 2027-2031 Transportation Improvement Program (Butts)

Jeff Butts, MPO Manager presented the first review of the draft Federal Fiscal Years 2027-2031 Transportation Improvement Program to the committee.

The TIP must be adopted by December 26; the committee is asked for comments by October 20 for the October 28 TPCC agenda, with a recommended adoption vote on November 5.

00:15:05 Questions of staff

00:15:44 Public Comment

There was no public comment.

E.2 00:16:04 First Review of the Draft Long Range Transportation Plan (Butts)

Jeff Butts, MPO Manager, presented the first review of the Draft Long range transportation Plan to the committee.

After the November 5th Committee recommendation, the LRTP will undergo a public review period (likely 30 days) before TPCC adoption on December 16.

00:26:41 Questions of staff.

The specific plan for public engagement after adoption is still being formed, though a website and event tabling are under consideration.

00:32:49 Public Comment

There was no Public Comment.

F. 00:33:21 General Discussion

Chad Mozel brought up that he attended the Montana League of Cities conference and it was mentioned that there is an MDT funding gap: Approximately $40 million in redistribution funds may need to be returned if state matching funds are unavailable, which would equate to roughly $4.5 million in missing match at a 13% rate.

G. Adjournment

This Committee generally meets the second Wednesday of every month from 10:30 a.m. to 12:00 p.m.

BOZEMAN MT

Memorandum

REPORT TO: Gallatin Valley MPO - Transportation Technical Advisory Committee

FROM: Jeff Butts, MPO Manager
Emiliano Esparza, Acting Director of Transportation and Engineering Department

SUBJECT: Long Range Transportation Plan: Recommendation for Adoption

MEETING DATE: November 5, 2026

AGENDA ITEM TYPE: Plan/Report/Study

RECOMMENDATION: **Consider the motion**: *I move to recommend Transportation Policy Coordinating Committee adoption of the Long Range Transportation Plan, subject to completion of the 30-day public review period, consideration of public comments, and revisions necessary to address regulatory requirements.*

STRATEGIC PLAN: 4.3 Strategic Infrastructure Choices: Prioritize long-term investment and maintenance for existing and new infrastructure.

BACKGROUND: The Long Range Transportation Plan (LRTP) establishes shared transportation goals, policies, programs, and investment priorities through 2050. It covers Bozeman, Belgrade, Four Corners, and surrounding portions of Gallatin County within the Metropolitan Planning Area (MPA).

This is Transportation Technical Advisory Committee's (TTAC) second review of the draft LRTP. The updated draft incorporates revisions responding to Transportation Policy Coordinating Committee's (TPCC) request for fewer policies and clearer, more actionable direction. This review provides TTAC an opportunity to consider those revisions and make a recommendation on adoption.

The plan addresses current and future transportation needs, safety, system performance, public involvement, and investments aligned with reasonably anticipated funding. its development involves coordination among the MPO, member jurisdictions, transit providers, Montana Department of Transportation (MDT), and federal partners.

How the Plan Was Developed

LRTP development began in 2025 and builds on existing local, regional, and state plans, studies, and capital priorities. Technical analysis and partner coordination were informed by surveys, online engagement, pop-up events, and community workshops.

TTAC and TPCC helped shape the goals and objectives, which TPCC formally adopted. These guided project evaluation and the development of recommended policies and programs. Project concepts came from existing

plans, partner submissions, and community input.

Revisions Responding to TPCC Feedback

Staff consolidated related policies and clarified implementation language in response to TPCC's first review. Key changes include the following:

- **Consolidated safety policies:** The former High-Crash Corridor Program was incorporated into the Vision Zero Policy. Traffic calming and speed management were combined under Context-Appropriate Speeds and Traffic Calming. Transportation Education and Public Awareness was combined with the separate Traffic Safety Partnerships as Transportation Education and Traffic Safety Partnerships.
- **Clearer actions:** "Next Steps" was changed to "Action" throughout the chapter, and several statements were revised to identify more specific activities for the MPO and its partners.
- **More defined transit connections:** Regional connections within the planning area were distinguished from inter-regional connections to outside communities, including Big Sky, Livingston, and Three Forks. Additional language addresses support for effort to expand intercity passenger rail.

These revisions reduce overlap and clarify implementation while retaining the chapter's focus on the adopted regional goals.

Recommendation and Next Steps

Staff requests that TTAC recommend adoption of the LRTP to TPCC.

The public review period is scheduled for November 9 - December 8, 2026. Public comments and any additional revisions necessary to address regulatory requirements will be considered before final adoption. TPCC consideration of adoption is scheduled for December 16, 2026.

UNRESOLVED ISSUES: None.

ALTERNATIVES: As suggested by the Committee.

FISCAL EFFECTS: None.

Attachments:
Final Long Range Transportation Plan
Appendix A_Project Lists.pdf
Appendix B_Community Involvement Summary.docx
Appendix C_Existing and Projected Conditions.docx
Appendix D_Transit Strategic Plan.docx
Appendix E_Project Evaluation Framework.docx
Appendix F_GVMPO Projected Revenue.pdf
Appendix F_GVMPO Projected Revenue.xlsx
Appendix G_Travel Demand Model Results.docx

Report compiled on: October 29, 2026

GALLATIN VALLEY MPO



CONNECTING GALLATIN VALLEY

Long Range Transportation Plan

FINAL REPORT

DRAFT

OCTOBER 2026

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Acknowledgements

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City of Bozeman

Gallatin County

Gallatin Valley Urban Transportation District / Streamline

Montana Department of Transportation

GALLATIN VALLEY MPO

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Joey Morrison, Mayor – City of Bozeman (*Chair*)

Neil Cardwell, City Manager – City of Belgrade (*Vice-Chair*)

Emma Bode, Commissioner – City of Bozeman

Zach Brown, Commissioner – Gallatin County

Mark Egge, Chair – Gallatin Valley Urban Transportation District

James Hanson, Member at Large

Geno Liva, District Administrator – Montana Department of Transportation

Former Members

Terry Cunningham, Mayor – City of Bozeman

Douglas Fischer, Commissioner – City of Bozeman

Scott Macfarlane, Commissioner – Gallatin County

Transportation Technical Advisory Committee

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Chad Mozol, City of Belgrade (*Vice-Chair*)

Beth Clarkson, Montana Department of Transportation

Levi Ewan, Gallatin County

John How, Montana State University

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Kristine Fife, Big Sky Communications

Bill Delo, DJ&A

Disclaimer: This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation, Federal Highway Administration, or Montana Department of Transportation.

Glossary of Terms

Acronym	Definition	Acronym	Definition
ADA	Americans with Disabilities Act	**NHPP**	National Highway Performance Program
CAP	Community Advisory Panel	**NHS**	National Highway System
CFR	Code of Federal Regulations	**STIP**	Statewide Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program	**STP**	Surface Transportation Program
FHWA	Federal Highway Administration	**STPU**	Surface Transportation Program-Urban
FSI	Fatal and Severe Injury	**TA**	Transportation Alternatives
FTA	Federal Transit Administration	**TAMP**	Transit Asset Management Plan
GVMPO	Gallatin Valley Metropolitan Planning Organization	**TIP**	Transportation Improvement Program
HSIP	Highway Safety Improvement Program	**TPCC**	Transportation Policy Coordinating Committee
LRTP	Long Range Transportation Plan	**TTAC**	Transportation Technical Advisory Committee
MACI	Montana Air and Congestion Initiative	**ULB**	Useful Life Benchmark
MDT	Montana Department of Transportation	**UPP**	Urban Pavement Preservation
MPA	Metropolitan Planning Area	**UTD**	Urban Transportation District

Acronym	Definition	Acronym	Definition
MPO	Metropolitan Planning Organization	**VMT**	Vehicle Miles Traveled
MSU	Montana State University		

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CHAPTER 1

INTRODUCTION

Transportation connects Gallatin Valley residents to jobs, education, services, recreation, and one another. It supports the movement of goods and the regional economy. Daily travel crosses jurisdictional boundaries, making the valley one interconnected transportation system.

Rapid growth over the past decade has increased pressure on existing infrastructure. Safety concerns, gaps in walking, bicycling, and transit networks, changing development patterns, rising costs, and limited funding call for coordinated investment. This Long Range Transportation Plan (LRTP) establishes shared priorities through 2050.

Community outreach and partner participation shaped the plan's development. Regional stakeholders contributed data and helped develop the Vision, Goals, and Objectives adopted by the MPO board. Project concepts came from partner plans, partner submissions, and members of the public. Travel demand modeling and performance analysis informed the plan's recommendations. This inaugural LRTP is a step toward a more coordinated future.

What is the Gallatin Valley MPO?

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required for urbanized areas with populations exceeding 50,000, as determined by the U.S. Census. After the 2020 Census counted 59,080 residents in the Bozeman Urbanized Area, Montana's Governor designated the Gallatin Valley MPO (GVMPO) on December 21, 2023.

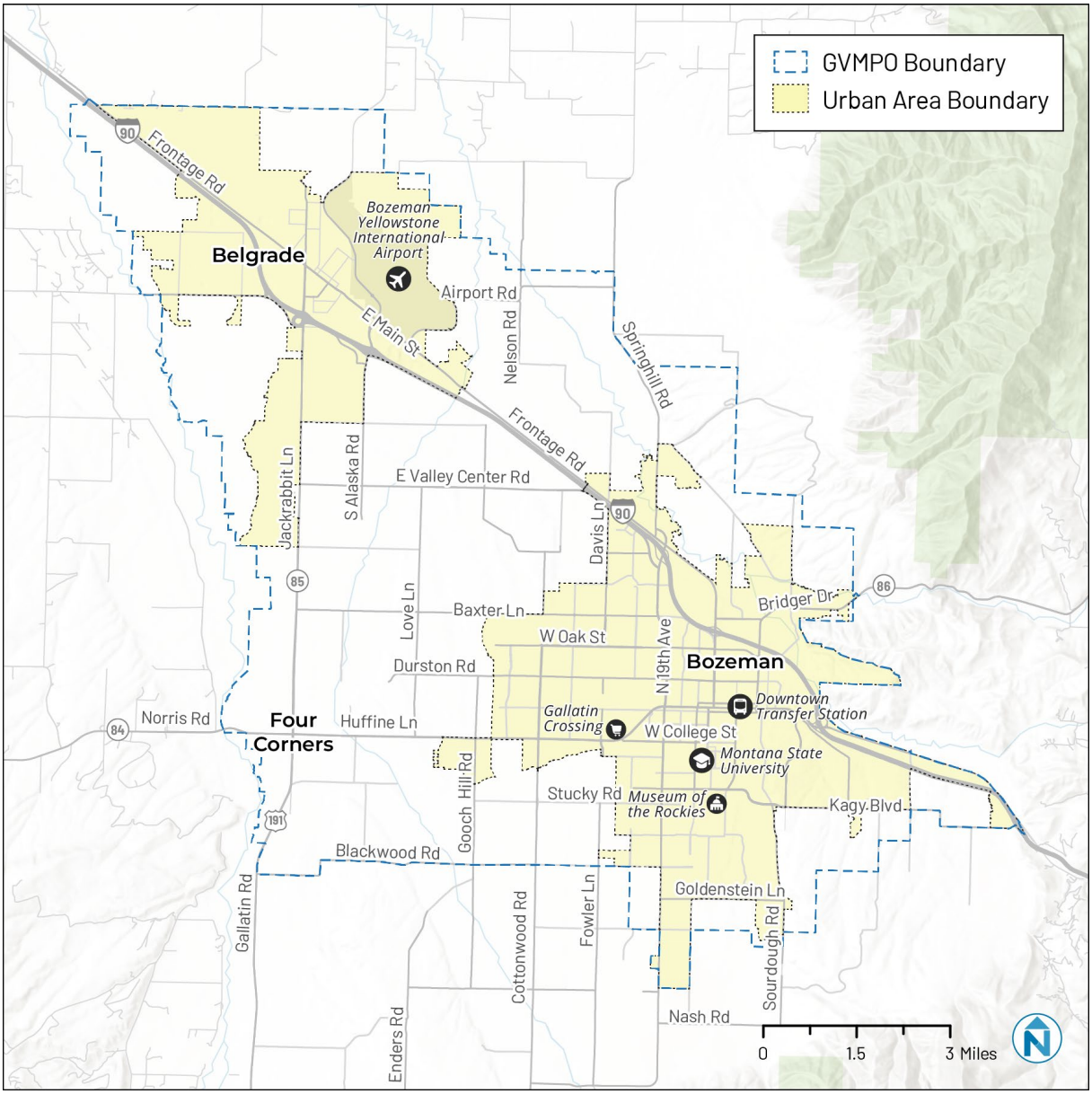
The partnership includes Bozeman, Belgrade, Gallatin County, the Montana Department of Transportation (MDT), and the Gallatin Valley Urban Transportation District (UTD). The Transportation Policy Coordinating Committee (TPCC) governs the MPO and sets regional policy and investment priorities, with recommendations from the Transportation Technical Advisory Committee (TTAC), staff support, and agency and partner input.

The MPO coordinates regional planning, maintains federally required plans and programs, and provides a public forum for investment decisions. Member agencies retain their authority; the MPO does not own facilities, operate transit, or make land-use decisions.

The Metropolitan Planning Area

The Metropolitan Planning Area (MPA) is the geographic area determined by agreement between the GVMPO and the Governor, in which the metropolitan transportation planning process is carried out. The Gallatin Valley MPA includes Bozeman, Belgrade, Four Corners, and developing portions of Gallatin County. Its boundary encompasses the Census-designated urban area, adjacent areas expected to urbanize within the planning horizon, and areas added through voluntary boundary expansion (Figure 1-1).

Figure 1-1. Gallatin Valley Metropolitan Planning Area



What is the LRTP?

Connecting Gallatin Valley is the GVMPO's LRTP, a multi-decade development strategy designed to guide long-term policy, investments, and multimodal system integration. It establishes a shared vision among local, regional, state, and federal jurisdictions and addresses current conditions and future needs for roadways, transit, walking, bicycling, freight, operations, connections, and infrastructure preservation.

The LRTP is developed through a continuing, cooperative, and comprehensive planning process involving public agencies, transportation providers, and interested parties. It uses data and public input to assess current conditions, forecast future demand, and identify transportation needs. The plan guides investments and strategies for an integrated multimodal transportation system that safely and efficiently moves people and goods, supports the economy, and serves communities through 2050.

The plan links long-range priorities to near-term investment. Projects seeking federal surface transportation funding must be consistent with the LRTP before entering the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Federal Requirements

Under Title 23 of the Code of Federal Regulations, Part 450 (23 CFR Part 450), the LRTP must address no less than a 20-year planning horizon. This plan spans 24 years through 2050 with short-term (Committed), mid-term (Recommended), and long-term (Recommended) strategies and projects identified in Chapter 9. See Appendix I for details.



CHAPTER 2

PLAN PROCESS

Connecting Our Planning Efforts

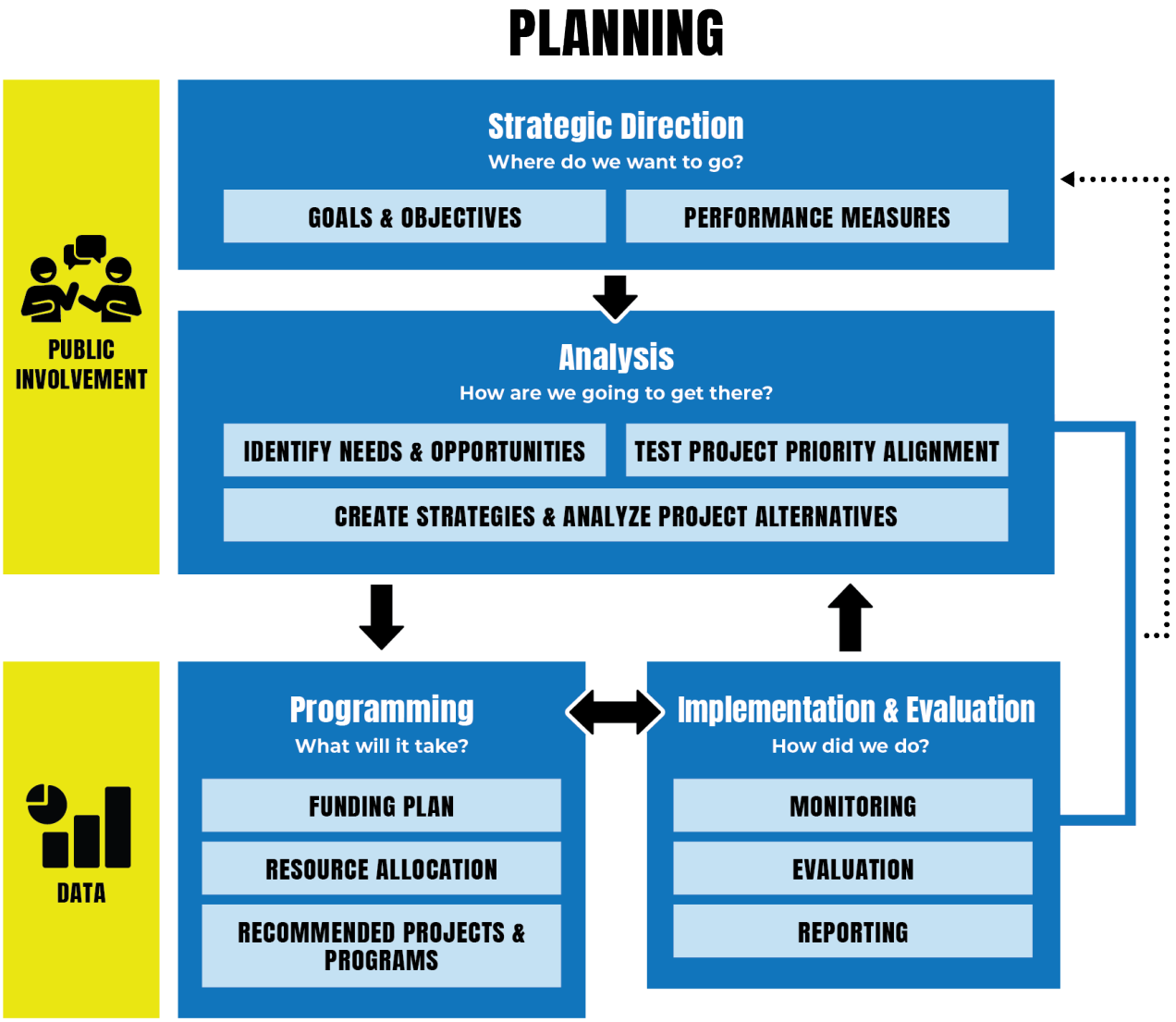
Although Connecting Gallatin Valley is the first LRTP for the region, the GVMPO's local jurisdictions and partner agencies have developed a wide array of previous plans, policies, and studies which have informed and shaped this effort. The purpose of the LRTP is not to replace previous planning efforts, but rather to build upon them, by establishing a shared regional vision for the transportation system and enhancing collaboration between those responsible for delivering projects across the planning area. Local, regional, and state plans from the last decade were reviewed in the initial discovery phase of the LRTP and are summarized in Appendix A. Recurring themes and priorities memorialized in previous efforts include:

- Provide a safe, efficient, and reliable network for the movement of both people and freight.
- Preserve and maintain existing transportation infrastructure.
- Support walking and bicycling as important transportation modes for access to destinations, economic vitality, and health.
- Expand reliable public transit and paratransit services, while improving first/last-mile access to existing stops.
- Address growth through collaborative cohesion of land use and transportation decision-making.



Our Approach

Connecting Gallatin Valley was an iterative multi-year effort guided by federal transportation planning factors and using a performance-based transportation planning process. This approach links a community-driven vision and goals to analysis, programming, and implementation by using data, analytical and mapping tools, performance measures, public involvement, and interagency collaboration. The federal planning factors informed each step, from identifying needs to evaluating projects and strategies, and are discussed more in Chapter 5.



Creating the LRTP

The project team, made up of GVMPO staff, partner agencies, and consultants, collected and analyzed qualitative and quantitative input at key milestones throughout the LRTP process to capture the region's values and priorities to develop recommendations that are implementable and technically sound.

EXISTING CONDITIONS

August to November 2025

The project kicked off in Summer 2025 by reviewing previous planning documents and the latest available datasets to understand existing transportation network conditions and opportunities to better meet current and future needs.

TRANSIT STRATEGIC PLAN

August to November 2025

Consultants and MPO staff worked closely with Streamline to identify current system challenges and establish best practices of a successful transit system in the context of the Gallatin Valley. We then developed a set of recommended long-range transit service changes and the needed capital infrastructure to support growth, along with implementation steps and potential sources of funding. Those findings can be found in the companion Transit Strategic Plan.

PUBLIC ENGAGEMENT

August to December 2025

The planning team held several pop-up events, created a website, and launched a survey to understand community values and needs for the regional transportation system. This values outreach concluded with an online open house and informed the draft goals and objectives.

PUBLIC ENGAGEMENT

January to April 2026

Developed with TTAC and public input in November-December, the Vision, Goals, and Objectives were adopted by TPCC. The technical team and agency partners hosted workshops to gather community input on desired project types, network gaps, and priorities for investing finite public funds in the regional transportation system. This included a multi-station public meeting in each of the GVMPO's three jurisdictions.

PROJECT COLLECTION, EVALUATION, AND PRIORITIZATION

April to July 2026

The MPO and its partners created a vast inventory of potential projects from previous plans, formal entries by GVMPO partners, and community comments to assess through a multi-step evaluation framework to understand alignment with LRTP goals and objectives to begin prioritizing investments.

ALTERNATIVES, FUNDING PLAN, AND REFINEMENT

June to August 2026

Roadway projects were collaboratively assessed in a regional travel demand model with MDT to better understand how different alternative futures of potential investments can help to relieve potential delays and respond to future growth. Revenue forecasts were developed in step with the Statewide Transportation Improvement Program (STIP) for the MPO to establish realistic funding constraints and fundable projects. Final prioritization of projects was refined based on TTAC input which included consideration of construction feasibility, synergy with existing efforts, and funding needs for annual operations, maintenance, and preservation.

LONG RANGE TRANSPORTATION PLAN

September to December 2026

Connecting Gallatin Valley includes a final list of fiscally constrained and illustrative projects, programs, and policies along with measures to monitor performance. The plan will be adopted by the GVMPO and will serve as a framework for future funding needs.

Guiding the GVMPO

In addition to robust community engagement covered in the next chapter, the formation of the plan was guided throughout with frequent updates to standing committees and collaboration meetings with the GVMPO's jurisdictional partners the City of Belgrade, City of Bozeman, and Gallatin County. Coordination with the Federal Transit Administration (FTA) and Gallatin Valley UTD informed the plan's transit elements and companion Transit Strategic Plan. Representatives from MDT and Federal Highway Administration (FHWA) provided guidance in bi-weekly working meetings to ensure the plan was developed in compliance with state and federal requirements and leverages best practice for fiscally constrained long range plan development.

Transportation Policy Coordinating Committee

The Transportation Policy Coordinating Committee is the official policy and governing board of the GVMPO, responsible for carrying out the continuing, comprehensive, and cooperative (3-C) transportation planning process in the Gallatin Valley MPA. The TPCC has final local approval for GVMPO plans and programs related to public participation, transportation planning, the scope of services, and the work program. The TPCC includes positions for the Belgrade City Manager, Mayor of Bozeman and an appointed City Commissioner, Gallatin County Commission Chair, MDT District Administrator, Gallatin Valley UTD Chair, and an at-large member with education or experience in transportation engineering or planning. The TPCC provided overall policy direction to the project team, responded to recommendations from TTAC and input from the community, and informed refinement of the final LRTP recommendations.

Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee is a standing committee of the GVMPO and conducts technical reviews and makes recommendations to the TPCC to support the continuing, comprehensive, and cooperative transportation planning process while providing technical guidance to GVMPO staff. TTAC includes planning, community development, engineering, and transit staff from across the City of Belgrade, City of Bozeman, Gallatin County, Gallatin Valley UTD, MDT, and MSU. Non-voting members include representatives of Bozeman Yellowstone International Airport, Gallatin City-County Health Department, Belgrade School District 44, and Bozeman School District 7 in a non-voting capacity. LRTP progress updates were provided to TTAC during regularly scheduled meetings, with members providing feedback through all phases of the plan development.

CHAPTER 3

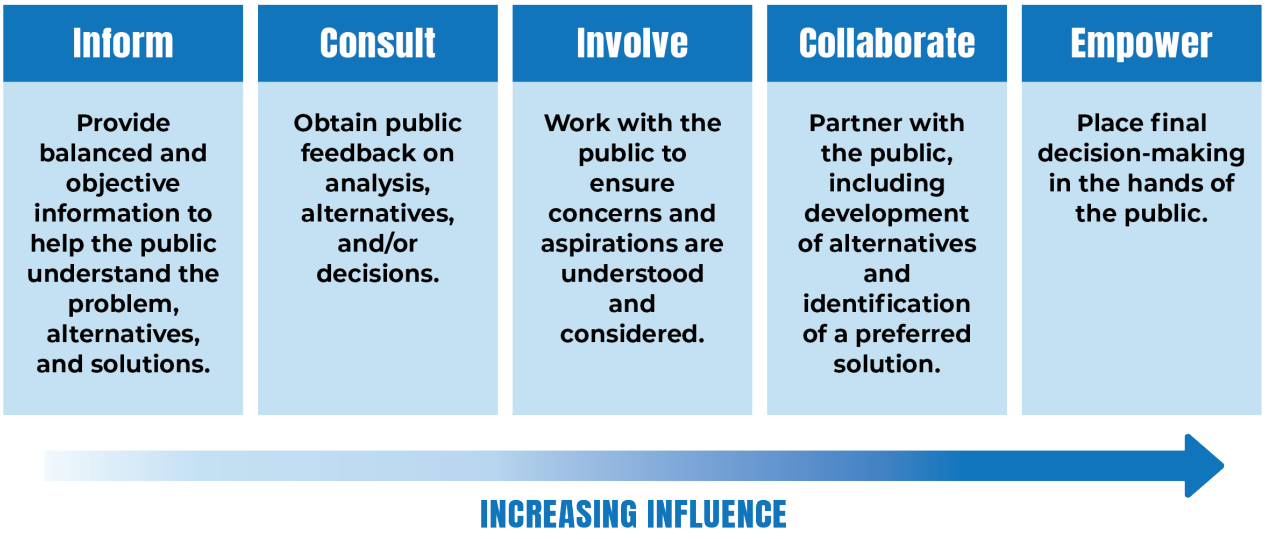
COMMUNITY INPUT

Public Participation Approach

Community input shaped the LRTP's vision and priorities, projects, and recommendations. In-person and online engagement at key milestones offered several ways for the public to participate in the plan development and review.

The GVMPO's Public Participation Plan, informed by the International Association for Public Participation (IAP2) spectrum, guided engagement. Activities matched the decision and anticipated public interest, from sharing information and consulting to involving the public and collaborating with the Community Advisory Panel (CAP).

Figure 3-1. LRTP Public Participation Continuum



Engagement Methods

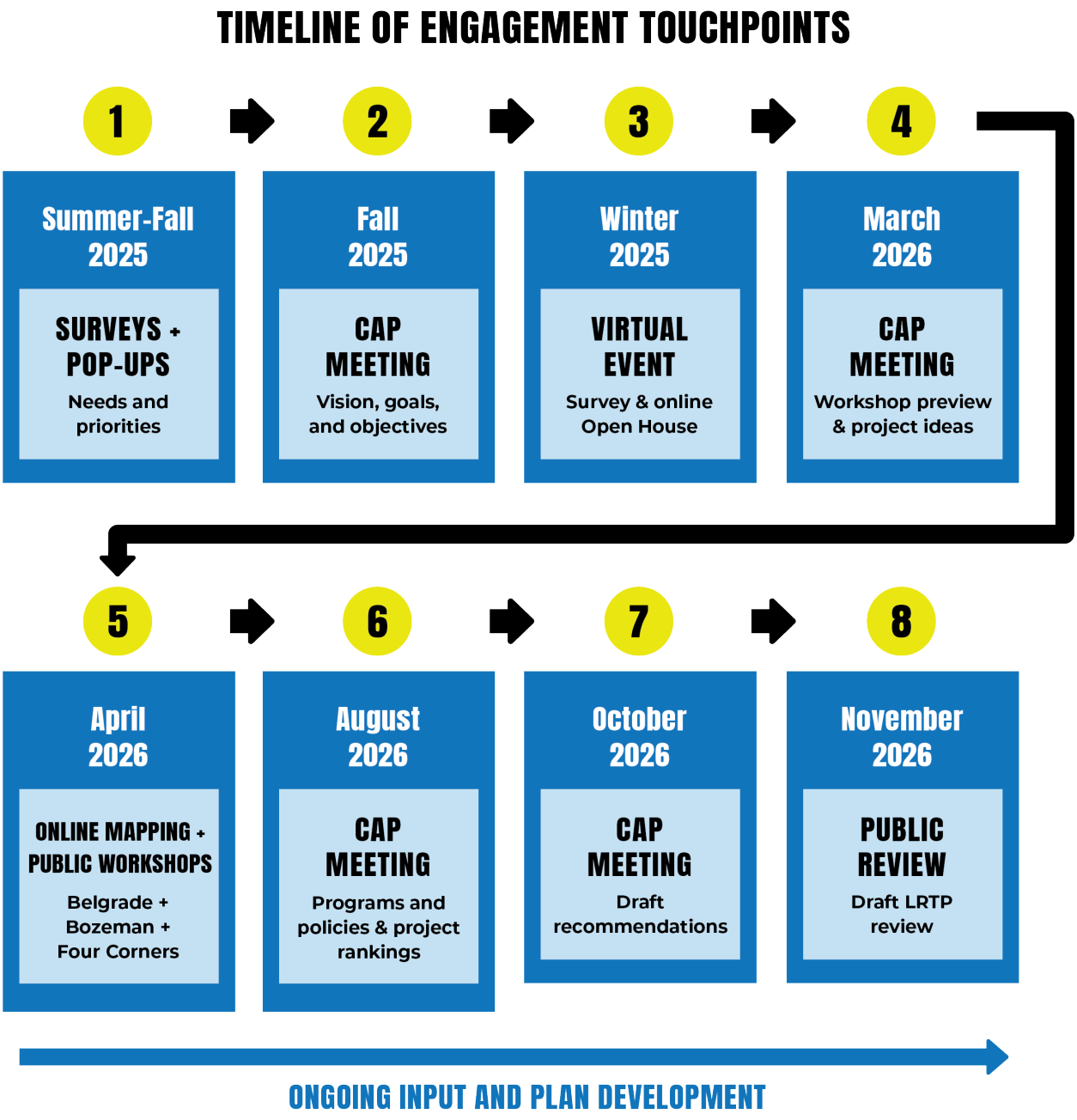
Outreach throughout the MPA included:

- Information shared through the GVMPO website, postcards, press releases, notices, and partner networks.
- Paper and online surveys on regional values, transportation needs, travel choices, and funding priorities.
- A virtual open house, webinar, and online activities.
- Pop-ups at community events and public locations in Bozeman and Belgrade.
- An interactive map for identifying needs, proposing projects, commenting, and responding to others' ideas.
- Drop-in workshops in Belgrade, Bozeman, and Four Corners with polling, mapping, project-selection, and budgeting exercises.
- CAP meetings at major milestones.
- An online feedback forum, written comments, and a 30-day public review of the plan.



Engagement informed decisions at key milestones throughout the LRTP process.

Figure 3-2. Timeline of Engagement Touchpoints



Community Advisory Panel (CAP)

The CAP met four times, advising GVMPO staff and committees. Members represented communities, interests, and perspectives across the Gallatin Valley.

Early meetings refined the vision, goals, and objectives later adopted by TPCC. Members also identified needs and projects, tested spring engagement activities, discussed public input, project evaluation, fiscal constraints, and recommended policies, programs, and practices. Final discussions reviewed key recommendations and how community input shaped the plan.

Spring Engagement Workshops

Drop-in workshops held April 14-16, 2026, in Belgrade, Bozeman, and Four Corners anchored the project and alternatives engagement phase. Each offered the same activities and welcomed input on need throughout the planning area. Concurrent online mapping expanded participation.



The workshops included five interactive activities:

- **This or That**: Weigh trade-offs, including transit coverage versus frequency, on-street lanes versus separated pathways, and improving existing infrastructure versus adding new connections.
- **Pick a Project**: Use dots to identify priorities among projects in existing local plans.
- **Build a Project**: Allocate a limited budget among roadway, pedestrian, bicycle, transit, landscaping, accessibility, and safety elements for a hypothetical project.
- **Add to the Map**: Identify needs, barriers, connections, and project ideas on a map.
- **GVMPO Programming**: Use interactive polling to gather input on broader values, outcomes, and types of programs the GVMPO should support.

Pop-Ups, Surveys, and Online Engagement

The GVMPO also joined partner-led events, including a downtown disability-access workshop and a university walk audit for firsthand insights into network conditions. Early pop-ups and surveys identified regional values and needs. Later mapping and feedback gathered location-specific ideas and comments on potential recommendations.



What We Heard

The following summarizes recurring and notable comments from engagement activities. They reflect participant perspectives and are not statistically representative of the region.

Early Surveys and Interactive Polling

Participants envisioned a safe, affordable, sustainable, accessible, connected, and well-maintained transportation system supported by transit. Leading considerations included affordability, safety, infrastructure conditions, sustainability, and access to jobs and services.

Walking and bicycling input emphasized connected trails, bikeways, sidewalks, and separated facilities, safer crossings, and accessibility and comfort for people of all ages and abilities.

Transit comments emphasized more frequent, reliable service, longer service hours, and connections among Bozeman, Belgrade, Four Corners, Bozeman Yellowstone International Airport, schools, employment centers, services, and recreational areas.

Driving-related comments focused on signal timing, congestion, street connectivity, roadway maintenance, safer intersections, and separation of users.

Pop-up Events

Regional connections were a recurring theme. Transit comments emphasized service between Bozeman and Belgrade; direct connections to MSU and Gallatin College; and access to the airport, Four Corners, shopping, employment, schools, the Warming Center, and other daily destinations. Some participants expressed willingness to pay for convenient airport service.

Comments on walking and bicycling emphasized continuous routes between communities, including safer travel along Frontage Road and bicycle connections between Bozeman and Belgrade. Participants also identified wider shoulders or separated facilities, sidewalk gaps, school bicycle programs, and access in developing areas.

Roadway comments included speeding along Huffine Lane and Jackrabbit Lane, red-light running, turning movements along Jackrabbit Lane, downtown truck traffic in Belgrade and Bozeman, parking and enforcement, and student traffic on surrounding streets. One comment suggested a diagonal roadway running parallel to I-90 along its south side.

Spring Workshops

Budgeting and mapping activities highlighted interest in connected multimodal networks and context sensitive improvements. Participants emphasized shared-use paths, trail connections, pedestrian crossings, bicycle lanes, and safer intersections.

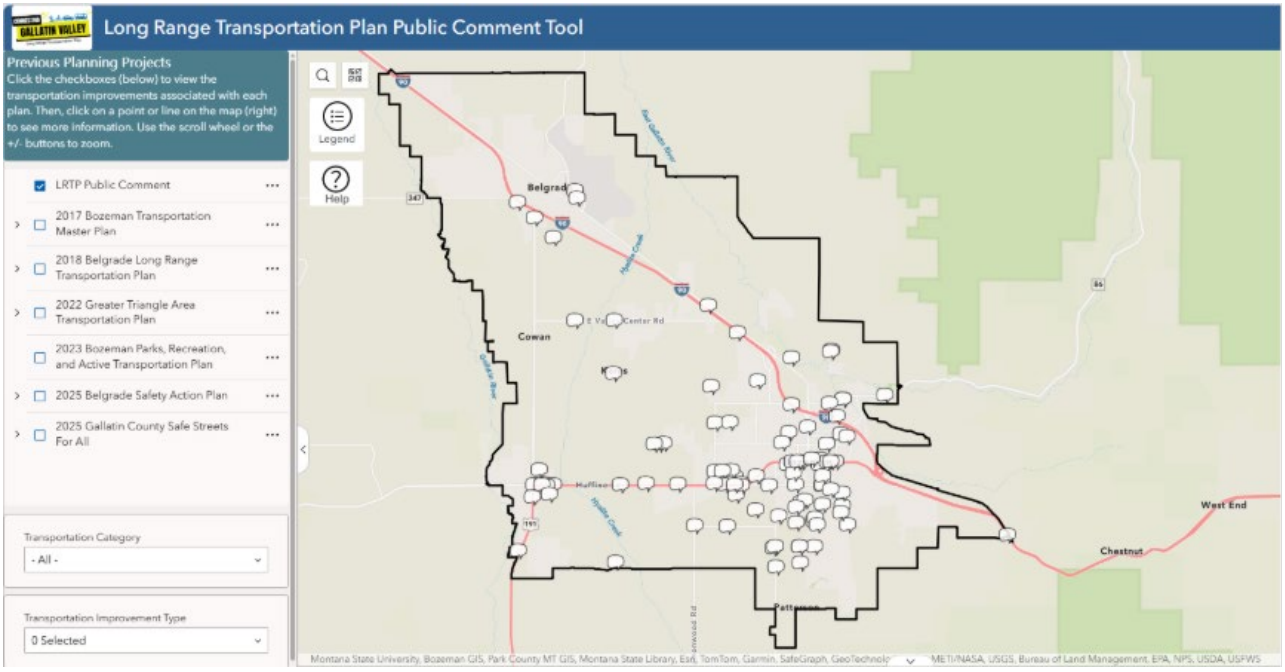
Other interests included roadway maintenance, targeted road reconfiguration, landscaping, parking, transit connections, and capacity improvements where warranted. Participants also emphasized extending the connected street-grid pattern into growing areas.

Mapping emphasized connections between facilities, neighborhoods, schools, parks, commercial areas, and neighboring communities. Comments addressed roadway-design, truck routes, zoning and development standards near a potential future interchange.

Project voting focused on a small group of planned investments. Results informed the plan but did not establish a regional project ranking.

Interactive Mapping and Online Comments

The spring interactive map received 102 comments. Approximate theme counts overlap because individual comments may address several issues.



Theme	Approximate Comments	Common Requests
Walking and bicycling connectivity	59	Shared-use paths, bike lanes, sidewalks, trail connections, and closing network gaps
Crossing, intersection, and speed safety	46	Signals, RRFBs, refuge islands, roundabouts, lower speeds, and pedestrian timing
Roadway design and operations	34	Lane design, widening concerns, two-way streets, parking, and truck routing
Transit service and investment	11	Streamline funding, school service, and connections to Four Corners and the airport
Regional policy and land use	11	Complete Streets, parking reform, development standards, and coordination among jurisdictions
Maintenance and accessibility	10	Snow removal, bicycle-lane debris, sidewalk condition, and accessibility
Wildlife infrastructure	1	Potential wildlife crossing near Bozeman Pass and Bear Canyon

Agreement on problems did not always mean agreement on solutions. For example, crossing proposals ranged from signals and Rectangular Rapid-Flashing Beacons (RRFBs) to refuge islands, roundabouts, and speed management. Some proposals favored roadway widening for bicycle lanes, whereas others preferred lowering speeds and not widening roads.

CHAPTER 4

VISION, GOALS, OBJECTIVES

Developing a Regional Vision

The vision, goals, and objectives adopted by TPCC establish the LRTP's policy foundation and are used in conjunction with the federal performance-based planning and programming framework. The goals establish broad regional direction and the objectives translate that direction into guidance for planning, investment, and decision-making. Performance measures complement this framework by providing a consistent basis for tracking system conditions, evaluating outcomes, and assessing changes over time.

This chapter presents the LRTP vision, goals, and objectives, and Chapter 12 describes the performance measures and targets in greater detail. Together, they shaped project evaluation, program and policy development, comparison of alternatives, and regional transportation investment decisions.

Vision Statement

In 2050, Gallatin Valley's transportation system provides safe, reliable, and multimodal connectivity that supports people, goods, and communities as the region grows. The system is well maintained, fiscally sustainable, and designed to strengthen human-centered connections.

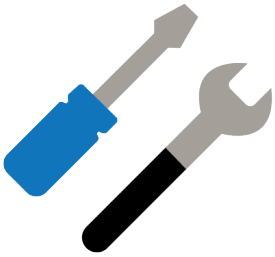


Goals

The LRTP includes six goals representing the region's desired transportation outcomes:



1 SUPPORT SAFE TRAVEL ACROSS ALL MODES



2 ENSURE A WELL-MAINTAINED TRANSPORTATION SYSTEM



3 EXPAND MOBILITY CHOICES THROUGHOUT THE REGION



4 ENHANCE HEALTH, QUALITY OF LIFE, AND PRESERVE REGIONAL CHARACTER



5 ENHANCE TRANSPORTATION AND LAND-USE PLANNING COORDINATION



6 IMPROVE TRANSPORTATION SYSTEM RESILIENCE

The goals are interconnected and should be considered together. A project, program, policy, or practice may support several goals even when organized under one primary goal for purposes of evaluation or presentation.

Objectives

The objectives provide each goal with more specific planning direction. They help the GVMPO and its partners evaluate transportation needs, compare potential investments, and develop recommendations. They are intended to guide decisions rather than prescribe a single project or solution.

1

Goal 1: Support Safe Travel Across All Modes

1. Eliminate all traffic-related fatalities and serious injuries across all transportation modes.
2. Improve safety outcomes and reduce barriers for nonmotorized travel.
3. Improve safety performance on high-injury corridors and intersections.
4. Improve accessibility and safety by reducing existing facility gaps and Americans with Disabilities Act (ADA) deficiencies.
5. Reduce conflicts and barriers that undermine safety, comfort, and personal security.
6. Maintain safe and secure connections for transit riders and operators.
7. Strengthen partnerships to support reaching Vision Zero goals.

2

Goal 2: Ensure a Well-Maintained Transportation System

1. Maintain a state of good repair for roadway, bridge, and transit assets.
2. Maintain reliable travel times across the transportation system.
3. Improve pedestrian conditions to and within pre-1980s neighborhoods, activity centers, and transit stops.
4. Improve long-term system performance through preservation-focused investments.

3

Goal 3: Expand Mobility Choices Throughout the Region

1. Improve access between schools, jobs, services, and key destinations.
2. Improve street and pathway connectivity to support more direct multimodal travel.
3. Expand transportation infrastructure to support trips made by not driving alone.
4. Improve access, comfort, and safety to and at transit stops and transfer locations.
5. Expand access to everyday non-driving travel options that lower household costs.
6. Improve continuity and comfort by filling missing gaps in the pedestrian network.
7. Establish a regional bicycle network connecting key destinations for all ages and abilities.

4

Goal 4: Enhance Health, Quality of Life, and Preserve Regional Character

1. Improve access to nonmotorized facilities that support active travel options.
2. Improve transportation access to parks, trails, and recreation areas.
3. Reduce wildlife-vehicle conflicts and improve safe wildlife movement across corridors.
4. Reduce transportation-related impacts on environmentally sensitive areas.
5. Reduce per capita air emissions from the transportation system.

5

Goal 5: Enhance Transportation and Land-Use Planning Coordination

1. Align transportation system and network decisions with adopted growth plans.
2. Encourage land use decisions consistent with transportation investments and policies.
3. Align system design to support walkable, human-centered, and well-connected places.
4. Support placemaking, economic vitality, and access in centers.
5. Prioritize year-round needs to avoid overbuilding driven by seasonal travel demand.
6. Reduce speed-related conflicts through context-sensitive design.

6

Goal 6: Improve Transportation System Resilience

1. Improve the adaptability and flexibility of transportation network design.
2. Maintain and enhance system design for the reliable movement of people and goods.
3. Maintain a transportation system that can accommodate emerging technologies.
4. Strengthen coordination, cooperation, and preparedness among transportation partners to support mobility, access, and logistics during emergency response and recovery.

CHAPTER 5

PERFORMANCE FRAMEWORK

Performance-Based Planning

The LRTP links the region's adopted vision, goals, and objectives to federal performance measures and applicable targets. These measures track system conditions over time, helping evaluate progress toward adopted goals and inform future planning and investment decisions. Defining and establishing measurable outcomes helps the GVMPO and its partners track progress, identify performance needs, make informed planning and investment decisions, and improve transparency to the public.

Federal and State Coordination

To maintain federal compliance with 23 CFR 450.306(d), MPOs must use a performance-based approach to transportation decision-making that supports the following national performance goals established in 23 U.S.C. § 150(b):



Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.



Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.



Congestion reduction: To achieve a significant reduction in congestion on the National Highway System (NHS).



System reliability: To improve the efficiency of the surface transportation system.



Freight Movement and Economic Vitality: To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.



Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.



Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

These national goals are translated into specific measures and targets. MDT sets statewide targets using prescribed methods and statewide data in coordination with Montana's five MPOs. Transit providers may establish transit-asset and safety targets through federal planning process. The GVMPO acts within federal timeframes to support statewide targets or establish separate targets for the MPA.

TPCC voted to support MDT's statewide targets for the applicable performance periods. The GVMPO's Performance-Based Planning Agreement defines responsibilities for target setting, data sharing, reporting, and LRTP integration. These targets are near-term benchmarks, not 2050 forecasts and are updated with MDT. Streamline previously participated in the State's Transit Asset Management Plan but is no longer included in the updated plan. Streamline is now developing its own plan. The MPO continues to use Streamline's targets for transit safety.

National Planning Factors

The GVMPO also aligned the Connecting Gallatin Valley goals and objectives with the required ten National Planning Factors in 23 CFR 450.306(b):

- Economic Vitality
- Safety
- Security
- Accessibility
- Project Environment and Align with Planned Growth
- Connectivity Across Modes
- System Management and Operation
- System Preservation
- Resiliency and Reliability
- Travel and Tourism

These factors informed the assessment of conditions, identification of transportation needs, and discussions around the goals and objectives. They provide the broader framework for the LRTP's performance-based approach, with performance measures and targets helping assess system conditions and track progress.



Performance Measures and Targets

Federally required target setting and reporting help evaluate progress and inform transportation investment decisions. Measures describe system conditions and outcomes. Targets define anticipated level of performance for a defined reporting period. Measures apply at the system level with applicability varying by roadway, facility, and project. They complement local needs, public input, fiscal constraints, and adopted goals.

Statewide Safety Targets

Highway safety measures track fatalities and serious injuries for both motorized and nonmotorized travel using five-year rolling averages.

Performance Measure	Annual Reduction per Year	2027 Targets
Fatalities	8	199.6
Fatality Rate	0.056	1.445
Serious Injuries	29	750.4
Serious Injury Rate (per 100 million VMT)	0.210	5.371
Combined Nonmotorized Fatalities and Serious Injuries	2	64.6

The 2027 targets reflect a trajectory toward continued reductions in fatalities, fatality rates, serious injuries, and serious injury rates.



Pavement and Bridge Condition Targets

These measures track Interstate and non-Interstate NHS pavement and bridge condition. MDT may revise four-year targets at mid-period. The lower pavement targets reflect measurement changes, not an observed decline in condition.

Performance Measure	2-Year Targets (2028)	4-Year Targets (2030)
Interstate Pavement: Good	>35%	>35%
Interstate Pavement: Poor	<2%	<2%
Non-Interstate Pavement: Good	>30%	>30%
Non-Interstate Pavement: Poor	<3%	<3%
NHS Bridge Deck Area: Good	>17%	>17%
NHS Bridge Deck Area: Poor	<8%	<8%

Pavement targets reflect lower rates in good condition due to changes in data collection equipment, whereas poor-condition thresholds are generally steady. Bridge targets have increased from 16 to 17 percent while targets for poor deck area have declined from nine to eight percent.



System Performance and Freight Targets

These measures track passenger and freight travel reliability on the NHS. The table presents MDT's statewide targets for the 2026-2029 performance period. The MPO coordinates with MDT to support these targets through its planning and programming.

Performance Measure	2-Year Targets (2028)	4-Year Targets (2030)
Reliable person-miles traveled on the Interstate	>98%	>98%
Reliable person-miles traveled on the non-Interstate NHS	>80%	>80%
Interstate Truck Travel Time Reliability Index	<1.35	<1.35

Interstate and non-Interstate NHS reliability targets remain unchanged, and the Interstate Truck Travel Time Reliability Index is maintained at 1.30.

Emissions-Reduction Targets

Federal emissions measures apply where required under the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Statewide targets are shown for context. The GVMPO meets air quality standards and receives no direct CMAQ suballocation; local partners may seek eligible funding through MDT.

Performance Measure	2-Year Targets (2028)	4-Year Targets (2030)
Total Emission Reductions: PM2.5	N/A	N/A
Total Emission Reductions: NOx	N/A	N/A
Total Emission Reductions: VOC	N/A	N/A
Total Emission Reductions: PM10	>0 kg/day	>0 kg/day
Total Emission Reductions: CO	>0 kg/day	>0 kg/day

The PM10 and CO targets remain greater than zero kilograms per day, and PM2.5, Nox, and VOC targets are not applicable.

Transit Asset Management Targets

Below are Streamline's targets under the State's Transit Asset Management Plan (TAMP). The MPO will incorporate targets from Streamline's forthcoming plan into its planning process.

Asset Category	Asset Class	June 2022 Actual	**FY22 Target (STIP)	FY 23	FY 24	FY 25	FY 26
Rolling Stock	All	26%	-	25%	25%	25%	25%
Rolling Stock	Bus	14%	2%	-	-	-	-
Rolling Stock	Cutaway Bus	31%	36%	-	-	-	-
Rolling Stock	Over the Road Bus	58%	N/A	-	-	-	-
Rolling Stock	Van	50%	40%	-	-	-	-
Rolling Stock	Sport Utility Vehicle	100%	0%	-	-	-	-
Rolling Stock	Minivan	18%	15%	-	-	-	-
Equipment	Non-revenue Vehicles	0%	N/A	0%	0%	0%	0%
***Facilities**	Facilities	0%	0%	0%	0%	0%	0%

***Percent below 3.0 TERM rating**

****Based on 2022 Draft STIP**

Streamline previously used the statewide targets for their plans. The targets vary by vehicle class but generally anticipate fewer vehicles operating beyond their Useful Life Benchmark (ULB) by 2028, and facility targets remain at zero percent below the 3.0 condition rating. Low annual bus mileage locally may justify use beyond the age-based ULB. Streamline will develop its own TAMP and the MPO will incorporate the resulting targets.

Transit Safety Targets

Streamline establishes transit safety targets through its Public Transportation Agency Safety Plan. The targets are shown below.

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injury (total)	Injuries (per 100 thousand VRM)
Fixed-Route Bus	0	0	2	0.0
ADA / Paratransit	0	0	1	0.0

Mode of Transit Service	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/ failures)
Fixed-Route Bus	1	0.0	42,800
ADA / Paratransit	1	0.0	32,000

The targets maintain zero fatalities for both fixed-route and ADA/paratransit service, with limited injuries or safety incidents. System reliability targets are 42,800 vehicle revenue miles per failure for fixed-route service and 32,000 for ADA/paratransit services.

Applying the Framework

The framework informs project evaluation, recommended policies and programs, and regional investment decisions in support of adopted goals and objectives.

Future Regional and Local Measures

This LRTP establishes no independent GVMPO-specific measures nor numerical targets. Future regional measures would require reliable data, sufficient staff capacity, coordination with MDT and local partners, and TPCC consideration. Staff may develop informal indicators for local planning without establishing formal measures or targets.



CHAPTER 6

EXISTING AND FUTURE CONDITIONS

Guiding Plans

With robust local and regional planning work conducted in the last 10 years, reviewing current planning and policy documents, and understanding what has been successful in the past, helps set the framework to build on previous momentum. The LRTP integrates existing plans and projects while identifying new opportunities to create an integrated transportation system that meets the needs of our community and partner agencies.

The 2017 Bozeman Transportation Master Plan, 2018 Belgrade Transportation Master Plan, 2022 Gallatin County Greater Triangle Area Transportation Plan, and 2023 Gallatin Valley Sensitive Lands Protection Plan were the foundation for the LRTP. The recommendations from these plans have been integrated into the LRTP so that we have a single list of projects that can advance with our region's limited transportation funding. These recent plans share common values that informed our work on the Gallatin Valley LRTP.

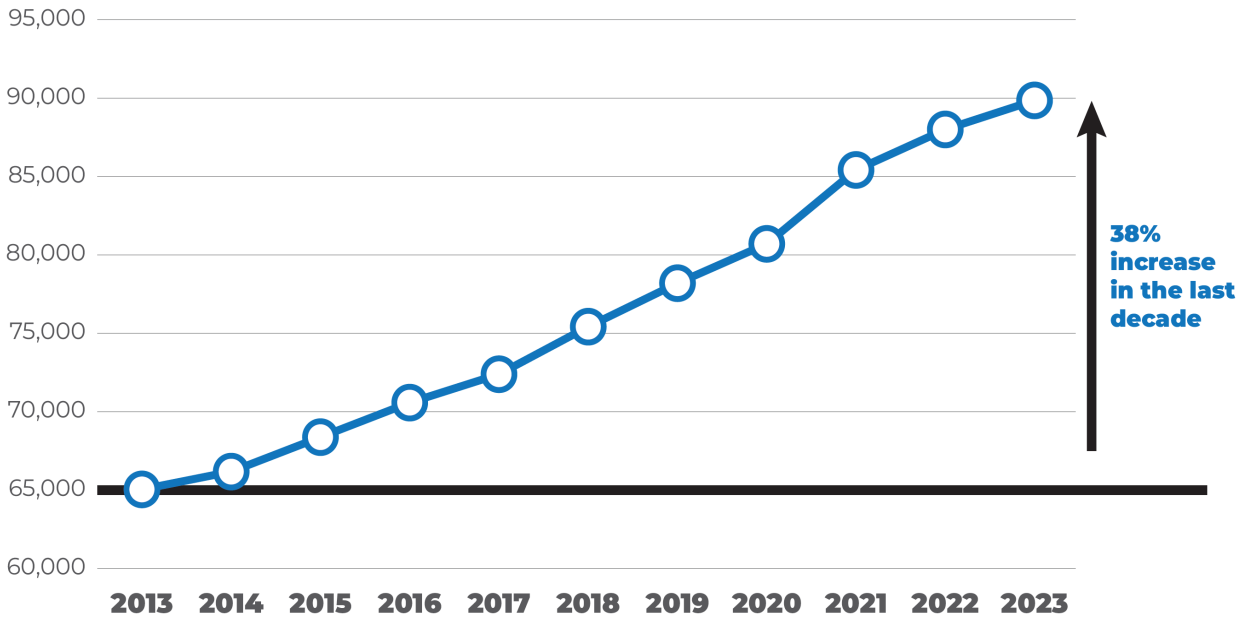


Demographics

Our region has experienced rapid growth over the past decade. The population within the MPA increased by 38% from 2013 (65,044) to 2023 (89,855) (Figure 6-1). Growth has slowed in recent years, but the area has continued to add residents year over year. Projected growth estimates show that Belgrade, Bozeman, and Four Corners will grow to a combined population of 114,300 in 2045 (Appendix C).



Figure 6-1. Population Growth



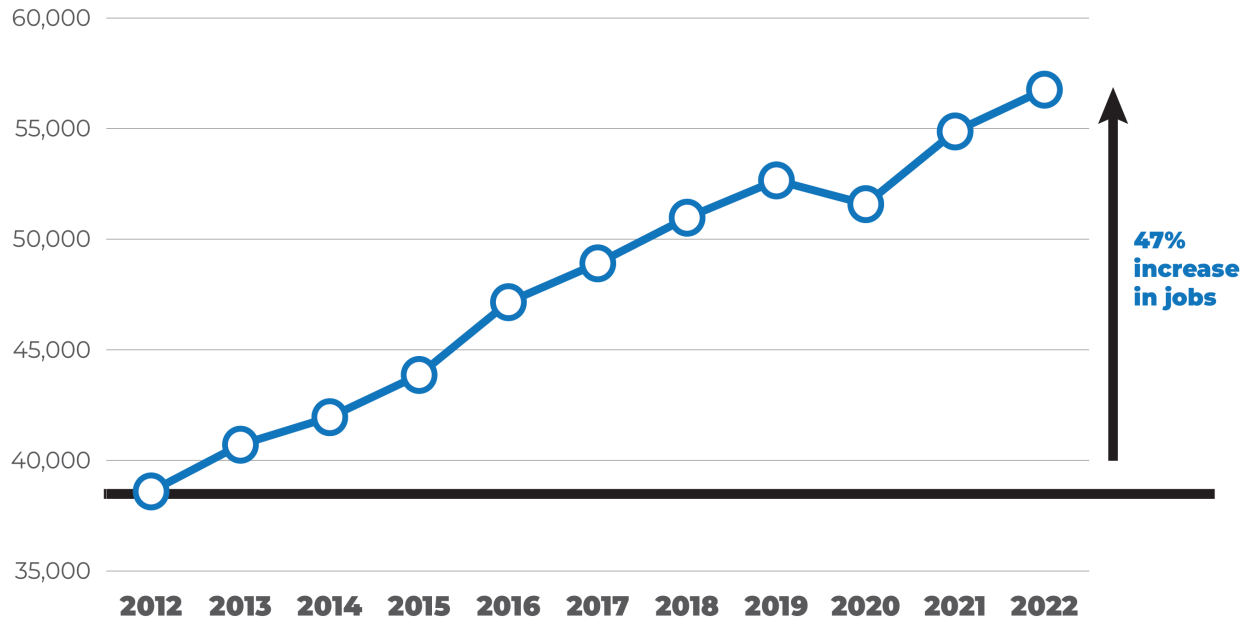
Source: American Community Survey (ACS) 5-Year Estimates, 2023

The Gallatin Valley economy has become increasingly diversified. Retail, educational services, and accommodation/food services account for over one-third of all jobs in the region. Jobs in the MPA increased by 47% in the past decade, with a total of 56,759 jobs in 2022 (Figure 6-2), and an additional 44,500 jobs are projected to be added in the Gallatin Valley by 2045 (Appendix C).



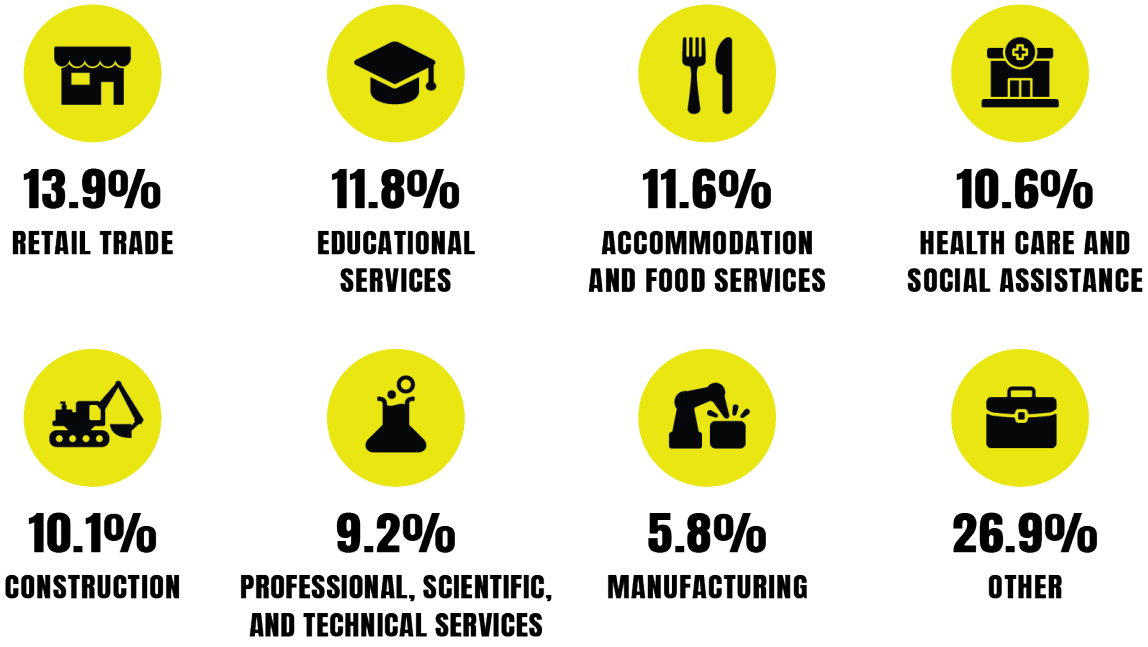
Montana State University and the vibrant tourist economy support the regional economic hub, with many people traveling into the urbanized areas to access jobs, services, and other major destinations. As the region continues to grow, transportation options and connectivity need to be considered to link people from where they live to where they work.

Figure 6-2. Employment Growth



Source: Longitudinal Employer-Household Dynamics (LEHD), 2022

Figure 6-3. Major Employment Sectors



Source: Longitudinal Employer-House Dynamics (LEHD), 2022

Using select demographic, socioeconomic, and employment data can help determine the overall transit need for a given area. Areas with higher transit propensity are more likely to generate ridership and support transit services. The following groups were examined due to their statistically higher likelihood of using transit based on Census journey to work data:

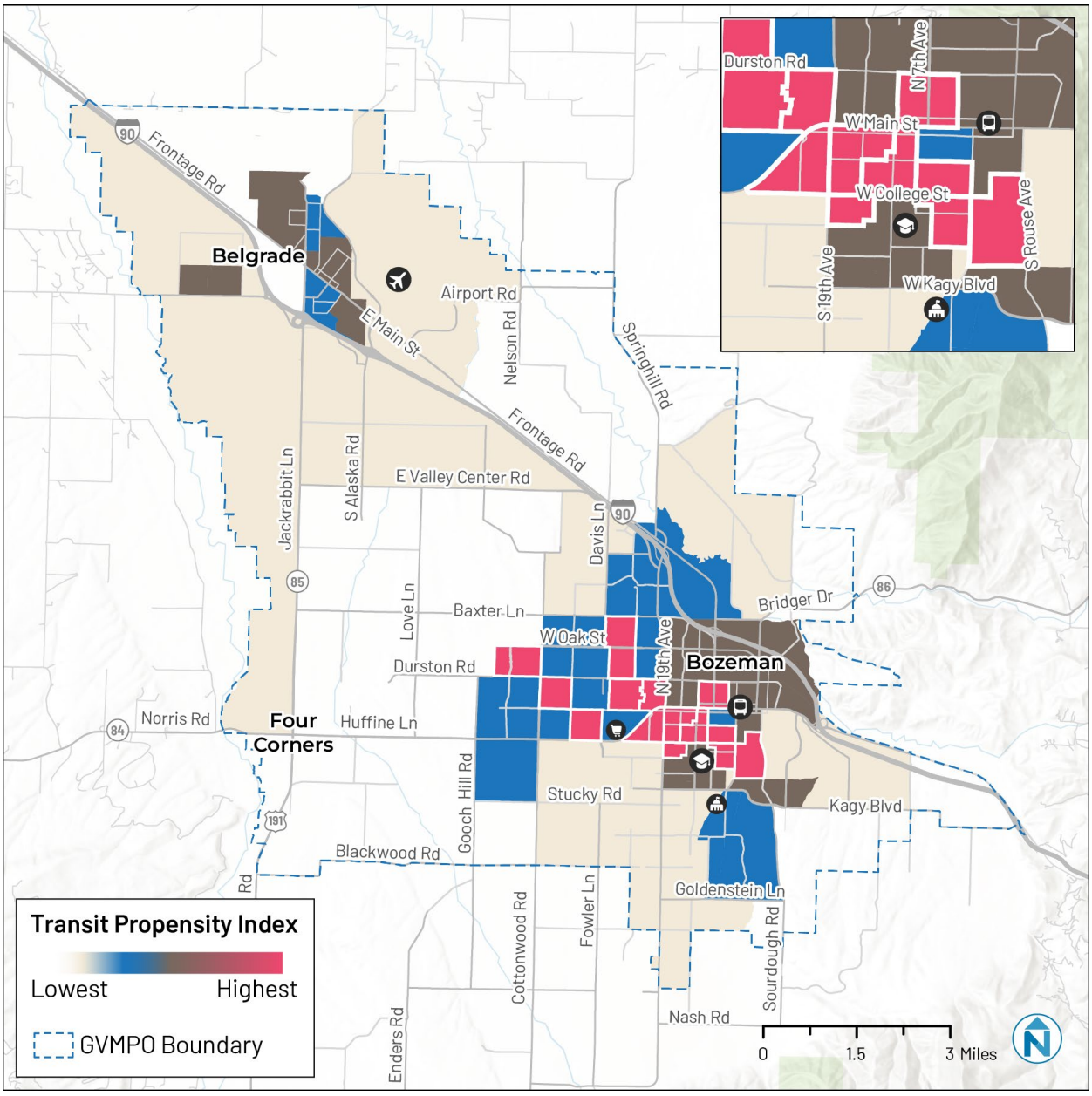
- Minority populations[1]
- Low-income households
- People with limited English proficiency
- Zero-vehicle households
- Young people ages 15-24
- Older adults age 65+
- People with a disability

A composite transit propensity score was computed for each block group in the MPA by summing up the individual percentages of population or households in each block group that met the given criteria. A higher composite score indicates a greater relative transit propensity.

[1] **"Title VI Circular to 4702.1B."** ***Title VI Requirements and Guidelines for Federal Transit Administration Recipients*****, Federal Transit Administration, 1 Oct. 2012, www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf.**

Downtown and northwest Bozeman have areas with the highest propensity to use transit, as well as northeast Bozeman along I-90. Central Belgrade also has high transit propensity adjacent to the airport and in the River Rock community west of I-90. Bozeman has four local bus routes and one commuter route that connects Belgrade and Bozeman. Improving service in Bozeman and expanding service in Belgrade will help meet mobility needs as the region grows.

Figure 6-4. Transit Propensity Index



Source: American Community Survey (ACS) 5-Year Estimates, 2023. The transit propensity index is based on combined densities of the following socioeconomic and demographic groups: people ages 15-24, people ages 65+, people with a disability, low-income individuals, households without a vehicle, minority groups, and people with limited English proficiency.

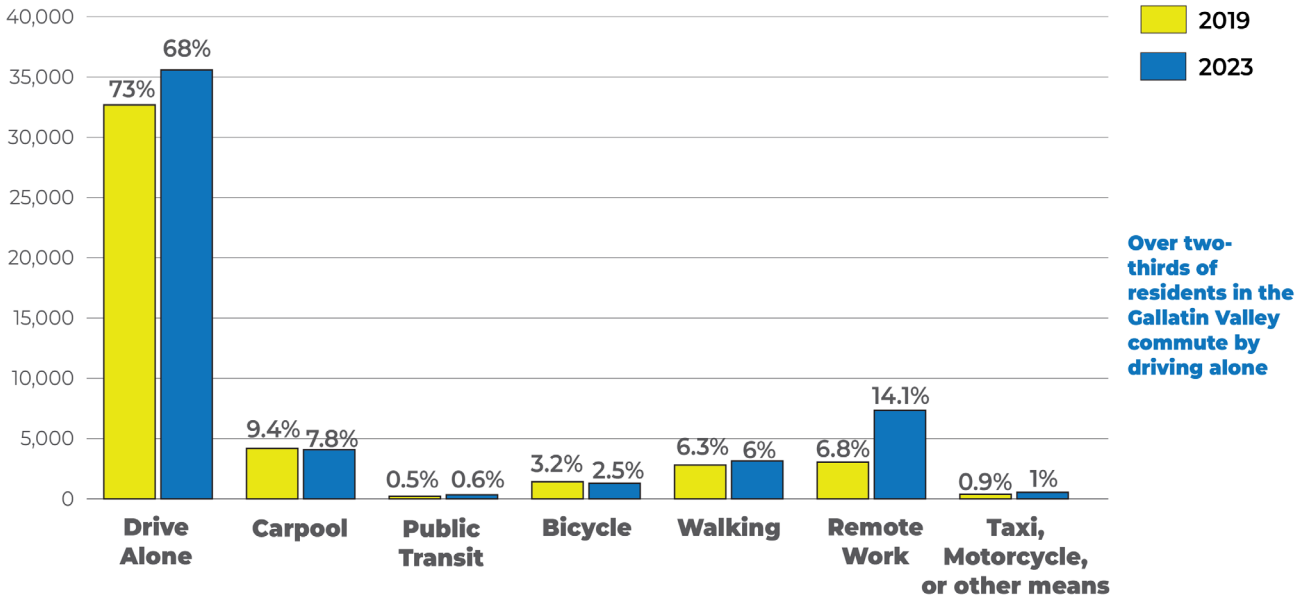
Multimodal Travel Conditions

A reliable transportation system is essential for the livelihood of our residents, connecting them to neighborhoods, commercial and recreational areas, and job centers. Understanding how we travel will provide insight into opportunities to create a better traveling experience for our region.

Mode Share

Driving alone is the primary mode of transportation for 68% of area residents who commute to work. Although the overall number of residents who drive alone to work has increased since 2019, the overall drive-alone share decreased by five percentage points. A small percentage of residents take transit, although the share increased by 0.1% in 2023. Residents are more likely to carpool, walk, or ride a bike, although the shares for these modes declined by 0.3 to 1.6 percentage points since 2019. Remote work more than doubled in 2023, likely due to the COVID-19 pandemic induced changes to commute patterns.

Figure 6-5. Percent of Commute Modes 2019 vs. 2023

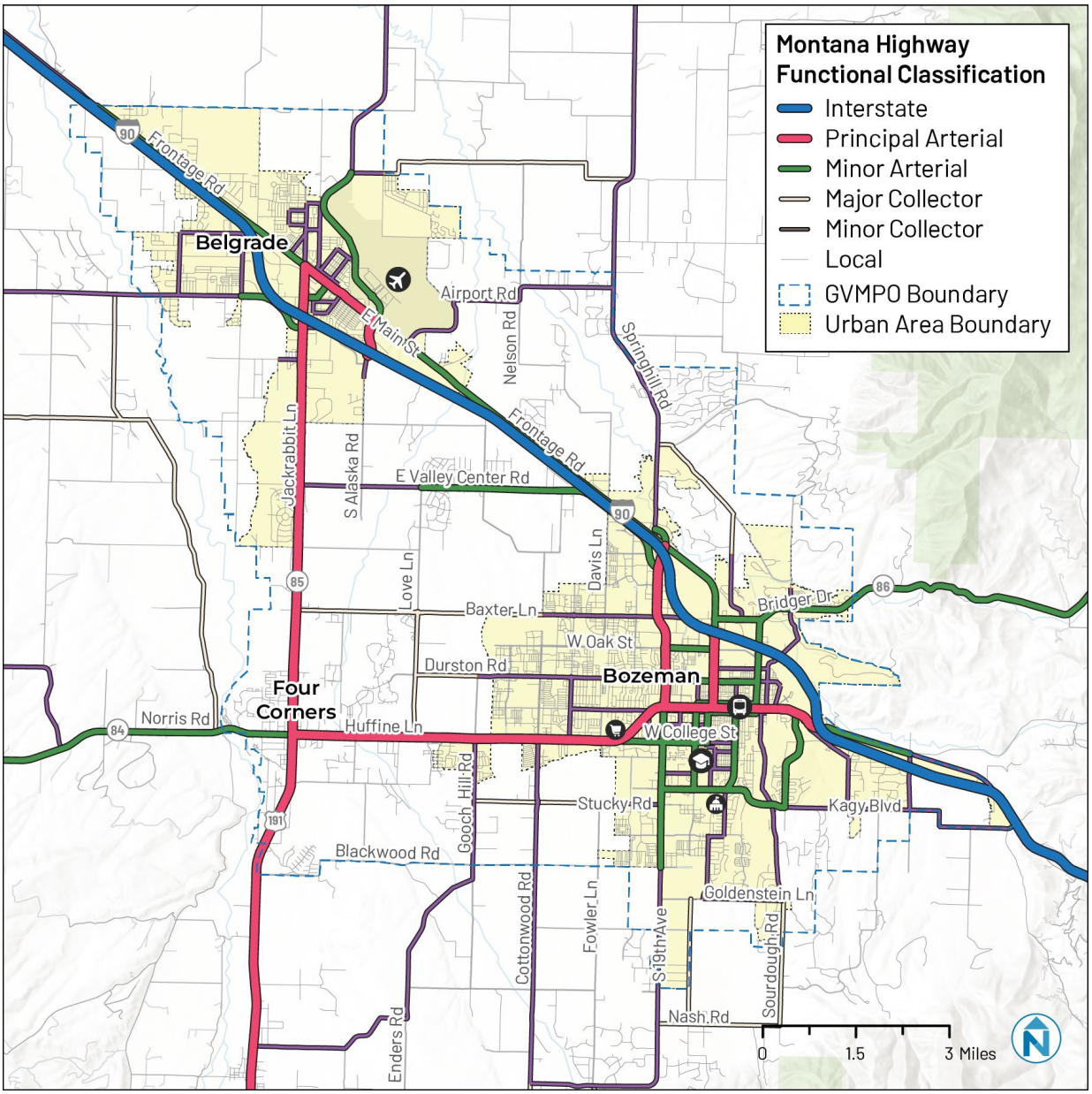


Source: American Community Survey (ACS) 5-Year Estimates, 2019 and 2023

Roadway Network

The roadway system is the most important piece of infrastructure in a transportation network to facilitate the movement of vehicles, public transit, freight, active transportation, and other modes. Functional classification helps define the purpose of roads in the network and the expected traffic volumes, configuration, speed, and land use on and around them. A functional classification map of the roadway network within the MPA is shown in Figure 6-6.

Figure 6-6: Functional Classification Network



Source: MDT, GVMPO

The busiest corridors in the MPA are the major roadways that connect Bozeman and Belgrade, as well as the roadways within each city that connect to the regional network. The roadways with the most vehicle trips are along I-90, Jackrabbit Lane, 19th Avenue, and Huffine Lane. Each of these streets carry more than 20,000 vehicle trips per day. Other streets with high vehicle volumes include 7th Avenue, Gallatin Road/US 191, Oak Street, and Airway Boulevard. For a detailed review of the annual average daily trips in the MPA, please refer to Appendix C.

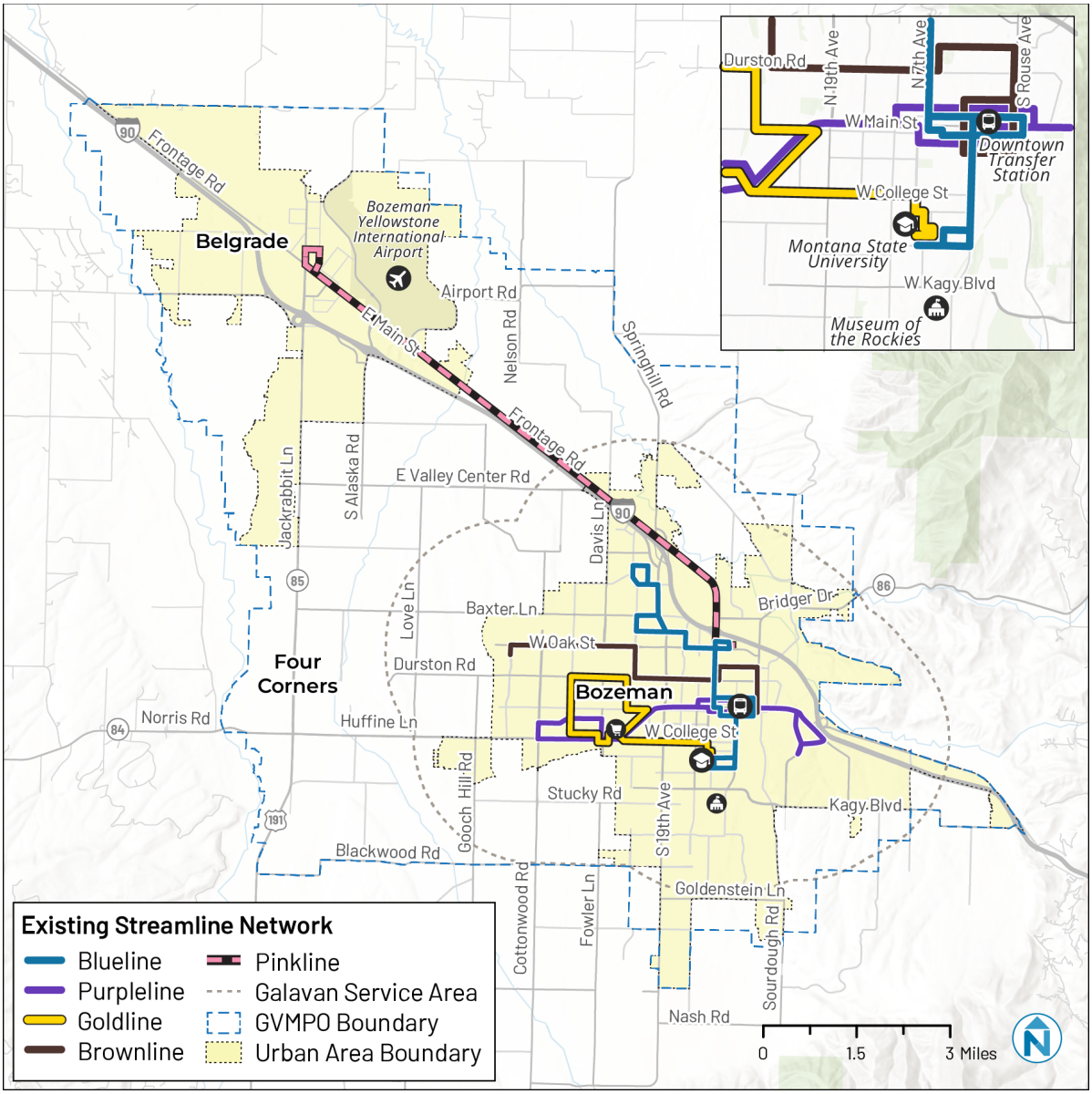


For the LRTP, projects relating to on-system routes, which are roadways classified as collectors and above in MDT's functional classification, will be prioritized for evaluation. These roadways typically have the highest vehicle volumes and are essential for connectivity in the region, and many of these corridors have safety concerns that must be addressed. On-system routes are also eligible for additional federal funding sources, which will increase project feasibility. However, MDT's functional classification has not been updated in many years, and current roadway conditions have changed as the MPA has grown. Local jurisdictions within the MPA use their own functional classification systems, and these will also be considered when evaluating and prioritizing projects to improve important local roads as well.

Transit in the Gallatin Valley

Providing high-quality public transit is essential to connect residents, employees, and visitors throughout the area. The Gallatin Valley Urban Transportation District manages Streamline, a fare-free fixed-route transit service with four local routes in Bozeman and one commuter route from Bozeman to Belgrade. The four local routes operate every 60 minutes on weekdays, with 30-minute service at peak hours while MSU is in session. The Pinkline operates as a commuter route with four trips in each direction on the weekdays, and it does not operate on weekends.

Figure 6-7. Streamline Fixed-Route Service

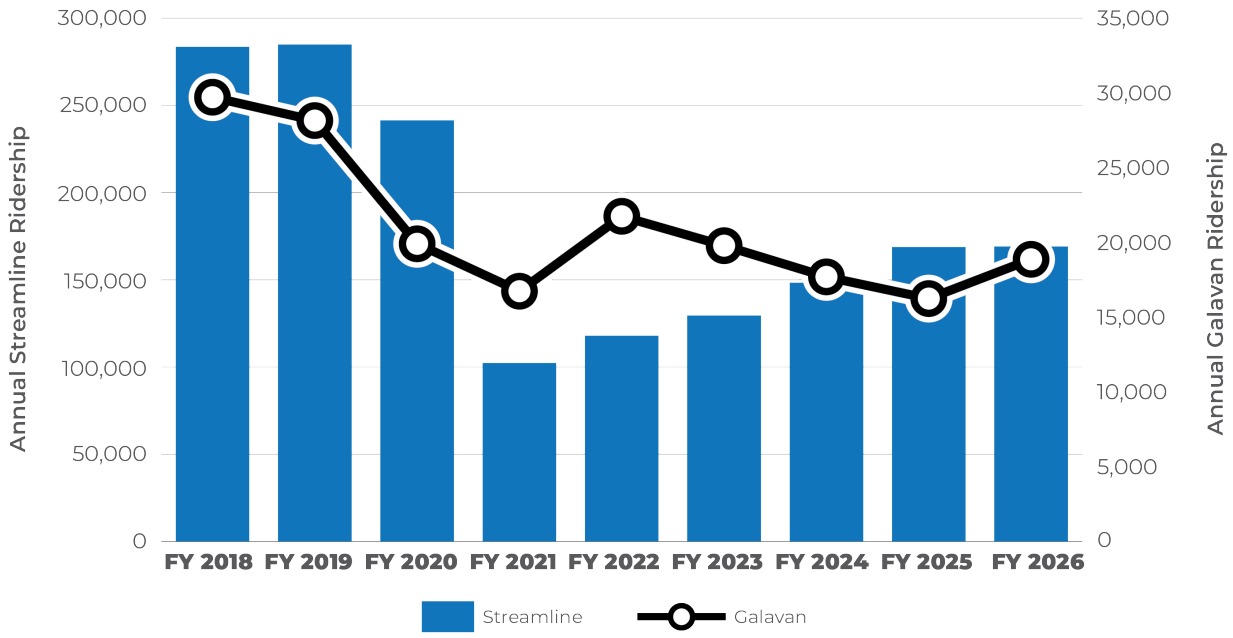


Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Streamline currently contracts with the Human Resources Development Council (HRDC) to provide Galavan, a door-to-door paratransit service for senior citizens and riders who are unable to use fixed-route services due to a disability. The service operates within two miles of regular Streamline fixed-route service, which is beyond the legal minimum of ¾-mile as set by ADA requirements.

Streamline experienced a significant drop in ridership during the COVID-19 pandemic (Figure 6-7) and has been slow to recover, with current ridership at 59% of pre-pandemic levels. Ridership is also heavily influenced by the academic calendar at MSU, with levels dropping during summer and winter breaks and rising again when classes resume. Galavan ridership has trended similarly to the fixed-route service with slow recovery after the drop in ridership that occurred during the COVID-19 pandemic, and ridership has not yet returned to pre-pandemic levels.

Figure 6-8. Historical Transit Ridership



Source: Streamline; Ridership is shown through fiscal year 2026, which ended in June 2026

As part of the long-range planning process, the GVMPO developed a Transit Strategic Plan in partnership with the Gallatin Valley UTD. The Plan is the long-range vision for growing transit service in the Gallatin Valley and recommends long-range transit service changes and the necessary capital infrastructure to support this growth. The Transit Strategic Plan can be found in Appendix D.

Biking, Walking, and Rolling

Providing connected and high-quality bicycle lanes, shared use pathways and sidewalk networks is essential for supporting safe, healthy, and more affordable living in the Gallatin Valley. Active transportation facilities expand opportunities for physical activity and provide more reliable options for trips made without driving alone.



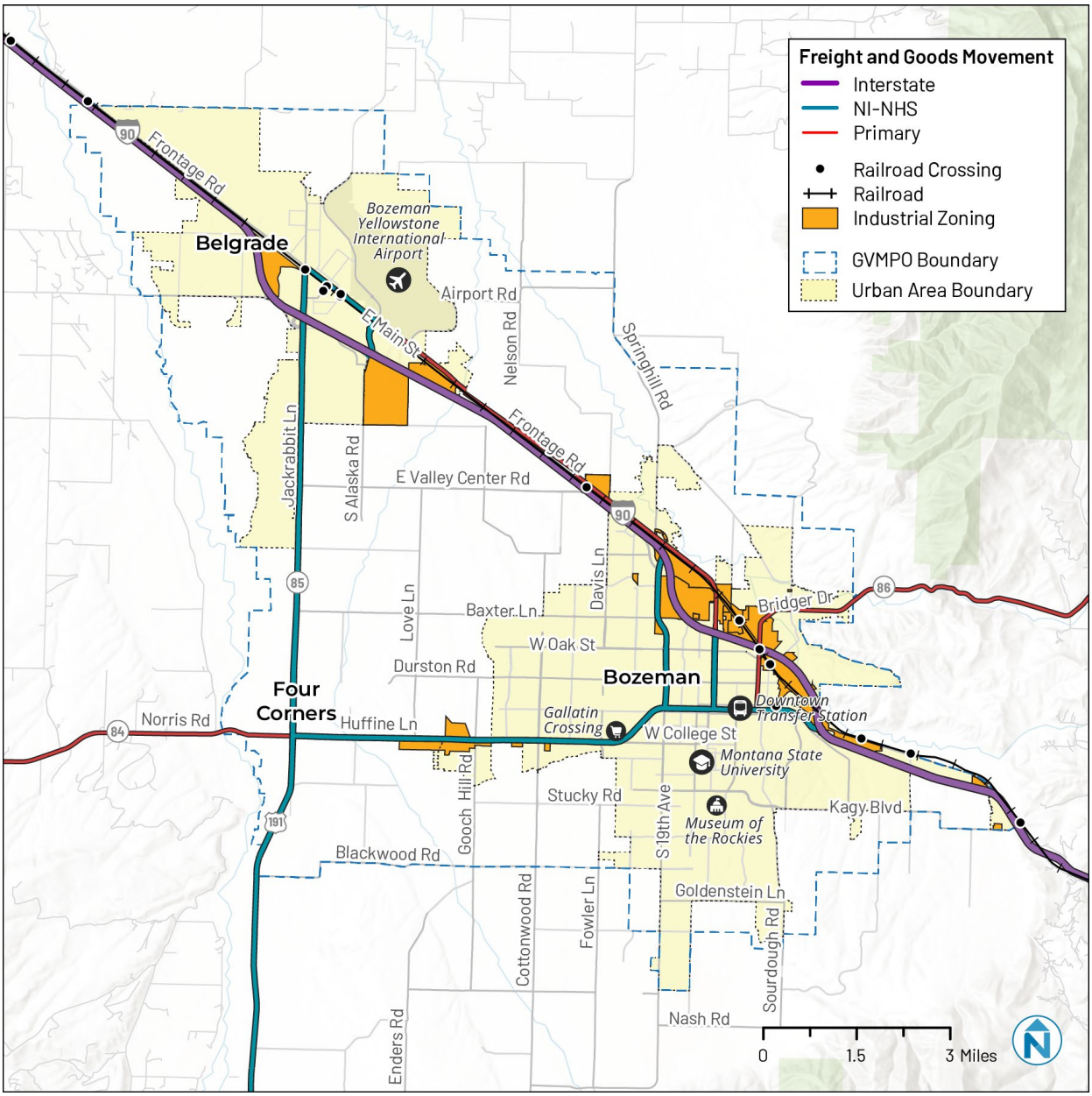
An accessible and complete sidewalk network is also essential for people to walk or use mobility devices to safely reach their destinations. As the region continues to grow, a complete bicycle and pedestrian network will need to be a priority to meet community mobility needs. Available bicycle and pedestrian facilities data are incomplete across the MPA, and developing a complete inventory will require additional data collection beyond this LRTP.



Freight and Goods Movement

Moving goods efficiently and safely through the Gallatin Valley is essential to the region's economy and the success of local businesses. As shown in Figure 6-9, the freight network in the MPA includes highways, railroads, and Bozeman Yellowstone International Airport (BZN).

Figure 6-9. Goods Movement Network



Source: MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Roadway-based goods movement through and within the MPA primarily occurs along key portions of the MDT system. These include major freight flows along I-90, US-191/Gallatin Road, and MT-85/Jackrabbit Lane. Local jurisdictions, including Gallatin County and the cities of Belgrade and Bozeman, do not currently designate any roadways as truck routes, though they have the authority to do so. As the region continues to grow, greater planning considerations should be given to areas where local and freight traffic share the network.

The BNSF-owned Montana Rail Link Subdivision traverses the MPA from northwest to southeast, passing through Downtown Belgrade and north and east Bozeman. Including two spur lines in Belgrade and Bozeman, there are 13 at-grade railroad crossings within the MPA. Rail crossings are a growing focus for the GVMPO and local jurisdictions within the MPA. Rail crossings can impact mobility by causing congestion, diverting traffic to other roads not meant for high traffic volumes, and delaying emergency response while waiting for trains to cross. At-grade crossings also present safety risks with vehicles or pedestrians attempting to cross. Coordination and collaboration with BNSF would be required for any projects or programs recommended in the LRTP that involve railroad crossings.



The Bozeman Yellowstone International Airport is a critical part of the freight network in the MPA that brings both people and goods to the region. Several air cargo companies operate out of BZN, including FedEx and UPS. Over 2.7 million pounds of cargo moved through the airport in 2025, according to BZN's Annual Financial Report. Cargo movement is an important indicator of growth as most cargo processed at the airport is off-loaded and continues to move through the freight network on the roadway system.



Passenger traffic at BZN has continued to increase year over year. In 2025, BZN's annual financial report stated 2.6 million passengers traveled through BZN, a 5.4% increase from 2024. The increase can be attributed to several factors, including strong demand for travel to popular destinations in the Gallatin Valley, such as Big Sky, Bridger Bowl, Three Forks, and Livingston, and population growth in Southwest Montana as a whole. As the region experiences more seasonal growth, the GVMPO will consider how to balance the transportation needs of permanent residents while supporting the area as a popular destination for visitors.

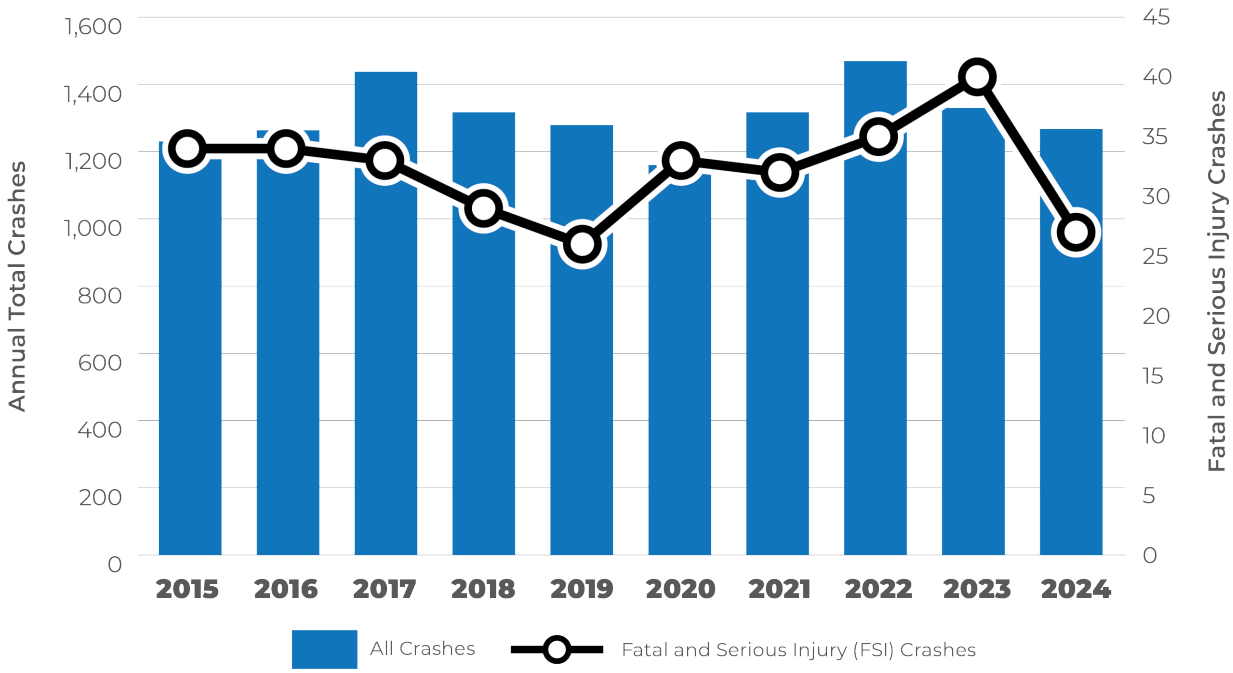


Transportation Safety

One of our priorities is keeping people safe on our streets as they move through the region. According to MDT crash data, there were 13,070 transportation-related crashes in the MPA between 2015 and 2024 (Figure 6-9). Of those, 23.1% were reported as injury crashes, 2.5% of which were fatal or serious injury (FSI) crashes. Certain corridors in the MPA have a concentration of FSI crashes, including Huffine Lane, 19th Avenue, West Oak Street, Main Street, and Jackrabbit Lane. See Figure 6-10 for details.

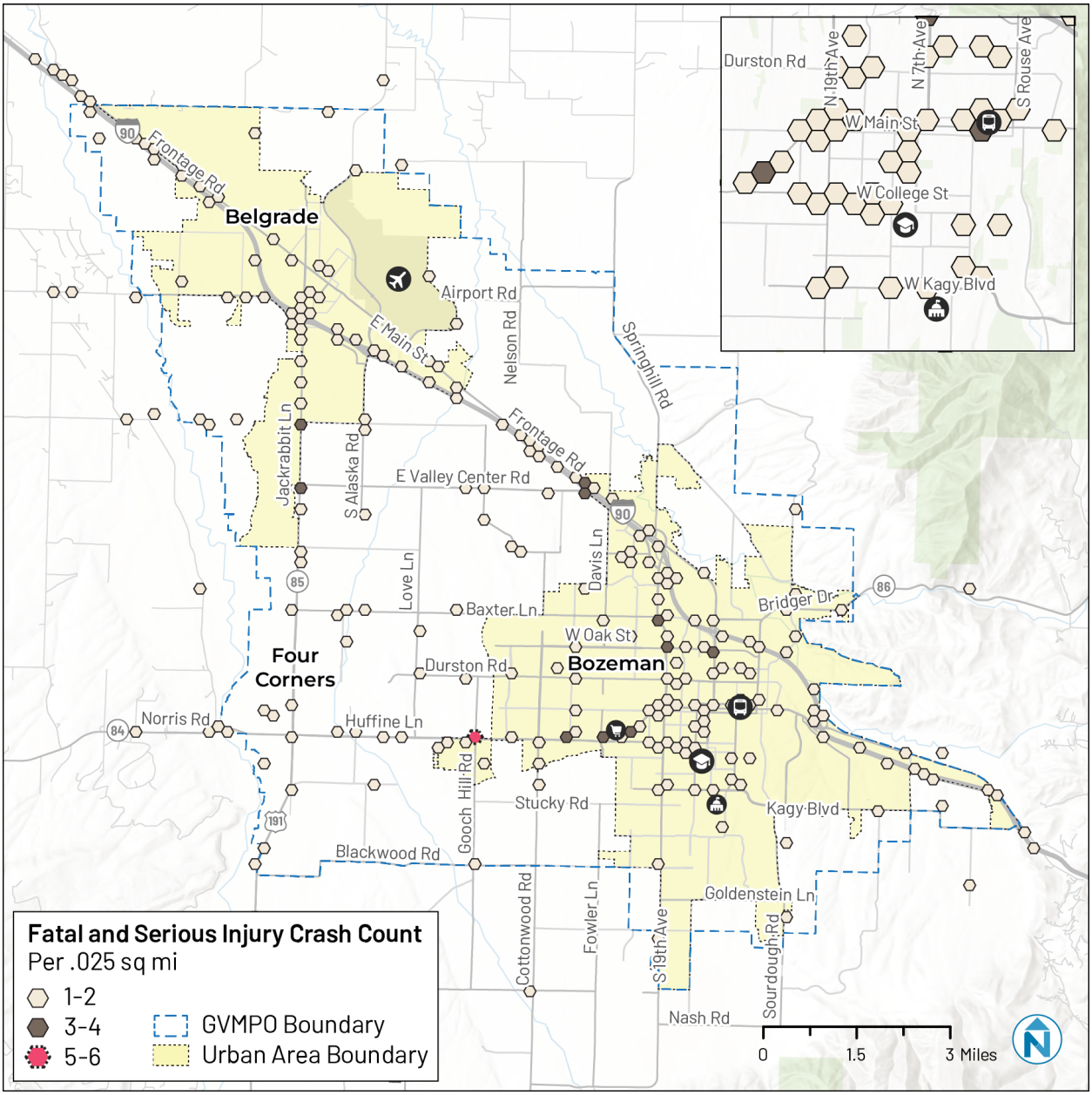


Figure 6-10. Crash History, 2015-2024



Source: MDT

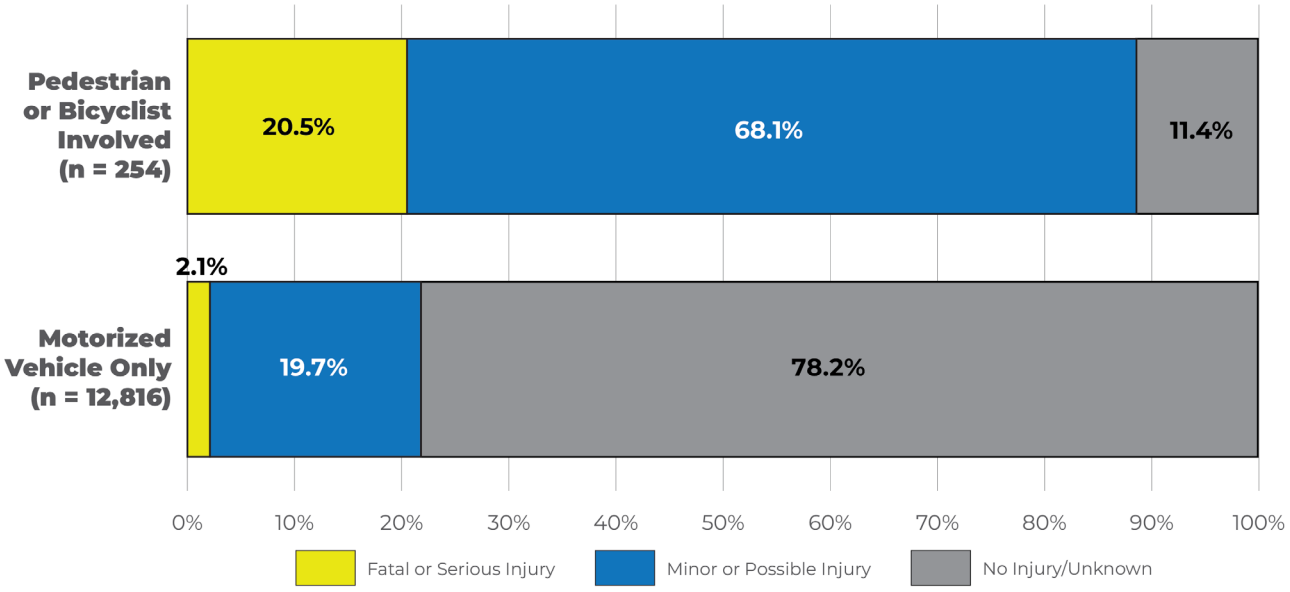
Figure 6-11. Fatal and Serious Injury Crash Locations 2015-2024



Source: MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Over 88% of crashes involving people biking, walking, using mobility aids, or riding other small-wheeled devices result in some level of injury or fatality (Figure 6-11). This highlights the importance of having safe infrastructure that reduces vehicle conflicts with people biking, walking, or using mobility aids or other small-wheeled devices. Although these crashes account for a small share of all crashes, they are more likely to result in fatal or serious injuries.

Figure 6-12. Motorized Vehicle Only Crashes vs. Pedestrian and Bicycle Crashes by Injury Level, 2015-2024



Source: MDT

Most crash reports include information on factors that contributed to the crash. Crash factors can be environmental factors, such as road conditions, or human factors, such as reckless driving. The most common human factor for crashes within the MPA is driving in a distracted, inattentive, or careless manner, whereas driving under the influence of alcohol, drugs, or other substances is the most common contributing factor in FSI crashes specifically.

The top five human crash factors are:



DROVE IN DISTRACTED, INATTENTIVE OR CARELESS MANNER

DROVE TOO FAST FOR CONDITIONS

RAN OFF ROADWAY

UNDER THE INFLUENCE OF MEDICATIONS/ DRUGS/ ALCOHOL

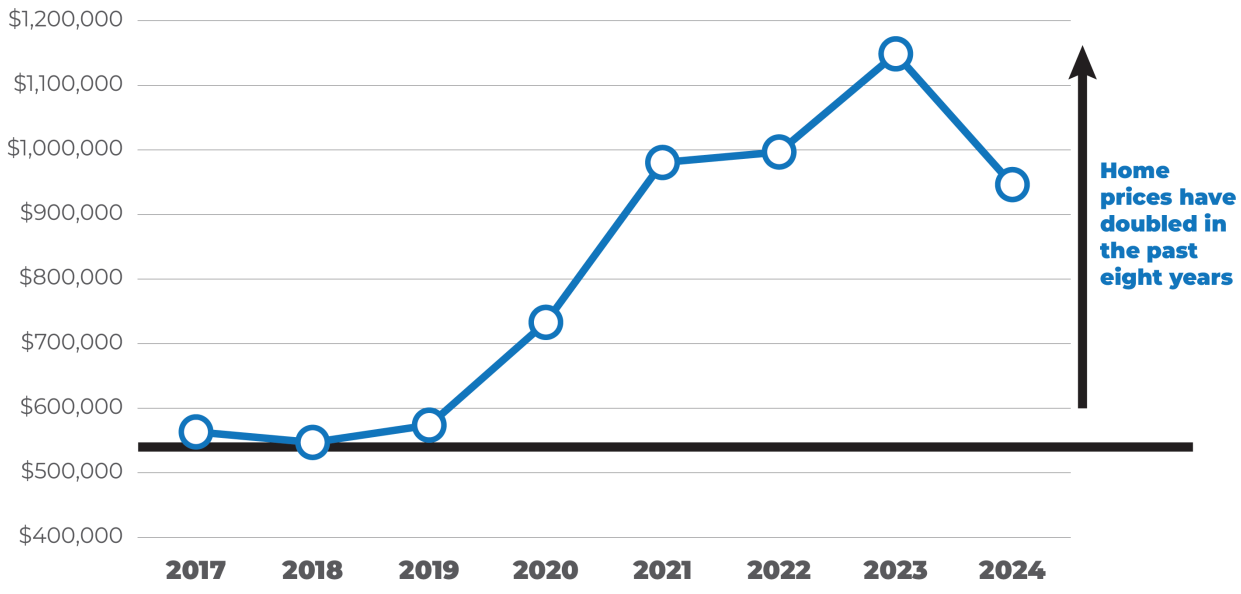
FAILED TO KEEP IN PROPER LANE

Housing and Affordability

Housing costs in our region have risen faster than wages, creating challenges for residents seeking housing they can afford. Transportation is often one of the largest household expenses, so affordable transportation options are essential to connect residents with jobs, schools, services, and recreational opportunities.



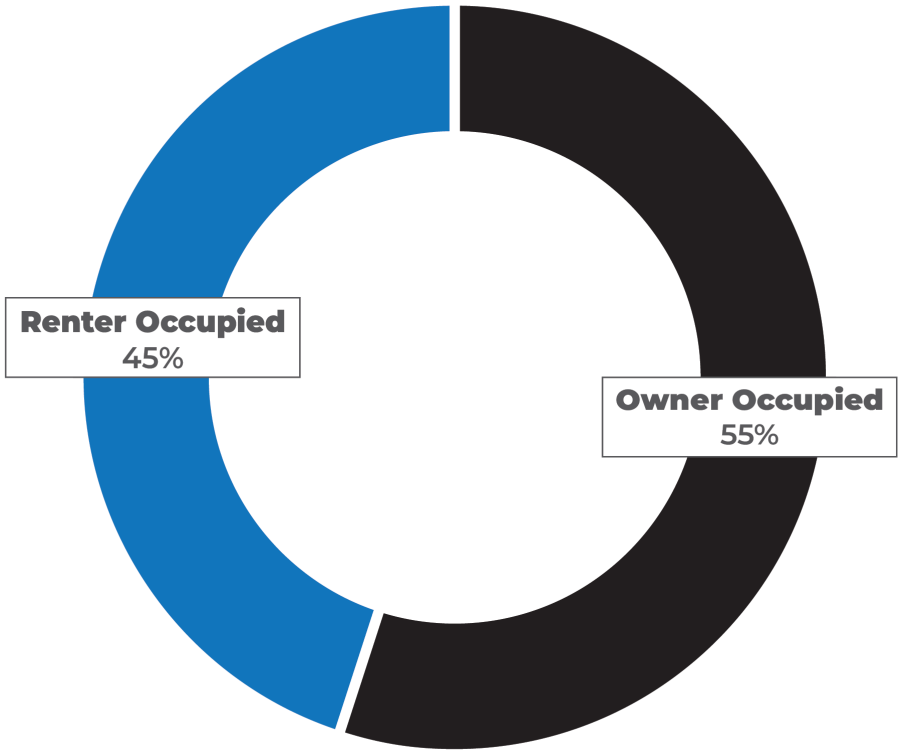
Figure 6-13. Median Home Listing Price in Gallatin Valley, 2027-2024



Source: Realtor.com, 2024

Of residents in the study area, 55% own their home and 45% rent (Figure 6-14). This percentage may change over time as housing prices shift and influence whether households choose to rent or purchase. Vacant and part-time residential housing units are also an area of focus for local elected officials due to Bozeman being an amenity destination during both the summer and winter months. This may impact housing availability and affordability for full-time residents in an already constrained market.

Figure 6-14. Renter-Occupied vs. Owner-Occupied Housing Units



Source: American Community Survey (ACS) 5-Year Estimates, 2023

Planning for Regional Growth

Integrating land use with our transportation planning is an essential part of how we plan for growth in our region. The projected conditions and growth estimates in this plan were developed over a series of workshops in collaboration with the Gallatin Valley Land Use Committee and built off the Gallatin County Growth Policy and Future Land Use Map. The regional socioeconomic growth projections are allocated to small units of geography known as Transportation Analysis Zones (TAZs) and are consistent with currently adopted plans, environmental constraints, infrastructure availability, and vacant developable land.

State and federal land use agencies such as the Department of Natural Resources and Conservation (DNRC), Bureau of Land Management (BLM), US Forest Service, and Montana Fish, Wildlife, and Parks (FWP) manage lands surrounding the MPA, so while they would not be affected by growth within the MPA, they are important to acknowledge for future growth in the region.

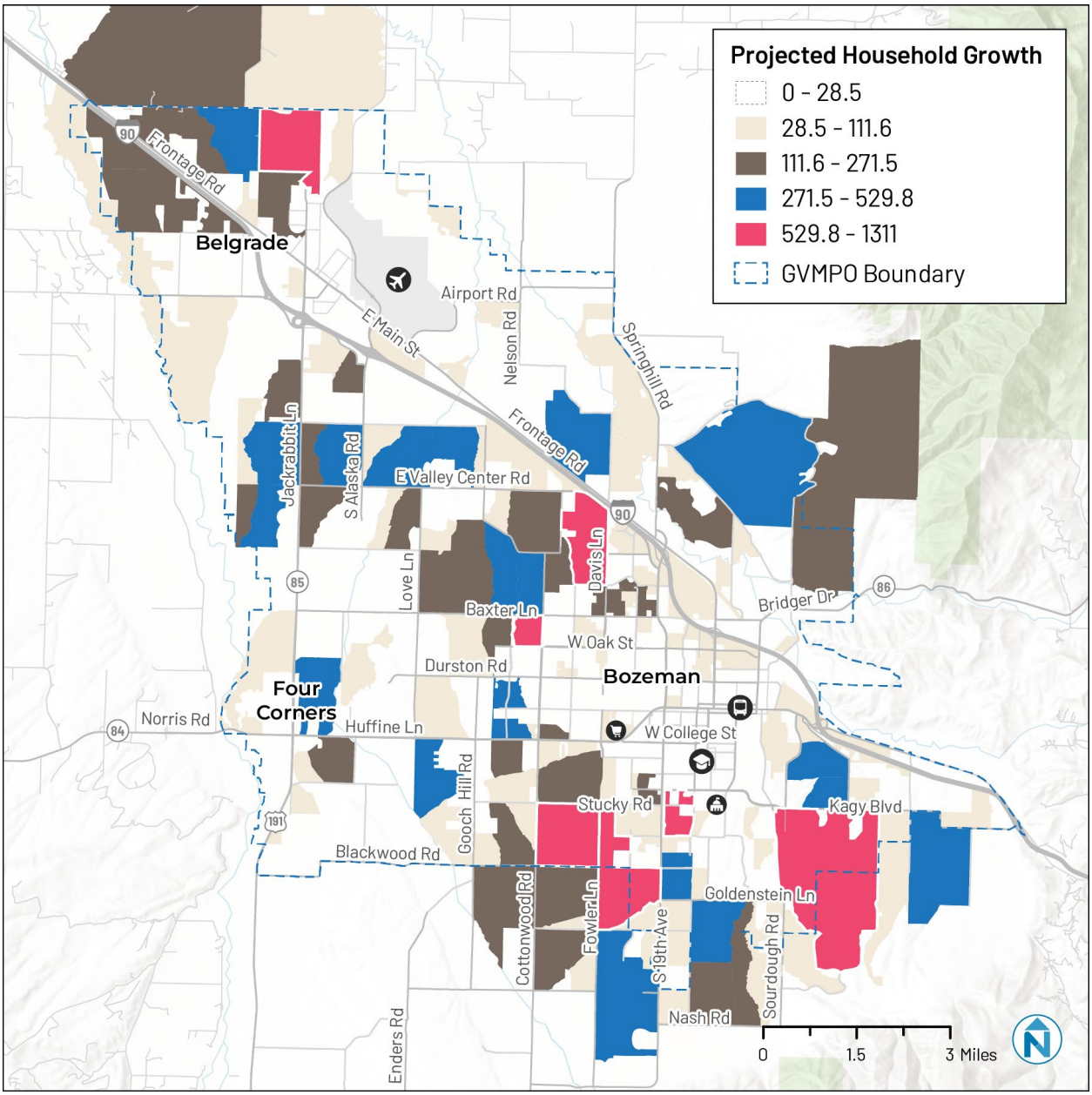
Future Land Use

Regional growth projections for the MPA were provided as inputs to the MDT travel demand model, which simulates existing travel patterns, forecasts future travel patterns and conditions, and supports analysis of alternative transportation improvements. Using the TAZ growth allocations developed in partnership with MDT and Gallatin County, the travel demand model estimates the geographical area covered by the model will add 32,300 new households and 55,500 new jobs between 2022 and 2050. Most of the growth is projected to occur within the MPA. Figure 6-15 and Figure 6-16 show the TAZ-level distribution and intensity of the projected household growth and projected job growth in the MPA.



