

## **\*\*ATTENTION\*\***

The City Council meeting will be held in a hybrid format that may include both in-person AND virtual attendance via Zoom. Unless they have cause to appear virtually, Councilmembers will attend the meeting in person in Council Chambers, fifth floor of City Hall, 316 N. 26th Street. In order to honor the Right of Participation and the Right to Know in Article II, Sections 8 and 9, of the Montana Constitution, the City of Billings and City Council are making every effort to meet the requirements of the open meeting laws.

Citizens are invited to:

- . Review the Agenda Packet on the City's website at: [www.billingsmt.gov](http://www.billingsmt.gov) and click on "Your Government," "City Council," and "Agendas & Minutes".
- . View the meeting:
  - . On Community 7 TV - Channel 7 or Channel 507 -- Spectrum Cable. *(On evenings when there is a conflict with School District No. 2 Board meetings, the City Council meeting will be broadcast on Channel 8 - Spectrum Cable.)* Channel 7 or Channel 978 - TDS Fiber.
  - . Online at [www.comm7tv.com](http://www.comm7tv.com) and click on the "Watch Live" icon. Community 7 also has links to their Facebook page and YouTube channel.
  - . On the City's website at [www.billingsmt.gov](http://www.billingsmt.gov) and click on "Watch Meetings Online" on the homepage.
  - . In-Person.

Citizens may submit public comment via the following methods:

- . Mail: City Clerk, P.O. Box 1178, Billings, MT 59103
- . Email: [Council@billingsmt.gov](mailto:Council@billingsmt.gov).
  - . Emails received after 3:00 PM on the day of the meeting, may be posted on the Council's webpage the following day for public viewing.
- . Attend the meeting in person

Please contact Denise Bohlman, City Clerk, at [bohlmand@billingsmt.gov](mailto:bohlmand@billingsmt.gov), or at 406.657.8210, with any questions.



**VISION STATEMENT:**  
"The Magic City: A diverse,  
welcoming community  
where people prosper and  
business succeeds."

## WORK SESSION AGENDA

COUNCIL CHAMBERS  
316 N. 26th St.

APRIL 7, 2025

5:30 P.M.

CALL TO ORDER: Mayor Cole

### **CLOSED EXECUTIVE SESSION (4:30 PM - 5:30 PM)**

**PUBLIC COMMENT ON ALL ITEMS.** This is the time to comment on any matter (Agenda or Non-Agenda) falling within the scope of the Billings City Council. There will also be time in conjunction with each agenda item for public comment relating to that item. You may only speak once for each item during the meeting.

Please note, the City Council cannot take action on any item of significant interest to the public that does not appear on the agenda. Comments are limited to three (3) minutes during each public comment period or as set by the Mayor. **Speaker sign-in required.** Please sign the roster at the cart located at the back of the Council chambers or at the podium.

1. **Billings Industrial Revitalization District (BIRD).**  
-Public Comment
2. **Federal Funding Priority - Grand Avenue.**  
-Public Comment
3. **2024-2028 Transportation Improvement Program (TIP) Amendment 2.**  
-Public Comment
4. **Police Department annual report.**  
-Public Comment
5. **Fire Department annual report.**  
-Public Comment
6. **Airport Authority.**  
-Public Comment

**LEGISLATIVE UPDATE:**

**HIGHLIGHT UPCOMING AGENDA ITEMS OF COUNCIL INTEREST:**

**COUNCIL DISCUSSION:**

**PUBLIC COMMENT on "NON-AGENDA ITEMS".** Speaker Sign-in required. *(Restricted to ONLY items not on this printed agenda. Comments are limited to 3 minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium.)*

**ADJOURN:**

Note:

- This meeting is an "informal" meeting of the City Council. The content of the Agenda is subject to change at the meeting.
- In the event there is a Closed Executive Session, the sole purpose is to discuss litigation strategy. The other parties to the case(s) discussed are not public bodies or associations as described in Section 2-3-203(1) and (2), MCA. The meeting is closed, as allowed by Section 2-3-203(4) (a), MCA, "to discuss a strategy to be followed with respect to litigation when an open meeting would have a detrimental effect on the litigating position" of the City of Billings.

**City Council Work Session**

**Date:** 04/07/2025  
**Title:** BIRD Non-Profit Status and Transition Plan - BIRD Board Members Presenting  
**Presented by:** Chris Kukulski, City Administrator  
**Department:** City Hall Administration  
**Presentation:** Yes  
**Legal Review:** No  
**Project Number:** N/A

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**RECOMMENDATION**

Members of the current BIRD Board will share an important update regarding BIRD's nonprofit status and its commitment to ensuring the organization's long-term sustainability as an advisory board to the city council. No action is needed at this time as this is an informational item. The board wanted to provide an update on their status since they have a funding recommendation coming to the Council on April 14.

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

The BIRD has always been dedicated to driving economic development, enhancing infrastructure, and fostering community engagement within the EBURD.

In 2006, BIRD was originally classified as a 501(c)(6) trade association. However, after undergoing an IRS audit, it was determined that our organization should have been classified as a 501(c)(3) nonprofit from 2008. This reclassification became necessary once we began receiving funding from the City of Billings--our primary source of revenue--and significantly shifted our mission. After consulting with a tax accountant and reviewing our structure, we confirmed that transitioning to a 501(c)(3) is essential to align with our mission and ensure access to critical funding opportunities.

We are sharing the following outline to provide clarity and transparency on the steps the BIRD has taken, where we are in the process, and how we are maintaining alignment with our responsibilities under the Memorandum of Understanding (MOU) with the City.

**Plan Outline: Addressing IRS Audit Findings and Transition to 501(c)(3) Status****I. Initial Audit and Response**

- Audit Notification: Received notice of an IRS audit.
- Document Gathering and Submission: All requested documentation was compiled and submitted to the IRS.
- Audit Outcome:
  - Melissa Zimmerman, former Board Secretary, received the IRS's determination that the audit failed.
  - The entire board was formally notified on February 14th at board training.
  - On February 14th:
    - Melissa Zimmerman stepped down as Board Secretary after 3 years of service.
    - Lucy Aspinwall stepped down as Board Treasurer after 3 years of service.
  - On March 18th, Sam Westerman stepped down as Board President after 10 years of service, including 4 years as President and prior service as Treasurer and Vice President.

**II. Action Plan Development**

- Initial Planning Meeting: Convened immediately following the audit findings to assess next steps.
- Tax Accountant Consultation:
  - Met on March 14th to:
    - Confirm findings.
    - Determine next steps.
    - Address historical compliance issues.
- City Staff Meeting: Met with Wyeth Friday on March 19th at 9:00 a.m. to discuss implications and ensure alignment.III. Transition to 501(c)(3) Status
  - Decision to Pursue 501(c)(3):
    - Due to time constraints and the inability to retain previous status.
    - Required for compliance with the MOU to manage TIF funds.

- Purpose:
  - Comply with IRS regulations.
  - Secure eligibility for funding opportunities.
  - Continue BIRD's mission effectively.
- Organizational Restructuring:
  - Filed new Articles of Incorporation.
  - Acquired a new business license and EIN.
  - Constructed new bylaws, mission statement, and vision to reflect the organization's evolving goals and compliance needs.
  - Submitted an expedited 501(c)(3) application, including a detailed explanation of:
    - Impact on operations.
    - Why BIRD does not currently hold the proper status.
    - The urgency of the change.

#### IV. Communication and Transparency

- Ongoing City Staff Communication:
  - We have maintained ongoing, collaborative communication with Wyeth Friday, who has been informed at every key step.
  - We have also kept open and transparent lines of communication with Andy Ziller, Gina (City Attorney), Denise, and Chris Kukulski to ensure they are aware of developments and feel welcome to provide input or ask questions at any point in the process.
- City Council Appearance:
  - Scheduled for April 7th.
  - We are providing this update now to allow Council and staff approximately two weeks to review the information, ask questions, and engage with our board ahead of the meeting.
  - We will continue providing updates and return to City Council once the 501(c)(3) status is finalized to formally announce the change.
- Appreciation:
  - We deeply appreciate the City's support and the professionalism of City staff throughout this process.

This transition is not a reflection on the performance of our current staff. The issues stem from the original organizational structure, and we are now actively taking all necessary steps to correct them. Our staff continues to carry out the mission of BIRD with professionalism and commitment to the district. We look forward to continued collaboration and are available for any questions or follow-up you may have.

#### **ALTERNATIVES**

No action by City Council is expected at this meeting as this is information only.

#### **FISCAL EFFECTS**

There are no immediate fiscal effects on the City or BIRD with this situation and the transition plan. The plan outline addressing the IRS Audit Findings and Transition to 501(c)(3) Status provided in the Background Section of this memo and BIRD Board letter attached to this memo provide details on the process.

#### **SUMMARY**

As an advisory board to the city council, the BIRD board is updating the Council on their status.

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#### **Attachments**

BIRD 501(c)(3) Letter



BILLINGS INDUSTRIAL REVITALIZATION DISTRICT

Dear Billings City Council and Staff,

We want to share an important update regarding BIRD's nonprofit status and our commitment to ensuring the organization's long-term sustainability. As many of you know, BIRD has always been dedicated to driving economic development, enhancing infrastructure, and fostering community engagement within our district.

In 2006, BIRD was originally classified as a 501(c)(6) trade association. However, after undergoing an IRS audit, it was determined that our organization should have been classified as a 501(c)(3) nonprofit from 2008. This reclassification became necessary once we began receiving funding from the City of Billings—our primary source of revenue—and significantly shifted our mission. After consulting with a tax accountant and reviewing our structure, we confirmed that transitioning to a 501(c)(3) is essential to align with our mission and ensure access to critical funding opportunities.

We are sharing the following outline to provide clarity and transparency on the steps we've taken, where we are in the process, and how we are maintaining alignment with our responsibilities under the Memorandum of Understanding (MOU) with the City.

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  - We deeply appreciate the City's support and the professionalism of City staff throughout this process.

This transition is not a reflection on the performance of our current staff. The issues stem from the original organizational structure, and we are now actively taking all necessary steps to correct them. Our staff continues to carry out the mission of BIRD with professionalism and commitment to the district.

We look forward to continued collaboration and are available for any questions or follow-up you may have.

Thank you for your ongoing partnership and support of BIRD and the greater EBURD community.  
Sincerely,

Keith Robinson – President, BIRD

*Keith Robinson*

Matthew McDonnell – Vice President, BIRD

*Matthew McDonnell*

## City Council Work Session

**Date:** 04/07/2025  
**Title:** Request to MDT for Federal Funding Priority - Grand Avenue  
**Presented by:** Lora Mattox  
**Department:** Planning & Community Services  
**Presentation:** Yes  
**Legal Review:** Not Applicable  
**Project Number:** N/A

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### RECOMMENDATION

Staff recommends the City Council hear a presentation on the request to add Grand Avenue from 41<sup>st</sup> Street West to 62<sup>nd</sup> Street West as a federal funding priority. The Council at the April 14, 2025 meeting will act on the request and forward a recommendation to the Policy Coordinating Committee (PCC). The PCC is scheduled to meet on April 15, 2025.

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

The Metropolitan Planning Organization (MPO) is responsible for coordinating regional transportation planning and allocating federal funds to eligible projects. MPO sponsorship is required for local projects seeking federal funding through programs such as the Surface Transportation Program - Urban (STPU) and the Congestion Mitigation and Air Quality (CMAQ) program. Sponsorship ensures the project meets federal eligibility requirements and allows it to compete for funding.

In March 2023, the Policy Coordinating Committee (PCC) approved a request to the Montana Department of Transportation (MDT) to add Grand Avenue (from 41<sup>st</sup> Street West to 62<sup>nd</sup> Street West) and 62<sup>nd</sup> Street West (from Grand Avenue to just north of Rimrock Road) to the Urban Highway System. The MDT Highway Commission approved this request in April 2023, making the project eligible for federal funding. The PCC includes the Mayor of Billings, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Planning Board, and the MDT District Administrator.

Currently, portions of Grand Avenue remain a two-lane county road in a growing area lacking sidewalks and other multi-modal infrastructure. Increased traffic and the inability to separate left-turning vehicles present safety concerns. The project proposes upgrading Grand Avenue to city arterial standards, including a three-lane roadway, a multi-use path on one side, and a sidewalk on the other. The construction of this project will address several Safe Routes to School projects identified in the Phase 2 plan. Additional improvements include MET improvements for future transit service in the area, streetlights, a new traffic signal at 56<sup>th</sup> Street West, and stormwater infrastructure to manage roadway runoff and local development drainage. The addition of Grand Avenue to the federal funding priority list will allow the City of Billings to reconstruct Grand Avenue into a city standard arterial roadway.

### STAKEHOLDERS

The MPO's transportation planning process includes multiple opportunities for public input. The Planning Board, serving as the MPO, held a public hearing to collect feedback. Additional public comment opportunities will be available at Billings City Council, the Yellowstone County Commission, and PCC meetings.

To date, the following other meetings in the MPO process have occurred:

- On March 13<sup>th</sup>, the Technical Advisory Committee (internal meeting of TAC members, including City Public Works/Engineering, City MET Transit, City-County Planning Division/MPO staff, Yellowstone County Public Works, MDT, FHWA) met and recommended approval for the Grand Avenue project to be prioritized for federal funding. This recommendation is now being forwarded to the governing bodies for consideration.
- On March 25<sup>th</sup>, the Planning Board conducted a public hearing regarding the request to add Grand Avenue to the local federal funding priority. During the public hearing, no testimony was presented. The Planning Board on a unanimous vote is forwarding a recommendation for approval of the addition of Grand Avenue to the Federal funding priority list. This recommendation will be forwarded to the PCC for final action scheduled for April 15, 2025.

### ALTERNATIVES

No action required, presentation only.

### **FISCAL EFFECTS**

The Grand Avenue project is eligible for federal funding through Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program-Urban (STPU) programs. No direct impact on City or County budgets is anticipated, however, required developer contribution funding through the subdivision process is available as local contribution.

### **SUMMARY**

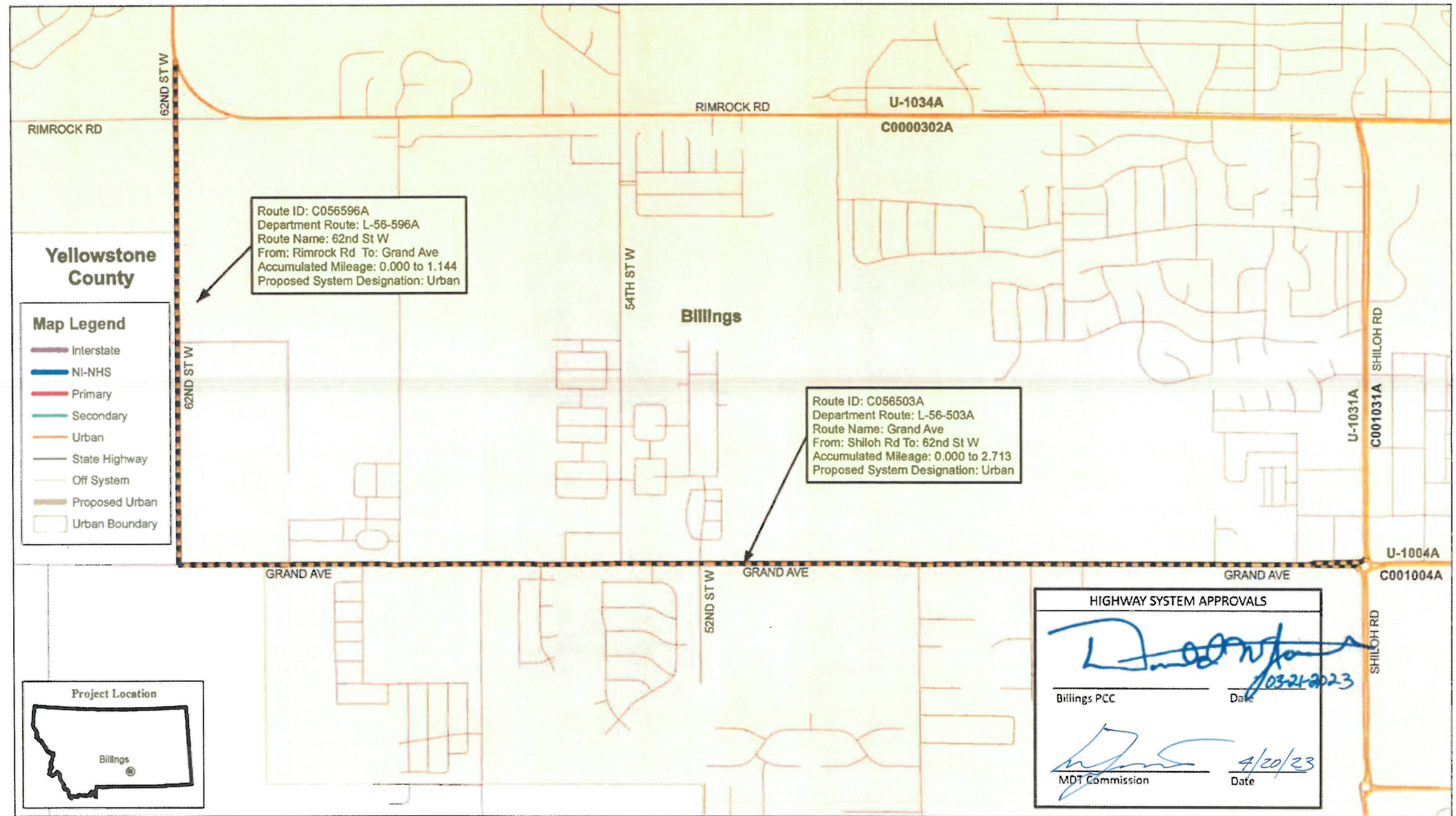
The Metropolitan Planning Organization (MPO) coordinates regional transportation planning and allocates federal funds to eligible projects, ensuring alignment with long-term transportation goals. In 2023, the Montana Department of Transportation (MDT) approved the addition of Grand Avenue to the Urban Highway System, enabling federal funding eligibility. The project aims to upgrade Grand Avenue from 41st Street West to 62nd Street West to city arterial standards, including a three-lane roadway, transit improvements for future bus service, a multi-use path, sidewalks, streetlights, a traffic signal, and stormwater improvements. Public input will be gathered through hearings and meetings. The City Council's approval is crucial to securing federal funds through programs like CMAQ and STPU, as a lack of sponsorship could delay the project due to local funding limitations.

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### **Attachments**

Urban System Map  
Request Letter

# ATTACHMENT C: PROPOSED URBAN HIGHWAY SYSTEM DESIGNATION - BILLINGS



Created: February 2023

Path: \\state\mdt\pdr\Helena\Planning\GeoInfo\ALTIS\Project\1Sys\_PC\_Change\_Maps



April 15, 2025

Mitch Buthod  
Statewide & Urban Planning Supervisor  
Montana Department of Transportation  
2701 Prospect Avenue  
Helena, MT 59620

**Subject: Request for Federal Funding Priority for Grand Avenue, Billings, Montana**

Dear Mr. Buthod,

On behalf of the Billings Metropolitan Planning Organization (MPO), the Policy Coordinating Committee members (City of Billings, Yellowstone County, Yellowstone County Planning Board, Montana Department of Transportation District 5) is formally requesting that Grand Avenue be designated as a priority for federal funding through the Surface Transportation Program – Urban (STPU) and Congestion Mitigation & Air Quality (CMAQ). As the MPO for the Billings urban area, we recognize the critical need to improve this corridor to support regional mobility, economic development, and safety.

Portions of Grand Avenue exist as a two-lane county road section in a growing area of the city that has no sidewalk or other multi-modal element. Increasing traffic levels on a narrow road and the inability to separate left-turning vehicles are a main safety concern. This project completes Grand Avenue to City arterial standards where the street has not been constructed between 41<sup>st</sup> Street West and 62nd Street West. Grand Avenue is proposed as a three-lane roadway from 41st Street West to 62nd Street West, including a transition west from Shiloh Road. The project will construct a separate, multi-use path on one side and a separated sidewalk on the opposite side of the roadway. Multi-modal improvements, including recommendations from the Safe Routes to School plan, will be considered and implemented. Streetlights will be installed along the roadway corridor. A new traffic signal is anticipated at Grand Avenue and 56th Street West. Additionally, stormwater improvements will be constructed with the project, which will serve the roadway runoff as well as developments within the area. This will result in an overall improvement to the functionality of the stormwater on Billings' west end.



**City Council Work Session**

**Date:** 04/07/2025  
**Title:** 2024-2028 Transportation Improvement Program (TIP) Amendment 2  
**Presented by:** Lora Mattox  
**Department:** Planning & Community Services  
**Presentation:** Yes  
**Legal Review:** Not Applicable  
**Project Number:** N/A

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**RECOMMENDATION**

Staff recommends the City Council receive a presentation of the 2024-2028 Transportation Improvement Program (TIP) Amendment 2. The City Council will be asked to forward a recommendation to the Policy Coordinating Committee (PCC) on the TIP Amendment at its April 14<sup>th</sup> meeting. The PCC is scheduled to take final action on the TIP at its meeting on April 15, 2025.

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

The Transportation Improvement Program (TIP) is a strategic plan outlining prioritized transportation projects within the Billings Metropolitan Organization (MPO) for 2024-2028. It facilitates the scheduling of federal funds for surface transportation, highlights regional priorities, and presents a short-term transportation vision. Additionally, it includes non-federally funded projects that do not require TIP approval to provide a big picture of the project activity of the MPO.

Periodic amendments are necessary to update project lists, funding allocations, and schedules. This amendment incorporates new projects, financial adjustments, and timing revisions based on funding availability and regional priorities.

**Key Updates in Amendment 2**

Changes are marked in red and green in the TIP tables.

**1. Project Additions**

- Grand Avenue (41st St. W -- 62nd St. W): Reconstruction of a 2-lane county road to meet City of Billings arterial standards.
- King Avenue & 48th St. W: MDT-sponsored safety project featuring a roundabout and operational improvements.
- Southern Riverfront Park Trail & Educational Signs: Placeholder for potential Recreation Trail Program grant funding.

**2. Financial Adjustments**

- Funding sources and allocations updated to reflect revised cost estimates and grant awards.
- Adjustments made to federal, state, and local funding contributions.

**3. Project Timing Revisions**

- Schedule updates due to funding shifts, permitting processes, or construction timelines.

**STAKEHOLDERS**

The review of the TIP will encompass the MPO's Transportation Planning Process, which provides multiple opportunities for public input, including a formal hearing at the Planning Board, and discussion meetings at City Council and BOCC, and public meetings at the Council and BOCC. Meeting activity to date includes:

On March 13, 2025, the Technical Advisory Committee met (this is an internal staff meeting) and recommended the governing bodies approve the 2024-2028 TIP Amendment 2. This recommendation is now being forwarded for Council, BOCC and Planning Board consideration.

On March 25, 2025, the Planning Board held a public hearing on the TIP Amendment request, during which no

testimony was presented. The Planning Board will submit its recommendation on the amendment to the PCC at its April 8, 2025 meeting.

#### **ALTERNATIVES**

Not applicable - presentation only.

#### **FISCAL EFFECTS**

A range of federal funding sources are 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.

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### **Attachments**

TIP Tables  
TIP Amd 2

# Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
<b>CMAQ</b>				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange <u>Grand Ave 41st to 62nd</u>	4199-007	Reconstruction of existing Interchange to a diverging diamond design <u>Reconstruction of existing roadway</u>	possible lag project	System performance - Efficiency System performance - Efficiency
<b>STPU</b>				
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed	System performance - Efficiency
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange <u>Grand Ave 41st to 62nd</u>	4199-007	Reconstruction of existing Interchange to a diverging diamond design <u>Reconstruction of existing roadway</u>	possible lag project	System performance - Efficiency System performance - Efficiency
<b>IM</b>				
MDT Preventative Maintenance I-90 Yellowstone River - Billings	7972	Pavement Preservation and Striping Bridge Replacement	Placeholder to allow project nominations	Bridge condition
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Pavement condition
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary	
<b>NH</b>				
MDT Preventative Maintenance Billings Bypass	4199-000	Pavement Preservation and Striping New Construction	Placeholder to allow project nominations 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		Safety - Reduce Fatalities & Serious Injuries
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		Safety - Reduce Fatalities & Serious Injuries
Underpass Ave. Improvements	8669	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction		
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
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		Safety - Reduce Fatalities & Serious Injuries

## Billings MPO Project List (Continued)

<b>NHFP</b>				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
<b>STPX, STPS, SFCN</b>				
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			
<b>STPP</b>				
<b>RRS</b>				
<b>HSIP</b>				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		Safety - Reduce Fatalities & Serious Injuries
SF 169 Rimrock & 62nd St. W	9383		Roundabout	Safety - Reduce Fatalities & Serious Injuries
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
SF 189 South D5 Safety Imprv	9912	Intersection Safety Improvements	Several intersections West End Billings using 10% for costs	Safety - Reduce Fatalities & Serious Injuries
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
<b>KING AVE &amp; 48TH STREET - BLGS</b>	<b>10643</b>	<b>Roundabout safety and operational improvements</b>	<b>split funded</b>	<b>Safety - Reduce Fatalities &amp; Serious Injuries</b>
<b>BR</b>				
Billings 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		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		Bridge condition
<b>UPP</b>				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
<b>MACI</b>				
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	CE only	

## Billings MPO Project List (Continued)

<b>CR</b>				
BILLINGS DISTRICT ADA UPGRADES Zoo Drive Improvements	10431 9597	Signal Improvements Intersection Improvements	CN only CN only	
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	
<b>TA</b>				
Stagecoach Trail		Shared use path		
Old Hardin Sidewalk		Sidewalk construction		
<b>FWP</b>				
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	
Southern Riverfront Park Trail*	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000	
Trailside Education Signs*	Local	Trail Signage	Recreational Trails Program \$47,000 Local \$12,000	
<b>EARMARK</b>				
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW	
<b>FTA 5307</b>				
<b>FTA 5339</b>				
<b>FTA 5310</b>				
<b>FTA 5311</b>				
<b>100 % LOCALLY FUNDED PROJECTS</b>				
Various Projects		Annual Operation and Maintenance		
<b>State Funded Maintenance</b>				
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 13.42%	Federal 86.58%	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
<b>Sponsor: MDT</b>														
<b>Billings Bypass</b>	<i>UPN4199000</i>	Environmental Impact Statement	PE-EIS	4,919.6								660.2	4,259.4	4,919.6
		Preliminary Engineering	PE	9,679.0								1,298.9	8,380.0	9,679.0
		Preliminary Engineering	PE	8,074.0		1,300.0						1,258.0	8,116.0	9,374.0
		Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0						2,411.6	15,558.4	17,970.0
		Utility Moves	IC									0.0	0.0	0.0
<i>MDT</i>		<b>Total</b>		<b>34,092.6</b>	<b>4,500.0</b>	<b>3,350.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>5,628.7</b>	<b>36,313.9</b>	<b>41,942.6</b>
<b>Billings Bypass</b>	<i>UPN4199002</i>	Construction of Five Mile Road	IC	156.8								21.0	135.8	156.8
<b>(Five Mile Road)</b>			CN	5,865.9								787.2	5,078.7	5,865.9
<i>MDT</i>		<b>Total</b>		<b>6,022.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>808.3</b>	<b>5,214.5</b>	<b>6,022.8</b>
<b>Billings Bypass</b>	<i>UPN4199003</i>	Construction of a new bridge over the Yellowstone River	IC	416.2	-90.8							43.7	281.8	325.5
<b>(Yellowstone River Bridge)</b>			CN	11,364.2								1,525.1	9,839.1	11,364.2
			CN	5,000.0								671.0	4,329.0	5,000.0
			CN	5,000.0								671.0	4,329.0	5,000.0
			CN	18,261.7	-1,755.6							2,215.1	14,291.0	16,506.1
			CN		12.9							12.9	0.0	12.9
<i>MDT</i>		<b>Total</b>		<b>40,055.0</b>	<b>-1,846.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>5,138.8</b>	<b>33,069.9</b>	<b>38,208.7</b>
<b>Billings Bypass</b>	<i>UPN4199007</i>	Reconstruction of existing Interchange	IC	4,121.1								553.1	3,568.1	4,121.1
<b>(Johnson Lane Interchange)</b>			CN				2,429.7					326.1	2,103.7	2,429.7
			CN				6,200.0					832.0	5,368.0	6,200.0
			CN				3,800.0					510.0	3,290.0	3,800.0
			CN				14,357.7					1,257.7	13,100.0	14,357.7
			CN				29,160.8					2,554.5	26,606.3	29,160.8
			CN									12.9	0.0	12.9
<i>MDT</i>		<b>Total</b>		<b>4,121.1</b>	<b>0.0</b>	<b>0.0</b>	<b>55,948.3</b>	<b>0.0</b>	<b>0.0</b>			<b>6,033.3</b>	<b>54,036.1</b>	<b>60,069.4</b>
<b>Billings Bypass</b>	<i>UPN4199005</i>	Construction of new bridge over railroad	IC	764.4	469.2							165.6	1,068.1	1,233.6
<b>(Railroad Overpass)</b>			CN	16,929.6	520.0							2,341.7	15,107.9	17,449.6
<i>MDT</i>		<b>Total</b>		<b>17,694.0</b>	<b>989.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>2,507.3</b>	<b>16,176.0</b>	<b>18,683.2</b>
<b>Billings Bypass</b>	<i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5							0.0	0.0	0.0
<i>MDT</i>		<b>Total</b>		<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>
<b>Billings Bypass</b>	<i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC		1,000.0							134.2	865.8	1,000.0
<b>(Johnson Lane Interchange to RR O'pass)</b>			CN		8,252.8							1,107.5	7,145.3	8,252.8
<i>MDT</i>		<b>Total</b>		<b>0.0</b>	<b>9,252.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>1,241.7</b>	<b>8,011.1</b>	<b>9,252.8</b>
<b>Billings Bypass</b>	<i>UPN4199004</i>	Construction of connection from Five Mile to US 87	IC							500.0		67.1	432.9	500.0
<b>(Five Mile Rd to US 87)</b>			CN							14,719.6		1,975.4	12,744.2	14,719.6
<i>MDT</i>		<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>		<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>
<b>Totals</b>				<b>109,711.9</b>	<b>12,173.2</b>	<b>3,350.0</b>	<b>55,948.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>	<b>0.0</b>	<b>24,340.5</b>	<b>172,062.5</b>	<b>196,402.9</b>

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

CN estimates include CE costs

moved from 24 to 25  
remaining rw moved from 24 to 25

Final

Final

moved to 26 from 25

increased costs for TCP

Final

moved from 25 to 29

moved from 25 to 29

# Projects with Multiple Funding Continued

## 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+
<b>Sponsor: MDT</b>														
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	2,074.9						BRIDGE		8,783.6	56,667.7	65,451.3
		CN	4,384.0							IM*		384.0	4,000.0	4,384.0
MDT	RP 450 to 452.7	CN	17,325.0						NHFP		2,325.0	15,000.0	17,325.0	
<b>Totals</b>		<b>Total</b>	<b>91,622.3</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>12,290.5</b>	<b>81,406.7</b>	<b>93,697.2</b>	

CN estimates include CE costs

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

modified costs

## KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
<b>Sponsor: MDT</b>														
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout	PE			600.0					CR		80.5	519.5	600.0
		RW					400.0			CR		53.7	346.3	400.0
		IC						400.0		CR		53.7	346.3	400.0
		CN							1,908.1	CR		256.1	1,652.0	1,908.1
		CN							1,600.0	HSIP		160.0	1,440.0	1,600.0
		MDT	U-1037 RP 16.5 to 16.7	CN						341.9	Local Contribution		341.9	0.0
<b>Totals</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>400.0</b>	<b>400.0</b>			<b>341.9</b>	<b>603.9</b>	<b>4,304.2</b>	

CN estimates include CE costs

HSIP split at 90/10%

New project

## Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
<b>Sponsor: MDT</b>														
Grand Avenue UPN	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6
		RW				1,260.0				STPU		169.1	1,090.9	1,260.0
		IC					1,500.0			STPU		201.3	1,298.7	1,500.0
		CN						16,985.7		STPU		2,279.5	14,706.2	16,985.7
		CN							3,426.8	CMAQ		459.9	2,966.9	3,426.8
MDT	41st St West to 62nd St West	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>20,412.4</b>			<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>	
<b>Totals</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>20,412.4</b>			<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>	

New project

# 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*	CR*	TA*	FWP	SUBTOTAL	
Carryover	7,186.9	12,767.4															5,945.0	25,899.3
FFY 2024	1,490.4	2,551.8	3,333.0	20,391.4	0.0	0.0	0.0	0.0	-669.0	3,634.7	500.0	807.5	388.4	790.0	349.6		33,567.7	
FFY 2025	1,489.8	2,551.8	3,168.7	14,609.9	0.0	69.7	0.0	0.0	1,336.4	12.4	500.0	750.0	1,728.2	790.0	184.1		27,190.9	
FFY 2026	1,489.8	2,551.8	31,429.5	17,429.4	14,357.7	84.6	0.0	0.0	742.7	0.0	500.0	750.0	0.0	790.0	125.0		70,250.5	
FFY 2027	1,489.8	2,551.8	7,769.4	17,815.0	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	400.0	790.0	125.0		32,690.9	
FFY 2028	1,489.8	2,551.8	52,769.9	39,638.3	0.0	0.0	0.0	0.0	2,100.0	2,824.2	500.0	750.0	2,308.1	790.0	125.0		105,846.9	
TOTAL	14,636.5	25,526.2	98,470.6	109,884.0	14,357.7	154.3	0.0	0.0	4,010.1	6,471.3	2,500.0	3,807.5	4,824.7	9,894.8	908.7		295,446.3	

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		6,904.6		0.0					38,922.9
FFY 2024	2,859.7	3,290.6	735.0	210.6	910.3	1,487.0	203.9	36.0	1,739.8	313.8	998.6	46,353.1
FFY 2025	2,847.0	1,915.1	735.0	180.0	0.0	165.1	297.2	59.1	1,739.8	313.8	1,819.4	37,262.4
FFY 2026	2,847.0	1,902.5	735.0	196.2	0.0	0.0	180.8	45.2	1,726.8	324.8	998.6	79,207.2
FFY 2027	2,847.0	1,880.9	735.0	113.9	0.0	0.0	180.8	45.2	1,779.9	299.1	998.6	41,571.2
FFY 2028	2,847.0	1,880.9	500.0	280.0	0.0	0.0	180.8	45.2	1,726.8	324.8	1,452.3	115,084.6
TOTAL	19,355.4	10,869.8	4,451.2	980.7	7,814.9	1,652.1	1,043.5	230.6	8,713.1	1,576.2	6,267.4	358,401.4

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding 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
<b>Sponsor</b>												
<i>Carryover (Federal)</i>				7,186.9	8,677.3	4,799.1	6,288.9	7,778.7				
<i>Estimated allocation (Federal)</i>				1,490.4	1,489.8	1,489.8	1,489.8	1,489.8				
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>832.0</b>	<b>5,368.0</b>	<b>6,200.0</b>
<b>Grand Avenue</b>	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
<i>Possible LAG with city</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,426.8</b>	<b>0.0</b>	<b>459.9</b>	<b>2,966.9</b>	<b>3,426.8</b>
<b>Service Operations*</b>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
<i>Operating - 80% match</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<i>Project Adjustments/Closures</i>												
<b>CMAQ Totals</b>			<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,426.8</b>	<b>0.0</b>	<b>1,962.9</b>	<b>12,663.9</b>	<b>14,626.8</b>	
<b>Federal</b>			<b>0.0</b>	<b>5,368.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,966.9</b>					
<b>State</b>			<b>0.0</b>	<b>820.9</b>	<b>0.0</b>	<b>0.0</b>	<b>453.7</b>					
<b>Ending Balance (Federal)</b>			<b>8,677.3</b>	<b>4,799.1</b>	<b>6,288.9</b>	<b>7,778.7</b>	<b>6,301.6</b>					

updated allocation

New project cmaq participating in STPU project

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			
<b>Sponsor</b>											
<i>Carryover</i>				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1			
<i>Estimated Allocation (STPU)</i>				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8			
<b>Billings Bypass (Five Mile Road)</b>	UPN4199002 Construction of Five Mile Road	IC	140.1						18.8	121.3	140.1
<i>MDT</i>		CN	5,865.9						787.2	5,078.7	5,865.9
		<b>Total</b>	<b>6,006.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>806.0</b>	<b>5,200.1</b>	<b>6,006.1</b>
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River										
<i>MDT</i>		CN	11,364.2						1,525.1	9,839.1	11,364.2
		<b>Total</b>	<b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,525.1</b>	<b>9,839.1</b>	<b>11,364.2</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange										
<i>MDT</i>		CN			2,429.7				326.1	2,103.7	2,429.7
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,429.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>326.1</b>	<b>2,103.7</b>	<b>2,429.7</b>
<b>Grand Avenue</b>	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE			2,362.6				317.1	2,045.5	2,362.6
		RW				1,260.0			169.1	1,090.9	1,260.0
		IC					1,500.0		201.3	1,298.7	1,500.0
		CN						16,985.7	2,279.5	14,706.2	16,985.7
<i>Possible LAG with city</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>2,966.9</b>	<b>19,141.3</b>	<b>22,108.2</b>
<b>Adjustment/Closures</b>											
		<b>STPU Totals</b>	<b>0.0</b>	<b>4,792.3</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>0.0</b>	<b>5,624.1</b>	<b>36,284.1</b>	<b>41,908.2</b>
		<b>Federal</b>	<b>0.0</b>	<b>4,149.2</b>	<b>1,090.9</b>	<b>1,298.7</b>	<b>14,706.2</b>				
		<b>State</b>	<b>0.0</b>	<b>643.1</b>	<b>169.1</b>	<b>201.3</b>	<b>2,279.5</b>				
		<b>Balance</b>	<b>15,319.2</b>	<b>13,078.6</b>	<b>14,370.4</b>	<b>15,422.1</b>	<b>988.2</b>				

updated allocation

new urban priority  
not yet approved by commission 01/03/2024

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			
<b>MDT-PREVENTATIVE MAINTENANCE - IM</b>	Maintenance - Striping, Durable Pave Marking, Pavement Pres.	All		1,500.0	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>		<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>	<b>6,843.0</b>	<b>7,500.0</b>	
<b>Johnson Lane Interchange Ramps</b>	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0	
UPN <i>MDT</i>	I-90 RP 455- 455.5	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>Lockwood Interchange Ramps</b>	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0	
UPN <i>MDT</i>	I-90 RP 452.6- 453.1	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>27TH ST. Interchange Ramps</b>	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0	
UPN <i>MDT</i>	I-90 RP 449.9- 450.4	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>South Billings Blvd Interchange Ramps</b>	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0	
UPN <i>MDT</i>	I-90 RP 447- 447.5	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>King Ave West Interchange Ramps</b>	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0	
UPN <i>MDT</i>	I-90 RP 446.2- 446.4	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>Zoo Drive Interchange Ramps</b>	Striping and Durable Pavement Markings Interchange	OT		4.5							0.4	4.1	4.5	
UPN <i>MDT</i>	I-90 RP 443.1- 443.7	<b>Total</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4.1</b>	<b>4.5</b>	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing Interchange	CN				29,160.8					2,554.5	26,606.3	29,160.8	moved to 26 from 25
UPN 4199-007 <i>MDT</i>	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29,160.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,554.5</b>	<b>26,606.3</b>	<b>29,160.8</b>	
<b>I-90 Yellowstone River Bridges</b>	Bridge Replacement	PE	722.2								63.3	658.9	722.2	
UPN 7972 <i>MDT</i>	I-90 RP 450.09 to 452.73	RW	180.0								15.8	164.2	180.0	
		CN	4,384.0								384.0	4,000.0	4,384.0	
		<b>Total</b>	<b>5,286.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>463.1</b>	<b>4,823.2</b>	<b>5,286.3</b>	
<b>Mossmain Intch - West Bigs Intch</b>	Pavement Preservation	PE	910.5								79.8	830.8	910.5	
UPN 9198 <i>MDT</i>	Not all locations inside MPO boundary	CN	24,304.8	1,051.7							2,221.2	23,135.3	25,356.5	modification
	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>25,215.3</b>	<b>1,051.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,301.0</b>	<b>23,966.0</b>	<b>26,267.0</b>	
<b>Lockwood Interchange - Billings</b>	Capital Construction	PE	3,331.2		900.0						370.7	3,860.6	4,231.2	modification
UPN 9978 <i>MDT</i>	Improvements to Lockwood Interchange	RW			768.7						67.3	701.4	768.7	
		IC				768.7					67.3	701.4	768.7	
		CN						51,269.9			4,491.2	46,778.6	51,269.9	updated costs
	I-90 RP 450 to RP 453.5	<b>Total</b>	<b>3,331.2</b>	<b>0.0</b>	<b>1,668.7</b>	<b>768.7</b>	<b>0.0</b>	<b>51,269.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4,996.6</b>	<b>52,042.0</b>	<b>57,038.6</b>	
<b>I-90 CULVERTS - BILLINGS AREA</b>	Culvert Replacement	PE		757.0							66.3	690.7	757.0	
UPN 10427 <i>MDT</i>	Not all locations inside MPO boundary	CN						6,269.4			549.2	5,720.2	6,269.4	decreased costs
	I-90 RP 413 to 528	<b>Total</b>	<b>0.0</b>	<b>757.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,269.4</b>	<b>0.0</b>	<b>0.0</b>	<b>615.5</b>	<b>6,410.9</b>	<b>7,026.4</b>	
<b>IM TOTAL</b>			<b>33,832.8</b>	<b>3,333.0</b>	<b>3,168.7</b>	<b>31,429.5</b>	<b>7,769.4</b>	<b>52,769.9</b>	<b>0.0</b>	<b>11,589.8</b>	<b>120,713.6</b>	<b>132,303.4</b>		

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

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

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

CN estimates include CE costs

# National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State 13.42%	Federal 86.58%			
<b>MDT - PREVENTATIVE MAINTENANCE - N</b>	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0		
<b>MDT</b>	Pave Marking, Pavement Pre	Total		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>		
<b>Heights Main St.</b>	Striping and Durable Pavem	OT		140.7						18.9	121.8	140.7		
<b>UPN</b>	BR I-90/US-87	Total		140.7						18.9	121.8	140.7		
<b>MDT</b>	RP 0 to 4.7	Total	0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7		
<b>27th ST.</b>	Striping and Durable Pavem	OT		142.2						19.1	123.1	142.2		
<b>UPN</b>	MT-3	Total		142.2						19.1	123.1	142.2		
<b>MDT</b>	RP 0 to 3.3	Total	0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2		
<b>Zoo Drive Interchange</b>	Striping and Durable Pavem	OT		55.5						7.5	48.1	55.5		
<b>UPN</b>	Zoo Drive	Total		55.5						7.5	48.1	55.5		
<b>MDT</b>	RP 0 to 0.9	Total	0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5		
<b>King Ave West</b>	Striping and Durable Pavem	OT		22.5						3.0	19.4	22.5		
<b>UPN</b>	King Ave West	Total		22.5						3.0	19.4	22.5		
<b>MDT</b>	RP 2.5 to 3.1	Total	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5		
<b>Old Laurel Road</b>	Striping and Durable Pavem	OT		16.6						2.2	14.4	16.6		
<b>UPN</b>	BR I-90	Total		16.6						2.2	14.4	16.6		
<b>MDT</b>	RP 0 to 0.7	Total	0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6		
<b>Billings Bypass</b>	New construction	PE		8,074.0	1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25	
<b>UPN 4199-003</b>		RW		3,573.0	4,500.0	2,050.0				1,358.5	8,764.5	10,123.0	remaining rw moved from 24 to 25	
<b>MDT</b>		IC								0.0	0.0	0.0		
<b>MDT</b>		Total		<b>11,647.0</b>	<b>4,500.0</b>	<b>3,350.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,616.5</b>	<b>16,880.5</b>	<b>19,497.0</b>		
<b>Billings Bypass - Yellowstone River Bridge</b>	New construction of bridge	IC		416.2	-90.8					43.7	281.8	325.5	Final	
<b>UPN 4199-003</b>	over the Yellowstone River	CN		18,261.7	-1,755.6					1,997.6	12,887.5	14,885.1	Final	
<b>MDT</b>		Total		<b>18,677.9</b>	<b>-1,621.0</b>	<b>-1,846.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,041.3</b>	<b>13,169.3</b>	<b>15,210.5</b>		
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25	
<b>UPN 4199-004</b>	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25	
<b>MDT</b>		Total		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>	<b>0.0</b>	<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>		
<b>Billings Bypass - RR O'pass</b>	New construction of	IC		764.4	469.2					165.6	1,068.1	1,233.6		
<b>UPN 4199-005</b>	RR O'pass	CN		16,929.6	520.0					2,341.7	15,107.9	17,449.6		
<b>MDT</b>		Total		<b>17,694.0</b>	<b>989.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,507.3</b>	<b>16,176.0</b>	<b>18,683.2</b>		
<b>Billings Bypass - Johnson Ln. Intch - RR</b>	New construction of connect	IC			1,000.0					134.2	865.8	1,000.0		
<b>UPN 4199-006</b>	from Interchange to bridge	CN			8,252.8					1,107.5	7,145.3	8,252.8		
<b>MDT</b>		Total		<b>0.0</b>	<b>9,252.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,241.7</b>	<b>8,011.1</b>	<b>9,252.8</b>		
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing	IC		4,121.1						553.1	3,568.1	4,121.1		
<b>UPN 4199-007</b>	Interchange	CN			3,800.0					510.0	3,290.0	3,800.0		
<b>MDT</b>	RP 455.5	Total		<b>4,121.1</b>	<b>0.0</b>	<b>3,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,063.0</b>	<b>6,858.1</b>	<b>7,921.1</b>		
<b>Billings Bypass - (RR O'pass to Yellowsto</b>	New construction of	CN		7,726.3	-722.5					0.0	0.0	0.0	Final	
<b>UPN4199-008</b>	roadway	Total		<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>	Final	
<b>MDT</b>	connection from existing	Total		<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>		
<b>MDT</b>	Interchange to the bridge	Total		<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>		
<b>MDT</b>	over the railroad	Total		<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>		
<b>Exposition Dr. &amp; 1st Ave. N. Blgs</b>	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	modification	
<b>UPN 7908</b>		CN						9,036.8		0.0	0.0	0.0	decreased costs and moved to 27 from 25	
<b>MDT</b>	RP .35 to 1.35	Total		<b>1,537.3</b>	<b>2,334.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9,036.8</b>	<b>0.0</b>	<b>1,732.4</b>	<b>11,176.5</b>	<b>12,908.9</b>		
<b>Underpass Ave. Improvements</b>	Intersection Improvements	CN		10,763.2	3,531.5	154.6				1,939.1	12,510.2	14,449.3	modification	
<b>UPN 8669</b>	RP .51 to .72	Total		<b>10,763.2</b>	<b>3,531.5</b>	<b>154.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,939.1</b>	<b>12,510.2</b>	<b>14,449.3</b>		
<b>MDT</b>		Total		<b>10,763.2</b>	<b>3,531.5</b>	<b>154.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,939.1</b>	<b>12,510.2</b>	<b>14,449.3</b>		
<b>Airport Rd. &amp; Main St. - Blgs</b>	Intersection Improvements	OT		295.6						39.7	255.9	295.6		
<b>UPN 8718</b>		PE		2,229.8	350.7					346.3	2,234.2	2,580.5		
<b>MDT</b>	RP 1.5 to 2.2	IC					61.2			8.2	53.0	61.2		
<b>MDT</b>		CN					153.1			20.5	132.5	153.1	decreased to match tcp	
<b>MDT</b>		Total		<b>2,525.4</b>	<b>350.7</b>	<b>0.0</b>	<b>214.3</b>	<b>7,718.4</b>	<b>0.0</b>	<b>1,450.5</b>	<b>9,358.3</b>	<b>10,808.8</b>		
<b>1st Ave. N - N 9th to RR Xing</b>	Reconstruction of roadway	PE		2,984.3						400.5	2,583.8	2,984.3		
<b>UPN 9022</b>	Major Rehab	RW					59.8			8.0	51.8	59.8		
<b>MDT</b>	N-115 RP 0.7 - RP .93	IC						59.8		8.0	51.8	59.8		
<b>MDT</b>		CN						20,808.6		2,792.5	18,016.1	20,808.6	updated costs	
<b>MDT</b>		Total		<b>2,984.3</b>	<b>0.0</b>	<b>0.0</b>	<b>59.8</b>	<b>59.8</b>	<b>20,808.6</b>	<b>3,209.1</b>	<b>20,703.4</b>	<b>23,912.5</b>		
<b>Zoo Drive Improvements</b>	Intersection Improvements	PE		499.7						67.1	432.7	499.7		
<b>UPN 9597</b>		RW			170.8					22.9	147.9	170.8		
<b>MDT</b>	1-90 RP 442.9 to 444.3	IC			227.7					30.6	197.2	227.7		
<b>MDT</b>	U-1011 RP 2.36 to 3.04	CN				7,520.3				1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil	
<b>MDT</b>		Total		<b>499.7</b>	<b>398.5</b>	<b>7,520.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,129.8</b>	<b>7,288.8</b>	<b>8,418.6</b>		
<b>1st Ave. N - RR Xing to Broadway</b>	Reconstruction of roadway	PE		831.1						111.5	719.5	831.1		
<b>UPN 9880</b>	Major Rehab	RW			12.4					1.7	10.8	12.4		
<b>MDT</b>	Project split from 9022	IC			255.6					34.3	221.3	255.6		
<b>MDT</b>	N-115 RP 0.93 - RP 1.45	CN				8,345.7				1,120.0	7,225.7	8,345.7	updated costs	
<b>MDT</b>		Total		<b>831.1</b>	<b>0.0</b>	<b>268.1</b>	<b>8,345.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1,267.5</b>	<b>8,177.4</b>	<b>9,444.8</b>		
<b>1st Ave. N - Broadway to Division</b>	Reconstruction of roadway	PE		840.7						112.8	727.8	840.7		
<b>UPN 9881</b>	Major Rehab	RW			12.6					1.7	10.9	12.6		
<b>MDT</b>	Project split from 9022	IC			350.6					47.1	303.6	350.6		
<b>MDT</b>	N-115 RP 1.45 to RP 2.05	CN				7,732.6				1,037.7	6,694.9	7,732.6	updated costs	
<b>MDT</b>		Total		<b>840.7</b>	<b>0.0</b>	<b>363.2</b>	<b>7,732.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1,199.3</b>	<b>7,737.2</b>	<b>8,936.5</b>		
<b>Montana Ave Crosswalks - BLGS</b>	Sidewalk Improvements	PE		128.2						17.2	111.0	128.2		
<b>UPN 9998</b>	ADA compliance	RW								3.4	22.2	25.6		
<b>MDT</b>		IC				25.6				6.9	44.4	51.3		
<b>MDT</b>		CN				51.3				350.3	2,259.8	2,610.1	updated costs and moved to 28 from 27	
<b>MDT</b>	N-113 RP .17 to RP 4.25	Total		<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>76.9</b>	<b>0.0</b>	<b>2,610.1</b>	<b>377.8</b>	<b>2,437.5</b>	<b>2,815.3</b>		
<b>NH TOTAL</b>				<b>79,976.2</b>	<b>20,391.4</b>	<b>14,609.9</b>	<b>17,429.4</b>	<b>17,815.0</b>	<b>39,638.3</b>	<b>0.0</b>	<b>25,479.2</b>	<b>164,381.0</b>	<b>189,860.2</b>	

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

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

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

CN estimates include CE costs

# National Highway Freight Program (NHFP)\*

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			
										8.76%	91.24%			
<b>Billings Bypass</b> UPN4199007 (Johnson Lane Interchange)	Reconstruction of existing Interchange	CN				14,357.7					1,257.7	13,100.0	14,357.7	moved to 26 from 25
MDT										0.0	0.0	0.0	0.0	
										0.0	0.0	0.0	0.0	
										0.0	0.0	0.0	0.0	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14,357.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,257.7</b>	<b>13,100.0</b>	<b>14,357.7</b>		
<b>I-90 Yellowstone River Bridges</b> UPN 7972	Reconstruction of interstate bridges	PE CN	801.4 17,325.0							70.2 1,517.7	731.2 15,807.3	801.4 17,325.0		
MDT										0.0	0.0	0.0		
										0.0	0.0	0.0		
		<b>Total</b>	<b>18,126.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,587.9</b>	<b>16,538.6</b>	<b>18,126.4</b>		
<b>NHFP TOTAL</b>			<b>18,126.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14,357.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,845.6</b>	<b>29,638.6</b>	<b>32,484.2</b>		

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

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

\*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			
										13.42%	86.58%			
<b>(Yellowstone River Bridge)</b> UPN 4199003 BBP	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9		
MDT										12.9	0.0	12.9		
		<b>Total</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>207.6</b>	<b>1,339.2</b>	<b>1,546.8</b>		corrected typo in amount
<b>Lockwood Interchange</b> UPN 9588	Interchange Improvement Study RP 450 to 455.3	OT	1,546.8							7.4	47.9	55.3		
MDT										0.0	0.0	0.0		
		<b>Total</b>	<b>1,546.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>207.6</b>	<b>1,339.2</b>	<b>1,546.8</b>		
<b>South Billings Blvd</b> UPN	Roadway Striping RP 0 to 1.3	OT	55.3							7.4	47.9	55.3		
MDT										0.0	0.0	0.0		
		<b>Total</b>	<b>55.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>47.9</b>	<b>55.3</b>		
<b>Johnson Lane Interchange</b> UPN	Roadway Striping RP 0 to 10.6	OT	10.6							1.4	9.2	10.6		
MDT										0.0	0.0	0.0		
		<b>Total</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9.2</b>	<b>10.6</b>		
<b>88TH ST- SHILOH</b> UPN	Roadway Striping RP 10.8 to 17.7	OT			69.7					9.4	60.3	69.7		added new durable striping project
MDT										0.0	0.0	0.0		
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>69.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>60.3</b>	<b>69.7</b>		
<b>SF 209 BILLINGS DIST SIGNS</b> UPN 10299 Not all locations inside MPO Boundary	Install safety improvement: signs, delineation, chevrons	CN				84.6				11.4	73.2	84.6		updated costs
MDT										0.0	0.0	0.0		
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>84.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>73.2</b>	<b>84.6</b>		
<b>TOTALS</b>			<b>1,625.6</b>	<b>0.0</b>	<b>69.7</b>	<b>84.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>250.0</b>	<b>1,529.9</b>	<b>1,779.9</b>		

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													
No New Projects													
<b>STPP TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

