



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

FEBRUARY 27, 2024 MEETING TIME: 6:00 p.m.
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

NOTICE TO THE PUBLIC

***In the event a quorum of the Council is present, no City-related decisions will be made during this meeting or event.

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: plnonline@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.

NOTICE: All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA). A TTY number for the hearing impaired, 406-657-3079, is available upon request. Special arrangements for participation in the public hearings by individuals with hearing, speech, or vision impairment may be made upon request at least three days prior to the hearing. Please notify the Planning Division Office, at 406-247-8676.

- CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.
- APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
- MEETING MINUTES:** February 13, 2024
- PUBLIC COMMENT PERIOD** -- As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
 - Comments on items not on agenda and requests to add items to future agendas**
 - Comments on items on the non-public hearing agenda items**
- DISCLOSURE OF CONFLICT OF INTEREST:**
- DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.

7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).
 - a. Staff recommends that the Planning Board forward a recommendation of approval of the 2024-2028 Transportation Improvement Plan (TIP). Motion. Lora Mattox, Transportation Planning Coordinator
 - b. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting. This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached guidelines for the criterion. Thank you for participating!
8. **NEW BUSINESS:** (Agenda items new to this meeting).
 - a. 2024 Subdivision Regulations Update. Presentation and Board Discussion. Dave Green, Planner II
9. **OTHER BUSINESS:**
 - a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.
10. **ADJOURNMENT**
FUTURE AGENDA ITEMS FOR TUESDAY, MARCH 12, 2024

CITY/COUNTY PLANNING BOARD
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101



Public Hearing Participation Guidelines

NOTICE: All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA). A TTY number for the hearing impaired, 406-657-3079, is available upon request. Special arrangements for participation in the public hearings by individuals with hearing, speech, or vision impairment may be made upon request at least three days prior to the hearing. Please notify the Planning Division Office, at 406-247-8676.

The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: **Address the Planning Board directly. You must state your name and address before commenting.** This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. Be informed of the process and the requirements of the Board. If you are commenting about a subdivision, please limit your comments to the review criteria.

By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). These criteria include:

-Effect on agriculture and agricultural water user facilities; Effect on local services; -Effect on the natural environment; Effect on wildlife and wildlife habitat; Effect on public health and safety

Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.

Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.

The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask questions directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.

After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.

You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

Thank you for participating.

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 02/27/2024

Information

Subject

MEETING MINUTES: February 13, 2024

Attachments

Minutes of February 13, 2024

CITY/COUNTY PLANNING BOARD

"Serving Billings, Broadview, and Yellowstone County"

Tuesday, February 13, 2024 at 6:00pm

1 Board Attendance Roster: Please note: "E" stands for excused absence, "A" stands for un-excused absence, "1" stands for present, "Z" stands for Zoom participation. **BYLAWS, YELLOWSTONE COUNTY BOARD OF PLANNING, (Amended. May 25, 2004) Section 4. Absences and Removal** A. Each member shall inform the Planning Director at least one day before the meeting of his/her inability to attend a Board or Committee meeting. Such an absence shall be considered an excused absence. If any Board member accrues three (3) or more consecutive unexcused absences from regular meetings, notice of which has been given at his/her usual place of work or residence, or by announcement at a meeting attended by him/her, the President may call such absences to the attention of the Board which may then recommend to the appointing authority that such member be asked to resign and that another person be appointed to serve out the unexpired term. Schedule: (** denotes a Wednesday meeting)

| | Position | 01/09/2024 | 01/23/2024 | 02/13/2024 | 02/27/2024 | 03/12/2024 | 03/26/2024 | 04/09/2024 | 04/23/2024 | 05/14/2024 | 05/28/2024 | 06/11/2024 | 06/25/2024 | 07/09/2024 | 07/23/2024 | 08/13/2024 | 08/27/2024 | 09/10/2024 | 09/24/2024 | 10/08/2024 | 10/22/2024 | 11/12/2024 | 11/26/2024 | 12/10/2024 |
|--------------------------|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Jim Ronquillo | Mayor/Billings Ward I | A | 1 | A | | | | | | | | | | | | | | | | | | | | |
| Roger Gravgaard | Mayor/Billings Ward II | 1 | V | 1 | | | | | | | | | | | | | | | | | | | | |
| Dennie Stephenson | Mayor/Billings Ward III | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| John Staley | Mayor/Billings Ward IV | 1 | 1 | A | | | | | | | | | | | | | | | | | | | | |
| David Nordel | Mayor/Billings Ward V | A | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| Troy Boucher | YC District 1 | V | V | A | | | | | | | | | | | | | | | | | | | | |
| Dennis Cook | YC District 2 | A | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| Vacant | YC District 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vacant | YC District 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Woody Woods | YC District 5 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| Alexis Bonogofsky | YC District 6 | 1 | V | V | | | | | | | | | | | | | | | | | | | | |
| Morgan Tuss | YC District 7 | 1 | A | A | | | | | | | | | | | | | | | | | | | | |

CITY/COUNTY PLANNING BOARD

“Serving Billings, Broadview, and Yellowstone County”

Tuesday, February 13, 2024 at 6:00pm

| | | | | | | | | | | | | | | | | | | | | | |
|---------------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vacant | Y County Cons. District | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | |
| Scott Reiter | Ex-Officio SD2 | A | V | V | | | | | | | | | | | | | | | | | |

Call the Meeting to Order: President Woods called the meeting to order at 6:00 p.m. on Tuesday, February 13, 2024.

Introduction of Planning Board Members and Planning Department Staff

President Woods called for introductions of the members of the Planning Board and staff.

Participating Planning staff members: Wyeth Friday, Planning & Community Services Director; Lora Mattox, Transportation Planning Coordinator; Brenda Berns, Planning Clerk.

Virtual Participation: Board member Scott Reiter; Board member Alexis Bonogofsky

Others in Attendance: There were none

2. Approval of Agenda: Motion by Board member Stephenson, seconded by Board member Cook to approve the agenda as submitted. The motion was carried with a unanimous vote.

3. Approval of Minutes: January 23, 2024

Motion by Board member Gravgard, seconded by Board member Stephenson to approve the January 23, 2024 minutes as submitted. The motion was carried with a unanimous vote.

4. Public Comment: As required (3 minute maximum per person). Any member of the public might be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time but could choose to add an item to the next meeting agenda for discussion. There were no comments from the public.

5- 6. Disclosure of Outside (Ex-Parte) Communication or Conflicts of Interest - Board Members and Planning Staff. There were no disclosures of outside communication or conflicts of interest.

7. Old Business: There is No Old Business

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8. New Business

8a. 2024-2028 Transportation Improvement Program (TIP). Presentation. Public Hearing. Presented by Lora Mattox, Transportation Planning Coordinator.

Lora Mattox gave an overview of the Transportation Improvement Program for the next 5 years, comprised of Federal funds received annually.

The STPU represents the Urban funding, which over the last few years was used for Shiloh Road, Airport Road, and Bench Blvd. The largest project we have been paying on for the last 5-6 years is the Billings Bypass. Planning has been building up the Urban dollars, therefore, we are looking forward to the next big project, which will be Grand Ave, Shiloh Road to 62nd, an arterial road with a center turn lane with 2 lanes each direction, sidewalk on one side with multi-use path on the other.

TA represents the non-motorized projects, with one of them being the Lockwood Sidewalk program on Old Hardin Road.

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* | TA* | FWP | SUBTOTAL |
| Carryover | 7,164.8 | 12,767.4 | | | | | | | | | | | 5,945.0 | | 25,877.2 |
| FFY 2024 | 1,435.8 | 2,489.8 | 2,297.5 | 19,858.5 | 0.0 | 0.0 | 0.0 | 0.0 | -851.2 | 1,781.3 | 500.0 | 932.6 | 790.0 | 375.0 | 29,609.3 |
| FFY 2025 | 1,435.8 | 2,489.8 | 18,708.7 | 34,409.7 | 14,357.7 | 0.0 | 0.0 | 0.0 | 1,000.0 | 12.4 | 500.0 | 750.0 | 790.0 | 125.0 | 74,579.1 |
| FFY 2026 | 1,435.8 | 2,489.8 | 2,268.7 | 17,414.9 | 0.0 | 80.8 | 0.0 | 0.0 | 747.4 | 2,858.3 | 500.0 | 750.0 | 790.0 | 125.0 | 29,460.6 |
| FFY 2027 | 1,435.8 | 2,489.8 | 8,439.0 | 11,370.9 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 | 0.0 | 500.0 | 750.0 | 790.0 | 125.0 | 26,400.4 |
| FFY 2028 | 1,435.8 | 2,489.8 | 45,512.5 | 13,438.3 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 | 0.0 | 500.0 | 750.0 | 790.0 | 125.0 | 65,541.3 |
| TOTAL | 14,343.6 | 25,216.2 | 77,226.5 | 96,492.3 | 14,357.7 | 80.8 | 0.0 | 0.0 | 1,896.2 | 4,652.0 | 2,500.0 | 3,932.6 | 9,894.8 | 875.0 | 251,467.8 |

| Federal | FTA 5307 | | FTA 5339 | | DISCRETIONARY 5339 | | FTA 5310 | | GAS TAX | | | |
|-------------|----------|---------|----------|-------|--------------------|---------|----------|-------|---------|---------|---------|-----------|
| Fiscal Year | Federal | Local | Federal | Local | Federal | Local | Federal | Local | CITY | COUNTY | THER** | TOTAL |
| Carryover | 5,107.7 | | 1,011.2 | | 8,397.9 | | | | | | | 40,394.0 |
| FFY 2024 | 2,500.0 | 3,290.6 | 480.0 | 325.9 | 0.0 | 1,409.6 | 162.4 | 28.7 | 1,739.8 | 313.8 | 998.6 | 40,858.5 |
| FFY 2025 | 2,500.0 | 1,648.8 | 480.0 | 115.0 | 0.0 | 0.0 | 180.8 | 45.2 | 1,739.8 | 313.8 | 1,830.6 | 83,433.0 |
| FFY 2026 | 2,500.0 | 1,648.8 | 480.0 | 27.0 | 0.0 | 0.0 | 180.8 | 45.2 | 1,726.8 | 324.8 | 998.6 | 37,392.5 |
| FFY 2027 | 2,500.0 | 1,648.8 | 480.0 | 99.9 | 0.0 | 0.0 | 180.8 | 45.2 | 1,779.9 | 299.1 | 998.6 | 34,432.6 |
| FFY 2028 | 2,500.0 | 1,648.8 | 480.0 | 60.0 | 0.0 | 0.0 | 180.8 | 45.2 | 1,726.8 | 324.8 | 998.6 | 73,506.1 |
| TOTAL | 17,607.7 | 9,885.6 | 3,411.2 | 627.7 | 8,397.9 | 1,409.6 | 885.6 | 209.5 | 8,713.1 | 1,576.2 | 5,824.9 | 310,016.8 |

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. Federal program funding availability may impact the scheduling of projects. Funding beyond 2024 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 2020-2022), TRANSIDE, and CMAQ (match) makes up OTHER.

Tuesday, February 13, 2024 at 6:00pm

Table 3 shows total revenue from all sources expected over the next 5 years. 2024 includes carry-over at \$81 million, with all sources totaling \$310 million.

**2024-2028 Transportation Improvement Program
Table 3 – Total Revenue
All Sources**

| | |
|--------------------------------|----------------------|
| 2024 Includes Carryover | \$81,252,500 |
| 2025 | \$83,433,000 |
| 2026 | \$37,392,500 |
| 2027 | \$34,432,600 |
| 2028 | \$73,506,100 |
| Total | \$310,016,800 |

Some of the projects include; the Billings Bypass, with multiple funding sources with an estimated total project at \$185 million. The I-90 Yellowstone River Bridge costs update totaling \$91 million. Also, the Exposition Drive & 1st Ave N project to begin construction in 2025, and the Airport & Main St project beginning in 2027.

There are other notable projects scheduled out 2-4 years.

- **1st Avenue North – North 9th to RR Crossing – Reconstruction of roadway - scheduled in 2028**
- **1st Avenue North – RR Crossing to Broadway – Reconstruction of roadway – scheduled in 2026**
- **1st Avenue North – Broadway to Division – Reconstruction of roadway – scheduled**
- **Zoo Drive/Intersection Improvements – Construction in 2025**
- **Roundabout at King/56th Street West – Active project**
- **Rimrock Road/62nd Street Roundabout – Active project**
- **Transportation Alternative Projects**
 - **Stagecoach Trail – Programmed for Construction FY26**
 - **Lockwood Sidewalks – Programmed for Construct FY26**

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MET Transit Updates for FTA Administrative Sections 5307 & 5339

MET Transit

FEDERAL TRANSIT ADMINISTRATION SECTION 5307

- Now includes Safety and Security Related Projects; updated apportionment numbers in years 22 – 24 based on BIL funding.

FEDERAL TRANSIT ADMINISTRATION SECTION 5339

- Updated with actual allocations for 2021 – 24
- Updated Bus Facilities/Passenger Amenities programming
- Updated with technology procurement for replacement CAD/AVL system.
- Bus Purchases updated for 2024 to support diesel and electric price escalations.

TIP 24-28 Schedule, no action will be taken until the next Planning Board meeting on Tuesday, February 27, 2024.