Most future housing growth is estimated to occur south of Bozeman, notably along Fowler Lane, Kagy Boulevard, and Sourdough Road. Belgrade is also projected to have the highest housing growth northwest of the airport between Spooner Road and Bolinger Road. Portions of Gallatin County outside of the urbanized areas are estimated to have moderate growth along Davis Lane, Baxter Lane, and Valley Center Road. While outside of the MPA, areas of Springhill Park and north of Bridger Drive are also projected to have moderate housing growth in the next 25 years, and connections to and from these areas will be important to consider.

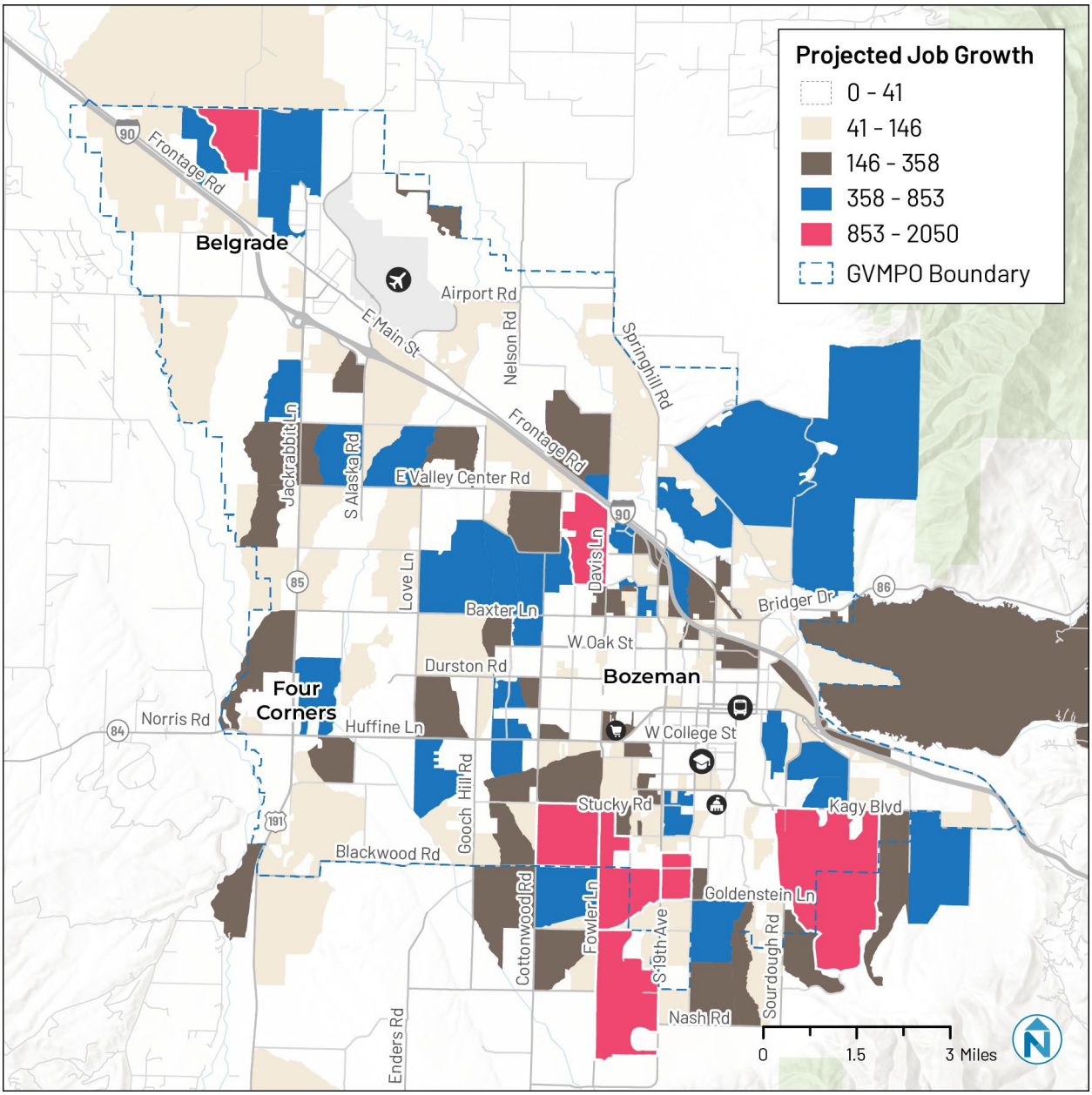
Figure 6-15: Future Housing Growth Projections



Source: Travel Demand Model

Like the projected future housing growth, most job growth is estimated to occur south of Bozeman and northwest of the airport in Belgrade. Four Corners is projected to have higher job growth than housing growth, as well as the areas immediately surrounding I-90 through Bozeman. Areas north of I-90 and south of Bridger Drive outside the MPA are also projected to have higher job growth than housing growth. As areas continue to grow and develop adjacent to the MPA, regional connectivity will be an important focus for the GVMPO to help residents and workers reach their destinations.

Figure 6-16: Future Job Growth Projections



Source: Travel Demand Model

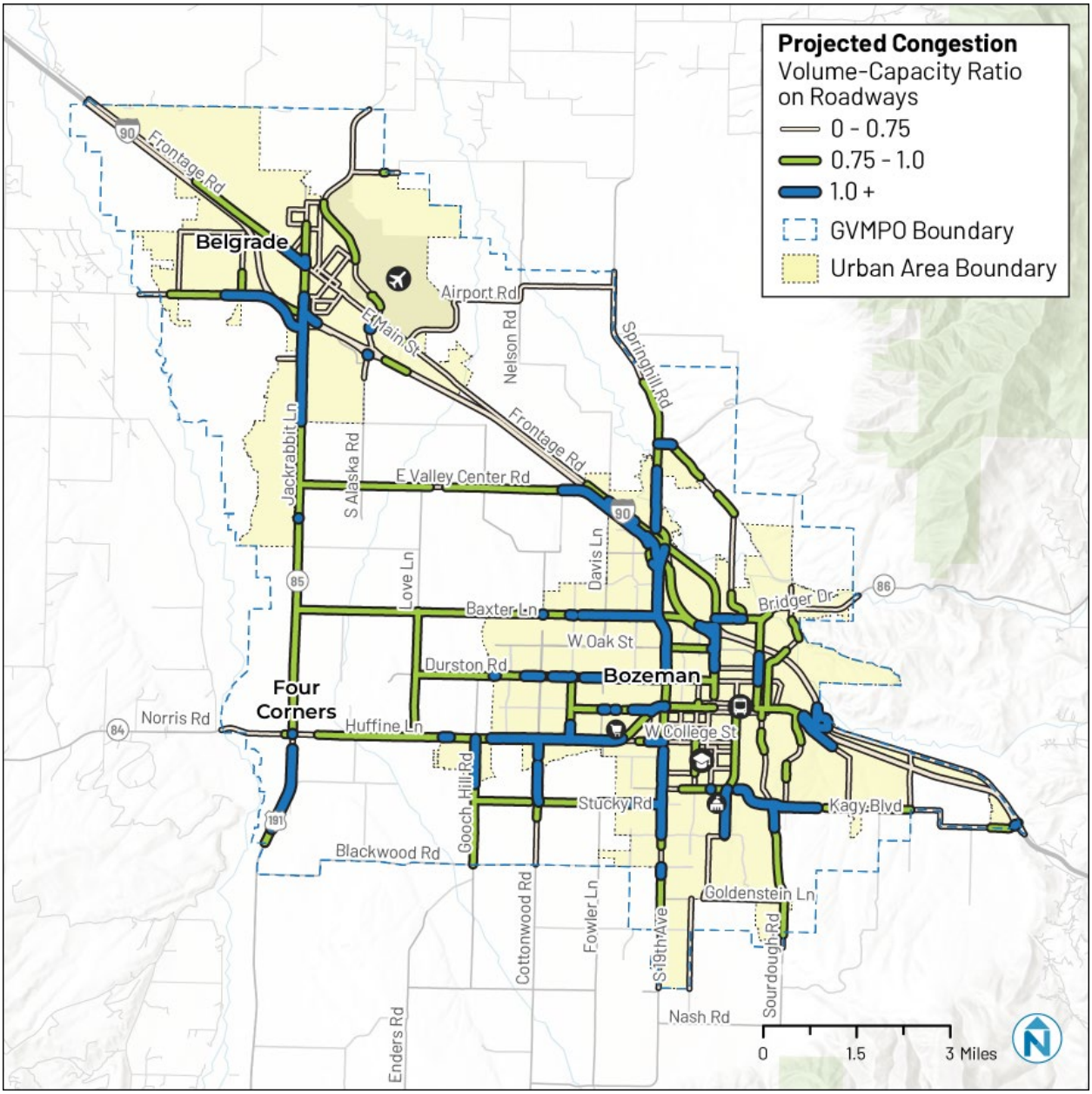
Future Roadway Conditions

Using the projected growth in households and jobs, the travel demand model estimates future traffic volumes throughout the MPA on the existing roadway network. This provides an understanding of how the estimated population and job growth will impact the roadway network before any land development occurs. The vehicle volume growth between 2022 and 2050 is consistent with the locations projected to have household and job growth in the previous section. Traffic is projected to grow the most on Jackrabbit Lane, I-90, Huffine Lane, E Valley Center Road, Stucky Road, and Fowler Lane, as well where alternative travel routes are limited.



Based on the projected vehicle volumes, some roadways may experience traffic volumes that approach or exceed current roadway capacity by 2050. As shown in Figure 6-17, the blue segments on the map show where future projected traffic volumes exceed current roadway capacities and congestion is expected to be most acute. The green segments show roadways where future needs may emerge.

Figure 6-17. 2050 Volume-to-Capacity Ratios



Source: Travel Demand Model

Portions of 19th Avenue, Kagy Boulevard, Huffine Lane, Amsterdam Road, and Jackrabbit Lane are estimated to exceed their traffic volume capacity by 2050. The 2050 projections reflect conditions before many near-term projects detailed in Chapter 9 are built. Several projects along these corridors will be completed in the next five years and are anticipated to mitigate some of the highest projected capacity constraints. Roads identified for emerging capacity constraints by 2050 include Gallatin Road/US 191, portions of Jackrabbit Road in Belgrade, 3rd Avenue, and Oak Street, and these locations are candidates for mid-term and long-term improvements.

Environmental Mitigation

Environmental mitigation is the process of planning for and addressing damage to the human or natural environment caused by transportation projects. Federal law requires the LRTP to identify and discuss environmental mitigation when planning all projects and programs.

When evaluating projects for implementation, the GVMPO will consider projects within areas of the highest projected household, job, and traffic volume growth for prioritization. Part of the prioritization process, as discussed in Chapter 7, will include evaluating projects for potential impacts on sensitive lands or wildlife corridors. The GVMPO has identified wetlands and habitat connectivity as two primary environments within the MPA that require consideration and coordination with the applicable land use agencies.

Wetland impacts will be addressed on a project-by-project basis rather than establishing a single regional approach due to the complex nature of projects and sensitivities of the lands. Projects will require more detailed consideration during project development, including coordination among the applicable jurisdictions and regulatory agencies. Wildlife-vehicle collisions and habitat connectivity remain areas for further planning and coordination. Potential solutions include wildlife crossings over roadways and passage beneath bridges, but these improvements can involve substantial costs and require coordination across jurisdictions. The GVMPO will work with MDT and other partners to identify opportunities, evaluate alternatives, and explore funding as these considerations are refined. This is an important issue for the region, with implications for safety, the environment, tourism, economy, and quality of life.



Upcoming Priorities

Based on the existing transportation conditions in the MPA and the forecasted growth throughout the region, there are several near-term priorities the GVMPO can focus on to take the first steps in implementing the overall vision and goals of the LRTP.



EVALUATING WALKING AND BIKING NETWORK GAPS

Having safe ways to move around is one of the top priorities of residents in the Gallatin Valley MPA. A strong active transportation network promotes physical activity and wellbeing, allowing people to reach their destination without the use of a car, which is a shared desire in the region. While walking and biking commute mode shares have remained relatively constant, there is tremendous potential for growth in daily trip-making and recreational use.

Not all jurisdictions within the MPA have sidewalk data inventories or recent infrastructure gap analysis. Building a complete inventory of active transportation facilities will help the GVMPO identify areas that could benefit from new or improved facilities to provide greater multimodal connectivity and access to destinations.



MAKING OUR STREETS SAFER

While people walking and biking made up less than two percent of crashes in the last decade, they constitute 20% fatalities and severe injuries, with over 50% of these crashes occurring at road intersections. In addition to closing gaps in sidewalks, bike lanes, and trails, implementing additional programs and policies such as Complete Streets, traffic calming, intersection lighting, and transportation safety partnerships will reduce crashes and build awareness of road safety risks.

EXPANDING ACCESS TO TRANSIT

While ridership on Streamline transit service and Galavan paratransit has been slow to recover since the COVID-19 pandemic, seasonal variability in ridership has declined, meaning more riders are using the service throughout the year. Market assessments indicate that trip-generators like public parks, schools, and parts of Belgrade may have latent demand for additional service, and direct service to the airport is a known gap in the system.

Transit expansion is constrained by funding with most federal and state transit funding allocated for Streamline's operating costs, leaving little funding for capital projects. Appendix D offers a roadmap for Streamline and the GVMPO to explore partnership opportunities and additional funding streams to improve and expand transit within the Gallatin Valley.

MOVING GOODS AND PEOPLE

Major national trucking and freight rail routes that traverse the region provide economic benefits but also generate negative impacts such as noise and pollution. Local jurisdictions within the MPA do not currently designate any roadways as freight routes, though they have the authority to do so. Developing a regional vision for freight movement within the MPA will allow the GVMPO and parter agencies to incorporate freight into new planning and policies.

Bozeman-Yellowstone International Aiport continues to move millions of pounds of cargo through the region and bring visitors from around the world to experience Gallatin Valley's offerings. Prioritizing multimodal connections to and from BZN will improve access for airport workers and visitors. A new roadway connection between the Airport and Frontage Road has been identified and is a priority for Airport representatives and the City of Belgrade.

RESTORING PASSENGER RAIL IN THE REGION

The Big Sky Passenger Rail Authority (BSPRA) was established in 2020 and has been leading the advocacy to bring passenger rail back to southern Montana. The proposed rail service would restore the former North Coast Hiawatha and plans to have a stop in Bozeman and Livingston. Passenger rail will support everyday travel between the MPA and surrounding communities, as well as help visitors reach regional destinations. With Bozeman and the greater Gallatin Valley growing as a tourist destination, passenger rail service would provide a non-driving option for access to national parks and outdoor recreation areas in Big Sky, Three Forks, and Bridger Bowl. Supporting the Authority's efforts is aligned with the GVMPO's goals to expand mobility choices and preserve regional character throughout the region.

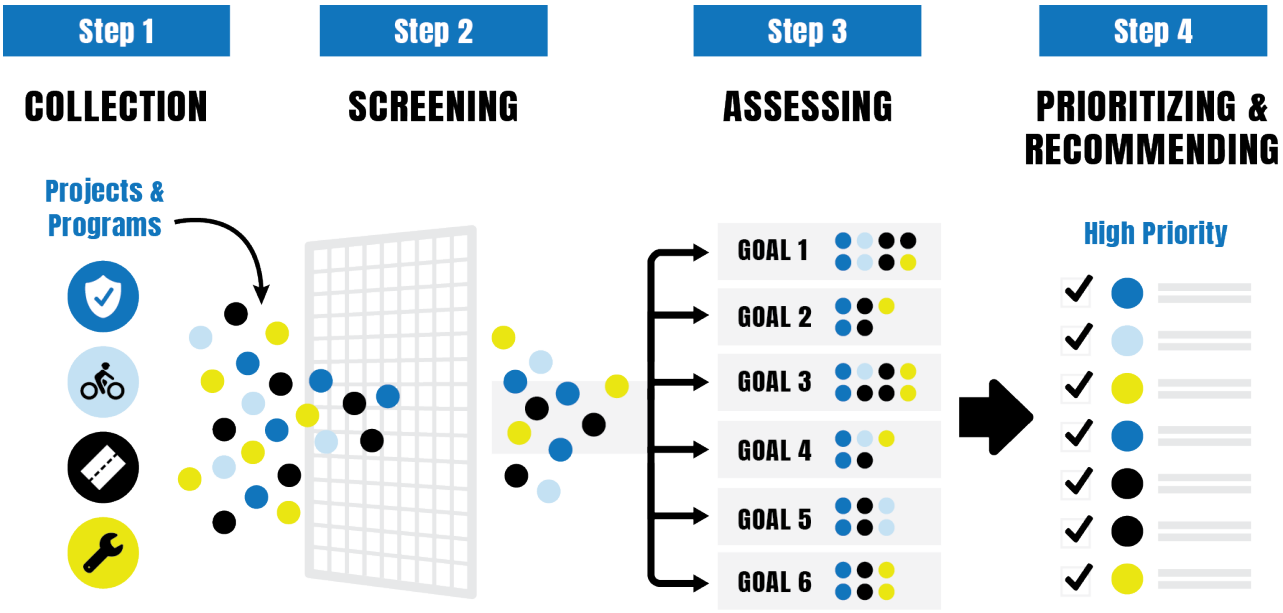


CHAPTER 7

PROJECT IDENTIFICATION AND PRIORITIZATION

Evaluation Process

This chapter describes how the evaluation framework was developed to help collect, screen, assess, and prioritize for LRTP recommendations through the horizon year 2050. This process builds off community input from public engagement and consensus building from GVMPO Committee working sessions.



Collection

Projects were collected in two phases. First, the project team created an inventory of projects recommended or identified in existing local and state plans to collaboratively review with partner agencies to confirm which projects have been built, are in progress, or may no longer be relevant. Next, an agency call for projects was held for GVMPO partners to submit any new project concepts to be considered for inclusion in the LRTP, as well as provide technical and project description refinements to already identified projects.

Screening

Altogether, over 900 projects were identified or submitted for evaluation. The projects were then screened and updated accordingly for completeness of project descriptions, accuracy of geographic extents to map, and removal of duplicates or those outside the MPA boundary. Projects were advanced for further evaluation if they were potentially eligible for anticipated LRTP funding sources or were identified as regionally significant. Projects generally involve facilities functionally classified as Collector or higher to align with typical federal surface transportation funding eligibility. However, other projects or facilities not on the federal-aid system may qualify for certain funding programs, such as Transportation Alternatives (TA) or other applicable funding sources.

At this point, concepts not specifically tied to a transportation network capital project and more closely aligned with a program, policy, study, or equipment acquisition were set aside for consideration in Chapter 10. Eligible projects were then filtered into one of four project types:

SAFETY

Projects aimed at reducing or eliminating conflicts at intersections and key corridors and improving safety for people using active transportation modes. Types of projects include:

- Traffic signals and roundabouts
- New or upgraded pedestrian crossings
- Curb extensions and lane configurations
- Signal phasing improvements

ACTIVE TRANSPORTATION

Projects aimed at providing dedicated space for people to walk, bike, or use mobility aids to reach destinations throughout the region. Types of projects include:

- Constructing new sidewalks or filling in sidewalk gaps
- Pedestrian/bicycle tunnels and overpasses
- Dedicated bike lanes and shared-use paths/trails

ROADWAYS

Projects designed to increase vehicle capacity and enhance the roadway system through creation, redesign, and reconstruction of streets and bridges. Types of projects include:

- Reconstructing or widening to upgrade road classification

- Restriping and reconfiguring lanes
- New extensions for network connectivity
- Realignment of segments to accommodate infrastructure projects

MAINTENANCE

Projects designed to preserve the roadway system through maintenance efforts. Types of projects include:

- Bridge maintenance or replacement
- Pavement seal, mill, and overlay
- Streetscape improvements

Assessing

With a screened list of LRTP funding eligible and regionally significant projects complied, a multi-step quantitative geospatial analysis was conducted to "score" projects to estimate their potential to advance GVMPO goals and objectives based on design elements and location within the transportation network. In total, 21 specific scoring metrics directly tied towards meeting performance measures were developed and refined with input from the TTAC. Scored projects were then assigned within four tiers based on natural breaks out of a possible total of 29 points, to be used to inform but not dictate the prioritization of projects. The full evaluation criteria, assignment of scores, and aggregate scores are provided in Appendix E.

1

GOAL 1: SUPPORT SAFE TRAVEL ACROSS ALL MODES

Scoring Metric	Projects Receive Points if They
Crash Reduction	Address corridors which average two or more serious injury or fatal collisions per year
Bicycle and Pedestrian Safety	Improve active transportation safety near corridors which average two or more bicycle/pedestrian involved collisions per year
Accessibility	Improve or close a gap in the ADA network

2

GOAL 2: ENSURE A WELL-MAINTAINED TRANSPORTATION SYSTEM

Scoring Metric	Projects Receive Points if They
Facility Preservation	Improve pavement, bridge, or transit facilities rated in "fair" or "poor" condition
Pedestrian Conditions	Repair, restore, or improve pedestrian conditions in pre-1980s neighborhoods

3

GOAL 3: EXPAND MOBILITY CHOICES THROUGHOUT THE REGION

Scoring Metric	Projects Receive Points if They
Access to Essential Services	Improve or expand multimodal access to schools or hospitals
Access to Jobs	Improve access to key commercial and employment centers
Route Choice	Improve network access and connectivity by increasing intersection density
Transit Access	Close a gap, remove a barrier, or improve transit operations near Streamline bus routes and stops
Active Transportation Network	Improve or close a gap in pedestrian or bicycle network; Add low-stress facilities for walking or bicycling separated from motor vehicles

4

GOAL 4: ENHANCE HEALTH, QUALITY OF LIFE, AND PRESERVE REGIONAL CHARACTER

Scoring Metric	Projects Receive Points if They
Access to Recreational and Active Facilities	Improve or expand access to public recreation facilities, parks, or trails
Wildlife	Do not impact moderate or high wildlife sensitivity and use corridors
Natural Preservation	Do not encroach on environmentally sensitive areas
Emissions	Reduce VMT, single-occupancy vehicle trips, or carbon emissions

5

GOAL 5: ENHANCE TRANSPORTATION AND LAND USE PLANNING COORDINATION

Scoring Metric	Projects Receive Points if They
Connectivity to Destinations	Add connections near multiple key destinations or provide connections between neighborhoods and/or urban renewal districts
Growth Plans	Located within a Moderately or Most Suitable area as defined by the Gallatin Valley Future Land Use Map
Walkable Place Support	Improve pedestrian access or contribute to a more comfortable walking environment
Complete Streets Design	Include Complete Street elements that better align the street or road with surrounding land use, access needs, and multimodal activity

6

GOAL 6: IMPROVE TRANSPORTATION SYSTEM RESILIENCE

Scoring Metric	Projects Receive Points if They
Freight Reliability and Access	Located on a corridor where freight traffic is common or within ½ mile of an industrial zone used for trucking
Network Redundancy	Improve route options, parallel circulation, emergency access, or system redundancy
Transit Reliability and Access	Advance Transit Strategic Plan recommendations or improve reliable transit operations

Prioritizing and Recommending

Project scoring results were presented to TTAC for feedback and discussed in working sessions with GVMPO partners to memorialize specific project benefits and project-specific features or context that may not be elevated through the spatially focused assessment, determine tradeoffs, and identify potential challenges with implementation. This iterative process was used to collaboratively prioritize projects to help select final recommendations contingent on the forecasted availability of applicable funding sources by project types, which is detailed in Chapter 11.

Final decisions were informed based on work sessions held with GVMPO staff and TTAC partners to determine tradeoffs and feasibility challenges with projects to develop a fiscally constrained list with the greatest potential return on investment based on the GVMPO goals and objectives. Scored projects not in alignment with the prioritization criteria were allocated to the Illustrative List for further evaluation in subsequent LRTP updates and consideration as conditions may evolve in the future.

Figure 7-1. Project Prioritization Determination Criteria

Advance for Funding Consideration	Assign to Illustrative List
✓ The project has committed or partial funding ✓ The project is a key priority for implementation based on GVMPO Committees and partner feedback ✓ The project is in an advanced state of shovel readiness (e.g., preliminary design or engineering) ✓ The project received strong support in LRTP workshop voting or online comments ✓ The project is a strong candidate for grant funding ✓ The project will advance regional collaboration ✓ The project will improve system resilience or replace deficient assets	• The project has major design or feasibility constraints • The project has significant right-of-way acquisition needs or complications • The project is primarily dependent on future private development • The project warrants an increase in traffic volumes • The project will significantly increase future costs for roadway preservation, maintenance, or snow removal • The project has limited funding source or grant opportunities

CHAPTER 8

ALTERNATIVES ANALYSIS

Approach

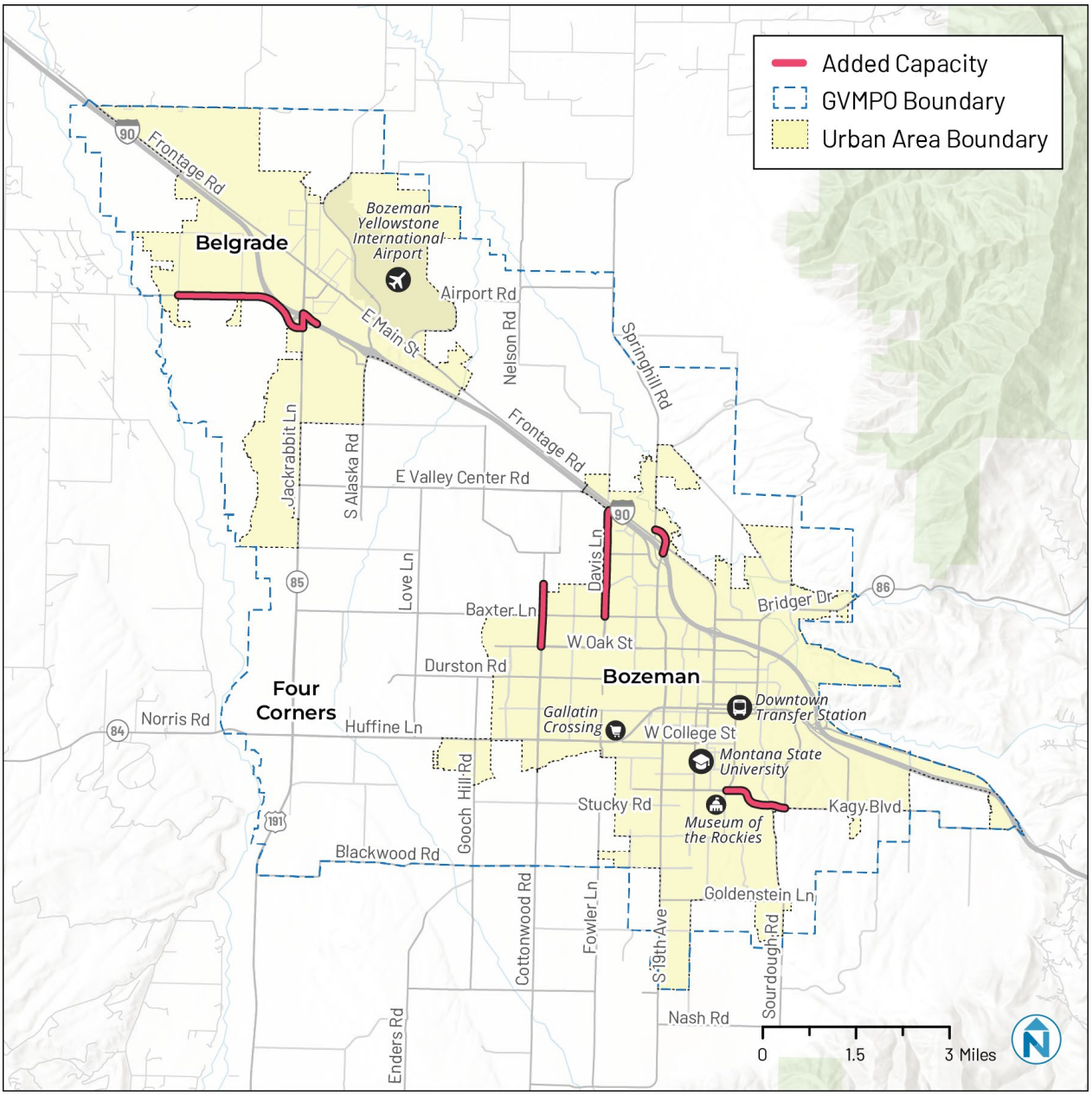
A total of four future transportation network alternatives were analyzed with the travel demand model to help understand which projects (or packages of projects) and to what extent would best address future needs. Projects modeled consisted solely of those that would affect the capacity of the network (e.g., widenings or intersection turn lane modifications). The four alternatives are described below:

Alternative Name	Description
1. Adding Capacity to Existing/Committed Corridors ***(Limited Test)***	Tested select projects that widen existing roads or reconfigure travel and turn lanes
2. Adding Capacity through New Connections ***(Limited Test)***	Tested select projects that extend roads to complete a new connection in the street network
3. Hybrid Combination of Alternatives 1 & 2 ***(Unconstrained by Funding Availability)***	Tested all collected projects that add capacity to existing corridors or extend the road network
4. Fiscally Constrained Alternative ***(Recommended Plan)***	Tested the projects included in the fiscally constrained project list that add capacity or new connections to the road network

Alternative 1

ADDING CAPACITY TO EXISTING/COMMITTED CORRIDORS

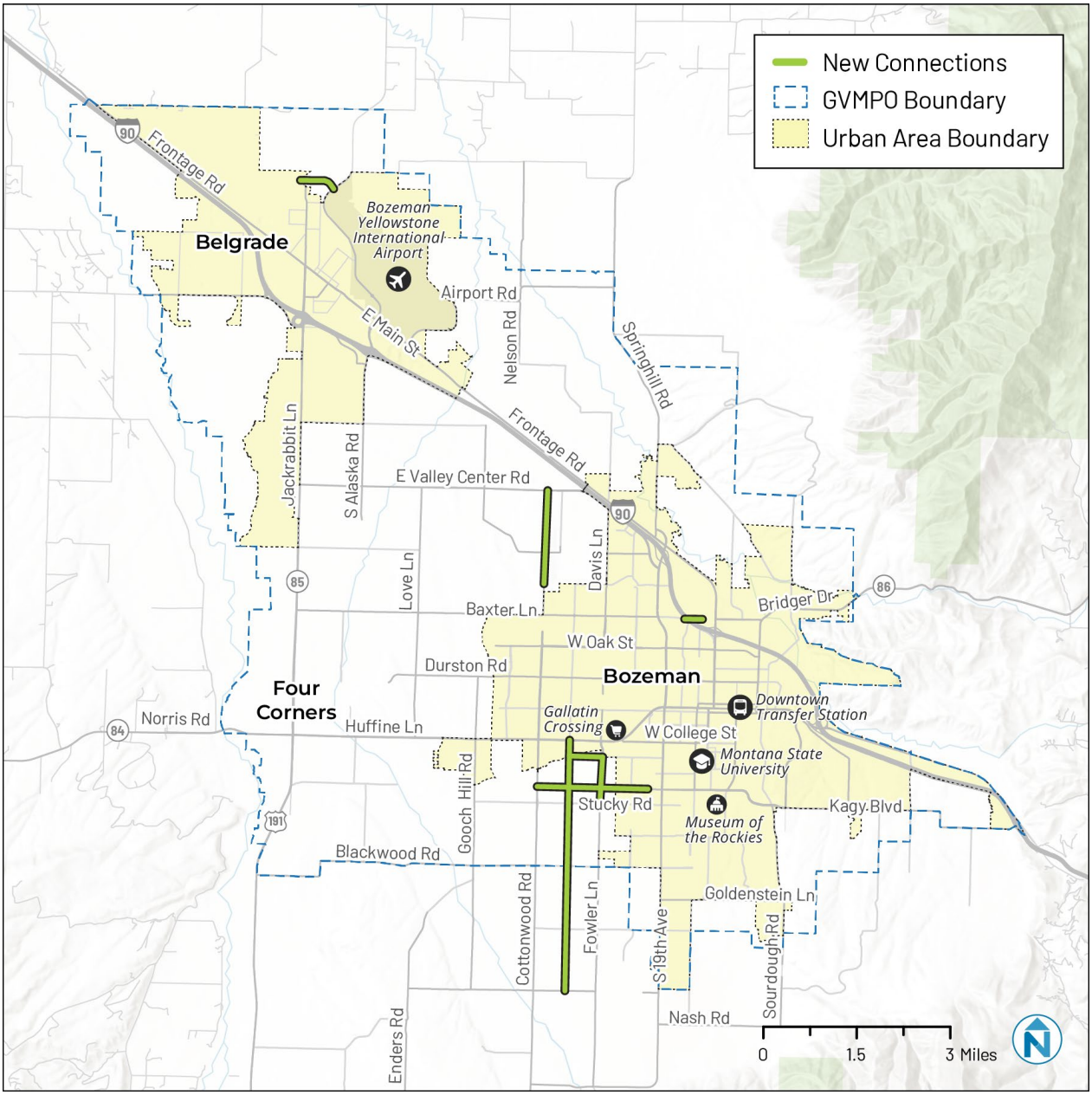
Figure 8-1. Alternative 1 Projects



Alternative 2

ADDING CAPACITY THROUGH NEW CONNECTIONS

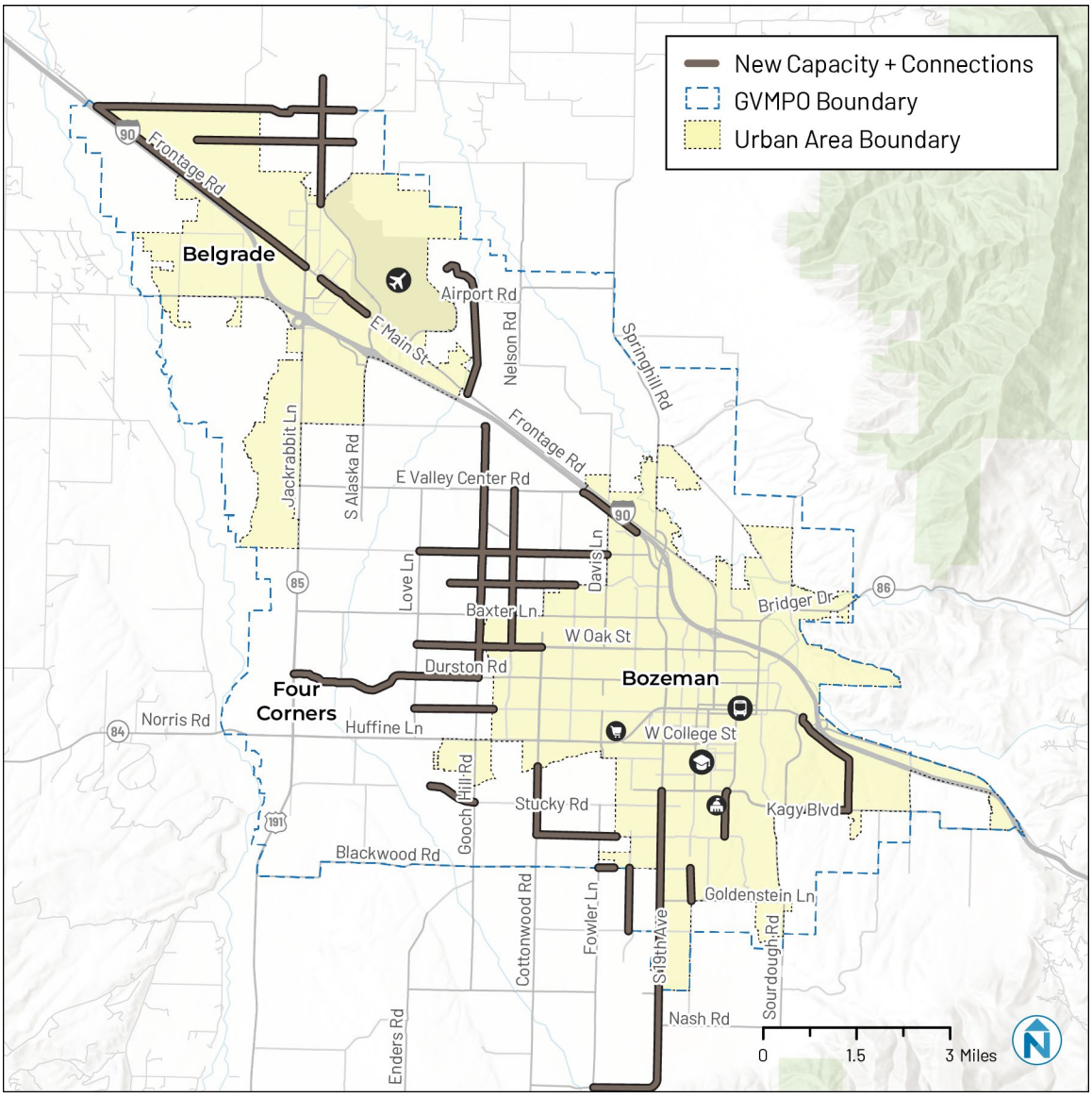
Figure 8-2. Alternative 2 Projects



Alternative 3

HYBRID COMBINATION OF ALTERNATIVES 1 & 2

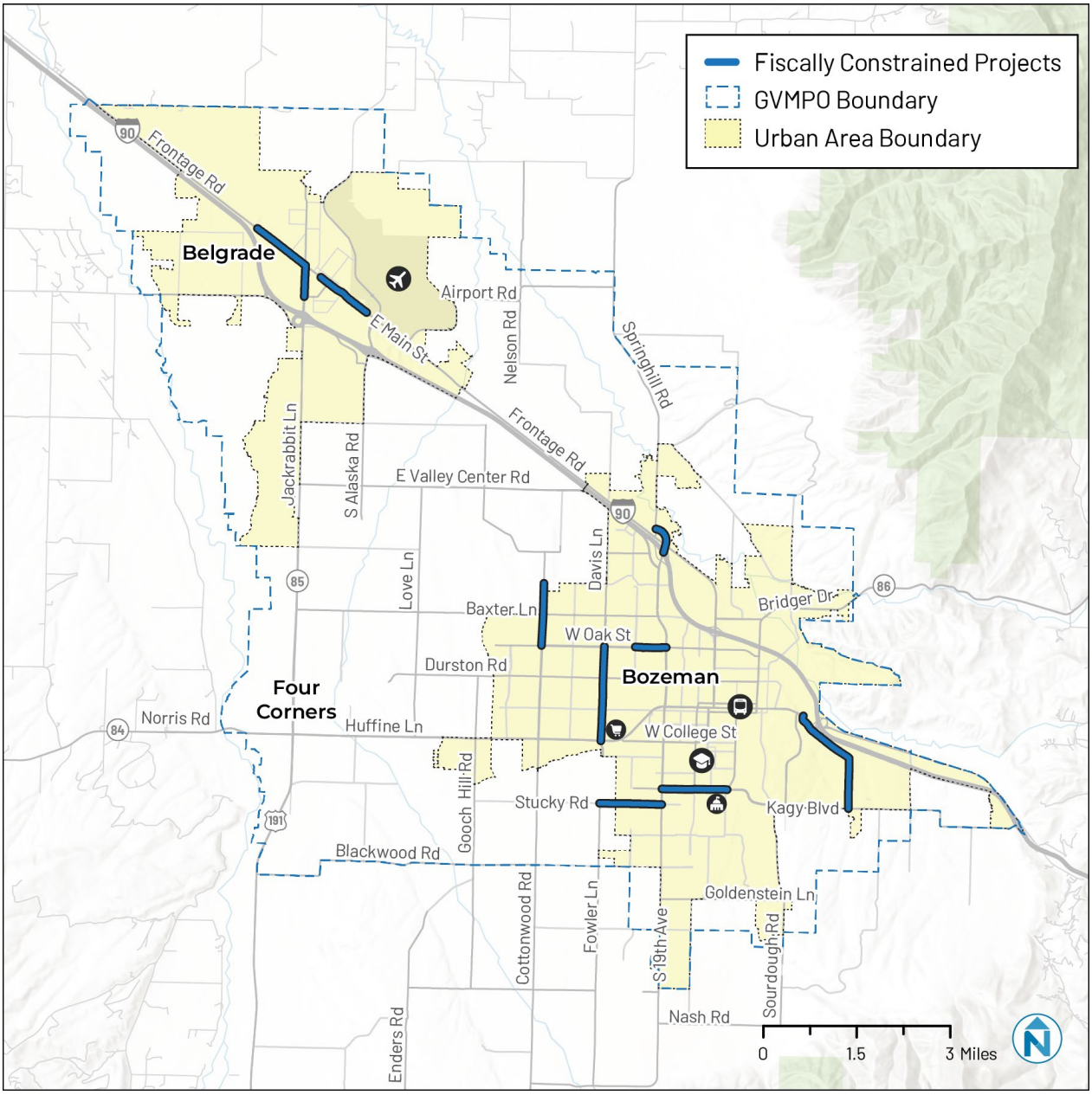
Figure 8-3. Alternative 3 Projects



Alternative 4

FISCALLY CONSTRAINED ALTERNATIVE

Figure 8-4. Alternative 4 Projects



Results

The Gallatin Valley Travel Demand Model was the primary tool used to evaluate the roadway network alternatives described above.

A travel demand model is used to simulate existing travel patterns, forecast future travel patterns and conditions, and evaluate the relative effects of transportation improvement alternatives. Knowledge of how transportation improvement alternatives performs, and the magnitude of their impacts, provides local decisionmakers with valuable information needed to evaluate various transportation improvements.

This travel demand model was developed by staff at MDT's Rail, Transit, and Planning Division using Caliper Corporation's TransCAD modeling software (Version 9.0). The traditional modeling process of trip generation, trip distribution, and traffic assignment were used to develop the Gallatin Valley Travel Demand Model. For the purposes of this model only part of Gallatin County was included. Areas south of Gallatin Gateway were excluded.

The model reasonably reflects observed traffic data for the 2022 base year. Results were measured both model-wide and within the Bozeman Urbanized Area boundary. Overall, the model achieves results well within target validation guidelines as set forth by FHWA's Travel Model Improvement Program Travel Model Validation and Reasonableness Checking Manual Second Edition.



Using the projected growth in households and jobs through 2050, future traffic volumes were estimated for the roadway network within the MPA and then compared to underlying roadway capacities to identify roadway segments by generalized level of need. Roadways with a volume-to-capacity (v/c) ratio within the range 0.75 to 1.00 are indicative of an emerging capacity constraint, and those exceeding a v/c ratio of 1.00 may indicate more pronounced capacity constraints. Volumes are expected to grow significantly in locations where future households and job growth are concentrated or where alternative travel routes are limited. The model does not quantify the extent to which congestion could be mitigated through changes to land-use mix, trip lengths, mode choice, development form, or local-street connectivity.

As discussed in Chapter 6, the projected growth in households and jobs were developed in collaboration with the Gallatin Valley Land Use Committee and informed by the Gallatin County Growth Policy and Future Land Use Map. Future housing and job growth assumptions were assigned to transportation analysis zones throughout the MPA based on adopted growth plans, environmental constraints, infrastructure availability, and vacant developable land.

The subsequent maps show the 2050 Volume/Capacity ratios on the Existing/Committed and the Alternative networks.



Figure 8-5. 2050 Existing/Committed Volume/Capacity Ratios

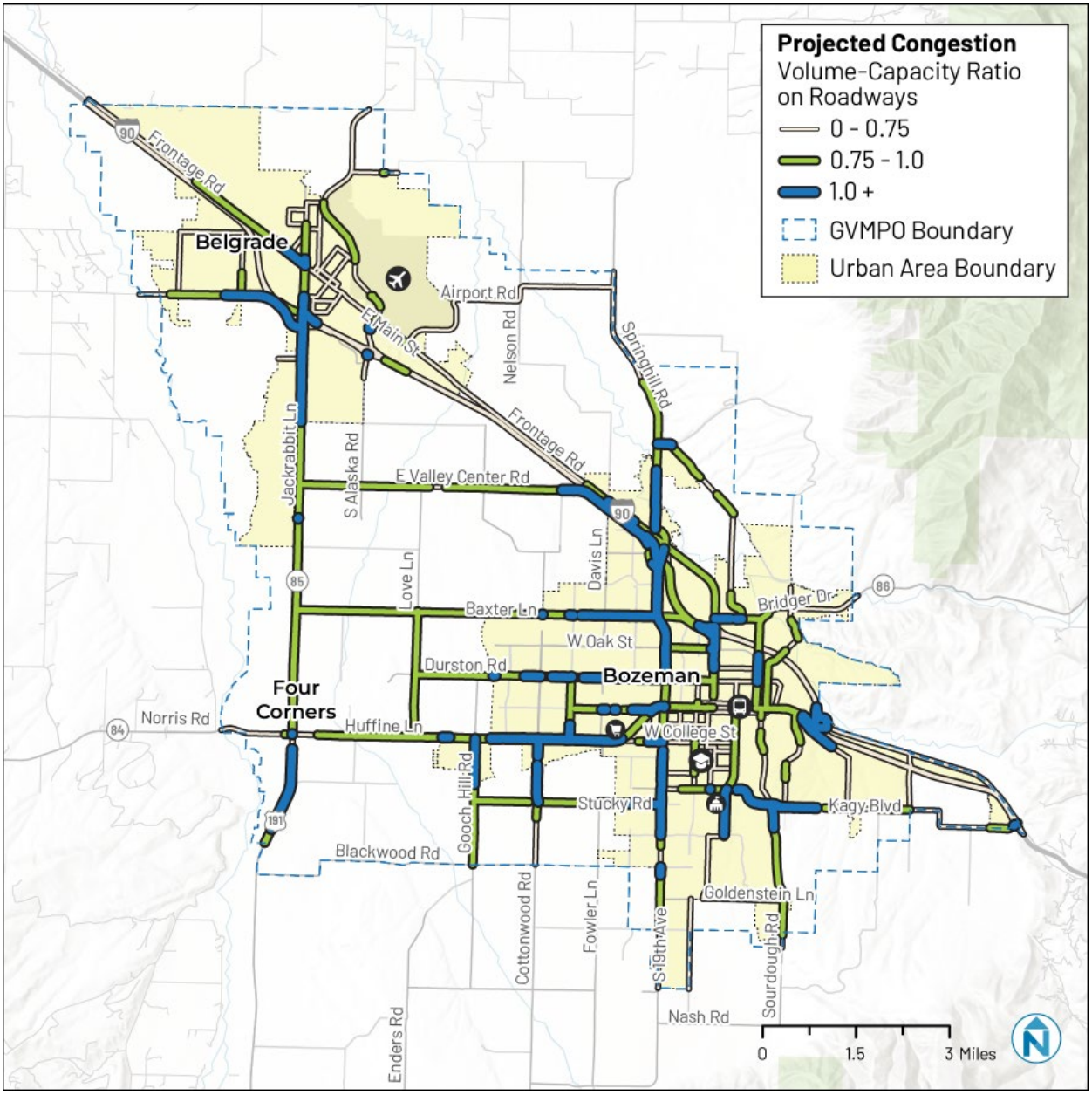


Figure 8-6. Alternative 1 Volume/Capacity Ratios

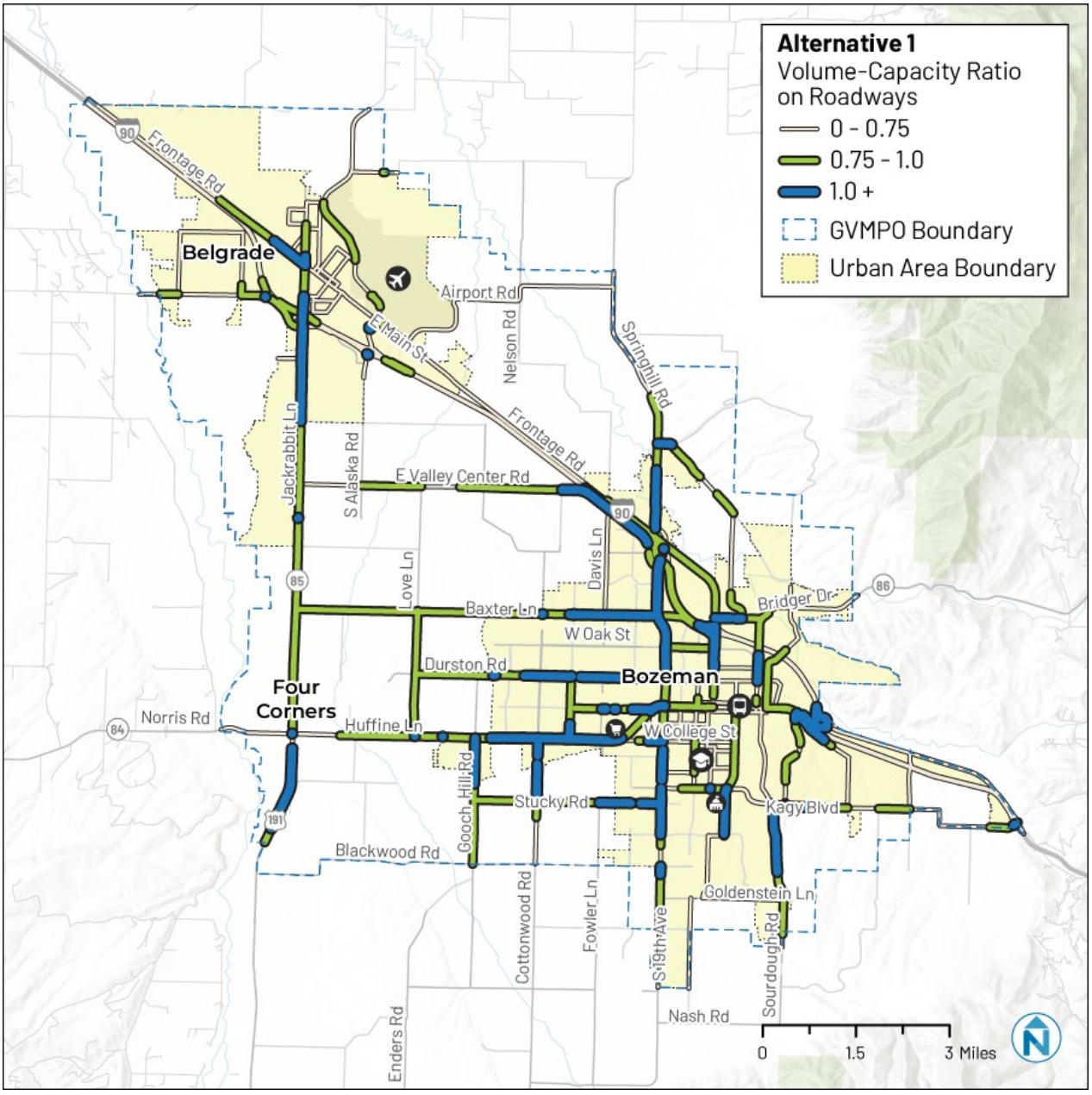


Figure 8-7. Alternative 2 Volume/Capacity Ratios

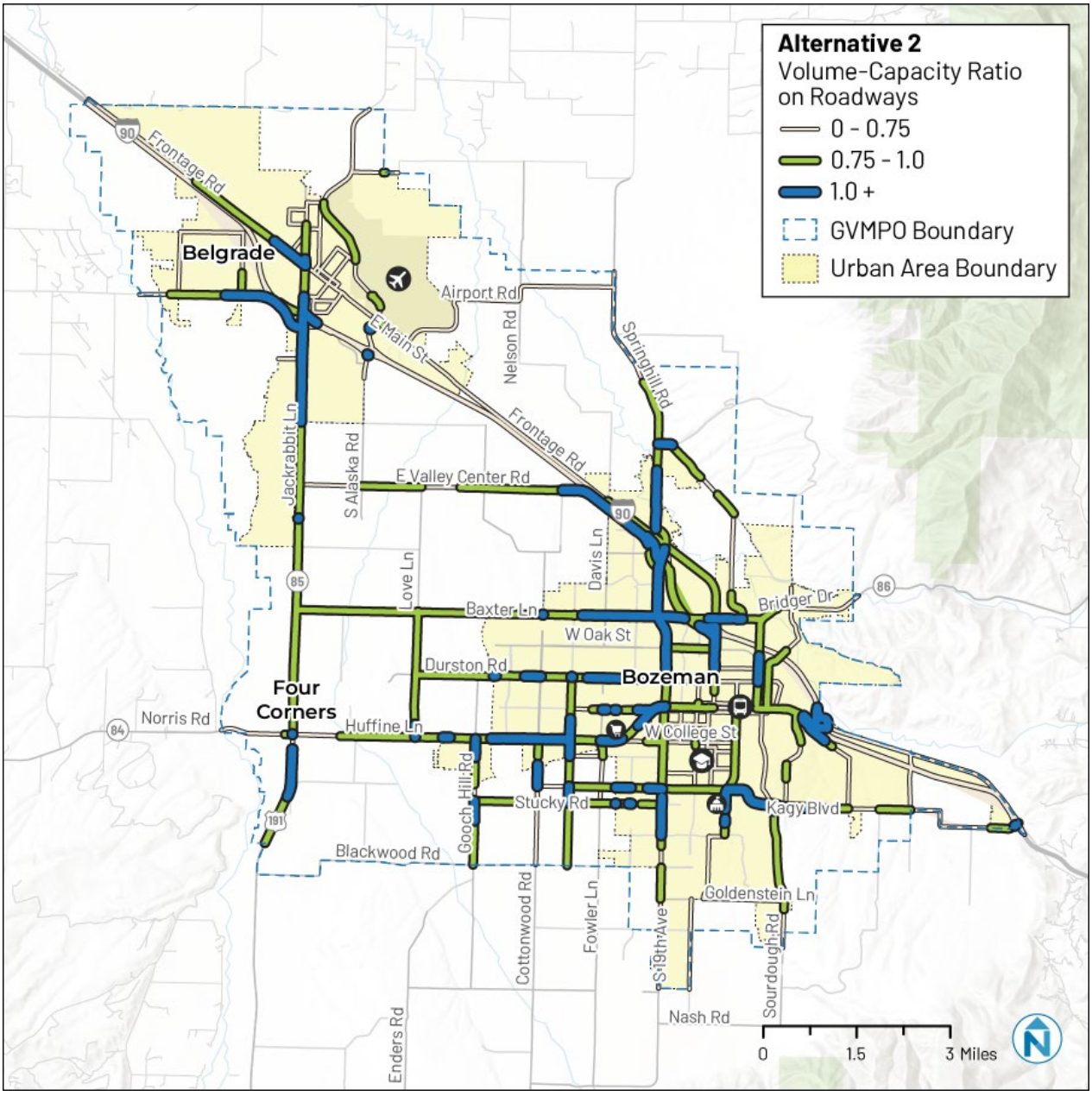


Figure 8-8. Alternative 3 Volume/Capacity Ratios

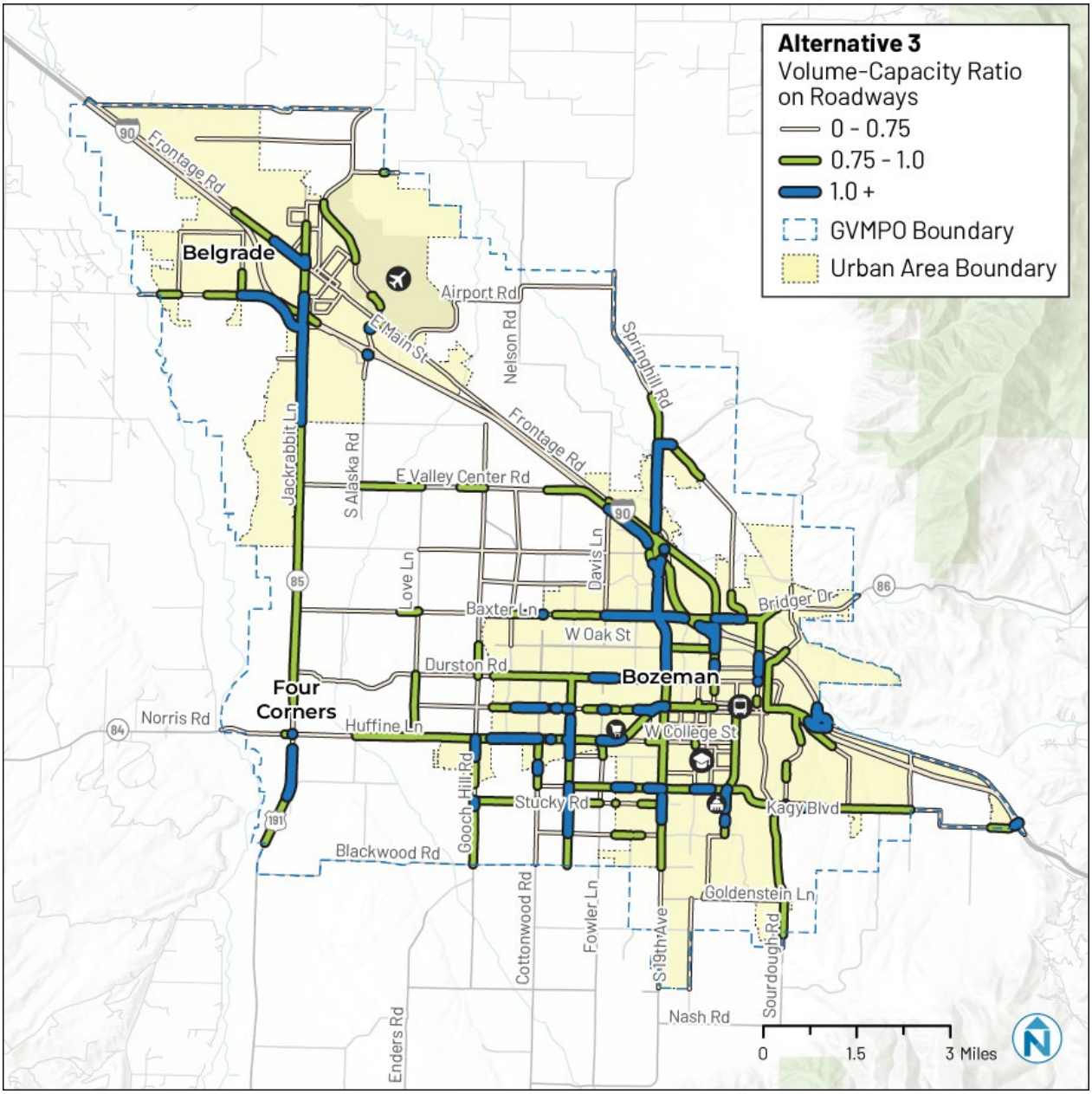
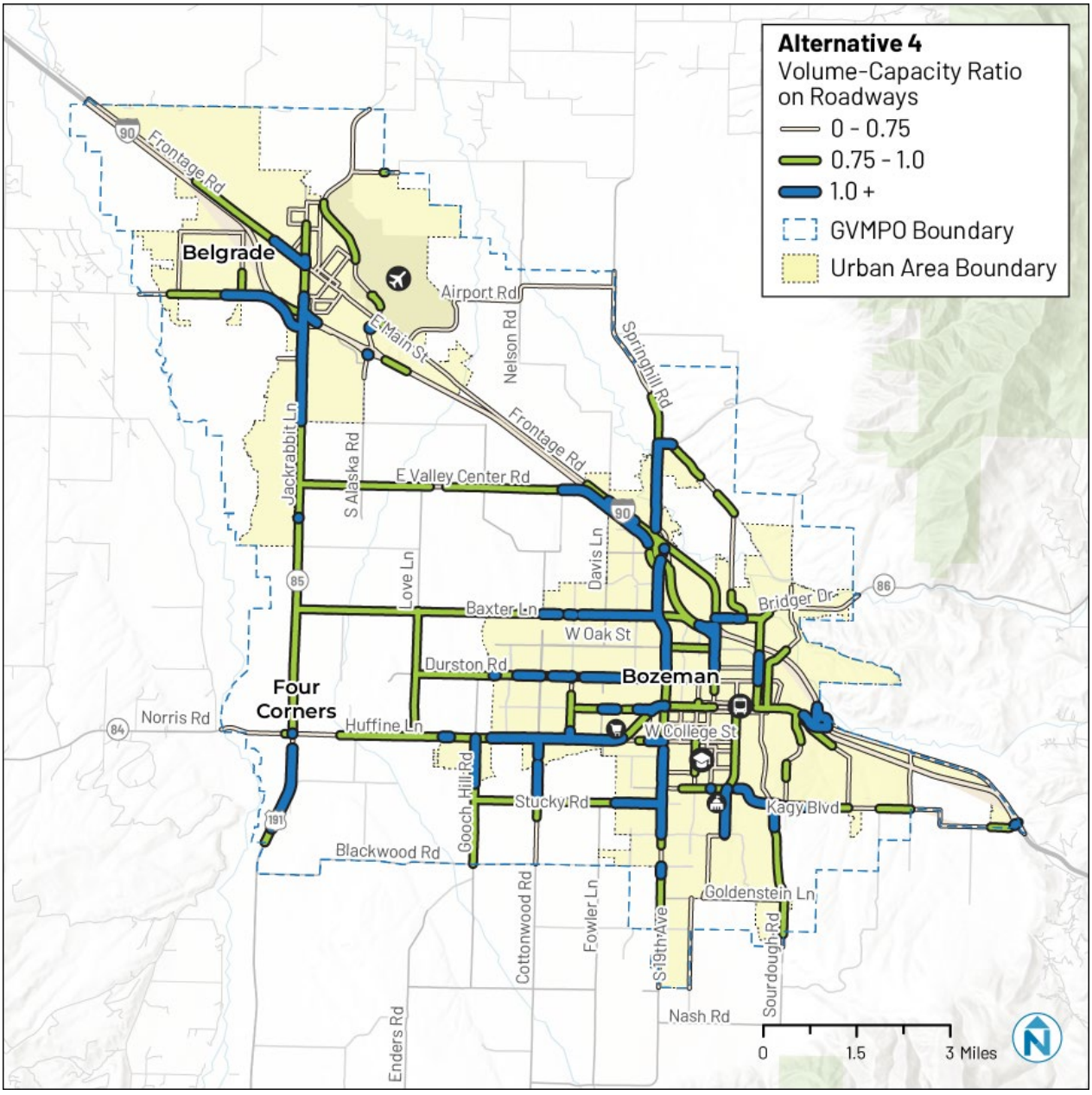


Figure 8-9. Fiscally Constrained Alternative Volume/Capacity Ratios



Evaluation

The main purpose of running multiple alternatives through the travel model was to conduct exploratory analysis to help determine which types or mix of projects might best address identified needs. When comparing the model results of Alternative 1 to Alternative 2, and when focusing on 2050 projected vehicle miles traveled (VMT) (e.g., modeled volumes weighted by distance) for the "worst of the worst" (i.e., those network segments with volume/capacity ratios exceeding 1.00), Alternative 2 resulted in less future travel (i.e., VMT) being exposed to highly congested conditions, particularly at the system level. This outcome reinforced additional exploratory analysis of the effects of the remaining new connections projects and led to the creation of a final alternative for testing (Alternative 3) and could be supportive of a desired policy direction that emphasizes new connections projects integrated with land use planning.

Although none of the alternatives modeled were shown to completely address the "worst of the worst" congestion, Figure 8-10 provides a clear indication that the package of projects included in Alternative 3 would make the most progress.

Except for Minor Collector roadways, Alternative 3 would result in significantly reduced exposure of future travelers to highly congested conditions when compared to the Existing/Committed condition and to Alternatives 1 and 2.

Figure 8-10. 2050 VMT Exposure to Highly Congested Conditions by Functional Classification by Alternative

Functional Class	2050 Existing/ Committed	2050 Alt 1	2050 Alt 2	2050 Alt 3	2050 Alt FC
Interstate	0	0	0	0	0
Principal Arterial - Other	254,559	248,560	223,555	182,774	250,826
Minor Arterial	114,095	75,754	94,808	74,150	107,186
Major Collector	101,123	108,798	86,425	72,954	102,384

Functional Class	2050 Existing/ Committed	2050 Alt 1	2050 Alt 2	2050 Alt 3	2050 Alt FC
Minor Collector	4,415	5,252	3,554	6,128	1,794
Local	113,733	93,928	98,702	76,525	108,235
Ramp	18,181	11,493	17,994	11,225	14,645
All	**606,106**	**543,786**	**525,038**	**423,756**	**585,070**
All (Excluding Local Roads)	**492,373**	**449,858**	**426,336**	**347,231**	**476,835**

All VMT shown is for V/C>1.00. Interstate capacity is not projected to be exceeded by 2050 and is shown as 0.

Functional Class	Alt 1 vs. Existing/ Committed	Alt 2 vs. Existing/ Committed	Alt 3 vs. Existing/ Committed	Alt FC vs. Existing/ Committed
Interstate	0%	0%	0%	0%
Principal Arterial - Other	98%	88%	72%	99%
Minor Arterial	66%	83%	65%	94%
Major Collector	108%	85%	72%	94%
Minor Collector	119%	80%	139%	101%
Local	83%	87%	67%	41%
Ramp	63%	99%	62%	95%

Functional Class	Alt 1 vs. Existing/ Committed	Alt 2 vs. Existing/ Committed	Alt 3 vs. Existing/ Committed	Alt FC vs. Existing/ Committed
All	**90%**	**87%**	**70%**	**97%**
All (Excluding Local Roads)	**91%**	**87%**	**71%**	**97%**

All VMT shown is for V/C>1.00. Interstate capacity is not projected to be exceeded by 2050 and is shown as 0%.

Although the modeling results do not directly inform project selection, they do provide confirmation that the collection of projects included in Alternative 3 address future needs. These projects were advanced to the illustrative list for further evaluation and, pending funding availability, were included in the final list of recommended projects.

While the Alternative 3 model results demonstrate that a significant portion of future needs could be addressed, not enough funding will be available to implement the full project portfolio. Should additional funding become available, the projects included in Alternative 3 should be considered as candidate projects for promotion to the fiscally constrained project list and as a starting point for the next LRTP update.

The final alternative run through the travel model was the Fiscally Constrained Alternative. Due to limited financial resources, only a small number of capacity-affecting projects were recommended for inclusion in the Fiscally Constrained project list. Thus, while demonstrating that some needs are met, the Fiscally Constrained Alternative addresses a lesser amount of system-level need when compared to the other alternatives.

CHAPTER 9

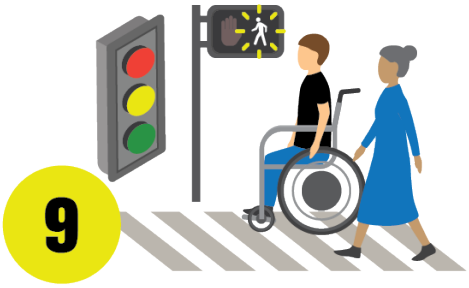
RECOMMENDED PROJECTS

Our Transportation Future

Formed through community input, collaboration with GVMPO partners, and technical analysis focused on achieving our goals and performance targets, the Recommended Project List includes 46 projects that address immediate needs within the Gallatin Valley MPA and identifies future investments that support the LRTP goals, objectives, and performance targets.



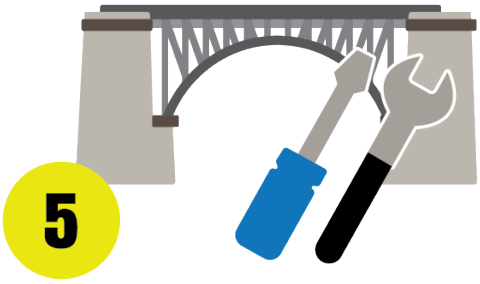
ACTIVE TRANSPORTATION PROJECTS



SAFETY PROJECTS



ROADWAY PROJECTS



MAINTENANCE PROJECTS

Committed projects have funding allocated or are currently underway within MDT's current five-year STIP with federal funds. Many of these projects are in progress or construction is anticipated within the next five years. STIP committed projects are included in the near-term funding projections, though in some cases the funding needs extend beyond the current timeframe of the STIP. Committed annual maintenance programs are also listed for the near-term funding projections.

Committed projects also include locally funded projects from the City of Bozeman's Capital Improvements Plan (CIP) and a locally funded project from the City of Belgrade's Safety Action Plan. Committed local projects are not federally funded and are included in this plan for illustrative purposes because they represent important transportation investments in the region in the next five years.

Committed projects include important maintenance on roads, trails, and sidewalks, including South Cottonwood Road, South 27th Avenue, and Oak Street. They also include major capital projects on Main Street and Jackrabbit Lane in Belgrade, as well as Kagy Boulevard and Fowler Lane in Bozeman.

Recommended projects are divided into mid-term and long-term phases and are recommended to be implemented as funding allows.

Mid-term projects focus on building off or enhancing projects committed in the near-term, as well as improving connections and expanding mobility options along key priority corridors. This includes projects such as adding new multimodal facilities along Amsterdam Road, I-90 Frontage Road, and Gallatin Gateway, and improving capacity and traffic operations on 3rd Avenue, Oak Street, and at the 19th Avenue/I-90 interchange in Bozeman.

Long-term projects invest in critical infrastructure upgrades across the MPA to improve safety and prioritize regional connectivity between Bozeman and Belgrade and within Four Corners.

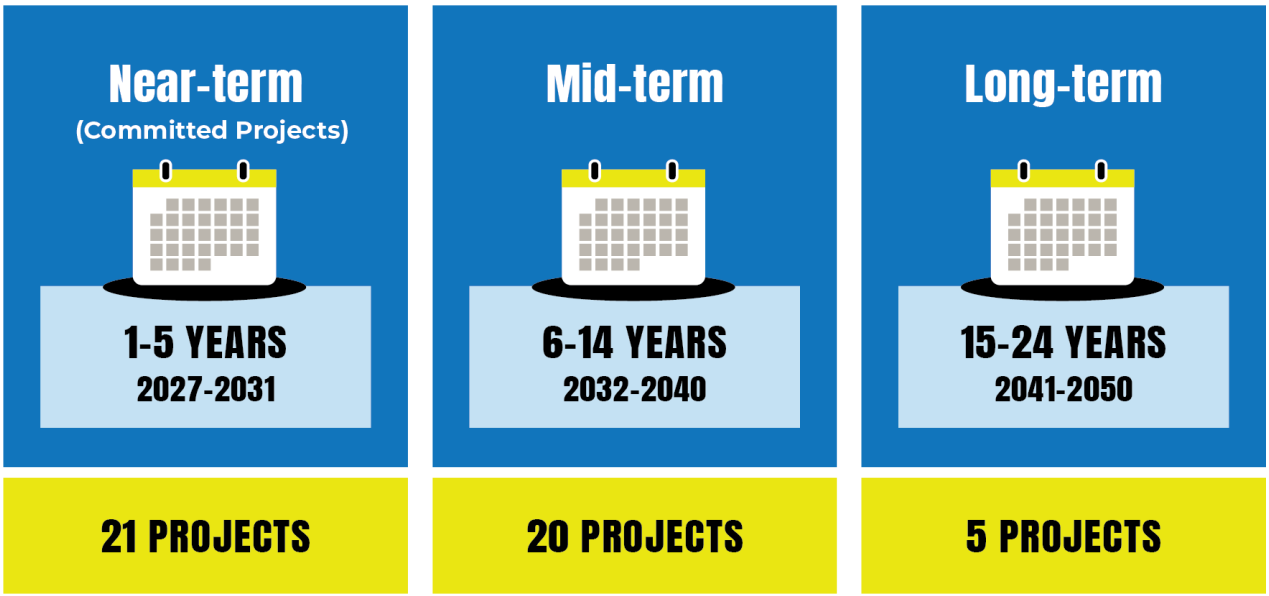
Illustrative projects are used to supplement the recommended project list as community needs evolve and funding opportunities arise. Construction costs and right-of-way acquisition may not be feasible for these projects within the timeframe of the plan, but they are important to consider for future implementation. Some illustrative projects reflect local commitments and expectations for projects, but their implementation is dependent on traffic warrants being met or development occurring near the project site. Funding is not yet programmed for these projects, and they are outside the fiscally constrained project list. There are 85 illustrative projects in total, 72 of which are roadway projects, seven are safety projects, three are active transportation projects, and three are maintenance projects.

The complete list of projects can be found in Appendix A.

Prioritizing Projects

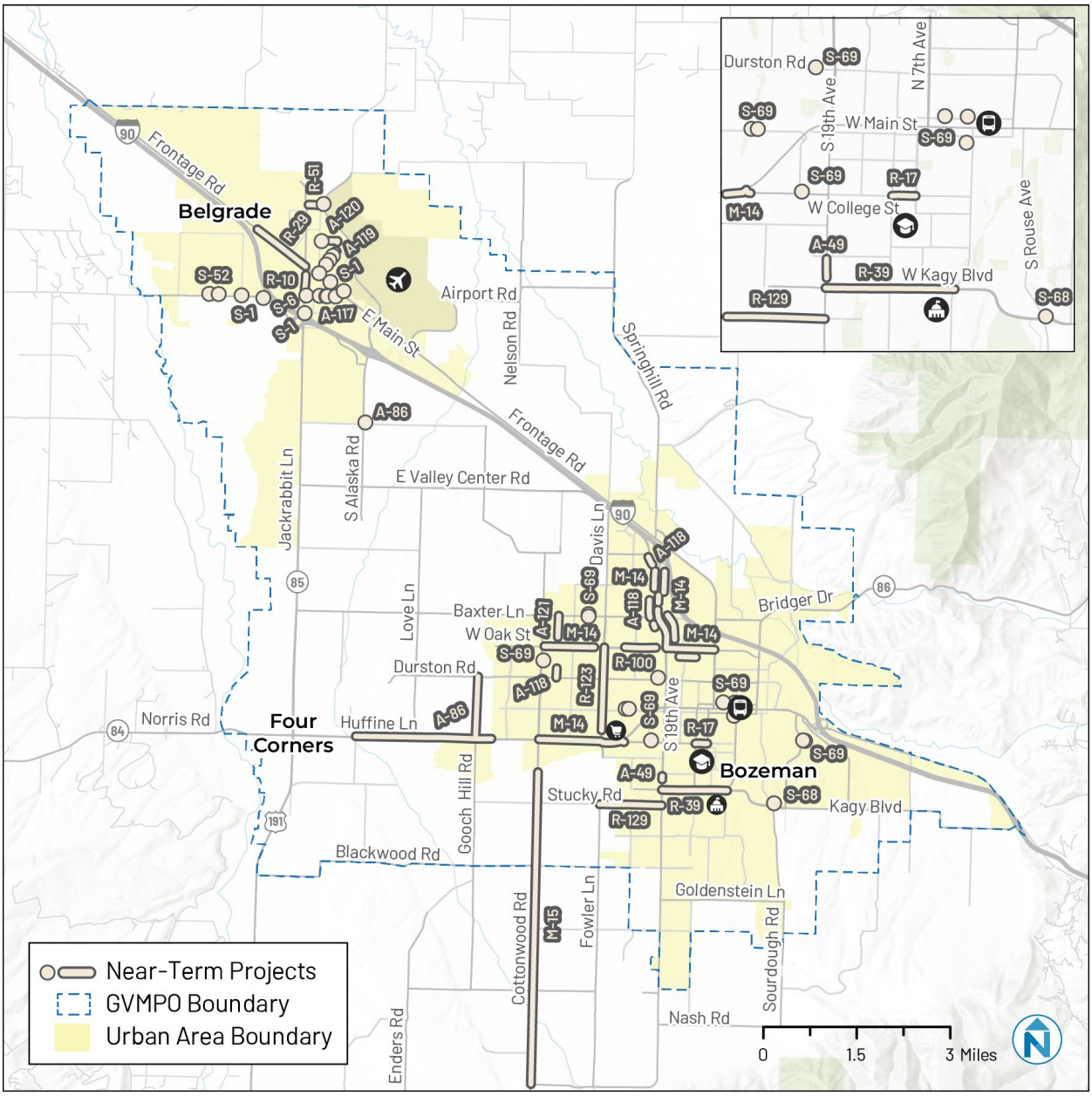
Projects are recommended for implementation based on the Evaluation Framework described in Chapter 7 and the availability of funding sources described in Chapter 11. The following sections display the projects by their phases and describe the projects in more detail, including cost estimates and potential funding sources. Costs in the mid- and long-terms have been adjusted for inflation using MDT's standard three percent annual increase to the midpoint of each phase.

Funding sources listed for near-term projects and programs are committed funding. For the mid- and long-term projects, listing a source does not constitute a commitment, but rather a strong-match funding suggestion to evaluate if a project progresses toward implementation. State and federal funding sources are constantly in flux, and projected revenues are subject to change. Many funding sources are awarded through competitive applications or require data-driven analysis to demonstrate benefits and therefore cannot be guaranteed for use.



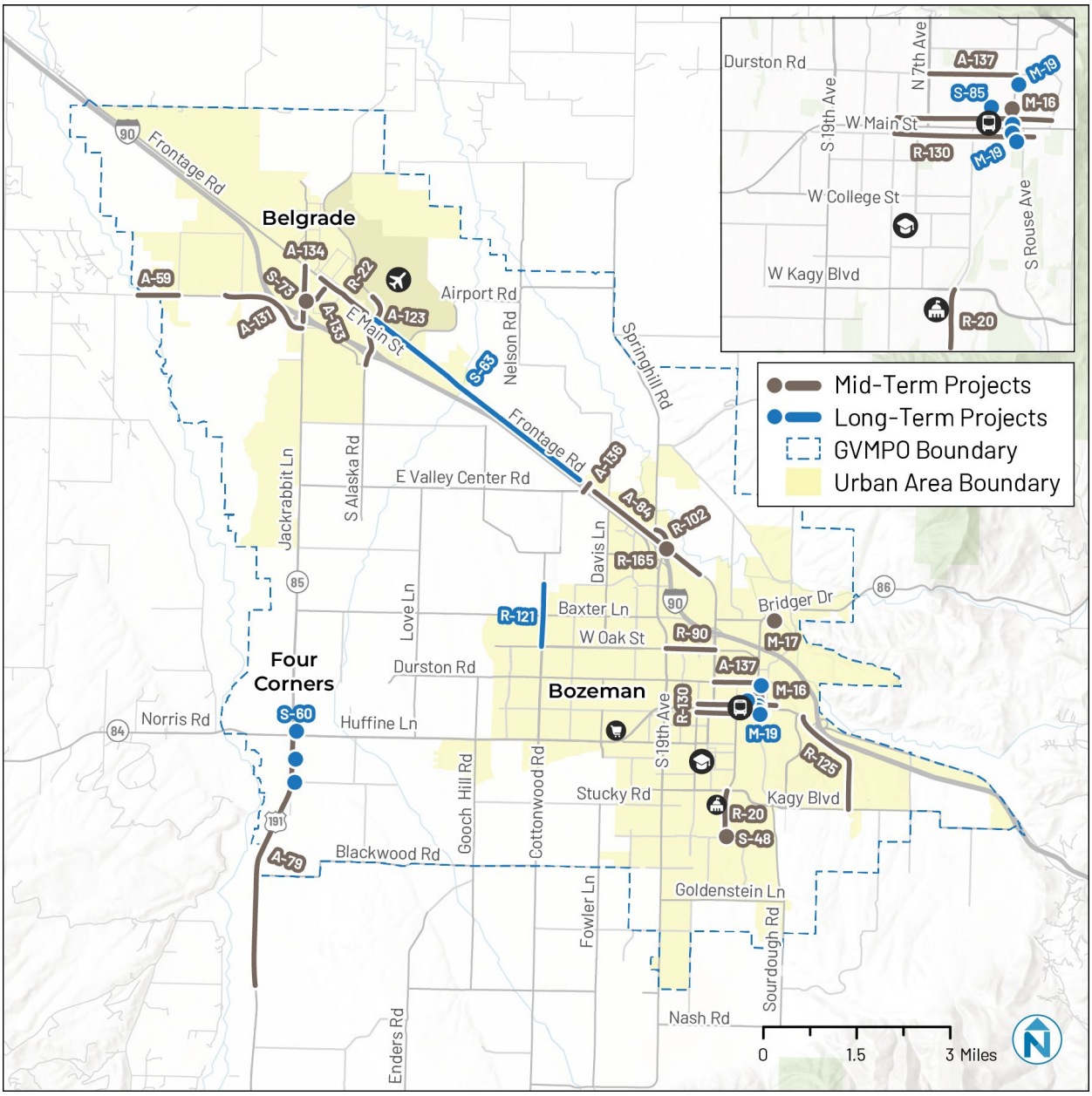
Committed Projects

Figure 9-1. Committed Projects



Recommended Mid- and Long-Term Projects

Figure 9-2. Recommended Mid- and Long-Term Projects



Project Lists

Committed STIP Projects

LRTP Project ID	MDT Project Code	LRTP Project Name	MDT STIP Project Name (If Different From LRTP)	Project Category	Cost (2026 Dollars)	Funding Source(s)	Local/Regional/ State Plan Source
S-1	UPN 9930	Jackrabbit Lane and Amsterdam Road Intersection Improvements	Belgrade - Int Improvements	Safety	$12,915,725	NH; STP (STPX, STPS, SFCN)	2018 Belgrade Long Range Transportation Plan
R-29	UPN 9926	Main Street (Bolinger Road to Jackrabbit Lane)	Main Street - Belgrade	Roadway	$11,000,000	STPU	2018 Belgrade Long Range Transportation Plan
S-52	UPN 9718	Amsterdam Road/River Rock Road and Green Belt Drive Intersections	SF 189 Amsterdam Rd Intx Imprv	Safety	$3,786,387	HSIP	2018 Belgrade Long Range Transportation Plan
S-68	UPN 9644	SF 179 Signal Kagy Sourdough		Safety	$902,393	HSIP; CR	MDT Statewide Transportation Improvement Plan (STIP)

LRTP Project ID	MDT Project Code	LRTP Project Name	MDT STIP Project Name (If Different From LRTP)	Project Category	Cost (2026 Dollars)	Funding Source(s)	Local/Regional/ State Plan Source
R-10	UPN 9057	Jackrabbit Lane (Main Street to Madison Avenue)	Belgrade - Urban Improvements	Roadway	$61,893,776	NH; STP (STPX, STPS, SFCN); MACI; Grants (RAISE)	2018 Belgrade Long Range Transportation Plan
R-39	UPN 8931	Kagy Boulevard (Willson Avenue to S 19th Avenue)	Kagy Blvd - S 19th To Willson	Roadway	$42,491,447	STPU; Grants (Rural)	2017 Bozeman Transportation Master Plan
A-121	UPN 10751	Flanders Mill Sidewalk-Bozeman		Active Transportation	$747,815	TA-MPO	MDT Statewide Transportation Improvement Plan (STIP)
S-69	UPN 10750	Ped Crossing Upgrades-Bozeman		Safety	$785,346	TA-MPO	MDT Statewide Transportation Improvement Plan (STIP)
A-86	UPN 10743	Connecting Communities in Gallatin County	Huffine Lane Shared Use Path / Connecting Communities	Active Transportation	$18,888,704	TA-Statewide; GRANTS (SS4A)	2025 Gallatin County Safe Streets for All
A-120	UPN 10738	Helen-Hoffman Walks - Belgrade		Active Transportation	$1,942,195	TA-Statewide	MDT Statewide Transportation Improvement Plan (STIP)

LRTP Project ID	MDT Project Code	LRTP Project Name	MDT STIP Project Name (If Different From LRTP)	Project Category	Cost (2026 Dollars)	Funding Source(s)	Local/Regional/ State Plan Source
A-119	UPN 10737	Hoffman St Sidewalks-Belgrade		Active Transportation	$3,613,736	TA-Statewide	MDT Statewide Transportation Improvement Plan (STIP)
M-15	UPN 10696	South Cottonwood Road- Bozeman		Maintenance	$262,615	STP (STPX, STPS, SFCN)	MDT Statewide Transportation Improvement Plan (STIP)
A-118	UPN 10453	Bike/Ped Paths-Bozeman		Active Transportation	$891,573	TA-Statewide	MDT Statewide Transportation Improvement Plan (STIP)
M-14	UPN 10450	Path Preservation II-Bozeman		Maintenance	$392,466	TA-Statewide	MDT Statewide Transportation Improvement Plan (STIP)
A-117	UPN 10441	Madison Ave Sidewalk-Belgrade		Active Transportation	$1,358,250	TA-Statewide	MDT Statewide Transportation Improvement Plan (STIP)

Committed Local Projects

LRTP Project ID	Local Project Code	LRTP Project Name	Project Category	Cost (2026 Dollars)	Funding Source(s)	Local/Regional/ State Plan Source
R-129	SIF191 in FY27-31 CIP	Stucky Road (S 19th Avenue to Fowler Lane)	Roadway	$9,409,900	Local Funding	2017 Bozeman Transportation Master Plan
R-100	SIF159 in FY27-31 CIP	Oak Street (27th Avenue to 19th Avenue)	Roadway	$4,250,000	Local Funding	2017 Bozeman Transportation Master Plan
R-17	SIF157 in FY26-30 CIP	W College Street (8th Avenue to 11th Avenue)	Roadway	$1,500,000	Local Funding	2017 Bozeman Transportation Master Plan
R-123	SIF114 in FY26-30 CIP	Fowler Connection (Huffine Lane to Oak Street)	Roadway	$22,596,000	Local Funding	2017 Bozeman Transportation Master Plan
A-49	A&C016 in FY26-30 CIP	S 19th Avenue Shared Use Path	Active Transportation	$432,600	Local Funding	2017 Bozeman Transportation Master Plan
R-51	WO 22-03	Dry Creek Road, Cruiser Lane, and Spooner Road Intersection Safety Project	Roadway	$8,500,000	Local Funding, Private Developer Funding	2025 Belgrade Safety Action Plan

Committed STIP Maintenance Projects/Annual Programs

MDT Project Code	MDT STIP Program Name	Description	Project Category	Cost (2026 Dollars)	Funding Source(s)
UPN 9604	SF179 Durston Rd Curves	Reconstruct curves to address road crashes at Ajaker Creek on L-16-178 at RP 2.7-2.9	Maintenance	$3,946,667	HSIP
UPN 10856	Belgrade-Southeast	Pavement Preservation, mill & fill on Frontage Road at P-205 from RP 21.1 to RP 26.8	Maintenance	$4,988,673	STP (STPX/STPS/STPP/SFCN)
UPN 10771	Int Improvements-Four Corners	Rehabilitation project to address substantial rutting issues at the Four Corners Intersection	Maintenance	$1,968,103	NH (NHPP), STPX/STPP
UPN 10752	Safe Routes to School-Bozeman	Safe Routes to School improvements	Safety	$69,711	TA
UPN 10364	Gallatin River- 3M SW Belgrade	Bridge Replacement to address scour issues on S-347 from RP 3.15 to 3.65 (not all locations inside MPO boundary)	Maintenance	$2,641,444	BR
UPN 10273	LMC Supply Ditch Structure	Bridge Replacement with added capacity on N-50 from RP 81.2 to 81.8	Maintenance	$2,432,720	BR

MDT Project Code	MDT STIP Program Name	Description	Project Category	Cost (2026 Dollars)	Funding Source(s)
-	MDT-Preventative Maintenance	Maintenance - Striping, Durable Pavement Marking, Pavement Preservation	Maintenance	$3,750,000	IM, NH (NHPP)
-	MDT HSIP Safety Projects	Safety improvement projects in various locations within the Gallatin Valley MPA	Safety	$1,000,001	HSIP
-	Urban Pavement Preservation	Urban pavement preservation at various locations within the Gallatin Valley MPA	Maintenance	$2,500,000	UPP

Mid-Term Project Recommendations

LRTP Project ID	Name	Description	Cost (2036 Dollars)	Potential Funding Source(s)	Project Source
R-130	Mendenhall & Babcock Streetscape	Complete streetscape improvements along Mendenhall Street and Babcock Street to include curb bulb-outs, landscaping and crossing enhancements.	$3,297,000	TA-Statewide; HSIP	2017 Bozeman Transportation Master Plan
A-137	Peach St Complete Street Improvements	This project will improve sidewalks, crosswalks, and bicycle facility on Peach Street between N 7th Avenue and N Rouse Avenue in the city of Bozeman.	$6,500,000	STP (STPU); TA-Statewide; TA-MPO; Grants	City of Bozeman Call for Projects
R-90	Oak St: 7th To 19th Safety Improvement	This project will redesign Oak Street from 7th Avenue to 19th Avenue in the city of Bozeman to improve safety and access control. The project would adjust curb location to remove the existing bike lanes and narrow travel lanes to minimum arterial standards, install a landscaped median to provide traffic calming and access management, and construct missing sections of shared use path.	$6,500,000	STP (UPP); HSIP; MACI (CMAQ); Grants	City of Bozeman Call for Projects
A-133	Madison Ave/Broadway St - Jackrabbit Lane to Main Street	Bike lane; bike-ped route and connector; Reconstruct to urban minor arterial standards to include on-street parking, curb, gutter, sidewalks, bike lanes	$2,600,000	STP (STPU)	2026 Belgrade Draft TMP

LRTP Project ID	Name	Description	Cost (2036 Dollars)	Potential Funding Source(s)	Project Source
R-22	Main Street (North Quaw Boulevard to Gallatin Field Road)	Reconstruct to urban principal arterial standards to include 8-foot shoulder/parking, center turn lane/turn bays, curb and gutter	$6,930,000	NHPP	2018 Belgrade Long Range Transportation Plan
R-125	Bozeman Trail/Haggerty Lane (Main Street to Kagy Boulevard)	Bozeman Trail should be reconstructed to a three-lane urban "minor arterial" roadway from the intersection with Kagy Boulevard north to the intersection with Haggerty Lane. Haggerty Lane should also be upgraded to a three-lane urban "minor arterial" roadway. Bike lanes, sidewalks, curb, and gutter improvements.	$8,635,000	STP (STPX/STPS/SFCN); TA-Statewide; TA-MPO	2017 Bozeman Transportation Master Plan
A-123	Airway Blvd - Gallatin Field Road to E Frank Road	Bike lane or shared use path; partial commuter	$993,700	STP (STPU); TA-MPO; Grants	2026 Belgrade Draft TMP
A-134	Jackrabbit Lane - Frontage Road to Amsterdam Road/Alaska Frontage Road	Bike lane; bike-ped route and connector	$1,232,792	Grants	2026 Belgrade Draft TMP
A-131	Amsterdam Road - Clovehitch Road to Jackrabbit Lane	Shared use path; commuter	$1,105,000	STP (STPU)	2026 Belgrade Draft TMP
S-73	Jackrabbit Lane Pedestrian Tunnel	Tunnel under Jackrabbit Lane at Driveway	$4,472,000	Grants	2026 Belgrade Draft TMP

LRTP Project ID	Name	Description	Cost (2036 Dollars)	Potential Funding Source(s)	Project Source
A-84	Bozeman To Belgrade Frontage Road Shared Use Path	Construct shared use path along Frontage Road from Cherry River Fishing Access to Valley Center Spur. Further extension to Belgrade to be completed in future projects.	$600,000 Committed Dollars: $700,000	TA-Statewide; Local Funding	2017 Bozeman Transportation Master Plan
M-16	Lamme Street Bridge Rehabilitation	This project will rehabilitate or replace the existing structure on Lamme Street between N Bozeman Avenue and N Rouse Avenue in the City of Bozeman to improve structure condition and hydraulic capacity.	$5,900,000	BR	City of Bozeman Call for Projects
R-102	N 19th Avenue (Interstate 90 To Springhill Road)	This project consists of widening N 19th Avenue from Interstate 90 to the intersection with Springhill Road to a 5-lane urban arterial standard. This project includes widening the I-90 overpass along N 19th Avenue.	$7,379,000	NHPP	2017 Bozeman Transportation Master Plan
R-20	S 3rd Avenue (Graf Street to Kagy Boulevard)	Reconstruct S 3rd Avenue from Graf Street to Kagy Boulevard to an urban "collector" roadway standard.	$3,297,000	STP (STPU)	2017 Bozeman Transportation Master Plan
M-17	E Griffin Bridge Replacement	This project will replace the existing Bozeman Creek bridge on E Griffin Drive between N Rouse Avenue and Story Mill Road	$1,150,000	BR	City of Bozeman Call for Projects

LRTP Project ID	Name	Description	Cost (2036 Dollars)	Potential Funding Source(s)	Project Source
R-165	N 19th Avenue Interchange Modifications*	This project would construct modifications to the N 19th Avenue Interchange with I-90 (westbound exit ramp) to support street infrastructure for the North Park development	$13,000,000	NHPP	City of Bozeman Call for Projects
A-136	Valley Center Spur Multimodal Connection*	This project will construct a multimodal connection along Valley Center Spur between the existing Frontage Road shared use path and E Valley Center. Signal modifications at each existing intersection are anticipated.	$1,300,000	STP (STPU); TA-MPO	City of Bozeman Call for Projects
A-79	Gallatin Road (Four Corners to Gallatin Gateway)	Extend existing shared use path	$5,396,000	Grants	2022 Greater Triangle Area Transportation Plan
A-59	Amsterdam Road (Royal Road to Fishing Access)	Extend the existing shared use path from Royal Road to Erwin Bridge Fishing Access Site	$852,000	TA-Statewide; FWP	2022 Greater Triangle Area Transportation Plan
S-48	S 3rd Avenue and Graf Street	Installation of a traffic signal or roundabout at the intersection of South 3rd Avenue, W Graf St, and Wagonwheel Dr	$1,570,000	Grants	2017 Bozeman Transportation Master Plan

***Project will require a feasibility study and extensive collaboration with the necessary state and federal agencies.**

Long-Term Project Recommendations

LRTP Project ID	Name	Description	Cost (2036 Dollars)	Potential Funding Source(s)	Project Source
S-85	Streamline Downtown Transfer Station Improvements	The Downtown Transfer Station needs major repairs to the bus pull through lane and improved ADA compliance. The asphalt in the bus pull through lane is significantly deteriorated. The asphalt should be replaced with concrete to better withstand the load of heavy-duty transit buses. The passenger loading island does not meet ADA requirements, a walk audit demonstrated inability of a power chair to access the bus. The sidewalk south of the island should be moved to widen the bus pull through lane and comply with ADA.	$7,850,000	STP (UPP); MACI (CMAQ); Grants	City of Bozeman Call for Projects
M-19	Downtown Bozeman Creek Structure Rehabilitation	Bozeman Creek traverses downtown Bozeman through a series of three tunnels under Olive Street, Rouse Ave, Babcock Street, and Main Street for a total length of approximately 700 LF. This infrastructure is critical for the function of urban, primary, and NHS routes. The tunnel system is approaching the end of its useful life and requires rehabilitation, replacement, and hydraulic capacity improvements to manage flooding.	$22,125,000	NHPP; BR; Grants	City of Bozeman Call for Projects

LRTP Project ID	Name	Description	Cost (2036 Dollars)	Potential Funding Source(s)	Project Source
S-60	US 191 Improvements	Complete the following recommendations from MDT's 2020 US 191 Corridor Study at 3 locations: Modify business access, install second westbound left-turn lane, and install curve warning signs for substandard roadway elements Replace or widen bridge based on future needs of the highway Consolidate approaches and realign intersection and improve intersection/roadway lighting	$20,496,000	NHPP; BR; HSIP; Grants	2025 Gallatin County Safe Streets for All
R-121	Cottonwood Road (Baxter Lane to Cattail Street)	Complete the construction of Cottonwood Road, from Baxter Lane to Cattail Street, to a five-lane urban "principal arterial" standard. This includes two travel lanes in each direction, bike lanes on each side, curb and gutter throughout.	$9,200,000	STP (STPX/STPS/SFCN); TA-MPO; Grants	2017 Bozeman Transportation Master Plan
S-63	Belgrade To Bozeman Frontage Road Improvements	Includes roadway reconstruction, passing zone modifications, installation of centerline rumble strips, and development of a separated shared use path.	$37,104,000	NHPP; STP (STPU); TA-Statewide; TA-MPO; HSIP; FWP	2025 Gallatin County Safe Streets for All

Project Spotlights

Streetscape Improvements

Downtown Bozeman is a major activity center in the Gallatin Valley MPA and has the highest concentration of people walking, biking, and rolling. It also has some of the highest numbers of crashes involving pedestrians, and safety has emerged as a top priority for the city and the region. Three projects collected during the screening phase of the LRTP propose safety improvements along key roads in and near Downtown Bozeman:



Project ID	Project Name	Cost
R-130	Mendenhall & Babcock Streetscape	$3.3 million
A-137	Peach Street Complete Street Improvements	$6.5 million
R-90	Oak Street: 7th Avenue to 19th Avenue Safety Improvement	$6.5 million

The following improvements are planned on one or more of the corridors:

- Curb bulb-outs
- Pedestrian crossing enhancements
- Sidewalk upgrades
- Landscaping
- Bike lanes and/or shared use paths

Downtown Belgrade

Belgrade has experienced high population growth in the past decade, and the existing road infrastructure needs upgrades to meet the increased demand. The City is currently working with MDT on two projects that will widen key sections of Jackrabbit Lane and Main Street in Downtown Belgrade. The LRTP has also identified four additional projects that could complement the committed improvements to provide travel alternatives throughout the city.



Project ID	Project Name	Cost	Phase
R-29 (UPN 9926)	Main Street - Belgrade	$11 million	Near-Term
R-10 (UPN 9057)	Belgrade Urban	$61.9 million	Near-Term
R-22	Main Street (North Quaw Boulevard to Gallatin Field Road)	$6.9 million	Mid-Term
A-133	Madison Avenue/Broadway Street - Jackrabbit Lane to Main Street	$2.6 million	Mid-Term
A-134	Jackrabbit Lane - Frontage Road to Amsterdam Road/Alaska Frontage Road	$1.2 million	Mid-Term
S-73	Jackrabbit Lane Pedestrian Tunnel	$4.5 million	Mid-Term
R-29 (UPN 9926)	Main Street - Belgrade	$11 million	Near-Term

Frontage Road Corridor

The I-90 corridor is one of the most important in the region for the movement of people and goods, with Frontage Road providing a parallel connection between Bozeman and Belgrade. There are potential safety concerns for vehicles traveling along the road, including no safe active transportation infrastructure along the corridor. To improve safety and connectivity between Bozeman and Belgrade, two phases of projects are recommended to add a shared use path between the two urban centers and reconstruct the frontage road with enhanced safety features as travel demand associated with new developments continues to increase along the corridor.



Project ID	Project Name	Cost	Phase
A-84	Bozeman To Belgrade Frontage Road Shared Use Path	$1.3 million	Mid-Term
S-63	Belgrade To Bozeman Frontage Road Improvements	$20.5 million	Long-Term

CHAPTER 10

POLICIES, PROGRAMS, AND PRACTICES

This chapter identifies the non-capital programs, policies, and planning practices that support the implementation of the LRTP. The project list identifies future infrastructure investments, and the programs and policies in this section describe how the GVMPO and its partners can guide transportation decisions, coordinate regional priorities, and advance the LRTP goals over time.

How To Use This Chapter

For ease of navigation, each item is placed under the LRTP goal it most directly supports. Many items advance multiple goals, and their placement does not limit their purpose, application, or relationship to other goals.

Each item is presented in a consistent profile describing what it is, why it matters, where we are now, partners, next steps, and priority. Priority designations identify ongoing work or a high, medium, or low level of emphasis for the efforts.

The GVMPO's role will vary. It may include regional planning or data efforts, convene partners, provide technical assistance, review funding eligibility, support grants, incorporate eligible projects into the TIP, or provide a forum for regional coordination. MDT, local governments, transit providers, and community partners may lead other efforts. Identified partners indicate potential roles rather than commitments. MDT participation and project decisions remain subject to its authority, applicable practices, funding eligibility and formulas, and project-specific conditions.

Taken together, these programs, policies, and practices provide a flexible framework for future work programs, corridor and project planning, funding decisions, interagency coordination, and LRTP updates. Implementation may occur through ongoing activities, additional study, partner coordination, pilots, or new funding.

1

Goal 1: Support Safe Travel Across All Modes

Manage speeds, reduce severe-crash risk, improve visibility and crossings, and focus attention on the locations and users facing the greatest safety risks.

VISION ZERO POLICY

Priority: Ongoing

WHAT IT IS

A commitment to eliminate traffic deaths and serious injuries through a Safe System approach that anticipates human error and reduces crash severity.

WHY IT MATTERS

Focuses regional coordination and investment on the greatest safety risks, helping partners move from identifying crash patterns to implementing improvements that prevent deaths and serious injuries.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, MDT, Gallatin Valley UTD, MSU, law enforcement, first responders, and Community Partners

WHERE ARE WE NOW?

Regional partners prioritize severe crash reduction, but no regional Vision Zero policy has been adopted. Funding complicates regional prioritization.

ACTION

Use data-based criteria to identify and prioritize corridors and locations with concentrated fatal and serious injury crashes or elevated safety risks—independent of ownership—for proactive analysis and safety improvements. Use the findings to inform regional studies and review of proposed safety improvements. Pursue readily achievable safety gains and encourage partners to integrate safety into projects, maintenance, and emerging opportunities.

CONTEXT-APPROPRIATE SPEEDS AND TRAFFIC CALMING

Priority: Ongoing

WHAT IT IS

Establishing target speeds based on roadway context, land use, crash history, and all users, then supporting those speeds through street design, traffic calming, and speed limits.

WHY IT MATTERS

Reduces crash severity and improves comfort for people walking, bicycling, and crossing. Aligning street design with target speeds helps drivers travel at appropriate speeds.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, and MDT

WHERE ARE WE NOW?

Partners address speeding through local programs and projects, but authority, speed-setting practices, and design approaches vary.

ACTION

Work with roadway owners to identify priority locations, agree on target speeds, and advance supporting design and speed-limit changes through planned projects and grant applications. Prioritize locations with severe crashes, speeding concerns, or highways entering communities.

ENHANCED CROSSINGS AND INTERSECTION DESIGN

Priority: Ongoing

WHAT IT IS

Context-sensitive designs–proven or emerging–that improve visibility, manage speed, shorten crossing distances, clarify priority, and reduce conflicts.

WHY IT MATTERS

Predictable crossings help everyone navigate busy or wide streets and complex intersections safely and comfortably.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, MDT, Gallatin Valley UTD, MSU, and school districts

WHERE ARE WE NOW?

High-demand or high-risk locations may need additional or redesigned crossings and intersections.

ACTION

Support crossing and intersection improvements through regional planning and funding coordination where roadway, land-use, network, or safety conditions warrant.

CONTEXT-SENSITIVE STREET LIGHTING

Priority: Ongoing

WHAT IT IS

Encouraging attractive, context-sensitive lighting that improves visibility, particularly for people walking or biking, while fitting the scale, character, and environmental setting of each location.

WHY IT MATTERS

Thoughtful lighting improves visibility, safety, and nighttime comfort, especially where travel modes interact, while preserving community character and limiting impacts on night skies, residents, and wildlife.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, MDT, Gallatin Valley UTD, and Northwestern Energy

WHERE ARE WE NOW?

Coverage and standards vary regionally, with gaps. Some past installations have caused light to trespass into nearby residences.

ACTION

Use safety-based criteria to prioritize multimodal areas, pedestrian routes, and crossings, then key intersections and corridors. Encourage lower-mounted, shielded, pedestrian-scale fixtures with decorative designs where appropriate. Encourage evaluation of glare, residential light trespass, and wildlife impacts before installation. Consider National Park Service lighting standards for inspiration.

TRAIL AND SIDEPATH VISUAL CONTINUITY

Priority: Ongoing

WHAT IT IS

Supporting MUTCD-compatible visual aesthetics that reinforce route continuity, including wayfinding signs, markings, and surfacing.

WHY IT MATTERS

Aesthetic treatments clarify complex routes for unfamiliar users while building regional identity.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, and MDT

WHERE ARE WE NOW?

Treatments vary by location and must remain distinct from regulatory colors and markings.

ACTION

Encourage project sponsors to include consistent wayfinding, markings, and surfacing that clarify trail and sidepath connections through partner projects and grant applications.

SAFER ROUTES TO SCHOOL

Priority: Ongoing

WHAT IT IS

A regional effort combining education, family engagement, skill progression, and infrastructure to make walking, bicycling, and transit routine while building confidence and independence.

WHY IT MATTERS

Making active travel routine builds confidence, independence, and traffic awareness as culture, infrastructure, and instruction reinforce one another.

PARTNERS

Gallatin Valley UTD, City of Bozeman, City of Belgrade, Gallatin County, MDT, MSU, and school districts

WHERE ARE WE NOW?

Safe Routes to School efforts and low-stress networks still lack consistent programs, resources, expectations, and skill progression across schools and jurisdictions.

ACTION

Use TA funds for school cohorts; prioritize participation, skill progression, independence, supportive culture, travel behavior, and infrastructure.

TRANSPORTATION EDUCATION AND TRAFFIC SAFETY PARTNERSHIPS

Priority: Ongoing

WHAT IT IS

Providing clear, accessible information and supporting partner-led safety education, prevention, and enforcement, including for impaired driving.

WHY IT MATTERS

Clear information strengthens public input, clarifies safety decisions, and supports safer travel but cannot replace safer street design and infrastructure.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, MDT, Gallatin Valley UTD, MSU, schools, public health, law enforcement, nonprofits, and topic-specific partners

WHERE ARE WE NOW?

Partners conduct project-specific outreach and safety education, but regional public-awareness efforts remain limited.

ACTION

As resources allow, develop materials, share relevant partner information, and provide available data to support partner-led education, prevention, and law enforcement efforts.

2

Goal 2: Ensure A Well-Maintained Transportation System

Extend asset life and system value through preservation, maintenance innovation, targeted operations, and responsible funding choices.

FIX IT FIRST

Priority: Ongoing

WHAT IT IS

Applying a preservation-first preference when choosing among eligible uses of flexible funds.

WHY IT MATTERS

Maintaining existing assets protects past investment, extends service life, and reduces long-term costs.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, and MDT

WHERE ARE WE NOW?

Community outreach and technical staff input showed strong support for a well-maintained system. Funding eligibility and formulas shape many investments; flexible funds may involve choices between preservation and capacity.

ACTION

Apply a preservation-first preference when evaluating eligible uses of flexible funds.

MAINTENANCE INNOVATION AND TECHNOLOGY

Priority: Ongoing

WHAT IT IS

Monitoring materials, equipment, and practices that reduce lifecycle costs and simplify upkeep of roads, asphalt trails, sidewalks, shared-use paths, and transit stops, including snow and ice removal at bus stops and accessible boarding areas.

WHY IT MATTERS

Innovation can extend asset life, reduce disruptions, improve quality of life, and stretch limited maintenance funding. Low annual mileage and effective maintenance may allow transit buses to remain reliable beyond their ULB.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, and Gallatin Valley UTD

WHERE ARE WE NOW?

Partners independently evaluate products and practices.

ACTION

Use the GVMPO as a resource to research best practices, convene partners, and share effective maintenance and asset-management approaches.

OPTIMIZATION BEFORE EXPANSION

Priority: Ongoing

WHAT IT IS

Using coordinated operations, technology, data, demand management, and targeted improvements before major expansion.

WHY IT MATTERS

Better management of the existing transportation system can reduce delays, improve safety, and extend infrastructure value at lower cost and with fewer impacts than expansion.

PARTNERS

MDT, City of Bozeman, City of Belgrade, and Gallatin County

WHERE ARE WE NOW?

Agencies use operational strategies and performance monitoring; while regional coordination and shared priorities are still developing.

ACTION

Monitor travel time reliability, identify priorities, and support studies, pilots, and investments in signal timing and coordination, demand management, and other operational improvements before major expansion.

STREET SWEEPING EQUIPMENT AND MACI FUNDING

Priority: Ongoing

WHAT IT IS

Recognizing MDT's Montana Air and Congestion Initiative (MACI) funding for eligible street-sweeping equipment.

WHY IT MATTERS

Sweepers reduce road dust and debris while helping keep streets, bicycle lanes, and drainage systems clean.