CN estimates include CE costs

## Railroad Crossing (RRS)

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													
No New Projects													
<b>STPP TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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		
<b>Sponsor</b>													
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0		2,500.0
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>		<b>2,500.0</b>
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	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		-38.1					37.7	339.3		377.0
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2		4,144.7
<i>MDT</i>	RP 15.4 to 15.7	<b>Total</b>	<b>6,918.6</b>	<b>94.5</b>	<b>-38.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>697.5</b>	<b>6,277.6</b>		<b>6,975.1</b>
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	Intersection Improvements - Roundabout	PE	863.9	87.6						95.1	856.3		951.5
UPN 9383		IC	1,175.7	-108.5	161.7					122.9	1,106.0		1,228.9
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0		6,913.4
<i>MDT</i>	U1034 RP 2.4-2.8	<b>Total</b>	<b>10,153.0</b>	<b>-1,433.8</b>	<b>374.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>909.4</b>	<b>8,184.4</b>		<b>9,093.8</b>
<b>ZOO DRIVE IMPROVEMENTS - BLDG</b>	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	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>450.0</b>		<b>500.0</b>
<b>SF189 SOUTH D5 SAFETY IMPRV</b>	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	CN		170.2						17.0	153.2		170.2
<i>MDT</i>	Various Locations	<b>Total</b>	<b>16.9</b>	<b>170.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.7</b>	<b>168.4</b>		<b>187.1</b>
<b>SF 209 BILLINGS DIST SIGNS</b>	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3		44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4		242.7
<i>MDT</i>	Various Locations	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>0.0</b>	<b>242.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.7</b>	<b>258.7</b>		<b>287.5</b>
<b>KING AVE &amp; 48TH STREET - BLDG</b>	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	CN							1,600.0	160.0	1,440.0		1,600.0
UPN 10643	U-1037 RP 16.5 to 16.7	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,600.0</b>	<b>0.0</b>	<b>160.0</b>	<b>1,440.0</b>		<b>1,600.0</b>
<i>MDT</i>													
<b>HSIP Totals</b>			<b>17,133.4</b>	<b>-669.0</b>	<b>1,336.4</b>	<b>742.7</b>	<b>500.0</b>	<b>2,100.0</b>	<b>0.0</b>	<b>2,114.3</b>	<b>19,029.1</b>		<b>21,143.5</b>

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	
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>	
<b>BBP-YELLOWSTONE RIVER</b>	New bridge construction	CN	5,000.0							0.0	0.0	0.0
UPN 4199-003										671.0	4,329.0	5,000.0
<i>MDT</i>	Statewide	<b>Total</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>I-90 Yellowstone River</b>		PE	4,833.3							648.6	4,184.6	4,833.3
UPN 7972		CN	63,376.3	2,074.9						8,783.6	56,667.7	65,451.3
<i>MDT</i>	RP 2.7 to 3.0	<b>Total</b>	<b>68,209.6</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,432.2</b>	<b>60,852.3</b>	<b>70,284.5</b>
<b>BR PRES COLUMBUS JOLIET AV</b>	Minor bridge rehab	PE	168.9							22.7	146.3	168.9
UPN 9552		IC								0.0	0.0	0.0
One project in MPO	Using 33% for costs	CN		1,746.3						234.4	1,512.0	1,746.3
<i>MDT</i>	U-1033 RP 0.9 to 1.1	<b>Total</b>	<b>168.9</b>	<b>1,746.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>257.0</b>	<b>1,658.3</b>	<b>1,915.3</b>
<b>SHILOH RD / I-90 BRIDGE - BL</b>	Bridge rehab	PE	309.9							41.6	268.3	309.9
UPN 9720		IC			12.4					1.7	10.7	12.4
		CN								379.0	2,445.2	2,824.2
<i>MDT</i>	U-1031 RO 5.0 to 5.3	<b>Total</b>	<b>309.9</b>	<b>0.0</b>	<b>12.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,824.2</b>	<b>422.3</b>	<b>2,724.2</b>	<b>3,146.5</b>
<b>MONTANA AVE OVERPASS- BIL</b>	Bridge rehab	PE	43.3							5.8	37.5	43.3
UPN 9913		CN	1,092.3	-186.6						121.6	784.2	905.8
<i>MDT</i>	N113 RP1.82 TO 1.92	<b>Total</b>	<b>1,135.6</b>	<b>-186.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>127.4</b>	<b>821.7</b>	<b>949.1</b>
<b>BR TOTAL</b>			<b>74,824.1</b>	<b>3,634.7</b>	<b>12.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2,824.2</b>	<b>0.0</b>	<b>10,909.8</b>	<b>70,385.5</b>	<b>81,295.4</b>

modified costs

moved to 28 from 26

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		
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>		
<b>URBAN PAVEMENT PRESERVATION</b>		ALL		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>	
<b>UPP TOTAL</b>			<b>0.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>	

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	
<b>Sponsor</b>									13.42%	13.42%	86.58%	
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>167.8</b>	<b>1,082.3</b>	<b>1,250.0</b>
<b>Underpass Ave. Improvements</b>	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	<b>Total</b>	<b>2,850.9</b>	<b>-17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>380.2</b>	<b>2,453.2</b>	<b>2,833.4</b>
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation											
UPN 9198	Not all locations inside MPO bound	CN	554.4							74.4	480.0	554.4
<i>MDT</i>	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>554.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.4</b>	<b>480.0</b>	<b>554.4</b>
<b>ATSPM - MAIN STREET (BILLINGS)</b>	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	<b>Total</b>	<b>221.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.7</b>	<b>191.4</b>	<b>221.0</b>
<b>BILLINGS DISTRICT ADA UPGRAD</b>	ADA upgrades	PE	25.2	12.6						5.1	32.8	37.8
	Not all locations inside MPO boundary											
UPN 10431	using 15% for costs	CE		62.3						8.4	53.9	62.3
<i>MDT</i>	Various Locations	<b>Total</b>	<b>25.2</b>	<b>74.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.4</b>	<b>86.7</b>	<b>100.1</b>
		<b>Total</b>	<b>3,651.5</b>	<b>807.5</b>	<b>750.0</b>	<b>750.0</b>	<b>750.0</b>	<b>750.0</b>	<b>0.0</b>	<b>1,001.0</b>	<b>6,458.0</b>	<b>7,459.0</b>

CN estimates include CE costs

# Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal			
<b>Zoo Drive Improvements</b> UPN 9597	Intersection Improvements													
	I-90 RP 442.9 to 444.3	CN			1,155.0						155.0	1,000.0		1,155.0
<i>MDT</i>	U-1011 RP 2.36 to 3.04	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>1,155.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>155.0</b>	<b>1,000.0</b>		<b>1,155.0</b>
<b>BILLINGS DISTRICT ADA UPGRAD</b>	ADA upgrades	PE												
UPN 10431	Not all locations inside MPO boundary	CN		388.4	-26.8						48.5	313.1		361.6
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>388.4</b>	<b>-26.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48.5</b>	<b>313.1</b>		<b>361.6</b>
<b>KING AVE &amp; 48TH STREET - BLGS</b> UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	PE			600.0						80.5	519.5		600.0
	U-1037 RP 16.5 to 16.7	RW					400.0				53.7	346.3		400.0
		IC							400.0		53.7	346.3		400.0
<i>MDT</i>		CN							1,908.1		256.1	1,652.0		1,908.1
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>400.0</b>	<b>2,308.1</b>	<b>0.0</b>	<b>0.0</b>	<b>443.9</b>	<b>2,864.2</b>		<b>3,308.1</b>
		<b>Total</b>	<b>0.0</b>	<b>388.4</b>	<b>1,728.2</b>	<b>0.0</b>	<b>400.0</b>	<b>2,308.1</b>	<b>0.0</b>	<b>0.0</b>	<b>647.5</b>	<b>4,177.2</b>		<b>4,824.7</b>

added new funding source for Zoo Drive

modified

New project

# Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local 13.42%	State 13.42%	Federal 86.58%	
<b>Sponsor</b>												
<b>Carryover</b>				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
<b>Estimated Allocation (TA)</b>				790.0	790.0	790.0	790.0	790.0				
<b>STAGECOACH TRAIL - BILLINGS</b>												
UPN 10432	Shared use path	PE		931.2					125.0		806.2	931.2
<i>MDT/Locals</i>		CN						5,348.7	717.8		4,630.9	5,348.7
		<b>Total</b>	<b>0.0</b>	<b>931.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,348.7</b>	<b>842.8</b>	<b>0.0</b>	<b>5,437.1</b>	<b>6,279.9</b>
<b>SIDEWALKS - LOCKWOOD</b>												
UPN 10433	Sidewalk construction	PE		266.1					35.7		230.4	266.1
<i>MDT/Locals</i>		CN			1,166.6				156.6		1,010.1	1,166.6
		<b>Total</b>	<b>0.0</b>	<b>266.1</b>	<b>1,166.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>192.3</b>	<b>0.0</b>	<b>1,240.4</b>	<b>1,432.7</b>
	<b>TA TOTALS</b>		<b>0.0</b>	<b>1,197.3</b>	<b>1,166.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5,348.7</b>	<b>1,035.0</b>	<b>0.0</b>	<b>6,677.5</b>	<b>7,712.6</b>
	<b>Federal</b>		<b>0.0</b>	<b>1,036.6</b>	<b>1,010.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4,630.9</b>				
	<b>Local</b>		<b>0.0</b>	<b>160.7</b>	<b>156.6</b>	<b>0.0</b>	<b>0.0</b>	<b>717.8</b>				
	<b>Balance</b>			<b>5,698.4</b>	<b>5,478.3</b>	<b>6,268.2</b>	<b>7,058.2</b>	<b>3,217.3</b>				

updated costs  
updated costs and moved to 28 from 26  
updated costs  
updated costs and moved to 25 from 26

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 20.00%	State 0%		Federal 80.00%	
<b>Rec Trails Program</b>	Trail Construction	All				125.0	125.0	125.0	75.0		300.0	375.0	
<i>Local</i>	Various	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>75.0</b>	<b>0.0</b>	<b>300.0</b>	<b>375.0</b>	
<b>Rose Park Trail, Phase 1</b>	New Trail Construction	PE	25.0						5.0		20.0	25.0	
<i>City of Billings/TrailNet</i>	Local match sourced from casino-kind contributions	CN	100.0						20.0		80.0	100.0	
		<b>Total</b>	<b>125.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>	
<b>Rose Park Trail, Phase 2</b>	Continuation of Rose Park Trail	PE		25.0					5.0		20.0	25.0	
<i>City of Billings/TrailNet</i>		CN		74.6					24.6		50.0	74.6	updated costs and split
		<b>Total</b>	<b>0.0</b>	<b>99.6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>0.0</b>	<b>70.0</b>	<b>99.6</b>	
<b>Lillis Park Trail Connector</b>	Trail reconstruction	PE		25.0					5.0		20.0	25.0	
<i>City of Billings</i>		CN		100.0					20.0		80.0	100.0	
		<b>Total</b>	<b>0.0</b>	<b>125.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>	
<b>Big Ditch Trail Extension</b>	Trail reconstruction	PE		25.0					5.0		20.0	25.0	
<i>City of Billings</i>		CN		100.0					20.0		80.0	100.0	
		<b>Total</b>	<b>0.0</b>	<b>125.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>	
<b>Southern Riverfront Park Trail</b>	Trail reconstruction	PE			25.0				5.0		20.0	25.0	new project
<i>City of Billings</i>		CN			100.0				20.0		80.0	100.0	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>	
<b>Trailside Education Signs*</b>	Trail Signage	PE			59.1				0.0		0.0	0.0	new project
<i>City of Billings/Trailnet</i>		CN			59.1				11.8		47.2	59.1	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>59.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>0.0</b>	<b>47.2</b>	<b>59.1</b>	
<b>Total</b>			<b>125.0</b>	<b>349.6</b>	<b>184.1</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>216.4</b>	<b>0.0</b>	<b>817.2</b>	<b>1,033.7</b>	

\*pending award

# Earmarks

Funding shown in thousands of dollars

Project	Description	Phase								Funding Source			Total Project	
			Pre-2024	2024	2025	2026	2027	2028	Local 13.42%	State 13.42%	Federal 86.58%			
<b>Sponsor</b>														
<b>Billings Bypass</b>	<b>UPN41990</b>	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
		Right of Way Acquisition												
<i>MDT</i>			<b>Total</b>	<b>22,445.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,012.2</b>	<b>19,433.4</b>	<b>22,445.6</b>
			<b>Total</b>	<b>22,445.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,012.2</b>	<b>19,433.4</b>	<b>22,445.6</b>

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%	
<b>Sponsor</b>											
Carryover			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Allocation (Estimated)(Fed Share)			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				
<b>Bus &amp; Passenger Amenities/ Equipment</b>											
Supportive Equipment											
Facilities/Amenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY25/26		10.5				36.0	36.0	16.5		66.0
Met Transit		<b>Total</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>36.0</b>	<b>16.5</b>		<b>66.0</b>	<b>82.5</b>
<b>Transit Operations***</b>											
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	862.5	862.5	862.5	862.5	1,001.4		4,005.7	5,007.1
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	711.8	711.8	711.8	711.8	861.6		3,446.4	4,308.0
Fixed Route	50/50 Match		5,369.8	3,200.5	3,175.2	3,117.6	3,117.6	8,990.3		8,990.3	17,980.7
Met Transit		<b>Total</b>	<b>8,387.8</b>	<b>4,774.8</b>	<b>4,749.5</b>	<b>4,691.9</b>	<b>4,691.9</b>	<b>10,853.3</b>	<b>0.0</b>	<b>16,442.4</b>	<b>27,295.7</b>
<b>Purchase buses</b>											
Replacement Buses											
Expansion Buses											
Met Transit		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>8,398.3</b>	<b>4,774.8</b>	<b>4,749.5</b>	<b>4,727.9</b>	<b>4,727.9</b>	<b>10,869.8</b>	<b>0.0</b>	<b>16,508.4</b>	<b>27,378.2</b>
Federal			<b>5,107.7</b>	<b>2,859.7</b>	<b>2,847.0</b>	<b>2,847.0</b>	<b>2,847.0</b>				
Local			<b>3,290.6</b>	<b>1,915.1</b>	<b>1,902.5</b>	<b>1,880.9</b>	<b>1,880.9</b>				
Ending Balance (Federal)			<b>2,859.7</b>	<b>2,847.0</b>	<b>2,847.0</b>	<b>2,847.0</b>	<b>2,847.0</b>				

Full 5307 FFY25 apportionment (estimated)

\$2,847,000

**Project 1 - Operating Assistance**

	FTA Amount	Local	Total	FTA Share	Local Share
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 1,587,600	\$ 1,587,600	\$ 3,175,200	50.00%	50.00%
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	\$ -	\$ -	\$ -	80.00%	20.00% *used 5339 funds in FFY25 for security requirement
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 569,400	\$ 142,350	\$ 711,750	80.00%	20.00% *up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventive Maintenance	\$ 690,000	\$ 172,500	\$ 862,500	80.00%	20.00%
<b>Total</b>	<b>\$ 2,847,000</b>	<b>\$ 1,902,450</b>	<b>\$ 4,749,450</b>		

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

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

# Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source					Total Estimated Obligation
			2024	2025	2026	2027	2028	
<b>Sponsor</b>								
Carryover Allocation (Estimated)			1,011.2	753.1	768.1	718.5	965.4	
Rolling Stock	Replacement		735.0	735.0	735.0	735.0	500.0	
Met Transit	85/15 match for ADA		602.1	0.0	0.0	130.0	0.0	
<b>Bus and Bus Technology</b>	Upgrade		182.9	38.0	118.9	0.0	0.0	
Met Transit			182.9	38.0	118.9	0.0	0.0	
<b>Bus Facilities and Support</b>	Facility items, construction, technology, amenities, support equipment, etc.		418.8	38.9	609.5	290.0		
Met Transit			418.8	38.9	609.5	290.0		
<b>Bus Facilities Security System</b>	Upgrade		0.0	400.0	72.5	32.0	0.0	
Met Transit			0.0	400.0	72.5	32.0	0.0	
<b>Bus, Facilities, and Technology</b>	Upgrade facilities, replace buses, add technology		0.0	400.0	72.5	32.0	1,350.0	
Met Transit			0.0	400.0	72.5	32.0	1,350.0	
<b>SECTION 5339 TOTALS</b>			1,203.7	900.0	980.8	602.0	1,400.0	
Federal			993.1	720.0	784.6	488.1	1,120.0	
Local			210.6	180.0	196.2	113.9	280.0	
Balance			753.1	768.1	718.5	965.4	345.4	

updated allocation for 24

## PROJECTS

2024	2025	2026	2027	2028
Overage bus diesel/electric			1 Paratransit Vehicle	
AVL system	Bus Sign Controllers	Bus Pass Card Readers, APCs		
Facility Remodel	Support Vehicle, Bus Wash Rehab, Generator, Shop Heaters, Bus Stop Improvements	Transfer Center Amenities, Support Vehicle, Lifts, Bus Stops	Transfer Center Amenities, Support Vehicle, Fork Lift, Bus Stops	Bus Stops
	Admin & Transfer Center Security Cameras	Access Control	Bus Stop Lighting	

## Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase	Funding Source					Total Estimated Obligation
			2024	2025	2026	2027	2028	
<b>Sponsor</b>								
Carryover Allocation	5339b/LowNo		6,904.6	0.0				
Rollingstock	Replace buses		5,499.8	1,000.0				
MET Transit	85/15 match for ADA	Total	5,499.8	1,000.0	0.0	0.0	0.0	
<b>Bus and Bus Facilities</b>	Technology		465.0	70.0				
Met Transit	Facility Remodel		2,196.0					
	Training		20.1	5.4				
	Training Capital		210.8					
	80/20 Rate	Total	2,891.9	75.4	0.0	0.0	0.0	
<b>SECTION 5339 TOTALS</b>			8,391.7	1,075.4	0.0	0.0	0.0	
Federal			6,904.6	910.3	0.0	0.0	0.0	
Local			1,487.0	165.1	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	8 Paratransit Vans			
Electric Chargers				
METropex Remodel	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training			
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%	
<i>Carryover Allocation (Estimated)</i>			0.0	22.0	0.0	45.1	90.2				
<b>Paratransit Vehicles</b>	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	271.8
<i>Met Transit and Coordination Group</i>		Purch.	111.9	100.0				42.4		169.5	211.9
			239.9	243.8	0.0	0.0	0.0	72.5		411.1	483.6
<b>Traditional and Non-Traditional Projects</b>	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>			0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<b>SECTION 5310 TOTALS</b>			239.9	356.3	226.0	226.0	226.0	230.6		1,043.5	1,274.1
	Federal		203.9	297.2	180.8	180.8	180.8				
	Local		36.0	59.1	45.2	45.2	45.2				
	Balance		22.0	0.0	45.1	90.2	135.3				

2024	2025	2026	2027	2028
MET ADA Transit Van	2 COR vans			
YCCOA ADA Transit Van (updated van costs)	2 BSSS mini-vans			
	MET infrastructure improvements	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan

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

# Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated Obligation
			2024	2025	2026	2027	2028	100%	
<i>Carryover Allocation (Estimated)</i>			0.0	0.0	0.0	0.0	0.0		
			348.9	253.8	250.0	250.0	250.0	1,352.7	
<b>Transit Operations</b>	Operating		348.9	253.8	250.0	250.0	250.0	1,352.7	
<i>Met Transit</i>			348.9	253.8	250.0	250.0	250.0	1,352.7	
<b>STATE TOTALS</b>			0.0	0.0	0.0	0.0	0.0	1,352.7	
								1,352.7	

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

**Federal Fiscal Years**

**FFY 2024 – 2028**

**Amendment 2**

**April 15, 2025**



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**

	<b>2024-2028</b>	<b>Administrative Modification 1</b>	<b>Amendment 2</b>		
Technical Advisory Committee	02/08/2024	N/A	03/13/2025		
Yellowstone County Board of Planning	02/27/2024	N/A	04/8/2025		
Billings City Council	03/11/2024	N/A	04/14/2025		
Yellowstone County Board of County Commissioners	03/12/2024	N/A	04/8/2025		

## **Approved By**

	<b>2024-2028</b>	<b>Administrative Modification 1</b>	<b>Amendment 2</b>		
Policy Coordinating Committee	03/19/2024	04/16/2024	04/15/2025		
Montana Department of Transportation					

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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## **Acronyms**

<b>BR</b>	Bridge Replacement and Rehabilitation Program
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CN</b>	Construction
<b>CO</b>	Carbon Monoxide
<b>CR</b>	Carbon Reduction
<b>EARMARK</b>	Congressionally Directed Funds
<b>EPA</b>	Environmental Protection Agency
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY/FFY</b>	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30
<b>HSIP</b>	Highway Safety Improvement Program
<b>IC</b>	Incidental Construction
<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>IM</b>	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
<b>MACI</b>	Montana Air and Congestion Initiative
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MDT</b>	Montana Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NH</b>	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
<b>NHPB</b>	National Highway System Bridge Program
<b>PCC</b>	Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
<b>PE</b>	Preliminary Engineering
<b>PM<sub>10</sub></b>	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>PM<sub>2.5</sub></b>	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>ROW</b>	Right of Way
<b>RP</b>	Road Reference Post
<b>RRS</b>	Railroad Crossing
<b>SFCN</b>	State Funded Construction
<b>SRTS</b>	Safe Routes to Schools
<b>SIP</b>	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
<b>STIP</b>	State Transportation Improvement Program
<b>STPB</b>	Surface Transportation Program Bridge
<b>STPE</b>	Surface Transportation Program Enhancements
<b>STPP</b>	Surface Transportation Program Primary

<b>STPU</b>	Surface Transportation Program Urban
<b>STPX</b>	Surface Transportation Program Off-System
<b>TA</b>	Transportation Alternatives
<b>TAC</b>	Technical Advisory Committee
<b>TIP</b>	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
<b>TSP</b>	Total Suspended Particulate
<b>UPP</b>	Urban Pavement Preservation

# **Introduction**

## **Preface**

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. 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) 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)

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

## **Locally Significant Projects**

The Billings MPO has identified the need to program the reconstruction of Grand Avenue from 41<sup>st</sup> Street West to 62<sup>nd</sup> Street West. In April of 2024, Montana Department of Transportation Highway Commission approved the request to add Grand Avenue to the Urban Highway System. With this approval, the MPO has identified the Grand Avenue project for Surface Transportation Program Urban (STPU) funds.

### **Project Description**

Portions of Grand Avenue exist as a two-lane county road section in a growing area of the City that has no sidewalk or other multi-modal element. Increasing traffic levels on a narrow road and the inability to separate left-turning vehicles are a main safety concern. This project completes Grand Avenue to City arterial standards where the street has not been constructed between 41<sup>st</sup> Street West and 62<sup>nd</sup> Street West. Grand Avenue is proposed as a three-lane roadway from 41<sup>st</sup> Street West to 62<sup>nd</sup> Street West, including a transition west from Shiloh Road. The project will construct a separated, multi-use path on one side and a separated sidewalk on the opposite side of the roadway. Multi-modal improvements, including recommendations from

the Safe Routes to School plan, will be considered and implemented. Streetlights will be installed along the roadway corridor. A new traffic signal is anticipated at Grand Avenue and 56th Street West. Additionally, stormwater improvements will be constructed with the project, which will serve the roadway runoff as well as developments within the area. This will result in an overall improvement to the functionality of the stormwater on Billings' west end.

This project contributes to the System Performance Measure as the project will enhance the efficiency of the transportation system, reduce congestion and travel times.

## **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**

Planning "Performance Measures" are a tool by which the effectiveness of the transportation programs can be measured and are a required element for MPO planning. Specifically, the adoption of Performance Measures and Targets are required for MPOs and States, and they must be included in the MPOs Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

The Billings MPO has adopted the measures and targets set by the Montana Department of Transportation and has committed to meeting the targets through implementation of its LRTP. The MPO has adopted the State's measures and targets for safety, pavement and bridge condition, system performance, freight and congestion mitigation and air quality, and will support the Billings Transit District's measures associated with transit. To support the targets, the MPO will plan and program projects that contribute toward meeting the targets for each Performance Measure. In general, since the MPO has opted to support the state targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met or made considered progress toward meeting established targets. More detail and supporting data may be found in the Billings LRTP, which are incorporated by reference into this TIP.

The Billings MPO continues to support current targets and affirms this commitment through the inclusion of this statement of support in this document. The narratives and associated table that follow outline the currently adopted measures and targets. Finally, current projects in this TIP that support attainment of specific Performance Measure Targets are identified in the table "Projects List", which includes a column titled "Performance Measure & Target". While the project's contribution to target attainment is identified, it is impossible to quantify the contribution; thus, only the measure and target description are listed.

**Safety**

The Billings MPO supports the state's targets for applicable safety performance measures. The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. 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.

<b>Performance Measure</b>	<b>2024 State Target (based on 5-year rolling average)</b>
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.

<b>Performance Measure</b>	<b>State Target</b>	
	<b>2-Year</b>	<b>4-Year</b>
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	80%	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).

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

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

## Congestion Mitigation and Air Quality (CMAQ)

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

Performance Measure	State Target	
	2-Year	4-Year
CMAQ 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 <sub>10</sub> )	0.10 kg/day	0.10 kg/day
Particulate Matter 2.5 (PM <sub>2.5</sub> )	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:

<b>Asset Category – Performance Measure</b>	<b>Asset Class</b>	<b>2024 Target</b>	<b>2025 Target</b>	<b>2026 Target</b>	<b>2027 Target</b>	<b>2028 Target</b>
<b>REVENUE VEHICLES</b>						
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%
<b>EQUIPMENT</b>						
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%
<b>FACILITIES</b>						
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:

<b>2025 PTASP Targets</b>	<b>Fixed Route Service</b>	<b>Paratransit Service</b>
Fatalities (Total)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (Total)	0	0
Injuries (per 100k VRM)	0	0
Safety Events (Total)	1	0
Safety Events (per 100k VRM)	< 1	< 1
System Reliability (VRM/Failures)	30,000	100,000
Assaults on Operations Staff	0	0

## **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 are 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.

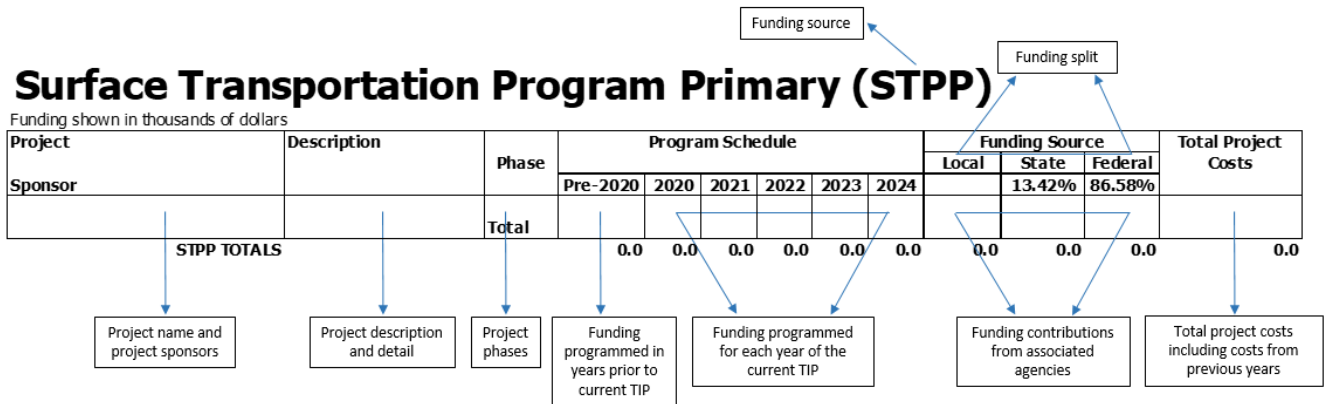
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
  - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
  - 1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities 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/DocumentCenter/View/52948/10-1-2023TO9\\_30\\_2024BLGS](https://www.billingsmt.gov/DocumentCenter/View/52948/10-1-2023TO9_30_2024BLGS)

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

# Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
<b>CMAQ</b>				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performance - Efficiency
<b>STPU</b>				
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed	System performance - Efficiency
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		System performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performance - Efficiency
<b>IM</b>				
MDT Preventative Maintenance I-90 Yellowstone River - Billings	7972	Pavement Preservation and Striping Bridge Replacement	Placeholder to allow project nominations	Bridge condition
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Pavement condition
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary	
<b>NH</b>				
MDT Preventative Maintenance Billings Bypass	4199-000	Pavement Preservation and Striping New Construction	Placeholder to allow project nominations 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		Safety - Reduce Fatalities & Serious Injuries
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		Safety - Reduce Fatalities & Serious Injuries
Underpass Ave. Improvements	8669	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Airport Rd. & Main St. - Blgs	8718	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction		
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
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		Safety - Reduce Fatalities & Serious Injuries

## Billings MPO Project List (Continued)

<b>NHFP</b>				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
<b>STPX, STPS, SFCN</b>				
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			
<b>STPP</b>				
<b>RRS</b>				
<b>HSIP</b>				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		Safety - Reduce Fatalities & Serious Injuries
SF 169 Rimrock & 62nd St. W	9383		Roundabout	Safety - Reduce Fatalities & Serious Injuries
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
SF 189 South D5 Safety Imprv	9912	Intersection Safety Improvements	Several intersections West End Billings using 10% for costs	Safety - Reduce Fatalities & Serious Injuries
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
<b>KING AVE &amp; 48TH STREET - BLGS</b>	<b>10643</b>	<b>Roundabout safety and operational improvements</b>	<b>split funded</b>	<b>Safety - Reduce Fatalities &amp; Serious Injuries</b>
<b>BR</b>				
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		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		Bridge condition
<b>UPP</b>				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
<b>MACI</b>				
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	CE only	

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

<b>CR</b>				
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CN only	
Zoo Drive Improvements	9597	Intersection Improvements	CN only	
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	
<b>TA</b>				
Stagecoach Trail		Shared use path		
Old Hardin Sidewalk		Sidewalk construction		
<b>FWP</b>				
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	
Southern Riverfront Park Trail*	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000	
Trailside Education Signs*	Local	Trail Signage	Recreational Trails Program \$47,000 Local \$12,000	
<b>EARMARK</b>				
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW	
<b>FTA 5307</b>				
<b>FTA 5339</b>				
<b>FTA 5310</b>				
<b>FTA 5311</b>				
<b>100 % LOCALLY FUNDED PROJECTS</b>				
Various Projects		Annual Operation and Maintenance		
<b>State Funded Maintenance</b>				
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					
<b>Sponsor: MDT</b> <b>13.42%</b> <b>86.58%</b>													
<b>Billings Bypass</b>	<i>UPN4199000</i>	Environmental Impact Statement	PE-EIS	4,919.6									4,919.6
		Preliminary Engineering	PE	9,679.0						EARMARK	660.2	4,259.4	9,679.0
		Preliminary Engineering	PE	8,074.0		1,300.0				EARMARK	1,298.9	8,380.0	9,374.0
		Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0				NH	1,258.0	8,116.0	17,970.0
		Utility Moves	IC							EARMARK/NH	2,411.6	15,558.4	17,970.0
			IC							NH	0.0	0.0	0.0
			<b>Total</b>	<b>34,092.6</b>	<b>4,500.0</b>	<b>3,350.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>5,628.7</b>	<b>36,313.9</b>	<b>41,942.6</b>
<i>MDT</i>				156.8						STPU	21.0	135.8	156.8
<b>Billings Bypass</b>	<i>UPN4199002</i>	Construction of Five Mile Road	IC	5,865.9						STPU	787.2	5,078.7	5,865.9
<b>(Five Mile Road)</b>			<b>Total</b>	<b>6,022.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>808.3</b>	<b>5,214.5</b>	<b>6,022.8</b>
<i>MDT</i>				416.2	-90.8					NH	43.7	281.8	325.5
<b>Billings Bypass</b>	<i>UPN4199003</i>	Construction of a new bridge over the Yellowstone River	IC	11,364.2						STPU	1,525.1	9,839.1	11,364.2
<b>(Yellowstone River Bridge)</b>			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	-1,755.6					NH	2,215.1	14,291.0	16,506.1
			CN	12.9						SFCX	12.9	0.0	12.9
			<b>Total</b>	<b>40,055.0</b>	<b>-1,846.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>5,138.8</b>	<b>33,069.9</b>	<b>38,208.7</b>
<i>MDT</i>				4,121.1						NH	553.1	3,568.1	4,121.1
<b>Billings Bypass</b>	<i>UPN4199007</i>	Reconstruction of existing Interchange	IC				2,429.7			STPU	326.1	2,103.7	2,429.7
<b>(Johnson Lane Interchange)</b>			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				29,160.8			IM*	2,554.5	26,606.3	29,160.8
			<b>Total</b>	<b>4,121.1</b>	<b>0.0</b>	<b>0.0</b>	<b>55,948.3</b>	<b>0.0</b>	<b>0.0</b>		<b>6,033.3</b>	<b>54,036.1</b>	<b>60,069.4</b>
<i>MDT</i>				764.4	469.2					NH	165.6	1,068.1	1,233.6
<b>Billings Bypass</b>	<i>UPN4199005</i>	Construction of new bridge over railroad	IC	16,929.6	520.0					NH	2,341.7	15,107.9	17,449.6
<b>(Railroad Overpass)</b>			<b>Total</b>	<b>17,694.0</b>	<b>989.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>2,507.3</b>	<b>16,176.0</b>	<b>18,683.2</b>
<i>MDT</i>				7,726.3	-722.5					NH	939.9	6,063.9	7,003.8
<b>Billings Bypass</b>	<i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN								0.0	0.0	0.0
<b>(RR O'pass to Yellowstone R)</b>			<b>Total</b>	<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>
<i>MDT</i>				1,000.0						NH	134.2	865.8	1,000.0
<b>Billings Bypass</b>	<i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC							NH	1,107.5	7,145.3	8,252.8
<b>(Johnson Lane Interchange to RR O'pass)</b>			CN		8,252.8					NH	1,241.7	8,011.1	9,252.8
			<b>Total</b>	<b>0.0</b>	<b>9,252.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>9,252.8</b>
<i>MDT</i>										NH	67.1	432.9	500.0
<b>Billings Bypass</b>	<i>UPN4199004</i>	Construction of connection from Five Mile to US 87	IC						500.0	NH	1,975.4	12,744.2	14,719.6
<b>(Five Mile Rd to US 87)</b>			CN							NH	14,719.6		14,719.6
			<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>
<i>MDT</i>				109,711.9	12,173.2	3,350.0	55,948.3	0.0	0.0		0.0	24,340.5	172,062.5
<b>Totals</b>													<b>196,402.9</b>

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

CN estimates include CE costs

# Projects with Multiple Funding Continued

## 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+
<b>Sponsor: MDT</b>														
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	2,074.9						BRIDGE		8,783.6	56,667.7	65,451.3
		CN	4,384.0							IM*		384.0	4,000.0	4,384.0
MDT	RP 450 to 452.7	CN	17,325.0						NHFP		2,325.0	15,000.0	17,325.0	
<b>Totals</b>		<b>Total</b>	<b>91,622.3</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>12,290.5</b>	<b>81,406.7</b>	<b>93,697.2</b>	
											<b>12,290.5</b>	<b>81,406.7</b>	<b>93,697.2</b>	

CN estimates include CE costs

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

modified costs

## KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
<b>Sponsor: MDT</b>														
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout	PE			600.0					CR		80.5	519.5	600.0
		RW					400.0			CR		53.7	346.3	400.0
		IC							400.0	CR		53.7	346.3	400.0
		CN								CR		256.1	1,652.0	1,908.1
		CN								HSIP		1,600.0	1,440.0	1,600.0
		CN								Local Contribution		341.9	0.0	341.9
MDT	U-1037 RP 16.5 to 16.7	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>400.0</b>	<b>400.0</b>	<b>3,850.0</b>		<b>341.9</b>	<b>603.9</b>	<b>4,304.2</b>	
<b>Totals</b>			<b>0.0</b>	<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>400.0</b>	<b>400.0</b>	<b>3,850.0</b>		<b>341.9</b>	<b>603.9</b>	<b>4,304.2</b>	
											<b>341.9</b>	<b>603.9</b>	<b>4,304.2</b>	

CN estimates include CE costs

HSIP split at 90/10%

New project

## Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
<b>Sponsor: MDT</b>														
Grand Avenue UPN	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6
		RW				1,260.0				STPU		169.1	1,090.9	1,260.0
		IC					1,500.0			STPU		201.3	1,298.7	1,500.0
		CN						16,985.7		STPU		2,279.5	14,706.2	16,985.7
		CN							3,426.8	CMAQ		459.9	2,966.9	3,426.8
MDT	41st St West to 62nd St West	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>20,412.4</b>	<b>0.0</b>		<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>	
<b>Totals</b>			<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>20,412.4</b>	<b>0.0</b>		<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>	
												<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>

New project

# 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*	CR*	TA*	FWP	SUBTOTAL
Carryover	7,186.9	12,767.4												5,945.0		25,899.3
FFY 2024	1,490.4	2,551.8	3,333.0	20,391.4	0.0	0.0	0.0	0.0	-669.0	3,634.7	500.0	807.5	388.4	790.0	349.6	33,567.7
FFY 2025	1,489.8	2,551.8	3,168.7	14,609.9	0.0	69.7	0.0	0.0	1,336.4	12.4	500.0	750.0	1,728.2	790.0	184.1	27,190.9
FFY 2026	1,489.8	2,551.8	31,429.5	17,429.4	14,357.7	84.6	0.0	0.0	742.7	0.0	500.0	750.0	0.0	790.0	125.0	70,250.5
FFY 2027	1,489.8	2,551.8	7,769.4	17,815.0	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	400.0	790.0	125.0	32,690.9
FFY 2028	1,489.8	2,551.8	52,769.9	39,638.3	0.0	0.0	0.0	0.0	2,100.0	2,824.2	500.0	750.0	2,308.1	790.0	125.0	105,846.9
TOTAL	14,636.5	25,526.2	98,470.6	109,884.0	14,357.7	154.3	0.0	0.0	4,010.1	6,471.3	2,500.0	3,807.5	4,824.7	9,894.8	908.7	295,446.3

Federal	FTA 5307		FTA 5339		DISCRETIONARY 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER***	TOTAL
Carryover	5,107.7		1,011.2		6,904.6		0.0					38,922.9
FFY 2024	2,859.7	3,290.6	735.0	210.6	910.3	1,487.0	203.9	36.0	1,739.8	313.8	998.6	46,353.1
FFY 2025	2,847.0	1,915.1	735.0	180.0	0.0	165.1	297.2	59.1	1,739.8	313.8	1,819.4	37,262.4
FFY 2026	2,847.0	1,902.5	735.0	196.2	0.0	0.0	180.8	45.2	1,726.8	324.8	998.6	79,207.2
FFY 2027	2,847.0	1,880.9	735.0	113.9	0.0	0.0	180.8	45.2	1,779.9	299.1	998.6	41,571.2
FFY 2028	2,847.0	1,880.9	500.0	280.0	0.0	0.0	180.8	45.2	1,726.8	324.8	1,452.3	115,084.6
TOTAL	19,355.4	10,869.8	4,451.2	980.7	7,814.9	1,652.1	1,043.5	230.6	8,713.1	1,576.2	6,267.4	358,401.4

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding 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

# 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
<b>Sponsor</b>												
<i>Carryover (Federal)</i>				7,186.9	8,677.3	4,799.1	6,288.9	7,778.7	13.42%	13.42%	86.58%	
<i>Estimated allocation (Federal)</i>				1,490.4	1,489.8	1,489.8	1,489.8	1,489.8				
<b>Billings Bypass (Yellowstone River Bridge)</b> <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
<b>Total</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
<b>Billings Bypass (Johnson Lane Interchange)</b> <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
<b>Total</b>			0.0	0.0	6,200.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0
<b>Grand Avenue</b> <i>UPN</i>  <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
<b>Total</b>			0.0	0.0	0.0	0.0	0.0	3,426.8	0.0	459.9	2,966.9	3,426.8
<b>Service Operations*</b> Operating - 80% match <i>MET Transit</i>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
<b>Total</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Project Adjustments/Closures												
<b>CMAQ Totals</b>			0.0	6,200.0	0.0	0.0	3,426.8	0.0	1,962.9	12,663.9	14,626.8	
<b>Federal</b>			0.0	5,368.0	0.0	0.0	2,966.9					
<b>State</b>			0.0	820.9	0.0	0.0	453.7					
<b>Ending Balance (Federal)</b>			8,677.3	4,799.1	6,288.9	7,778.7	6,301.6					

updated allocation

New project cmaq participating in STPU project

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			
<b>Sponsor</b>											
<i>Carryover</i>				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1			
<i>Estimated Allocation (STPU)</i>				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8			
<b>Billings Bypass (Five Mile Road)</b>	UPN4199002 Construction of Five Mile Road	IC	140.1						18.8	121.3	140.1
<i>MDT</i>		CN	5,865.9						787.2	5,078.7	5,865.9
<b>Total</b>			<b>6,006.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>806.0</b>	<b>5,200.1</b>	<b>6,006.1</b>
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River										
<i>MDT</i>		CN	11,364.2						1,525.1	9,839.1	11,364.2
<b>Total</b>			<b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,525.1</b>	<b>9,839.1</b>	<b>11,364.2</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange										
<i>MDT</i>		CN			2,429.7				326.1	2,103.7	2,429.7
<b>Total</b>			<b>0.0</b>	<b>0.0</b>	<b>2,429.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>326.1</b>	<b>2,103.7</b>	<b>2,429.7</b>
<b>Grand Avenue</b>	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE			2,362.6				317.1	2,045.5	2,362.6
		RW				1,260.0			169.1	1,090.9	1,260.0
		IC					1,500.0		201.3	1,298.7	1,500.0
		CN						16,985.7	2,279.5	14,706.2	16,985.7
<i>Possible LAG with city</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>2,966.9</b>	<b>19,141.3</b>	<b>22,108.2</b>
<b>Adjustment/Closures</b>											
<b>STPU Totals</b>			<b>0.0</b>	<b>4,792.3</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>0.0</b>	<b>5,624.1</b>	<b>36,284.1</b>	<b>41,908.2</b>
<b>Federal</b>			<b>0.0</b>	<b>4,149.2</b>	<b>1,090.9</b>	<b>1,298.7</b>	<b>14,706.2</b>				
<b>State</b>			<b>0.0</b>	<b>643.1</b>	<b>169.1</b>	<b>201.3</b>	<b>2,279.5</b>				
<b>Balance</b>			<b>15,319.2</b>	<b>13,078.6</b>	<b>14,370.4</b>	<b>15,422.1</b>	<b>988.2</b>				

updated allocation

new urban priority  
not yet approved by commission 01/03/2020

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		
<b>Sponsor</b>													
<b>MDT-PREVENTATIVE MAINTENANCE - IM</b>	Maintenance - Striping, Durable	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>	Pave Marking, Pavement Pres.	<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>	<b>6,843.0</b>	<b>7,500.0</b>	
<b>Johnson Lane Interchange Ramps</b>	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	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>Lockwood Interchange Ramps</b>	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	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>27TH ST. Interchange Ramps</b>	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	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>South Billings Blvd Interchange Ramps</b>	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	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>King Ave West Interchange Ramps</b>	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	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>Zoo Drive Interchange Ramps</b>	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	<b>Total</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4.1</b>	<b>4.5</b>	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing	CN				29,160.8				2,554.5	26,606.3	29,160.8	moved to 26 from 25
UPN 4199-007	Interchange												
<i>MDT</i>	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29,160.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,554.5</b>	<b>26,606.3</b>	<b>29,160.8</b>	
<b>I-90 Yellowstone River Bridges</b>	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	
		<b>Total</b>	<b>5,286.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>463.1</b>	<b>4,823.2</b>	<b>5,286.3</b>	
<b>Mossmain Intch - West Blgs Intch</b>	Pavement Preservation	PE	910.5							79.8	830.8	910.5	
UPN 9198	Not all locations inside MPO boundary	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5	modification
<i>MDT</i>	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>25,215.3</b>	<b>1,051.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,301.0</b>	<b>23,966.0</b>	<b>26,267.0</b>	
<b>Lockwood Interchange - Billings</b>	Capital Construction	PE	3,331.2		900.0					370.7	3,860.6	4,231.2	modification
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						51,269.9		4,491.2	46,778.6	51,269.9	updated costs
		<b>Total</b>	<b>3,331.2</b>	<b>0.0</b>	<b>1,668.7</b>	<b>768.7</b>	<b>0.0</b>	<b>51,269.9</b>	<b>0.0</b>	<b>4,996.6</b>	<b>52,042.0</b>	<b>57,038.6</b>	
<b>I-90 CULVERTS - BILLINGS AREA</b>	Culvert Replacement	PE		757.0						66.3	690.7	757.0	
UPN 10427	Not all locations inside MPO boundary	CN						6,269.4		549.2	5,720.2	6,269.4	decreased costs
<i>MDT</i>	I-90 RP 413 to 528	<b>Total</b>	<b>0.0</b>	<b>757.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,269.4</b>	<b>0.0</b>	<b>0.0</b>	<b>615.5</b>	<b>6,410.9</b>	<b>7,026.4</b>	
<b>IM TOTAL</b>			<b>33,832.8</b>	<b>3,333.0</b>	<b>3,168.7</b>	<b>31,429.5</b>	<b>7,769.4</b>	<b>52,769.9</b>	<b>0.0</b>	<b>11,589.8</b>	<b>120,713.6</b>	<b>132,303.4</b>	

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

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

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

CN estimates include CE costs

# National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>MDT - PREVENTATIVE MAINTENANCE - N</b>	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
MDT	Pave Marking, Pavement Pre	Total		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>	
<b>Heights Main St.</b>	Striping and Durable Pavem	OT		140.7						18.9	121.8	140.7	
UPN	BR I-90/US-87	Total		<b>140.7</b>						<b>18.9</b>	<b>121.8</b>	<b>140.7</b>	
MDT	RP 0 to 4.7									0.0	0.0	0.0	
<b>27th ST.</b>	Striping and Durable Pavem	OT		142.2						19.1	123.1	142.2	
UPN	MT-3	Total		<b>142.2</b>						<b>19.1</b>	<b>123.1</b>	<b>142.2</b>	
MDT	RP 0 to 3.3									0.0	0.0	0.0	
<b>Zoo Drive Interchange</b>	Striping and Durable Pavem	OT		55.5						7.5	48.1	55.5	
UPN	Zoo Drive	Total		<b>55.5</b>						<b>7.5</b>	<b>48.1</b>	<b>55.5</b>	
MDT	RP 0 to 0.9									0.0	0.0	0.0	
<b>King Ave West</b>	Striping and Durable Pavem	OT		22.5						3.0	19.4	22.5	
UPN	King Ave West	Total		<b>22.5</b>						<b>3.0</b>	<b>19.4</b>	<b>22.5</b>	
MDT	RP 2.5 to 3.1									0.0	0.0	0.0	
<b>Old Laurel Road</b>	Striping and Durable Pavem	OT		16.6						2.2	14.4	16.6	
UPN	BR I-90	Total		<b>16.6</b>						<b>2.2</b>	<b>14.4</b>	<b>16.6</b>	
MDT	RP 0 to 0.7									0.0	0.0	0.0	
<b>Billings Bypass</b>	New construction	PE		8,074.0	1,300.0					1,258.0	8,116.0	9,374.0	
UPN 4199-000		RW		3,573.0	2,050.0					1,358.5	8,764.5	10,123.0	
MDT		IC								0.0	0.0	0.0	
		Total		<b>11,647.0</b>	<b>4,500.0</b>	<b>3,350.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,616.5</b>	<b>16,880.5</b>	<b>19,497.0</b>	
<b>Billings Bypass - Yellowstone River Bridge</b>	New construction of bridge	IC		416.2	-90.8					43.7	281.8	325.5	
UPN 4199-003	over the Yellowstone River	CN		18,261.7	-1,621.0	-1,755.6				1,997.6	12,887.5	14,885.1	
MDT		Total		<b>18,677.9</b>	<b>-1,621.0</b>	<b>-1,846.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,041.3</b>	<b>13,169.3</b>	<b>15,210.5</b>	
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection	IC						500.0		67.1	432.9	500.0	
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	
MDT		Total		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>	<b>0.0</b>	<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>	
<b>Billings Bypass - RR O'pass</b>	New construction of	IC		764.4	469.2					165.6	1,068.1	1,233.6	
UPN 4199-005	RR O'pass	CN		16,929.6	520.0					2,341.7	15,107.9	17,449.6	
MDT		Total		<b>17,694.0</b>	<b>989.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,507.3</b>	<b>16,176.0</b>	<b>18,683.2</b>	
<b>Billings Bypass - Johnson Ln. Intch - RR</b>	New construction of connect	IC			1,000.0					134.2	865.8	1,000.0	
UPN 4199-006	from Interchange to bridge	CN			8,252.8					1,107.5	7,145.3	8,252.8	
MDT		Total		<b>0.0</b>	<b>9,252.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,241.7</b>	<b>8,011.1</b>	<b>9,252.8</b>	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing	IC		4,121.1						553.1	3,568.1	4,121.1	
UPN 4199-007	Interchange	CN				3,800.0				510.0	3,290.0	3,800.0	
MDT	RP 455.5	Total		<b>4,121.1</b>	<b>0.0</b>	<b>3,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,063.0</b>	<b>6,858.1</b>	<b>7,921.1</b>	
<b>Billings Bypass - (RR O'pass to Yellowsto</b>	New construction of	IC								0.0	0.0	0.0	
UPN4199-008	roadway	CN		7,726.3	-722.5					939.9	6,063.9	7,003.8	
MDT	connection from existing	Total		<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>	
	Interchange to the bridge											Final	
	over the railroad												
<b>Exposition Dr. &amp; 1st Ave. N. Blgs</b>	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	
UPN 7908		CN						9,036.8		0.0	0.0	0.0	
MDT	RP .35 to 1.35	Total		<b>1,537.3</b>	<b>2,334.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9,036.8</b>	<b>0.0</b>	<b>1,732.4</b>	<b>11,176.5</b>	<b>12,908.9</b>	
												modification	
												decreased costs and moved to 27 from 25	
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE								0.0	0.0	0.0	
UPN 8669		CN		10,763.2	3,531.5	154.6				1,939.1	12,510.2	14,449.3	
MDT	RP .51 to .72	Total		<b>10,763.2</b>	<b>3,531.5</b>	<b>154.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,939.1</b>	<b>12,510.2</b>	<b>14,449.3</b>	
												modification	
<b>Airport Rd. &amp; Main St. - Blgs</b>	Intersection Improvements	OT		295.6	350.7					39.7	255.9	295.6	
UPN 8718		PE		2,229.8						346.3	2,234.2	2,580.5	
MDT		RW					61.2			8.2	53.0	61.2	
		IC					153.1			20.5	132.5	153.1	
		CN						7,718.4		1,035.8	6,682.6	7,718.4	
MDT	RP 1.5 to 2.2	Total		<b>2,525.4</b>	<b>350.7</b>	<b>0.0</b>	<b>214.3</b>	<b>7,718.4</b>	<b>0.0</b>	<b>1,450.5</b>	<b>9,358.3</b>	<b>10,808.8</b>	
												decreased to match tcp	
<b>1st Ave. N - N 9th to RR Xing</b>	Reconstruction of roadway	PE		2,984.3						400.5	2,583.8	2,984.3	
UPN 9022	Major Rehab	RW					59.8			8.0	51.8	59.8	
MDT		IC						59.8		8.0	51.8	59.8	
		CN							20,808.6	2,792.5	18,016.1	20,808.6	
MDT	N-115 RP 0.7 - RP .93	Total		<b>2,984.3</b>	<b>0.0</b>	<b>0.0</b>	<b>59.8</b>	<b>59.8</b>	<b>20,808.6</b>	<b>3,209.1</b>	<b>20,703.4</b>	<b>23,912.5</b>	
												updated costs	
<b>Zoo Drive Improvements</b>	Intersection Improvements	PE		499.7						67.1	432.7	499.7	
UPN 9597		RW			170.8					22.9	147.9	170.8	
MDT		IC			227.7					30.6	197.2	227.7	
		CN				7,520.3				1,009.2	6,511.1	7,520.3	
MDT	I-90 RP 442.9 to 444.3	Total		<b>499.7</b>	<b>398.5</b>	<b>7,520.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,129.8</b>	<b>7,288.8</b>	<b>8,418.6</b>	
	U-1011 RP 2.36 to 3.04											updated costs to award amount moved 1.1 mi	
<b>1st Ave. N - RR Xing to Broadway</b>	Reconstruction of roadway	PE		831.1						111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			12.4					1.7	10.8	12.4	
MDT	Project split from 9022	IC			255.6					34.3	221.3	255.6	
		CN				8,345.7				1,120.0	7,225.7	8,345.7	
MDT	N-115 RP 0.93 - RP 1.45	Total		<b>831.1</b>	<b>0.0</b>	<b>268.1</b>	<b>8,345.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1,267.5</b>	<b>8,177.4</b>	<b>9,444.8</b>	
												updated costs	
<b>1st Ave. N - Broadway to Division</b>	Reconstruction of roadway	PE		840.7						112.8	727.8	840.7	
UPN 9881	Major Rehab	RW			12.6					1.7	10.9	12.6	
MDT	Project split from 9022	IC			350.6					47.1	303.6	350.6	
		CN				7,732.6				1,037.7	6,694.9	7,732.6	
MDT	N-115 RP 1.45 to RP 2.05	Total		<b>840.7</b>	<b>0.0</b>	<b>363.2</b>	<b>7,732.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1,199.3</b>	<b>7,737.2</b>	<b>8,936.5</b>	
												updated costs	
<b>Montana Ave Crosswalks - BLGS</b>	Sidewalk Improvements	PE		128.2						17.2	111.0	128.2	
UPN 9998	ADA compliance	RW								3.4	22.2	25.6	
MDT		IC				25.6				6.9	44.4	51.3	
		CN						2,610.1		350.3	2,259.8	2,610.1	
MDT	N-113 RP .17 to RP 4.25	Total		<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>76.9</b>	<b>0.0</b>	<b>2,610.1</b>	<b>377.8</b>	<b>2,437.5</b>	<b>2,815.3</b>	
												updated costs and moved to 28 from 27	
<b>NH TOTAL</b>				<b>79,976.2</b>	<b>20,391.4</b>	<b>14,609.9</b>	<b>17,429.4</b>	<b>17,815.0</b>	<b>39,638.3</b>	<b>0.0</b>	<b>25,479.2</b>	<b>164,381.0</b>	<b>189,860.2</b>

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

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

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

CN estimates include CE costs

# National Highway Freight Program (NHFP)\*

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			
										8.76%	91.24%			
<b>Billings Bypass</b> (Johnson Lane Interchange) UPN4199007	Reconstruction of existing Interchange	CN				14,357.7					1,257.7	13,100.0	14,357.7	moved to 26 from 25
MDT										0.0	0.0	0.0	0.0	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14,357.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,257.7</b>	<b>13,100.0</b>	<b>14,357.7</b>	
<b>I-90 Yellowstone River Bridges</b> UPN 7972	Reconstruction of interstate bridges	PE	801.4							70.2	731.2	801.4		
MDT		CN	17,325.0							1,517.7	15,807.3	17,325.0		
										0.0	0.0	0.0		
		<b>Total</b>	<b>18,126.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,587.9</b>	<b>16,538.6</b>	<b>18,126.4</b>		
<b>NHFP TOTAL</b>			<b>18,126.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14,357.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,845.6</b>	<b>29,638.6</b>	<b>32,484.2</b>		