2024-28 TIP Schedule

- | | |
|---------------------------------|-------------|
| ■ Technical Advisory Committee | February 8 |
| ■ Planning Board Discussion | February 13 |
| ■ Planning Board Action | February 27 |
| ■ City Council Work Session | March 4 |
| ■ City Council Action | March 11 |
| ■ Commission Discussion | March 4 |
| ■ Commission Action | March 12 |
| ■ Policy Coordinating Committee | March 19 |

Discussion

There was discussion regarding the potential for congestion over the next five years as these projects move forward, including the Lockwood Interchange, which is part of the beautification project.

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Public Hearing: Chairman Woods asked if anyone wished to speak on behalf of the Transportation Improvement Plan (TIP). There was none. Chairman Woods closed the Public Hearing.

Discussion

There was discussion regarding changes in projects and funding that may occur during the next 5 years, it was noted to expect multiple changes as projects are set in motion.

9. Other Business

9a. Formation of City Planning Commission to Comply with 2023 MT Land Use Planning Act.

Discussion. Presented by Wyeth Friday, Planning & Community Services Direction.

Wyeth presented an informational overview regarding the MT Land Use Planning Act (SB 382) which was passed in 2023 after several years of work. This new bill calls for the creation of a City Planning Commission. There will be more information as we work through this action.

Why the MT Land Use Planning Act is Law

- Montana’s land use and planning statutes are outdated, inconsistent with each other and duplicative in some areas
- Cities, staff, developers, consultants, and public have been frustrated with elements of the process
- Lack of alignment between growth policy elements, zoning criteria, or subdivision criteria – repetitive review processes
- Administrative review and other more streamline processes were prohibited under current statutes
- No ability to rely on previous planning – zoning, master plans, etc.
- Housing crisis in MT and nationally pushed the issue of better regulatory processes to the forefront in the last few years

There are frustrations over the old statutes, and some had not been reviewed for decades. Legislators were dealing with parts of statutes, but they were not comprehensive. Therefore, projects with an annexation, zone change, and/or were subdivision, involve multiple steps. We are looking at reducing some of those steps.

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This law applies to Municipalities with populations of 5k or greater, in a county with a population of 70k or greater. Under this Act, we will have City Regulations and then separate County Regulations. By May of 2026, the framework needs to be completed. Implementation follows SB 382 as described in each Section.

Who Does It Apply To

➤ WHO does it apply to? (Section 5) Municipality with population => 5,000 in a county with a population => 70,000

- Belgrade
- Billings
- Bozeman
- Columbia Falls
- Great Falls
- Helena
- Kalispell
- Laurel
- Missoula
- Whitefish

All other jurisdictions may OPT IN – Yellowstone County not opting in at this time

➤ Must adopt land use plan, zoning, and subdivision regulations that meet the new framework within 3 years from effective date of the Act – May 2026 (Section 5)

The growth policy process is similar to what is included in the Land Use Plan. We will use it to inform and decide how we’re going to develop our future Land Use Map. Some of the elements that are there, were previously required but now will be much more detailed. The Zoning and Subdivision Regulations must align with SB 382.

What Does Implementation Look Like?

- Form Planning Commission (Section 4, SB 382)
- Adopt Public Participation Plan (Section 6)
- Develop Land Use Plan (Sections 9-16)
 - Housing (Big Deal)
 - Local Services and Facilities
 - Economic Development
 - Natural Resources and Hazards
 - Future Land Use Map
- Implementation (Section 17)
- Zoning and Subdivision Regulation Alignment

The Planning Commission has significant responsibility and encompasses the Zoning Commission and Board of Adjustment issues. Public participation will be at the front-end and will take away the need to have a public hearing at each project submission. Every project ties back to the Land Use Plan and Future Land Use Map, where public participation occurred. This is new to Montana but not to other states.

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What Implementation Looks Like

- Broad Implementation Outcomes
 - Planning Commission has significant responsibility
 - Public participation must be woven through process
 - Public participation is “up front”
 - Not at future zone change application
 - Not at future subdivision application
 - Future Zoning and Subdivision processes are administrative
 - Everything ties back to Land Use Plan and Future Land Use Map
 - where public participation occurred
 - This is new to Montana, but not new to other states
 - We do similar processes with our LRTP, CIP, City Budget

The City boards and commissions will be consolidated into the newly created Planning Commission and the new commission will be responsible for recommendations on all legislative land use and planning decisions. The new commission would hear appeals from administrative decisions and decisions appealed to City Council.

Planning Commission Formation

- Consolidates City boards and commissions
- Responsible for recommendations on all legislative land use and planning decisions:
 - Land Use Plan and Future Land Use Map
 - Zoning regulations and map
 - Subdivision regulations
 - Any other legislative land use planning document the local governing body designates
- Hears appeals from administrative decisions
- Planning Commission decisions appealed to City Council

The Planning Commission will initially run parallel to the current Yellowstone County Planning Board, City Zoning Commission, and City Board of Adjustment. Eventually, they would operate under the new law and all City land use activity would fall under the Planning Commission.

- Staff modified Federally required PPP for our MPO to meet requirements of SB 382 for public participation – 1 PPP
- Public Participation Plan (*Section 6*) - Used throughout the framework. Must identify how Billings will provide:
 - Dissemination of documents
 - Opportunity for comments
 - Public meetings
 - Electronic communication and access
 - Analysis of and response to public comments
 - Emphasize public comment will narrow as the process moves to site-specific development

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The Housing Analysis is much more substantial. The new law dictates that population projections look out 20 years and have a very specific criteria that must be met.

Housing Analysis and Criteria to Meet

- Population projections for 20 years
- Number of housing units needed for that population
- Develop an inventory of sites for housing development, analyzing constraints such as zoning, development standards, and infrastructure needs
- Complete a regulatory audit to ensure zoning regulations can accommodate the identified housing types
- Propose a list of recommendations to be implemented by the governing body in order to accommodate the projected housing needs

There is currently a lawsuit in the Bozeman courts that has implications. A lawsuit was filed by a group of property owners across Montana targeting legislation, including multiple Senate Bills; SB 323, SB 528, and SB 245. There was concern that these bills were done without enough public input and would have a negative impact on residential neighborhoods. A judge has placed an injunction on SB 323 and SB 528. Currently, there is no timeline on the lawsuit, however it will be continually monitored and updates provided.

Lawsuit Update and Implications

- Currently in Bozeman Court
- Injunction is for:
 - SB 323 – duplex units in all residential districts
 - SB 528 – Removing local control of ADUs
- SB 245 and SB 382 not halted but still in lawsuit
- Billings can and should proceed with SB 382 implementation
- Billings retains its local zoning authority – it can adopt new zoning regulations; if injunction lifted, it must at a minimum meet SB 323 and SB 528 requirements

The City of Billings retains local zoning authority and can adopt new zoning regulations. If the injunction is lifted, those zoning regulations must meet SB 323 and SB 528 requirements.

Discussion

There was discussion regarding current neighborhoods and wanting to protect property rights and the homeowner’s property value. Should SB 323 pass, it would allow multi-unit structures to be built in residential neighborhoods. It was asked which neighborhoods would have available land for multi-unit

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structures or duplexes. It was provided that the majority of neighborhoods with vacant lots, would primarily be in newer subdivisions. Existing homes in established neighborhoods would remain as they are, whether the bill passes or not.

The Planning Commission Formation resolution and Public Participation Plan adoption for the new law will be brought to the Billings City Council and they will take action.

Next Steps

- Bring Planning Commission Formation Resolution to Council
- Bring Public Participation Plan Adoption to Council
- Launch RFP for Consultant Services for new Law
- West Billings and Heights neighborhood plan scopes designed to inform elements of new process
- Monitor lawsuit
- Continue Interim Legislative Engagement

Discussion

There was discussion as to whether Helena was currently following the 2-family zoning, it was affirmed that they have been for several years. Bozeman has already made some changes as well and seen more public participation.

A question arose about the composition of the new Planning Commission, Wyeth clarified that it would start with the five City Wards and bring expertise from the other boards. In addition to the Planning Commission, there would be a steering committee or something similar to provide additional direction.

The City and County have been working together for some time now and concerns were expressed as to the potential separation between the two. Wyeth stated there is County engagement on the West Billings Plan and Heights Neighborhood plan, which is encouraging as we look forward to continued growth toward the County.

Subdivision Regulations Update – Wyeth stated there was an informational session with the development community to address the changes that will be brought to the Planning Board. Wyeth made clarification regarding Laurel’s jurisdictional boundaries and stated regarding Grand Avenue, it would extend to 72nd.

It was expressed by the Board of the necessity to have the City and County working together for cohesive decision-making.

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9b. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.

ADJOURNMENT 7:28pm

10. Future Agenda Items

The next Planning Board meeting will be held Tuesday, March 12, 2024 in the Miller Building 1st Floor Conference Room, 2825 3rd Ave N at 6:00pm

DRAFT—TO BE APPROVED BY A MOTION AT THE NEXT SCHEDULED MEETING

-Brenda J Berns, Planning Clerk

Planning Board

Date: 02/27/2024
Title: 2024-2028 Transportation Improvement Program
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: No

Information

RECOMMENDATION

Staff recommends that the Planning Board (PB) forward a recommendation of approval of the 2024-2028 Transportation Improvement Plan (TIP) to the Policy Coordinating Committee (PCC). The PCC is scheduled to take final action on the TIP at its meeting on March 19, 2024.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The TIP is a comprehensive document outlining the prioritized list of transportation projects and initiatives that the Billings Metropolitan Organization (MPO) intends to undertake over the upcoming TIP period of 2024-2028. The purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short-range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process, such as projects that do not utilize federal funds. This program plays a crucial role in addressing current and future transportation needs, promoting safety, and fostering economic development.

Key Components of the TIP:

1. **Project List:** The TIP includes a detailed list of proposed projects, along with their descriptions, scopes, budgets, and anticipated timelines. These projects are aligned with our strategic goals and aim to address identified transportation challenges in the region.
2. **Funding Allocation:** Clear and transparent allocation of funds is outlined in the TIP, demonstrating our commitment to efficient resource utilization. Funding sources, including federal, state, and local contributions, are clearly specified for each project.
3. **Public Involvement:** Prior to finalizing many of the projects in the TIP, we conduct public consultations to gather input from stakeholders, including residents, businesses, and community organizations. This occurs in several areas of our planning process, including most recently the update to the Billings Urban Area Long Range Transportation Plan (LRTP) in 2023. The feedback from the LRTP process and other opportunities has been incorporated into the TIP to ensure that it reflects the diverse needs of our community.
4. **Performance Measures:** To gauge the success of our initiatives, the TIP includes performance measures aligned with our organizational objectives. Regular reporting on these measures will enable us to track progress and make data-driven decisions.

The Planning Board received a presentation on the TIP from staff at its February 13 meeting and conducted a public hearing. There was no public comment on the TIP at the meeting. The Planning Board is expected to take action at this meeting and make a recommendation to the PCC for the 2024-2028 TIP.

STAKEHOLDERS

The review of the TIP will include the MPO's Transportation Planning Process that includes numerous opportunities for public input. The Planning Board, the designated MPO, conducted a public hearing to collect public testimony at its meeting on February 13. There was no public comment. There is also opportunity for public comment during the Billings City Council, Board of County Commissioners, and the Policy Coordinating Committee public meetings.

ALTERNATIVES

The TIP provides the MPO a listing of federally funded projects through 2028. The Planning Board may:
• Forward a recommendation of approval of the 2024-2028 TIP to the PCC which will allow the continuation of federal funds to the MPO, or;
• Not forward a recommendation of approval of the 2024-2028 TIP to the PCC. Not forwarding a positive recommendation could jeopardize continued federal funding for the MPO.

FISCAL EFFECTS

A range of federal funding sources is available to the Billings MPO area for the purposes of funding transportation system

improvements. A list of those sources is shown in the TIP. There is no known direct impact on the City or County funds in budgeting for these projects given the use of federal funding sources. Projects in the TIP that are not federally funded have already been identified in other programming documents, like the City's Capital Improvement Program.

SUMMARY

The TIP is regularly reviewed and updated as projects change or are added. This is a standard process that ensures the continuation of federal funds coming to Billings for surface transportation projects, indicates regional priorities, and demonstrates a short-range transportation vision for the area. It is noted that many of the changes in this TIP are still tied to completion of the Billings Bypass segments across the project as that project continues to near completion.