PARTNERS

MDT, City of Bozeman, City of Belgrade, and Gallatin County

WHERE ARE WE NOW?

Partners have identified equipment needs; MACI awards are competitive and depend on eligibility, air-quality benefits, available funding, and match.

ACTION

Coordinate applications as needed, including awarded projects in the TIP.

3

Goal 3: Expand Mobility Choices in the Region

Expand safe, practical options for walking, bicycling, taking transit, using mobility devices, and connected multimodal trips.

COMPLETE STREETS

Priority Ongoing

WHAT IT IS

Complete streets are roadways designed, built, and maintained to provide safe, comfortable, and convenient travel for all modes of travel. This should work alongside a complete network approach where some corridors serve a primary modal purpose.

WHY IT MATTERS

Designing the network for all modes makes travel safer, healthier, and more affordable while boosting local business.

PARTNERS

MDT, City of Bozeman, City of Belgrade, and Gallatin County

WHERE ARE WE NOW?

Complete Streets and multimodal practices vary across the region. Developing a complete network is challenging and will take time.

ACTION

Establish a regional expectation that multiple modes will be considered throughout project development and, over time, explore priority corridor roles and connections to them.

LOW STRESS BIKEWAYS FOR ALL AGES AND ABILITIES

Priority: High

WHAT IT IS

A connected, intuitive bikeway network that minimizes traffic stress through separation, low speeds and volumes, safer crossings, clear wayfinding, and a consistent visual identity.

WHY IT MATTERS

Low-stress routes make bicycling practical and comfortable for more people, including children, older adults, and less-confident riders.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, MDT, Gallatin Valley UTD, and nonprofits

WHERE ARE WE NOW?

The region has the beginnings of a low-stress network, but expanding it will require better connectivity, a wider range of facility types, and innovative intersection treatments.

ACTION

Prioritize projects that close gaps and improve difficult crossings in the low-stress bikeway network. Encourage designs that make everyday bicycle trips safe, intuitive, and comfortable for people of all ages and abilities.

TRANSIT PRIORITY CORRIDORS

Priority: Ongoing

WHAT IT IS

Transit reliability, travel times, and service frequency on priority corridors can be improved through treatments such as signal priority, queue jumps, stop improvements, and targeted roadway or operational changes. These could be supported by expanded operational funding.

WHY IT MATTERS

Faster, more reliable transit makes everyday trips easier and less stressful, encourages people to choose transit, and helps existing resources serve more riders.

PARTNERS

Gallatin Valley UTD, MDT, City of Bozeman, City of Belgrade, Gallatin County, MSU, business districts, and non-profits

WHERE ARE WE NOW?

Transit operates on many of the busiest corridors, but delays, congestion, stop access, and design can affect reliability and passenger experience.

ACTION

Build upon the companion Transit Strategic Plan. Support phased service improvements and corridor studies that assess bus delays, ridership, signal priority, queue jumps, stop access, and station areas. Support expanded operating funding to improve frequency and service span on these corridors.

REGIONAL TRANSIT CONNECTIONS

Priority: Ongoing

WHAT IT IS

Expanding convenient regional and inter-regional transit connections among communities, employment centers, the airport, recreational areas, and other regional activity centers.

WHY IT MATTERS

Reliable regional transit improves access to jobs, education, services, and daily needs for people who cannot or prefer not to drive.

PARTNERS

Gallatin Valley UTD, Regional transit providers, MDT, City of Bozeman, City of Belgrade, and Gallatin County

WHERE ARE WE NOW?

Existing routes provide some regional connections, though service gaps and limited frequency reduce their usefulness for daily needs.

ACTION

Support transit partners as they evaluate regional connections, service needs, community interest in one-seat rides, and improved connectivity to regional destinations both within and outside the MPA, including Big Sky, Livingston, and Three Forks. Support efforts to expand intercity passenger rail connections across the northern states, including Montana.

ACCESSIBILITY AND ADA TRANSITION NEEDS

Priority: Ongoing

WHAT IT IS

Improving regional understanding of sidewalk gaps, inaccessible curb ramps and crossings, and barriers to transit access.

WHY IT MATTERS

Accessible routes support safe, independent travel and participation while advancing ADA compliance.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, advocates, and nonprofits

WHERE ARE WE NOW?

Accessibility planning and inventories vary across the region, with gaps and barriers remaining.

ACTION

Use regional planning to document sidewalk gaps, inaccessible curb ramps and crossings, and barriers to transit access. Identify priority barriers and support partner-led projects that address them.

STRATEGIC NETWORK CONNECTIONS BEFORE CORRIDOR EXPANSION

Priority: Ongoing

WHAT IT IS

Prioritizing street, pathway, and strategic connections to improve access and distribute trips across parallel routes to relieve bottlenecks before adding general-purpose lanes to existing corridors.

WHY IT MATTERS

Connections distribute trips, provide alternate routes, improve access, and relieve pressure across multiple corridors.

PARTNERS

MDT, City of Bozeman, City of Belgrade, and Gallatin County

WHERE ARE WE NOW?

The LRTP modeling found new connections outperformed widening, especially on east-west corridors.

ACTION

Use regional studies and project evaluation to favor new street and pathway connections over corridor widening where they better improve access, distribute trips, and relieve bottlenecks.

4

Goal 4: Enhance Health, Quality of Life, and Preserve Regional Character

Integrate transportation with community life, rural character, environmental stewardship, and wildlife connectivity.

REGIONAL HABITAT CONNECTIVITY AND WILDLIFE PASSAGE

Priority: Ongoing

WHAT IT IS

Reducing wildlife-vehicle collisions and improving habitat and riparian connectivity through planning and wildlife-responsive bridge and culvert work.

WHY IT MATTERS

Roads, bridges, and culverts intersect natural movement corridors; preserving passage sustains wildlife populations and ecological health.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, MSU, and nonprofits

WHERE ARE WE NOW?

The GVMPO has a wildlife-safety objective and supports the 2023 Gallatin Valley Sensitive Lands Protection Plan habitat and connectivity findings; connectivity planning and mitigation remain project-specific.

ACTION

Use the Gallatin Valley Sensitive Lands findings and hotspot analysis early in facility siting and design to avoid fragmentation, preserve linkages, identify passage opportunities, and guide feasible mitigation; encourage best practices for safe wildlife passage for bridges and culverts.

OPEN STREETS AND CICLOVÍA-STYLE EVENTS

Priority: Low

WHAT IT IS

A Ciclovía, or Open Streets event, temporarily closes selected streets to through motor-vehicle traffic and opens a connected route of streets for people to walk, bicycle, roll, play, visit local businesses, and gather as a community. The concept originated in Bogota, Colombia, and has been adopted in communities throughout the United States, creating a lively, festival-like way to experience streets as public space.

WHY IT MATTERS

Open Streets brings people together while offering a fun, low-risk way to experience what a healthier and less car-dependent future could feel like.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, MDT, MSU, businesses, neighborhood groups, nonprofits, and event organizers

WHERE ARE WE NOW?

Partners close streets for individual events, but none has developed connected open-streets routes.

ACTION

Gauge interest and support a partner-led pilot that connects destinations, reflects local character, maintains access, and could grow into a recurring tradition.

ROAD ECOLOGY AND URBAN FOREST MANAGEMENT

Priority: Ongoing

WHAT IT IS

Avoiding, minimizing, and mitigating ecological impacts while enhancing the urban forest by supporting street trees, native plantings, maintaining connections among streams and wetlands as part of healthy landscapes.

WHY IT MATTERS

Roads affect habitat, runoff, heat, and community character; thoughtful design and landscaping can reduce impacts, support ecological function, and improve walking comfort.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, utility providers, development community, property owners, and forestry and conservation organizations

WHERE ARE WE NOW?

Road-ecology practices vary among partners and projects; practices depend upon roadway context, ownership, and maintenance. responsibility.

ACTION

Encourage early consideration of ecological impacts, conservation of healthy landscapes, native plants, and street trees in appropriate plans and projects while avoiding visibility conflicts.

PUBLIC REALM AND PLACEMAKING

Priority: Ongoing

WHAT IT IS

Supporting partner-led improvements and activation of streets and public spaces through trees, furnishings, plazas, parklets, wayfinding, and other accessible, human-scale features.

WHY IT MATTERS

Welcoming public spaces encourage walking, bicycling, transit use, gathering, and longer visits while strengthening community identity, social connection, quality of life, and local businesses.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, MDT, MSU, downtown and business organizations, development community, and community groups

WHERE ARE WE NOW?

Partners advance placemaking through downtown and community plans, design standards, parks and trails, and individual projects; approaches vary by jurisdiction and setting.

ACTION

Use the GVMPO as a forum to share practices and identify locally supported placemaking opportunities through corridor planning and transportation projects.

RAILROAD QUIET ZONES AND TRANSPORTATION NOISE MITIGATION

Priority: Ongoing

WHAT IT IS

Supporting efforts to reduce railroad and airport noise through railroad quiet zones, voluntary aviation noise-abatement measures, compatible land use, and other measures where appropriate.

WHY IT MATTERS

Reducing transportation noise can improve health and quality of life, make nearby neighborhoods and commercial areas more attractive for investment, and support economic development.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin Valley UTD, MSU, MDT, BNSF, and Bozeman-Yellowstone International Airport

WHERE ARE WE NOW?

The region remains relatively quiet, but growing traffic volumes, noise from train horns and aircraft may dampen that in some areas. Responsibility is divided among local governments, operators, and federal agencies.

ACTION

Encourage partner coordination, targeted planning, and investment to reduce transportation noise. Explore feasible mitigation measures and support voluntary aviation noise abatement.

5

Goal 5: Enhance Transportation and Land Use Planning Coordination

Improve coordination of transportation, development, land use, and the public realm to support connected, transit-ready, and walkable growth.

TRANSIT-ORIENTED DEVELOPMENT AND TRANSIT SUPPORTIVE DENSITIES

Priority: Ongoing

WHAT IT IS

Encouraging land use zoning, investment, and design that support walkable, mixed-use centers and corridors designed around frequent transit, along with increased densities near existing or planned transit corridors to support useful, frequent service.

WHY IT MATTERS

Bringing housing, businesses, services, and transit closer together at higher densities improves access, including for people with disabilities, supports local businesses, strengthens transit, and may lower household transportation costs.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin Valley UTD, MSU, MDT, and development community

WHERE ARE WE NOW?

Transit-oriented development remains exploratory, and some higher-density residential areas lack nearby commercial destinations for frequent transit.

ACTION

Encourage coordinated planning, zoning, transit, and investment around potential transit-oriented centers and corridors. This could include commercial uses near higher-density housing as horizontal mixed use and transit-supportive densities near current or future transit routes.

WALKABLE AND TRANSIT SUPPORTIVE NEIGHBORHOOD DESIGN

Priority: Ongoing

WHAT IT IS

Encouraging new neighborhoods to coordinate land use, connected local streets, alleys, walking access, and future transit operations from the outset while extending connections across phases.

WHY IT MATTERS

Public input supports transit, but density alone is insufficient. Connected streets, well-placed destinations, and direct stop access determine whether service can operate efficiently; disconnected layouts are difficult to retrofit while increasing pressure on major roads.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, MDT, school districts, emergency services, and development community

WHERE ARE WE NOW?

Neighborhood plans address transit and connectivity differently; shared regional understanding could help inform network evaluation, land-use placement, walking access, and future transit operations.

ACTION

Use regional planning and available data to encourage early consideration of connected streets across development phases, land-use mix, walking access to destinations and transit, and suitability of streets for transit service. Use findings to inform regional discussion and coordination on neighborhood design, including connections across development phases, direct transit routing, and accessible future stops.

TRANSIT STOPS, HUBS, AND STATION AREAS

Priority: Medium

WHAT IT IS

Supporting coordinated stop and hub siting, design, amenities, surroundings, and safe walking, bicycling, and micromobility access.

WHY IT MATTERS

Visible, accessible, well-integrated stops make transit easier to reach and use, strengthen first- and final-mile connections, and support coordinated investment and walkable development.

PARTNERS

Gallatin Valley UTD, MDT, City of Bozeman, City of Belgrade, Gallatin County, MSU, property owners, and development community

WHERE ARE WE NOW?

Transit serves many destinations, but stop visibility, accessibility, amenities, and connections vary; a shared approach could better coordinate investment.

ACTION

Work with transit and local partners to identify priority stop and hub needs and develop shared guidance on siting, safe walking access, amenities, and integration with surrounding development.

REGIONAL LAND USE AND MULTIMODAL ACCESS DATA

Priority: Ongoing

WHAT IT IS

Developing consistent regional GIS data and measures for density, land-use mix, street connectivity, destination accessibility, and transit proximity.

WHY IT MATTERS

Comparable data help partners track change, identify gaps, evaluate growth patterns, and understand how land use and network design influence travel.

PARTNERS

City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, MDT, and MSU

WHERE ARE WE NOW?

Partners use related data in local planning; a documented regional baseline would support consistent measures, comparisons, and updates.

ACTION

As resources allow, explore a regional GIS baseline that could include activity density, land-use mix, intersection density, four-way intersection share, and destination and transit access.

REGIONAL FREIGHT UNDERSTANDING AND PLANNING

Priority: Ongoing

WHAT IT IS

Building a practical understanding of regional freight movement, generators, commercial truck parking and other needs, and data limitations to better incorporate freight into planning.

WHY IT MATTERS

Better understanding helps partners consider goods movement, safety, access, reliability, land use, and infrastructure needs in plans and projects.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, Bozeman-Yellowstone International Airport, Burlington Northern Santa Fe Railway, freight carriers, and major freight generators

WHERE ARE WE NOW?

FHWA and MDT provide broad information, but regional freight routes, truck counts, generators, and local patterns are not yet well understood.

ACTION

As resources allow, prepare a regional freight profile using available FHWA, MDT, local, and industry information. Identify freight routes, truck volumes, major generators, commercial truck parking needs, and data gaps. Use local land use plans to identify emerging freight generators and incorporate findings into regional studies and project evaluation.

6

Goal 6: Improve Transportation System Resilience

Prepare the regional system for hazards, emergencies, freight needs, infrastructure dependencies, and long-term challenges.

TRANSPORTATION VULNERABILITY SCREENING

Priority: Medium

WHAT IT IS

Using available hazard and asset information to screen transportation facilities for potential exposure to flooding, wildfire, severe weather, and other disruptions.

WHY IT MATTERS

Early screening can direct practical upgrades where disruptions could threaten safety, access, and system continuity.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, and Ready Gallatin

WHERE ARE WE NOW?

Partners maintain relevant plans and data, but transportation vulnerabilities have not been screened consistently across the region by the GVMPO.

ACTION

In coordination with partners, use available hazard and asset information to identify locations for further study, and use findings to inform regional studies and project evaluation addressing flooding, wildfire, and other hazards.

WATER-AWARE STREETSCAPES AND GREEN INFRASTRUCTURE

Priority: Ongoing

WHAT IT IS

Encouraging context-appropriate trees, water-wise landscaping, permeable pavers, native plants, and green stormwater features, such as rain gardens, instead of high-water turf, while keeping pedestrian clear-vision areas.

WHY IT MATTERS

These treatments conserve water, reduce polluted runoff, and add shade, habitat, visual character, and resilience in a drought-prone region.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, improvement districts, and watershed organizations

WHERE ARE WE NOW?

Partners use water-wise landscaping and stormwater practices to varying degrees; approaches depend on setting, ownership, and maintenance capacity.

ACTION

Include consideration of water-wise landscaping and green stormwater features in GVMPO-supported studies and project evaluation. Share practices and support partner-led opportunities where site conditions, geometries, ADA and code requirements, and long-term maintenance allow.

EMERGENCY TRANSPORTATION COORDINATION

Priority: Ongoing

WHAT IT IS

Supporting coordination among transportation, transit, emergency-management, and response agencies before, during, and after emergencies.

WHY IT MATTERS

Preparation and coordination can save lives by enabling faster response, clear decisions, dependable access, and improved effectiveness during emergencies.

PARTNERS

MDT, City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley UTD, Ready Gallatin, law enforcement, and first responders

WHERE ARE WE NOW?

Partners maintain emergency plans and protocols; the GVMPO's role in supporting regional transportation coordination is still developing.

ACTION

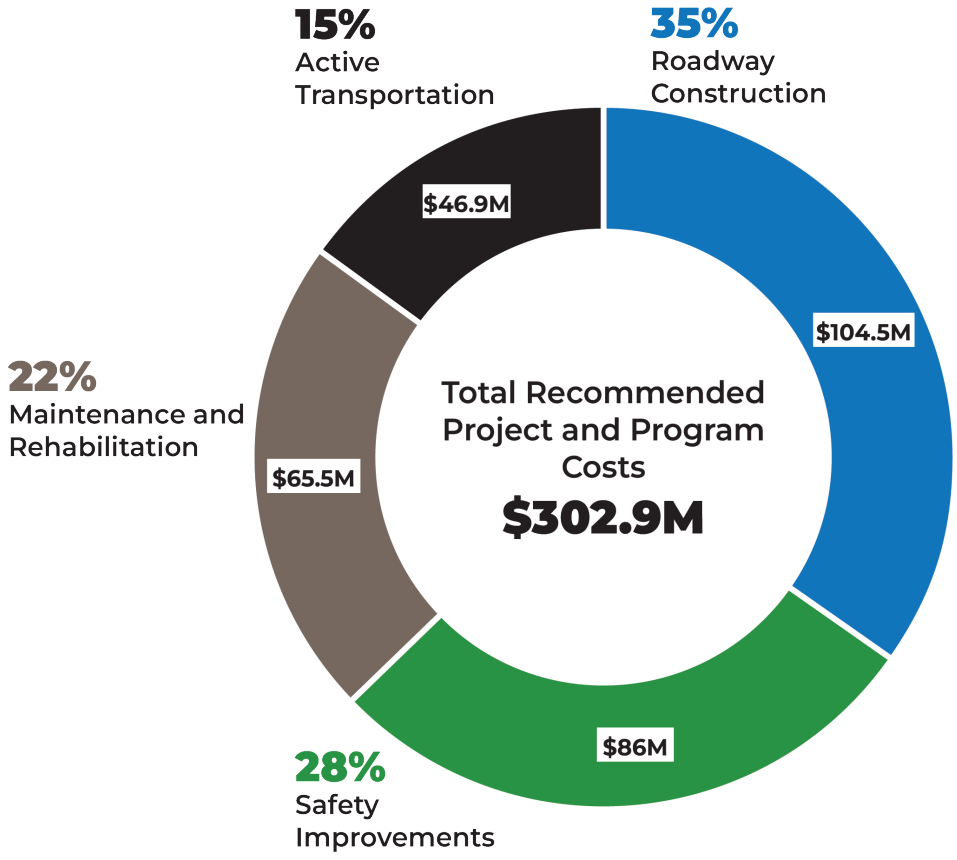
Support partner planning, exercises, transportation information sharing, and coordination. Check in regularly with Gallatin County Emergency Management to identify opportunities to support emergency plans and exercises.

CHAPTER 11

FUNDING THE PLAN

Achieving our long-range transportation vision by 2050 will require substantial investment. Our funding plan includes formula-based federal and state/local funds, as well as potential funding sources, such as competitive grants that may fill critical funding gaps. The combination of these funding sources will allow us to meet our goals and performance targets for transportation in the Gallatin Valley MPA.

The total cost for the 46 recommended capital projects and annual programs in the LRTP, including committed projects and programs in the Statewide Transportation Improvement Program (STIP), is estimated at $302.9 million. The recommended projects are fiscally constrained, meaning the expected costs do not exceed projected revenues for transportation investments throughout the LRTP horizon.



Cost by Phase

We developed project costs using existing estimates from MDT's STIP, the City of Bozeman's Capital Improvement Plan (CIP), the City of Belgrade's Draft Transportation Management Plan (TMP), and other local and regional plans. We also used custom estimates based on recently completed multimodal projects in the region. Project costs are planning-level estimates and represent the amount of funding needed for planning, designing, and constructing the project. Although most of the recommended projects can be implemented within existing right-of-way, additional right-of-way acquisition costs are not included in these estimates.

All project costs in the LRTP are estimated using inflated year-of-execution dollars per MDT requirements. Construction and material costs continue to rise each year, and accounting for inflation helps determine what projects can be accomplished with the estimated revenues. We used MDT's recommended annual inflation factor of three percent per year to the midpoint of each timeframe to determine our list of fiscally constrained projects.

Figure 11-1. Project and Program Costs by Timeline

Category	Near Term (2027-2031)	Mid Term (2032-2040)	Long Term (2041-2050)	LRTP Total (2027-2050)
Roadway	$46.3M	$49.M	$9.2M	**$104.5M**
Safety	$14.5M	$6M	$65.5M	**$86M**
Maintenance	$36.3M	$7.1M	$22.1M	**$65.5M**
Active Transportation	$26.3M	$20.6M	$0*	**$46.9M**
Total	**$123.4M**	**$82.7M**	**$96.8M**	**$302.9M**

***Although there are no dedicated active transportation projects recommended in the long-term phase, several long-term projects have multimodal elements that will support safe and comfortable active transportation.**

Revenue Projections

Building our projects and implementing our programs will require federal, state, and local funding sources. An estimated $470.9 million is projected to be available to fund projects and programs from 2027 to 2050. Projected revenues from federal, state, and local sources were estimated based on historic averages for Bozeman, Belgrade, and Gallatin County. The following table summarizes the various funding programs available for the GVMPO:

Figure 11-2. Forecasted GVMPO Funding by Category

Category	Near Term (2027-2031)	Mid Term (2032-2040)	Long Term (2041-2050)	LRTP Total (2027-2050)
Federal Programmed	$72.4M	$73.9M	$82.1M	**$228.3M**
Federal Grants	$42.3M	$14.4M	$16.M	**$72.7M**
Transit	$14.5M	$16.5M	$18.3M	**$49.4M**
State/Local Operations & Maintenance	$25.1M	$45.2M	$50.2M	**$120.5M**
TOTAL	**$154.4M**	**$149.9M**	**$166.6M**	**$470.9M**

For a more detailed breakdown of each funding source, please refer to Appendix F.

Federal Transportation Funding Sources

With its creation, the GVMPO can now have a role in helping strategically program federal funds to projects identified in the LRTP recommendations.

Federal transportation funding is primarily through formula funds from FHWA and FTA apportioned to Montana and administered by MDT. Federal funding is the primary source for capital projects in the recommended list. These sources include:

- **NHPP (National Highway Performance Program)** supports construction, restoration, and maintenance of Interstate (IM) and National Highway (NH) roads and bridges.
- **Surface Transportation Block Grant Program (STP)** funds improvements or preservation on federal-aid highways. Subprograms of STP include Urban (STPU), Off-System/Secondary/State Funded Construction (STPX, STPS, SFCN), and Urban Pavement Preservation (UPP).
- **Transportation Alternatives (TA)** funds are awarded through a competitive local/statewide scoring process for pedestrian and bicycle facilities, safe routes to school, and other community safety programs.
- **Highway Safety Improvement Program (HSIP)** funds data-driven, strategic safety projects to improve hazardous highway locations or safety issues.
- **Bridge Formula Program (BR)** supports replacement, rehabilitation, and construction of bridges on all public roads.
- **Montana Air and Congestion Initiative (MACI)** provides funding for projects that reduce pollution resulting from implementation, such as transit expansion, intersection and traffic flow improvements, and multimodal facilities.
- **Carbon Reduction Program (CRP)** provides formula funding for projects aiming to reduce transportation emissions. CRP funding is not anticipated to continue under the next federal surface transportation authorization.
- **Recreational Trails Program (FWP)** is administered by Montana Fish, Wildlife & Parks and provides funds for constructing new recreational trails or maintaining current trail facilities.

FTA formula funds are apportioned to states and urbanized areas and made available through designated or direct recipients. These funds are programmed in the TIP or STIP in cooperation among the MPO, MDT, and the transit operator. The Gallatin Valley UTD, which operates Streamline within the Gallatin Valley MPA, uses eligible FTA funds for planning, operations and capital need, including equipment:

- Urbanized Area Formula Grants (FTA Section 5307)
- Enhanced Mobility for Seniors and Individuals with a Disability (FTA Section 5310)
- Formula Grants for Rural Areas (FTA Section 5311)
- Grants for Buses and Bus Facilities (FTA Section 5339)

The fiscally constrained project list is funded primarily through federal sources. Figure 11-3 displays all federal funding sources and their estimated expenditures throughout the timeframe of the LRTP, as well as the total revenue expected from each source.

Figure 11-3. Forecasted GVMPO Expenditures and Revenues by Source

Source	Near Term (2027-2031)	Mid Term (2032-2040)	Long Term (2041-2050)	Total Expend (2027-2050)	Total Revenue (2027-2050)
NHPP (IM, NH)	$29.M	$27.3M	$33.2M	**$89.5M**	**$92.1M**
STP (STPU)	$637K	$12.1M	$15.3M	**$28M**	**$48.5M**
STP (STPX/STPS/SFCN)	$5.6M	$5.2M	$5.8M	**$16.6M**	**$26.1M**
STP (UPP)	$2.5M	$1.7M	$1.9M	**$6.1M**	**$6.1M**
TA-Statewide	$8.1M	$4.1M	$4.6M	**$16.9M**	**$16.9M**
TA-MPO	$1.6M	$3.6M	$4.M	**$9.3M**	**$11.3M**
BR	$5.1M	$7.1M	$8.8M	**$20.9M**	**$21.8M**
HSIP	$7.9M	$3.8M	$4.2M	**$15.9M**	**$15.9M**
MACI (CMAQ)	$5.4M	$3.1M	$3.5M	**$12M**	**$12M**
CR	$1M	$0	$0	**$1M**	**$1.7M**
FTA (5307, 5339, 5310)	$14M	$0	$0	**$14M**	**$49.7M**
Grants	$42.3M	$14.4M	$15.2M	**$71.9M**	**$72.7M**
FWP	$125K	$225K	$250K	**$600K**	**$600K**
TOTAL	**$123.4M**	**$82.7M**	**$96.8M**	**$302.9M**	**$375.6M**

State and Local Funding Sources

Although federal funds are critical, rising costs and transportation needs mean local jurisdictions will also need to contribute funding. The GVMPO's revenue projections include state and local funding sources to provide a more complete picture of the region's available transportation resources. These funding sources are primarily used for operations and maintenance of the transportation system rather than capital projects.



Additional Funding Opportunities

To advance projects and programs beyond the fiscally constrained recommendations, the GVMPO may work with local jurisdictions and MDT to pursue additional funding. Potential sources include competitive grants and locally authorized revenue options, such as fees or taxes. The options described below are currently permitted for use under Montana law.



The United States Department of Transportation and FHWA administer competitive grant programs for transportation projects and activities. Depending on the program rules, GVMPO or its partners may be eligible to apply for programs including:

- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program:** For surface transportation infrastructure projects with significant local or regional impact.
- **Safe Streets and Roads for All (SS4A):** For local initiatives to prevent transportation-related deaths and serious injuries on roads and streets

  Gallatin County was recently awarded an SS4A grant to improve safety at three key intersections in the MPA. *Connecting Gallatin County* is reflected in the near-term funding phase.

- **Bridge Investment Program**: For bridge or culvert replacement, rehabilitation, and protection



Local jurisdictions within the MPA may also consider implementing revenue-generating programs through additional fees or taxes. Bozeman and Belgrade currently assess impact fees for new or expanding development to increase capacity for transportation, water, sewer, and emergency services in the area. Other types of fees and taxes could include:

- **Local Lodging Tax:** A local lodging tax to support transportation would require authorization by the Montana Legislature and subsequent local approval.
- **Local-Option Resort Tax:** Bozeman and Belgrade exceed the statutory population limit, and unincorporated areas must meet narrow population and tourism criteria.
- **Parking Fees:** Using parking meter revenue to invest in specific projects or programs, while also encouraging alternative modes of transportation.
- **Special Improvement Districts (SIDs) / Business Improvement Districts (BIDs):** Levying assessments within a defined area, such as a business district, to fund projects that benefit the area's businesses and neighborhood, such as sidewalks, streetscapes, or wayfinding.
- **Additional public-private partnerships:** Partnering with local and regional businesses, organizations, or foundations to fund projects, such as new transit services, street maintenance, or active transportation infrastructure.

CHAPTER 12

MEASURING SUCCESS

Success means safer travel, more useful connections, and a well-maintained transportation system. The GVMPO and its partners can use performance results to guide investments and assess progress toward the LRTP's goals.

Performance Measures

Chapter 5 identifies the applicable performance measures and targets. TPCC voted to support MDT's statewide targets for the current performance period. The table below connects performance information to LRTP investment priorities.

Performance Areas

HIGHWAY SAFETY

Information to Review	Connection to LRTP Investments	Number of Recommended Projects	Types of Projects	Dollars Invested
Fatal and serious injury counts and rates; nonmotorized fatalities and serious injuries.	Address severe crash risks through roadway, intersection, crossing, and speed management investments.	31	High-crash corridor and intersection modifications, separated nonmotorized facilities, grade-separated crossings	$280 million

ROAD AND BRIDGE CONDITION

Information to Review	Connection to LRTP Investments	Number of Recommended Projects	Types of Projects	Dollars Invested
Interstate and non-Interstate NHS pavement condition; NHS bridge condition.	Preserve existing infrastructure; address rehabilitation and replacement needs.	10	Bridge rehabilitation and replacement, roadway preservation and maintenance	$108.2 million

TRAVEL TIME RELIABILITY AND FREIGHT

Information to Review	Connection to LRTP Investments	Number of Recommended Projects	Types of Projects	Dollars Invested
Percent of person-miles on the NHS that are reliable; Interstate truck travel time reliability.	Improve operations and connections for people and goods.	11	Highway interchange modifications, roadway widening and reconstruction	$188.5 million

TRANSIT ASSETS AND SAFETY

Information to Review	Connection to LRTP Investments	Number of Recommended Projects	Types of Projects	Dollars Invested
Applicable asset condition measures, safety measures, and coordinated targets.	Extend the useful life of transit assets and support facilities needed for safe, reliable travel.	1	Transit center pavement condition and accessibility	$7.8 million

TPCC has expressed interest in more ambitious local safety targets. Future targets would be developed in coordination with MDT and local partners. The LRTP does not establish GVMPO-specific measures or targets.

Looking Beyond Federal Measures

Local indicators can show whether daily travel is becoming safer and more convenient, particularly for walking and bicycling. The following could complement federal measures, subject to data availability and staff capacity:

Focus Area	Potential Indicator	How the Information Helps
Pedestrian and Bicycle Safety	Active transportation fatal and serious injuries; crash locations and patterns	Address severe crash risks through roadway, intersection, crossing, and speed management investments
Connected Networks	Intersection density, share of four-way intersections, route directness, and street, walking, and bicycling connections.	Build understanding of how network patterns affect local access, travel options, and demand on major roads

Focus Area	Potential Indicator	How the Information Helps
Land Use Mix and Walkable Access	Share of households within a 10-minute walk of daily destinations	Show whether homes and everyday destinations are close enough to support routine trips on foot
Walking and Bicycling Activity	Walking and bicycling counts at consistent locations	Track changes in use over time

Before the next LRTP update, the GVMPO may explore these indicators through internal tracking to assess their usefulness and feasibility. Indicators that provide reliable, relevant information could inform future planning and consideration of local targets.

Looking Toward the Future

Growth will continue to reshape Gallatin Valley's transportation needs. The pace, location, and design of development–including street connectivity and the mix of nearby uses–will influence travel, demand, and infrastructure needs. Connected neighborhoods with convenient access to daily destinations and transit can better support walking, bicycling, and transit use while reducing reliance on major roads for local trips.

The GVMPO can supplement local planning with regional data and analysis to help partners coordinate investments and connections across jurisdictional boundaries. This work can build on shared priorities and community input while respecting local authority over land use, development review, and local street planning.

Rising construction costs and inflation may reduce the purchasing power of transportation revenues and place additional demands on available funds. Broader fiscal pressures and uncertainty about future transportation funding may also affect the pace and scope of improvements. As conditions change, the GVMPO and its partners should review cost and revenue assumptions.

Future work should build on the LRTP's analysis of bicycle and pedestrian safety, network gaps, and access to daily destinations and transit. More detailed analysis of crash patterns and access needs can guide GVMPO planning and project development, refine investment priorities, and inform TPCC's consideration of more ambitious safety targets.

Partner plans and records can help track the status of projects, programs, and policies. This plan will inform the TIP, future studies, and LRTP updates. The GVMPO will update the plan at least every five years to reflect changing needs and funding.



CHAPTER 13

CONCLUSION

Our Pathway Forward

Connecting Gallatin Valley establishes a comprehensive community vision and performance-based framework for funding and delivering transportation projects and programs to meet existing and future needs of the region through 2050.

Reflecting Community Values and Priorities

The LRTP is grounded in community engagement that reflects varying transportation needs of residents, workers, and visitors across the Gallatin Valley. Implementing the LRTP can help improve safety for all modes, maintain a state of good repair, expand mobility choices and access to opportunity, enhance health outcomes and quality of life, preserve regional character, better integrate transportation into land use planning, and strengthen resilience to natural disasters, and support adaptation to emerging technologies.

Data-Driven Project Recommendations within Fiscal Constraint

The recommended list of projects reflects an assessment of existing and future conditions, evaluation using quantitative and qualitative criteria, and the forecasts of reasonably expected federal, state, and local revenue sources through 2050. Regional growth, transportation conditions, available data, and funding may change over the plan's horizon. Connecting Gallatin Valley is the region's first LRTP and provides a foundation for updates. The GVMPO may amend it as transportation needs and funding change. If additional funding becomes available, illustrative projects may be considered through a future LRTP and TIP amendment.

Implementation Through Partnership and Collaboration

Development of the LRTP was a cooperative process with the GVMPOs partner agencies and will require ongoing collaboration to make the recommendations in this plan come to life. As projects advance, those proposed for federal funding will be considered for inclusion in the GVMPO's TIP and MDT's STIP, in coordination with the City of Belgrade, City of Bozeman, Gallatin County, and Gallatin Valley UTD. The GVMPO will continue to build consensus and technical capacity with these partners to deliver LRTP projects in a manner that reflects efficient use of public funds, community needs, and regional priorities.

Monitoring Success and Reporting Performance

The GVMPO supports MDT's statewide targets for the federally required performance measures included in the LRTP and will use those targets as a baseline for monitoring regional performance. Ongoing data collection, analysis, and reporting, including use of MDT's travel demand model as appropriate, will help the GVMPO track regional performance, inform future priorities, and community progress to TTAC, TPCC, and the community. The GVMPO will provide progress updates on performance measures and statewide targets. As described in Chapter 12, the GVMPO may also test local indicators related to pedestrian and bicycle safety, walkability, connectivity, and access, subject to staff capacity and data availability.

Planning Requirements and Partner Input

Connecting Gallatin Valley was developed under the metropolitan planning requirements in 23 CFR §450.324 with a performance-based approach, fiscally constrained recommendations, and transparent public process. Implementation partners and FHWA representatives provided input throughout the process to ensure recommendations are aligned with local priorities and ongoing partner-led plans and initiatives. This collaborative foundation will support coordinated implementation and future updates as regional needs and priorities evolve.

Near-Term (Committed) Projects

LRTP Project ID	Project Code	LRTP Project Name	MDT STIP Project Name	Description	Project Category	Cost (2026 Dollars)	Federal Committed Dollars	State Committed Dollars	Local Committed Dollars	Funding Source(s)	Local/Regional/State Plan Source	Notes
S-1	UPN 9930, UPN 9930001	Jackrabbit Lane and Amsterdam Road Intersection Improvements	Belgrade Int Improvements, Jackrabbit-Amersterdam Rd Int	This project will improve signal operations in Belgrade along the Jackrabbit Lane corridor (from Amsterdam Road to I-90 West-Bound Off Ramp) and on Amsterdam Road (from Jackrabbit Lane to Thorpe Road). The signal improvements will include upgrading the existing signals by adding flashing yellow lights, improving bike/ped features (including ADA), and adding retro-reflective backplates to signals. Additionally, the project will add a new roundabout at the intersection of Broadway and Main Street in Belgrade.	Safety	$8,672,535	$7,508,681	$1,163,854		NH; STP (STPX, STPS, SFCN); MACI	2018 Belgrade Long Range Transportation Plan	
R-29	UPN 9926	Main Street (Bolinger Road to Jackrabbit Lane)	Main Street Belgrade	Reconstruction project on Main Street in Belgrade between Jackrabbit Lane and Bolinger Road. The project scope will include added capacity (expansion to three lanes) with new curb and gutter, sidewalks, ADA improvements and street lighting.	Roadway	$636,603	$551,171	$85,432		STPU	2018 Belgrade Long Range Transportation Plan	
S-52	UPN 9718	Amsterdam Road/River Rock Road and Green Belt Dr Intersections	SF 189 AMSTERDAM RD INTX IMPRV	Improvements to address intersection-related crashes at 2 sites along Amsterdam Rd near Belgrade. Amsterdam & River Rock Blvd: Installation of a 2-phase traffic signal with detection on all legs. Install a dedicated left-turn lane on S-347. Amsterdam & Green Belt Dr: Install a left-turn lane on Amsterdam and reconstruct the right turn lane to meet current design standards. (Amsterdam is maintained by Gallatin County, and will require coordination throughout the design process.)	Safety	$2,912,001	$2,620,801	$291,200		HSIP	2018 Belgrade Long Range Transportation Plan	
S-68	UPN 9644	SF 179 Signal Kagy Sourdough	SF 179 SIGNAL KAGY SOURDOUGH	Install a traffic signal at the intersection of Kagy and Sourdough to address intersection-related crashes.	Safety	$1,108,361	$886,335	$137,153	$84,873	HSIP; CR	MDT Statewide Transportation Improvement Plan	
R-10	UPN 9057	Jackrabbit Lane (Main Street to Madison Avenue)	Belgrade - Urban Improvements	Reconstruct to 5-lane urban principal arterial standards to include shoulders, curb, gutter, and sidewalks; Grade separated rail crossing (underpass), accommodate two lanes in each direction	Roadway	$45,657,744	$42,885,475	$2,772,269		NH; STP (STPX, STPS, SFCN); MACI; Grants (RAISE)	2018 Belgrade Long Range Transportation Plan	
R-39	UPN 8931	Kagy Boulevard (Willson Avenue to S. 19th Avenue)	Kagy Blvd - S 19th to Willson	This project consists of widening Kagy Boulevard, from the intersection of S. 19th Avenue to Willson Avenue, to a four-lane urban principal arterial standard. This includes two travel lanes in each direction, shared use paths on each side, curb and gutters, and intersection improvements including two pedestrian tunnels.	Roadway	$42,532,896	$36,621,449	$1,911,447	$4,000,000	STPU; Grants	2017 Bozeman Transportation Master Plan	Project was funded before 2027 and is not reflected in the LRTP funding constraints.
A-121	UPN 10751	Flanders Mill Sidewalk-Bozeman	FLANDERS MILL SIDEWALK-BOZEMAN	Transportation Alternatives (TA) Program project to install sidewalk along Flanders Mill Road in Bozeman.	Active Transportation	$747,815	$647,458		$100,357	TA-MPO	MDT Statewide Transportation Improvement Plan	
S-69	UPN 10750	Ped Crossing Upgrades-Bozeman	PED CROSSING UPGRADES-BOZEMAN	Transportation Alternatives (TA) Program project to improve pedestrian crossing features and ADA ramps in Bozeman.	Safety	$785,346	$679,953		$105,393	TA-MPO	MDT Statewide Transportation Improvement Plan	
A-86	UPN 10743	Connecting Communities in Gallatin County	HUFFINE LANE SHARED USE PATH / Connecting Communities	Complete the shared use path on Huffine between Circle F Trail and Bozeman City Limits to create a continuous non-motorized route between Four Corners and Bozeman. Reconfigure Alaska/Cameron Bridge intersection as a roundabout. Enhance visibility and reduce conflicts on Gooch Hill from Huffine to Durston through low-cost intersection safety countermeasures and eventual long-term reconstruction.	Active Transportation	$18,888,704	$15,212,775		$3,675,929	TA-Statewide; GRANTS (SS4A)	2025 Gallatin County Safe Streets For All	
A-120	UPN 10738	Helen-Hoffman Walks - Belgrade	HELEN-HOFFMAN WALKS - BELGRADE	Transportation Alternatives (TA) Program project to install sidewalk along portions of Helen Drive and Hoffman Street in Belgrade.	Active Transportation	$1,942,195	$1,681,552		$260,643	TA-Statewide	MDT Statewide Transportation Improvement Plan	
A-119	UPN 10737	Hoffman St Sidewalks-Belgrade	HOFFMAN ST SIDEWALKS-BELGRADE	Transportation Alternatives (TA) Program project to improve sidewalks along Hoffman Street in Belgrade.	Active Transportation	$3,613,736	$1,876,488	$76,257	$1,660,991	TA-Statewide	MDT Statewide Transportation Improvement Plan	
M-15	UPN 10696	South Cottonwood Road- Bozeman	SOUTH COTTONWOOD ROAD- BOZEMAN	Butte District Project on Secondary 345 (S-345) from RP 0.51 to RP 5.5 near Bozeman. Seal & Cover. Gallatin County has agreed to blade patch and crack seal this segment of S-345 in 2025. MDT has committed to delivering a chip seal treatment in 2026. This project is a short-term solution that is intended to help repair the roadway until the County can advance a long-term solution (major rehab, etc.) in the future.	Maintenance	$209,506	$181,390	$28,116		STP (STPX, STPS, SFCN)	MDT Statewide Transportation Improvement Plan	Project was funded before 2027 and is not reflected in the LRTP funding constraints.
A-118	UPN 10453	Bike/Ped Paths-Bozeman	BIKE/PED PATHS-BOZEMAN	Transportation Alternatives (TA) Program project to construct shared use paths at several locations in Bozeman.	Active Transportation	$742,202	$642,598		$99,604	TA-Statewide	MDT Statewide Transportation Improvement Plan	Project was funded before 2027 and is not reflected in the LRTP funding constraints.
M-14	UPN 10450	Path Preservation II-Bozeman	PATH PRESERVATION II-BOZEMAN	Transportation Alternatives (TA) Program project for preservation work on a number of paths within the City of Bozeman.	Maintenance	$392,466	$339,797		$52,669	TA-Statewide	MDT Statewide Transportation Improvement Plan	Project was funded before 2027 and is not reflected in the LRTP funding constraints.
A-117	UPN 10441	Madison Ave Sidewalk-Belgrade	MADISON AVE SIDEWALK-BELGRADE	Transportation Alternatives (TA) Program project to improve sidewalks along Madison Avenue in Belgrade.	Active Transportation	$1,007,614	$872,392		$135,222	TA-Statewide	MDT Statewide Transportation Improvement Plan	
R-129	SIF191 in FY27-31 CIP	Stucky Rd (S 19th Ave to Fowler Ln)	-	This project consists of upgrading Stucky road from the intersection with S. 19th Avenue west to the intersection with Fowler Lane to an urban "collector" standard. Project includes intersection improvement at Fowler and S 19th as well as addition of southbound lane on S 19th.	Roadway	$9,409,900			$9,409,900	Local Funding	2017 Bozeman Transportation Master Plan	Project is not federally funded and is not reflected in the LRTP funding constraints.
R-100	SIF159 in FY27-31 CIP	Oak (27th to 19th)	-	Description from CIP: This project will widen Oak St to a five-lane configuration that better aligns with the adjacent sections of Oak St. It includes an eastbound lane reconfiguration and signal upgrade at N 19th. These improvements will increase the intersection's capacity by matching the lane configuration established in the 2016 Oak St 15th to 19th project. The project will also address multimodal considerations by adding a shared-use path to this corner of the intersection. It is identified in the 2017 Transportation Master Plan as TSM-16 and MSN-9. Reconstruct Oak, from 27th to 19th, to a five-lane urban "principal arterial" standard.	Roadway	$4,250,000			$4,250,000	Local Funding	2017 Bozeman Transportation Master Plan	Project is not federally funded and is not reflected in the LRTP funding constraints.
R-17	SIF157 in FY26-30 CIP	W College (8th to 11th)	-	This project consists of reconstructing College Street, from the intersection of S. 11th Avenue to S. 8th Avenue, to a two-lane urban "minor arterial" standard.	Roadway	$1,500,000			$1,500,000	Local Funding	2017 Bozeman Transportation Master Plan	Project is not federally funded and is not reflected in the LRTP funding constraints.
R-123	SIF114 in FY26-30 CIP	Fowler Connection (Huffine to Oak)	-	This project consists of upgrading Fowler Road from the intersection with Huffin Lane to the intersection with Oak Street to a five-lane urban "minor arterial" standard.	Roadway	$22,596,000			$22,596,000	Local Funding	2017 Bozeman Transportation Master Plan	Project is not federally funded and is not reflected in the LRTP funding constraints.
A-49	A&C016 in FY26-30 CIP	S 19th Shared Use Path	-	This project will widen the existing sidewalk on the east and west sides of S 19th Ave between Lincoln St and Kagy Blvd to 10' wide shared use paths.	Active Transportation	$432,600			$432,600	Local Funding	2017 Bozeman Transportation Master Plan	Project is not federally funded and is not reflected in the LRTP funding constraints.
R-51	WO 22-03	Dry Creek Road, Cruiser Lane, and Spooner Road Intersection Safety Project	-	Roundabout. Filling in sidewalk gaps (or creating shared use paths). High visibility crosswalks. Lighting upgrades.	Roadway	$8,500,000			$8,500,000	Local Funding, Private Developer Funding	2025 Belgrade Safety Action Plan	Project is not federally funded and is not reflected in the LRTP funding constraints.

Near-Term (Committed) Maintenance and Programs

Project Code	Project Name (MDT STIP)	Description	Project Category	Cost (2026 Dollars)	Federal Committed Dollars	State Committed Dollars	Local Committed Dollars	Funding Source(s)
UPN 9604	SF179 Durston Rd Curves	Reconstuct curves to address road crashes at Ajaker Creek on L-16-178 at RP 2.7-2.9	Maintenance	$3,946,667	$3,552,000	$394,667	-	HSIP
UPN 10856	Belgrade-Southeast	Pavement Preservation Project on Frontage Road (P-205) from RP 21.1 to 26.8 near Belgrade. Project will include a mill/fill and seal and cover. Letting is expected late 2027 or early 2028.	Maintenance	$4,988,673	$4,319,193	$669,480	-	STPX/STPS/STPP/SFCN
UPN 10771	Int Improvements-Four Corners	This is a pavement preservation project at the Intersection of US-191 and Huffine Lane in Four Corners that will include milling and overlay. Upgrades will be made to meet ADA compliance at the corner of Arrowhead Trail and Huffine Lane. This project will also include upgrades to signing and traffic signals. Letting date is expected in 2027.	Maintenance	$1,968,103	$1,703,984	$264,119	-	NH (NHPP), STPX/STPP
UPN 10752	Safe Routes to School-Bozeman	Safe Routes to School improvements	Safety	$69,711	$60,356	-	$9,355	TA
UPN 10364	Gallatin River- 3M SW Belgrade	Bridge Replacement to address scour issues on S-347 from RP 3.15 to 3.65 (not all locations inside MPO boundary)	Maintenance	$2,641,444	$2,286,962	$354,482	-	BR
UPN 10273	LMC Supply Ditch Structure	Bridge Replacement with added capacity on N-50 at RP 81.2 to 81.8	Maintenance	$2,432,720	$2,106,249	$326,471	-	BR
	MDT-Preventative Maintenance	Maintenance - Striping, Durable Pavement Marking, Pavement Preservation	Maintenance	$3,750,000	$3,305,000	$445,000	-	IM, NH
	MDT HSIP Safety Projects	Safety improvement projects in various locations within the Gallatin Valley MPA	Safety	$1,000,001	$900,001	$100,000	-	HSIP
	Urban Pavement Preservation	Urban pavement preservation at various locations within the Gallatin Valley MPA	Maintenance	$2,500,000	$2,164,500	$335,500	-	UPP
	Bikefill Community Bike Park	Construct 5-6 miles of bike park near McIlhattan Road	Active Transportation	$125,000	$100,000	-	$25,000	FWP
	Transit Operations	Operating costs and capital transit expenses	Maintenance	$13,803,165	$7,461,170	-	$6,341,995	FTA 5307
	Paratransit Vehicles	Purchase ADA accessible vehicles	Maintenance	$244,277	$200,559	-	$43,718	FTA 5310

Mid-Term Projects

Project ID	Name	Description	Cost (2036 Dollars)	Committed Dollars	Potential Funding Source(s)	Project Source	Notes
R-130	Mendenhall & Babcock Streetscape	Complete streetscape improvements along Mendenhall Street and Babcock Street to include curb bulb-outs, landscaping and crossing enhancements.	$3,297,000	$0	TA-Statewide; HSIP	2017 Bozeman Transportation Master Plan	
A-137	Peach St Complete Street Improvements	This project will improve sidewalks, crosswalks, and bicycle facility on Peach St between N 7th and N Rouse in the city of Bozeman. Redesign of the street within existing right of way would be accomplished with the next mill and overlay of this segment.	$6,500,000	$0	STP (STPU); TA-Statewide; TA-MPO; Grants	City of Bozeman Call for Projects	
R-90	Oak St: 7th To 19th Safety Improvement	This project will redesign Oak St from 7th to 19th in the city of Bozeman to improve safety and access control. The project would adjust curb location to remove the existing bike lanes and narrow travel lanes to minimum arterial standards, install a landscaped median to provide traffic calming and access management, and construct missing sections of shared use path. This project would be implemented with the next mill and overlay of the segment, which was last chip sealed in 2009.	$6,500,000	$0	STP (UPP); HSIP; MACI (CMAQ); Grants	City of Bozeman Call for Projects	
A-133	Madison Ave/Broadway St - Jackrabbit Ln To Main St	Bike lane; bike-ped route and connector; Reconstruct to urban minor arterial standards to include on-street parking, curb, gutter, sidewalks, bike lanes	$2,600,000	$0	STP (STPU)	2026 Belgrade Draft TMP	Project originated in 2018 TMP
R-22	Main Street (North Quaw Boulevard To Gallatin Field Road)	Reconstruct to urban principal arterial standards to include 8-foot shoulder/parking, center turn lane/turn bays, curb and gutter	$6,930,000	$0	NHPP	2018 Belgrade Long Range Transportation Plan	
R-125	Bozeman Trail/Haggerty Ln (Main St To Kagy Blvd)	Bozeman Trail should be reconstructed to a three-lane urban "minor arteral" roadway from the intersection with Kagy Boulevard north to the intersection with Haggerty Lane. Haggerty Lane should also be upgraded to a three-lane urban "minor arterial" roadway. Bike lanes, sidewalks, curb, and gutter improvements.	$8,635,000	$0	STP (STPX/STPS/SFCN); TA-Statewide; TA-MPO	2017 Bozeman Transportation Master Plan	
A-123	Airway Blvd - Gallatin Field Rd To E Frank Rd	Bike lane or shared use path; partial commuter.	$993,700	$0	STP (STPU); TA-MPO; Grants	2026 Belgrade Draft TMP	
A-134	Jackrabbit Ln - Frontage Rd To Amsterdam Rd/Alaska Frontage Rd	Bike lane; bike-ped route and connector.	$1,232,792	$0	Grants	2026 Belgrade Draft TMP	
A-131	Amsterdam Rd - Clovehitch Rd To Jackrabbit Ln	Shared use path; commuter.	$1,105,000	$0	STP (STPU)	2026 Belgrade Draft TMP	Project originated in 2018 TMP. This project is along a priority corridor identified in public outreach.
A-84	Bozeman To Belgrade Frontage Road Shared Use Path	Construct shared use path along Frontage Road from Cherry River Fishing Access to Valley Center Spur. Further extension to Belgrade to be completed in future projects.	$600,000	$700,000	TA-Statewide; Local Funding	2017 Bozeman Transportation Master Plan	This project received support during public outreach. Has partial committed funding.
M-16	Lamme St Bridge Rehabilitation	This project will rehabilitate or replace the existing structure on Lamme St between N Bozeman and N Rouse in the city of Bozeman to improve structure condition and hydraulic capacity.	$5,900,000	$0	BR	City of Bozeman Call for Projects	
R-102	N 19th Ave (Interstate 90 To Springhill Rd)	This project consists of widening N. 19th Avenue from Interstate 90 to the intersection with Springhill Road to a 5-lane urban arterial standard. This project includes widening the I-90 overpass along N. 19th Avenue. This roadway is currently a principal.	$7,379,000	$0	NHPP	2017 Bozeman Transportation Master Plan	
R-20	S 3rd Ave (Graf St To Kagy Blvd)	Reconstruct S. 3rd Avenue from Graf Street to Kagy Boulevard to an urban "collector" roadway standard.	$3,297,000	$0	STP (STPU)	2017 Bozeman Transportation Master Plan	This project is along a priority corridor identified in public outreach
S-73	Jackrabbit Ln Pedestrian Tunnel	Tunnel under Jackrabbit Ln at Driveway	$4,472,000	$0	Grants	2026 Belgrade Draft TMP	This project is along a priority corridor identified in public outreach
R-165	N 19th Interchange Modifications	This project would construct modifications to the N 19th Interchange with I-90 (westbound exit ramp) to support street infrastructure for the North Park development currently under MDT Systems Impact review.	$13,000,000	$0	NHPP	City of Bozeman Call for Projects	This project will require a feasibility study and coordination with FHWA.
A-136	Valley Center Spur Multimodal Connection	This project will construct a multimodal connection along Valley Center Spur between the existing Frontage Rd shared use path and E Valley Center. Detailed planning and design will determine facility type. Signal modifications at each existing intersection are anticipated.	$1,300,000	$0	STP (STPU), TA-MPO	City of Bozeman Call for Projects	This project will require a feasibility study and coordination with MDT and BNSF.
A-79	Gallatin Road (Four Corners To Gallatin Gateway)	Extend existing shared use path	$5,396,000	$0	Grants	2022 Greater Triangle Area Transportation Plan	
A-59	Amsterdam Road (Royal Road To Fishing Access)	Extend the existing shared use path from Royal Road to Erwin Bridge Fishing Access Site	$852,000	$0	TA-Statewide; FWP	2022 Greater Triangle Area Transportation Plan	
S-48	S 3rd Ave And Graf St	Installation of a traffic signal or roundabout at the intersection of South 3rd Ave, W Graf St, and Wagonwheel Dr.	$1,570,000	$0	Grants	2017 Bozeman Transportation Master Plan	
M-17	E Griffin Bridge Replacement	This project will replace the existing Bozeman Creek bridge on E Griffin Dr between N Rouse and Story Mill Rd.	$1,150,000	$0	BR	City of Bozeman Call for Projects	

Long-Term Projects

Project ID	Name	Description	Cost (2045 Dollars)	Potential Funding Source(s)	Project Source	Notes
S-85	Streamline Downtown Transfer Station Improvements	The Downtown Transfer Station needs major repairs to the bus pull through lane and improved ADA compliance. The asphalt in the bus pull through lane is significantly deteriorated. The asphalt should be replaced with concrete to better withstand the load of heavy duty transit buses. The passenger loading island does not meet ADA requirements, a walk audit demonstrated inability of a power chair to access the bus. The sidewalk south of the island should be moved to widen the bus pull through lane and comply with ADA.	$7,850,000	STP (UPP); MACI (CMAQ); Grants	City of Bozeman Call for Projects	This project is also eligible for FTA funding.
M-19	Downtown Bozeman Creek Structure Rehabilitation	Bozeman Creek traverses downtown Bozeman through a series of three tunnels under Olive St, Rouse Ave, Babcock St, and Main St. for a total length of approximately 700 LF. This infrastructure is critical for the function of urban, primary, and NHS routes. The tunnel system is approaching the end of its useful life and requires rehabilitation, replacement, and hydraulic capacity improvements to manage flooding.	$22,125,000	NHPP; BR; Grants	City of Bozeman Call for Projects	
S-60	US 191 Improvements	Complete the following recommendations from MDT's 2020 US 191 Corridor Study at 3 locations: -Modify business access, install second westbound left-turn lane, and install curve warning signs for substandard roadway elements -Replace or widen bridge based on future needs of the highway -Consolidate approaches and realign intersection and improve intersection/roadway lighting	$20,496,000	NHPP; BR; HSIP; Grants	2025 Gallatin County Safe Streets For All	
R-121	Cottonwood (Baxter Lane to Cattail Street)	Complete the construction of Cottonwood Road, from Baxter Lane to Cattail Street, to a five lane urban "prinicpal arterial" standard. This includes two travel lanes in each direction, bike lanes on each side, curb and gutter throughout.	$9,200,000	STP (STPX/STPS/SFCN); TA-MPO; Grants	2017 Bozeman Transportation Master Plan	
S-63	Belgrade To Bozeman Frontage Road Improvements	Evaluate and modify existing passing and no-passing signing and striping to meet current standards. Construct centerline rumble strips along the rural portions of the corridor as appropriate. Complete the shared use path between Bozeman and Belgrade. Reconstruct the corridor to include one travel lane in each direction, center left-turn lane (where appropriate), and eight-foot shoulders.	$37,104,000	NHPP; STP (STPU); TA-Statewide; TA-MPO; HSIP; FWP	2025 Gallatin County Safe Streets For All	Will complete the shared use path into Belgrade funded in the mid-term. This project received support during public outreach.

Illustrative Projects

Project ID	Name	Description	Project Category	Project Source	Long-Term Cost (2045 Dollars)	Committed Dollars	Potential Funding Source(s)	Notes
S-90	Huffine and Fowler Intersection Improvement	This project will modify the intersection of Huffine Lane and Fowler Avenue in the city of Bozeman as the last phase of the city's planned Fowler Avenue Connection project. City and MDT coordination on final scope of improvements and design review is ongoing.	Safety	City of Bozeman Call for Projects	$7,850,000	$0	NH; HSIP; Grants (SS4A); MACI (CMAQ)	
S-86	S 19th and Blackwood Rd Traffic Signal	This project will construct a traffic signal at S 19th and Blackwood Rd in the city of Bozeman once volumes develop to a level that warrants signalization.	Safety	City of Bozeman Call for Projects	$7,850,000	$0	MACI (CMAQ); Grants (SS4A)	
S-77	Jackrabbit Ln/I-90	Grade-separated crossing.	Safety	2026 Belgrade Draft TMP	$16,715,790	$0	HSIP; TA; NHPP; Grants (SS4A); Grants (RAISE)	
S-76	Madison Ave/I-90	Underpass.	Safety	2026 Belgrade Draft TMP	$14,327,820	$0	HSIP; TA; NHPP; Grants (SS4A); Grants (RAISE)	
S-43	Davis & Valley Center	Geometric improvements with traffic signalization when warrants are met. Potential lane configuration include northbound left and right-turn bays, a westbound leturn bay, and an eastbound right-turn lane.	Safety	2017 Bozeman Transportation Master Plan	$3,680,000	$0	MACI (CMAQ); Grants (SS4A)	Privately funded as a condition of new Turnrow subdivision
S-124	Improve Paratransit Visibility & Accessibility	Streamline's brand is recognizable and trusted in the community as reliable, safe, and convenient. Aligning paratransit to Streamline's brand with vehicle wraps improves the visibility and enhances accessibility to transit. Good branding for paratransit helps reduce the stigma of specialized transportation - improving mobility, connectivity, and sustainability. Fostering independence by better serving seniors and people with disabilities. Integrated branding encourages usage and limits barriers to mobility options.	Safety	City of Bozeman Call for Projects	$1,570,000	$0	FTA 5310	
S-123	Bus Stop Parklet Pop-Up	MDT guidelines dictate parklets located on MDT maintained streets must be constructed out of steel to protect from vehicle conflicts. These structures will improve the visibility and accessibility of this parklet. The space is currently occupied by two free parking spaces that block bus riders (especially seniors and those with disabilities) from boarding in an accessible manner. Additional benefits are safety, traffic calming through inclusion of local art, seating and landscaping, and multimodal mobility.	Safety	City of Bozeman Call for Projects	$1,570,000	$0	FTA 5310	
R-99	Oak (7th to Rouse)	This project consists of reconstructing Oak Street, from the intersection of N. 7th Avenue to Rouse Avenue, to a three--lane urban "principal arterial" standard. This includes one travel lane in each direction, bike lanes on each side, curb and gutter throughout	Roadway	2017 Bozeman Transportation Master Plan	$3,588,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	This project is committed with adjacent development
R-98	Durston (Gooch Hill Rd To Study Area Boundary) - Minor Arterial	Recommended Extension - Minor Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$2,760,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-97	Garfield (Fowler To Ferguson) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$2,944,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-96	S 11th Ave (Blackwood To Goldenstein) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$4,195,200	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-95	Blackwood Road (Fowler To S 31st Ave) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$1,030,400	$0	STP (STPX/STPS/SFCN)	
R-91	Fowler Lane: Garfield To Stucky	This project will construct Fowler Lane from Garfield to Stucky as a 2-lane minor arterial in the city of Bozeman to provide an alternate N/S route to S 19th. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	City of Bozeman Call for Projects; 2017 Bozeman TMP	$23,550,000	$0	STP (STPU) [tentative - not yet built, system designation pending per MDT]; Grants (RAISE); Grants (INFRA)	
R-77	W Frank Rd - Thorpe Rd To Jackrabbit Ln	Reconstruct to collector standards.	Roadway	2026 Belgrade Draft TMP	$25,627,110	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-76	Bolinger Rd - Weaver Rd To Cruiser Ln	Reconstruct to minor collector standards.	Roadway	2026 Belgrade Draft TMP	$34,792,770	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-74	New Roadway (Future) - Happy Ln To Dry Creek Rd	New roadway.	Roadway	2026 Belgrade Draft TMP	$21,994,130	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-73	Weaver Rd - West Of Thorpe Rd To Dry Creek Rd	Upgrade to 4-lane arterial with center median.	Roadway	2026 Belgrade Draft TMP	$151,274,210	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-72	E Valley Center Rd - Alaska Rd To Love Ln	Upgrade to minor arterial; maintain shared use path.	Roadway	2026 Belgrade Draft TMP	$11,068,500	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE)	
R-71	Tarmac Trail (New Airport Rd) - Jetway Dr To Frontage Rd	New roadway; Airport Rd relocation; minor collector standards. Jetway Dr to Frontage Rd; Intersection improvements to include traffic signal	Roadway	2026 Belgrade Draft TMP	$24,948,870	$0	STP (STPX/STPS/SFCN); NHFP; Grants (RAISE)	New airport road will be a high-interest project for the region
R-67	Kingston Rd (Future) - Collins Rd To Dry Creek Rc	New collector roadway.	Roadway	2026 Belgrade Draft TMP	$30,120,450	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-66	Harper Puckett Rd - E Cameron Bridge Rd To E Valley Center Rd	Roadway improvements.	Roadway	2026 Belgrade Draft TMP	$4,394,430	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-65	E Cameron Bridge Rd - Alaska Rd To Harper Puckett Rd	Upgrade from minor collector to major collector.	Roadway	2026 Belgrade Draft TMP	$8,121,610	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-64	Spooner Rd - Weaver Rd To Cruiser Ln	Roadway improvements.	Roadway	2026 Belgrade Draft TMP	$8,072,940	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-63	Thorpe Rd - Planning Area Boundary To Royal Rd	Roadway improvements if western interchange occurs.	Roadway	2026 Belgrade Draft TMP	$25,537,620	$0	NHPP; STP (STPX/STPS/SFCN); Grants (RAISE)	
R-59	Frontage Rd - Airway Blvd To City Limits	Reconstruct to urban street standards.	Roadway	2026 Belgrade Draft TMP	$22,546,770	$0	STP (Primary); Grants (RAISE)	
R-58	Amsterdam Rd - Countryside Ln/Royal Rd To Thorpe Rd	Reconstruct to 5-lane urban minor arterial standards with appropriate non-motorized accomodations.	Roadway	2026 Belgrade Draft TMP	$43,635,010	$0	STP (STPU); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-57	Jackrabbit Ln Overpass (Amsterdam Rd To Colorado St)	Widen/replace overpass to accommodate additional lanes and non-motorized accomodations; reconstruct off-ramp to increase capacity.	Roadway	2026 Belgrade Draft TMP	$44,997,770	$0	NHPP; BR; TA; Grants (Bridge Investment Program); Grants (RAISE); CRP; Grants (INFRA)	
R-56	Jackrabbit Ln - Mayfair Dr To Frontage Rd	Reconstruct to urban minor arterial standards to be consistent with souther portion of the corridor; realign side streets.	Roadway	2026 Belgrade Draft TMP	$14,883,600	$0	STP (STPU); Grants (RAISE)	
R-54	Amsterdam Rd - Thorpe Rd To Jackrabbit Ln	Reconstruct to 5-lane urban minor arterial standards with appropriate non-motorized accomodations like paralell multi-use path.	Roadway	2026 Belgrade Draft TMP	$54,571,630	$0	STP (STPU); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-53	Frontage Rd - Thorpe Rd To Bolinger Rc	Reconstruct to urban typical standard.	Roadway	2026 Belgrade Draft TMP	$12,247,570	$0	STP (STPU); Grants (RAISE)	
R-46	S. 19th Avenue (Kagy Blvd To Hyalite Canyon Road)	Reconstruct roadway to urban principal standards from Kagy Blvd to Goldenstein Road, rural principal arterial standards from Goldenstein Road to Johnson Road, and minor arterial standards to Hyalite Canyon Road. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$67,971,800	$0	STP (STPU); STP (STPX/STPS/SFCN); TA; Grants (RAISE); CRP	
R-38	Church (Main St To Kagy Blvd)	This project consists of reconstructing Church Street from the intersection with Main Street south to the intersection with Kagy Boulevard to a two-lane urban "collector" standard. This would include one travel lane in each direction, curb and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$6,476,800	$0	STP (STPU); Grants (RAISE)	Project has significant right-of-way challenges
R-37	Valley Center (Valley Center Spur To 27th Ave)	This project consists of upgrading Valley Center Drive from the intersection with the Valley Center Underpass to the intersection with N. 27th Avenue to a three-lane urban arterial standard complete with one travel lane in each direction, bike lanes on each side, curb and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$6,458,400	$0	STP (STPU); TA; CRP; Grants (RAISE)	This project is committed with adjacent development

Project ID	Name	Description	Project Category	Project Source	Long-Term Cost (2045 Dollars)	Committed Dollars	Potential Funding Source(s)	Notes
R-36	Cottonwood Rd (Loyal Drive To Graf St)	This project consists of reconstructing Cottonwood Road, from the intersection of Loyal Drive to Graf Street, to a three-lane urban "principal arterial" standard. This includes one travel lanes in each direction, bike lanes on each side, curb and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$10,120,000	$0	STP (STPU); STP (STPX/STPS/SFCN); TA; Grants (RAISE); CRP; Grants (INFRA)	
R-33	Kagy Blvd (Highland To Bozeman Trail)	This project consists of widening Kagy Boulevard from the intersection with Highland Boulevard to the intersection with Bozeman Trail to a three-lane urban "principal arterial" standard complete with one travel lane in each direction, bike lanes on each side, curb and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$9,200,000	$0	STP (STPU); TA; Grants (RAISE); CRP; Grants (INFRA)	
R-23	Frontage Road (Weaver Road To Bolinger Road)	Reconstruct to rural minor arterial standards to include widended shoulders, recoverable side slopes, center turn lane/turn bays	Roadway	2018 Belgrade Long Range Transportation Plan	$15,385,000	$0	STP (STPU); Grants (RAISE); Grants (INFRA)	
R-19	College St (11th to 19th)	This project consists of reconstructing College Street, from the intersection of S. 19th Avenue to S. 11th Avenue, to a two-lane urban "minor arterial" standard.	Roadway	2017 Bozeman Transportation Master Plan	$6,752,800	$3,670,000	STP (STPU); TA; Local Funding	College St from 8th-11th is committed in the near-term; some local funding for the remainder of the project is programmed as SIF158 in Bozeman CIP FY27-31
R-169	Belgrade Rail Quiet Zone	Implement rail quiet zone in the city of Belgrade to reduce noise pollution	Roadway	Belgrade City Council	-	-	-	
R-162	Gooch Hill Road (Huffine Lane To Stucky Road)	Reconstruct roadway to urban minor arterial standards	Roadway	2022 Greater Triangle Area Transportation Plan	$18,252,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-161	Alaska Road South (Frank Road To E Valley Center Road)	Reconstruct roadway to rural minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$32,617,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-160	Elk Lane (Red Mountain Drive To Gooch Hill Road)	Minor Arterial. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$15,210,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-159	Oak Street (Forest Glen Road To Love Lane)	Principal Arterial. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$25,519,000	$0	STP (STPX/STPS/SFCN); TA; Grants (RAISE); CRP; Grants (INFRA)	
R-158	Gooch Hill Road (Durston Road To Hulbert Road)	Minor Arterial. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$31,603,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-156	Durston Road (Parklands Trail To Monforton Drive)	Minor Arterial	Roadway	2022 Greater Triangle Area Transportation Plan	$15,717,000	$0	STP (STPX/STPS/SFCN); FWP; Grants (RAISE); Grants (INFRA)	
R-155	Stucky Road (S 19Th Avenue To Gooch Hill Road)	Reconstruct roadway to urban collector standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$50,700,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-154	Stucky Road (Gooch Hill Road To Elk Lane)	Extend Stucky Road between Gooch Hill Road and Elk Lane / Red Mountain Drive intersection as rural minor arterial	Roadway	2022 Greater Triangle Area Transportation Plan	$15,717,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-153	Cobb Hill Road / Elk Lane (Gallatin Road To Red Mountain Drive)	Reconstruct roadway to rural minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$33,293,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-152	Cottonwood Road (Oak Street To Hulbert Road)	Reconstruct roadway to urban principal arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$18,421,000	$0	STP (STPX/STPS/SFCN); TA; Grants (RAISE); CRP; Grants (INFRA)	
R-151	Gooch Hill Road (Durston Road To Huffine Lane)	Reconstruct roadway to urban minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$14,027,000	$0	STP (STPX/STPS/SFCN); TA; HSIP; Grants (SS4A); CRP; Grants (RAISE); Grants (INFRA)	
R-150	Harper Puckett Road / Gooch Hill Road (Cameron Bridge Road To Durston Road)	Reconstruct roadway to urban minor arterial standards, complete connection between Durston Road and Harper Puckett Road. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$55,263,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-15	Cruiser Lane (Dry Creek Road To Jackrabbit)	Reconstruct to Urban major collector standard	Roadway	2018 Belgrade Long Range Transportation Plan	$4,525,000	$0	STP (STPU); Grants (RAISE)	
R-149	Cameron Bridge Road (Harper Puckett Road To Alaska Road South)	Reconstruct roadway to urban minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$35,659,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-148	Cameron Bridge Road (Alaska Road South To Jackrabbit Lane)	Reconstruct roadway to urban minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$17,069,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-147	Hulbert Road (Harper Puckett Road To Love Lane)	Construct roadway to urban minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$31,434,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-146	Hulbert Road (Love Lane To Jackrabbit Lane)	Reconstruct roadway to rural minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$30,589,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-145	Oak Street (Cottonwood Road To Love Lane)	Reconstruct roadway to urban principal arterial standards, complete connection between Forest Glen Drive and Love Lane. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$3,718,000	$0	STP (STPX/STPS/SFCN); TA; Grants (RAISE); CRP	
R-144	Durston Road (Gooch Hill Road To Jackrabbit Lane)	Reconstruct roadway to urban minor arterial standards (Gooch Hill Road to Love Lane) and rural minor arterial standards (Love Lane to Jackrabbit Lane), complete connection between Parklands Trail and Jackrabbit Lane. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$45,292,000	$0	STP (STPX/STPS/SFCN); TA; FWP; CRP; Grants (RAISE); Grants (INFRA)	
R-143	Baxter Lane (Harper Puckett Road To Jackrabbit Lane)	Reconstruct roadway to rural minor arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$27,378,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-142	Love Lane (Huffine Lane To E Valley Center Road)	Reconstruct roadway to rural principal arterial standards. Parallel shared use path recommended.	Roadway	2022 Greater Triangle Area Transportation Plan	$6,084,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE)	
R-137	Frank Road (Jackrabbit Lane To Alaska Road South)	Reconstruct and extend to urban minor arterial standards	Roadway	2018 Belgrade Long Range Transportation Plan	$5,430,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-135	Story Mill N / Mcllhattan Rd (Boyland Rd To Landfill)	This project consists of reconstructing Story Mill Road north to Mcllhattan, and Mcllhattan northwest to the Landfill, to a two-lane urban "collector" road standard. This would include one travel lane in each direction, bike lanes on each side, curb and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$5,667,200	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE)	
R-133	Valley Center (Valley Center Spur to 27th Ave)	This project consists of upgrading Valley Center Drive from the intersection with the Valley Center Underpass to the intersection with N. 27th Avenue to a three-lane urban arterial standard complete with one travel lane in each direction, bike lanes on each side, curb and gutter throughout.	Roadway	2017 Bozeman Transportation Master Plan	$6,458,400	$0	STP (STPU); TA;	
R-128	Highland (Main To Kagy)	This project consists of mill and overlay on Highland Boulevard	Maintenance	2017 Bozeman Transportation Master Plan	$18,400,000	$0	Grants (RAISE); Grants (INFRA)	
R-126	Cattail St (Ferguson To Cottonwood Rd)	This project consists of upgrading Cattail Street from the intersection with Davis west of its current termini point to a three-lane urban "collector" roadway; Bike lanes, sidewalks, curb, and gutter improvements.	Roadway	2017 Bozeman Transportation Master Plan	$5,520,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE)	
R-122	Davis (Baxter To Valley Center)	This project consists of upgrading Davis from the intersection with Baxter to the intersection with Valley Center Road to a five-lane urban "minor arterial" standard. This includes two travel lanes in each direction, bike lanes on each side, curb and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$15,640,000	$0	STP (STPX/STPS/SFCN); TA; CRP; Grants (RAISE); Grants (INFRA)	
R-120	Kagy Boulevard (Willson Avenue To Highland Boulevard)	This project consists of widening Kagy Boulevard, from the intersection of S. 19th Avenue to Willson Avenue, to a four-lane urban principal arterial standard. This includes two travel lanes in each direction, curb, and gutter.	Roadway	2017 Bozeman Transportation Master Plan	$11,040,000	$0	STP (STPX/STPS/SFCN); Grants (Rural)	
R-119	Babcock (El Dorado To Love Ln) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$4,931,200	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-118	Laurel Parkway (Valley Center To Oak) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$13,873,600	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	

Project ID	Name	Description	Project Category	Project Source	Long-Term Cost (2045 Dollars)	Committed Dollars	Potential Funding Source(s)	Notes
R-117	Baxter (US 191 to MPA Boundary) - Minor Arterial	Recommended Extension - Minor Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$8,372,000	$0	STP (STPX/STPS/SFCN)	
R-116	Deadman's Gulch/Cattail St (Cottonwood To Study Area Boundary) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$8,335,200	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-115	Graf St (Cottonwood To S 31st) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$3,588,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-114	S 27th Ave (Blackwood To Patterson) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$4,103,200	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
R-113	Ferguson (Huffine To Johnson) - Collector	Recommended Extension - Collector. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$22,172,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-112	Gooch Hill (Durston To Harper Puckett) - Minor Arterial	Recommended Extension - Minor Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$23,220,800	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-110	Catamount St (Davis Ln To Love Lane) - Minor Arterial	Recommended Extension - Minor Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$16,615,200	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-109	Kagy Blvd (Cottonwood To S 27th Ave) - Principal Arterial	Recommended Extension - Principal Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$16,320,800	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-108	Harper Puckett (Deadman's Gulch / Cattail St To Valley Center) - Principal Arterial	Recommended Extension - Principal Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$13,781,600	$0	STP (STPX/STPS/SFCN); Grants (RAISE); Grants (INFRA)	
R-106	I-90 Overpass/Underpass	New overpass/underpass across I-90 to connect Maxter and Mandeville (between N 19th and N 7th)	Roadway	2017 Bozeman Transportation Master Plan	$13,800,000	$0	NHPP; BR; STP (STPX/STPS/SFCN); Grants (Bridge Investment Program); Grants (RAISE); Grants (INFRA);	
R-105	"L" Street (Tamarack to Bridger Canyon Dr)	This project consists of reconstructing "L" Street and Story Mill Road from the intersection with Tamarack Street to Bridger Canyon Drive to a two-lane urban "collector" standard. This would include one travel lane in each direction, bike lanes on each side, and curb and gutter throughout	Roadway	2017 Bozeman Transportation Master Plan	$3,937,600	$0	STP (STPX/STPS/SFCN); TA	This project is committed with adjacent development
R-103	Harper Puckett (Gooch Hill Rd To E Valley Center Road)	Reconstruct to a 3-lane urban minor arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Roadway	2017 Bozeman Transportation Master Plan	$4,600,000	$0	STP (STPX/STPS/SFCN); Grants (RAISE)	
M-19	Streep Sweeper Purchase - Bozeman	The City of Bozeman has two street sweeper replacements scheduled for FY29 and FY30 in their local capital plan.	Maintenance	City of Bozeman Call for Projects	$1,256,000	$800,000	Local Funding; MACI (CMAQ)	
M-18	Story Mill Bridge Replacement	This project will replace the existing Bridger Creek bridge on Story Mill Rd in the city of Bozeman with improved structural capacity and shared use path on or adjacent to the bridge	Maintenance	City of Bozeman Call for Projects	$6,710,000	$0	BR; TA; Grants (Bridge Investment Program); Grants (RAISE); Grants (INFRA)	
A-91	Cottonwood Rd Shared Use Path (Northbound)	Proposed Shared Use Path on Cottonwood between Farmers Canal and Stucky	Active Transportation	2023 Bozeman Parks, Recreation, and Active Tran	$519,747	$0	TA; STP (STPU); Grants (SS4A); CRP; Grants (RAISE)	
A-14	W. Valley Center Road (Jackrabbit Lane To Path)	Construct approximately 100 feet of shared use path to connect existing facilities at the intersection	Active Transportation	2022 Greater Triangle Area Transportation Plan	$16,900	$0	TA; STP (STPU); Grants (SS4A); CRP	
A-112	E Valley Center/Cattail Creek Anchor Route	Proposed Anchor Route on E Valley Center Rd and Cattail Creek	Active Transportation	2023 Bozeman Parks, Recreation, and Active Tran	$1,793,000	$600,000	Local Funding; TA	

Local Projects

Project ID	Name	Description	On/Off System	Project Category	Sub-Category	Local/Regional Plan Source
A-10	Bike/Ped Overpass	Visionary project, but would provide more direct access for valley west resdients to Bridger Drive trails.	On	Active Transportation	Pedestrian Tunnel/Bridge	2017 Bozeman Transportation Master Plan
A-11	Grade separated crossing	Could be over or underpass connecting Fowler trails and the college to Huffine trail. Engineering study needed.	On	Active Transportation	Pedestrian Tunnel/Bridge	2017 Bozeman Transportation Master Plan
A-12	Signal or grade separation	Conceptual project depends on ability to create east-west bicycle boulevard.	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-15	Baxter Lane Sidewalk	Sidewalk Improvements on Baxter and N 11th	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-16	Baxter Lane Sidewalk	Sidewalk Improvements on Baxter to N 7th	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-2	Grade Separation	Over or underpass for future central bicycle and pedestrian route as proposed in the Long Range Campus Development Plan	On	Active Transportation	Pedestrian Tunnel/Bridge	2017 Bozeman Transportation Master Plan
A-25	S 19th Sidewalk (west side)	Sidewalk Improvements on S 19th from W Kagy to W Graf	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-26	Highland Blvd Sidewalk	Sidewalk Improvements on Highland from Holly Dr to E Kagy	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-27	Baxter Ln Sidewalk	Sidewalk Improvements on Baxter between Commerce Way and Simmental Wy	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-29	Bridger Dr Sidewalk	Sidewalk Improvements on Bridger Dr from Story Mill Rd to Creekwood Dr	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-31	E Main/Haggerty Ln Sidewalk	Sidewalk Improvements on E Main and Haggerty Ln	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-32	S 3rd Ave Sidewalk (east side)	Sidewalk Improvements on S 3rd Ave from W Graf to Hill St	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-33	S 3rd Ave Sidewalk (east side)	Sidewalk Improvements on S 3rd from Staudaher St to W Kagy	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-34	W Graf Sidewalk (north side)	Sidewalk Improvements on W Graf between S 3rd and Wagonwheel Rd	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-35	W Graf Sidewalk (south side)	Sidewalk Improvements on W Graf between S 3rd and Wagonwheel Rd	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-36	Sidewalk	Sidewalk Improvements on W College between S 13th and McIntosh Ct	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-39	Highland Blvd Bike Lane	Bike lane from E Kagy to Holly Dr when road is reconstructed / development occurs	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-4	Grade Separation	As part of the W Kagy improvements a pedestrian tunnel will be constructed providing benefitial pedestrian and bicycle improvements to the Kagy/Wilson/S 3rd intersection as well as serving the existing and future Gallagator trail.	On	Active Transportation	Pedestrian Tunnel/Bridge	2017 Bozeman Transportation Master Plan
A-40	S 11th Bike Lane	For the section of bike lane between the roundabout and the southern parking access just south of Harrison Street, South 11th is approximately 45 feet wide. The bike lanes could be significantly wider here and be buffered to provide a more comfortable	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-41	S 11th Bike Lane 2	Add bike lane signs and stencils every 200 feet, or after ped crossings and at far side of intersections. Add 6" lane stripe.	On	Active Transportation	Road Markings	2017 Bozeman Transportation Master Plan
A-43	W College Bike Lanes 1	This is the last part of College west of 11th that will not have been reconstructed. The roadway has no curb and gutter and has sub-standard shoulders. There is approximately 32 feet of asphalt. Short Term: The shoulders should be restriped as designat	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-46	N 7th Ave Bike Lane	Convert parking lanes to buffered bike lanes. Parking is underutilized.Coordination may be neccessary near Oak St and the hotel/Santa Fe Reds.	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-47	S 11th Ave Bike Lane	S 11th Ave is proportioned as a local street, however it is classified as a minor arterial. This is a popular biking and walking route to reach MSU and it carries considerable traffic volumes. This project prohibits parking along S 11th Ave and establish	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-48	E Babcock St Bike Lane	Short term, provide shared lane markings in both travel lanes mid-term, remove northern parking lane and provide a separated two-way bike lane (cycle track) on the north side of the street. This side generally has less existing parking and better aligns	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-5	Intersection Improvements	Add a bike box on Babcock in the EB direction in front of the combination lane. This will help bicyclists position to use 23rd to reach College Ave. Perform traffic study on WB approach on S 23rd Ave to verify right turn queuing requirements. If possib	On	Active Transportation	Road Markings	2017 Bozeman Transportation Master Plan
A-50	S 11 th Shared Use Path	Widen sidewalk to 10'-12' shared use path standard; provide bike lane transitions at Lincoln and Kagy.	On	Active Transportation	Shared Use Path	2017 Bozeman Transportation Master Plan
A-55	W Main St (North) Sidewalk	12 foot wide sidewalk to facilitate connections between bikeways that provide alternatives to Main Street and N 19th Ave.	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-56	W Main St (South) Sidewalk	12 foot wide sidewalk to facilitiate connections between bikeways that provide alternatives to W Main St and N 19th Ave.	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan

Project ID	Name	Description	On/Off System	Project Category	Sub-Category	Local/Regional Plan Source
A-58	W Babcock St	Requires sharrows to provide eastbound bicycle treatment to match Mendenhall Street	On	Active Transportation	Road Markings	2017 Bozeman Transportation Master Plan
A-60	S 19th Ave Sidewalk (east side)	Sidewalk improvements on S 19th from W Graf to W Kagy	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-63	S Churchill Sidewalk (east side)	Sidewalk improvements on S Churchill Ave from E Kagy to E Story	On	Active Transportation	Sidewalks	2017 Bozeman Transportation Master Plan
A-66	Highland Blvd Bike Lane	Bike lane from Bozeman Deaconess Hospital to E Main St when road is reconstructed / development occurs	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-67	N 7th Ave	I-90 overpass was designed for bike lanes, but never had them marked or signed. This project completes the thought, adds dotted lane line extensions across the I-90 ramps and signs/marks bike lane on N 7th north of the interchange.	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-68	N 19th Ave	8 foot minimum shoulders already exist. This project involves adding bicycle lane stencils and signage. Future additions include adding through bike lanes where right only lanes exist at intersections. This project is similar to other MDT highways of sim	On	Active Transportation	Road Markings	2017 Bozeman Transportation Master Plan
A-71	Springhill Rd	Path linking Frontage Road with Sypes Canyon Rd. Could also connect to conceptual path to Story Mill/Bridger Dr.	On	Active Transportation	Shared Use Path	2017 Bozeman Transportation Master Plan
A-73	S 19th Ave	As Proposed in the BozemanArea Alternative Transportation Study and PROST Plan	On	Active Transportation	Shared Use Path	2017 Bozeman Transportation Master Plan
A-78	Koch St	Sharrows and bike route signs are present. The signal at 19th makes this an important connection for bicyclists and pedestrians. Volumes have been recorded higher than desired just east of 19th at 3700 vehicles per day.	On	Active Transportation	Bike Lane	2017 Bozeman Transportation Master Plan
A-8	Trail Underpass	Replace at-grade crossing with underpass where grading is favorable.	On	Active Transportation	Crosswalk	2017 Bozeman Transportation Master Plan
A-9	Trail Underpass	Replace at-grade crossing with underpass where grading is favorable.	On	Active Transportation	Crosswalk	2017 Bozeman Transportation Master Plan
M-2	S 19th Ave (Kagy to Stucky)	Mill/fill, seal and cover, pavement markings	On	Maintenance	Road Preservation	2017 Bozeman Transportation Master Plan
R-104	W Lincoln St (N 19Th Ave To S 11Th Ave)	This project consists of reconstructing W Lincoln Street from S. 11th Ave to S 19th Ave to Willson Avenue, to a two-lane urban collector roadway. This includes one travel lane in each direction, bike lanes on each side, curb and gutter throughout, and	Off	Roadway	Road Construction	2017 Bozeman Transportation Master Plan
R-111	Goldenstein (Cottonwood To S 19Th Ave) - Minor Arterial	Recommended Extension - Minor Arterial. All street maintenance projects are evaluated for Complete Streets compliance and multimodal improvements.	Off	Roadway	Road Construction	2017 Bozeman Transportation Master Plan
R-127	Kagy/Bozeman Trail (Bozeman Trail To I-90)	Upgrade to 2-lane rural arterial & realign	Off	Roadway	Road Construction	2017 Bozeman Transportation Master Plan
R-35	Springhill Rd (Frontage Rd To Sypes Canyon Rd)	Springhill Road from the intersection with the Frontage Road to the intersection with Sypes Canyon Road should be widened to a three-lane rural "minor arterial" arterial roadway. This includes one travel lane in each direction and a two-way center turn l	On	Roadway	Road Construction	2017 Bozeman Transportation Master Plan
R-5	Durston & N 15Th Avenue	Restripe/reconfigure to address peak hour traffic queueing	On	Roadway	Lane Geometry	2017 Bozeman Transportation Master Plan
R-8	7Th & Mendenhall	Restripe approach to include designated right-turn lane	On	Roadway	Lane Geometry	2017 Bozeman Transportation Master Plan
S-10	Intersection Improvements	Improvements associated with Kagy Blvd project. Recommend roundabout with grade separation across Kagy. If signal is to remain, include leading pedestrian interval, bike lane to path transitions	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-11	W College St Midblock Rectangular Rapid Flashing Beacon	School crossing for students living in family housing to go to Irving School. W College at S 13th	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan
S-12	W College/S 15th Ave Rectangular Rapid Flashing Beacon	Provide crosswalk and RRFB based crossing for trail/sidewalk connection at W College and S 15th	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan
S-13	Pedestrian Hybrid Beacon	Lamme is an existing high bicycle and pedestrian use street. This crossing point at 7th is currently difficult and limits the east-west poential of the route. With the 4-lane cross section with no median a rapid flashing beacon would not be visible enoug	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan
S-14	Curb Extensions	Install curb extensions at Galligator trail crossing. This crossing will become more heavily used when Kagy Blvd project is complete. RRFB could be a value added option, however yielding compliance on Wilson Ave is usually good.	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-16	Realign Path Crossing	re route path crossing from current location to a location approximately 20 feet south. Utilize median for single lane crossing at a time. Vehicles can then interact with pathway users in a different decision process than merging into/out of traffic.	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-19	Intersection Improvements	Provide leading pedestrian interval to get peds in crosswalks before vehicles are given green lights. Add shared lane markings in left and right turn lanes in the northbound direction. Add a gore sepearator between left and right only lanes. Main street	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-20	Pedestrian Hybrid Beacon	Pedestrian activated 3-lens beacon. Only activates when pedestrian calls it. Could be coordinated with existing signal progression along Main St.	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan

Project ID	Name	Description	On/Off System	Project Category	Sub-Category	Local/Regional Plan Source
S-21	Trail Underpass	Need improved pedestrian crossing in conjunction with new development at Curtiss St or in association with trails. Crossing should be underpass, which should be somewhat straght forward with existing grading on west side, on east side the City of Bozeman	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan
S-22	S 3rd Ave Rectangular Rapid Flashing Beacon	Add pedestrian crossing and RRFB on S 3rd Ave and Westridge Dr	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan
S-23	S 3rd Ave Rectangular Rapid Flashing Beacon	Upgrade crossing to include RRFB on S 3rd Ave and W Arnold St	On	Safety	Crosswalk	2017 Bozeman Transportation Master Plan
S-24	Remove crosswalk	Existing pedestrian crossing has no control and is on the hill into downtown where traffic is decelerating from 40 mph. New signal at Broadway offers nearby controlled crossing. Warrants would not likely support a signalized crossing at this location.	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-29	Main Street & Cypress	Make Cypress right in, right out	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-30	Willson & Grant	Intersection control	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-31	Willson & Peach	Intersection control	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-32	Huffine & Fowler	Update signal to include left-turn phase	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-33	Huffine & Ferguson	Update signal to include left-turn phase	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-35	Highland & Kagy	Intersection control	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-37	Babcock & Wilson	Upgrade signal at Babcock and Wilson	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-40	Oak & 11Th	Intersection control - Signal	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-44	Grant & S 11Th Avenue	Install single-lane roundabout at the intersection of Grant Street and S. 11th Avenue.	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-45	Lincoln & S 11Th Ave	Install single lane roundabout at the intersection Lincoln Street & South 11th Avenue.	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-8	Install full signal	Recommend installing a full signal to protect pedestrian and bike crossings on W Lincoln Street. This could allow the current right turn out restrictiosn to remain and just activeate for lefts and for pedestrian signal calls.	On	Safety	Intersection Improvements	2017 Bozeman Transportation Master Plan
S-2	Amsterdam Rd/Royal Rd Intersection	Intersection improvements; traffic signal or roundabout	On	Safety	Intersection Improvements	2018 Belgrade Long Range Transportation Plan
S-4	Madison Avenue/Broadway Street/Colorado Street Intersection	Intersection improvements; roundabout or realignment; further evaluation needed	On	Safety	Intersection Improvements	2018 Belgrade Long Range Transportation Plan
S-5	Oregon Street/Main Street Intersection	Intersection improvements; traffic signal or roundabout with intersection realignment	On	Safety	Intersection Improvements	2018 Belgrade Long Range Transportation Plan
A-82	S. 19th Avenue (Nash Road to Kagy Boulevard)	Construct a shared use path from Nash Road to Kagy Boulevard	On	Active Transportation	Shared Use Path	2022 Greater Triangle Area Transportation Plan
M-1	Amsterdam Road	Preservation and/or minor rehabilitation	On	Maintenance	Road Preservation	2022 Greater Triangle Area Transportation Plan
S-55	Cottonwood Road/ Pasha Lane Intersection	Reconstruct the Cottonwood Road and Pasha Lane intersection to accommodate turning movements of a fire truck. Pedestrian facilities with ADA accommodations should also be included, primarily on the western side of the of the intersection.	On	Safety	Lane Geometry	2022 Greater Triangle Area Transportation Plan
S-56	Cottonwood Road/ S. 19th Avenue Intersection	Minor intersection reconstruction to address geometrics and pedestrian accommodations. The intersection should be modified to accommodate bus turning movements at a minimum. Appropriate ADA treatments should also be included at the crosswalk.	On	Safety	Lane Geometry	2022 Greater Triangle Area Transportation Plan
A-100	Kagy/Bozeman Trail Rd Shared Use Path (south side)	Proposed Shared Use Path on Kagy/Bozeman Trail Rd between Highland and Academy	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-102	Springhill Rd Shared Use Path	Proposed Shared Use Path on Springhill Rd between Sypes Canyon and I-90 Frontage Rd	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-103	S 19th Ave Shared Use Path (east side)	Proposed Shared Use Path on S 19th between W Kagy and Nash Rd	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-104	W Kagy Blvd Shared Use Path	Proposed Shared Use Path on W Kagy between S 19th and S Wilson	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-106	E Valley Center Shared Use Path (southwest side)	Proposed Shared Use Path on E Valley Center to Honor Lane	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-107	Tamarack/Durston/W Main St Shared Use Path	Proposed Shared Use Path on W Tamarack/Durston/W Main St	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-109	S 19th Shared Use Path	Proposed Shared Use Path on S 19th between Durston and W College	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-110	N 7th Ave Shared Use Path	Proposed Shared Use Path on N 7th between W Main and I-90 Frontage Rd	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-111	Durston Rd Shared Use Path	Proposed Shared Use Path on Durston between N 15th and Greenway	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-113	W Main/Bridger Canyon Anchor Route	Proposed Anchor Route on W Main/Bridger Canyon	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-115	Cottonwood Rd Shared Use Path (southbound)	Proposed Shared Use Path on Cottonwood between Farmers Canal and Johnson	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-87	N 19th Ave Shared Use Path	Proposed Shared Use Path on N 19th Ave between Durston and W Oak	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-88	S 3rd Shared Use Path	Proposed Shared Use Path on S 3fd between Graf and S Montana Ave	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)

Project ID	Name	Description	On/Off System	Project Category	Sub-Category	Local/Regional Plan Source
A-89	W Graf Shared Use Path	Proposed Shared Use Path on W Graf between S 3rd and Wagonwheel Rd	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-90	Baxter Lane Shared Use Path	Proposed Shared Use Path on Baxter between N 19th and N 11th	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-92	S 19th Ave Shared Use Path	Proposed Shared Use Path on S 19th between W Garfield and W Kagy	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-93	S 11th Shared Use Path	Proposed Shared Use Path on S 11th between W Grant and W Kagy	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-94	E Valley Center Shared Use Path (southwest side)	Proposed Shared Use Path on E Valley Center between Catamount and Catron	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-95	E Valley Center Shared Use Path (northeast side)	Proposed Shared Use Path on E Valley Center between Catron and N 19th	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-96	E Valley Center Shared Use Path (southwest side)	Proposed Shared Use Path on E Valley Center between Catron and N 19th	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-98	W Koch St Shared Use Path	Proposed Shared Use Path on W Koch between S 19th and S 20th	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
A-99	N Rouse/Bridger Drive Shared Use Path	Proposed Shared Use Path on N Rouse/Bridger Drive between E Oak and Birdie Dr	On	Active Transportation	Shared Use Path	2023 Bozeman Parks, Recreation, and Active Transporation Plan (PRAT)
S-62	Central Valley Fire Roadway Alert System	Install an emergency signal at the driveway and a messaging system.	On	Safety	Intersection Improvements	2025 Belgrade Safety Action Plan
A-122	Jackrabbit Ln - Cruiser Ln to Main St	Bike lane.	On	Active Transportation	Bike Lane	2026 Belgrade Draft TMP
A-124	Spooner Rd - Cruiser Ln to Mayfair Dr	Bike lane.	On	Active Transportation	Bike Lane	2026 Belgrade Draft TMP
A-125	Cruiser Ln - Westwood Cir to Dry Creek Rd	Bike lane.	On	Active Transportation	Bike Lane	2026 Belgrade Draft TMP
A-127	Main St - Quaw's Blvd to Weaver St; N Kennedy St to Voegeles Trailer Park Tpke	Sidewalk.	On	Active Transportation	Sidewalks	2026 Belgrade Draft TMP
A-128	Broadway St - Central Ave to Southview Ave; Allison Ave to Cameron Ave	Sidewalk.	On	Active Transportation	Sidewalks	2026 Belgrade Draft TMP
A-130	Frontage Rd - 13th St to 8th St	Sidewalk.	On	Active Transportation	Sidewalks	2026 Belgrade Draft TMP
A-132	Dry Creek Rd/Airway Blvd - Penwell Bridge Rd to Madison Ave	Shared use path.	On	Active Transportation	Shared Use Path	2026 Belgrade Draft TMP
A-135	Madison Ave - Jackrabbit Ln to Nevada St	Sidewalk.	On	Active Transportation	Sidewalks	2026 Belgrade Draft TMP
R-52	E Cameron Bridge Rd - Jackrabbit Ln to Alaska Rd	Build to urban collector standards with paralell multi-use path.	Off	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-62	Alaska Rd - E Frank Rd to E Valley Center	Reconstruct to urban typical standards.	Off	Roadway	Road Construction	2026 Belgrade Draft TMP
R-68	New Roadway (future) - Penwell Bridge Rd to Wes Davis Rd	New roadway.	Off	Roadway	Road Construction	2026 Belgrade Draft TMP
R-70	Spain Bridge Rd - Penwell Bridge Rd to Airport Rd	Roadway improvements.	Off	Roadway	Road Construction	2026 Belgrade Draft TMP
R-75	New Roadway (future) - Bolinger Rd to Hawken Ln	New roadway.	Off	Roadway	Road Construction	2026 Belgrade Draft TMP
R-79	Jackrabbit Ln/I-90 Interchange	Intersection improvements; Widen/replace overpass to accommodate additional lanes and non-motorized accommodations; reconstruct off-ramp to increase capacity; Amsterdam Rd to Colorado St	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-80	Alaska Rd/E Valley Center Rd	Intersection improvements.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-81	E Valley Center Rd/Love Ln	Intersection improvements.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-82	Penwell Bridge Rd/Dry Creek Rd	Proposed roundabout.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-83	Frontage Rd/Bolinger Rd	Intersection improvements.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-84	West Belgrade Interchange (future; near Thorpe Rd)	Potential interchange.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-85	West Belgrade Interchange (future; near Coulee Dr)	Potential interchange.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-86	13th St/Frontage Rd	Intersection improvements; traffic signal or roundabout.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-87	Jackrabbit Ln/Frank Rd	Intersection improvements.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-88	Jackrabbit Ln/Cameron Bridge Rd	Intersection improvements.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
R-89	Collins Rd/Frontage Rd	Intersection improvements; traffic signal or roundabout.	On	Roadway	Intersection Improvements	2026 Belgrade Draft TMP
S-74	Main St/Oregon St	Crosswalk improvements.	On	Safety	Crosswalk	2026 Belgrade Draft TMP
S-75	Madison Ave/Broadway St	Tie to intersection improvements.	On	Safety	Crosswalk	2026 Belgrade Draft TMP
S-78	Jackrabbit Ln/Missoula Ave	Crosswalk improvements.	On	Safety	Crosswalk	2026 Belgrade Draft TMP
S-80	Airway Blvd/Service Sr	Crosswalk improvements; Consider HAWK, PHB, or Roundabout	On	Safety	Crosswalk	2026 Belgrade Draft TMP
S-83	Jackrabbit Ln/Central Ave	Crosswalk improvements.	On	Safety	Crosswalk	2026 Belgrade Draft TMP
S-89	Huffine Lane Street Lighting	This project will construct street lighting on Huffine Lane from College St west to city limits for improved safety.	On	Safety		City of Bozeman Call for Projects
A-138	Stucky Bike Lane	Bike lane on Stucky between Gooch Hill and S 19th	Off	Active Transportation	Bike Lane	Public Workshop
A-139	Baxter Bike Lane	Bike lane on Baxter between Flanders Mill Rd and Shandalyn Ln	Off	Active Transportation	Bike Lane	Public Workshop
A-140	Gooch Hill Trail/Shared Use Path/BikeBlvd	Trail/shared use path from Huffine to N Laurel Pkwy via Westmorland Dr, providing access to the Lakes at Valley West/Bronken Natual Space	Off	Active Transportation	Shared Use Path	Public Workshop
A-142	S Alaska Trail/Shared Use Path	Trail/shared use path between Airway Blvd and end of S Alaska	Off	Active Transportation	Shared Use Path	Public Workshop

Project ID	Name	Description	On/Off System	Project Category	Sub-Category	Local/Regional Plan Source
A-143	Thorpe/Frontage Rd Trail/Shared Use Path	Trail/shared used path connecting west Belgrade to downtown Belgrade	On	Active Transportation	Shared Use Path	Public Workshop
A-144	Blackwood Rd Trail/Shared Use Path	Trail/shared use path connecting Four Corners to south Bozeman along the Gallatin River and Blackwood	Off	Active Transportation	Shared Use Path	Public Workshop
A-145	Bike Lane	Bikelane on Main Street in Belgrade from west of Gallatin Field Rd to West of Astor Ave	On	Active Transportation	Bike Lane	Public Workshop
A-146	Trail	Pathway linking L St. to Frontage Rd at Osterman Dr.	Off	Active Transportation	Shared Use Path	Public Workshop
A-147	Frontage Road Bike Lane	Bike lane along Frontage Road connecting Belgrade and Bozeman	On	Active Transportation	Bike Lane	Public Workshop
A-148	Bike Lane	Need more road space, specifically connecting from River Rock Dr	On	Active Transportation	Bike Lane	Public Workshop
A-149	Amsterdam Rd Bike Lane	Need more road space, specifically connecting from River Rock	On	Active Transportation	Bike Lane	Public Workshop
A-150	Bike Lane	To connect to Valley Center Path from North Bozeman	On	Active Transportation	Bike Lane	Public Workshop
A-151	Bridger Dr Trail	Trail on Rouse/Bridger Dr from W Peach to Story Mill, along Story Mill to McIlhattan Rd.	Off	Active Transportation	Shared Use Path	Public Workshop
A-152	19th Ave Trail	Shared use path on east side of 19th Ave from W College St to existing trail at Oak.	On	Active Transportation	Shared Use Path	Public Workshop
A-153	Durston Trail	Shared use path or enhanced bikeway (cycletrack) from Cottonwood Rd to N 7th	On	Active Transportation	Shared Use Path	Public Workshop
A-154	Trail	Trail to nature conservancy	Off	Active Transportation	Shared Use Path	Public Workshop
A-155	Kagy Bike Lane	Bike lane from 11th Ave to terminus east of S 22nd Ave.	On	Active Transportation	Bike Lane	Public Workshop
A-156	Kagy Bike Lane	Bike lane on E Kagy from Highland Blvd to Fort Ellis Rd.	On	Active Transportation	Bike Lane	Public Workshop
A-157	Huffine Trail	Trail on north side of Huffine (US-191) from Gooch Hill Rd to College.	On	Active Transportation	Shared Use Path	Public Workshop
A-158	Amsterdam Trail	Trail on Amsterdam Rd from Buckskin Rd to Jackrabbit Ln	On	Active Transportation	Shared Use Path	Public Workshop
A-159	Frank Rd Trail	Shared use path from Thorpe Rd to Jackrabbit	Off	Active Transportation	Shared Use Path	Public Workshop
A-160	3rd Ave Trail	Trail on Wagonwheel Rd - south of Sundance Dr - north on S 3rd Ave to W Kagy Blvd.	On	Active Transportation	Shared Use Path	Public Workshop
A-161	Safety Enhancement	Underpass for bikes	On	Active Transportation	Pedestrian Tunnel/Bridge	Public Workshop
R-166	Road	Better design urban route. Get land use design done first	On	Roadway	Road Construction	Public Workshop
R-167	Redesign I-90	Redesign I-90 / US-191 interchange	On	Roadway	Road Construction	Public Workshop
R-168	Road	Truck route on MT-84 and north to MT-85, avoiding US-191 into Bozeman	On	Roadway	Road Preservation	Public Workshop
S-100	Lighting	W Garfield St and S Tracy Ave	On	Safety	Lighting	Public Workshop
S-101	Ped Crossing	Ped bridge crossing over or under I-90 between N7th Ave and Rouse	On	Safety	Crosswalk	Public Workshop
S-102	Ped Crossing	Enhanced pedestrian crossing on Bridger Drive, mid-block, to help people get to trail on south side of road	On	Safety	Crosswalk	Public Workshop
S-103	Ped Crossing	Enhanced pedestrian crossing at Frank Rd and Jackrabbit.	On	Safety	Crosswalk	Public Workshop
S-108	Signal Improvement	Signal improvements on W Main at S19th Ave and W Babcock	On	Safety	Intersection Improvements	Public Workshop
S-109	Huffine Lighting	Lighting project on Huffine from College to east of Gooch Hill Rd.	On	Safety	Lighting	Public Workshop
S-114	Ped Crossing	Improved pedestrian crossing at Burke St. and N 19th Ave	On	Safety	Crosswalk	Public Workshop
S-117	Safety Enhancement	Intersection improvements at Blackwood Rd and Gooch Hill Rd.	Off	Safety	Intersection Improvements	Public Workshop
S-118	Safety Enhancement	Intersection improvements at Blackwood Rd and Kimber Ct	Off	Safety	Intersection Improvements	Public Workshop
S-119	Signal Improvement	Signal at Blackwood Rd and Cottonwood Rd	On	Safety	Intersection Improvements	Public Workshop
S-120	Ped Crossing	Improved pedestrian crossing at Blackwood Rd and Cottonwood Rd	On	Safety	Crosswalk	Public Workshop
S-121	Lighting	Lighting in Langhor Gardens near Gallagator trail	On	Safety	Lighting	Public Workshop
S-91	Lighting	Lighting project at W Cameron Bridge Rd and Thorpe Rd	Off	Safety	Lighting	Public Workshop
S-92	Ped Crossing	Enhanced pedestrian crossing at Bolinger Rd and Windjammer.	Off	Safety	Crosswalk	Public Workshop
S-93	Safety Enhancement	Intersection improvements at Huffine Ln and S. Cottonwood Rd.	On	Safety	Intersection Improvements	Public Workshop
S-94	Ped Crossing	Bike/ped bridge corssing over I-90	On	Safety	Pedestrian Tunnel/Bridge	Public Workshop
S-95	Ped Crossing	Ped crossing at Harmon Stream Blvd on south side of Huffine Lane.	On	Safety	Crosswalk	Public Workshop
S-96	Signal Improvement	E Babcock to W Babcock Bike Lane & Ped Crossing	On	Safety	Intersection Improvements	Public Workshop
S-97	Ped Crossing	Enhanced pedestrian crossing at Alaska Frontage Rd and Jackrabbit.	On	Safety	Crosswalk	Public Workshop
S-98	Lighting	Lighting near Langohr Gardens at @ W Mason St.	On	Safety	Lighting	Public Workshop
A-162	Trail	Trail on Bolinger Rd from Cruiser Lane to Gunslinger Ln	Off	Active Transportation	Shared Use Path	Public Workshop
A-163	Trail	Trail connecting Baxter Ln to Max Ave	Off	Active Transportation	Shared Use Path	Public Workshop
M-2	Maintainence	Entryway beautification at I-90 and 7th Ave N	On	Maintainence	Beautification	Public Workshop

Appendix B Community Involvement Summary

Introduction

The Gallatin Valley Metropolitan Planning Organization was tasked with establishing a Long Range Transportation Plan for areas across Bozeman, Belgrade and portions of Gallatin County. A comprehensive and multifaceted outreach approach was implemented to engage the Gallatin Valley community in this planning effort. Multiple engagement methods were used to gather meaningful community feedback, including tabling events, a community survey, and stakeholder meetings. Outreach activities were conducted in three phases, each designed to collect and incorporate public feedback into transportation strategies for the Gallatin Valley. This comprehensive process ensured that the plan reflects a wide range of perspectives from residents, stakeholders, and community partners.

Phase I: Listen and Learn

Timeframe: August to December 2025

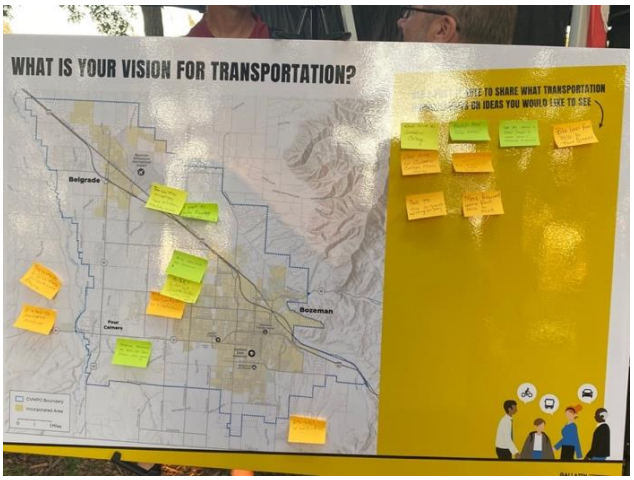
The first phase of engagement focused on listening to the community's needs, goals, and objectives for the future of transportation in the Gallatin Valley. This phase aimed to raise awareness of the planning efforts, gather preliminary information, and lay the foundation for subsequent engagement. Several key activities were conducted, ranging from initial project material development, tabling events, a community survey, a virtual public meeting, and the formation of the Community Advisory Panel (CAP).