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

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

\*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		
										13.42%	86.58%		
<b>(Yellowstone River Bridge)</b> UPN 4199003 BBP	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9	
MDT										12.9	0.0	12.9	
		<b>Total</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>0.0</b>	<b>12.9</b>	
<b>Lockwood Interchange</b> UPN 9588	Interchange Improvement Study RP 450 to 455.3	OT	1,546.8							207.6	1,339.2	1,546.8	corrected typo in amount
MDT										207.6	1,339.2	1,546.8	
		<b>Total</b>	<b>1,546.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>207.6</b>	<b>1,339.2</b>	<b>1,546.8</b>	
<b>South Billings Blvd</b> UPN	Roadway Striping RP 0 to 1.3	OT	55.3							7.4	47.9	55.3	
MDT										0.0	0.0	0.0	
		<b>Total</b>	<b>55.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>47.9</b>	<b>55.3</b>	
<b>Johnson Lane Interchange</b> UPN	Roadway Striping RP 0 to 10.6	OT	10.6							1.4	9.2	10.6	
MDT										0.0	0.0	0.0	
		<b>Total</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9.2</b>	<b>10.6</b>	
<b>88TH ST- SHILOH</b> UPN	Roadway Striping RP 10.8 to 17.7	OT			69.7					9.4	60.3	69.7	added new durable striping project
MDT										0.0	0.0	0.0	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>69.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>60.3</b>	<b>69.7</b>	
<b>SF 209 BILLINGS DIST SIGNS</b> UPN 10299	install safety improvement: signs, delineation, chevrons	CN				84.6				11.4	73.2	84.6	updated costs
MDT										11.4	73.2	84.6	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>84.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>73.2</b>	<b>84.6</b>	
<b>TOTALS</b>			<b>1,625.6</b>	<b>0.0</b>	<b>69.7</b>	<b>84.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>250.0</b>	<b>1,529.9</b>	<b>1,779.9</b>	

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													
No New Projects													
<b>STPP TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

CN estimates include CE costs

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## Railroad Crossing (RRS)

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													
No New Projects													
<b>STPP TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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		
<b>Sponsor</b>													
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>		<b>2,500.0</b>
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	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		-38.1					37.7	339.3		377.0
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2		4,144.7
<i>MDT</i>	RP 15.4 to 15.7	<b>Total</b>	<b>6,918.6</b>	<b>94.5</b>	<b>-38.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>697.5</b>	<b>6,277.6</b>		<b>6,975.1</b>
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	Intersection Improvements - Roundabout	PE	863.9	87.6						95.1	856.3		951.5
UPN 9383		IC	1,175.7	-108.5	161.7					122.9	1,106.0		1,228.9
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0		6,913.4
<i>MDT</i>	U1034 RP 2.4-2.8	<b>Total</b>	<b>10,153.0</b>	<b>-1,433.8</b>	<b>374.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>909.4</b>	<b>8,184.4</b>		<b>9,093.8</b>
<b>ZOO DRIVE IMPROVEMENTS - BLOC</b>	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	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>450.0</b>		<b>500.0</b>
<b>SF189 SOUTH D5 SAFETY IMPRV</b>	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	CN		170.2						17.0	153.2		170.2
<i>MDT</i>	Various Locations	<b>Total</b>	<b>16.9</b>	<b>170.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.7</b>	<b>168.4</b>		<b>187.1</b>
<b>SF 209 BILLINGS DIST SIGNS</b>	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3		44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4		242.7
<i>MDT</i>	Various Locations	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>0.0</b>	<b>242.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.7</b>	<b>258.7</b>		<b>287.5</b>
<b>KING AVE &amp; 48TH STREET - BLGS</b>	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a U-1037 RP 16.5 to 16.7	CN						1,600.0		160.0	1,440.0		1,600.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,600.0</b>	<b>0.0</b>	<b>160.0</b>	<b>1,440.0</b>		<b>1,600.0</b>
<b>HSIP Totals</b>			<b>17,133.4</b>	<b>-669.0</b>	<b>1,336.4</b>	<b>742.7</b>	<b>500.0</b>	<b>2,100.0</b>	<b>0.0</b>	<b>2,114.3</b>	<b>19,029.1</b>		<b>21,143.5</b>

Final

Final modification modification

decreased costs

New project

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		
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>		
<b>BBP-YELLOWSTONE RIVER</b>	New bridge construction	CN	5,000.0							0.0	0.0	0.0	
UPN 4199-003										671.0	4,329.0	5,000.0	
<i>MDT</i>	Statewide	<b>Total</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>	
<b>I-90 Yellowstone River</b>		PE	4,833.3							648.6	4,184.6	4,833.3	
UPN 7972		CN	63,376.3	2,074.9						8,783.6	56,667.7	65,451.3	
<i>MDT</i>	RP 2.7 to 3.0	<b>Total</b>	<b>68,209.6</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,432.2</b>	<b>60,852.3</b>	<b>70,284.5</b>	
<b>BR PRES COLUMBUS JOLIET AV</b>	Minor bridge rehab	PE	168.9							22.7	146.3	168.9	
UPN 9552		IC								0.0	0.0	0.0	
One project in MPO	Using 33% for costs	CN		1,746.3						234.4	1,512.0	1,746.3	
<i>MDT</i>	U-1033 RP 0.9 to 1.1	<b>Total</b>	<b>168.9</b>	<b>1,746.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>257.0</b>	<b>1,658.3</b>	<b>1,915.3</b>	
<b>SHILOH RD / I-90 BRIDGE - BL</b>	Bridge rehab	PE	309.9							41.6	268.3	309.9	
UPN 9720		IC			12.4					1.7	10.7	12.4	
<i>MDT</i>	U-1031 RO 5.0 to 5.3	<b>Total</b>	<b>309.9</b>	<b>0.0</b>	<b>12.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,824.2</b>	<b>422.3</b>	<b>2,724.2</b>	<b>3,146.5</b>	
<b>MONTANA AVE OVERPASS - BIL</b>	Bridge rehab	PE	43.3							5.8	37.5	43.3	
UPN 9913		CN	1,092.3	-186.6						121.6	784.2	905.8	
<i>MDT</i>	N113 RP1.82 TO 1.92	<b>Total</b>	<b>1,135.6</b>	<b>-186.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>127.4</b>	<b>821.7</b>	<b>949.1</b>	
<b>BR TOTAL</b>			<b>74,824.1</b>	<b>3,634.7</b>	<b>12.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,824.2</b>	<b>0.0</b>	<b>10,909.8</b>	<b>70,385.5</b>	<b>81,295.4</b>

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		
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>		
<b>URBAN PAVEMENT PRESERVATION</b>		ALL		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>UPP TOTAL</b>			<b>0.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>

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	
<b>Sponsor</b>									13.42%	13.42%	86.58%	
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>167.8</b>	<b>1,082.3</b>	<b>1,250.0</b>
<b>Underpass Ave. Improvements</b>	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	<b>Total</b>	<b>2,850.9</b>	<b>-17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>380.2</b>	<b>2,453.2</b>	<b>2,833.4</b>
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation	CN	554.4							74.4	480.0	554.4
UPN 9198	Not all locations inside MPO bound	<b>Total</b>	<b>554.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.4</b>	<b>480.0</b>	<b>554.4</b>
<i>MDT</i>	I-90 RP 437.12 to 446.7											
<b>ATSPM - MAIN STREET (BILLINGS)</b>	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400		<b>Total</b>	<b>221.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.7</b>	<b>191.4</b>	<b>221.0</b>
<i>MDT</i>	Various Locations											
<b>BILLINGS DISTRICT ADA UPGRAD</b>	ADA upgrades	PE	25.2	12.6						5.1	32.8	37.8
	Not all locations inside MPO boundary	CE		62.3						8.4	53.9	62.3
UPN 10431	using 15% for costs	<b>Total</b>	<b>25.2</b>	<b>74.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.4</b>	<b>86.7</b>	<b>100.1</b>
<i>MDT</i>	Various Locations											
		<b>Total</b>	<b>3,651.5</b>	<b>807.5</b>	<b>750.0</b>	<b>750.0</b>	<b>750.0</b>	<b>750.0</b>	<b>0.0</b>	<b>1,001.0</b>	<b>6,458.0</b>	<b>7,459.0</b>

CN estimates include CE costs

# Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal				
<b>Zoo Drive Improvements</b> UPN 9597	Intersection Improvements														
<i>MDT</i>	I-90 RP 442.9 to 444.3 U-1011 RP 2.36 to 3.04	CN			1,155.0						155.0	1,000.0			1,155.0
	<b>Total</b>		0.0	0.0	1,155.0	0.0	0.0	0.0	0.0	0.0	155.0	1,000.0			1,155.0
<b>BILLINGS DISTRICT ADA UPGRAD</b> UPN 10431	ADA upgrades Not all locations inside MPO boundary using 15% for costs	PE									48.5	313.1			361.6
<i>MDT</i>	Various Locations	CN		388.4	-26.8						48.5	313.1			361.6
	<b>Total</b>		0.0	388.4	-26.8	0.0	0.0	0.0	0.0	0.0	48.5	313.1			361.6
<b>KING AVE &amp; 48TH STREET - BLGS</b> UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	PE			600.0						80.5	519.5			600.0
<i>MDT</i>	U-1037 RP 16.5 to 16.7	RW					400.0				53.7	346.3			400.0
		IC							400.0		53.7	346.3			400.0
		CN							1,908.1		256.1	1,652.0			1,908.1
	<b>Total</b>		0.0	0.0	600.0	0.0	400.0	2,308.1	0.0	0.0	443.9	2,864.2			3,308.1
	<b>Total</b>		0.0	388.4	1,728.2	0.0	400.0	2,308.1	0.0	0.0	647.5	4,177.2			4,824.7

added new funding source for Zoo Drive

modified

New project

# 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
<b>Sponsor</b>												
<b>Carryover</b>				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
<b>Estimated Allocation (TA)</b>				790.0	790.0	790.0	790.0	790.0				
<b>STAGECOACH TRAIL - BILLINGS</b>												
UPN 10432	Shared use path	PE		931.2					125.0		806.2	931.2
MDT/Locals		CN						5,348.7	717.8		4,630.9	5,348.7
	<b>Total</b>		<b>0.0</b>	<b>931.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,348.7</b>	<b>842.8</b>	<b>0.0</b>	<b>5,437.1</b>	<b>6,279.9</b>
<b>SIDEWALKS - LOCKWOOD</b>												
UPN 10433	Sidewalk construction	PE		266.1					35.7		230.4	266.1
MDT/Locals		CN			1,166.6				156.6		1,010.1	1,166.6
	<b>Total</b>		<b>0.0</b>	<b>266.1</b>	<b>1,166.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>192.3</b>	<b>0.0</b>	<b>1,240.4</b>	<b>1,432.7</b>
<b>TA TOTALS</b>			<b>0.0</b>	<b>1,197.3</b>	<b>1,166.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5,348.7</b>	<b>1,035.0</b>	<b>0.0</b>	<b>6,677.5</b>	<b>7,712.6</b>
<b>Federal</b>			<b>0.0</b>	<b>1,036.6</b>	<b>1,010.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4,630.9</b>				
<b>Local</b>			<b>0.0</b>	<b>160.7</b>	<b>156.6</b>	<b>0.0</b>	<b>0.0</b>	<b>717.8</b>				
<b>Balance</b>				<b>5,698.4</b>	<b>5,478.3</b>	<b>6,268.2</b>	<b>7,058.2</b>	<b>3,217.3</b>				

updated costs  
updated costs and moved to 28 from 26

updated costs  
updated costs and moved to 25 from 26

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 20.00%	State 0%	Federal 80.00%	
<b>Rec Trails Program</b> <i>Local</i>	Trail Construction Various	All				125.0	125.0	125.0	75.0		300.0	375.0
	<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>75.0</b>	<b>0.0</b>	<b>300.0</b>	<b>375.0</b>
<b>Rose Park Trail, Phase 1</b> <i>City of Billings/TrailNet</i>	New Trail Construction Local match sourced from cash in-kind contributions	PE CN	25.0 100.0						5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>125.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Rose Park Trail, Phase 2</b> <i>City of Billings/TrailNet</i>	Continuation of Rose Park Trail	PE CN		25.0 74.6					5.0 24.6		20.0 50.0	25.0 74.6
	<b>Total</b>		<b>0.0</b>	<b>99.6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>0.0</b>	<b>70.0</b>	<b>99.6</b>
<b>Lillis Park Trail Connector</b> <i>City of Billings</i>	Trail reconstruction	PE CN		25.0 100.0					5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>0.0</b>	<b>125.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Big Ditch Trail Extension</b> <i>City of Billings</i>	Trail reconstruction	PE CN		25.0 100.0					5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>0.0</b>	<b>125.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Southern Riverfront Park</b> <i>City of Billings</i>	Trail reconstruction	PE CN			25.0 100.0				5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Trailside Education Signs*</b> <i>City of Billings/Trailnet</i>	Trail Signage	PE CN			59.1				0.0 11.8		0.0 47.2	0.0 59.1
	<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>59.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>0.0</b>	<b>47.2</b>	<b>59.1</b>
<b>Total</b>			<b>125.0</b>	<b>349.6</b>	<b>184.1</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>216.4</b>	<b>0.0</b>	<b>817.2</b>	<b>1,033.7</b>

updated costs and split

new project

new project

\*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		
<b>Sponsor</b>													
<b>Billings Bypass</b>	<b>UPN41990</b>	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	<b>Total</b>	<b>22,445.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,012.2</b>	<b>19,433.4</b>	<b>22,445.6</b>
			<b>Total</b>	<b>22,445.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,012.2</b>	<b>19,433.4</b>	<b>22,445.6</b>

CN estimates include CE costs

# Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source					Local	State	Federal	Total Estimated Obligation
			2024	2025	2026	2027	2028				
<b>Sponsor</b>											
Carryover			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Allocation (Estimated)(Fed Share)			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				
<b>Bus &amp; Passenger Amenities/ Equipment</b>											
Supportive Equipment											
Facilities/Ammenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY25/26		10.5			36.0	36.0	16.5		66.0	82.5
Met Transit		<b>Total</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>36.0</b>	<b>16.5</b>		<b>66.0</b>	<b>82.5</b>
<b>Transit Operations***</b>											
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	862.5	862.5	862.5	862.5	1,001.4		4,005.7	5,007.1
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	711.8	711.8	711.8	711.8	861.6		3,446.4	4,308.0
Fixed Route	50/50 Match		5,369.8	3,200.5	3,175.2	3,117.6	3,117.6	8,990.3		8,990.3	17,980.7
Met Transit		<b>Total</b>	<b>8,387.8</b>	<b>4,774.8</b>	<b>4,749.5</b>	<b>4,691.9</b>	<b>4,691.9</b>	<b>10,853.3</b>	<b>0.0</b>	<b>16,442.4</b>	<b>27,295.7</b>
<b>Purchase buses</b>											
Replacement Buses											
Expansion Buses											
Met Transit		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>8,398.3</b>	<b>4,774.8</b>	<b>4,749.5</b>	<b>4,727.9</b>	<b>4,727.9</b>	<b>10,869.8</b>	<b>0.0</b>	<b>16,508.4</b>	<b>27,378.2</b>
Federal			<b>5,107.7</b>	<b>2,859.7</b>	<b>2,847.0</b>	<b>2,847.0</b>	<b>2,847.0</b>				
Local			<b>3,290.6</b>	<b>1,915.1</b>	<b>1,902.5</b>	<b>1,880.9</b>	<b>1,880.9</b>				
Ending Balance (Federal)			<b>2,859.7</b>	<b>2,847.0</b>	<b>2,847.0</b>	<b>2,847.0</b>	<b>2,847.0</b>				

Full 5307 FFY25 apportionment (estimated)

\$2,847,000

## Project 1 - Operating Assistance

	FTA Amount	Local	Total	FTA Share	Local Share
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 1,587,600	\$ 1,587,600	\$ 3,175,200	50.00%	50.00%
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	\$ -	\$ -	\$ -	80.00%	20.00% *used 5339 funds in FFY25 for security requirement
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 569,400	\$ 142,350	\$ 711,750	80.00%	20.00% *up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventive Maintenance	\$ 690,000	\$ 172,500	\$ 862,500	80.00%	20.00%
<b>Total</b>	<b>\$ 2,847,000</b>	<b>\$ 1,902,450</b>	<b>\$ 4,749,450</b>		

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

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

# 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%
<i>Carryover</i>			1,011.2	753.1	768.1	718.5	965.4				
<i>Allocation (Estimated)</i>			735.0	735.0	735.0	735.0	500.0				
<b>Rolling Stock</b>	Replacement		602.1	0.0	0.0	130.0	0.0	109.8		622.3	732.1
<i>Met Transit</i>	85/15 match for ADA		602.1	0.0	0.0	130.0	0.0	109.8		622.3	732.1
<b>Bus and Bus Technology</b>	Upgrade		182.9	38.0	118.9	0.0	0.0	67.9		271.8	339.7
<i>Met Transit</i>			182.9	38.0	118.9	0.0	0.0	67.9		271.8	339.7
<b>Bus Facilities and Support</b>	Facility items, construction, technology, amenities, support equipment, etc.		418.8	38.9	609.5	290.0					
<i>Met Transit</i>			418.8	38.9	609.5	290.0					
				73.1	80.0	50.0					
				300.0	50.0	50.0					
				50.0	50.0	50.0	50.0				
			418.8	462.0	789.5	440.0	50.0	432.1		1,728.2	2,160.3
<b>Bus Facilities Security System</b>	Upgrade			400.0	72.5	32.0					
<i>Met Transit</i>				400.0	72.5	32.0					
<b>Bus, Facilities, and Technology</b>	Upgrade facilities, replace buses, add technology		0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
<i>Met Transit</i>			0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
<b>SECTION 5339 TOTALS</b>			1,203.7	900.0	980.8	602.0	1,400.0	980.7	0.0	4,105.8	5,086.5
<b>Federal</b>			993.1	720.0	784.6	488.1	1,120.0				
<b>Local</b>			210.6	180.0	196.2	113.9	280.0				
<b>Balance</b>			753.1	768.1	718.5	965.4	345.4				

updated allocation for 24

## PROJECTS

2024	2025	2026	2027	2028
Overage bus diesel/electric			1 Paratransit Vehicle	
AVL system	Bus Sign Controllers	Bus Pass Card Readers, APCs		
Facility Remodel	Support Vehicle, Bus Wash Rehab, Generator, Shop Heaters, Bus Stop Improvements	Transfer Center Amenities, Support Vehicle, Lifts, Bus Stops	Transfer Center Amenities, Support Vehicle, Fork Lift, Bus Stops	Bus Stops
	Admin & Transfer Center Security Cameras	Access Control	Bus Stop Lighting	

## Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase	Funding Source					Total Estimated Obligation		
			2024	2025	2026	2027	2028		Local 15%	State
<i>Carryover</i>			6,904.6							
<i>Allocation</i>	5339b/LowNo		0.0	910.3						
<b>Rollingstock</b>	Replace buses		5,499.8	1,000.0						
<i>Met Transit</i>	85/15 match for ADA	<b>Total</b>	5,499.8	1,000.0	0.0	0.0	0.0	975.0		5,524.8
<b>Bus and Bus Facilities</b>	Technology		465.0	70.0						
<i>Met Transit</i>	Facility Remodel		2,196.0							
	Training		20.1	5.4						
	Training Capital		210.8							
	<b>80/20 Rate</b>	<b>Total</b>	2,891.9	75.4	0.0	0.0	0.0	593.5		2,373.8
<b>SECTION 5339 TOTALS</b>			8,391.7	1,075.4	0.0	0.0	0.0	###		7,898.6
<b>Federal</b>			6,904.6	910.3	0.0	0.0	0.0			
<b>Local</b>			1,487.0	165.1	0.0	0.0	0.0			
<b>Balance</b>			0.0	0.0	0.0	0.0	0.0			

## PROJECTS

2024	2025	2026	2027	2028
4 Diesel Buses				
4 Electric Buses	8 Paratransit Vans			
Electric Chargers				
METroplex Remodel	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training			
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%	
<i>Carryover</i>			0.0	22.0	0.0	45.1	90.2				
<i>Allocation (Estimated)</i>			225.9	275.3	225.9	225.9	225.9				
<b>Paratransit Vehicles</b>	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	271.8
<i>Met Transit and Coordination Group</i>		Purch.	111.9	100.0				42.4		169.5	211.9
			239.9	243.8	0.0	0.0	0.0	72.5		411.1	483.6
<b>Traditional and Non-Traditional Projects</b>	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>		Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<b>SECTION 5310 TOTALS</b>			239.9	356.3	226.0	226.0	226.0	230.6		1,043.5	1,274.1
	<b>Federal</b>		203.9	297.2	180.8	180.8	180.8				
	<b>Local</b>		36.0	59.1	45.2	45.2	45.2				
	<b>Balance</b>		22.0	0.0	45.1	90.2	135.3				

2024	2025	2026	2027	2028
MET ADA Transit Van	2 COR vans			
YCCOA ADA Transit Van (updated van costs)	2 BSSS mini-vans			
	MET infrastructure improvements	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan

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

## Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated Obligation
			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	253.8	250.0	250.0	250.0	1,352.7	
<b>Transit Operations</b>	Operating		348.9	253.8	250.0	250.0	250.0	1,352.7	
<i>Met Transit</i>			348.9	253.8	250.0	250.0	250.0	1,352.7	
<b>STATE TOTALS</b>			0.0	0.0	0.0	0.0	0.0	1,352.7	

## **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> .

Due to this administrative modification, the MPO will post the Policy Coordinating Committee Agenda to review and act on the Transportation Improvement Program Administrative Modification here: <https://www.billingsmt.gov/117/Agendas-Minutes> .

Technical Advisory Committee:	March 13, 2025
YC Planning Board:	April 8, 2025
YC Board of Commissioners:	April 8, 2025
Billings City Council:	April 14, 2025
Policy Coordinating Committee:	April 15, 2025 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 regard 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, 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

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Roger Gravgaard, President  
Yellowstone County Board of Planning

**City Council Work Session**

**Date:** 04/07/2025  
**Title:** 2024 Annual Report Overview  
**Presented by:** Rich St. John, Police Chief  
**Department:** Police  
**Presentation:** Yes  
**Legal Review:** Not Applicable  
**Project Number:** N/A

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**RECOMMENDATION**

2024 Annual Report Presentation to City Council.

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

2024 Annual Report Presentation to City Council.

**STAKEHOLDERS**

N/A

**ALTERNATIVES**

City Council may:

- Approve; or,
- Not Approve

**FISCAL EFFECTS**

N/A

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**Attachments**

2024 Annual Report  
Annual Report Presentation



# Annual Report

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2024

**Billings Police Department**

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# Billings Police Department 2024 Annual Report

*Meet Our Command Staff — Led by Chief St. John and Assistant Chief Lawrence, our Commanders oversee more than 200 sworn and civilian employees making them the leaders of Montana’s largest local law enforcement agency* **4**

*Violent Crime Statistics — Assaults increased slightly in 2024, which is partially driven by an increase in criminal endangerment offenses associated with weapons and traffic offenses* **10**

*Property Crime Statistics — Motor vehicle thefts decreased for the fourth consecutive year* **20**

*Traffic Statistics — Officers issued fewer citations but more warnings during 2024* **26**

*Investigations and Evidence Divisions — Billings Detectives maintained a 70% clearance rate* **31**

*Learn about BPD’s specialized details and task force membership — Billings Police serve in a variety of additional duties that enhance public safety and remove drugs from the community* **33**

*Animal Control Division — Officers responded to more than 5,000 calls for service during 2024* **39**

*Welcome, Congratulations and Farewell — BPD ended the year with 8 new officers, 4 new Community Service Officers and 8 retirements* **40**

*Office of Professional Standards Report —* **TBA**

*Response to Resistance Report —* **TBA**



Mayor, City Council, and Billings residents:

As we close the chapter on another remarkable year, we are proud to share the highlights and accomplishments that defined 2024 for the Billings Police Department. This year marked significant milestones, innovative breakthroughs, and a continued commitment to excellence. Our commitment to ensure the safety and well-being of every resident or visitor remains unwavering. The report summarizes the incredible work of the men and women of the Billings Police Department and gives you some insight into future challenges as we move forward.

Despite the many challenges of the last few years, we have we have accomplished much this past year. Within the pages of this report you will find statistics, charts, graphs, and other information that documents and measures the department's activity and performance in the face of complex issues, both within the community and criminal justice system. More importantly, the report highlights our dedication to provide excellent, efficient, and responsive police services to the citizens of Billings.

As you review this report, keep in mind that it also represents the dedication of our team, the trust of our partners, and the support of our community. Looking ahead, 2025 promises an even greater opportunity to grow, innovate, and make a difference. I would like to thank our Mayor, City Council members, and City Administration. They have been instrumental in creating an environment that fosters innovation and success.

It has been my honor to serve as the Chief of Police for Billings. Thank you for the trust and support you have given the department. Your support goes neither unnoticed nor unappreciated. We will continue to innovate, persevere, and stay resilient as we provide exceptional service and the best of contemporary policing. And we will do so with a professional and dedicated staff.

I welcome you to visit our website [www.Billingsmt.gov](http://www.Billingsmt.gov) and become a follower of the Billings Police Department Facebook page.

Sincerely

Rich St. John  
Chief of Police

# Mission Statement

The Billings Police Department is committed to improving the quality of life through a customer service, problem solving partnership with the community.

## Organizational Values

We are committed to delivering professional police service to Billings under the philosophy of community oriented policing through:

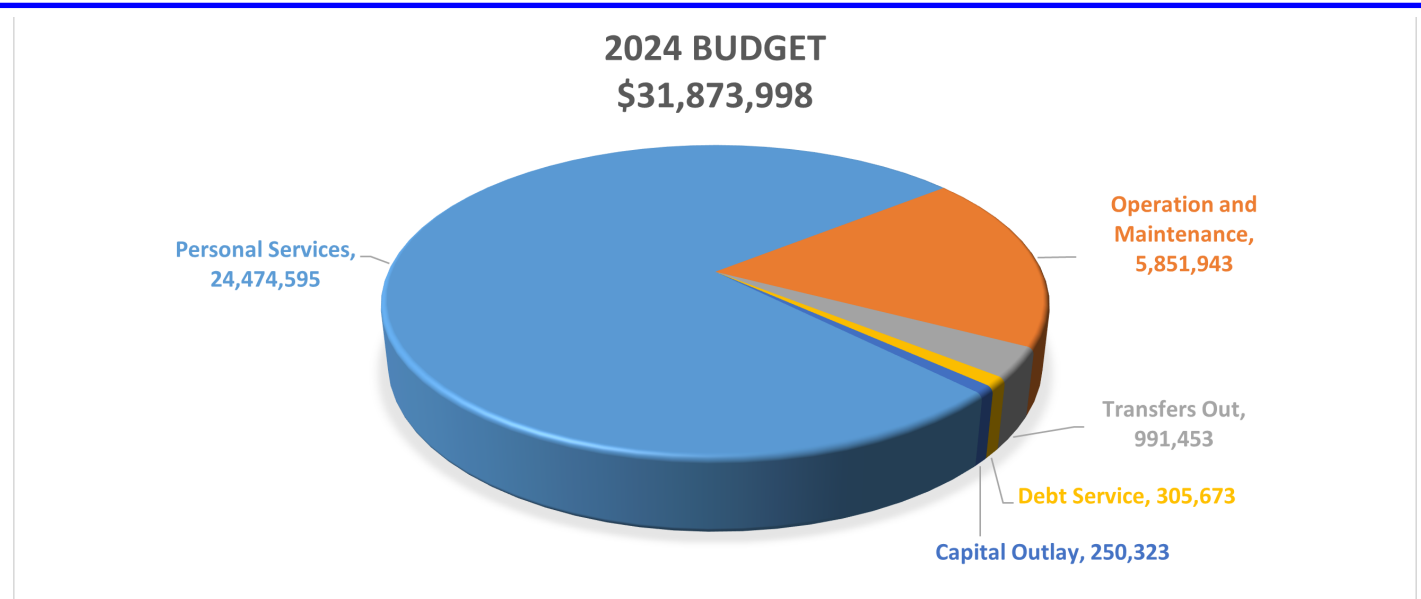
**COMMITMENT** – Being responsive to the need for increased community livability

**SERVICE** – Employing a customer service approach ~ Recognizing that our customers are the community, other personnel within the Department and other City employees

**PARTNERSHIP** – Utilizing a strong police-community partnership for problem solving

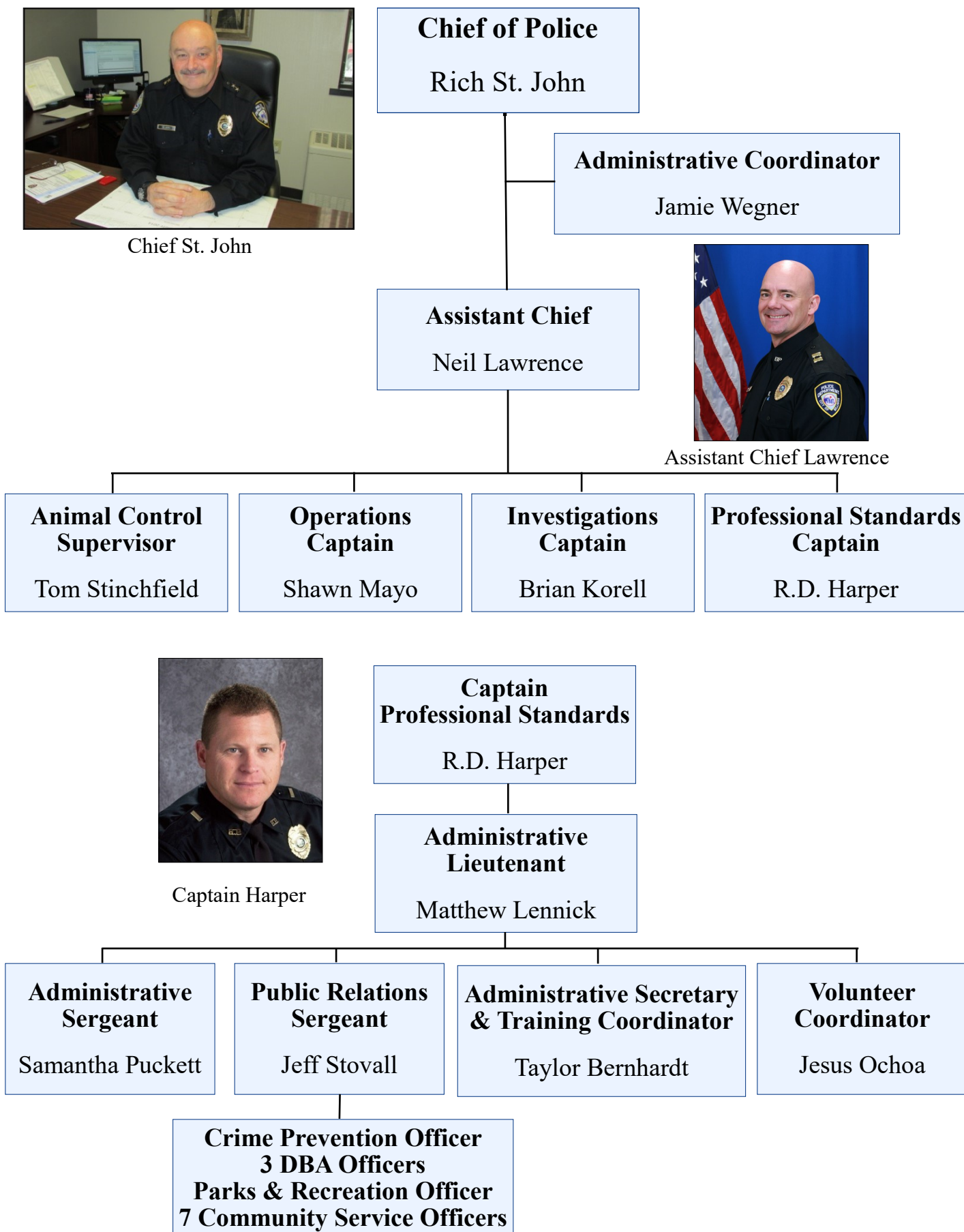
**INTEGRITY** – Applying moral, ethical and professional standards

## Funding at a Glance

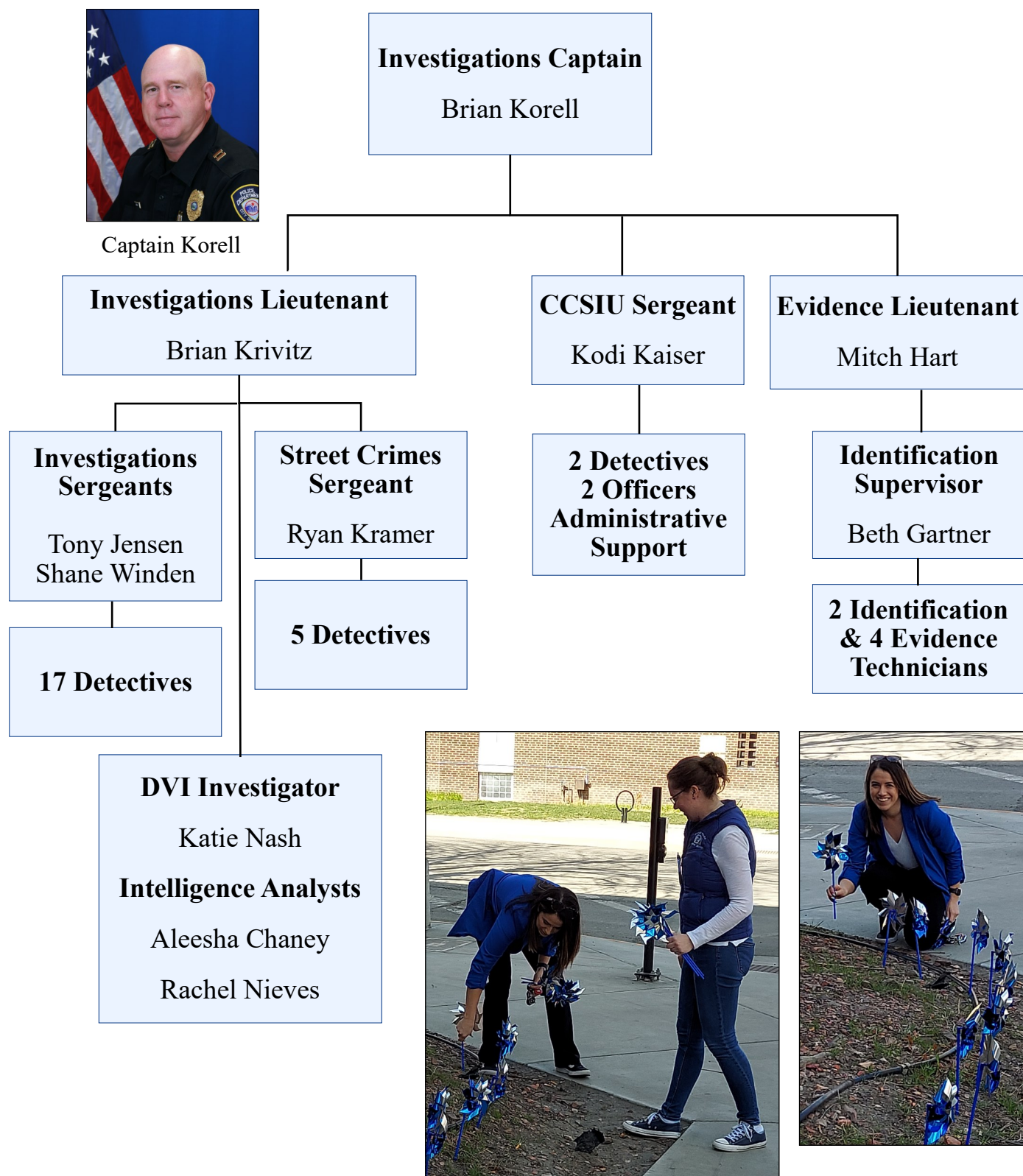


Grant	Uses	Amount
Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP)	Implement Billings Peer Support Program	\$ 900,000
2024 Domestic Violence Grant (DVI)	Domestic Violence Investigator overtime, training, supplies	\$ 79,442
Railroad Trespassing Enforcement Activities Program	Overtime for railroad trespass enforcement	\$ 120,000
2024 HIDTA Grant	Aids drug investigations with clerical staff overtime and equipment	\$ 227,745
2024 Homeland Security Grant	Bomb Squad training and equipment	\$ 130,000
2022 Homeland Security Grant	Bomb Squad training and equipment	\$ 80,000
2022 Homeland Security Grant	Explosive Ordinance Disposal transport vehicle	\$ 365,000
2023 Homeland Security EMPG Grant	Night Vision equipment	\$ 345,000
2023 Homeland Security Grant	Bomb Squad Training	\$ 70,000
2024 JAG Grant	Purchases equipment for BPD and YCSO	\$ 126,080
2022 JAG Grant	Purchases equipment for BPD and YCSO	\$ 123,669
2023 JAG Grant	Purchases equipment for BPD and YCSO	\$ 152,772
State Highway Traffic Safety Grant	Funds salary, benefits and equipment for DUI officer	\$ 160,000
State Highway Traffic Safety Grant	Funds overtime for traffic patrols	\$ 17,000
2023 Project Safe Neighborhoods Grant	Funds internships to analyze violent crime data	\$ 34,000
<b>Total Grants 2023-2024</b>		<b>\$ 2,930,708</b>

# Chain of Command

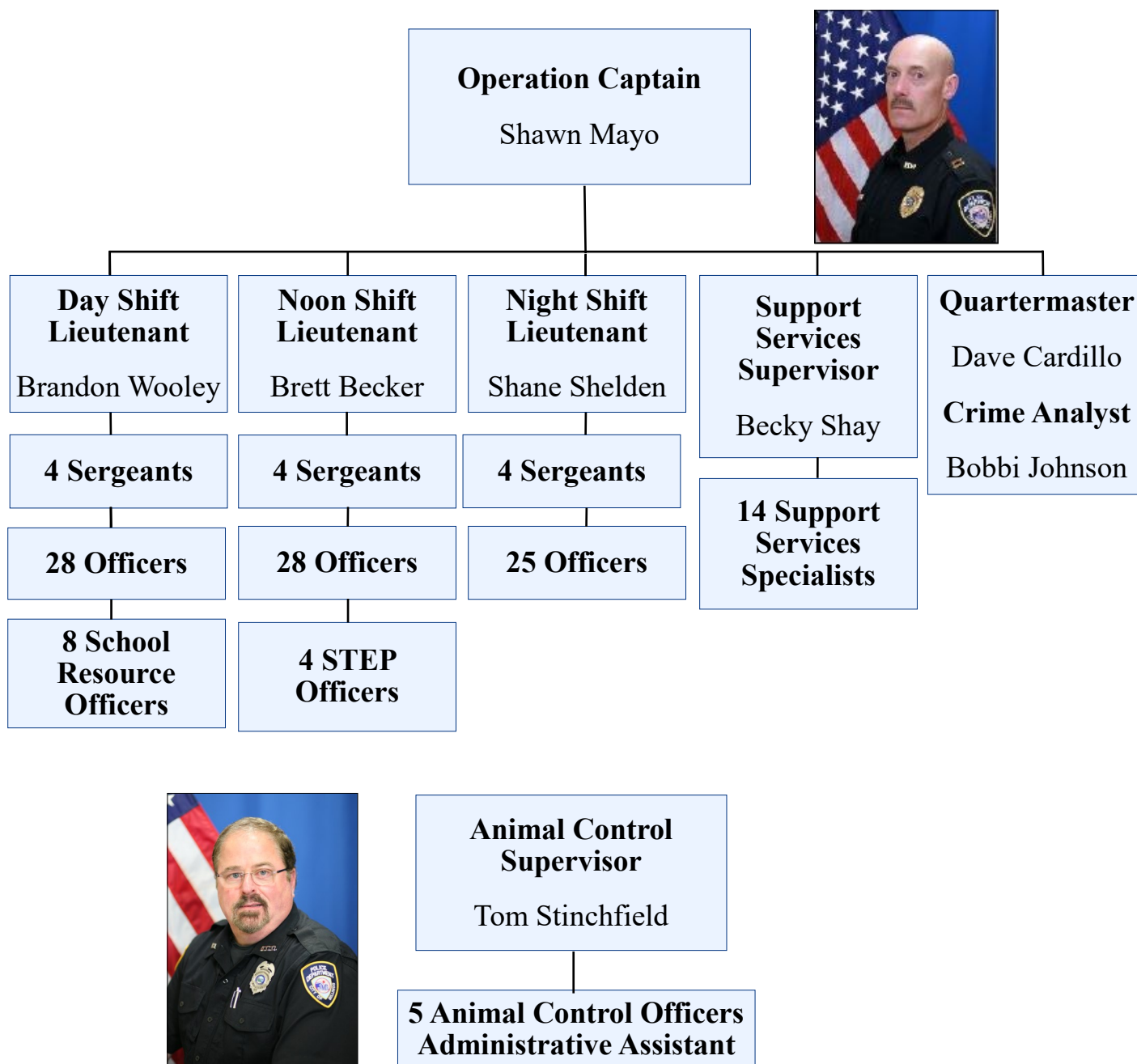


## Chain of Command



Detective Jones (above left and far right) and Amy from Support Services put pinwheels around the Police Department as part of Child Abuse Awareness Month in April. Blue and silver pinwheels are a national symbol for child abuse awareness and prevention.

## Chain of Command



### *Did you know?*

Billings Police Officers hosted 229 people on ride alongs during 2024.

Citizens ride with officers during their shift. The rides usually last a few hours and can be done any time of day or day of the week. These experiences give citizens the opportunity to see first-hand how officers work and to better understand law enforcement in our community.

Ride-along applicants who are younger than 18 require a parent or guardian's signature. All riders must provide identification when submitting a ride-along request.

More information and the request form is available on the Community Services page at [www.billingspolice.com](http://www.billingspolice.com).



# Calls For Service

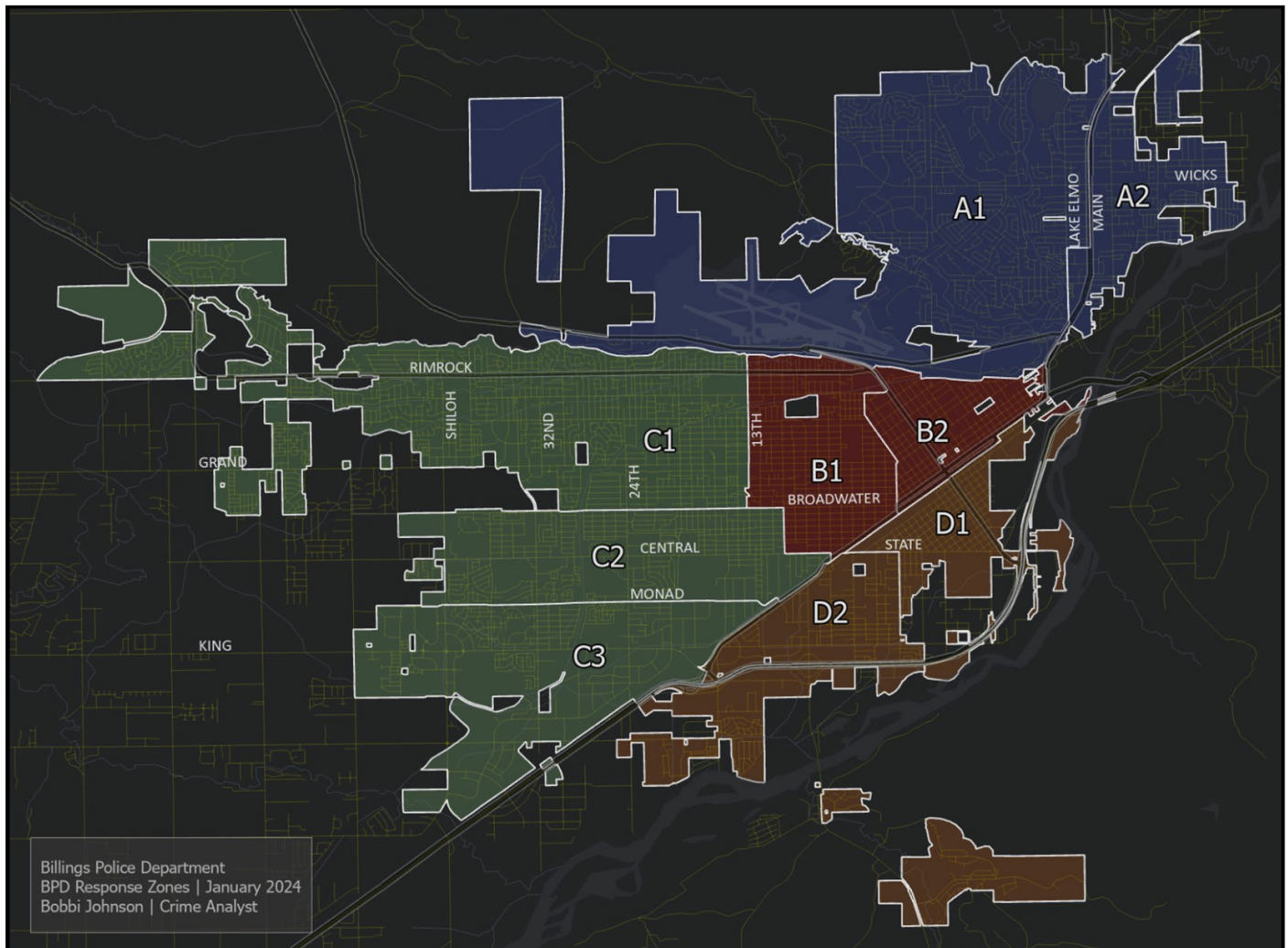
## Where We Work

There are an average of 16 patrol officers and commanders on each of the three shifts Billings Police Department operates every day. At the beginning of each shift, commanders determine which part of Billings each officer will patrol that day. There are never less than 9 officers on duty.

Billings Police Department has divided the city into Zones. The boundaries are based on natural borders, such as the Rimrocks, obvious boundaries, such as arterial roads and the railroad tracks, and some boundaries are unique to the Department's call load.

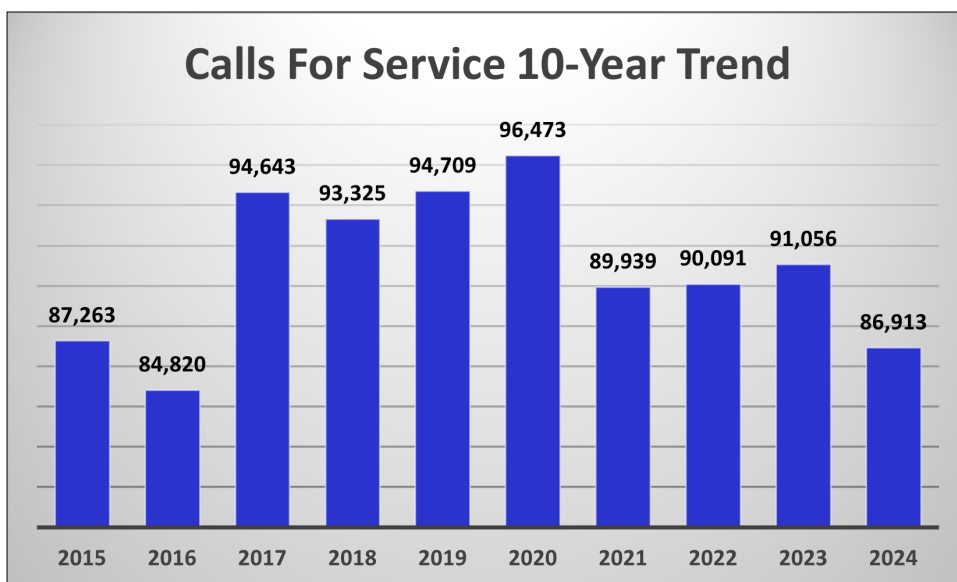
Officers work predominately in their assigned Zones, however they may need to leave their zones for a variety of tasks, including transport a person to jail, deliver seized items to the Evidence Facility or go to a hospital to speak with a victim. When officers must leave their zones, Commanders and the Dispatch Center staff work to ensure citizens receive a Police response by sending officers from other zones.

There are always enough officers to have one in each zone and if there are additional officers on duty, they work the busier zones. They also assist across the City as citizen requests increase during a shift or critical incidents pull officers into service outside of their assigned zones.



## Calls For Service

A1	8,254
A2	6,763
B1	7,997
B2	15,371
C1	9,692
C2	9,179
C3	8,844
D1	7,001
D2	7,533
Outside	
Billings	3,685
Unknown	
Location	2,594
	86,913



In late 2024, Billings Police Department expanded the options for incident types to improve coordination for sending officers to calls. As an example, Suspicious Activity and Disturbances are broad categories that covered a multitude of situations. By creating subsections within those categories, dispatchers can now select from more specific options and officers respond more appropriately. In the chart below, the categories are combined for consistency with past years.

Most Frequent Incident Types	2016	2017	2018	2019	2020	2021	2022	2023	2024
Suspicious Activity	10,910	11,955	12,916	13,086	15,018	14,402	13,686	14,008	13,224
Traffic Stop	10,135	14,224	11,035	12,442	10,898	8,872	10,232	10,466	12,591
Disturbance	8,114	8,912	9,323	8,830	8,844	8,250	6,983	6,728	6,658
Welfare Check	3,713	3,892	4,562	5,211	6,245	6,084	6,624	6,442	5,801
Trespass	1,678	2,015	2,813	3,512	5,590	5,402	5,357	6,050	5,363
Theft	5,298	5,856	5,032	4,529	4,728	3,628	4,556	4,336	4,018
Traffic Complaint/Investigation	3,073	3,207	3,405	3,811	3,693	3,843	3,638	3,714	3,965
Alarm	4,740	5,239	5,234	5,066	4,372	4,411	4,110	3,606	3,387
Area Check	2,982	5,567	5,210	3,512	3,402	2,440	3,163	3,249	2,636
Abandoned Vehicle	2,220	2,297	2,572	2,593	1,913	850	1,271	2,198	2,209
Accident Property Damage	2,250	2,274	2,321	2,301	1,993	2,297	2,252	2,154	2,323
Threats/Harassment	1,336	1,465	1,346	1,484	1,444	1,683	1,654	1,867	1,854
Service Assist Law Enforcement	1,184	1,202	1,009	1,098	1,432	1,307	1,439	1,524	1,345
Suicide Attempts/Threats	1,162	1,321	1,463	1,490	1,478	1,574	1,538	1,485	1,454
Vandalism	1,859	1,482	1,322	1,079	1,211	1,183	1,414	1,295	1,275
Lost/Found Property	1,078	964	1,026	1,013	1,000	1,046	800	1,264	1,102
Follow Up	1,374	2,206	2,491	2,034	1,620	1,466	1,442	1,099	642
Accident Hit and Run	984	1,026	987	1,069	931	1,192	987	1,078	1,088
DUI	1,515	1,308	1,417	1,459	1,370	1,361	1,133	1,034	1,098
Weapons	484	674	441	558	806	994	706	1,003	830

## Crime Reporting

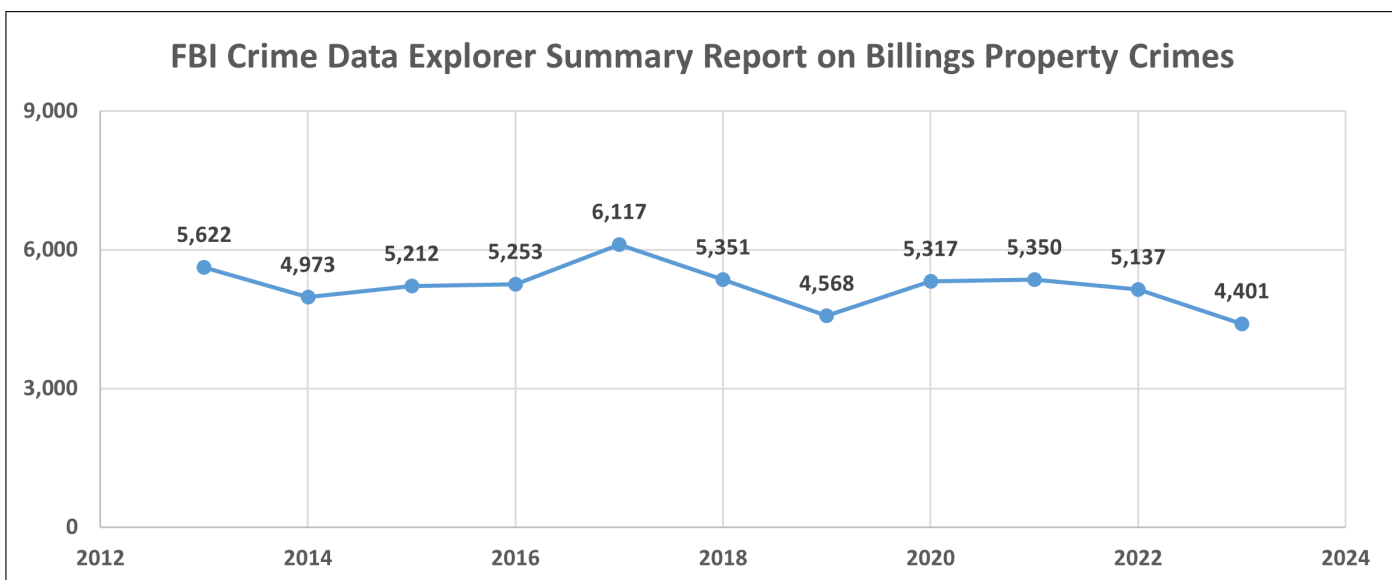
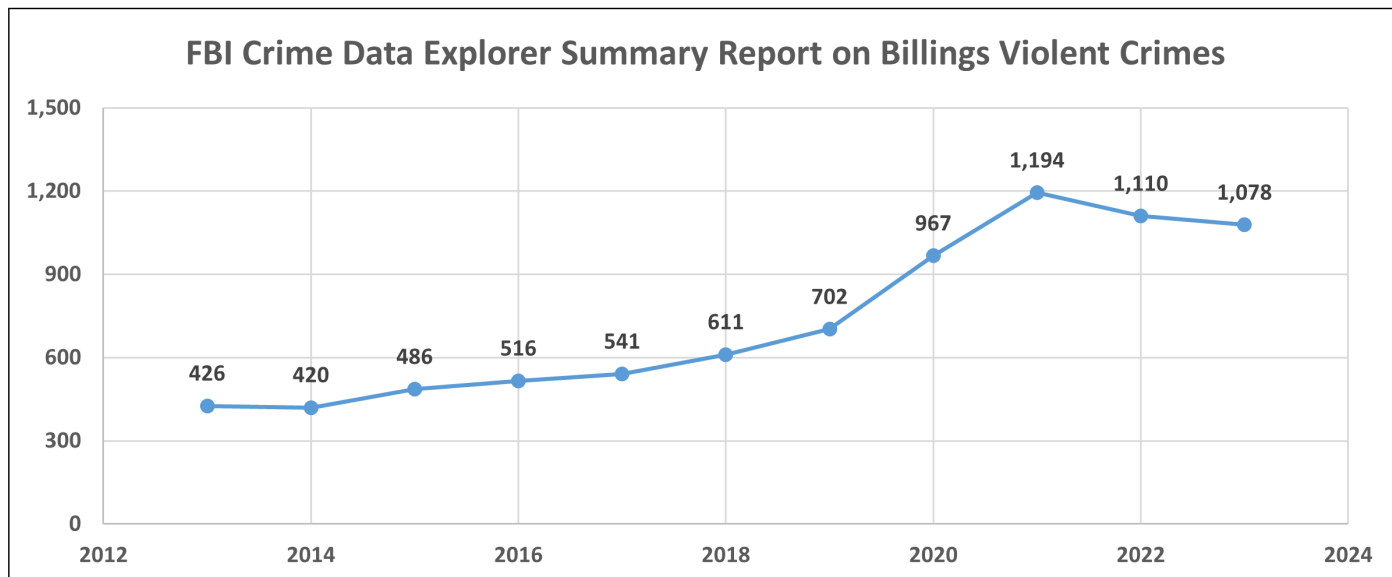
Billings Police Department reports crimes to the Montana Board of Crime Control and the Federal Bureau of Investigation. The crime data is submitted under definitions and standards in the FBI's National Incident-Based Report System, NIBRS.

