

**Billings Metropolitan Planning Organization  
TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP)**

**Federal Fiscal Years  
FFY 2020 – 2024**

Amendment II  
October 14, 2021



Prepared by:

**Billings Metropolitan Planning Organization**

**Yellowstone County Board of Planning**

In cooperation with:

**City of Billings, Montana  
County of Yellowstone, Montana  
Billings Urban Transportation District  
Montana Department of Transportation  
Federal Highway Administration  
Federal Transit Administration**

# **APPROVALS**

**REVIEWED BY**

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# **Acronyms**

<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CN</b>	Construction
<b>CO</b>	Carbon Monoxide
<b>EPA</b>	Environmental Protection Agency
<b>FAST Act</b>	Fixing America’s Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY/FFY</b>	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
<b>GROWTH</b>	Flexible state CMAQ funds distributed to high growth urban areas
<b>HSIP</b>	Highway Safety Improvement Program
<b>IC</b>	Incidental Construction
<b>IM</b>	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
<b>MACI</b>	Montana Air and Congestion Initiative
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MDT</b>	Montana Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NH</b>	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
<b>PE</b>	Preliminary Engineering
<b>PLH</b>	Public Lands Highways
<b>PLHD</b>	Public Land Highways Discretionary Fund
<b>PM<sub>10</sub></b>	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>PM<sub>2.5</sub></b>	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>ROW</b>	Right of Way
<b>RP</b>	Road Reference Post
<b>SAFTEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SFC</b>	State Funded Construction
<b>SRTS</b>	Safe Routes to Schools
<b>SIP</b>	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
<b>STIP</b>	State Transportation Improvement Program
<b>STPE</b>	Surface Transportation Program Enhancements
<b>STPP</b>	Surface Transportation Program Primary
<b>STPU</b>	Surface Transportation Program Urban
<b>STPX</b>	Surface Transportation Program Off-System
<b>TA</b>	Transportation Alternatives Program

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<b>TEA-21</b>	Transportation Efficiency Act for the 21 <sup>st</sup> Century
<b>TCM</b>	Transportation Control Measure
<b>TIP</b>	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
<b>TPCC</b>	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
<b>TSP</b>	Total Suspended Particulate
<b>UHPIP</b>	Urban Highway Pilot Improvement Program
<b>UPP</b>	Urban Pavement Preservation

# **Introduction**

## **Preface**

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. All MPO's are required by the current Federal Highway Bill SAFETEA LU to produce a TIP and update it at least every four years. SAFETEA LU was the first Transportation Bill that required a TIP. The bill was signed into law by President Bush in 2005, and extended by President Obama through June 2012. The act and extensions authorized highway, highway safety, transit, and other surface transportation programs.

On July 6, 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law. The law provides federal program funding through the end of Federal Fiscal Year 2014 and brings program structure changes that will be fully addressed in future long range transportation plans and TIPs. The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, and authorizes federal transportation funding for federal fiscal years 2016 through 2020. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

## **About the Transportation Improvement Program**

The TIP is a short-range program of highway and transit projects in the Billings metropolitan planning area and is prepared by YCBP staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the planning area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

## **TIP Process and Development**

The development of the TIP document is the responsibility of the Billings MPO and provides an opportunity for local officials to determine priorities and spending for federal highway and transit funds. Any transportation project located in the Billings metropolitan planning area must be included in the TIP prior to receiving federal funds. TIP projects must be included in the area's 20-year Transportation Plan, and are proposed for the TIP by local elected officials, transit operating officials, or state highway agencies. The TIP is reviewed and endorsed annually by the Billings MPO's Policy Coordinating Committee, (PCC), and may be modified through the TIP amendment process. The PCC includes a Billings City Council representative, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Board of Planning and the District Administrator of the Montana Department of Transportation. After PCC endorsement, the TIP is submitted to the Montana Department of Transportation (MDT) and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and approval of conformity and fiscal constraint determination.

## **Federal Regulations**

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, which contains projects that could be implemented between October 1, 2020 –

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September 30, 2024 (FFY 2020 & 2024). The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

### Financial Resources

A range of federal funding sources is available to the Billings planning area for the purposes of funding transportation system improvements. Following is a list of those sources which, when available to the Billings area, are shown in the Transportation Improvement Program. Project implementation is indicated as expected to occur during the pertinent program year. Billings has had a favorable history of receiving federal earmarks as reflected in the table below.

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600
Zimmerman Trail	\$ 6,242,553

### Funding Sources

- Surface Transportation Program Off System (STPX)
- Secondary (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway System (NHS)
- National Highway Freight (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- Highway-Railway Crossing Program (RRX)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (HBRRP)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives Program (TAP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- FTA Section 5339 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9); FTA Section 5307 CARES Act
- FTA Section 5310 (Formerly Sec. 16)
- Transade (State Funded)
- Congressionally Directed Funds (MT, NCPD, DEMO)

## **AIR QUALITY CONSISTENCY**

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement.

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA), has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

### **Conformity of the Billings Area Transportation Improvement Program with the 1990 Clean Air Act**

A portion of the Billings Urbanized Area, (Billings), was designated non-attainment for carbon monoxide (CO) on 3/3/78 (43 FR 8962) with a secondary classification of "unclassified". EPA approved the Billings CO Control Plan on 1/16/86 (51 FR 2397). Billings was then re-designated as "Not Classified" on 11/6/91 (56 FR 56697). The area meets the qualifications of the Clean Air Act (CAA) for classification as an attainment area for ozone.

The Billings "not classified" carbon monoxide (CO) nonattainment area was re-designated by the Environmental Protection Agency (EPA) to attainment for the CO National Ambient Air Quality Standards (NAAQS) with an approved limited maintenance plan effective April 22, 2002. Under a CO limited maintenance plan, the motor vehicle emissions budgeted may be treated as essentially non-constraining for the length of the maintenance period because growth would need to exceed reasonable expectations to create a violation of the NAAQS for transportation-related CO. Therefore conformity demonstration using regional emissions analysis is not required; however, individual projects may still be required to conduct "hot spot" analysis.

As demonstrated in the following sections, the Transportation Improvement Program (TIP) satisfactorily meets the requirements established by the 1990 amendments to the CAA regarding the conformity of TIP's.

- The most recent estimates of CO mobile source emissions have been developed by the Analytical Services Section, Montana Department of Environmental Quality and are based upon development and transportation data provided by the Yellowstone County Board of Planning.
- EPA has approved the second 10-year carbon monoxide (CO) maintenance plan for the Billings area. This second 10-year CO maintenance plan meets the requirements of CAA section 175A (b) and is also a Limited Maintenance Plan (as was the maintenance plan with the original 2002 EPA approval.) The second 10-year CO maintenance plan continues to correctly reflect the Limited Maintenance Plan transportation conformity requirements. The EPA-approved Billings second 10-year CO maintenance plan is available at the Planning office.

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### **Transportation Control Measures**

Specific Transportation Control Measures have not been proposed for Billings recently, however, the SIP completed in 1986 included the widening of Exposition Drive (Main Street) and the signalization at Main Street and First Avenue North. Both of these projects were completed in 1983.

There are no Transportation Control Measures (TCM's) in the State Implementation Plan (SIP) and therefore there are no specific TCM's recommended for implementation in this TIP.

### **TIP Conformity**

As a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51 was performed in conjunction with the development of the Billings Urban Area 2018 Long Range Transportation Plan. The plan discusses conformity analysis in Chapter 14, pages 172-174. As the transportation projects in the TIP are contained in the Transportation Plan's analysis, a separate analysis for the TIP is not necessary.

### **Regionally Significant Projects**

There are no new regionally significant projects in this 2020-2024 Billings Urban Area TIP.

40 CFR part 93, subpart A - §93.126 Highway and Transit projects included in subpart A are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A project will not be exempt if the MPO in consultation with other agencies, the EPA, FHWA, or FTA concur that it has potentially adverse emissions impacts for any reason.

#### REGIONALLY SIGNIFICANT PROJECT (2020-2024)

<b>Project</b>	<b>Scope</b>	<b>Comments</b>
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

### **Energy Conservation Considerations**

Energy impact analyses have been conducted as a part of the urban transportation planning process. In addition, increased attention has been given to energy conservation and contingency planning on a project specific basis.

As part of the 2018 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

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The City of Billings has a well-developed transit system, and ride-sharing opportunities have been examined. Transit facilities and highway system proposals will continue to be considered in a comprehensive method through the adopted Transportation Planning process.

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2018 update of the Billings Urban Area Transportation Plan.