Engagement Activities:

- **Tabling Events:** Tabling activities were conducted in both Bozeman and Belgrade. The Bozeman Farmers Market and Belgrade Albertsons provided an excellent setting to engage with community members across the project area. Project team members were available to answer questions and receive comments regarding transportation challenges.
- **Printed & Digital Materials:** Postcards, maps, and display boards were used to increase the project's visibility and for tabling events.
- **Community Survey:** A survey was provided at tabling events and on the plan website to collect information about how residents and visitors get around the Gallatin Valley and their transportation concerns and priorities. This survey was available in a paper and digital version.

- **Virtual Community Meeting:** An online public meeting was held on December 18 via Teams. Members of the project team provided an update on existing conditions and community engagement to date. Attendees participated in a goals and objectives activity and time was reserved at the end of the meeting for questions. A recording of the meeting and the goals and objectives of the activities were available on the plan web page for community members who were unable to attend the meeting but were interested in learning more and sharing ideas.
- **Community Advisory Panel:** The CAP was formed during this phase to bring together representatives of different communities, interests, and perspectives across the Gallatin Valley. The panel held its first meeting on November 5, 2025, beginning a series of milestone-based meetings throughout development of the LRTP. Discussions at this first meeting focused on transportation needs and priorities, helping develop and refine the plan's vision, goals, and objectives, as well as completing a Mentimeter exercise.





KEY TAKEAWAYS:

Community engagement in Phase I revealed several themes, including the need for improved transit options to places like the airport and Gallatin College and a desire for improved bike and pedestrian access, particularly on the frontage road and between Bozeman and Four Corners.

FIGURES 1-4: TABLING EVENTS AND PRINTED AND DIGITAL MATERIALS

Phase II: Create and Apply

Timeframe: January – April 2026

The purpose of this engagement phase was to build on the feedback gathered from the community during Phase One and incorporate those insights into project development. This phase helped refine our understanding of community priorities regarding proposed projects, while also increasing awareness of how projects are evaluated, prioritized, selected, and ultimately funded.

Engagement Activities:

- **Community Advisory Panel:** The CAP reconvened on April 1, 206 to review draft materials and activities for the spring public workshops and provide feedback on emerging project concepts. The panel provided input, helped refine the engagement approach, and improved the activities before the public workshops.
- **Workshop Activities**: In-person community workshops were held in three project areas: Belgrade, Bozeman, and Four Corners. Each workshop provided attendees with the opportunity to participate in multiple engagement activities designed to generate insights, ideas, and conversations around transportation across the Gallatin Valley.





FIGURE 5: SPRING WORKSHOP FLYER



Activity 1: "This or That" Transportation Alternatives

Attendees were asked to indicate their preferences between two improvement options that address a transportation concern. Five scenarios were provided, each providing improvement alternatives. The goal of this activity is to demonstrate the limitations in choices available and explore tradeoffs. Attendees were asked to drop a provided pom-pom into the jar that represented their preference for each scenario. The activity provided the project team with useful information on which improvements are preferred by residents and helped attendees understand how various treatments can address transportation concerns. The results for this activity in Four Corners were inconclusive.

TABLE 1: ACTIVITY ONE SCENARIOS AND TRANSPORTATION ALTERNATIVES

Scenario	"This" (or)	"That"
"There's limited funding for roads and maintenance. Do we prioritize new roads and trails or maintain and repair what we have?"	New Roadways and Trails: Expand the road and trail network to accommodate new growth.	Maintenance and System Repair: Keep existing sidewalks, roads, and bridges in good shape through resurfacing or repairs.
"Bus ridership trends are increasing. Do we expand the	Expand Bus Route Network: includes improving bus service	Increase Bus Frequency: Improves the bus service by

bus route network or increase bus frequency one existing routes?"	by expanding the hours of service or adding bus routes to serve new parts of the region.	increasing how often the bus arrives and making trips easier to plan.
"We have more cyclists on the streets. Do we add more bike lanes on the roads or build out separated shared-use routes?"	Separated Shared-Use Routes: Off-street paths for people walking and cycling separate from vehicle traffic. They provide safe travel options for people of all ages and abilities.	Bike Lanes: Located on the street but provides dedicated space for people on bikes along the roadway to make it easier to do day-to-day activities.
"There are more cars and pedestrians using the roads. Do we invest in more mobility for cars or access for pedestrians?"	Roadway Improvements: Includes widening, left turn lanes, or new signals that help keep traffic moving and improving safety.	Intersection Improvements: Make it safer for people walking and biking to cross the street by adding crosswalks, curb ramps, and flashing beacons to improve visibility.
"You need to add lanes to accommodate new growth. Should you add a new connection or widen busy roads?"	New Connection: Create new roads or extend facilities to link more destinations with the transportation network.	Added Capacity: Expands current roadways to accommodate more traffic with additional lanes or wider roads.

Belgrade

KEY TAKEAWAYS

Participants emphasized:

- Expanding the bus route network
- Bike lanes
- Intersection improvements

TABLE 2: ACTIVITY ONE SUMMARY FOR BELGRADE

Priority	Votes	Share of Total	Priority
Expand Bus Route Network	7	18.9%	High
Bike Lanes	7	18.9%	High
Intersection Improvements	5	13.5%	High
New Connections	4	10.8%	Medium
Maintenance and System Repair	4	10.8%	Medium
Separated Shared Use Facilities	3	8.1%	Medium
New Roadways and Trails	3	8.1%	Medium
Roadway Improvements	3	8.1%	Medium
Added Capacity	1	3%	Low
Increase Bus Frequency	0	0%	Low

Bozeman

KEY TAKEAWAYS

Participants emphasized:

- Safer intersections
- Better connectivity
- Shared-use facilities
- Maintaining existing infrastructure

TABLE 3: ACTIVITY ONE SUMMARY FOR BOZEMAN

Priority	Votes	Share of Total	Priority
Intersection Improvements	8	18%	High
Separated Shared Use	7	16%	High
New Connection	7	16%	High
Maintenance and System Repair	6	14%	High
New Roadways and Trails	5	11%	Medium
Expand Bus Route Network	4	9%	Medium
Increase Bus Frequency	4	9%	Medium
Bike Lanes	2	5%	Low
Added Capacity	1	2%	Low
Roadway Improvements	0	0%	Low

Activity 2: Budgets, Benefits, and Trade-Offs

Attendees were given $100 'Transportation Dollars' and asked to use that money to fund the improvements based on their priorities. Multiple transportation improvements were offered as options, and information was provided about each improvement, including cost, benefits, and trade-offs. Corresponding jars were available for participants to add their money as they divided their available funds. This activity not only provided valuable insight about how residents prioritize transportation improvement but also gave participants a better understanding of improvement costs and the challenges of fiscal constraint.

TABLE 4: BUDGETING ACTIVITY: IMPROVEMENTS, COSTS, BENEFITS, AND TRADE-OFFS

Improvement	Cost	Benefits	Trade-Offs
On-Street Parking Lane	$35	Provides parking for vehicles and buffers sidewalk from travel lanes	Convenience vs throughput
Painted bike lane	$20	Space for biking	Lower safety vs less space
Bus only lane	$45	Increase reliability of transit service and makes boarding easier	Transit vs vehicle delay
Roadway Reconfiguration	$45	Improve safety and provide space for sharing road between modes	Lower speed vs increase safety for all modes
Add a travel lane	$75	Adds vehicle capacity	Increases vehicle traffic vs reduces

			space for other modes
Improved bus stops and amenities	$20	Enhances rider comfort and information for riding transit	Transit vs vehicle delay
Remove street trees and obstacles	$15	Allow for faster vehicle travel and removes obstacle car could crash into	Pedestrian safety vs vehicle speed
Add street trees, landscaping, and beautification	$15	Shade, buffer, and beautification between travel lanes and sidewalk	May reduce width of roadway or sidewalk
Wider sidewalks and ADA improvements	$25	More space for walking and rolling comfortably	May reduce width of roadway
Shared-Use Path	$40	Highest level of comfort and safety for walking	High cost of implementation
Increase speed limit	$5	Allow for faster vehicle travel	Safety vs vehicle speed
Reduce speed limit	$5	Reduce crash severity	Safety vs vehicle delay
Enhance pedestrian crossing	$30	Easier and safer pedestrian crossings. Can include crosswalk signs, refuges, and extended curb ramps	Safety vs vehicle delay
Add Off-Street Parking	$50	Allows for more parking, may require demolishing buildings or taking up downtown space	Convenience vs space
Grade-Separated Railway Crossing	$1000	Eliminates conflicts between trains and traveling public	High cost and complexity vs improved movement

Belgrade

KEY TAKEAWAY

Participants strongly favored:

- Shared-use paths
- Bicycle facilities
- Pedestrian crossing improvements
- Parking improvements
- Community beautification

Transit-only improvements received minimal support.

TABLE 5: ACTIVITY TWO SUMMARY FOR BELGRADE

Budgeting Menu	Contribution ($)	Votes	Priority
Add street trees, landscaping, and beautification	75	5	High
Painted bike lane	80	4	High

Enhance pedestrian crossing	90	3	Medium
Shared-Use Path	120	3	Medium
Add Off-Street Parking	100	2	Low
Increase speed limit	10	2	Low
Reduce speed limit	10	2	Low
Add a travel lane	75	1	Low
Improved bus stops and amenities	20	1	Low
On-Street Parking Lane	35	1	Low
Wider sidewalks and ADA improvements	25	1	Low
Roadway Reconfiguration	45	1	Low
Grade Separated Railway Crossing	0	0	Low
Bus only lane	0	0	Low
Remove street trees and obstacles	0	0	Low

Bozeman

KEY TAKEAWAYS

Participants strongly prioritized:

- Shared-use paths and trail infrastructure
- Pedestrian crossing improvements
- Reconfiguring roadways for better functionality and safety

There was very little support for:

- Additional parking
- Bus-only facilities
- Speed-limit changes

TABLE 6: ACTIVITY TWO SUMMARY FOR BOZEMAN

Budgeting Menu	**Contribution ($)**	**Votes**	**Priority**
Enhance pedestrian crossing	195	6.5	High
Add street trees, landscaping, and beautification	95	6.3333333	High
Shared-Use Path	210	5.25	High
Roadway Reconfiguration	175	3.88888889	High
Reduce speed limit	15	3	Medium
Wider sidewalks and ADA improvements	75	3	Medium
Painted bike lane	25	1.25	Low
Add a travel lane	75	1	Low
Improved bus stops and amenities	10	0.5	Low
Grade Separated Railway Crossing	45	0.045	Low
On-Street Parking Lane	5	0.14285714	Low
Bus only lane	0	0	Low
Remove street trees and obstacles	0	0	Low

Increase speed limit	0	0	Low
Add Off-Street Parking	0	0	Low

Four Corners

KEY TAKEAWAY

Participants prioritized:

- Shared-use paths and trail infrastructure
- Pedestrian improvements
- Bicycle facilities
- Parking improvements
- Community beautification

Transit-focused investments received minimal support.

TABLE 7: ACTIVITY TWO SUMMARY FOR FOUR CORNERS

Budgeting Menu	Contribution ($)	Votes	Priority
Add street trees, landscaping, and beautification	75	5	High
Painted bike lane	80	4	High
Shared-Use Path	120	3	Medium
Enhance pedestrian crossing	90	3	Medium
Grade Separated Railway Crossing	0	0	Low
Bus only lane	0	0	Low
Roadway Reconfiguration	45	1	Low
Add a travel lane	75	1	Low
Improved bus stops and amenities	20	1	Low
Remove street trees and obstacles	0	0	Low
On-Street Parking Lane	35	1	Low
Wider sidewalks and ADA improvements	25	1	Low
Increase speed limit	10	2	Low
Reduce speed limit	10	2	Low
Add Off-Street Parking	100	2	Low

Activity 3: Existing Planned Projects

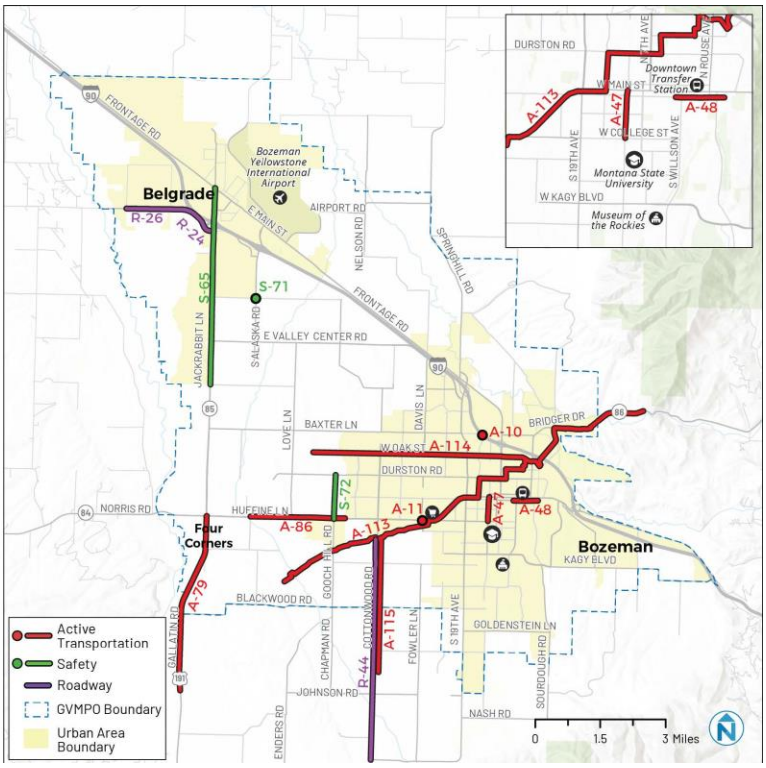
A display board outlined multiple planned and proposed projects within the planning area. Participants were provided with stickers to indicate their top three priorities. This activity allowed attendees to learn about potential projects to address transportation concerns in the planning area and share their priorities among the listed projects.

FIGURE 6: ACTIVITY THREE EXISTING PLANNED PROJECTS WORKSHOP MAP

Long Range Transportation Plan

Major Projects

Select your top three projects with dots below!



Belgrade

KEY TAKEAWAY

Project A-85 emerged as the clear favorite, receiving over one-third of all project votes. Two additional projects, S-71 and R-24/R-26, formed a second tier of support.

TABLE 8: ACTIVITY THREE SUMMARY FOR BELGRADE

Project	Votes	Share of Total	Priority
A-85	6	27%	High
S-71	3	14%	High
R-24/R-26	3	14%	High
A-86	2	9%	Medium
S-72	2	9%	Medium
A-10	1	5%	Low
A-48	1	5%	Low
A-113	1	5%	Low
A-114	1	5%	Low
A-115	1	5%	Low
S-65	1	5%	Low
A-47	0	0%	Low
A-79	0	0%	Low
R-44	0	0%	Low

Bozeman

KEY TAKEAWAY

Support was concentrated among a small group of projects, with A-85 and A-114 emerging as the clear leaders.

TABLE 9: ACTIVITY THREE SUMMARY FOR BOZEMAN

Project	Votes	Share of Total	Priority
A-85	4	17%	High
A-114	4	17%	High
A-113	3	13%	High
S-71	3	13%	High
A-86	2	9%	Medium
R-24/R-26	2	9%	Medium
A-47	1	4%	Low
A-48	1	4%	Low
A-79	1	4%	Low
A-115	1	4%	Low
S-65	1	4%	Low
R-44	1	4%	Low
A-10	0	0%	Low
S-72	0	0%	Low

Four Corners

KEY TAKEAWAY

Project A-85 was the clear favorite, receiving more than one-third of all votes. S-71 and R-24/R-26 formed a second tier of support.

TABLE 10: ACTIVITY THREE SUMMARY FOR FOUR CORNERS

Project	Votes	Share of Total	Priority
A-85	6	29%	High
S-71	3	14%	High
R-24/R-26	3	14%	High
A-86	2	10%	Medium
S-72	2	10%	Medium
A-10	1	5%	Low
A-113	1	5%	Low
A-114	1	5%	Low
A-115	1	5%	Low
S-65	1	5%	Low

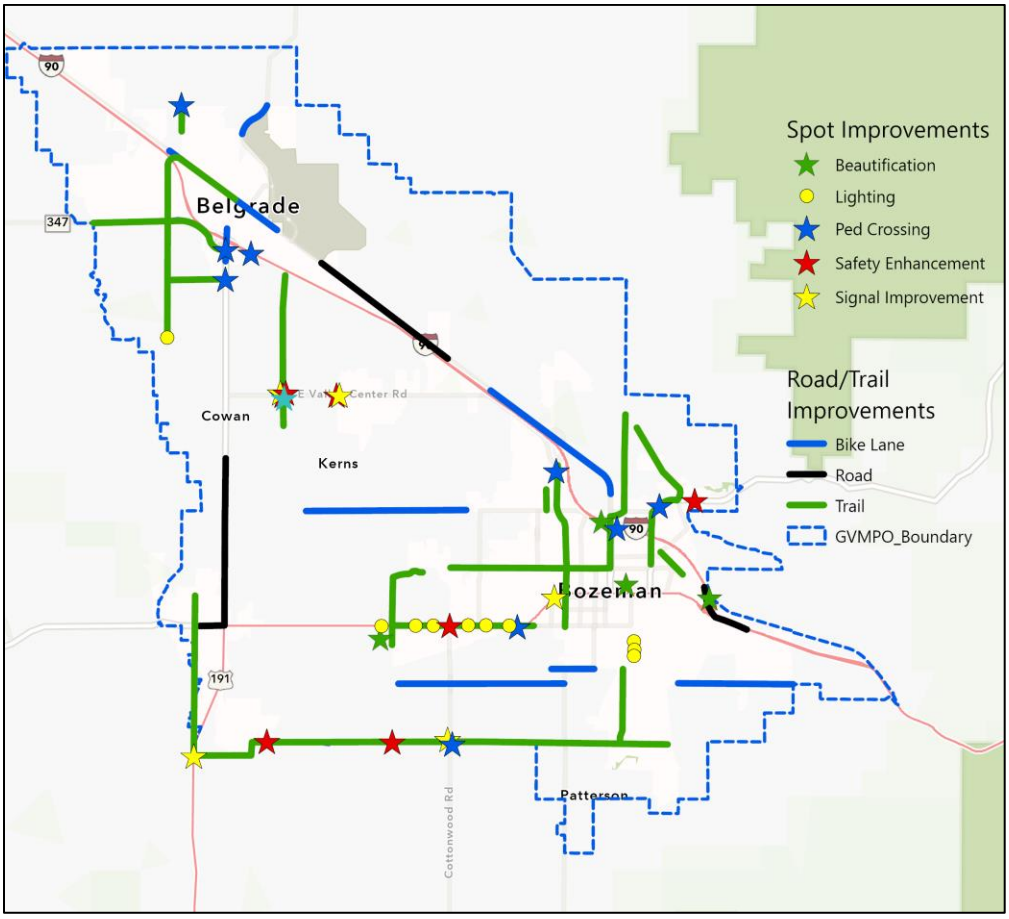
A-47	0	0%	Low
A-79	0	0%	Low
R-44	0	0%	Low
A-48	0	0%	Low

Activity 4: The Sky's the Limit

A map of the planning area was available for attendees to identify areas of concern and share ideas for improvements that could address current conditions. Sticky string was available for participants to add roads, trails and bike lanes where they don't currently exist and stickers were provided to add things like beautification (trees, bushes, flowers, etc), lighting, pedestrian crossings, safety enhancements, and signal improvements.

This activity did not limit participant engagement to the currently proposed projects or budget but allowed them to share solutions if there were no budgetary or logistical constraints. The station provided the project team with an understanding of challenges and possible solutions that may not have previously been considered.

FIGURE 7: ACTIVITY FOUR CONSOLIDATED MAP FROM ALL WORKSHOP LOCATIONS



NOTABLE PATTERNS

- Trail improvements were the most common recommendation across all workshops.
- Four Corners showed the strongest emphasis on trails, with over 50,000 units of trail length proposed.
- Lighting was suggested across Huffine between Gooch Hill Rd and Fowler Ave.

Common Participant Comments

Several line features included notes indicating priorities such as:

- Better trail connectivity
- New trails in Belgrade
- Connections to existing regional paths
- Improved roadway design and safety
- Truck route considerations
- Redesign of roadway interchanges/cloverleafs
- Exit from Belgrade to Bozeman
- Empty lot near One11 Apartments

Overall Conclusion

Workshop participants overwhelmingly prioritized active transportation infrastructure, particularly trails and bike lanes, over roadway expansions. The strongest recurring theme was improving connectivity between communities, neighborhoods, and existing trail systems.

Activity 5: Online Map and Mentimeter Survey

An online map of the planning area was made available to workshop attendees and others who could not attend the workshop but wished to contribute thoughts and ideas. The map and survey provided participants with the options to indicate specific areas of concern and add comments and ideas for transportation improvements.

Summary of Online Public Comments

Community members shared 102 public comments related to transportation, mobility, and infrastructure planning. The comments reveal strong support for improving safety and expanding multimodal transportation options throughout the region.

TABLE 11: SUMMARY OF ONLINE PUBLIC COMMENTS

Comments	Location (nearest intersection / cross streets)
direct road connecting Melissa Way to frontage Rd	Melissa Way to Frontage Rd
A sidewalk from thorp-Amsterdam intersection to jackrabbit-Amsterdam intersection would be really great and help connect River rock to Belgrade	Amsterdam Rd between Thorpe Rd and Jackrabbit Ln; pin near the I-90 crossing

Crosswalks and bus stop	N Rouse Ave near Bridger Center Dr (Glen Lake trail access)
Improved/safe crossing for the gallagator trail please!	S Willson Ave at the Gallagator Trail crossing, near W Mason St
The LRTP is a great opportunity to re-enagage with the MOR about continuing the Gallagator trail through. This is a key gap in a corridor that connects thousands of existing and future homes to downtown.	Gallagator Trail gap at Museum of the Rockies, south of W Kagy Blvd
reconstruct Church Street to modern standards and finish the grid - connect to Lincoln and Garfield (the ROW exists, just needs to be built). Making this street fully functional is a far better idea than widening Highland Blvd.	S Church Ave near Lincoln St; proposed connections to Lincoln and Garfield St
remove on street parking and create buffered bike lanes. Peach/Durston is a critical E/W biking corridor.	W Peach St near N Black Ave (Peach–Durston corridor)
complete shared use path to Belgrade	Frontage Rd (MT 205), near Lake Dr, northwest of E Valley Center Rd
Create a trail along South 19th for bikers and walkers, 19th is highly used by bikers and runners going south from town to Hyalite Canyon..	Pin near Blackwood Rd west of Gooch Hill Rd
Flashing crosswalk light to and from park please	S Fowler Ave & Laredo Dr (Bozeman Pond Park access)
This stretch of road towards Fowler is very congested. Can you place signs that state Slow Down, Pedestrian Crossing?	Laramie Dr near Golden Valley Dr, west of S Fowler Ave
Please widen Durston Road between Love Lane and the Bozeman City limit to allow for a shoulder or bike lane on each side of the road. Durston is a major east-west bicycle commuting route within Bozeman, but the risk for cyclists increases exponentially west of the city limit due to the road narrowing and the speed limit increasing!	Durston Rd between Love Ln and the western city limit, near Westgate Ave
Speed bumps before and after this crosswalk and a light up pedestrian sign	Ravalli St & Treasure Ave
Better crosswalk infrastructure in Ferguson. Either painted crosswalks on the road, pedestrian signs, a middle stop point or something for pedestrians to feel safer crossing at Ravalli, Granite, and Babcock	S Ferguson Ave & Ravalli St; also Granite Ave and W Babcock St crossings
Stop light at this intersection	E Valley Center Rd & Davis Ln
Bike path that connects Fowler bike path and then continues along Garfield until the university	W Garfield St & S Fowler Ave; connection east toward MSU
Bike path that connects Fowler and college without cutting through the mall parking lot	Harmon Stream Blvd near Huffine Ln / W College St (mall trail connection)
There needs to be a wide bike path/sidewalk on the north side of college	W College St near S 12th Ave
Stop sign on north/south intersection for ravalli	Ravalli St & Yellowstone Ave
Please please please PLEASE add a light or roundabout at this intersection! I commute from Bozeman to Belgrade for work and this intersection is horrendous during rush hours.	E Valley Center Rd & Love Ln
Please please please PLEASE add a light or roundabout at this intersection! I commute from Bozeman to Belgrade for work and this intersection is horrendous during rush hours.	E Valley Center Rd & S Alaska Rd
Please do something to widen, straighten or provide better sight-line at this curve in the road. It is dangerous, especially for those of us who live on Westgate Ave. and have to turn onto Durston here every single day. Vehicles heading east are FLYING around this curve and it's so hard to see them coming. It would also be great to have better signage to help remind drivers to slow down well before this curve.	Durston Rd at the curve near Westgate Ave
Completing this section of the Gallagator trail and providing a safe crossing on Kagy would make this a fantastic route for Sacajawea students (and other trail users)	W Kagy Blvd at the Gallagator Trail gap, near Museum of the Rockies

Debris in the bike lanes on Babcock between 19th and 11th is so bad as to make bike lanes unusable	W Babcock St between S 19th Ave and S 11th Ave; pin near S 15th Ave
11th and Babcock crossing is challenging and unprotected for both bikers and walkers, but fairly key to accessing the high school and swim center.	W Babcock St & S 11th Ave
Surely there should be a way to connect bikes to the bike park?	McIlhattan Rd at the bike park access, north of St Andrews Dr
If changes to Main St are impossible, are the alternative options for creating E/W corridors for bike that would parallel Main? Wide bike lanes on Babcock and Mendenhall?	Downtown Main St corridor; parallel routes on W Babcock St and W Mendenhall St
This section of Rouse is miserable to ride on or walk along, but a key connection for parks, bike kitchen, HRDC, etc. Is the railroad dirt path an option for access?	N Rouse Ave between Bond St and Bryant St, north of I-90
Is this section likely to connect to the new E/W bike path between L st and Rouse?	N Bozeman Ave near E Tamarack St (trail connection toward L St / N Rouse Ave)
Crossing directly at trail. Why redirect down the block?	W Graf St at the trail crossing near Macnab St, east of S 11th Ave
Connect the middle schools with the bus system. Get the kids started on public transportation early!	Sacajawea Middle School, near S 3rd Ave & Cambridge Dr
Connect the middle schools with the bus system. Get the kids started on public transportation early!	Chief Joseph Middle School, near Kimberwicke St & Milkhouse Ave
Koch is a very natural E/W corridor for bikes, but could use additional infrastructure and signage to emphasize its role	W Koch St near S 12th Ave (east–west bicycle corridor)
Make 15th into a major N/S bike corridor. Separated bike lanes and protected intersections	N 15th Ave near Juniper St
Can this trail be continued N/S to Baxter?	Cattail St near Thomas Dr; proposed trail connection south toward Baxter Ln
Continue Shady Lane Trail...a great way to travel	Shady Lane Trail near S 19th Ave & W Graf St
This pedestrian crossing is scary, especially with little kids, but increasingly used by preschoolers at Mountain Meadows at Hope Lutheran. Can additional flashing lights or pedestrian island be added to improve visibility and safety?	S 19th Ave & W Graf St (Hope Lutheran crossing)
possible to gain access for bike/pedestrian path away from 19th?	West of S 19th Ave near the Remington Way alignment, north of Stucky Rd
Improve pedestrian crossing	S 19th Ave & Blackwood Rd
Flashy lights? Useful connection to Glen Lake trails	N Rouse Ave near Bridger Center Dr (Glen Lake trail access)
More frequent bus access with stops at Glen Lake and Story Mill	Griffin Dr near Manley Rd; transit access to Glen Lake and Story Mill
Pedestrian highway crossing connecting Griffin with 15th trails	I-90 crossing near Mandeville Ln, between Griffin Dr and N 15th Ave trails
Sidewalks? Protection of any kind for pedestrians and bikers connection Pete's Hill and Ice Pond Rd	S Church Ave near Ice Pond Rd / the south end of Peets Hill
Protected bike lane on Graf	W Graf St near S 3rd Ave & Fieldstone Dr
Continue sidewalk at least to Westridge	S 3rd Ave between W Kagy Blvd and Westridge Dr
Roundabout	S Willson Ave & W College St
Widening sidewalk, remove parking from S side of street to improve bus stop visibility.	W Babcock St & S Black Ave (bus stop area)
Purpleline stop	W Main St near N 9th Ave (Purpleline stop)
either improve timing for this crossing signal or get rid of it. It takes SO LONG to change that it's basically useless! why??!	W Main St pedestrian crossing near N 13th Ave / Bozeman High School

Loop Airport Rd to Frontage on Pinkline	Airway Blvd near Gallatin Field Rd (airport approach); comment proposes Airport Rd–Frontage loop
We need a traffic light at Kagy and Sourdough. Many bikers and runners come through this intersection, and it's getting busier and busier with cars,	E Kagy Blvd & Sourdough Rd
BIG need for safe biking route to go east/west across the Valley. Stucky is the logical route, but, we need road shoulders for safe biking. Also traffic speed calming. Especially true for Stucky just west of 19th. best Discovery Ln.	Stucky Rd near Fowler Ln; corridor west of S 19th Ave, including Discovery Dr
The intersection of Jackrabbit and Huffine is a death trap for pedestrians and bicyclists trying to cross the road. Please plan for strong pedestrian and bicycle safety features.	Huffine Ln & Jackrabbit Ln / US 191 (Four Corners)
There is a huge gap here where the shared use path does not exist due to a conservation easement. This needs to be completed for the system to be safe for people walking and biking.	Huffine Ln shared-use path gap west of Gooch Hill Rd, near Middle Creek
slow the speed limit on Huffine Lane to 45MPH	Huffine Ln & Red Mountain Dr
This section of Huffine Lane needs to have a slower speed so that safety is increased for all people using the roadway and noise is reduced for residents.	Huffine Ln near Biondi Way / War Bonnet Trl
This is a residential area, but there are no safe crossings within 3/4 of a mile. Please add a stop light or RRFB.	Huffine Ln & Shed Horn Dr / Arrowhead Trl
There should be an extension of the shared use path here.	Huffine Ln between S Fowler Ave and S Ferguson Ave
There is no safe way for children who live west of here to get to Monforton School. A shared use path and safe crossings are essential to their wellbeing and social drivers of health.	US 191 / Gallatin Rd near Fourth St, south of Huffine Ln
These intersections are dangerous for all roadway users. Reduce speed and use traffic calming approaches to change the engineering so that it reduces speed.	W Oak St near N Ferguson Ave & New Sun Way
This area is next to a park, but built as a raceway. Reduce to one lane with chicanes to slow traffic and protect people walking and biking.	W Oak St & Meagher Ave (west side of park)
This area is inhospitable for people walking and biking. Our community needs to control operations on this roadway so that safe crossings can be established, speed reduced, and it can be more prosperous of a commercial area. We deserve better performance metrics that prioritize people in our community over moving metal boxes as fast as possible.	W Main St near Professional Dr / W College St
don't waste money on widening this road. Invest that money into pedestrian and bicycle safety features and transit.	W Kagy Blvd between S 19th Ave and S 17th Ave
This intersection of the shared use path and roadway is very dangerous for pedestrians. drivers turning onto Huffine will only look west and do not see people traveling west. Drivers turning off of Huffine are too concerned with oncoming traffic and do not see people walking biking. Please increase safety here.	Huffine Ln / W College St & Harmon Stream Blvd
Lead pedestrian intervals would help to make sure drivers yielded to pedestrians at this intersection. Why can they have lead pedestrian intervals in Washington DC, but not Bozeman Montana? Also, the crossing time is too fast for people (children, older adults, people with disability) walking to get across safely.?	Huffine Ln & S Fowler Ave
Was this road purposefully built for speed? So many students crossing, but the 85th percentile is above 35 MPH. Narrowing the lanes and building curb extensions with in-road yielding signs would make this much safer. Is safety the priority, or LOS?	S 11th Ave between W Kagy Blvd and Stucky Rd / Campus Blvd

Why are we waiting for developers to make this safer? It's time to put the transportation budget where they community continually says they want it... pedestrian and bicycle facilities.	S Church Ave between E Kagy Blvd and Lincoln St, near Arcola Dr
The Gallagator is an example of success and should be emulated across the county.	Gallagator Trail near S Black Ave & E Cleveland St
Another example of prioritizing safety for people over car LOS. Thank you for creating spaces for other modes of transportation!	Grant St near Bobcat Cir (MSU campus)
Fund streamline! Each jurisdiction needs to invest more money into Streamline. It is ridiculous that we do not have a fully functioning transit system, but we can continue to build, widen, and maintain roadways for personal automobile use. Widening Kagy would't even be needed if the government entities invested their money into transit. But instead, we continue paving paradise.	Grant St near S 7th Ave (MSU); comment concerns regional Streamline funding
Tax funds are used to plow city streets for cars to move around, but it is the property owner's responsibility to plow sidewalks? Think of the mode share changes that would occur if the priority was on walking and bicycling maintenance first. What is the point of all the climate action planning if we continue to prioritize the use of personal automobile? Change the code to reflect the values the community continually asks for.. Maintain walking/biking infrastructure before automobile infrastructure.	W College St near S 20th Ave; comment concerns citywide sidewalk maintenance
Please DO NOT widen Dursten road. Do add a shared use path and reduce speed.	Durston Rd west of Westgate Ave, toward Love Ln
The current crossing is an example of how our city is not prioritizing people over cars. There is no reason we cant have a direct crossing for people rather than redirecting them to an intersection. Nobody goes to the intersection anyway. build a crossing here.	W Graf St at the trail crossing near Macnab St, east of S 11th Ave
it's obvious that there needs to be a mid-block crossing here. Each jurisdiction points blame at the other, but they both refuse to create a solution that prioritizes safety for people walking across the street. Put up a mid-block crossing!	S 11th Ave just south of Lincoln Rd, near Bobcat Cir
MDT should not be allowed to rip through our community. Take over jurisdiction from the state and make this safer for people and more productive commercially.	N 7th Ave near Birch St, south of W Oak St
Why is this the only intersection on Main without a traffic light? It is difficult for pedestrians to cross safely. Flashing beacon at least.	W Main St & S 3rd Ave
Get the trucks off of Main Street.	E Main St near N Rouse Ave (downtown truck route)
For speed control and better business, this should be a two way street.	W Mendenhall St near N Willson Ave
More profit for businesses would come from slower speeds and two way roads.	W Babcock St between S 3rd Ave and S Willson Ave
Why do we subsidize automobile storage when we don't subsidize any other personal property storage. Bring back paid parking downtown. Invest the proceeds into Streamline, bikeshare, and sidewalk snow removal.	Main St near Black Ave; comment concerns downtown parking
Lots of high schoolers need to cross here. There could be more safety improvements such as lead pedestrian intervals, wider and more vibrant crosswalks.	W Main St & N/S 11th Ave
This is not a healthy place for people. The way built, people can only exist in metal boxes.	Jackrabbit Ln & Alaska Frontage Rd, just south of I-90
I love the shared use path here! Nice work!! Let's do this kind of multi-modal safety throughout the county!	Alaska Frontage Rd east of Yukon Ln, south of I-90
I appreciate that the county plows the snow from the shared use path in Four Corners and along Jackrabbit. This type of investment in pedestrian facility maintenance should be prioritized throughout the planning area. Thank you Gallatin County!	Huffine Ln near Sundance Trl (Four Corners shared-use path)

Thank you for this shared use path to the M. Can we have more of this type of people prioritizing?	Bridger Dr near Creekwood Ln (shared-use path toward the M)
Do not put a parking lot here. invest that money into a shared use path to have people ride their bikes to the park.	McIlhattan Rd at the bike park access, north of St Andrews Dr
Did you know you can ride a bike from Four Corners to the airport on protected path/bike lanes? It's amazing! We need more of this pedestrian and bicycle connectivity!	Airway Blvd & Frontage Rd (airport bicycle connection)
There is clearly a need to transit in Four Corners, but our community did not prioritize funding Streamline. Now, people are stuck walking along Huffine lane to get to Bozeman. Fund streamline!	Huffine Ln & Shed Horn Dr / Arrowhead Trl (Four Corners transit access)
Someone moved in here and closed off the connecting "cowpath" that allowed neighbors to travel to schutz ln. Now there is no safe connection. Could we get some trail easements to increase mobility in Four Corners?	South end of Big Chief Trl; former connection toward Schultz Ln
A trail easement to get children to Monforton school without having to travel along Huffine would be a good investment.	East of Jackrabbit Ln near Forkhorn Dr; proposed connection toward Monforton School
We know from research that unprotected left hand turns are a major safety threat to pedestrians. Can we please separate pedestrians at this intersection through time and space? A protected left hand turn off of Huffine would help a whole lot.	Huffine Ln & S Ferguson Ave
https://highways.dot.gov/safety/proven-safety-countermeasures Can we just apply these all across the county rather than nit picking the map. Plan safety in from the beginning.	Huffine Ln west of S Cottonwood Rd; comment requests countywide safety measures
Adopt an MPO wide complete streets policy.	Stucky Rd & S Cottonwood Rd; comment requests an MPO-wide Complete Streets policy
Please adopt an MPO wide policy that removes all parking minimums. Automobile storage is part of the transportation system and should be regulated as such. If we are actually interested in environmental protections, we wouldn't be subsidizing storage of personal property on public spaces.	Love Ln south of Hulbert Rd; comment requests MPO-wide removal of parking minimums
Unsafe and overcrowded mouth of intersection due to newly allowed daycare centers "by-right." No sidewalks, no curb, and no parking for clientele. Terrible planning; this should have required an SUP like the previous regulations did. Childcare center started operating without an approved SUP and did so with notice to the City and they just let it slide with arbitrary and capricious code enforcement. Congratulations.	Durston Rd & N 17th Ave
Lower speed limits as they get in the canyon from 70 MPH to at maximum 55MPH	Pin near Violet Rd
Convert the one way streets to two-way traffic for pedestrian safety.	W Mendenhall St near N 5th Ave
Grind down the high spots on the sidewalks and see if you have a change in the number of people who are falling down and getting hurt.	E Main St between Black Ave and Bozeman Ave (downtown sidewalks)
Please look in to bike path along rolling hills to connect sypes cnyn to the M trails!! would make a great loop	Pin near Old Farm Rd
please monitor scale and massing of development in this area to maintain walkability and bikeability for all	Front St near Ida Ave / E Aspen St
As a wildlife advocacy organization, the Gallatin Wildlife Association would like to work with the city to emphasize the need for wildlife infrastructure on I-90 near Bozeman Pass or at the mouth of the canyon near the Bear Creek exit. We realize that moving eastward from this exit lies outside the city limits, but the city's support for such action could prove valuable. There has been some discussion concerning the possibility of an overpass west of this location for elk and possible other	I-90 near Bear Canyon Rd, Exit 313; comment also references Bozeman Pass

unglulates as well. Please contact the Gallatin Wildlife Association for further details, Clint Nagel at 406-600-1792.	

Major Themes

1. Safety Improvements (Most Frequent Theme)

Approximately one-third of comments focused on safety concerns, including:

- Safer pedestrian crossings and crosswalks
- Reduced vehicle speeds
- Better intersection design
- Improved visibility for pedestrians and cyclists
- Traffic calming measures in residential and school areas

Examples:

- Requests for lead pedestrian intervals at signals
- Calls for lower speed limits on major corridors
- Concerns about dangerous crossings and high-speed traffic

2. Bicycle Infrastructure

Many commenters advocated for:

- Protected bike lanes
- East-west and north-south bicycle connections
- Wider road shoulders for cyclists
- Better separation between vehicles and bicycles

Representative requests included:

- Protected bike lanes on key streets
- Safe regional bike routes across the valley
- Improved connections between existing bicycle facilities

3. Trail and Shared-Use Path Expansion

Trail connectivity was one of the strongest recurring themes.

Residents requested:

- New shared-use paths
- Extension of existing trails
- Connections between neighborhoods, schools, parks, and commercial areas
- Improved regional trail networks

Several comments specifically mentioned:

- Gallagator Trail improvements
- Shady Lane Trail extensions
- Multi-use paths as alternatives to driving

4. Roadway and Traffic Operations

Comments included requests for:

- Intersection redesigns
- Additional roadway connections
- Roundabouts and signal improvements
- Better traffic flow management

Some commenters also emphasized balancing vehicle mobility with pedestrian and bicycle safety.

5. Public Transit Improvements

Transit-related comments included:

- Expanded bus service
- Better connections to schools
- Increased transit accessibility
- Encouraging public transportation use among younger residents

6. Connectivity and Multimodal Transportation

A recurring message throughout the comments was the desire for a transportation system that supports:

- Walking
- Biking
- Transit
- Driving

Many residents emphasized reducing dependence on automobiles and creating a more connected transportation network.

Additional Themes

Several comments also addressed:

- Wildlife crossings and environmental considerations
- Parking policies and parking minimums
- Access to parks and recreation areas
- Growth management and transportation planning
- Accessibility for all users

Overall Takeaway

The public feedback strongly favors a **safer, more connected, multimodal transportation system**. The most common priorities were:

1. *Improved pedestrian safety*
2. *Expanded bicycle infrastructure*
3. *More trails and shared-use paths*
4. *Better connectivity between destinations*
5. *Enhanced transit options*

Overall, residents appear to support investments that reduce reliance on automobiles while improving safety and accessibility for people walking, biking, and using transit.

Phase III: Integrate and Refine

Timeframe: August to December 2026

Engagement Activities:

- **Community Advisory Panel:** At its third meeting, held on August 25, 2026, the CAP reviewed and provided input on the draft Policies, Programs, and Practices chapter. Members worked collaboratively with MPO staff to refine proposed strategies and implementation considerations. The CAP was also briefed on the top scoring projects that emerged from the evaluation process. We're planning to meet again in late October 2026.
- **Community Events:** We anticipate presenting a final draft of the LRTP during the months of November and December by taking advantage of local events such as the farmer's market and other community events.

This report was prepared before the Revised Section 508 guidelines were released.

Gallatin Valley MPO Long-Range Transportation Plan

Existing and Projected Conditions Report

April 2026

NELSON NYGAARD







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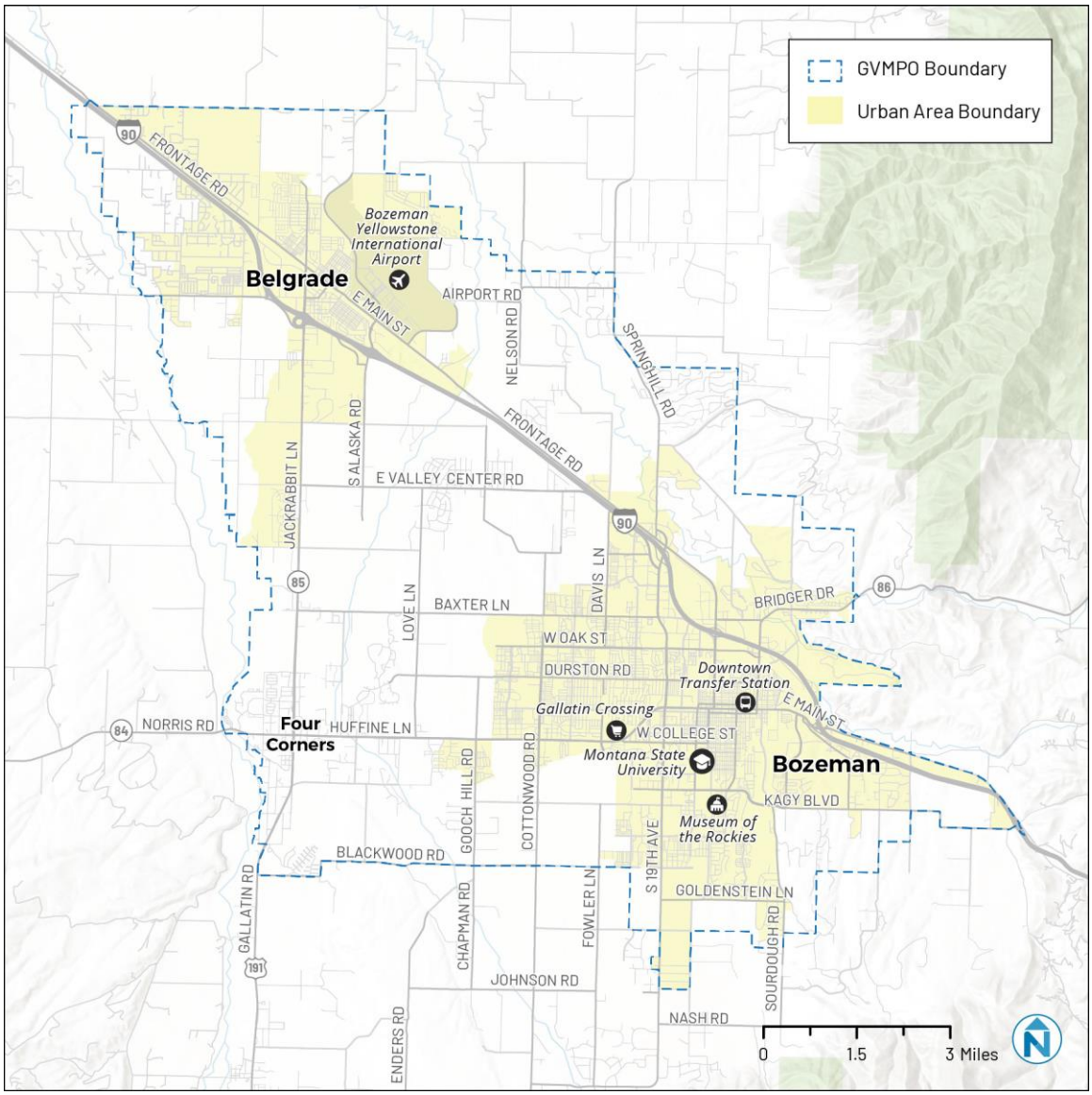
1 INTRODUCTION

INTRODUCING THE ORGANIZATION

Who is the Gallatin Valley MPO?

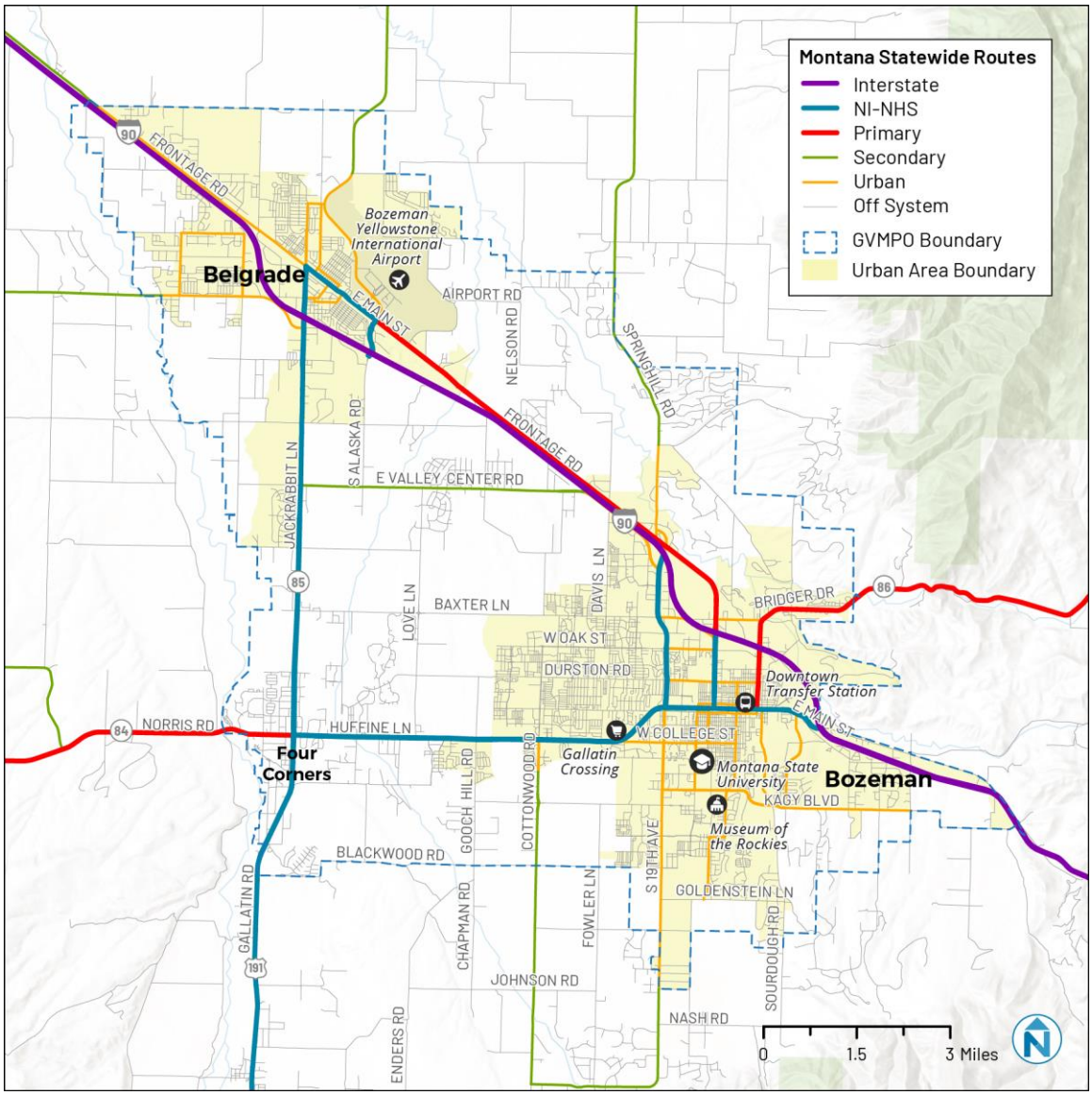
The 2020 Census marked an important milestone for the Bozeman area, with the population surpassing 50,000 and launching the formation of the Gallatin Valley Metropolitan Planning Organization (MPO). Federal regulations require MPOs to develop a Long-Range Transportation plan (LRTP), providing the opportunity for the City of Bozeman, City of Belgrade, and urbanized areas in Gallatin County within the MPO boundaries to create a multi-decade vision for transportation infrastructure and mobility programming. This process brings together agency partners and the community to establish priorities and shared values for the region. The MPO's boundaries are shown in Figure 1 and Figure 2 show Montana statewide routes.

Figure 1 MPO Boundaries



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Figure 2 Montana Statewide Routes



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

INTRODUCING THE PLAN

Gallatin Valley's Long-Range Transportation Plan

The Gallatin Valley LRTP is a multi-decade plan that looks at all modes of transportation and identifies future priorities for projects and funding. In accordance with the federal requirements set in the Infrastructure Investment and Jobs Act (IIJA), this plan will help steer the community toward a healthier, safer, and more efficient future while preserving and expanding mobility for all residents, workers, and visitors. This plan also supports MDT's statewide performance-based approach and aligns with the State's performance targets.

The LRTP will build upon existing plans and projects while identifying new opportunities to create an integrated transportation system that meets the needs of the community and partner agencies. A strong transportation plan is critical to keep the Gallatin Valley a prosperous and healthy place to live, learn, and visit.

HOW IS THE REPORT ORGANIZED?

This existing and projected conditions report serves as a foundation for the development of LRTP goals, objectives, and prioritization of projects, policies, and plans. The existing conditions report synthesizes key aspects of the Gallatin Valley's regional planning context, including population and employment patterns, and evaluates the existing transportation network.

- Chapter 2 examines planning and policy documents to understand previous planning work done in the Gallatin Valley. It also includes key demographic and employment information.
- Chapter 3 summarizes the transit system, including fixed-route transit and paratransit services, ridership trends, and other regional transit providers.
- Chapter 4 provides a multimodal snapshot of transportation conditions in the region, which includes the roadway, bicycle, and pedestrian networks.
- Chapter 5 analyzes housing and employment growth estimates in the region to project future travel demand using the MDT Travel Demand Model.
- Chapter 6 lays the foundation for how the existing and projected conditions will inform the Long Range Transportation Plan.

2 REGIONAL CONTEXT

OVERVIEW OF COMPLETED AND ONGOING PLANS

Reviewing current planning and policy documents, and understanding what has been successful in the past, helps set the framework to build on previous momentum. This section summarizes key local plans and improvements identified in them, which can be considered as part of the LRTP. A review of additional local, state, and regional plans documents is included in the appendix.

Belgrade Long Range Transportation Plan (2018)

The Belgrade Long Range Transportation Plan serves as a guide for development and investment of the community's transportation system to meet the needs of a growing population. The LRTP identifies community goals, outlines infrastructure and service improvements, and recommends projects to enhance connectivity and safety, foster economic vitality, and improve quality of life. As Belgrade grows, traffic congestion is projected to worsen along Jackrabbit Lane, Frontage Road, and Amsterdam Road. The goals of the LRTP include providing a safe, efficient, and connected transportation system; supporting economic vitality of the community; and promoting financially sustainable transportation while coordinating between land use and environmental sustainability. The City of Belgrade is currently updating their Comprehensive Plan, which also includes the transportation component.

Bozeman Transportation Master Plan (2017)

The Bozeman Transportation Master Plan (TMP) guides transportation investments to accommodate projected city growth. The City of Bozeman has reached its jurisdictional growth update and may annex some land in Gallatin County in the next two to three decades. The plan also outlines community goals, infrastructure and service improvements, and projects to meet community needs. While most traffic operations are expected to remain the same by horizon year 2040, major arterials – including 19th Avenue, Oak Street, Main Street, and Kagy Boulevard – are projected to experience increased congestion and

delays. The goals of the plan include improving the efficiency, connectivity, safety, and financial sustainability of the transportation system; coordinate land use and transportation; and protect environmental sustainability and natural and cultural resources. The City of Bozeman anticipates updating their TMP in 2027.

Bozeman Bicycle and Pedestrian Gap Analysis (2025)

The Bozeman Bicycle and Pedestrian Gap Analysis identifies two types of gaps in the bicycle and pedestrian networks. Spot gaps are key focal points, such as crossings or intersections, that lack appropriate infrastructure for comfortable pedestrian or bicycle travel. Linear gaps are sections of missing segments of sidewalk, trail, bicycle lane, or shared-use paths that create gaps between existing facilities. Four criteria were used to prioritize projects: safety and comfort, connections to activity centers, equity, and public support.

Gallatin County Greater Triangle Area Transportation Plan (2022)

The Gallatin County Greater Triangle Transportation Plan provides recommendations to improve traffic safety, sustainability, and multimodal connections between Bozeman, Belgrade, Four Corners, and Gallatin Gateway. The county has consistently outpaced the population growth of other Montana counties, and this growth can be attributed to the evolving economies of Bozeman and Belgrade, the continued expansion of Montana State University, and migration patterns to the area. The plan incorporates land use trends, projected development, and documented transportation needs to guide near-term and long-range roadway, bicycle, pedestrian, and transit improvements that address anticipated growth through 2040.

Gallatin County Triangle Trails Plan (2021)

The Gallatin County Triangle Trails Plan aims to connect the trail system throughout Bozeman, Belgrade, Four Corners, and Gallatin County while establishing design standards for different trail types. The vision of the trail system is to be connected, safe and welcoming, and inclusive for all. Community members and stakeholders consider the trail network as a highly valued community asset that should serve travelers of all ages and abilities. Recommended projects improve connectivity between neighborhoods, schools, parks, and employment centers, address documented gaps, and support access to active transportation within the growing suburban area.

Gallatin Valley Sensitive Lands Plan (2023)

The Gallatin Valley Sensitive Lands Plan highlights sensitive lands throughout the Gallatin Valley and identifies recommendations to improve sensitive lands conservation and management. Project goals include securing the long-term ecological health of the region; creating a regional model that identifies sensitive lands; recommendations for protecting resources; identifying best practices; and facilitating dialogue between local and regional stakeholders. The plan also identifies regional transportation infrastructure planning as a priority recommendation that could mitigate impact to sensitive lands.

Additional Local, State, and Regional Plans

Additional plans were reviewed. Common themes emphasize multimodal connectivity, traffic safety, coordinated land use, improved transit access, and long-term system preservation. Multimodal investment and coordinated growth are broadly reinforced across plans. A complete inventory and summary of all reviewed documents is provided in the Appendix.

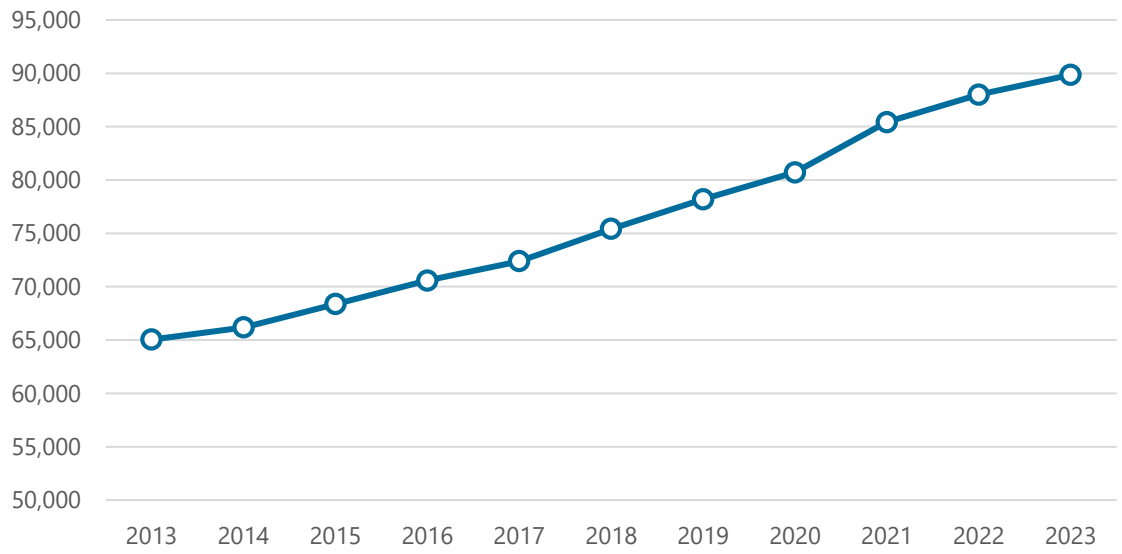
POPULATION AND EMPLOYMENT GROWTH AND TRENDS

The data in this section represents trends within the Gallatin Valley Metropolitan Planning Area (referred to going forward as the MPA) based on Census data from 2023. The region has experienced rapid growth over the past decade, with a compound annual growth rate of 3.3%.[1] As population and employment opportunities continue to grow in the region, high-quality transportation infrastructure and services should be a priority.

Population

Over the past decade, the population within the MPA area increased by 38% from 65,044 residents in 2013 to 89,855 residents in 2023 (Figure 3). Growth has slowed in recent years, but the area has continued to add residents year over year. The 2025-2045 Bozeman Population and Housing Forecast report projects that Belgrade, Bozeman, and Four Corners will grow to a combined population of 114,300 in 2045.[2]

Figure 3 Population Growth



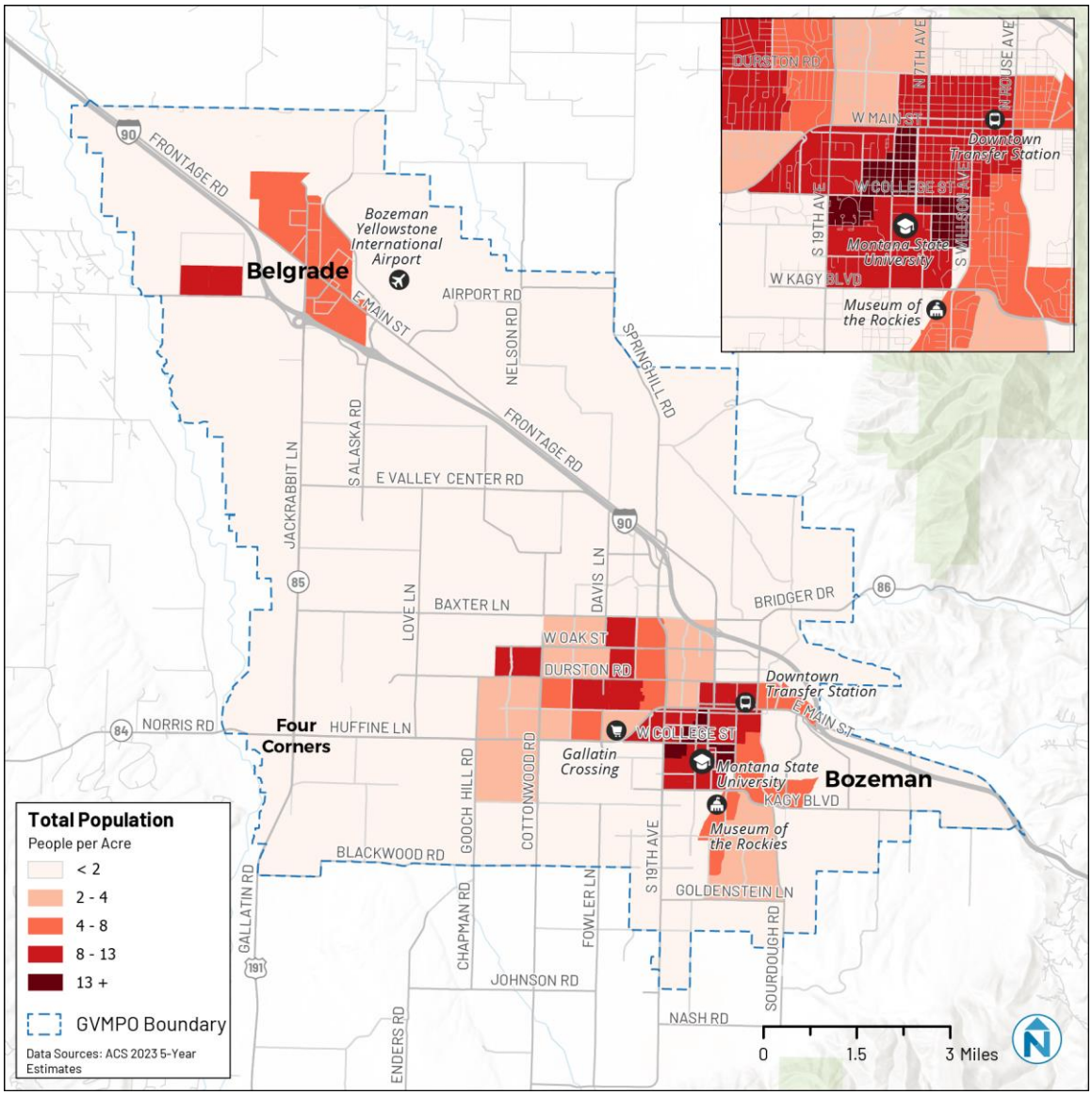
Source: American Community Survey (ACS) 5-Year Estimates, 2023

[1] American Community Survey, 2023

[2] "2025-2045 Bozeman Population and Housing Forecast." Engage Bozeman, Economic & Planning Systems, Inc., 5 Sept. 2025."

Areas of the highest population density are clustered in downtown Bozeman, neighborhoods surrounding Montana State University, and the River Rock Subdivision just to the west of I-90 and the Belgrade city limits (Figure 4).

Figure 4 Population Density



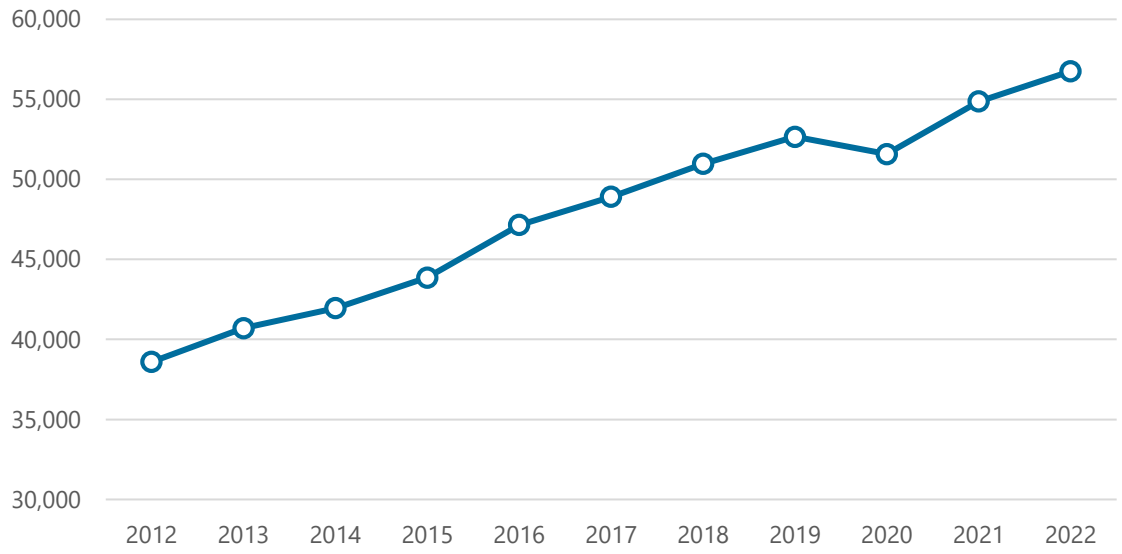
Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Employment

Jobs in the study area increased by 47% in the past decade, with a total of 56,759 jobs in 2022. The number of jobs decreased slightly in 2020, likely due to the COVID-19 pandemic,

but have since surpassed pre-pandemic numbers (Figure 5). The 2025-2045 Bozeman Population and Housing Forecast report projects that Gallatin County will add 44,500 additional jobs by 2045.[3]

Figure 5 Employment Growth

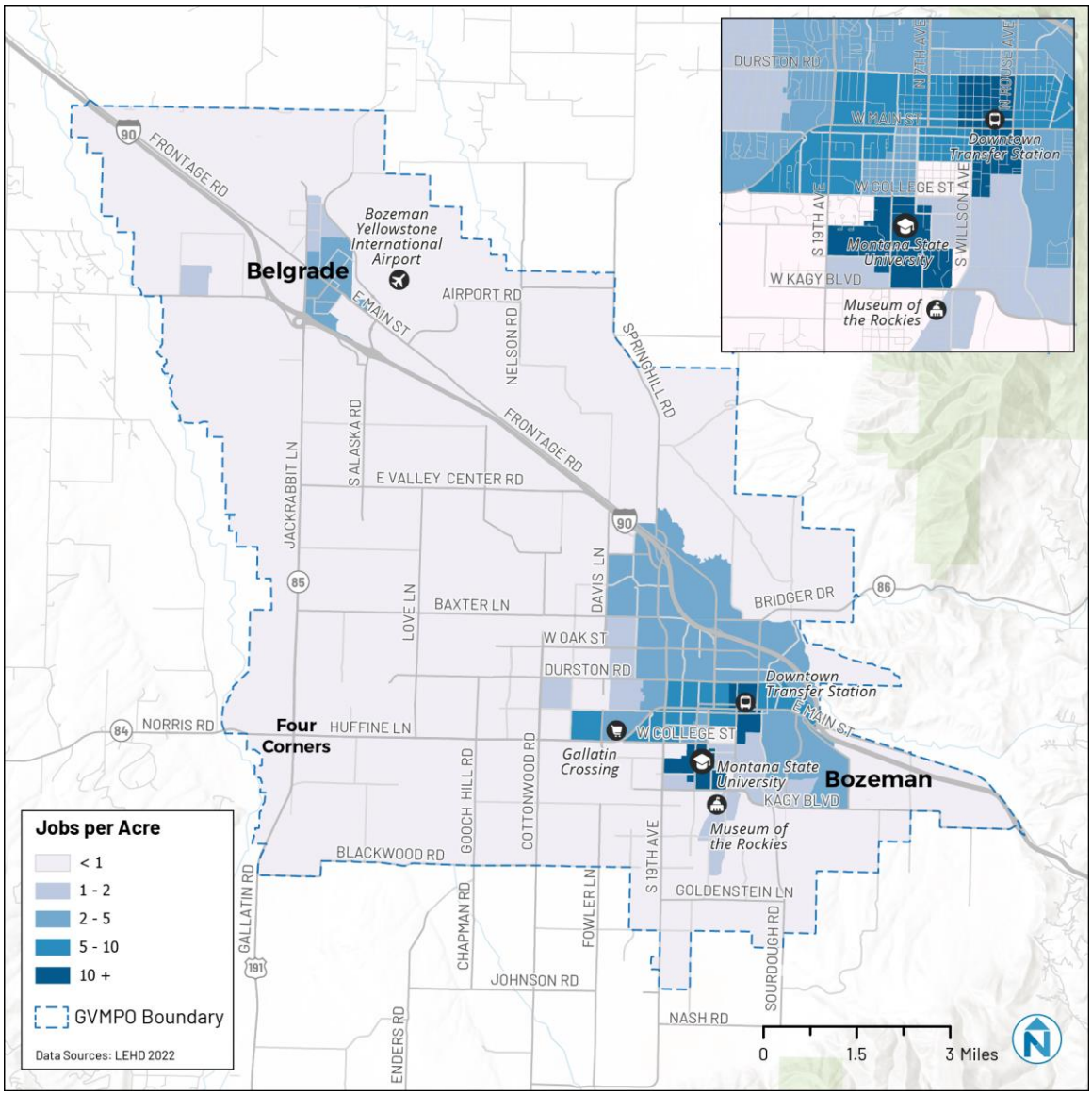


Source: Longitudinal Employer-Household Dynamics (LEHD), 2022

Employment density reveals that major employment hubs are concentrated in the Bozeman and Belgrade urbanized areas (Figure 6). The industries with the most jobs are retail trade and educational services, which account for about one-quarter of all jobs in the region (Figure 7). Other jobs (26.9%) include other services, waste management, wholesale trade, finance and insurance, public administration, transportation, and arts/entertainment, among others. As the region continues to grow, transportation options and connectivity need to be considered to link people from where they live to where they work.

[3] "2025-2045 Bozeman Population and Housing Forecast." Engage Bozeman, Economic & Planning Systems, Inc., 5 Sept. 2025."

Figure 6 Employment Density



Source: Longitudinal Employer-House Dynamics (LEHD), 2022; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Figure 7 Major Employment Sectors

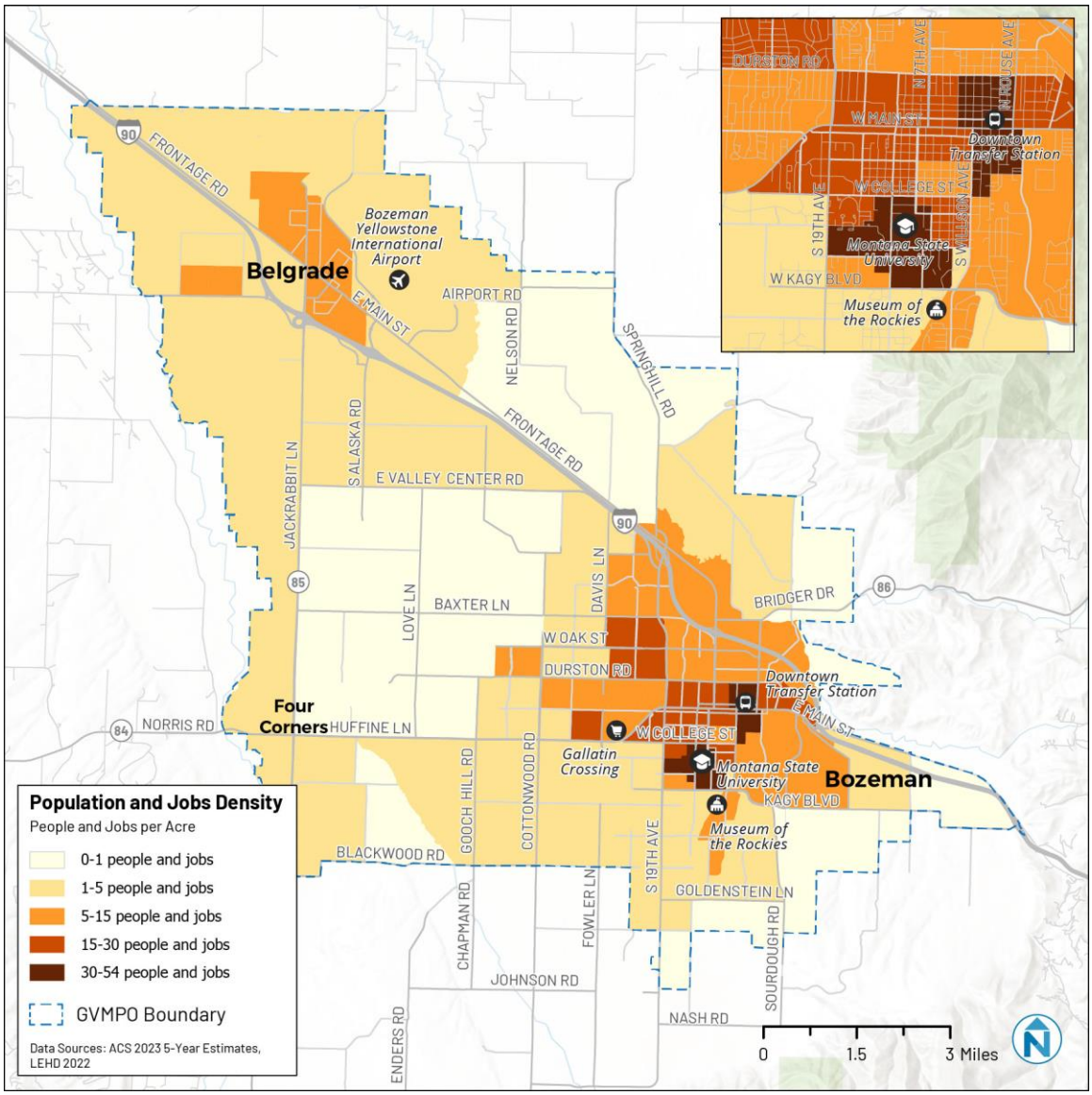
Sector	% Of Total Employment Share
Retail Trade	13.9%
Educational Services	11.8%
Accommodation and Food Services	11.6%
Health Care and Social Assistance	10.6%
Construction	10.1%
Professional, Scientific, and Technical Services	9.2%
Manufacturing	5.8%
Other	26.9%

Source: Longitudinal Employer-House Dynamics (LEHD), 2022

Population and Employment

Combining population and employment data can better highlight areas that are anticipated to be more supportive of transit service. Locations with higher densities of population and employment can benefit the most from transportation investments, and transit service is more productive in these areas. As shown in Figure 8, the areas with the highest combined population and employment density are concentrated in downtown Bozeman and surrounding the university.

Figure 8 Population and Employment Density



Source: American Community Survey (ACS) 5-Year Estimates, 2023; Longitudinal Employer-House Dynamics (LEHD), 2022; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Marriage and Birth Rates

Vital statistics such as marriage and birth rates are not published at the MPO geographic scale, so this analysis uses county-level administrative records and proportional allocation based on population share. Figure 9 and Figure 10 show historical birth and marriage rates for Gallatin County for the past five years. Births have fluctuated over the five-year period but have ultimately increased since 2020. Gallatin County has a slightly higher birth rate than the rest of the state but slightly lower than the national rate. Marriage license issuance has steadily increased since 2020, and despite a slight decrease from 2024 to 2025 YTD, Gallatin County has a higher marriage rate than both the state and national rates.

Figure 9 Births Among Gallatin County Residents, 2020-2025

Year	Births
2020	1,148
2021	1,256
2022	1,146
2023	1,218
2024	1,271
2025	1,202
5-Year Average	**1,207.8**
County Rate (per 1,000)	**10.2**
Montana Birth Rate (2023)	**9.8**
US Birth Rate (2023)	**10.7**

Source: Montana Office of Vital Statistics

Figure 10 Marriage Licenses Issued to Gallatin County Residents, 2020-2025

Year	Licenses Issued
2020	949
2021	1,169
2022	1,249
2023	1,264
2024	1,451
2025 (YTD)	1,435
5-Year Average	**1,216.4**
MPO Rate (per 1,000)	**10.2**
Montana Marriage Rate (2023)	**9.2**
US Marriage Rate (2023)	**6.1**

Source: Gallatin County Clerk of Court

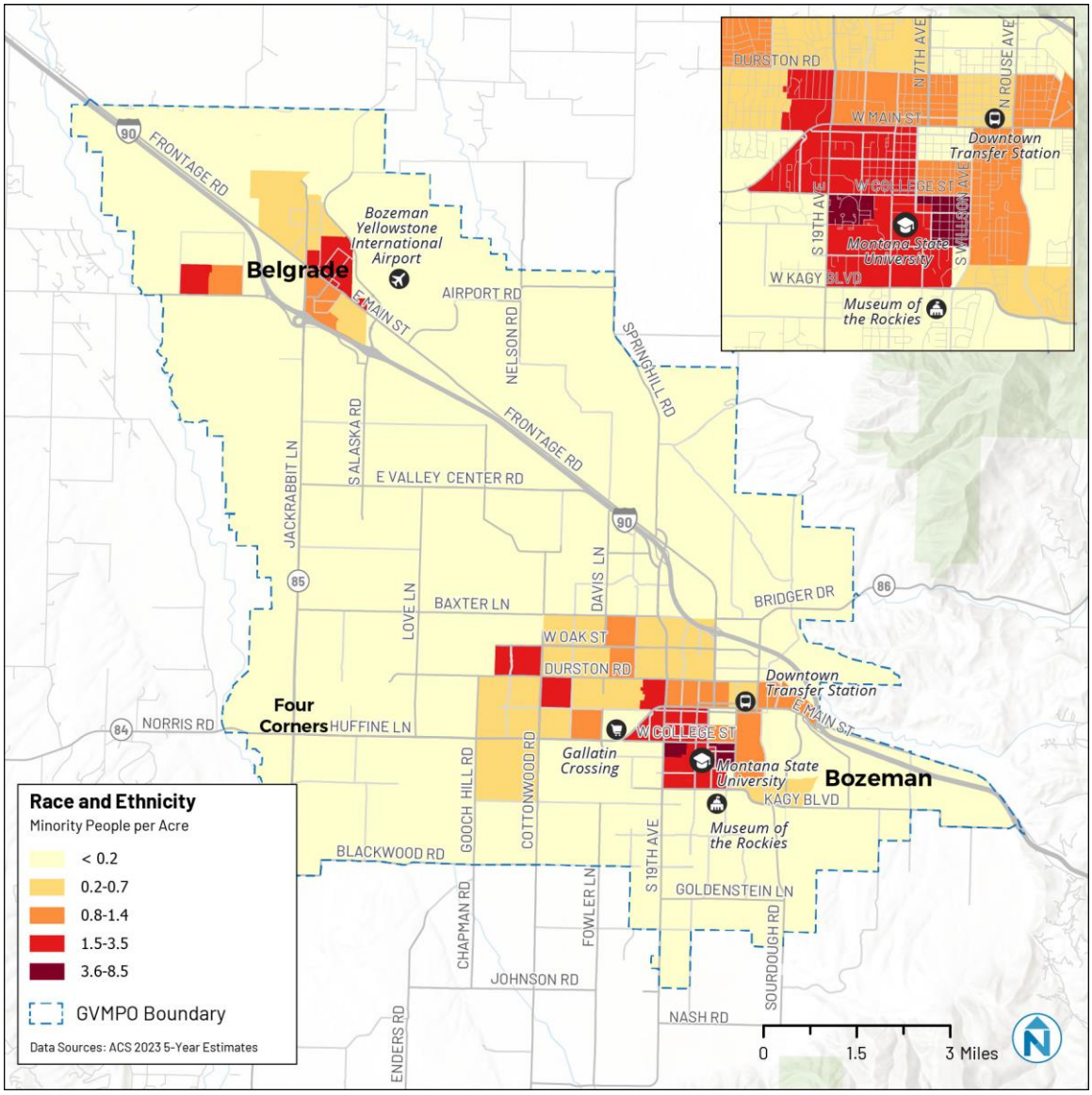
Demographic and Socioeconomic Characteristics

Using select demographic, socioeconomic, and employment data can help determine the overall transit need for a given area. Areas of higher propensity, or demand, are more likely to generate ridership and support transit service that is provided. The following groups were examined due to their higher likelihood to use transit based on Census journey to work data:

- Minority populations
- Low-income households
- Limited English proficiency
- Zero-vehicle households
- Young people ages 15-24
- Older adults age 65+
- People with a disability

The Federal Transit Administration define a minority person as one who self-identifies as American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or Other Pacific Islander.[4] The highest concentration of minority individuals are located in downtown Bozeman around MSU and in areas of Belgrade adjacent to the airport and west of I-90. This information supports impact analysis and Title VI compliance.

Figure 11 Minority Population

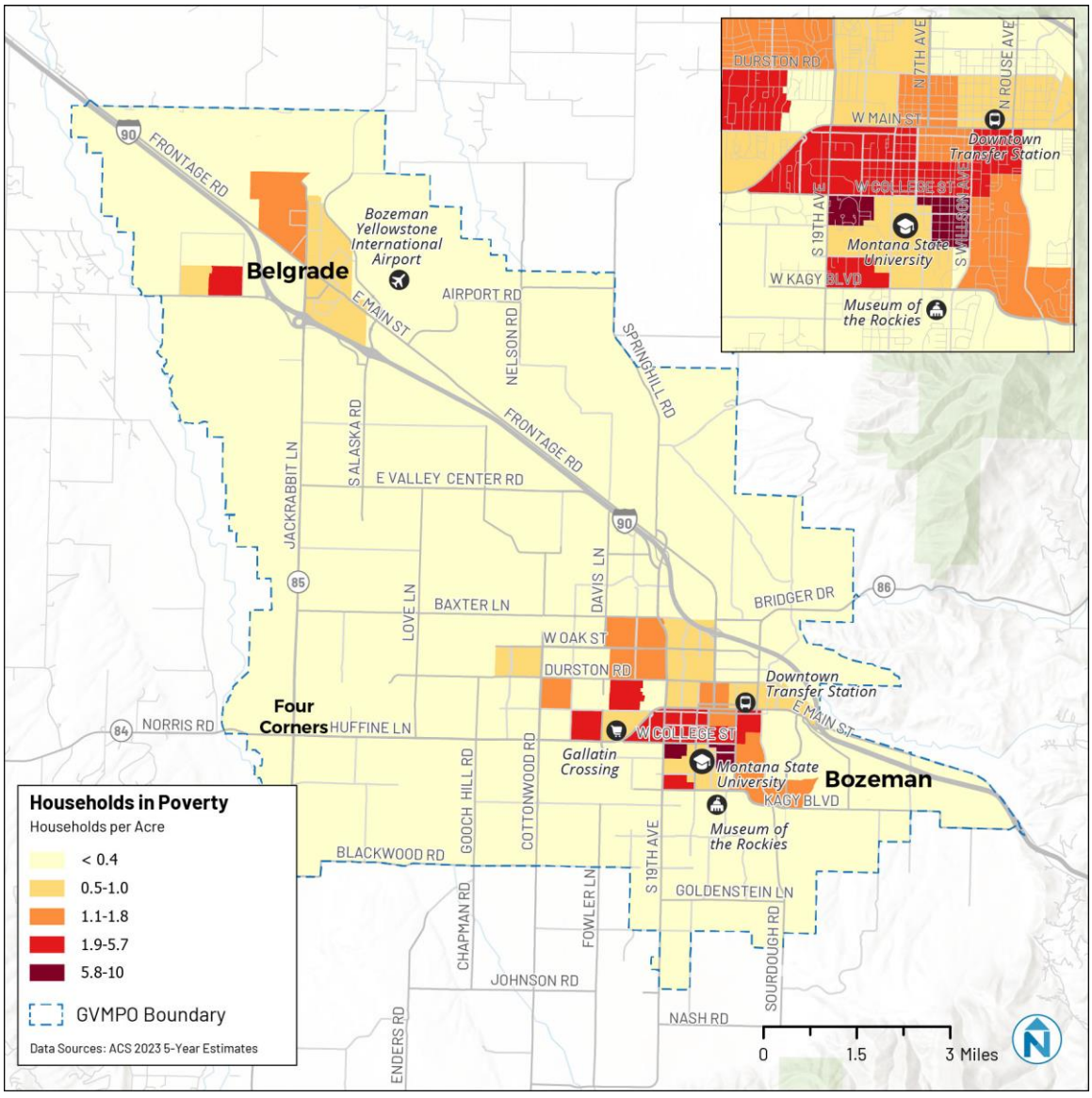


Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

[4] "Title VI Circular to 4702.1B." *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, Federal Transit Administration, 1 Oct. 2012, www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf.

For the purpose of this study, low-income households are defined as earning less than 150% of the federal poverty level. Low-income households are more financially burdened by transportation options and are likely to use transit due to the high costs of vehicle ownership. Low-income households within the MPA are primarily located surrounding MSU and in Belgrade west of I-90. This information supports evaluating mobility access and affordability implications of transportation investments.

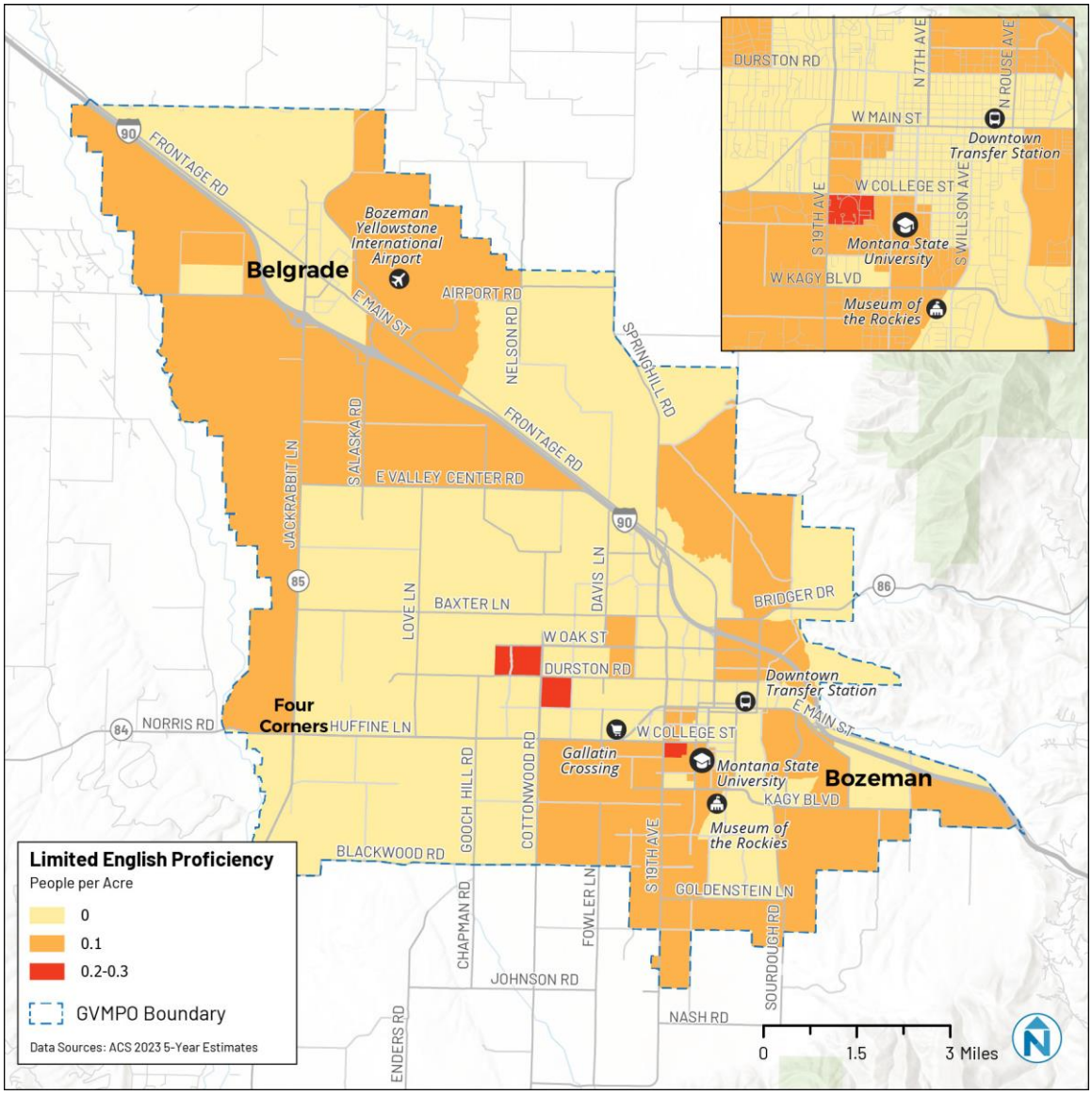
Figure 12 Low-Income Households



Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Limited English proficiency (LEP) is often an indicator of immigrant communities, who are more likely to take transit.[5] While the MPA has an overall low density of limited English speaking individuals, areas of the MPA with more LEP communities are located in south Bozeman and the greater Belgrade area. This information helps inform mobility access and language considerations in transportation planning.

Figure 13 Limited English Proficiency

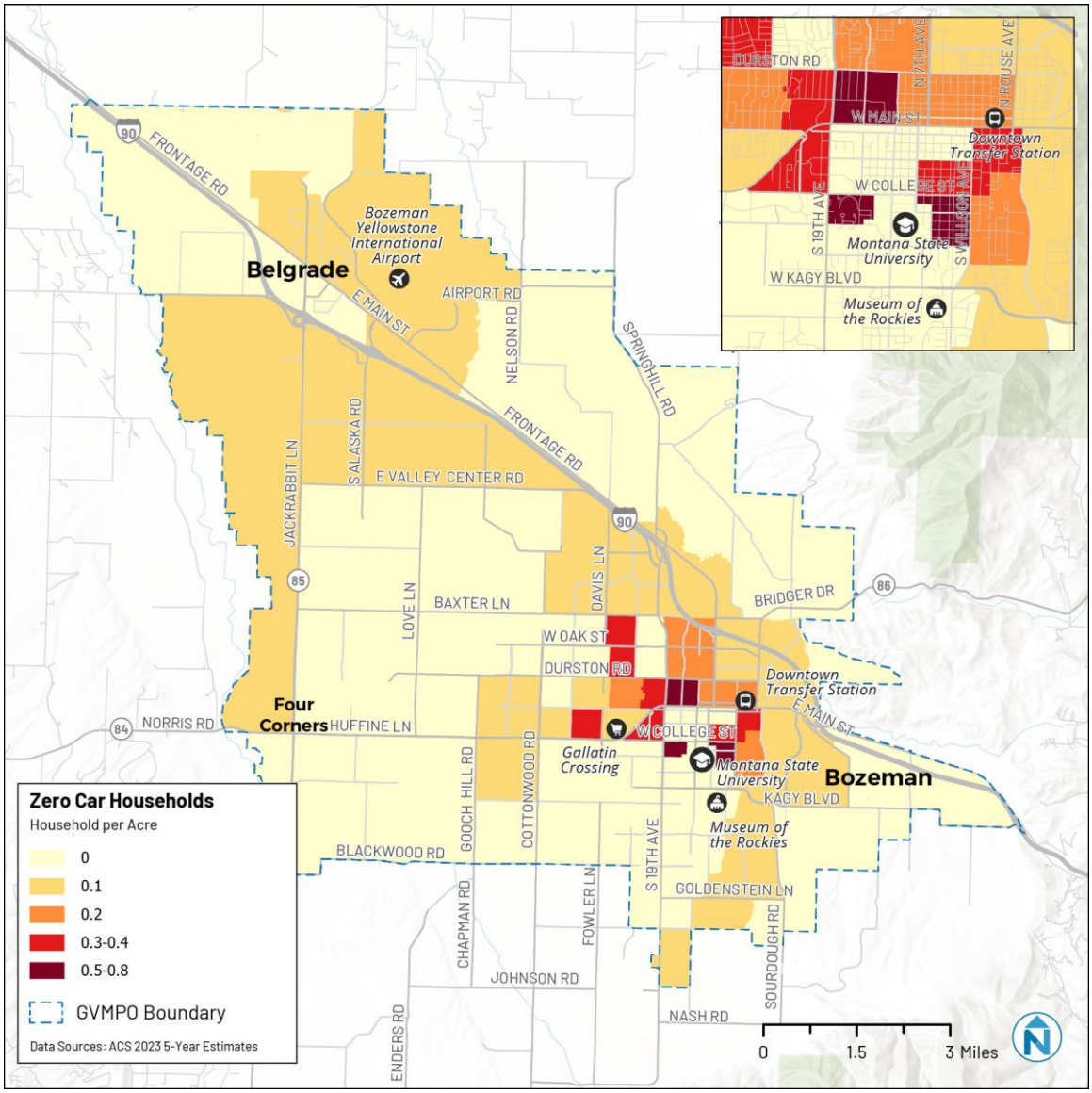


Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

[5] "Movement after Migration: Immigrants' Disproportionate Reliance on Public Transportation." *Migration Policy Institute*, 21 Mar. 2021, https://www.migrationpolicy.org/article/movement-migration-immigrants-public-transportation.

People without access to a vehicle are more reliant on transit to meet their travel needs that cannot be completed by walking, biking, or rolling. Most zero-vehicle households are located in northern Bozeman and downtown Bozeman around MSU, which are areas currently served by fixed-route transit.

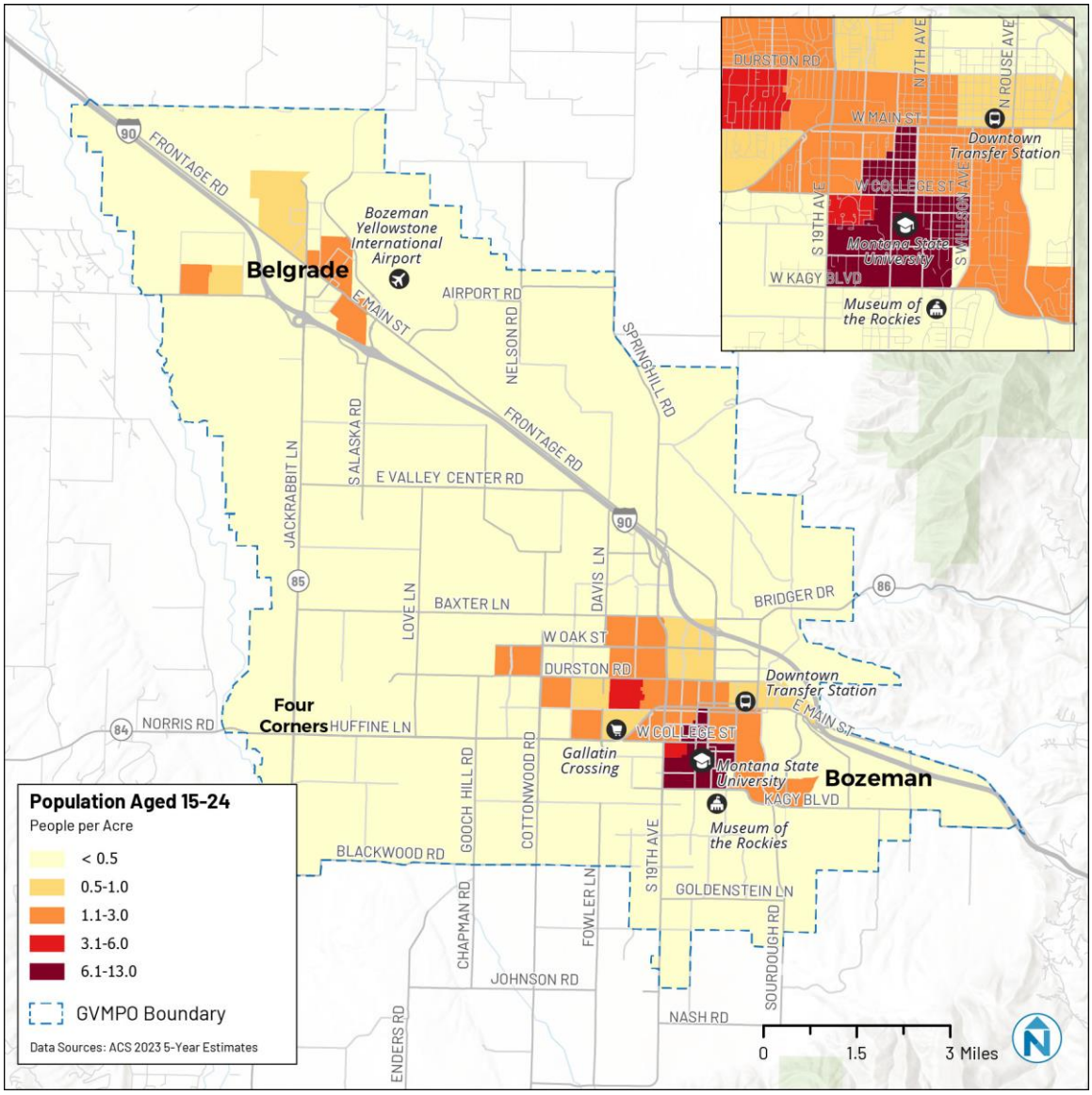
Figure 14 Zero-Vehicle Households



Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Young people are less likely to have a driver's license or access to a vehicle and therefore have greater reliance on transit or other multimodal services to access their destinations. Additionally, students at Montana State University are an important ridership base for public transit services. The highest concentrations of young people are located surrounding MSU and in northwest Bozeman.

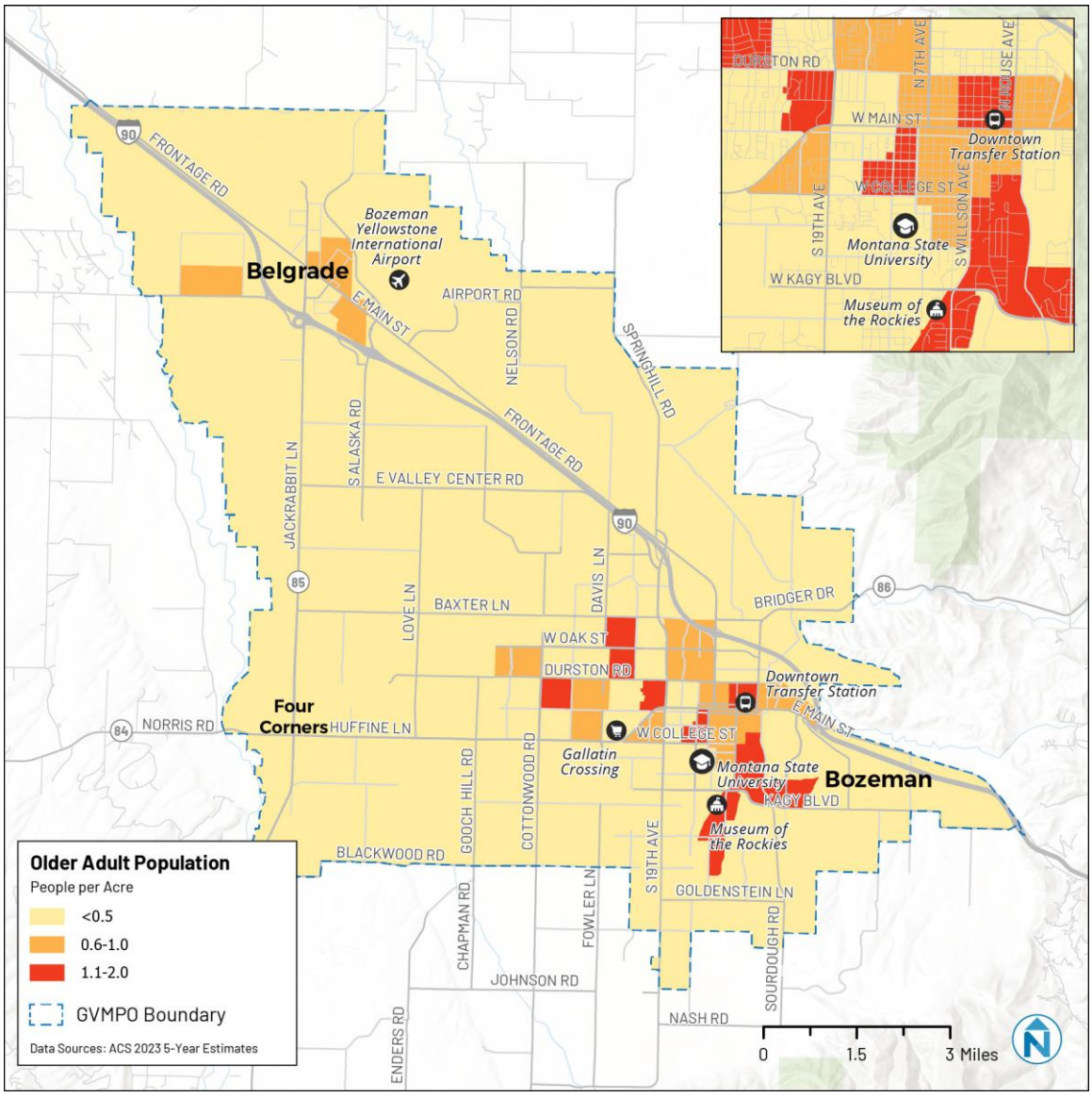
Figure 15 Young People



Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

People who are older than 65 years old may no longer be able to drive due to aging-related changes in sight, hearing, and mobility. Older adults are less able to utilize other active modal options and may rely solely on others driving them places or public transportation. Older adult care facilities are often located along bus routes to provide access for older adults. While the MPA has an overall low density of older adults, the highest concentration of older adults are located south of downtown Bozeman and in northwest Bozeman.

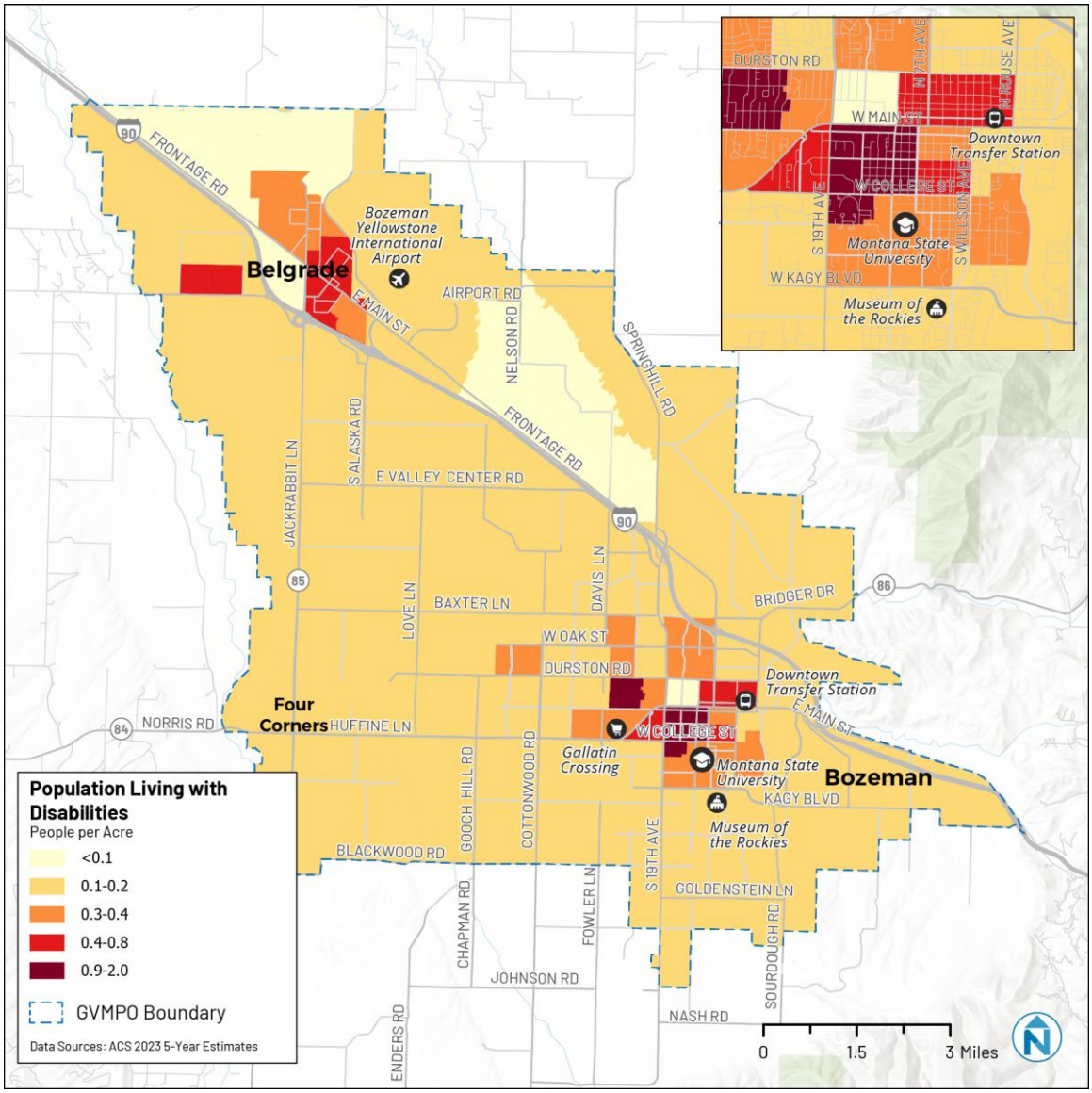
Figure 16 Older Adults



Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

People who are unable to drive alone or may require additional assistance rely more heavily on public transportation, whether that be fixed-route service or paratransit services. Areas with the highest density of people living with disabilities are located northwest of MSU, in downtown Bozeman, and near I-90 in Belgrade.

Figure 17 People Living with a Disability



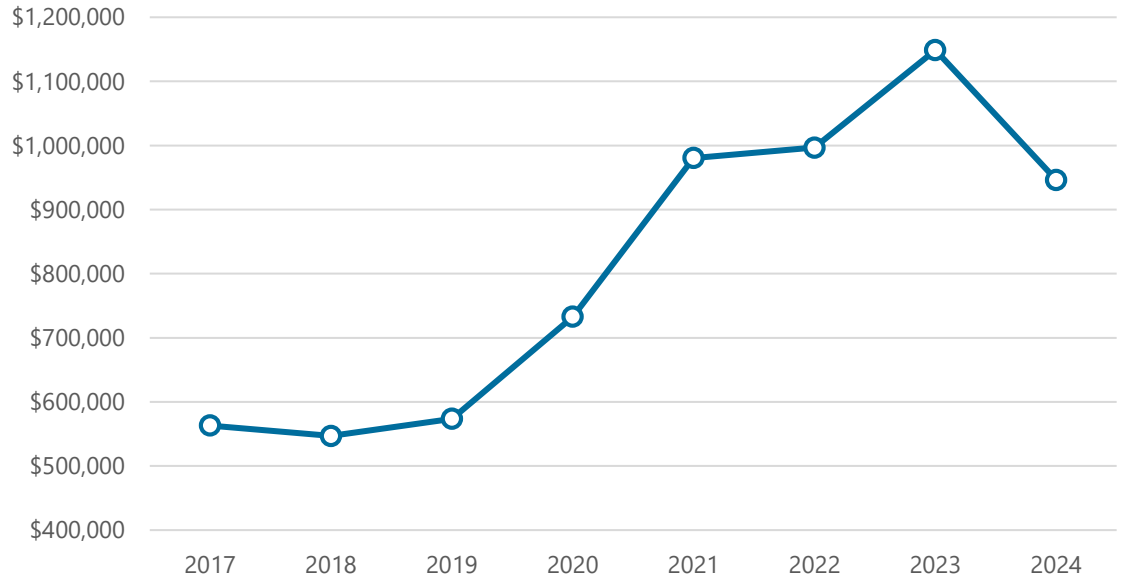
Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Changes in Affordability

Housing costs in the MPA are rising faster than wages, creating challenges for residents seeking housing they can afford. Therefore, affordable transportation options are essential to connect residents with jobs, schools, various services, and recreational opportunities.