Attachments

TIP Draft

TIP Notes

Billings Metropolitan Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)

Federal Fiscal Years

FFY 2024 – 2028



Prepared by:
Billings Metropolitan Planning Organization
Yellowstone County Board of Planning

In cooperation with:
City of Billings, Montana
County of Yellowstone, Montana
Billings Urban Transportation District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

APPROVALS

REVIEWED BY

| | 2024-2028 | | | | |
|--|------------------|--|--|--|--|
| Technical Advisory Committee | 02/08/2024 | | | | |
| Yellowstone County Board of Planning | 02/27/2024 | | | | |
| Billings City Council | 03/11/2024 | | | | |
| Yellowstone County Board of County Commissioners | 03/12/2024 | | | | |

Approved By

| | 2024-2028 | | | | |
|--------------------------------------|------------------|--|--|--|--|
| Policy Coordinating Committee | 03/19/2024 | | | | |
| Montana Department of Transportation | | | | | |

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Acronyms

| | |
|-------------------------|--|
| BR | Bridge Replacement and Rehabilitation Program |
| CMAQ | Congestion Mitigation and Air Quality |
| CN | Construction |
| CO | Carbon Monoxide |
| EARMARK | Congressionally Directed Funds |
| 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 |
| HSIP | Highway Safety Improvement Program |
| IC | Incidental Construction |
| IIJA | Infrastructure Investment and Jobs Act |
| 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 |
| NHPB | National Highway System Bridge Program |
| PCC | Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area. |
| PE | Preliminary Engineering |
| 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 |
| RRS | Railroad Crossing |
| SFCN | 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 |
| STPB | Surface Transportation Program Bridge |
| STPE | Surface Transportation Program Enhancements |
| STPP | Surface Transportation Program Primary |
| STPU | Surface Transportation Program Urban |

| | |
|-------------|--|
| STPX | Surface Transportation Program Off-System |
| TA | Transportation Alternatives |
| TAC | Technical Advisory Committee |
| 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. |
| TSP | Total Suspended Particulate |
| 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. 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.

The Infrastructure Investment and Jobs Act (IIJA) was Passed by Congress on November 15, 2021 authorizing funding for Federal transportation programs for the five-year period from 2022-2026. The IIJA effectively replaced the Fixing America's Surface Transportation (FAST) Act and the prior infrastructure act Moving Ahead for Progress in the 21st Century (MAP-21) Act. MAP-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 2-year period FFY 2013-2015. Like MAP-21, FAST Act and now IIJA requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the IIJA replaced FAST, any previously obligated but unspent funds under the previous acts are still available at this time.

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 Long Range 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) for approval and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and concurrence.

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, however the TIP contains projects that could be implemented between October 1, 2024 – September 30, 2028 (FFY 2024 & 2028). 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 |

Funding Sources

- Surface Transportation Program Off System (STPX)
- Surface Transportation Program Secondary (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway Freight Program (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (BR includes NHPB and STPB)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives (TA)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- FTA Section 5339
- FTA Section 5307
- FTA Section 5310
- Transade (State Funded)
- Congressionally Directed Funds (EARMARK)

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.

The Billings CO maintenance area has shown continuous maintenance of the CO NAAQS from April 22, 2002 through April 22, 2022 (and to the present date); therefore, the area has met its obligation to demonstrate maintenance of the CO standard for 20 years. The Yellowstone County Board of Planning, as the designated metropolitan planning organization for the Billings area, is no longer required to address the transportation conformity determination requirements of 40 CFR part 93, subpart A for the Billings CO maintenance area, and such determinations for the Billings CO area will not be required as elements of future iterations of the Billings Urban Area Regional Transportation Plan and Transportation Improvement Program.

Regionally Significant Projects

There are no new regionally significant projects in this 2024-2028 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 2023 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

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 2023 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 under federal regulation (23 CFR §490), and supports Billings MET Transit for associated transit performance measures under federal code 49 USC §5326(c) and 49 USC §5329(d). 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 Funded Construction funding sources support projects with the intent to improve safety measures.

| Performance Measure | 2024 State Target (based on 5-year rolling average) |
|--|--|
| Number of fatalities | No more than 220.4 annual fatalities, which is an annual reduction of 3 fatalities per year |
| Rate of fatalities per 100 million vehicle miles traveled (AVMT) | No more than 1.670 fatalities per 100 million annual vehicle miles traveled (AVMT) which is a reduction of .041. |
| Number of serious injuries | No more than 709 serious injuries, which is an annual reduction of 41 serious injuries. |
| Rate of serious injuries per 100 million vehicle miles traveled (AVMT) | No more than 5.530 serious injuries per 100 million AVMT which is an annual reduction of .114. |
| Number of non-motorized fatalities and non-motorized serious injuries | No more than 54.6 non-motorized fatal and serious injuries, which is an annual reduction of 1 per year |

Pavement and Bridge Condition

Pavement and bridge condition performance measures aim to maintain roadway and bridge infrastructure in such a way it remains functional and in good repair. Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, 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.

| Performance Measure | State Target | |
|--|--------------|--------|
| | 2-Year | 4-Year |
| Percent of Pavements of the Interstate in Good Condition | 50% | 50% |
| Percent of Pavements of the Interstate in Poor Condition | 2% | 2% |
| Percent of Pavements of the Non-Interstate NHS in Good Condition | 40% | 40% |
| Percent of Pavements of the Non-Interstate NHS in Poor Condition | 3% | 3% |
| Percent of Bridges Classified as in Good Condition | 16% | 16% |
| Percent of Bridges Classified as in Poor Condition | 9% | 9% |

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.

| Performance Measure | State Target | |
|--|--------------|--------|
| | 2-Year | 4-Year |
| Percent of the person-miles traveled on the interstate that are reliable | 98% | 98% |
| Percent of the person-miles traveled on the non-Interstate NHS that are reliable | N/A | 80% |

Freight

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

| Performance Measure | State Target | |
|--|--------------|--------|
| | 2-Year | 4-Year |
| Truck Travel Time Reliability (TTTR) Index | 1.30 | 1.30 |

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

Congestion Mitigation and Air Quality (CMAQ)

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

| Performance Measure | State Target | |
|--|--------------|--------------|
| | 2-Year | 4-Year |
| CMAQ Traffic Congestion (Annual Hours of excessive delay per capita) | N/A | N/A |
| Percent of Non-SOV travel | N/A | N/A |
| CMAQ On-Road Mobile Source Emissions (Total Emission Reductions) | | |
| Carbon Monoxide (CO) | 36.33 kg/day | 36.33 kg/day |
| Particulate Matter 10 (PM ₁₀) | 0.10 kg/day | 0.10 kg/day |
| Particulate Matter 2.5 (PM _{2.5}) | 0.07 kg/day | 0.07 kg/day |

Transit Asset Management

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

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

Transit Safety Plan Targets

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

| Mode of Transit Service | Fatalities (Total) | Fatalities (per 100k VRM) | Injuries (Total) | Injuries (per 100k VRM) | Safety Events (Total) | Safety Events (per 100k VRM) | System Reliability (VRM/Failures) |
|--------------------------------|---------------------------|----------------------------------|-------------------------|--------------------------------|------------------------------|-------------------------------------|--|
| Fixed Route | 0 | 0 | 0 | 0 | 1 | <1 | 30,000 |
| Paratransit | 0 | 0 | 0 | 0 | 1 | <1 | 100,000 |

Federal Transit Administration Projects

The Federal Transit Administration funded projects, including FTA Section 5339 grant projects, are intended to assure 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, 2024 to June 30, 2028 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2024 through 2028.

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.

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.

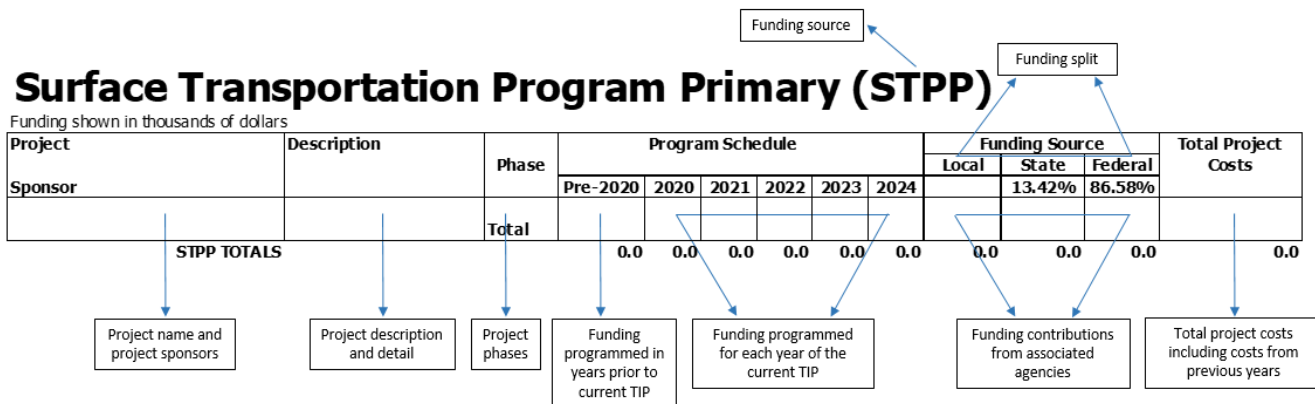
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
 - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
 - 1) Replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA Section 5339 projects are:
 - 1) Assistance for bus/bus facilities

Annual Listing of Projects

Federal regulation (23 CFR §450.334) 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. The MPO will post this list to the Transportation Resource page of the City of Billings Website: <https://www.billingsmt.gov/2336/Transportation-Resources>

Understanding 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 to include construction engineering. |
| 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 |

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 | Completed |
| 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 | |
| IM | | | |
| MDT Preventative Maintenance | | Pavement Preservation and Striping | Placeholder 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 | |
| I-90 CULVERTS - BILLINGS AREA | 10427 | Culvert replacement | Not all locations inside MPO boundary |
| NH | | | |
| MDT Preventative Maintenance | | Pavement Preservation and Striping | Placeholder to allow project nominations |
| Billings Bypass | 4199-000 | 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 Ln Intch-RR O'pass | 4199-008 | New construction of roadway connection from existing Interchange to the 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 | |
| Underpass Ave. Improvements | 8669 | Intersection Improvements | |
| Airport Rd. & Main St. - Blgns | 8718 | Intersection Improvements | |
| 1st Ave. N - N 9th to RR Xing | 9022 | Major Reconstruction | |
| 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 | | | |
| Billings Bypass - Johnson Lane Interchange | 4199-007 | Reconstruction of existing Interchange to a diverging diamond design | |
| I-90 Yellowstone River - Billings | 7972 | Bridge Replacement | |

Billings MPO Project List (Continued)

| PROJECT | UPN | SCOPE | COMMENTS |
|---|--------------|---|---|
| STPX, STPS, SFCN | | | |
| Billings Bypass - Yellowstone River Bridge | 4199-003 | New construction of bridge over the Yellowstone River | |
| Lockwood Interchange Jct Main & 87 to Worden | 9588 | Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons | |
| SF 209 BILLINGS DIST SIGNS | 10299 | | |
| STPP | | | |
| RRS | | | |
| HSIP | | | |
| Various Safety Projects | | | Placeholder to allow project nominations |
| SF 129 - Rndabout King 56th | 8052 | Intersection Improvements - Roundabout | |
| SF 169 Rimrock & 62nd St. W Zoo Drive Improvements | 9383 9597 | | Roundabout |
| SF 189 South D5 Safety Imprv | 9912 | Intersection Safety Improvements | Several intersections West End Billings using 10% for costs |
| SF 209 BILLINGS DIST SIGNS | 10299 | install safety improvement: signs, delineation, chevrons | |
| BR | | | |
| Billing Bypass - Yellowstone River | 4199-003 | New construction of bridge over the Yellowstone River | |
| I-90 Yellowstone River - Billings | 7972 | Bridge Replacement | |
| BR PRES COLUMBUS JOLIET AREA | 9552 | Minor bridge rehab | One project in MPO Boundary |
| SHILOH RD / I-90 BRIDGE - BLGS | 9720 | Bridge rehab | |
| MONTANA AVE OVERPASS- BILLINGS | 9913 | Bridge rehab | |
| UPP | | | |
| Various Preservation Projects | | Pavement preservation | Placeholder to allow project nominations |
| MACI | | | |
| MDT MACI | | Statewide CMAQ - Various | Placeholder to allow project nominations |
| MDT MACI | | Statewide CMAQ - ADA Compliance | Placeholder to allow project nominations |
| Underpass Ave. Improvements | 8669 | Intersection Improvements | |
| Mossmain Intch - West Blgs Intch | 9198 | Pavement Preservation w/ signal improvements at off ramps | Partially funded IM is primary |
| ATSPM - MAIN STREET (BILLINGS) | 10400 | Signal Improvements | |
| BILLINGS DISTRICT ADA UPGRADES | 10431 | Signal Improvements | |
| TA | | | |
| Stagecoach Trail | | Shared use path | |
| Old Hardin Sidewalk | | Sidewalk construction | |
| FWP | | | |
| Rose Park Trail, Phase 1 | Local | Bike Pedestrian Path | Recreational Trails Program \$100,000 Local (In-Kind) \$25,000 |
| Rose Park Trail, Phase 2 | Local | Bike Pedestrian Path | Recreational Trails Program \$100,000 Local \$25,000 |
| Lillis Park Trail Connector | Local | Bike Pedestrian Path | Recreational Trails Program \$100,000 Local \$25,000 |
| Big Ditch Trail Extension | Local | Bike Pedestrian Path | Recreational Trails Program \$100,000 Local \$25,000 |
| EARMARK | | | |
| Billings Bypass | 4199-001 | New Construction | Covers Environmental Doc., PE, RW |
| FTA 5307 | | | |
| FTA 5339 | | | |
| FTA 5310 | | | |
| FTA 5311 | | | |
| 100 % LOCALLY FUNDED | | | |
| Various Projects | | Annual Operation and Maintenance | |
| State Funded Maintenance | | | |
| Various Maintenance Projects | | Maintenance | |