### **PROGRAMMING OF NON-URBAN SYSTEM, FEDERAL AID, AND STATE FUNDING**

Proposed projects involving federal-aid funding, other than urban system funding, that are proposed within existing rights-of-way and which are determined to not significantly change traffic patterns, may not be considered to be of appropriate scale to warrant a modification to a currently valid TIP.

When there is knowledge of such projects prior to the annual adoption of the TIP, each project will be included in the program. Generally, projects falling within this category are those which serve to preserve and maintain the integrity of the existing plant or facility such as: overlays to improve or maintain surface conditions; bridge expansion joints and deck repairs necessary to maintain structural and surface sufficiency; slope repair necessary to maintain drainage adequacy; etc. Projects of this nature will be identified by MDT with appropriate justification when requesting program approval of federal highway funds. Local urban area officials will be advised by the Department through the local planning process of the Department's intent to expend federal funds (non-urban system) for such improvements in their area.

### **Performance Measures**

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21st Century Act, (MAP-21), transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation, (FAST), Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourage Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.

The Billings MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and will support the Billings MET Transit for associated transit performance measures. Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

### **Safety**

The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off-System, Secondary, and State

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Funded Construction funding sources support projects with the intent to improve safety measures.

### Pavement and Bridge Condition

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

### System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

### FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)\*

The purpose of freight performance measures is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Project selected for National Highways funding will contribute to improving the national freight network and meeting state targets.

#### National Highway Freight Program (NHFP)\*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase								Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	CN			17,325.0						2,325.0	15,000.0	17,325.0
											0.0	0.0	0.0
											0.0	0.0	0.0
											0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	Total	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0	
<b>NHFP TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>17,325.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,325.0</b>	<b>15,000.0</b>	<b>17,325.0</b>	

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.

\*NHFP is funded by the federal National Highway Performance Program.

CN estimates include CE costs

### Congestion Mitigation and Air Quality (CMAQ)

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

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### **Advancement of Projects**

It is mutually agreed that the first two years of this program is the best estimate of the project phase that will be undertaken during the Biennial timeframe. Occasionally, projects advance through the design process faster than anticipated. An approved project may accelerate into the next logical phase providing that the funding source does not change from that, which was initially identified in the TIP. Federal, State, and local governments have agreed that a TIP revision is not required in order to accelerate a specific project phase, so long as other planned work is not unduly delayed. The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:

1) Operating Assistance.

- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are: 1) Replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA Section 5339 projects are: 1) Assistance for bus/bus facilities

### **PRIVATE ENTERPRISE PARTICIPATION**

Both the City of Billings and Yellowstone County have locally developed policies and procedures to examine opportunities for private sector participation in the provision of transit services and related support services. The City of Billings adopted resolution 86-15346 which states said policy and provides a process for implementation. The Council approved that resolution on July 7, 1986. Further, a Private Transportation Enterprise Participation Policy (PEP) and implementing procedures were adopted by the MPO's Technical Advisory Committee on April 24, 1986; by the Policy Coordinating Committee on May 8, 1986; and by the Yellowstone County Planning Board on May 13, 1986.

#### **The required TIP documentation related to the PEP process is as follows:**

The City's MET Transit Department has examined various opportunities for private sector provision of services. The Department utilizes private tire firms to handle parts of servicing of the tire inventory. The Department also contracts with various private firms for radiator repair, air compressor rebuilds, as well as glass, bodywork on the vehicles, and occasional component rebuilds.

- a) The City of Billings MET Transit System solicited the possible interest or involvement of the private sector in providing leased tires for the MET Transit fleet of coaches. In 1993, 1996, 2001, 2006, 2011, 2016, and 2021, the City published a Request for Bids and provided copies to potentially interested private vendors; the IFB was also advertised in a local newspaper, on the City website and social media and a national transit journal. Bids are evaluated based on cost and ability to perform. In the most recent IFB, two firms submitted bid responses. The current contract for the tire lease is in effect November 1, 2021 through October 31, 2022 with four additional one-year renewal options.
- b) No other proposals were received from the private sector.
- c) There are no known impediments to holding service out for competition.
- d) There are no known private sector complaints.

The Yellowstone County-City of Billings Planning Division has and will continue to follow its adopted policy and procedures regarding private sector participation. The mailing list of private

providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the Unified Planning Work Program, (UPWP), projects and process as well as the TIP process. Through these mailings the private providers are aware of the development of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

## **FEDERAL TRANSIT ADMINISTRATION** **PROJECTS**

The Federal Transit Act funded projects, including FTA Section 5339 grant projects, (Biennial Element) are intended to insure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 1, 2019 to June 30, 2023 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2020 through 2024.

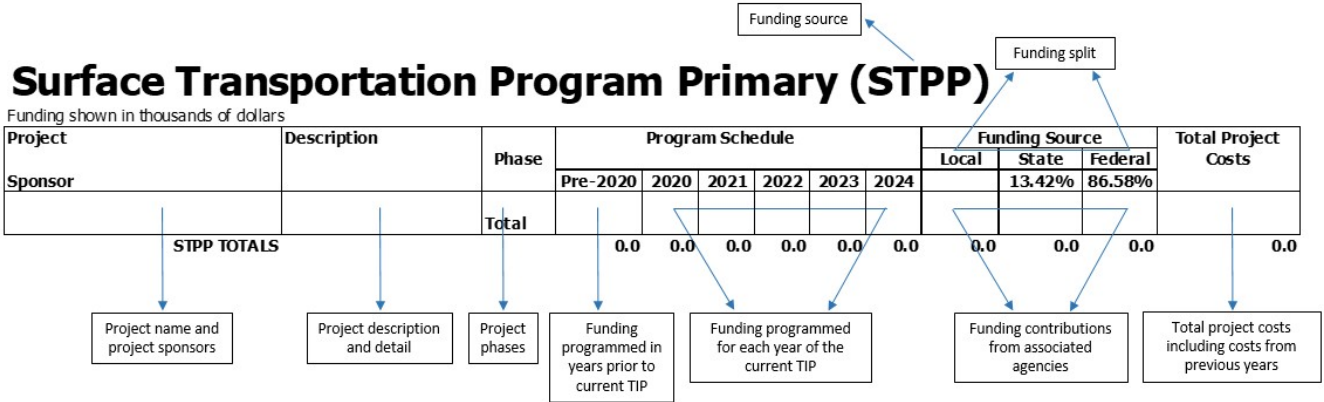
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will address some of the transportation needs of individuals with disabilities and senior populations.

### **Major Federally Funded Project Summary**

Section 1203(h)(7)(B) of MAP-21 requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP.

# Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, and are designed to best display integral information regarding the projects within the TIP. 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.



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 TIP funding tables.

Project Phase	Description
<b>CN</b>	Construction – Construction and/or reconstruction work performed by the agency or contractor
<b>IC</b>	Incidental Construction – ‘Safety net’ for unexpected construction expenditures
<b>OT</b>	Other – Additional programmatic expenditures including costs for education, and outreach
<b>PE</b>	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
<b>Purch.</b>	Purchase – Procuring equipment, software, vehicles, or facilities
<b>RW</b>	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
<b>Transit</b>	Transit operations

# Projects that are Regionally Significant

<b>PROJECT</b>	<b>SCOPE</b>	<b>COMMENTS</b>
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

**Billings FFY 2020-2024 Transportation Improvement Program Amd II**

# Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
<b>CMAQ</b>			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>STPU</b>			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>SRTS</b>			
<b>IM</b>			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design	
<b>NH</b>			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
Main St. - Billings	8717	Pavement Preservation	
27th St. - 1st Ave S. to Airport Rd	7910	Pavement Preservation	
Billings Bypass	4199-001	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad	
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass	
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87	
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements	
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
Zoo Drive Improvements	9597	Intersection Improvements	
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction	
1st Ave. N - Broadway to Division	9881	Major Reconstruction	
Montana Ave Crosswalks - Billings	9998	Sidewalk Improvements ADA Compliance	
<b>NHFP</b>			
I-90 Yellowstone River - Billings		Bridge Replacement	
<b>STPX, STPS, SFCN</b>			
27th Street RR Crossing	9354	Railroad Crossing Study	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvement Study	
Blue Creek Road - Billings	9503	Pavement Preservation	
Lockwood Interchange	9588	Interchange Improvements Study	
Jct Main & 87 to Worden		Roadway Striping	
<b>STPP</b>			
<b>RRS</b>			