Based on ACS 5-Year estimates for 2023, about 21% of households in the MPA have an annual income of less than $40,000. As of 2025, the official poverty rate, as defined by the Bureau of Labor Statistics, is $15,650 for an individual and $21,150 for a household with two people. In 2023, 8.8% of Gallatin County residents were living below the poverty line, while within the MPA area, 11.2% residents live below the poverty line. Additionally, the median home listing price in Gallatin County doubled between 2017 and 2023, posing challenges for residents to live comfortably in the area (Figure 18). Home prices decreased in 2024 but are still well above pre-pandemic prices and have overall increased by 68% since 2017. 55% of the study area residents own their home and 45% rent. This percentage may change in the future if housing prices begin to rise and more people choose to rent due to the high price to purchase a home (Figure 19). Vacant and part-time residential housing units are also an area of focus due to Bozeman being an amenity destination during both the summer and winter months. This impacts housing supply for full-time residents in an already constrained market.[6]

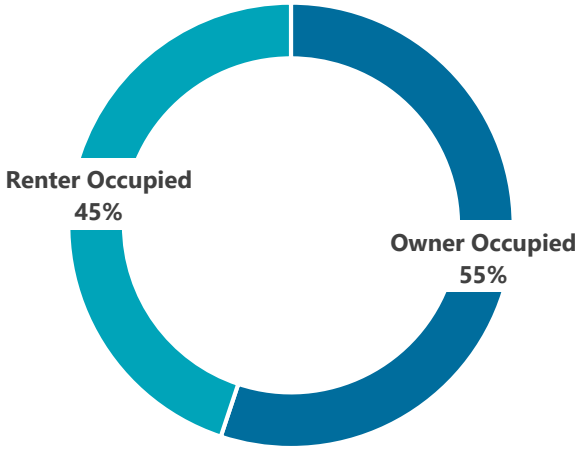
Figure 18 Median Home Listing Price in Gallatin County, 2017-2024



[6] "2025-2045 Bozeman Population and Housing Forecast." Engage Bozeman, Economic & Planning Systems, Inc., 5 Sept. 2025."

Source: Realtor.com, 2024

Figure 19 Renter-Occupied vs. Owner-Occupied Housing Units



Source: American Community Survey (ACS) 5-Year Estimates, 2023

KEY FINDINGS

- Population in the MPA area has risen steadily over the past decade, increasing by 38% since 2013. The largest increase was from 2020 to 2021, most likely due to the rise of remote work during the COVID-19 pandemic and new arrivals or second home buyers from other states.
- Population density is concentrated in downtown Bozeman and neighborhoods surrounding Montana State University. Belgrade has a growing population.
- Jobs increased by 47% in the past decade except for a slight decrease in 2020, likely due to the COVID-19 pandemic. Employment is concentrated in downtown Bozeman and surrounding MSU.
- The median home listing price in Gallatin County doubled between 2017 and 2023. While listing prices have since decreased, they are still well above pre-pandemic levels.

3 TRANSIT CONDITIONS

TRANSIT SERVICE OVERVIEW

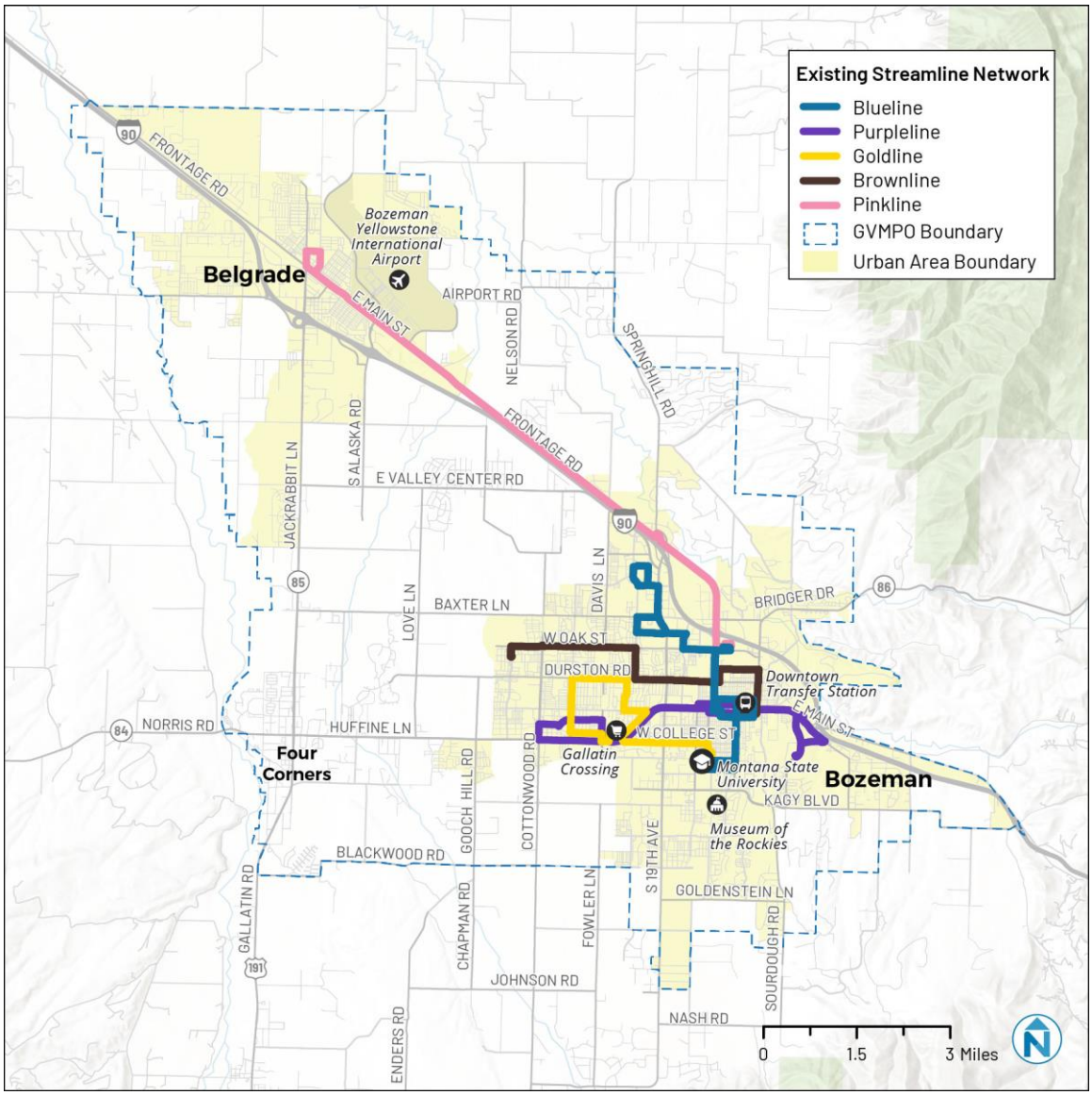
Streamline Transit serves Bozeman with fare-free connections in and around the city and to Belgrade, as illustrated in Figure 20 below. Streamline operates five fixed routes, including one commuter route that connects Bozeman to Belgrade, and seasonal transit service to Livingston from October through April. Streamline connects to the Skyline Bus System for travel to and from Big Sky and Jefferson Lines Intercity Bus Service. Streamline also operates Galavan, a complementary paratransit service for seniors and people with disabilities, in accordance with the Americans with Disability Act (ADA). Galavan operates within a two-mile radius of Streamline routes (Figure 21).

Streamline serves several top destinations in Bozeman such as the MSU campus, Gallatin Crossing Mall, and downtown Bozeman. The Blueline and Goldline are the highest ridership routes, and each serves two of the three top destinations. As discussed in Chapter 2, the MPA has experienced significant growth beyond the downtown areas of Bozeman and Belgrade, and current transit service does not operate outside of the downtown areas. Primary gaps in service coverage include south of MSU to the Museum of the Rockies, west of Bozeman to Four Corners, greater Belgrade, and the airport. While the Pinkline does serve Belgrade, it operates only on weekdays with four trips in each direction, and it does not directly connect to the airport. During public outreach activities, members of the public also identified a gap in service to Gallatin College.

Like many transit agencies, Streamline experienced a significant drop in ridership due to the COVID-19 pandemic, and current ridership is at 59% of pre-pandemic levels. Galavan ridership has trended similarly and is operating at 67% of pre-pandemic levels. Additionally, ridership is heavily influenced by the academic calendar at MSU, with levels dropping during summer and winter breaks and rising again when classes resume.

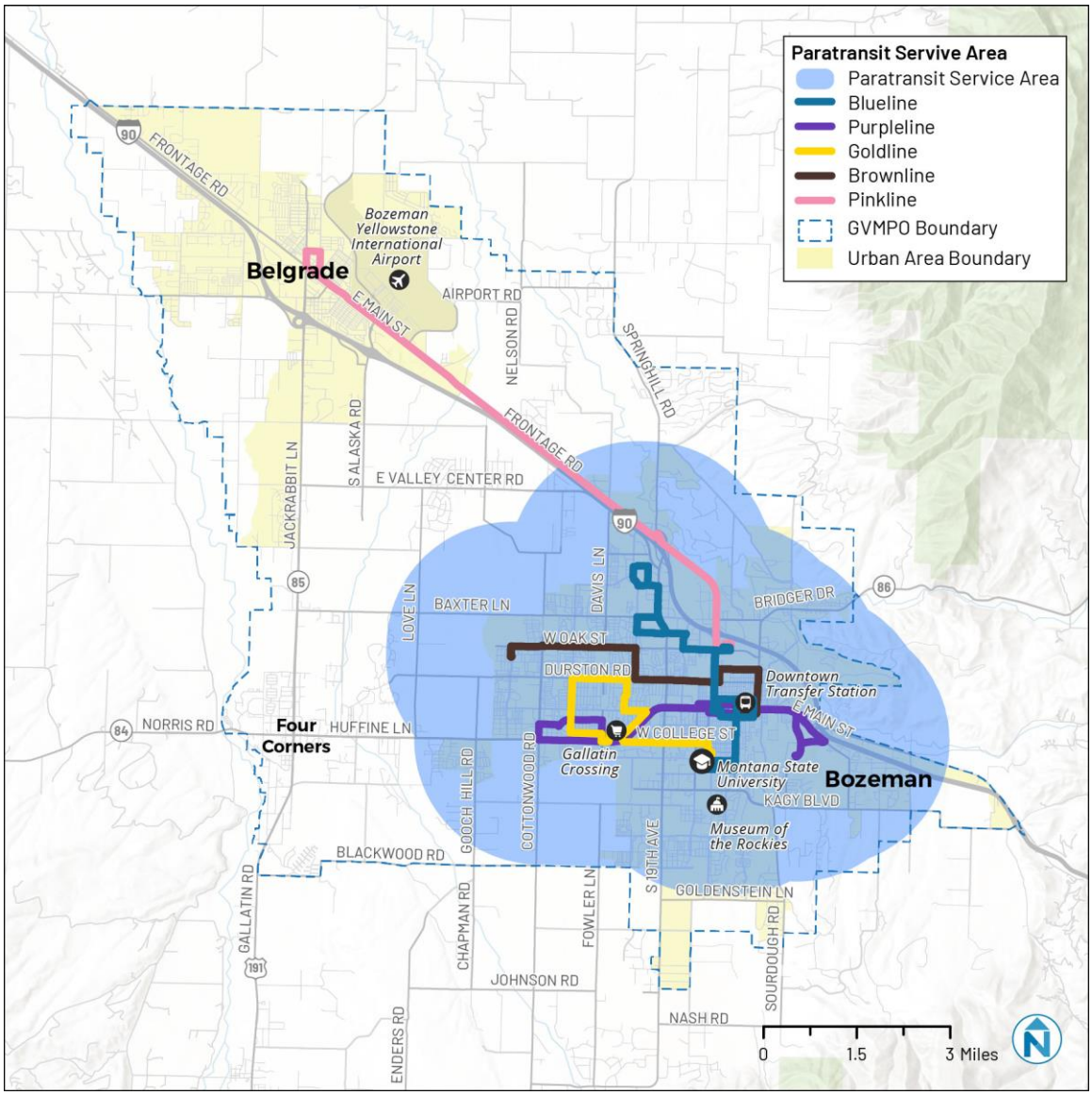
The Transit Strategic Report provides a comprehensive overview of the transit system in the MPA, including current span of service and frequency times, historical ridership, bus stop inventory, paratransit service, and fleet and facilities.

Figure 20 Streamline Fixed-Route Service



Source: Streamline; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Figure 21 Streamline Paratransit Service Area



Source: Streamline; MDT; MPA; Gallatin County; City of Bozeman; City of Belgrade

Transit Routes and Facilities

On weekdays, Streamline operates four routes locally within Bozeman and one commuter route between Bozeman and Belgrade. On weekends, four hourly local routes are available. The Northeast Bozeman shuttle operates to provide direct service to social services, such as the food bank and warming shelter, trails and local parks. Figure 22 provides an overview of all Streamline routes.

Figure 22 Transit Route Information

Route	Service Span	Frequency	Ridership (2024)
Weekday Blueline	6:45 am - 9:45 pm	60 minutes, with 30-minute service at peak hours while MSU is in session	110,390
Weekday Goldline	6:45 am - 10:09 pm	60 minutes, with 30-minute service at peak hours while MSU is in session	56,099
Weekday Purpleline	6:45 am - 7:36 pm	60 minutes, with 30-minute service at peak hours	25,601
Weekday Brownline	6:45 am - 6:47 pm	60 minutes	2,822
Pinkline (Belgrade)	7:04 am -7:01 pm	Four trips in each direction	13,584
Livingston	5:50 am -6:45 pm	One trip in the morning and evening	-
Late-night (not currently operating)	7:55 pm -2:25 am	30 minutes	-
Weekend Blueline	9:13 am - 6:13 pm	60 minutes	15,468
Weekend Goldline	9:32 am - 5:54 pm	60 minutes	2,879
Weekend Purpleline	9:15 am - 6:15 pm	60 minutes	4,359
Weekend Brownline	9:16 am - 6:16 pm	60 minutes	2,928
Shuttle to Northeast Bozeman	9:35 am -7:00 pm	Six daily trips	-

Streamline has one major transfer station, located at the Bridger Park garage in downtown Bozeman, where riders can transfer between the Blueline, Purpleline, and Brownline. The transfer station has capacity for two buses without independent pull-in/pull-out.

Streamline currently has 162 active stops in its system (Figure 23). Based on a September 2025 review of existing bus stops using Google Street View imagery, 113 stops are marked

with a pole, sign face, and route indicator. Ten of these stops have a shelter and bench, and one has a standalone bench. The 49 stops without signage are primarily located along the following corridors, several of which being federal-aid, MDT-maintained roadways: 7th Ave, Huffine Ln, Main St, Oak St, and Rouse Ave.

Figure 23 Bus Stop Amenities

Amenity	Number of Stops	Percent
Signage	102	63%
No Signage	49	30%
Signage + Shelter + Bench	10	6%
Signage + Bench	1	1%
Total Bus Stops	**162**	**100%**

Source: Streamline, Google Street View

OTHER REGIONAL PROVIDERS

CatTracks Campus Shuttle

CatTracks is a pilot program that provides Montana State University's campus with a parking shuttle service. The shuttles connect MSU's perimeter parking lots to key locations on the main campus. The service is available on weekdays from 7am to 6pm, and shuttles run every 30 minutes.

During the academic year, two routes operate one-way loop service: the Blue line operates on a westbound loop, and the Gold line operates on an eastbound loop. From May to August, the Summer line replaces the Blue and Gold line service with one route that combines key destinations from both.

Skyline

Skyline is the public transportation service that operates Big Sky Connect within Big Sky as fare-free on-demand microtransit services. Skyline also operates fixed-route Link buses between Big Sky and Bozeman seven days a week. The Link route serves Bozeman with a stop at Walmart and MSU before continuing to Four Corners and then south to Big Sky. Fares are required on Link buses, and schedules differ between the summer and fall seasons.

HRDC Community Commons

The Human Resource Development Council (HRDC) is the founding organization of Streamline. In addition to Streamline's fixed routes, HRDC implemented a shuttle service to northeast Bozeman for riders to access the new Community Commons campus. Shuttles operate six trips on weekdays excluding holidays.

Bridger Bowl

Streamline operates weekend seasonal bus service in partnership with Bridger Bowl to connect visitors to the ski area. Bridger Bowl is committed to operating their ski areas in the most socially responsible manner possible, and partnering with Streamline to provide transportation service significantly reduces the impact on Bridger Canyon Road during peak ski access times.

Reach

Reach is a non-profit organization that supports adults with developmental disabilities. Reach has a fleet of 20 vehicles to provide transportation services to clients to get to work, appointments, recreational activities, and other transportation needs. To receive services,

riders must be eligible for Medicaid and qualify for the state's Developmental Disability Program (DDP).

Karst Stage

Karst Stage is a charter-bus provider that operates an airport shuttle service for passengers going from Yellowstone International Airport to Big Sky, West Yellowstone, and Mammoth. The company is also the contracted provider for Streamline bus operators and maintenance workers.

First Student

First Student is the contracted provider for school bus service to the Bozeman school district and surrounding area. The company also provides charter bus service for other contracted trips in the area.

Gallatin County Rest Home

Gallatin Rest Home is a county owned and operated senior living facility in Bozeman. The facility provides transportation services for its residents to take to medical-related appointments in and around Bozeman.

Taxis, TNCs, and Shuttles

Taxi service throughout the area is offered by Greater Valley Taxi, Montana Yellow Cab, DeShields Rideshare Taxi, Spartan Taxi, and Bridger Taxi. The major hotels also provide shuttle service to/from the airport and Uber and Lyft operate service in the area.

West Yellowstone

The West Yellowstone Foundation operates on-demand roundtrip transit service from West Yellowstone Big Sky, Belgrade, and Bozeman every Tuesday and Thursday. Advanced reservations are required on a first-come, first-served basis, and medical appointment transportation requests are given priority.

Windrider Transit

Windrider Transit provides fare-free, fixed-route public and paratransit services within Park County. Dial-A-Ride (DAR) services are available for medical appointments to Bozeman on Tuesday and Wednesdays.

Angel Line

Angel Line provides door-to-door transportation service to residents of Livingston and the surrounding communities. Angel Line is open to anyone 60 years of age or older and to anyone with a doctor's letter of disability. Angel Line is available for all trip purposes including medical appointments, work, and recreation, on weekdays excluding holidays.

Madison County Transit

Madison County Transit currently provides a senior citizen shuttle service to Bozeman twice a week on Tuesdays and Thursdays, and on the 4th week of each month, provides an additional trip on Wednesdays. Riders must call the service to schedule a reservation in advance.

Inter-Regional Bus Service

Greyhound and FlixBus provide scheduled service from Bozeman along the I-90 corridor to Billings, Butte, and Missoula, with connections to major hubs such as Seattle, Salt Lake City, and Denver. Jefferson Lines also serves Bozeman through coordinated routes within the Greyhound/FlixBus network.

KEY FINDINGS

- Historical trend data gives insight into Streamline's previous performance levels and the state of the system today.

Fixed Route

  - Before the pandemic, ridership on the fixed-route network was variable throughout the year with approximately 30,000 monthly boardings from October to April and dropping as low as 15,000 during the summer months. This is likely influenced by MSU's academic calendar.
  - Ridership has been slow to recover, and while there is still seasonal variability, there is more stability in ridership numbers month over month, which could indicate more riders are using the service year-round.
  - The Blueline is the highest ridership route in the system with over 70,000 riders in 2023. The Goldline and Purpleline are the next highest ridership routes with 30,000 and 20,000 riders in 2023 respectively.
  - The three bus stops with the highest daily ridership are Walmart, Mendenhall & Black (downtown Bozeman transfer station), and the MSU Strand Union Building. The Blueline serves all three of these stops, while the other lines serve only one or two of the highest ridership stops.

- Out of 162 bus stops in the system, only 13 stops (6%) have a shelter and seating.
- The market assessment performed in the TDP identified secondary trip-generators such as public parks, schools, and areas of Belgrade and new markets for service. Replica data in the market assessment also identified that trips between 6 and 7 a.m. are popular and could therefore be captured by Streamline if service hours were expanded to earlier than 7 a.m.

Paratransit

- Galavan ridership has trended similarly to the fixed-route service with slow recovery after the drop in ridership due to the COVID-19 pandemic, and ridership has not yet returned to pre-pandemic levels. Galavan has about 1,350 monthly riders in 2025, while pre-pandemic ridership averaged 2,400 per month.

Community Engagement

- Students use Streamline services more than non-students.
- Respondents want more morning service between 6 and 7 a.m. and more afternoon peak service between 3 and 6pm, as well as more service to Bozeman Yellowstone International Airport, Four Corners, the YMCA, Billings Clinic, Livingston, and Bridger Bowl.
- The most common reason non-riders do not take transit is because of lack of service near their destinations. Former transit riders expressed similar reasons for no longer using transit because of infrequent service and inefficient routes.

4 MULTIMODAL TRANSPORTATION CONDITIONS

This chapter summarizes the rest of the transportation network in the study area, including driving, walking, biking, and transportation safety.

FUNCTIONAL CLASS SYSTEM

The roadway system is the most important piece of infrastructure in a transportation network to facilitate the movement of vehicles, public transportation, freight, active transportation, and other modes. The MPA contains 838 miles of roadway, which are broken down by functional class in Figure 24. Functional classification helps define the purpose of roads in the network and the expected traffic volumes, configuration, speed, and land use on and around them. A functional classification map of roadway for the GVMPA is shown in Figure 25.

For the LRTP, roadways classified as collectors and above in MDT's classification system will be examined for improvements along the corridors. Local jurisdictions within the MPA use their own functional classification systems, and these will also be considered when evaluating and prioritizing projects to capture more current conditions on the roadways.

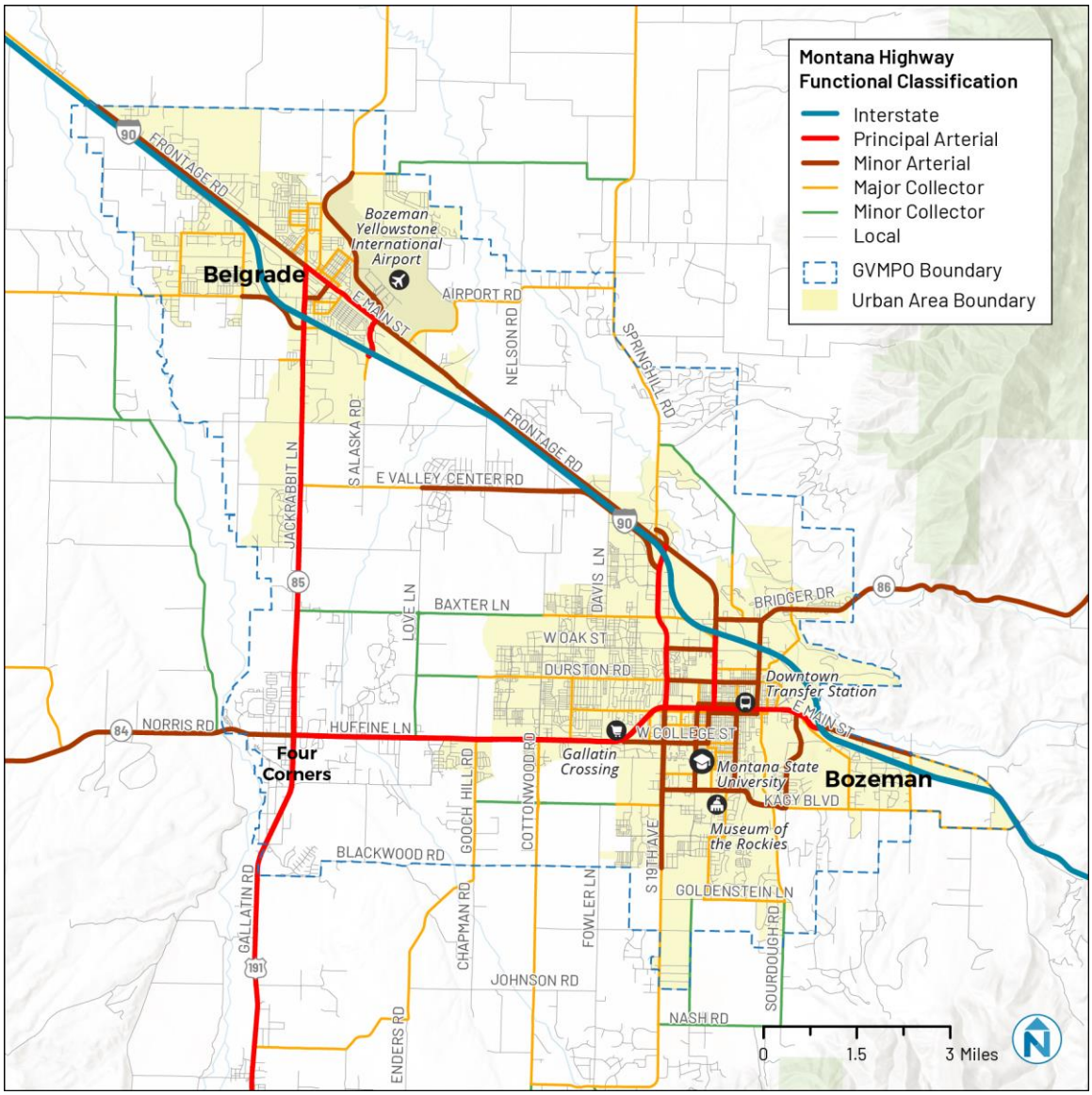
MDT has jurisdiction over the National Highway System routes in the MPA, including the interstate, principal arterials such as Jackrabbit Lane and Huffine Lane, and any other routes meeting federal criteria to be part of the system, such as Valley Center Road. Most lane miles within the MPA are local roads and are therefore under the jurisdiction of Gallatin County, the City of Bozeman, or the City of Belgrade. This includes critical roads such as Kagy Boulevard, Amsterdam Road, and Cottonwood Road. A small portion of streets are under jurisdiction by Montana State University or private entities.

Figure 24 Functional Classification Roadway Miles

Interstate	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
29.9 miles	24 miles	42.9 miles	66.7 miles	14 miles	640.3 miles

Source: MDT

Figure 25 Highway Functional Classification



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Potential new road segments have been identified throughout the MPA to coordinate future land use and community planning. Based on Bozeman's 2017 Transportation Master Plan and the Greater Triangle Area Transportation Plan, 105.3 miles of new road are proposed to be built in Bozeman, Belgrade, Four Corners. As shown in Figure 26, the majority of new roads will be collector roads, with additional minor arterial and principal arterial roads planned to accommodate future growth through the limit of their municipal planning boundary. A new network of collector roads is proposed to be built southwest of MSU between Cottonwood

Road and S 19th Avenue to support the increased development in the area. Similarly, another new network in the northern part of Bozeman between Baxter and Valley Center Road is also proposed to increase connectivity. Kagy Boulevard, a minor arterial through Bozeman is also proposed to be extended farther west to Cottonwood Road. An additional road network is proposed north of Four Corners bounded by Jackrabbit Lane, Cottonwood Road, Cobb Hill Road, and Goldenstein Lane. Identified road segments are intended to be built as the land develops and needs arise and therefore do not have committed funding and are not on a defined construction timeline.

Figure 26 Proposed New Road Classifications

	Principal Arterial	Minor Arterial	Collector
Bozeman	4.8 mi	9.9 mi	22 mi
Greater Triangle Area	7.4 mi	16.3 mi	44.9 mi

Source: City of Bozeman; Greater Triangle Area Transportation Plan

The Belgrade LRTP also identifies several new road segments to connect major-use roads. Frank Road experiences heavy freight activity, and new road connections to Alaskan Frontage Road and Amsterdam Road can improve freight movement. Additionally, a new network of connector roads is proposed northwest of the airport between Bolinger Road and Dry Creek Road.

The LRTP may examine roadway expansion projects during project identification for inclusion in the plan. Evaluating land use around proposed expansion corridors and the MPO's goals and objectives will help guide any recommendations for expansion in the region.

TRANSPORTATION ASSET CONDITIONS

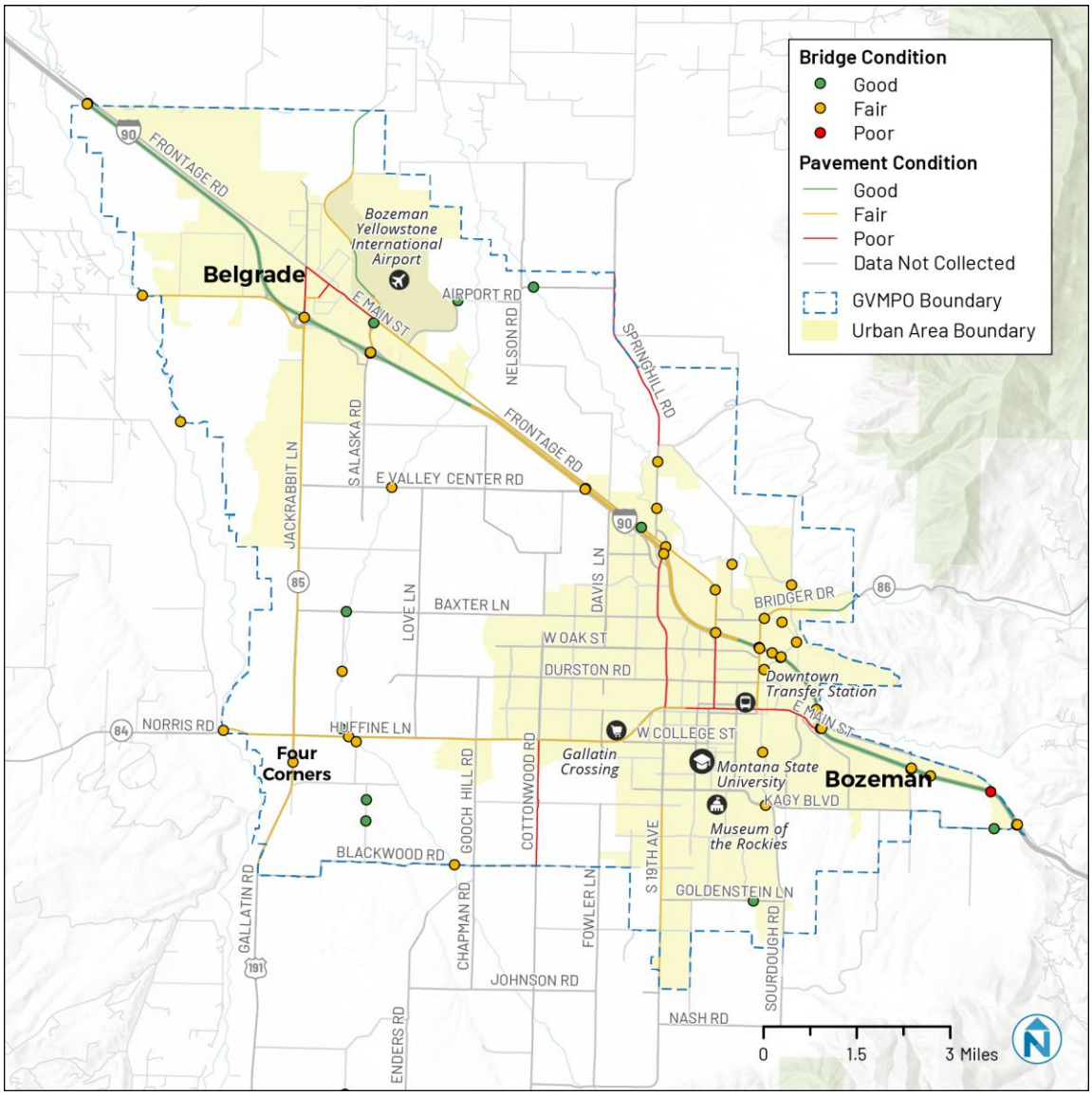
Transportation asset conditions are an important performance measure in the region. The GVMPO adopted MDT's statewide performance targets, and pavement and bridge conditions is a critical measure for the overall viability of the transportation network.

Figure 27 displays the current MDT-reported conditions of select bridges within the MPA. Out of a total of 55 bridges inspected by MDT within the region between 2021 and 2024, ten are rated as being in "good" condition, 44 in "fair" condition, and one in "poor" condition. 34 of the 55 bridges inspected are under MDT jurisdiction, 17 under the county, and four under the cities of Belgrade and Bozeman. The single bridge in poor condition is located at the I-90 crossing of Bear Creek at the far eastern edge of the MPA area.

Figure 27 also shows the current condition of pavement along roadways inspected by MDT in 2024. Collected for the 2024 Montana Pavement Condition Report, MDT inspected 91 miles of pavement within the MPA area, focusing on the MDT-designated interstate, non-interstate National highway system, primary, and secondary roadway network. MDT collects data on various aspects of pavement quality including ride quality, rutting, and cracking. These aspects are combined into a single measure, Overall Performance Index (OPI), to assess the health of individual pavement sections and of the pavement network. Observing the OPI of pavement within the region, 31 miles of roadway were rated as having pavement in "good" condition, 46 miles in "fair" condition, and 14 miles in "poor" condition. OPI is measured on a 0-100 scale with roads being in good condition for values 63 and above and poor condition for values below 45.[7] MDT has current plans for paving projects on North and South 19th Avenue and North 7th Avenue in 2025 and 2026.

[7] 2024 Pavement Performance and condition report. Montana Department of Transportation, 2024.

Figure 27 Transportation Asset Conditions

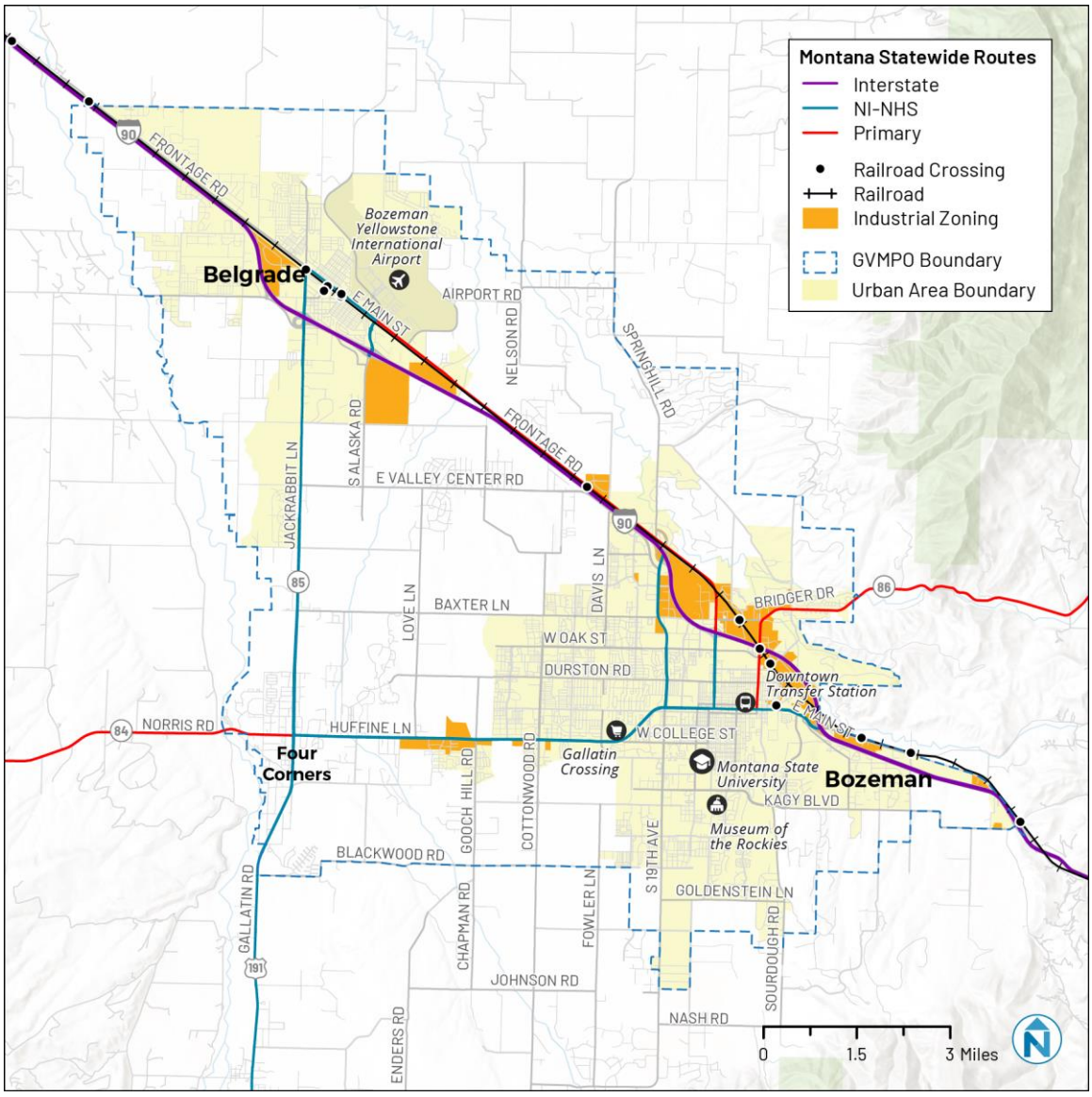


Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

GOODS MOVEMENT

Figure 28 displays the primary goods movement network within the MPA, comprised of highways, railroads, and the Bozeman Yellowstone International Airport (BZN). Also shown are areas currently zoned for industrial uses, representing locations of likely freight activity. The BNSF-owned Montana Rail Link Subdivision traverses the MPA from northwest to southeast, passing through Downtown Belgrade and north and east Bozeman. Including two spur lines in Belgrade and Bozeman, there are 13 at-grade railroad crossings within the MPA.

Figure 28 Goods Movement Network



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Highways

The United States Department of Transportation's (USDOT) Draft National Multimodal Freight Network (NMFN) includes a selection of highways and railroads that represent critical links for the movement of goods across the country. Within the GVMPA, the NMFN includes I-90 and the BNSF main line. Further, USDOT has designated the National Highway Freight Network (NHFN) to strategically direct federal resources and policies to improve highway portions of the country's freight network. Within Montana, the NHFN is comprised of interstate highways, including I-90.

Roadway-based goods movement through and within the MPA area primarily occurs along key portions of the MDT system. These include roadways designated as interstate, non-interstate National Highway System, and primary routes as listed below.

- **Interstate**
  - I-90 (throughout the GVMPA)
- **Non-Interstate National Highway System**
  - US 191 (Gallatin Rd)/MT 85 (Jackrabbit Ln) corridor
  - US 191 (Huffine Ln/Main St) corridor
  - Main St (Belgrade)
  - Airway Blvd
  - N 7th Ave
  - N 19th Ave
- **Primary**
  - MT 84
  - MT 86
  - Frontage Rd
  - N 7th Ave

Local jurisdictions, including Gallatin County and the cities of Belgrade and Bozeman, do not currently designate any roadways as goods movement/freight routes, though they have the authority to do so. As the region continues to grow, local traffic interaction with freight movement will be important to consider for safety and performance targets.

Railroads

BNSF operates approximately 32 trains through the at-grade crossings in the MPA during the day and 28 at night.[8] Rail crossings can impact mobility by causing congestion, diverting traffic to other roads not meant for high traffic volumes, and delaying emergency response while waiting for trains to cross. At-grade crossings also present safety risks with vehicles or pedestrians attempting to cross.

Aviation

Several air cargo companies operate out of Bozeman Yellowstone International Airport (BZN), including FedEx and UPS. As reported in the airport's 2025 Annual Financial Report, over 2.7 million pounds of cargo moved through the airport in 2025, which was a 22.2% decrease from the 3.5 million pounds moved in 2024. Cargo movement is an important indicator of growth as the majority of the cargo processed at the airport is off-loaded and continues to move through the freight network on the roadway system.

Passenger traffic in BZN has continued to increase year over year and in 2025 increased by 5.4% from 2024 to over 2.6 million passengers. The increase can be attributed to several factors, including strong demand for travel to popular destinations in the Gallatin Valley, and population growth in Southwest Montana as a whole. As the region experiences more seasonal growth, the MPO must balance the transportation needs of permanent residents while supporting the area as a popular destination for visitors.

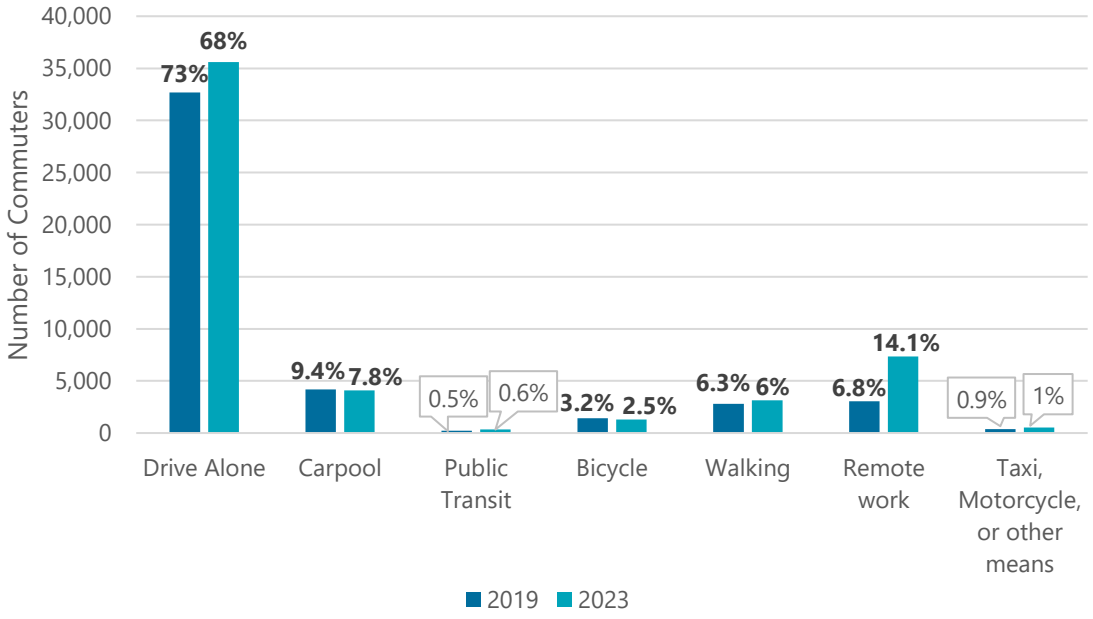
[8] USDOT Federal Railroad Administration, FRA Crossing Viewer.

HOW PEOPLE GET AROUND

A reliable transportation system is essential for the livelihood of all residents, connecting them to neighborhoods, commercial and recreational areas, and job centers. Understanding how people travel will provide insight for opportunities to create a better traveling experience for them.

As shown in Figure 29, driving alone is the primary transportation mode for 68% of area residents who commute to work. While the overall number of residents who drive alone to work has increased since 2019, the overall mode-share saw a 5% decrease, as more people are working from home. A mall percentage of residents take public transportation, although the share increased by 0.1% in 2023. Residents are more likely to carpool, walk, or ride a bike, though each has seen a one to two percent decrease for these modes from 2019. Remote work more than doubled in 2023, likely due to changes to commute patterns from the COVID-19 pandemic. Commute to work data does not include travel patterns for the Montana State University students in Bozeman.

Figure 29 Percent of Commute Modes 2019 vs. 2023



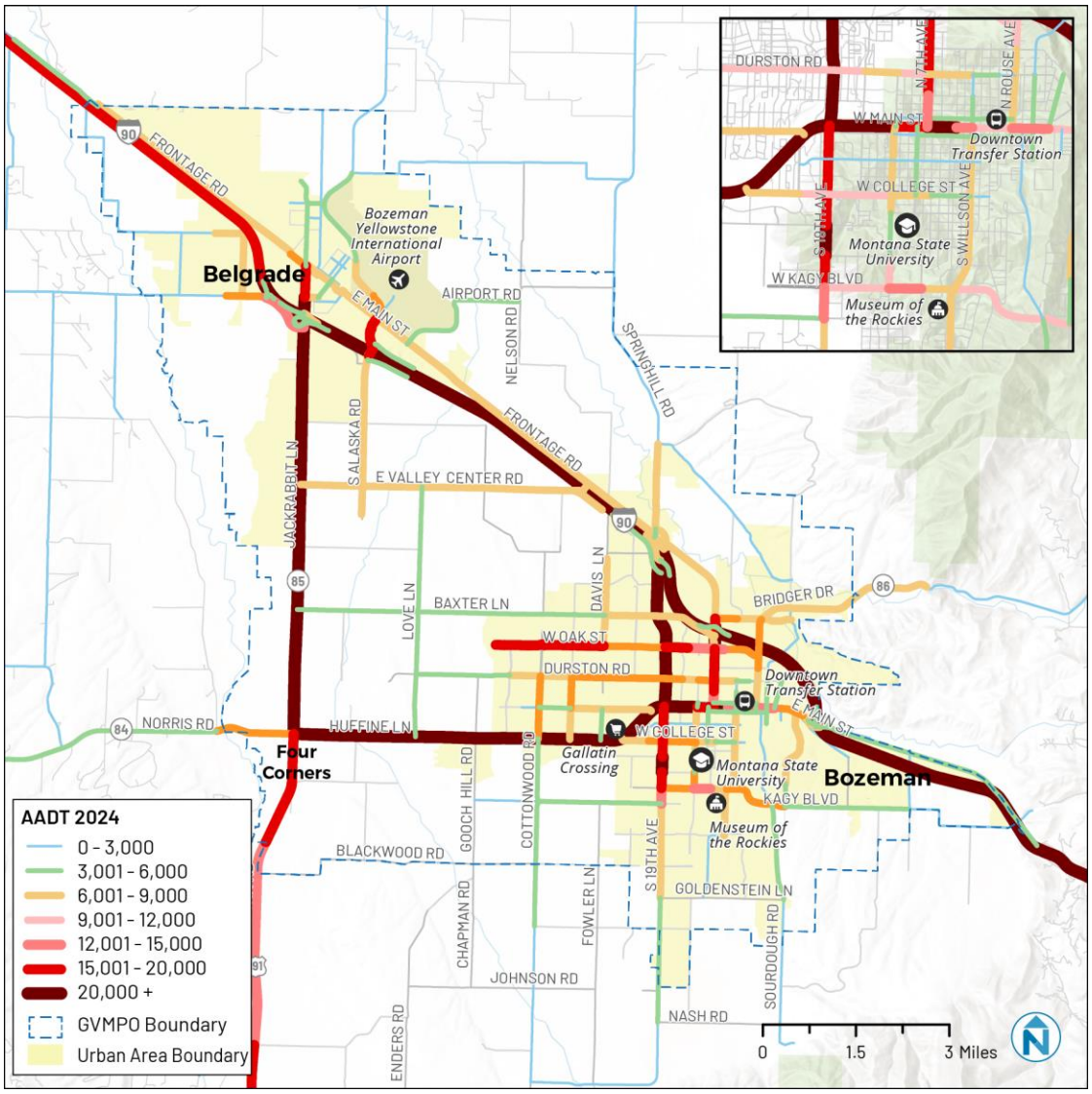
Source: American Community Survey (ACS) 5-Year Estimates, 2019 and 2023

DRIVING IN THE GALLATIN VALLEY

Driving is the primary way people travel throughout the Gallatin Valley. The busiest corridors are the major roadways that connect Bozeman and Belgrade, and the roadways within each city that connect to the regional network.

As shown in Figure 30, the roadways with the most vehicle trips are along I-90, Jackrabbit Lane, 19th Avenue, Main Street, and Huffine Lane. Each of these streets carry more than 20,000 vehicle trips per day. Other streets with high volumes include 7th Avenue, Oak Street, and Airway Boulevard in Belgrade.

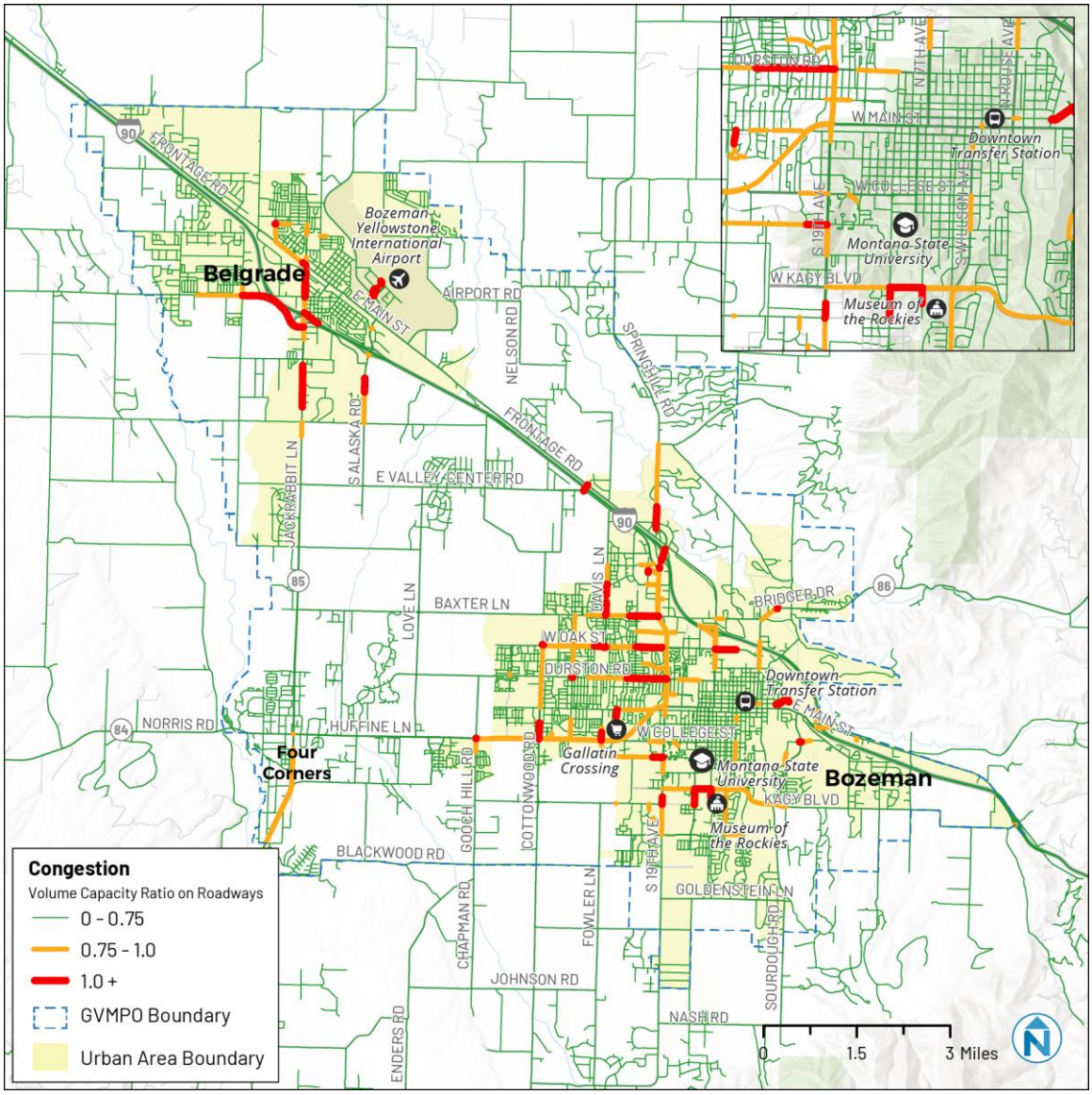
Figure 30 Annual Average Daily Trips (AADT)



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Figure 31 displays roadway volume capacity (V/C) ratios in 2022 throughout the MPA. V/C is a strong indicator of congested locations, and congestion is an important metric to evaluate alongside AADT because it illustrates where there are excess vehicle trips beyond the road capacity. Key corridors experiencing high congestion levels include 19th Avenue, Huffine Lane/Main Street, and Kagy Boulevard.

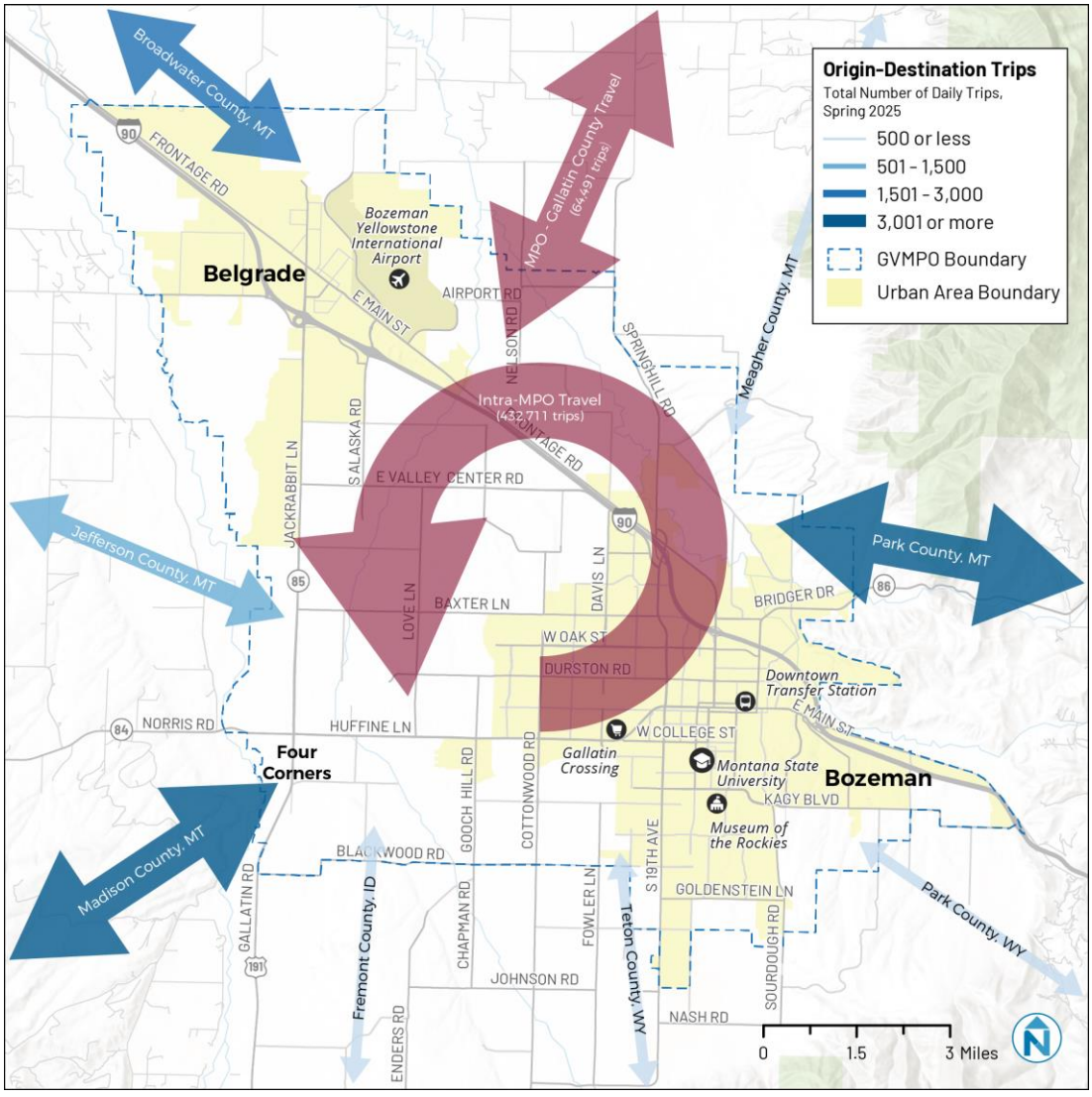
Figure 31 Roadway Volume Capacity Ratios, 2022



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Understanding paths of travel and where trips are starting and ending is important for identifying regional mobility patterns and transportation gaps. Top origin-destination pairs for travel in and out of the MPA were identified using Replica, an activity-based travel model that simulates where residents, visitors, and commercial vehicle travel happens in an area on a typical day. Figure 32 illustrates the most common paths of travel for the MPA, and Figure 33 details the total number of daily trips for each origin-destination pair, as well as the total number of daily trips within the MPA boundaries. Other than intra-MPA travel, the largest number of trips occur between the MPA and greater Gallatin County, Park County, and Madison County. These locations include top recreational areas such as Big Sky, Bridger Bowl, and Yellowstone National Park, which may contribute to trip generation.

Figure 32 GVMPO Origin-Destination Travel, Spring 2025



Source: Replica, MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Figure 33 GVMPO Origin-Destination Trips, Spring 2025

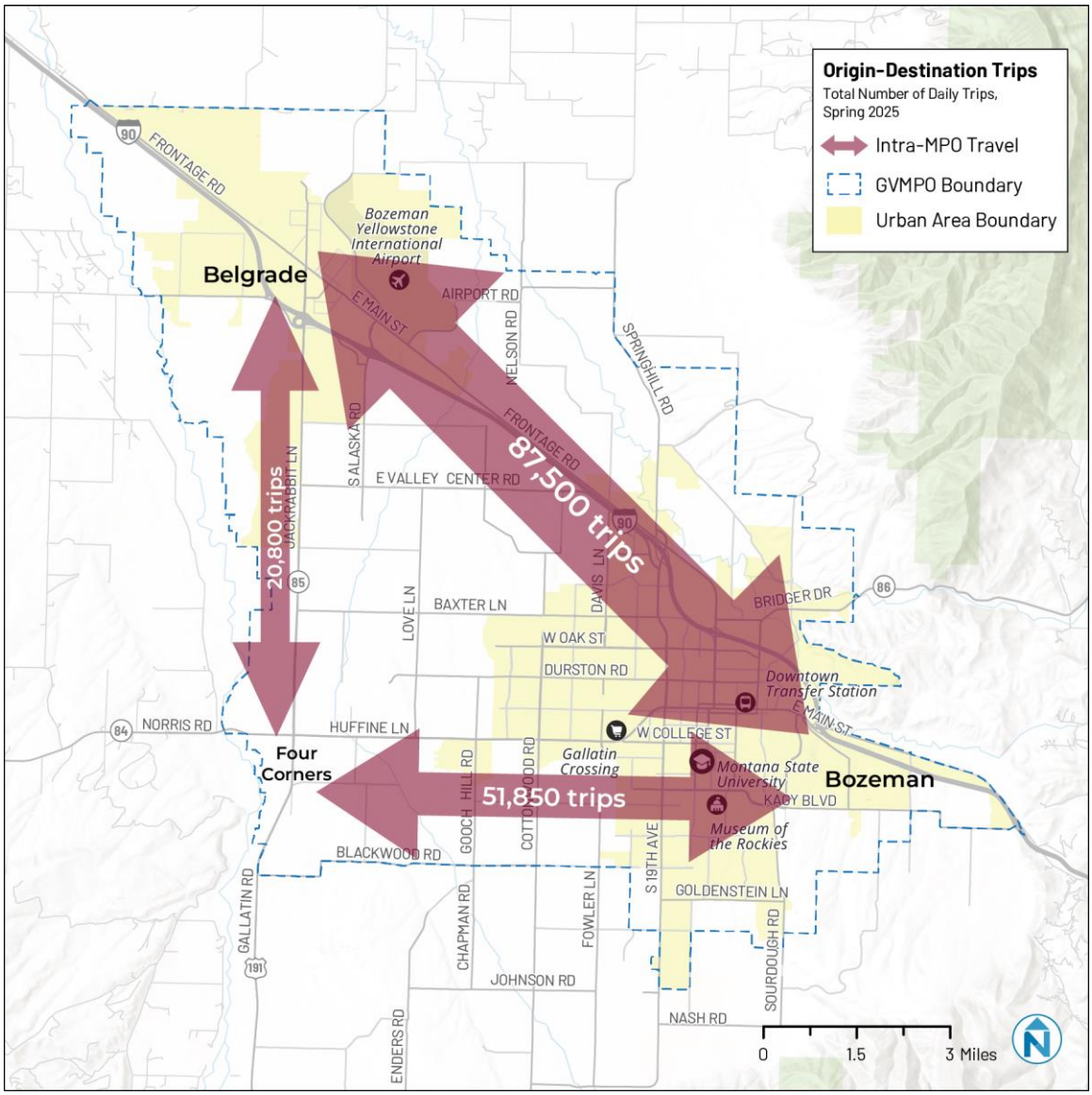
Origin/Destination	In	Out
Greater Gallatin County	32,718	31,773
Park County, MT	5,771	5,430
Madison County, MT	4,637	3,973
Broadwater County, MT	1,492	1,515
Jefferson County, MT	773	760
Teton County, WY	192	437
Park County, WY	307	92
Meagher County, MT	181	182
Fremont County, ID	147	124
Intra-MPO	**432,711**	

Source: Replica

Understanding travel patterns within the MPA is also critical to identifying local transportation needs and gaps in service. Figure 34 and Figure 35 detail the origin-destination trips occurring between Bozeman, Belgrade, and Four Corners. Bozeman and Belgrade is the top origin-destination pair and has the largest number of trips on a given day. This indicates there could be demand for more transit service beyond the current commuter route that operates between the two cities. There is no current transit service to Four Corners, but the trip volumes indicate that it is growing origin-destination, especially with Bozeman.

Figure 36 shows the distribution of trips throughout the day within the MPA. There are three distinct peaks in trips at 7 a.m., 12 p.m., and the daily peak at 3 p.m., and the majority of trips occur between 7 a.m. and 3 p.m.

Figure 34 Intra-GVMPO Origin-Destination Travel, Spring 2025



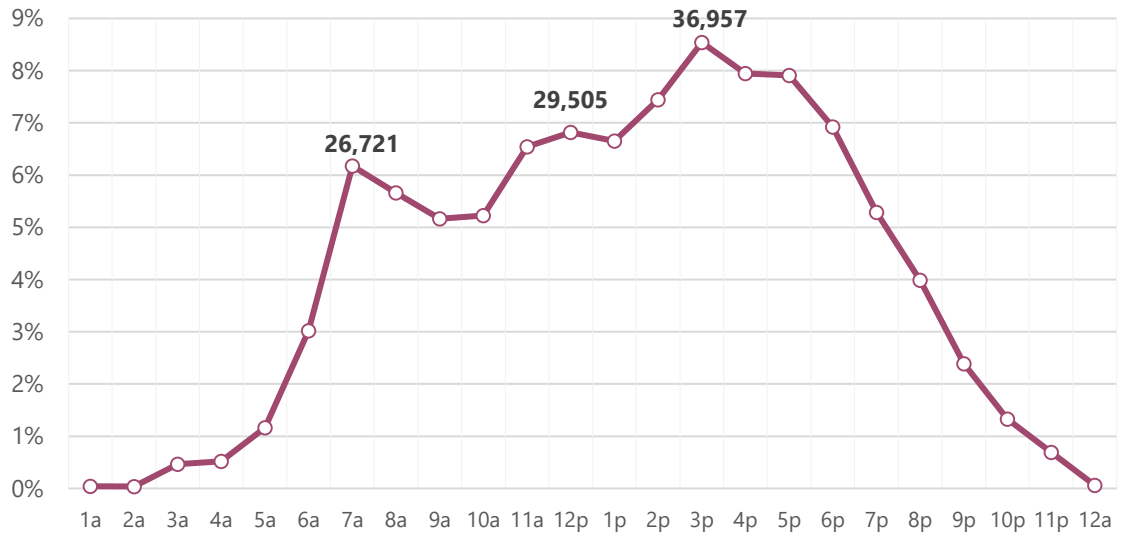
Source: Replica, MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Figure 35 Intra-GVMPO Origin-Destination Trips, Spring 2025

Origin/Destination	Total Trips
Bozeman - Belgrade	87,500
Four Corners - Bozeman	51,850
Belgrade - Four Corners	20,800

Source: Replica

Figure 36 Intra-GVMPO Trips by Time of Day, Spring 2025



Source: Replica

WALKING

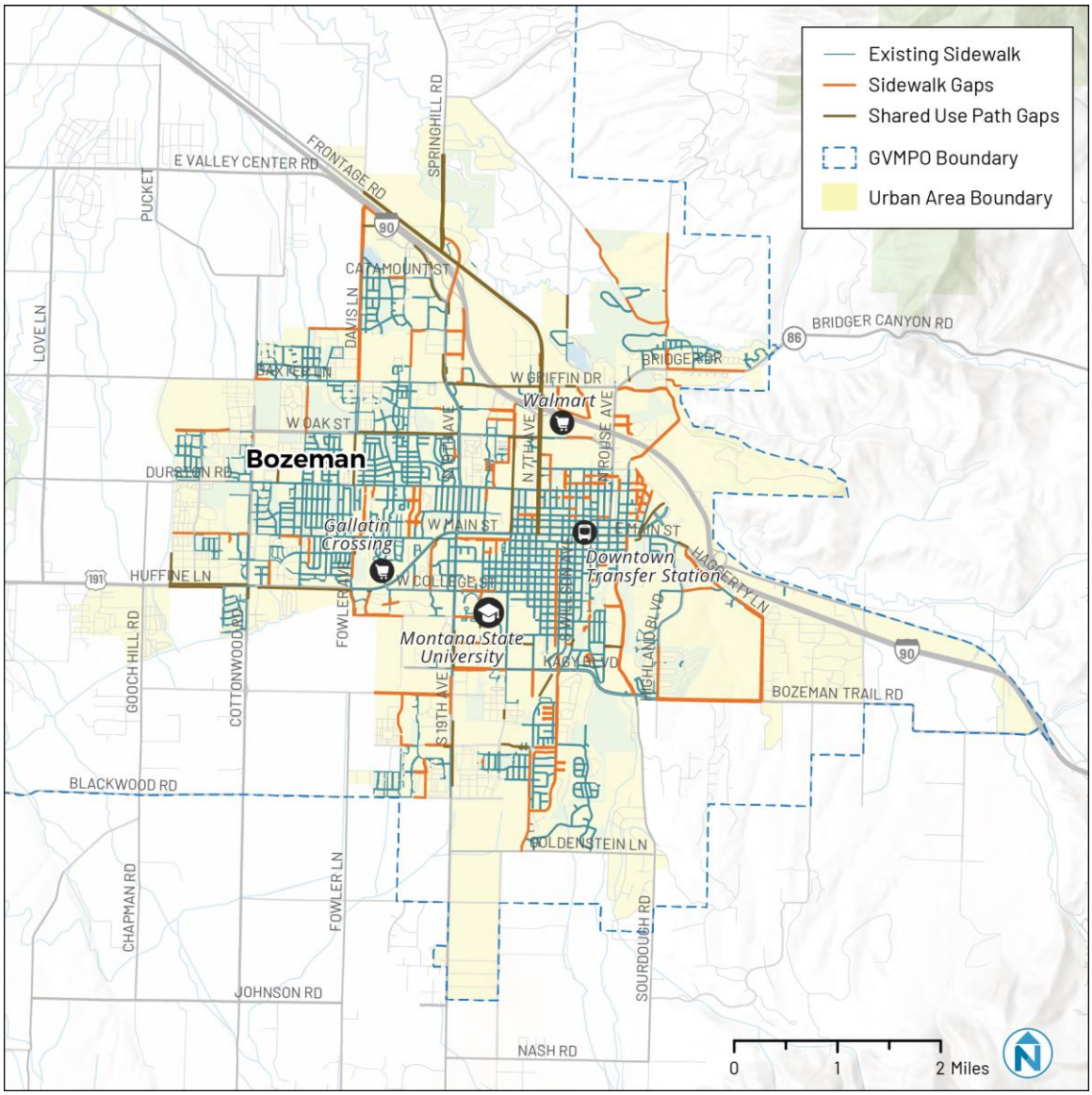
An accessible and complete sidewalk network is essential for people to walk or use mobility devices to safely reach their destination. Walking and rolling represent the most affordable way to travel and plays a part in most trips, such as walking from a parking space or getting to a bus stop. As the region continues to grow, a complete pedestrian network will need to be a priority to meet community mobility needs.

Figure 37 displays missing sidewalks and gaps in shared use paths throughout Bozeman, which were identified in the Bozeman Bicycle and Pedestrian Gap Analysis study in March 2025. These gaps are defined in the study as linear gaps, which are sections of missing sidewalks, trails, or shared use paths that create gaps between existing built facilities. Linear gaps can be experiential, such as a section of sidewalk within a shared-use path, or planning gaps, which are potential strategic extensions of the network.

According to the gaps analysis study, northwest Bozeman and areas south of MSU have a high concentration of sidewalk gaps, which can make it less desirable for riders to use the fixed-route service that operates in those areas. Filling in sidewalk gaps can make it safer and more accessible for riders to use transit.

Complete sidewalk inventory data is not available for Belgrade or the greater MPA. The Greater Gallatin Triangle Area Transportation Plan and Belgrade Transportation Plan note there are sidewalks along some main streets and within residential neighborhoods in their respective study areas, but most of the existing pedestrian infrastructure lacks connectivity. The 2021 Triangle Trails plan proposes an expanded trails network to connect all portions of the triangle area within the MPA. New trails and shared-use paths could be used for walking, biking, rolling, or horseback riding and would connect to existing pedestrian infrastructure to support regional connectivity.

Figure 37 Bozeman Pedestrian Network Gaps



Source: City of Bozeman

BIKING AND ROLLING

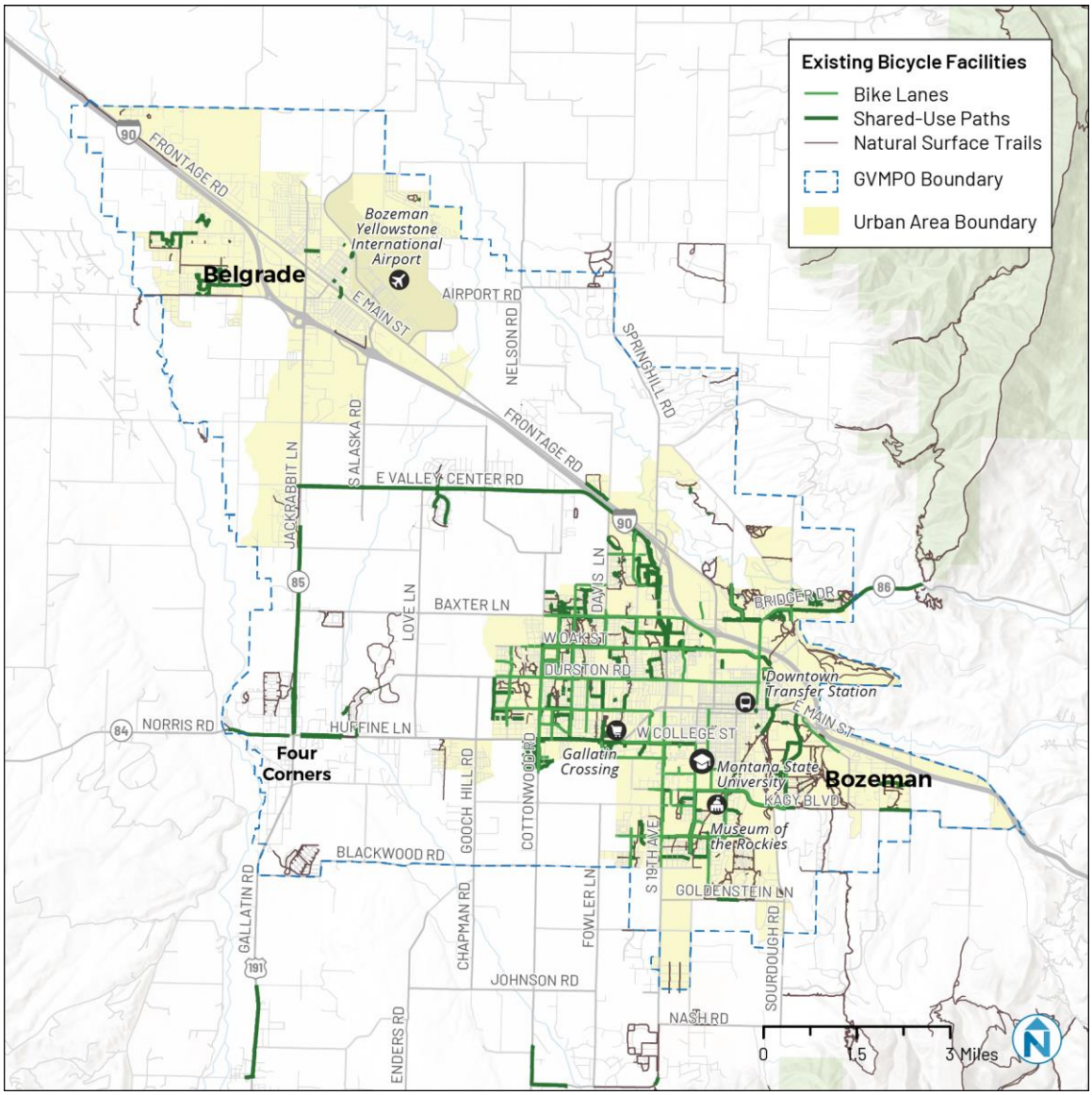
Providing high quality and connected bicycle facilities is essential for supporting safe, healthy, and more affordable living in the Gallatin Valley. It also expands opportunities for physical activity and provides more reliable options for non-drive alone trips. Figure 38 displays existing bicycle infrastructure throughout the GVMPA, which were identified in the 2023 Bozeman Parks, Recreation, and Active Transportation Plan (PRAT) and Triangle Transportation Plan. Bike facilities are defined as existing infrastructure that can accommodate biking and rolling activities. Existing bike lanes in Bozeman are generally striped lanes adjacent to general purpose lanes, while shared-used paths are concrete or asphalt paths separated from vehicle traffic that may accommodate biking, walking, or rolling. The natural surface trails are dirt or unpaved trails that may be used more for recreational biking, horseback travel, or function as connector trails.

Most dedicated bike lanes are located in northwest Bozeman and around MSU, so there is opportunity to expand the bike network into downtown Bozeman and other residential areas to provide more mobility connections. Dedicated bike lane data is not available for Belgrade, and existing shared-use paths and natural trails are limited, which presents another opportunity for bike network expansion.

The 2021 Triangle Trails plan proposes an expanded off-street trails network in the southwest triangle area of the MPA. Commuter trails would connect to the greater Gallatin Valley, enabling more accessible biking opportunities to the urbanized areas of the region. Connector trails would link communities within the triangle area to each other to improve connectivity to schools, parks, and other points of interest. Neighborhood trails would combine with parks and open spaces to allow easier access to other neighborhood communities, parks, and schools.

Current planned bike route projects include a new 3.25-mile route from E Valley Center Road to the Gallatin Valley Mall along the Cattail Creek Corridor, which was a key project recommended in the 2023 PRAT plan, a new 3-mile shared-use path on Huffine Lane between Bozeman and Four Corners, and a 2.5-mile shared-use path along Frontage Road from Valley Center Spur to the Cherry River Access. Additionally, the City of Bozeman development code requires shared-use path construction with all new arterial and collector roadways.

Figure 38 Existing Bicycle Facilities

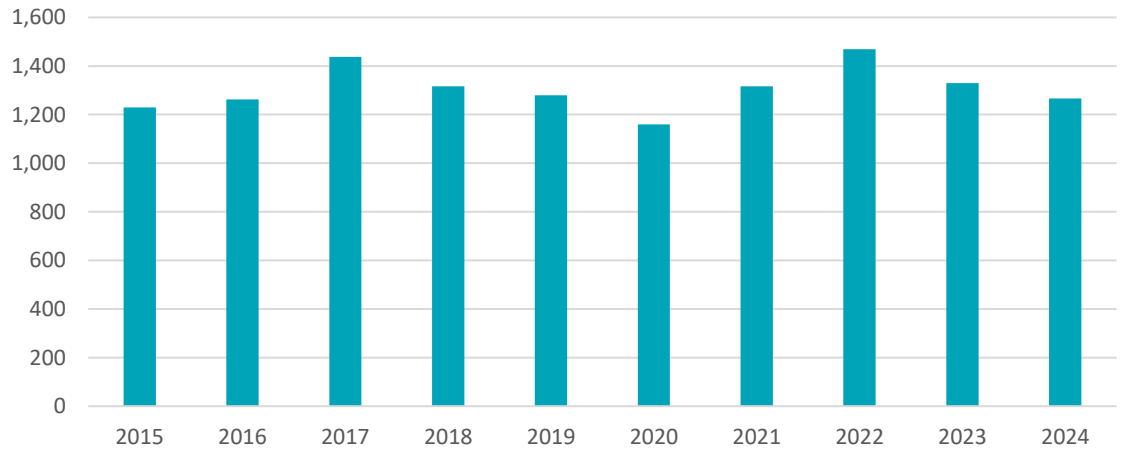


Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

TRANSPORTATION SAFETY

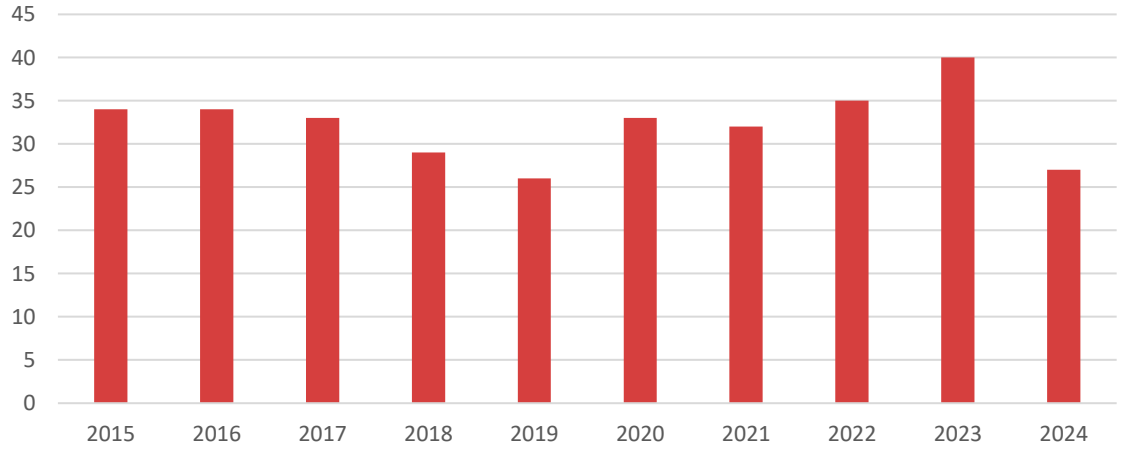
The Montana Department of Transportation (MDT) maintains records on vehicle crashes. Figure 39 displays historical crash trends within the GVMPA between 2015 and 2024. The number of annual crashes has fluctuated throughout the ten-year period, including a high of 1,469 crashes in 2022 and a low of 1,160 crashes during reduced travel conditions during the COVID-19 pandemic in 2020. The annual number of fatal and serious injury (FSI) crashes trended downward between 2015 and 2019, but abruptly increased in 2020, continuing an upward trajectory that peaked at 40 crashes in 2023 (Figure 40). The number of FSI crashes decreased to 27 in 2024.

Figure 39 All Crashes, 2015-2024



Source: MDT

Figure 40 Fatal and Serious Injury (FSI) Crashes, 2015-2024

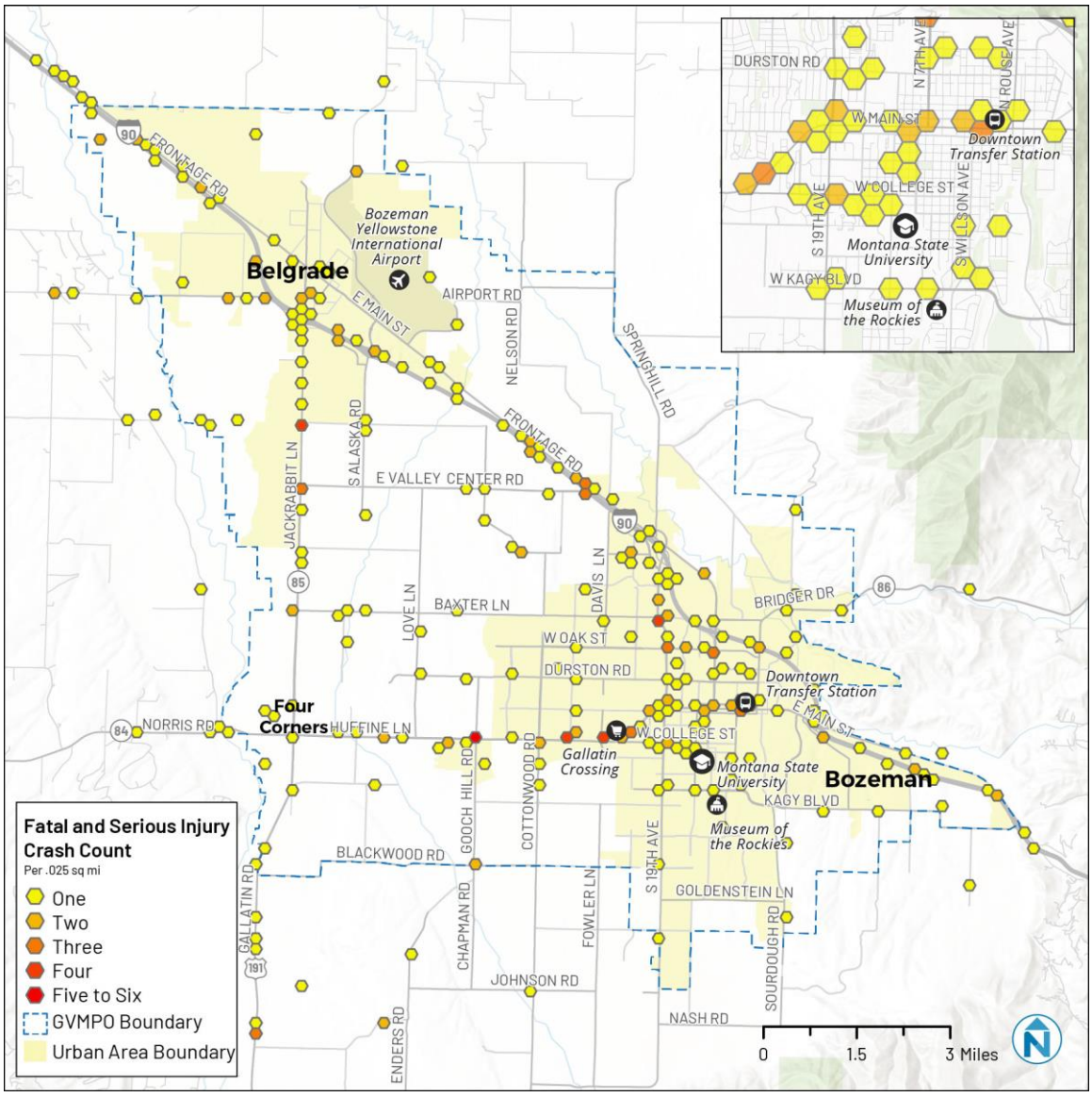


Source: MDT

Figure 41 shows the count of total FSI crashes at locations throughout the GVMPA between 2015 and 2024. The following corridors experience a high concentration of FSI crashes:

- **Huffine Ln** between Four Corners and W College St
- **19th Ave** between W College St and I-90
- **W Oak St** between N 19th Ave and N 7th Ave
- **Main St** between W College St and Rouse Ave
- **Jackrabbit Ln** between W Main St and Baxter Ln
- **W College St** between W Main St/Huffine Ln and S 8th Ave
- **Frontage Rd/N 7th Ave** between Airport Rd and W Main St
- **I-90** throughout the GVMPA

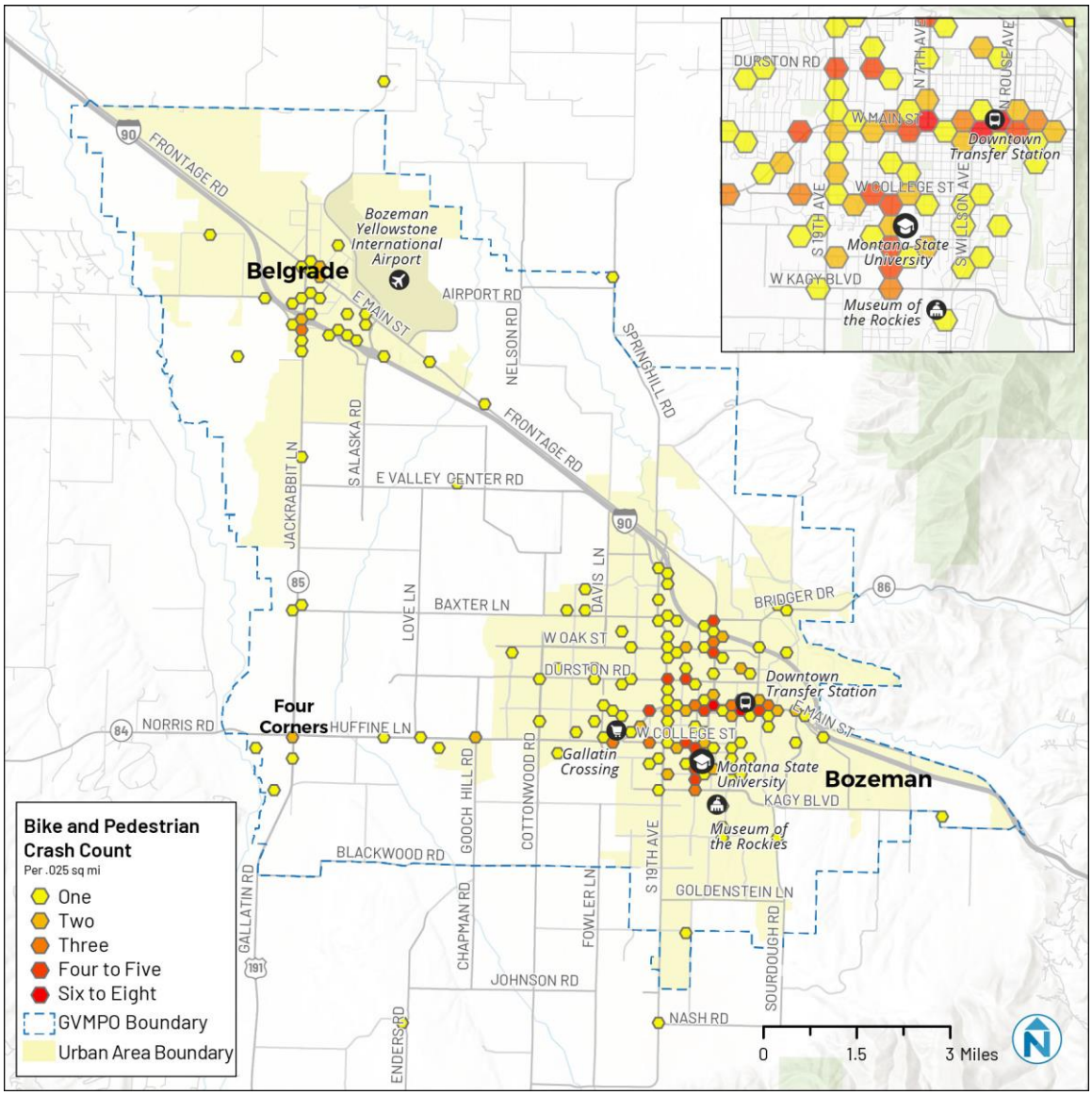
Figure 41 Fatal and Serious Injury Crash Locations 2015-2024



Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Figure 42 shows the count of crashes involving people walking, biking, and rolling at locations throughout the GVMPA between 2015 and 2024. Crashes involving people walking, biking, and rolling are primarily located in areas likely seeing higher volumes of pedestrian and bicycle activity, such as Downtown Bozeman, the Montana State University campus, and Downtown Belgrade. Outside of these core areas, concentrations of crashes involving people walking, biking, and rolling are observed along the 19th Ave corridor, the 7th Ave corridor, near Gallatin Crossing, and along Jackrabbit Ln near the I-90 interchange.

Figure 42 Bicycle and Pedestrian Involved Crash Locations 2015-2024

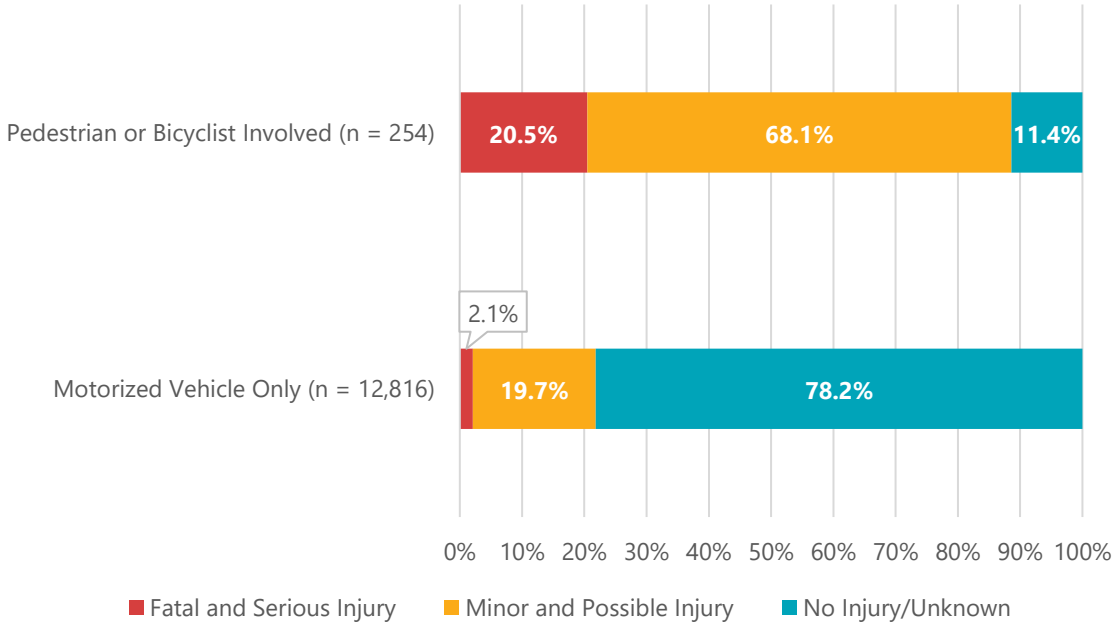


Source: MDT, MPA, Gallatin County, City of Bozeman, City of Belgrade

Figure 43 compares the severity of crashes involving people walking, biking, or rolling to those only involving motor vehicles between 2015 and 2024. Over this ten-year period, 254 crashes involved a person walking, biking, or rolling, while crashes involving only motor vehicles totaled 12,816. A large difference in crash severity was observed for those involving people walking, biking, and rolling and those only involving motor vehicles. While crashes involving people walking, biking, or rolling only accounted for 1.9% of all crashes, they made up 7.5% of injury crashes and 16.1% of FSI crashes. Further, over 88% of crashes involving a

person walking, biking, or rolling resulted in an injury, compared to just 22% of crashes involving only motor vehicles.

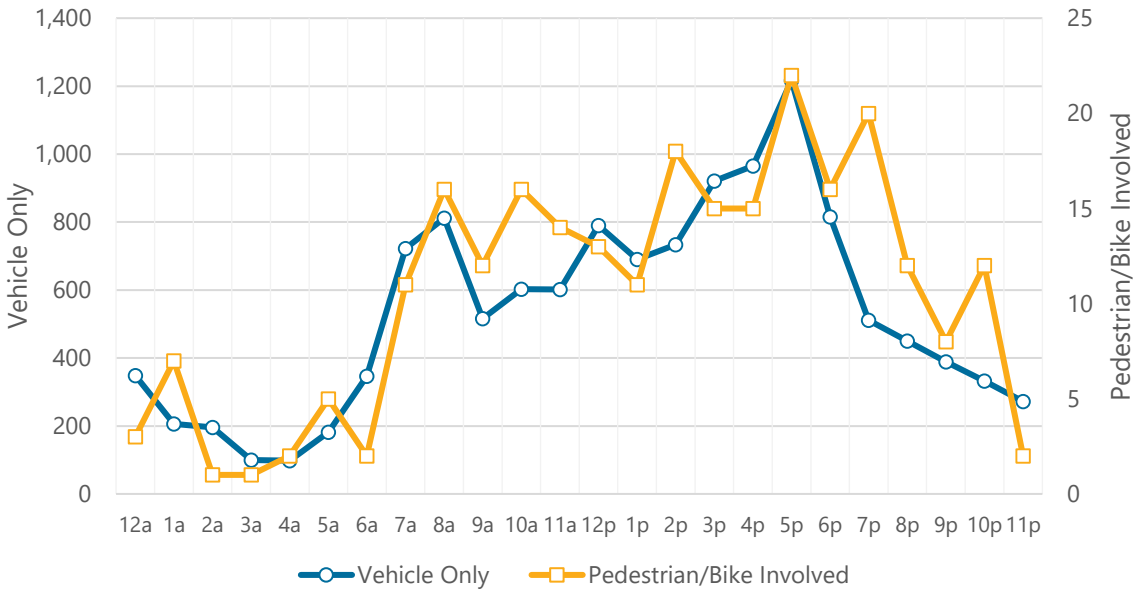
Figure 43 Motorized Vehicle Only Crashes vs. Pedestrian and Bicycle Crashes by Injury Level, 2015-2024



Source: MDT

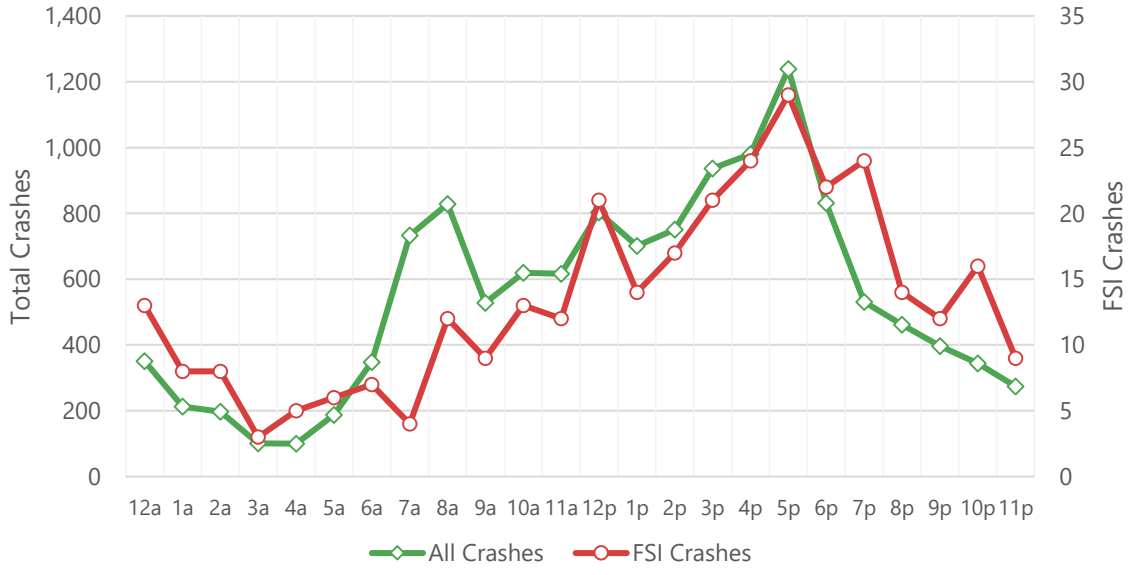
Figure 44 show the distribution of crashes throughout the day of vehicle-only crashes and crashes involving a bicycle or pedestrian. The time of day with the most crashes is at 5pm, which aligns with the evening commute period when many people are leaving from work or school. Figure 45 shows the fatal and serious injury crashes by time of day, which follow a similar pattern to other crashes and most often occur at 5pm.

Figure 44 Crashes by Time of Day, 2015-2024



Source: MDT

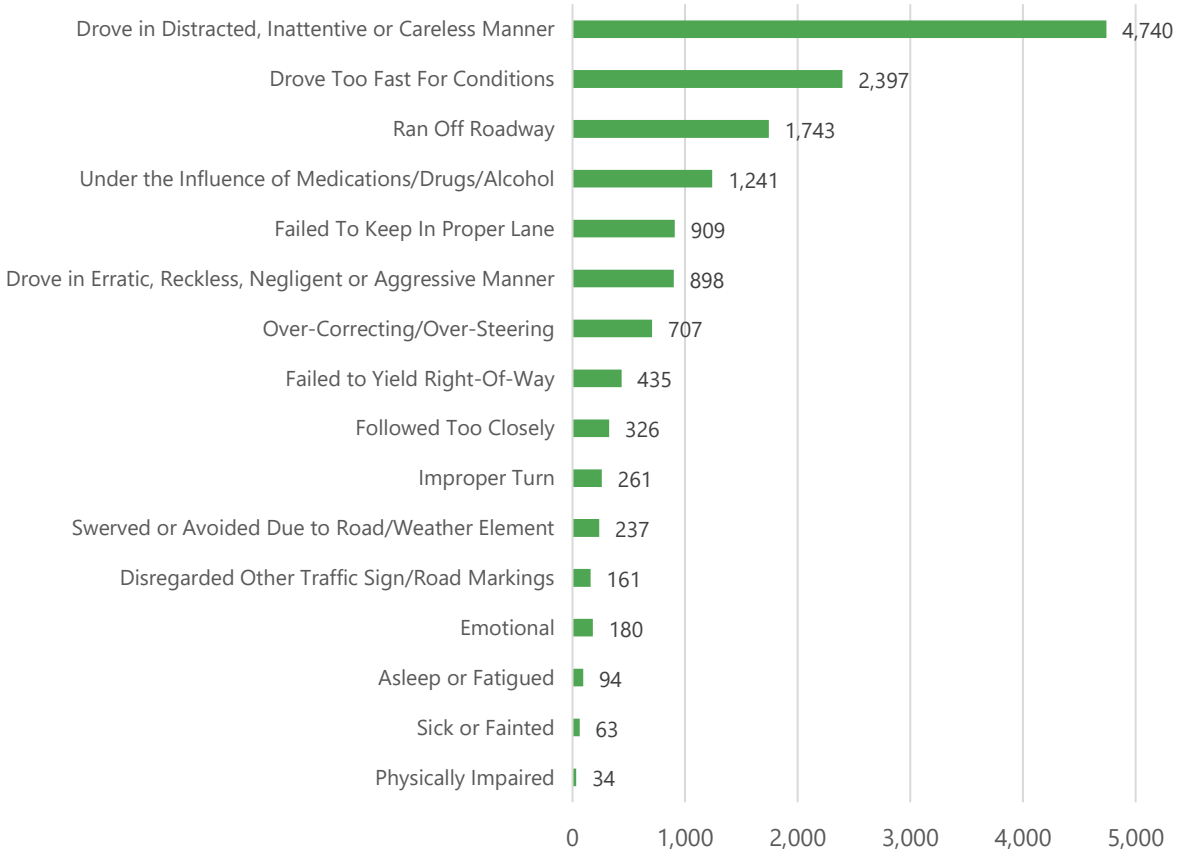
Figure 45 Fatal and Serious Injury (FSI) Crashes by Time of Day, 2015-2024



Source: MDT

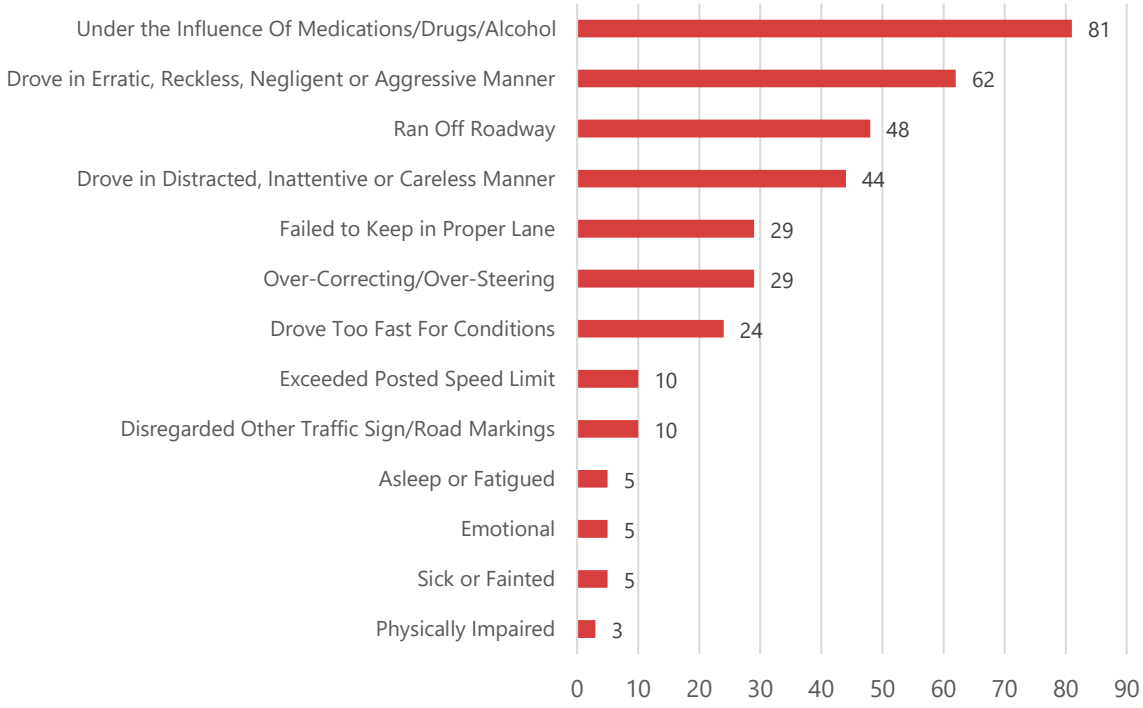
Most crash reports include information on factors that contributed to the crash. Crash factors can be environmental factors, such as road conditions, or human factors, such as reckless driving. As shown in Figure 46, the most common crash factor for crashes within the MPA is driving in a distracted, inattentive, or careless manner. Figure 47 details the most common crash factors for fatal and serious injury FSI) crashes, with driving under the influence of alcohol, drugs, or other substances being the most common contributing factor in FSI crashes.

Figure 46 Crash Factors, 2015-2024



Source: MDT

Figure 47 Fatal and Serious Injury (FSI) Crash Factors, 2015-2024



Source: MDT

KEY FINDINGS

- Mode share in the Gallatin Valley has remained consistent since 2019, except for an increase in remote work, likely due to the COVID-19 pandemic which allowed more employees to work from home.
- Drive-alone trips continue to be the majority of commute trips in MPA area. Public transit has the smallest percentage of trips at 0.6% in 2023.
- I-90, Jackrabbit Lane, 19th Avenue, Main Street, and Huffine Lane are key corridors that carry more than 20,000 vehicle trips per day.
  - The majority of roadway pavement is in good or fair condition, but sections of 19th Avenue and E Main Street are in poor condition.
  - These key corridors are also critical links for the movement of goods across the country.
- 8.5% of commute trips in 2023 were walking or biking, and Gallatin Valley can expand its active transportation networks to improve connectivity and mobility across the region.
  - Planned active transportation projects such as the Cattail Creek Corridor and Huffine Lane shared-use paths will fill in gaps for key biking and walking connections.
- Top origin-destination pairs, not within the MPA, are between the MPA and greater Gallatin County, as well as Park County and Madison County.
- Fatal and serious injury crashes had been increasing since 2019 but sharply decreased in 2024. From 2015 to 2024, crashes involving people walking or bicycling were less than 2% of all crashes, but 20% of crashes involving pedestrians or bicyclists were FSI crashes.
- Most crashes occur between 4 p.m. and 6 p.m. The top crash factors are driving distracted or in a careless/inattentive manner, driving too fast for the conditions and running off the roadway. The most common crash factor reported for fatal and serious injury crashes is driving under the influence of alcohol, drugs, or medication.

5 PROJECTED CONDITIONS

Integrating land use with our transportation planning is an essential part of how we plan for growth in our region. The projected conditions and growth estimates used for projected conditions were developed over a series of workshops in collaboration with the Gallatin Valley Land Use Committee and built off the Gallatin County Growth Policy and Future Land Use Map. The regional socioeconomic growth projections are allocated to small units of geography known as Transportation Analysis Zones (TAZs) and are consistent with currently adopted plans, environmental constraints, infrastructure availability, and vacant developable land.

TRAVEL DEMAND

The foundation of projecting future conditions is estimating 2050 travel demand on the "Existing plus Committed (E+C)" network. The E+C network is the group of capacity expanding projects that have been completed since the 2022 travel demand model base year combined with capacity expanding projects that are not currently built but are either in progress or otherwise committed to construction. The committed projects in the E+C network are shown below in Figure 48.

Figure 48 Committed Projects (Complete or In Progress)

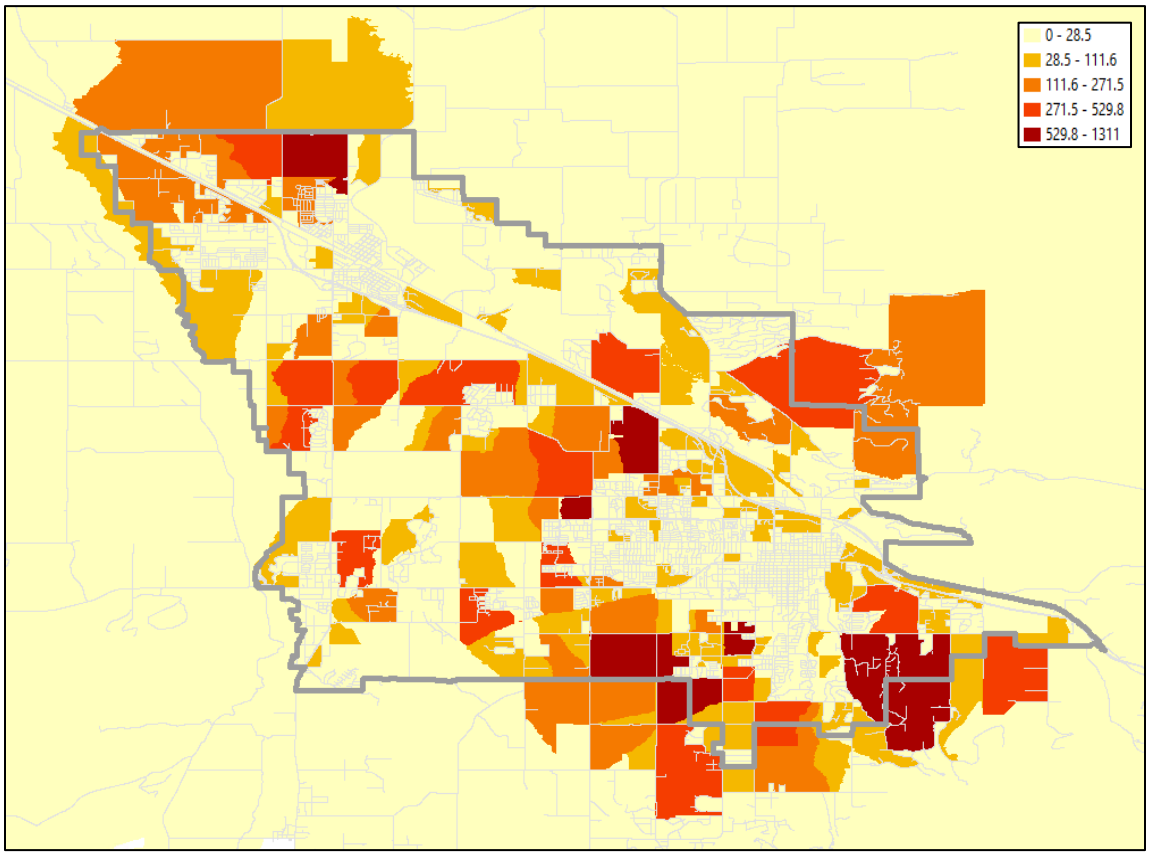
Project Name	Description	Source
Griffin (7th to Rouse)	This project consists of reconstructing Griffin Drive, from the intersection of N. 7th Avenue to Rouse Avenue, to a three-lane urban minor arterial standard. This includes one travel lane in each direction, bike lanes on each side, curbs, and gutters	2017 Bozeman Transportation Master Plan
Belgrade-South	Widen to 5-lanes, add shared use path on east side, and add signals at Frank and Cameron Bridge	2018 Belgrade Long Range Transportation Plan
Slope Flattening Belgrade	Safety project to include widened shoulders, flatter slopes, center turn lane/turn bays	2018 Belgrade Long Range Transportation Plan
Rouse Ave (Main to Oak)	Reconstruction with added capacity to a three-lane urban principal arterial standard	2017 Bozeman Transportation Master Plan

Kagy Blvd (S. 19th Ave to Willson Ave) Interim Improvements	Improve Kagy Boulevard from approximately 500 feet west of South 11th Avenue to approximately 500 feet east of South 7th Avenue to a full three-lane cross section with two-way left-turn lane	2017 Bozeman Transportation Master Plan

Regional growth projections for the MPA were calculated using the MDT travel demand model, which simulates existing travel patterns, forecasts future travel patterns and conditions, and provides analysis of alternative transportation improvements. Using the TAZ growth allocations developed in partnership with MDT and Gallatin County, the travel demand model estimates the geographical area covered by the model will add 32,300 new households and 55,500 new jobs between 2022 and 2050. Most of the growth is projected to occur within the MPA. State and federal land use agencies such as the Department of Natural Resources and Conservation (DNRC), Bureau of Land Management (BLM), US Forest Service, and Montana Fish, Wildlife, and Parks (FWP) manage lands surrounding the MPA, so while they would not be affected by growth within the MPA, they are important to acknowledge for future growth in the region.

Figure 49 shows the TAZ-level distribution and intensity of the projected household growth of 32,300 within the MPA. Most future housing growth is estimated to occur south of Bozeman, notably along Fowler Lane, Kagy Boulevard, and Sourdough Road. Belgrade is also projected to have the highest housing growth northwest of the airport between Spooner Road and Bolinger Road. Portions of Gallatin County outside of the urbanized areas are estimated to have moderate growth along Davis Lane, Baxter Lane, and Valley Center Road. While outside of the MPA, areas of Springhill Park and north of Bridger Drive are also projected to have moderate housing growth in the next 25 years, and connections to and from these areas will be important to consider.