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

| Project: Billings Bypass | Description | Phase | Program Schedule | | | | | | | Funding Source | Local | State | Federal | Total Project Costs | | |
|--|-------------------|--|------------------|------------------|-----------------|-----------------|------------|------------|------------|----------------|--------------------------|-------|----------------|---------------------|------------------|------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 2028+ | | | | | | | |
| Sponsor: MDT | | | | | | | | | | | | | | | | |
| Billings Bypass | <i>UPN4199000</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 | 8,074.0 | 1,300.0 | | | | | | NH | | 1,258.0 | 8,116.0 | 9,374.0 | |
| | | Right of Way Acquisition | RW | 11,420.0 | 6,550.0 | | | | | | EARMARK/NH | | 2,411.6 | 15,558.4 | 17,970.0 | |
| | | Utility Moves | IC | | | | | | | | NH | | 0.0 | 0.0 | 0.0 | |
| <i>MDT</i> | | Total | | 34,092.6 | 7,850.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 5,628.7 | 36,313.9 | 41,942.6 | |
| Billings Bypass | <i>UPN4199002</i> | Construction of Five Mile Road | IC | 156.8 | | | | | | | STPU | | 21.0 | 135.8 | 156.8 | |
| (Five Mile Road) | | | CN | 5,865.9 | | | | | | | STPU | | 787.2 | 5,078.7 | 5,865.9 | |
| <i>MDT</i> | | Total | | 6,022.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 808.3 | 5,214.5 | 6,022.8 | |
| Billings Bypass | <i>UPN4199003</i> | Construction of a new bridge over the Yellowstone River | IC | 416.2 | | | | | | | NH | | 55.9 | 360.4 | 416.2 | |
| (Yellowstone River Bridge) | | | 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 | 18,261.7 | | | | | | | NH | | 2,450.7 | 15,811.0 | 18,261.7 | |
| | | | CN | 12.9 | | | | | | | SFCX | | 12.9 | 0.0 | 12.9 | |
| <i>MDT</i> | | Total | | 40,055.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 5,386.6 | 34,668.5 | 40,055.0 | |
| Billings Bypass | <i>UPN4199007</i> | Reconstruction of existing Interchange | IC | 4,121.1 | | | | | | | NH | | 553.1 | 3,568.1 | 4,121.1 | |
| (Johnson Lane Interchange) | | | CN | | | 2,429.7 | | | | | STPU | | 326.1 | 2,103.7 | 2,429.7 | |
| | | | 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 | | | 14,357.7 | | | | | NHFP split at 91.24/8.76 | | 1,257.7 | 13,100.0 | 14,357.7 | |
| | | | CN | | | 16,440.0 | | | | | IM* | | 1,440.1 | 14,999.9 | 16,440.0 | |
| <i>MDT</i> | | Total | | 4,121.1 | 0.0 | 43,227.5 | 0.0 | 0.0 | 0.0 | | | | 4,919.0 | 42,429.6 | 47,348.6 | |
| Billings Bypass | <i>UPN4199005</i> | Construction of new bridge over railroad | IC | 764.4 | 469.2 | | | | | | NH | | 165.6 | 1,068.1 | 1,233.6 | |
| (Railroad Overpass) | | | CN | 16,929.6 | 520.0 | | | | | | NH | | 2,341.7 | 15,107.9 | 17,449.6 | |
| <i>MDT</i> | | Total | | 17,694.0 | 989.2 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 2,507.3 | 16,176.0 | 18,683.2 | |
| Billings Bypass | <i>UPN4199008</i> | New construction of roadway connection from existing Interchange to the bridge over the railroad | CN | 7,726.3 | | | | | | | NH | | 0.0 | 0.0 | 0.0 | |
| <i>MDT</i> | | Total | | 7,726.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 1,036.9 | 6,689.4 | 7,726.3 | |
| Billings Bypass | <i>UPN4199006</i> | Construction of connection from Interchange to RR O'pass | IC | | 1,000.0 | | | | | | NH | | 134.2 | 865.8 | 1,000.0 | |
| (Johnson Lane Interchange to RR O'pass) | | | CN | | 8,252.8 | | | | | | NH | | 1,107.5 | 7,145.3 | 8,252.8 | |
| <i>MDT</i> | | Total | | 0.0 | 9,252.8 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 1,241.7 | 8,011.1 | 9,252.8 | |
| Billings Bypass | <i>UPN4199004</i> | Construction of connection from Five Mile to US 87 | IC | | | 500.0 | | | | | NH | | 67.1 | 432.9 | 500.0 | |
| (Five Mile Rd to US 87) | | | CN | | | 14,342.4 | | | | | NH | | 1,924.8 | 12,417.7 | 14,342.4 | |
| <i>MDT</i> | | Total | | 0.0 | 0.0 | 14,842.4 | 0.0 | 0.0 | 0.0 | 0.0 | | | 1,991.9 | 12,850.6 | 14,842.4 | |
| Totals | | | | 109,711.9 | 18,092.0 | 58,069.9 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 23,520.3 | 162,353.5 | 185,873.8 |

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

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-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 2028+ | | | | | |
| Sponsor: MDT | | | | | | | | | | | | | | |
| I-90 Yellowstone River Bridges UPN 7972 | Reconstruction of Interstate bridges over the Yellowstone River | PE | 4,833.3 | | | | | | | BRIDGE | | 648.6 | 4,184.6 | 4,833.3 |
| | | PE | 722.2 | | | | | | IM* | | 63.3 | 658.9 | 722.2 | |
| | | PE | 801.4 | | | | | | NHFP | | 70.2 | 731.2 | 801.4 | |
| | | RW | 180.0 | | | | | | IM* | | 15.8 | 164.2 | 180.0 | |
| | | CN | 63,376.3 | 35.0 | | | | | BRIDGE | | 8,509.8 | 54,901.5 | 63,411.3 | |
| | | 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 | |
| MDT | RP 450 to 452.7 | Total | 91,622.3 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12,016.7 | 79,640.5 | 91,657.3 | |
| Totals | | | 91,622.3 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 12,016.7 | 79,640.5 | 91,657.3 | |

CN estimates include CE costs

*IM funding split is 91.24% Federal/8.76% State

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* | TA* | FWP | SUBTOTAL |
| Carryover | 7,164.8 | 12,767.4 | | | | | | | | | | | | 5,945.0 | | 25,877.2 |
| FFY 2024 | 1,435.8 | 2,489.8 | 2,297.5 | 19,858.5 | 0.0 | 0.0 | 0.0 | 0.0 | -851.2 | 1,781.3 | 500.0 | 932.6 | 790.0 | 375.0 | 29,609.3 | |
| FFY 2025 | 1,435.8 | 2,489.8 | 18,708.7 | 34,409.7 | 14,357.7 | 0.0 | 0.0 | 0.0 | 1,000.0 | 12.4 | 500.0 | 750.0 | 790.0 | 125.0 | 74,579.1 | |
| FFY 2026 | 1,435.8 | 2,489.8 | 2,268.7 | 17,414.9 | 0.0 | 80.8 | 0.0 | 0.0 | 747.4 | 2,858.3 | 500.0 | 750.0 | 790.0 | 125.0 | 29,460.6 | |
| FFY 2027 | 1,435.8 | 2,489.8 | 8,439.0 | 11,370.9 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 | 0.0 | 500.0 | 750.0 | 790.0 | 125.0 | 26,400.4 | |
| FFY 2028 | 1,435.8 | 2,489.8 | 45,512.5 | 13,438.3 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 | 0.0 | 500.0 | 750.0 | 790.0 | 125.0 | 65,541.3 | |
| TOTAL | 14,343.6 | 25,216.2 | 77,226.5 | 96,492.3 | 14,357.7 | 80.8 | 0.0 | 0.0 | 1,896.2 | 4,652.0 | 2,500.0 | 3,932.6 | 9,894.8 | 875.0 | 251,467.8 | |

| Federal | FTA 5307 | | FTA 5339 | | DISCRETIONARY 5339 | | FTA 5310 | | GAS TAX | | | TOTAL |
|-----------|----------|---------|----------|-------|--------------------|---------|----------|-------|---------|---------|---------|-----------|
| | Federal | Local | Federal | Local | Federal | Local | Federal | Local | CITY | COUNTY | OTHER** | |
| Carryover | 5,107.7 | | 1,011.2 | | 8,397.9 | | 0.0 | | | | | 40,394.0 |
| FFY 2024 | 2,500.0 | 3,290.6 | 480.0 | 325.9 | 0.0 | 1,409.6 | 162.4 | 28.7 | 1,739.8 | 313.8 | 998.6 | 40,858.5 |
| FFY 2025 | 2,500.0 | 1,648.8 | 480.0 | 115.0 | 0.0 | 0.0 | 180.8 | 45.2 | 1,739.8 | 313.8 | 1,830.6 | 83,433.0 |
| FFY 2026 | 2,500.0 | 1,648.8 | 480.0 | 27.0 | 0.0 | 0.0 | 180.8 | 45.2 | 1,726.8 | 324.8 | 998.6 | 37,392.5 |
| FFY 2027 | 2,500.0 | 1,648.8 | 480.0 | 99.9 | 0.0 | 0.0 | 180.8 | 45.2 | 1,779.9 | 299.1 | 998.6 | 34,432.6 |
| FFY 2028 | 2,500.0 | 1,648.8 | 480.0 | 60.0 | 0.0 | 0.0 | 180.8 | 45.2 | 1,726.8 | 324.8 | 998.6 | 73,506.1 |
| TOTAL | 17,607.7 | 9,885.6 | 3,411.2 | 627.7 | 8,397.9 | 1,409.6 | 885.6 | 209.5 | 8,713.1 | 1,576.2 | 5,824.9 | 310,016.8 |

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. Federal program funding availability may impact the scheduling of projects. Funding beyond 2024 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 2020-2022), TRANSADE, and CMAQ (match) makes up OTHER

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

| Project | Description | Phase | | | | | | Funding Source | | | Total Project Costs | |
|--|---|--------------|----------------|----------------|----------------|----------------|----------------|----------------|------------|----------------|---------------------|-----------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | | Federal |
| Sponsor | | | | | | | | | | | | |
| <i>Carryover (Federal)</i> | | | | 7,164.8 | 8,600.6 | 4,668.4 | 6,104.1 | 7,539.9 | | | | |
| <i>Estimated allocation (Federal)</i> | | | | 1,435.8 | 1,435.8 | 1,435.8 | 1,435.8 | 1,435.8 | | | | |
| Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i> | Construction of a new bridge over the Yellowstone River | CN | 5,000.0 | | | | | | | 671.0 | 4,329.0 | 5,000.0 |
| | | Total | 0.0 | 0.0 | 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> <i>MDT</i> | Reconstruction of existing Interchange | CN | | | 6,200.0 | | | | | 832.0 | 5,368.0 | 6,200.0 |
| | | Total | 0.0 | 0.0 | 6,200.0 | 0.0 | 0.0 | 0.0 | 0.0 | 832.0 | 5,368.0 | 6,200.0 |
| Service Operations Operating - 80% match <i>MET</i> | Transfer from CMAQ to 5307 | Transit | | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Project Adjustments/Closures | | | | | | | | | | | | |
| CMAQ Totals | | | 0.0 | 6,200.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,503.0 | 9,697.0 | 11,200.0 |
| Federal | | | 0.0 | 5,368.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| State | | | 0.0 | 832.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Ending Balance (Federal) | | | 8,600.6 | 4,668.4 | 6,104.1 | 7,539.9 | 8,975.6 | | | | | |

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

CN estimates include CE costs

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project Costs | |
|---|--|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|----------------|----------------|-----------------|---------------------|--|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | | | | |
| <i>Carryover</i> | | | | 12,767.4 | 15,257.2 | 15,317.2 | 17,807.0 | 20,296.7 | | | | | |
| <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) | UPN41990 Construction of Five Mile Rd | IC | 140.1 | | | | | | | 18.8 | 121.3 | 140.1 | |
| | | CN | 5,865.9 | | | | | | | 787.2 | 5,078.7 | 5,865.9 | |
| <i>MDT</i> | | Total | 6,006.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 806.0 | 5,200.1 | 6,006.1 | |
| Billings Bypass (Yellowstone River Bridge) | UPN41990 Construction of a new bridge over the Yellowstone River | | | | | | | | | | | | |
| | | CN | 11,364.2 | | | | | | | 1,525.1 | 9,839.1 | 11,364.2 | |
| <i>MDT</i> | | Total | 11,364.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,525.1 | 9,839.1 | 11,364.2 | |
| Billings Bypass (Johnson Lane Interchange) | UPN41990 Reconstruction of existing Interchange | | | | | | | | | | | | |
| | | CN | | | 2,429.7 | | | | | 326.1 | 2,103.7 | 2,429.7 | |
| <i>MDT</i> | | Total | 0.0 | 0.0 | 2,429.7 | 0.0 | 0.0 | 0.0 | 0.0 | 326.1 | 2,103.7 | 2,429.7 | |
| Adjustment/Closures | | | | | | | | | | | | | |
| STPU Totals | | | 0.0 | 2,429.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,657.2 | 17,142.9 | 19,800.0 | |
| Federal | | | 0.0 | 2,103.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| State | | | 0.0 | 326.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Balance | | | 15,257.2 | 15,317.2 | 17,807.0 | 20,296.7 | 22,786.5 | | | | | | |

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. CN estimates include CE costs

Interstate Maintenance (IM)