# **Billings MPO Project List, (Continued)**

<b>HSIP</b>			
Various Safety Projects			Plug to allow project nominations
SF 149 Hillcrest Right Turn Ln	8904	Intersection Improvements	
SF 169 Frontage Rd. Wise Ln Intersection	9384	Intersection Improvements	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvements	Roundabout
SF 169 Blgs. Area Safety Improvements	9420	Signing	
SF 169 I-90 W. King Ave Lighting	9421	Roadway Lighting	
Zoo Drive Improvements	9597	Intersection Improvements	
SF 169 Blgs. District Safety Improvements	9423	Signage	Only portion in MPO bdry
<b>BR</b>			
2012 Scour Mitigation	7960	Mitigation	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge Study	
MONTANA AVE STRUCTURES - BLGS	9914	Bridge Rehab	
<b>UPP</b>			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
<b>MACI</b>			
MDT MACI		Statewide CMAQ - Various	Plug to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Plug to allow project nominations
MDT MACI		Equipment Purchases	
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Laurel Road Signals - Billings	9568	Signal Improvements	
<b>CITY TA</b>			
<b>EARMARK</b>			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
Grand - 24th to Zimmerman	9509	Pavement Preservation	
<b>BUILD</b>			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
<b>FTA 5307</b>			
<b>FTA 5339</b>			
<b>FTA 5310</b>			
<b>FTA 5311</b>			
<b>100 % LOCALLY FUNDED PROJECTS</b>			
BBWA Canal Connection	Local	Bike Pedestrian Path	Recreational Trails Program \$44,355 Local (In-Kind) \$84,652
Various Projects		Annual Operation and Maintenance	
<b>State Funded Maintenance</b>			
Various Maintenance Projects		Maintenance	

**Billings FFY 2020-2024 Transportation Improvement Program Amd II**

# Projects with Multiple Funding

## Billings ByPass

Billings Bypass														
Funding shown in thousands of dollars														
Project: Billings Bypass	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024						2024+
Sponsor: MDT														
Billings Bypass <i>UPNH199000</i>	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK	660.2	4,259.4		4,919.6
	Preliminary Engineering	PE	9,679.0							EARMARK	1,298.9	8,380.1		9,679.0
	Preliminary Engineering	PE	2,734.3	2,444.7						NH	695.0	4,484.0		5,179.1
	Right of Way Acquisition	RW	7,870.5		3,549.5	6,550.0				MT/NH	2,411.6	15,558.4		17,970.0
	Utility Moves	IC			3,019.0					NH	405.1	2,613.8		3,019.0
<i>MDT</i>		<b>Total</b>	<b>25,203.5</b>	<b>2,444.7</b>	<b>6,568.5</b>	<b>6,550.0</b>	<b>0.0</b>	<b>0.0</b>			<b>5,470.9</b>	<b>35,295.8</b>		<b>40,766.7</b>
Billings Bypass (Five Mile Road) <i>UPNH199002</i>	Construction of Five Mile Road	IC	141.0	15.8						STPU	21.0	135.8		156.8
		CN		6,077.5	-210.9					STPU	787.3	5,079.3		5,866.6
		<b>Total</b>	<b>141.0</b>	<b>6,093.3</b>	<b>-210.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>808.3</b>	<b>5,215.1</b>		<b>6,023.4</b>
Billings Bypass (Yellowstone River Bridge) <i>UPNH199003</i>	Construction of a new bridge over the Yellowstone River	IC		416.2						NH	55.9	360.4		416.2
		CN		11,364.2						STPU	1,525.1	9,839.1		11,364.2
		CN		5,000.0						CMAQ	671.0	4,329.0		5,000.0
		CN		5,000.0						BRIDGE	671.0	4,329.0		5,000.0
		CN		15,009.8	2,110.7					NH	2,297.6	14,822.9		17,120.5
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>36,790.2</b>	<b>2,110.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>5,220.5</b>	<b>33,680.4</b>		<b>38,900.9</b>	
Billings Bypass (Johnson Lane Interchange) <i>UPNH199007</i>	Reconstruction of existing Interchange	CN					2,412.4			STPU	323.7	2,088.7		2,412.4
		CN				6,200.0				CMAQ	832.0	5,368.0		6,200.0
		CN				3,800.0				NH	510.0	3,290.0		3,800.0
		CN				15,130.5				NHFP	1,513.1	13,617.5		15,130.5
		CN				15,661.7				IM	1,566.2	14,095.5		15,661.7
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43,204.6</b>	<b>0.0</b>		<b>4,745.0</b>	<b>38,459.6</b>		<b>43,204.6</b>	
Billings Bypass (Railroad Overpass) <i>UPNH199005</i>	Construction of new bridge over railroad	CN				21,778.4				NH	2,922.7	18,855.7		21,778.4
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21,778.4</b>	<b>0.0</b>	<b>0.0</b>			<b>2,922.7</b>	<b>18,855.7</b>		<b>21,778.4</b>
Billings Bypass (Johnson Lane Interchange to RR O'pass) <i>UPNH199006</i>	Construction of connection from Interchange to RR O'pass	CN						8,397.6		NH	1,127.0	7,270.6		8,397.6
		<b>Total</b>						<b>8,397.6</b>			<b>1,127.0</b>	<b>7,270.6</b>		<b>8,397.6</b>
Billings Bypass (Five Mile Rd to US 87) <i>UPNH199004</i>	Construction of connection from Five Mile to US 87	CN							18,741.7	NH	2,515.1	16,226.6		18,741.7
		<b>Total</b>							<b>18,741.7</b>		<b>2,515.1</b>	<b>16,226.6</b>		<b>18,741.7</b>
<b>Totals</b>			<b>25,344.4</b>	<b>45,328.3</b>	<b>8,468.2</b>	<b>28,328.4</b>	<b>43,204.6</b>	<b>8,397.6</b>		<b>0.0</b>	<b>22,809.5</b>	<b>155,003.8</b>		<b>177,813.3</b>

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.  
CN estimates include CE costs

## I-90 Yellowstone River Bridges

I-90 Yellowstone River Bridges															
Funding shown in thousands of dollars															
Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs		
			Pre-2020	2020	2021	2022	2023	2024						2024+	
Sponsor: MDT															
I-90 Yellowstone River Bridges <i>UPN 7972</i>	Reconstruction of Interstate bridges over the Yellowstone River	PE	6,287.8	161.8	172.2						BRIDGE	888.7	5,733.2		6,621.8
		RW		240.0							IM	24.0	216.0		240.0
		IC			341.2						IM	34.1	307.1		341.2
		CN			63,354.4						BRIDGE	8,502.2	54,852.2		63,354.4
		CN			4,384.0						IM	384.0	4,000.0		4,384.0
		CN			17,325.0						NHFP	2,325.0	15,000.0		17,325.0
<i>MDT</i>	RP 450 to 452.7	<b>Total</b>	<b>6,287.8</b>	<b>401.8</b>	<b>85,576.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>12,158.0</b>	<b>80,108.5</b>		<b>92,266.4</b>	
<b>Totals</b>			<b>6,287.8</b>	<b>401.8</b>	<b>85,576.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>12,158.0</b>	<b>80,108.5</b>		<b>92,266.4</b>	

CN estimates include CE costs

**Billings FFY 2020-2024 Transportation Improvement Program Amd II**

# Estimated Revenue

**Estimated Revenue**

Amounts shown in thousands of dollars

Federal	STP/S*/X*														
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	BUILD**	TA*	SUBTOTAL
Carryover	5,841.8	20,037.6													25,879.4
FFY 2020	1,390.2	2,489.8	2,073.3	29,177.0	0.0	1,082.0	0.0	225.5	2,071.1	6,739.8	723.0	2,139.5	0.0	380.7	48,491.9
FFY 2021	1,390.2	2,489.8	9,808.2	11,783.0	17,325.0	15.5	0.0	-7.9	7,888.8	63,858.2	1,632.7	960.7	0.0	300.0	117,444.2
FFY 2022	1,390.2	2,489.8	19,382.3	35,609.4	0.0	0.0	0.0	0.0	10,170.6	2,886.7	500.0	3,138.4	9,370.9	300.0	85,238.3
FFY 2023	1,390.2	2,489.8	18,699.2	5,116.4	15,130.5	0.0	0.0	0.0	500.0	1,809.8	500.0	750.0	9,370.9	300.0	56,056.7
FFY 2024	1,390.2	2,489.8	1,500.0	51,300.4	0.0	0.0	0.0	0.0	1,138.8	0.0	500.0	1,193.5	0.0	300.0	59,812.8
TOTAL	12,793.0	32,486.5	51,462.9	132,986.2	32,455.5	1,097.5	0.0	217.6	21,769.3	75,294.4	3,855.7	8,182.1	18,741.8	1,580.7	392,923.3

Federal	FTA 5307		FTA 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	0.0		3,418.3		22.0					29,319.7
FFY 2020	4,733.9	1,891.4	514.0	695.1	134.6	23.8	1,739.8	313.8	2,225.5	60,763.7
FFY 2021	1,910.3	1,910.3	420.0	135.2	104.5	20.8	1,739.8	313.8	1,569.8	125,568.6
FFY 2022	1,929.3	2,548.3	420.0	105.0	160.0	29.3	1,726.8	324.8	1,585.0	94,066.8
FFY 2023	1,948.7	1,948.7	420.0	105.0	160.0	29.3	1,726.8	324.8	2,432.4	65,152.3
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,726.8	324.8	1,615.6	68,130.7
TOTAL	12,490.4	10,266.7	5,612.3	1,145.3	719.2	132.5	8,660.0	1,602.0	9,428.2	443,001.9

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 beyond 2020 will be subject to the obligation limitation set by the annual appropriations process.

**NOTES:**

These estimates are based on historical data and projections.

\* STPU, IM, NH, NHFP, STPX, STPP, HSIP, BR, UPP, MACI, and TA funds include match.

\*\* Reflective of federal share only.

Operations and Maintenance funds (average of Fiscal Years 2015-2017), local match, and CMAQ (local match) makes up OTHER

# Congestion Mitigation & Air Quality (CMAQ)

## Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover (Federal)</i>				5,841.8	2,903.0	4,293.3	5,683.5	1,705.8				
<i>Estimated allocation (Federal)</i>				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
<b>Billings Bypass (Yellowstone River Bridge)</b> <i>UPW4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN		5,000.0						671.0	4,329.0	5,000.0
<b>Total</b>			0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
<b>Billings Bypass (Johnson Lane Interchange)</b> <i>UPW4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN					6,200.0			832.0	5,368.0	6,200.0
<b>Total</b>			0.0	0.0	0.0	0.0	6,200.0	0.0	0.0	832.0	5,368.0	6,200.0
Project Adjustments/Closures												
<b>CMAQ Totals</b>				5,000.0	0.0	0.0	6,200.0	0.0	0.0	1,503.0	9,697.0	11,200.0
<b>Federal</b>				4,329.0	0.0	0.0	5,368.0	0.0				
<b>State</b>				671.0	0.0	0.0	832.0	0.0				
<b>Ending Balance (Federal)</b>				2,903.0	4,293.3	5,683.5	1,705.8	3,096.0				

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Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

CN estimates include CE costs

# Surface Transportation Program Urban (STPU)

## Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024		
<b>Sponsor</b>										
Carryover				20,037.6	5,069.8	7,770.5	10,260.3	10,337.7		
Estimated Allocation (STPU)				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8		
<b>Billings Bypass (Five Mile Road)</b>	UPN4199002 Construction of Five Mile Road	IC	141.0	15.8					21.0	135.7
MDT		CN		6,077.6	-211.0				787.3	5,079.3
		<b>Total</b>	<b>141.0</b>	<b>6,093.4</b>	<b>-211.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>808.3</b>	<b>5,215.0</b>
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River	CN		11,364.2					1,525.1	9,839.1
MDT		<b>Total</b>	<b>0.0</b>	<b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,525.1</b>	<b>9,839.1</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange	CN					2,412.4		323.7	2,088.7
MDT		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,412.4</b>	<b>0.0</b>	<b>323.7</b>	<b>2,088.7</b>
<b>Adjustment/Closures</b>										
				<b>17,457.6</b>	<b>-211.0</b>	<b>0.0</b>	<b>2,412.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2,657.2</b>
				<b>15,114.8</b>	<b>-182.7</b>	<b>0.0</b>	<b>2,088.7</b>	<b>0.0</b>		<b>17,142.8</b>
				<b>2,342.8</b>	<b>-28.3</b>	<b>0.0</b>	<b>323.7</b>	<b>0.0</b>		<b>19,800.0</b>
				<b>5,069.8</b>	<b>7,770.5</b>	<b>10,260.3</b>	<b>10,337.7</b>	<b>12,827.4</b>		

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# Interstate Maintenance (IM)

## Interstate Maintenance (IM)\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024		
<b>Sponsor</b>										
<b>MDT-PREVENTATIVE MAINTENANCE - IM</b>	Maintenance	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	8.76%	91.24%
MDT		<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>
<b>Billings Bypass - Johnson Lane Intch</b>	UPN 4199-007 Reconstruction of existing Interchange	CN					15,661.7		1,372.0	14,289.7
MDT	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,661.7</b>	<b>0.0</b>	<b>0.0</b>	<b>14,289.7</b>
<b>I-90 Yellowstone River Bridges</b>	UPN 7972 Bridge Replacement	PE	6,287.8	161.8	172.2				580.1	6,041.8
MDT		RW		240.0					21.0	240.0
		IC			319.4				28.0	291.5
		CN			4,384.0				384.0	4,384.0
MDT	I-90 RP 450.09 to 452.73	<b>Total</b>	<b>6,287.8</b>	<b>401.8</b>	<b>4,875.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,013.1</b>	<b>10,552.2</b>
<b>Mossmain Intch - West Blgs Intch</b>	UPN 9198 Pavement Preservation	PE	496.4	171.5	101.3				67.4	769.1
MDT	Not all locations inside MPO boundary	CN				17,882.3			1,566.5	16,315.8
	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>496.4</b>	<b>171.5</b>	<b>101.3</b>	<b>17,882.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1,633.9</b>	<b>17,017.5</b>
<b>Lockwood Interchange - Billings</b>	UPN 9978 Capital Construction	PE			3,331.2				291.8	3,039.4
MDT	Improvements to Lockwood Interchange	RW					768.7		67.3	701.4
		IC					768.7		67.3	701.4
	CN outside of TIP timeframe	CN							0.0	0.0
MDT	I-90 RP 450 to RP 453.5	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>3,331.2</b>	<b>0.0</b>	<b>1,537.5</b>	<b>0.0</b>	<b>426.5</b>	<b>4,442.2</b>
<b>IM TOTAL</b>			<b>6,784.2</b>	<b>2,073.3</b>	<b>9,808.2</b>	<b>19,382.3</b>	<b>18,699.2</b>	<b>1,500.0</b>	<b>0.0</b>	<b>5,102.4</b>
										<b>53,144.7</b>
										<b>58,247.1</b>

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. \*IM is a state sub-allocated program funded by the federal National Highway Performance Program. CN estimates include CE costs

**Billings FFY 2020-2024 Transportation Improvement Program Amd II**

# National Highway (NH)\*

## National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>Sponsor</b>													
<b>MDT-PREVENTATIVE MAINTENANCE - NH</b>	Maintenance	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0		5,000.0
<i>MDT</i>		<b>Total</b>		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>		<b>5,000.0</b>
<b>Billings Bypass</b>	New construction	PE	2,734.3	2,444.7						695.0	4,484.0		5,179.1
UPN 4199-000		RW			3,550.0	6,550.0				1,355.4	8,744.6		10,100.0
		IC			3,019.0					405.1	2,613.8		3,019.0
<i>MDT</i>		<b>Total</b>	<b>2,734.3</b>	<b>2,444.7</b>	<b>6,569.0</b>	<b>6,550.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,455.6</b>	<b>15,842.5</b>		<b>18,298.1</b>
<b>Billings Bypass - Yellowstone River Bridge</b>	New construction of bridge over the Yellowstone River	IC		416.2						55.9	360.4		416.2
UPN 4199-003		CN		15,009.8	2,110.7					2,297.6	14,822.9		17,120.5
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>15,426.0</b>	<b>2,110.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,353.4</b>	<b>15,183.3</b>		<b>17,536.7</b>
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection from Five Mile to US 87	CN						18,741.7		2,515.1	16,226.6		18,741.7
UPN 4199-004													
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18,741.7</b>	<b>0.0</b>	<b>2,515.1</b>	<b>16,226.6</b>		<b>18,741.7</b>
<b>Billings Bypass - RR O'pass</b>	New construction of RR O'pass	CN				21,778.4				2,922.7	18,855.7		21,778.4
UPN 4199-005										0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21,778.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,922.7</b>	<b>18,855.7</b>		<b>21,778.4</b>
<b>Billings Bypass - Johnson Ln. Intch - RR O'pass</b>	New construction of connection from Interchange to bridge	CN						8,397.6		1,127.0	7,270.6		8,397.6
UPN 4199-006										0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,397.6</b>	<b>0.0</b>	<b>1,127.0</b>	<b>7,270.6</b>		<b>8,397.6</b>
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing Interchange RP 455.5	CN					3,800.0			510.0	3,290.0		3,800.0
UPN 4199-007										0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>510.0</b>	<b>3,290.0</b>		<b>3,800.0</b>
<b>Exposition Dr. &amp; 1st Ave. N Blgs</b>	Intersection Improvements	PE	1,192.3							160.0	1,032.3		1,192.3
UPN 7908		CN						2,085.0		0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>1,192.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,085.0</b>	<b>0.0</b>	<b>439.8</b>	<b>2,837.4</b>		<b>3,277.2</b>
<b>27th St - 1st Ave S to Airport</b>	Mill and overlay	PE	2,132.5							286.2	1,846.3		2,132.5
UPN 7910		RW	772.6							103.7	668.9		772.6
		IC	179.8		22.2					27.1	174.8		201.9
		CN	10,698.0	539.8	495.2					1,574.6	10,158.4		12,054.8
<i>MDT</i>		<b>Total</b>	<b>13,782.8</b>	<b>539.8</b>	<b>517.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>321.8</b>	<b>1,991.5</b>	<b>12,848.5</b>		<b>15,161.9</b>
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE								0.0	0.0		0.0
UPN 8669		CN				6,255.8				839.5	5,416.3		6,255.8
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,255.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>839.5</b>	<b>5,416.3</b>		<b>6,255.8</b>
<b>Main Street - Billings</b>	Pavement Preservation with micro-surfacing	PE	668.2	130.0	-17.0					104.8	676.4		781.2
UPN 8717		RW	180.0							24.2	155.8		180.0
		IC	77.3	38.5						15.5	100.2		115.8
		CN		8,469.7						1,136.6	7,333.1		8,469.7
<i>MDT</i>		<b>Total</b>	<b>925.5</b>	<b>8,638.2</b>	<b>-17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,281.2</b>	<b>8,265.5</b>		<b>9,546.7</b>
<b>Airport Rd. &amp; Main St. - Blgs</b>	Intersection Improvements	OT	295.6							39.7	255.9		295.6
UPN 8718		PE	2,229.8							299.2	1,930.6		2,229.8
		RW					61.2			8.2	53.0		61.2
		IC					153.1			20.5	132.5		153.1
		CN						7,514.6		1,008.5	6,506.1		7,514.6
<i>MDT</i>		<b>Total</b>	<b>2,525.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>214.3</b>	<b>7,514.6</b>	<b>0.0</b>	<b>1,376.1</b>	<b>8,878.2</b>		<b>10,254.3</b>
<b>1st Ave. N - N9th to RR Xing</b>	Reconstruction of roadway Major Rehab	PE	1,746.7		1,483.3					433.5	2,796.5		3,230.0
UPN 9022		RW			59.8					8.0	51.8		59.8
		IC			59.8					8.0	51.8		59.8
		CN						10,795.5		1,448.8	9,346.7		10,795.5
<i>MDT</i>		<b>Total</b>	<b>1,746.7</b>	<b>0.0</b>	<b>1,603.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,795.5</b>	<b>0.0</b>	<b>1,898.3</b>	<b>12,246.8</b>		<b>14,145.1</b>
<b>Zoo Drive Improvements</b>	Intersection Improvements	PE	128.2							17.2	111.0		128.2
UPN 9597		CN						2,766.1		371.2	2,394.9		2,766.1
<i>MDT</i>		<b>Total</b>	<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,766.1</b>	<b>0.0</b>	<b>388.4</b>	<b>2,505.8</b>		<b>2,894.3</b>
<b>1st Ave. N - RR Xing to Broadway</b>	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9		500.0
UPN 9880		RW				12.6				1.7	10.9		12.6
		IC				12.6				1.7	10.9		12.6
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2025										0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>25.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.5</b>	<b>454.7</b>		<b>525.2</b>
<b>1st Ave. N - Broadway to Division</b>	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9		500.0
UPN 9881		RW					12.6			1.7	10.9		12.6
		IC					12.6			1.7	10.9		12.6
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2026										0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.2</b>	<b>0.0</b>	<b>0.0</b>	<b>70.5</b>	<b>454.7</b>		<b>525.2</b>
<b>Montana Ave Crosswalks - BLGS</b>	Sidewalk Improvements	PE		128.2						17.2	111.0		128.2
UPN 9998	ADA compliance	RW						25.6		3.4	22.2		25.6
		IC						51.3		6.9	44.4		51.3
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2025										0.0	0.0		0.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>76.9</b>	<b>0.0</b>	<b>0.0</b>	<b>27.5</b>	<b>177.6</b>		<b>205.2</b>
<b>NH TOTAL</b>			<b>23,035.2</b>	<b>29,177.0</b>	<b>11,783.0</b>	<b>35,609.4</b>	<b>5,116.4</b>	<b>51,300.4</b>	<b>321.8</b>	<b>20,938.1</b>	<b>135,083.3</b>		<b>156,343.2</b>

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.  
 \*NH is a state sub-allocated program funded by the federal National Highway Performance Program.  
 CN estimates include CE costs

# National Highway Freight Program (NHFP)\*

## National Highway Freight Program (NHFP)\*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
Billings Bypass (Johnson Lane Interchange)  MDT	UPN4199007 Reconstruction of existing Interchange	CN					15,130.5			2,030.5	13,100.0	15,130.5
									0.0	0.0	0.0	
									0.0	0.0	0.0	0.0
			<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,130.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2,030.5</b>	<b>13,100.0</b>
I-90 Yellowstone River Bridges UPN 7972  MDT	Reconstruction of interstate bridges  I-90 RP 450.09 to 452.73	CN			17,325.0					2,325.0	15,000.0	17,325.0
									0.0	0.0	0.0	
									0.0	0.0	0.0	0.0
			<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>17,325.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,325.0</b>	<b>15,000.0</b>
<b>NHFP TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>17,325.0</b>	<b>0.0</b>	<b>15,130.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4,355.5</b>	<b>28,100.0</b>	<b>32,455.5</b>

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.

\*NHFP is funded by the federal National Highway Performance Program.

CN estimates include CE costs

# Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction, (SFCN)

## Surface Transportation Program Off System (STPX), Secondary (STPS) State Funded Construction (SFCN)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>Sponsor</b>													
<b>27th Street RR Crossing</b>	Railroad crossing study	OT	1,075.0								144.3	930.7	1,075.0
UPN 9354		RW									0.0	0.0	0.0
<i>MDT</i>	RP 1 to 1.6	<b>Total</b>	<b>1,075.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>144.3</b>	<b>930.7</b>	<b>1,075.0</b>
<b>SF 169 Rimrock &amp; 62nd St. W</b>	Intersection Improvement Study	OT	563.8	-64.8							67.0	432.0	499.0
UPN 9383											0.0	0.0	0.0
<i>MDT</i>	RP 2.4 to 2.8	<b>Total</b>	<b>563.8</b>	<b>-64.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67.0</b>	<b>432.0</b>	<b>499.0</b>
<b>Lockwood Interchange</b>	Interchange Improvement Study	OT	300.0	1,146.8							194.2	1,252.6	1,446.8
UPN 9588													
<i>MDT</i>	RP 450 to 455.3	<b>Total</b>	<b>300.0</b>	<b>1,146.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>194.2</b>	<b>1,252.6</b>	<b>1,446.8</b>
<b>Jct Main &amp; 87 to Worden</b>	Roadway Epoxy Striping	OT			15.5						2.1	13.4	15.5
UPN											0.0	0.0	0.0
<i>MDT</i>	RP 0 to 2.453	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13.4</b>	<b>15.5</b>
<b>TOTALS</b>			<b>1,938.8</b>	<b>1,082.0</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>407.5</b>	<b>2,628.8</b>	<b>3,036.3</b>

CN estimates include CE costs

# Surface Transportation Program Primary (STPP)

## Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
No New Projects													
<b>STPP TOTALS</b>		<b>Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

# Railroad Crossing (RRS)

## Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>Sponsor</b>													
<b>RRXING - STEFFES RD - BILLINGS</b>	Upgrade Rail grade crossing signals	PE		9.0	-7.9						0.1	1.0	1.1
UPN 9827		CN		216.5							21.7	194.9	216.5
MDT	L-56-1059 RP 0.03	<b>Total</b>		<b>225.5</b>	<b>-7.9</b>						<b>21.8</b>	<b>195.8</b>	<b>217.6</b>
<b>TOTALS</b>			<b>0.0</b>	<b>225.5</b>	<b>-7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.8</b>	<b>195.8</b>	<b>217.6</b>

CN estimates include CE costs

# Highway Safety Improvement Program (HSIP)

## Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>	<b>2,500.0</b>
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	887.3	61.7	43.5					99.2	893.2	992.5
UPN 8052		RW	975.0		555.0					153.0	1,377.0	1,530.0
		IC	278.3							27.8	250.4	278.3
	ST SEC RTE 532	CN	0.0		4,200.0					420.0	3,780.0	4,200.0
<i>MDT</i>	RP 15.4 to 15.7	<b>Total</b>	<b>2,140.5</b>	<b>61.7</b>	<b>4,798.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>700.1</b>	<b>6,300.7</b>	<b>7,000.7</b>
<b>SF 139-CENTRAL &amp; 56TH RNDABOUT</b>	Intersection Improvements - Roundabout	PE	723.9	69.9	62.7					85.7	770.9	856.5
UPN 8611		RW	230.0	670.0						90.0	810.0	900.0
		IC	0.0		127.0					12.7	114.3	127.0
	L-56-504	CN	0.0			2,991.2				299.1	2,692.1	2,991.2
<i>MDT</i>	RP 1.7 TO RP 2.3	<b>Total</b>	<b>953.9</b>	<b>739.9</b>	<b>189.7</b>	<b>2,991.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>487.5</b>	<b>4,387.2</b>	<b>4,874.7</b>
<b>SF-149 HILLCREST RT TURN</b>	Install Right Turn Lane	PE	176.3	-51.0						12.5	112.7	125.3
UPN 8904		RW	60.0	-35.4						2.5	22.1	24.6
		IC	60.7	78.8						14.0	125.6	139.6
		CN	0.0		432.1					43.2	388.9	432.1
<i>MDT</i>	U1033 RP .9-1.3	<b>Total</b>	<b>297.0</b>	<b>-7.6</b>	<b>432.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72.1</b>	<b>649.3</b>	<b>721.4</b>
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	Intersection Improvements - Roundabout	PE	0.0	750.0	158.9					90.9	818.0	908.9
UPN 9383		RW	0.0		125.0					12.5	112.5	125.0
		IC	0.0		750.0					75.0	675.0	750.0
		CN	0.0			6,679.4				667.9	6,011.5	6,679.4
<i>MDT</i>	U1034 RP 2.4-2.8	<b>Total</b>	<b>0.0</b>	<b>750.0</b>	<b>1,033.9</b>	<b>6,679.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>846.3</b>	<b>7,617.0</b>	<b>8,463.4</b>
<b>SF 169 FRNTG RD WISE LN INTX</b>	Intersection warning system	PE	15.8	17.7						3.3	30.1	33.5
UPN 9384		CN	0.0		225.0					22.5	202.5	225.0
<i>MDT</i>	RP 3.5	<b>Total</b>	<b>15.8</b>	<b>17.7</b>	<b>225.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.9</b>	<b>232.7</b>	<b>258.5</b>
<b>SF 169 BLGS AREA SFTY IMPRV</b>	Installation of lighting and panel delineation	PE	21.3	2.8						2.4	21.7	24.1
UPN 9420		CN	111.1	4.5						11.6	104.1	115.6
<i>MDT</i>	I-90 RP 445.6-447.3	<b>Total</b>	<b>132.4</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.0</b>	<b>125.8</b>	<b>139.7</b>
<b>SF 169 I90 W KING AVE LIGHTING</b>	Installation of lighting and panel delineation	PE	44.8		13.9					5.9	52.8	58.7
UPN 9421		CN	0.0		695.8					69.6	626.2	695.8
<i>MDT</i>	I-90 RP 445.6-447.3	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>709.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.4</b>	<b>679.0</b>	<b>754.4</b>
<b>SF 169 I90 SF 169 BLGS DISTRIC SFTY IM</b>	Installation of signage and panel delination	PE	13.0							1.3	11.7	13.0
UPN 9423		CN	124.3	2.1						12.6	113.7	126.4
<i>MDT</i>	Various Locations	<b>Total</b>	<b>137.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>125.4</b>	<b>139.4</b>
<b>ZOO DRIVE IMPROVEMENTS - BLGS</b>	Safety Improvements for Traffic Opera	PE	0.0							0.0	0.0	0.0
UPN 9597		CN	0.0					638.8		63.9	574.9	638.8
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>638.8</b>	<b>0.0</b>	<b>63.9</b>	<b>574.9</b>	<b>638.8</b>
<b>HSIP Totals</b>			<b>3,721.8</b>	<b>2,071.1</b>	<b>7,888.8</b>	<b>10,170.6</b>	<b>500.0</b>	<b>1,138.8</b>	<b>0.0</b>	<b>2,549.1</b>	<b>22,942.0</b>	<b>25,491.1</b>

CN estimates include CE costs

# Bridge Program

## Bridge Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>BBP-YELLOWSTONE RIVER</b>	Bridge rehabs									0.0	0.0	0.0
UPN 4199-003		CN		5,000.0						671.0	4,329.0	5,000.0
<i>MDT</i>	Statewide	<b>Total</b>	<b>0.0</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>2012 SCOUR MITIGATION</b>	Bridge rehabs	PE	111.9		-2.7					14.7	94.6	109.3
UPN 7960		RW	560.0	142.0	71.0					103.7	669.3	773.0
One project in MPO	Using 20% for costs	CN		432.8	250.9					91.8	592.0	683.7
<i>MDT</i>	Statewide	<b>Total</b>	<b>671.9</b>	<b>574.8</b>	<b>319.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>210.2</b>	<b>1,355.8</b>	<b>1,566.0</b>
<b>I-90 Yellowstone River</b>		PE	6,287.8	161.8	172.2					888.7	5,733.2	6,621.8
UPN 7972		CN			63,354.4					8,502.2	54,852.2	63,354.4
<i>MDT</i>	RP 2.7 to 3.0	<b>Total</b>	<b>6,287.8</b>	<b>161.8</b>	<b>63,526.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,390.8</b>	<b>60,585.4</b>	<b>69,976.2</b>
<b>SHILOH RD / I-90 BRIDGE - BLS</b>	Bridge rehab	PE	309.9							41.6	268.3	309.9
UPN 9720		IC			12.4					1.7	10.7	12.4
		CN				2,810.8				377.2	2,433.6	2,810.8
<i>MDT</i>	U-1031 RO 5.0 to 5.3	<b>Total</b>	<b>309.9</b>	<b>0.0</b>	<b>12.4</b>	<b>2,810.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>420.5</b>	<b>2,712.6</b>	<b>3,133.1</b>
<b>MONTANA AVE OVERPASS- BILLINGS</b>	Bridge rehab	PE		253.1						34.0	219.1	253.1
UPN 9913		RW				38.0				5.1	32.9	38.0
		IC				38.0				5.1	32.9	38.0
		CN					1,809.8			242.9	1,566.9	1,809.8
<i>MDT</i>	N113 RP1.82 TO 1.92	<b>Total</b>	<b>0.0</b>	<b>253.1</b>	<b>0.0</b>	<b>75.9</b>	<b>1,809.8</b>	<b>0.0</b>	<b>0.0</b>	<b>287.0</b>	<b>1,851.8</b>	<b>2,138.8</b>
<b>MONTANA AVE STRUCTURES - BLS</b>	Bridge Study	OT		750.0						100.7	649.4	750.0
UPN 9914										0.0	0.0	0.0
<i>MDT</i>	N113 RP1.82 TO 1.92	<b>Total</b>	<b>0.0</b>	<b>750.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.7</b>	<b>649.4</b>	<b>750.0</b>
<b>BR TOTAL</b>			<b>7,269.6</b>	<b>6,739.8</b>	<b>63,858.2</b>	<b>2,886.7</b>	<b>1,809.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11,080.1</b>	<b>71,484.0</b>	<b>82,564.1</b>

CN estimates include CE costs

# Urban Pavement Preservation (UPP)

## Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>URBAN PAVEMENT PRESERVATION</b>		ALL		500.0	500.0	500.0	500.0	500.0		13.42%	86.58%	2,500.0	
<i>MDT</i>	Various Locations	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>SHILOH ROAD - BILLINGS</b>	Pavement Preservation	PE	45.4	-30.2							2.0	13.2	15.2
UPN 9502		CN		53.4							7.2	46.2	53.4
<i>MDT</i>	U-1031 RP 4.4-5.4	<b>Total</b>	<b>45.4</b>	<b>23.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.2</b>	<b>59.4</b>	<b>68.6</b>
<b>KING AVE E - BILLINGS</b>	Pavement Preservation	PE	26.0	-12.7							1.8	11.5	13.3
UPN 9505		CN		42.4							5.7	36.7	42.4
<i>MDT</i>	U-1026 RP 1.7-2.2	<b>Total</b>	<b>26.0</b>	<b>29.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>48.2</b>	<b>55.7</b>
<b>HARDIN ROAD - BILLINGS</b>	Pavement Preservation	PE	26.0	-10.5							2.1	13.4	15.5
UPN 9506		CN		180.6							24.2	156.4	180.6
<i>MDT</i>	U-1028 RP 0-2.1	<b>Total</b>	<b>26.0</b>	<b>170.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.3</b>	<b>169.8</b>	<b>196.1</b>
<b>GRAND-24TH TO ZIMMERMAN (BLGS)</b>	Pavement Preservation	PE	77.9		6.5						11.3	73.0	84.3
UPN 9509		CN			1,126.3						151.1	975.1	1,126.3
<i>MDT</i>	U-1004 RP .8- RP2	<b>Total</b>	<b>77.9</b>	<b>0.0</b>	<b>1,132.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>162.5</b>	<b>1,048.1</b>	<b>1,210.6</b>
<b>UPP TOTAL</b>			<b>175.2</b>	<b>723.0</b>	<b>1,632.7</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>540.9</b>	<b>3,489.9</b>	<b>4,030.9</b>	

CN estimates include CE costs

# Montana Air and Congestion Initiative (MACI)- Discretionary Program

## Montana Air and Congestion Initiative (MACI)-DISCRETIONARY PROGRAM

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>167.8</b>	<b>1,082.3</b>	<b>1,250.0</b>
<b>27th St - 1st Ave S to Airport</b>	Mill and overlay	CN	5,500.0	197.1	22.4					767.6	4,951.9	5,719.5
UPN 7910	HWAY RT 53/MT3 RP1.1 TO 3.0	<b>Total</b>	<b>5,500.0</b>	<b>197.1</b>	<b>22.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>767.6</b>	<b>4,951.9</b>	<b>5,719.5</b>
<i>MDT</i>												
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE	1,167.6							156.7	1,010.9	1,167.6
UPN 8669		IC/RW		110.0	188.3					40.0	258.3	298.3
<i>MDT</i>	RP .51 to .72	CN				955.4				128.2	827.2	955.4
		<b>Total</b>	<b>1,167.6</b>	<b>110.0</b>	<b>188.3</b>	<b>955.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>324.9</b>	<b>2,096.3</b>	<b>2,421.3</b>
<b>Main Street - Billings</b>	Pavement Preservation with micro-surfacing	CN		1,000.0						134.2	865.8	1,000.0
UPN 8717	RP 1.08 to 4.66	<b>Total</b>	<b>0.0</b>	<b>1,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>134.2</b>	<b>865.8</b>	<b>1,000.0</b>
<i>MDT</i>												
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation	CN				443.5				59.5	384.0	443.5
UPN 9198	Not all locations inside MPO boundary	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>443.5</b>	<b>0.0</b>	<b>443.5</b>	<b>0.0</b>	<b>59.5</b>	<b>384.0</b>	<b>443.5</b>
<i>MDT</i>	I-90 RP 437.12 to 446.7											
<b>LAUREL ROAD SIGNALS - BILLINGS</b>	INT UPGRADE/SIGNALS	PE	51.2	82.4						17.9	115.6	133.6
UPN 9568		IC				6.5				0.9	5.6	6.5
Route N-113	RP .6 and 1.3	CN				983.1				131.9	851.1	983.1
<i>MDT</i>	Various Locations	<b>Total</b>	<b>51.2</b>	<b>82.4</b>	<b>0.0</b>	<b>989.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>150.7</b>	<b>972.4</b>	<b>1,123.1</b>
		<b>Total</b>	<b>6,718.8</b>	<b>2,139.5</b>	<b>960.7</b>	<b>3,138.4</b>	<b>750.0</b>	<b>1,193.5</b>	<b>0.0</b>	<b>1,940.2</b>	<b>12,517.2</b>	<b>14,457.4</b>

CN estimates include CE costs

# Transportation Alternatives

## Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
<b>Sponsor</b>													
<b>Transportation Alternatives</b>													
<i>MDT/Locals</i>	<b>Various Locations</b>	All		300.0	300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0
	<b>Total</b>		<b>0.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>0.0</b>	<b>201.3</b>	<b>1,298.7</b>	<b>1,500.0</b>
<b>BECRAFT LANE SIDEWALK-LOCKWOOD</b>	Install sidewalks	PE	238.7	-0.6						31.9		206.1	238.0
UPN 9158		CN	897.6	81.4						131.4		847.6	979.0
<i>MDT/Locals</i>	<b>Various Locations</b>	<b>Total</b>	<b>1,136.3</b>	<b>80.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>163.3</b>	<b>0.0</b>	<b>1,053.7</b>	<b>1,217.0</b>
<b>TA TOTALS</b>			<b>1,136.3</b>	<b>380.7</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>163.3</b>	<b>201.3</b>	<b>2,352.4</b>	<b>2,717.0</b>
<b>Federal</b>			<b>983.8</b>	<b>329.6</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>				
<b>Local</b>			<b>152.5</b>	<b>51.1</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>				

Funding dependent on the outcome of a competitive process and funding availability.  
 CN estimates include CE costs

# Earmarks

## EARMARKS

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project		
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal			
<b>Sponsor</b>														
<b>Billings Bypass</b>	<b>UPN4199000</b>	Environmental Impact Statement Preliminary Engineering Right of Way Acquisition	PE	17,332.9								2,326.1	15,006.8	17,332.9
			RW	7,847.0								1,053.1	6,793.9	7,847.0
<i>MDT</i>			<b>Total</b>	<b>25,179.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,379.1</b>	<b>21,800.8</b>	<b>25,179.9</b>
<b>GRAND- 24TH TO ZIMMERMAN (BLGS)</b>		Pavement Preservation												
UPN 9509			CN	84.4								11.3	73.1	84.4
<i>MDT</i>		U-1004 RP .8- RP2	<b>Total</b>	<b>84.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>73.1</b>	<b>84.4</b>
			<b>Total</b>	<b>25,264.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,390.5</b>	<b>21,873.8</b>	<b>25,264.3</b>

CN estimates include CE costs

# Better Utilizing Investments to Leverage Development (BUILD) Grant Program

## Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source				Total Estimated Obligation FY2020-2024	
			2020	2021	2022	2023	2024	City	County	State	Federal		
<b>Sponsor</b>													
<b>Inner Belt Loop</b> UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0				7,620.4	
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>7,310.2</b>	<b>7,310.2</b>	<b>0.0</b>	<b>7,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,620.4</b>	<b>14,620.4</b>	
<b>Skyline Trail</b> UPN	Construction of Multi Use Path				2,060.7	2,060.7		85.0				4,036.4	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,060.7</b>	<b>2,060.7</b>	<b>0.0</b>	<b>85.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,036.4</b>	<b>4,121.4</b>	
<b>BUILD TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>9,370.9</b>	<b>9,370.9</b>	<b>0.0</b>	<b>7,085.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11,656.8</b>	<b>18,741.8</b>	

CN estimates include CE costs

# Federal Transit Administration Section 5307 CARES Act\*

## Federal Transit Administration Section 5307 CARES Act\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source		Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 0%	Federal 100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0			
<i>Allocation</i>			2,842.6	0.0	0.0	0.0	0.0			
<b>Bus Purchases</b> <i>MET Transit</i>	Purchase six (6) replacement ADA Heavy Duty Buses							0.0	0.0	0.0
		<b>Total</b>	<b>2,249.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,249.8</b>	<b>2,249.8</b>
<b>Facility Improvement</b> <i>MET Transit</i>	Training Lot Construction									
		<b>Total</b>	<b>500.0</b>					<b>0.0</b>	<b>500.0</b>	<b>500.0</b>
<b>Bus Technology</b> <i>MET Transit</i>	Electronic Fare System							0.0	0.0	0.0
		<b>Total</b>	<b>92.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92.8</b>	<b>92.8</b>
<b>SECTION 5307 CARES TOTALS*</b>			<b>2,842.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,842.6</b>	<b>2,842.6</b>
<b>Federal</b>			<b>2,842.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Local</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Ending Balance (Federal)</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			

\*FTA administered CARES ACT funds are subject to the section 5307 regulations regarding eligible projects and expenses. These projects are 100% federal funds with no requirement for local match. Only funds utilized for capital projects that involve a substantial change to the function, location, or capacity of the system are required to be reflected in this plan.

# Federal Transit Administration Section 5307\*

## Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY 2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			0.0	0.0	1,237.8	0.0	0.0				
<i>5311 Transfer from State(Fed Share)</i>				1,237.8							
<i>Allocation (Estimated)(Fed Share)</i>			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
<b>Bus &amp; Passenger Amenities</b>	Recurring Purch.										0.0
Automated Passenger Counter System								0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Transit Operations***</b>											
<i>Met Transit</i>		<b>Total</b>	<b>3,782.7</b>	<b>3,820.5</b>	<b>5,096.6</b>	<b>3,897.3</b>	<b>3,936.3</b>	<b>10,266.7</b>		<b>10,266.7</b>	<b>20,533.4</b>
<b>Purchase buses</b>	Recurring Purch.									0.0	0.0
Expansion Cutaway										0.0	0.0
Replacement Buses										0.0	0.0
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>3,782.7</b>	<b>3,820.5</b>	<b>5,096.6</b>	<b>3,897.3</b>	<b>3,936.3</b>	<b>10,266.7</b>	<b>0.0</b>	<b>10,266.7</b>	<b>20,533.4</b>
<b>Federal</b>			<b>1,891.4</b>	<b>1,910.3</b>	<b>2,548.3</b>	<b>1,948.7</b>	<b>1,968.2</b>				
<b>Local</b>			<b>1,891.4</b>	<b>1,910.3</b>	<b>2,548.3</b>	<b>1,948.7</b>	<b>1,968.2</b>				
<b>Ending Balance (Federal)</b>			<b>0.0</b>	<b>1,237.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

\*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MET).

\*\*\*Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

CARES Act is 100% federally funded

# Federal Transit Administration Section 5339

## Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			3,418.3	120.8	0.0	0.0	0.0				
<i>Allocation (Estimated)</i>			514.0	420.0	420.0	420.0	420.0				
<b>Bus Purchases</b>	Replacement							0.0		0.0	0.0
<i>Met Transit</i>	85/15 for ada		<b>4,124.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>618.7</b>		<b>3,506.1</b>	<b>4,124.8</b>
<b>Automated Passenger Counter</b>	Upgrade										
<i>Met Transit</i>			<b>71.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>		<b>57.1</b>	<b>71.4</b>
<b>Bus and Bus Technology</b>	Upgrade										
<i>Met Transit</i>			<b>282.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.5</b>		<b>226.1</b>	<b>282.7</b>
<b>Bus Facilities Security System</b>	Upgrade										
<i>Met Transit</i>			<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>		<b>22.2</b>	<b>27.8</b>
<b>Bus, Facilities, and Technology</b>	Upgrade facilities, replace										
<i>Met Transit</i>	<b>buses, add technology</b>		<b>0.0</b>	<b>676.0</b>	<b>525.0</b>	<b>525.0</b>	<b>525.0</b>	<b>450.2</b>		<b>1,800.8</b>	<b>2,251.0</b>
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5339 TOTALS</b>			<b>4,506.6</b>	<b>676.0</b>	<b>525.0</b>	<b>525.0</b>	<b>525.0</b>	<b>1,145.3</b>	<b>0.0</b>	<b>5,612.3</b>	<b>6,757.6</b>
	<b>Federal</b>		<b>3,811.5</b>	<b>540.8</b>	<b>420.0</b>	<b>420.0</b>	<b>420.0</b>				
	<b>Local</b>		<b>695.1</b>	<b>135.2</b>	<b>105.0</b>	<b>105.0</b>	<b>105.0</b>				
	<b>Balance</b>		<b>120.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

# Federal Transit Administration Section 5310

## Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15/20%	State	Federal 85/80%	
<b>Sponsor</b>											
<i>Carryover</i>			22.0	47.3	102.8	102.9	102.9				
<i>Allocation (Estimated)</i>			160.0	160.0	160.0	160.0	160.0				
<b>Paratransit Vehicles</b>	Purchase vehicles (ADA and Cutaway) for MET and other Coordination members as applicable	Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Met Transit and Coordination Group</i>			158.4	85.5	<b>170.9</b>	<b>170.9</b>	<b>170.9</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Traditional and Non-Trad Projects</b>	Projects to support identified community needs but may be also be used for vehicles	Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>			<b>0.0</b>	<b>0.0</b>	<b>18.4</b>	<b>18.4</b>	<b>18.5</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
AWARE	Mini van w/ ramp	Purch.	0.0	39.8	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5310 TOTALS</b>			<b>158.4</b>	<b>125.3</b>	<b>189.3</b>	<b>189.3</b>	<b>189.4</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
	<b>Federal</b>		<b>134.6</b>	<b>104.5</b>	<b>160.0</b>	<b>160.0</b>	<b>160.1</b>				
	<b>Local</b>		<b>23.8</b>	<b>20.8</b>	<b>29.3</b>	<b>29.3</b>	<b>29.3</b>				
	<b>Balance</b>		<b>47.3</b>	<b>102.8</b>	<b>102.9</b>	<b>102.9</b>	<b>102.8</b>				

NOTE: Indirect costs will be recovered on van/bus purchases.  
Funding dependent on the outcome of a competitive process and funding availability.

# TRANSADE (STATE FUNDED)

## TRANSADE(STATE FUNDED)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						State Funded	Total Estimated Obligation FY2020- 2024
			2020	2021	2022	2023	2024	100%	
<i>Carryover</i>			0.0	9.5	24.8	40.0	55.3		
<i>Allocation (Estimated)</i>			109.5	115.3	115.3	115.3	115.3	<b>570.6</b>	<b>570.6</b>
<b>Transit Operations</b> <i>Met Transit</i>	Operating		100.0	100.0	100.0	100.0	100.0	<b>500.0</b>	
			<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>500.0</b>	<b>500.0</b>
<b>STATE TOTALS</b>			<b>9.5</b>	<b>24.8</b>	<b>40.0</b>	<b>55.3</b>	<b>70.6</b>	<b>500.0</b>	<b>500.0</b>

# **Public Comment**

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: <https://www.ci.billings.mt.us/2336/Transportation-Resources> . MPO additionally will post agendas for the Boards, Council and Commission that review and act on the Transportation Improvement Program here: <https://www.ci.billings.mt.us/117/Agendas-Minutes> . The MPO published a Public Hearing Notice in the Yellowstone County News on May 8 and May 22, 2020 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Wednesday, May 27, 2020.

Below is a list of the Public Meetings that allow for public review and comment on the Transportation Improvement Program. Each meeting notes the number of public attending and comments received from any public:

- |                                |   |
|--------------------------------|---|
| Technical Advisory Committee:  | Thursday, October 14, 2021<br>Attendance at Meeting: TAC Members, Planning Staff<br>Public Comment period           |
| YC Planning Board:             | Tuesday, November 9, 2021<br>Attendance at Meeting: Planning Board members, Planning Staff<br>Public Comment period |
| Billings City Council:         | Monday, October 25, 2021<br>Attendance at Meeting: City Council Members, Staff<br>Public Comment period             |
| YC Board of Commissioners:     | Monday, October 19, 2021<br>Attendance at Meeting: Commissioners, Staff<br>Public Comment period                    |
| Policy Coordinating Committee: | Tuesday, November 16, 2021<br>Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period        |

# **Public Participation Plan City of Billings**

## **MET Transit**

The purpose of the City of Billings MET Transit Public Participation Plan is to ensure and improve access to MET's decision-making process for all members of the public including low-income, minority, and other disadvantaged populations. MET endeavors to provide opportunities for the public to assist and provide input on transit projects in regards to social, environmental, and economic impacts to the area's population.

The Public Participation Plan identifies methods for informing and involving the public in the decision making process, including minority and limited-English proficiency (LEP) populations. Methods of informing the public include, but are not limited to, printed material, partner and community outreach, press releases, paid advertising, transit advertising, and the MET website and social media platforms. Methods of involving the public include, but are not limited to, public meetings, public hearings, surveys, Aviation and Transit Commission meetings, public comment cards, and multiple feedback options.

To download a copy of MET's updated (10/2019) Public Participation Plan, insert the link below in your browser

[https://ci.billings.mt.us/DocumentCenter/View/39212/MET-Transit-Public-Participation-Plan-FINAL-10\\_2019](https://ci.billings.mt.us/DocumentCenter/View/39212/MET-Transit-Public-Participation-Plan-FINAL-10_2019)

# **Certification**

The Billings Metropolitan Planning Organization for the Billings, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et esq.*) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
- VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
- IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
- X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
- XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Billings, Montana  
Metropolitan Planning Organization

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Woody Woods, Planning Board President /Date