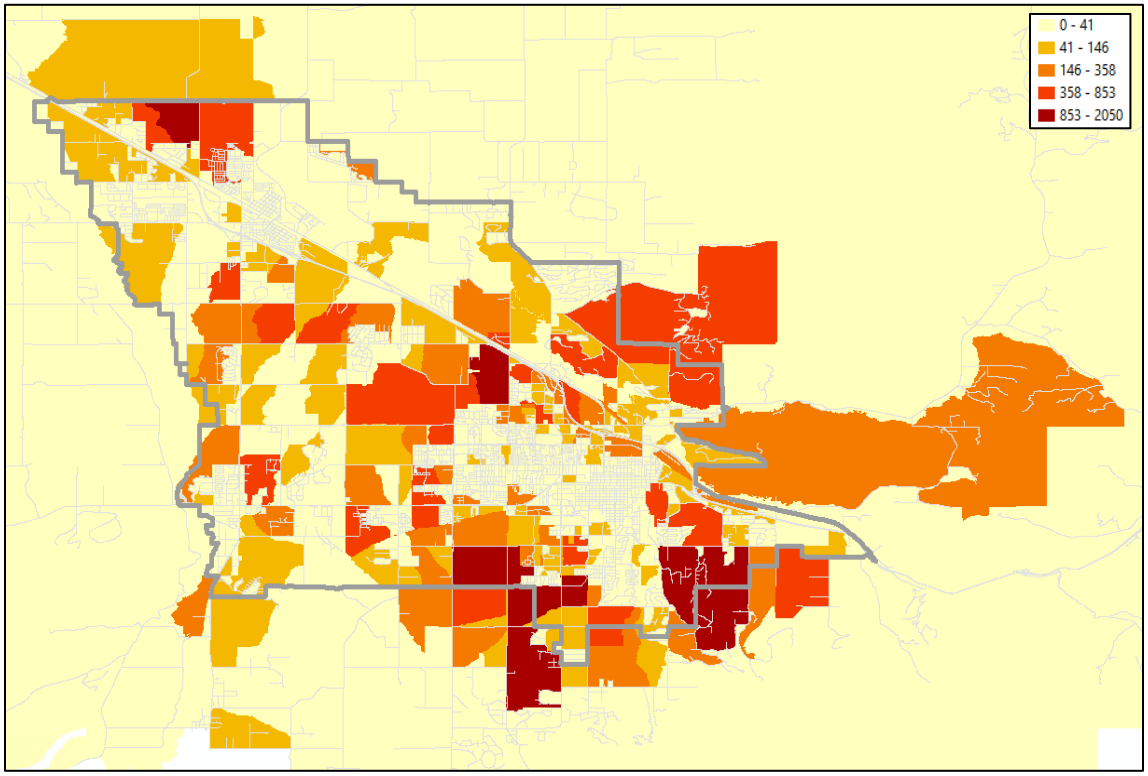
Figure 49 2022-2050 New Households



Source: Travel Demand Model

Figure 50 shows the TAZ-level distribution and intensity of the projected employment growth within the MPA. The geographical area covered by the travel demand model is expected to add 55,500 new jobs between 2022 and 2050. Like the projected future housing growth, most job growth is estimated to occur south of Bozeman and northwest of the airport in Belgrade. Four Corners is projected to have higher job growth than housing growth, as well as the areas immediately surrounding I-90 through Bozeman. Areas north of I-90 and south of Bridger Drive outside the MPA are also projected to have higher job growth than housing growth. As areas continue to grow and develop adjacent to the MPA, regional connectivity will be an important focus for residents and workers to reach their destinations.

Figure 50 2022-2050 New Jobs

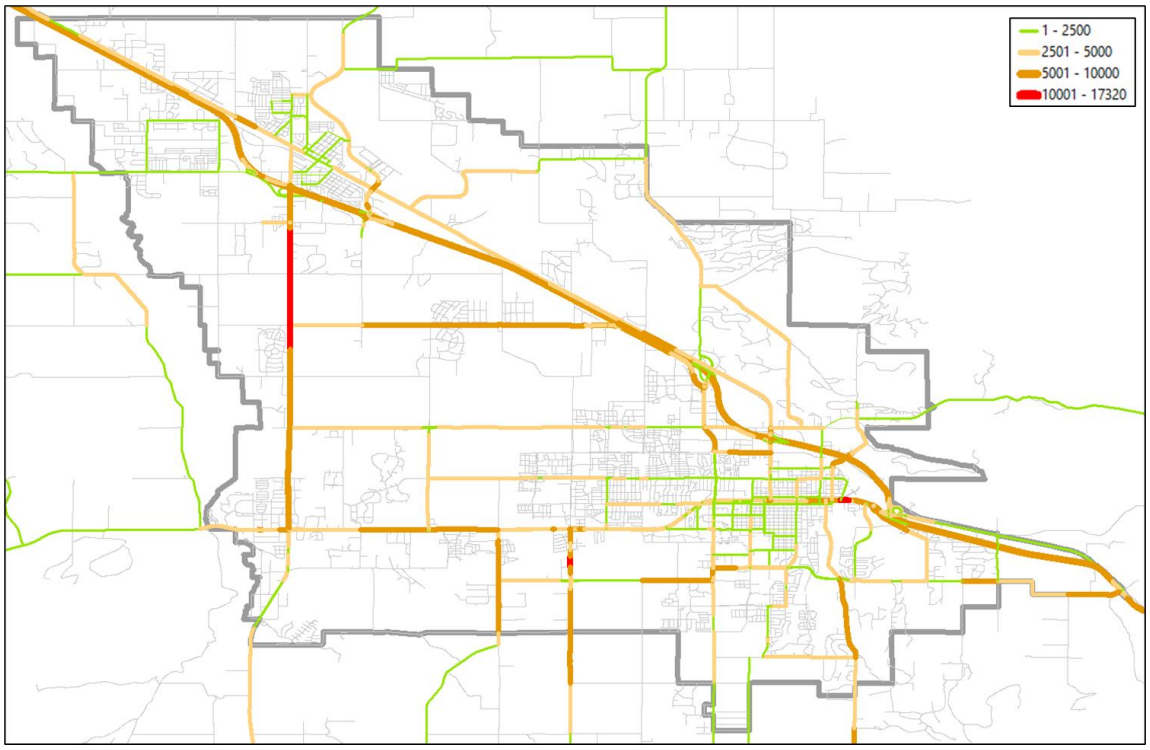


Source: Travel Demand Model

PROJECTED ROADWAY VOLUMES AND CAPACITY

Using the projected growth in households and jobs, the travel demand model predicted traffic volumes throughout the MPA on the existing roadway network. This provides an understanding of how the estimated population and job growth will impact the roadway network before any land development occurs. Figure 51 shows the vehicle volume growth between 2022 and 2050, and it is consistent with the locations projected to have household and job growth. Traffic is projected to grow the most on Jackrabbit Lane, I-90, Huffine Lane, E Valley Center Road, Stucky Road, and Fowler Lane, as well where alternative travel routes are limited.

Figure 51 2022-2050 Growth in Vehicle Volumes

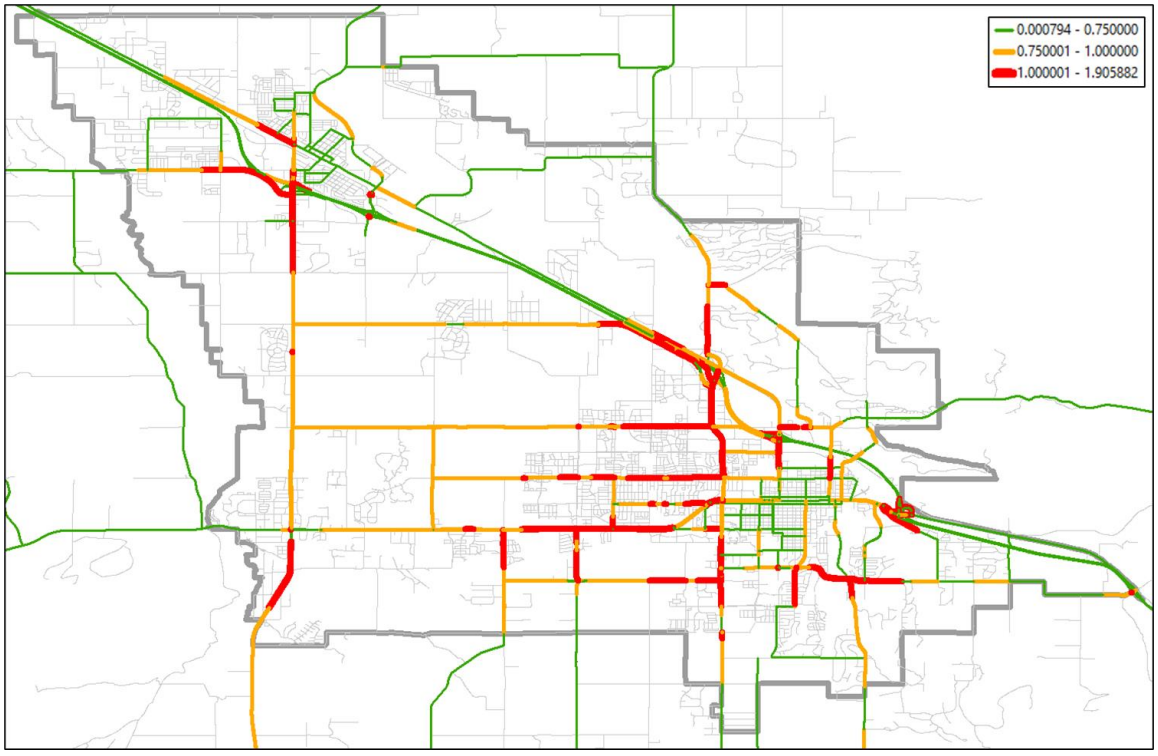


Source: Travel Demand Model

Figure 52 below shows the future vehicle volumes from Figure 51 relative to the underlying carrying capacities of roadways segments. This map of volume-to-capacity ratios is oftentimes used as an initial indicator of need for individual roadways or corridors. The red segments on the map show where future needs are expected to be most acute, while the orange segments show segments where future needs may emerge.

Several roads in Bozeman and Belgrade are estimated to exceed their traffic volume capacity by 2050, including portions of 19th Avenue, Kagy Boulevard, Huffine Lane, Amsterdam Road, and Jackrabbit Lane. It is important to note that this is a depiction of need prior to the implementation of any projects or planning/policy interventions that may occur in the next several years that are intended to address these needs. Roads identified for emerging capacity constraints by 2050 include Gallatin Road/US 191, portions of Jackrabbit Road in Belgrade, 3rd Avenue, and Oak Street. The projected conditions of these roadways are a key data point that will help inform the recommendations ultimately included in the long-range plan.

Figure 52 2050 Volume-to-Capacity Ratios



Source: Travel Demand Model

6 CONCLUSION

This report summarizes the state of the current transportation conditions in the Gallatin Valley Metropolitan Planning area and will be the foundation for creating recommendations for the MPO's first Long-Range Transportation Plan. Key findings from this analysis and initial public engagement will be used to establish the Goals & Objectives of the plan and create an evaluation framework for assessing the potential of projects to best meet the needs of the community within the limitations of funding available.

Few regions of its size are enjoying the same levels of activity as the Gallatin Valley. With a booming population, expanding economy, beautiful setting, flagship state university campus, and proximity to world-famous tourist destinations, the area faces a time of immense opportunity. From the start of the last decade, population has risen steadily, which has been compounded by an influx of high-net-worth individuals and remote workers from other states. This has resulted in more diversification of the economy with a growing service industry and new opportunities in technology and medicine, but wages for many are not aligned with the rising cost of living and housing.

Ridership on both fixed-route transit service and paratransit has been slow to recover since the COVID-19 pandemic, however seasonal variability has declined, meaning more riders are using the service throughout the year. Bus stops with the highest daily ridership are Walmart, the downtown transfer station, and the MSU Strand Union Building. Market assessments indicate that trip-generators like public parks, schools, and parts of Belgrade may have latent demand for additional service.

While remote work has grown, drive-alone trips continue to be the majority of commute trips in the region, with key corridors like 19th Avenue, Jackrabbit Lane, Main Street, and Huffine Lane carrying the highest volumes of traffic and freight after I-90. While walking and biking commute mode shares have remained relatively constant (around 8.5%) there is tremendous potential for growth in daily trip making and recreation through the delivery of recent plans to close sidewalk network gaps throughout the MPA and expand bicycle routes and shared-use paths to provide greater multimodal connectivity and access to destinations. There is also the need for more low-stress facilities for travelers of all ages and abilities. While people walking and biking made up less than two percent of crashes in the last decade, they constitute a fifth of fatalities and severe injuries, and over 50% of these crashes occurred at road intersections. These conditions will inform the new goals and objectives of the LRTP.

APPENDIX A – PLAN DOCUMENT REVIEW

Additional Local, State, and Regional Plans

Figure 53 Documents Reviewed with Key Projects Identified

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
City of Bozeman			
Parks, Recreation, and Active Transportation Plan Prepared by Agency Landscape + Planning, Sanderson Stewart, Berry Dunn, Alta Planning, Groundprint, and ETC Institute	October 2023	The *Parks, Recreation, and Active Transportation Plan (PRAT)* is an update to the 2007 *Parks, Recreation, Open Space, and Trails Plan (PROST)*. It establishes a vision and goals for the city's parks, trails, and recreation facilities, with a focus on creating a cohesive trail system to connect community members to open spaces. Key issues identified by the community are as follows: ▪ Wide roads and high vehicular speeds make crossing to parks difficult. ▪ Residents and visitors love the existing trail network but want a more connected trail and park system. There is a lack of transitions between existing trails, shared use paths, and bicycle lanes. ▪ Community members want to see more investments in natural trails, on-street bicycle lanes, and shared use paths. Project recommendations aim to address key issues.	▪ Refer to the Proposed Active Transportation Map on page 83 for all proposed facilities.
Belonging in Bozeman – Equity and Inclusion Plan Prepared by Morten Group	2023	The goal of the *Belonging in Bozeman Equity and Inclusion Plan* is to ensure that all residents, visitors, and employees can thrive regardless of their race, identity, or life circumstance. The plan covers multiple areas, including housing, transportation and access, healthcare, education, childcare and youth programs, economy, and safety. Transportation goals include: ▪ Expand reliable public transit and paratransit services, prioritizing services during wintertime. ▪ Center the most vulnerable road users in transportation infrastructure design. ▪ Prioritize equity in parking management practices.	While recommendations in this plan need further studies, they are relevant to inform the LRTP's project list. ▪ Leverage new revenue streams to support increased frequency of fixed-route transit and paratransit services. ▪ Develop standards and formalize processes for ensure bus stops are well lit, comfortable, safe for women and girls, shaded from sun, and accessible to riders during the winter. ▪ Pilot a "Snow Angels" program to connect volunteers and people with disabilities, older adults who are unable to remove snow from their sidewalks. ▪ Prioritize snow and ice removal at transit stops. ▪ Retrofit bicycle lanes to separate vehicles and cyclists.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
			▪ Leverage expertise of the disability community to educate design and building professionals on accessible community design. ▪ Develop a public outreach and education campaign about the proper use of accessible parking spaces and access aisles.
Bozeman Climate Plan Prepared by Brendle Group and Logan Simpson Group	2020	The *Bozeman Climate Plan* sets strategic priorities and actions to address climate change impacts, with the goal of creating a safe community while fostering a thriving economy and high quality of life. The City of Bozeman aims to reduce carbon emissions by 26% from 2008 levels by 2025, achieve 100% clean electricity by 2030, and reach carbon neutral by 2050. To meet these goals, the plan identifies three priorities followed by actions: Increase walking, bicycle, carpooling, and transit use. ▪ Prioritize regional multimodal planning and connectivity. ▪ Pursue innovative funding for pedestrian and bicycle connections and network. ▪ Improve maintenance of multimodal infrastructure. ▪ Pursue sustainable transit funding and expansion. Decrease direct vehicle emissions. ▪ Support community EV roadmap development. ▪ Collaborate to install publicly accessible EV infrastructure. ▪ City fleet and transit EV investment. ▪ Advocate for EV utility rates, incentives, infrastructure, and efficiency standard. ▪ Limit wasteful vehicle emissions. ▪ Support EV group buy and outreach. Improve air travel efficiency. ▪ Build awareness of air travel impacts and alternatives. ▪ Advocate for increased air travel efficiency.	▪ No projects listed.
Downtown Bozeman Improvement Plan Prepared by Agency Landscape + Planning, Groundprint, Intrinsik	May 2019	Downtown Bozeman is experiencing rapid growth, with new homes, offices, hotels, restaurants, and shops, attracting more residents and jobs. To help accommodate the growth, the *Downtown Bozeman Improvement Plan* established five principles.	Parking ▪ Improve and expand downtown parking by simplifying parking requirements, adding on-street parking where possible, and replacing the parking lot with a parking structure at Olive Street and Black Avenue.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
Architecture, Leland Consulting		▪ The heart of a thriving Bozeman: Create connections within downtown and surrounding districts and manage parking to ensure balanced supply and demand. ▪ More than a Main Street: Reinforce downtown as a city center, through new and existing buildings and a diverse mix of uses. Preserve the historic district and enhance neighborhoods through context-sensitive development. ▪ Walkable and accessible: Use streets, sidewalks, and alleys as a safe and comfortable multimodal network and expand transit and bicycle access. ▪ Welcoming to everyone: Foster a place that is welcoming and inclusive to people of all ages, incomes, abilities, and backgrounds. ▪ Connected to nature and culture: Ensure downtown open spaces foster gathering, recreation, and local identity. Highlight nature whenever possible	Wallace Avenue ▪ Encourage mixed use development that reinforces Wallace Avenue, Mendenhall Street, Babcock Street as major corridors. ▪ Encourage adaptive reuse or integration of design elements that honor the area's industrial heritage. ▪ Remove parking on the eastside to minimize traffic conflicts and pinch points. Black Avenue ▪ Test adding a pedestrian "scramble" intersection at Black and Main Street that synchronizes pedestrian walk signals in both directions at the same time. ▪ Explore installing new traffic signals at the intersections of Black Avenue with Babcock Street and Mendenhall Street to reduce vehicular speeds, enhance multi-modal functionality, and provide safer pedestrian crossings through the center of downtown. Grand Avenue ▪ Enhance pedestrian intersections for easier crossings. Introduce public art to add visual interest and strengthen pedestrian environment. Babcock Street ▪ Install a two-way cycle track on Babcock Street. Main Street ▪ Reconfigure the roadway from four lanes to three, removing one travel lane to create space to convert existing parallel parking into angled parking. Downtown circulator with a park-and-ride ▪ Bi-directional circulator route that extends from Gallatin County Fairgrounds to downtown Bozeman with stops in Midtown, northeast of Bozeman Creek and connect to the existing Bridger Park Downtown Garage and proposed park-and-ride at the Gallatin County Fairgrounds. ▪ Provide better connections to Montana State University and Bozeman Health

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
Bozeman Community Safety Action Plan Prepared by Cambridge Systematics	July 2013	The goal of the *Bozeman Community Safety Action Plan* is to reduce traffic fatalities and serious injuries by 25% by 2018. From 2009 to 2011, Bozeman averaged one traffic fatality and six serious injuries annually. In response, city officials and community members convened at the Bozeman Community Transportation Safety Summit and developed key actions focused on reducing inattentive driving, increasing occupant protection, and reducing bicycle and pedestrian crashes. Refer to Table E.1 of the plan for a list of strategies.	▪ No projects listed.
Bozeman Community Plan	November 2020	The *Bozeman Community Plan* is a policy document that details Bozeman's future growth policy for land-use and development. The goal of the plan is to guide the City's community planning and evaluate its actions moving forward. The plan outlines goals, objectives, and actions relating to resilience, neighborhoods, development, environment/parks/open lands, mobility, economy, and regional coordination.	▪ Future Land Use Map ▪ Identify missing links in the multimodal system, prioritize those most beneficial to complete, and pursue funding for completion of those links ▪ Revise current intersection level of service design standards to multimodal level of service or traffic stress for people walking, biking, and using transit
Gallatin County			
Gallatin County Greater Triangle Area Transportation Plan Prepared by Robert Peccia and Associates	April 2022	The *Gallatin County Greater Triangle Transportation Plan* provides recommendations to improve traffic safety, sustainability, and multimodal connections between Bozeman, Belgrade, Four Corners, and Gallatin Gateway. The county has consistently outpaced the population growth of other Montana counties, and this growth can be attributed to the evolving economies of Bozeman and Belgrade, the continued expansion of Montana State University, and migration patterns to the area.	▪ Refer to Table 8 of the plan of projects with identified funding. ▪ Refer to Table 9 of the plan for transportation system management improvement projects. ▪ Refer to Table 10 of the plan for major street network improvement projects. ▪ Refer to Table 11 of the plan roadway system expansion projects. ▪ Refer to Table 12 of the plan for shared-use path projects. ▪ Refer to Table 13 of the plan for on-street bicycle facilities projects. ▪ Refer to Table 14 of the plan for spot improvements.
Gallatin Valley Sensitive Lands Plan	December 2023	The Gallatin Valley Sensitive Lands Plan highlights sensitive lands throughout the Gallatin Valley and identifies recommendations to improve sensitive lands conservation and management. Project goals include: ▪ Secure the long-term ecological health of the region	▪ No projects listed

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
		▪ Create a regional model that identifies sensitive lands for protection of clean water, wildlife connectivity, and productive agriculture ▪ Recommend how to protect the most sensitive resources during unprecedented growth ▪ Identify benefits and best practices for development in harmony with the natural environment ▪ Facilitate dialogue between city, county, agencies, constituents, landowners, and developers The plan also identifies regional transportation infrastructure planning as a priority recommendation.	
Triangle Trails Plan Prepared by Sanderson Stewart	November 2021	The *Triangle Trails Plan* aims to connect the trail system throughout Bozeman, Belgrade, and Gallatin County while establishing design standards for different trail types. The vision of the trail system is to be connected, safe and welcoming, and inclusive for all. Community members and stakeholders consider the trail network as a highly valued community asset that should serve travelers of all ages and abilities.	▪ See page 24 of the plan for the map of proposed trails. Although there is no timeline identified for new trail construction or maintenance, the plan recommended developing an evaluation framework to help prioritize these efforts.
Triangle Community Plan Prepared by Planning Coordination Committee	July 2020	The *Triangle Community Plan* provides policies to coordinate land use development patterns and community services and infrastructure. The Triangle area's boundaries are the Gallatin River to the West, Frontage Road to the North, Fowler Avenue to West Garfield Street to South 19th Avenue to the East, and Blackwood Road to Four Corners Water and Sewer District to the South. Transportation policies include: ▪ Create a network of streets that supports multimodal travel. ▪ Improve safety for all roadway users. ▪ Support a trail network to connect to community destinations such as parks, schools, residential areas, and city centers; and ▪ Enhance transit access in underserved areas and new development areas. Policies in other areas that support transportation include: Land use ▪ Ensure infrastructure is in place prior to or is concurrent with new development.	▪ Separated bike pedestrian path along Huffine Lane from Bozeman to Four Corners

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
		▪ Reduce minimum parking requirements to support greater housing density. Open Space ▪ Maintain and improve connections between open spaces. Housing ▪ Locate future housing near existing transportation infrastructure. Schools ▪ Collaborate with schools on infrastructure and capital projects, including complete streets, bike paths, sidewalks, and trails.	
Montana State			
Highway Safety Improvement Program **2024 Annual Report** Prepared by Montana Department of Transportation	2024	The purpose of the *Highway Safety Improvement Program (HSIP)* is to reduce fatalities and serious injuries on public roads. The 2024 annual report provides updates on the program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, and effectiveness of the improvements and compliance assessment.	▪ Roadway delineation and new pavement markings in east Bozeman
Montana Electric Vehicle Infrastructure Deployment Plan Update Prepared by Montana Department of Transportation and Montana Department of Environmental Quality	September 2024	The *Montana Electric Vehicle (EV) Infrastructure Deployment Plan Update* builds on the 2022 EV Deployment Plan, with the goal of creating a national network of EV chargers by 2030 that is convenient, reliable, affordable, and accessible charging for all EV drivers.	Four locations along I-90 in Bozeman were identified as designated alternative fuel corridors: ▪ 31908 Frontage Road ▪ 2550 Catron Street ▪ 270 Automotive Avenue ▪ 8474 Huffine Lane
Montana Freight Plan Prepared by Montana Department of Transportation	2022	The *Montana Freight Plan* describes the state's freight system, highlights key issues, and sets goals to ensure a safe, efficient, and reliable network. The following key challenges were identified: ▪ Commercial vehicle safety: Roads need to be maintained in a good state of repair to move freight efficiently and safely. ▪ Truck parking: Certain areas of Montana continue to face a shortage of safe and secure parking facilities.	▪ No projects listed.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
		▪ Infrastructure condition: Many of Montana's older bridges are deteriorating due to heavy or oversized freight loads and may be unable to support heavy freight movements in the future. ▪ Network reliability and mobility: Delays and congestion hinder freight efficiency and movement. The following goals were developed to enhance the freight network: ▪ Improve safety for freight operators. ▪ Preserve and maintain existing transportation infrastructure. ▪ Improve transportation project delivery and ensure system reliability. ▪ Promote responsible the stewardship of the built and natural environment. ▪ Support programs that increase the freight network's resilience to extreme weather and natural events.	
Transportation Asset Management Plan Prepared by Montana Department of Transportation	2022	The *Transportation Asset Management Plan* outlines how the State of Montana evaluates and manages pavement and bridge conditions. Montana has approximately 74,000 miles of center lanes. About 44% of non-interstate highway roads are in fair condition, 55% are in good condition, and 1% are in poor condition. About 57% of interstate highways are in good condition, 42% are in fair condition, and 1% are in poor condition. There are 1,239 bridges across the highway network, and 19% are in good condition, 74% are in fair condition, and 6% are in poor condition.	▪ No projects listed.
ADA Transition Plan Prepared by Robert Peccia and Associates	November 2021	The *Americans with Disabilities (ADA) Transition Plan* provides methods to help MDT comply with ADA regulations and remove accessibility barriers in its communications, rights-of-way, and buildings. The plan aims to establish a consistent approach in delivering an accessible transportation system.	▪ No projects listed.
Bozeman Yellowstone International Airport Master Plan Prepared by Morrison Maierle	2020	The *Bozeman Yellowstone International Airport Master Plan* guides the growth of the airport for the next 20 years. The airport has become the busiest airport in Montana and has built more terminals, parking facilities, roadways, and runways to meet demand since it was first built in the 1940s.	The following projects were recommended to meet the demand of increased airport usage. Runways ▪ Extend Runway 12-30 to 10,828 feet. ▪ Extend and widen Runway 11-29 to 8,500 feet by 150 feet.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
			▪ Extend Runway 3-21 to 5,100 feet. Taxiways ▪ Remove general aviation apron access taxiway that aligns with connecting Taxiway A-2 to create a staggered layout. A staggered layout will be created with consideration of future high speed taxiway exit(s). ▪ Extend all parallel taxiways with runway lengthening projects or as otherwise developed (i.e. TW B planned to be phased to accommodate north side hangar development). ▪ Consider addition of bypass taxiways and secondary parallel taxiways to serve the existing runway system. ▪ Consider addition of high-speed exits for capacity improvement and operational efficiency. ▪ Increase separation between Taxiway C and Runway 11-29 to 400 feet. ▪ Resolve "hammerhead" taxiway issue at Runway 21 threshold. Runway 12-30 ▪ Pursue improvement to the minimums of Runway 12-30 with designation as a Category II Runway with a Runway Visual Range (RVR) of 1,200 feet (1/4 mile). ▪ As far as practicable, bring Runway 30 to the same precision approach standards as Runway 12 including the addition of ILS and approach lighting. Runway 11-29 ▪ Pursue publication of a "sidestep maneuver" utilizing ILS on Runway 12-30. ▪ Reserve appropriate setbacks and RPZ dimensions for additional future NPI RNAV/GPS approaches to Runway 11-29. Terminal Area ▪ Provide for automobile parking expansion through construction of parking garages and expansion of parking lots for the general public, employees, and rental car ready and return.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
			▪ Expand the terminal from the current 12 gates to 20 gates. General Aviation ▪ Add storage hangars for as many as 189 additional storage positions, for both small and large aircraft. ▪ Add apron space and parking positions throughout the planning period. Airport Support ▪ Expand the Airport's ARFF Building with the acquisition of additional equipment. ▪ Expand snow removal and equipment storage buildings with the addition of new maintenance and snow removal equipment, as required. ▪ Plan for additional fuel storage facilities
Montana Comprehensive Highway Safety Plan Prepared by Montana Department of Transportation	2025	The *Montana Comprehensive Highway Safety Plan* monitors, analyzes, and addresses key factors that cause fatalities and serious crashes, supporting the state's commitment to Vision Zero – the goal of eliminating all roadway fatalities and serious injuries. The CHSP interim goal is to reduce fatalities and serious injuries from 984 in 2023 to 729 by 2030. The plan focuses on four priority areas: ▪ Safe Roads ▪ Emergency Response - Post-Crash Care ▪ Safe Speeds/Safe Vehicles ▪ Safe Road Users To address these priorities, the CHSP outlines strategies aimed at reducing fatal and serious injury crashes and improving safety in each area.	▪ No projects listed.
US 191 Corridor Study Four Corners to Beaver Creek Prepared by Robert Peccia and Associates	October 2020	The *US 191 Corridor Study Four Creeks to Beaver Creek* examines the intersection of Huffine Lane/Norris Road/Jackrabbit Lane in Four Corners and the intersection of Beaver Creek Road south of Big Sky to identify safety improvements. Identified issues include: ▪ Several locations in Gallatin Canyon were identified with rock slope conditions, causing potential for rockfall events,	▪ Refer to Table ES-1 of the plan for a list of recommended improvements.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
		emergency road closures, and disruption of normal traffic operations. ▪ Two of the total 30 passing zones do not meet MDT design standards. ▪ A total of 16 horizontal curves and one vertical curve do not meet current standards. ▪ Traffic volumes are projected to grow at a rate of 2.4% per year though 2040 based on historic growth trends. The Four Corners intersection, Mill Street intersection, and MT 64 intersections are projected to experience failing operations during AM and PM peak hours by 2040. ▪ Wild animal, fixed object, rear-end, and rollover crashes were the most common crash types. ▪ Adverse road conditions, dark and not-lighted conditions, and impaired driving were common crash factors.	
Montana Pedestrian and Bicycle Plan Prepared by Robert Peccia and Associates and Alta Planning + Design	May 2019	The *Montana Pedestrian and Bicycle Plan* establishes a statewide vision and goals to meet the needs of bicyclists and pedestrians and improve safety across the region. ▪ Reduce pedestrian and bicyclist fatalities and serious injuries. ▪ Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists. ▪ Preserve and maintain the pedestrian and bicycle transportation system. ▪ Improve mobility and accessibility for all. ▪ Support walking and bicycling as important transportation modes for access to destinations, economic vitality, and health. While no specific projects were identified, a list of recommended strategies were developed to achieve the plan's goals.	▪ No projects listed.
Belgrade to Bozeman Frontage Road Corridor Study Prepared by Robert Peccia and Associates	May 2017	The *Belgrade to Bozeman Frontage Road Corridor Study* identifies infrastructure to improve safety, mobility, and traffic operations. Identified issues include: ▪ Gaps in the sidewalk network ▪ Many areas have poor drainage due to flat topography ▪ The bridge located on RP 26.6 is in poor condition.	▪ Refer to Table ES.1 of the plan for a list of recommended improvements.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
		▪ The intersection with Broadway Street, Oregon Street, and Griffin Drive are projected to have failing operations in the future. ▪ 382 crashes occurred between 2010 and 2015, in which there were three fatal crashes.	
Bridger Canyon Corridor Planning Study Prepared by Montana Department of Transportation	April 2015	The *Bridger Canyon Corridor Planning Study* examines the intersection of MT 86 to Story Mill Road. The corridor includes private ranches, homes, Gallatin National Forest, the Bridger Bowl alpine ski area, and Bohart Ranch. These destinations attract a variety of travelers, and some roadways, like roadways leading to ski resorts, are not designed to accommodate high volumes of traffic. Roadways conditions are exasperated during the winter season due to rain and snowfall.	▪ No projects listed.
Montana Rest Area Plan Prepared by Dowl HKM	February 2019 (partial update)	The *Montana Rest Area Plan* provides guidance for upgrading aging infrastructure and addressing statewide rest area demand. Bozeman's rest area, located on 19th Avenue along the I-90, permanently closed in May 2023 due to its deteriorating condition and maintenance issues. The Three Forks Rest Area in Wheatland, also along the I-90, opened in April 2024 and replaced Bozeman's rest area.	▪ No projects listed.
Montana State Rail Plan Prepared by Montana Department of Transportation	December 2010	The *Montana State Rail Plan* describes the state of freight rail system, provides historical and forecasted freight trends, and ongoing efforts to expand passenger rail service throughout the state. **State of the Freight Rail System** ▪ 10 freight railroads operated 3,500 rail miles in Montana. ▪ BNSF is the largest railroad operator in Montana, accounting for 94% of the state's Class I rail miles. ▪ Union Pacific Railroad operates very little railroads but provides a critical connection between the Port of Montana and markets in western and southwestern US. Other regional railroad operators include: ▪ Dakota, Missouri Valley, and Western Railroad (DMVW) ▪ Montana Rail Link (MRL) ▪ Central Montana Rail (CRM) ▪ Mission Mountain Railroad (MMT)	▪ No projects listed.

Planning Document/Author	Date Published	Overview of the Document	Key Projects from Studies
		▪ Transco Railway Products (TRRZ) ▪ Butte, Anaconda, and Pacific Railway (BAP) ▪ Global Rail Group (GRGL) ▪ Alder Gulch Short Line Railroad **Historical and Forecasted Freight Trends** ▪ By 2035, total freight tonnage in Montana is projected to increase by 101% to 216.8 million tons and by 2050 to 236 million tons **Passenger Rail Expansion** ▪ There is no passenger rail in southern Montana, but there is a possibility of reinstating the passenger rail service along the former North Coast Hiawatha route. ▪ Amtrak operates the Empire Builder through northern Montana	

Streamline/Gallatin Valley UTD

Transit Strategic Plan

November 2025

NELSON NYGAARD

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1 INTRODUCTION

INTRODUCING THE ORGANIZATIONS AND PLANS

Who is Streamline?

Streamline is the Gallatin Valley's zero-fare public transportation service operator, offering service within the cities of Bozeman and Belgrade, along with the urbanized areas of Gallatin County. Streamline began service in 2006, following Montana State University College of Engineering's decade-long study of growing public transportation needs in Gallatin County. This study culminated in the Greater Bozeman Area Transit Development Plan (TDP), which laid the foundation for the transit system and helped facilitate a request for federal transit funding from the Montana Department of Transportation (MDT).

The Human Resource Development Council (HRDC) was selected as the organization best suited to operate Streamline's fixed route service, joining HRDC's existing Galavan senior and paratransit service. Rapid population growth in Gallatin County between 2010 and 2019 led to a reassessment of Streamline service through the Redesign Streamline 2020 planning process. The process resulted in a new TDP, which recommended near- and long-term service changes. Recommended short-term service changes were implemented by Streamline in 2021.

Continued population growth led to a change in the region's classification from a rural area to a small urban area during the 2020 United States Census. This reclassification meant that non-profit agencies such as HRDC could no longer receive federal funding for operating transit. In seeking a new agency to operate transit service in the Gallatin Valley and receive federal funding through the Federal Transit Administration's (FTA) Section 5307 Urbanized Area Formula Funding Program, local stakeholders recommended the creation of an urban transportation district (UTD). The establishment of the Gallatin Valley Urban Transportation District (GVUTD) was approved by voters in 2023.

Streamline's Vision, Mission, and Values

Vision: Community connection through public transportation.

Mission: All district residents benefit from high-quality transit services that promote quality of life and community identity.

Values:

- **Sustainability:** Streamline is environmentally and fiscally sustainable.
- **Quality:** Streamline provides transit services that are reliable, frequent, convenient, safe, and comfortable.
- **Equity:** Streamline improves equity in access to transportation and the availability of transportation choices for all community members.
- **Collaboration:** Streamline operates in concert with area institutions, nonprofits, local governments, and the community.
- **Innovation:** Streamline is creative and responsive to changing community needs, patterns, and technologies.

Streamline's Transit Strategic Plan

Building off the near- and long-term recommendations included in prior TDPs updated every three to five years, Streamline's Transit Strategic Plan is intended to be the long-range vision for growing transit service in the Gallatin Valley. The Plan identifies current system challenges and those observed in prior planning efforts and outlines the tenets of a successful transit system in a Gallatin Valley context. The Plan recommends long-range transit service changes and the needed capital infrastructure to support this growth, along with implementation steps and potential sources of funding.

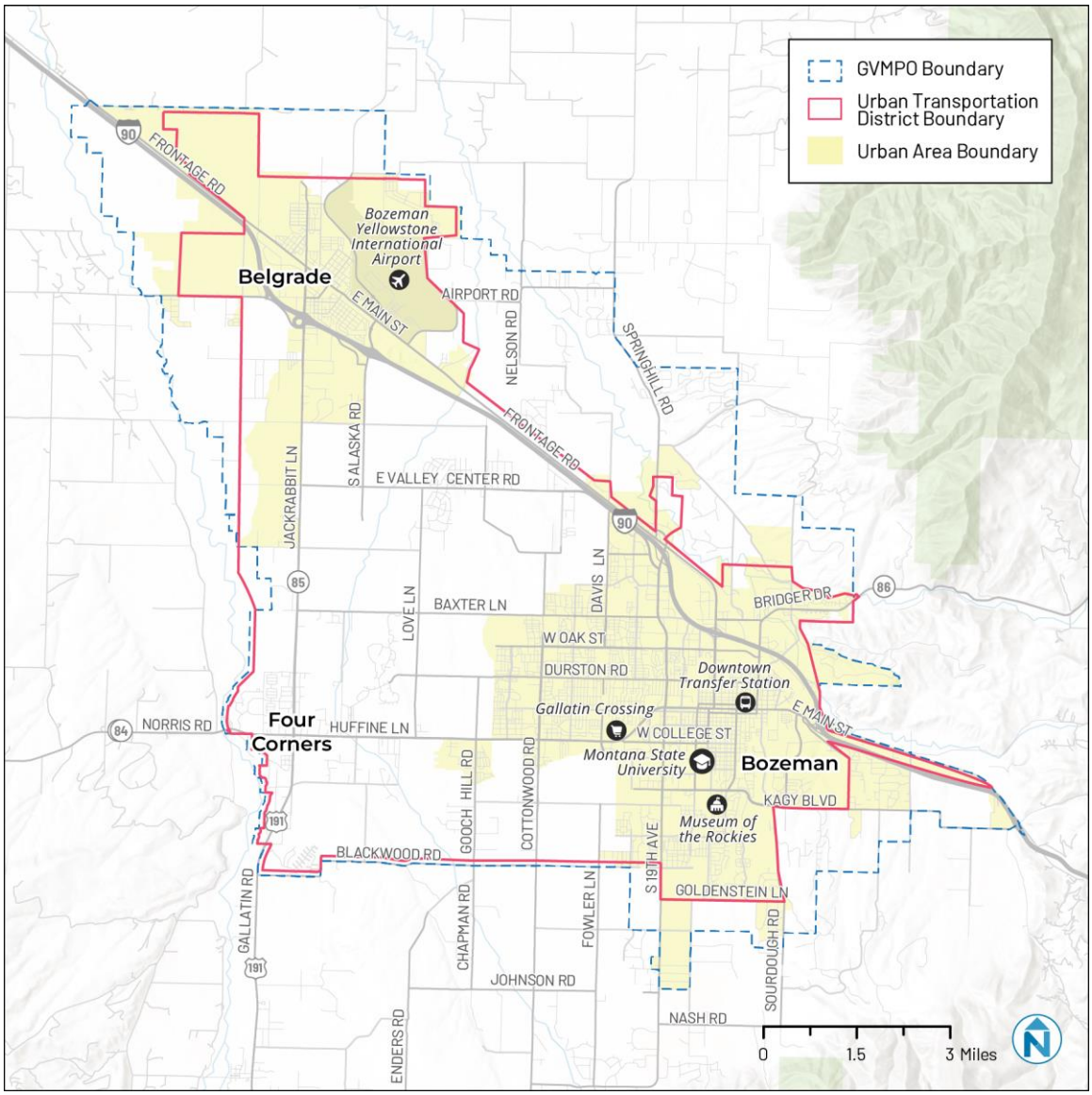
Streamline and the Gallatin Valley MPO's Joint Effort

The 2020 census marked an important milestone for the Bozeman area, with the population surpassing 50,000 and launching the formation of the Gallatin Valley Metropolitan Planning Organization (GVMPO). Federal regulations require MPOs to develop a Long-Range Transportation Plan (LRTP), providing the opportunity for the City of Bozeman, City of Belgrade, and urbanized areas in in Gallatin County within the MPO boundaries (shown in Figure 1) to create a multi-decade vision for transportation infrastructure and mobility programming. This process brings agency partners and the community to establish priorities and shared values for the region.

The Gallatin Valley LRTP is a multi-decade plan that looks at all modes of transportation and identifies future priorities for projects and funding. This federally required fiscally constrained plan will help steer the community toward a healthier, safer, and more efficient future while preserving and expanding mobility for all residents. The LRTP will build upon existing plans and projects while identifying new opportunities to create an integrated transportation system that meets the needs of community members. A strong transportation plan is critical to the success of Gallatin Valley's growth and prosperity.

In early 2025, Streamline and GVMPO partnered in engaging the services of Nelson\Nygaard to integrate the Transit Strategic Plan into GVMPO's first LRTP. While intended to be a standalone document laying out the long-range vision for growing transit service in the Gallatin Valley, the Transit Strategic Plan's integration into the region's first LRTP will start transit on a strong foundation for future LRTP updates and ensure that transit is a key component of regional mobility going into the future.

Figure 1 MPO Boundaries



Source: MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Streamline Transit Development Plan (TDP)

Streamline intends to refresh its ten-year vision for identifying transit service improvements every three to five years through updates to the agency's TDP. The first TDP, developed as a result of Montana State University's (MSU) study of growing transit needs in the region, laid the foundation for the start of Streamline service in 2006. A TDP update focused on maximizing access to opportunity with limited resources followed in 2020, with its near-term recommendations being implemented in 2021. In Fall 2024, Streamline began the process of

refreshing the agency's TDP. This update, recognizing the need for additional funding to realize the region's full transit potential, is intended to be the roadmap for achieving growth in expanded service over a ten-year horizon. The TDP includes recommendations on more frequent service to key destinations, longer hours of operation, and coverage to new areas. Streamline plans to finalize the plan in 2025, with anticipated adoption by the GVUTD Board in Winter 2025.

ORGANIZATION OF THE TRANSIT STRATEGIC PLAN

This document outlines Streamline's Transit Strategic Plan, intended to be the long-range vision for growing transit service in the Gallatin Valley. The document is organized into the following chapters:

- **Chapter 2 – Existing Conditions** provides background context for the Gallatin Valley region and describes Streamline's existing service.
- **Chapter 3 – Long-Range Vision** discusses the current challenges faced by transit in the Gallatin Valley, outlines the tenets of successful transit systems, describes transit performance best practices, and walks through the recommended components of Streamline's long-range vision.
- **Chapter 4 – Implementation and Funding** outlines an estimate of the operations and maintenance and capital funding required to realize the long-range vision described in Chapter 3, presents a prioritized list of implementation steps for achieving the vision, and describes potential sources of funding.

2 EXISTING CONDITIONS

This chapter provides background context for the Gallatin Valley region and describes Streamline's existing service.

GALLATIN VALLEY CONTEXT

Population and Employment Growth and Trends

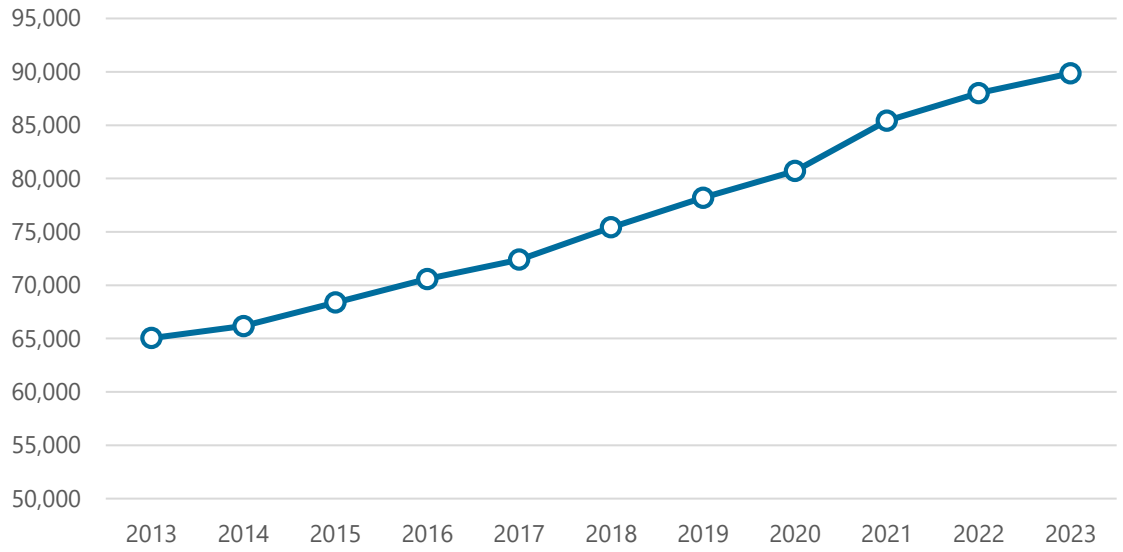
The data below represents trends within the Gallatin Valley Metropolitan Planning Area (GVMPA), referred to going forward as the study area. The study area has experienced rapid growth over the past decade, with a compound annual growth rate of 3.3%[1]. As population and employment opportunities continue to grow in the region, high-quality transportation infrastructure and services should be a priority.

Population

Over the past decade, the population within the study area increased by 38% from 65,044 residents in 2013 to 89,855 residents in 2023 (Figure 2). Growth has slowed in recent years, but the area has continued to add residents year over year.

[1] American Community Survey, 2023

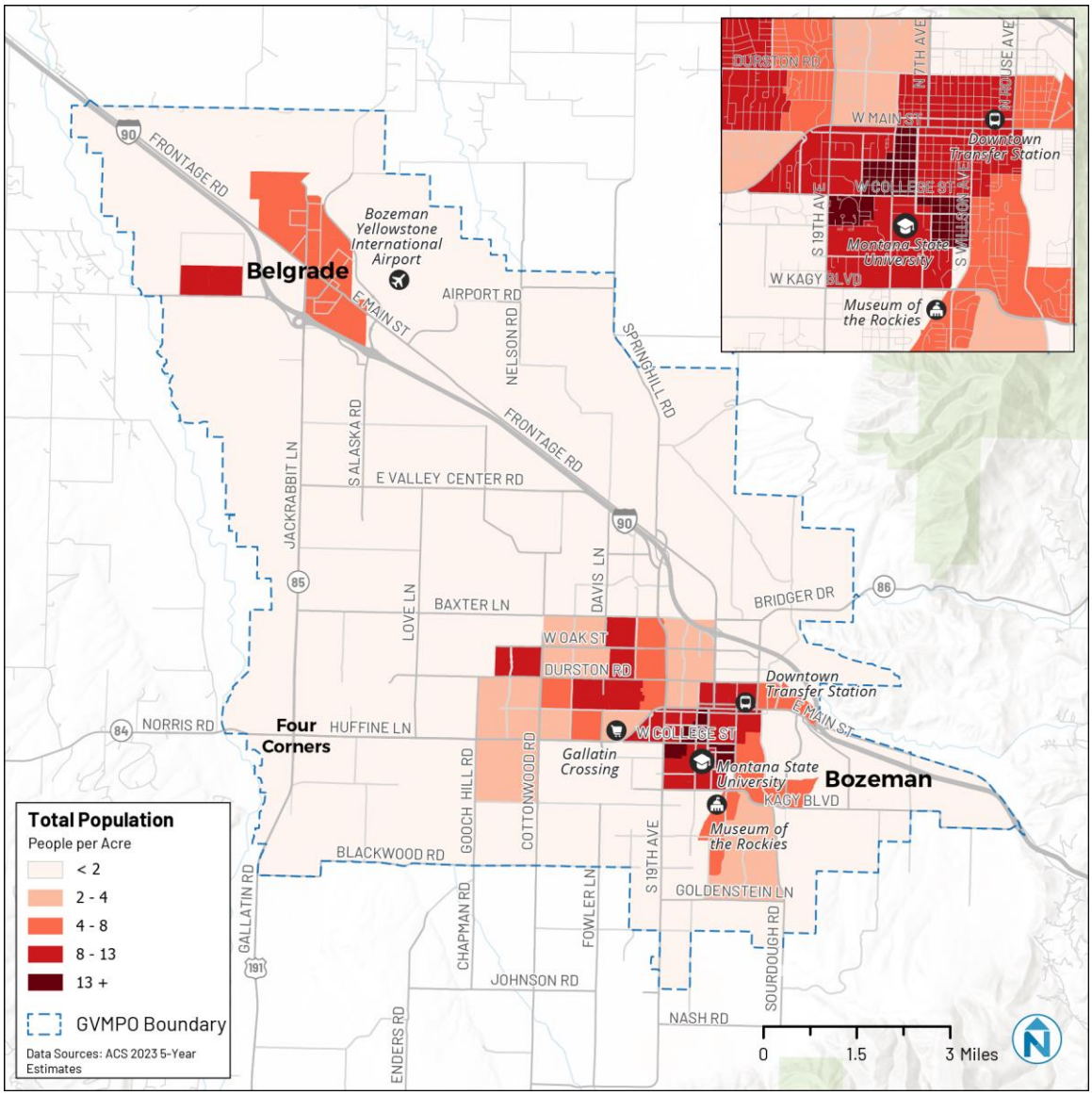
Figure 2 Population Growth



Source: American Community Survey (ACS) 5-Year Estimates, 2023

Areas of high population density are clustered in downtown Bozeman, neighborhoods surrounding MSU, and the River Rock development in Belgrade west of I-90, with about 8-19 people per acre. The majority of the study area has low population density with less than 2 people per acre (Figure 3).

Figure 3 Population Density



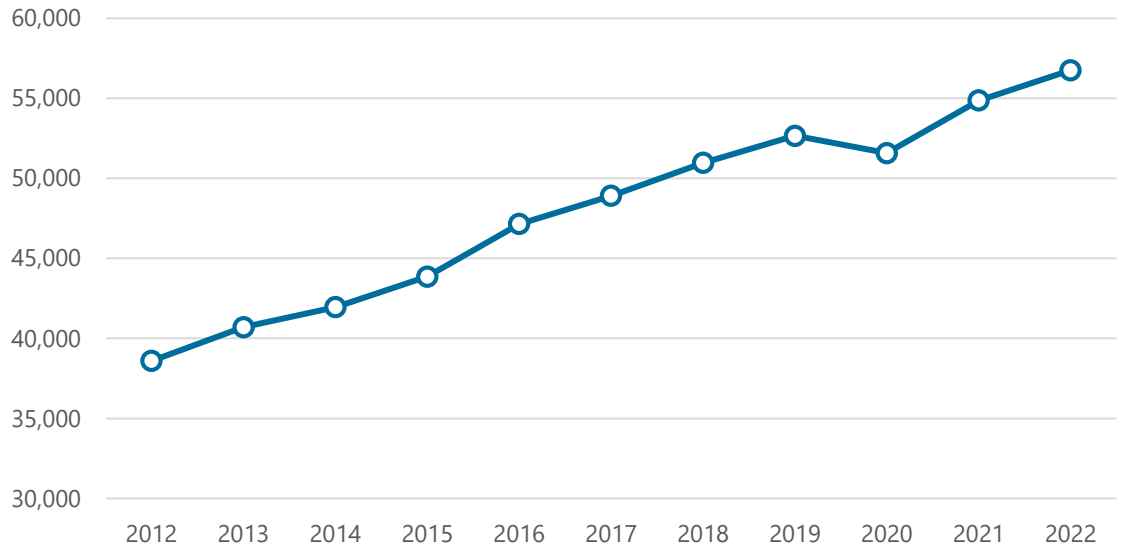
Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

Employment

Jobs in the study area increased by 47% in the past decade, with a total of 56,759 jobs in 2022. The number of jobs decreased slightly in 2020, likely due to the COVID-19 pandemic, but have since surpassed pre-pandemic numbers (Figure 4). Major employment hubs are concentrated in the Bozeman and Belgrade urbanized areas (Figure 5). The industries with the most jobs are retail trade and educational services, which account for about one-quarter

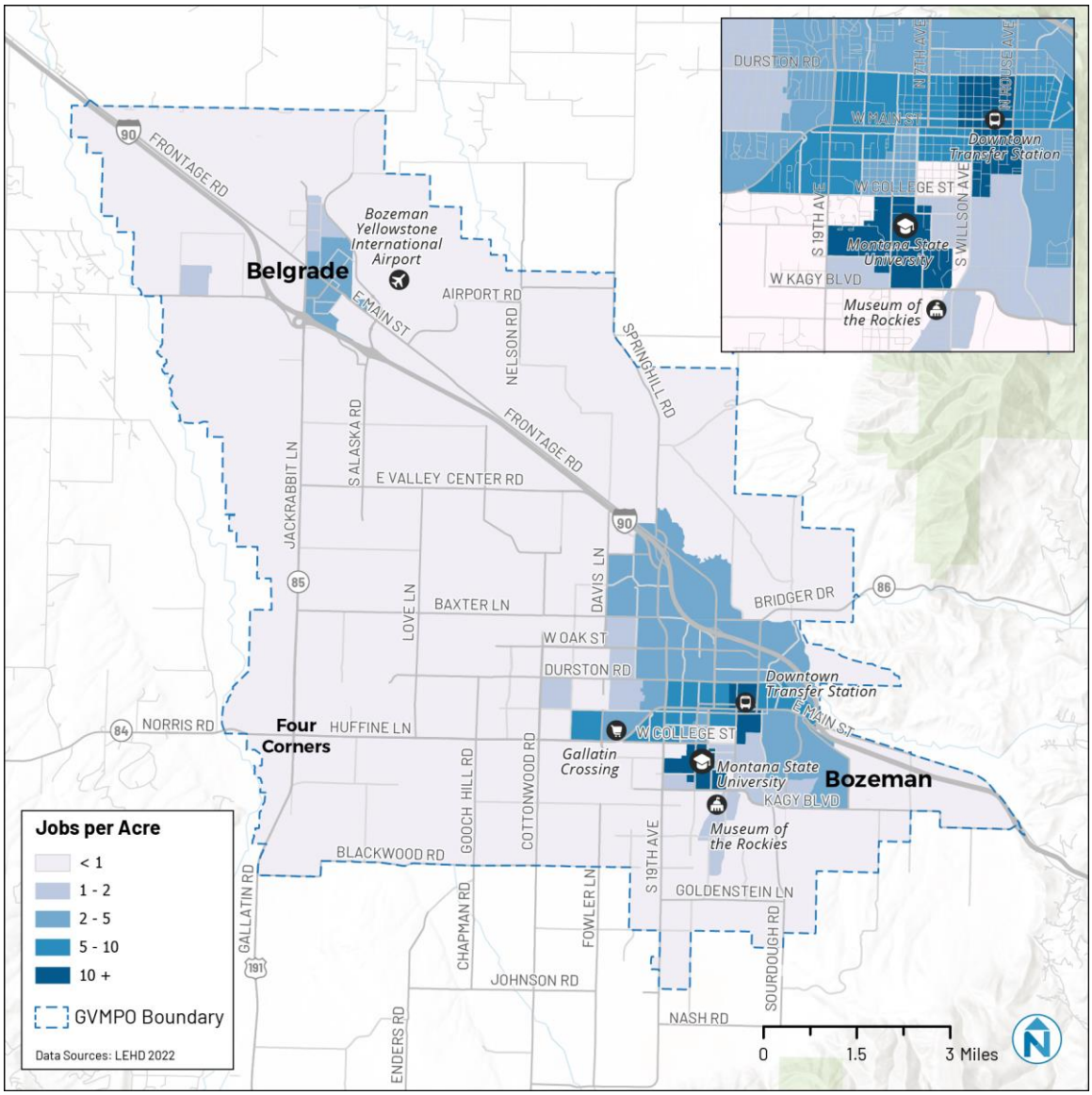
of all jobs in the region (Figure 6). Other jobs (26.9%) include other services, waste management, wholesale trade, finance and insurance, public administration, transportation, and arts/entertainment, among others. As the region continues to grow, transportation options need to be considered to connect people from where they live to where they work.

Figure 4 Employment Growth



Source: Longitudinal Employer-Household Dynamics (LEHD), 2022

Figure 5 Employment Density



Source: Longitudinal Employer-House Dynamics (LEHD), 2022; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

Figure 6 Major Employment Sectors

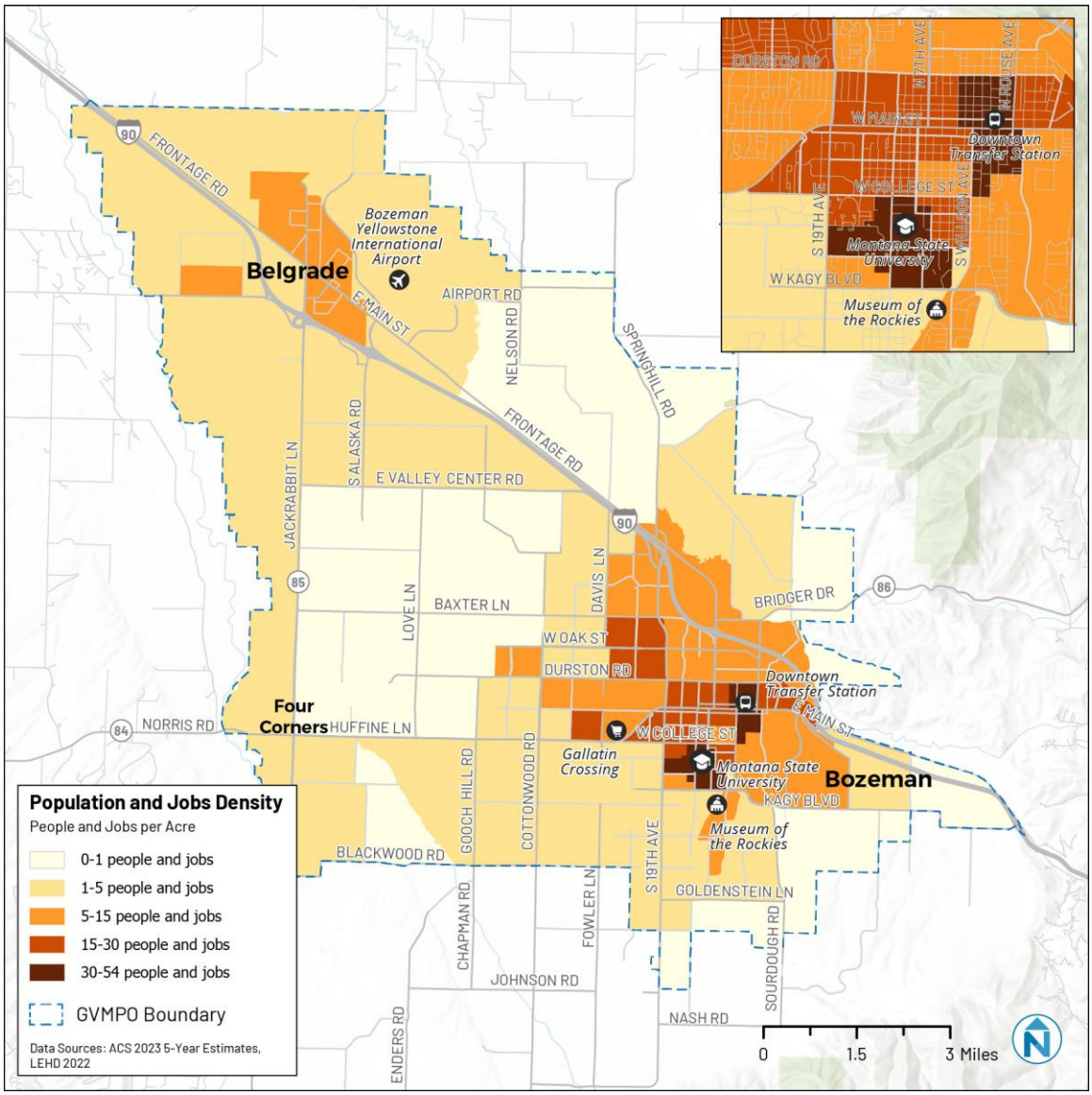
Sector	% of Total Employment Share
Retail Trade	13.9%
Educational Services	11.8%
Accommodation and Food Services	11.6%
Health Care and Social Assistance	10.6%
Construction	10.1%
Professional, Scientific, and Technical Services	9.2%
Manufacturing	5.8%
Other	26.9%

Source: Longitudinal Employer-House Dynamics (LEHD), 2022

Population and Employment

Combining population and employment data can better highlight areas that are anticipated to be more supportive of transit service. Locations with higher densities of population and employment can benefit the most from transportation investments, and transit service is more productive in these areas. As shown in Figure 7, the areas with the highest combined population and employment density are concentrated in downtown Bozeman and surrounding the university.

Figure 7 Population and Employment Density



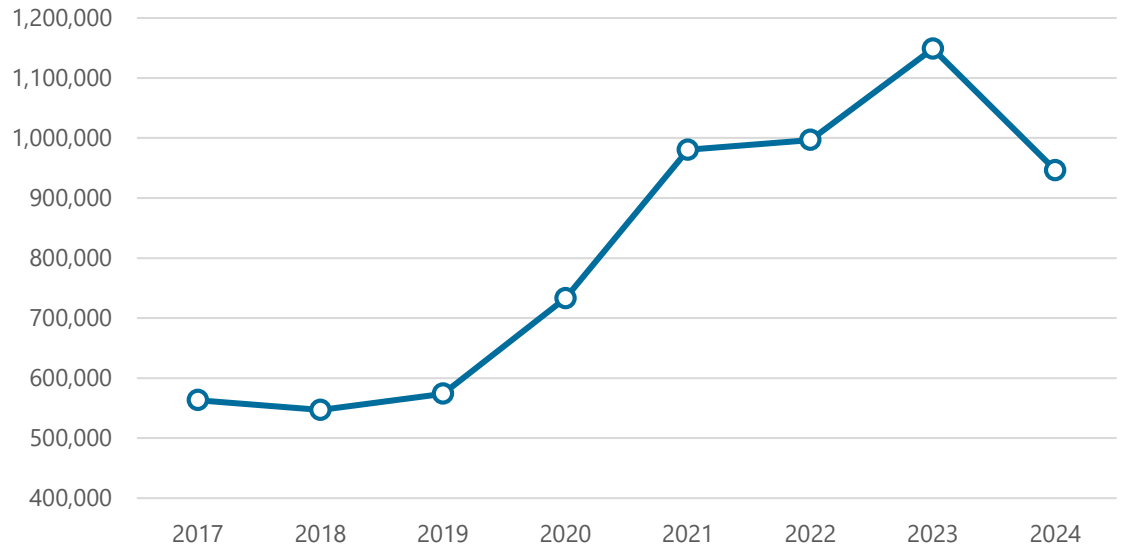
Source: American Community Survey (ACS) 5-Year Estimates, 2023; Longitudinal Employer-House Dynamics (LEHD), 2022; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

Changes in Affordability

Housing prices in the Gallatin Valley have risen at an exceptional pace, significantly outpacing local wage growth and creating challenges in housing affordability. Given displacement pressures from escalating housing costs, affordable transportation options are critical to connect residents with jobs, schools, various services, and recreational opportunities.

Based on ACS 5-Year estimates for 2023, about 21% of households in the study area have an annual income of less than $40,000. As of 2025, the official poverty rate, as defined by the Bureau of Labor Statistics, is $15,650 for an individual and $21,150 for a household with two people. In 2023, 8.8% of Gallatin County residents were living below the poverty line, while within the GVMPA, 11.2% residents live below the poverty line. Additionally, the median home listing price in Gallatin County doubled between 2017 and 2023, posing challenges for residents to live comfortably in the area (Figure 8). Home prices decreased in 2024 but are still well above pre-pandemic prices and have overall increased by 68% since 2017. 55% of study area residents own their home and 45% rent. This percentage may change in the future if housing prices begin to rise and more people choose to rent due to the high price to purchase a home (Figure 9). Vacant and part-time residential housing units are also an area of focus due to Bozeman being an amenity destination during both the summer and winter months. This impacts housing supply for full-time residents in an already constrained market.[2]

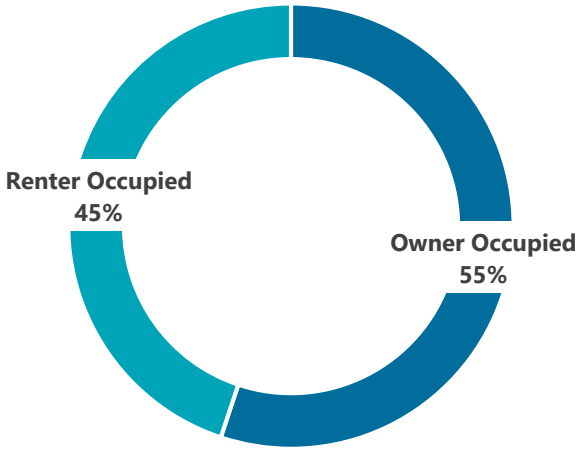
Figure 8 Median Home Listing Price in Gallatin County, 2017-2024



Source: Realtor.com, 2024

[2] "2025-2045 Bozeman Population and Housing Forecast." Engage Bozeman, Economic & Planning Systems, Inc., 5 Sept. 2025."

Figure 9 Renter-Occupied vs. Owner-Occupied Housing Units



Source: American Community Survey (ACS) 5-Year Estimates, 2023

Transit Propensity

Using select demographic, socioeconomic, and employment data can help determine the overall transit need for a given area. Areas of higher propensity, or demand, are more likely to generate ridership and support transit service that is provided.

To assess transit propensity, the following demographic and socio-economic factors were used as individuals from these groups are more likely to use transit:

- **Young people between the ages of 15 to 24:** Young people are less likely to have a driver's license or access to a vehicle and therefore have greater reliance on public transit or other multimodal services to access their destinations. Additionally, students at Montana State University are an important ridership base for public transit services.
- **Older adults over 65 years old:** People who are older than 65 years old may no longer be able to drive due to aging-related changes in sight, hearing, and mobility. Older adults are less able to utilize other active modal options and may rely solely on others driving them places or public transportation. Older adult care facilities are often located along bus routes to provide access for older adults.
- **People with a disability:** People who are unable to drive alone or may require additional assistance rely more heavily on public transportation, whether that be fixed-route service or paratransit services.

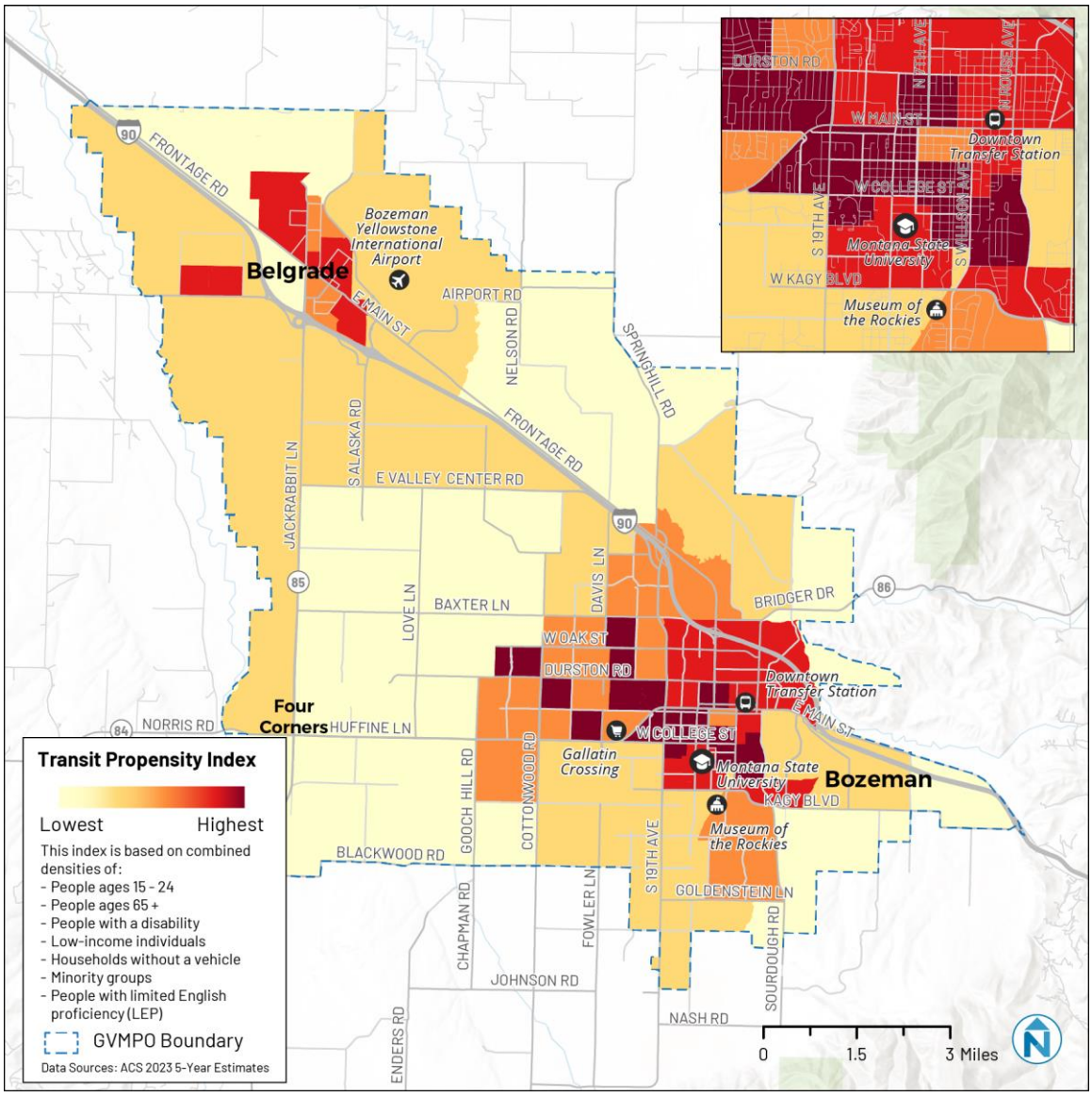
- **Low-income households, defined as earning less than 150% of the federal poverty level**: Low-income households are more financially burdened by transportation options and are likely to use transit due to the high costs of vehicle ownership.
- **Zero-vehicle households:** People without access to a vehicle are more reliant on public transit to meet their travel needs that cannot be completed by walking, biking, or rolling.
- **Minority persons:** The Federal Transit Administration define a minority person as one who self-identifies as American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or Other Pacific Islander.[3]
- **Limited English proficiency (LEP) individuals:** LEP is often an indicator of immigrant communities, who are more likely to take transit.[4]

In the Gallatin Valley MPO area, using Census Journey to Work data, all seven of these variables were associated with having a higher correlation of using transit than the overall population. A composite transit propensity score was computed for each block group by summing up the individual percentages of population or households in each block group that met the given criteria. A higher composite score indicates a greater transit propensity. As shown in Figure 10, downtown and northwest Bozeman have areas with the highest propensity to use transit. A small portion in central Belgrade also has high transit propensity.

[3] "Title VI Circular to 4702.1B." *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, Federal Transit Administration, 1 Oct. 2012, www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf.

[4] "Movement after Migration: Immigrants' Disproportionate Reliance on Public Transportation." *Migration Policy Institute*, 21 Mar. 2021, https://www.migrationpolicy.org/article/movement-migration-immigrants-public-transportation.

Figure 10 Transit Propensity



Source: American Community Survey (ACS) 5-Year Estimates, 2023; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

Key Findings

- The population within the GVMPA has grown steadily over the past decade, increasing by 38 percent since 2013. The largest increase was from 2020 to 2021, most likely due to the rise of remote work during the COVID-19 pandemic and lower cost of living.

- Population density is concentrated in downtown Bozeman and neighborhoods surrounding MSU. Belgrade also has a growing population.
- Jobs increased by 47% in the past decade except for a slight decrease in 2020, during the COVID-19 pandemic. Employment is concentrated in downtown Bozeman and surrounding MSU.
- The median home listing price in Gallatin County doubled between 2017 and 2023. While listing prices have since decreased slightly, they are still well above pre-pandemic levels.
- Areas in downtown and northwest Bozeman have the highest propensity to use transit, as well as areas of Belgrade.

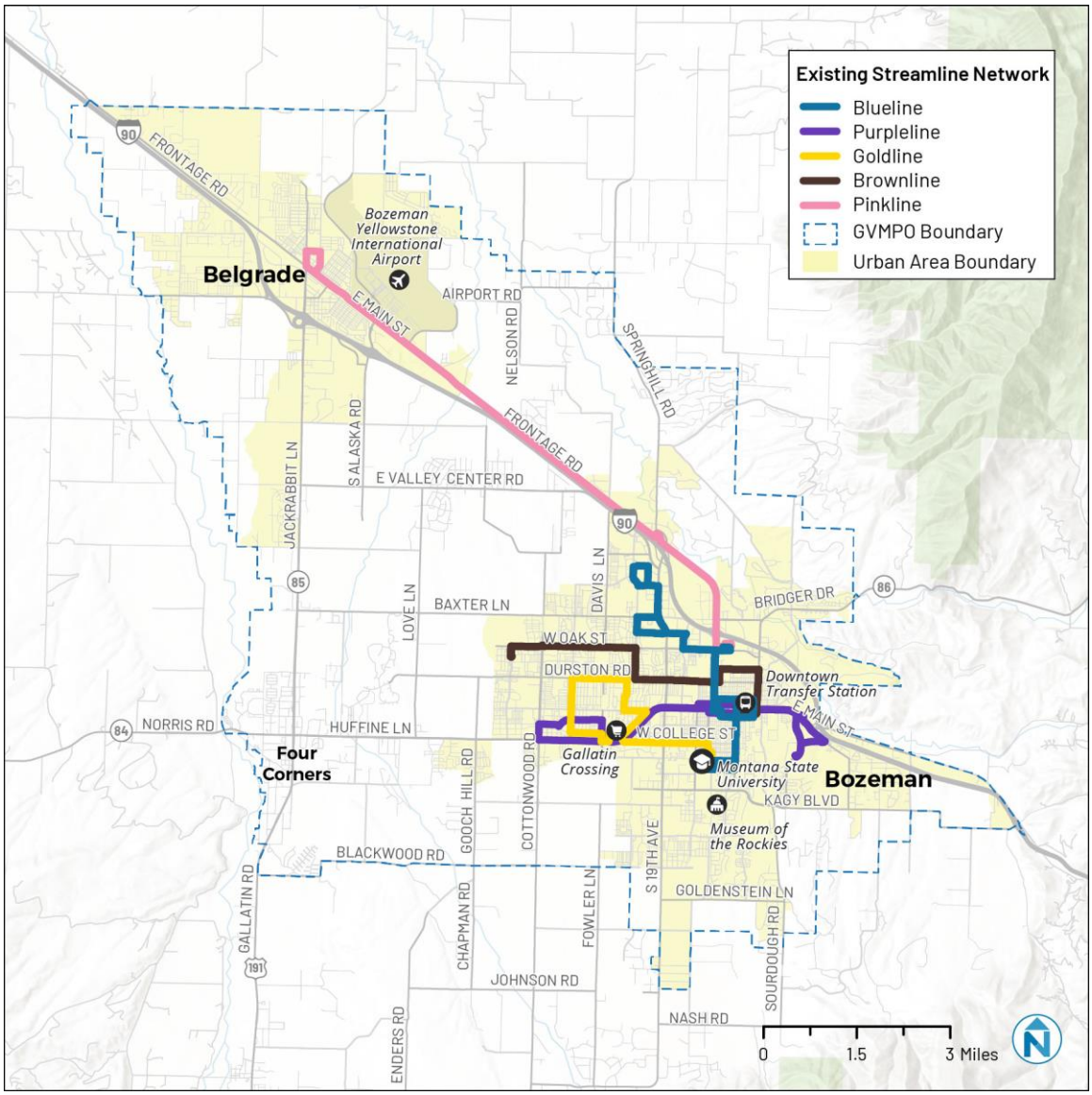
TRANSIT CONDITIONS

System Overview

Fixed Route – Streamline

Streamline serves Bozeman with zero-fare connections in and around the city of Bozeman and to Belgrade, as illustrated in Figure 11 below. Streamline offers fixed-route, commuter, and seasonal transit service, as well as complementary Americans with Disabilities Act (ADA) and senior paratransit services through Galavan. Streamline also operates a seasonal route connecting Livingston to Bozeman from October to April. Streamline interconnects to the Skyline Bus System for travel to and from Big Sky and Jefferson Lines Intercity Bus Service.

Figure 11 Streamline Fixed-Route Service



Source: Streamline; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

Span of Service and Frequency

On weekdays, Streamline operates four routes locally within Bozeman and one commuter route between Bozeman and Belgrade. On weekends, four hourly local routes are available. The Northeast Bozeman shuttle operates to provide direct service to social services, such as the food bank and warming shelter, trails and local parks. Figure 12 provides an overview of all Streamline routes.

Figure 12 Fixed Route Span and Frequency

Route	Description	Span	Frequency	Alignment Length	Number of Stops
Weekday Blueline	Serves north to south: MSU, downtown Bozeman, Walmart, Smiths, Community Health Partners, Family Promise, and north Bozeman shopping center	6:45 am - 9:45 pm	60 minutes, with 30-minute service at peak hours while MSU is in session	14.2 miles	46
Weekday Goldline	Connects residential areas in west Bozeman to the Gallatin Valley Mall and MSU:	6:45 am - 10:09 pm	60 minutes, with 30-minute service at peak hours while MSU is in session	8.5 miles	31
Weekday Purpleline	Serves east to west: Bozeman Health, downtown Bozeman, Gallatin Crossing, and Ferguson Farms	6:45 am - 7:36 pm	60 minutes, with 30-minute service at peak hours	12.4 miles	39
Weekday Brownline	Serves west Bozeman, Gallatin High School, Bozeman High School, Bozeman Senior Social Center, and downtown Bozeman	6:45 am - 6:47 pm	60 minutes	11.9 miles	52
Pinkline (Belgrade)	Connects Bozeman and Belgrade: Walmart, downtown Belgrade, Belgrade High School	7:04 am -7:01 pm	Four trips in each direction	20.4 miles	14
Livingston	Seasonal service operates between October and April. Serves Walmart, Ace Hardware, Bozeman Health, and MSU	5:50 am -6:45 pm	One trip in the morning and evening	60.0 miles	6

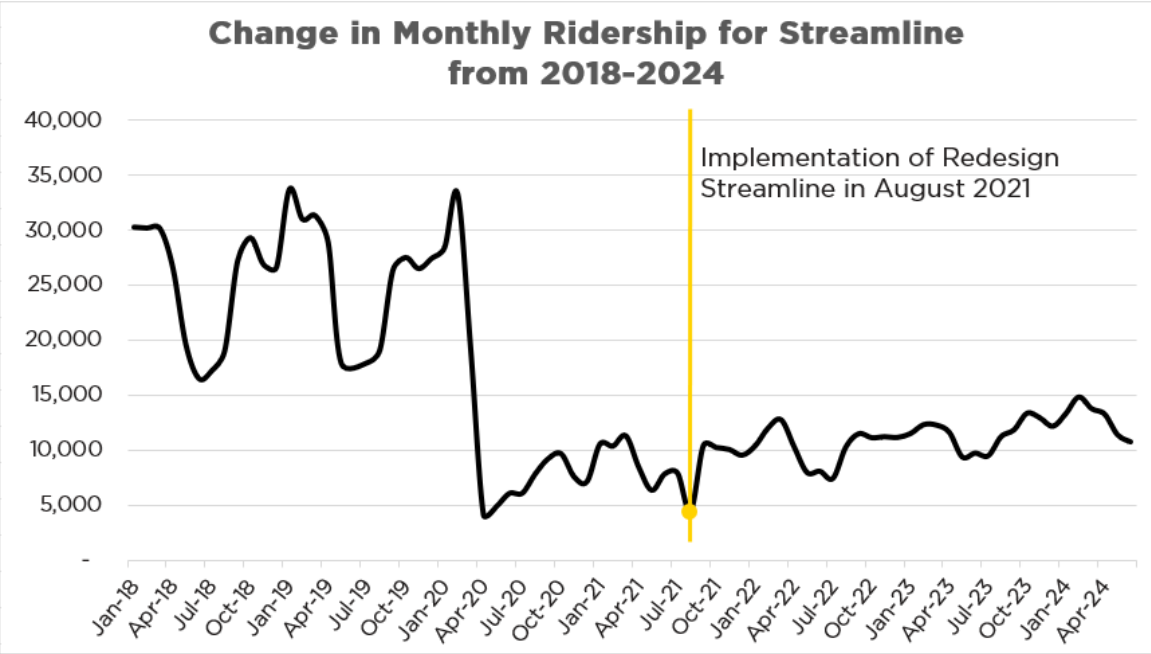
Route	Description	Span	Frequency	Alignment Length	Number of Stops
Late-night *(not currently operating)*	Provides nighttime service for MSU	7:55 pm -2:25 am	30 minutes	6.6 miles	21
Weekend Blueline	Serves same destinations as weekdays	9:13 am - 6:13 pm	60 minutes	14.2 miles	46
Weekend Goldline	Shortened line connecting Gallatin Crossing and MSU	9:32 am - 5:54 pm	60 minutes	4.5 miles	31
Weekend Purpleline	Shortened line connecting Bozeman Health, downtown Bozeman, & Gallatin Crossing	9:15 am - 6:15 pm	60 minutes	8.7 miles	40
Weekend Brownline	Serves same destinations as weekdays	9:16 am - 6:16 pm	60 minutes	11.9 miles	52
Shuttle to Northeast Bozeman	Connects to HRDC's Community Commons campus, Market Place building, Story Mill Park, and Glen Lake Rotary Park	9:35 am -7:00 pm	Six daily trips	2.5 miles	3

Source: Streamline

System Ridership

Streamline has experienced a significant drop in ridership during the COVID-19 pandemic (Figure 13). Ridership has been slow to recover, and current ridership is only at 30% of pre-pandemic levels.[5] Several factors have contributed to this slow recovery, including staff shortages, the inability to operate 30-minute peak services, and the suspension of the Late-night route. Additionally, ridership is heavily influenced by the academic calendar at MSU, with levels dropping during summer and winter breaks and rising again when classes resume. As of September 2023, seasonal 30-minute peak service resumed on the Blueline, Goldline, and Purpleline routes in alignment with MSU's new semester.

Figure 13 Historical Fixed-Route Ridership



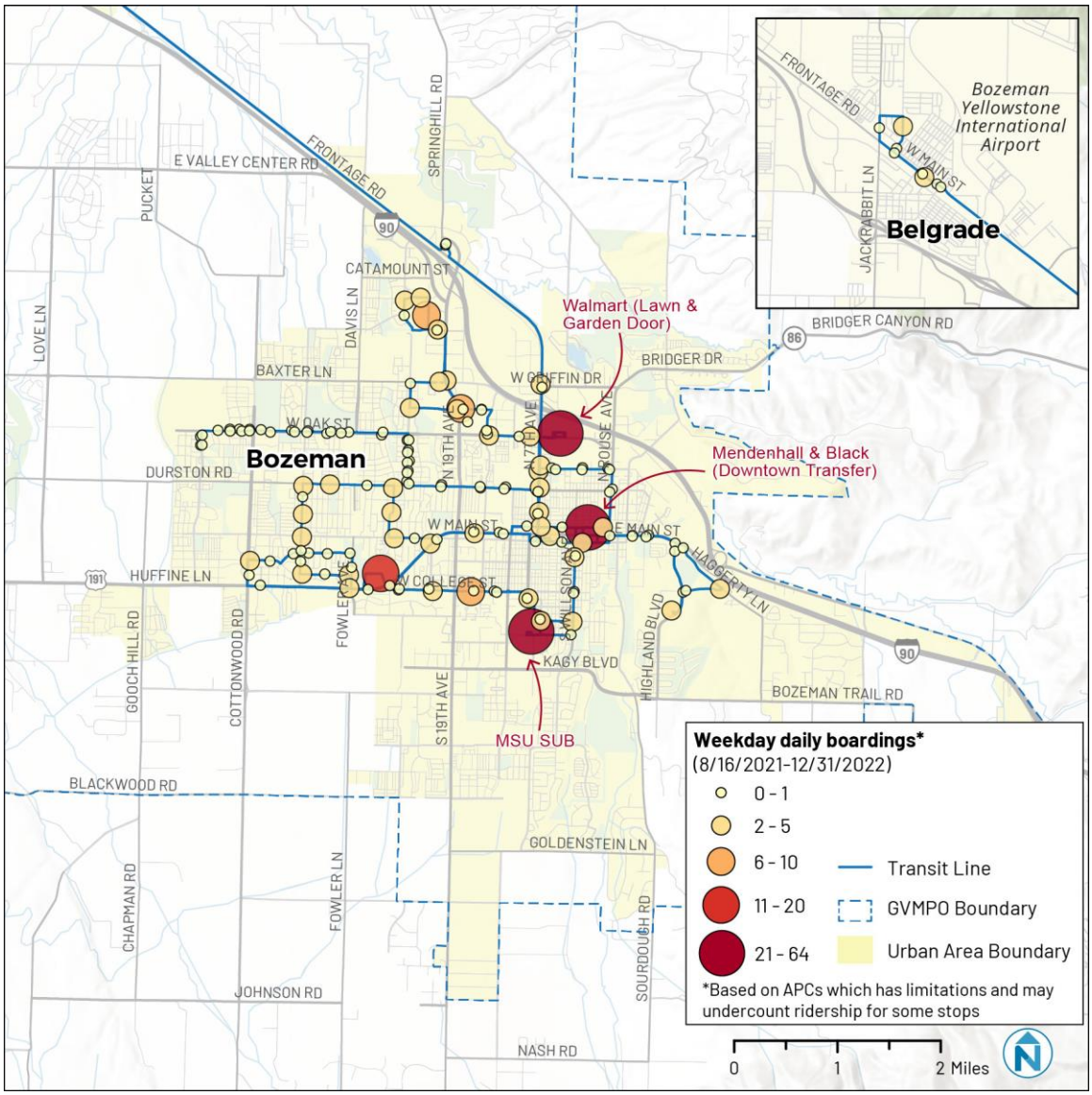
Source: Streamline

Error! Not a valid bookmark self-reference. and Figure 15 show the weekday and weekend daily boardings for all bus stops in Streamline's system from August 2021 to December 2022.[6] For both weekdays and weekends, the three stops with the highest ridership are Walmart, Mendenhall & Black (Downtown Transfer Station), and the MSU Strand Union Building. The majority of bus stops have five or less daily weekday riders, which correlates with the routes that have the lowest ridership overall.

[5] Streamline Transit Development Plan, 2024

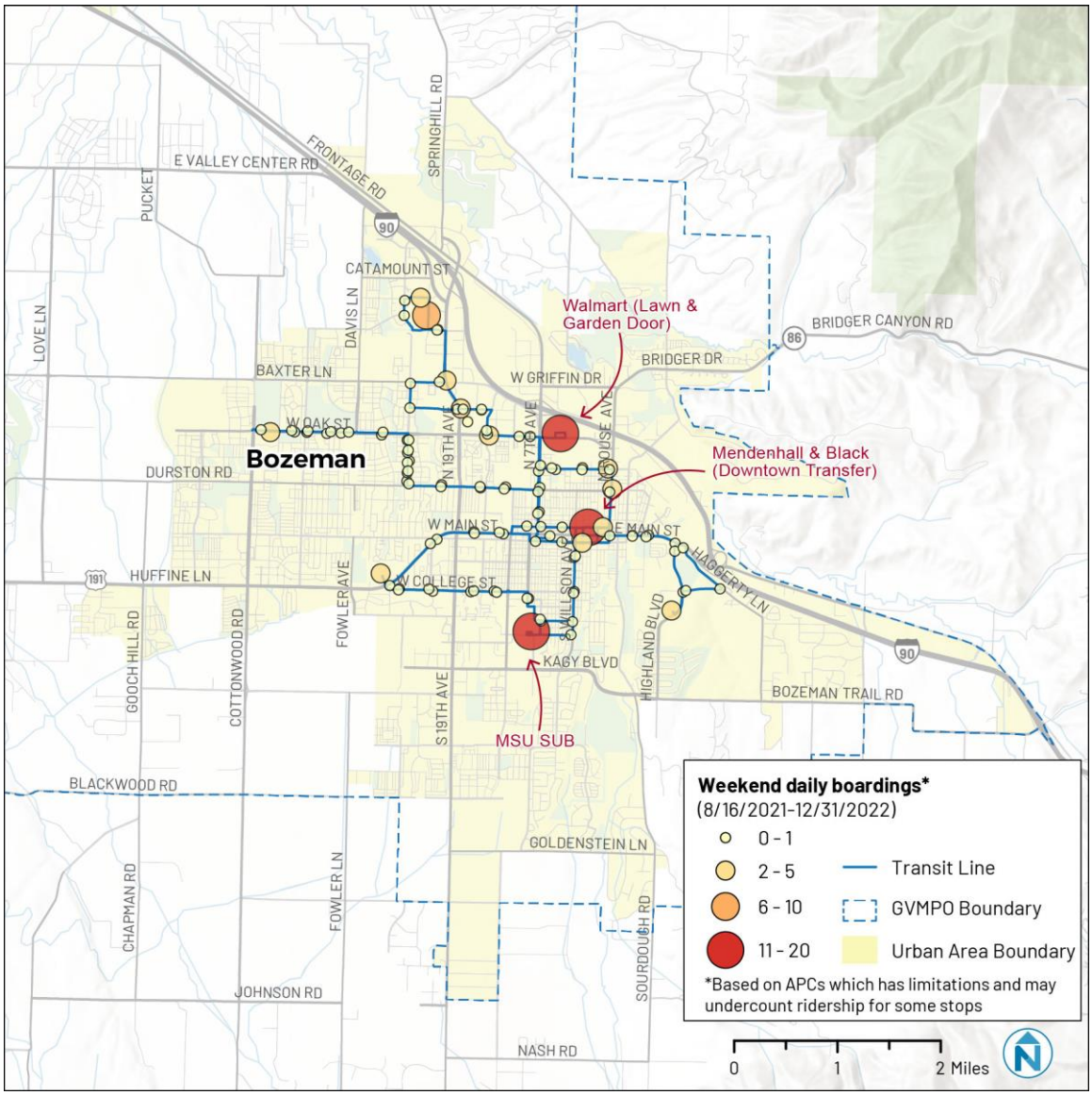
[6] Streamline Transit Development Plan, 2024

Figure 14 Average Weekday Stop Ridership August 2021 – December 2022



Source: Streamline; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

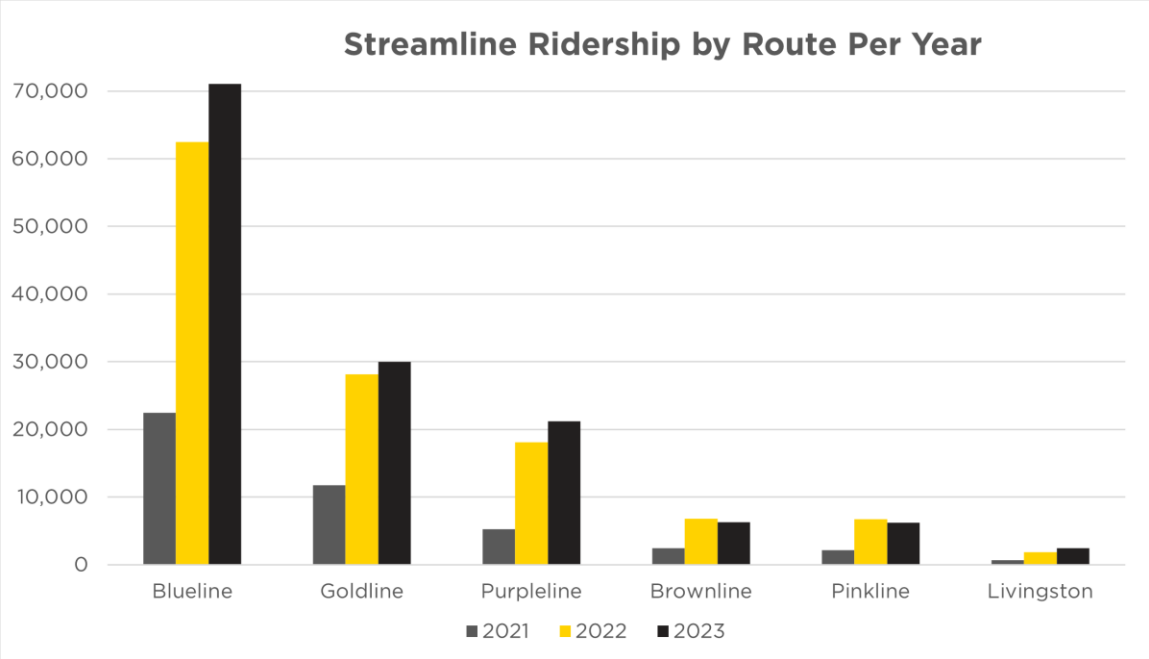
Figure 15 Average Weekend Stop Ridership August 2021 – December 2022



Source: Streamline; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

As shown in Figure 16, ridership on all routes has continued to grow, with the exception of the Brownline and Pinkline.[7] Streamline implemented service improvements and route changes in August 2021, and ridership has increased overall since then. Prior to the changes, Streamline averaged around 9,000 riders per month in 2021, and by 2023, Streamline a averaged nearly 11,500 riders per month. The Blueline has the highest ridership at 70,000 riders in 2023 and serves the top three bus stops. The second highest ridership route, the Goldline, had 30,000 riders in 2023, and serves one of the top bus stops at MSU, and also the fourth-busiest stop at Gallatin Crossing. The Purpleline has also grown since 2021, providing service to the Gallatin Crossing and to the Downtown Transfer Station at Mendenhall & Black, another top-three stop. Similarly, the Brownline and Pinkline only serve one of the key ridership stops, which provides insight into their lower ridership numbers compared to the Blueline.

Figure 16 Annual Route Ridership 2021-2023



Source: Streamline

[7] Streamline Transit Development Plan, 2024

Bus Stops and Amenities

Streamline currently has 162 active stops in its system (Figure 17). Based on a September 2025 review of existing bus stops using Google Street View imagery, 113 stops are marked with a pole, sign face, and route indicator. Ten of these stops have a shelter and bench, and one has a standalone bench. The 49 stops without signage are primarily located along the following corridors, several of which being federal-aid, MDT-maintained roadways:

- 7th Ave
- Huffine Ln
- Main St
- Oak St
- Rouse Ave

When installing or replacing transit stop signage along such roadways, MDT considers the work a catalyst requiring transit agencies make ADA upgrades to fully bring the area into compliance. While important, these improvements are often disproportionate to the scale and cost of the signage project, substantially increasing expenses compared to installations on local roadways. Being key mobility corridors, MDT roadways form a core part of the network on which Streamline services operate and this requirement has a broad cost impact on maintaining or improving transit stop signage.

Figure 17 Bus Stop Amenities

Amenity	Number of Stops	Percent
Signage	102	63%
No Signage	49	30%
Signage + Shelter + Bench	10	6%
Signage + Bench	1	1%
Total Bus Stops	**162**	**100%**

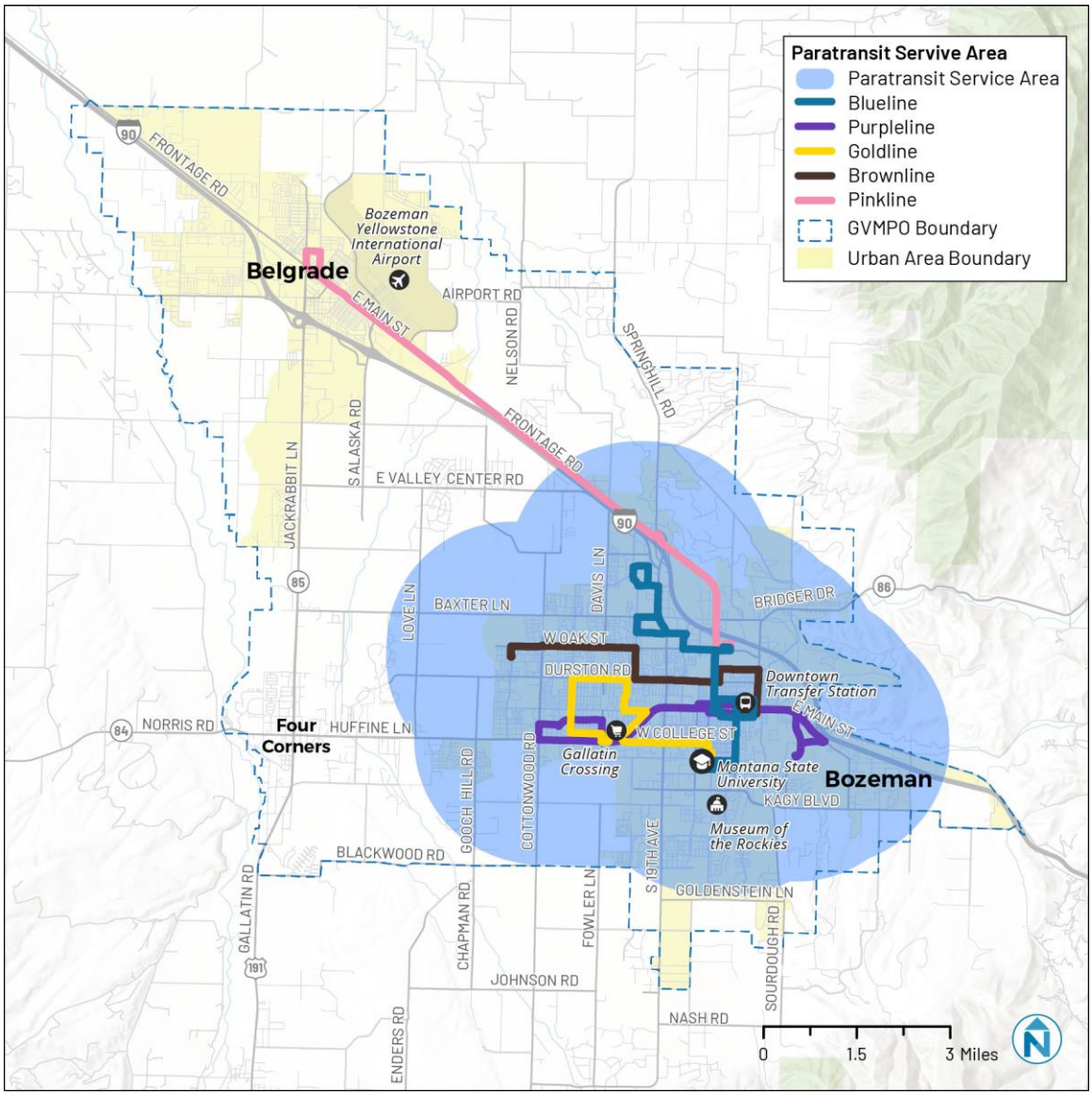
Source: Streamline, Google Street View

Paratransit – Galavan

Streamline operates complementary door-to-door paratransit service through its Galavan program. As shown in Figure 18, the service operates within two miles of regular Streamline fixed-routes service, which is beyond the legal minimum of ¾-mile as set by ADA requirements. Galavan ridership has trended similarly to the fixed-route service with slow recovery after the drop in ridership that occurred during the COVID-19 pandemic, and ridership has not yet returned to pre-pandemic levels (Figure 19). In 2019, Galavan averaged about 2,400 riders each month, while in 2023, the service had about 1,600 riders per month.[8]

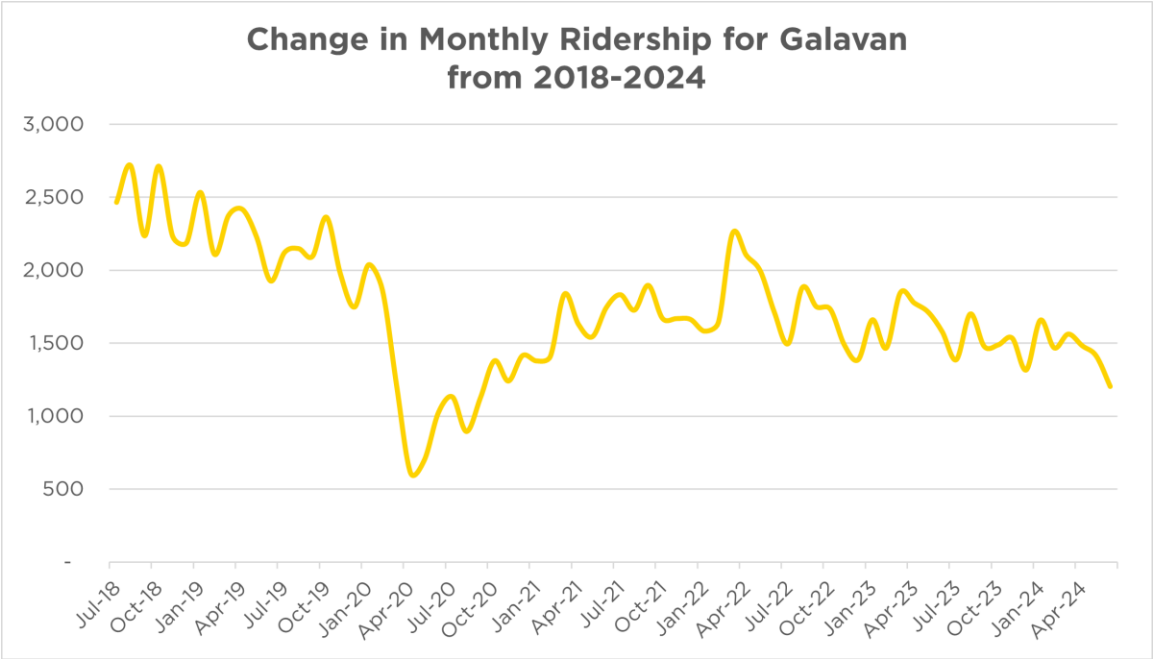
[8] Streamline Transit Development Plan, 2024

Figure 18 Streamline Paratransit Service Area



Source: Streamline; MDT; GVMPO; Gallatin County; City of Bozeman; City of Belgrade

Figure 19 Historical Paratransit Ridership



Source: Streamline[9]

[9] Streamline Transit Development Plan, 2024

Fleet and Facilities

Streamline has 11 vehicles in its fixed-route fleet and seven vehicles in its paratransit fleet for Galavan services. An additional seven fixed-route vehicles and two paratransit vehicles have been procured by the agency but are not in service as of September 2025. A detailed fleet roster of both services with age and replacement year is show in Figure 20.

Figure 20 Fixed-Route and Paratransit Fleets

Service	Number of Vehicles	Year	Make	Replacement FY
Galavan	1	2015	Ford	2020
Fixed-Route	2	2016	GILLIG	2024
Fixed-Route	1	2017	IC Bus	2024
Galavan	1	2017	Ford	2022
Galavan	1	2017	Dodge	2028
Galavan	1	2019	Ford	2023
Galavan	1	2021	Ford	2025
Fixed-Route	4	2021	El Dorado	2029
Fixed-Route	4	2023	El Dorado	2033
Fixed-Route	4*	2023	El Dorado	2033
Galavan	1	2023	Ford	2031
Galavan	1*	2023	Ford	2031
Fixed-Route	3*	2024	El Dorado	2034
Galavan	1	2024	Ford	2031
Galavan	1*	2024	Ford	2031

Source: Streamline; vehicles marked with * are yet to be delivered to Streamline and are not currently in use

Streamline has one major transfer station, located at the Bridger Park garage in downtown Bozeman, where riders can transfer between the Blueline, Purpleline, and Brownline. The transfer station has capacity for two buses without independent pull-in/pull-out. An indoor waiting area for passengers is provided within the Bridger Park garage, however the waiting area is closed as of September 2025 due to a plumbing issue. The waiting area is expected to reopen in 2026.

Streamline shares its operations and maintenance facility with the City of Bozeman at 1812 Rouse Avenue in northeast Bozeman. The current facility stores the paratransit vehicles for the Galavan program and is close to reaching storage capacity.

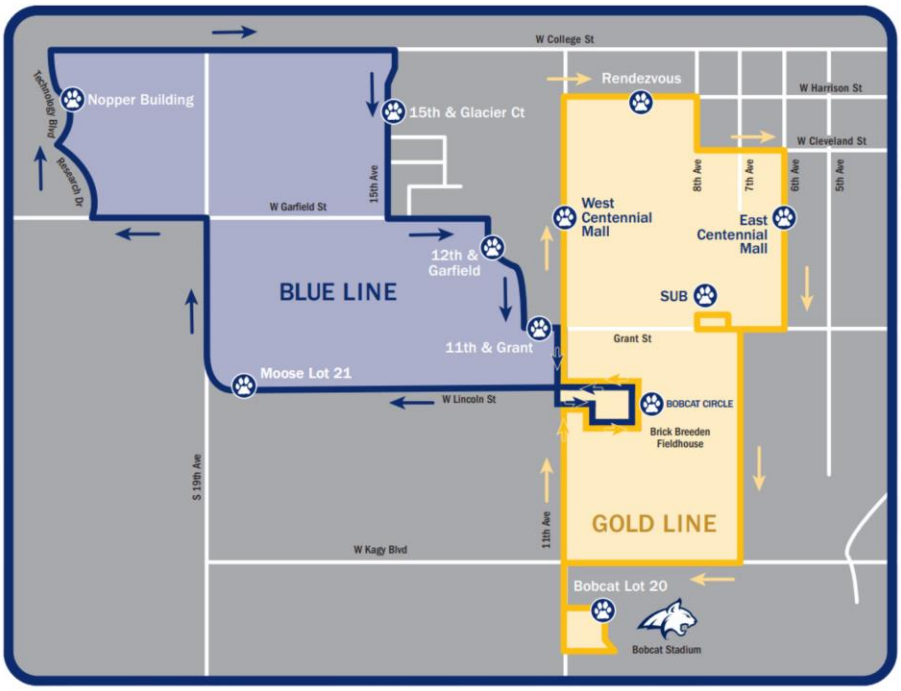
Other Local and Regional Providers

CatTracks Campus Shuttle

CatTracks is pilot program that provides MSU with a parking shuttle service. The shuttles connect MSU's perimeter parking lots to key locations on the main campus. The service runs every 30 minutes on weekdays from 7am to 6pm.

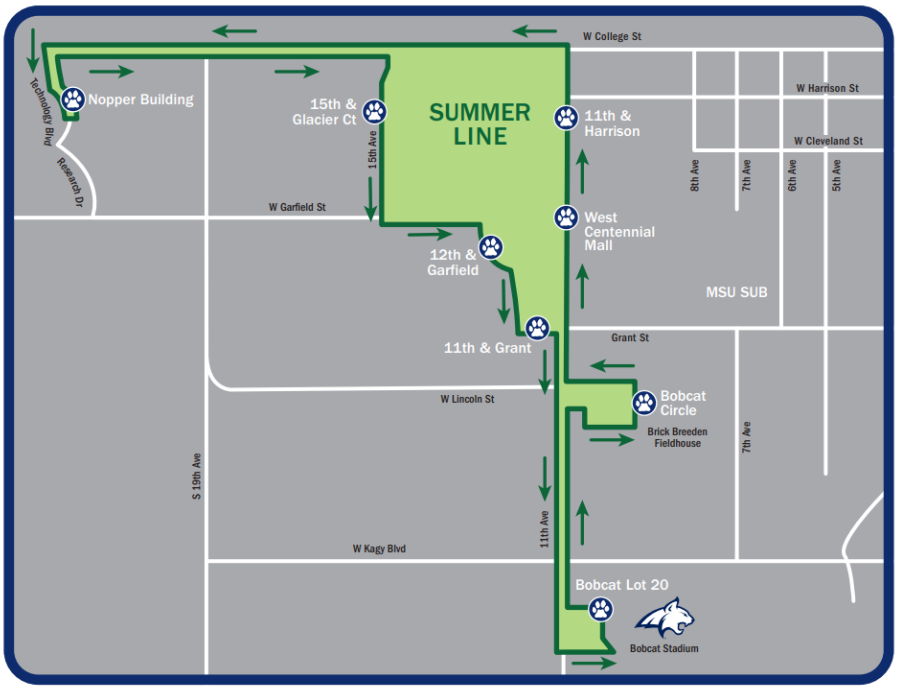
During the academic year, two routes operate one-way loop service: the Blue line operates on a westbound loop, and the Gold line operates on an eastbound loop (Figure 21). From May to August, the Summer line replaces the Blue and Gold line service with one route that combines key destinations from both (Figure 22).