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project Costs | |
|--|--|--------------|-----------------|----------------|-----------------|----------------|----------------|-----------------|----------------|----------------|------------------|---------------------|------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | | | | |
| MDT-PREVENTATIVE MAINTENANCE - IM | Maintenance - Striping, Durable Pave Marking, Pavement Pres. | All | | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | | 657.0 | 6,843.0 | | 7,500.0 |
| <i>MDT</i> | | Total | | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 0.0 | 657.0 | 6,843.0 | | 7,500.0 |
| Johnson Lane Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | 0.3 | 3.6 | | 4.0 |
| UPN | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP 455- 455.5 | Total | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 3.6 | | 4.0 |
| Lockwood Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | 0.3 | 3.6 | | 4.0 |
| UPN | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP 452.6- 453.1 | Total | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 3.6 | | 4.0 |
| 27TH ST. Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | 0.3 | 3.6 | | 4.0 |
| UPN | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP 449.9- 450.4 | Total | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 3.6 | | 4.0 |
| South Billings Blvd Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | 0.3 | 3.6 | | 4.0 |
| UPN | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP 447- 447.5 | Total | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 3.6 | | 4.0 |
| King Ave West Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | 0.3 | 3.6 | | 4.0 |
| UPN | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP 446.2- 446.4 | Total | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 3.6 | | 4.0 |
| Zoo Drive Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.5 | | | | | | 0.4 | 4.1 | | 4.5 |
| UPN | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP 443.1- 443.7 | Total | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 4.1 | | 4.5 |
| Billings Bypass - Johnson Lane Intch | Reconstruction of existing | CN | | | 16,440.0 | | | | | 1,440.1 | 14,999.9 | | 16,440.0 |
| UPN 4199-007 | Interchange | | | | | | | | | | | | |
| <i>MDT</i> | I-90 RP | Total | 0.0 | 0.0 | 16,440.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,440.1 | 14,999.9 | | 16,440.0 |
| I-90 Yellowstone River Bridges | Bridge Replacement | PE | 722.2 | | | | | | | 63.3 | 658.9 | | 722.2 |
| UPN 7972 | | RW | 180.0 | | | | | | | 15.8 | 164.2 | | 180.0 |
| <i>MDT</i> | I-90 RP 450.09 to 452.73 | CN | 4,384.0 | | | | | | | 384.0 | 4,000.0 | | 4,384.0 |
| | | Total | 5,286.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 463.1 | 4,823.2 | | 5,286.3 |
| Mossmain Intch - West Blgs Intch | Pavement Preservation | PE | 910.5 | | | | | | | 79.8 | 830.8 | | 910.5 |
| UPN 9198 | Not all locations inside MPO boundary | CN | 24,304.8 | 16.2 | | | | | | 2,130.5 | 22,190.5 | | 24,321.0 |
| <i>MDT</i> | I-90 RP 437.12 to 446.7 | Total | 25,215.3 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,210.3 | 23,021.2 | | 25,231.5 |
| Lockwood Interchange - Billings | Capital Construction | PE | 3,331.2 | | | | | | | 291.8 | 3,039.4 | | 3,331.2 |
| UPN 9978 | Improvements to Lockwood Interchange | RW | | | 768.7 | | | | | 67.3 | 701.4 | | 768.7 |
| <i>MDT</i> | I-90 RP 450 to RP 453.5 | IC | | | | 768.7 | | | | 67.3 | 701.4 | | 768.7 |
| | | CN | | | | | 44,012.5 | | | 3,855.5 | 40,157.0 | | 44,012.5 |
| | | Total | 3,331.2 | 0.0 | 768.7 | 768.7 | 0.0 | 44,012.5 | 0.0 | 4,282.0 | 44,599.2 | | 48,881.2 |
| I-90 CULVERTS - BILLINGS AREA | Culvert Replacement | PE | | 757.0 | | | | | | 66.3 | 690.7 | | 757.0 |
| UPN 10427 | Not all locations inside MPO boundary | CN | | | | | 6,939.0 | | | 607.9 | 6,331.2 | | 6,939.0 |
| <i>MDT</i> | I-90 RP 413 to 528 | Total | 0.0 | 757.0 | 0.0 | 0.0 | 6,939.0 | 0.0 | 0.0 | 674.2 | 7,021.8 | | 7,696.0 |
| IM TOTAL | | | 33,832.8 | 2,297.5 | 18,708.7 | 2,268.7 | 8,439.0 | 45,512.5 | 0.0 | 9,728.8 | 101,330.5 | | 111,059.3 |

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

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

*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

| Project | Description | Phase | Funding Source | | | | | | | Total Project Costs | | |
|--|--|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|---------------------|------------------|------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | | State | Federal |
| Sponsor | | | | | | | | | | 13.42% | 86.58% | |
| MDT- PREVENTATIVE MAINTENANCE - NH | Maintenance - Striping, Durable Pavement Marking, Pavement Pres. | 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 |
| Heights Main St. | Striping and Durable Pavement Marking BR 1-90/US-87 RP 0 to 4.7 | OT | | 140.7 | | | | | | 18.9 | 121.8 | 140.7 |
| <i>UPN</i> | | Total | 0.0 | 140.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MDT</i> | | | | | | | | | | 18.9 | 121.8 | 140.7 |
| 27th St. | Striping and Durable Pavement Marking MT-3 RP 0 to 3.3 | OT | | 142.2 | | | | | | 19.1 | 123.1 | 142.2 |
| <i>UPN</i> | | Total | 0.0 | 142.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MDT</i> | | | | | | | | | | 19.1 | 123.1 | 142.2 |
| Zoo Drive Interchange | Striping and Durable Pavement Marking Zoo Drive RP 0 to 0.9 | OT | | 55.5 | | | | | | 7.5 | 48.1 | 55.5 |
| <i>UPN</i> | | Total | 0.0 | 55.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MDT</i> | | | | | | | | | | 7.5 | 48.1 | 55.5 |
| King Ave West | Striping and Durable Pavement Marking King Ave West RP 2.5 to 3.1 | OT | | 22.5 | | | | | | 3.0 | 19.4 | 22.5 |
| <i>UPN</i> | | Total | 0.0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MDT</i> | | | | | | | | | | 3.0 | 19.4 | 22.5 |
| Old Laurel Road | Striping and Durable Pavement Marking BR 1-90 RP 0 to 0.7 | OT | | 16.6 | | | | | | 2.2 | 14.4 | 16.6 |
| <i>UPN</i> | | Total | 0.0 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MDT</i> | | | | | | | | | | 2.2 | 14.4 | 16.6 |
| Billings Bypass | New construction | PE | 8,074.0 | 1,300.0 | | | | | | 1,258.0 | 8,116.0 | 9,374.0 |
| <i>UPN 4199-000</i> | | RW | 3,573.0 | 6,550.0 | | | | | | 1,358.5 | 8,764.5 | 10,123.0 |
| <i>MDT</i> | | IC | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | Total | 11,647.0 | 7,850.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,616.5 | 16,880.5 | 19,497.0 |
| Billings Bypass - Yellowstone River Bridge | New construction of bridge over the Yellowstone River | IC | | 416.2 | | | | | | 55.9 | 360.4 | 416.2 |
| <i>UPN 4199-003</i> | | CN | | 18,261.7 | | | | | | 2,450.7 | 15,810.9 | 18,261.7 |
| <i>MDT</i> | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,506.6 | 16,171.3 | 18,677.9 |
| 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 |
| <i>UPN 4199-004</i> | | CN | | | 14,342.4 | | | | | 1,924.8 | 12,417.7 | 14,342.4 |
| <i>MDT</i> | | Total | 0.0 | 0.0 | 14,842.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1,991.9 | 12,850.6 | 14,842.4 |
| Billings Bypass - RR O'pass | New construction of RR O'pass | IC | | 764.4 | 469.2 | | | | | 165.6 | 1,068.1 | 1,233.6 |
| <i>UPN 4199-005</i> | | CN | | 16,929.6 | 520.0 | | | | | 2,341.7 | 15,107.9 | 17,449.6 |
| <i>MDT</i> | | Total | 17,694.0 | 989.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,507.3 | 16,176.0 | 18,683.2 |
| 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 |
| <i>UPN 4199-006</i> | | CN | | 8,252.8 | | | | | | 1,107.5 | 7,145.3 | 8,252.8 |
| <i>MDT</i> | | Total | 0.0 | 9,252.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,241.7 | 8,011.1 | 9,252.8 |
| Billings Bypass - Johnson Lane Intch | Reconstruction of existing Interchange RP 455.5 | IC | | 4,121.1 | | | | | | 553.1 | 3,568.1 | 4,121.1 |
| <i>UPN 4199-007</i> | | CN | | | 3,800.0 | | | | | 510.0 | 3,290.0 | 3,800.0 |
| <i>MDT</i> | | Total | 4,121.1 | 0.0 | 3,800.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,063.0 | 6,858.1 | 7,921.1 |
| Billings Bypass - (RR O'pass to Yellowstone R) | New construction of roadway connection from existing Interchange to the bridge over the railroad | CN | | 7,726.3 | | | | | | 1,036.9 | 6,689.4 | 7,726.3 |
| <i>UPN4199-008</i> | | Total | 7,726.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,036.9 | 6,689.4 | 7,726.3 |
| <i>MDT</i> | | | | | | | | | | | | |
| Exposition Dr. & 1st Ave. N. Blgs | Intersection Improvements | PE | | 1,537.3 | | | | | | 206.3 | 1,331.0 | 1,537.3 |
| <i>UPN 7908</i> | | CN | | | 9,098.4 | | | | | 1,221.0 | 7,877.4 | 9,098.4 |
| <i>MDT</i> | | Total | 1,537.3 | 0.0 | 9,098.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1,427.3 | 9,208.4 | 10,635.7 |
| Underpass Ave. Improvements | Intersection Improvements | PE | | | | | | | | 0.0 | 0.0 | 0.0 |
| <i>UPN 8669</i> | | CN | | 10,763.2 | | | | | | 1,444.4 | 9,318.8 | 10,763.2 |
| <i>MDT</i> | | Total | 10,763.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,444.4 | 9,318.8 | 10,763.2 |
| Airport Rd. & Main St. - Blgs | Intersection Improvements | OT | | 295.6 | | | | | | 39.7 | 255.9 | 295.6 |
| <i>UPN 8718</i> | | PE | | 2,229.8 | 389.0 | | | | | 351.4 | 2,267.4 | 2,618.8 |
| <i>MDT</i> | | RW | | | | 61.2 | | | | 8.2 | 53.0 | 61.2 |
| | | IC | | | | 153.1 | | | | 20.5 | 132.5 | 153.1 |
| | | CN | | | | | 8,122.9 | | | 1,090.1 | 7,032.8 | 8,122.9 |
| <i>MDT</i> | | Total | 2,525.4 | 389.0 | 0.0 | 214.3 | 8,122.9 | 0.0 | 0.0 | 1,510.0 | 9,741.7 | 11,251.6 |
| 1st Ave. N - N 9th to RR Xing | Reconstruction of roadway Major Rehab | PE | | 2,984.3 | | | | | | 400.5 | 2,583.8 | 2,984.3 |
| <i>UPN 9022</i> | | RW | | | | 59.8 | | | | 8.0 | 51.8 | 59.8 |
| <i>MDT</i> | | IC | | | | | 59.8 | | | 8.0 | 51.8 | 59.8 |
| | | CN | | | | | | 12,438.3 | | 1,669.2 | 10,769.1 | 12,438.3 |
| <i>MDT</i> | | Total | 2,984.3 | 0.0 | 0.0 | 59.8 | 59.8 | 12,438.3 | 0.0 | 2,085.8 | 13,456.4 | 15,542.2 |
| Zoo Drive Improvements | Intersection Improvements I-90 RP 442.9 to 444.3 U-1011 RP 2.36 to 3.04 | PE | | 499.7 | | | | | | 67.1 | 432.7 | 499.7 |
| <i>UPN 9597</i> | | CN | | | 5,037.6 | | | | | 676.0 | 4,361.6 | 5,037.6 |
| <i>MDT</i> | | Total | 499.7 | 0.0 | 5,037.6 | 0.0 | 0.0 | 0.0 | 0.0 | 743.1 | 4,794.2 | 5,537.3 |
| 1st Ave. N - RR Xing to Broadway | Reconstruction of roadway Major Rehab | PE | | 831.1 | | | | | | 111.5 | 719.5 | 831.1 |
| <i>UPN 9880</i> | | RW | | | 12.4 | | | | | 1.7 | 10.8 | 12.4 |
| <i>MDT</i> | | IC | | | 255.6 | | | | | 34.3 | 221.3 | 255.6 |
| | | CN | | | | 8,338.2 | | | | 1,119.0 | 7,219.2 | 8,338.2 |
| <i>MDT</i> | | Total | 831.1 | 0.0 | 268.1 | 8,338.2 | 0.0 | 0.0 | 0.0 | 1,266.5 | 8,170.8 | 9,437.3 |
| 1st Ave. N - Broadway to Division | Reconstruction of roadway Major Rehab | PE | | 840.7 | | | | | | 112.8 | 727.8 | 840.7 |
| <i>UPN 9881</i> | | RW | | | 12.6 | | | | | 1.7 | 10.9 | 12.6 |
| <i>MDT</i> | | IC | | | 350.6 | | | | | 47.1 | 303.6 | 350.6 |
| | | CN | | | | 7,725.6 | | | | 1,036.8 | 6,688.8 | 7,725.6 |
| <i>MDT</i> | | Total | 840.7 | 0.0 | 363.2 | 7,725.6 | 0.0 | 0.0 | 0.0 | 1,198.3 | 7,731.2 | 8,929.5 |
| Montana Ave Crosswalks - BLGS | Sidewalk Improvements ADA compliance | PE | | 128.2 | | | | | | 17.2 | 111.0 | 128.2 |
| <i>UPN 9998</i> | | RW | | | | 25.6 | | | | 3.4 | 22.2 | 25.6 |
| <i>MDT</i> | | IC | | | | 51.3 | | | | 6.9 | 44.4 | 51.3 |
| | | CN | | | | | 2,188.2 | | | 293.7 | 1,894.5 | 2,188.2 |
| <i>MDT</i> | | Total | 128.2 | 0.0 | 0.0 | 76.9 | 2,188.2 | 0.0 | 0.0 | 321.2 | 2,072.2 | 2,393.3 |
| NH TOTAL | | | 79,976.2 | 19,858.5 | 34,409.7 | 17,414.9 | 11,370.9 | 13,438.3 | 0.0 | 23,682.1 | 152,786.5 | 176,468.5 |

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.

*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)*

Funding shown in thousands of dollars

| Project Sponsor | Description | Phase | Funding | | | | | | Funding Source | | | Total Project Costs | |
|--|--|----------|-----------------|------------|-----------------|------------|------------|------------|----------------|------------|----------------|---------------------|-----------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Billings Bypass (Johnson Lane Interchange) MDT | Reconstruction of existing Interchange | CN | | | 14,357.7 | | | | | | 1,257.7 | 13,100.0 | 14,357.7 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 | |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 | |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 | |
| | Total | | 0.0 | 0.0 | 14,357.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,257.7 | 13,100.0 | 14,357.7 |
| I-90 Yellowstone River Bridges UPN 7972 MDT | Reconstruction of Interstate bridges | PE CN | 801.4 | | | | | | | | 70.2 | 731.2 | 801.4 |
| | | | 17,325.0 | | | | | | | | 1,517.7 | 15,807.3 | 17,325.0 |
| | | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | Total | | 18,126.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,587.9 | 16,538.6 | 18,126.4 |
| NHFP TOTAL | | | 18,126.4 | 0.0 | 14,357.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,845.6 | 29,638.6 | 32,484.2 |

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)

Funding shown in thousands of dollars

| Project Sponsor | Description | Phase | Funding | | | | | | Funding Source | | | Total Project Costs | |
|---|---|-------|----------------|----------------|------------|-------------|-------------|------------|----------------|------------|--------------|---------------------|----------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| (Yellowstone River Bridge) UPN 4199003 BBP MDT | Construction of a new bridge over the Yellowstone River | CN | 12.9 | | | | | | | | 12.9 | 0.0 | 12.9 |
| | | | Total | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 |
| Lockwood Interchange UPN 9588 MDT | Interchange Improvement Study RP 450 to 455.3 | OT | 1,446.8 | | | | | | | | 194.2 | 1,252.6 | 1,446.8 |
| | | | Total | 1,446.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 194.2 | 1,252.6 |
| South Billings Blvd UPN MDT | Roadway Striping RP 0 to 1.3 | OT | 55.3 | | | | | | | | 7.4 | 47.9 | 55.3 |
| | | | Total | 55.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | 47.9 |
| Johnson Lane Interchange UPN MDT | Roadway Striping RP 0 to 10.6 | OT | 10.6 | | | | | | | | 1.4 | 9.2 | 10.6 |
| | | | Total | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 9.2 |
| SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary MDT | Install safety improvement: signs, delineation, chevrons Various Locations | CN | | | | 80.8 | | | | | 10.8 | 70.0 | 80.8 |
| | | | Total | 0.0 | 0.0 | 0.0 | 80.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 70.0 |
| TOTALS | | | 1,525.6 | 0.0 | 0.0 | 80.8 | 0.0 | 0.0 | 0.0 | 0.0 | 226.8 | 1,379.7 | 1,606.4 |

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project Costs | |
|--------------------|-------------|-------|----------|------|------|------|------|------|----------------|--------|---------|---------------------|-----|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | 13.42% | 13.42% | 86.58% | |
| No New Projects | | Total | | | | | | | | | | | |
| STPP TOTALS | | | 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)

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project | |
|-----------------|-------------|-------|----------|------|------|------|------|------|----------------|-------|---------|---------------|-----|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | | 10.00% | 90.00% | |
| No New Projects | | Total | | | | | | | | | | | |
| TOTALS | | | 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

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project Costs |
|---------------------------------------|---|--------------|-----------------|-----------------|----------------|--------------|--------------|--------------|----------------|----------------|-----------------|---------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | |
| Sponsor | | | | | | | | | | 10.00% | 90.00% | |
| 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 | 923.3 | | | | | | | 92.3 | 831.0 | 923.3 |
| UPN 8052 | | RW | 1,530.0 | | | | | | | 153.0 | 1,377.0 | 1,530.0 |
| | | IC | 415.1 | | | | | | | 41.5 | 373.6 | 415.1 |
| | ST SEC RTE 532 | CN | 4,050.1 | | | | | | | 405.0 | 3,645.1 | 4,050.1 |
| <i>MDT</i> | RP 15.4 to 15.7 | Total | 6,918.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 691.9 | 6,226.7 | 6,918.6 |
| SF 169 RIMROCK & 62ND ST W | Intersection Improvements - Roundabout | PE | 863.9 | | | | | | | 86.4 | 777.5 | 863.9 |
| UPN 9383 | | IC | 1,175.7 | -108.5 | | | | | | 106.7 | 960.5 | 1,067.2 |
| | | CN | 8,113.4 | -1,412.9 | | | | | | 670.1 | 6,030.5 | 6,700.6 |
| <i>MDT</i> | U1034 RP 2.4-2.8 | Total | 10,153.0 | -1,521.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 863.2 | 7,768.5 | 8,631.7 |
| ZOO DRIVE IMPROVEMENTS - BL | Safety Improvements for Traffic Op | PE | | | | | | | | 0.0 | 0.0 | 0.0 |
| UPN 9597 | | CN | | | 500.0 | | | | | 50.0 | 450.0 | 500.0 |
| <i>MDT</i> | Various Locations | Total | 0.0 | 0.0 | 500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 450.0 | 500.0 |
| SF189 SOUTH D5 SAFETY IMPRV | Warning signs and flashers | PE | 16.9 | | | | | | | 1.7 | 15.2 | 16.9 |
| UPN 9912 | Not all locations inside MPO boundary using 10% for costs | | | 170.2 | | | | | | 17.0 | 153.2 | 170.2 |
| <i>MDT</i> | Various Locations | Total | 16.9 | 170.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.7 | 168.4 | 187.1 |
| SF 209 BILLINGS DIST SIGNS | install safety improvement: signs, delineation, chevrons | PE | 44.8 | | | | | | | 4.5 | 40.3 | 44.8 |
| UPN 10299 | Not all locations inside MPO Boundary | CN | | | | 247.4 | | | | 24.7 | 222.7 | 247.4 |
| <i>MDT</i> | Various Locations | Total | 44.8 | 0.0 | 0.0 | 247.4 | 0.0 | 0.0 | 0.0 | 29.2 | 263.0 | 292.2 |
| HSIP Totals | | | 17,133.4 | -851.2 | 1,000.0 | 747.4 | 500.0 | 500.0 | 0.0 | 1,903.0 | 17,126.7 | 19,029.6 |

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

| Project | Description | Phase | Program Schedule | | | | | | Funding Source | | | Total Project Costs |
|-------------------------------------|-------------------------|--------------|------------------|----------------|-------------|----------------|------------|------------|----------------|------------|-----------------|---------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | |
| Sponsor | | | | | | | | | | | | |
| BBP-YELLOWSTONE RIVER | New bridge construction | | | | | | | | | | | |
| UPN 4199-003 | | CN | 5,000.0 | | | | | | | | 0.0 | 0.0 |
| <i>MDT</i> | Statewide | Total | 5,000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 671.0 | 4,329.0 |
| I-90 Yellowstone River | | | | | | | | | | | | |
| UPN 7972 | | PE | 4,833.3 | | | | | | | | 648.6 | 4,184.6 |
| <i>MDT</i> | RP 2.7 to 3.0 | CN | 63,376.3 | 35.0 | | | | | | | 8,509.8 | 54,901.5 |
| | | Total | 68,209.6 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,158.4 | 59,086.1 |
| BR PRES COLUMBUS JOLIET AV | Minor bridge rehab | | | | | | | | | | | |
| UPN 9552 | | PE | 168.9 | | | | | | | | 22.7 | 146.3 |
| One project in MPO | Using 33% for costs | IC | | | | | | | | | 0.0 | 0.0 |
| <i>MDT</i> | U-1033 RP 0.9 to 1.1 | CN | | 1,746.3 | | | | | | | 234.4 | 1,512.0 |
| | | Total | 168.9 | 1,746.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 257.0 | 1,658.3 |
| SHILOH RD / I-90 BRIDGE - BL | Bridge rehab | | | | | | | | | | | |
| UPN 9720 | | PE | 309.9 | | | | | | | | 41.6 | 268.3 |
| <i>MDT</i> | U-1031 RO 5.0 to 5.3 | IC | | | 12.4 | | | | | | 1.7 | 10.7 |
| | | CN | | | | 2,858.3 | | | | | 383.6 | 2,474.7 |
| | | Total | 309.9 | 0.0 | 12.4 | 2,858.3 | 0.0 | 0.0 | 0.0 | 0.0 | 426.8 | 2,753.8 |
| MONTANA AVE OVERPASS- BIL | Bridge rehab | | | | | | | | | | | |
| UPN 9913 | | PE | 43.3 | | | | | | | | 5.8 | 37.5 |
| <i>MDT</i> | N113 RP1.82 TO 1.92 | CN | 1,092.3 | | | | | | | | 146.6 | 945.7 |
| | | Total | 1,135.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 152.4 | 983.2 |
| BR TOTAL | | | 74,824.1 | 1,781.3 | 12.4 | 2,858.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10,665.7 | 68,810.4 |

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

| Project | Description | Phase | Program Schedule | | | | | | Funding Source | | | Total Project Costs |
|------------------------------------|-------------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|----------------|------------|--------------|---------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | |
| Sponsor | | | | | | | | | | | | |
| URBAN PAVEMENT PRESERVATION | | | | | | | | | | | | |
| <i>MDT</i> | Various Locations | ALL | | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | | 335.5 | 2,164.5 |
| | | Total | 0.0 | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | 0.0 | 335.5 | 2,164.5 |
| UPP TOTAL | | | 0.0 | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | 0.0 | 335.5 | 2,164.5 |

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project Costs | |
|---------------------------------------|---------------------------------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|----------------|------------|----------------|---------------------|----------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | 13.42% | 13.42% | 86.58% | |
| 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 |
| Underpass Ave. Improvements | Intersection Improvements | PE | 1,093.6 | | | | | | | | 146.8 | 946.8 | 1,093.6 |
| | | RW | 150.0 | -17.4 | | | | | | | 17.8 | 114.8 | 132.6 |
| | | IC | 452.9 | | | | | | | | 60.8 | 392.1 | 452.9 |
| UPN 8669 | | CN | 1,154.4 | | | | | | | | 154.9 | 999.5 | 1,154.4 |
| <i>MDT</i> | RP .51 to .72 | Total | 2,850.9 | -17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 380.2 | 2,453.2 | 2,833.4 |
| Mossmain Intch-West Blgs Inch | Pavement Preservation | CN | 554.4 | | | | | | | | 74.4 | 480.0 | 554.4 |
| UPN 9198 | Not all locations inside MPO bound | Total | 554.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 74.4 | 480.0 | 554.4 |
| <i>MDT</i> | I-90 RP 437.12 to 446.7 | | | | | | | | | | | | |
| ATSPM - MAIN STREET (BILLINGS) | INT UPGRADE/SIGNALS | OT | 221.0 | | | | | | | | 29.7 | 191.4 | 221.0 |
| UPN 10400 | | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| <i>MDT</i> | Various Locations | Total | 221.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.7 | 191.4 | 221.0 |
| BILLINGS DISTRICT ADA UPGRAD | ADA upgrades | PE | 25.2 | | | | | | | | 3.4 | 21.8 | 25.2 |
| | Not all locations inside MPO boundary | CN | | 200.0 | | | | | | | 26.8 | 173.2 | 200.0 |
| UPN 10431 | using 10% for costs | Total | 25.2 | 200.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.2 | 195.0 | 225.2 |
| <i>MDT</i> | Various Locations | | | | | | | | | | | | |
| Total | | | 3,651.5 | 932.6 | 750.0 | 750.0 | 750.0 | 750.0 | 0.0 | 0.0 | 1,017.8 | 6,566.3 | 7,584.1 |

CN estimates include CE costs

Transportation Alternatives

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | Funding Source | | | Total Project Costs | |
|------------------------------------|----------------------------------|--------------|------------|----------------|----------------|----------------|----------------|----------------|--------------|------------|---------------------|----------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | | Federal |
| Sponsor | | | | | | | | | | | | |
| Carryover | | | | 5,945.0 | 5,797.7 | 6,587.7 | 1,936.1 | 2,726.0 | | | | |
| Estimated Allocation (TA) | | | | 790.0 | 790.0 | 790.0 | 790.0 | 790.0 | | | | |
| STAGECOACH TRAIL - BILLINGS | Shared use path | PE | | 820.0 | | | | | 110.0 | | 710.0 | 820.0 |
| UPN 10432 | | CN | | | | 5,285.0 | | | 709.2 | | 4,575.8 | 5,285.0 |
| <i>MDT/Locals</i> | Skyline Trail to Zimmerman Trail | Total | 0.0 | 820.0 | 0.0 | 5,285.0 | 0.0 | 0.0 | 819.3 | 0.0 | 5,285.7 | 6,105.0 |
| SIDEWALKS - LOCKWOOD | Sidewalk construction | PE | | 262.5 | | | | | 35.2 | | 227.3 | 262.5 |
| UPN 10433 | | CN | | | | 1,000.0 | | | 134.2 | | 865.8 | 1,000.0 |
| <i>MDT/Locals</i> | Old Hardin Road | Total | 0.0 | 262.5 | 0.0 | 1,000.0 | 0.0 | 0.0 | 169.4 | 0.0 | 1,093.1 | 1,262.5 |
| TA TOTALS | | | 0.0 | 1,082.5 | 0.0 | 6,285.0 | 0.0 | 0.0 | 988.7 | 0.0 | 6,378.8 | 7,367.5 |
| Federal | | | 0.0 | 937.2 | 0.0 | 5,441.6 | 0.0 | 0.0 | | | | |
| Local | | | 0.0 | 145.3 | 0.0 | 843.4 | 0.0 | 0.0 | | | | |
| Balance | | | | 5,797.7 | 6,587.7 | 1,936.1 | 2,726.0 | 3,516.0 | | | | |

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project Costs |
|----------------------------------|---------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|------------|--------------|---------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | |
| Sponsor | | | | | | | | | | | | |
| Rec Trails Program | Trail Construction | All | | | 125.0 | 125.0 | 125.0 | 125.0 | 100.0 | | 400.0 | 500.0 |
| <i>Local</i> | Various | Total | 0.0 | 0.0 | 125.0 | 125.0 | 125.0 | 125.0 | 100.0 | 0.0 | 400.0 | 500.0 |
| Rose Park Trail, Phase 1 | New Trail Construction | PE | 25.0 | | | | | | 5.0 | | 20.0 | 25.0 |
| | Local match sourced from cash | CN | 100.0 | | | | | | 20.0 | | 80.0 | 100.0 |
| <i>City of Billings/TrailNet</i> | in-kind contributions | Total | 125.0 | 0.0 | 0.0 | 0 | 0 | 0 | 25.0 | 0.0 | 100.0 | 125.0 |
| Rose Park Trail, Phase 2 | Continuation of Rose Park Trail | PE | | 25.0 | | | | | 5.0 | | 20.0 | 25.0 |
| | | CN | | 100.0 | | | | | 20.0 | | 80.0 | 100.0 |
| <i>City of Billings/TrailNet</i> | | Total | 0.0 | 125.0 | 0.0 | 0 | 0 | 0 | 25.0 | 0.0 | 100.0 | 125.0 |
| Lillis Park Trail Connect | Trail reconstruction | PE | | 25.0 | | | | | 5.0 | | 20.0 | 25.0 |
| | | CN | | 100.0 | | | | | 20.0 | | 80.0 | 100.0 |
| <i>City of Billings</i> | | Total | 0.0 | 125.0 | 0.0 | 0 | 0 | 0 | 25.0 | 0.0 | 100.0 | 125.0 |
| Big Ditch Trail Extension | Trail reconstruction | PE | | 25.0 | | | | | 5.0 | | 20.0 | 25.0 |
| | | CN | | 100.0 | | | | | 20.0 | | 80.0 | 100.0 |
| <i>City of Billings</i> | | Total | 0.0 | 125.0 | 0.0 | 0 | 0 | 0 | 25.0 | 0.0 | 100.0 | 125.0 |
| Total | | | 125.0 | 375.0 | 125.0 | 125.0 | 125.0 | 125.0 | 200.0 | 0.0 | 800.0 | 1,000.0 |

* pending award

Earmarks

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | | Funding Source | | | Total Project | |
|------------------------|-----------------|--------------------------------|--------------|-----------------|------------|------------|------------|------------|----------------|------------|----------------|-----------------|-----------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | | | | |
| Billings Bypass | UPN41990 | Environmental Impact Statement | PE | 14,598.6 | | | | | | | 1,959.1 | 12,639.5 | 14,598.6 |
| | | Preliminary Engineering | RW | 7,847.0 | | | | | | | 1,053.1 | 6,793.9 | 7,847.0 |
| <i>MDT</i> | | Right of Way Acquisition | Total | 22,445.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,012.2 | 19,433.4 | 22,445.6 |
| | | | Total | 22,445.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,012.2 | 19,433.4 | 22,445.6 |

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | Funding Source | | | Total Estimated Obligation |
|---|-------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|------------|-----------------|----------------------------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 20% | State | Federal 80% | |
| Sponsor | | | | | | | | | | | |
| Carryover | | | 5,107.7 | 2,500.0 | 2,500.0 | 2,500.0 | 2,500.0 | | | | |
| Allocation (Estimated)(Fed Share) | | | 2,500.0 | 2,500.0 | 2,500.0 | 2,500.0 | 2,500.0 | | | | |
| Bus & Passenger Amenities/ Equipment | | | | | | | | | | | |
| Supportive Equipment | | | | | | | | | | | |
| Facilities/Amenities | | | | | | | | | | | |
| Security Related Capital (1% minimum) | | | 10.5 | 31.3 | 31.3 | 31.3 | 31.3 | 27.1 | | 108.4 | 135.5 |
| Met Transit | | Total | 10.5 | 31.3 | 31.3 | 31.3 | 31.3 | 27.1 | | 108.4 | 135.5 |
| Transit Operations*** | | | | | | | | | | | |
| Fleet/Facility Preventive Maintenance | 80/20 Match | | 1,557.1 | 762.5 | 762.5 | 762.5 | 762.5 | 921.4 | | 3,685.7 | 4,607.1 |
| ADA Paratransit (20% of apportionment) | 80/20 Match | | 1,461.0 | 625.0 | 625.0 | 625.0 | 625.0 | 792.2 | | 3,168.8 | 3,961.0 |
| Fixed Route | 50/50 Match | | 5,369.8 | 2,730.0 | 2,730.0 | 2,730.0 | 2,730.0 | 8,144.9 | | 8,144.9 | 16,289.8 |
| Met Transit | | Total | 8,387.8 | 4,117.5 | 4,117.5 | 4,117.5 | 4,117.5 | 9,858.5 | 0.0 | 14,999.3 | 24,857.8 |
| Purchase buses | | | | | | | | | | | |
| Replacement Buses | | | | | | | | | | | |
| Expansion Buses | | | | | | | | | | | |
| Met Transit | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| SECTION 5307 TOTALS* | | | 8,398.3 | 4,148.8 | 4,148.8 | 4,148.8 | 4,148.8 | 9,885.6 | 0.0 | 15,107.7 | 24,993.3 |
| Federal | | | 5,107.7 | 2,500.0 | 2,500.0 | 2,500.0 | 2,500.0 | | | | |
| Local | | | 3,290.6 | 1,648.8 | 1,648.8 | 1,648.8 | 1,648.8 | | | | |
| Ending Balance (Federal) | | | 2,500.0 | 2,500.0 | 2,500.0 | 2,500.0 | 2,500.0 | | | | |

Full 5307 apportionment

\$2,500,000

| Project 1 - Operating Assistance | FTA Amount | Local | Total | FTA Share | Local Share |
|---|---------------------|---------------------|---------------------|-----------|--|
| ALI 30.09.01 - Up to 50% share Operating Assistance | \$ 1,365,000 | \$ 1,365,000 | \$ 2,730,000 | 50.00% | 50.00% |
| ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security) | \$ 25,000 | \$ 6,250 | \$ 31,250 | 80.00% | 20.00% * at least 1% of allocation amount |
| ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service | \$ 500,000 | \$ 125,000 | \$ 625,000 | 80.00% | 20.00% *up to 20% of total allocation if 3 criteria is met |
| ALI 11.7A.00 - Preventative Maintenance | 610,000 | 152,500 | 762,500 | 80.00% | 20.00% |
| Total P2 | \$ 2,500,000 | \$ 1,648,750 | \$ 4,148,750 | | |

*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.

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | Funding Source | | | Total Estimated Obligation |
|--|--|-------|----------------|--------------|--------------|--------------|--------------|----------------|------------|----------------|----------------------------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 20% | State | Federal 80% | |
| Sponsor | | | | | | | | | | | |
| <i>Carryover</i> | | | 1,011.2 | 15.4 | 7.3 | 351.3 | 375.2 | | | | |
| <i>Allocation (Estimated)</i> | | | 480.0 | 480.0 | 480.0 | 480.0 | 480.0 | | | | |
| Rolling Stock | Replacement | | 688.8 | 113.0 | 113.0 | 226.0 | 0.0 | | | | |
| <i>Met Transit</i> | 85/15 match for ADA | | 688.8 | 113.0 | 113.0 | 226.0 | 0.0 | 171.1 | | 969.7 | 1,140.8 |
| Bus and Bus Technology | Upgrade | | 182.9 | | | | | | | | |
| <i>Met Transit</i> | | | 182.9 | 0.0 | 0.0 | 0.0 | 0.0 | 36.6 | | 146.3 | 182.9 |
| Bus Facilities and Support | Facility items, construction, technology, amenities, support equipment, etc. | | 750.0 | 30.0 | | 280.0 | 250.0 | | | | |
| <i>Met Transit</i> | | | | 250.0 | | | | | | | |
| | | | | 50.0 | 50.0 | 50.0 | 50.0 | | | | |
| | | | 750.0 | 330.0 | 50.0 | 330.0 | 300.0 | 352.0 | | 1,408.0 | 1,760.0 |
| Bus Facilities Security System | Upgrade | | 180.0 | 160.0 | | | | | | | |
| <i>Met Transit</i> | | | 180.0 | 160.0 | 0.0 | 0.0 | 0.0 | 68.0 | | 272.0 | 340.0 |
| Bus, Facilities, and Technology | Upgrade facilities, replace buses, add technology | | | | | | | | | | |
| <i>Met Transit</i> | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| SECTION 5339 TOTALS | | | 1,801.7 | 603.0 | 163.0 | 556.0 | 300.0 | 627.7 | 0.0 | 2,796.0 | 3,423.7 |
| | Federal | | 1,475.8 | 488.1 | 136.1 | 456.1 | 240.0 | | | | |
| | Local | | 325.9 | 115.0 | 27.0 | 99.9 | 60.0 | | | | |
| | Balance | | 15.4 | 7.3 | 351.3 | 375.2 | 615.2 | | | | |

PROJECTS

| 2024 | 2025 | 2026 | 2027 | 2028 |
|---------------------------------|--|---------------------|--------------------------------------|--------------------------------------|
| Overage bus diesel/electric | Paratransit Vehicle | Paratransit Vehicle | 2 Paratransit Vehicles | |
| AVL system | | | | |
| Facility Remodel | Support Vehicle, Bus Wash, Bus Stop Improvements | Bus Stops | Transfer Center Amenities, Bus Stops | Transfer Center Amenities, Bus Stops |
| Admin Building Security Cameras | Transfer Center Security Cameras | | | |

Federal Transit Administration Section 5339 Discretionary Funding

| Project | Description | Phase | | | | | | Funding Source | | | Total Estimated Obligation |
|-------------------------------|---------------------|--------------|----------------|------------|------------|------------|------------|----------------|-------|----------------|----------------------------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 15% | State | Federal 85% | |
| Sponsor | | | | | | | | | | | |
| <i>Carryover</i> | | | 8,397.9 | | | | | | | | |
| <i>Allocation</i> | 5339b/LowNo | | 0.0 | | | | | | | | |
| Rollingstock | Replace buses | | 5,400.0 | | | | | | | | |
| <i>MET Transit</i> | 85/15 match for ADA | Total | 5,400.0 | 0.0 | 0.0 | 0.0 | 0.0 | 810.0 | | 4,590.0 | 5,400.0 |
| Bus and Bus Facilities | Technology | | 465.0 | | | | | | | | |
| <i>MET Transit</i> | Facility Remodel | | 2,302.0 | | | | | | | | |
| | Training | | 20.1 | | | | | | | | |
| | Training Capital | | 210.8 | | | | | | | | |
| | 80/20 Rate | Total | 2,997.9 | 0.0 | 0.0 | 0.0 | 0.0 | 599.6 | | 2,398.3 | 2,997.9 |
| SECTION 5339 TOTALS | | | 8,397.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1,409.6 | | 6,988.3 | 8,397.9 |
| | Federal | | 6,988.3 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| | Local | | 1,409.6 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| | Balance | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

PROJECTS

| 2024 | 2025 | 2026 | 2027 | 2028 |
|--------------------------|------|------|------|------|
| 4 Diesel Buses | | | | |
| 4 Electric Buses | | | | |
| Electric Chargers | | | | |
| METroplex Remodel | | | | |
| Bus Simulator & Training | | | | |

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | Funding Source | | | Total Estimated Obligation |
|---|--|--------|--------------|--------------|--------------|--------------|--------------|-----------------|-------|-------------------|----------------------------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 15/20% | State | Federal 85/80% | |
| Sponsor | | | | | | | | | | | |
| <i>Carryover</i> | | | 0.0 | 63.5 | 108.6 | 153.7 | 198.8 | | | | |
| <i>Allocation (Estimated)</i> | | | 225.9 | 225.9 | 225.9 | 225.9 | 225.9 | | | | |
| Paratransit Vehicles | Purchase vehicles (ADA and Cutaway) for MET and other Coordination members as applicable | Purch. | 113.0 | | | | | 17.0 | | 96.1 | 113.0 |
| | | Purch. | 78.0 | | | | | 11.7 | | 66.3 | 78.0 |
| <i>Met Transit and Coordination Group</i> | | | 191.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.7 | | 162.4 | 191.0 |
| Traditional and Non-Traditional Projects | Projects to support identified community needs but may also be used for vehicles | Purch. | | 226.0 | 226.0 | 226.0 | 226.0 | 180.8 | | 723.2 | 904.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| <i>Coordination Members</i> | | | 0.0 | 226.0 | 226.0 | 226.0 | 226.0 | 180.8 | | 723.2 | 904.0 |
| | | 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 |
| SECTION 5310 TOTALS | | | 191.0 | 226.0 | 226.0 | 226.0 | 226.0 | 209.5 | | 885.6 | 1,095.0 |
| Federal | | | 162.4 | 180.8 | 180.8 | 180.8 | 180.8 | | | | |
| Local | | | 28.7 | 45.2 | 45.2 | 45.2 | 45.2 | | | | |
| Balance | | | 63.5 | 108.6 | 153.7 | 198.8 | 243.9 | | | | |

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

PROJECTS

| | 2024 | 2025 | 2026 | 2027 | 2028 |
|-----------------------|------|---|---|---|---|
| MET ADA Transit Van | | | | | |
| YCCOA ADA Transit Van | | | | | |
| | | Projects determined based on annual Coordination Plan | Projects determined based on annual Coordination Plan | Projects determined based on annual Coordination Plan | Projects determined based on annual Coordination Plan |
| | | | | | |

Transade (State Funded)

Funding shown in thousands of dollars

| Project | Description | Phase | | | | | | State Funded | Total Estimated |
|-------------------------------|-------------|-------|--------------|--------------|--------------|--------------|--------------|----------------|-----------------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | 100% | |
| <i>Carryover</i> | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| <i>Allocation (Estimated)</i> | | | 348.9 | 250.0 | 250.0 | 250.0 | 250.0 | 1,348.9 | 1,348.9 |
| Transit Operations | Operating | | 348.9 | 250.0 | 250.0 | 250.0 | 250.0 | 1,348.9 | |
| <i>Met Transit</i> | | | 348.9 | 250.0 | 250.0 | 250.0 | 250.0 | 1,348.9 | 1,348.9 |
| STATE TOTALS | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,348.9 | 1,348.9 |

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.billingsmt.gov/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.billingsmt.gov/117/Agendas-Minutes> . The MPO published a Public Hearing Notice in the Yellowstone County News on January 26 & February 2, 2024 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Tuesday, February 27, 2024.

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 8, 2024 Attendance at Meeting: TAC Members, Planning Staff Public Comment period |
| YC Planning Board: | Tuesday, February 27, 2024 Attendance at Meeting: Planning Board members, Planning Staff Public Comment period |
| Billings City Council: | Monday, March 11, 2024 Attendance at Meeting: City Council Members, Staff Public Comment period |
| YC Board of Commissioners: | Tuesday, March 12, 2024 Attendance at Meeting: Commissioners, Staff Public Comment period |
| Policy Coordinating Committee: | March 19, 2024 Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period |

Public Participation Plan City of Billings MET Transit and the Billings MPO

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 (April 2022) 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>

The Billings Metropolitan Planning Organization's (MPOs) [Public Participation Plan](#) (PPP) is intended to meet the Federal Highway Act of 1973 requirement to provide a cooperative, comprehensive, and continuing transportation planning and decision-making process. The MPO acts as a liaison between local governments, communities, residents, and the State and Federal Departments of Transportation (DOTs). The MPO currently operates under the U.S. DOT's IIJA (Infrastructure Investment and Jobs Act).

The Yellowstone County Planning Board (YCPB) is the designated MPO and oversees transportation planning for the Billings Urban Area. The area encompasses the City of Billings as well as a planning area extending approximately 4.5 miles outside the city limits.

The MPO is committed to the concept that planning is a community-based effort. In support of this, the MPO Public Participation Plan (PPP), defines a process that ensures reasonable opportunity for all interested parties to participate in the planning process.

This PPP serves two main purposes. The first is to provide the public with a guidebook for how and when they can participate in local and regional transportation planning and decision-making. Secondly, it outlines the policies and procedures for public engagement committed by the MPO. It is the intent of the MPO to consistently inform and engage the public throughout the regional planning process from the development of planning policies to the conceptual stages of planning projects through the adoption of formal planning documents.

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 450.336;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Billings, Montana
Metropolitan Planning Organization

Woody Woods, Planning Board President /Date

TIP Reference Sheet by Funding Source

Multiple Funding

4199000 – Billings Bypass – defer to district for discussion on any section of the bypass

Pre-2024 shows actual programmed costs, FY2024 shows what is anticipated to be programmed.

4199002 – Billings Bypass Five Mile Road

CN was finalized in 22

4199003 – Billings Bypass Yellowstone River Bridge

Pre-2024 shows actual programmed costs.

4199007 – Billings Bypass Johnson Lane Interchange

CN will be programmed in FY25

4199005 – Billings Bypass Railroad Overpass

Pre-2024 shows actual programmed costs, FY2024 shows what is anticipated to be programmed

4199008 - Billings Bypass - (Johnson Ln Intch-RR O'pass)

Split from RR O'Pass Unit 005 Authorized CN in 2022.

4199006 – Billings Bypass Johnson Lane Interchange to RR O'pass

Expected programming in FY24

4199004 – Billings Bypass Five Mile Rd to US 87

Expected programming in FY25

7972 – I-90 Yellowstone River Bridges - Reconstruction of Interstate bridges over the Yellowstone River

Small modification in FY24. Project still active.

CMAQ

4199007 – Billings Bypass Johnson Lane Interchange

CN to be programmed in FY25

Added CMAQ Service Operations for MET Transit transfer for operating.

STPU

4199002 – Billings Bypass Five Mile Road

See note above

4199003 - Billings Bypass Yellowstone River Bridge

See note above

4199007 – Billings Bypass Johnson Lane Interchange

See note above

IM

7 projects for durable pavement markings to be done in FY24 from MDT maintenance.

4199007 – Billings Bypass Johnson Lane Interchange

See note under Multiple funded tab

7972 – I-90 Yellowstone River Bridges – bridge replacement

Finalized PE in 2022. Project still active

9198 – Mossmain Interchange West Billings Interchange – pavement preservation

Small modification in FY24.

NH

5 preventative maintenance projects to be done in FY24 from MDT maintenance, including striping and durable pavement markings.

4199000 – Billings Bypass

See note under Multiple funded tab

4199003 – Billings Bypass Yellowstone River Bridge

See note under Multiple funded tab

4199004 – Billings Bypass Five Mile Rd to US 87

See note under Multiple funded tab

4199005 – Billings Bypass Railroad Overpass

See note under Multiple funded tab

4199006 – Billings Bypass Johnson Lane Interchange to RR O'pass

See note under Multiple funded tab

4199007 – Billings Bypass Johnson Lane Interchange

See note under Multiple funded tab

4199008 - Billings Bypass - (Johnson Ln Intch-RR O'pass)

See note under Multiple funded tab

7908 - Exposition Dr. & 1st Ave. N. Blgs - Intersection Improvements

Pre-2024 shows actual programmed costs. CN programmed in FY25.

8669 - Underpass Ave. Improvements - Intersection Improvements

Project still active

NH continued

8718 - Airport Rd. & Main St. – Blgs - Intersection Improvements

Additional PE programmed in FY24. RW and IC will be programmed in FY26, CN will be programmed in FY27.

9022 - 1st Ave. N - N 9th to RR Xing – reconstruction of roadway

Pre-2024 shows actual programmed costs. RW will be programmed in FY26, IC in FY27, CN in FY28.

9557 - Zoo Drive Improvements - Intersection Improvements

CN will be programmed in FY25

9880 - 1st Ave. N - RR Xing to Broadway – reconstruction of roadway

RW and IC will be programmed in FY25, CN will be programmed in FY26

9881 - 1st Ave. N - Broadway to Division – reconstruction of roadway

RW and IC will be programmed in FY25, CN will be programmed in FY26

NHFP

4199007 – Billings Bypass Johnson Lane Interchange

See note under Multiple funded tab

7972 – I-90 Yellowstone River Bridges – reconstruction of interstate bridges

See note under Multiple funded tab

STPS-STPX-SFCN

MDT Maintenance section has two striping projects

4199003 – Billings Bypass Yellowstone River Bridge

See note in multiple funded tab

9588 – Lockwood Interchange – interchange improvement study

Project still active

10299 - SF 209 BILLINGS DIST SIGNS – safety improvement and signage

CN will be programmed in FY26. Not all locations inside the MPO boundary

RRS

HSIP

8052 - SF 129 - Rndabout King 56th – intersection improvements and roundabout

Active project, left in TIP.

9383 - SF 169 RIMROCK & 62ND ST W – intersection improvements and roundabout

CN was authorized in FY23 and awarded in FY24 for less, funds were returned

9597 - ZOO DRIVE IMPROVEMENTS – BLGS - Safety Improvements for Traffic Operations

CN will be programmed in FY25

9912 - SF189 SOUTH D5 SAFETY IMPRV – warning signs and flashers

CN will be programmed in FY24. Not all locations inside the MPO boundary, using 10% of costs

10299 - SF 209 BILLINGS DIST SIGNS – safety improvement and signage

CN will be programmed in FY26. Not all locations inside the MPO boundary

BR

7972 – I-90 Yellowstone River Bridges – new bridge construction

See note under multiple funded tab

9552 - Bridge Preservation Columbus Joliet Area – minor bridge rehab

One bridge project located inside MPO boundary, CN programmed in FY24. Using 33% for costs

9720 - SHILOH RD / I-90 BRIDGE – BLGS – bridge rehab

IC will be programmed in FY25, CN will be programmed in FY26.

9913 - MONTANA AVE OVERPASS- BILLINGS – bridge rehab

Active project, still in TIP

UPP

Placemark for any future projects

MACI

8669 - Underpass Ave. Improvements - Intersection Improvements

Funding was authorized pre 2024 and RW was finalized and returned funds in FY24.

9198 – Mossmain Interchange – pavement preservation

Small portion of MACI under CN, project still active

10400 - ATSPM - MAIN STREET (BILLINGS) – INT upgrades and signals

Active project

10431 – BILLINGS DISTRICT ADA UPGRADES – ADA upgrades

Not all in the MPO boundary. CN will be programmed in FY24, using 10% for costs

TA Transportation Alternatives

Showing the new allocation with beginning balance of carryover.

10432 – STAGECOACH TRAIL – BILLINGS – shared path

PE will be programmed on FY24, CN will be programmed in FY26

10433 – SIDEWALKS – LOCKWOOD – sidewalk construction

PE will be programmed in FY24, CN will be programmed in FY26

Earmark

4199000 – Billings Bypass

See note under multiple funded tab

Transit

5307 Formula – Updated estimated apportionments in FY24-28 with match breakdown between fixed route, ADA paratransit, preventative maintenance, and security projects.

5339 Formula- Updated the estimated allocations for FY24-28. Rolling stock allocation section updated for FY24-27. Bus and Bus Technology allocation and project descriptions updated for FY24. Bus Facilities and Support allocations and project descriptions updated for FY24-28. Bus Facilities Security System allocation and description updated for FY24-25.

5339 Competitive Funding – All projects obligated, and notations complete for FY24.

FTA Section 5310 – Allocation and awards updated for Paratransit Vehicles for FY24. Estimated allocations added for FY25-28.

TRANSADE (STATE FUNDED) – Allocations updated for Transit Operations FY24 and estimated allocations for FY25-28.

Acronyms

| | |
|-------------------------|--|
| BR | Bridge Replacement and Rehabilitation Program |
| CMAQ | Congestion Mitigation and Air Quality |
| CN | Construction |
| CO | Carbon Monoxide |
| EARMARK | Congressionally Directed Funds |
| 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 |
| HSIP | Highway Safety Improvement Program |
| IC | Incidental Construction |
| IIJA | Infrastructure Investment and Jobs Act |
| 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 |
| NHPB | National Highway System Bridge Program |
| PCC | Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area. |
| PE | Preliminary Engineering |
| 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 |
| RRS | Railroad Crossing |
| SFCN | 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 |
| STPB | Surface Transportation Program Bridge |
| STPE | Surface Transportation Program Enhancements |
| STPP | Surface Transportation Program Primary |
| STPU | Surface Transportation Program Urban |
| STPX | Surface Transportation Program Off-System |
| TA | Transportation Alternatives |
| TAC | Technical Advisory Committee |
| 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. |
| TSP | Total Suspended Particulate |
| UPP | Urban Pavement Preservation |