The charts on this page are from the FBI's Crime Data Explorer database. The public database has crime information submitted through May 2024, making the most recent summaries from 2023.

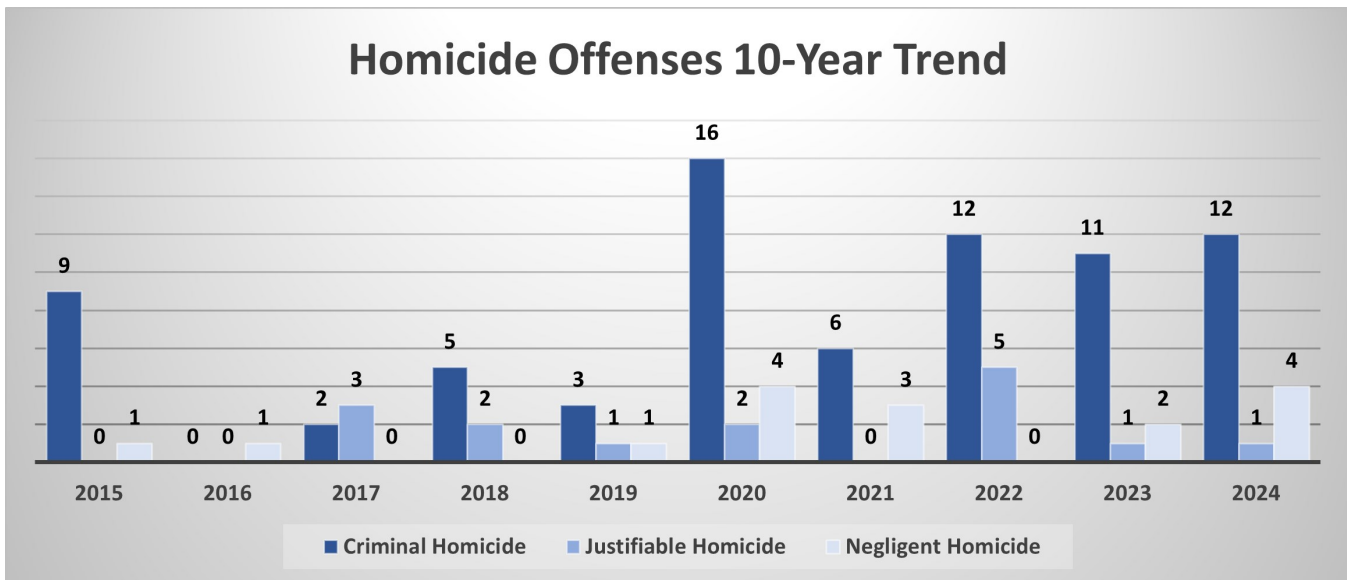
NIBRS assigns offense codes to crimes so that any agency using the system will report in the same manner, although the definitions of crimes may vary state to state. Crimes are further divided into Group A and Group B offenses based on seriousness. All Group A offenses are reported in NIBRS, whereas Group B offenses are only used to report arrest data.

The following pages contain data from BPD's Records Management System. This is the same database that is used to submit to NIBRS, however the charts in this report reflect all offenses officers investigated, regardless of federal reporting standards, prosecution or arrest. This data gives the department and the community a specific look at Billings crime data in all categories.

Crime data is ever changing to reflect updates in investigations and arrests that may happen years after the crime was committed. Visit the FBI's Crime Data Explorer at <https://cde.ucr.cjis.gov/>.



## Violent Crimes



The FBI defines crimes that are reported through its National Incident Based Reporting (NIBRs) program. These are the NIBRs definitions for homicide:

**Negligent Homicide (Manslaughter)** - the killing of another person through negligence

**Justifiable Homicide** - the killing of a perpetrator of a serious criminal offense by a peace officer in the line of duty, or the killing, during the commission of serious criminal offense, of the perpetrator by a private individual

**Criminal Homicide** - the willful (non-negligent) killing of one human being by another

There was one justifiable homicide with law enforcement in Billings during 2024.

Detectives were able to make arrests or submit requests for warrants in all but 3 of the 2024 homicides.

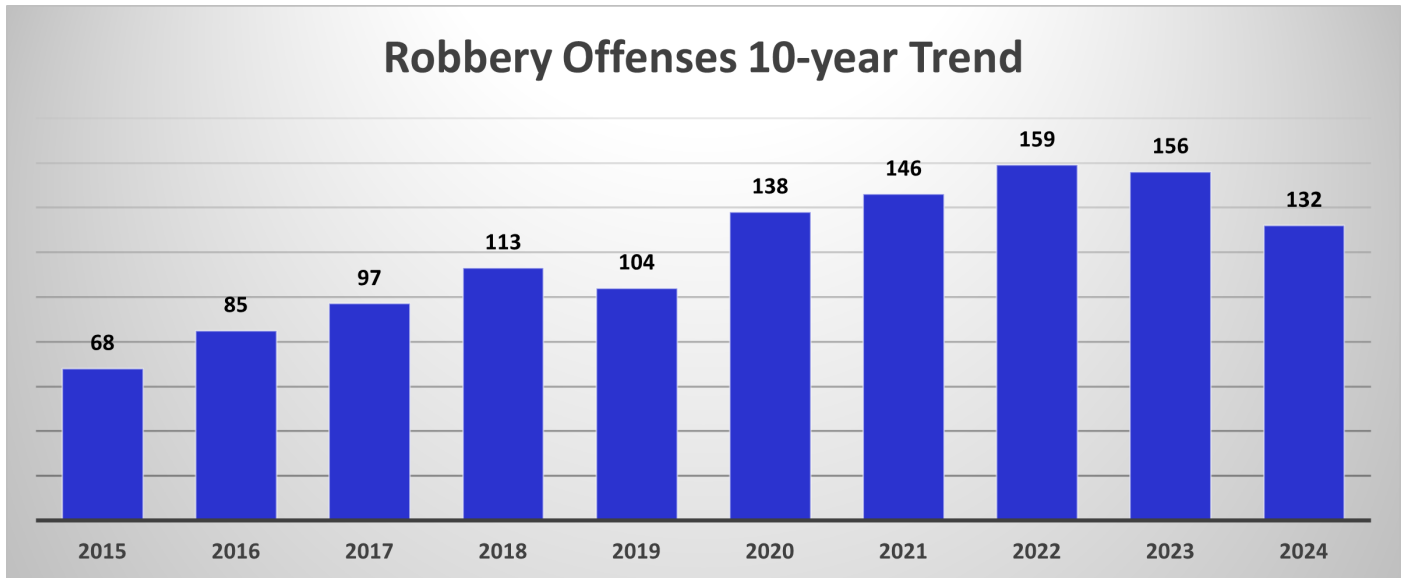
The offenses shown in the chart above do not include deaths of infants and other suspicious deaths that were treated as homicide investigations but did not rise to the definition of intentionally caused deaths.

Also of note during 2024 is that three missing persons cases resulted in homicide offenses after the victims were located in other jurisdictions.



All files utilized in the creation of this report are dynamic. Dynamic files allow additions, deletions and/or modifications at any time, resulting in more complete and accurate records in the database. Due to continuous data entry after reports are compiled, numbers may vary in previous or subsequent reports.

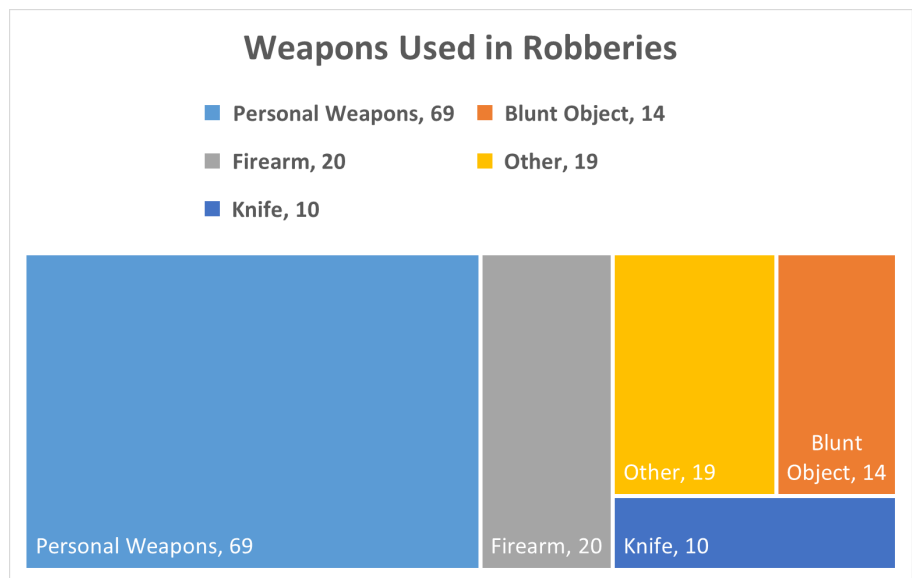
## Violent Crimes



Federal and state crime reporting standards define robbery as taking, or attempting to take, something of value by use of force or threat of force.

Robberies range from someone being threatened by the suspect's words and/or demeanor to a suspect using a gun to a shoplifter fighting with a store employee while trying to get away with stolen items

At right, personal weapons refers to fists, hands and feet.



### *Did you know?*

Billings Police Department Support Services Specialists are trained to enter and query stolen items, missing and wanted persons in state and national databases. They remove entries as appropriate.

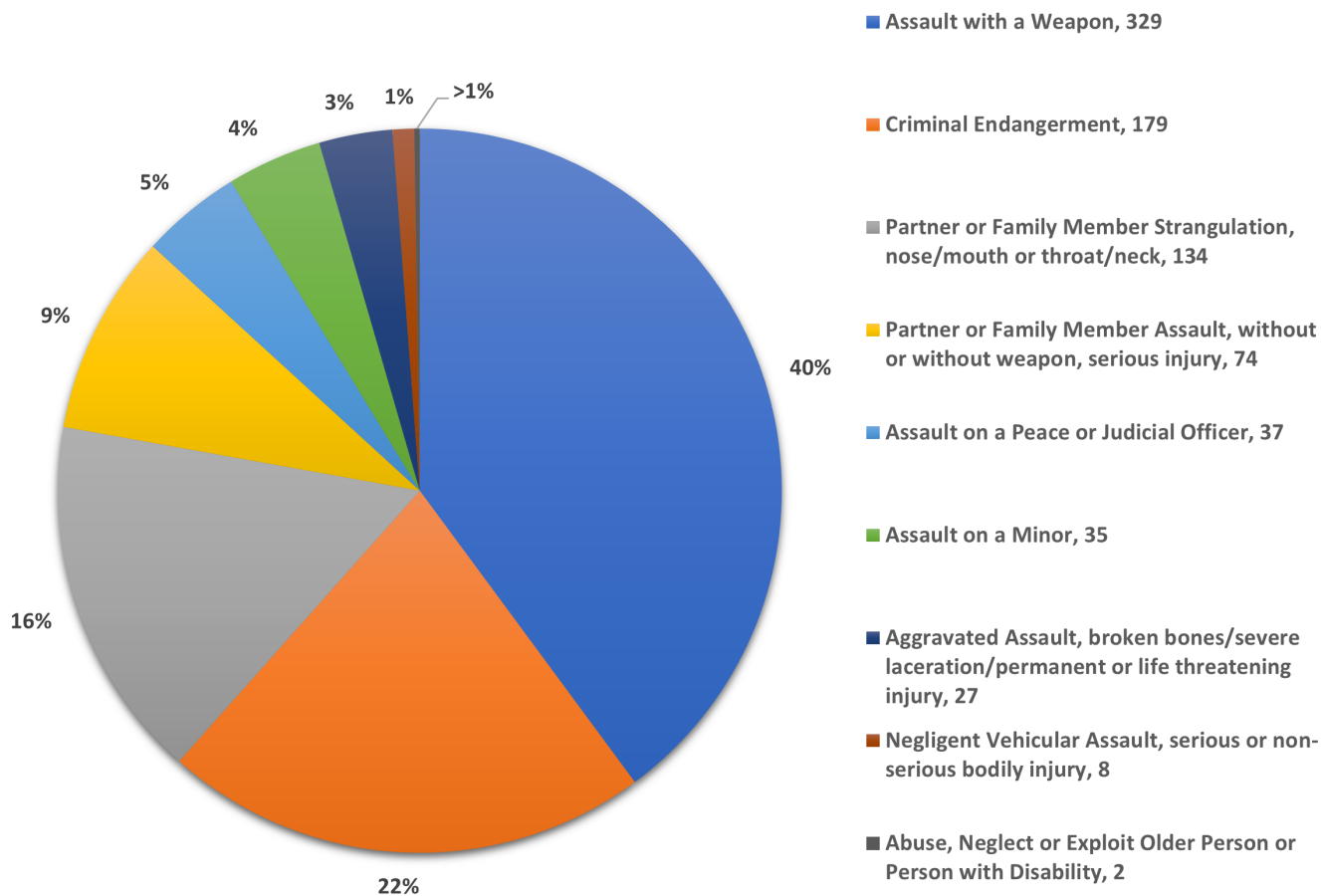
The databases connect agencies across the United States so they can share information, locate items and people. The databases are operated by state and federal agencies and follow rigid protocols for use and physical as well as digital security.

For example, if a vehicle is stolen in Billings it is listed in the databases. If an officer in another state runs its license or Vehicle Identification Number, that officer's agency will receive notification that the vehicle may be stolen from Billings. Staff at the two agencies then confirm the vehicle is the one listed as stolen and take steps to recover it, notify the owner and remove it from the national database. Criminal charges may ensue.

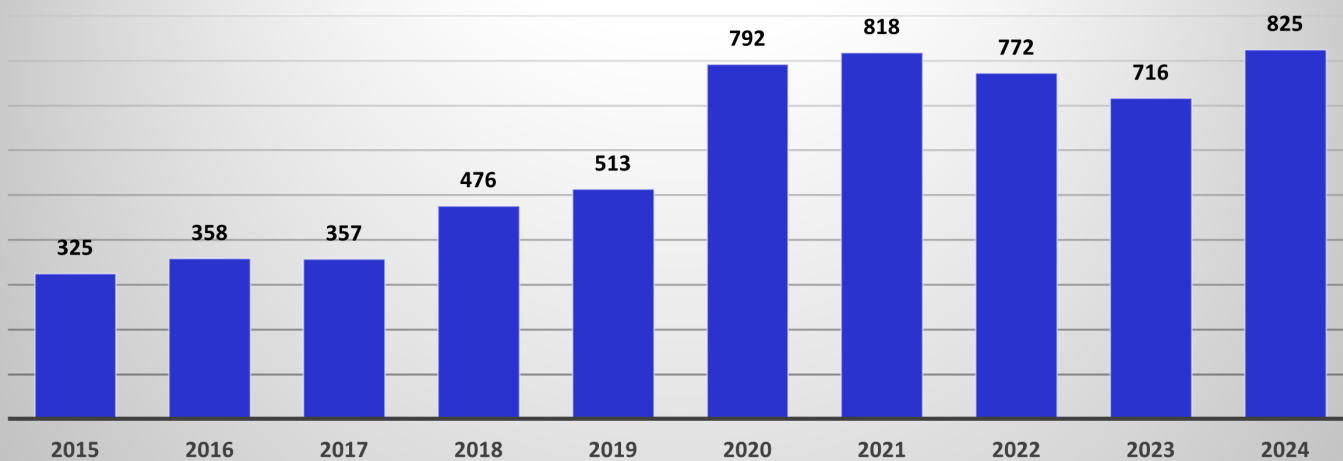
Officers have limited query access to these databases from the computers in their vehicles. BPD has nearly 200 licenses for various levels of access and our employees make about 400,000 transactions a year through the systems. The annual bill for the services is about \$50,000.

# Violent Crimes

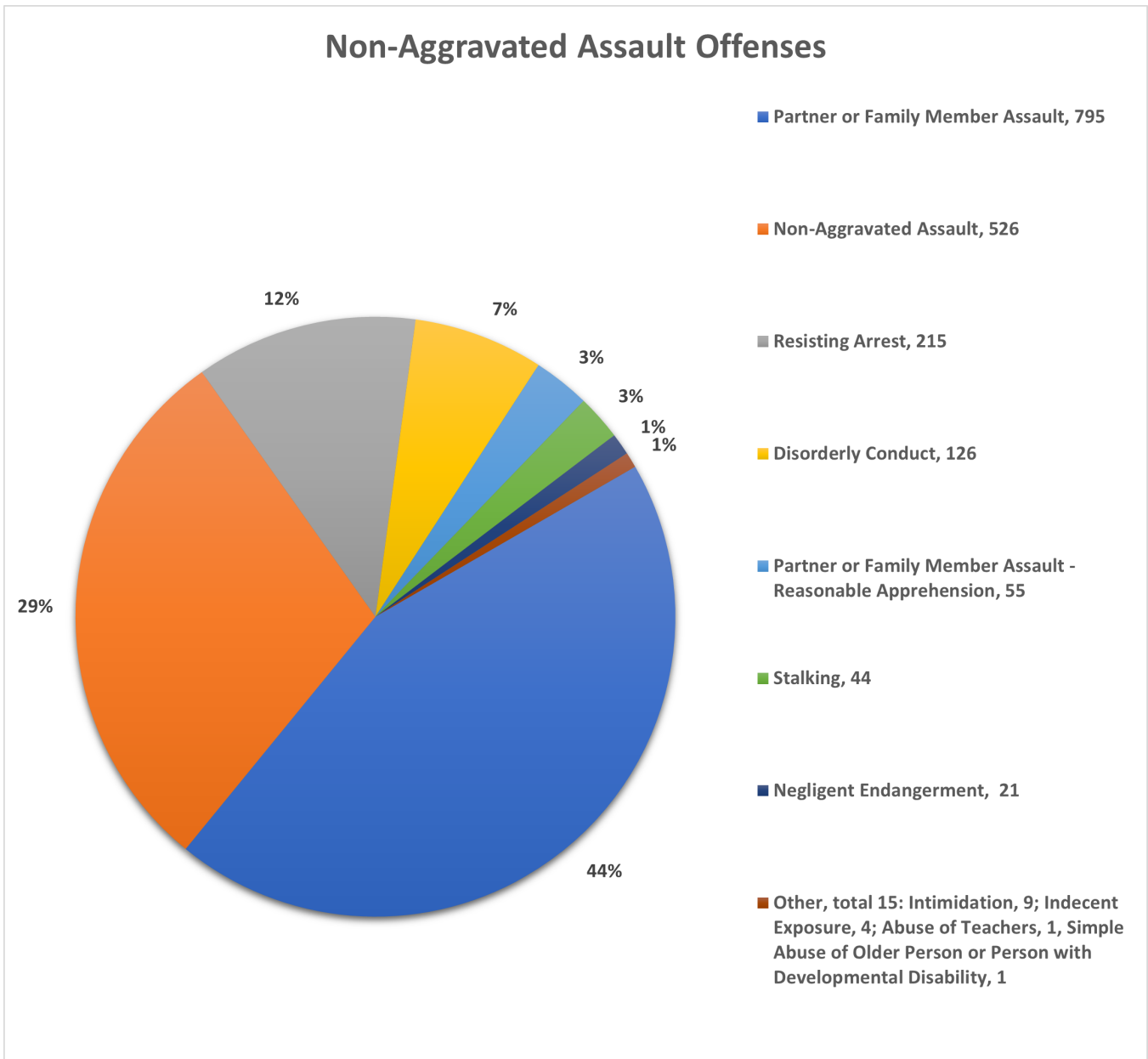
## Aggravated Assault Offenses



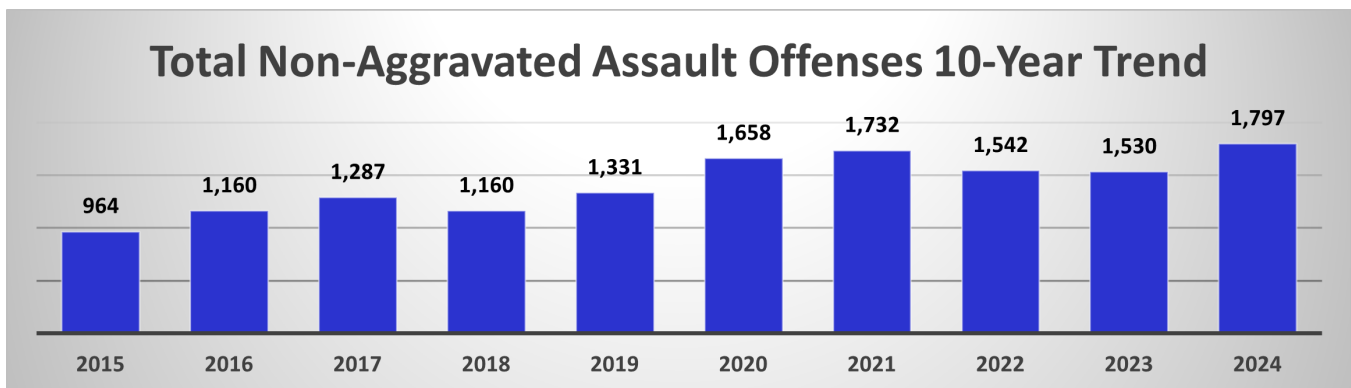
## Aggravated Assault Offenses 10-Year Trend



# Violent Crimes

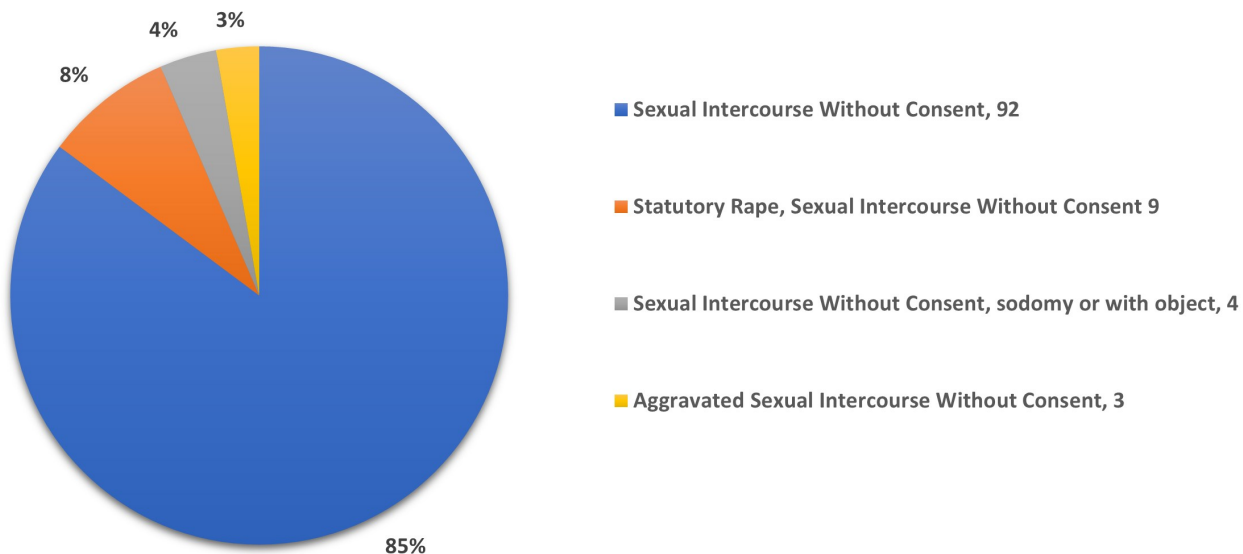


The FBI defines simple assaults as not involving a firearm, knife or cutting instrument or other weapon and in which the victim did not sustain serious or aggravated injuries. Montana statute includes the reasonable apprehension that injury could occur, including the appearance of a weapon or the assailant’s size in comparison to the victim.

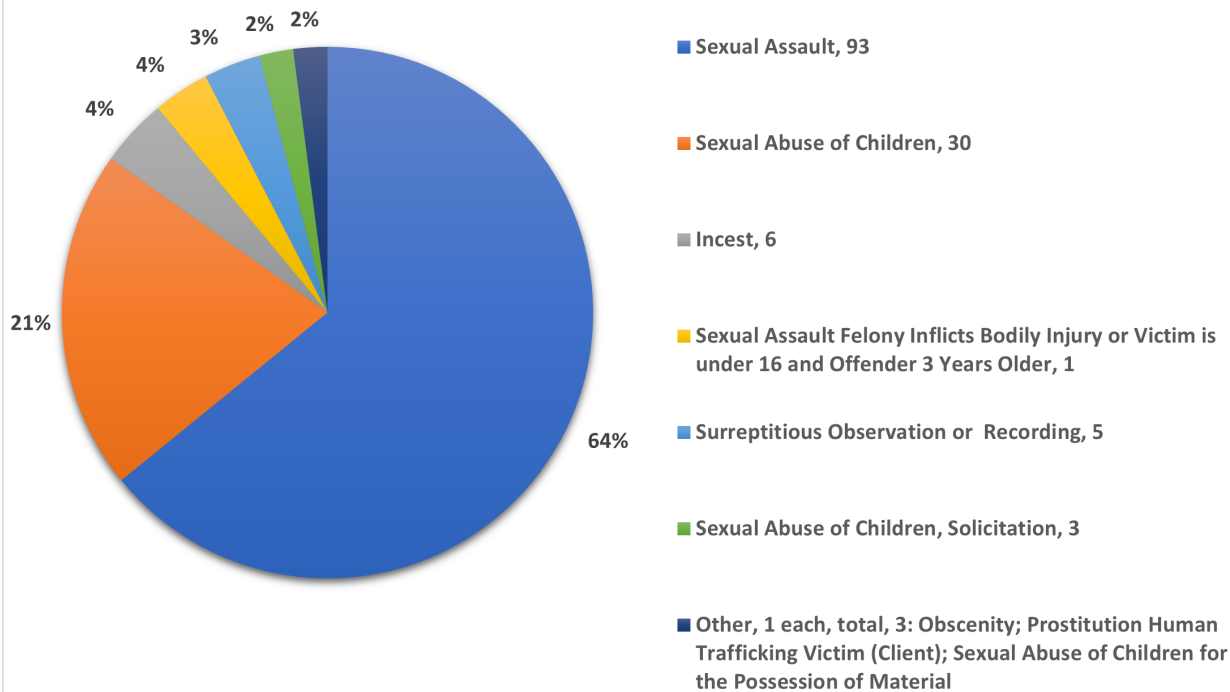


# Violent Crimes

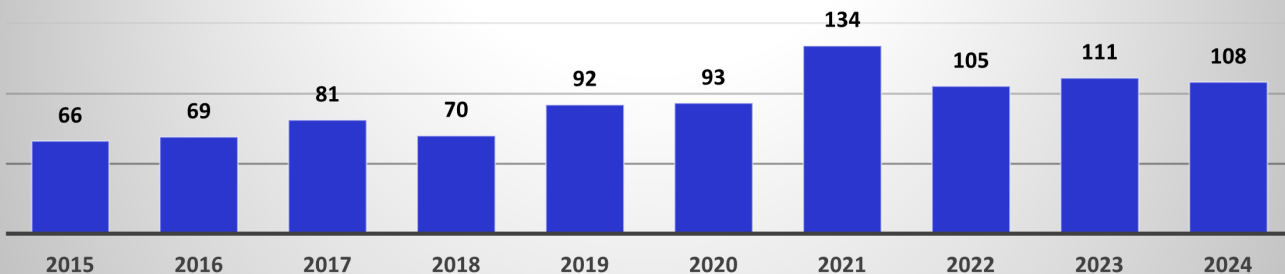
## Sexual Assault Offenses



## Other Sexual Offenses

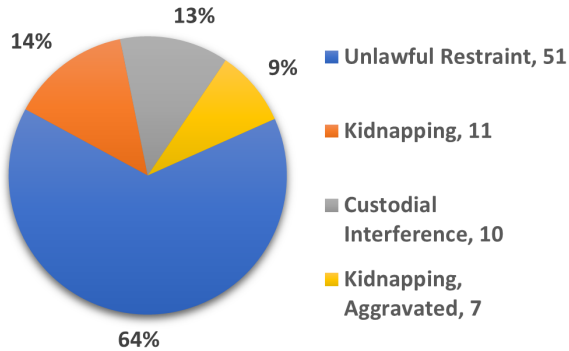


## Sexual Assault Offenses 10-Year Trend



# Violent Crimes

## Kidnapping Offenses

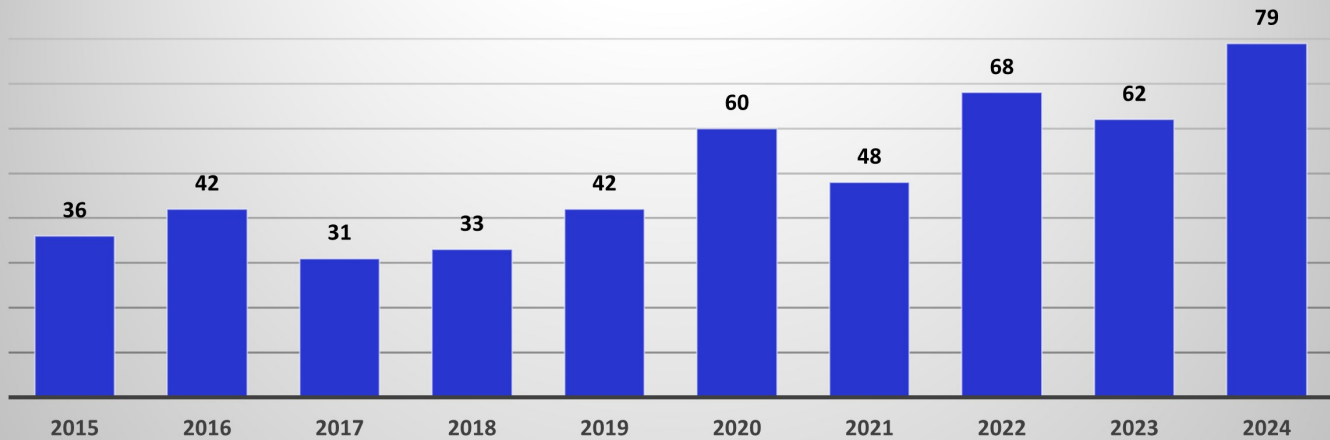


The FBI definition of kidnapping is the unlawful seizure, transportation and/or detention of persons against their will or of minors without the consent of their custodial parents or legal guardians.

Most of the kidnapping offenses investigated by Billings Police are unlawful restraint that occur during Partner or Family Member Assaults.

Officers responded to 200 Custodial Interference Calls For Service, but only 10 of them rose to the level of crime. The remainder were parents documenting children not exchanged in timelines outlined in parenting plans or who were not working with a court ordered plan.

## Kidnapping Offenses 10-Year Trend



### Did you know?

Billings Police Officers participate in events at schools and throughout the community.

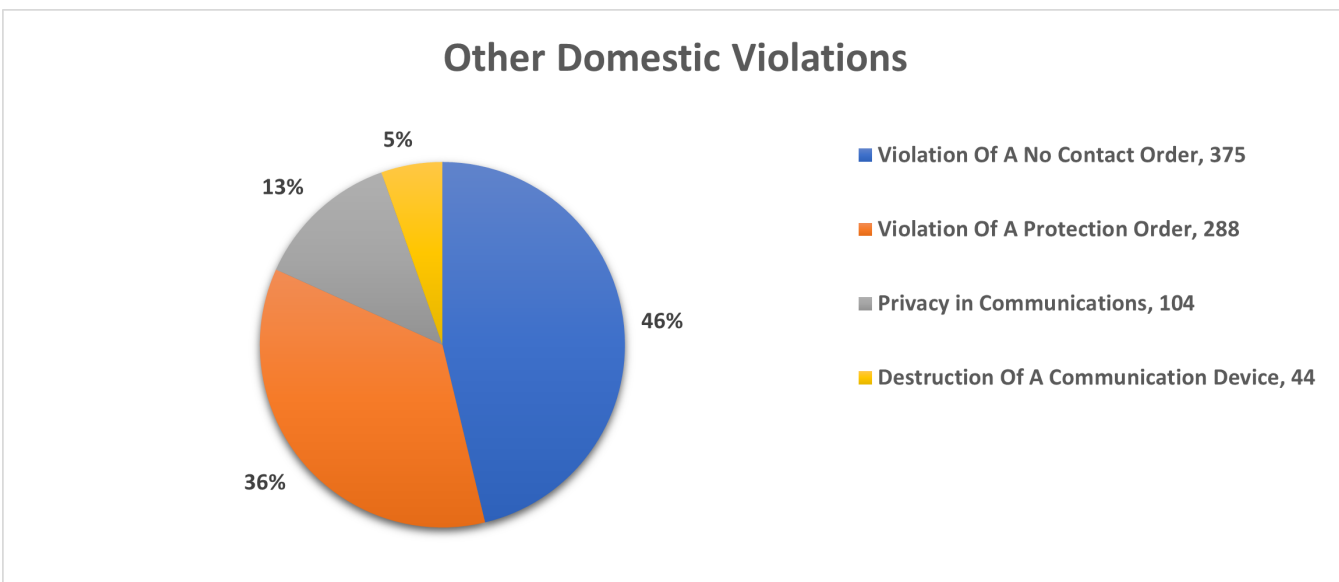
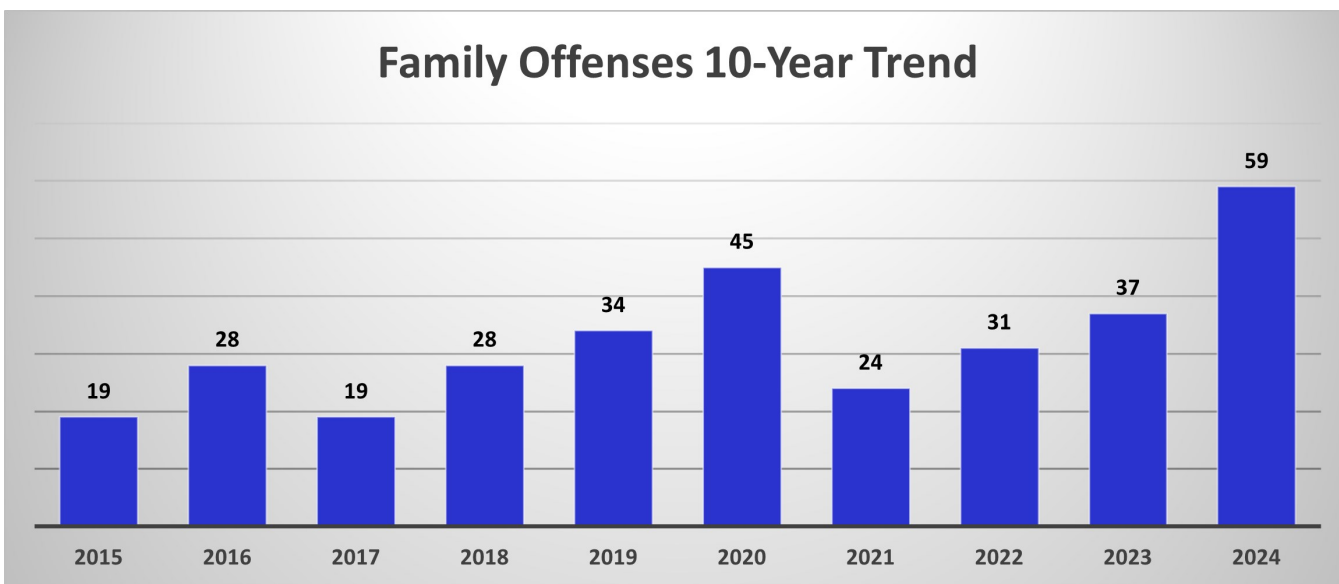
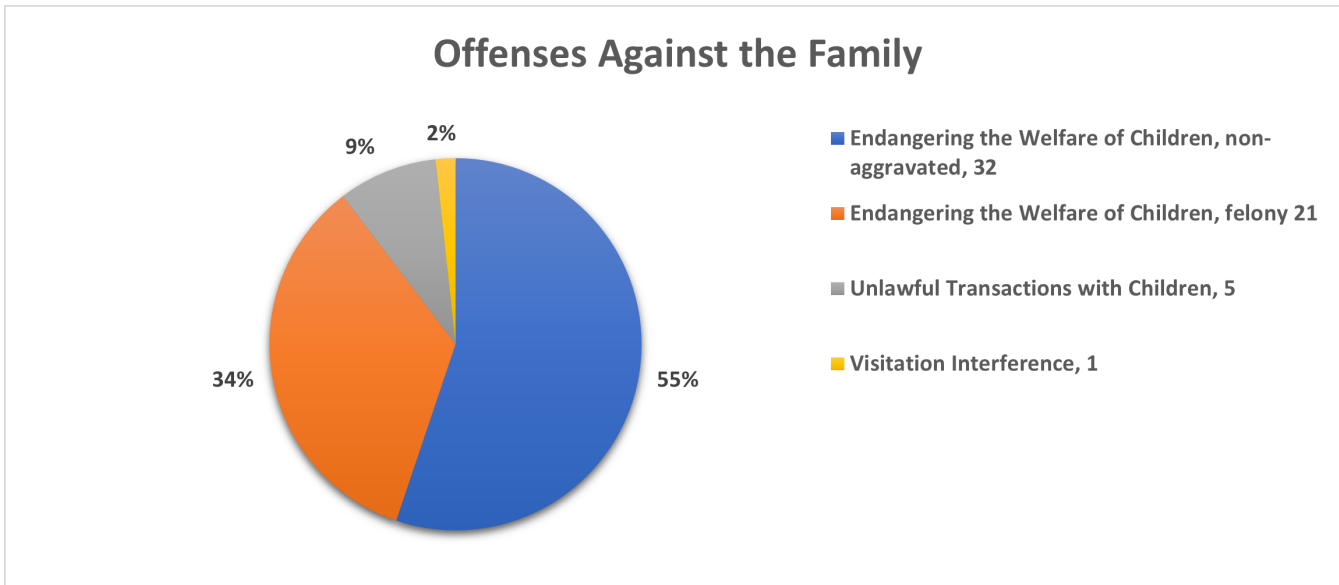
BPD's Public Relations Sergeant Stovall, at right, read at the Poly Drive Elementary Read-a-Thon.

Sgt. Stovall and Crime Prevention Officer Nichols are available to provide public presentations. Depending on the topic, there are some requirements for hosting a presentation.

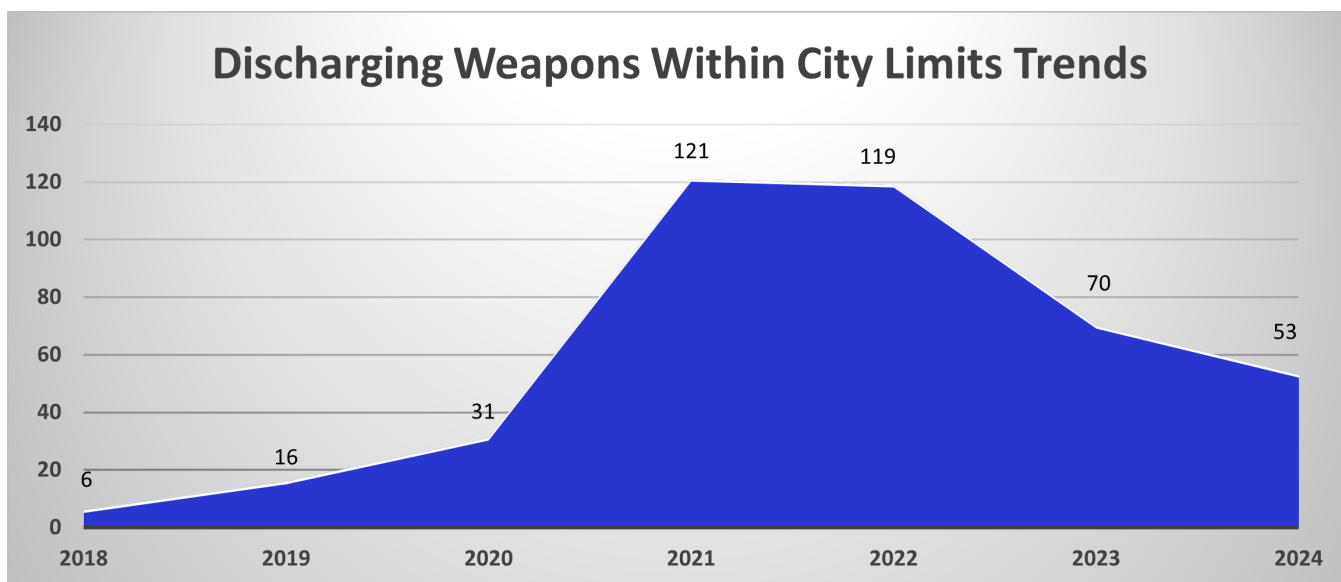
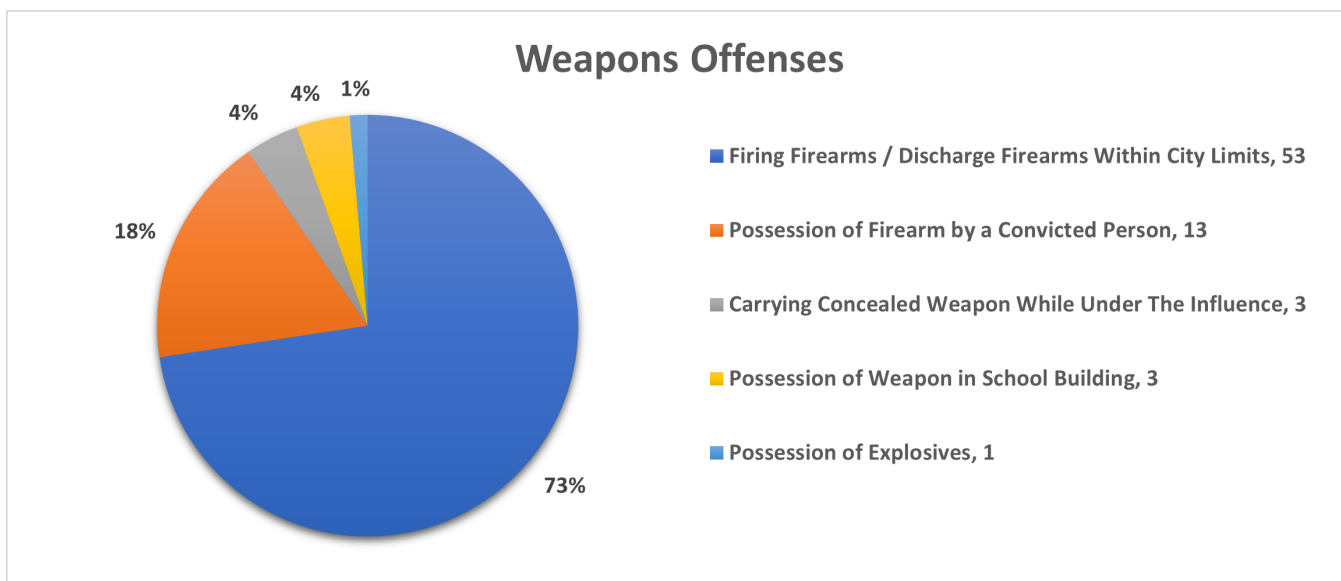
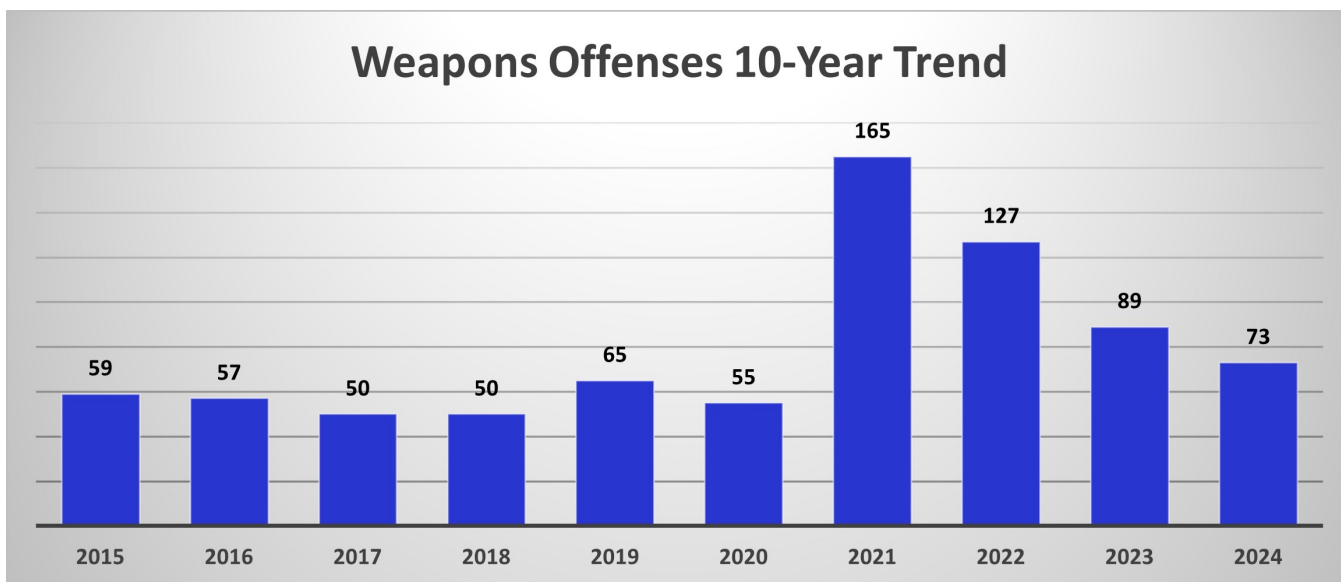
For more information visit the Community Services page at [www.billingspolice.com](http://www.billingspolice.com).



# Family Offenses

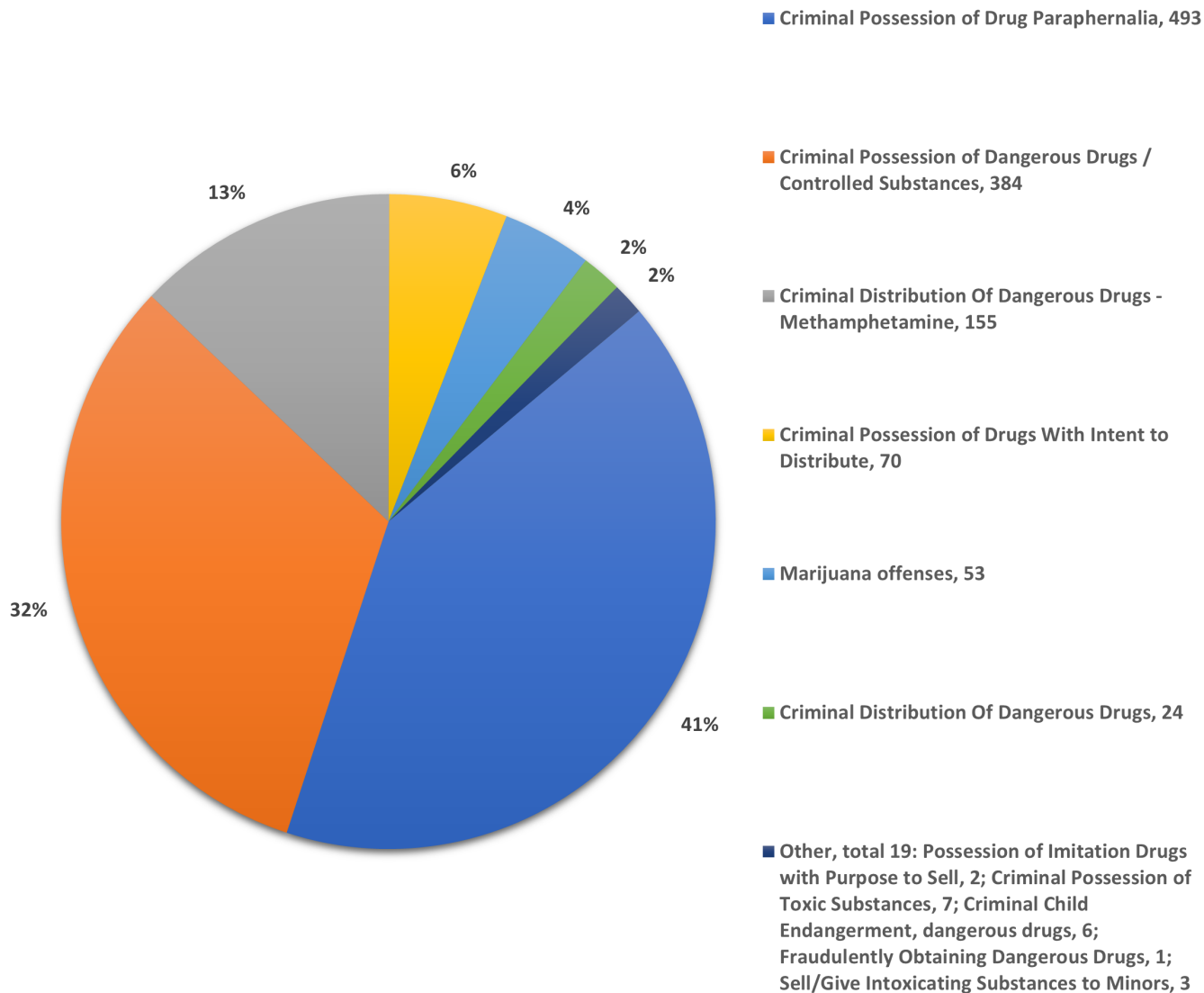


# Weapons Offenses

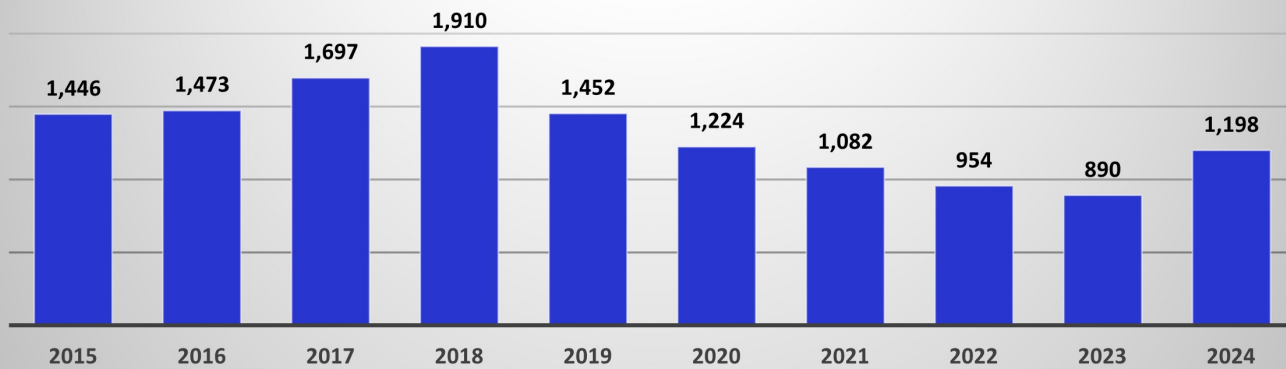


# Drug Offenses

## Drug Offenses

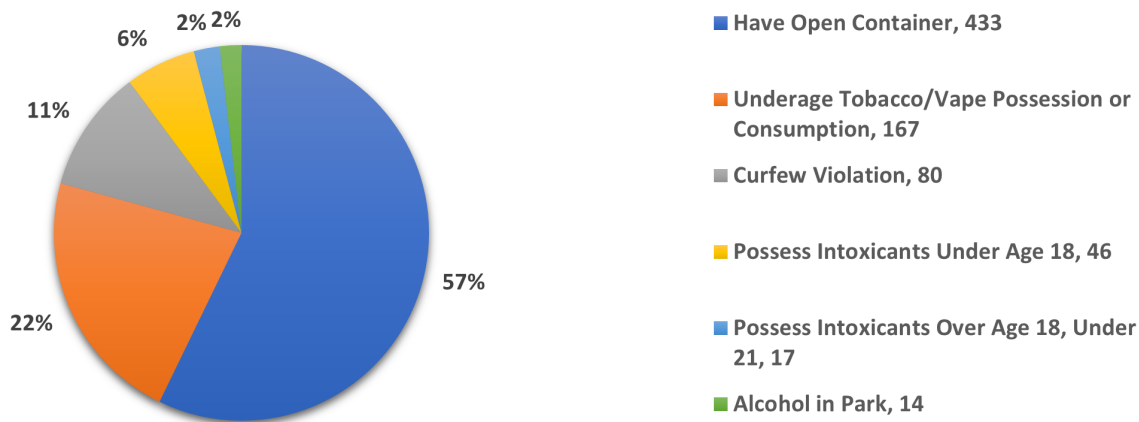


## Drug Offenses 10-Year Trend

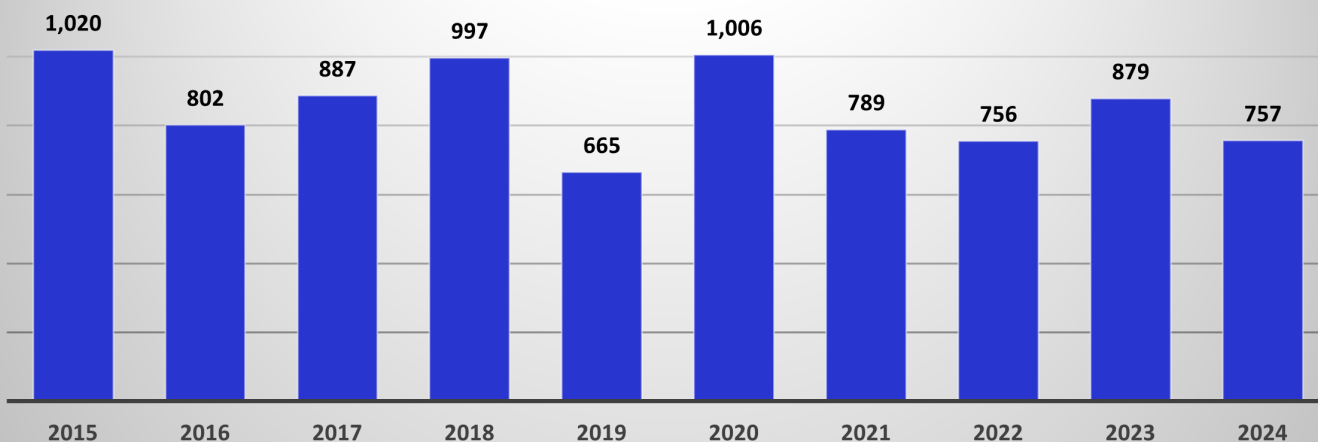


# Liquor Law and Youth Violations

## Liquor Law and Underage Tobacco Violations



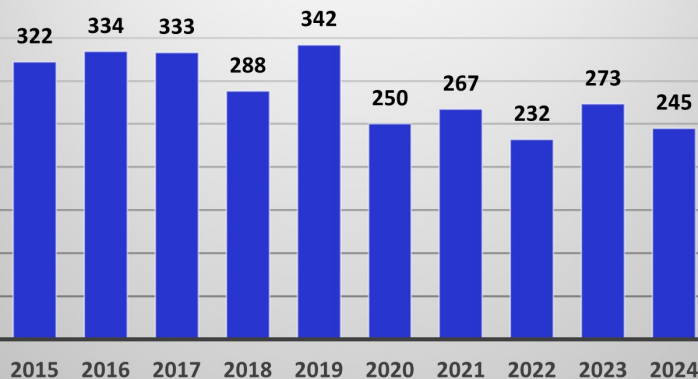
## Liquor and Tobacco Violations 10-Year Trend



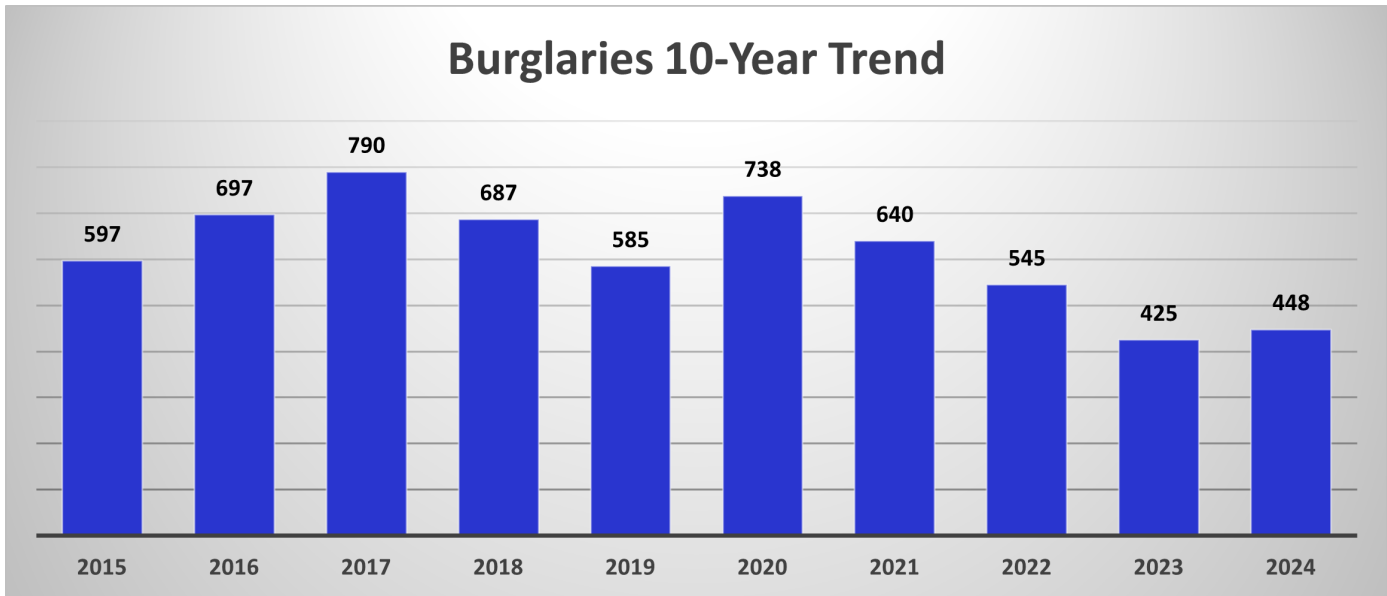
Running away is not a crime, but it is included in crime reporting. Children who are reported as runaways are considered missing persons and listed in a national law enforcement database until they are found.