Figure 21 CatTracks Academic Year Routes



Source: Montana State University

Figure 22 CatTracks Summer Route



Source: Montana State University

Skyline

Skyline is the public transportation service that operates Big Sky Connect within Big Sky as fare-free on-demand services. Skyline also operates fixed-route Link buses between Big Sky and Bozeman seven days a week. The Link route overlaps with the Streamline Blueline at the Walmart bus stop and the Goldline and Blueline at MSU before continuing to Four Corners and then south to Big Sky. Fares are required on Link buses, and schedules differ between the summer and fall seasons.

HRDC Community Commons

The Human Resource Development Council (HRDC) is the founding organization of Streamline. In addition to Streamline's fixed routes, shuttle service was implemented to northeast Bozeman for riders to access the new Community Commons campus. Shuttles operate six trips on weekdays excluding holidays. The shuttles operate from 9:30am to 7pm and serve the downtown transfer station, Walmart, and HRDC Market Place.

Bridger Bowl

Streamline operates weekend seasonal bus service in partnership with Bridger Bowl to connect visitors to the ski area with Park & Ride locations at MSU and the Gallatin County Fairgrounds. Bridger Bowl is committed to operating their ski areas in the most socially responsible manner possible, and partnering with Streamline to provide transportation service significantly reduces the impact on Bridger Canyon Road during peak ski access times. Shuttle service also helps address parking capacity issues at Bridger Bowl.

Reach

Reach is a non-profit organization that supports adults with developmental disabilities. Reach has a fleet of 20 vehicles to provide transportation services to clients to get to work, appointments, recreational activities, and other transportation needs. In order to receive services, you must be eligible for Medicaid and qualify for the state's Developmental Disability Program (DDP).

Karst Stage

Karst Stage is a charter-bus provider that operates an airport shuttle service for passengers going from Bozeman Yellowstone International Airport to Big Sky, West Yellowstone, and Mammoth. The company is also the contracted provider for Streamline bus operators and maintenance workers. Karst Stage was acquired by Jefferson Lines in April 2025.

First Student

First Student is the contracted provider for school bus service to the Bozeman school district and surrounding area. The company also provides charter bus service for other contracted trips in the area.

Gallatin County Rest Home

Gallatin Rest Home is a county owned and operated senior living facility in Bozeman. The facility provides transportation services for its residents to take to medical-related appointments in and around Bozeman.

Taxis, Shuttles, and TNCs

Taxi service throughout the area is offered by Greater Valley Taxi, Montana Yellow Cab, DeShields Rideshare Taxi, Spartan Taxi, and Bridger Taxi. Major hotels offer shuttle service to/from the airport, and Transportation Network Companies (TNCs) such as Uber and Lyft operate in the area.

West Yellowstone

The West Yellowstone Foundation operates on-demand roundtrip transit service from West Yellowstone, Big Sky, Belgrade, and Bozeman every Tuesday and Thursday. Advanced reservations are required on a first-come, first-served basis, and medical appointment transportation requests are given priority.

Windrider Transit

Windrider Transit provides fare-free, fixed-route public and paratransit services within Park County. Dial-A-Ride (DAR) services are available for medical appointments to Bozeman on Tuesday and Wednesdays.

Angel Line

Angel Line provides door-to-door transportation service to residents of Livingston and the surrounding communities. Angel Line is open to anyone 60 years of age or older and to anyone with a doctor's letter of disability. Angel Line is available for all trip purposes including medical appointments, work, and recreation, on weekdays excluding holidays.

Madison County Transit

Madison County Transit currently provides a senior citizen shuttle service to Bozeman twice a week on Tuesdays and Thursdays, and on the 4th week of each month, provides an additional trip on Wednesdays. Riders must call the service to schedule a reservation in advance.

Market Assessment

A transit market assessment was completed in 2024 as part of Streamline's in-progress Transit Development Plan update. The market assessment analyzed key characteristics of the physical environment and customer demand to better understand mobility needs in the Gallatin Valley. It was comprised of four components—density, destinations, design, and demand—using data from the US Census 2022 American Community Survey (ACS) 5-year estimates. Because densities of key socioeconomic metrics were discussed earlier in Chapter 2, this section will review the remaining three components.

The destinations analysis reviewed existing and future land use, zoning, and major activity generators to understand activity demand and generation throughout the region. Future development and land use in the region will be focused on expanding mixed-use development in key corridors, which will inform Streamline's growth as well. Currently, major activity generators such as MSU, Bozeman Health, and core commercial and retail districts are served by Streamline service. Secondary trip generators such as public parks and schools and rapidly growing parts of Belgrade are not served by current fixed routes and could be potential markets.

The design analysis assessed how the current built environment influences people's ability to use transit and where transit can be most successful. Streamline's current service is within areas with high intersection density**,** which allows the buses to travel more efficiently and pedestrians to connect to many different streets. Walkability is confined to the central areas of both Bozeman and Belgrade and decreases at the outskirts of the cities as land uses become less intense and street layouts move away from the traditional grid pattern

The demand analysis examined how people travel in the region as a whole as compared to transit travel using Replica data. Replica compared 2019 to 2023 weekday travel across all modes and saw a 33% increase, which aligns with the region's rapid growth. Morning trips between 6am and 7am continue to be popular, which may be an opportunity for Streamline to grow ridership by starting service earlier than 7am. Most trips were found to be less than four miles long and were most commonly taken for shopping, work, and school trips. The most common origin-destination pairs in the area were between north of downtown Bozeman and MSU and between the center of Belgrade and east of it. These are key areas planned for more development and contain block groups with the most residents traveling from them.

Phase 1 TDP Community Engagement Survey

The TDP Community Engagement Survey was conducted between August and November 2024 and gathered feedback on the needs of preferences of riders and non-riders across the Gallatin Valley. The feedback was used to make recommendations and strategies for transit services. Altogether, 639 responses were collected for this survey. Respondents were categorized into transit riders, former riders, and non-riders.

Key findings across **all groups** include:

- Participants are familiar with both Streamline and Galavan. However, college students are more likely to only be familiar with Streamline.
- Students use Streamline services more than non-students, reflecting Streamline's focus on serving MSU students.
- Participants want more service during the morning peak hours between 6am and 7am and afternoon peak hours between 3pm and 6pm.
- Participants want more transit services to the Bozeman Yellowstone International Airport, Four Corners, the YMCA, Billings Clinic Bozeman, Livingston, and Bridger Bowl.

Transit riders:

- Transit riders use Streamline four or more times a week.
- The most common trips that riders take are to the university and tech school, personal/recreational/social activities, and work.
- Most participants do not typically transfer buses to complete their trips.

Former riders:

- Participants who no longer use transit are more likely to drive.
- The primary reasons former riders no longer use transit include:
  - Infrequent or insufficient service
  - Inefficient routes
  - Lifestyle changes
  - Use of other modes of transportation

Non-riders:

- The most common reason non-riders do not take transit is because of the lack of bus stops near their destinations.
- Participants indicated that they are more likely to take transit if bus frequency increased and more bus stops were added.

- About 40% of participants indicated that they would be more likely to ride if their desired conditions were met.

Key Findings

- Historical trend data gives insight into Streamline's previous performance levels and the state of the system today.

Fixed Route

- Before the pandemic, ridership on the fixed-route network was variable throughout the year with approximately 30,000 monthly boardings from October to April and dropping as low as 15,000 during the summer months. This is likely influenced by MSU's academic calendar.
- Ridership has been slow to recover, and while there is still seasonal variability, there is more stability in ridership numbers month over month, which could indicate more riders are using the service year-round.
- The Blueline is the highest ridership route in the system with over 70,000 riders in 2023. The Goldline and Purpleline are the next highest ridership routes with 30,000 and 20,000 riders in 2023 respectively.
- The three bus stops with the highest daily ridership are Walmart, Mendenhall & Black (downtown Bozeman transfer station), and the MSU Strand Union Building. The Blueline serves all three of these stops, while the other lines serve only one or two of the highest ridership stops.
- Out of 162 bus stops in the system, only 13 stops (6%) have a shelter and seating.
- The market assessment performed in the TDP identified secondary trip-generators such as public parks, schools, and areas of Belgrade and new markets for service. Replica data in the market assessment also identified that trips between 6am and 7am are popular and could therefore be captured by Streamline if service hours were expanded to earlier than 7am.

Paratransit

- Galavan ridership has trended similarly to the fixed-route service with slow recovery after the drop in ridership due to the COVID-19 pandemic, and ridership has not yet returned to pre-pandemic levels. Galavan has about 1,600 monthly riders in 2023, while pre-pandemic ridership averaged 2,400 per month.

Community Engagement

- Students use Streamline services more than non-students

- Respondents want more morning service between 6am and 7am and more afternoon peak service between 3pm and 6pm, as well as more service to Bozeman Yellowstone International Airport, Four Corners, the YMCA, Billings Clinic, Livingston, and Bridger Bowl.
- The most common reason non-riders do not take transit is because of lack of service near their destinations. Former transit riders expressed similar reasons for no longer using transit because of infrequent service and inefficient routes.

3 LONG-RANGE VISION

This chapter discusses the current challenges faced by transit in the Gallatin Valley, outlines the tenets of successful transit systems, describes transit performance best practices, and walks through the recommended components of Streamline's long-range vision.

CURRENT SYSTEM CHALLENGES

The current transit network in Bozeman offers primarily coverage-based service that connects the region's major destinations and serves most critical transit markets but faces several challenges. These are listed below.

Transit service in Gallatin Valley is limited and operates infrequently. Although Streamline provides good coverage to many of the most important destinations, the service operates infrequently, making it time-consuming to travel across town. Additionally, the limited service makes it difficult for passengers to transfer between routes, thereby limiting the overall access that the transit system provides.

Streamline cannot expand service because their storage facility is at capacity. The current facility where buses are stored is unable to handle additional vehicles. Until the facility is expanded or a new facility is identified, no additional vehicles can be purchased, and service will not be able to expand. This prevents an increase in frequency or the addition of new routes to the current network. Relocating the storage facility may positively impact operating costs and bus scheduling. Streamline could consider coordinating with other

agencies on storage options that would provide better location for vehicles to reduce deadheading and other operating costs.

Lack of a well-connected street network. Travel within the Gallatin Valley is not always direct, due to a street network that is inconsistent and missing connections. This is the result of uncoordinated development and movement away from a gridiron network.

Many streets lack pedestrian and bicycle infrastructure. The largest, busiest, and most direct streets are best suited for transit service. However, often, these streets lack sidewalks, crosswalks, and other amenities for people traveling on foot. Most of these streets were not designed with pedestrians or transit use in mind when they were developed, and this poses access and safety challenges for transit as well as psychological barriers for riders.

Many bus stops lack signage or accessibility. Signs indicating bus stop locations do not exist at many stops on Streamline's network. Additionally, many stop locations do not meet ADA requirements and lack amenities. Investments in existing stops are not being made due to concerns about the cost of upgrades to meet ADA requirements.

The Downtown Transfer Station is inadequate. The facility has capacity for only two buses, and these spaces don't allow for independent pull-in/pull-out. The Transfer Station includes an indoor waiting area for passengers that protects them from the elements (the indoor waiting area is temporarily closed due a plumbing issue in the parking garage but expects to reopen in 2026). Also, the location of the bus stop buses is not visible from the indoor waiting area, meaning riders are less likely to use the indoor area as to not miss their bus.

Major destinations lack sufficient transit signage and have insufficient routing. Gallatin Crossing is currently one of the busiest stops in the system, however the stop locations lack sufficient signage and amenities to indicate its presence. Transit at major destinations should be clearly visible, and explicit that they are a place to access bus service to connect to other parts of the community. Additionally, the stops require buses to travel through parking lots which can add time and introduce delays. For bus routes that terminate at Gallatin Crossing, there are no dedicated areas for drivers to take a break and use restrooms.

Transit service is not well-coordinated with MSU. MSU is the largest institution in Bozeman and generates a significant share of the demand. MSU students are a robust transit market, but they are not fully being served.

Transit service is not keeping pace with growth. The growth in population and jobs within the Gallatin Valley has led to new development, and new travel patterns. However, the region's transit network coverage and service levels have not expanded to match that growth. As the region continues to grow, serving new areas will continue to be a challenge.

Increased traffic congestion is requiring more time in transit schedules. As the population increases and traffic volumes go up, there are more vehicles on the road that add

to traffic delays and congestion. As buses share the same streets with cars and trucks, buses are slowed down and increasingly take a longer time to run the same routes. This increases operating costs and can lead to reduced service without a commensurate increase in operating hours and buses.

There are not sufficient amenities and infrastructure for operators. Bus operators take time at the end of a trip to take breaks, and to add extra time between trips to ensure the system operates on on-schedule. Restroom facilities are currently lacking at end-of-the lines.

TENETS OF A SUCCESSFUL SYSTEM

To develop a successful transit system, there are various actions and investments that cities and transit agencies should consider. Although not every region is the same, many of these characteristics can be scaled for larger or smaller jurisdictions.

Provide frequent transit service. Bozeman and Belgrade are small communities by area. The size of these communities means someone can reach most destinations in a short amount of time. At such short distances, driving is faster and easier than other modes for most trips. With transit, for example, wait times for the bus can easily be as long as the travel time itself. Therefore, transit can only compete if service is more frequent than hourly service. Service every 30-minutes is a good start, but even more frequent service will be most useful for the shortest trips and will support longer trips as well.

Make transfers easy. It is not possible for transit to connect all potential start and end points for all trips in a city, even in small cities like Bozeman or Belgrade. Therefore, some trips on transit will require a transfer between two or more routes. To facilitate transfers, the transfer locations should provide good facilities, and access to services. Transfers could be made at intersections of two routes, or at a dedicated facility like a transit center.

At intersections of two routes, there should be consideration for access and safety (including crosswalks and traffic controls), amenities for passengers (benches for waiting, shelters/heaters for weather protection, shade offering protection from the sun), and proximity to key destinations such as libraries, colleges, grocery stores, and other commercial and retail businesses.

Where routes connect at a transit center, there should be plenty of seating, access to restrooms, signage and real-time arrival information, and weather protection with shelters or indoor waiting areas.

Focus on serving key population groups. Some groups of people, particularly college students and low-income workers, tend to rely on transit at much higher rates than the general population. Although these groups are not the only market for transit, serving these groups well is an effective way to capitalize on the transit demand that exists. However, it is important not to isolate these groups, and to instead serve the mobility needs of all groups.

For example, university transit demand should be integrated into the systemwide transit network. Student housing should be connected to the university, but also to other parts of town where students may want or need to travel. These routes should also serve the demand of residents who are not affiliated with the university.

On-demand services support lower-demand areas. Fixed-route service works best for areas with sufficient demand to warrant consistent, all-day service. But some areas are not dense enough to warrant service, even though some level of transit service may be needed.

In these instances, on-demand service may be the most cost-effective way to serve the needs of people living in or traveling to these areas.

Provide accessible and recognizable bus stops. Bus stops serve as the front door to transit service; if people cannot reach a bus stop, they will not use the transit network. Bus stops should be clear and recognizable for all users, as this can also serve as a marketing tool to indicate the presence of transit. Additionally, bus stops should be well-located to maximize access to surrounding areas based on the street network and street crossings.

Transit and development decisions should be coordinated. As cities expand and neighborhoods change, transit services should adjust to account for new markets and changes in travel patterns. As cities grow, routes should be extended, especially if the growth is high density development or includes major activity centers. Existing neighborhoods may also change, including new infill development, or even population loss if demographics or economics change. This requires adjusting service levels to meet overall demand across the service area. The transit service should be focused on where it is needed most, with frequent services connecting the most important, high-demand corridors.

Build partnerships and collaborate with regional partners. Although transit services may be provided by a single transit agency, it requires strong relationships with other agencies and local governments. Important partnerships include the local municipalities who maintain the streets on which transit vehicles operate and have a lot of influence on transit speed and reliability, bus stop locations, pedestrian access, and signal delay. Other important partnerships are with major employers and educational institutions who may contribute to most of the ridership and have a strong role in the success of transit.

Partnerships with universities may include coordination on scheduling to serve key times of day, stop locations on or near campus, funding agreements to financially contribute to transit services, and serving travel demand between student housing and the university. Community partnerships are discussed further in the following section.

Provide service in the late evening for service workers. The busiest times of day on the transportation network is usually in the morning and in the evening, when there is a convergence of travel to and from work, to and from school, and for medical, social, and other purposes. The higher travel demand and limited capacity of the roadway network tend to result in more intensive transit service during these times of day. However, service workers often work later in the evening and during the night, and these are times when there is overall less service.

Providing access to jobs is an important function of transit networks, and this includes for people who work non-traditional schedules. These transit services are particularly important for workers in downtown or university areas, where parking is constrained and/or expensive.

Additionally, late evening service may also benefit other groups such as students or people traveling to evening entertainment and can reduce impaired driving.

BEST PRACTICES IN OPTIMIZING TRANSIT PERFORMANCE AND GROWING RIDERSHIP

Community Partnership Opportunities

While improvements to bus and paratransit services are important opportunities to consider, there are other transit modes and services that can help expand mobility in the region. These services may supplement or enhance existing services and relate to broader community goals of connectivity and mobility. The following partnerships have been discussed with stakeholders and will be explored further.

Montana State University CatTracks

MSU's CatTracks service is a pilot program that provides an important connector for students, staff, and visitors to the university. There is an opportunity for Streamline to coordinate more closely with MSU on delivering service in and around the campus area. Currently, CatTracks service overlaps with parts of Streamline's Blueline and Goldline routes. Enhanced coordination could help ensure routes are not duplicative and competing for the same riders. Resources such as bus stops, transfer stations, and layover facilities could also be shared between the two to provide the best service to meet campus needs.

Recreation Shuttle

The GVMPO area is uniquely positioned nearby many outdoor recreation activities and attractions, and as a result, residents and visitors need a way to reach them. Seasonal transit services to trailheads or ski areas can not only connect people to them who do not have access to a car but can also help alleviate problems with limited parking at recreation sites. Streamline's existing Bridger Bowl service could be replicated for other outdoor attractions with partnership opportunities to help fund the service.

Some examples of recreational shuttle services currently operating are:

- Roaring Fork Transportation Authority zero-fare fall transit pilot or Maroon Bells shuttle in Aspen, CO
- LINK Transit ski shuttle in Chelan County, WA

- Cascades East Transit float shuttle in Bend, OR
- Boulder County Recreational Shuttles fare free shuttles in Boulder, CO.

Micromobility Support

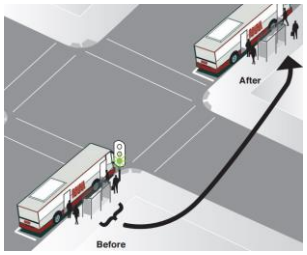
Micromobility refers to lightweight vehicles such as scooters and bikes meant to travel short distances. Micromobility systems involve fleets of shared-use micromobility devices that can be rented for point-to-point trips. These fleets can consist of e-scooters, pedal bikes, or pedal-assist electric bikes (e-bikes), or a combination of types. Micromobility systems are typically either dockless, where devices can be picked up or dropped off in the public right-of-way, or station-based with designated docking stations for the devices to return to.

Transit agencies can partner with micromobility service providers to offer first- and last-mile connections to fixed route service, extending access to transit beyond typical ¼ or ½-mile walksheds. Priority locations for implementing micromobility alongside transit include key transit centers and transfer facilities, transit stops along high-frequency routes, transit stops connecting to the active transportation network (shared use paths, trails, and bike lanes), and within activity centers such as downtown cores, university campuses, and retail centers.

Transit Priority Infrastructure

Buses operate in shared roadways with other traffic, making transit susceptible to traffic delays and increased signal delay. Dwell time at stops also increases variability of travel time and can make it difficult for buses to keep up with signal timing to facilitate vehicle movement. Transit priority infrastructure focuses on improving bus delay and prioritizing bus movements over general traffic. Figure 23 details various infrastructure improvements proven to enhance bus speed and reliability, outlining the types of locations where an improvement is suitable, how transit benefits from the improvement, and a high-level assessment of the level of effort required to implement. Examples include enhancements to bus stop placement and design, allocated space for bus travel, and traffic control methods. Coordination with local jurisdictions would be required for implementation of this infrastructure. Specifically, if any were planned on a federal-aid, state maintained route, additional collaboration with MDT would be required.

Figure 23 Examples of Transit Priority Infrastructure: Bus Stops

Treatment	Description	Benefits	Example	Level of Effort
Farside Bus Stops	Farside stops are placed after intersections, allowing buses to clear signals before picking up or dropping off passengers. Suitable for stops where the farside land use is available for a new stop.	Minimizes bus delay at red lights after pausing to pick up or drop off passengers because the bus will clear the intersection first		Low
Bus Stop Balancing	Stop balancing is relocating or consolidating stops to optimize the space between stops. These are beneficial for routes with several close-together, lower ridership stops.	Reduces dwell time and deceleration/ acceleration time, and more efficient use of limited bus stop infrastructure		Low
Curb Extension	Curb extensions extend the curb and sidewalk out to the edge of the parking lane to create an in-lane bus stop. Suitable for local collector roads with more pedestrian activity.	Reduces delay from merging into travel lane and improves pedestrian visibility and safety		Medium
Transit Island	Transit islands feature a bike lane behind the station area while providing an in-lane bus stop. Best suited for locations with higher bicycle and pedestrian activity.	Reduces delay from merging into travel lane and improves pedestrian visibility and safety		Medium
Near-Level Boarding	The platform is slightly below the bus floor, with a minimal ramp or bridge plate used to close the gap. Typically implemented at key stops or transit centers with raised curbs or specialized boarding areas.	Improves boarding speed, accessibility, and service reliability with lower costs than full level boarding.		High

Source: Nelson\Nygaard

Figure 24 Examples of Transit Priority Infrastructure: Transit Lanes

Treatment	Description	Benefits	Example	Level of Effort
Peak Hour Lane	Peak hour lanes are either exclusively or primarily for transit use during specified hours, usually during times of highest demand. Suitable for high-traffic roads where the bus experiences the most delay during peak hours.	Buses take precedence over parking and curbside access during hours when it most benefits bus operations		Medium
Bus on Shoulder	A transit operation strategy where buses are allowed to use the highway shoulder (within constraints) to bypass traffic congestion when traffic is moving extremely slow, typically under 35 MPH. Buses re-enter the regular travel lane when traffic speeds up.	Improves bus speed and reliability while using shoulders in a cost-effective manner.		Medium
Dedicated Bus Lane	Dedicated bus lanes are for exclusive use by public transit vehicles to minimize conflict with other vehicles. Most suitable for arterial roads where buses experience high delay.	Improves bus speeds and travel time because buses are separated from mixed through traffic and not stuck in congestion		High
Business Access and Transit (BAT) Lane	BAT lanes are primarily dedicated for transit use but allow some general traffic use for turning into driveways or intersecting streets. Suitable for local arterial or collector streets with residential or commercial use.	Maintains business and residence access while prioritizing bus travel		High

Figure 25 Examples of Transit Priority Infrastructure: Traffic Control

Treatment	Description	Benefits	Example	Level of Effort
Queue Jump Signal	A queue jump signal is a special signal phase used to advance buses through an intersection before general traffic. Suitable for locations without a receiving lane for buses and the bus experiences delay when merging into traffic.	Decreases travel time as buses advance ahead of general traffic at intersections		Medium
Bus Movement Exemptions	Bus movement exemptions (right-turn-only except bus, transit-only access, etc.) allow buses to make movements that are prohibited for other vehicles. Best suited for locations with existing right turn pockets and receiving lane space farside of the intersection.	Reduces travel time because buses can advance ahead of general traffic at an intersection or is separated from general vehicle traffic		Medium
Transit Signal Priority (TSP)	TSP refers to signal technologies that give buses additional or dedicated time for moving through intersections. Most suitable for arterial roads with high bus activity and delay.	Reduces bus wait time at signals, improving travel time and travel time variability		High

Transit-Supportive Land Use and Design

The type and amount of transit service an area can support is largely determined by the population and employment densities in the area. Figure 26 shows approximate population and employment densities, their corresponding built environments, and appropriate types of transit and frequency as applicable, based on market research performed by Nelson\Nygaard.

Based on the population and employment density data discussed in Chapter 2, the GVMPA is mainly classified by the rural/low density and mixed/suburban mixed-use neighborhoods land use categories. Fixed-route service does not currently operate outside of the Bozeman and Belgrade urbanized areas, and there is likely not enough demand to support it. However, on-demand service could be appropriate to fill in gaps in the transit system in these areas. Current densities in Downtown Bozeman indicate support for up to 15-minute transit frequencies, which would be an improvement from current 60- and 30-minute frequencies.

Integrating land use design with transit is a coordinated effort with the cities, communities, and transit agency. As the community grows and new development is planned, new transit markets could be created, and it will be important to consider how people will travel to jobs or homes in, between, and along those areas. The Gallatin County future land use map (FLUM) was adopted in December 2024 and should be at the forefront of transit and land use planning.[10]

Figure 26 Land Use Density and Recommended Transit Service

LAND USE			TRANSIT	
Land Use Type	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
Downtowns & High Density Corridors	>45	>25	Light Rail, BRT, Rapid Bus, Local Bus	10 mins or better
Urban Mixed-Use	30-45	15-25	BRT, Rapid Bus, Local Bus	10-15 minutes
Neighborhood & Surburban Mixed-Use	15-30	10-15	Local Bus	15-30 minutes
Mixed Neighborhoods	10-15	5-10	Local Bus, Micro-transit	30-60 minutes
Low Density	2-10	2-5	Micro-transit, Rideshare, Volunteer Driver Pgm	60 mins or less or On Demand
Rural	<2	<2	Rideshare, Volunteer Driver Pgm	On Demand

Source: Thresholds based on research by Nelson\Nygaard.

[10] "Envision Gallatin." *Gallatin County Growth Policy*, 10 Dec 2024, gallatingrowthpolicy_dec2024_0.pdf.

CASE STUDIES

Three systems were identified due to demographic and cultural similarities to Bozeman, along with the presence of large universities. These systems all provide service into the evening, all provide some service that operates at least every 30 minutes (with some routes even more frequently), and they all provide downtown transit facilities that allow for passenger waiting areas and transfers between multiple routes to facilitate region-wide mobility. Two of the systems operate fare-free, and all provide service that supports the local university and student community, while also ensuring access for residents and other parts of the community.

The systems all have ridership and service levels that are high enough to meet federal criteria for additional operating funds through the FTA's Small Transit Intensive Cities (STIC) Program. STIC provides funding for operations to urbanized areas of 200,000 people or less that meet one or more of the STIC performance factors. The funding awarded is scaled based on the number of performance factors met, including but not limited to vehicle revenue mile (VRM) per capita, passenger miles per VRM, or passenger trips per capita.

Flagstaff, AZ

The Mountain Line Transit Authority provides transit service to Flagstaff and surrounding areas with nine fixed routes, on-demand microtransit service, vanpools, and ADA paratransit. Their fixed-route service operates seven days a week from 6am to 10pm, and most routes run at 20-30-minute frequencies, with one bus rapid transit (BRT) route running every eight minutes. Mountain Line recently added a winter route that serves nearby snow recreation areas to mitigate growing traffic delays during the winter.

The Downtown Connection center is Mountain Line's central bus transfer facility near downtown Flagstaff. It provides an off-site location for buses to layover and for passengers to transfer between all bus lines. Mountain Line opened a new building in 2025 that includes restrooms, customer service desk, and offices for administrative and operations support staff.

Mountain Line partnered with the Flagstaff Unified School District (FUSD) to promote students using public transit to get to school when FUSD was faced with school bus driver shortages. The school district supplied bus passes to students and the agency helped educate students and families on how to use the bus system. The partnership was successful, and FUSD has since eliminated yellow bus service for high school students within city limits, which has added over 1,000 student riders on public transit.

Mountain Line receives funding through the FTA's Small Transit Intensive Cities (STIC) Program. For FY2025, Mountain Line achieved five out of the six performance factors.

Missoula, MT

The Missoula Urban Transit District (MUTD) operates public transit in Missoula with their Mountain Line system. Mountain Line has 12 fixed routes that operate between 6am and 9pm, and all but two routes operate seven days a week. Most routes operate on 30-to-60-minutes frequencies, while two routes operate every 15 minutes.

Mountain Line is also a fare-free system, which contributed to a large increase in ridership from 2015 to 2016 when it was implemented. While fixed-route ridership has not fully recovered from the COVID-19 pandemic, it has seen significant gains in recent years due to expansion in evening and weekend service times. Paratransit ridership has also increased by more than 50% since 2019.

Missoula's Downtown Transfer Center serves as a central connecting point for nearly all lines in the system. Most routes terminate here. A second transit center is proposed near the Southgate Mall to serve multiple routes.

Like the Flagstaff system, Missoula's system receives funding from the STIC program and also achieves five out of the six performance factors.

Logan, UT

The Cache Valley Transit District (CVTD) operates Connect Transit in Logan, UT and surrounding areas. The transit system began with local bus service in Logan and has since expanded to offer regional routes to nearby cities who are supplying funding for service. Connect is a fare-free system across all services, including the 14 fixed routes, on-demand service, Call-A-Ride paratransit service, and downtown loop connector.

Fixed routes operate every 30 minutes on weekdays and every 60 minutes on Saturdays, and there is no Sunday service. The downtown loop operates every 15 to 20 minutes and connects key destinations such as Utah State University to downtown Logan and Walmart. There is also a commuter route that operates two trips in morning and evening between Logan and the city of Preston. Utah State University is a major destination and employment hub in Logan. USU operates a free campus shuttle during the academic year.

Connect Transit partners with Bear River Association of Governments (BRAG) to provide transportation assistance to seniors, people with disabilities, and low-income households for critical trips when no viable public transit options exist.

Connect Transit receives funding from the STIC program and achieves two of the six performance factors.

LONG-RANGE RECOMMENDATIONS

Overview

The Gallatin Valley has experienced rapid growth over the past decade, with further growth likely to continue into the future. This growth has necessitated a reevaluation of transit needs and services in the region across both the near- and long-term. While rapid growth presents near-term challenges, it introduces an opportunity to plan for transformational long-term changes to transit service that not only react to growth but anticipate and prepare for growth when it occurs. This section outlines the Transit Strategic Plan's six key long-range strategies for growing transit service in the Gallatin Valley:

- Increase bus base and facility capacity
- Acquire vehicles needed to grow service
- Introduce high-frequency service
- Expand fixed route service
- Enhance the rider experience through capital improvements
- Pilot on-demand transit

Through the six recommended long-range strategies, the Gallatin Valley will see transit service with 30-minute or better frequencies reach new areas, expanding to be within walking distance of most residents within the GVUTD, while improving mobility for existing riders. The recommended strategies will introduce high-frequency service to corridors connecting key destinations, making transit a more competitive option for travel. Further, the long-range recommendations specify the capital investments needed to support the additional transit service and to improve the rider experience through facilities that allow for more comfortable and convenient transfers.

Each of these strategies takes into consideration the current challenges faced by Streamline, tenets of successful systems, and transit best practices presented in the preceding sections, along with the region's current and future planning context. The recommended strategies also build upon and align with the work completed to-date for the in-progress TDP update. An estimate of operations and maintenance and capital funding needed to implement the long-range strategies, along with recommended implementation steps, is presented in Chapter 4.

Increase Bus Base and Storage Facility Capacity

Prior to expanding service, Streamline requires sufficient space and capacity to store and maintain additional vehicles. The current bus operations and maintenance facility in northern

Bozeman does not have the capacity to accommodate an expanded bus fleet. However, it is important for Streamline to develop a facility that is sufficient for long-term investments, rather than planned short-term growth. Skyline has also expressed interest in sharing facilities and procurement with Streamline, which will require additional long-range planning to align with the future service levels, routes, and fleet recommended in this section.

Expand the Bus Fleet

The service plan as recommended in the in-progress TDP, along with the high-frequency service recommended in the following section, will require a significant increase in vehicles. Based on the number of buses required in the long-range vision, as shown in Figure 27, Streamline's peak bus pull will be approximately 28 buses for fixed route service, three vehicles for on-demand service, and 16 vehicles for paratransit.

Streamline should include additional vehicles set aside as spares to maintain service continuity in case of breakdowns, maintenance and repairs. A 20% spare ratio is considered best practice.[11] Including spares, Streamline would need 34 vehicles for fixed route services, four vehicles for on-demand, and 20 vehicles for paratransit.

Although scheduling practices and route adjustments could lower the overall fleet required in the long-term, this quantity of vehicles is likely a reasonable starting point for Streamline to budget and plan for future vehicle acquisition.

Figure 27 Fixed Route and Paratransit Fleet Needs

	Fixed Route	On-Demand	Paratransit
Vehicles to operate	28	3	16
Spares (20%)	6	1	4
Total vehicles	**34**	**4**	**20**

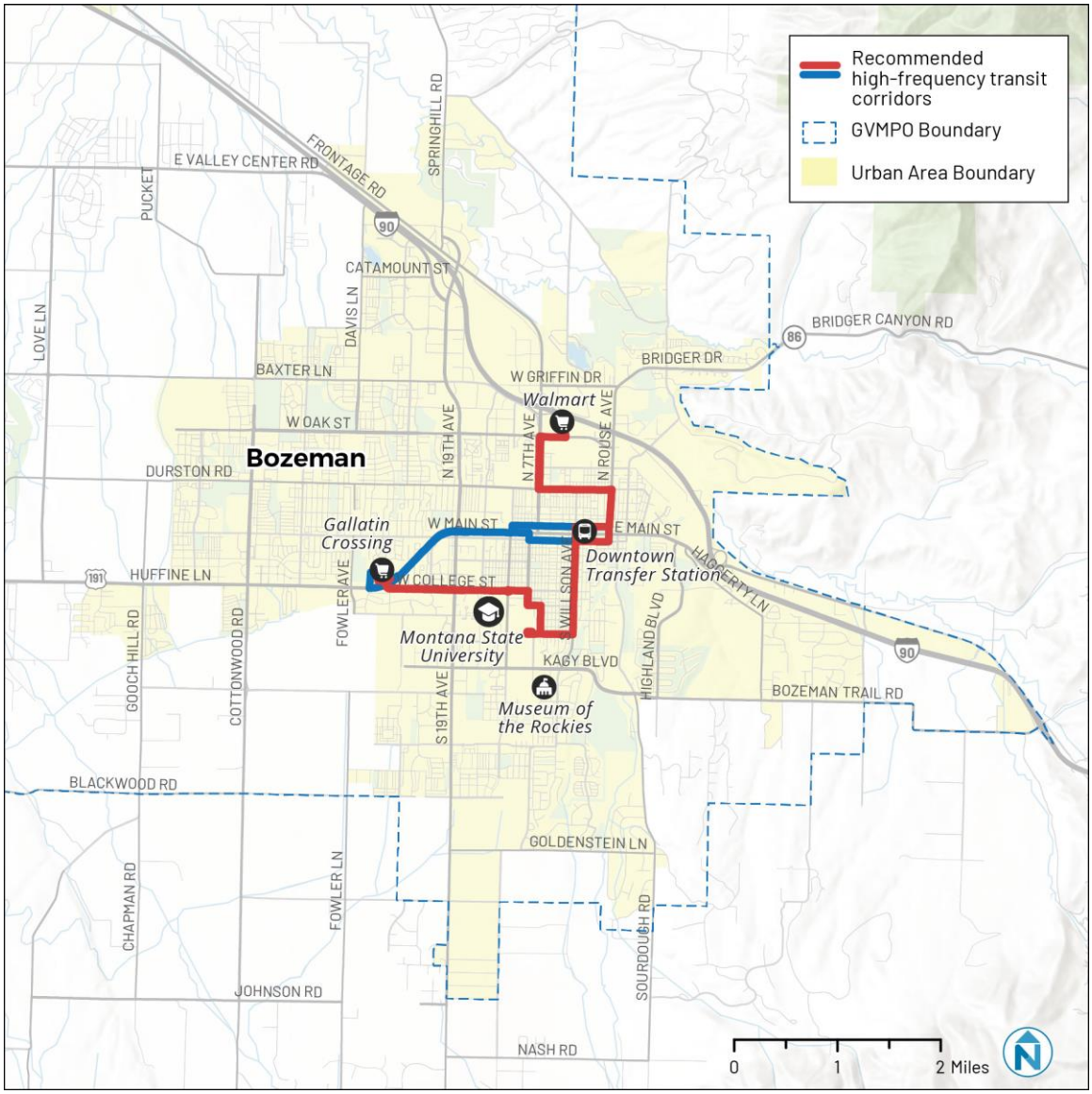
Introduce High-Frequency Service

When services run frequently, riders can travel when it is convenient for them and avoid having to set aside as much buffer time to wait on a bus arrival. Conversely, infrequent service provides riders with little flexibility, especially for those who must transfer to another line. Improving service frequencies from any level improves convenience and has the potential to attract more riders.

[11] The FTA requires a 20% spare ratio for agencies operating 50 or more fixed-route vehicles. Although smaller systems, such as Streamline, are not subject to this requirement, having a set of spare vehicles is best practice to prevent service disruptions and accommodate maintenance needs for the vehicles.

Based on the analysis of where transit demand is highest within the study area, two key corridors are identified as good candidates for high-frequency, 15-minute service (see Figure 28). An east-west route from Downtown Bozeman to Gallatin Crossing would connect major commercial areas in the city, as well as provide transfer points to many other routes in the system. The other high-frequency corridor would connect the highest ridership stops of Gallatin Crossing, MSU, downtown Bozeman, and Walmart with one transit line. This route would combine portions of the Blueline and Goldline, which are the highest ridership lines in the system, and offer transfer points to many other routes. The highlighted routes in Figure 28 establish a solid foundation that will be further refined to determine precise alignments as the project progresses.

Figure 28 Recommended High-Frequency Transit Corridors



Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

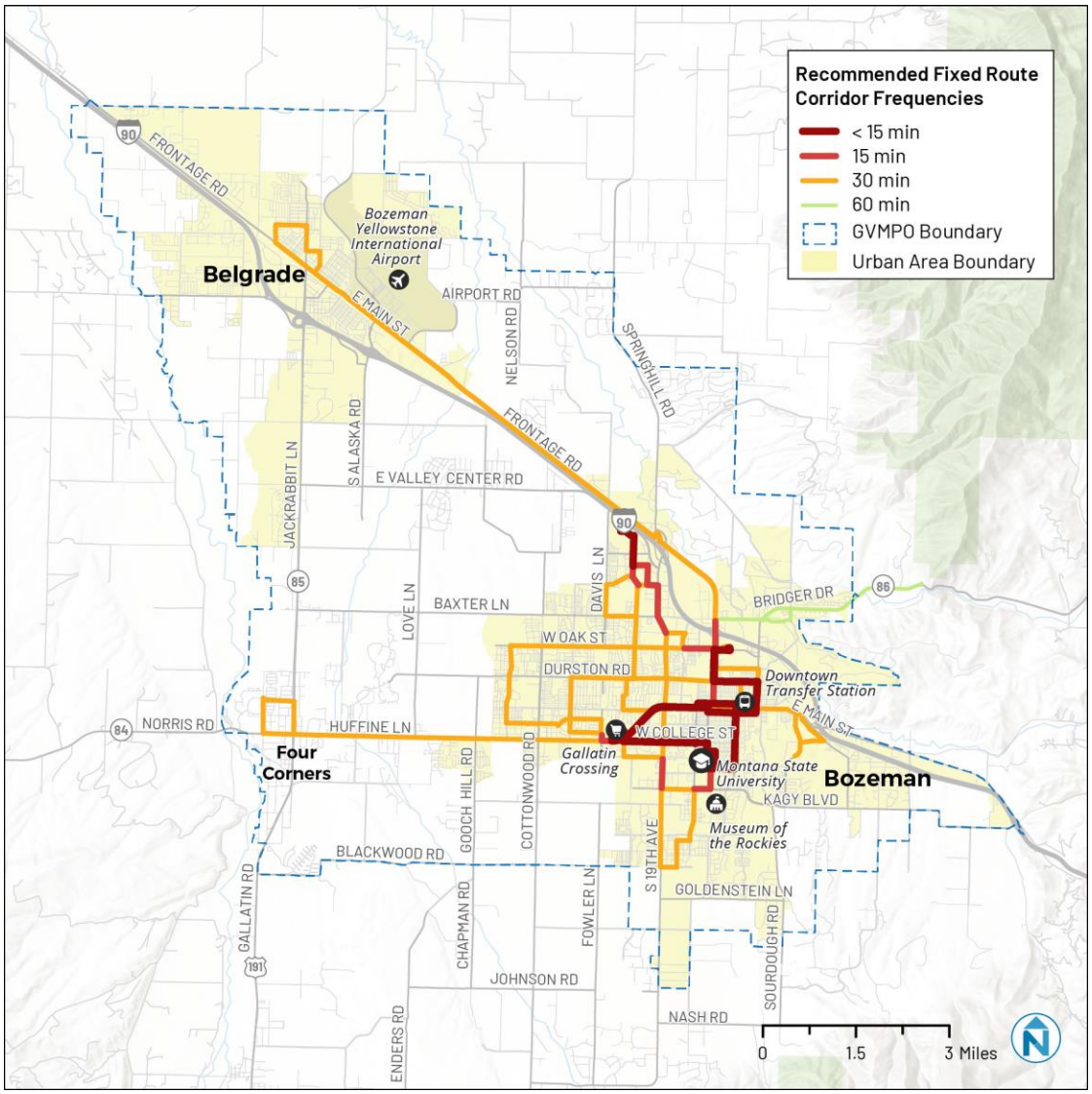
Expand Fixed Route Service

Development has rapidly expanded in the GVMPA and has subsequently created new markets for transit service. Suburban jobs and lower-density suburban housing have been traditionally difficult to serve with transit due to dispersed development patterns. However, opportunities to improve access exist when considering population and employment density.

The recommended transit network as part of the Long-Range Plan includes adding routes to connect key destinations, improving frequency on high-utilization routes, and expanding transit service to areas currently without service. As shown in Figure 29, fixed route network coverage is expanded throughout the GVMPA, and a new airport express service is introduced.

Several Streamline routes currently run at 30-minute frequencies during the morning and evening peak periods and every 60 minutes during the midday. The proposed network would increase most routes to all-day 30-minute service, with two key corridor routes having 15-minute service. The proposed Grayline and Airport Express would operate every 60 minutes. Along several key corridors, overlapping service between routes further introduces additional high-frequency service.

Figure 29 Recommended Fixed Route Corridor Frequencies



Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

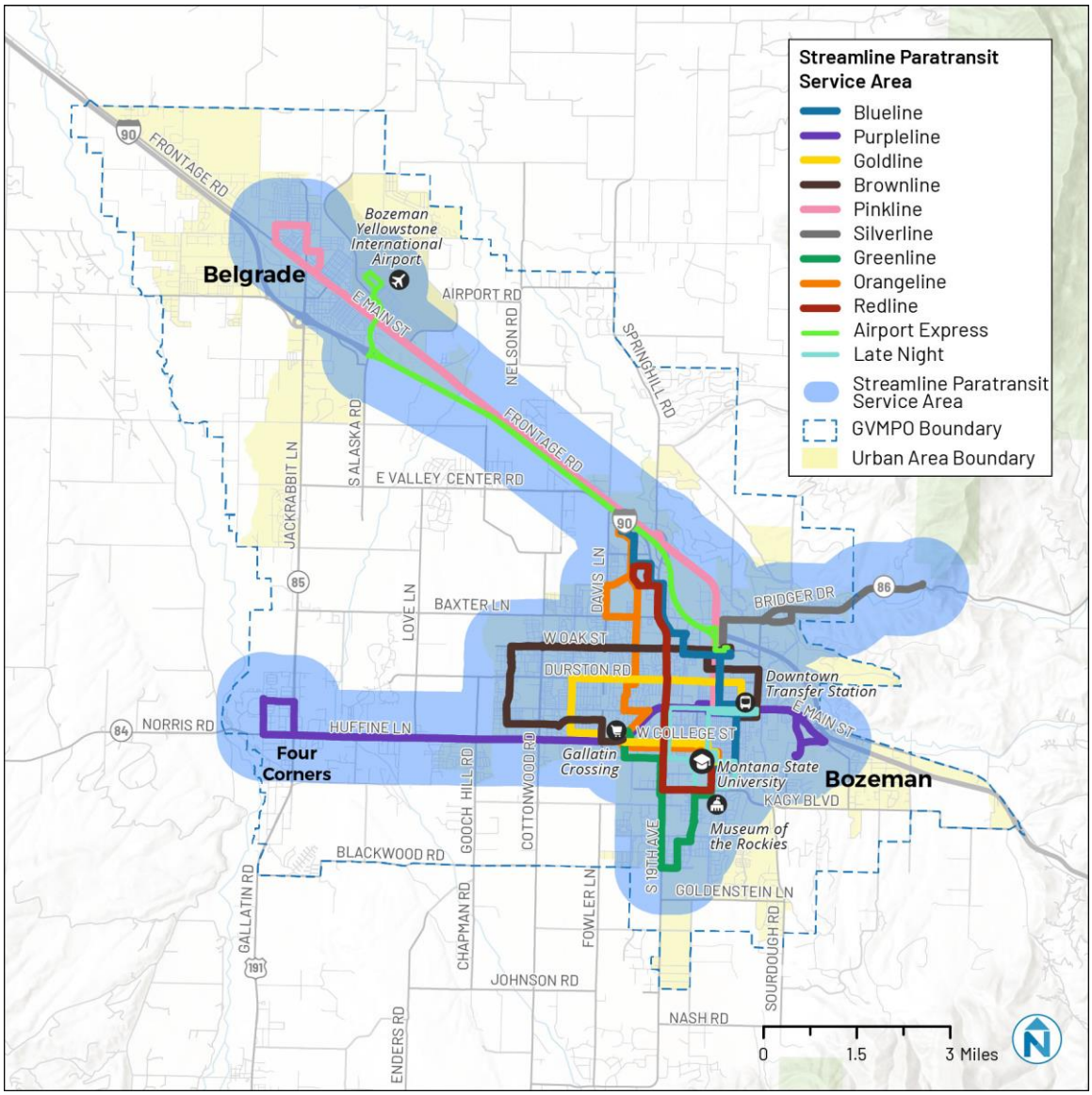
Paratransit Impacts

With the proposed expansion of Streamline fixed-route network, the paratransit service that operates within two miles of the fixed routes will also expand to match this coverage (Figure 30). This expansion will require growth in the paratransit fleet, including additional vehicles, operators, and scheduling resources, to maintain service quality and ADA compliance. The larger service area will also cover approximately 8,900 additional people, representing a 15% increase compared to the current service area, resulting in greater access for seniors, individuals with disabilities, and others who rely on accessible transportation.

Senior Van Program

Streamline could consider offering a senior van program to offer a mobility option for seniors other than Galavan. Senior van programs are complementary to paratransit programs and can typically be operated with minivans and operators with less specialized training, which have lower operating costs than dedicated paratransit vehicles. These programs often have better response times and increased flexibility for scheduling trips, which could make it a desirable option for riders. Galavan will continue to provide dedicated paratransit service for eligible riders, and a senior van program could help reduce Galavan's capital and operating expenditures.

Figure 30 Updated Streamline Paratransit Service Area



Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Enhance the Rider Experience through Capital Investments

Although frequency of service is a critical component of addressing passenger needs and increasing ridership, other factors can improve passenger experience and facilitate transit use, particularly capital investments. Many of these capital investments can be categorized into passenger improvements or operational investments. One-time capital investments can create long-term ridership dividends through attracting new riders and retaining current riders.

Passenger Improvements

Passenger improvements are capital investments that make it easier for people to access and use transit and improve the experience for passengers.

Bus Stop Signage

Signs provide clear information for both passengers and operators about where buses stop to pick up and drop off passengers and present information on which routes serve the location. This signage also can act as a marketing tool that informs the public about the presence and availability of transit.

First- and Last-Mile Access Improvements

Every transit trip starts and ends by traveling by foot or other mobility device between a transit stop and a destination. The availability of sidewalks and crosswalks is important in providing these connections and ensuring residents can access the service.

Transfer Locations

Several locations in the transit network provide critical connections between two or more routes. These are also areas that typically have higher transit demand or support major destinations. These locations should have a higher level of investment, including more robust seating, weather protection, and real-time arrival information. The locations are shown in Figure 31 and listed below:

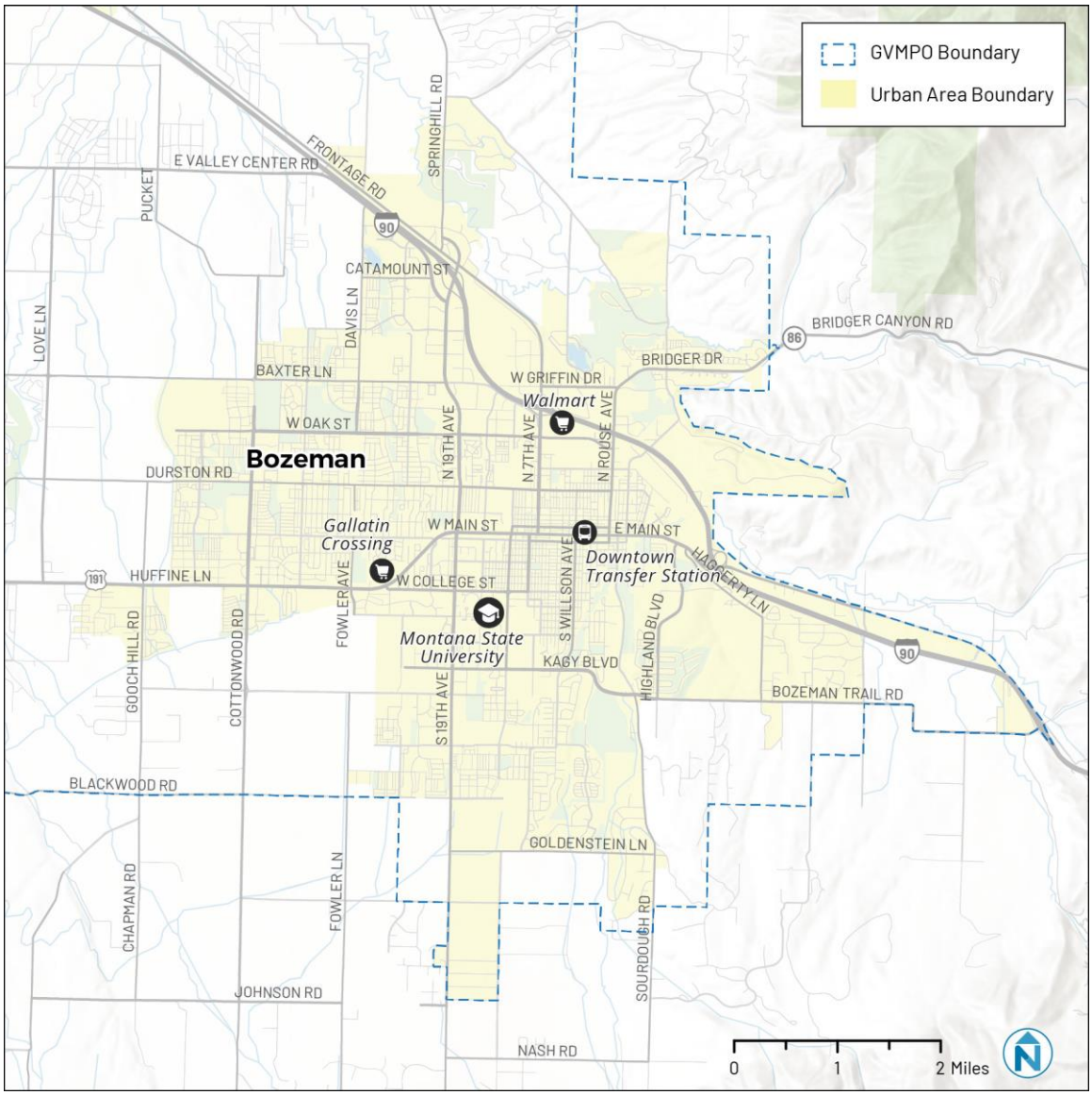
- Montana State University
- Gallatin Crossing
- Walmart

- Downtown Bozeman transfer facility

Station Area Enhancements

Station areas shape how riders understand and experience the system. Enhancing these areas improves comfort, and clarity. Amenities such as lighting, signage, seating, routing, and real-time information make stops more visible, accessible, and welcoming. Strengthening these spaces supports both rider experience and overall system performance. Smaller stations could provide 1-2 elements, while larger ones could offer ten or more.

Figure 31 Recommended Transfer Point Improvement Locations



Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Operational Investments

Operational investments improve and facilitate bus service and maintain reliability.

Layover/Recovery Areas

Designated areas for bus operators to wait between trips is important for both operational performance (service reliability and on-time performance) and workplace safety. Operators

need breaks between trips to rest and relax. But the time also ensures reliability by adding extra time between trips that can be used to ensure on-time departures on the next trips.

Operator Facilities

At the beginning and end of routes, operator facilities provide locations for operators to take breaks and use restrooms.

Transit Priority Infrastructure

Buses operate in shared roadways with other traffic, making transit susceptible to traffic delays and increased signal delay. Transit priority infrastructure focuses on improving bus on-time reliability and prioritizing bus movements over general traffic. Transit priority infrastructure is detailed in a preceding section of Chapter 3, with examples of infrastructure improvements presented in Figure 23. It is important to note that implementing transit priority infrastructure would be a multi-jurisdictional effort within the MPA to modify roads, signals, and bus facilities owned and operated by the cities, county, or state.

Pilot On-Demand Transit

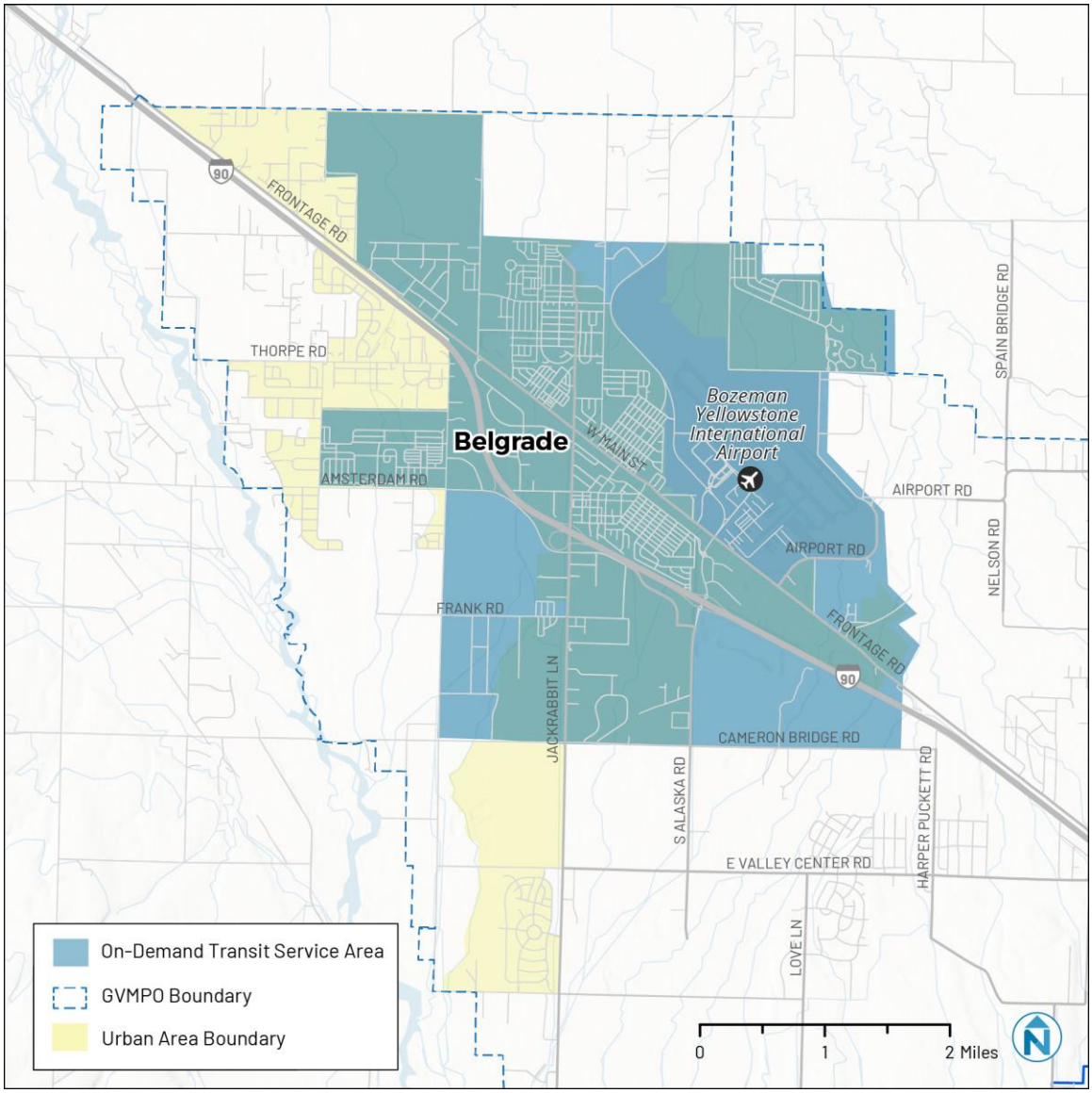
Microtransit, also referred to as on-demand transit (ODT), is a form of demand-responsive, shared-ride public transit system that uses software technology to request trips. Unlike a fixed-route system, microtransit has variable routes and schedules based on when and where rides are requested. Microtransit is typically implemented in areas with lower transit demand, areas with lower population and employment densities, or areas with circuitous and/or disconnected road networks that make fixed-route transit less efficient. Microtransit services can use vehicles with a variety of sizes such as shuttles, vans, sedans, or standard buses. Riders can typically book trips through a smartphone app, website, kiosk, or calling a customer service representative, depending on the transit system.

Many areas within the GVMPA are not currently served by transit and have population and employment levels that are not high enough to justify fixed-route service. However, there are still mobility needs in these areas. Microtransit could fill in the gaps in the current transit network and provide first-/last-mile connections to fixed-route service.

The long-range plan proposes four on-demand transit zones throughout the study area to complement the fixed-route service. The Belgrade zone would cover the city, including the Bozeman Yellowstone International Airport (Figure 32). The South Bozeman zone would span the area south of MSU's campus from Fowler Lane to the Bozeman Deaconess Hospital, with an extension to cover Gallatin College as well (Figure 33). The Four Corners zone would capture most residential areas and provide connection to the proposed Purpleline extension (Figure 34). The new Late-Night zone would replace the Latenight Streamline fixed-route

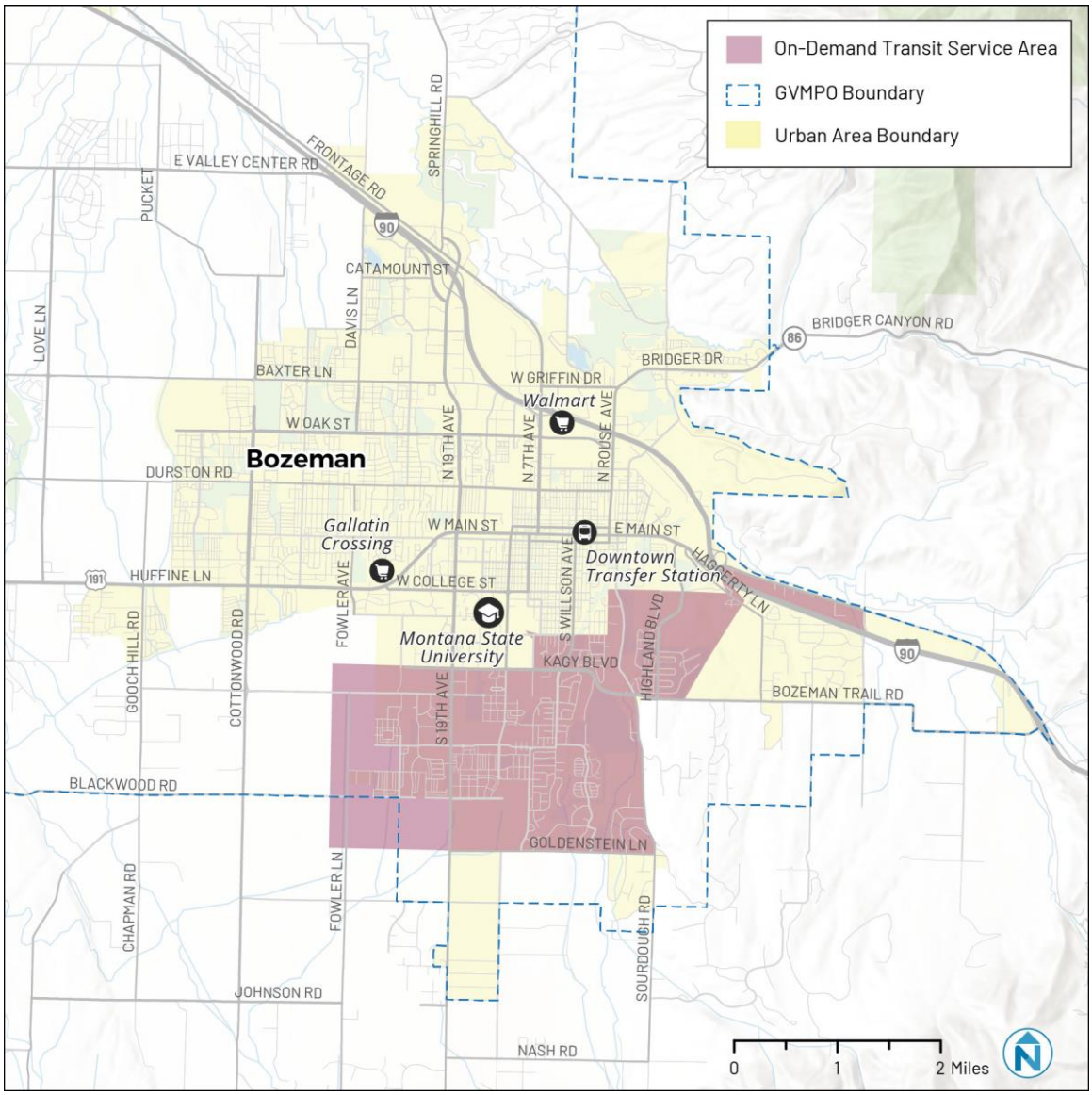
service and would cover the majority of the recommended Streamline network when fixed routes are not operating (Figure 35). The Belgrade, South Bozeman, and Four Corners zones would operate each day from 6am to 8pm, while the Late-Night zone would operate from 10pm to 1am on weekdays, 7pm to 1am on Saturdays, and 7pm to 10pm on Sundays.

Figure 32 Recommended Belgrade On-Demand Transit Service Area



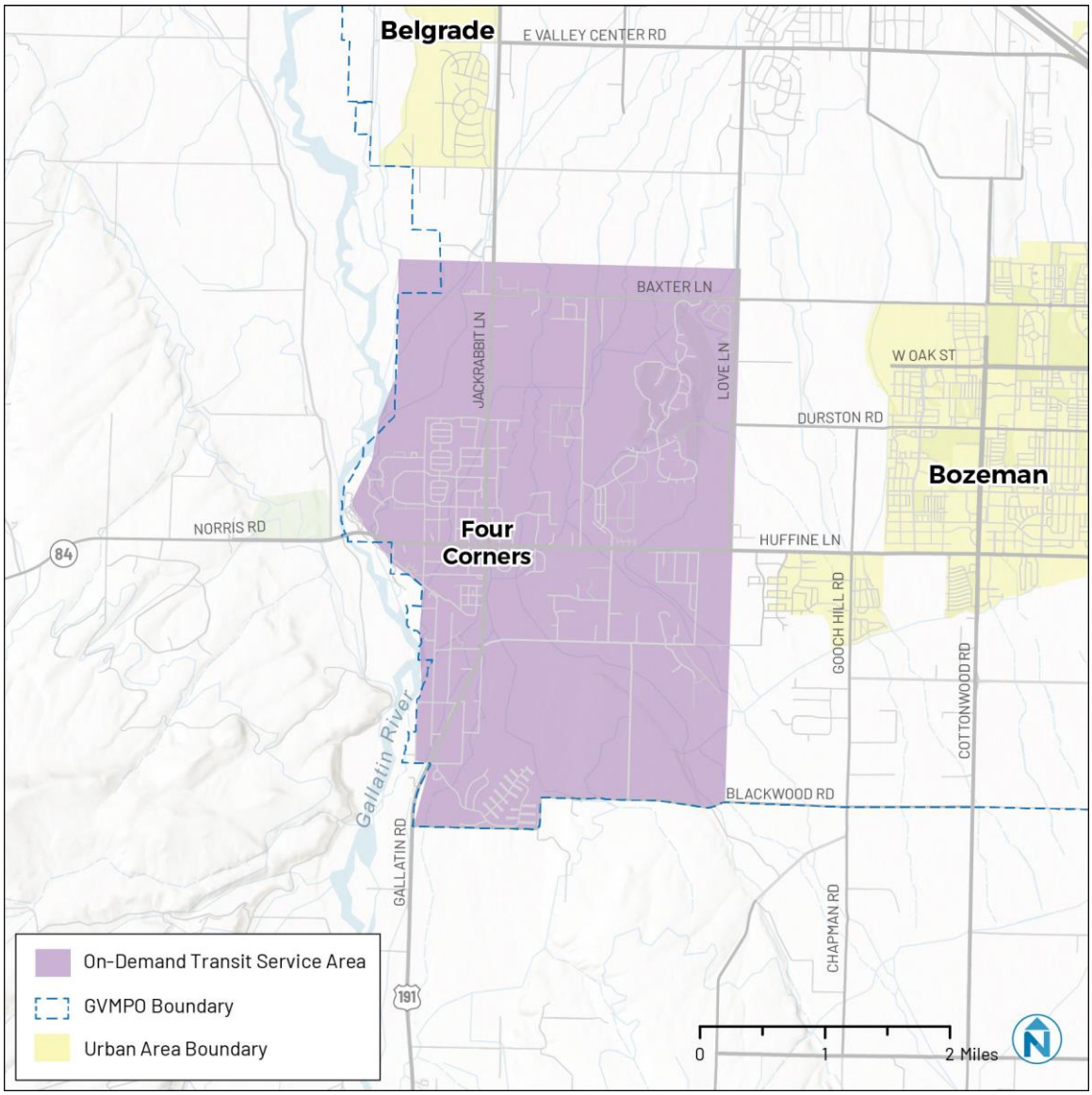
Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Figure 33 Recommended South Bozeman On-Demand Transit Service Area



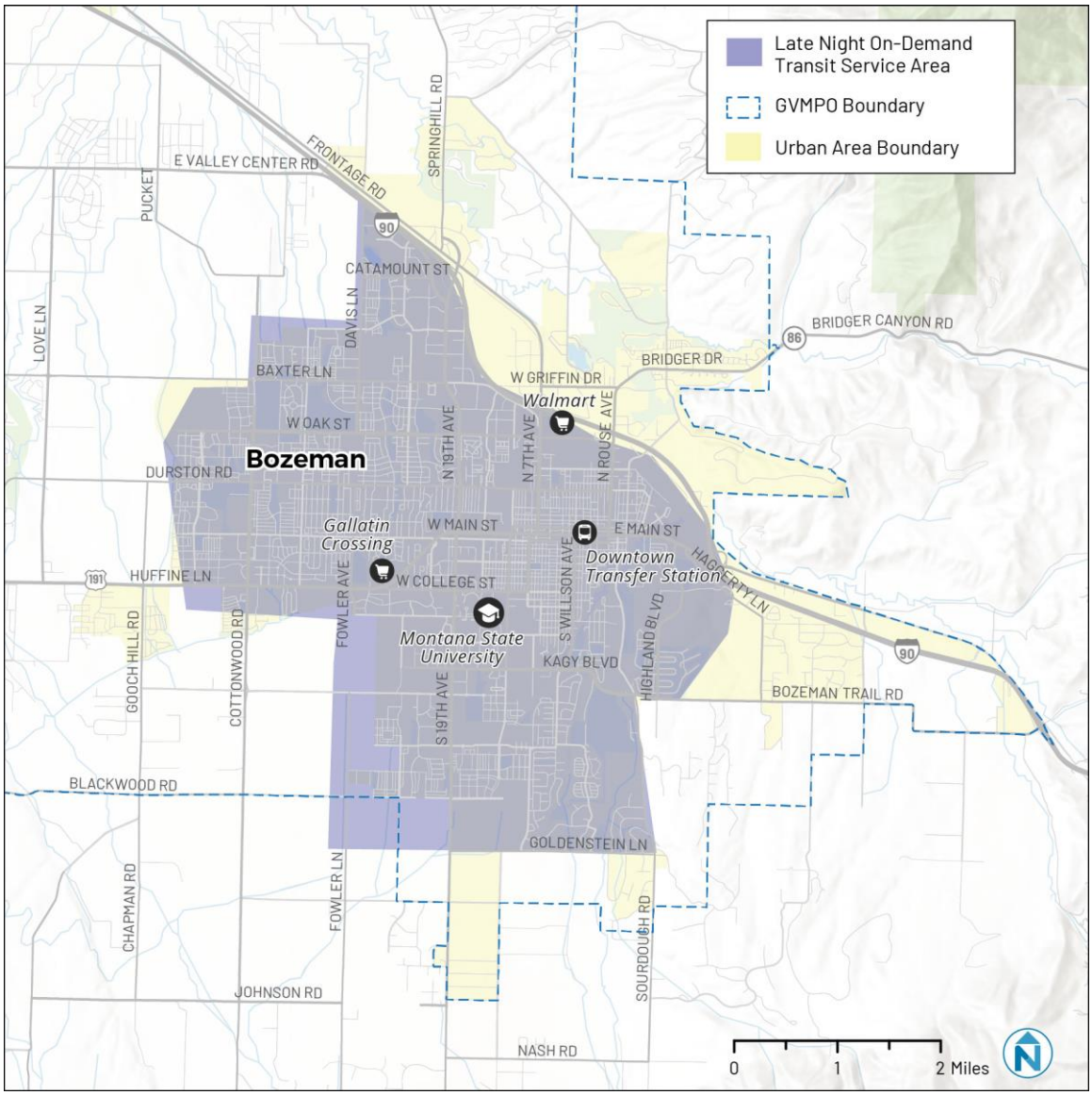
Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Figure 34 Recommended Four Corners On-Demand Transit Service Area



Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

Figure 35 Recommended Late Night On-Demand Transit Service Area



Source: Streamline, MDT, GVMPO, Gallatin County, City of Bozeman, City of Belgrade

4 IMPLEMENTATION AND FUNDING

This chapter outlines an estimate of the operations and maintenance costs and capital funding required to realize the long-range vision described in Chapter 3, presents a prioritized list of implementation steps for achieving the vision, and describes potential sources of funding.

OPERATIONS AND MAINTENANCE COSTS

The long-range vision for fixed route service is expected to require approximately 89,000 annual service hours, or an increase of approximately 270% from current service levels of approximately 24,300 annual service hours (see Figure 36). Based on a cost of approximately $99.57 per service hour[12], the increased fixed route service would cost approximately $6.5 million per year.

Figure 36 Long-Range Vision Service Levels

Service	Existing Annual Service Hours	Long Range Vision Annual Service Hours	Change	% Change
Weekday Annual	19,285	76,420	+57,135	+296%
Saturday Annual	3,115	6,370	+3,255	+104%
Sunday Annual	1,920	6,350	+4,430	+231%
Annual Total	**24,320**	**89,140**	**+64,820**	**+267%**

On-demand service will require 5,100 annual hours for each of the three on-demand zones, and 4,400 annual hours for the evening on-demand zone. This represents 19,700 annual

[12] NTD 2023. HRDC Agency Profile. https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2023/80235.pdf

hours. Assuming a cost of $61.37 per service hour[13], this would cost approximately $1.2 million each year.

Future paratransit costs are estimated based on the size of the service area. Today, Galavan operates across an area of approximately 32 square miles. The future service area will be approximately 51 square miles. Assuming a proportionate increase in operating costs (or 59% increase), service will increase from approximately $755,000 annually today to $1.2 million with the future vision.

The total annual cost to operate the long-range vision is approximately $9 million. As shown in Figure 37, this includes the cost for fixed route services, paratransit, and on-demand services.

Figure 37 Long-Range Recommendations Operations & Maintenance Cost Summary

Service	Annual Cost Estimate (2025 $)
Fixed route	$6.5 million
Paratransit	$1.2 million
On-demand	$1.2 million
Total	**$8.9 million**

Note: Cost values are estimates and will vary significantly based on many factors.

CAPITAL COSTS

In addition to operations and maintenance expenses, Streamline will need to invest in its fleet, infrastructure and various capital improvements to operate the service and improve passenger amenities. This includes additional vehicles, a new operations & maintenance facility, investments in the transfer locations recommended in Chapter 3, and bus stop amenity improvements.

Unit costs for various capital improvements are included in Figure 38. These costs only account for the purchase and capital cost of each improvement, and don't account for land acquisition, planning, design, engineering, or installation/construction.

Figure 38 Unit Costs for Capital Cost Estimation

Item or Improvement	Cost Estimate (2025 $)
Fixed Route Vehicles	
40-foot Diesel bus	$520,000

[13] Ibid. Hourly cost of paratransit service assumed to represent hourly on-demand service cost.

Item or Improvement	Cost Estimate (2025 $)
40-foot CNG bus	$620,000
40-foot Hybrid bus	$870,000
40-foot Electric bus	$1,080,000
Paratransit Vehicles	
Accessible Van	$75-98k
Accessible Van (Low Floor)	$152-155k
Light Transit Vehicle	$105-123k
Light Transit Vehicle (Narrow)	$118-123k
Light Transit Vehicle (Low Floor)	$159-210k
On-Demand Vehicles	
Modified Minivan	$71,000
Accessible Van	$75-98k
Accessible Van (Low Floor)	$152-155k
Operations & Maintenance Facility	
Operations & Maintenance Facility	$30-80 million
Transfer Facility	
Transfer Facility	$22 million[14]
Real Time Arrival Signage	$7,000-9,000
Bus Stops	
Bus stop sign	$400-900
ADA boarding pad	$800-2,000
Small bench	$800-1,000
Standard bench	$1,500
Shelter (no amenities)	$9,000
Shelter with seating	$10-20k

Note: Cost values are estimates and will vary significantly based on many factors.

The fixed-route fleet will increase by approximately 16 buses above the 18 buses in Streamline's current fleet. These additional buses are likely to cost approximately $13.9 million in 2025 dollars, assuming a cost of $870,000 for each new Hybrid 40-foot bus. This

[14] Based on approximate cost of $3.2 million per bay. Assumes seven bus bays for a single transfer facility, which should accommodate demand at each of the planned transfer locations.

represents a higher end of investment and could be lower with less expensive propulsion types.

The paratransit fleet will increase by approximately 11 vehicles above the nine vehicles in the current Galavan fleet. This additional set of vehicles is likely to cost approximately $1.2 to $1.4 million in 2025 dollars, assuming a cost of $105,000 to $123,000 for each new Light Transit Vehicle.

The on-demand fleet will include 4 new vehicles, which is likely to cost $300,000 to $392,000 in 2025 dollars, assuming $75,000 to $98,000 for each new Accessible Van.

The long-range vision also assumes:

- Four new transfer facilities, at $22 million each, for $88 million total
- 250 new bus stops spaced approximately every one-fifth mile, with all stops having a sign and ADA boarding pad, for $300,000 to $725,000 total.
- An annual capital program to install amenities at 10 stops each year, to slowly expand bus stop amenities throughout the system:
  - Five stops with new shelters and integrated seating
  - Five stops with new benches

A summary of the capital costs is shown in Figure 39. Note that the fleet costs only account for the new vehicles necessary to expand beyond the current size of the fleet. Additional bus purchases will be necessary to replace buses after they reach the end of their life, usually after 12-15 years of operation. Additionally, the annual bus stop amenity program cost is for a single year and should be an ongoing expenditure.

Figure 39 Long-Range Recommendations Capital Cost Summary

Capital Item or Improvement	Cost Estimate (2025 $)
Fixed route fleet	$13.9 million
Paratransit fleet	$1.2-1.4 million
On-demand fleet	$300-392k
Operations & maintenance facility	$30-80 million
Transfer facilities	$88 million
Bus stops	$300-725k
Bus stop shelters and benches annual program	$56-108k
Total	**$134-185 million**

Note: Cost values are estimates and will vary significantly based on many factors.

IMPLEMENTATION STEPS AND COST SUMMARY

Aligning with the recommended long-range strategies outlined in Chapter 3, Figure 40 displays the prioritized implementation steps that Streamline should undertake to achieve the long-range vision. A full summary of associated operations and maintenance costs and capital costs are also provided.

Figure 40 Long-Range Implementation Steps and Cost Summary

Strategy	Cost Estimate (2025 $)
Priority 1: Increase Bus Base and Maintenance Facility Capacity	
Operations & maintenance facility (capital costs)	$30-80 million
Priority 2: Acquire Vehicles Needed to Grow Service	
Fixed route fleet (capital costs)	$13.9 million
Paratransit fleet (capital costs)	$1.2-1.4 million
Priorities 3 and 4: Introduce High-Frequency Service and Expand Fixed Route Service	
Fixed route (operations & maintenance costs)	$6.5 million
Paratransit (operations & maintenance costs)	$1.2 million
Priority 5: Enhance the Rider Experience through Capital Improvements	
Transfer facilities (capital costs)	$88 million
Bus stops (capital costs)	$300-725k
Bus stop shelters and benches annual program (capital costs)	$56-108k
Priority 6: Pilot On-Demand Transit	
On-demand fleet (capital costs)	$300-392k
On-demand (operations & maintenance costs)	$1.2 million
Total Annual Operations & Maintenance Costs	**$8.9 million**
Total Capital Costs	**$134-185 million**

Note: Cost values are estimates and will vary significantly based on many factors.

FUNDING SOURCES

This section outlines potential sources of funding, beyond Streamline's current federal formula funding, local contribution, and partner support mix, that the agency should consider pursuing in working towards implementing the long-range vision outlined in Chapters 3 and 4.

- **FTA Small Transit Intensive Cities (STIC) funding:** STIC funding is a part of the FTA Section 5307 Urbanized Area Formula Funding Program makes funding available for transit capital and operating assistance and transportation-related planning in urbanized areas. For urbanized areas of 50,000 to 199,999 in population, Section 5307 funding is allocated by formula based on population, low-income population, and population density. Beyond this formula funding, small urbanized areas are eligible to receive STIC funding if transit service provided in the urbanized area meets or exceeds the following six STIC performance criteria. For each criterion, the performance of the small urbanized area is compared against the average performance of urbanized areas with a population between 200,000 and 999,999.
    1. Passenger miles per vehicle revenue mile
    2. Passenger miles per vehicle revenue hour
    3. Vehicle revenue mile per capita
    4. Vehicle revenue hour per capita
    5. Passenger miles per capita
    6. Passenger trips per capita
- **FTA Areas of Persistent Poverty Program:** Provides funding to transit agencies for planning, engineering, or development of technical or financing plans for projects that will assist "Areas of Persistent Poverty" or "Historically Disadvantaged Communities". Eligible activities include planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change.
- **FTA 5339 Grants for Buses and Bus Facilities Formula Program:** Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the Bus and Bus Facilities Competitive Program and the Low or No Emissions Bus Vehicle Program.
- **FTA Innovative Coordinated Access and Mobility (ICAM) Program:** Provides funding to transit agencies to improve access to public transportation by building partnerships among health, transportation and other service providers. The program

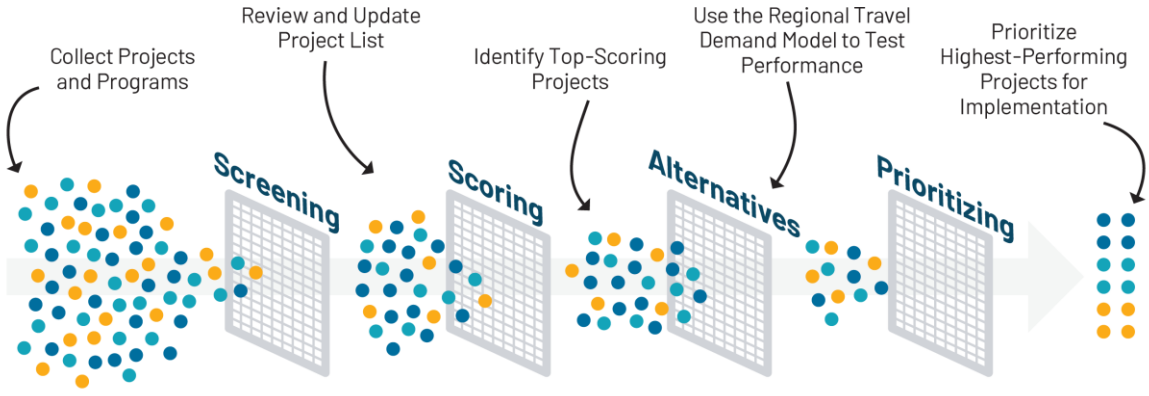
provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.

- **Safe Streets and Roads for All (SS4A) Grant Program:** Provides funding to agencies to support transportation initiatives and improvements aimed at preventing roadway fatalities and serious injuries. The SS4A program provides funding for Planning and Demonstration Grants and Implementation Grants. Planning and Demonstration Grants are used to develop, complete, or supplement an action plan, while Implementation Grants are used to implement projects that are consistent with an existing action plan to address a roadway safety problem. Streamline could partner with other SS4A applicants when creating a safety plan.

Gallatin Valley MPO Long Range Transportation Plan Project and Program Evaluation Criteria

This document describes how the evaluation approach was developed to help screen, score, and prioritize projects for funding and implementation for the GVMPO's first Long Range Transportation Plan. (LRTP) through the horizon year 2050. This assessment builds off community input and consensus building conducted during public engagement events, uses local plans' recommended projects as a starting point, and assesses the benefits of each potential project through the Evaluation Framework as follows:

1. Collection – Gathered proposed and potential capital transportation projects through a call for projects with partner agencies and the public.
2. Screening – Reviewed and updated project list and submitted projects to revise project extents and map inputs, confirm project descriptions, and combine or remove duplicative, completed, or ineligible projects.
3. Scoring – Identify top scoring projects based on location and project type when scored against 21 quantitative metrics developed to advance the objectives for the six GVMPO LRTP goals.
4. Alternatives – Use the regional travel demand model to test network performance.
5. Prioritizing and Recommending – Identify recommended projects to be implemented and funded through a phased implementation approach based on adopted goals, performance, and feedback collected throughout Summer 2026.



Collection

Projects were collected in two phases. First, existing projects named in local and regional plans were collected and filtered for relevancy. Next, an agency call for projects was held for MPO partners to submit their relevant project concepts to be considered for inclusion in the LRTP. Additionally, new project concepts from the public outreach were also included.

Screening

Over 900 potential projects were submitted for evaluation. The projects were then screened for eligibility and filtered into one of four project types:

- **Safety:** Projects aimed at reducing or eliminating conflicts at intersections and key corridors and improving safety for people using non-motorized modes. Types of projects include:
  - Traffic signals and roundabouts
  - New or upgraded pedestrian crossings
  - Curb extensions and lane configurations
  - Signal phasing improvements
- **Active Transportation**: Projects aimed at providing dedicated space for people to walk, bike, or roll to destinations throughout the region. Types of projects include:
  - Constructing new sidewalks or filling in sidewalk gaps
  - Pedestrian/bicycle tunnels and overpasses
  - Dedicated bike lanes and shared-used paths/trails
- **Roadways:** Projects designed to increase vehicle connectivity and enhance the roadway system through creation, redesign, and reconstruction of streets and bridges. Types of projects include:
  - Reconstructing or widening to upgrade road classification
  - Restriping and reconfiguring lanes
  - New extensions for network connectivity
- **Maintenance:** Projects designed to preserve the roadway system through maintenance efforts. Types of projects include:
  - Bridge maintenance or replacement
  - Pavement seal, mill, and overlay
  - Streetscape improvements

Scoring

The project team developed scoring criteria using 21 quantitative metrics based on project goals to identify the top-ranking projects in the GVMPO. The quantitative metrics focus on geographic criteria, which makes it possible to evaluate many projects quickly and adjust weighting of goals or criteria as needed. Projects were assigned tiers based on an aggregate score out of 29 available points.

Goal	Desired Outcomes	Criteria
1. Support Safe Travel Across All Modes	1. Eliminate all traffic-related fatalities and serious injuries across all transportation modes 2. Improve safety outcomes and reduce barriers for non-motorized travel 3. Improve safety performance on high-injury corridors and intersections 4. Improve accessibility and safety by reducing existing facility gaps and ADA deficiencies 5. Reduce conflicts and barriers that undermine safety, comfort, and personal security 6. Maintain safe and secure conditions for transit riders and operators 7. Strengthen partnerships to support reaching Vision Zero goals	**Crash Reduction** 1 point – Project is located within 500ft of a corridor with 2 or more crashes on average per year resulting in serious or fatal injury of any mode
		Bicycle and Pedestrian Safety 1 point – Project will improve bicycle/pedestrian safety within 500ft of a corridor with 2 or more crashes on average per year involving a pedestrian or cyclist
		Accessibility 1 point – Project contributes to or closes a gap in the ADA network
2. Ensure a Well-Maintained Transportation System	1. Maintain a state of good repair for roadway, bridge, and transit assets 2. Maintain reliable travel times across the transportation system 3. Improve pedestrian conditions to and within pre-1980s neighborhoods, activity centers, and transit stops 4. Improve long-term system performance through preservation-focused investment decisions	**Facility Preservation** 1 point – Project improves pavement, bridge, or transit facility with fair condition rating 2 points – Project improves pavement, bridge, or transit facility with poor condition rating
		Pedestrian Conditions 1 point – Project repairs, restores, or improves pedestrian conditions in pre-1980s neighborhoods, including sidewalks, curb ramps, crossings, pedestrian gaps, lighting, furnishings, or other elements that improve pedestrian access, comfort, or perceived safety

Goal	Desired Outcomes	Criteria
3. Expand Mobility Choices Throughout the Region	1. Improve access between schools, jobs, services, and key destinations 2. Improve street and pathway connectivity to support more direct multimodal travel 3. Expand transportation infrastructure to support trips made by not driving alone 4. Improve access, comfort, and safety to and at transit stops and transfer locations 5. Expand access to everyday non-driving travel options that lower household costs 6. Improve continuity and comfort by filling missing gaps in the pedestrian network 7. Establish a regional bike network connecting key destinations for all ages and abilities	**Access to Essential Services** 1 point – Project improves multimodal access within ½ mile of schools and hospitals 2 points – Project directly connects to or expands multimodal access to schools and hospitals
		Access to Jobs 1 point – Improves access to some employment centers 2 points – Improves access to many key commercial and industrial employment centers
		Route Choice 1 point – Project improves network access and connectivity by increasing intersection density, which may result in shorter block lengths, connected block patterns, and/or four-way intersections
		Transit Access 1 point – Project closes a gap, removes a barrier, or improves transit operations within ½ mile of a Streamline bus route or stop
		Active Transportation Network 1 point – Project contributes to or fills a gap in the pedestrian or bicycle network 2 points – Project completes a continuous low-stress walking or bicycling connection with separate facilities from general traffic

Goal	Desired Outcomes	Criteria
4. Enhance Health, Quality of Life, and Preserve Regional Character	1. Improve access to non-motorized facilities that support active travel options 2. Improve transportation access to parks, trails, and recreation areas 3. Reduce wildlife-vehicle conflicts and improve safe wildlife movement across corridors 4. Reduce transportation-related impacts on environmentally sensitive areas 5. Reduce per capita air emissions from the transportation system	**Access to Recreational and Active Facilities** 1 point – Project provides multimodal access within ½ mile of a public recreation facility, park, or trail 2 points – Project directly connects to or expands multimodal access to a public recreation facility, park, or trail
		Wildlife 1 point – Project does not negatively impact a moderate sensitivity or moderate use wildlife corridor 2 points – Project does not negatively impact a high sensitivity or high use wildlife corridor
		Natural Preservation 1 point – Project is outside of environmentally sensitive areas
		Emissions 1 point – Project will reduce vehicle miles traveled (VMT), single-occupancy vehicle (SOV) trips, or carbon emissions

Goal	Desired Outcomes	Criteria
5. Enhance Transportation and Land Use Planning Coordination	1. Align transportation system and network decisions with adopted growth plans 2. Encourage land use decisions consistent with transportation investments and policies 3. Align transportation system design to support walkable, human-centered, and well-connected places 4. Support placemaking, economic vitality, and access in centers 5. Prioritize year-round needs to avoid overbuilding driven by season travel demand 6. Reduce speed-related conflicts through context-sensitive design	**Connectivity to Destinations** 1 point – Project adds a connection within a half mile of 2 or more key destinations 2 points – Project adds a connection between 2 or more neighborhoods and/or urban renewal districts
		Growth Plans 1 point – Project is within a Moderately Suitable area (as identified in the Gallatin Valley FLUM) or a TAZ projected to have growth 2 points – Project is within a Most Suitable area (as identified in the Gallatin Valley FLUM) -1 point – Project is inconsistent with an adopted formal plan or primarily supports unplanned outward expansion
		Walkable Place Support 1 point – Project improves pedestrian access and provides a more complete, comfortable, and place-supportive walking environment
		Complete Streets Design 1 point – Project supports slower operating speeds through Complete Streets design features that better align the street or road with surrounding land use, access needs, and multimodal activity
6. Improve Transportation System Resilience	1. Improve the adaptability, flexibility, and resilience of the transportation network design 2. Maintain and enhance system design for the reliable movement of people and goods 3. Maintain a transportation system that can accommodate emerging technologies 4. Strengthen coordination, cooperation, and preparedness among transportation partners to support mobility, access, and logistics during emergency response and recovery	**Freight Reliability and Access** 1 point – Project is located on a Freight Flow Corridor or is located within ½ mile of a trucking area
		Network Redundancy 1 point – Project improves route options, parallel circulation, emergency access, or system redundancy
		Transit Reliability and Access 1 point – Project advances the Transit Strategic Plan recommendations or improves reliable transit operations

Alternative Futures Analysis

The project team compiled alternatives that combine projects based on scoring results, geography, and project types. The alternatives were developed in partnership with MPO staff, and TTAC. It was expected there would be three future land use alternatives to evaluate against the metrics developed to support the project goals. However, the project team chose to evaluate alternatives based on connectivity to better understand if additional connectivity or increased capacity on existing road segments would best improve network performance. Alternatives were tested within the regional travel demand model to assess future network performance and other outcomes for 2050.

Prioritizing and Recommending

After scoring the projects and developing alternatives, the project team conducted a work session with the MPO staff and TTAC to determine which projects are highest priority. This final round of prioritization review included public feedback collected throughout the life of the project and future revenue projections. A fiscally-constrained list of projects was produced based on the outcome of this work session. The final recommended projects will have the greatest implementable return on investment for the community and are expected to advance GVMPO's goals and network performance.

The prioritization questions are listed below.

Prioritization Questions
Does the project have any committed or partial funding?
Does the project have any major feasibility constraints for design?
Does the project have strong support or concerns from the public?
Does the project depend on significant future development or increase in traffic volumes to warrant investment?
Is the project in an advanced state of shovel readiness (i.e. preliminary design or engineering)?
Will the project significantly increase future costs for roadway preservation, maintenance, and snow removal?
Does the project address an area or population experiencing transportation barriers, safety burdens, limited access, or other documented mobility needs?
Does the project support infill development or affordable housing for areas identified as priority for regional growth?
Is there anything missing from the project description that could materially change the scores?

Scoring Results

Project ID	Name	Description	Sub-Category	Score	Tier
A-137	Peach St Complete Street Improvements	Improve sidewalks, crosswalks, and bicycle facility on Peach St between N 7th and N Rouse in the city of Bozeman.	Sidewalks	25	Tier 1
R-130	Mendenhall & Babcock Streetscape	Complete streetscape improvements along Mendenhall Street and Babcock Street to include curb bulb-outs, landscaping and crossing enhancements.	Road Construction	25	Tier 1
R-90	Oak St: 7th to 19th Safety Improvement	Redesign Oak St from 7th to 19th in the City of Bozeman to improve safety and access control.	Road Construction	23	Tier 1
R-38	Church (Main St to Kagy Blvd)	Reconstruct Church Street from the intersection with Main Street south to the intersection with Kagy Boulevard to a two-lane urban "collector" standard.	Road Construction	23	Tier 1
A-133	Madison Ave/Broadway St - Jackrabbit Ln to Main St	Bike lane; bike-ped route and connector; Reconstruct to urban minor arterial standards to include on-street parking, curb, gutter, sidewalks, bike lanes	Shared Use Path	21	Tier 1
S-85	Streamline Downtown Transfer Station Improvements	Repairs bus pull through lane and improved ADA compliance.	Transit	21	Tier 1
R-22	Main Street (North Quaw Boulevard to Gallatin Field Road)	Reconstruct to urban principal arterial standards to include 8-foot shoulder/parking, center turn lane/turn bays, curbs, and gutters; Non motorized facilities should be constructed	Road Construction	21	Tier 1
R-125	Bozeman Trail/Haggerty Ln (Main St to Kagy Blvd)	Bozeman Trail should be reconstructed to a three-lane urban "minor arterial" roadway from the intersection with Kagy Boulevard north to the intersection with Haggerty Lane. Haggerty Lane should also be upgraded to a three-lane urban "minor arterial" roadway	Road Construction	21	Tier 1
A-123	Airway Blvd - Gallatin Field Rd to E Frank Rd	Bike lane or shared use path; partial commuter.	Shared Use Path	20	Tier 1
A-134	Jackrabbit Ln - Frontage Rd to Amsterdam Rd/Alaska Frontage Rd	Bike lane; bike-ped route and connector.	Shared Use Path	20	Tier 1
R-54	Amsterdam Rd - Thorpe Rd to Jackrabbit Ln	Reconstruct to 5-lane urban minor arterial standards with appropriate non-motorized accommodation like parallel multi-use path.	Road Construction	20	Tier 1
A-84	Bozeman to Belgrade Shared Use Path	Shared use path recommended in the 2007 PROST Plan; has robust public support. Locate to the north of existing Frontage Road and east of North 7th Avenue. Only includes portion of path between Bozeman (I-90) and TMP study area boundary (~5 miles in length).	Shared Use Path	19	Tier 1

Project ID	Name	Description	Sub-Category	Score	Tier
A-131	Amsterdam Rd - Clovehitch Rd to Jackrabbit Ln	Shared use path; commuter.	Shared Use Path	19	Tier 1
R-57	Jackrabbit Ln Overpass (Amsterdam Rd to Colorado St)	Widen/replace overpass to accommodate additional lanes and non-motorized accommodations; reconstruct off-ramp to increase capacity.	Road Construction	19	Tier 1
M-16	Lamme St Bridge Rehabilitation	Rehabilitate or replace the existing structure on Lamme St between N Bozeman and N Rouse in the city of Bozeman to improve structure condition and hydraulic capacity.	Bridge	19	Tier 1
R-128	Highland (Main to Kagy)	Street improvements on Highland Boulevard from the intersection with Main Street to the intersection with Ellis Street, upgrading to a two-lane urban "minor arterial" arterial standard, and from the intersection with Ellis Street south to the intersection with Kagy	Road Construction	19	Tier 1
R-60	Frontage Rd - Bolinger Rd to Jackrabbit Ln	Reconstruct to urban minor arterial standards to include widened shoulders, sidewalks on north side, center turn lane/turn bays.	Road Construction	19	Tier 1
R-102	N 19th Ave (Interstate 90 to Springhill Rd)	Widen N. 19th Avenue from Interstate 90 to the intersection with Springhill Road to a 5-lane urban arterial standard. This project includes widening the I-90 overpass along N. 19th Avenue.	Road Construction	19	Tier 1
M-19	Downtown Bozeman Creek Structure Rehabilitation	Bozeman Creek traverses downtown Bozeman through a series of three tunnels under Olive St, Rouse Ave, Babcock St, and Main St. for a total length of approximately 700 LF. This infrastructure is critical for the function of urban, primary, and NHS routes. The tunnel system is approaching the end of its useful life and requires rehabilitation, replacement, and hydraulic capacity improvements to manage flooding.	Road Preservation	19	Tier 1
R-113	Ferguson (Huffine to Johnson) - Collector	Recommended Extension - Collector	Road Construction	19	Tier 1
R-91	Fowler Lane: Garfield to Stucky	This project will construct Fowler Lane from Garfield to Stucky as a 2-lane minor arterial in the city of Bozeman to provide an alternate N/S route to S 19th.	Road Construction	18	Tier 1
R-108	Harper Puckett (Deadman's Gulch / Cattail St to Valley Center) - Principal Arterial	Recommended Extension - Principal Arterial	Road Construction	18	Tier 1
A-86	Huffine Lane Shared Use Path	Complete the shared use path between Circle F Trail and Bozeman City Limits to create a continuous non-motorized route between Four Corners and Bozeman.	Shared Use Path	17	Tier 2
R-59	Frontage Rd - Airway Blvd to City Limits	Reconstruct to urban street standards.	Road Construction	17	Tier 2
R-56	Jackrabbit Ln - Mayfair Dr to Frontage Rd	Reconstruct to urban minor arterial standards to be consistent with southern portion of the corridor; realign side streets.	Road Construction	17	Tier 2

Project ID	Name	Description	Sub-Category	Score	Tier
R-20	S 3rd Ave (Graf St to Kagy Blvd)	This project consists of reconstructing S. 3rd Avenue from the intersection with Graf Street to the intersection with Kagy Boulevard to a three-lane urban "collector" roadway. This includes one travel lane in each direction, bike lanes on each side, and curbs	Road Construction	17	Tier 2
R-97	Garfield (Fowler to Ferguson) - Collector	Recommended Extension - Collector	Road Construction	17	Tier 2
S-60	US 191 Improvements	Complete safety recommendations from MDT's 2020 US 191 Corridor Study, including: modifying lanes and intersections, adding pedestrian crossings, installing curve warning signs, bridge maintenance, and improving intersection/roadway lighting	Road Construction	17	Tier 2
S-73	Jackrabbit Ln/Driveway	Tunnel under Jackrabbit Ln	Pedestrian Tunnel/Bridge	16	Tier 2
R-106	I-90 Overpass/Underpass	New overpass/underpass across I-90	Road Construction	16	Tier 2
R-58	Amsterdam Rd - Countryside Ln/Royal Rd to Thorpe Rd	Reconstruct to 5-lane urban minor arterial standards with appropriate non-motorized accommodations.	Road Construction	16	Tier 2
S-63	Belgrade to Bozeman Frontage Road Improvements	Evaluate and modify existing passing and no-passing signing and striping to meet current standards; Construct centerline rumble strips along the rural portions of the corridor as appropriate; develop a path between Bozeman and Belgrade; Reconstruct the corridor to include one travel lane in each direction, center left-turn lane (where appropriate), and eight-foot shoulders	Road Construction	16	Tier 2
R-37	Valley Center (Valley Center Spur to 27th Ave)	This project consists of upgrading Valley Center Drive from the intersection with the Valley Center Underpass to the intersection with N. 27th Avenue to a three-lane urban arterial standard complete with one travel lane in each direction, bike lanes on each side.	Road Construction	16	Tier 2
R-155	Stucky Road (S 19th Avenue to Gooch Hill Road)	Reconstruct roadway to urban collector standards	Road Construction	16	Tier 2
R-122	Davis (Baxter to Valley Center)	This project consists of upgrading Davis from the intersection with Baxter to the intersection with Valley Center Road to a five-lane urban "minor arterial" standard. This includes two travel lanes in each direction, bike lanes on each side, curbs, and gutters.	Road Construction	16	Tier 2
R-110	Catamount St (Davis Ln to Love Lane) - Minor Arterial	Recommended Extension - Minor Arterial	Road Construction	16	Tier 2

Project ID	Name	Description	Sub-Category	Score	Tier
R-120	Kagy Boulevard (Willson Avenue to Highland Boulevard)	This project consists of widening Kagy Boulevard, from the intersection of S. 19th Avenue to Willson Avenue, to a four-lane urban principal arterial standard. This includes two travel lanes in each direction, bike lanes on each side, curb and gutter.	Road Construction	16	Tier 2
R-121	Cottonwood (Baxter Ln to Deadman's Gulch / Cattail St)	Complete the construction of Cottonwood Road, from Baxter Lane to Deadman's Gulch / Cattail Street, to a five-lane urban "principal arterial" standard. This includes two travel lanes in each direction, bike lanes on each side, curbs, and gutters.	Road Construction	16	Tier 2
R-165	N 19th Interchange Modifications	This project would construct modifications to the N 19th Interchange with I-90 (westbound exit ramp) to support street infrastructure for the North Park development currently under MDT Systems Impact review.	Road Construction	15	Tier 2
R-96	S 11th Ave (Blackwood to Goldenstein) - Collector	Recommended Extension - Collector	Road Construction	15	Tier 2
R-117	Baxter (Cottonwood to MPA Boundary) - Minor Arterial	Recommended Extension - Minor Arterial	Road Construction	15	Tier 2
R-118	Laurel Parkway (Valley Center to Oak) - Collector	Recommended Extension - Collector	Road Construction	15	Tier 2
R-148	Cameron Bridge Road (Alaska Road South to Jackrabbit Lane)	Reconstruct roadway to urban minor arterial standards	Road Construction	15	Tier 2
A-57	Frontage Road Connector	Shared path connecting northeast I-90 Frontage Rd to E Valley Center	Shared Use Path	14	Tier 3
A-79	Gallatin Road (Four Corners to Gallatin Gateway)	Extend existing shared use path	Shared Use Path	14	Tier 3
A-136	Valley Center Spur Multimodal Connection	This project will construct a multimodal connection along Valley Center Spur between the existing Frontage Rd shared use path and E Valley Center. Detailed planning and design will determine facility type. Signal modifications at each existing intersection are anticipated.	Shared Use Path	14	Tier 3
S-77	Jackrabbit Ln/I-90	Grade-separated crossing.	Pedestrian Tunnel/Bridge	14	Tier 3
R-23	Frontage Road (Weaver Road to Bolinger Road)	Reconstruct to rural minor arterial standards to include widened shoulders, recoverable side slopes, center turn lane/turn bays.	Road Construction	14	Tier 3
R-143	Baxter Lane (Harper Puckett Road to Jackrabbit Lane)	Reconstruct roadway to rural minor arterial standards	Road Construction	14	Tier 3

Project ID	Name	Description	Sub-Category	Score	Tier
R-152	Cottonwood Road (Oak Street to Hulbert Road)	Reconstruct roadway to urban principal arterial standards	Road Construction	14	Tier 3
R-46	S. 19th Avenue (Kagy Blvd to Hyalite Canyon Road)	Reconstruct roadway to urban principal standards from Kagy Blvd to Goldenstein Road, rural principal arterial standards from Goldenstein Road to Johnson Road, and minor arterial standards to Hyalite Canyon Road	Road Construction	14	Tier 3
R-164	Stucky Rd: Fowler to S 19th	This project will reconstruct Stucky Rd to a 2-lane urban collector from Fowler Ln to S 19th including constructing a roundabout (preferred) or traffic signal at the intersection of Stucky Rd and Fowler Ln to improve safety and manage increasing traffic volumes.	Road Construction	14	Tier 3
R-36	Cottonwood Rd (Loyal Drive to Graf St)	Reconstruct Cottonwood Road, from the intersection of Loyal Drive to Graf Street, to a three-lane urban "principal arterial" standard. This includes one travel lanes in each direction, bike lanes on each side, curbs, and gutters.	Road Construction	14	Tier 3
R-149	Cameron Bridge Road (Harper Puckett Road to Alaska Road South)	Reconstruct roadway to urban minor arterial standards	Road Construction	14	Tier 3
R-126	Cattail St (Ferguson to Cottonwood Rd)	This project consists of upgrading Cattail Street from the intersection with Davis west of its current termini point to a three-lane urban "collector" roadway. A new link between the current western termini point of Cattail Street and Cottonwood Road sho	Road Construction	14	Tier 3
R-109	Kagy Blvd (Cottonwood to S 27th Ave) - Principal Arterial	Recommended Extension - Principal Arterial	Road Construction	14	Tier 3
R-115	Graf St (Cottonwood to S 31st) - Collector	Recommended Extension - Collector	Road Construction	14	Tier 3
R-119	Babcock (Water Lily to Love Ln) - Collector	Recommended Extension - Collector	Road Construction	14	Tier 3
R-161	Alaska Road South (Frank Road to E Valley Center Road)	Reconstruct roadway to rural minor arterial standards	Road Construction	13	Tier 3
A-59	Amsterdam Road (Royal Road to Fishing Access)	Extend the existing shared use path from Royal Road to Erwin Bridge Fishing Access Site.	Shared Use Path	13	Tier 3
R-150	Harper Puckett Road / Gooch Hill Road (Cameron Bridge Road to Durston Road)	Reconstruct roadway to urban minor arterial standards, complete connection between Durston Road and Harper Puckett Road.	Road Construction	13	Tier 3
A-91	Cottonwood Rd Shared Use Path (Northbound)	Proposed Shared Use Path on Cottonwood between Farmers Canal and Stucky	Shared Use Path	13	Tier 3
R-74	New Roadway (Future) - Happy Ln to Dry Creek Rd	New roadway.	Road Construction	13	Tier 3

Project ID	Name	Description	Sub-Category	Score	Tier
S-48	S 3rd Ave and Graf St	Installation of a traffic signal or roundabout at the intersection of South 3rd Ave, W Graf St, and Wagonwheel Dr.	Intersection Improvements	13	Tier 3
A-14	W. Valley Center Road (Jackrabbit Lane to Path)	Construct approximately 100 feet of shared use path to connect existing facilities at the intersection.	Shared Use Path	13	Tier 3
R-142	Love Lane (Huffine Lane to E Valley Center Road)	Reconstruct roadway to rural principal arterial standards	Road Construction	13	Tier 3
R-145	Oak Street (Cottonwood Road to Love Lane)	Reconstruct roadway to urban principal arterial standards, complete connection between Forest Glen Drive and Love Lane	Road Construction	13	Tier 3
R-33	Kagy Blvd (Highland to Bozeman Trail)	This project consists of widening Kagy Boulevard from the intersection with Highland Boulevard to the intersection with Bozeman Trail to a three-lane urban "principal arterial" standard complete with one travel lane in each direction, bike lanes on each	Road Construction	13	Tier 3
R-114	S 27th Ave (Blackwood to Patterson) - Collector	Recommended Extension - Collector	Road Construction	13	Tier 3
R-116	Deadman's Gulch/Cattail St (Cottonwood to Study Area Boundary) - Collector	Recommended Extension - Collector	Road Construction	13	Tier 3
R-151	Gooch Hill Road (Durston Road to Huffine Lane)	Reconstruct roadway to urban minor arterial standards	Road Construction	13	Tier 3
R-67	Kingston Rd (Future) - Collins Rd to Dry Creek Rd	New collector roadway.	Road Construction	12	Tier 4
R-72	E Valley Center Rd - Alaska Rd to Love Ln	Upgrade to minor arterial; maintain shared use path.	Road Construction	12	Tier 4
S-76	Madison Ave/I-90	Construct underpass.	Pedestrian Tunnel/Bridge	12	Tier 4
R-137	Frank Road (Jackrabbit Lane to Alaska Road South)	Reconstruct and extend to urban minor arterial standards	Road Construction	12	Tier 4
R-135	Story Mill N / Mcllhattan Rd (Boyland Rd to Landfill)	This project consists of reconstructing Story Mill Road north to Mcllhattan, and Mcllhattan northwest to the Landfill, to a two-lane urban "collector" road standard. This would include one travel lane in each direction, bike lanes on each side, and curb.	Road Construction	12	Tier 4
R-144	Durston Road (Gooch Hill Road to Jackrabbit Lane)	Reconstruct roadway to urban minor arterial standards (Gooch Hill Road to Love Lane) and rural minor arterial standards (Love Lane to Jackrabbit Lane), complete connection between Parklands Trail and Jackrabbit Lane.	Road Construction	12	Tier 4

Project ID	Name	Description	Sub-Category	Score	Tier
R-107	Oak Street (West Terminii to Love Ln) - Principal Arterial	Recommended Extension - Principal Arterial	Road Construction	12	Tier 4
R-112	Gooch Hill (Durston to Harper Puckett) - Minor Arterial	Recommended Extension - Minor Arterial	Road Construction	12	Tier 4
R-95	Blackwood Road (Fowler to S 31st Ave) - Collector	Recommended Extension - Collector	Road Construction	12	Tier 4
R-15	Cruiser Lane (Dry Creek Road to Westwood Circle)	Reconstruct to Urban major collector standard	Road Construction	11	Tier 4
R-53	Frontage Rd - Thorpe Rd to Bolinger Rd	Reconstruct to urban typical standard.	Road Construction	11	Tier 4
R-65	E Cameron Bridge Rd - Alaska Rd to Harper Puckett Rd	Upgrade from minor collector to major collector.	Road Construction	11	Tier 4
R-71	Tarmac Trail (New Airport Rd) - Jetway Dr to Frontage Rd	New roadway.	Road Construction	11	Tier 4
R-77	W Frank Rd - Thorpe Rd to Jackrabbit Ln	Reconstruct to collector standards.	Road Construction	11	Tier 4
M-17	E Griffin Bridge Replacement	This project will replace the existing Bozeman Creek bridge on E Griffin Dr between N Rouse and Story Mill Rd.	Bridge	11	Tier 4
R-153	Cobb Hill Road / Elk Lane (Gallatin Road to Red Mountain Drive)	Reconstruct roadway to rural minor arterial standards	Road Construction	11	Tier 4
R-103	Harper Puckett (Gooch Hill Rd to E Valley Center Road)	Reconstruct to a 3-lane urban minor arterial	Road Construction	11	Tier 4
R-159	Oak Street (Forest Glen Road to Love Lane)	Principal Arterial	Road Construction	11	Tier 4
R-146	Hulbert Road (Love Lane to Jackrabbit Lane)	Reconstruct roadway to rural minor arterial standards	Road Construction	10	Tier 4
R-162	Gooch Hill Road (Huffine Lane to Stucky Road)	Reconstruct roadway to urban minor arterial standards	Road Construction	10	Tier 4
R-64	Spooner Rd - Weaver Rd to Cruiser Ln	Roadway improvements.	Road Construction	10	Tier 4
R-66	Harper Puckett Rd - E Cameron Bridge Rd to E Valley Center Rd	Roadway improvements.	Road Construction	10	Tier 4

Project ID	Name	Description	Sub-Category	Score	Tier
R-76	Bolinger Rd - Weaver Rd to Cruiser Ln	Reconstruct to minor collector standards.	Road Construction	10	Tier 4
R-156	Durston Road (Parklands Trail to Monforton Drive)	Minor Arterial	Road Construction	10	Tier 4
R-98	Durston (Gooch Hill Rd to Study Area Boundary) - Minor Arterial	Recommended Extension - Minor Arterial	Road Construction	10	Tier 4
R-73	Weaver Rd - West Of Thorpe Rd to Dry Creek Rd	Upgrade to 4-lane arterial with center median.	Road Construction	9	Tier 4
M-18	Story Mill Bridge Replacement	Replace the existing Bridger Creek bridge on Story Mill Rd in Bozeman with improved structural capacity and shared use path on or adjacent to the bridge	Bridge	9	Tier 4
R-160	Elk Lane (Red Mountain Drive to Gooch Hill Road)	Minor Arterial	Road Construction	9	Tier 4
R-147	Hulbert Road (Harper Puckett Road to Love Lane)	Construct roadway to urban minor arterial standards	Road Construction	8	Tier 4
R-154	Stucky Road (Gooch Hill Road to Elk Lane)	Extend Stucky Road between Gooch Hill Road and Elk Lane / Red Mountain Drive intersection as rural minor arterial.	Road Construction	8	Tier 4
R-158	Gooch Hill Road (Durston Road to Hulbert Road)	Minor Arterial	Road Construction	8	Tier 4
R-63	Thorpe Rd - Planning Area Boundary to Royal Rd	Roadway improvements if western interchange occurs.	Road Construction	6	Tier 4

Projected Funding by Funding Source (Estimated) – Gallatin Valley MPO

Source: Montana Department of Transportation, GVMPO Financial Plan and Draft FFY2027-2031 GVMPO TIP

Funding Source	FFY 2027 Beginning Balance	Committed Funding (1)					2027-2031 Committed Funding	2032-2050 Annual Projected Funding Average (2)	2032-2050 Total Projected Funding	Total Funding (2027-2050)	Mid-Term Funding (2032-2040)	Long-Term Funding (2041-2050)
		2027	2028	2029	2030	2031						
FEDERAL												
NHPP (3)	***-***	***$8,978,186***	***$17,794,865***	***$750,000***	***$750,000***	***$750,000***	***$29,023,051***	***$3,318,570***	***$63,052,830***	***$92,075,881***	***$29,867,130***	***$33,185,700***
IM	-	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000	$1,510,197	$28,693,743	$29,943,743	$13,591,773	$15,101,970
NH	-	$8,728,186	$17,544,865	$500,000	$500,000	$500,000	$27,773,051	$1,808,373	$34,359,087	$62,132,138	$16,275,357	$18,083,730
NHFP	***-***	***-***	***-***	***-***	***-***	***-***	***-***	***-***	***-***	***-***	***-***	***-***
STP (3)	***$24,594,567***	***$3,853,906***	***$7,631,092***	***$2,622,504***	***$7,663,569***	***$2,434,020***	***$24,205,091***	***$3,165,696***	***$60,148,224***	***$108,947,882***	***$28,491,264***	***$31,656,960***
STPU	$13,445,204	$368,335	$1,045,888	$1,530,046	$1,530,046	$1,530,046	$6,004,361	$1,530,046	$29,070,874	$48,520,439	$13,770,414	$15,300,460
STPX, STPS, SFCN	$9,533,466	$87,485	$5,482,531	-	-	-	$5,570,016	$579,596	$11,012,324	$26,115,806	$5,216,364	$5,795,960
UPP	-	$500,000	$500,000	$500,000	$500,000	$500,000	$2,500,000	$191,135	$3,631,565	$6,131,565	$1,720,215	$1,911,350
TA (Statewide) (4)	-	$2,494,112	$198,699	$188,484	$5,229,549	-	$8,110,844	$460,945	$8,757,955	$16,868,799	$4,148,505	$4,609,450
TA (MPO) (5)	$1,615,897	$403,974	$403,974	$403,974	$403,974	$403,974	$2,019,870	$403,974	$7,675,506	$11,311,273	$3,635,766	$4,039,740
BR	***-***	***$17,845***	***$2,438,885***	***$2,617,434***	***-***	***-***	***$5,074,164***	***$878,931***	***$16,699,685***	***$21,773,849***	***$7,910,377***	***$8,789,308***
HSIP	***-***	***$480,629***	***$6,868,744***	***$200,000***	***$200,000***	***$200,000***	***$7,949,373***	***$420,854***	***$7,996,226***	***$15,945,599***	***$3,787,686***	***$4,208,540***
MACI (CMAQ) (11)	***-***	***$1,992,388***	***$3,451,600***	***-***	***-***	***-***	***$5,443,988***	***$347,528***	***$6,603,030***	***$12,047,018***	***$3,127,751***	***$3,475,279***
CR (6)	***$1,125,353***	***$579,613***	***-***	***-***	***-***	***-***	***$579,613***	***-***	***-***	***$1,704,966***	***-***	***-***
FTA (3)	***$380,421***	***$3,101,410***	***$2,857,133***	***$2,857,133***	***$2,857,133***	***$2,857,133***	***$14,529,942***	***$1,833,011***	***$34,827,209***	***$49,737,572***	***$16,497,099***	***$18,330,110***
FTA 5307	-	$2,760,633	$2,760,633	$2,760,633	$2,760,633	$2,760,633	$13,803,165	$1,492,234	$28,352,446	$42,155,611	$13,430,106	$14,922,340
FTA 5339 - Formula (7)	$380,421	$96,500	$96,500	$96,500	$96,500	$96,500	$482,500	$96,500	$1,833,500	$2,696,421	$868,500	$965,000
FTA 5339 - Discretionary (8)	-	-	-	-	-	-	-	-	-	-	-	-
FTA 5310	-	$244,277	-	-	-	-	$244,277	$244,277	$4,641,263	$4,885,540	$2,198,493	$2,442,770
Grants (9)	***-***	***$17,341,405***	***$25,000,000***	***-***	***-***	***-***	***$42,341,405***	***$1,600,000***	***$30,400,000***	***$72,741,405***	***$14,400,000***	***$16,000,000***
FWP	***-***	***$125,000***	***-***	***-***	***-***	***-***	***$125,000***	***$25,000***	***$475,000***	***$600,000***	***$225,000***	***$250,000***
RRS	***-***	***-***	***-***	***-***	***-***	***-***	***-***	***$50,000***	***$950,000***	***$950,000***	***$450,000***	***$500,000***
STATE AND LOCAL												
TransADE	***-***	***$115,658***	***$115,658***	***$115,658***	***$115,658***	***$115,658***	***$578,290***	***$115,658***	***$2,197,502***	***$2,775,792***	***$1,040,922***	***$1,156,580***
Operations and Maintenance	***-***	***$1,507,353***	***$1,507,353***	***$1,507,353***	***$1,507,353***	***$1,507,353***	***$7,536,765***	***$1,507,353***	***$28,639,706***	***$36,176,471***	***$13,566,176***	***$15,073,529***
Fuel Tax (3)	***-***	***$3,397,031***	***$3,397,031***	***$3,397,031***	***$3,397,031***	***$3,397,031***	***$16,985,154***	***$3,397,031***	***$64,543,584***	***$81,528,738***	***$30,573,277***	***$33,970,307***
Fuel Tax - City of Belgrade (10)	-	$495,383	$495,383	$495,383	$495,383	$495,383	$2,476,916	$495,383	$9,412,282	$11,889,199	$4,458,450	$4,953,833
Fuel Tax - City of Bozeman (10)	-	$2,063,369	$2,063,369	$2,063,369	$2,063,369	$2,063,369	$10,316,847	$2,063,369	$39,204,020	$49,520,868	$18,570,325	$20,633,695
Fuel Tax - County (10)	-	$838,278	$838,278	$838,278	$838,278	$838,278	$4,191,390	$838,278	$15,927,281	$20,118,671	$7,544,502	$8,382,780
TOTAL	**$26,100,341**	**$41,490,424**	**$71,062,361**	**$14,067,113**	**$16,490,744**	**$11,261,195**	**$154,371,835**	**$16,659,631**	**$316,532,996**	**$497,005,172**	**$149,936,682**	**$166,596,314**

(1) Based on funding information provided by the Montana Department of Transportation regarding the DRAFT FFY2027-2031 GVMPO TIP.

