



**TRANSPORTATION ADVISORY COMMITTEE
AGENDA
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA**



FEBRUARY 23, 2023 MEETING TIME: 10:30 a.m.
The Miller Building 1st Floor Conference Room
2825 3rd Avenue North
Billings, Montana 59101

NOTICE TO THE PUBLIC

Citizens are invited to:

- Review the Agenda Packet on the City's website at: <https://ci.billings.mt.us/117/Agendas-Minutes>
- View the meeting live online at Facebook: <https://tinyurl.com/yckr478k>

Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to Board via email before 10:00 AM on the meeting date. All emails received prior to this time will be read into the record for the public hearing. Comments may be submitted by:

- Mail: City/County Planning Division, 2825 3rd Ave N 4th Floor, Billings, MT 59101
 - Email: deinest@billingsmt.gov
- Call in during the Public Comment periods as indicated on the agenda:
 - Citizens may call in during specific Public Comment periods at **406.237.6165**.
All callers will be placed in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be limited to 3 minutes of testimony as is customary. Future delivery methods may be explored as best practice is learned.

Please direct questions to Tammy Deines, Planning Clerk at deinest@billingsmt.gov or 406247-8610. Thank you!

1. **Call to Order: Scott Walker, Transportation Coordinator**
 - a. **Comments on items not on the agenda and requests to add items to future agendas.**
 - b. **Comments on items non-public and public hearing agenda items.**
3. **Motion. Approval of the minutes of: December 6, 2022**
4. **Old Business: There is no Old Business.**
5. **New Business**
 - a. **Motion/Recommendation to the City and County governing bodies. Billings MPO Transportation Improvement Program, (TIP) FFY 2020-2024 Amendment IV (DRAFT). Scott Walker, Transportation Coordinator.
Rusty Logan, MET Transit Manager, Sarah Graham, Transit Planner, presenting.**
6. **Other Business**
 - a. **Update. Discussion. MET Transit. Rusty Logan, MET Transit Manager**
7. **Future Agenda Items**
8. **Adjournment**

Transportation Advisory Committee (TAC)

3.

Meeting Date: 02/23/2023

Subject

Motion. Approval of the minutes of: December 6, 2022

Attachments

2022_12_06__TAC_DRAFT.pdf



TECHNICAL ADVISORY COMMITTEE
AGENDA
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



DECEMBER 6, 2022 MEETING TIME: 1:30 PM
The Miller Building 1ST Floor Conference Room
2825 3rd Avenue North
Billings, Montana 59101

NOTICE TO THE PUBLIC

Citizens are invited to:

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Please direct questions to Tammy Deines, Planning Clerk at deinest@billingsmt.gov or 406247-8610. Thank you!

1. **Call to Order: Scott Walker, Transportation Coordinator**
 - a. **Comments on items not on the agenda and requests to add items to future agendas.**
3. **Approval of the minutes of: September 22, 2022**
4. **Old Business:** There is no Old Business.
5. **New Business**
 - a. Motion/Recommendation to City Council and the Board of County Commissioners. Billings, Community Transportation Safety Plan. Lora Mattox, Transportation Planner, presenting. View the Plan here: <https://billingsctsp.com/documents/>
 - b. Motion/Recommendation to the City Council and the Board of County Commissioners. Billings North Bypass Planning Study. Scott Walker, Transportation Coordinator, Lisa Olmstead, DOWL, presenting. View the Plan here: <https://billingsbypasscorridor.com/wp-content/uploads/2022/08/Billings-Bypass-Corridor-Study-Draft.pdf>
 - c. Discussion. Adding Grand Avenue from Shiloh Road to 62nd Street West to the Urban System. Scott Walker, Transportation Coordinator, presenting.
6. **Other Business**
 - a. **Update. Discussion. MET Transit. Rusty Logan, MET Transit Manager**
7. **Future Agenda Items**
8. **Adjournment**

Billings Transportation Advisory Committee
10:30 AM
DRAFT Meeting Minutes—December 6, 2022



Committee Members			
Scott Walker, Transportation Coord., Chairman, T.A.C.	1	Wyeth Friday, Director, Planning and Community Services	1
Tim Miller, Director YC Public Works Dept.	1	Mike Black, Civil Engineer, YC Public Works Dept.	1
Debi Meling, Public Works Director, City of Billings Engineering	1-V	Mac Fogelsong, City Engineer, City PW Engineering,	1
Rusty Logan, MET Transit Manger	1	Sarah Graham, MET Transit Planner	1
Katie Potts, Urban Planning Section, MDT		Clark Snyder, Environmental Health RiverStone Health	
Ken Winnegar, Urban Planning Section, MDT		Carol Strizich, Supervisor Urban Planning Section, MDT	1-V
Kurtis Schnieber, MDT		Carolyn Miller, FHWA	
Zach Kirkemo, MDT	1-V	Ryan Hammon, FHWA	
		Alan Woodmansey, FHWA	

Others Participating: Lisa Olmstead, Consultant, DOWL; Doug Enderson, DOWL

1. Call the meeting to order: 1:30 pm.

Transportation Coordinator Scott Walker called the meeting to order at 1:30 pm in the Miller Building 1st Floor Conference Room, 2825 3rd Ave North.

Scott Walker introduced Sarah Graham, who has been recently promoted to Transit Planner. MET Transit Manager Rusty Logan said Sarah was previously working with the grants and funding portion of the operation and they are lucky to have her.

- a. Comments on items not on the agenda and requests to add items to future agendas. There were no comments on items not on the agenda or requests for future agenda items.
- b. Comments on items non-public and public hearing agenda items. There were no comments on non-public or public hearing agenda items.

2. Minutes of September 22, 2022

Motion

Rusty Logan made a motion and it was seconded by Mike Black to approve the minutes of September 22, 2022 with the language clarification correction requested by Wyeth Friday on pages 2, 3. The motion carried with a unanimous voice vote.

3. Old Business: There is no Old Business.

4. New Business

5a. Motion: Recommendation to City Council and the Board of County Commissioners. Presentation. Billings Community Transportation Safety Plan, (CTSP), Lora Mattox, Transportation Planner; Lisa Olmstead, DOWL Engineering, presenting.

Lora Mattox opened the agenda items and said this plan is an update to the 2017 CTSP plan. She said the process has went very well and she hopes they have good momentum going forward. Lora introduced consultant Lisa Olmsted, DOWL Engineering who gave the presentation below.

Introduction The Billings-Yellowstone County Metropolitan Planning Organization (MPO) is updating the 2016 Billings Community Transportation Safety Plan. The updated Billings community transportation safety plan (CTSP) will be developed by the Billings MPO, with assistance from DOWL, technical support from the Montana Department of Transportation (MDT), and an Advisory Committee (AC) of community leaders, safety partners, and stakeholders with the expertise and insight to identify community-specific emphasis areas, strategies, and action steps to reduce fatalities and serious injuries on roadways in Billings. The process will be a collaborative approach using the “Four Es” of transportation safety: Education, Enforcement, Emergency Medical Services, and Engineering. The CTSP team will create a plan that reflects current trends and statistics of incidents and challenges in the City of Billings and will increase safety and work toward *Vision Zero – zero fatalities, zero serious injuries* in Montana. The plan will be updated using stakeholder input, comprehensive safety data analysis, consideration of best practices from national and local community safety programs, and identification of safety management strategies tailored to meet the unique needs of the Billings community. Ultimately, the plan will determine specific action steps to achieve the Billings Community’s transportation safety vision.

Project Team: CTSP Lead: Billings-Yellowstone County MPO, Consultant: DOWL-Lisa Olmsted, Doug Enderson, Sarah Patterson

CTSP Advisory Committee Members are representatives from: Billings Chamber of Commerce, Billings, City Council, Billings Clinic, Billings Fire Department, Billings Police Department, Billings Public Schools, Billings Public Works Department, MDT, Montana Highway Patrol, Healthy By Design, St Vincent Healthcare, YC Planning Board, and the Yellowstone County Sheriff’s Office

Notes on Crash Data Analysis: The crash reporting procedures change over the years. The MPO Boundary changed in 2016 and 2018. Data reported summarizes 2010-2019 crashes, analyzed using the latest boundary. The reporting is slightly different number of crashes when compared to the prior CTSP. Consideration is made as to what qualifies as a serious injury.

Number of Persons Involved in Crashes Each Year in Billings MPO 2005-2020- Over the last 5 years, approximately 6,600 persons were involved in crashes each year ranging from those with no apparent injury to those with a fatality.

Number of Persons Involved in Serious Crashes Each Year in Billings MPO- The Billings community achieved a 15% reduction in serious and fatal crash injuries. (Reduced from 67 in 2014 to 57 in 2019).

5-Year Comparisons: Crash Factors.

- **Types of Crashes that have declined:** Young Driver, Unbelted, Impaired, Run off the Road, Inattentive.
- **Types of Crashed that have plateaued or increased:** Intersection, Speed Related, Motorcycle, Pedestrian, Large Truck, Older Driver, Bicyclist

CTSP Emphasis Areas

- **Updated Vision Statement:** The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.
- **Goal:** based on a 5-year rolling average, to reduce fatalities and serious injuries by 20% from 57 to 46 by the end of 2024.

Public Engagement Safety Summit to identify safety strategies, Public Meetings to collect public input, Website & Interactive Map, Community Outreach. www.BillingsCTSP.com

Safety Strategies

- 1) **Establish Transportation Safety Oversight Committee**
- 2) **Unrestrained Vehicle Occupants**
 - a. Support & enhance enforcement of seat belt and child safety seat laws
 - b. Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip
 - c. Strengthen and support vehicle occupant protection laws
- 3) **Impaired Driving**
 - a. Expand awareness and access to safe transportation alternatives to decrease impaired driving
 - b. Reduce impaired driving through prevention education and training
 - c. Establish communication lines with safety partners to identify opportunities and increase probability for earlier intervention
- 4) **Inattentive Driving/Speeding**
 - a. Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws

- b. Reduce speeding and distracted driving crashes through enhanced education
- c. Encourage the development of a statewide law banning the use of electronic devices while driving

CTSP Development Process: Preliminary Efforts, Public Involvement, Final Plan, Implementation & Reporting

Discussion

Scott Walker called for discussion from the members of the committee. In response to question by Mike Black, Lisa Olmstead referred to the chart trends depicted for the of number persons involved in crashes each year and clarified that the 6,600 statistic given is related to persons involved in crashes each year instead of vehicles. Doug Enderson said the 2021 crash data should be available as of October 2022. Lora Mattox pointed out that the overall statistics for serious crashes are trending down. Scott Walker said one of the study goals is to have the Oversight Committee keep these statistics in the forefront for the City and County governing bodies.

Mike Black asked how to these statistics will be used in correlation to project funding. Lora Mattox explained that this study is a little different as it points to the need for education within the MPO instead of capital or infrastructure projects. Lisa Olmstead said the study is the coordination piece connecting partners and resources together. Wyeth Friday said the City is increasing its traffic enforcement capabilities through the public safety mill levy which should continue this trend.

Motion

Motion by Tim Miller and seconded by Rusty Logan to forward a recommendation of approval of the Billings Community Transportation Safety Plan as presented by staff.

Discussion

Wyeth Friday said the critical piece of this study is the coordination of City and County governing bodies and keeping the partners active. This plan would be updated every 4 years.

The motion carried with a unanimous voice vote.

5B. Public Hearing. Staff Presentation. Billings Bypass Corridor Study. Scott Walker, Transportation Coordinator. Lisa Olmstead, DOWL Engineering Consultant, presenting.

Scott Walker opened this agenda item and introduced consultant Lisa Olmstead, DOWL, gave the presentation below.

Background: The Billings Bypass project is a multi-phase project that will result in a new arterial roadway. The new road will begin at the Johnson Lane Interchange on Interstate 90 (I 90) in Lockwood, Montana, span the Yellowstone River, and connect to the Highway 312/Highway 87 intersection in the Billings Heights.

Billings Bypass Corridor Study Team: Study Lead: Billings-Yellowstone County MPO; Support: City of Billings, MDT; Consultant: DOWL

Billings Bypass versus Billings Bypass Corridor Study

Billings Bypass

Project Owner: Montana Department of Transportation (MDT)

Purpose: Design and build new roadway

More info: <https://www.mdt.mt.gov/pubinvolve/billingsbypass/>

Billings Bypass Corridor Study

Project Owner: Billings Yellowstone County

Metropolitan Planning Organization (MPO)

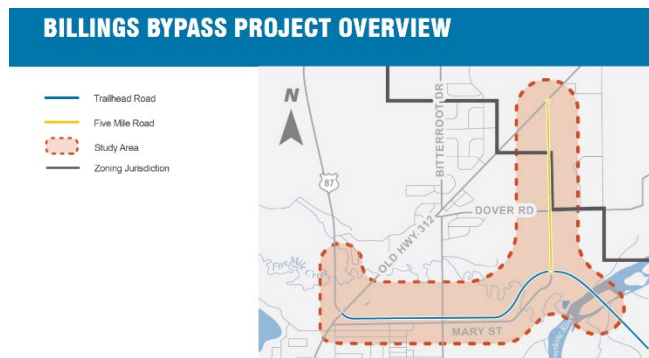
Purpose: Plan for growth anticipated to result from new roadway

More info: <https://www.billingsbypasscorridor.com>

Study Goals

- Document transportation system plans related to the new roadway, including access options, intersection designs, bicycle and pedestrian access, and multi-modal transportation safety
- Plan for future growth resulting from the new roadway and corresponding connectivity on the north side of the Yellowstone River
- Facilitate actionable public and stakeholder involvement
- Develop a guidance document that integrates existing infrastructure plans and future development plan

Corridor Study Content: Executive Summary, Introduction, Background, Transportation, Land Use, Private Utilities, Public Utilities, Floodplains, Drainage and Irrigation, Corridor Aesthetics and Vision



Reference Documents: 2016 City of Billings Growth Policy, City of Billings Zoning Code; Billings Heights Neighborhood Plan; Water/Wastewater Master Plan, Integrated Water Plan; Implementation Water Master Plan Update; County Water District of Billings Heights Standards, Rules, and Regulations; Inner Belt Loop Corridor Study; 2018 Billings Urban Area Long Range Transportation Plan and MPO Travel Demand Model; 2018 Billings Fire Department Long Range Master Plan; Billings Visitor Profile: Final Report of Findings (January 2019)

Process/Public Involvement: Website, Public Meeting #1, Stakeholder Meetings, Public Meeting #2

Intersection Traffic Control: Trailhead Road, Five Mile Road

- **Discussion** was held regarding the intersection redesign of Bench Boulevard and Highway 312. Consultant Doug Enderson gave further information on how Mary Street, Bench Boulevard, and Trailhead Road will interact. He said he feels the public is anxious to see improvements.

Recommended Non-motorized Facilities: Trail recommendations, Bikeway Recommendations (Connection to Dover Park Trails, Connections to Future TEDD Trail)

Discussion

Wyeth Friday pointed out the lack of bike/pedestrian facilities along Mary Street. Scott Walker said the thought was to use Mary Street and at some future point create a separate bike facility or use striping to create a connection.

Corridor Development Recommendations: Respectful and thoughtful development; Affordable Housing; Mixed-use development (Live & Work Orientation); Quality of life amenities; Billings Heights Town Center

Discussion

Mike Black asked if there will guiding documents and access recommendations to the Planning Department. Lisa Olmstead said the Growth Policy would be the guiding document. Scott Walker said Shiloh Road has been used as an example and the hope is that this document will be used by staff and the general public. Tim Miller asked about projected traffic volumes. Lisa Olmstead they are included in the document.

Visuals Provided in the Corridor Study

Discussion

Scott Walker called for questions and discussion from the members of the Committee. He said this has been a good project. In response to question by Mike Black, Lora Mattox said this study costs in the range of \$125,000 and the process spanned about 1.5 years. Mike Black asked about levels of service. Scott Walker clarified and said the road study is completed. This study focuses on the corridor and it presents opportunities to identify locations for future developments. Mike Black agreed and said this study protects the corridor and sets the stage for planning. Scott Walker stated this study is a good first step to getting well thought out projects for future developments. Wyeth Friday said staff should use the study recommendations to relay to City and county governing bodies multi-modal information; the need for consideration for the annexation area and map amendments; and long term plans for utilities. Scott Walker said this area will be in transition for a long time. Mike Black said he applauds this effort and the study is a good tool to accommodate the development in this area.

Motion

Mike Black moved and Wyeth Friday seconded the motion to forward a recommendation of approval of Billings North Bypass Planning Study. The motion carried with a unanimous voice vote.

5c. Discussion. Adding Grand Avenue from Shiloh Road to 62nd Street West to the Urban System. Scott Walker, Transportation Coordinator, presenting.

Scott Walker opened this agenda item said this will be a two phase ask of the Federal Highway Commission with the first action being a formal recommendation to MDT for a system modification of Grand Avenue from Shiloh Road to 62nd Street West to an arterial status on the State network. This recommendation will be moved forward to PCC in February. Wyeth Friday pointed out the need for staff to provide explanation to the governing bodies the need for traffic safety, signalization, and pedestrian facilities with this project. Scott Walker said these details will come with the second ask. Wyeth Friday suggested using visuals for the presentations. Mike Black said the City and County have worked together on these pieces. Scott Walker concurred. He said this is a multi-jurisdictional project and it will be a huge piece in promoting traffic flow and connectivity. He explained that this request will move a formal project of the expansion of Grand Avenue to a three lane section with the City alignment out to 54th or 56th with sidewalk and continue the alignment to 62nd Street West. Scott Walker said the Federal Highway Commission needs the reasoning for this request and read aloud the following reasons:

- The west end of Billings is rapidly growing with lands abutting Grand Avenue seeing the most change in land use, from agricultural to commercial and residential
- The urban highway system is currently not serving the west end of Billings, beyond Shiloh Road
- To serve the residents, and support continued commercial and economic growth in a safe efficient manner
- Adding Grand and 62nd to the Urban highway system will provide for system continuity and connections to housing and employment

Motion

Motion by Tim Miller and seconded by Mike Black to forward a recommendation to add Grand Avenue from Shiloh Road to 62nd Street West to the Urban System as presented by Staff.

Discussion

Scott Walker reiterated that the system modification will make a connection from 62nd Street West to Rimrock Road to provide future continuity. Mike Black commented this is a logical extension of what has already been done.

The motion carried with a unanimous voice vote.

5. Other Business

a. Update. Discussion. MET Transit. Rusty Logan, MET Transit Manager

- The Transit Asset Management (TAM Plan) and Public Transportation Agency Safety Plan (PTASP) will need to be approved by TAC in 2023.



- The MET Triennial Review with FTA will be done in early 2023, and they will be here in the summer in person.
- The Transit Development Plan goes to PCC December 13, 2022 for final approval.
- There will be an upcoming TIP Amendment to include the recent MET competitive grant awards.

6. Future Agenda Items

ADJOURNMENT: 2:51 PM

DRAFT-TO BE APPROVED BY A MOTION DURING THE NEXT SCHEDULED MEETING— Tamara L Deines, Planning Clerk

<i>Printed Name</i>	<i>Address/email</i>
Scott Walker	Planng.
WYBETH FREEMAN	JCSA
Rusty Logan	MET
Sarah Graham	MET
MAC FOGELSONER	ENG.
Mike Black	Yellowstone County Public Works
Tim Miller	Yellowstone County
Lisa Olmstead, Dew Engineering	
Zach Kirkman (Virtual)	
Debi Mehlig (Virtual)	

Transportation Advisory Committee (TAC)

5. a.

Meeting Date: 02/23/2023

Subject

Motion/Recommendation to the City and County governing bodies. Billings MPO Transportation Improvement Program, (TIP) FFY 2020-2024 Amendment IV (DRAFT). Scott Walker, Transportation Coordinator.

Rusty Logan, MET Transit Manager, Sarah Graham, Transit Planner, presenting.

Attachments

2020-2024 TIP_AMD IV_DRAFT.pdf

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

**Federal Fiscal Years
FFY 2020 – 2024**

Amendment IV
DRAFT – February 9, 2023



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**

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

APPROVALS

REVIEWED BY

	2020-2024	2020-2024 Amd I	2020-2024 Amd II	2020-2024 Amd III	2020-2024 Amd IV
Technical Advisory Committee	May 14 2020	December 17 2020	October 14 2021	May 17 2022	February 23 2023
Yellowstone County Board of Planning	June 9 2020	January 26 2021	November 9 2021	June 28 2022	March 28 2023
Billings City Council	June 9 2020	February 8 2021	October 25 2021	June 27 2022	April 10 2023
Yellowstone County Board of County Commissioners	June 9, 2020	February 2 2021	October 19 2021	June 21 2022	April 4 2023

APPROVED BY

	2020-2024	2020-2024 Amd I	2020-2024 Amd II	2020-2024 Amd III	2020-2024 Amd IV
Policy Coordinating Committee	June 16 2020	February 16 2021	November 16 2021	July 19 2022	April 18 2023
Montana Department of Transportation	July 31 2020	April 20 2021	January 10 2022	August 16 2022	
Federal Highway Administration	July 31 2020	April 14 2021	January 8 2022	July 28 2022	
Federal Transit Administration	July 31 2020	April 14 2021	January 8 2022	July 28 2022	

The preparation of this report has been financed in part through grant[s] 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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Billings FFY 2020-2024 Transportation Improvement Program Amd IV

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	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.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives Program

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

TEA-21	Transportation Efficiency Act for the 21 st Century
TCM	Transportation Control Measure
TIP	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.
TPCC	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
TSP	Total Suspended Particulate
UHPIP	Urban Highway Pilot Improvement Program
UPP	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 21st 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)

Project	Scope	Comments
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
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	0.0	2,325.0	15,000.0	17,325.0
NHFP TOTAL			0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0

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

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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.

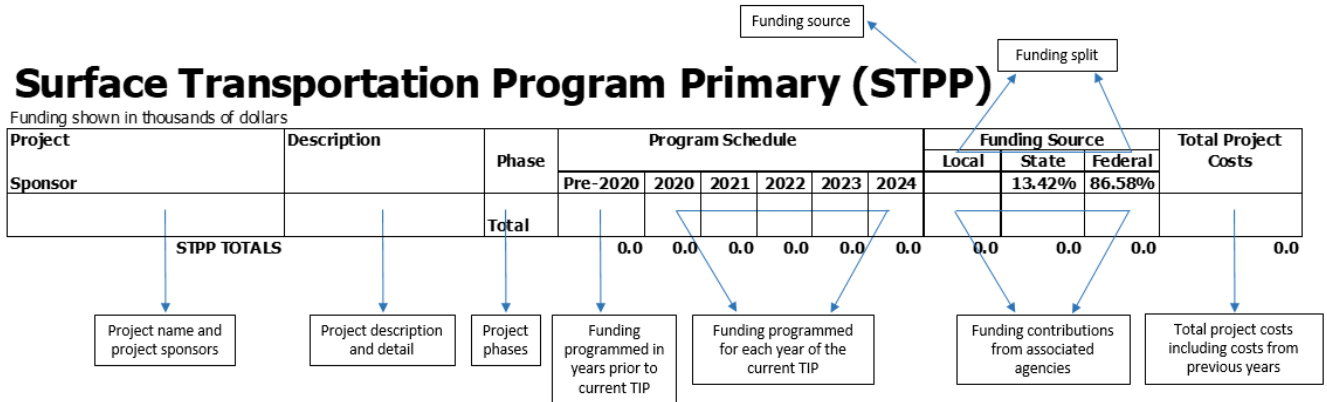
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will 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
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 costs for education, and outreach
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
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)
Transit	Transit operations

Projects that are Regionally Significant

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

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Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
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	
STPU			
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	
SRTS			
IM			
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	
NH			
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	
NHFP			
I-90 Yellowstone River - Billings		Bridge Replacement	
STPX, STPS, SFCN			
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	
STPP			
RRS			

Billings MPO Project List, (Continued)

HSIP			
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
BR			
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	
UPP			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
MACI			
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	
CITY TA			
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
Grand - 24th to Zimmerman	9509	Pavement Preservation	
BUILD			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
BBWA Canal Connection	Local	Bike Pedestrian Path	Recreational Trails Program \$44,355 Local (In-Kind) \$84,652
Torgerson Trail Link	Local	Bike Pedestrian Path	Recreational Trails Program \$28,500 Local (In-Kind) \$30,000 Trail Head Only
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

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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	8,380.0	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			0.0						NH		0.0	0.0	0.0
<i>MDT</i>	Total		25,203.5	2,444.7	3,549.5	6,550.0	0.0	0.0				5,065.7	32,681.9	37,747.7	
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	5.5					STPU		788.0	5,084.1	5,872.1
	<i>MDT</i>	Total	141.0	6,093.3	-210.9	5.5	0.0	0.0					809.1	5,219.9	6,028.9
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>	Total	0.0	36,790.2	2,110.7	0.0	0.0	0.0					5,220.5	33,680.4	38,900.9	
Billings Bypass (Johnson Lane Interchange) <i>UPNH199007</i>	Reconstruction of existing Interchange	IC						2,000.0			NH		268.4	1,731.6	2,000.0
		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>	Total	0.0	0.0	0.0	0.0	45,204.6	0.0					5,013.4	40,191.2	45,204.6	
Billings Bypass (Railroad Overpass) <i>UPNH199005</i>	Construction of new bridge over railroad	IC				984.0					NH		132.1	851.9	984.0
		CN				21,778.4					NH		2,177.8	19,600.5	21,778.4
<i>MDT</i>	Total	0.0	0.0	0.0	22,762.3	0.0	0.0					2,309.9	20,452.5	22,762.3	
Billings Bypass (Johnson Lane Interchange to RR O'pass) <i>UPNH199006</i>	Construction of connection from Interchange to RR O'pass	IC						1,000.0			NH		134.2	865.8	1,000.0
		CN						8,397.6			NH		1,127.0	7,270.6	8,397.6
<i>MDT</i>	Total							9,397.6				1,261.2	8,136.4	9,397.6	
Billings Bypass (Five Mile Rd to US 87) <i>UPNH199004</i>	Construction of connection from Five Mile to US 87	IC								500.0	NH		67.1	432.9	500.0
		CN								18,741.7	NH		2,515.1	16,226.6	18,741.7
<i>MDT</i>	Total									19,241.7		2,582.2	16,659.5	19,241.7	
Totals			25,344.4	45,328.3	5,449.3	29,317.9	45,204.6	9,397.6	19,241.7		0.0	22,262.0	157,021.8	179,283.8	

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*		18.0	162.0	180.0
		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>	Total		6,287.8	401.8	85,576.8	-60.0	0.0	0.0	0.0			12,152.0	80,054.5	92,206.4	
Totals			6,287.8	401.8	85,576.8	-60.0	0.0	0.0	0.0			12,152.0	80,054.5	92,206.4	

CN estimates include CE costs

*IM funding split is 90% Federal/10% State

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

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	9,893.8	8,764.0	17,325.0	15.5	0.0	-7.9	7,888.8	63,858.2	1,632.7	960.7	0.0	300.0	114,510.8
FFY 2022	1,390.2	2,489.8	18,305.8	36,748.5	0.0	0.0	0.0	0.0	10,170.6	2,886.7	500.0	3,138.4	9,370.9	300.0	85,300.9
FFY 2023	1,390.2	2,489.8	18,699.2	7,116.4	15,130.5	0.0	0.0	0.0	500.0	1,809.8	500.0	750.0	9,370.9	300.0	58,056.7
FFY 2024	1,390.2	2,489.8	1,500.0	52,800.4	0.0	0.0	0.0	0.0	1,138.8	1,796.8	500.0	1,193.5	0.0	300.0	63,109.6
TOTAL	12,793.0	32,486.5	50,472.0	134,606.4	32,455.5	1,097.5	0.0	217.6	21,769.3	77,091.3	3,855.7	8,182.1	18,741.8	1,580.7	395,349.3

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	473.7	135.2	104.5	20.8	1,739.8	313.8	1,569.8	122,688.9
FFY 2022	1,929.3	2,548.3	420.0	105.0	160.0	29.3	1,726.8	324.8	1,585.0	94,129.4
FFY 2023	1,948.7	1,948.7	420.0	105.0	160.0	29.3	1,726.8	324.8	2,432.4	67,152.3
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,726.8	324.8	1,615.6	71,427.5
TOTAL	12,490.4	10,266.7	5,666.1	1,145.3	719.2	132.5	8,660.0	1,602.0	9,428.2	445,481.6

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 Sponsor	Description	Phase	Funding Source						Total Project Costs			
			Pre-2020	2020	2021	2022	2023	2024		Local 13.42%	State 13.42%	Federal 86.58%
Carryover (Federal)				5,841.8	2,903.0	4,293.3	5,683.5	1,705.8				
Estimated allocation (Federal)				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> MDT	Construction of a new bridge over the Yellowstone River	CN		5,000.0						671.0	4,329.0	5,000.0
Total			0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> MDT	Reconstruction of existing Interchange	CN					6,200.0			832.0	5,368.0	6,200.0
Total			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												
CMAQ Totals			5,000.0	0.0	0.0	6,200.0	0.0	0.0	0.0	1,503.0	9,697.0	11,200.0
Federal			4,329.0	0.0	0.0	5,368.0	0.0	0.0	0.0			
State			671.0	0.0	0.0	832.0	0.0	0.0	0.0			
Ending Balance (Federal)			2,903.0	4,293.3	5,683.5	1,705.8	3,096.0					

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.

CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

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				
Sponsor												
<i>Carryover</i>				20,037.6	5,069.8	7,770.5	10,254.8	10,332.1				
<i>Estimated Allocation (STPU)</i>				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8				
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	141.0	15.8					21.0	135.7	156.8	
<i>MDT</i>		CN		6,077.6	-211.0	5.5			788.0	5,084.1	5,872.1	
<i>MDT</i>		Total	141.0	6,093.4	-211.0	5.5	0.0	0.0	809.1	5,219.8	6,028.9	
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River											
<i>MDT</i>		CN		11,364.2					1,525.1	9,839.1	11,364.2	
<i>MDT</i>		Total	0.0	11,364.2	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2	
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange											
<i>MDT</i>		CN					2,412.4		323.7	2,088.7	2,412.4	
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	2,412.4	0.0	323.7	2,088.7	2,412.4	
Adjustment/Closures												
			STPU Totals	17,457.6	-211.0	5.5	2,412.4	0.0	0.0	2,657.9	17,147.6	19,805.5
			Federal	15,114.8	-182.7	4.8	2,088.7	0.0				
			State	2,342.8	-28.3	0.7	323.7	0.0				
			Balance	5,069.8	7,770.5	10,254.8	10,332.1	12,821.9				

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 will be subject to the obligation limitation set by the annual appropriations process. CN estimates include CE costs

Interstate Maintenance (IM)

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				
Sponsor												
<i>Carryover</i>				20,037.6	5,069.8	7,770.5	10,254.8	10,332.1				
<i>Estimated Allocation (STPU)</i>				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8				
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	141.0	15.8					21.0	135.7	156.8	
<i>MDT</i>		CN		6,077.6	-211.0	5.5			788.0	5,084.1	5,872.1	
<i>MDT</i>		Total	141.0	6,093.4	-211.0	5.5	0.0	0.0	809.1	5,219.8	6,028.9	
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River											
<i>MDT</i>		CN		11,364.2					1,525.1	9,839.1	11,364.2	
<i>MDT</i>		Total	0.0	11,364.2	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2	
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange											
<i>MDT</i>		CN					2,412.4		323.7	2,088.7	2,412.4	
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	2,412.4	0.0	323.7	2,088.7	2,412.4	
Adjustment/Closures												
			STPU Totals	17,457.6	-211.0	5.5	2,412.4	0.0	0.0	2,657.9	17,147.6	19,805.5
			Federal	15,114.8	-182.7	4.8	2,088.7	0.0				
			State	2,342.8	-28.3	0.7	323.7	0.0				
			Balance	5,069.8	7,770.5	10,254.8	10,332.1	12,821.9				

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 will be subject to the obligation limitation set by the annual appropriations process. CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

National Highway (NH)*

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Year						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
MDT-PREVENTATIVE MAINTENANCE - NH	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>		Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0			671.0	4,329.0	5,000.0
Billings Bypass	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
<i>MDT</i>		IC			0.0						0.0	0.0	0.0
<i>MDT</i>		Total	2,734.3	2,444.7	3,550.0	6,550.0	0.0	0.0	0.0	0.0	2,050.4	13,228.6	15,279.1
Billings Bypass - Yellowstone River Bridge	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>		Total	0.0	15,426.0	2,110.7	0.0	0.0	0.0	0.0	0.0	2,353.4	15,183.3	17,536.7
Billings Bypass - Five Mile Rd to US 87	Construction of connection from Five Mile to US 87	IC						500.0			67.1	432.9	500.0
UPN 4199-004		CN						18,741.7			2,515.1	16,226.6	18,741.7
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	19,241.7	0.0	0.0	2,582.2	16,659.5	19,241.7
Billings Bypass - RR O'pass	New construction of RR O'pass	IC				984.0					132.1	851.9	984.0
UPN 4199-005		CN				21,778.4					2,922.7	18,855.7	21,778.4
<i>MDT</i>		Total	0.0	0.0	0.0	22,762.3	0.0	0.0	0.0	0.0	3,054.7	19,707.6	22,762.3
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection from Interchange to bridge	IC						1,000.0			134.2	865.8	1,000.0
UPN 4199-006		CN						8,397.6			1,127.0	7,270.6	8,397.6
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	9,397.6	0.0	0.0	1,261.2	8,136.4	9,397.6
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange RP 455.5	IC						2,000.0			268.4	1,731.6	2,000.0
UPN 4199-007		CN						3,800.0			510.0	3,290.0	3,800.0
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	5,800.0	0.0	0.0	778.4	5,021.6	5,800.0
Exposition Dr. & 1st Ave. N Blgs	Intersection Improvements	PE	1,192.3								160.0	1,032.3	1,192.3
UPN 7908		CN							2,085.0		279.8	1,805.2	2,085.0
<i>MDT</i>		Total	1,192.3	0.0	0.0	0.0	0.0	0.0	2,085.0	0.0	439.8	2,837.4	3,277.2
27th St - 1st Ave S to Airport	Mill and overlay	PE	2,132.5								286.2	1,846.3	2,132.5
UPN 7910		RW	772.6				-3.5				103.2	665.9	769.1
<i>MDT</i>		IC	179.8								27.1	174.8	201.9
		CN	10,698.0	539.8	495.2				321.8		1,574.6	10,158.4	12,054.8
<i>MDT</i>		Total	13,782.8	539.8	517.4	-3.5	0.0	0.0	321.8	0.0	1,991.1	12,845.5	15,158.4
Underpass Ave. Improvements	Intersection Improvements	CN				6,255.8					839.5	5,416.3	6,255.8
UPN 8669		Total	0.0	0.0	0.0	6,255.8	0.0	0.0	0.0	0.0	839.5	5,416.3	6,255.8
Main Street - Billings	Pavement Preservation with micro-surfacing	PE	668.2	130.0	-17.0						104.8	676.4	781.2
UPN 8717		RW	180.0				-34.2				19.6	126.2	145.8
<i>MDT</i>		IC	77.3	38.5							15.5	100.2	115.8
		CN		8,469.7	192.9						1,162.5	7,500.1	8,662.6
<i>MDT</i>		Total	925.5	8,638.2	-17.0	158.6	0.0	0.0	0.0	0.0	1,302.5	8,402.9	9,705.3
Airport Rd. & Main St. - Blgs	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
<i>MDT</i>		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>		Total	2,525.4	0.0	0.0	0.0	214.3	7,514.6	0.0	0.0	1,376.1	8,878.2	10,254.3
1st Ave. N - N 9th to RR Xing	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
<i>MDT</i>		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>		Total	1,746.7	0.0	1,603.0	0.0	0.0	10,795.5	0.0	0.0	1,898.3	12,246.8	14,145.1
Zoo Drive Improvements	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>		Total	128.2	0.0	0.0	0.0	0.0	0.0	2,766.1	0.0	388.4	2,505.8	2,894.3
1st Ave. N - RR Xing to Broadway	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
<i>MDT</i>		IC				12.6					1.7	10.9	12.6
		CN									0.0	0.0	0.0
CN outside of TIP Timeframe 2025		Total	0.0	500.0	0.0	25.2	0.0	0.0	0.0	0.0	70.5	454.7	525.2
1st Ave. N - Broadway to Division	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
<i>MDT</i>		IC				12.6					1.7	10.9	12.6
		CN									0.0	0.0	0.0
CN outside of TIP Timeframe 2026		Total	0.0	500.0	0.0	0.0	25.2	0.0	0.0	0.0	70.5	454.7	525.2
Montana Ave Crosswalks - BLGS	Sidewalk Improvements ADA compliance	PE		128.2							17.2	111.0	128.2
UPN 9998		RW						25.6			3.4	22.2	25.6
<i>MDT</i>		IC						51.3			6.9	44.4	51.3
		CN									0.0	0.0	0.0
CN outside of TIP Timeframe 2025		Total	0.0	128.2	0.0	0.0	0.0	76.9	0.0	0.0	27.5	177.6	205.2
NH TOTAL			23,035.2	29,177.0	8,764.0	36,748.5	7,116.4	52,800.4	321.8	21,155.5	136,486.1	157,963.4	

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 13.42%	Federal 86.58%	
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	
			Total	0.0	0.0	0.0	0.0	15,130.5	0.0	0.0	2,030.5	13,100.0
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	
			Total	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0
NHFP TOTAL			0.0	0.0	17,325.0	0.0	15,130.5	0.0	0.0	4,355.5	28,100.0	32,455.5

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 Sponsor	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State 13.42%	Federal 86.58%		
27th Street RR Crossing UPN 9354 MDT	Railroad crossing study RP 1 to 1.6	OT RW Total	1,075.0 1,075.0	 0.0	 0.0	 0.0	 0.0	 0.0	 0.0	 0.0	144.3 0.0 144.3	930.7 0.0 930.7	1,075.0 0.0 1,075.0
SF 169 Rinrock & 62nd St. W UPN 9383 MDT	Intersection Improvement Study RP 2.4 to 2.8	OT Total	563.8 563.8	-64.8 -64.8	 0.0	 0.0	 0.0	 0.0	 0.0	 0.0	67.0 0.0 67.0	432.0 0.0 432.0	499.0 0.0 499.0
Lockwood Interchange UPN 9588 MDT	Interchange Improvement Study RP 450 to 455.3	OT Total	300.0 300.0	1,146.8 1,146.8	 0.0	 0.0	 0.0	 0.0	 0.0	 0.0	194.2 194.2	1,252.6 1,252.6	1,446.8 1,446.8
Jct Main & 87 to Worden UPN MDT	Roadway Epoxy Striping RP 0 to 2.453	OT Total	 0.0	 0.0	15.5 15.5	 0.0	 0.0	 0.0	 0.0	 0.0	2.1 0.0 2.1	13.4 0.0 13.4	15.5 0.0 15.5
TOTALS			1,938.8	1,082.0	15.5	0.0	0.0	0.0	0.0	0.0	407.5	2,628.8	3,036.3

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														
STPP TOTALS														
			0.0	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		
Sponsor													
RRXING - STEFFES RD - BILLINGS	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	Total		225.5	-7.9						21.8	195.8	217.6
TOTALS			0.0	225.5	-7.9	0.0	0.0	0.0	0.0	0.0	21.8	195.8	217.6

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	
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0
SF 129 - Rndabout King 56th	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	Total	2,140.5	61.7	4,798.5	0.0	0.0	0.0	0.0	700.1	6,300.7	7,000.7
SF 139-CENTRAL & 56TH RNDABOUT	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	Total	953.9	739.9	189.7	2,991.2	0.0	0.0	0.0	487.5	4,387.2	4,874.7
SF-149 HILLCREST RT TURN	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	Total	297.0	-7.6	432.1	0.0	0.0	0.0	0.0	72.1	649.3	721.4
SF 169 RIMROCK & 62ND ST W	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	Total	0.0	750.0	1,033.9	6,679.4	0.0	0.0	0.0	846.3	7,617.0	8,463.4
SF 169 FRNTG RD WISE LN INTX	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	Total	15.8	17.7	225.0	0.0	0.0	0.0	0.0	25.9	232.7	258.5
SF 169 BLGS AREA SFY IMPRV	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	Total	132.4	7.3	0.0	0.0	0.0	0.0	0.0	14.0	125.8	139.7
SF 169 I90 W KING AVE LIGHTING	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	Total	44.8	0.0	709.6	0.0	0.0	0.0	0.0	75.4	679.0	754.4
SF 169 I90 SF 169 BLGS DISTRIC SFY IMP	Installation of signage and panel delineation	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	Total	137.3	2.1	0.0	0.0	0.0	0.0	0.0	13.9	125.4	139.4
ZOO DRIVE IMPROVEMENTS - BLGS	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	Total	0.0	0.0	0.0	0.0	0.0	638.8	0.0	63.9	574.9	638.8
HSIP Totals			3,721.8	2,071.1	7,888.8	10,170.6	500.0	1,138.8	0.0	2,549.1	22,942.0	25,491.1

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	
BBP-YELLOWSTONE RIVER	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	Total	0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
2012 SCOUR MITIGATION	Bridge rehabs									14.7	94.6	109.3
UPN 7960		PE	111.9		-2.7					103.7	669.3	773.0
One project in MPO	Using 20% for costs	RW	560.0	142.0	71.0					91.8	592.0	683.7
<i>MDT</i>	Statewide	Total	671.9	574.8	319.2	0.0	0.0	0.0	0.0	210.2	1,355.8	1,566.0
I-90 Yellowstone River										888.7	5,733.2	6,621.8
UPN 7972		PE	6,287.8	161.8	172.2					8,502.2	54,852.2	63,354.4
<i>MDT</i>	RP 2.7 to 3.0	Total	6,287.8	161.8	63,526.6	0.0	0.0	0.0	0.0	9,390.8	60,585.4	69,976.2
BR PRES COLUMBUS JOLIET AREA	Minor bridge rehab									22.3	144.0	166.3
UPN 9552		PE	166.3							0.0	0.0	0.0
One project in MPO	Using 33% for costs	IC								241.1	1,555.7	1,796.8
<i>MDT</i>	U-1033 RP 0.9 to 1.1	Total	166.3	0.0	0.0	0.0	0.0	0.0	1,796.8	263.5	1,699.7	1,963.1
SHILOH RD / I-90 BRIDGE - BLGS	Bridge rehab									41.6	268.3	309.9
UPN 9720		PE	309.9							1.7	10.7	12.4
<i>MDT</i>	U-1031 RO 5.0 to 5.3	Total	309.9	0.0	12.4	2,810.8	0.0	0.0	0.0	420.5	2,712.6	3,133.1
MONTANA AVE OVERPASS- BILLINGS	Bridge rehab									34.0	219.1	253.1
UPN 9913		PE		253.1						5.1	32.9	38.0
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	0.0	253.1	0.0	75.9	1,809.8	0.0	0.0	287.0	1,851.8	2,138.8
MONTANA AVE STRUCTURES - BLGS	Bridge Study									100.7	649.4	750.0
UPN 9914		OT		750.0						0.0	0.0	0.0
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	0.0	750.0	0.0	0.0	0.0	0.0	0.0	100.7	649.4	750.0
BR TOTAL			7,435.9	6,739.8	63,858.2	2,886.7	1,809.8	1,796.8	0.0	11,343.5	73,183.6	84,527.2

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	
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		13.42%	86.58%	
<i>MDT</i>	Various Locations	Total		500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0
SHILOH ROAD - BILLINGS	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	Total	45.4	23.2	0.0	0.0	0.0	0.0	0.0	9.2	59.4	68.6
KING AVE E - BILLINGS	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	Total	26.0	29.7	0.0	0.0	0.0	0.0	0.0	7.5	48.2	55.7
HARDIN ROAD - BILLINGS	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	Total	26.0	170.1	0.0	0.0	0.0	0.0	0.0	26.3	169.8	196.1
GRAND-24TH TO ZIMMERMAN (BLGS)	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	Total	77.9	0.0	1,132.7	0.0	0.0	0.0	0.0	162.5	1,048.1	1,210.6
UPP TOTAL			175.2	723.0	1,632.7	500.0	500.0	500.0	0.0	540.9	3,489.9	4,030.9

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 13.42%	State 13.42%	Federal 86.58%		
Sponsor													
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0			167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0			167.8	1,082.3	1,250.0
27th St - 1st Ave S to Airport		CN	5,500.0	197.1	22.4						767.6	4,951.9	5,719.5
UPN 7910	Mill and overlay	Total	5,500.0	197.1	22.4	0.0	0.0	0.0	0.0	0.0	767.6	4,951.9	5,719.5
<i>MDT</i>	HWAY RT 53/MT3 RP1.1 TO 3.0												
Underpass Ave. Improvements		PE	1,167.6								156.7	1,010.9	1,167.6
UPN 8669	Intersection Improvements	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
Total		Total	1,167.6	110.0	188.3	955.4	0.0	0.0	0.0	0.0	324.9	2,096.3	2,421.3
Main Street - Billings		CN		1,000.0							134.2	865.8	1,000.0
UPN 8717	Pavement Preservation with micro-surfacing	Total	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	134.2	865.8	1,000.0
<i>MDT</i>	RP 1.08 to 4.66												
Mossmain Intch-West Blgs Inch		CN				443.5					59.5	384.0	443.5
UPN 9198	Pavement Preservation Not all locations inside MPO boundary	Total	0.0	0.0	0.0	443.5	0.0	443.5	0.0	0.0	59.5	384.0	443.5
<i>MDT</i>	I-90 RP 437.12 to 446.7												
LAUREL ROAD SIGNALS - BILLINGS		PE	51.2	82.4							17.9	115.6	133.6
UPN 9568	INT UPGRADE/SIGNALS	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	Total	51.2	82.4	0.0	989.6	0.0	0.0	0.0	0.0	150.7	972.4	1,123.1
Total		Total	6,718.8	2,139.5	960.7	3,138.4	750.0	1,193.5	0.0	1,940.2	12,517.2	14,457.4	

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%		
Sponsor													
Transportation Alternatives		All		300.0	300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0
<i>MDT/Locals</i>	Various Locations	Total	0.0	300.0	300.0	300.0	300.0	300.0	300.0	0.0	201.3	1,298.7	1,500.0
BECRAFT LANE SIDEWALK-LOCKWOOD	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>	Various Locations	Total	1,136.3	80.7	0.0	0.0	0.0	0.0	0.0	163.3	0.0	1,053.7	1,217.0
TA TOTALS			1,136.3	380.7	300.0	300.0	300.0	300.0	300.0	163.3	201.3	2,352.4	2,717.0
Federal			983.8	329.6	259.7	259.7	259.7	259.7	259.7				
Local			152.5	51.1	40.3	40.3	40.3	40.3	40.3				

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

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

Earmarks

EARMARKS

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project	
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
Sponsor													
Billings Bypass UPN4199000	Environmental Impact Statement Preliminary Engineering Right of Way Acquisition	PE	17,332.9								2,326.1	15,006.8	17,332.9
<i>MDT</i>		RW	7,847.0								1,053.1	6,793.9	7,847.0
		Total	25,179.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,379.1	21,800.8	25,179.9
GRAND- 24TH TO ZIMMERMAN (BLGS)	Pavement Preservation												
UPN 9509		CN	84.4								11.3	73.1	84.4
<i>MDT</i>	U-1004 RP .8- RP2	Total	84.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	73.1	84.4
		Total	25,264.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,390.5	21,873.8	25,264.3

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		
Sponsor													
Inner Belt Loop UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0				7,620.4	
<i>MDT</i>		Total	0.0	0.0	7,310.2	7,310.2	0.0	7,000.0	0.0	0.0	7,620.4	14,620.4	
Skyline Trail UPN	Construction of Multi Use Path				2,060.7	2,060.7		85.0				4,036.4	
		Total	0.0	0.0	2,060.7	2,060.7	0.0	85.0	0.0	0.0	4,036.4	4,121.4	
BUILD TOTAL			0.0	0.0	9,370.9	9,370.9	0.0	7,085.0	0.0	0.0	11,656.8	18,741.8	

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	5,358.5	7,123.4	2,584.5	0.0			
<i>5311 Transfer from State (Federal Share - CARES)</i>				1,237.8						
<i>American Rescue Plan</i>				1,346.7						
<i>Allocation</i>			5,358.5	0.0	0.0	0.0	0.0			
Bus Purchases	Purchase six (6) replacement ADA Heavy Duty Buses							0.0	0.0	0.0
<i>MET Transit</i>							0.0	0.0		0.0
<i>*Bus purchases moved to 5307</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Facility Improvement and Technology	Training Lot Construction Electronic Fare System									
<i>MET Transit</i>		Total	0.0	0.0				0.0	0.0	0.0
<i>*Tech moved to 5339B and Facility to 5339A</i>										
Operations	Transit Operations			819.7	4,538.8	2,584.5		0.0	7,943.0	7,943.0
<i>MET Transit</i>		Total	0.0	819.7	4,538.8	2,584.5	0.0	0.0	7,943.0	7,943.0
SECTION 5307 CARES TOTALS*			0.0	819.7	4,538.8	2,584.5	0.0	0.0	7,943.0	7,943.0
Federal			0.0	819.7	4,538.8	2,584.5	0.0			
Local			0.0	0.0	0.0	0.0				
Ending Balance (Federal)			5,358.5	7,123.4	2,584.5	0.0	0.0			

*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.

Billings FFY 2020-2024 Transportation Improvement Program Amd IV

Federal Transit Administration Section 5307*
Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local	State	Federal	
Sponsor			% VARIES***						% VARIES***		
Carryover			0.0	0.0	184.0	409.8	24.9				
5311 Transfer from State(Fed Share)	5311 CARES transfer			0.0							
Allocation (Estimated)(Fed Share)	moved to CARES table		1,891.4	1,891.5	2,433.7	2,490.1	2,490.1				
Bus & Passenger Facilities/Equipment										0.0	
Supportive Equipment	80/20 Match			81.2				16.2		64.9	
Ammenities								0.0		0.0	
Facilities								0.0		0.0	
Security Related Capital					0.0	40.5	31.1				
Met Transit		Total	0.0	81.2	0.0	40.5	31.1	16.2		64.9	
Transit Operations***											
Met Transit	50/50 Match	Total	3,782.7	0.0	4,415.8	5,685.0	4,980.1	9,431.8		9,431.8	
Purchase buses								0.0		0.0	
Replacement Buses	85/15 Match			1,932.4				289.9		1,642.6	
								0.0		0.0	
Met Transit		Total	0.0	1,932.4	0.0	0.0	0.0	289.9		1,642.6	
SECTION 5307 TOTALS*			3,782.7	2,013.6	4,415.8	5,725.6	5,011.3	9,737.9	0.0	11,139.3	
Federal			1,891.4	1,707.5	2,207.9	2,874.9	2,515.0				
Local			1,891.4	302.0	2,207.9	2,850.6	2,496.3				
Ending Balance (Federal)			0.0	184.0	409.8	24.9	0.0				

*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, Capital 80/20, ADA Capital 85/15
 CARES Act is 100% federally funded

Federal Transit Administration Section 5339

Federal Transit Administration Section 5339 Formula

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY 2020-2024
			2020	2021	2022	2023	2024	Local	State	Federal	
<i>Carryover</i>			1,853.5	2,057.5	900.6	615.1	544.0				
<i>Allocation (Estimated)</i>			353.3	473.7	455.9	469.7	469.7				
Bus Purchases	Replacement										0.0
<i>Met Transit</i>	85/15 for ada		122.0	1,775.5	0.0	0.0	680.0	386.6		2,190.9	2,577.5
Bus and Bus Technology	Upgrade										
<i>Met Transit</i>			0.0	99.8	15.9	70.4	0.0	37.2		148.9	186.1
Bus Passenger Amenities	Moved to Bus Facilities										
<i>Met Transit</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Bus Facilities and Support	Facility items, construction, technology, ammenities, support equipment, etc										
<i>Met Transit</i>			56.9	52.1	910.8	576.9	605.6	0.0	325.1	1,300.4	1,625.5
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology										
<i>Met Transit**</i>			0.0	0.0	0.0	0.0	587.1	117.4		469.7	587.1
			0.0	0.0	0.0	0.0	0.0	0.0			
SECTION 5339 TOTALS			179.0	1,927.4	926.7	1,281.6	1,267.1	866.4	0.0	4,109.9	4,976.2
Federal			149.3	1,630.7	741.4	540.8	1,013.7				
Local			29.7	385.5	185.3	135.2	253.4				
Balance			2,057.5	900.6	615.1	544.0	0.0				

*Capital 80/20 Match, ADA Capital 85/15 Match

PROJECTS (FY EXPENDED)

2020	2021	2022	2023	2024
Powerplant Replacements	Replacment Buses			Overage bus diesel/elec
	Dispatch Software	AVL Tablets	Fare Vending Machines	
Lot Gate Security Cams Sander	Fuel System & DEF TANK	Training Lot (change order)	Sup Veh, Bus Wash, Facility and ammenties	
				Undecided

Security items moved to 5307

Federal Transit Administration Section 5339 Competitive Funding

Federal Transit Administration Section 5339 Competitive Funding

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2022-2026
			2020	2021	2022	2023	2024	Local	State	Federal	
Sponsor											
<i>Carryover</i>			2,200.0	2,200.0	2,128.4	6,908.3	5,123.6				
<i>Allocation</i>			0.0	0.0	6,908.3						
Rollingstock/ Buses	Replace					0.0	5,400.0				
<i>MET</i>	85/15 ADA/LowNo	Total	0.0	0.0	2,365.6	0.0	5,400.0	1,164.8		6,600.7	7,765.6
Bus and Bus Facilities	Technology			79.5	92.8						
	Facility			0.0	54.3	2,000.0	667.0				
	Other (Training)			10.0		230.9					
<i>MET</i>	80/20 Rate	Total	0.0	89.5	147.1	2,230.9	667.0	626.9		2,507.6	3,134.5
SECTION 5339 TOTALS			0.0	89.5	2,512.7	2,230.9	6,067.0	1,791.7		9,108.3	10,900.0
	Federal		0.0	71.6	2,128.4	1,784.7	5,123.6				
	Local		0.0	17.9	384.3	446.2	943.4				
	Balance		2,200.0	2,128.4	6,908.3	5,123.6	0.0				

*Capital 80/20 Match, ADA Capital 85/15 Match

5339B
Added 5339C

2020	2021	2022	2023	2024
		Replacement Buses		4 Electric Bus 4 Diesel Bus
	APCs	Digital Fares	METroplex Update	Bus chargers and infrastuct
	Workforce Training	Support Vehicles	Bus Simulator	

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 % VARIES*	State	Federal % VARIES*	
Sponsor											
<i>Carryover</i>				0.0	50.6	10.3	0.3				
<i>Allocation (Estimated)</i>			136.9	157.2	172.2	202.5	202.5				
Paratransit Vehicles	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>			161.1	125.3	250.0	250.0	0.0	118.0		668.4	786.4
Traditional and Non-Traditional Projects	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>Met Transit and Coordination Group</i>			0.0	0.0	0.0	0.0	253.5	50.7		202.8	253.5
		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
		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5310 TOTALS			161.1	125.3	250.0	250.0	253.5	168.7		871.2	1,039.9
	Federal		136.9	106.5	212.5	212.5	202.8				
	Local		24.2	18.8	37.5	37.5	50.7				
	Balance		0.0	50.6	10.3	0.3	0.0				

NOTE: Indirect costs will be recovered on van/bus purchases.

Funding dependent on the outcome of a competitive process and funding availability.

*Capital Projects 80/20 match; ADA Capital 85/15 match

PROJECTS (FY YEAR EXPENDED)

2020	2021	2022	2023	2024
2 ADA Vans MET Transit	MET ADA Van; Aware Minivan	MET ADA van; COR ADA van (previous ob)**	MET ADA Van; COR ADA van and minivan	
				Overages for prev obligations (vehicle price)

TRANSADE (STATE FUNDED)

TRANSADE (STATE FUNDED)

Funding shown in thousands of dollars

Project	Description	Phase						State	Total Estimated
			2020	2021	2022	2023	2024	Funded	
Sponsor							100%	FY2020-2024	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			100.0	115.3	76.8	110.3	212.7	615.1	615.1
Transit Operations	Operating		100.0	115.3	76.8	110.3	212.7	615.1	
<i>Met Transit</i>			100.0	115.3	76.8	110.3	212.7	615.1	615.1
STATE TOTALS			0.0	0.0	0.0	0.0	0.0	615.1	615.1

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 February 24, 2023 and March 3, 2023 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Tuesday, March 28, 2023.

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, February 23, 2023 Attendance at Meeting: TAC Members, Planning Staff Public Comment period
YC Planning Board:	Tuesday, March 28, 2023 Attendance at Meeting: Planning Board members, Planning Staff Public Comment period
Billings City Council:	Monday, April 10, 2023 Attendance at Meeting: City Council Members, Staff Public Comment period
YC Board of Commissioners:	Tuesday, April 4, 2023 Attendance at Meeting: Commissioners, Staff Public Comment period
Policy Coordinating Committee:	April 18, 2023 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://www.ci.billings.mt.us/DocumentCenter/View/46951/2022-Public-Participation-and-Title-VI-Plan>

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

Dennis Cook, Planning Board President /Date