Billings Police Department works with the Montana Department of Justice Missing Persons Clearinghouse and the National Missing and Unidentified Persons System (NamUs) to list local missing and runaway children on their web sites.

## Runaway Reports 10-Year Trend



## Property Crimes

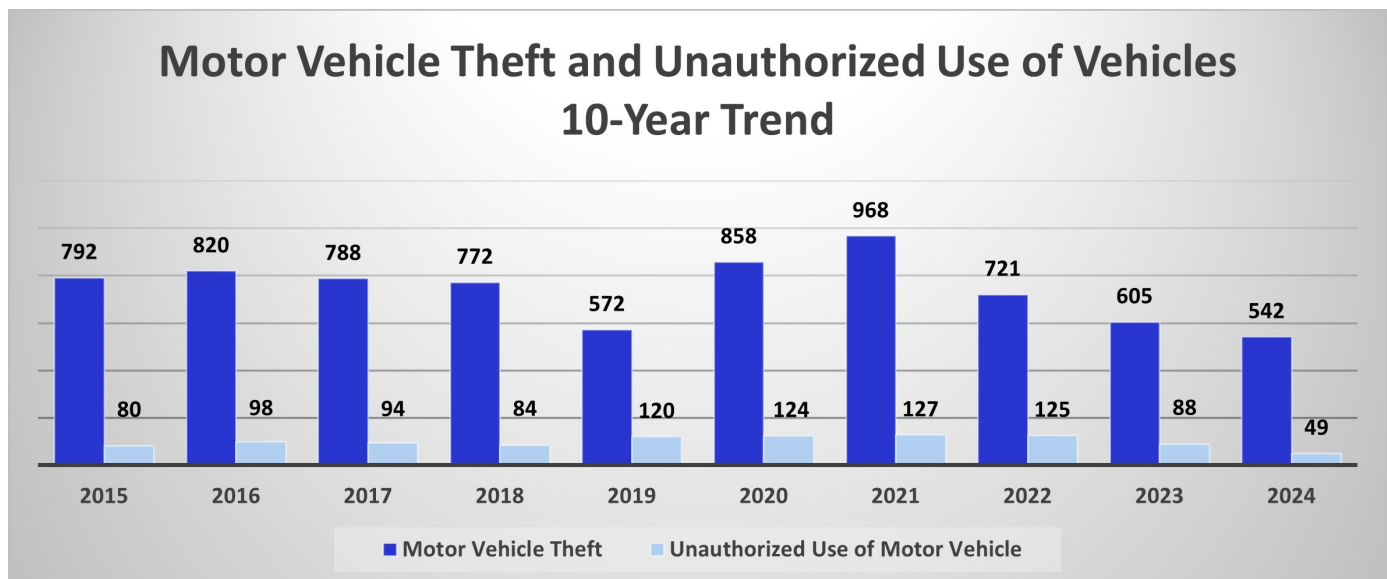
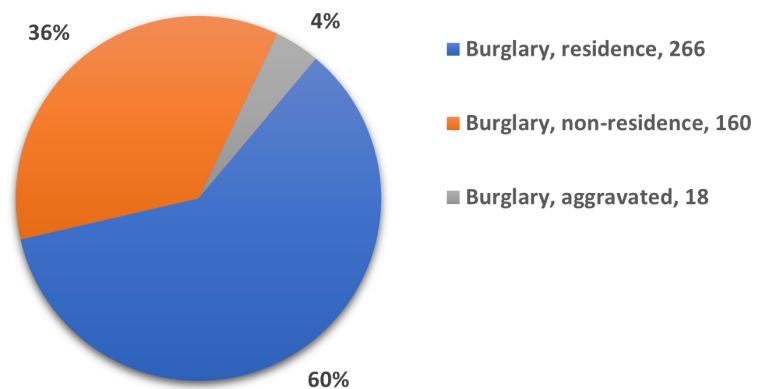


### Did you know?

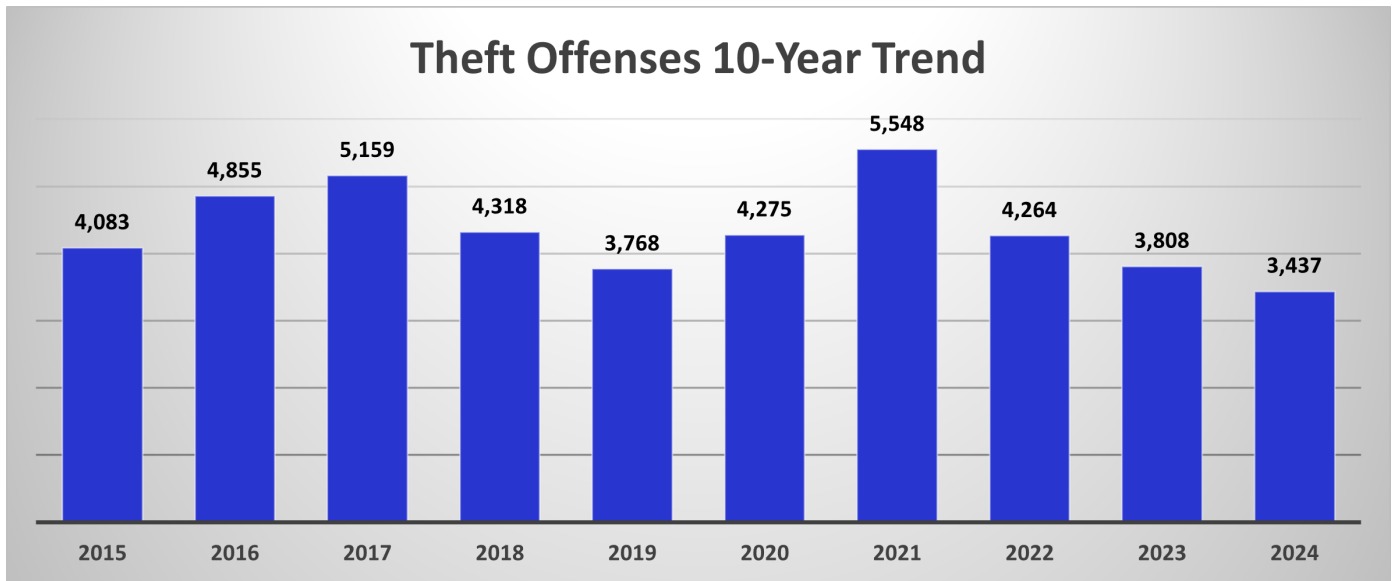
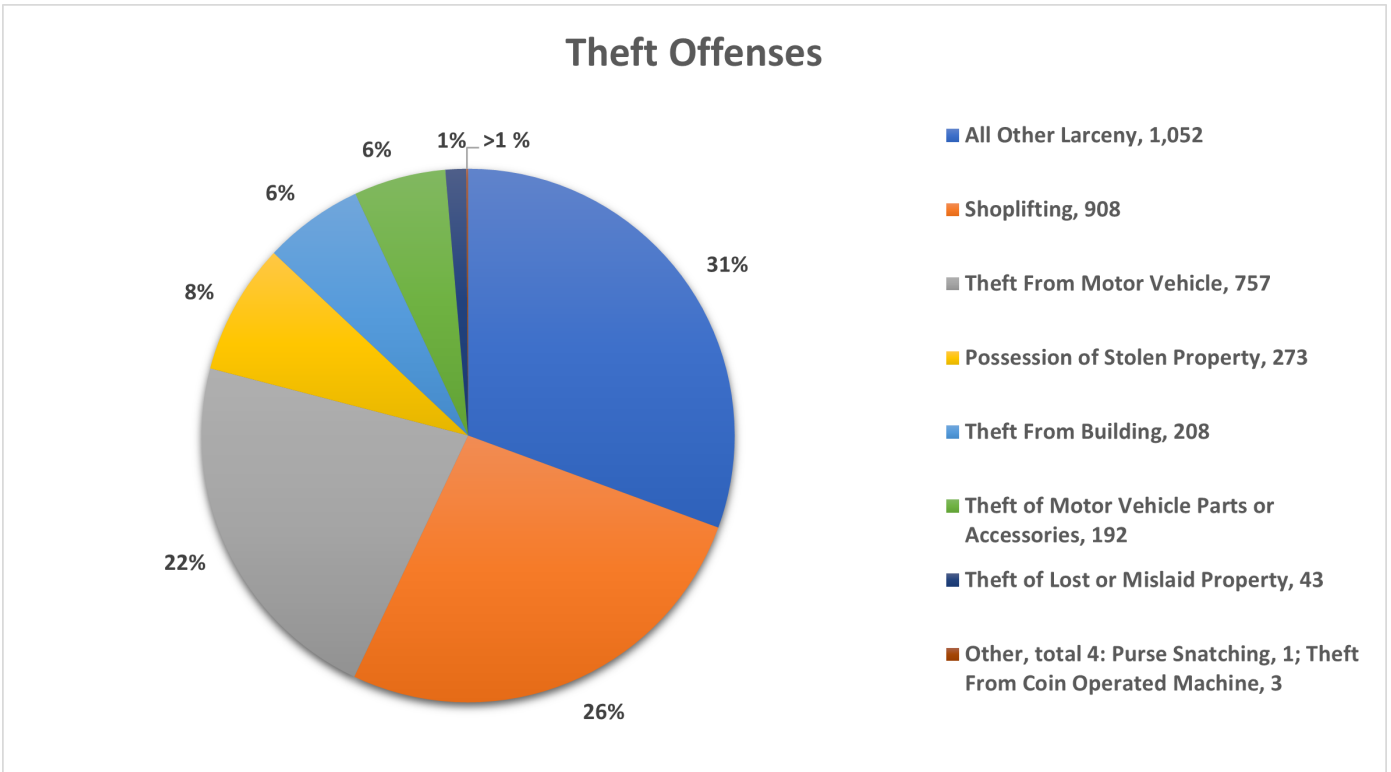
Billings Police Department has staff and volunteers who can help citizens find ways to deter crimes at their homes and businesses. Using Crime Prevention Through Environmental Design concepts, they identify areas that have the potential to attract crime. Those things can be changes to dissuade criminals.

To learn more visit the Crime Prevention Center pages at [www.billingspolice.com](http://www.billingspolice.com)

### Burglary Offenses



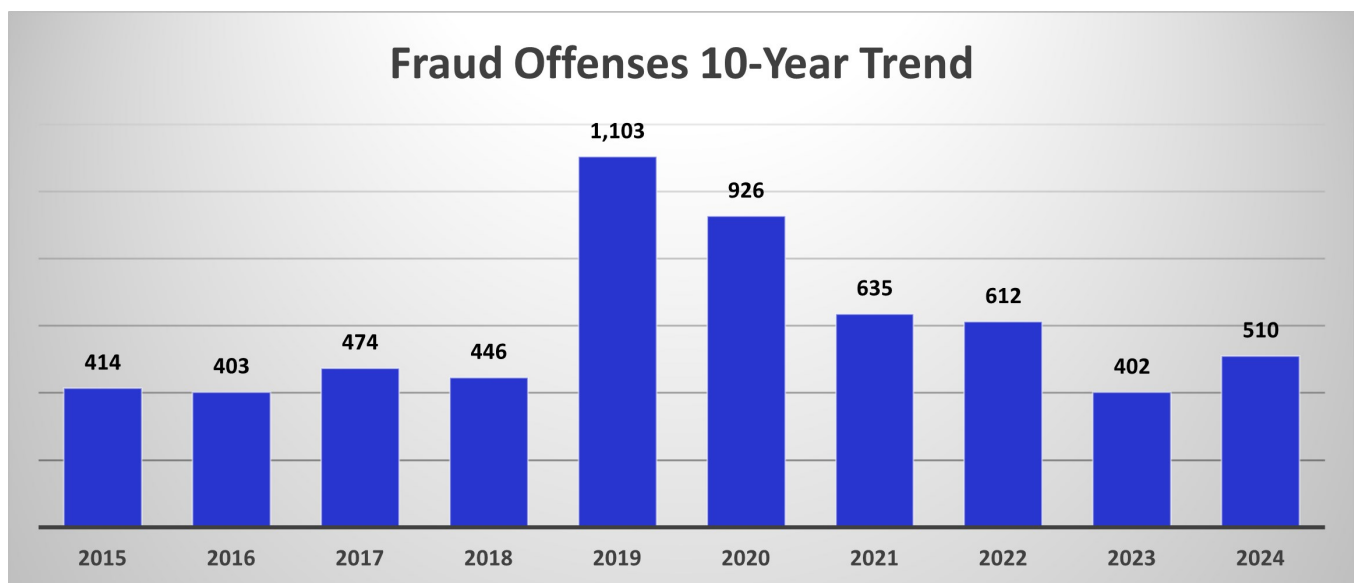
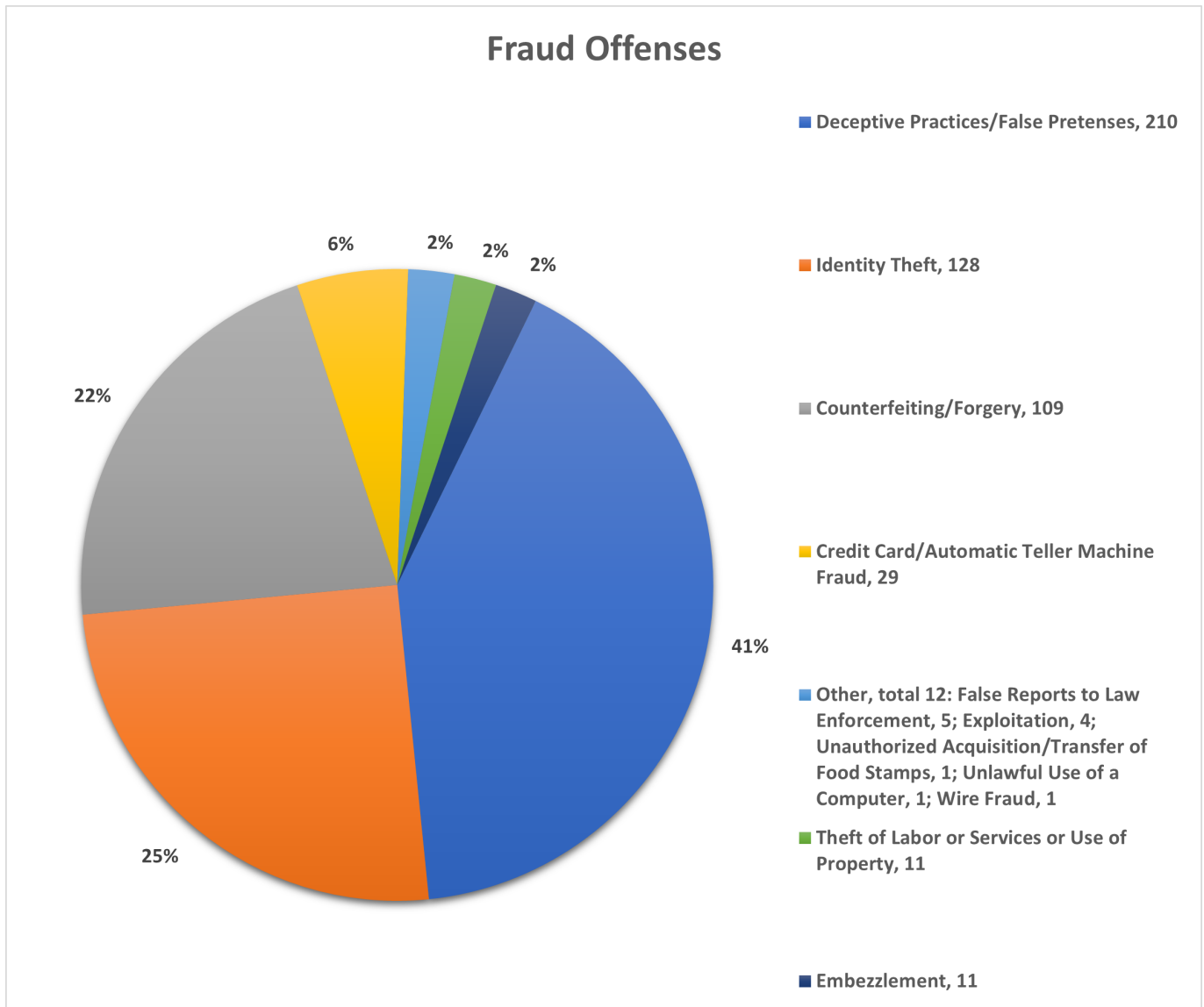
# Property Crimes



BPD partnered with the Billings Career Center welding and metal shop to complete much-needed repairs on the steel targets used at the department shooting range.



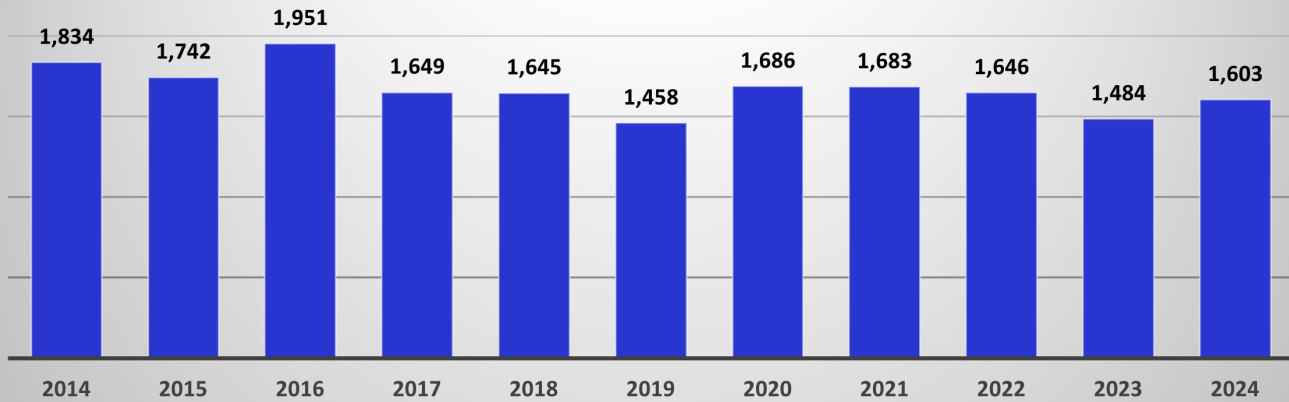
# Fraud Crimes



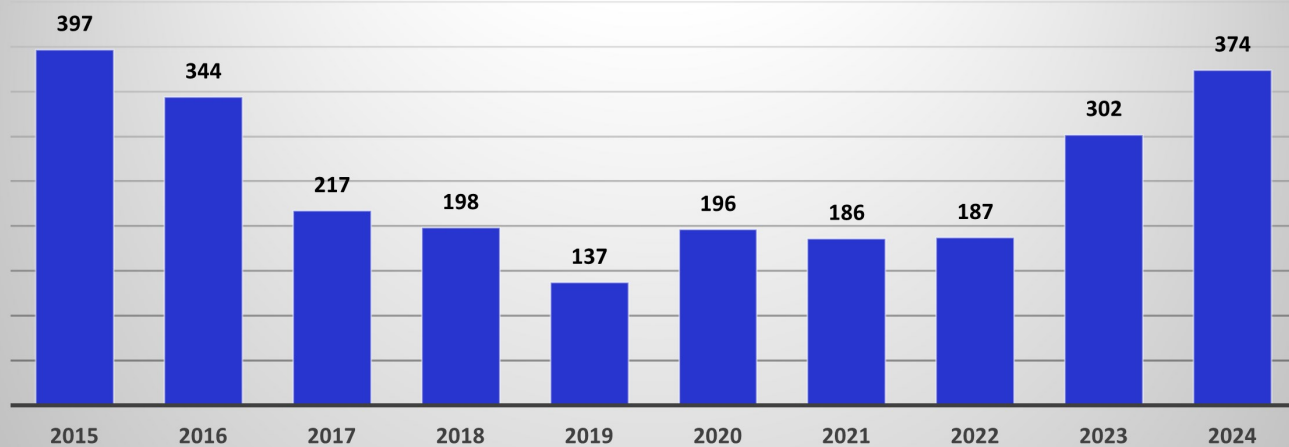
## Crimes Against Public Order

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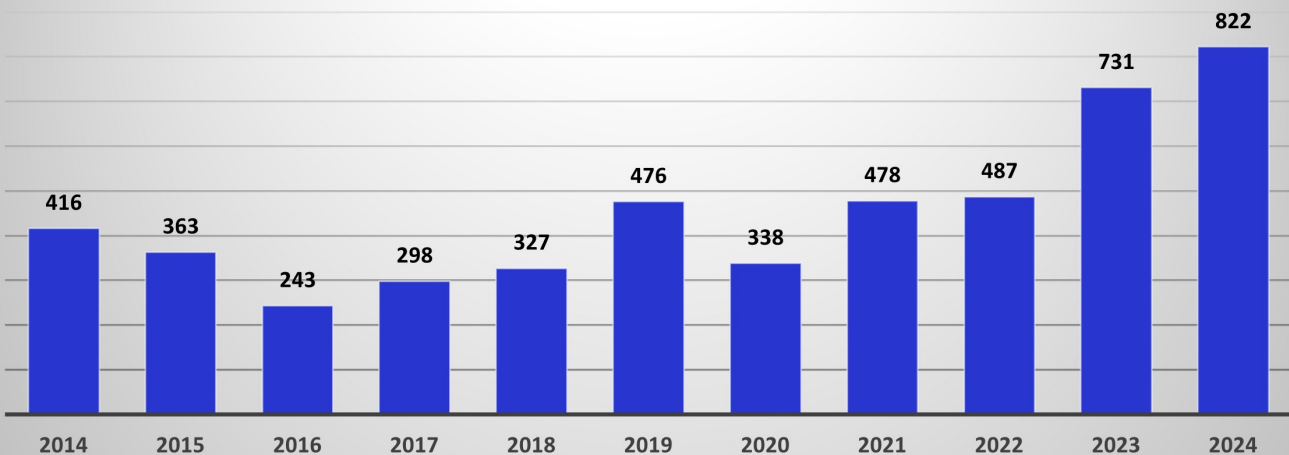
### Criminal Mischief Offenses 10-Year Trend



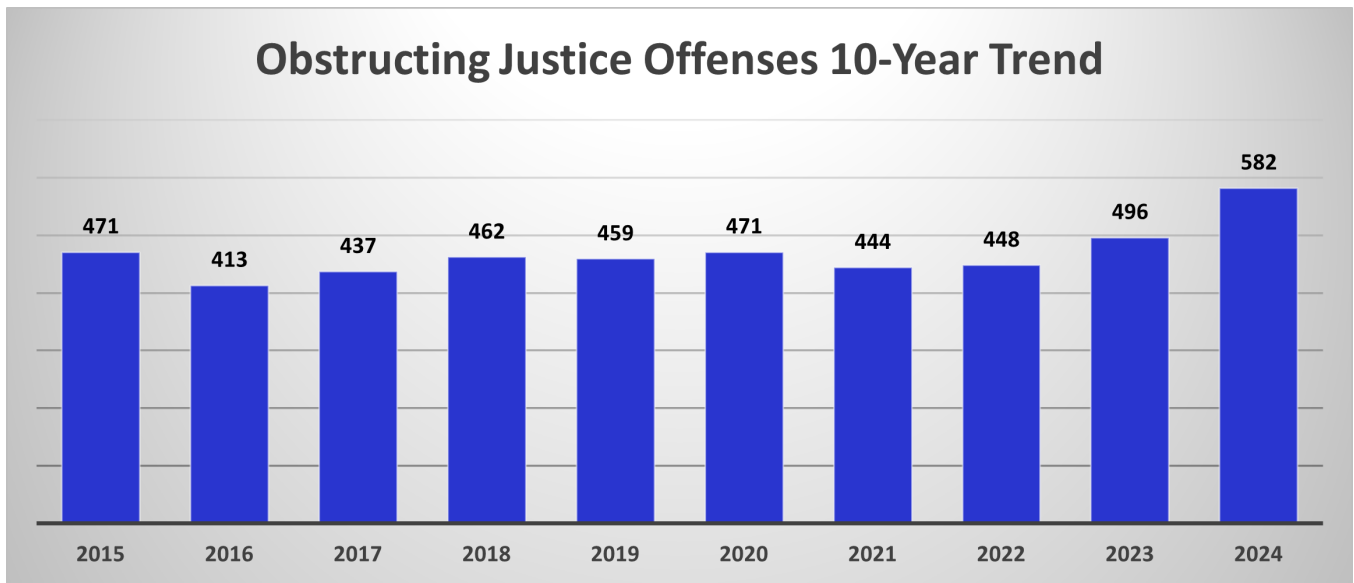
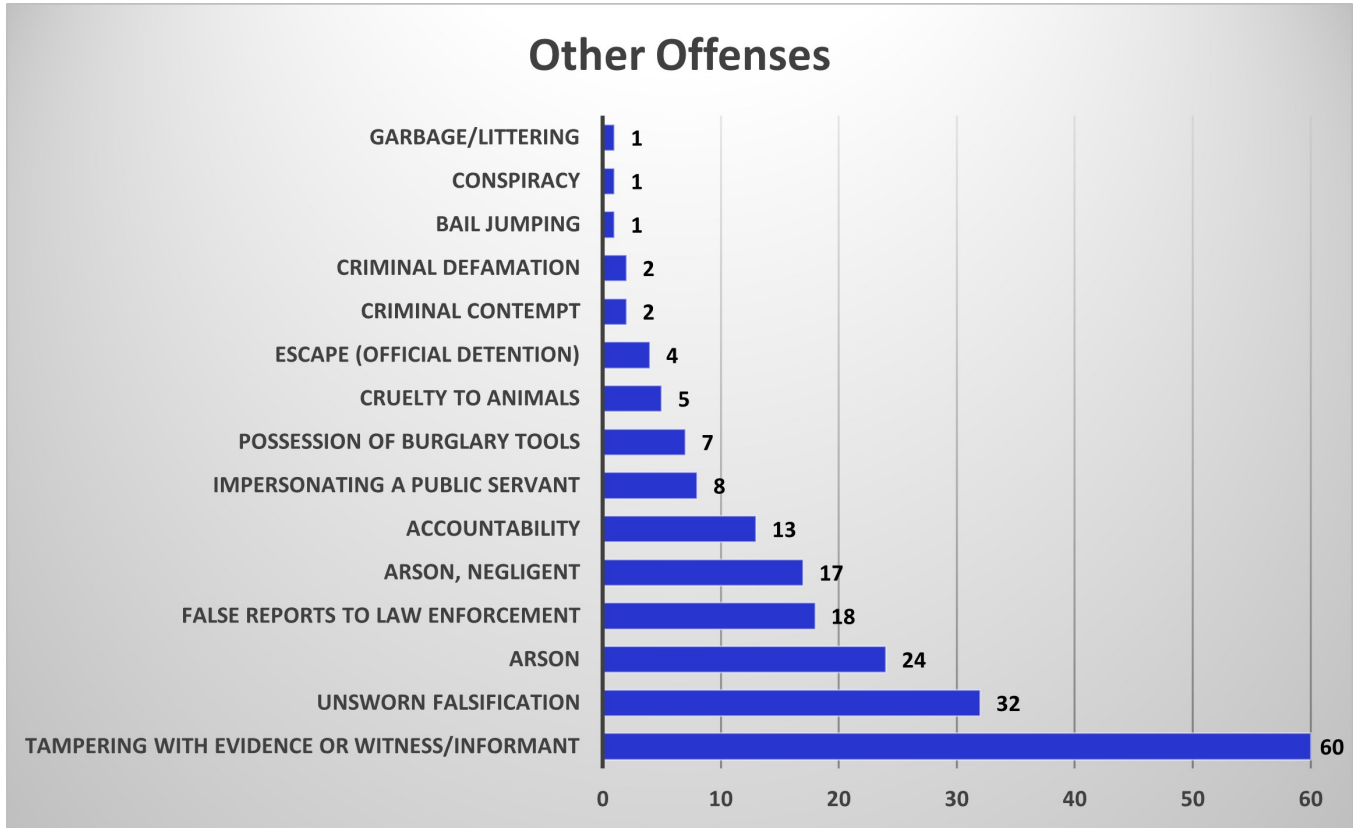
### Disorderly Conduct Offenses 10-Year Trend



### Trespass Offenses 10-Year Trend



## Other Offenses



### *Did you know?*

Law enforcement will never call a person to collect money for a warrant.

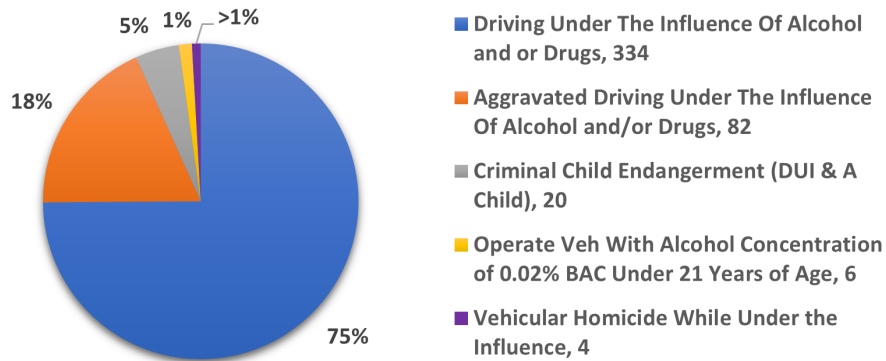
Citizens can confirm if there is a local warrant by calling Billings Police Department at 657-8460, option 4, and providing a name and date of birth.

If you are called about having a warrant, use caution and do not pay or provide personal or banking information. People who have lost money in scams can file a police report.

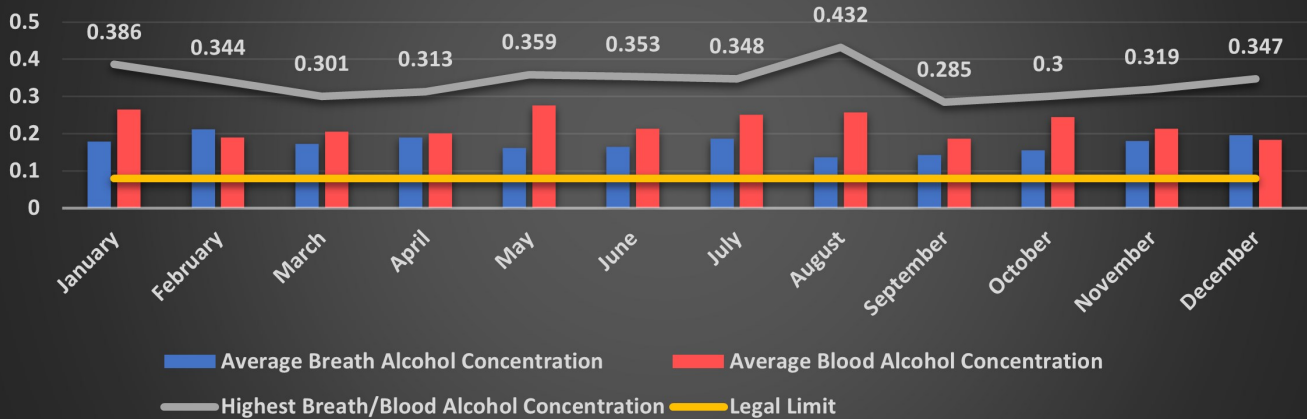
Anyone can report a scam online through the Montana Department of Justice web site at [www.dojmt.gov](http://www.dojmt.gov) and visit the Office of Consumer Protection pages.

# Driving Under the Influence

## Driving Under the Influence of Alcohol and Drugs

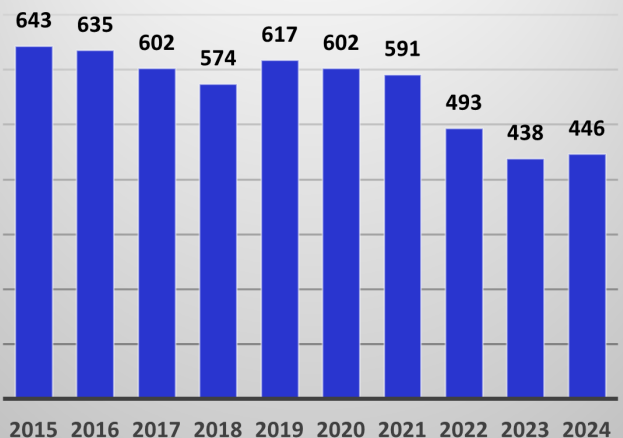


## Average and Highest Breath and Blood Alcohol Concentration Readings by Month



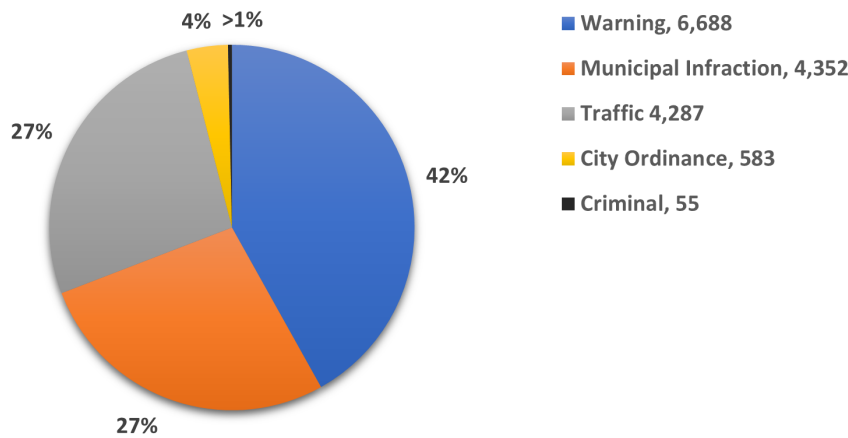
Sgt. Gunther and Officer Ihde, far right, were the Billings Police Department Award of Merit honorees at the 2024 Angle Tree Ceremony. They are both committed to the Task Force’s mission to reduce impaired driving through enforcement and participate with the Yellowstone County DUI Task Force on their own time. Ihde was the Task Force Chairman last year. Gunther received a special acknowledgement for his long-standing service including volunteering with the Task Force at public events.

## DUI Offenses 10-Year Trend

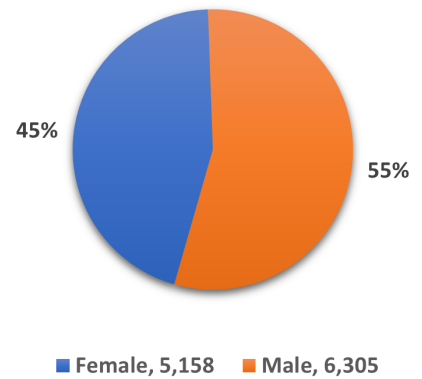


# Traffic Statistics

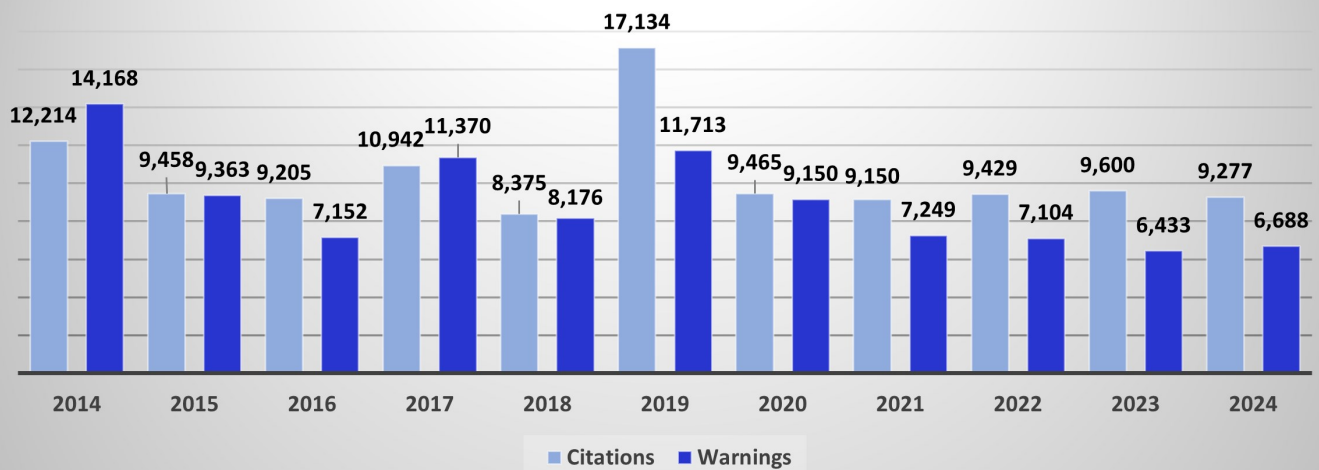
### Citations by Type



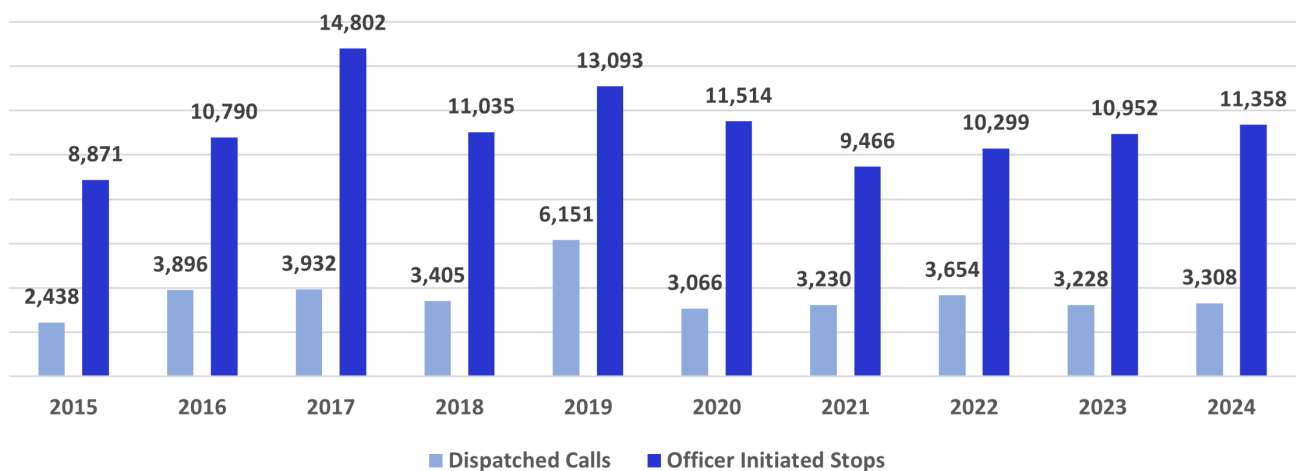
### Citations by Gender



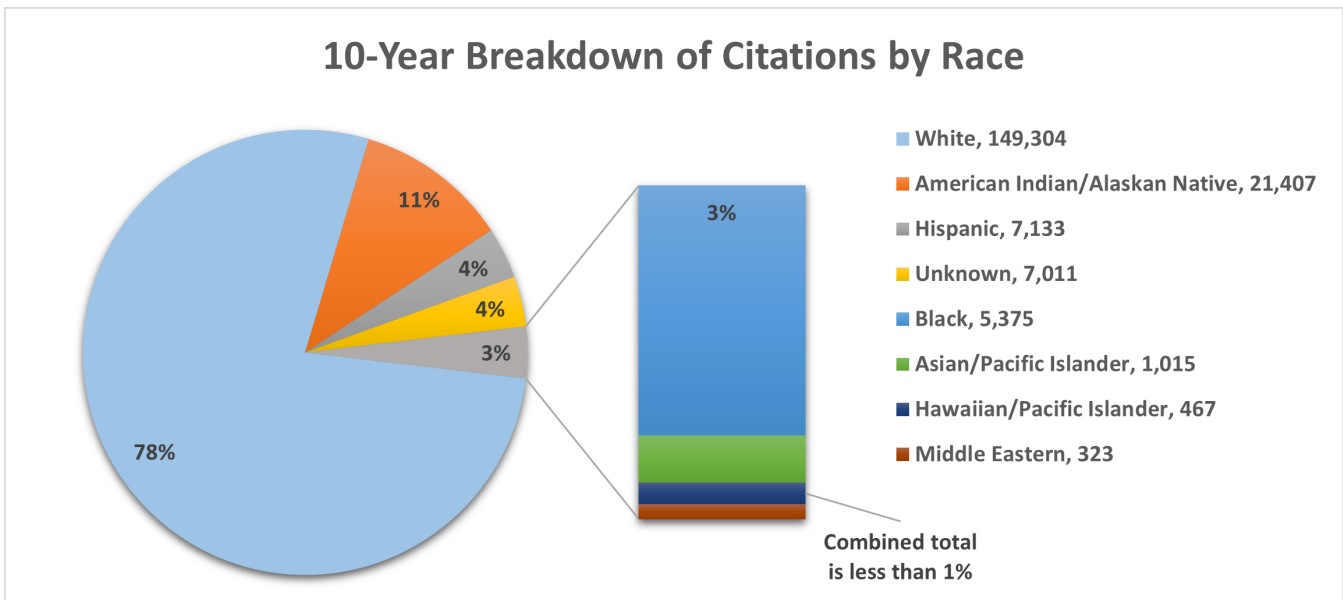
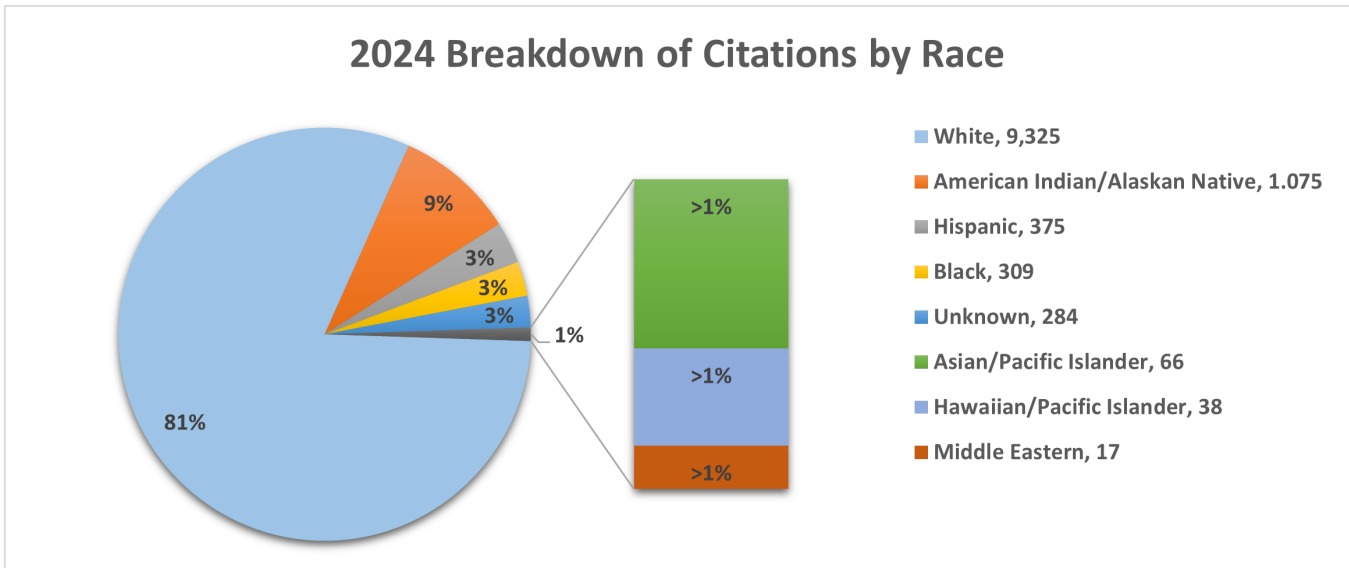
### Traffic Citations vs. Warnings 10-Year Trend



### Dispatched Calls vs. Officer Initiated Stops 10-Year Trend

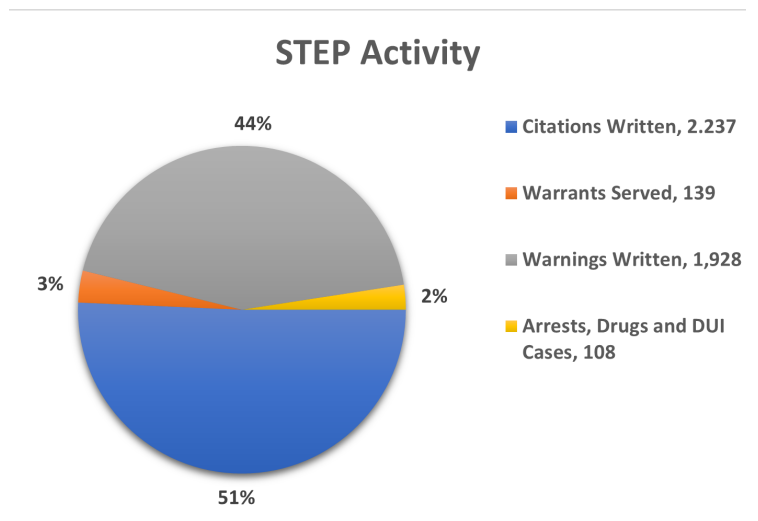


## Traffic Statistics



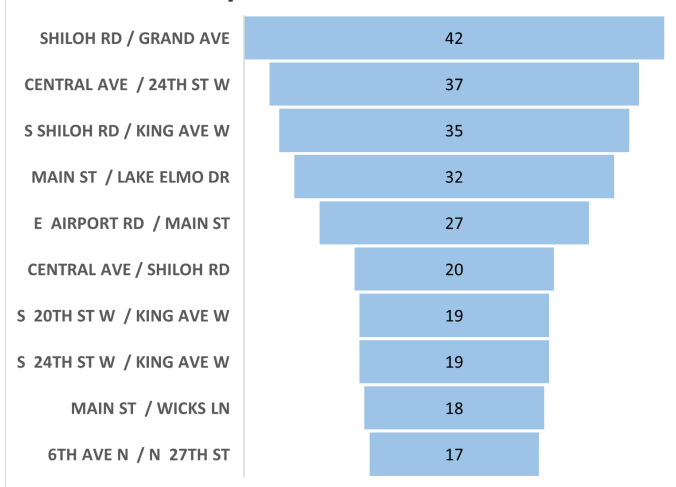
## Selective Traffic Enforcement Program

Officers assigned to the Selective Traffic Enforcement Program wrote more than 4,000 citations and warnings during 2024. The team works adjusted shifts so they are available during busier traffic times. They conduct special details in high-volume accident areas and locations where there are known traffic problems. STEP officers work regular patrol and provide backup to officers for increased safety. Citizens can contact the STEP team with traffic questions or requests for extra traffic enforcement by sending an email to [step@billingsmt.gov](mailto:step@billingsmt.gov). Learn more on the patrol pages in the divisions section of [www.billingspolice.com](http://www.billingspolice.com).

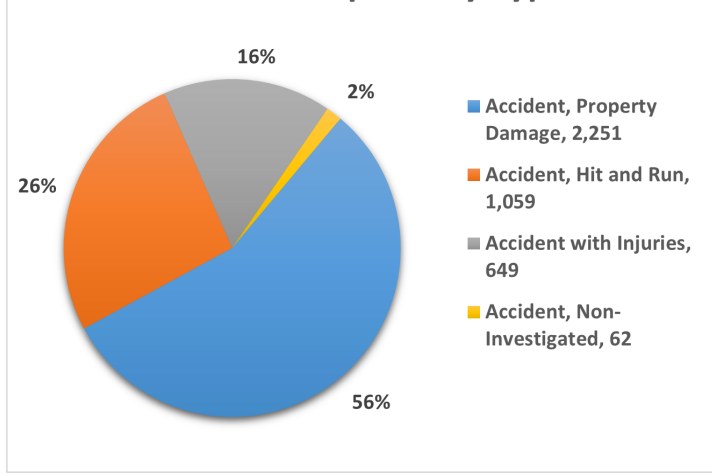


# Accident Statistics

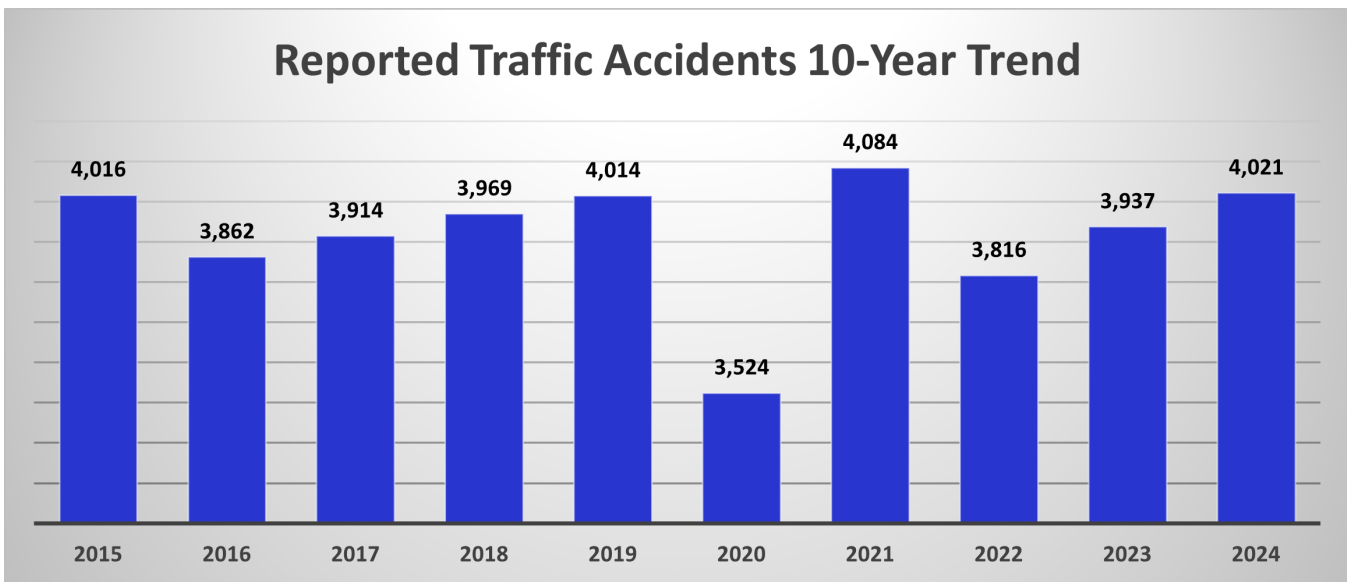
## Most Frequent Crash Intersections



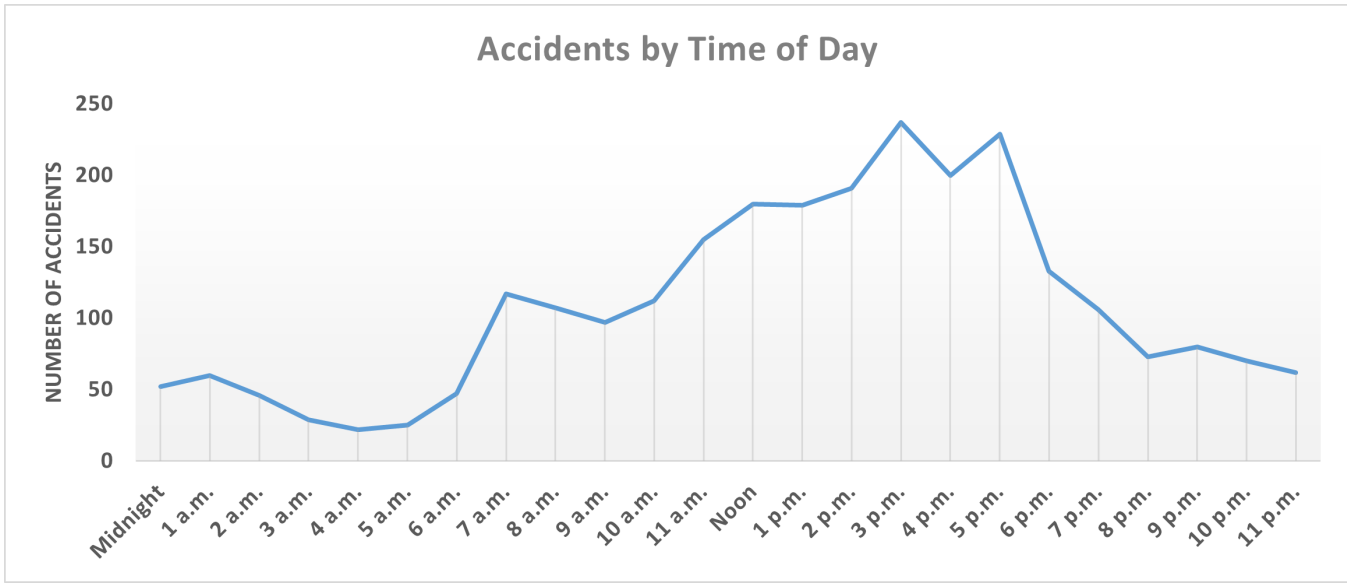
## Accident Reports by Type



## Reported Traffic Accidents 10-Year Trend



## Accidents by Time of Day



## Arrest Statistics

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### Arrests Most Frequent Adult Arrests

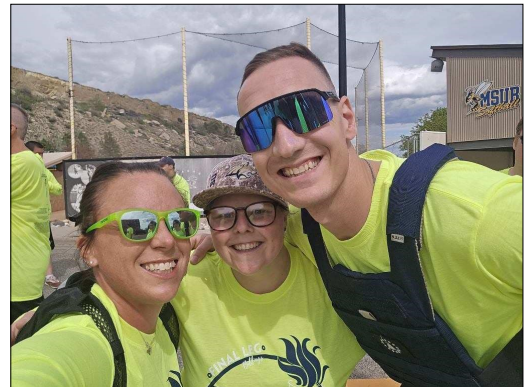
4,784	Warrants, Contempt/Failure to Appear
818	Revocation of Suspended/Deferred Sentence
811	Theft Offenses
610	Partner or Family Member Assault (All Offense Types)
603	Criminal Trespass to Property / Vehicles
520	Obstructing Peace Officer/ Justice
503	Drug Offenses
356	Drug Paraphernalia
410	Driving Under the Influence
273	Probation Violation
242	Disorderly Conduct

### Arrests Most Frequent Juvenile Arrests

182	Tobacco Possession
94	Disorderly Conduct
81	Theft
72	Criminal Mischief
71	Simple Assault
68	Warrants, Contempt/Failure to Appear
59	Aggravated Assault
55	Drug Offenses
48	Partner or Family Member Assault (All Offense Types)
49	Possess Intoxicants
37	Obstructing Peace Officer/Justice
33	Drug Paraphernalia
26	Criminal Trespass to Property / Vehicles

### *Did you know?*

Billings Police Officers volunteer with the Montana Special Olympics throughout the year. Their efforts including fund raising events such as the Polar Plunge and Tip-A-Cop. They participate in the Law Enforcement Torch Run, carrying and escorting the Flame of Hope when it comes through the Billings area. They are also regularly participate in opening ceremonies and presenting athletes their medals at events.



## Arrest Statistics

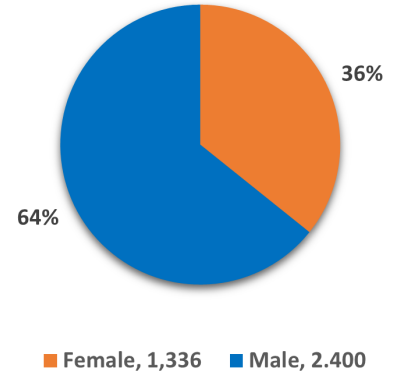
Officers made 3,736 physical arrests that resulted in 15,784 separate charges. One physical arrests can result in multiple charges. This illustrates why there are more charges than physical arrests. The physical arrests involved 3,235 adults and 511 juveniles.

Arrests do not always result in a person going to jail. On some crimes, the person may be given a notice to appear in Court. They also maybe taken to jail, have pictures and fingerprints taken, and then be released with a Court date. Officers did this on about 37% of arrests in 2024.

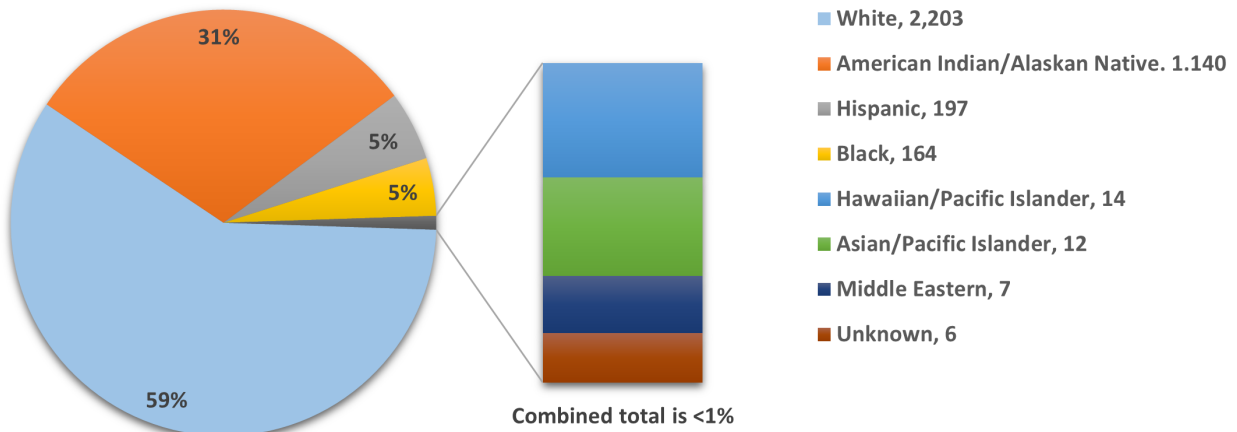
Also, officers may not always arrest on warrants. When this occurs, the person is notified of the warrant and told to take care of it with the court. Billings Police Department tracks this activity. During 2024, officers used the notification 1,055 times.

Officers also track when someone is taken to jail but upon arrival could not be remanded into custody. This occurred 465 times.

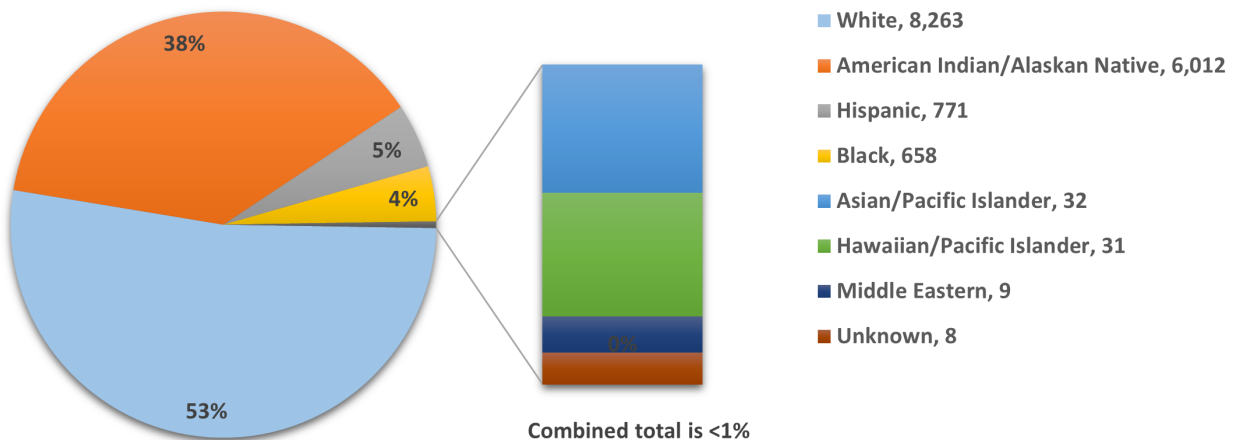
### Breakdown of Physical Arrests by Gender



### Breakdown of Physical Arrests (3,736) by Race



### Breakdown of Charges (15,784) by Race



## Investigations Division

The Investigations Division staff is a mix of detectives and patrol officers, who assigned to special details.

The Division command staff is made up of a Captain, Lieutenant and two sergeants. There are two additional sergeants who supervise the City-County Special Investigations Unit and the Street Crimes Unit.

The civilian detectives' staff includes two clerical employees and two intelligence analysts. There is also a civilian employee in the City-County Special Investigations Unit. The Evidence and Identification section is part of Investigations. Evidence is staffed by a Lieutenant, Identification Supervisor, two identification technicians and four evidence technicians.

The detectives assigned specifically to Investigations shared a case load of 478 investigations during 2024. They were called out to major crimes scenes 26 times. These responses include homicides, shootings and stabbings, sexual assaults, crimes against children and suspicious deaths.

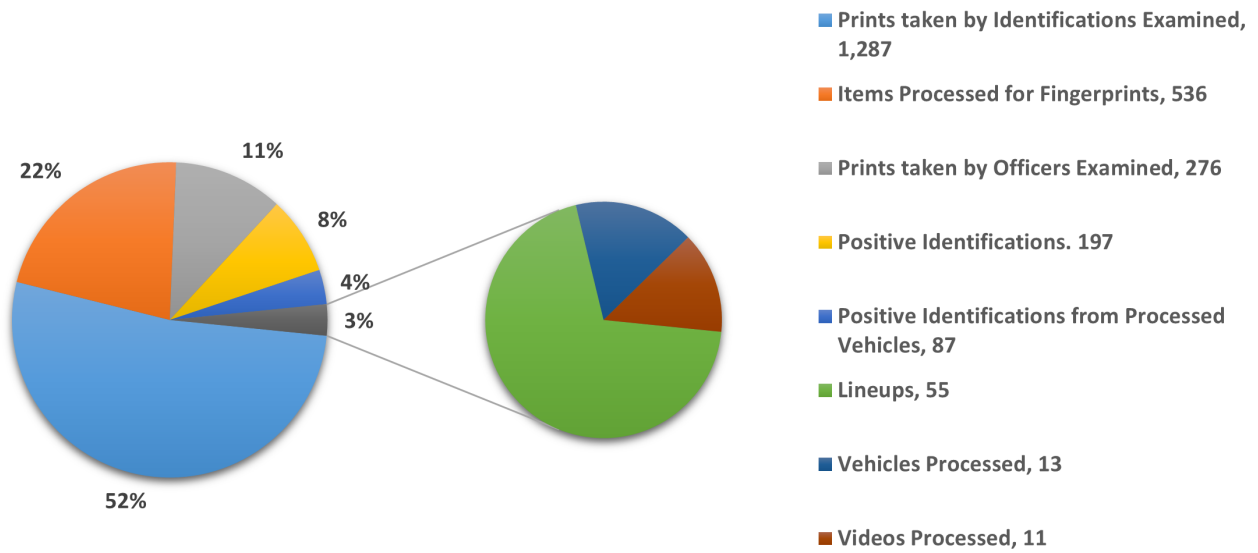
- The Investigations Division received 478 cases during 2024.
- Detectives cleared 377 cases, with 96 of those closed by arrest or referred for prosecution.
- 137 Cases remain under investigation.
- Detectives achieved a 70% case clearance rate and a 28% arrest or warrant request rate. Those closures are nearly equal to 2023 rates.
- They cleared 14 of 17 homicides.
- There were 2 infant death investigations, both completed.
- One Officer Involved Shooting was investigated.
- They received, reviewed and processed 420 Department of Health and Human Services reports. Of the reports, 77 resulted in cases assigned and investigated.
- The Intelligence Analysts processed 165 phones.
- Detectives conducted 51 child forensic interviews, and an additional 62 child forensic interviews



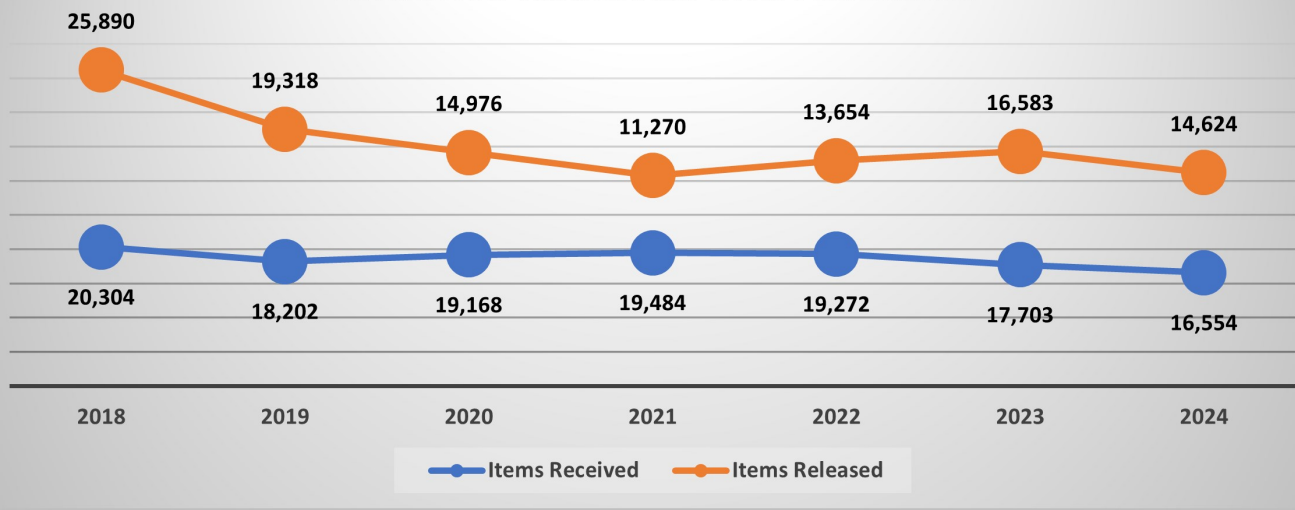
**Detective Denise Baum (center) retired in October 2024 after 21 years of service.**

# Investigations Division

## Identifications Staff Activities



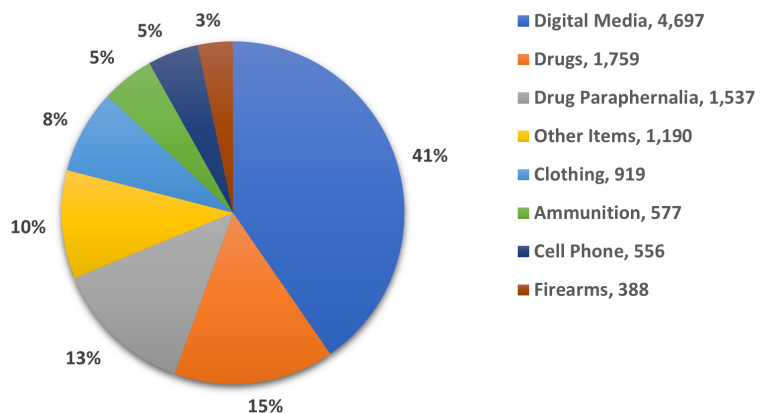
## Evidence Received and Released



### Did you know?

The Evidence Division staff processed 4,997 discovery requests during 2024. That's about 20 requests each work day that are provided to prosecutors and the public defenders' office. The requests increased from about 3,500 the year before, or around 42 percent. In recent years, BPD has added technology to make it more economical and efficient to transfer the information.

## Most Common Evidence by Type



## Specialized Units

### Montana Violent Offender Task Force

One Billings Police Department officer serves with the Billings District Violent Offenders Task Force of the U. S. Marshals Service. This groups makes high-risk arrests, predominately on warrants. There are also task forces in Missoula and Great Falls, Since 2005, these task forces have closed 22,420 warrants. During 2024 the Billings Division led the state with 699 closed warrants. Statewide the Task Force seized 52 firearms and four vehicles. They seized 6,921 grams of methamphetamine and 5,892 fentanyl pills in addition to 936 grams of powder. Currency seizures totaled \$76,248 and counterfeit totaled \$61,040.

### City-County Specialized Investigations Unit

The High Intensity Drug Trafficking Area Program (HIDTA) is a component of the President's National Drug Control Strategy which provides additional federal resources to help eliminate or reduce drug trafficking. Law enforcement organizations within HIDTAs assess drug trafficking problems and design specific initiatives to reduce or eliminate the production, manufacture, transportation, distribution and chronic use of illegal drugs and money laundering and to reduce drug trafficking and related crime and violence. Among its goals is to reduce drug availability by eliminating or disrupting drug trafficking organizations. The Eastern Montana HIDTA Drug Task Force was created in 1996 and is part of Rocky Mountain Region which covers Colorado, Montana, Utah, & Wyoming.



#### Seizures

Methamphetamine	98.78 pounds	Marijuana (bulk)	35.36 pounds
Cocaine	21.12 pounds	Marijuana edibles	19.88 pounds
Fentanyl pills	45,343	THC Resin	44.52 pounds
Fentanyl powder	30.9 grams	THC liquid	4,977.6 grams
Heroin	64.7 grams	THC Vapes	1,015 vapes
Psilocybin mushrooms	11.42 pounds	Cash	\$171,164.76
MDMA (Ecstasy)	1.69 pounds	Vehicle (value)	\$ 10,788.00
Club Drugs	6.15 grams	Firearms	58
Pharmaceutical pills	2,755		

#### Investigation Activities

Wire/Phone Warrants	12
Controlled Deliveries	13
Felony Arrests	212
Federal Indictments	45

#### Drug Trafficking Organizations

Opened	11
Dismantled/Closed	4
Suspended	3
Disruptions	34

## Specialized Units

### Bomb Squad

Billings Police Department has 1 of the 2 FBI accredited bomb squads in Montana. The squad's six bomb technicians, all of whom work as officers, and the Department's specialized equipment may be called on to respond to critical incidents in Eastern Montana but can deploy anywhere in the state if needed. They examine and safely dispose of suspicious packages and devices, collect and dispose of fireworks and ammunition as well as commercial and military explosives. The Bomb Squad has two response vehicles, robots, bomb suits, X-ray equipment and a total containment vessel to safely dispose of items.



### SWAT

BPD has a group of 15 highly trained officers who specialize in high-risk warrant service, fugitive apprehension, hostage rescue, response to people barricaded with guns as well as active shooters, dignitary protection and sniper/observer support of these activities. The SWAT team is activated when a situation requires advanced training or tools that are not commonly available to the patrol division. They work with other specialized units to complete their duties and share resources as well as skills.

### Hostage Negotiators

The negotiators are called out to situations with hostages, barricaded people and other situations where de-escalation is needed, including with suicidal subjects. The SWAT team, negotiators and bomb squad work in conjunction on critical incidents, however negotiators may be called to work with people in any tumultuous situation. While negotiators are speaking to the subjects involved, they are evaluating the stability of the situation, and relaying crucial information to other on-scene officers. The information they gather and provide influences the decisions and actions of command personnel on the scene. Ultimately, the dialogue they enter into can potentially save the lives of not only any hostages, but also those of responding officers and the subjects they are speaking with.

### Drone Program

The BPD Drone Team flew on 121 missions during 2024. That is nearly double the number of responses from 2023. The drones are flown by officers who are licensed by the Federal Aviation Administration to pilot the Department's eight drones.

The drones have been effective in increasing officer and citizen safety. They've been used to search for missing persons, during in-progress crimes, to enter buildings with barricaded suspects and to give tactical teams a bird's eye view of the scene they are encountering. Any information gained by using the drone must pass search warrant standards to be entered in court.

The team provided 11 demonstrations for children and adult organizations. Overall for 2024, the team logged 782 flights for 119 hours of flight time and flew 473 miles. At right, Lieutenant Shelden shows one of the department's drones.



## Specialized Units

### Street Crimes Units

The Billings Street Crimes Unit was established in 2018. Due to successes in disrupting crime, the unit was expanded in 2020 and again in 2022 and now includes a sergeant, one detective and three patrol officers. A second detective, who is assigned to pawn shops works closely with the unit. The members must apply and interview for these positions. The patrol officer slots are a two-year rotation.



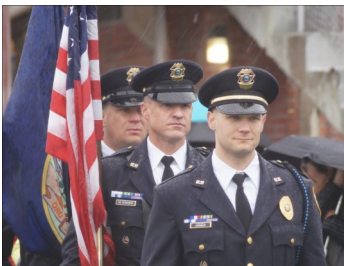
SCU Activities		Seizures	
Cases	215		
Arrests On Scene	81	Vehicles	12
Warrants Served	331	Firearms	63
Gang Related Arrests	18	Fentanyl Pills	9,135
Citations/Warnings	193	Currency	\$110,909
Search Warrants	55		

### Billings Police Bicycle Patrol

About 30 police officers participate in bicycle patrol. Bicycle patrol requires more than just hopping on a bike and going to work. The officers must pass intensive specialized training with classroom and riding sections. The officers ride heavy-duty bicycles that are marked as Police.

The 2022 BPD started its own training program after BPD officers became certified as instructors. Officers who participate in the program must ride a minimum number of hours each year.

### Honor Guard



The Police Department Honor Guard provides ceremonial duties. They will conduct flag presentations at local events and accompany the caskets of retired Billings officers and line-of-duty deaths of officers through the state. The Honor Guard members are trained in protocols and exacting precision.

### Parks Officer

Officer Schara works with the Parks and Recreation Department to patrol trails, assist parks employees and work toward keeping the public safe while they enjoy time in Billings' parks. During 2024 he responded to more than 700 Calls for Service, the vast majority of which were in parks. Each week he assists in towing abandoned vehicles that the BPD volunteer patrol has documented for removal.

## Downtown Resource Officers

The Downtown Billings Alliance and Billings Police Department partnership provides officers who focus on downtown safety. To be more visible the officers bike and walk as much as possible. Their shared patrol vehicle was changed for higher visibility as well.

The officers who work downtown strive to engage with business owners and staffs. They offer a training class is on de-escalation that helps citizens learn how to handle the time period between when police are called and when they arrive. Topics include how to talk to someone in crisis and the benefit of following one's instincts.

## Domestic Violence Investigations

Billings Police Department has two officers in the its Domestic Violence Investigator program.

The program moved into the Northern Lights Family Justice Center during 2024. The non-profit center brings a cadre of services together to provide a coordinated approach to serving adults and children who have experienced unhealthy or unsafe relationships, violence and/or abuse.

All BPD officers investigate domestic violence, but these officers are tasked with completing additional follow up and documentation to strengthen the cases. They also have more availability to victims and can help them access needed resources to stay safe. That contact helps them identify and document additional offenses including stalking, court order violations and additional partner-family member assault.

Frequently, crimes occur after suspects are put in jail. To help identify and prosecute those crimes, BPD uses grant money to pay overtime for BPD officers to assist with tasks such as listening to jail calls and writing supplemental reports about their content.

## K9 Program

The Billings Police K9 team in 2024 included Officer Schultz and Chevy; Sgt. Weston and Czar; Officer Best and Evan, and Officer Anderson and Sam.

At right, Officers Anderson and Best, with K9 Evan, give a bite demonstration during the BPD 2024 Kids Camp.



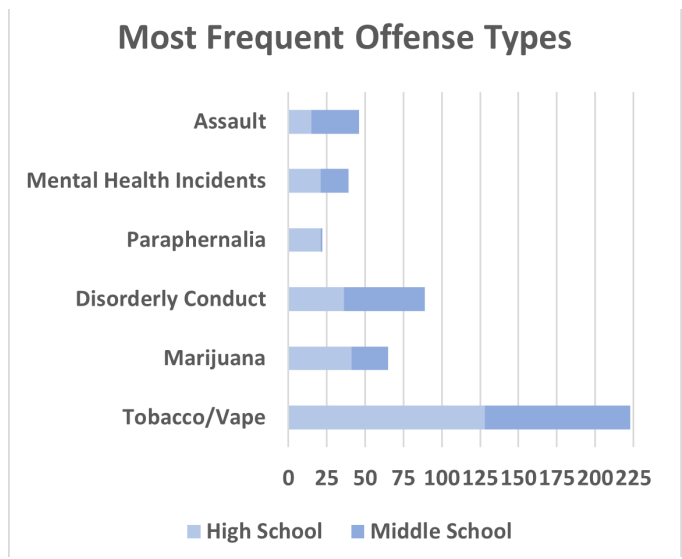
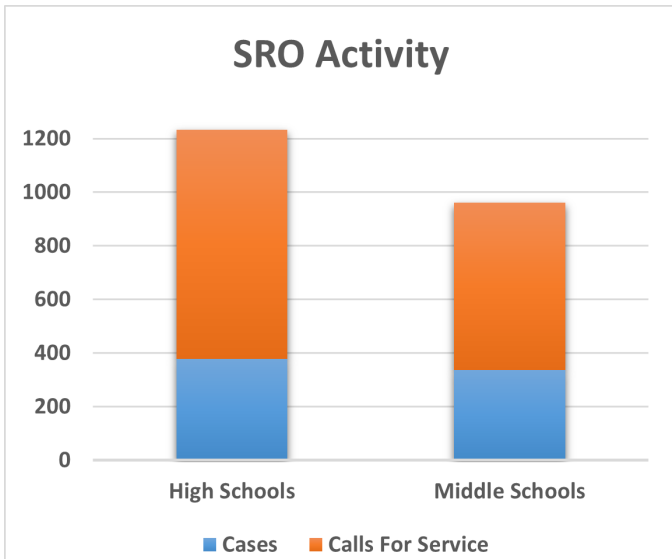
Unit Activity		Seizures	
Deployments	631	Firearms Seized	51
Vehicles Sniffed	126	Methamphetamine	23,291.35 grams
Parcels Sniffed	80	Liquid Methamphetamine	240 ounces
Arrests	142	Cocaine	1,360.4 grams
Public Demonstrations	24	Fentanyl Powder	2,101.7 grams
		Psilocybin mushrooms	1,559.29 grams
		Currency	\$67,935

# Specialized Units

## School Resource Officers

School Resources Officers are funded in cooperation with School District 2. There are 8 SROs and a Sergeant who work in schools. The officers are assigned to individual high schools or middle schools and visit several elementary schools as part of their duties.

During the 2023-2024 school year, the officers wrote 714 cases. They provided 18 armed intruder classes and 105 presentations. The SROs build rapport and trust with students. They serve in mentorship capacities and help students, school staff and families find solutions to problems outside of the criminal justice system.



School Resources Officers, from left: Vickery, Boeckel, Nienhuis, Doll, Richter, Thiel, Weaver and Sgt. West.

## Defensive Tactics

Billings Police Defensive Tactics was introduced in 2017 as a response to a growing need for officer safety as assaults on Officers increased both nationally and locally. The program has expanded to include six Billings Police Officers who are skilled in multiple styles of self-defense systems. All six are certified instructors and often travel to the Montana Law Enforcement Academy in Helena to assist teaching new recruits self-defense and fight scenarios.

BPD requires all officers to attend an annual 10-hour training day with the option of several quarterly training days. The BPD defensive Tactics program is a Judo based system, however, other martial arts are taught including Brazilian Jiu Jitsu, Krav Maga and boxing.

Officers learn basics such as how to "break fall" to help prevent injuries due to falls or takedowns. As Officers progress, they learn several controlled takedowns, ground defense, vehicle extractions, weapon defense and advanced handcuffing techniques.

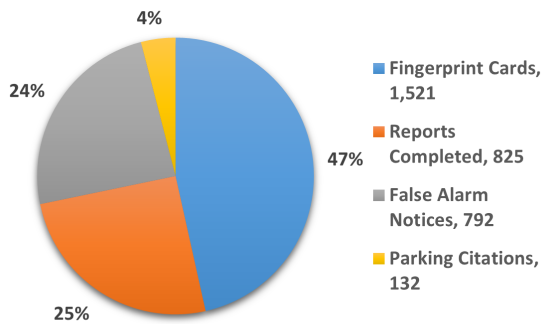
# Billings Police Volunteer Program

The Billings Police Department’s volunteers donated 3,658 hours to the Department and community during 2024. The 23 volunteers range in age from 28 to 92 and serve in several capacities based on their interests. Their time is given enforcing abandoned vehicle and parking ordinances, fingerprinting the public and new City employees, assisting with special events and completing data entry of some police reports and digitizing files.

*“Our volunteers play an essential role in ensuring the safety and well-being of our community. These individuals embody the spirit of service, sacrificing their personal time to make a difference in the lives of others. It is important to acknowledge and celebrate their contributions as they truly make an impact in our community.”*

Rich St. John  
Chief of Police

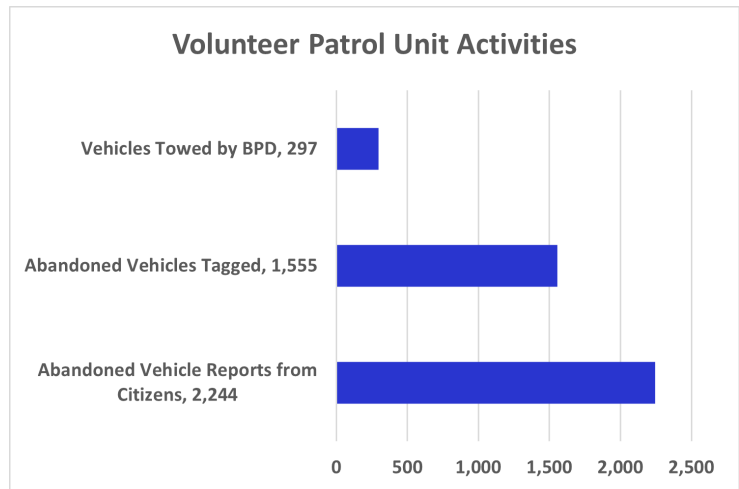
## Volunteer Activities



Volunteer applications are available at [www.billingspolice.com](http://www.billingspolice.com).

Call 406-247-8590 for information.

## Volunteer Patrol Unit Activities



## By the numbers ...

Billings Police Department Specialized Units make incredible strides each year in removing illegal items and illicit money from the community. These everyday items help give context to some of their combined seizures in 2024.



A small sofa can weight around 150 pounds, which is how much Methamphetamine powder was seized.



A 5-pound bag of potatoes represents how much Fentanyl powder was seized.



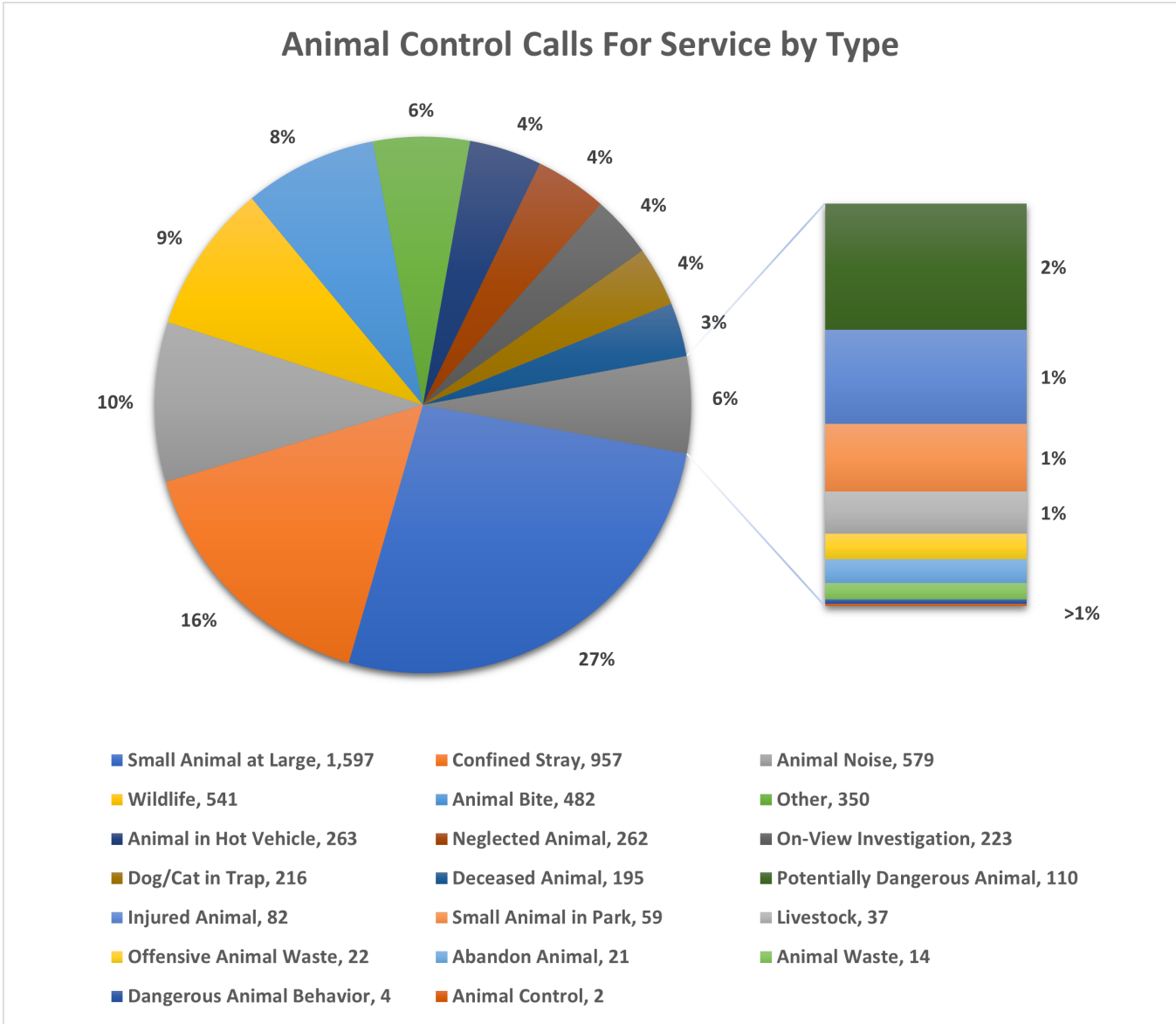
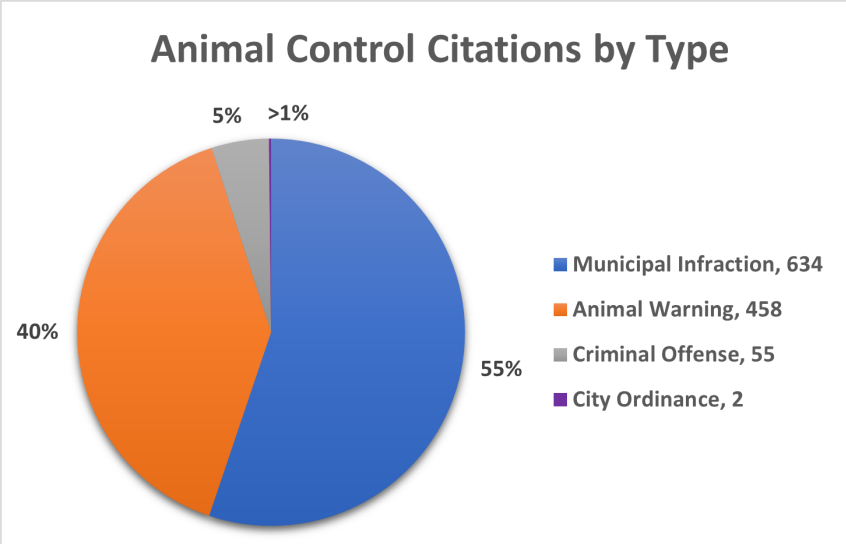
A gallon of paint weighs about as much as the 15 pounds of Psilocybin mushrooms that was seized.



This isn't the full \$350,000 that the units seized but it was an impressive day at work for the K9 Evan and his handler Officer Best.

# Animal Control Division

Animal Control Supervisor Tom Stinchfield has a staff of 5 Animal Control Officers and an Office Assistant. The officers respond to citizen complaints and are dispatched through the Billings Communications Center. Animal Control Officers are on call around the clock to respond to emergency animal-related calls. They are authorized to cite animal owners and write criminal cases to submit to Billings Municipal Court.



## Welcomes and Farewells

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### New Officers

Jacob DeHaas	John Rodriguez
Sidney Strizki	Jaxson Brandt
Tanner Tabbert	Eric Preble
Nicholas Lai	Gabriel Perez



Officers Rodriguez, Brandt, Preble, Tabbert and Lai at their graduation from the Montana Law Enforcement Academy.

### New Community Service Officers

Troy Smith	Riley Yung
Hilary Mitchell	KP Davidson



City Administrators Kukulski with Community Service Officers Smith, Mitchell, Yung and Davidson.

### Promotions

Brian Krivitz ~ Captain	Brandon Wooley ~ Captain
Ryan Kramer ~ Lieutenant	Eric Schnelbach ~ Lieutenant
Daren Haider ~ Sergeant	Chad Wildin ~ Sergeant
Dylan Sutton ~ Sergeant	Nathan Contreras ~ Sergeant

### Retirements

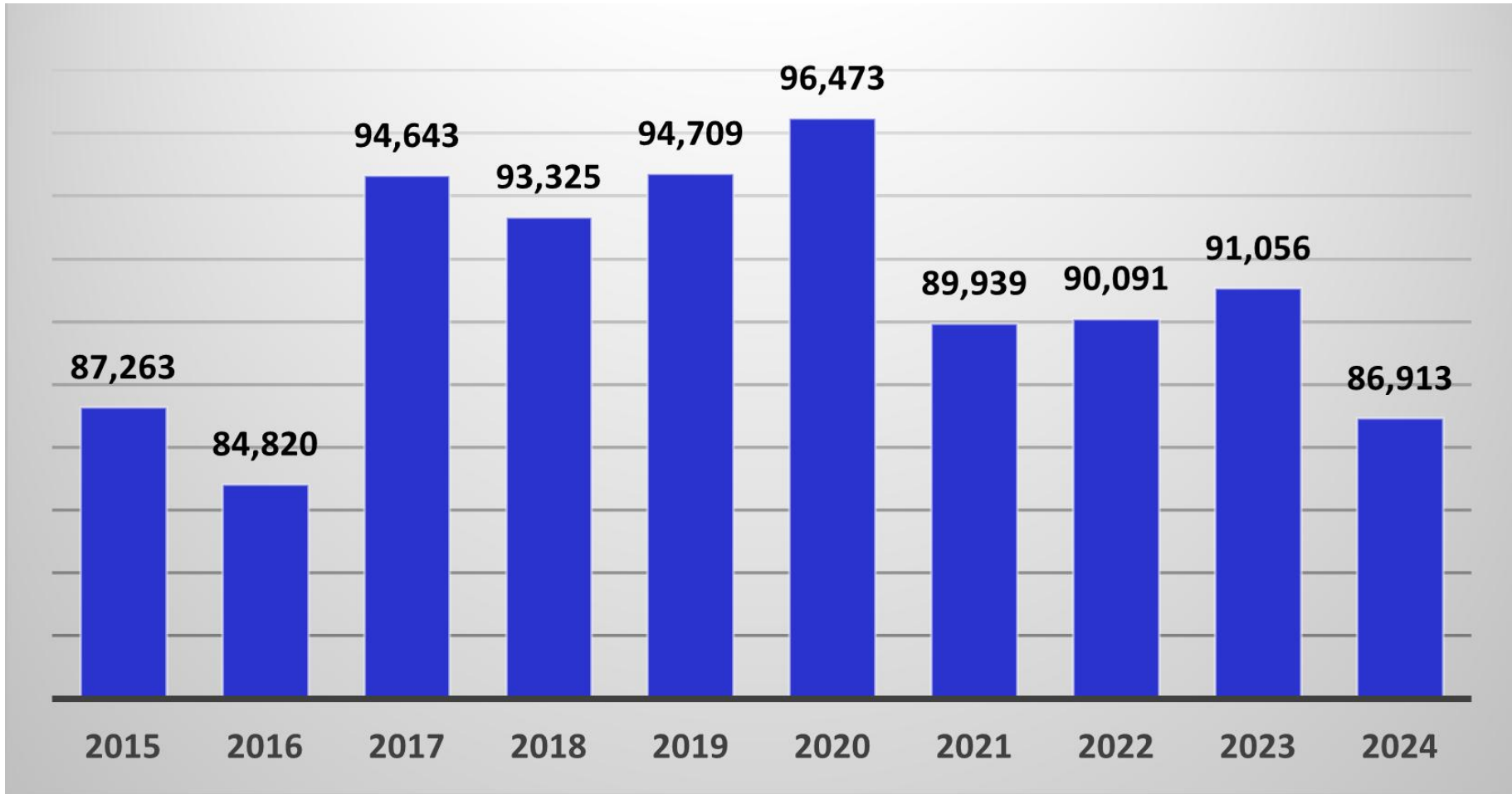
Scott Conrad	Justin Jagers	Brad Ross	Denise Baum
Clyde Reid	Wanda Spaulding	RD Harper	Jim Woog

# **BILLINGS POLICE DEPARTMENT 2024 ANNUAL REPORT**

Executive Summary to Billings City Council

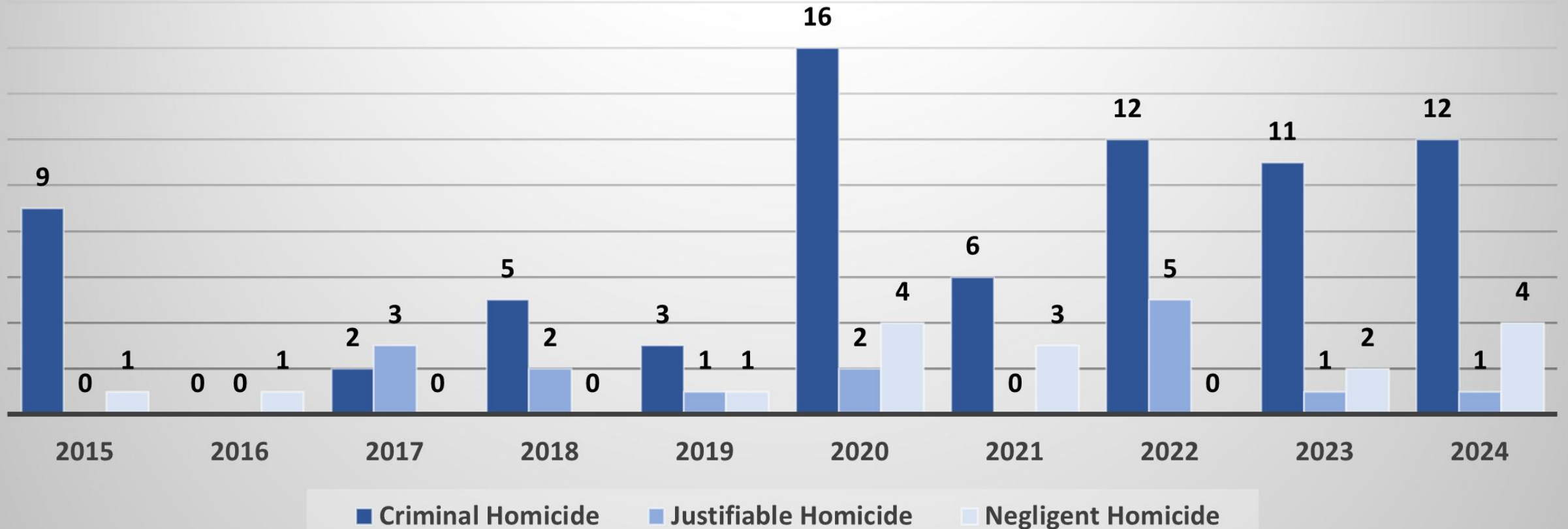
April 7, 2025

Chief Rich St. John

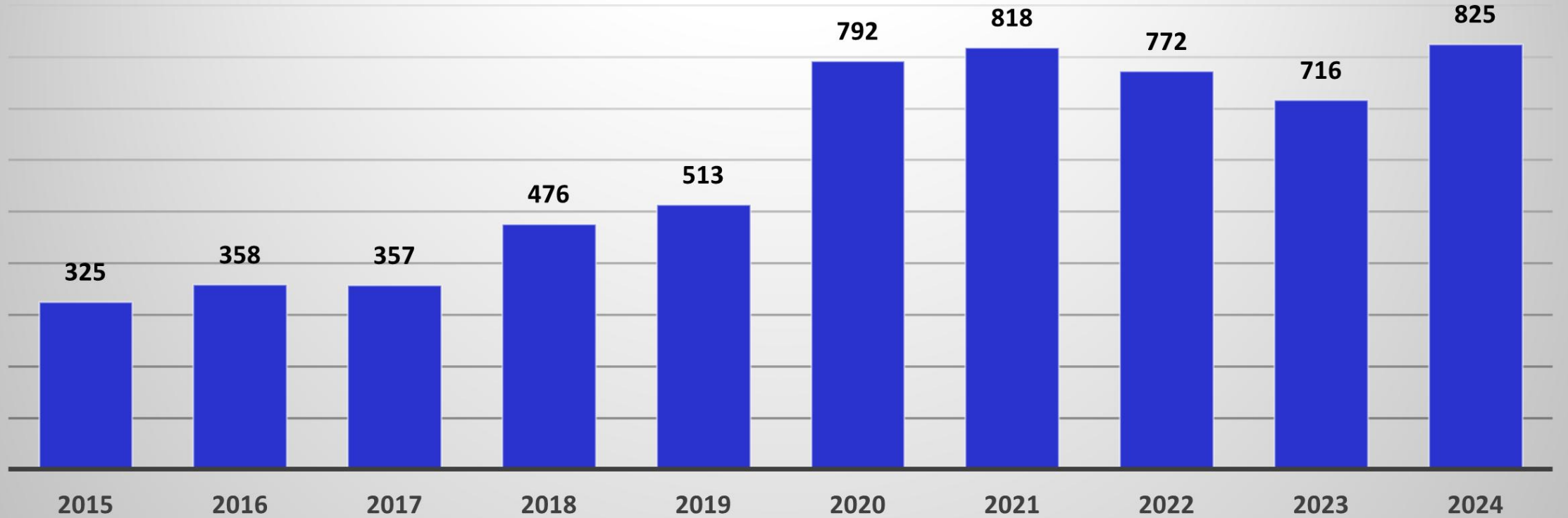


Calls for Service

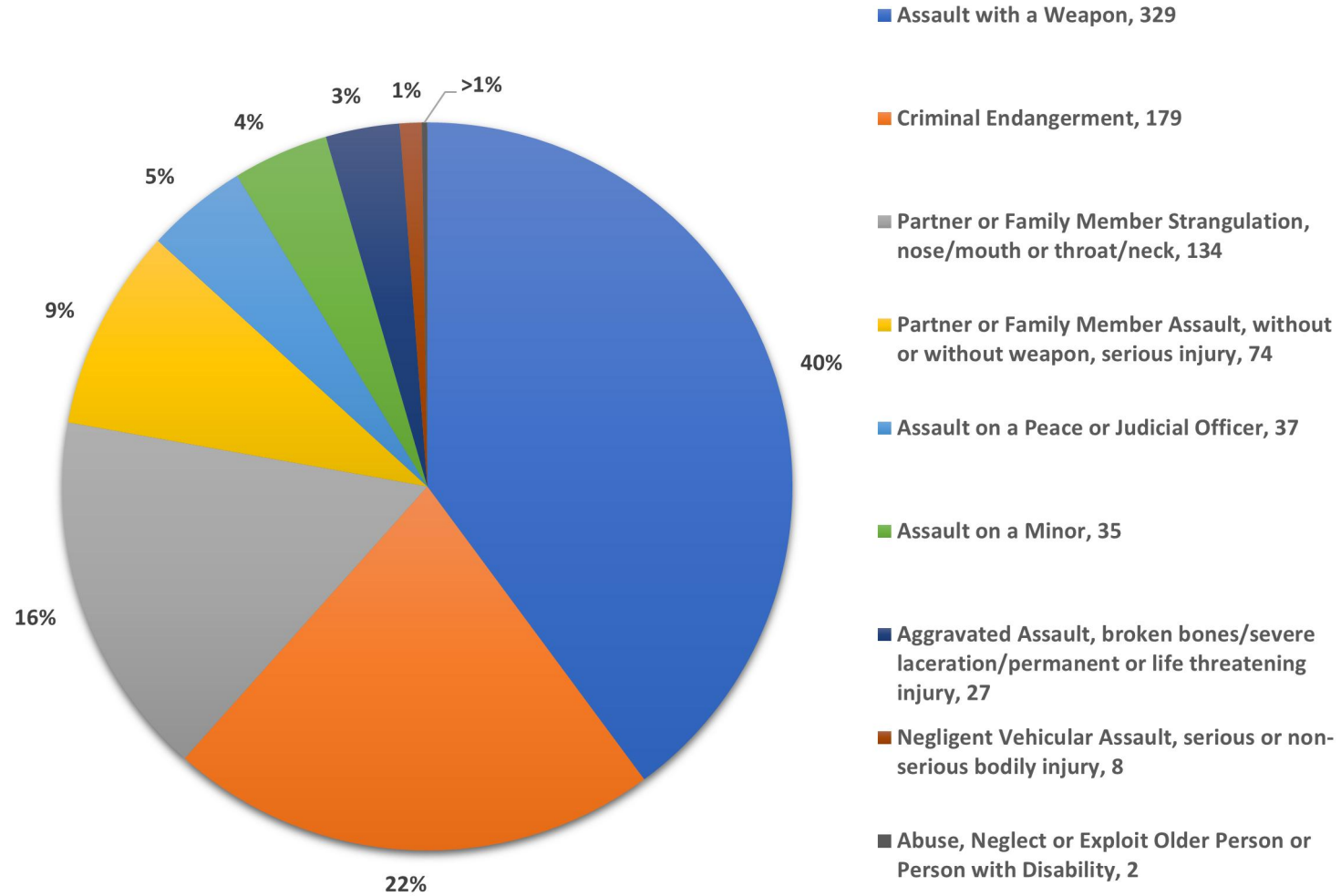
# Homicides 10-Year Trend



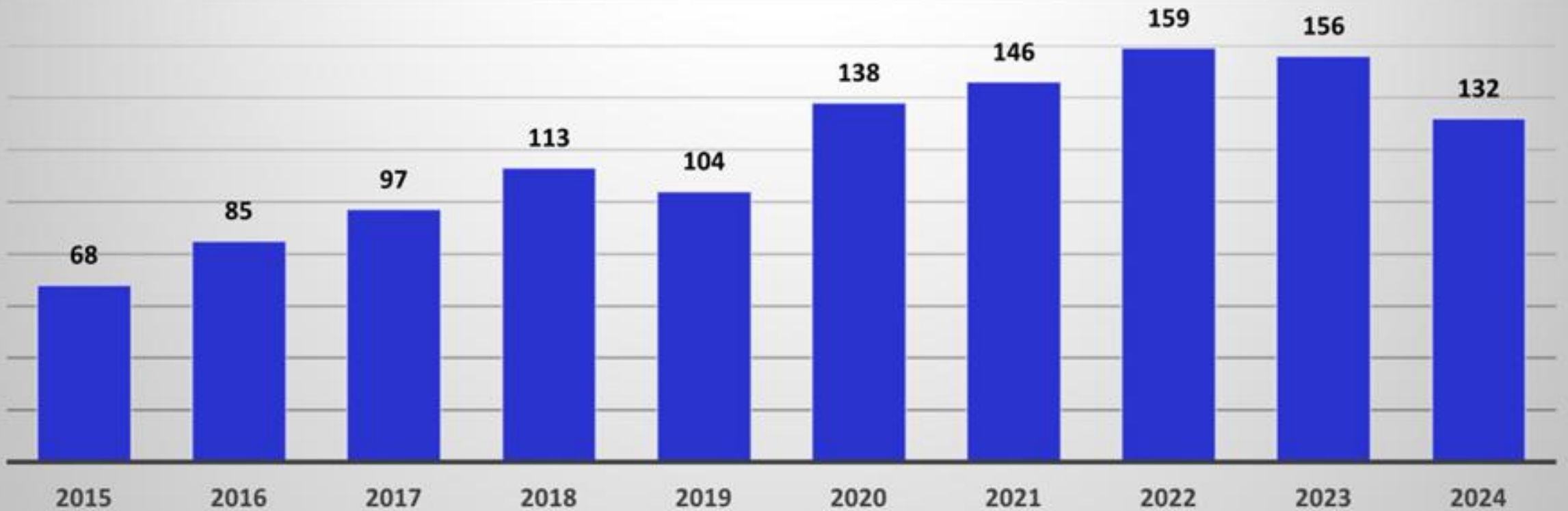
## Aggravated Assault Offenses 10-Year Trend



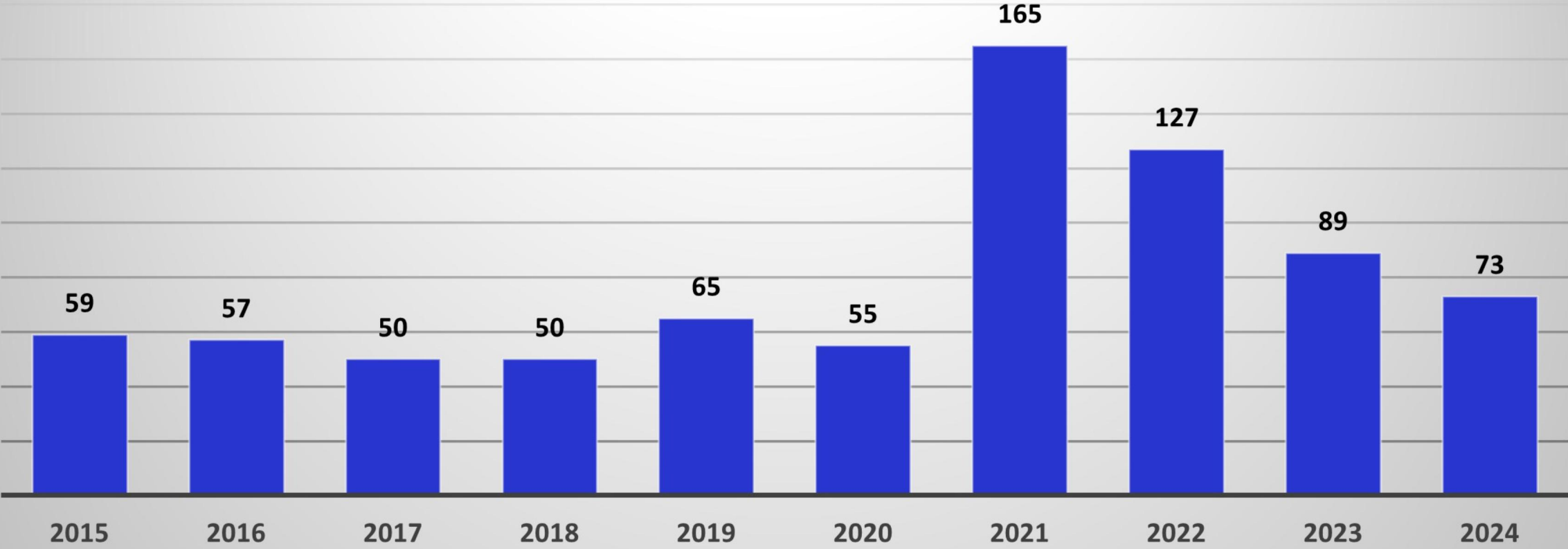
## Aggravated Assault Offenses



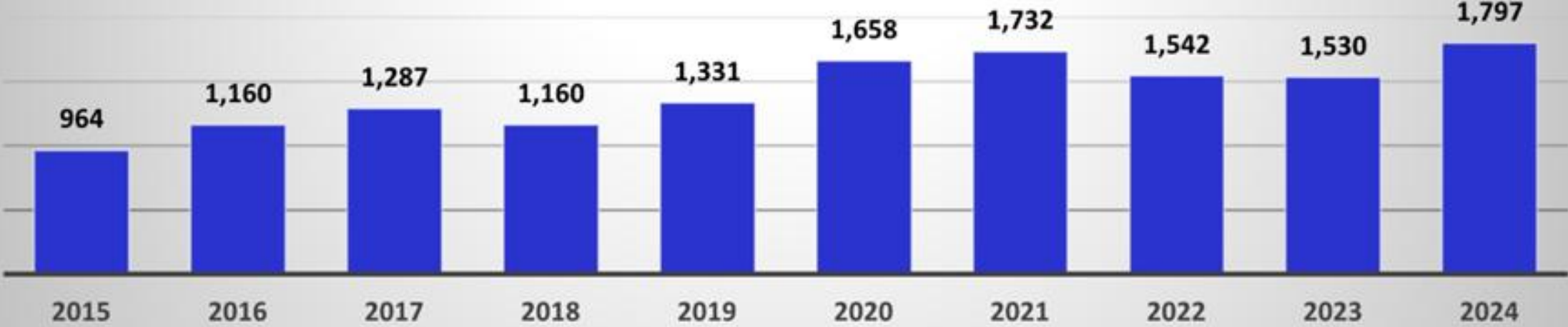
## Robbery Offenses 10-year Trend



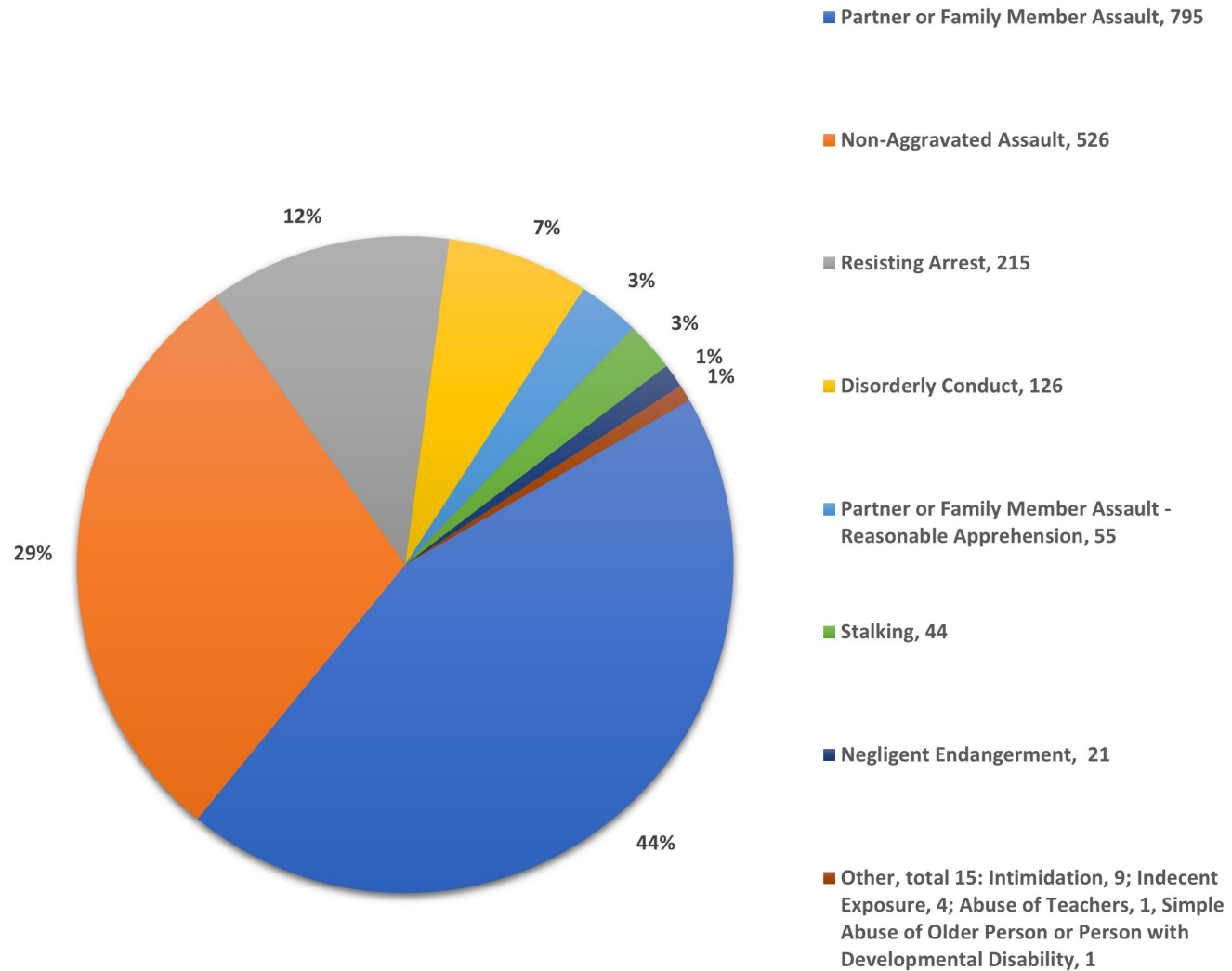
# Weapons Offenses 10-Year Trend



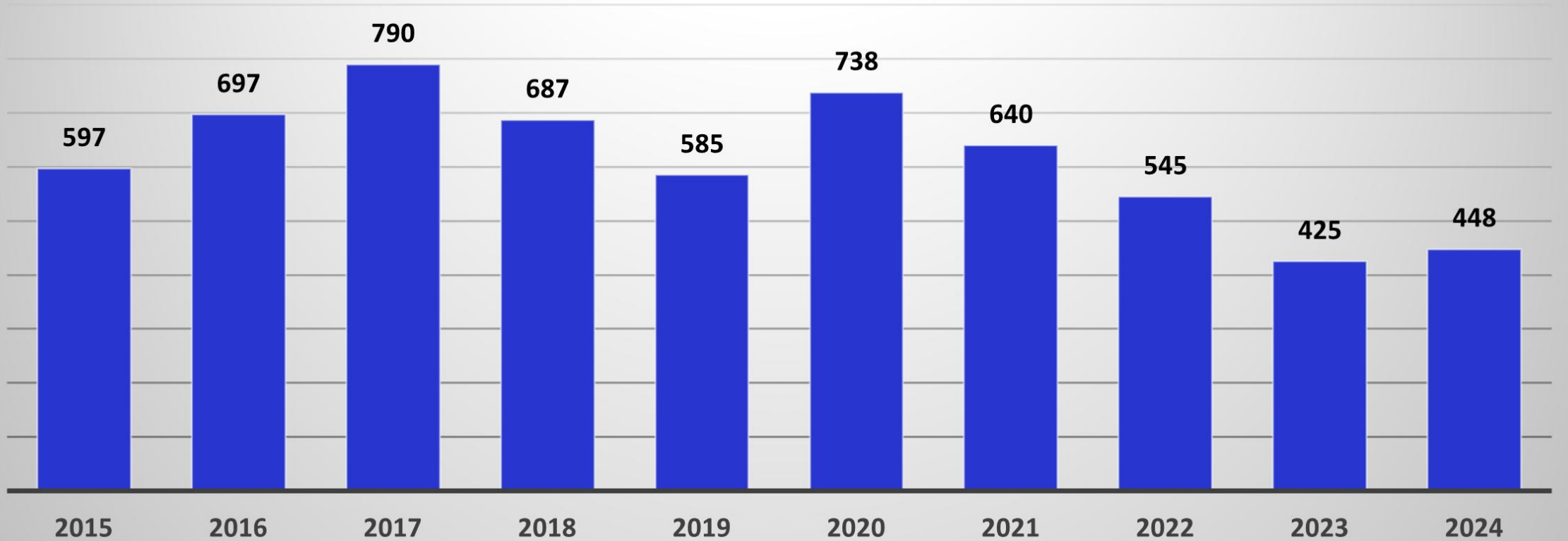
# Total Non-Aggravated Assault Offenses 10-Year Trend



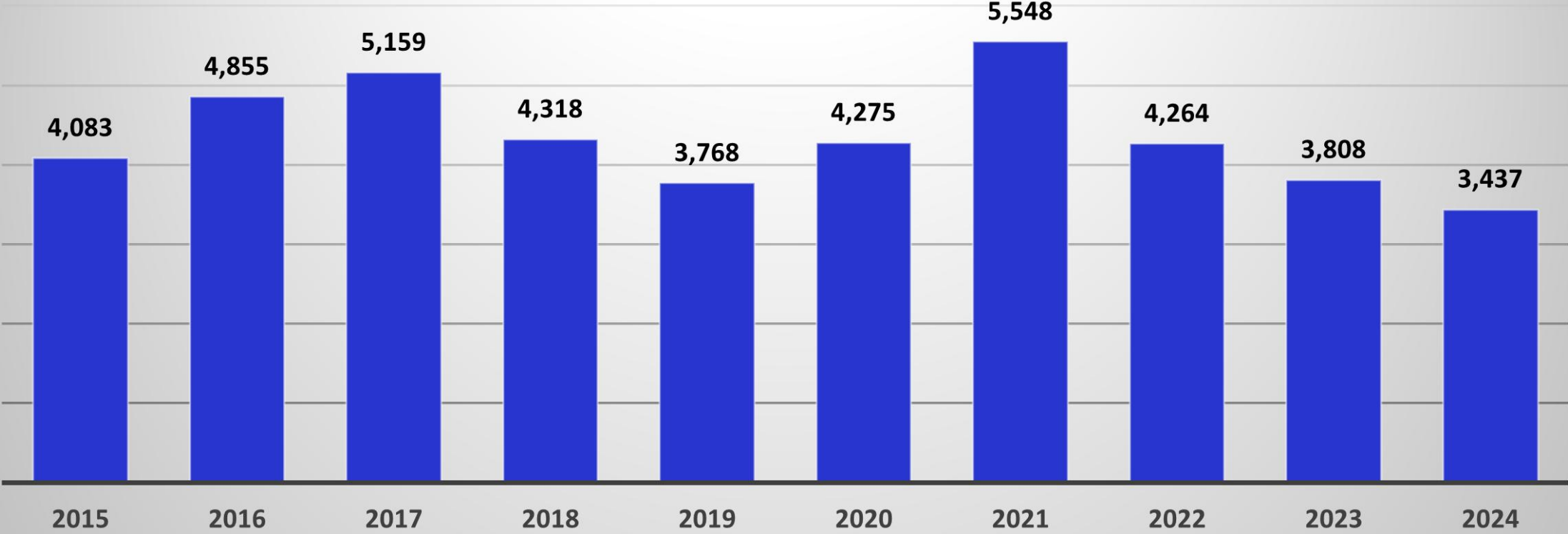
## Non-Aggravated Assault Offenses



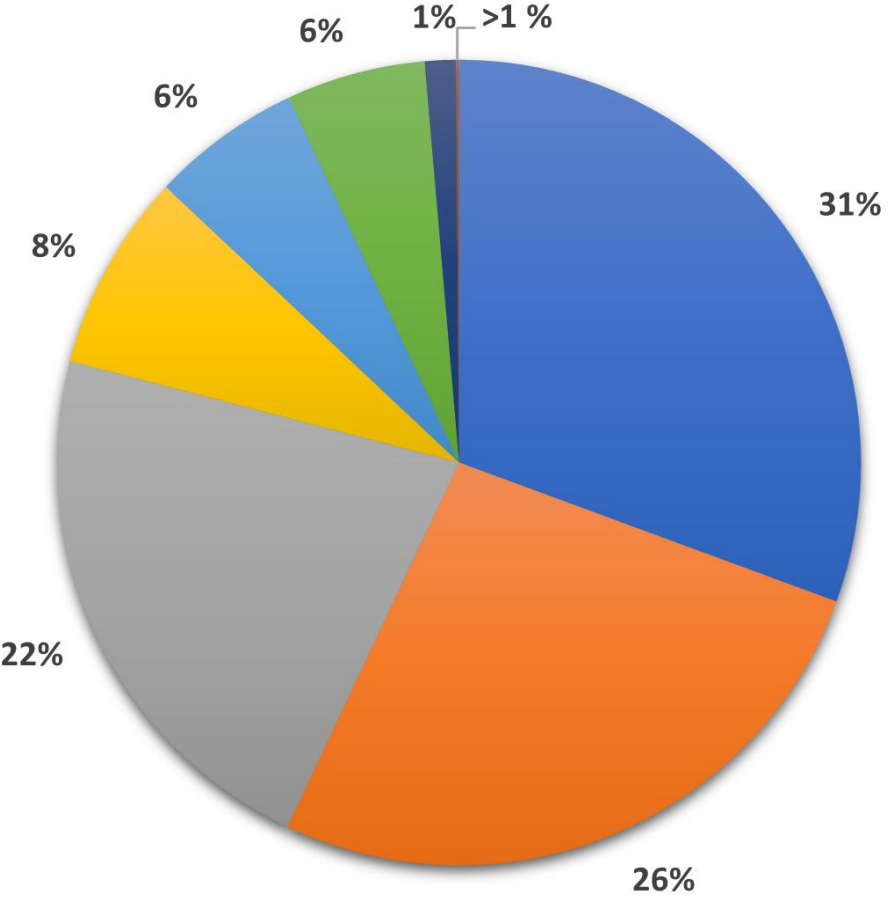
## Burglaries 10-Year Trend



# Theft Offenses 10-Year Trend

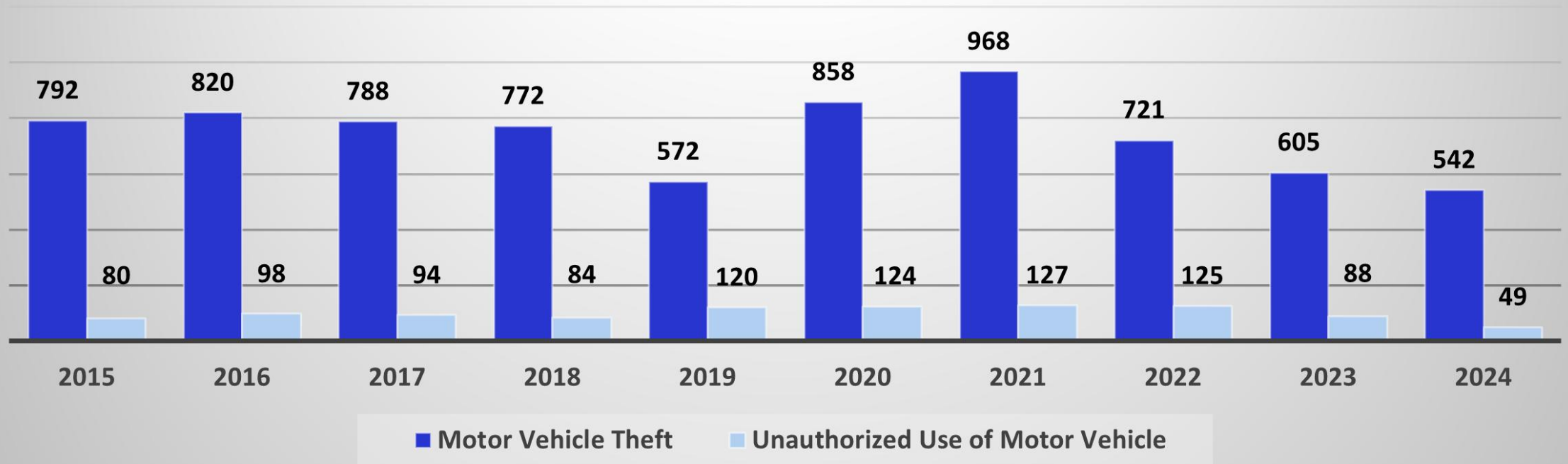


# Theft Offenses

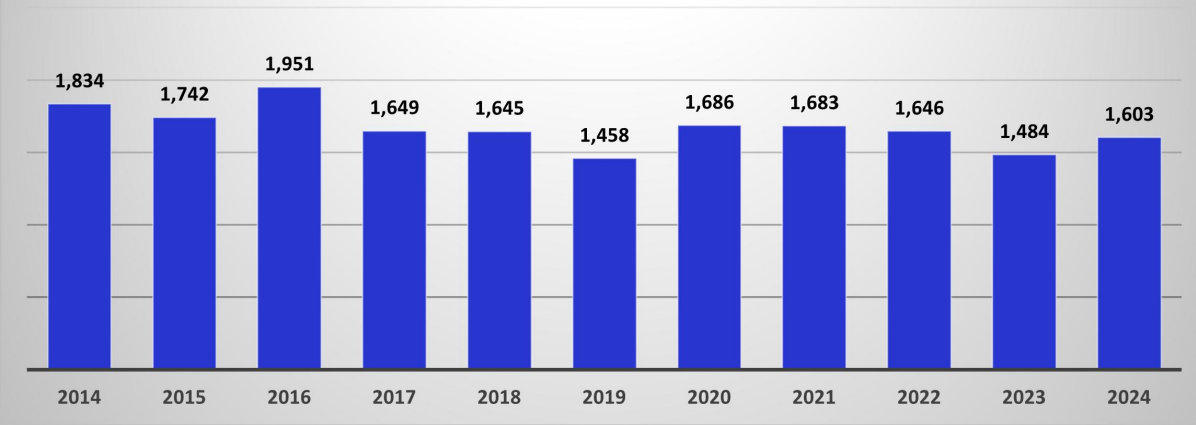


- All Other Larceny, 1,052
- Shoplifting, 908
- Theft From Motor Vehicle, 757
- Possession of Stolen Property, 273
- Theft From Building, 208
- Theft of Motor Vehicle Parts or Accessories, 192
- Theft of Lost or Mislaid Property, 43
- Other, total 4: Purse Snatching, 1; Theft From Coin Operated Machine, 3

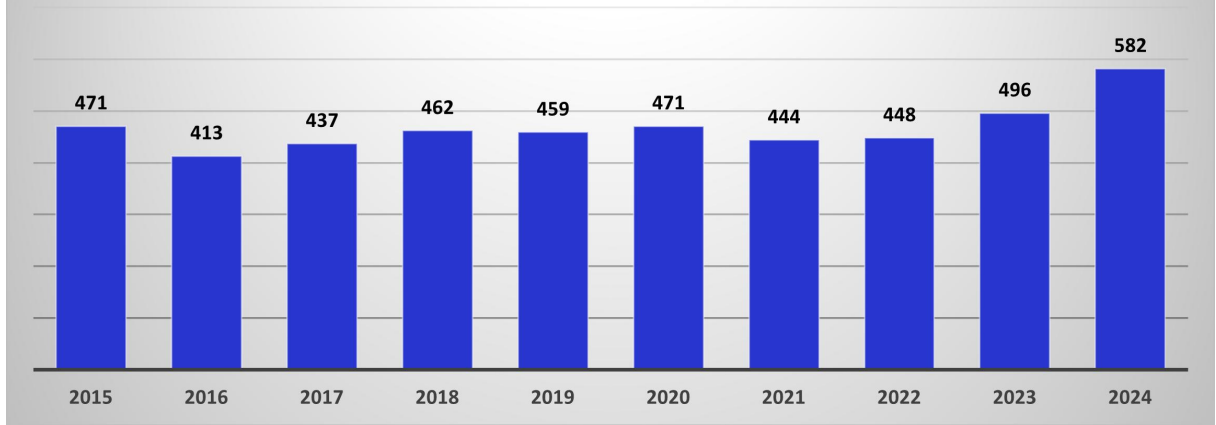
# Motor Vehicle Theft and Unauthorized Use of Vehicles 10-Year Trend



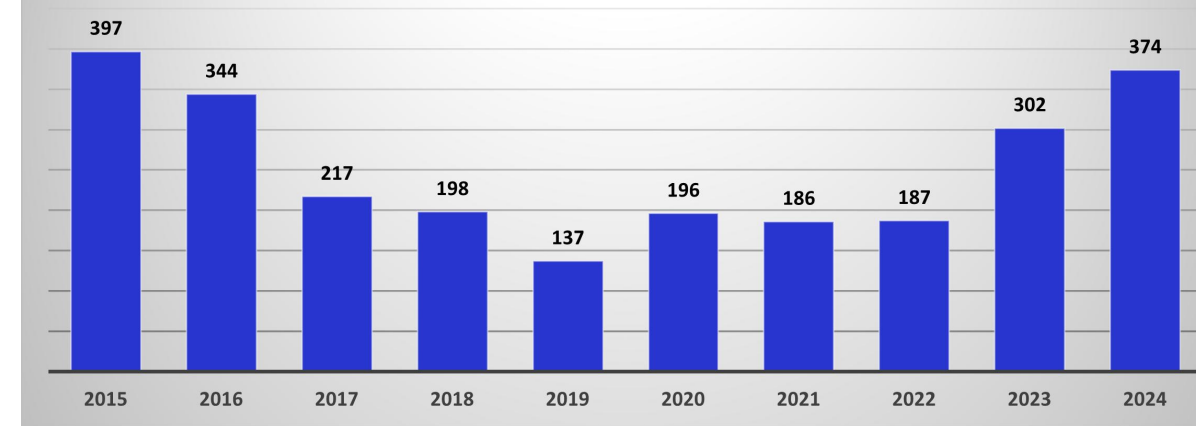
### Criminal Mischief Offenses 10-Year Trend



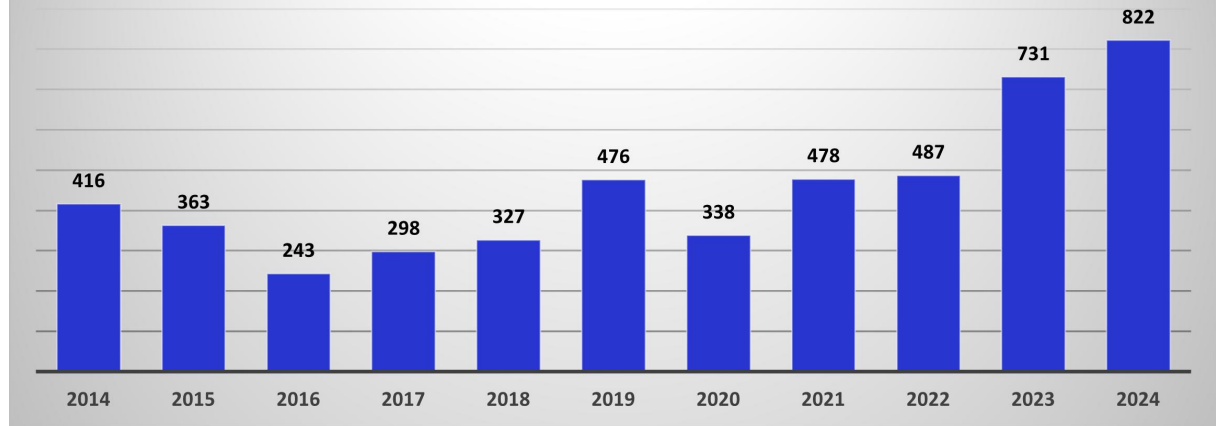
### Obstructing Justice Offenses 10-Year Trend



### Disorderly Conduct Offenses 10-Year Trend

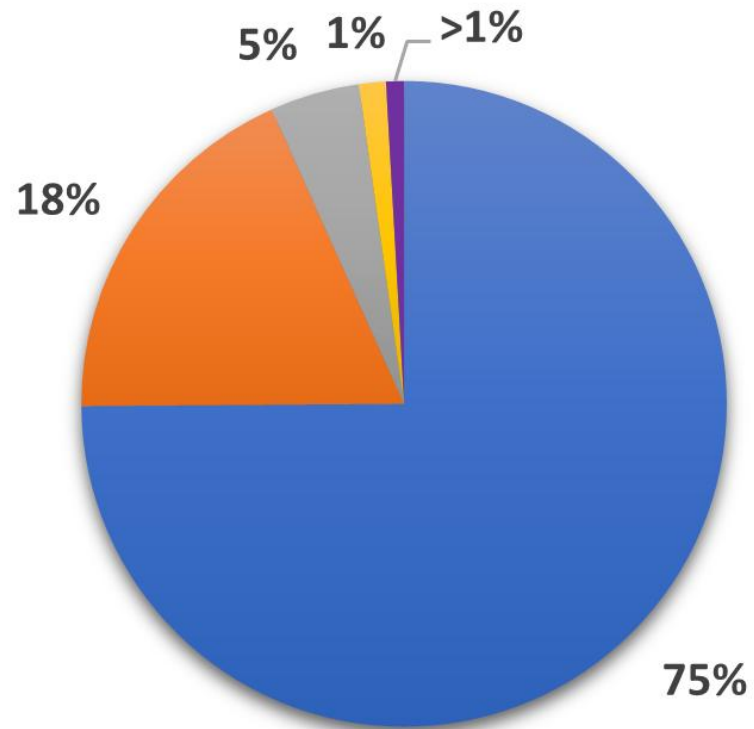


### Trespass Offenses 10-Year Trend



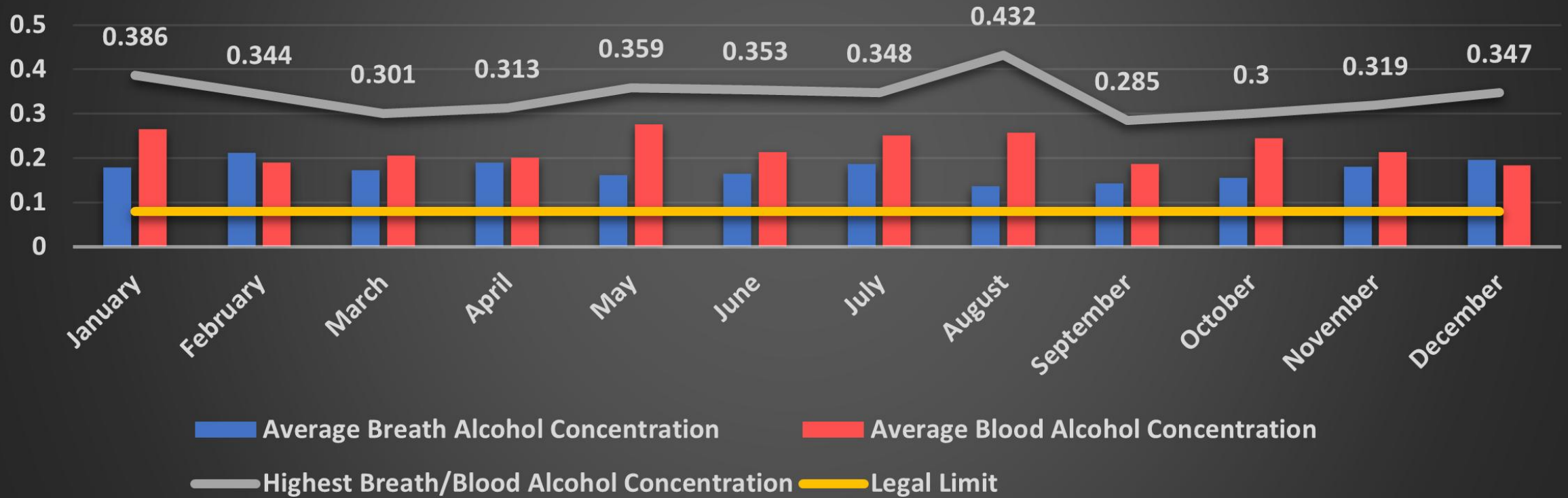
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# Driving Under the Influence of Alcohol and Drugs

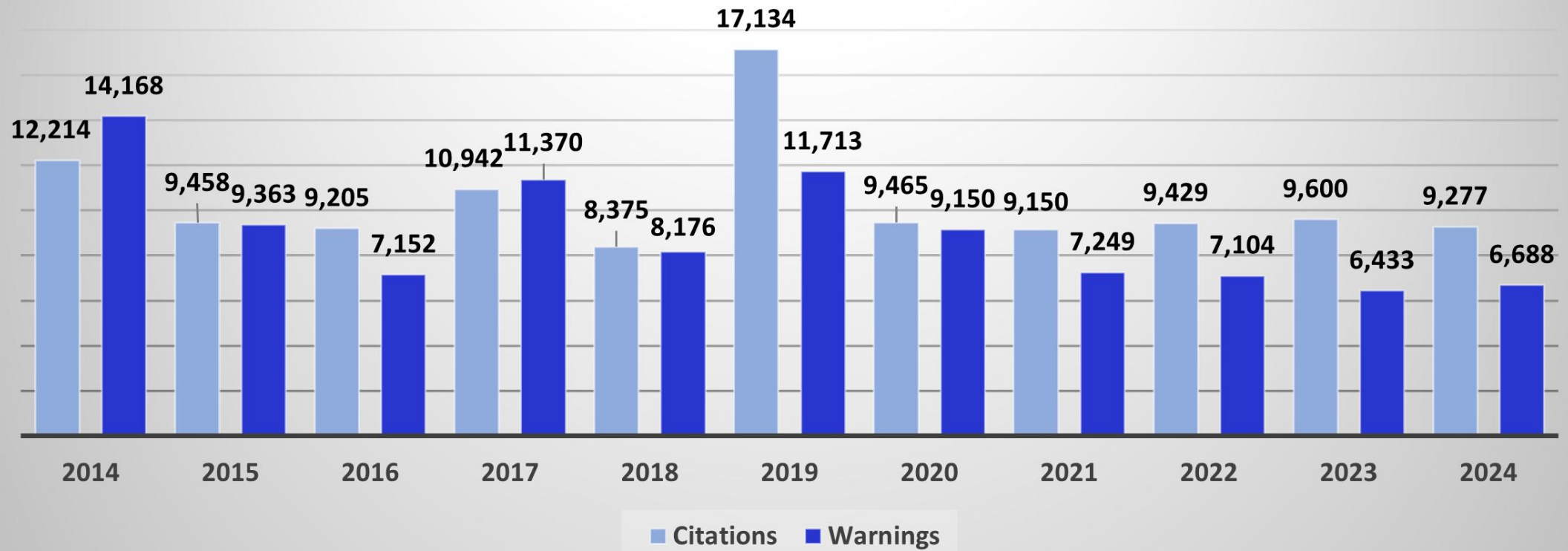


- Driving Under The Influence Of Alcohol and or Drugs, 334
  - Aggravated Driving Under The Influence Of Alcohol and/or Drugs, 82
  - Criminal Child Endangerment (DUI & A Child), 20
  - Operate Veh With Alcohol Concentration of 0.02% BAC Under 21 Years of Age, 6
  - Vehicular Homicide While Under the Influence, 4
-

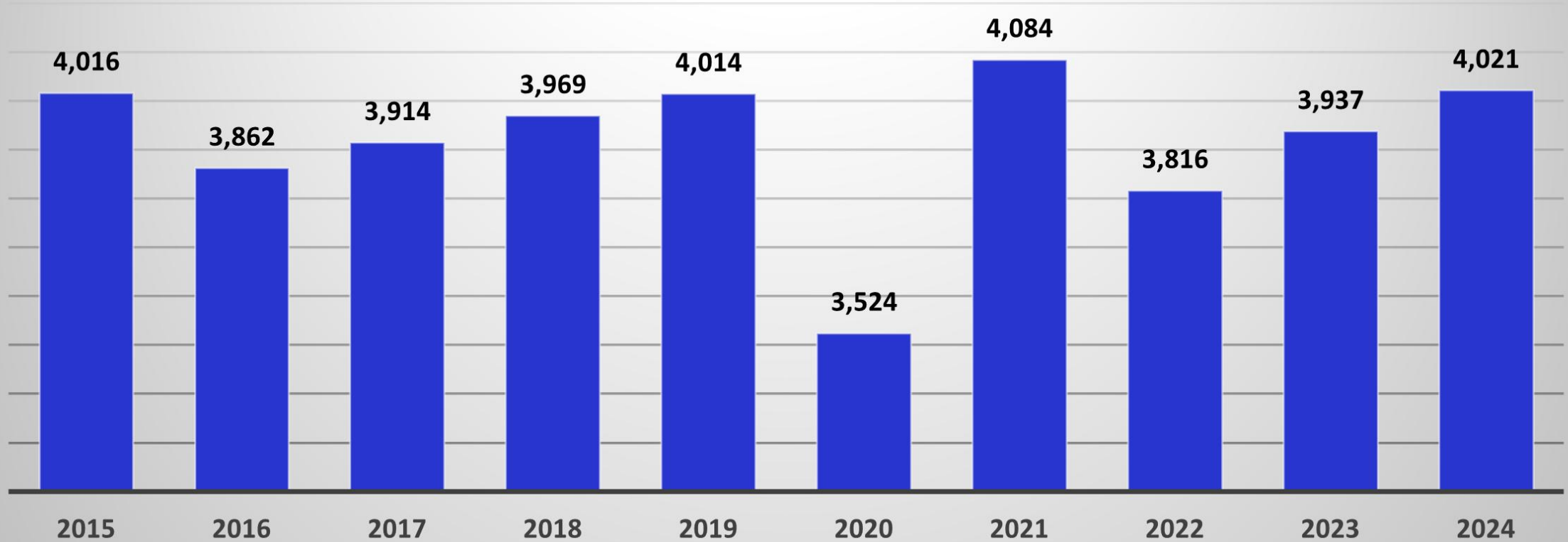
# Average and Highest Breath and Blood Alcohol Concentration Readings by Month



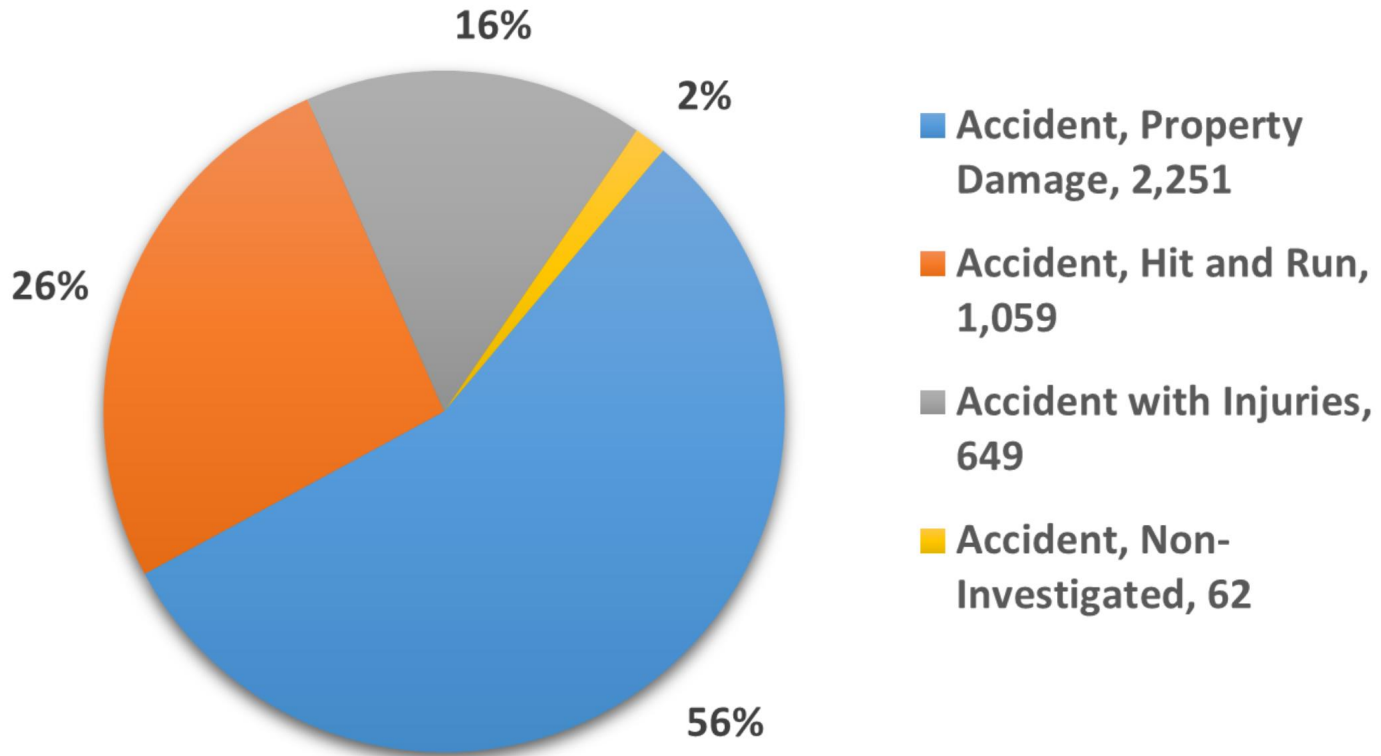
## Traffic Citations vs. Warnings 10-Year Trend



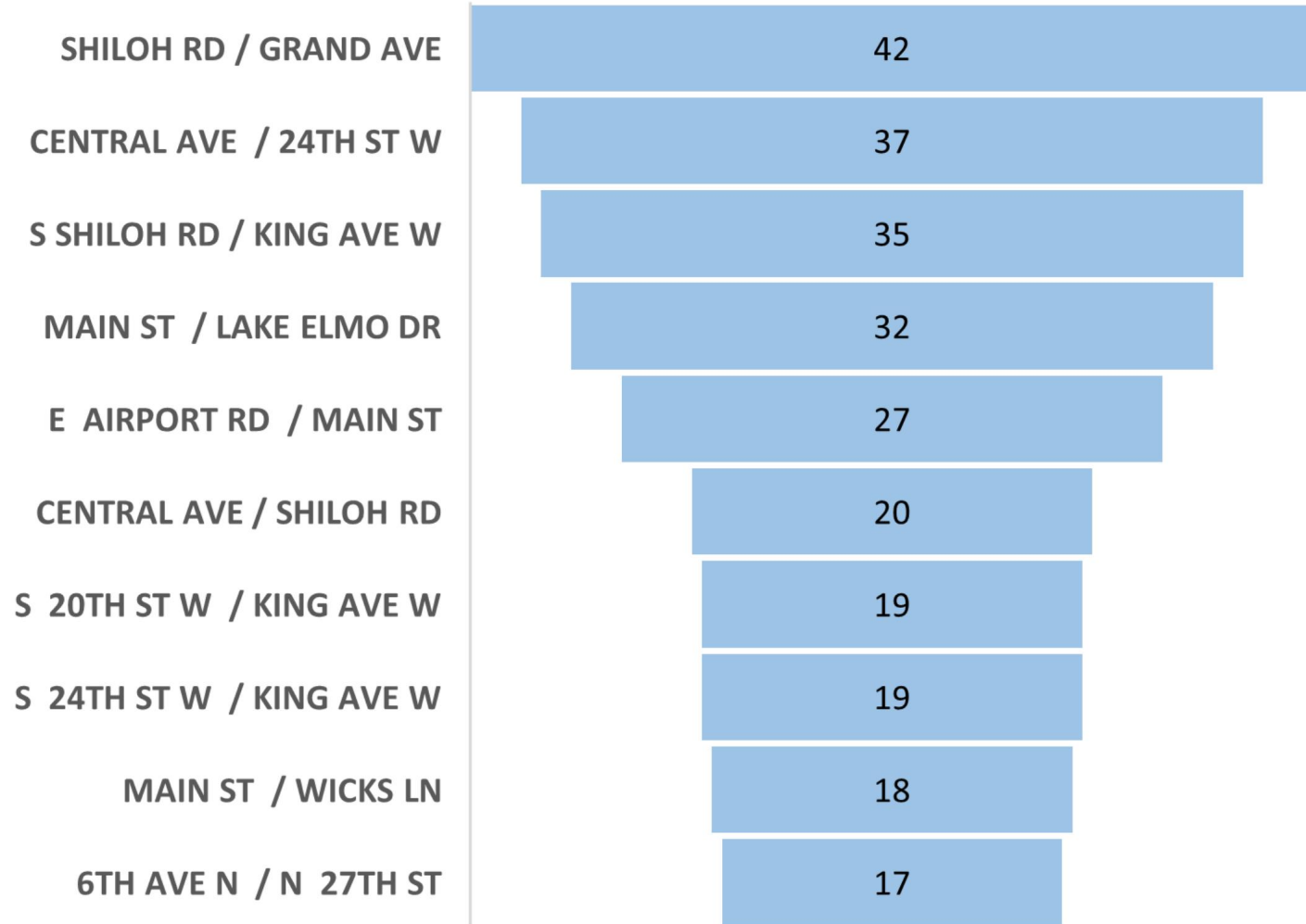
## Reported Traffic Accidents 10-Year Trend



## Accident Reports by Type



# Most Frequent Crash Intersections



# Arrest Statistics-Most Frequent

- Adult

- Warrants/Contempt/FTA

818 Revocation of sentence

811 Theft offenses

610 PFMA (All Offense types)

603 Trespass to property

9930 total arrests

\*\*5875 @59% Admin violations

- Juvenile

182 Tobacco

94 Disorderly Conduct

81 Theft

72 Criminal Mischief

71 Assault

# Special Mention

- Volunteer Program
  - Donated 3,658 Hours
  - 2,244 Abandoned vehicle reports
  - Tagged 1,555 Abandoned Vehicles
  - Towed 297 Abandoned Vehicles
- Animal Control
  - Smallest Division in city @7
  - Handled 6016 incidents
  - Issued 1149 citations
- Specialized units seized:
  - 98 pounds of Methamphetamine
  - 54,478 Fentanyl pills
  - 31 grams of Fentanyl powder
  - 172 firearms

**City Council Work Session**

**Date:** 04/07/2025  
**Title:** Billings Fire Department 2024 Annual Report  
**Presented by:** Pepper Valdez, Fire Chief  
**Department:** Fire  
**Presentation:** Yes  
**Legal Review:** Not Applicable  
**Project Number:** N/A

---

**RECOMMENDATION**

Fire will summarize the 2024 annual report.

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

See the attached annual report and presentation slides.

**ALTERNATIVES**

City Council may:

- Approve; or,
- Not Approve

**FISCAL EFFECTS**

N/A

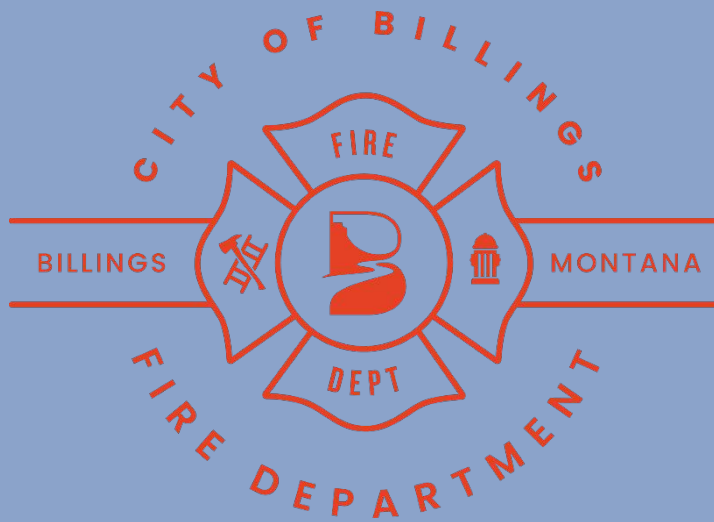
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**Attachments**

2024 Annual Report  
2024 Final Report

# Fire Department

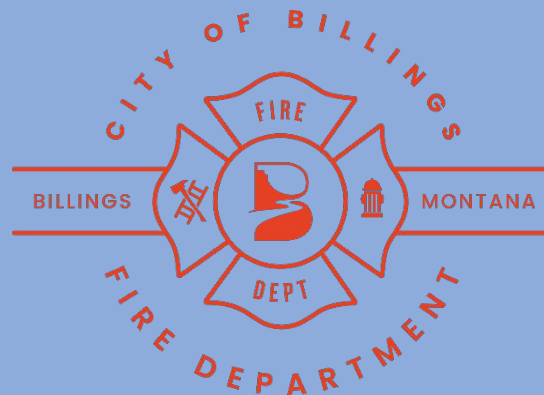
## 2024 Annual Report



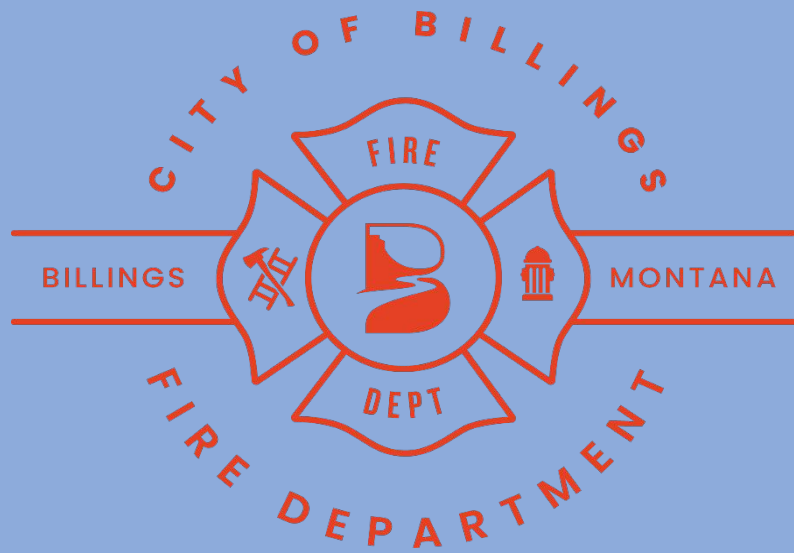
# Call Volume

## BFD Call Volume By Year

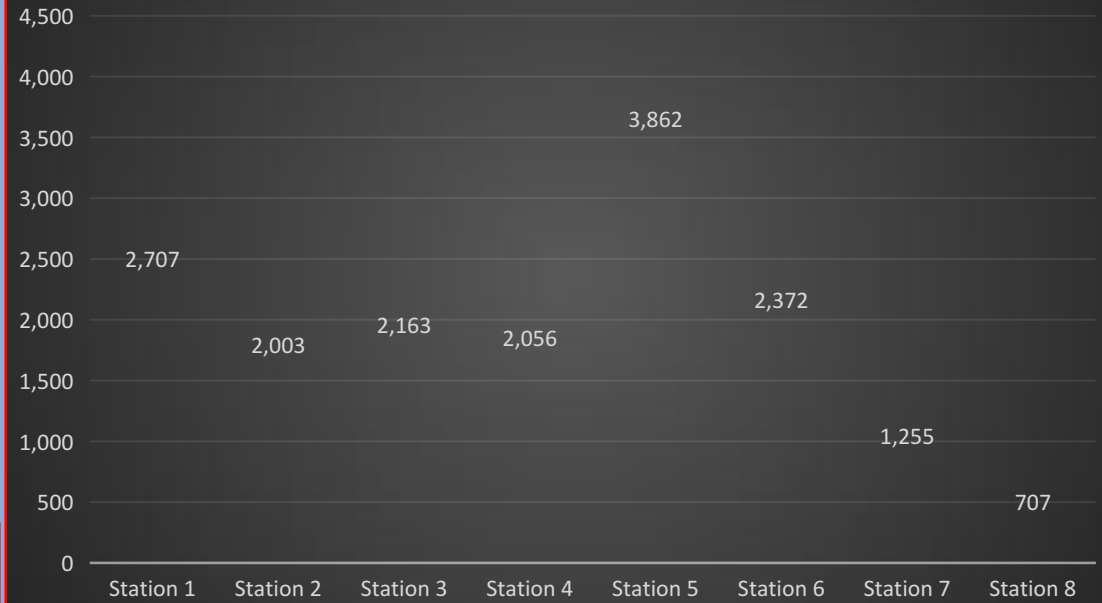
- 2020 -18,284
- 2021- 18,777
- 2022 -19,212
- 2023 -18,810
- 2024 -19,342



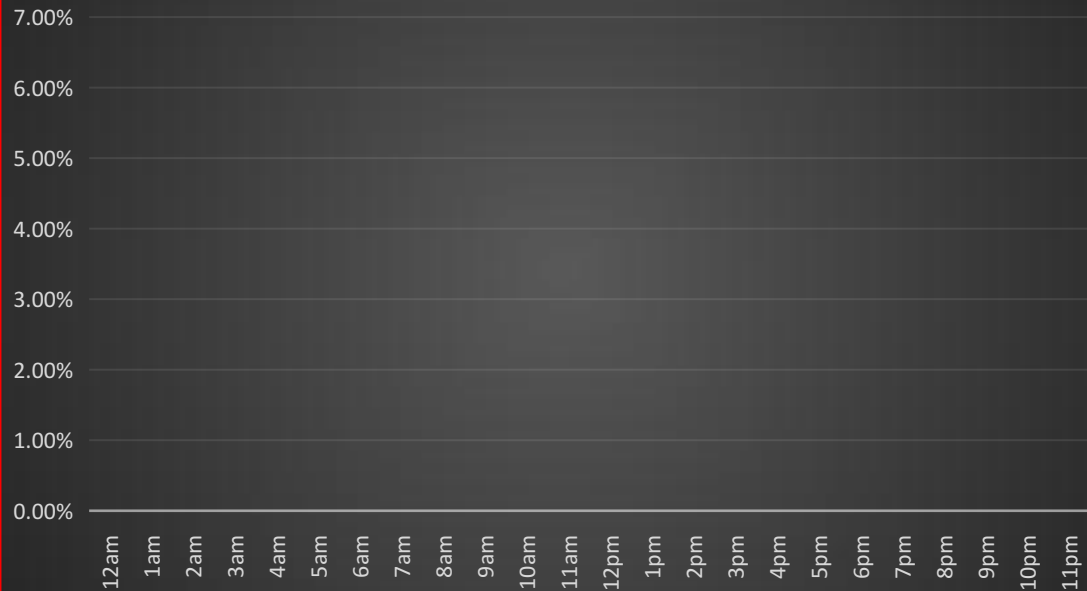




## Call Volume by Station Area



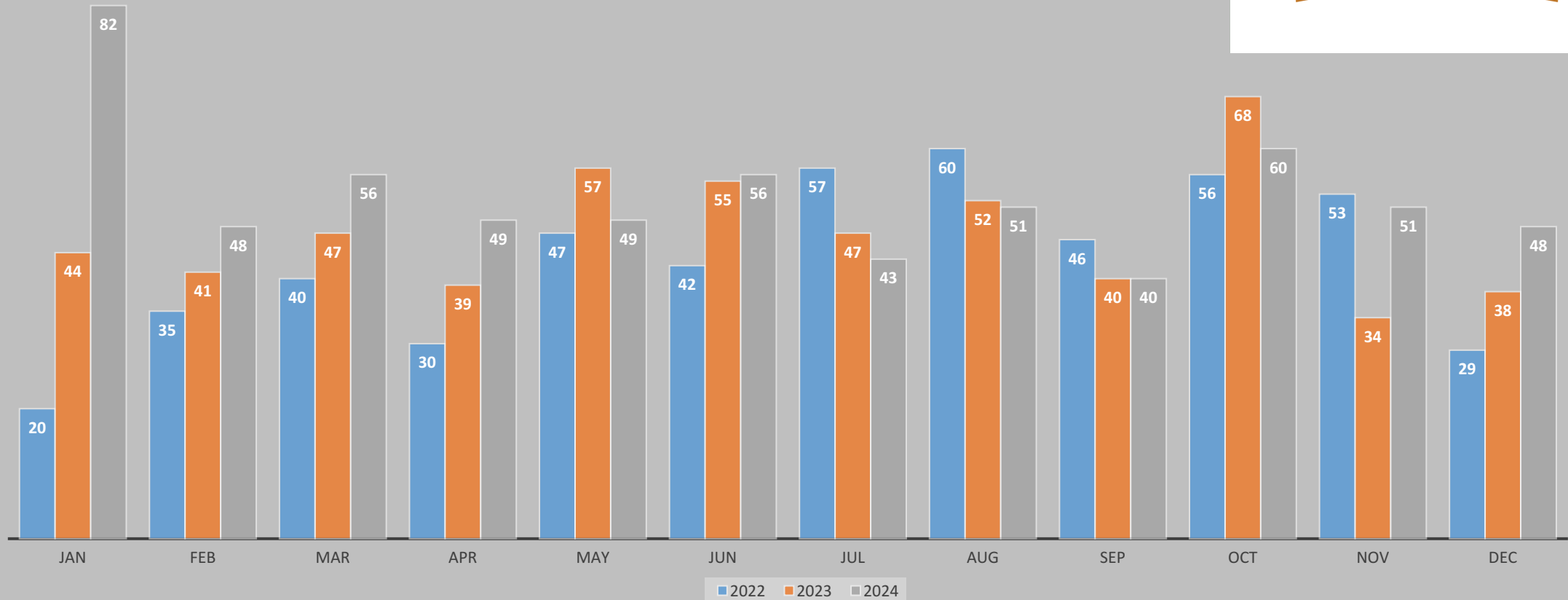
## BFD Service Demand by Time of Day



# False Alarm Violations



COMPARATIVE VIOLATIONS BY MONTH: 2022-2024



# 2024 911 BY THE NUMBERS

- 268, 713 Total Phone Calls
- 734 Average Phone Calls/Day
  - 31 Calls/Hour
- Call Count
  - 20.4% Emergency
  - 79.6% Non-Emergency
- 141,435 Incidents Created
- 557 Public Records Request
- Implementation of the new 10.4-million-dollar Astro Radio Communications System

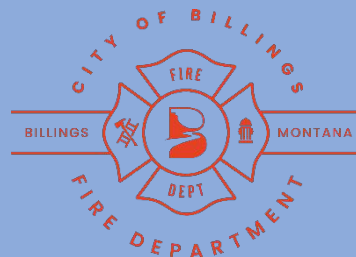


# NATIONAL GUARD/SWAT MEDIC PROGRAM

- SWAT Medic Program was launched in 2024
- Operates unified partnership between BFD and BPD



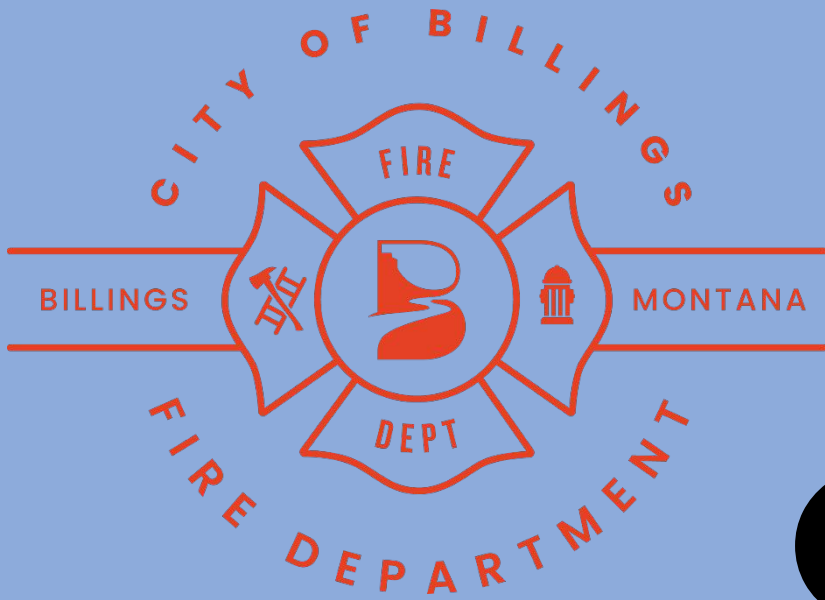
- BFD & Montana Army National Guard developed partnership in 2024 to utilize BFD Paramedics on search/rescue flight missions
- BFD Paramedics undergo a comprehensive training taught by Army National Guard officers/pilots and crew chiefs





# SUMMARY

- Challenged with significant short staffing
- Learning curve with CRU program
- New partnerships with BPD and the Army National Guard
- Significant software, hardware and protocol upgrades for our 911 center

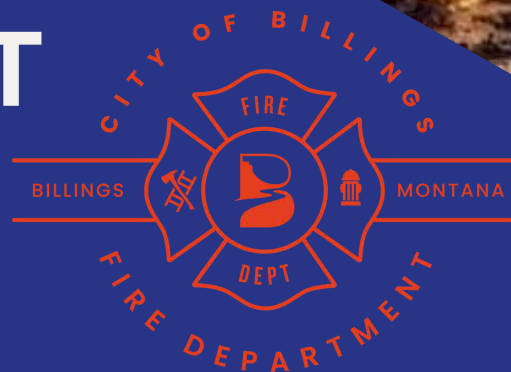


# Questions



# BILLINGS FIRE DEPARTMENT

ANNUAL REPORT  
2024



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- 3-Message from Fire Chief Valdez
- 4-Mission Statement
- 5-Department Overview
- 6-Organizational Chart
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- 9-Emergency Response Times
- 10-Zone Map
- 11- Incident Responses/Call Volume
- 12-Operations
- 13- EMS
- 14-Suppression
- 15-Rescue
- 16-Hazardous Materials (HazMat)
- 17-Training
- 18-Fire Prevention Bureau
- 19-SCBA Air Team
- 20-National Guard
- 21-SWAT Medic Program
- 22-Drone Program
- 23-Communications Center
- 25-Stations





# Message from Fire Chief Valdez

As we all know, our city is expanding steadily. Census data show a 1.2% yearly growth in population since 1990 and a 4.1% growth since 2020 for a current total of around 122,000 residents. Based off of these numbers, it is estimated that Billings will see a population of 130,000 by the end of the decade.

So, what does all this mean for your fire department? The Fire Department's role is to provide fire suppression, emergency medical services, and rescue services for our community. We try to keep pace and strategically grow while maintaining the outstanding service our citizens have come to expect. Our current strength is 188 dedicated professionals strategically located throughout the city in eight fire stations, in conjunction with our combination city and county 911 Center.

The past year presented many challenges for the BFD, including an unprecedented 15 vacancies due to retirements and attrition coupled with many extended leaves of absence due to injuries. We have undergone many changes in key roles throughout all divisions and yet remained resolute in our promise to the citizens of Billings to maintain a high level of service. Our people continue to meet the demands of our community, all while being short-staffed but never allowing a decrease in service. Our staff have devised a plan to ensure this will not negatively impact our organization and our budget moving into the future. Thanks to the trust and commitment of our city administration and elected officials, the BFD will realize a sense of "normality" once again, and we will be stronger and better equipped to handle unforeseen circumstances.

On a lighter note, the past year has also presented us with many opportunities. An increase in our Insurance Service Office rating from three to two has positively impacted some residents' insurance rates. We secured three new contracts to upgrade software and hardware systems in our 911 Center, ensuring the latest dispatching protocols for law enforcement and fire/EMS, new cybersecurity systems for protecting our center's vital infrastructure, and a recording system to ensure compliance with state regulations. Finally, and certainly not all-inclusive, but two new partnerships have been built. One is with our brothers and sisters in blue with a new SWAT medic program, and the other is with the National Guard to enhance our citizens' level of safety.

As mentioned before, 2024 was a true test of our resolve. Still, the men and women of this organization continue to show resilience, how talented they are both individually and collectively, and their professionalism to continue to move our department and the 911 Center forward in challenging times. I know that as the leader of such a fine organization, I am very proud of our people, as you should be.

As always, stay safe!

Pepper Valdez  
Fire Chief





The Billings Fire Department, established in 1883, has grown to encompass 188 personnel, including firefighters, paramedics, EMTs, dispatchers, administrative staff, and fire prevention experts, reflecting a comprehensive approach to community safety and emergency response in Billings.

We proudly serve all residents, businesses, and organizations within our response area including the Billings Urban Fire Service Area (BUFSA).

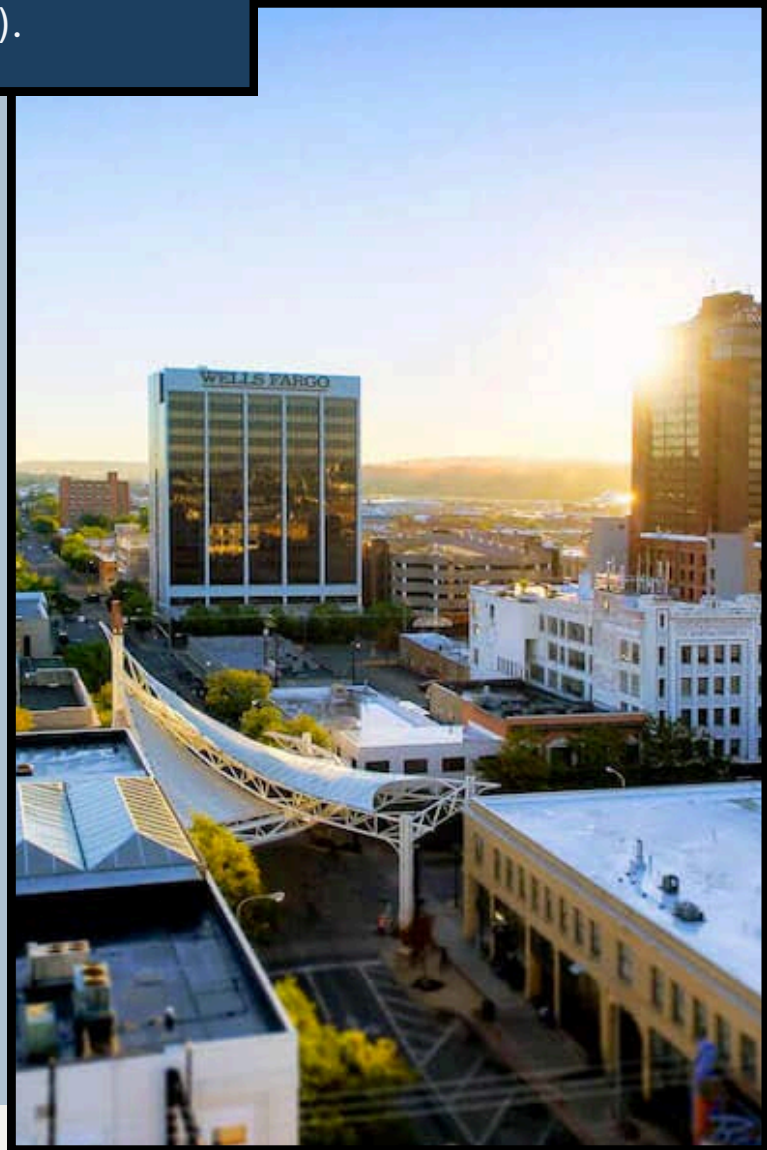
## Billings Fire Department

### Mission Statement

**The Billings Fire Department is dedicated to utilizing the latest education, methods, and technology in providing outstanding emergency services**

### Vision Statement

**The Billings Fire Department aspires to be the finest provider of emergency services**



# Department Overview

Administration-Department Oversight by the Fire Chief, Assistant Chiefs, Chief of Staff, and Administrative Support staff.

Operations & EMS- Firefighter's, EMTs and Paramedics respond to diverse fire, rescue, hazardous materials, and medical emergencies.

Fire Prevention Bureau- Fire Marshal, Assistant Fire Marshal, Deputy Fire Marshals, and Administrative Support staff are committed to education, fire and life safety, code enforcement, fire investigations, and community risk reduction programs.

Training- Training Chief & Assistant Training Chiefs ensure personnel at all levels have the knowledge, skills, and abilities to respond to emergency calls.

911 Communications Center-Dispatchers, Shift Supervisors, Manager, and Assistant Manager of the 911 Center field calls from the public to dispatch safety agencies of Yellowstone County.



Total Calls for Service  
19,342



BFD/9-1-1  
Employees  
188



Fires/Services/Other  
47.16%



EMS/Rescues  
52.84%



Apparatus/Vehicles  
50



Billings Population  
122,200  
10,000 in BUFSA



Service Area ISO  
Rating  
2/10

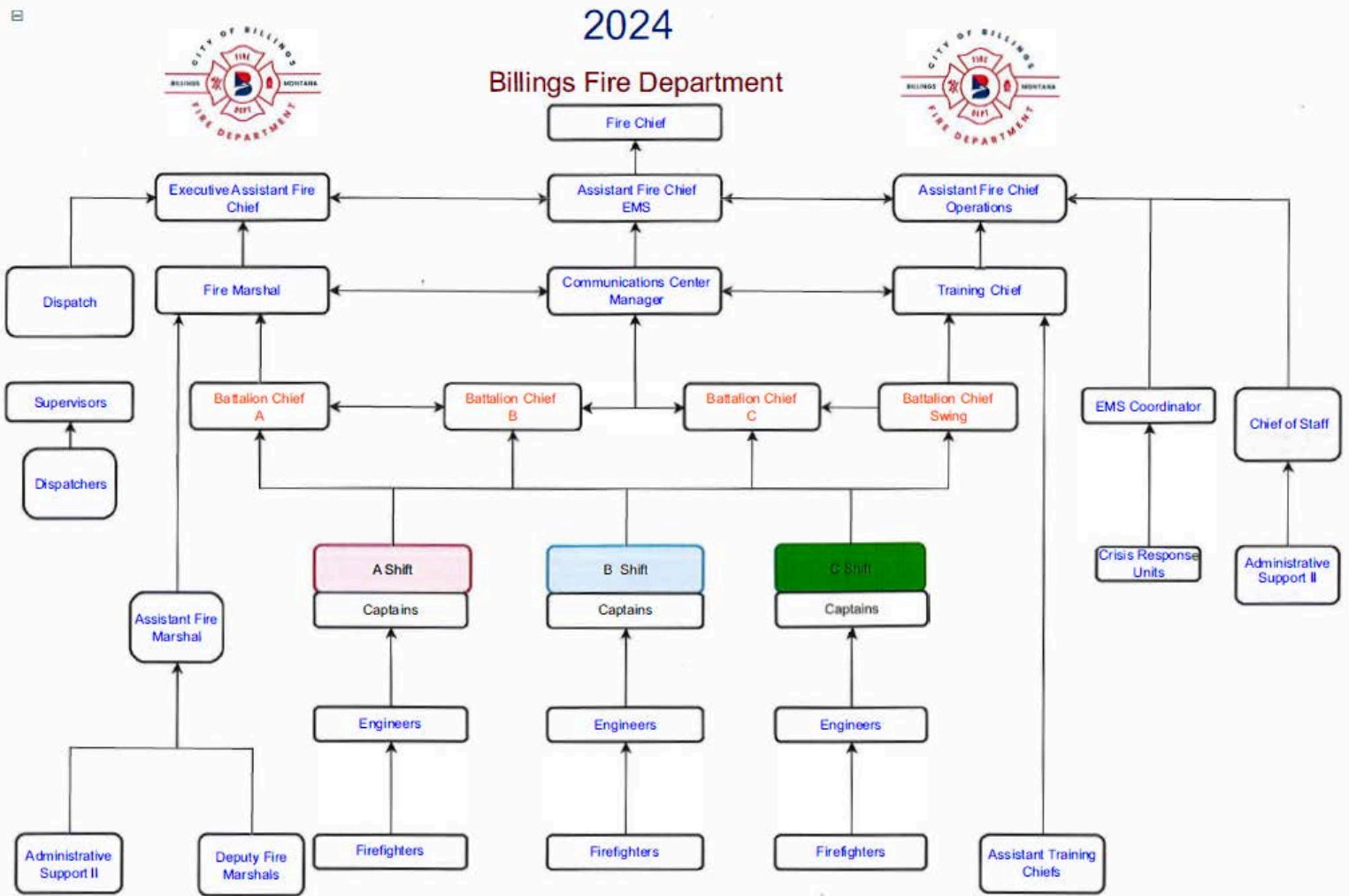


Response Area-91.46 sq miles  
46.27 sq miles (city limits)  
43.9 sq miles (BUFSA)  
1.29 sq miles (landfill)





# Organizational Chart



# Administration



**Pepper Valdez**  
**Fire Chief**



**Matt Hoppel**  
**Asst. Fire Chief**



**Kevin Bentz**  
**Asst. Chief of  
Operations**



**Jason Banfield**  
**Asst. Chief of EMS**

The Administrative Office of the Fire Department plays a crucial role in managing the department's business functions, overseeing budget management, correspondence, policy distribution, and health and risk management, while also handling fleet and facilities maintenance. Led by key personnel such as the Fire Chief and various Assistant Chiefs, this division ensures efficient operation and compliance with city regulations, as well as seeking new revenue through grants and procurement, all under the accountability to the City and Assistant City Administrators.



**Cameron McCamley**  
**EMS Coordinator**



**Sara Naylor**  
**Chief of Staff**



**Mary Hofer**  
**Admin. Support II**

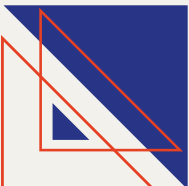
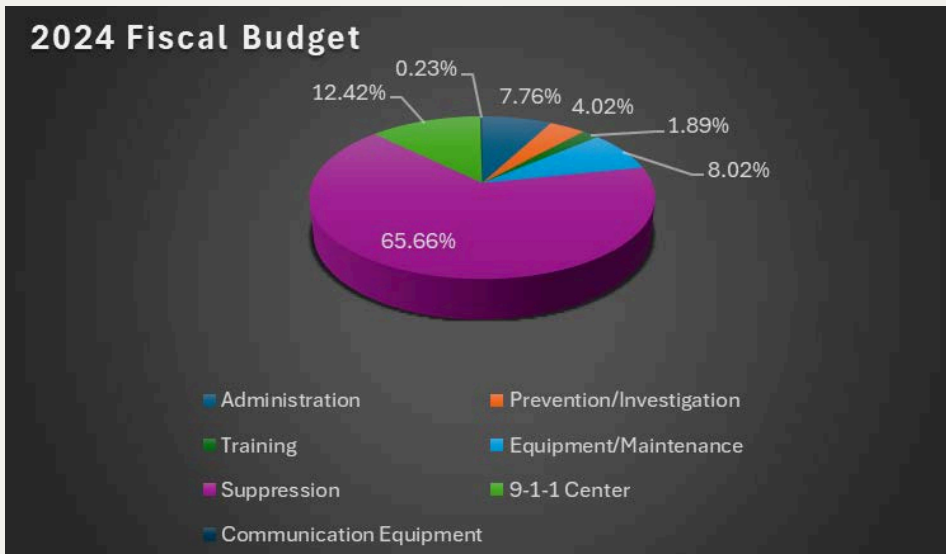


**Travis Hunt**  
**Admin. Support II  
911 Center/Bureau**

# Fiscal Year 2024 Budget

The Billings Fire Department's Fiscal Year 2024 budget of \$28.5 million is designed to provide essential funding for personnel and resources, ensuring the delivery of effective public safety services to the community.

Approved FY 2024 Operating Budget	
Administration	\$2,217,485
Prevention/Investigation	\$1,148,752
Training	\$540,042
Equipment/Maintenance	\$2,290,771
Suppression	\$18,752,608
9-1-1 Center	\$3,545,889
Communication Equipment	\$65,733



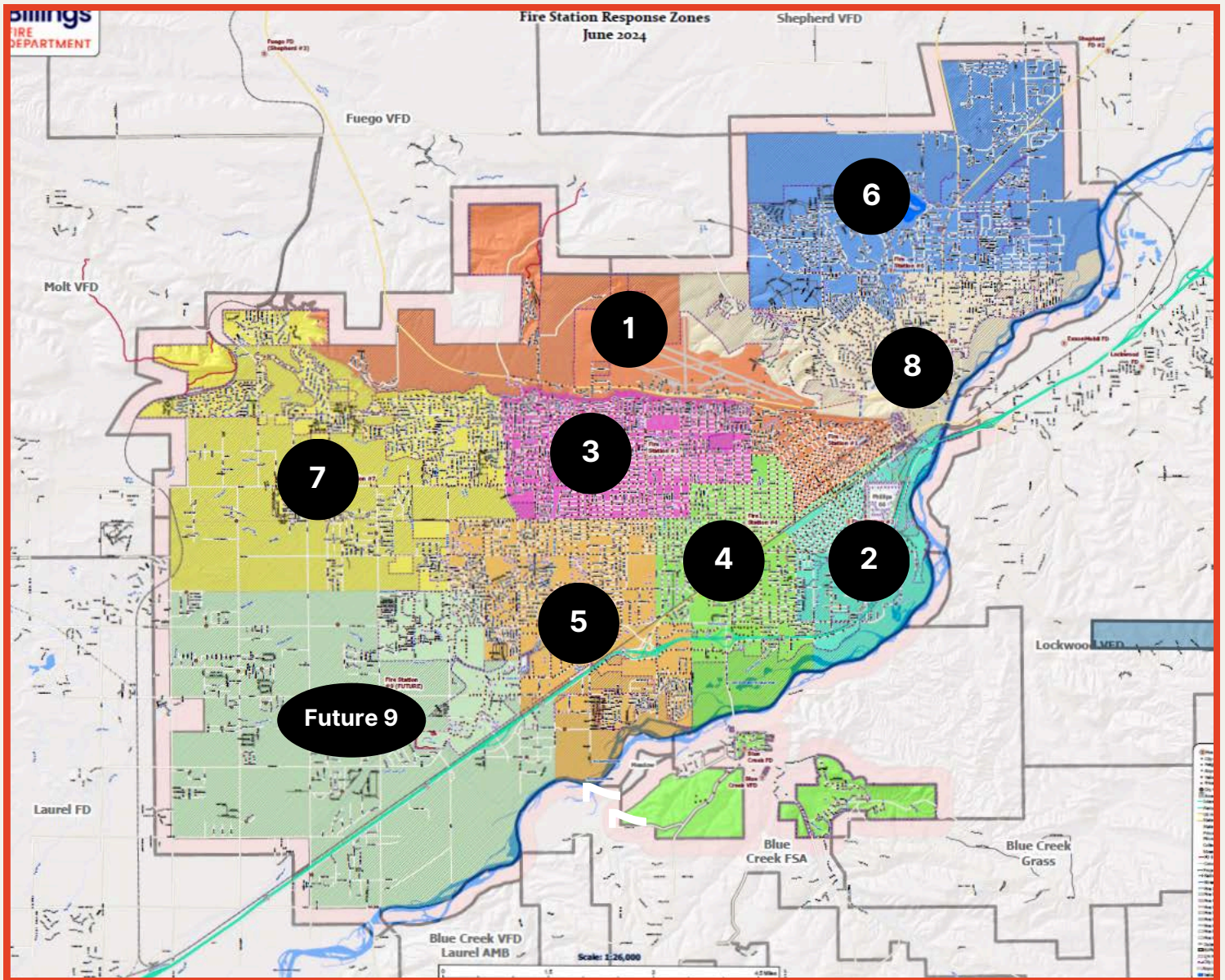
# Emergency Responses

<b>Station</b>	<b>Average Response Time</b>	<b>Incident Per Station</b>
<b>Station 1</b>	<b>5:55</b>	<b>2,707</b>
<b>Station 2</b>	<b>5:39</b>	<b>2,003</b>
<b>Station 3</b>	<b>6:57</b>	<b>2,163</b>
<b>Station 4</b>	<b>6:30</b>	<b>2,056</b>
<b>Station 5</b>	<b>7:04</b>	<b>3,862</b>
<b>Station 6</b>	<b>6:43</b>	<b>2,372</b>
<b>Station 7</b>	<b>8:21</b>	<b>1,255</b>
<b>Station 8*</b>	<b>5:58</b>	<b>707</b>



It's the Billings Fire Department's goal to maintain an average response time of 4 minutes, meaning the time between incident dispatch and the arrival time of our first unit. This is an industry standard established by the National Fire Protection Association (NFPA Standard) and one we've never lost sight of. \*Station 8 opened in June 2024\*

# Billings Fire Department



## Response Area Map

# Call Volume

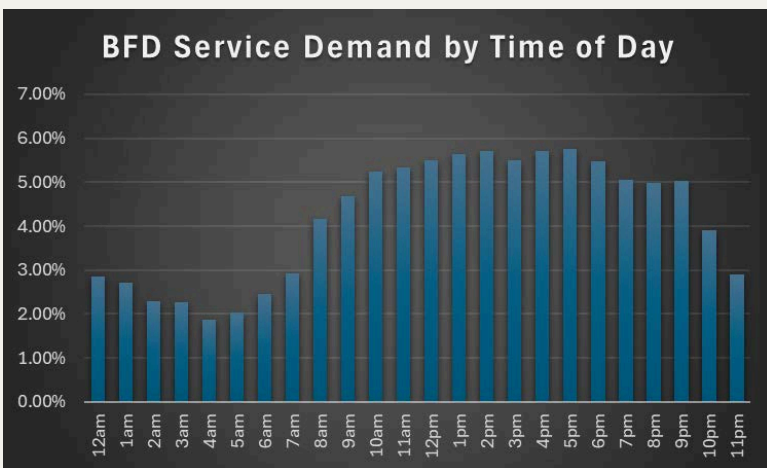
The Billings Fire Department utilizes the National Fire Incident Reporting System (NFIRS) to record every call for service, which encompasses a range of incidents including fires, medical emergencies, rescues, and non-emergency good intent calls. This systematic documentation enables the assessment of trends in fire service and resource utilization at local, state, and national levels. Additionally, the Fire Prevention Bureau plays a key role in enhancing community safety through fire investigations, public education initiatives, smoke alarm installations, and business inspections.



403 FIRES



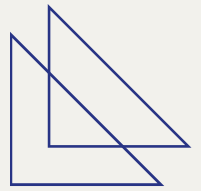
19,342 Total Calls For Service



8,718 "Other" Service



10,221 EMS/RESCUE



# Operations

## Total Apparatus Runs

2020-22,122  
 2021-23,155  
 2022-23,312  
 2023-23,289  
 2024-22,472

The Operations Division plays a crucial role in emergency management by not only addressing fire incidents but also coordinating training programs, logistics, and specialized teams such as Rescue, Hazardous Materials, and Air Teams, ensuring comprehensive preparedness and response to a wide array of emergency situations.

## Billings Fire Vehicles/Equipment

7 Engines + 3 Reserve  
 1 Ladder Truck +1 Quint  
 (Ladder/Engine Combo)  
 2 Water Tenders  
 5 Wildland Trucks  
 4 Water Rescue Crafts  
 1 Rescue Truck + Response Trailer  
 1 Hazmat Regional Response Unit  
 1 Mobile Air Unit and Trailer  
 1 Hose Van  
 1 Shuttle Bus  
 1 Fire Investigation Truck  
 2 Battalion Chief Response Units  
 3 Training/Safety Vehicles  
 10 Bureau and Staff Vehicles  
 3 Unmanned Aircraft Systems  
 2 Squads  
 1 Crisis Response Unit

## Suppression Personnel

4 Battalion Chiefs  
 39 Captains  
 33 Engineers  
 45 FireFighters

## Rescue Team

29 Technicians

## Air Team

11 Technicians

## Hazmat Team

30 Technicians





# Billings Fire EMS

Billings Fire’s Emergency Medical Services offer an extensive range of professional care from Basic to Advanced Life Support, including medical care after rescues. With increased demands on EMS, firefighters often ride in ambulances to aid critical patient care. As medicine continually evolves, your Billings Firefighters stay up to date with the latest trends in patient care, such as advanced simulation-based training and integrating the latest recommendations in pre-hospital care.



**903 Interventions**



**445 Medications Given  
27 Narcan Doses**



**10,221 Total EMS Calls**



**≈ 25 EMS Calls/Day**



**437 Firefighter Ride-Ins**

The BFD also enhanced the connectivity of in-hospital and pre-hospital providers through case management services, run reviews, critical incident debriefs, and interoperability training. The staff of the EMS Division sits on various State Committees, including the Opioid Abatement Committee and EMS Advisory Council.

## CPR Saves

Of the 126 reported CPRs performed at EMS incidents, 14 returned spontaneous circulation; 6 were discharged from hospital care with “good functional status” showing a 42% success rate, above the national average (Good functional status means one’s ability to perform daily activities required to meet basic needs, and maintain their health and well-being).





# Fire Suppression



**403 Total Fires**

**56 Structure Fire**



**22 Exposure Fires**

All eight fire stations employ a minimum of three trained firefighters to handle various fire emergencies, focusing on structure fires that involve permanent buildings and other constructions, as well as outdoor fires such as trash and grass fires. Exposures refer to secondary damage from an initial fire, where adjacent objects, like vehicles or fences, may ignite due to the primary fire's proximity and intensity.



**42 Vehicle Fires**



**283 Trash/Grass/Other Fires**







All Billings Fire personnel are trained at a minimum in basic wildland firefighting, and several personnel are trained as national wildland coordinating group engine bosses.





# Technical Rescue & Extrication Team

The Billings Fire Department Technical Rescue Team is comprised of 29 techs trained to National Technician Rescue 1 and 2 Standards. The support of our Administration and their focus on providing excellent service allows us to maintain proficiencies in the following disciplines:

 <b>69 Total Rescues</b>	Rope Rescue Swift-water Ice rescue Structural Collapse Confined space Trench Heavy Lifting Vehicle Extrication and Stabilization	 <b>3 Water Rescues</b>
 <b>56 Extrications</b>		 <b>10 Search/Rescue and High-angle</b>

## 2024 Rescue Tech Training

- Four members attend the Texas A&M Structural Collapse 8-day course.
- Five members participated in the Confined Space Rescue aboard the USS Lexington in Wilmington, North Carolina, by RNR Rescue. This course was possible through the support of our mutual aid partner at the PAR Montana refinery.
- REMS Remote Rescue workshop by CMC - 3-day course in Red Lodge, MT, focusing on the extrication challenges of remote rescue of an injured firefighter in the wildland fire environment.
- Swiftwater rescue by Whitewater Rescue Institute - swiftwater rescue techniques to aid in our responses to river rescue calls on the Yellowstone River.
- BFD hosted the 4-day "Man vs Machine" course sponsored by PAR Montana Refinery and taught by instructors from RNR Rescue and Code 3 Medical. The course covered rescue, extraction, and patient access techniques used when responding to industrial and heavy equipment-related emergencies. The EMS component included patient packaging, prehospital medical skills, and an introduction to new equipment available.

## 2024 Department Wide Trainings:

- High Angle Rope Rescue refresher
- Swift water rescue awareness
- Training eight new Rescue Techs





# Hazardous Materials Team

As a city with three nearby refineries, an extensive railroad presence, and interstate highway crossroads, the extensive presence of hazardous materials is a fact of life in Billings and Yellowstone County. The Billings Fire Department and its personnel are Montana's largest hazardous materials response agency. In addition to protecting the city and county, when activated by Montana Disaster and Emergency Services (MT-DES), the Billings Fire Department's Regional Hazmat Team may be mobilized to support hazmat response across the state.

Every member of the Billings Fire Department is trained to the Hazmat Operations level as specified by OSHA and the National Fire Protection Association (NFPA). Approximately 30 Billings firefighters operate at the Hazmat Technician or Specialist level. These dual-roll firefighters are trained and equipped to respond to incidents ranging from tanker and rail car accidents to terrorism involving chemical, biological, or explosive agents.



**466 Hazmat Calls**



**27 Chemical Spills**



**121 Gas Leaks**

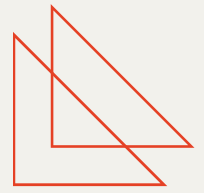
**289 Utility/CO calls**



**29 No Hazard**

The Billings Fire Department's Regional Hazmat Team is equipped with specialized equipment, once found only in laboratories, allowing them to determine the identity or class of most unknown substances and then develop response plans to protect the community. Additionally, the team's extensive selection of chemical and respiratory protective equipment allows team members to work in toxic environments safely. Eight of the team's technicians are specially trained paramedics with advanced knowledge and diagnostic tools to assess and treat victims of exposure to hazardous materials.

The Billings Fire Department's Hazmat Team welcomed new members Firefighter Jacob Sullivan, Firefighter Jordan Jensen, and Firefighter Ryan Sedgley who all completed hazmat training and certification at the Center for Domestic Preparedness. Additionally, Firefighter Alex King is working on completing his advanced training in toxicology and paramedicine through the National Fire Academy. The BFD's Hazmat Team, trains at least quarterly on current techniques and mitigation, including simulated industrial leak control, crime scene evidence preservation, and the use of plume-modeling software.



# Training Division

2024 was a busy year for the Training Division. Our Multi-Company shift training continued from 2023 with rural water supply and critical fire flows. Fire suppression crews worked to sustain 1000 gallons per minute fire suppression flows utilizing relay pumping from a static water source. Water tenders from Billings and Laurel supplied the static water source. This was an excellent opportunity to practice a critical fireground operation with our neighbors to the west. In addition to scheduling on-shift training, the Training Division provided three critical development programs to the suppression staff: Officer Development (ODP), Engineer Development (EDP), and Entry Level Firefighter (Recruit Academy). The Officer Development Program (ODP) consists of 160 hours of training to prepare employees to perform as company officers. This training includes leadership, report writing, ICS training, and live fire scenarios.

This year, Billings Fire opted to hold a national curriculum titled “L-380, Fireline Leadership.” The L-380 course introduced to the BFD was specifically designed for company officers, focusing on building leadership skills that directly affect company performance and station culture. L-380 culminated with a 5-mile Facilitated Leadership Assessment Course (FLAC), which challenged participants to lead in a team environment. The engineer Development Program (EDP) consists of 80 hours of training to allow firefighters to drive and pump the fire engines and ladder trucks. Our Recruit Academy provides entry-level training to new employees to prepare them to serve the citizens of Billings (and Lockwood) as firefighters. Our on-duty crews participated in a large scale Rescue Task Force exercise with Billings Public Schools and the Billings Police Department.

**Program Stats:**

**Officer Development Program (ODP)**

6 Graduates

160 Hours of Officer Training (960 Total)

Guest Speaker Frank Viscuso, “Step up and Lead”

NWCG L-380



**Engineer Development Program (EDP)**

11 Graduates (2 Lockwood Fire)

80 Hours of Training (880 total)



**Fall 2024 Recruit class**

11 BFD Candidates, 1 Lockwood

11 Graduates (1 Lockwood)

480 Hours of Training (5,280 Total)

IFSAC/Proboard Firefighter 1 and Hazardous Materials Operations



# Fire Prevention Bureau

The Billings Fire Prevention Bureau is dedicated to enhancing community safety by preventing and managing fires, reducing fire-related fatalities and injuries, and promoting education through its team composed of one Fire Marshal, one Assistant Fire Marshal, and four Deputy Fire Marshals, who collectively focus on enforcement, education, and investigation to ensure effective fire safety measures.



## *Here is what 2024 looked like for the Bureau:*

Fire Investigations	87
Plans Approved	238
Plans Reviewed	264
Home Detector Installations	14
False Alarm Ordinance Violations	633
Know Box Installations	89
Automatic Sprinkler Reviews	26
Fire Alarm Reviews	32

Inspections	405
School Inspections	52
Clean Agent Review	1
Professional Training	99-Adults
Community Events	8609-Kids, 2635-Adults
Station Tours	401-Kids, 133-Adults
Elementary School Visits	15 schools-5164 Students
Public Education	6440-Kids, 707-Adults



# SCBA Air Team

The Air Team is made of 10 technicians that are 3M/Scott SCBA Technician 11 certified and 1 3M/Scott Compressor Technician certified. The Billings Fire Department operates an In-House Repair Center at Fire Station 4 to minimize the downtime and cost when repairs to SCBA equipment are needed, in addition to regular suppression duties. Duties consist of making repairs to air packs, mask-mounted regulators, self-contained breathing apparatus (SCBA) masks, cylinders, and air compressors, as well as filling air and oxygen cylinders. The Air Team fits all Suppression and Fire Prevention Bureau personnel for SCBA masks, half masks, and N95 masks. During fit and flow tests, if any equipment is out of factory specifications, technicians make proper adjustments to bring them into compliance. The Air Team also provides fit testing for Billings Police and Yellowstone County Sheriff Departments and can provide mutual aid to surrounding areas for any major incident.

## Vehicles:

### Mobile Air Unit & Trailer

An outfitted van that carries extra air equipment, air cylinders, and tools to make repairs in the field. The van tows a 6000psi portable air compressor that can be used in the field to fill cylinders. The trailer is equipped for supplied air for hazmat and rescue operations.

## Equipment

- 1 Bauer Vertheon 7000 psi compressor/fill station
- 90 Air packs
- 185 Mask Mounted Regulators
- 6 Supplied Air Packs w/ 15 minute Escape Cylinder
- 6 RIT III (Rapid Intervention Team) air packs designed to provide air supply to a downed firefighter emergency

**On average, a tank of pressurized air will last a firefighter 20-30 minutes, depending on their breathing rate and how active they are during a fire. A firefighter may use 2-3 tanks during a fully involved fire.**



## Highlights-Cylinders Filled

The Air Team filled over 2,334 SCBA cylinders used during BFD operations

- Medical Oxygen Cylinders Filled—239
- SCBA Airpack/Mask Mounted Regulator Flow Tests -380
- Quantitative Fit Tests (SCBA Mask and Half-Mask Respirators) — 171
- Qualitative Fit Tests (N-95) — 136

# National Guard



The Billings Fire Department and Montana Army National Guard developed a partnership in 2024 to utilize BFD Paramedics on search and rescue flight missions. This partnership is the first in the region and allows BFD Paramedics to provide patient care and treatment in austere environments and in flight on the Army National Guard's Blackhawk helicopters. The BFD Paramedics who are chosen for this program are seasoned advanced life support providers for the Billings Fire Department and have gone through a Yellowstone County credentialing process. These BFD Paramedic then undergo a comprehensive training program taught by Army National Guard officers, pilots, and crew chiefs to learn helicopter operations, long-line insertion, and patient extraction.



During search and rescue missions, the National Guard Army Blackhawk helicopter crew will insert the BFD Paramedic via long-line and provide on-scene injury assessment and care. The patient and BFD Paramedic will then be airlifted back to the helicopter and rendezvous on the ground with the closest medical facility or hospital flight team. Currently, we have four BFD Paramedics trained to this specialist level and anticipate an additional three being taught in the future.

# SWAT Medic Program

In 2024, the Billings Fire Department launched the SWAT Medic program, a specialized initiative designed to enhance emergency medical support in high-risk situations. This program operates as a unified partnership between the Billings Fire Department (BFD) and the Billings Police Department (BPD), ensuring that experienced BFD Paramedics and EMTs are available to provide critical medical care during high-risk callouts involving the BPD and the Yellowstone County Sheriff's Office (YCSO).



The personnel selected for this elite program undergo an intensive initial training regimen led by the Billings Police Department SWAT team. This training covers advanced medical interventions in tactical environments and weekly proficiency exercises to maintain operational readiness and refine team tactics and procedures.

The primary mission of the BFD SWAT Medic team is to deliver rapid and effective patient assessment and emergency care to both law enforcement personnel and civilians in active threat scenarios. Their presence enhances overall safety and medical response capabilities during critical incidents.

The team currently includes Captain Olaf Hedstrom, Captain Travis Norby, and Firefighter Jay Bueter, who each bring a wealth of experience and dedication to this vital role.



Montana Law Enforcement Academy  
SWAT Basic Course

# Drone Program

The Billings Fire Department Drone program continues to grow and adapt to the needs of the community. Established in 2020 with funds from a State Homeland Security Grant, the program has become an integral tool for enhancing situational awareness in emergency situations. In 2024, the team was deployed 25 times, added four new pilots, added new capabilities, and expanded its operational reach. While opportunities to enhance budget sustainability and streamline operational integration exist, these challenges also present exciting avenues for growth and improvement.

## Training Program

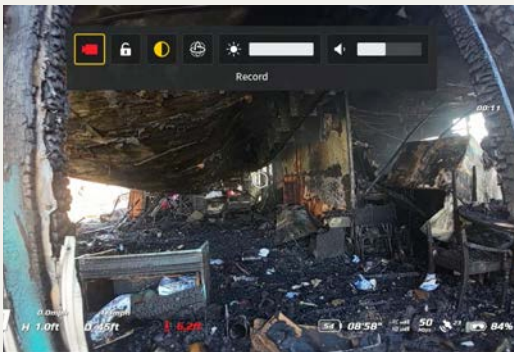
The BFD Drone Team prioritizes maintaining pilot proficiency and compliance with FAA regulations. In 2024, several key training goals were achieved:

**New Pilots:** Four new pilots were added to the team to replace retirees, bringing the total to eight active pilots.

**Vendor Training:** A two-day training session was hosted by Steel City Drones to onboard new pilots efficiently. This comprehensive program covered advanced drone operation techniques and public safety applications. This was provided at no cost by the vendor.

**On-Shift Training:** In 2024, the team demonstrated resourcefulness by maximizing on-shift hours to conduct 33 training flight missions, with pilots working toward proficiency and operational readiness. Our pilots logged over 136 flight hours this year.

**Collaborative Training:** The team also conducted joint training sessions with the Billings Police Department, enhancing inter-agency coordination.



## Deployments

In 2024, the Drone Team responded to 25 calls for service:

- |                                      |                             |
|--------------------------------------|-----------------------------|
| <b>Missing Person Flight:</b> 1      | <b>Structure Fires:</b> 3   |
| <b>Public Education Flights:</b> 4   | <b>Wildland Fires:</b> 2    |
| <b>Mutual Aid Requests:</b> 3        | <b>Training Flights:</b> 33 |
| <b>Incident Preplans:</b> 5          | <b>Rescues:</b> 3           |
| <b>Infrastructure Inspections:</b> 3 |                             |

# Billings City/County Communications Center

2024 presented significant challenges due to the rapid pace of technological changes and various implementations that made this past year particularly demanding. The Billings City/County Communications Center faced these demands head on which involved successfully adapting to new software platforms and a significant amount of time dedicated to training.

In May, Jon Kristjanson, Public Safety Tech, orchestrated the implementation of the new 10.4-million-dollar Astro Radio Communications system. With this implementation he took on the responsibilities of the Zone 2 Core Administration, which allowed us to leverage numerous key features and capabilities without the additional costs, saving the City of Billings, millions of dollars. With these responsibilities, we share technical resources and knowledge with the State. The City of Billings & Yellowstone County is the largest subscriber group outside of the State of Montana. Jon manages 200-500 radios on the system at any given time and he monitors and maintains 2,000+ radios throughout the city and county, which has given us full interoperability between state, local, tribal, and federal organizations.



**Manager-Vacant**  
**1- Assistant Manager**  
**5- Supervisors**  
**23- Qualified Employees**  
**5- In Training**  
**4- Temp Employees**  
**1- Public Safety Technician**

Staff experienced a big change with the implementation of the EFD protocols in April and EPD protocols in June. The addition of these protocols allowed resource deployment configurations for all disciplines involved in public safety, as well as hundreds of hours of training.

In August we were able to promote Emmalee Anderson to the Supervisor team, which brings our supervisor staff up to 5, a long-time goal for the center. She joins Supervisors Cassie Hoiness, Jeff Love, Sam Lind, and Randi Dvorak. Our supervisory staff brings a hundred years of combined knowledge and experience to the 911 Center. Their dedication and commitment are unparalleled. Supervisors devoted a lot of time to recruitment and retention in 2024, focusing on increasing staffing levels to just short of fully staffed. We ended the year continuing to actively test, interview, and onboard additional applicants to reach our goal. July of 2024 Manager Derek Yeager took on a new role as the DES Director for Yellowstone County. His vacated position was taken on by Assistant Manager Priscilla Martinez for the duration of the year.



# Billings City/County Communications Center 2024 Statistics

Radio stats: Jan 1, 2024-Dec 31st, 2024

CHANNEL	TRANSMISSIONS	HOURS
PD1	267499	939:49:26
PD2	64101	239:42:06
SO	226464	819:29:00
FIRE 1	32894	98:18:26
OPS14	105	22:00:10
FIRE PAGE	28611	96:28:43
OPS15	1916	8:11:33
TAC1	1340	3:51:41
TAC2	1033	2:51:36
TAC3	1118	2:52:55

CHANNEL	TRANSMISSIONS	HOURS
TAC4	1053	2:46:34
TAC5	1321	4:07:49
TAC6	1287	3:42:34
TAC7	933	2:41:25
TAC8	151	28:00:06
TAC9	643	1:35:17
TAC10	798	2:01:37
TAC11	377	1:12:58
TAC12	273	57:00:26

## Average Call Count By Hour

31

## Slowest Month

December @ 19,333 Calls

## Average Phone Calls/Day

734

## Busiest Month

July @ 27,047 Calls

## Total Phone Calls

268,713

## Slowest Day

Sundays @ 32, 410 Calls

## Public Records

### Request

557

## Busiest Day

Fridays @ 41,108 calls

## Call Count By Category

Emergency: 20.4%

Non-Emergency 79.6%

## Incidents Created

141,435

## Peak Hour

2PM-3PM for a total of 17, 081 calls





# STATION 1



# STATION 2





## STATION 3



## STATION 4





## **STATION 5**



## **STATION 6**





## **STATION 7**



## **STATION 8**



An aerial photograph of a town during a golden sunset. The sun is low on the horizon, casting a warm glow over the scene. In the foreground, large, rounded, grey rocks are visible. The town below is densely packed with houses and trees, some of which are showing autumn colors. The sky is filled with soft, golden light and some wispy clouds.

# **Billings Fire Department**

## **Annual Report 2024**

**Prepared By:  
Mary Hofer**

**Presented By:  
Chief Pepper Valdez**

**City Council Work Session**

**Date:** 04/07/2025  
**Title:** Airport Authority Presentation  
**Presented by:** Jeff Roach  
**Department:** Airport  
**Presentation:** Yes  
**Legal Review:** No  
**Project Number:** N/A

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**RECOMMENDATION**

For information only

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

The City Council requested a presentation outlining the process for forming an airport authority for Billings Logan International Airport (BIL). Under Montana law, a sponsoring government may establish an airport authority by adopting a resolution--or a joint resolution in the case of multiple jurisdictions. The process and requirements for forming an airport authority are detailed in Montana Code Annotated 67-11-103.

**ALTERNATIVES**

No decision is needed at this time by City Council.

**FISCAL EFFECTS**

Consultant services would be retained to develop the necessary authorizing documents and carry out the required public involvement process, at a cost not to exceed \$1,000,000. This effort would be funded through airport-generated revenue.

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**Attachments**

Presentation



Jeff Roach, A.A.E.  
Director Aviation and Transit



# Airport Authority

Governance Options

Governance Benefits/Issues

Airport Authority Defined

Airport Authorities Act (MT)

Transition Process



# Airport Authority

## Airport Governance Options

Airports owned and operated by:

- Government departments
  - Independent airport authorities
- 
- 100% government-owned corporations
  - Mixed enterprises with government majority ownership
  - Mixed enterprises with private majority ownership



## Airport Authority

Definition: An **airport authority** is an independent entity charged with the operation and oversight of an airport or group of airports. Airport authorities are often governed by a group of airport commissioners, who are appointed to lead the authority by a government official. When the authority of an entity encompasses more than just the airports in an area, harbor, rail, and/or transit facilities for example, the entity may be referred to as a **port authority**.



# Airport Authority

Some Benefits:

## Government Owned & Operated

Reach back for resources

Government contracts/purchasing

Access to restricted grants

Job security for executive leadership

## Airport Authority

Functions more efficiently

Can form business-business relationships

More responsive to industry changes

Flexibility to reward employees for performance

# Airport Authority

Some Issue:

Government Owned & Operated

Slower decision-making

Limited flexibility with employee compensation and rewards

Airport Authority

Must staff or contract for all organizational needs

No organizational depth

# Airport Authority

## Transition Process:

- 1) Engage a consultant
  - Draft a resolution establishing authority
  - Conduct public meetings
  - Prepare a transition plan
- 2) Public meetings on forming authority
- 3) Adoption of a resolution creating an airport or port authority
- 4) Appoint not less than five persons as commissioners of the authority
- 5) Transition employees, infrastructure, and equipment to authority
- 6) Create new airline agreements and other required documents

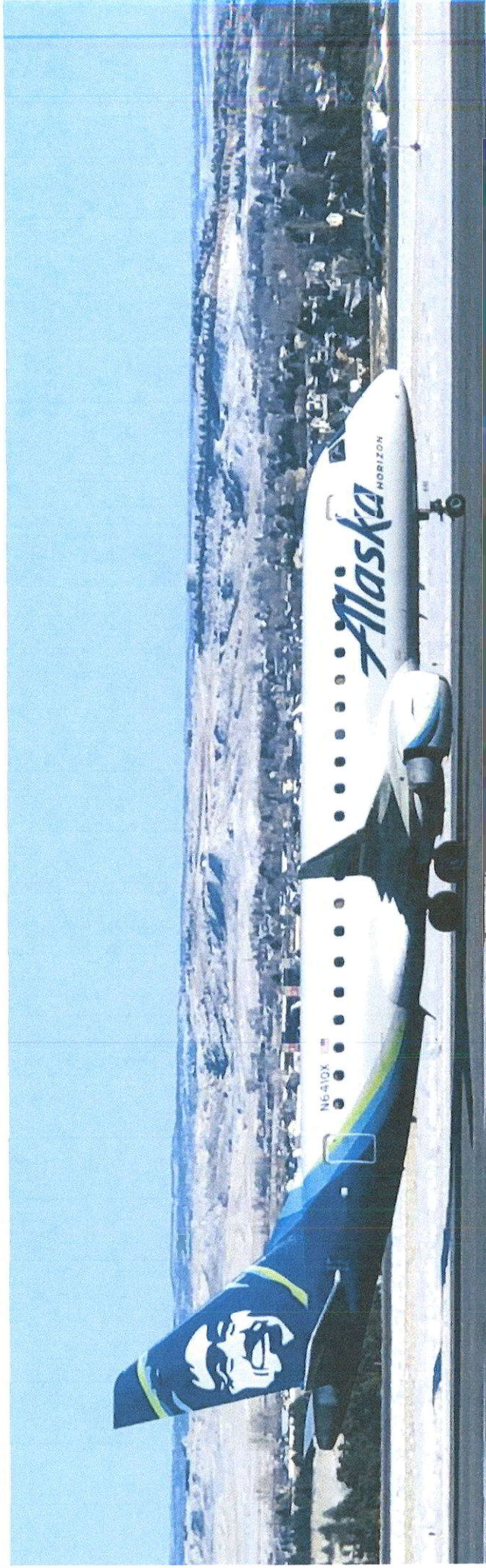
# Airport Authorities Act (Montana)

Montana Code Annotated 2023

TITLE 67. AERONAUTICS

CHAPTER 11. AIRPORT AUTHORITIES

- Part 1. Organization and General Provisions
- Part 2. Powers
- Part 3. Finance
- Part 4. Extraterritorial Airports



# Airport Authority

**67-11-102. Municipal airport authority.** Any municipality may, by resolution of its governing body, create a public body, corporate and politic, to be known as a municipal airport authority which shall be authorized to exercise its functions upon the appointment and qualification of the first commissioners thereof; or the governing body may by resolution determine to exercise any or all powers granted to such authorities in this chapter until or unless such powers are or have been conferred upon a municipal or regional airport authority. Upon the adoption of a resolution creating a municipal airport authority, the governing body of the municipality shall, pursuant to the resolution, appoint not less than five persons as commissioners of the authority. The commissioners who are first appointed shall be designated to serve for terms of 1, 2, 3, 4, and 5 years, respectively, but thereafter each commissioner shall be appointed for a term of 5 years, except that vacancies occurring otherwise than by expiration of the term shall be filled for the unexpired term by the governing body.

# Airport Authority

## 67-11-103. Regional airport authority.

- (1) Two or more municipalities may by joint resolution create a public body, corporate and politic, to be known as a regional airport authority. The resolution creating a regional airport authority must create a board of not less than five commissioners; the number to be appointed, their term and compensation, if any, must be provided for in the resolution. Each regional airport authority shall organize, select officers for terms to be fixed by agreement, and adopt and amend from time to time rules for its own procedure consistent with [67-11-104](#).
- (2) A regional airport authority may be increased to serve one or more additional municipalities if each additional municipality and each of the municipalities then included in the regional authority and the commissioners of the regional authority, respectively, adopt a joint resolution consenting to the increase. If a municipal airport authority for any municipality seeking to be included in the regional authority is then in existence, the commissioners of the municipal authority shall consent to the inclusion of the municipality in the regional authority. Upon the inclusion of any municipality in the regional authority, all rights, contracts, obligations, and property, real and personal, of the municipal authority must be in the name of and vest in the regional authority.
- (3) A regional airport authority may be decreased if each of the municipalities then included in the regional authority and the commissioners of the regional authority consent to the decrease and make provisions for the retention or disposition of its assets and liabilities.
- (4) A municipality may not adopt any resolution authorized by this section without a public hearing on the resolution. Notice of the hearing must be given at least 10 days prior to the hearing in a newspaper published in the municipality or, if there is no newspaper published in the municipality, in a newspaper having general circulation in the municipality.
- (5) For the purpose of this chapter, a regional airport authority has the same powers as all other political subdivisions in the adoption and enforcement of airport affected area regulations as provided for in this title.

# Airport Authority

## 67-11-104. Commissioners.

- (1) The powers of each authority are vested in the commissioners of the authority. A majority of the commissioners of an authority constitutes a quorum for the purpose of conducting business of the authority and exercising its powers and for all other purposes. Action may be taken by the authority upon a vote of not less than a majority of the commissioners present.
- (2) There must be elected a presiding officer and vice presiding officer from among the commissioners. An authority may employ an executive director, secretary, technical experts, and other officers, agents, and employees, permanent and temporary, that it may require and shall determine their qualifications, duties, and compensation. An authority may delegate to one or more of its agents or employees powers or duties that it considers proper.
- (3) A commissioner of an authority is entitled to the necessary expenses, including travel expenses, as provided for in [2-18-501](#) through [2-18-503](#), incurred in the discharge of the commissioner's duties. Each commissioner shall hold office until a successor has been appointed and has qualified by law to serve. The certificates of the appointment and reappointment of commissioners must be filed with the authority.

# Airport Authority

## **67-11-105. Functions -- public and governmental.**

The acquisition of any land or interest therein, pursuant to this chapter; the planning, acquisition, establishment, development, construction, improvement, maintenance, equipment, operation, regulation, and protection of airports and air navigation facilities, including the acquisition or elimination of airport hazards, and the exercise of any powers herein granted to authorities and other public agencies to be severally or jointly exercised are hereby declared to be public and governmental functions, exercised for a public purpose, and matters of public necessity. All land and other property and privileges acquired and used by or on behalf of any authority or other public agency in the manner and for the purposes enumerated in this chapter shall and are hereby declared to be acquired and used for public and governmental purposes and as a matter of public necessity.

# Airport Authority

**67-11-106. Cooperation of municipality.** For the purpose of aiding and cooperating in the planning, undertaking, construction, or operation of airports and air navigation facilities pursuant to the provisions of this chapter, any municipality for which an authority has been created upon such terms, with or without consideration, as it may determine, may:

- (1) lend or donate money to the authority;
- (2) provide that all or a portion of the taxes or funds available or to become available to or required by law to be used by the municipality for airport purposes be transferred or paid directly to the airport authority as such funds become available to the municipality;
- (3) cause water, sewer, or drainage facilities or any other facilities which it is empowered to provide to be furnished adjacent to or in connection with such airports or air navigation facilities;
- (4) dedicate, sell, convey, or lease any of its interest in any property or grant easements, licenses, or any other rights or privileges therein to the authority;
- (5) furnish, dedicate, close, pave, install, grade, regrade, plan or replan streets, roads, roadways, and walks from established streets or roads to such airports or air navigation facilities;
- (6) do any and all things, whether or not specifically authorized in this section and not otherwise prohibited by law, that are necessary or convenient to aid and cooperate with the authority in the planning, undertaking, construction, or operation of airports and air navigation facilities; and
- (7) enter into agreements with the authority respecting action to be taken by the municipality pursuant to the provisions of this section.