(2) Projected Funding for 2032-2050 is estimated using the GVMPO Financial Plan (per-project/per-year annualized averages prepared by MDT) and is the best information available at this time. There is no guarantee that funding will be available in the future.

(3) NHPP, STP, FTA, and Fuel Tax are roll-up totals computed as the sum of their component rows directly below them.

(4) TA (Statewide) and TA (MPO) are both components of the STP roll-up above, since Transportation Alternatives is a federally-mandated set-aside of the Surface Transportation Block Grant Program (STP) that splits into a statewide competitive pool and a direct MPO suballocation. TA (Statewide) funding is competitive and not guaranteed.

(5) TA (MPO) reflects the Gallatin Valley MPO's direct population-based sub-allocation of Transportation Alternatives funding under STP, separate from the statewide competitive TA pool but still part of the same STP set-aside.

(6) Carbon Reduction Program (CR) shows $0 for the 2032-2050 horizon projection. MDT does not anticipate any further CR funding following the expiration of the Continuing Resolution.

(7) FTA 5339 - Formula 2032-2050 annual projected funding reflects the GVMPO Financial Plan estimate. The draft TIP has only programmed this funding in FFY2027 pending future project identification.

(8) FTA 5339 - Discretionary is a competitive federal program; no recurring annual amount is assumed for 2032-2050 given its non-formula, competitive nature.

(9) Grants reflects competitively awarded federal discretionary grants (e.g., BUILD, RAISE, SS4A) rather than a recurring formula funding source, currently consisting of the Belgrade Urban Improvements grant ($25,000,000, FFY2027) and Gallatin County SS4A grant ($13.9 million). The 2032-2050 annual amount is a simplified projection equal to the FFY2027-2031 total divided evenly across 5 years and held constant for the outyears; this is a modeling assumption only and is not a guaranteed or expected revenue stream. The annual projected average for grants was initially set at $5 million per year, but after direction from MDT, it has been adjusted to $1.6 million per year.

(10) Fuel Tax revenues are received by the City of Belgrade, City of Bozeman, and Gallatin County and are primarily used for routine operations and maintenance. Excess funds are prioritized for capital expenditures based on need and priority. The draft TIP's REVENUE sheet and GVMPO Financial Plan both label this revenue "Gas Tax" internally; it is shown here as "Fuel Tax", since the tax applies to both gasoline and diesel. The draft TIP's REVENUE sheet reports only a combined City total (Belgrade + Bozeman) for FFY2027-2031; the Belgrade/Bozeman figures above prorate that combined total using each city's share of the GVMPO Financial Plan's individual city estimates. 2032-2050 annual averages use the Financial Plan's city-specific and county estimates directly.

(11) Pure CMAQ funds that come to Montana based on the federal formula and are directed to Missoula, Montana's only moderate CO non-attainment area. Projects are prioritized through the MPO process.
Montana Air & Congestion Initiative (MACI) Discretionary Program: Projects using MACI discretionary funds are selected through a proposal process administered by the Transportation Planning Division of MDT. Projects are prioritized and selected amongst all eligible areas based on air quality benefits.
Montana Air & Congestion Initiative (MACI) Guaranteed Program: MACI guaranteed funds are distributed to Billings and Great Falls at a level equivalent to what Missoula receives each year in CMAQ funds. Projects are prioritized through the MPO planning process.

Note: FTA 5307 and FTA 5310 figures combine the federal share and required local match into a single total funding amount for each year, consistent with how other federal programs (STPU, IM, NH, SFCN, HSIP, BR, UPP, MACI) already report combined federal-plus-match totals per the source TIP.

Note: The draft TIP and GVMPO Financial Plan report CMAQ funding for this MPO under a single MACI line with no further split into "Guaranteed" vs. "Discretionary" portions.

Note: NHFP (National Highway Freight Program) appears only as a category heading in the draft TIP's Projects sheet with no projects or dollar figures programmed for GVMPO in this TIP cycle. All values are shown as zero pending future project identification.

Note: NEVI (National Electric Vehicle Infrastructure) funding is not included because the GVMPO Financial Plan notes NEVI funding does not apply to newly-designated MPOs.

Projected Funding by Funding Source (Estimated) – Gallatin Valley MPO

Source: Montana Department of Transportation, GVMPO Financial Plan and Draft FFY2027-2031 GVMPO TIP

Funding Source	FFY 2027 Beginning Balance	Committed Funding (1)					2027-2031 Committed Funding	2032-2050 Annual Projected Funding Average (2)	2032-2050 Total Projected Funding	Total Funding (2027-2050)	Mid-Term Funding (2032-2040)	Long-Term Funding (2041-2050)
		2027	2028	2029	2030	2031						
FEDERAL												
NHPP (3)	**-**	***$8,978,186***	***$17,794,865***	***$750,000***	***$750,000***	***$750,000***	***$29,023,051***	***$3,318,570***	***$63,052,830***	***$92,075,881***	***$29,867,130***	***$33,185,700***
IM	-	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000	$1,510,197	$28,693,743	$29,943,743	$13,591,773	$15,101,970
NH	-	$8,728,186	$17,544,865	$500,000	$500,000	$500,000	$27,773,051	$1,808,373	$34,359,087	$62,132,138	$16,275,357	$18,083,730
NHFP	**-**	-	-	-	-	-	-	-	-	-	-	-
STP (3)	***$24,594,567***	***$3,853,906***	***$7,631,092***	***$2,622,504***	***$7,663,569***	***$2,434,020***	***$24,205,091***	***$3,165,696***	***$60,148,224***	***$108,947,882***	***$28,491,264***	***$31,656,960***
STPU	$13,445,204	$368,335	$1,045,888	$1,530,046	$1,530,046	$1,530,046	$6,004,361	$1,530,046	$29,070,874	$48,520,439	$13,770,414	$15,300,460
STPX, STPS, SFCN	$9,533,466	$87,485	$5,482,531	-	-	-	$5,570,016	$579,596	$11,012,324	$26,115,806	$5,216,364	$5,795,960
UPP	-	$500,000	$500,000	$500,000	$500,000	$500,000	$2,500,000	$191,135	$3,631,565	$6,131,565	$1,720,215	$1,911,350
TA (Statewide) (4)	-	$2,494,112	$198,699	$188,484	$5,229,549	-	$8,110,844	$460,945	$8,757,955	$16,868,799	$4,148,505	$4,609,450
TA (MPO) (5)	$1,615,897	$403,974	$403,974	$403,974	$403,974	$403,974	$2,019,870	$403,974	$7,675,506	$11,311,273	$3,635,766	$4,039,740
BR	**-**	***$17,845***	***$2,438,885***	***$2,617,434***	-	-	***$5,074,164***	***$878,931***	***$16,699,685***	***$21,773,849***	***$7,910,377***	***$8,789,308***
HSIP	**-**	***$480,629***	***$6,868,744***	***$200,000***	***$200,000***	***$200,000***	***$7,949,373***	***$420,854***	***$7,996,226***	***$15,945,599***	***$3,787,686***	***$4,208,540***
MACI (CMAQ) (11)	**-**	***$1,992,388***	***$3,451,600***	-	-	-	***$5,443,988***	***$347,528***	***$6,603,030***	***$12,047,018***	***$3,127,751***	***$3,475,279***
CR (6)	***$1,125,353***	***$579,613***	-	-	-	-	***$579,613***	-	-	***$1,704,966***	-	-
FTA (3)	***$380,421***	***$3,101,410***	***$2,857,133***	***$2,857,133***	***$2,857,133***	***$2,857,133***	***$14,529,942***	***$1,833,011***	***$34,827,209***	***$49,737,572***	***$16,497,099***	***$18,330,110***
FTA 5307	-	$2,760,633	$2,760,633	$2,760,633	$2,760,633	$2,760,633	$13,803,165	$1,492,234	$28,352,446	$42,155,611	$13,430,106	$14,922,340
FTA 5339 - Formula (7)	$380,421	$96,500	$96,500	$96,500	$96,500	$96,500	$482,500	$96,500	$1,833,500	$2,696,421	$868,500	$965,000
FTA 5339 - Discretionary (8)	-	-	-	-	-	-	-	-	-	-	-	-
FTA 5310	-	$244,277	-	-	-	-	$244,277	$244,277	$4,641,263	$4,885,540	$2,198,493	$2,442,770
Grants (9)	**-**	***$17,341,405***	***$25,000,000***	-	-	-	***$42,341,405***	***$1,600,000***	***$30,400,000***	***$72,741,405***	***$14,400,000***	***$16,000,000***
FWP	**-**	***$125,000***	-	-	-	-	***$125,000***	***$25,000***	***$475,000***	***$600,000***	***$225,000***	***$250,000***
RRS	**-**	-	-	-	-	-	-	***$50,000***	***$950,000***	***$950,000***	***$450,000***	***$500,000***
STATE AND LOCAL												
TransADE	**-**	***$115,658***	***$115,658***	***$115,658***	***$115,658***	***$115,658***	***$578,290***	***$115,658***	***$2,197,502***	***$2,775,792***	***$1,040,922***	***$1,156,580***
Operations and Maintenance	**-**	***$1,507,353***	***$1,507,353***	***$1,507,353***	***$1,507,353***	***$1,507,353***	***$7,536,765***	***$1,507,353***	***$28,639,706***	***$36,176,471***	***$13,566,176***	***$15,073,529***
Fuel Tax (3)	**-**	***$3,397,031***	***$3,397,031***	***$3,397,031***	***$3,397,031***	***$3,397,031***	***$16,985,154***	***$3,397,031***	***$64,543,584***	***$81,528,738***	***$30,573,277***	***$33,970,307***
Fuel Tax - City of Belgrade (10)	-	$495,383	$495,383	$495,383	$495,383	$495,383	$2,476,916	$495,383	$9,412,282	$11,889,199	$4,458,450	$4,953,833
Fuel Tax - City of Bozeman (10)	-	$2,063,369	$2,063,369	$2,063,369	$2,063,369	$2,063,369	$10,316,847	$2,063,369	$39,204,020	$49,520,868	$18,570,325	$20,633,695
Fuel Tax - County (10)	-	$838,278	$838,278	$838,278	$838,278	$838,278	$4,191,390	$838,278	$15,927,281	$20,118,671	$7,544,502	$8,382,780
TOTAL	**$26,100,341**	**$41,490,424**	**$71,062,361**	**$14,067,113**	**$16,490,744**	**$11,261,195**	**$154,371,835**	**$16,659,631**	**$316,532,996**	**$497,005,172**	**$149,936,682**	**$166,596,314**

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(5) TA (MPO) reflects the Gallatin Valley MPO's direct population-based sub-allocation of Transportation Alternatives funding under STP, separate from the statewide competitive TA pool but still part of the same STP set-aside.

(6) Carbon Reduction Program (CR) shows $0 for the 2032-2050 horizon projection. MDT does not anticipate any further CR funding following the expiration of the Continuing Resolution.

(7) FTA 5339 - Formula 2032-2050 annual projected funding reflects the GVMPO Financial Plan estimate. The draft TIP has only programmed this funding in FFY2027 pending future project identification.

(8) FTA 5339 - Discretionary is a competitive federal program; no recurring annual amount is assumed for 2032-2050 given its non-formula, competitive nature.

(9) Grants reflects competitively awarded federal discretionary grants (e.g., BUILD, RAISE, SS4A) rather than a recurring formula funding source, currently consisting of the Belgrade Urban Improvements grant ($25,000,000, FFY2027) and Gallatin County SS4A grant ($13.9 million). The 2032-2050 annual amount is a simplified projection equal to the FFY2027-2031 total divided evenly across 5 years and held constant for the outyears; this is a modeling assumption only and is not a guaranteed or expected revenue stream. The annual projected average for grants was initially set at $5 million per year, but after direction from MDT, it has been adjusted to $1.6 million per year.

(10) Fuel Tax revenues are received by the City of Belgrade, City of Bozeman, and Gallatin County and are primarily used for routine operations and maintenance. Excess funds are prioritized for capital expenditures based on need and priority. The draft TIP's REVENUE sheet and GVMPO Financial Plan both label this revenue "Gas Tax" internally; it is shown here as "Fuel Tax", since the tax applies to both gasoline and diesel. The draft TIP's REVENUE sheet reports only a combined City total (Belgrade + Bozeman) for FFY2027-2031; the Belgrade/Bozeman figures above prorate that combined total using each city's share of the GVMPO Financial Plan's individual city estimates. 2032-2050 annual averages use the Financial Plan's city-specific and county estimates directly.

(11) Pure CMAQ funds that come to Montana based on the federal formula and are directed to Missoula, Montana's only moderate CO non-attainment area. Projects are prioritized through the MPO process.
Montana Air & Congestion Initiative (MACI) Discretionary Program: Projects using MACI discretionary funds are selected through a proposal process administered by the Transportation Planning Division of MDT. Projects are prioritized and selected amongst all eligible areas based on air quality benefits. Montana Air & Congestion Initiative (MACI) Guaranteed Program: MACI guaranteed funds are distributed to Billings and Great Falls at a level equivalent to what Missoula receives each year in CMAQ funds. Projects are prioritized through the MPO planning process.

Note: FTA 5307 and FTA 5310 figures combine the federal share and required local match into a single total funding amount for each year, consistent with how other federal programs (STPU, IM, NH, SFCN, HSIP, BR, UPP, MACI) already report combined federal-plus-match totals per the source TIP.

Note: The draft TIP and GVMPO Financial Plan report CMAQ funding for this MPO under a single MACI line with no further split into "Guaranteed" vs. "Discretionary" portions.

Note: NHFP (National Highway Freight Program) appears only as a category heading in the draft TIP's Projects sheet with no projects or dollar figures programmed for GVMPO in this TIP cycle. All values are shown as zero pending future project identification.

Note: NEVI (National Electric Vehicle Infrastructure) funding is not included because the GVMPO Financial Plan notes NEVI funding does not apply to newly-designated MPOs.

G TRAVEL DEMAND MODEL RESULTS

Figure G-1

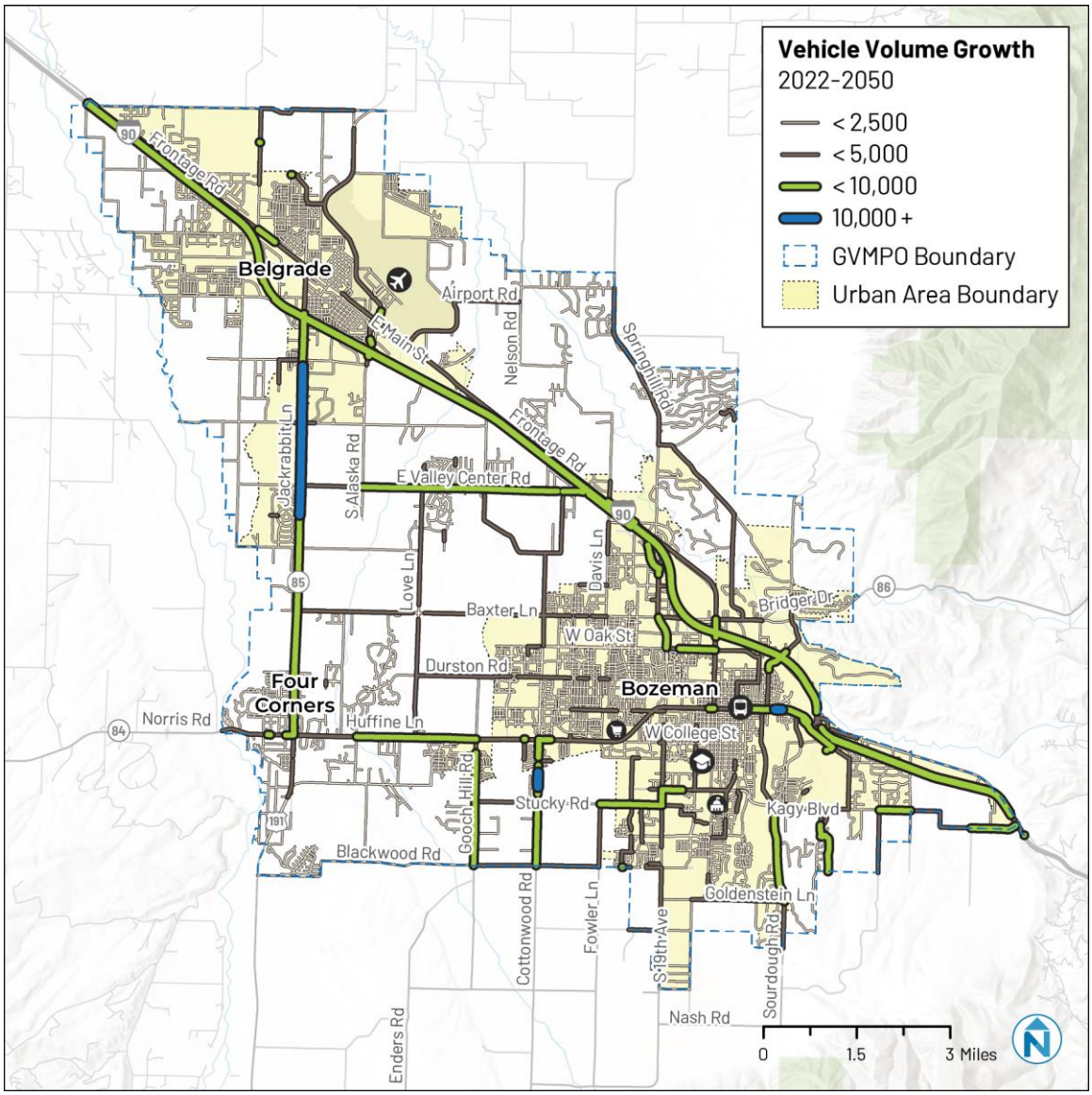

Vehicle Volume Growth
2022-2050
< 2,500
< 5,000
< 10,000
10,000 +
GVMPO Boundary
Urban Area Boundary
Belgrade
Four Corners
Bozeman
Frontage Rd
Airport Rd
E Main St
Nelson Rd
Springhill Rd
Jackrabbit Ln
S Alaska Rd
E Valley Center Rd
Love Ln
Davis Ln
Baxter Ln
W Oak St
Durston Rd
Bridger Dr
Norris Rd
Huffine Ln
W College St
Gooch Hill Rd
Stucky Rd
Kagy Blvd
Blackwood Rd
Goldenstein Ln
Cottonwood Rd
Fowler Ln
S 19th Ave
Sourdough Rd
Nash Rd
Enders Rd
90
85
84
191
86
0
1.5
3 Miles

Figure G-2

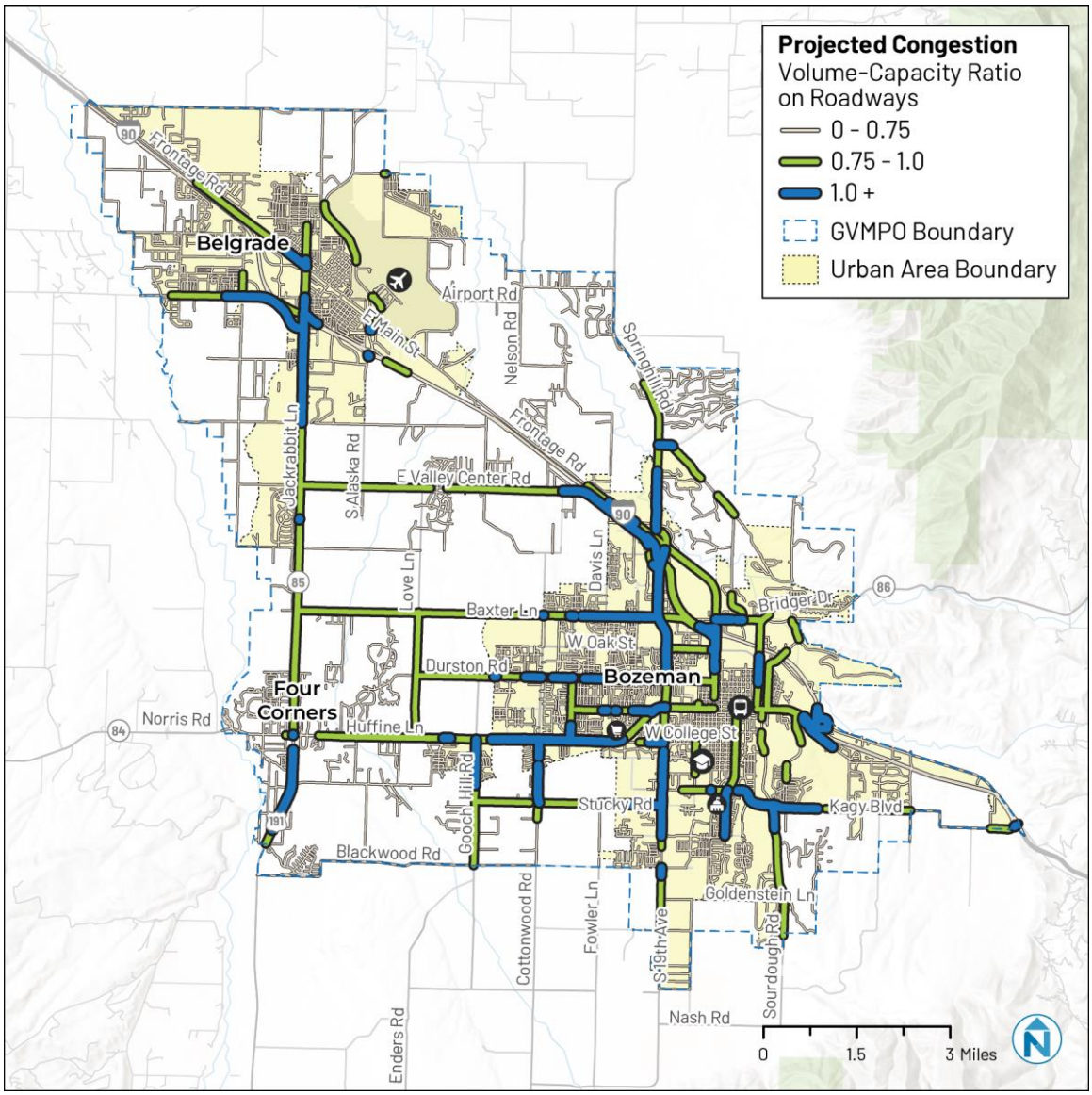

Projected Congestion
Volume-Capacity Ratio on Roadways
0 - 0.75
0.75 - 1.0
1.0 +
GVMPO Boundary
Urban Area Boundary
Belgrade
Four Corners
Bozeman
Frontage Rd
Airport Rd
E Main St
Nelson Rd
Springhill Rd
Jackrabbit Ln
S Alaska Rd
E Valley Center Rd
Love Ln
Davis Ln
Baxter Ln
Bridger Dr
W Oak St
Durston Rd
Huffine Ln
W College St
Norris Rd
Gooch Hill Rd
Stucky Rd
Kagy Blvd
Blackwood Rd
Goldenstein Ln
Cottonwood Rd
Fowler Ln
S 19th Ave
Sourdough Rd
Nash Rd
Enders Rd
90
85
84
191
86
0
1.5
3 Miles

Figure G-3

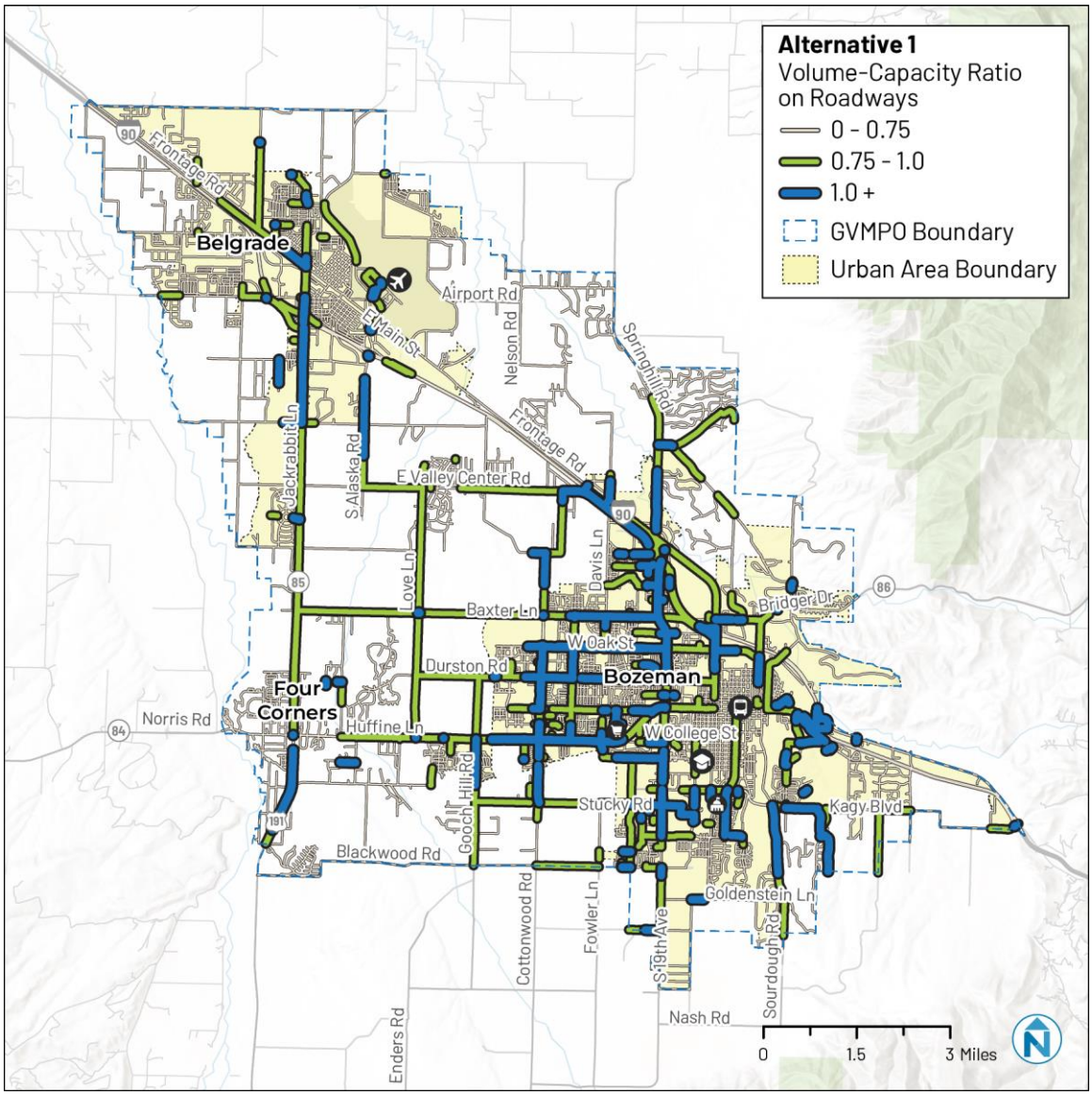

Alternative 1
Volume-Capacity Ratio on Roadways
0 - 0.75
0.75 - 1.0
1.0 +
GVMPO Boundary
Urban Area Boundary
Belgrade
Four Corners
Bozeman
Frontage Rd
Airport Rd
E Main St
Nelson Rd
Springhill Rd
Jackrabbit Ln
S Alaska Rd
E Valley Center Rd
Love Ln
Davis Ln
Baxter Ln
Bridger Dr
W Oak St
Durston Rd
Norris Rd
Huffine Ln
W College St
Gooch Hill Rd
Stucky Rd
Kagy Blvd
Blackwood Rd
Goldenstein Ln
Cottonwood Rd
Fowler Ln
S 19th Ave
Sourdough Rd
Nash Rd
Enders Rd
0
1.5
3 Miles

Figure G-4

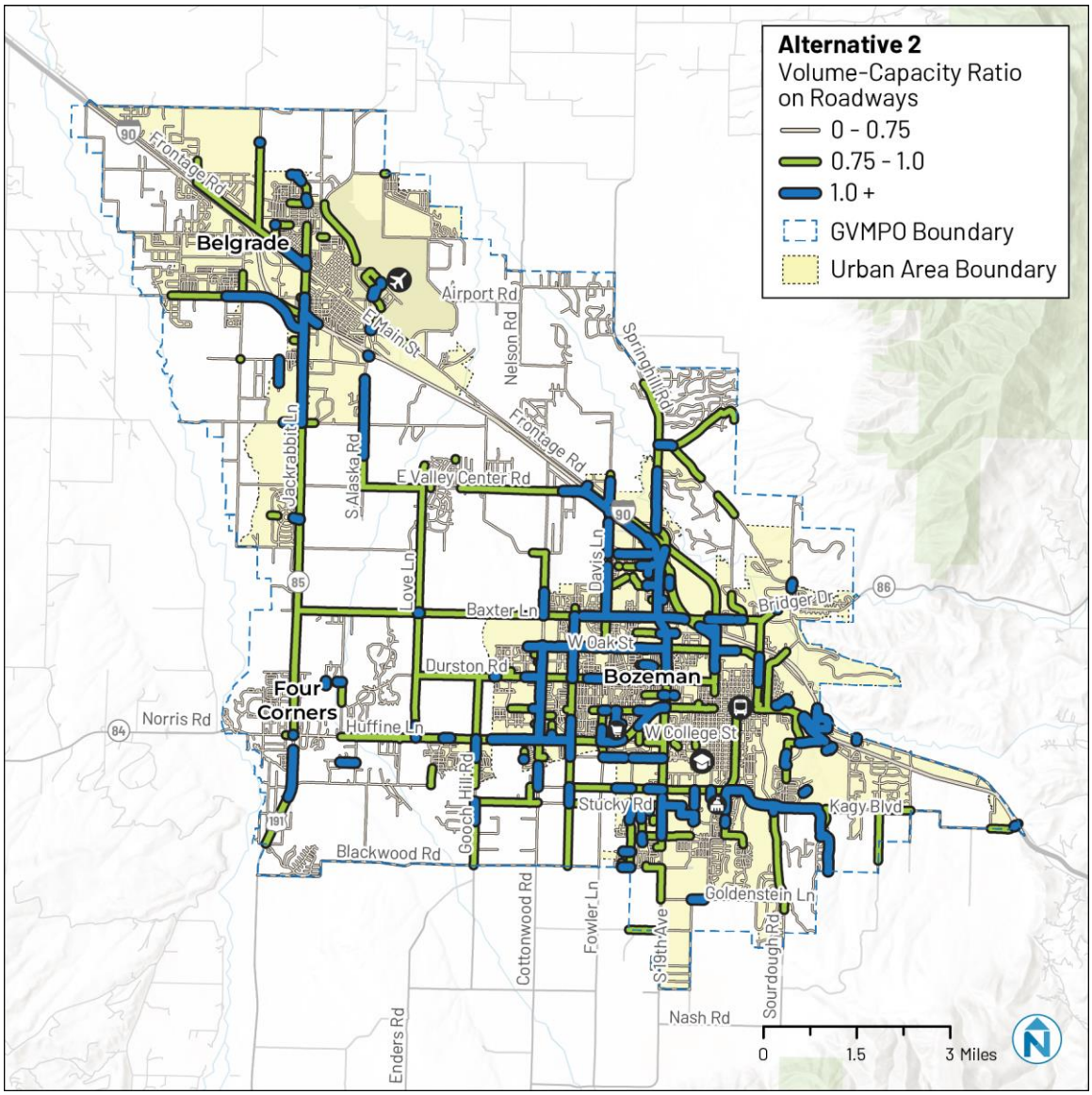

Alternative 2
Volume-Capacity Ratio on Roadways
0 - 0.75
0.75 - 1.0
1.0 +
GVMPO Boundary
Urban Area Boundary
Belgrade
Four Corners
Bozeman
Frontage Rd
Airport Rd
E Main St
Nelson Rd
Springhill Rd
Jackrabbit Ln
S Alaska Rd
E Valley Center Rd
Love Ln
Davis Ln
Baxter Ln
Bridger Dr
W Oak St
Durston Rd
Huffine Ln
Norris Rd
W College St
Gooch Hill Rd
Stucky Rd
Kagy Blvd
Blackwood Rd
Goldenstein Ln
Cottonwood Rd
Fowler Ln
S 19th Ave
Sourdough Rd
Nash Rd
Enders Rd
90
85
84
191
86
0
1.5
3 Miles

Figure G-5

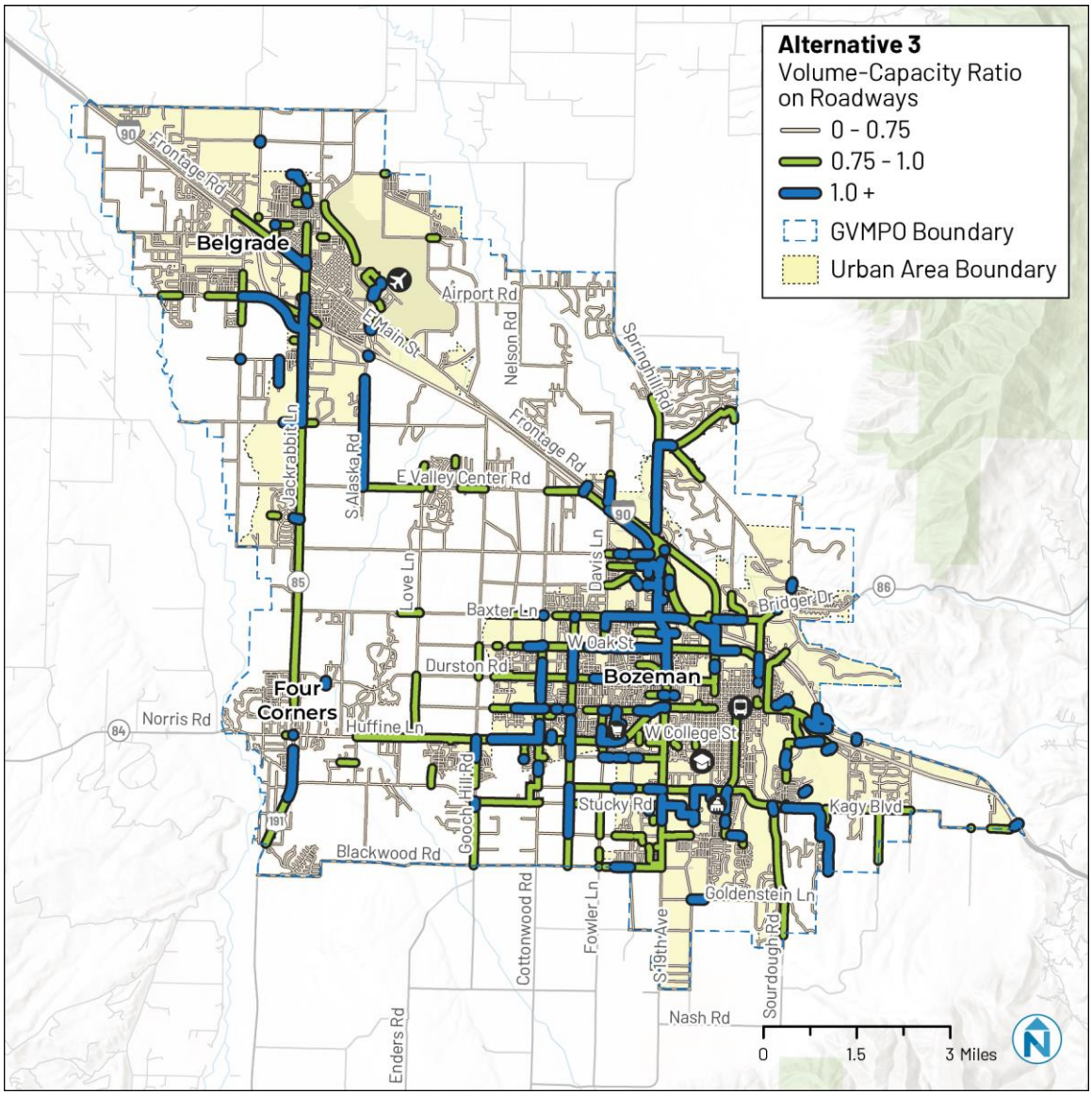
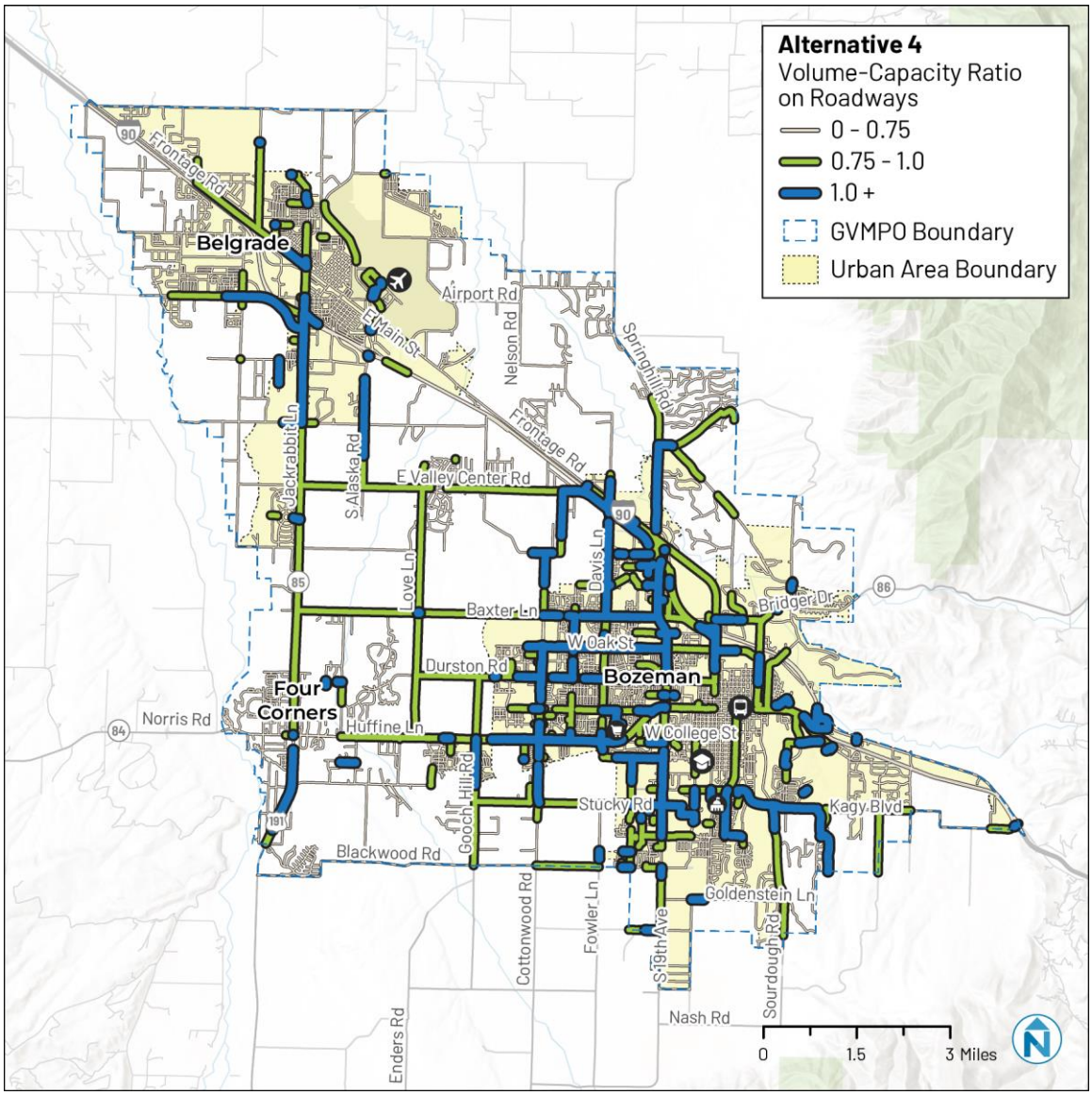

Alternative 3
Volume-Capacity Ratio on Roadways
0 - 0.75
0.75 - 1.0
1.0 +
GVMPO Boundary
Urban Area Boundary
Belgrade
Four Corners
Bozeman
Frontage Rd
Airport Rd
E Main St
Nelson Rd
Springhill Rd
Jackrabbit Ln
S Alaska Rd
E Valley Center Rd
Davis Ln
Love Ln
Baxter Ln
Bridger Dr
W Oak St
Durston Rd
Norris Rd
Huffine Ln
W College St
Gooch Hill Rd
Stucky Rd
Kagy Blvd
Blackwood Rd
Goldenstein Ln
Cottonwood Rd
Fowler Ln
S 19th Ave
Sourdough Rd
Nash Rd
Enders Rd
90
85
84
191
86
0
1.5
3 Miles

Figure G-6


Alternative 4
Volume-Capacity Ratio on Roadways
0 - 0.75
0.75 - 1.0
1.0 +
GVMPO Boundary
Urban Area Boundary
Belgrade
Four Corners
Bozeman
Frontage Rd
Airport Rd
E Main St
Nelson Rd
Springhill Rd
Jackrabbit Ln
S Alaska Rd
E Valley Center Rd
Love Ln
Davis Ln
Baxter Ln
Bridger Dr
W Oak St
Durston Rd
Norris Rd
Huffine Ln
W College St
Gooch Hill Rd
Stucky Rd
Kagy Blvd
Blackwood Rd
Goldenstein Ln
Cottonwood Rd
Fowler Ln
S 19th Ave
Sourdough Rd
Nash Rd
Enders Rd
90
85
84
191
86
0
1.5
3 Miles

BOZEMAN MT

Memorandum

REPORT TO: Gallatin Valley MPO - Transportation Technical Advisory Committee

FROM: Jeff Butts, MPO Manager
Emiliano Esparza, Acting Director of Transportation and Engineering Department

SUBJECT: Recommend Adoption of the Federal Fiscal Years 2027-2031 Transportation Improvement Program

MEETING DATE: November 5, 2026

AGENDA ITEM TYPE: Administration

RECOMMENDATION: **Consider the motion:** I move to recommend that the Transportation Policy Coordinating Committee adoption the Federal Fiscal Years 2027-2031 Transportation Improvement Improvement Program, subject to the completion of a public review period of at least 15 days and any revisions necessary to address regulatory comments and requirements.

STRATEGIC PLAN: 2.2 Infrastructure Investments: Strategically invest in infrastructure as a mechanism to encourage economic development.

BACKGROUND: The Transportation Improvement Program (TIP) identifies planned federally funded transportation projects, funding sources, and implementation schedules within the Gallatin Valley Metropolitan Planning Area. The TIP implements the Long Range Transportation Plan (LRTP) through a fiscally constrained program of near-term highway, transit, bicycle, and pedestrian investments. Projects included in the TIP must be consistent with the LRTP. As the Gallatin Valley Metropolitan Planning Organization's first TIP, the draft Federal Fiscal Years 2027–2031 TIP carries forward projects and funding already programmed in the Montana Department of Transportation's Statewide Transportation Improvement Program. Staff is requesting review to confirm that the draft reflects expected project funding and schedules.

This is the Transportation Technical Advisory Committee's (TTAC) second review of the draft TIP. The only change since its initial review is the incorporation of interim state transit asset management performance targets. An amendment will be brought forward once the transit provider adopts its asset management performance targets. Project lists, funding, and schedules remain unchanged.

The draft identifies approximately $170.9 million in estimated revenues and carryover over the five-year period. It includes roadway improvements, walking and bicycling connections, Safe Routes to School programs, and transit operations. Key investments include Main Street preconstruction in

Belgrade and Gallatin County's Connecting Communities roundabout and shared-use path at Alaska Road and East Cameron Bridge Road. Main Street construction is anticipated beyond the TIP period.
The Gallatin Valley MPO must have an adopted TIP by December 26, 2026. Staff intends to align public review with the LRTP's November 9 - December 8 review period, with at least 15 days provided for public review before adoption.
Staff requests TTAC recommendation of adoption to the Transportation Policy Coordinating Committee.

UNRESOLVED ISSUES: None.

ALTERNATIVES: As suggested by the Committee.

FISCAL EFFECTS: The draft TIP identifies anticipated surface transportation funding and programmed investments for FFY 2027-2031 totaling approximately $170.9 million.

Attachments:
20261029_FFY2027_TIP_Final.pdf

Report compiled on: October 29, 2026

GALLATIN VALLEY MPO

Gallatin Valley

TRANSPORTATION IMPROVEMENT PROGRAM

(TIP)

Federal Fiscal Years

2027 – 2031

Prepared by:

Gallatin Valley Metropolitan Planning Organization in cooperation with
City of Bozeman
City of Belgrade
County of Gallatin
Gallatin Valley Urban Transportation District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

Approved by:
TTAC:
TPCC:
MDT:

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

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Acronyms

ADA	Americans with Disabilities Act
BIL	Bipartisan Infrastructure Law
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CR	Carbon Reduction
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWP	Montana Department of Fish, Wildlife, and Parks
FY	Fiscal Year; runs Jul 1 – Jun 30
FFY	Federal Fiscal Year; runs Oct 1 – Sept 30.
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance; National Highway Performance Program funded
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEVI	National Electric Vehicle Infrastructure
NH	National Highway System; National Highway Performance Program funded
PE	Preliminary Engineering
PPP	Public Participation Plan

ROW	Right-of-Way
SFC	State Funded Construction
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
STPP	Surface Transportation Program - Primary
STPU	Surface Transportation Program – Urban
STPX	Surface Transportation Program – Off System
TA	Transportation Alternatives Program
TIP	Transportation Improvement Program; a multi-year program of priority highway and transit projects that implement the region's Long Range Transportation Plan.
TPCC	Transportation Policy Coordinating Committee. The policy body for transportation planning within the Gallatin Valley.
TTAC	Transportation Technical Advisory Committee. Advises TPCC on transportation planning in the Gallatin Valley and recommends actions for its review and approval.
UPP	Urban Pavement Preservation

Introduction

The Transportation Improvement Program (TIP) connects the Gallatin Valley MPO's long range transportation goals with near-term investments. It identifies planned projects, anticipated funding, and implementation schedules to help the public and partners understand how regional priorities will move forward.

FAST Act and IIJA

The 2021 Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), funds Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs and continues metropolitan planning requirements established under the Fixing America's Surface Transportation (FAST) Act.

About the TIP

The TIP is a staged, prioritized five-year capital improvement plan for implementation of the Gallatin Valley Long Range Transportation Plan (LRTP), expenditure of Surface Transportation Federal Aid dollars, and construction of other capital projects that occur on Gallatin Valley's Federal-Aid roadways. Developed in cooperation with local, state, and federal agencies, the TIP includes transportation facilities and projects that are the responsibility of the State, County, and Cities.

The U.S. Department of Transportation (DOT) issues regulations for Transportation Planning, updating them from time to time. Regulations guiding metropolitan area planning are generally outlined in Title 23 CFR part 450, and Title 49 Section 5303. These regulations govern the development of the TIP.

As specified in the regulations, this TIP:

- Is a staged, multi-year, intermodal program of transportation projects;
- Is consistent with the transportation plan;
- Is developed and updated by the transportation policy body of the area in cooperation with state and local officials and other affected transportation and implementing agencies, including affected public transportation providers such as the Gallatin Valley Urban Transportation District (GVUTD);
- Is updated at least every five years;

- Updated with a frequency and cycle compatible with the State Transportation Improvement Program (STIP) development and approval process;
- Covers a period of not less than five years, although additional years are considered informational;
- Includes a priority list of projects to be implemented during the time frame of the program;
- Is fiscally constrained by year and includes a financial plan. All revenue and cost estimates for the TIP use an inflation rate to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator (GVUTD); and,
- May be modified at any time.

Additionally, the TIP includes:

- All capital and non-capital surface transportation projects or identified phases of a project within the Gallatin Valley Metropolitan Planning Area (MPA) proposed for funding under Title 23, U.S.C. and Title 49 U.S.C., excluding (at local discretion): safety projects, emergency relief projects and planning and research activities;
- Only projects that are consistent with the LRTP;
- All regionally significant transportation projects for which an FHWA or FTA approval is required whether or not the projects are to be funded with Title 23 or 49, U.S.C. and,
- For information purposes and air quality analysis in non-attainment and maintenance areas, all regionally significant transportation projects proposed to be funded with Federal funds not noted above or to be funded with non-Federal funds.

With respect to each type of project generally described above, the TIP also includes:

- Sufficient descriptive material to identify the project or phase;
- Estimated total cost, reflected in year of expenditure dollars;
- The amount of Federal funds proposed to be obligated during each program year;
- The proposed source of Federal and non-Federal funds;
- Identification of the agencies responsible for carrying out the project;
- In areas with Americans with Disabilities Act (ADA) required Paratransit Plans, identification of those projects which will implement the plans.

As a management tool for monitoring progress in implementing the transportation plan, the TIP shall:

- Identify the criteria and process for prioritizing implementation of transportation plan elements for inclusion in the TIP and any changes in priorities from previous TIPs; and,
- List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.

TIP Process and Development

The Gallatin Valley Metropolitan Planning Organization prepares the TIP in cooperation with the City of Bozeman, City of Belgrade, Gallatin County, Gallatin Valley Urban Transportation District, Montana Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other partners in the Transportation Planning process. To help guide the preparation and adoption of updates, amendments, and modifications to the TIP, the following procedures are generally followed:

UPDATE, AMENDMENT AND ADMINISTRATIVE PROCEDURES

The TIP is updated at least every five years but may be revised between updates. The adopted Public Participation Plan establishes the following procedures for TIP adoption, major amendments, minor amendments and administrative approvals.

TIP Updates and Major Amendments

MPO staff coordinate TIP updates with partner agencies, including project nominations, cost and scope updates, funding estimates, and recommendations on project priorities. Updates may occur sooner when changes in projects, funding, or planning requirements warrant.

Major amendments include:

- Adding a new capital project involving capacity expansion or right-of-way acquisition.
- Removing a project from the adopted TIP.
- Proposing a new illustrative project for funding, as specified in the PPP.

TIP updates and major amendments require TTAC review and recommendation, a public comment period of at least 14 days, and TPCC approval. Public notice will be provided through the City of Bozeman's calendar and MPO electronic channels, including the

MPO website. Meeting agendas and materials will provide opportunities for public review and comment, including comment at TTAC and TPCC meetings.

Minor Amendments

These include the following:

- Adding projects or programs without capacity expansion or right-of-way acquisition.
- Increasing project or program costs above the administrative approval threshold listed below.
- Converting illustrative projects to funded projects following formal funding awards when TPCC has previously reviewed or acted on them.

Minor amendments require TPCC approval. Public notice and opportunities for review and comment will follow the PPP. When time constraints exist, the MPO Manager and TPCC Chair may waive TTAC review and standard notice, consistent with the PPP.

Administrative Modifications

These revisions are eligible for approval by the MPO Manager and TPCC Chair under the PPP. Eligible revisions include:

- Text or graphic changes that do not affect project costs, scopes, or schedules.
- Changes to the proposed year of an existing project phase.
- Project or program cost changes within the thresholds below.
- Inclusion of new capital projects designated as illustrative – unfunded, time-sensitive, or emergency related.

Table 1. Administrative Approval Cost Thresholds

Project Cost	Maximum Cost Increase
Under $100,000	30%
$100,000 - $500,000	25%
$500,000 - $1,000,000	20%
$1,000,000 - $2,000,000	15%
Over $2,000,000	10%

MPO staff will email TTAC and TPCC members a "Final Notice" describing the proposed revision, instructions for submitting objections, and the response deadline. TPCC voting members have five (5) days to object. TTAC members are notified but do not vote.

If no objection is received, the MPO Manager and TPCC Chair may approve the revision administratively. If any TPCC voting member objects, the revision will follow the minor amendment process at the next TPCC meeting.

Administrative modifications do not require TTAC review or the standard public comment period. All administrative approvals will be reported at the next TTAC and TPCC meetings.

Performance Measures

Planning "Performance Measures" are a tool by which the effectiveness of the transportation program can be measured and are a required element for MPO planning. Specifically, the adoption of Performance Measures and Targets is required for MPOs and States, and they must be included in the MPO's LRTP and TIP.

The Gallatin Valley MPO has adopted the measures and targets set by the Montana Department of Transportation (MDT) and has committed to meeting the targets through implementation of its LRTP. The MPO has adopted the State's measures and targets for safety, pavement and bridge condition, system performance, freight, air quality and transit assets. The MPO will support GVUTD's safety and security targets, as appropriate, and potentially others as they are developed.

To support the targets, the MPO will plan and program projects that contribute toward meeting the targets for each Performance Measure. In general, since the MPO has opted to support the state targets, reporting on this information is completed at the state level. More detail and supporting data may be found in the Gallatin Valley LRTP, which is incorporated by reference into this TIP.

The Gallatin Valley MPO continues to support current targets and affirms this commitment through inclusion of this statement of support in this document. The narratives and associated table that follow outline the currently adopted measures and targets. Finally, current projects in this TIP that support attainment of specific Performance Measure Targets are identified in the table "Projects List". While the project's contribution to target attainment is identified, it is impossible to quantify the contribution; thus, only the measure and target description are listed.

Safety Performance

The Gallatin Valley MPO supports the state's targets for applicable safety performance measures. The MPO has demonstrated some progress toward reducing fatalities and serious injuries within the MPO boundary and has consistently met the state's targets on a rate basis for the five calendar years prior to this TIP. Specific information on this performance measure can be found in the latest LRTP. Over time, projects supporting this measure will move from the LRTP into this TIP.

Pavement and Bridge Condition

The Gallatin Valley MPO supports MDT's targets for NHS pavement and bridge conditions and aims to first understand, then address pavement conditions within its jurisdiction. For NHS routes, pavement conditions are collected and monitored directly by MDT. Bridge conditions are tracked and monitored by MDT. According to available bridge condition ratings, of the 55 bridges inspected by MDT within the region, ten are rated as 'good' and 44 'fair'. There is one NHS bridges in 'poor' condition. The MPO will continue to evaluate and include in the TIP pavement preservation projects on NHS routes and bridges.

Reliability and System Performance Targets

The Gallatin Valley MPO adopted MDT's targets for system reliability, congestion, and air quality. Consistent with federal guidance, the Gallatin Valley MPO was not required to set CO2 emissions reduction targets during the current performance period. Travel time reliability in the Gallatin Valley MPA over the most recent available period was calculated by the National Performance Management Research Dataset (NPMRDS), a dataset used by states to report and monitor transportation performance measures. Interstate Travel Time Reliability within the MPA was unavailable. The MPO is committed to continued coordination with MDT and FHWA to improve reliability of the Interstate system through the Gallatin Valley MPA and will continue to improve the function and reliability of non-interstate routes in the area. Expanding mobility choices and network connectivity helps improve network efficiency, accessibility, and the movement of people and goods; therefore, the MPO will continue to include in the TIP projects that expand mobility choices and reduce emissions.

Transit Performance Targets

The GVUTD has not developed a Transit Asset Management Plan (TAMP), which includes transit performance measures and targets. The TAMP is updated annually and performance metrics are reported to the Federal Transit Administration (FTA) as part of the National Transit Database reporting process. Statewide transit asset targets are included.

The GVUTD develops safety performance targets related to fixed route and paratransit services. The safety performance targets are contained in the Agency Safety Plan (ASP), which is reviewed and updated annually. The newest transit performance measures and targets included in the ASP are incorporated by reference. The Gallatin Valley MPO supports progress towards achieving these targets and is committed to working with the GVUTD to make transit services accessible, safe, and convenient for residents and visitors. Transit projects are included in the TIP and typically can be attributed to improving transit performance.

Anticipated Project Contribution

The tables below list the latest MDT and GVUTD Performance Measures and Targets, adopted by reference and supported by the MPO. The "Projects List" table identifies anticipated project contributions toward these targets.

Table 2. Safety Performance Measures

Performance Measures	2027 Targets*
Number of Fatalities	199.6
Fatality Rate**	1.445
Number of Serious Injuries	750.4
Serious Injury Rate	5.371
Number of Non-Motorized Fatalities & Serious Injuries	64.6

* Based on 2024 Fatality Analysis Reporting System & MDT Serious Injury Crash Data

** per 100 Million Vehicle Miles Traveled (MVMT)

Table 3. Infrastructure Condition Performance Measures

Performance Measures	2-Year Target	4-Year Target
Interstate Pavement – Good Condition	> 35%	> 35%
Interstate Pavement – Poor Condition	< 2%	< 2%
Non-Interstate NHS Pavement – Good Condition	> 30%	> 30%
Non-Interstate NHS Pavement – Poor Condition	< 3%	< 3%
NHS Bridge – Good Condition	> 17%	> 17%
NHS Bridge – Poor Condition	< 8%	< 8%

Table 4. Highway Reliability Performance Measures

Performance Measures	2-Year Target	4-Year Target
Reliable Person-Miles Travel on the Interstate	>98%	>98%
Reliable Person-Miles Traveled on the non-Interstate NHS	>80%	>80%
Truck Travel Time Reliability (TTTR) Index	<1.35	<1.35

Table 5. Emissions Reductions Performance Measures

Performance Measures	2-Year Target	4-Year Target
CO Emissions	> 0 kg/day	> 0 kg/day
PM10 Emissions	> 0 kg/day	> 0 kg/day
PM2.5 Emissions	> 0 kg/day	> 0 kg/day

Table 6. Transit Asset Performance Measures

Performance Measures	4-Year Target
Revenue Vehicles-% of vehicles that have met or exceeded their useful life - Bus	2%
Revenue Vehicles-% of vehicles that have met or exceeded their useful life - Van	40%
Equipment-% of vehicles that have met or exceeded their useful life – Sport Utility Vehicle	0%
Equipment-% of vehicles that have met or exceeded their useful life – Minivan	15%
Equipment-% of vehicles that have met or exceeded their useful life – Cutaway Bus	36%
Equipment-% of vehicles that have met or exceeded their useful life – Non-revenue Vehicles	0%

Performance Measures	4-Year Target
Facilities - % of facilities with a condition rating below 3.0 – Passenger Facilities	0%
Facilities - % of facilities with a condition rating below 3.0 – Administrative Maintenance Facilities	0%

Table 7. Transit Fixed Route Bus Safety Performance Measures

Performance Measures	Annual Target
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injury (Total)	2
Injuries (per 100 thousand VRM)	0.0
Safety Events (Total)	1
Safety Events (per 100 thousand VRM)	0.0
System Reliability (VRM/failures)	42,800

Table 8. Transit ADA/Paratransit Safety Performance Measures

Performance Measures	Annual Target
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injury (Total)	1
Injuries (per 100 thousand VRM)	0.0
Safety Events (Total)	1
Safety Events (per 100 thousand (VRM)	0.0
System Reliability (VRM/failures)	32,800

Energy Conservation Considerations in the TIP

Many effective energy conservation techniques include reduction in the dependence upon fossil fuels Projects that encourage ridesharing, such as transit, and non-motorized projects, such as sidewalks, pathways, and bikeways, are included in both the TIP and LRTP.

Annual Listing of Obligated Projects

In accordance with 23 CFR §450.334 regarding the development of an annual listing of projects for which Federal funds will be obligated in the upcoming year, this annual listing is available on the MPO's webpage, hosted as part of the City of Bozeman's website at https://www.bozemanmt.gov/services/gvmpo

Financial Constraint and the Financial Plan

The TIP must be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included.

The funding charts on the following pages show funds currently available to finance the projects contained within the TIP and serve as the TIP's financial plan. The federal and state revenue projections are based on best estimates provided through the MDT and local agencies. As shown in the funding charts, the TIP is financially constrained.

Indirect Cost Recovery and the TIP

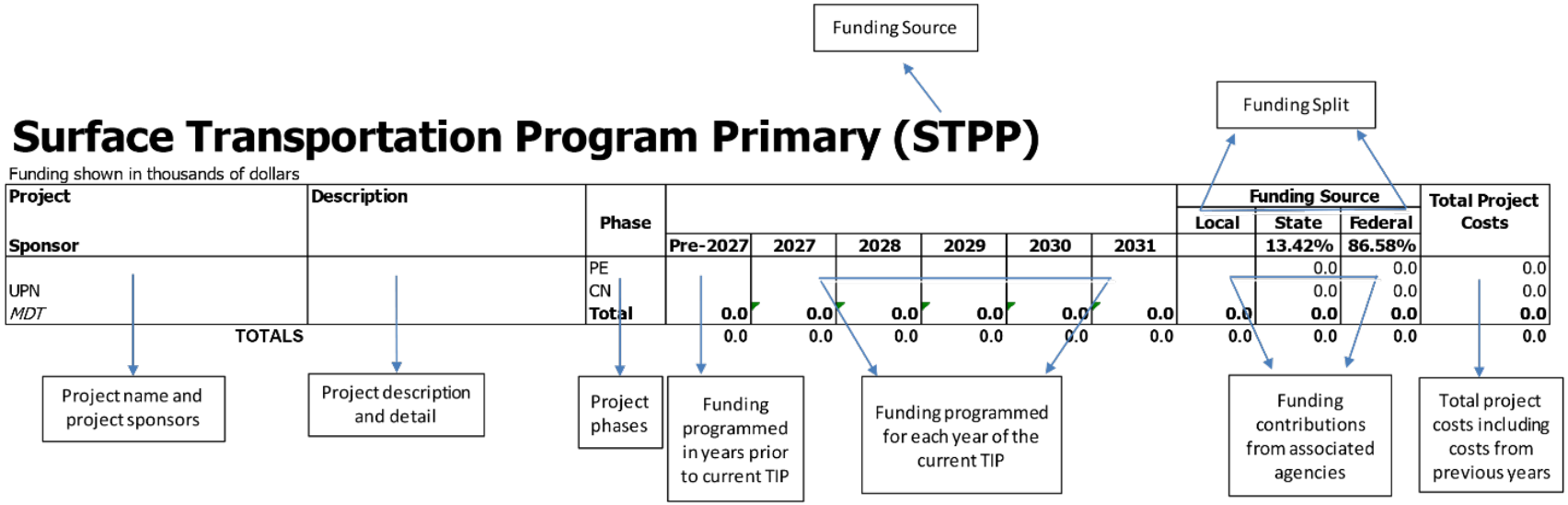
The Montana Legislature enacted House Bill 21 (Section 17-1-105 MCA) during the 2002 Special Session as a general fund savings measure. This legislation requires all state agencies, including MDT, to fully recover indirect costs associated with Federal and third party grants. The purpose of the indirect cost recovery is to maximize the use of Federal funds for all costs associated with delivering Federal programs. The Federal Highway Administration (FHWA) directed MDT to assess accountability of both direct and indirect costs at the project level rather than the program level in order to provide full accountability of both direct and indirect costs.

Indirect costs are shared administrative and support expenses that help deliver transportation projects but are not directly attributable to a single project and are applied at the project level to all applicable Federal funding categories in this TIP. Transfers to FTA for projects that FTA administers are considered pass through and are not subject to indirect cost recovery (i.e., CMAQ/STPU transfers eligible to Section 5307). Sections 5310 and 5311 are administered by MDT and are subject to indirect cost recovery.

Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, designed to fully represent project information and costs, including funding sources and project phases. The image below identifies and explains each of the various components of the TIP project funding tables and can be used as a tool to understand the information being presented within the funding tables.

Figure 1. Components of the TIP Project Funding Tables.



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

Table 9. Project Phases and Descriptions

Project Phase	Description
CN	Construction – construction and/or reconstruction work performed by the agency or contractor.
IC	Incidental Construction – 'Safety Net' for unexpected construction expenditures
OT	Other – Additional programmatic expenditures including but not limited to costs for education and outreach.
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if the phase includes an environmental impact statement), performed by a consultant and/or MDT.
Purch.	Purchase – Procuring equipment, software, vehicles, or facilities.
RW	Right-of-Way – Tasks associated with acquiring and preparing the right-of-way for a project (e.g., property acquisition and utility relocation)

Projects List

PROJECT	UPN	SCOPE	COMMENTS
STPU			
Kagy Blvd	8931	Reconstruction, added capacity, added bike/ped facilities	
Main Street Belgrade	9926	Reconstruct with added capacity and upgraded curb, gutter, and sidewalks	
IM			
MDT-Preventative Maintenance - IM		Maintenance - Striping, Durable Pave Marking, Pavement Pres.	
Belgrade to Bozeman	10253	Minor rehabilitation, I-90 RP 301 to RP 307	
MDT-Preventative Maintenance - IM		Maintenance - striping, durable pavement markings, pavement preservation	

Belgrade- Urban	9057	Intersection improvements, signal upgrades	
Belgrade Int Improvements	9930	Intersection improvements, signal upgrades	
Jackrabbit-Amsterdam Rd Int	9930001	Intersection improvements, signal upgrades	
Int Improvements-Four Corners	10771	Rehabilitation project to address substantial rutting issues at the Four Corners Intersection	
Belgrade - Urban	9057	Intersection improvements, signal upgrades	
Belgrade Int Improvements	9930	Intersection improvements, signal upgrades	
South Cottonwood Road - Bozeman	10696	Resurfacing of the existing roadway includes seal and cover	Extends beyond the MPA
Int Improvements-Four Corners	10771	Rehabilitation project to address substantial rutting issues at the Four Corners Intersection	
Belgrade Southeast	10856	Pavement Preservation, mill & fill	
Safety Projects		Various locations	Placeholder to allow project nominations
SF179 Durston Rd Curves	9604	Reconstruct curves to address road crashes, Ajaker Creek L-16-178 RP 2.7-2.9	
Signal Kagy Sourdough	9644	Install traffic signal at intersection of Kagy and Sourdough	

SF 198 Amsterdam Rd Intx Imprv	9718	Intersection improvements include turn lanes and traffic signals	
LMC Supply Ditch Structure	10273	Bridge replacement with added capacity, N-50 RP 81.2-81.8	
Gallatin River - 3M SW Belgrade	10364	Bridge replacement to address scour issues, S347 RP 3.15-3.65	Not all locations within the MPA
Pavement Preservation		Pavement preservation	Various urban routes
Belgrade Urban Improvements	9057	Intersection improvements, signal upgrades	
2026 EQUIP PURCHASE - BELGRADE	10865	Mechanical Street Sweeper	Local Match
Path Preservation II - Bozeman	10450	Preservation work on several paths in Bozeman at various locations	MDT - Statewide
Bike/Ped Paths Bozeman	10453	Construct shared use paths in Bozeman at various locations	MDT - Statewide
Hoffman St Sidewalks-Belgrade	10737	Improve sidewalks along Hoffman Street	MDT - Statewide
Helen-Hoffman Walks - Belgrade	10738	Sidewalk installation on Helen Drive and Hoffman Street in Belgrade	MDT - Statewide
Madison Ave Sidewalk - Belgrade	10441	Improve sidewalks along Madison Ave	MDT - Statewide
Huffine Lane Shared Use Path	10743	Construct a shared use path on Huffine	MDT - Statewide
Ped Crossing Upgrades-Bozeman	10750	improve pedestrian crossing features and ADA ramps	MPO
Flanders Mill Sidewalk-Bozeman	10751	install sidewalk along Flanders Mill Road	MPO
Safe Routes to Schools-Bozeman	10752	Safe Routes to School improvements, citywide	MPO
Signal Kagy Sourdough	9644	Install traffic signal	
Belgrade Int Improvements	9930	Intersection improvements, signal upgrades	

Bikefill Community Bike Park		Construct 5-6 miles of bike park at Snowfill Rec Area	Gallatin Valley Land Trust
Kagy Blvd	8931	Reconstruction, added capacity, added bike/ped facilities	
Belgrade Urban Improvements	9057	Intersection improvements, signal upgrades	
FTA 5307			
Capital Line Operations		Transit Operations	
FTA 5339			
Purchases		Buses & Bus Stop Amenities	Formula/Discretionary
FTA 5310			
Capital purchases		Purchase paratransit vehicles	
TRANSADE			
Capital transit		Transit operations	

Estimated Revenue

Amounts shown in thousands of dollars.

Federal Fiscal Year	STPU*	IM*	NH*	STP/S/X SFCN	RRS	HSIP*	BR*	UPP*	MACI	GRANTS	TA	TA (MPO)	CR	FWP	SUBTOTAL
Carryover	13,486.6											1,615.9	1,125.4		16,227.9
FFY 2027	368.3	250.0	8,728.2	87.5	0.0	480.6	17.8	500.0	1,992.4	17,341.4	2,494.1	404.0	579.6	125.0	33,369.0
FFY 2028	1,004.4	250.0	17,544.9	5,482.5	0.0	6,868.7	2,438.9	500.0	3,451.6	25,000.0	198.7	404.0	0.0	0.0	63,143.7
FFY 2029	1,530.0	250.0	500.0	0.0	0.0	200.0	2,617.4	500.0	0.0	0.0	188.5	404.0	0.0	0.0	6,189.9
FFY 2030	1,530.0	250.0	500.0	0.0	0.0	200.0	0.0	500.0	0.0	0.0	5,229.5	404.0	0.0	0.0	8,613.6
FFY 2031	1,530.0	250.0	500.0	0.0	0.0	200.0	0.0	500.0	0.0	0.0	0.0	404.0	0.0	0.0	3,384.0
TOTAL	19,449.5	1,250.0	27,773.1	5,570.0	0.0	7,949.4	5,074.2	2,500.0	5,444.0	42,341.4	8,110.8	3,635.8	1,705.0	125.0	130,928.1

Federal	FTA 5307		FTA 5339 Formula		FTA 5339 Discretionary		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	0.0		380.4									16,608.3
FFY 2027	1,492.2	1,268.4	96.5	0.0	0.0	0.0	207.6	36.6	2,558.8	838.3	1,623.0	41,490.4
FFY 2028	1,492.2	1,268.4	96.5	0.0	0.0	0.0	0.0	0.0	2,558.8	838.3	1,623.0	71,020.9
FFY 2029	1,492.2	1,268.4	96.5	0.0	0.0	0.0	0.0	0.0	2,558.8	838.3	1,623.0	14,067.1
FFY 2030	1,492.2	1,268.4	96.5	0.0	0.0	0.0	0.0	0.0	2,558.8	838.3	1,623.0	16,490.7
FFY 2031	1,492.2	1,268.4	96.5	0.0	0.0	0.0	0.0	0.0	2,558.8	838.3	1,623.0	11,261.2
TOTAL	7,461.2	6,342.0	862.9	0.0	0.0	0.0	207.6	36.6	12,793.8	4,191.4	8,115.1	170,938.7

Notes: These estimates are based on historical data and projections.

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

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

**STPU, TA, IM, NH, STPX, STPP, STPHS, BR, Earmark, UHPIP, UPP and MACI funds include match.*

Operations and Maintenance funds; Average of Fiscal Years 2024-2025) and TransAde makes up OTHER.

Projects by Funding Source

Projects with Multiple Funding Sources

Funding shown in thousands of dollars.

Project:	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs
Sponsor:			**Pre-2027**	**2027**	**2028**	**2029**	**2030**	**2031**			**13.42%**	**86.58%**	
Kagy BLVD UPN 8931	Reconstruction of the Kagy Blvd												
MDT		PE	1,772.6						STPU		237.9	1,534.8	1,772.6
		PE	2,568.8						STPU		344.7	2,224.1	2,568.8
		PE	1,000.0						Local	1,000.0	0.0	0.0	1,000.0
		RW	606.0						STPU		81.3	524.7	606.0
		RW	1,961.0						MPDG*			1,961.0	1,961.0
		IC	1,306.0						STPU		175.3	1,130.7	1,306.0
		CN	7,989.8						STPU		1,072.2	6,917.6	7,989.8
		CN	3,000.0						Local	3,000.0			3,000.0
		CN	22,328.6						MPDG*			22,328.6	22,328.6
		Total	**42,532.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**4,000.0**	**1,911.4**	**36,621.4**	**42,532.9**
Belgrade - Urban Improvements UPN 9057	Intersection Improvements, Signal Upgrades												
MDT	Jackrabbit Lane to Amsterdam RD												
		PE	5,885.8						STPX		789.9	5,095.9	5,885.8
		RW	3,000.0						NH		402.6	2,597.4	3,000.0
		IC		1,635.5					NH		219.5	1,416.0	1,635.5
		CN			3,451.6				MACI		463.2	2,988.4	3,451.6
		CN			15,570.6				NH		2,089.6	13,481.0	15,570.6

		CN			25,000.0				Raise Grant		0.0	0.0	0.0
		Total	**8,885.8**	**1,635.5**	**44,022.2**	**0.0**	**0.0**	**0.0**			**3,964.7**	**25,578.8**	**29,543.5**
Belgrade Int Improvements UPN 9930 *MDT*	Intersection Improvements, Signal Upgrades, install roundabout Jackrabbit Corridor by I-90	PE	2,651.7						STPX		355.9	2,295.8	2,651.7
		RW	500.0						STPX		67.1	432.9	500.0
		IC		87.5					STPX		11.7	75.7	87.5
		CN		1,992.4					MACI		267.4	1,725.0	1,992.4
		CN		6,592.7					NH		884.7	5,707.9	6,592.7
		Total	**3,151.7**	**8,672.5**	**0.0**	**0.0**	**0.0**	**0.0**			**1,586.8**	**10,237.4**	**11,824.2**
Belgrade Int Improvements Jackrabbit-Amsterdam RD INT UPN 9930001 MDT	Intersection Improvements, Signal upgrades U-602 RP 6.1 to 6.2	CN	1,095.8						NH		147.0	948.7	1,095.8
		CN	568.0						CR		76.2	491.8	568.0
		Total	**1,663.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**223.3**	**1,440.5**	**1,663.8**
Totals			**56,234.2**	**10,308.1**	**44,022.2**	**0.0**	**0.0**	**0.0**		**4,000.0**	**7,686.3**	**73,878.2**	**85,564.5**

Surface Transportation Program Urban (STPU) Bozeman

Funding shown in thousands of dollars.

Project Sponsor	Description	Phase	Program Schedule Pre-2027	2027	2028	2029	2030	2031	Funding Source Local	State 13.42%	Federal 86.58%	Total Project Costs
Carryover			8,290.0	0.0	0.0	636.1	1,797.8	2,959.5				
Borrow			1,687.3									
Estimated Allocation (STPU)				0.0	636.1	1,161.7	1,161.7	1,161.7				4,341.5
Kagy Blvd	Reconstruction	PE	4,341.5							582.6	3,758.8	606.0
UPN 8931		RW	606.0							81.3	524.7	1,306.0
		IC	1,306.0							175.3	1,130.7	7,989.8
		CN	7,989.8							1,072.2	6,917.6	
MDT		**Total**	**14,243.3**	**0.0**	**-**	**-**	**-**	**-**	**0.0**	**1,911.4**	**12,331.8**	**14,243.3**
Adjustment/Closures												**14,243.3**
STPU Totals			**14,243.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,911.4**	**12,331.8**	
Federal			**12,331.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
State			**1,911.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Balance				**0.0**	**636.1**	**1,797.8**	**2,959.5**	**4,121.2**				

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

Surface Transportation Program Urban (STPU) Belgrade

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
Carryover				3,509.3	3,365.9	3,671.8	3,977.7	4,346.0				
Estimated Allocation (STPU)				368.3	368.3	368.3	368.3	368.3				
Main Street Belgrade	Reconstruction	PE	612.1	511.7						150.8	973.1	1,123.9
UPN 9926		RW			62.4					8.4	54.1	62.4
		IC				62.4				8.4	54.1	62.4
CN outside TIP Timeframe		CN								0.0	0.0	0.0
MDT		**Total**	**612.1**	**511.7**	**62.4**	**62.4**	**0.0**	**0.0**	**0.0**	**167.6**	**1,081.2**	**1,248.7**
Adjustment/Closures												
STPU Totals			**612.1**	**511.7**	**62.4**	**62.4**	**0.0**	**0.0**	**0.0**	**167.6**	**1,081.2**	**1,248.7**
Federal			**530.0**	**443.1**	**54.1**	**54.1**	**0.0**	**0.0**				
State			**82.1**	**68.7**	**8.4**	**8.4**	**0.0**	**0.0**				
Balance				**3,365.9**	**3,671.8**	**3,977.7**	**4,346.0**	**4,714.4**				

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

Interstate Maintenance (IM)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		8.76%	91.24%	
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable Pave Marking,	All		250.0	250.0	250.0	250.0	250.0		109.5	1,140.5	1,250.0
MDT	Pavement Pres.	**Total**	**0.0**	**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**0.0**	**109.5**	**1,140.5**	**1,250.0**
BELGRADE TO BOZEMAN	Minor rehabilitation	PE	129.2							11.3	117.9	129.2
UPN 10253	I-90 RP 301 to RP 307	CN	11,437.2							1,001.9	10,435.3	11,437.2
MDT		**Total**	**11,566.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,013.2**	**10,553.1**	**11,566.3**
IM TOTAL			**11,566.3**	**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**0.0**	**1,122.7**	**11,693.6**	**12,816.3**

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
**IM is a state sub-allocated program by the federal National Highway Performance Program.*

National Highway (NH)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
MDT-PREVENTATIVE MAINTENANCE - NH MDT	Maintenance - Striping, Durable Pave Marking, Pavement Pres.	ALL **Total**	**0.0**	500.0 **500.0**	500.0 **500.0**	500.0 **500.0**	500.0 **500.0**	500.0 **500.0**	**0.0**	335.5 **335.5**	2,164.5 **2,164.5**	2,500.0 **2,500.0**
Belgrade Urban Improvements UPN 9057 *MDT*	Intersection Improvements, Signal Upgrades Jackrabbit Lane to Amsterdam RD	IC RW CN **Total**	3,000.0 **3,000.0**	1,635.5 **1,635.5**	15,570.6 **15,570.6**	**0.0**	**0.0**	**0.0**	**0.0**	0.0 219.5 402.6 2,089.6 **2,711.7**	0.0 1,416.0 2,597.4 13,481.0 **17,494.5**	0.0 1,635.5 3,000.0 15,570.6 **20,206.1**
Belgrade Int Improvements UPN 9930 *MDT*	Intersection Improvements, Signal Upgrades Jackrabbit Corridor by I-90	PE CN **Total**	**0.0**	6,592.7 **6,592.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	0.0 884.7 **884.7**	0.0 5,707.9 **5,707.9**	0.0 6,592.7 **6,592.7**
Belgrade Int Improvements Jackrabbit-Amsterdam RD INT UPN 9930001 MDT	Intersection Improvements, Signal upgrades U-602 RP 6.1 to 6.2	CN **Total**	1,095.8 **1,095.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	147.0 **147.0**	948.7 **948.7**	1,095.8 **1,095.8**
INT IMPROVEMENTS-FOUR CORNERS	Rehabilitation project to address									0.0	0.0	0.0

UPN 10771	substantial rutting issues at the Four Corners Intersection	CN			1,474.2					0.0 197.8	0.0 1,276.4	0.0 1,474.2
MDT		**Total**	**0.0**	**0.0**	**1,474.2**	**0.0**	**0.0**	**0.0**	**0.0**	**197.8**	**1,276.4**	**1,474.2**
NH TOTAL			**4,095.8**	**8,728.2**	**17,544.9**	**500.0**	**500.0**	**500.0**	**0.0**	**4,276.8**	**27,592.0**	**31,868.8**

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional and other federal actions.
**NH is a state sub-allocated program by the federal National Highway Performance Program.*

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

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
Belgrade - Urban Improvements UPN 9057 *MDT*	Intersection Improvements, Signal Upgrades, install roundabout	PE **Total**	5,885.8 **5,885.8**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	789.9 **789.9**	5,095.9 **5,095.9**	**5,885.8** **5,885.8**
Belgrade Int Improvements UPN 9930 *MDT*	Intersection Improvements, Signal Upgrades Jackrabbit Corridor by I-90	PE RW IC **Total**	2,651.7 500.0 **3,151.7**	 87.5 **87.5**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	355.9 67.1 11.7 **434.7**	2,295.8 432.9 75.7 **2,804.5**	**2,651.7** **500.0** **87.5** **3,239.2**
SOUTH COTTONWOOD ROAD- BOZEMAN UPN 10696 Not all locations inside MPO boundary *MDT*	resurfacing of the existing roadway includes seal & cover. Using 30% for costs	PE CN **Total**	18.9 190.6 **209.5**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	2.5 25.6 **28.1**	16.4 165.0 **181.4**	**18.9** **190.6** **209.5**
INT IMPROVEMENTS- FOUR CORNERS	Rehabilitation project to address substantial rutting issues at the Four	PE	124.7							16.7	108.0	**124.7**

UPN 10771	Corners Intersection											
		CN			493.9					66.3	427.6	**493.9**
MDT		**Total**	**124.7**	**0.0**	**493.9**	**0.0**	**0.0**	**0.0**	**0.0**	**83.0**	**535.5**	**618.6**
BELGRADE - SOUTHEAST UPN 10856	Pavement Preservation, mill & fill	PE	161.8							21.7	140.1	**161.8**
	Frontage Road P-205 RP 21.1 to	CN			4,988.7					669.5	4,319.2	**4,988.7**
MDT	RP 26.8	**Total**	**161.8**	**0.0**	**4,988.7**	**0.0**	**0.0**	**0.0**	**0.0**	**691.2**	**4,459.3**	**5,150.4**
TOTALS			**9,533.5**	**87.5**	**5,482.5**	**0.0**	**0.0**	**0.0**	**0.0**	**2,026.9**	**13,076.6**	**15,103.5**

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		10.00%	90.00%	
		PE								0.0	0.0	0.0
		RW								0.0	0.0	0.0
		IC								0.0	0.0	0.0
		CN								0.0	0.0	0.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Highway Safety Improvement Program (HSIP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule Pre-2027	2027	2028	2029	2030	2031	Funding Source Local	State 10.00%	Federal 90.00%	Total Project Costs
SAFETY PROJECTS *MDT*	Various Locations	ALL **Total**		200.0 **200.0**	200.0 **200.0**	200.0 **200.0**	200.0 **200.0**	200.0 **200.0**		100.0 **100.0**	900.0 **900.0**	1,000.0 **1,000.0**
SF179 Durston RD Curves UPN 9604 *MDT*	Reconstruct curves to address road crashes Ajaker Creek L-16-178 RP 2.7-2.9	PE RW IC CN **Total**	681.3 **681.3**	 178.2 **178.2**	 89.1 3,679.4 **3,768.5**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	68.1 17.8 8.9 367.9 **462.8**	613.2 160.3 80.2 3,311.5 **4,165.2**	681.3 178.2 89.1 3,679.4 **4,628.0**
Signal Kagy Sourdough UPN 9644 *MDT*	Install a traffic signal intersection of Kagy and Sourdough	PE CN **Total**	811.7 **811.7**	 90.7 **90.7**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 84.9 **84.9**	81.2 0.0 0.6 **81.8**	730.5 0.0 5.2 **735.8**	811.7 0.0 90.7 **902.4**
SF 189 AMSTERDAM RD INTX IMPRV UPN 9718	Intersection improvements includes turn lanes and traffic signals.	PE RW IC CN	1,286.5 615.0 	 11.8 	 2,900.2	 	 	 	 	128.6 61.5 1.2 290.0	1,157.8 553.5 10.6 2,610.2	1,286.5 615.0 11.8 2,900.2

MDT	S-347 RP 4.3 - 4.7 Amsterdam and River Rock	**Total**	**1,901.5**	**11.8**	**2,900.2**	**0.0**	**0.0**	**0.0**	**0.0**	**481.3**	**4,332.1**	**4,813.5**
HSIP Totals			**3,394.5**	**480.6**	**6,868.7**	**200.0**	**200.0**	**200.0**	**84.9**	**1,125.9**	**10,133.1**	**11,343.9**

Bridge Program (BR)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule Pre-2027	2027	2028	2029	2030	2031	Funding Source Local	State 13.42%	Federal 86.58%	Total Project Costs
LMC SUPPLY DITCH STRUCTURE	Bridge Replacement with added capacity	PE	1,005.1							134.9	870.2	1,005.1
UPN 10273		RW		5.8						0.8	5.1	5.8
		IC			35.0					4.7	30.3	35.0
		CN			2,391.8					321.0	2,070.8	2,391.8
MDT	N-50 RP 81.2 to 81.8	**Total**	**1,005.1**	**5.8**	**2,426.9**	**0.0**	**0.0**	**0.0**	**0.0**	**461.4**	**2,976.5**	**3,437.9**
Gallatin River-3M SW Belgrade	Bridge Replacement to address scour issues	PE	231.2							31.0	200.2	231.2
UPN 10364		RW		12.0						1.6	10.4	12.0
		IC			12.0					1.6	10.4	12.0
Not all locations inside MPO boundary		CN				2,617.4				351.3	2,266.2	2,617.4
MDT	S-347 RP 3.15 to 3.65	**Total**	**231.2**	**12.0**	**12.0**	**2,617.4**	**0.0**	**0.0**	**0.0**	**385.5**	**2,487.1**	**2,872.6**
BR TOTAL			**1,236.3**	**17.8**	**2,438.9**	**2,617.4**	**0.0**	**0.0**	**0.0**	**846.9**	**5,463.6**	**6,310.5**

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	Various Locations	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**		**335.5**	**2,164.5**	**2,500.0**
		PE								0.0	0.0	0.0
		IC								0.0	0.0	0.0
		CN								0.0	0.0	0.0
		Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
UPP TOTAL			**0.0**	**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**

Montana Air and Congestion Initiative (MACI) – Discretionary Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
Belgrade - Urban Improvements	Intersection Improvements, Signal									0.0	0.0	0.0
UPN 9057	Upgrades Jackrabbit Lane	CN			3,451.6					463.2	2,988.4	3,451.6
MDT	to Amsterdam RD	**Total**	**0.0**	**0.0**	**3,451.6**	**0.0**	**0.0**	**0.0**	**0.0**	**463.2**	**2,988.4**	**3,451.6**
Belgrade Int Improvements	Intersection Improvements, Signal									0.0	0.0	0.0
UPN 9930	Upgrades Jackrabbit	CN		1,992.4						267.4	1,725.0	1,992.4
MDT	Corridor by I-90	**Total**	**0.0**	**1,992.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**267.4**	**1,725.0**	**1,992.4**
2026 EQUIP PURCHASE - BELGRADE	Street Sweeper for City									0.0	0.0	0.0
UPN 10865		OT	500.0						67.1	0.0	432.9	500.0
MDT		**Total**	**500.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**67.1**	**0.0**	**432.9**	**500.0**
		Total	**500.0**	**1,992.4**	**3,451.6**	**0.0**	**0.0**	**0.0**	**67.1**	**730.6**	**5,146.3**	**5,944.0**

Transportation Alternatives - MDT

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031	13.42%	13.42%	86.58%	
Madison Ave Sidewalk - Belgrade *UPN 10441* *MDT*	Improve sidewalks along Madison ave Madison Ave in Belgrade	PE IC CN **Total**	350.6 **350.6**	 10.3 997.3 **1,007.6**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	47.1 1.4 133.8 **182.3**	0.0 0.0 0.0 **0.0**	303.6 8.9 863.4 **1,176.0**	350.6 10.3 997.3 **1,358.3**
Path Preservation II - Bozeman *UPN 10450* *MDT*	Preservation work on several paths in Bozeman at various locations	PE CN **Total**	43.5 349.0 **392.5**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	5.8 46.8 **52.7**	0.0 0.0 **0.0**	37.6 302.2 **339.8**	43.5 349.0 **392.5**
Bike/Ped Paths Bozeman *UPN 10453* *MDT*	Construct shared use paths in Bozeman at various locations	PE CN **Total**	202.5 539.7 **742.2**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	27.2 72.4 **99.6**	0.0 0.0 **0.0**	175.4 467.2 **642.6**	202.5 539.7 **742.2**
HOFFMAN ST SIDEWALKS-BELGRADE *UPN 10737*	improve sidewalks along Hoffman Street	PE RW IC	 	769.5 	 12.3 	 56.8	 	 	103.3 12.3 56.8	0.0 0.0 0.0	666.2 0.0 0.0	769.5 12.3 56.8

more local funds than normal split		CN					2,775.2		1,488.7	76.3	1,210.2	2,775.2
City of Belgrade	Hoffman Street in Belgrade	**Total**	**0.0**	**769.5**	**12.3**	**56.8**	**2,775.2**	**0.0**	**1,661.0**	**76.3**	**1,876.5**	**3,613.7**
HELEN-HOFFMAN WALKS - BELGRADE	Sidewalk installation	PE		458.2					61.5	0.0	396.8	458.2
UPN 10738		RW			7.8				1.1	0.0	6.8	7.8
		IC				56.7			7.6	0.0	49.1	56.7
		CN					1,419.4		190.5	0.0	1,228.9	1,419.4
City of Belgrade	Helen Drive and Hoffman Street in Belgrade	**Total**	**0.0**	**458.2**	**7.8**	**56.7**	**1,419.4**	**0.0**	**260.6**	**0.0**	**1,681.6**	**1,942.2**
HUFFINE LANE SHARED USE PATH	Construct a shared use path on Huffine	PE		258.7					34.7	0.0	224.0	258.7
UPN 10743		RW			178.6				24.0	0.0	154.6	178.6
		IC				75.0			10.1	0.0	64.9	75.0
		CN					1,035.0		138.9	0.0	896.1	1,035.0
Gallatin County LAG	Huffine Lane near Bozeman	**Total**	**0.0**	**258.7**	**178.6**	**75.0**	**1,035.0**	**0.0**	**207.6**	**0.0**	**1,339.7**	**1,547.3**
	TA TOTALS		**1,485.3**	**2,494.1**	**198.7**	**188.5**	**5,229.5**	**0.0**	**2,463.8**	**76.3**	**7,056.1**	**9,596.1**
	Federal		**1,286.0**	**2,159.4**	**172.0**	**163.2**	**4,527.7**	**0.0**				
	Local/State		**199.3**	**334.7**	**26.7**	**25.3**	**701.8**	**0.0**				

Transportation Alternatives - MPO

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Project Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031	13.42%	13.42%	86.58%	
Carryover Estimated Allocation (TA)				1,615.9 404.0	1,825.8 404.0	821.0 404.0	1,224.9 404.0	1,628.9 404.0				
Ped Crossing Upgrades-Bozeman *UPN 10750* *City of Bozeman* *LAG*	improve pedestrian crossing features and ADA ramps	PE CN **Total**	**0.0**	57.6 **57.6**	 727.7 **727.7**	**0.0**	**0.0**	**0.0**	7.7 97.7 **105.4**	0.0 0.0 **0.0**	49.9 630.0 **680.0**	57.6 727.7 **785.3**
FLANDERS MILL SIDEWALK-BOZEMAN *UPN 10751* *City of Bozeman* *LAG*	install sidewalk along Flanders Mill Road Flanders Road in Bozeman	PE CN **Total**	**0.0**	66.8 **66.8**	 681.0 **681.0**	**0.0**	**0.0**	**0.0**	9.0 91.4 **100.4**	0.0 0.0 **0.0**	57.8 589.6 **647.5**	66.8 681.0 **747.8**
SAFE ROUTES TO SCHOOLS-BOZEMAN *UPN 10752* *City of Bozeman* *LAG*	Safe Routes to School improvements Citywide	OT **Total**	**0.0**	69.7 **69.7**	 **0.0**	**0.0**	**0.0**	**0.0**	9.4 0.0 **9.4**	0.0 0.0 **0.0**	60.4 0.0 **60.4**	69.7 0.0 **69.7**
TA TOTALS			**0.0**	**194.1**	**1,408.8**	**0.0**	**0.0**	**0.0**	**215.1**	**0.0**	**1,387.8**	**1,602.9**
Federal			**0.0**	**168.1**	**1,219.7**	**0.0**	**0.0**	**0.0**				
Local/State			**0.0**	**26.1**	**189.1**	**0.0**	**0.0**	**0.0**				
Balance			**0.0**	**1,825.8**	**821.0**	**1,224.9**	**1,628.9**	**2,032.9**				

Carbon Reduction (CR) – 50k – 200k

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031	13.42%	13.42%	86.58%	
Carryover *Estimated allocation*			1,125.4	557.3 579.6	119.3							
Signal Kagy Sourdough UPN 9644 *MDT*	Install traffic signal intersection of Kagy and Sourdough	IC CN **Total**		5.8 1,011.8 **1,017.7**						0.8 135.8 **136.6**	5.1 876.0 **881.1**	5.8 1,011.8 **1,017.7**
Belgrade Int Improvements Jackrabbit-Amsterdam RD INT UPN 9930001 *MDT*	Intersection Improvements, Signal upgrades U-602 RP 6.1 to 6.2	CN	568.0							76.2	491.8	568.0
		Total	**568.0**	**1,017.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**212.8**	**1,372.9**	**1,585.7**
		Federal	**491.8**	**881.1**	**0.0**	**0.0**	**0.0**	**0.0**				
		Local/State	**76.2**	**136.6**	**0.0**	**0.0**	**0.0**	**0.0**				

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031	20.00%	0%	80.00%	
Bikefill Community Bike Park	Construct 5-6 miles of bike park.	PE										25.0
				25.0					5.0		20.0	
		IC										
		CN		100.0					20.0		80.0	100.0
Gallatin Valley Land Trust	Snowfill Recreation Area	**Total**	**0.0**	**125.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**

Discretionary Grants

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source*			Total Estimated Obligation
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031				
Kagy BLVD UPN 8931 *MDT*	Reconstruction of the Kagy Blvd	RW CN **Total**	1,961.0 22,328.6 **24,289.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	1,961.0 22,328.6 **24,289.6**	1,961.0 22,328.6 **24,289.6**
Belgrade Urban Improvements UPN 9057 *MDT*	Intersection Improvements, Signal Upgrades	CN **Total**	**0.0**	**0.0**	25,000.0 **25,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	25,000.0 **25,000.0**	25,000.0 **25,000.0**
Connecting Communities Gallatin County Rural-Urban *County SS4A*	Install Roundabout, build shared use path. Alaska RD and Cameron Bridge RD	All **Total**	**0.0**	17,341.4 **17,341.4**	**0.0**	**0.0**	**0.0**	**0.0**	3,468.3 **3,468.3**	**0.0**	13,873.1 **13,873.1**	17,341.4 **17,341.4**
TOTAL			**24,289.6**	**17,341.4**	**25,000.0**	**0.0**	**0.0**	**0.0**	**3,468.3**	**0.0**	**63,162.7**	**66,631.0**

**local and federal match vary by grant opportunity and phasing.*

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule 2027	 2028	 2029	 2030	 2031	Funding Source Local**	 State	 Federal	Total Estimated Obligation
Carryover Allocation (Estimated)(Fed Share)			0.0 1,492.2	0.0 1,492.2	0.0 1,492.2	0.0 1,492.2	0.0 1,492.2				
Transit Operations											
Operating costs			2,760.6	2,760.6	2,760.6	2,760.6	2,760.6	6,342.0		7,461.2	13,803.2
Capital Transit		**Total**	**2,760.6**	**2,760.6**	**2,760.6**	**2,760.6**	**2,760.6**	**6,342.0**		**7,461.2**	**13,803.2**
SECTION 5307 TOTALS*			**2,760.6**	**2,760.6**	**2,760.6**	**2,760.6**	**2,760.6**	**6,342.0**	**0.0**	**7,461.2**	**13,803.2**
Federal			**1,492.2**	**1,492.2**	**1,492.2**	**1,492.2**	**1,492.2**				
Local			**1,268.4**	**1,268.4**	**1,268.4**	**1,268.4**	**1,268.4**				
Ending Balance (Federal)			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				

**FTA administered funds are not subject to indirect cost recovery.*

*** Local match rates vary by project.*

Full 5307 apportionment **$1,492,234**

Project 1 - Operating Assistance	**FTA Amount**	**Local**	**Total**	**FTA Share**	**Local Share**
ALI 30.09.01 - Up to 50% share Operating Assistance	$ 1,178,865	$ 1,178,865	$ 2,357,730	50.00%	50.00%
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)*	$ 14,922	$ 14,922	$ 29,845	50.00%	50.00%
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service**	$ 298,447	$ 74,612	$ 373,059	80.00%	20.00%
Total P2	**$ 1,492,234**	**$ 1,268,399**	**$ 2,760,633**		

** at least 1% of allocation amount.*

***up to 20% of total allocation if 3 criteria are met.*

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule 2027	 2028	 2029	 2030	 2031	Funding Source* Local 20%	 State 	 Federal 80%	Total Estimated Obligation
Carryover Allocation (Estimated Federal Share)			380.4 96.5	476.9 96.5	573.4 96.5	669.9 96.5	766.4 96.5				
Buses & Bus Stop Facilities Program, Rural Funds								0.0 0.0 0.0 0.0		0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0
Capital Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SECTION 5339 TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Federal			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Local			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Ending Balance (Federal)			**476.9**	**573.4**	**669.9**	**766.4**	**862.9**				

Federal Transit Administration Section 5339 Discretionary Funding

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Estimated Obligation
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031				
Carryover FTA Grant Award												
												0.0 0.0
		Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5339 TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Federal			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Local			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Balance			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation
								Local	State	Federal	
			2027	2028	2029	2030	2031	15%**	TransAde	85%*	
Carryover Allocation (Estimated)			0.0 **244.3**	0.0 **244.3**	0.0 **244.3**	0.0 **244.3**	0.0 **244.3**				
Paratransit Vehicles *Gallatin Valley UTD - Lead Agency*	Purchase ADA accessible vehicles GVUTD 9 Pass Van Reach 7 Pass Van Reach 12 Pass Extended Van	Purch.	 102.7 50.0 91.5 **244.3**	 **0.0**	 **0.0**	 **0.0**	 **0.0**	 15.4 10.0 18.3 **43.7**	 **0.0**	 87.3 40.0 73.2 **200.6**	 102.7 50.0 91.5 **244.3**
SECTION 5310 TOTALS			**244.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Federal			**207.6**	**0.0**	**0.0**	**0.0**	**0.0**				
State			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				
Local			**36.6**	**0.0**	**0.0**	**0.0**	**0.0**				
Ending Balance			**0.0**	**244.3**	**244.3**	**244.3**	**244.3**				

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

*** Match for ADA accessible 15% and Non-ADA accessible 20%*

Transade (State Funded)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule					State Funded	Total Estimated Obligation
			2027	2028	2029	2030	2031	100%	
Carryover			0.0	0.0	0.0	0.0	0.0		
Allocation (Estimated)			115.7	115.7	115.7	115.7	115.7	**578.3**	**578.3**
Transit Operations	Operating		115.7	115.7	115.7	115.7	115.7	**578.3**	
Capital Transit			**115.7**	**115.7**	**115.7**	**115.7**	**115.7**	**578.3**	**578.3**
STATE TOTALS			**115.7**	**115.7**	**115.7**	**115.7**	**115.7**	**578.3**	**578.3**

Public Comment

FFY 2027-2031 Transportation Improvement Program

The draft TIP and notice of availability for review and comment were posted on the MPO's webpage. Direct public comment was also called for at the TTAC and TPCC meetings where action for approval of the TIP was considered.

Certification

The Gallatin Valley Metropolitan Planning Organization for the Bozeman, Montana, urbanized area hereby certifies that its transportation planning process is in compliance with applicable provisions for transportation planning included in the following sections:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
(2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
(5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR part 27, 37, and 38;
(7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
(9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Gallatin Valley Metropolitan Planning Organization

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Joey Morrison, TPCC Chair
Date: