



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

APRIL 8, 2025 MEETING TIME: 6:00 p.m.
City Council Chambers, 5th Floor
316 N 26th St, Billings MT

NOTICE TO THE PUBLIC

Citizens are invited to:

- . Review the Agenda Packet on the City's website at: <https://ci.billings.mt.us/117/Agendas-Minutes>
- . View the meeting live online at Facebook
- . Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to the Board via email before 12:00 pm on the meeting date. All emails received prior to this time will be entered into the record for the public hearing. Comments may be submitted by:
 - . Mail: City/County Planning Division PO Box 1178, Billings MT 59103
 - . Email: plnonline@billingsmt.gov
- . NOTICE: All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA). A TTY number for the hearing impaired, 406-657-3079, is available upon request. Special arrangements for participation in the public hearings by individuals with hearing, speech, or vision impairment may be made upon request at least three days prior to the hearing. Please notify Brenda Berns, Planning Clerk at bernsb@billingsmt.gov or call 406-247-8610.

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of Board Members and Staff.
2. **APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. Approval of the meeting minutes of March 25, 2025
 - Attachments**
Minutes of March 25, 2025
4. **PUBLIC COMMENT PERIOD** -- As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
 - 4a) **Comments on items not on agenda and requests to add items to future agendas**
 - 4b) **Comments on items on the non-public hearing agenda items**
5. **DISCLOSURE OF CONFLICT OF INTEREST**
6. **DISCLOSURE OF EX PARTE COMMUNICATION**
7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).
 - a. **Discussion. Recommendation. 2024-2028 Transportation Improvement Program (TIP) Amendment 2.**
Lora Mattox
 - Attachments**
TIP Tables
TIP Amd 2
 - b. **Planning Board Training (Part II) - Subdivision Review Process, MPO Designation and Involvement, Other Topics as Noted from Part I.**

8. **NEW BUSINESS:** (Agenda items new to this meeting).

9. **OTHER BUSINESS:**

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

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS

Date: 04/08/2025
Title:
Presented by:
Department: Planning & Community Services
Presentation:

Information

RECOMMENDATION

APPROVAL OF MEETING MINUTES: March 25, 2025

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

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Attachments

Minutes of March 25, 2025



CITY/COUNTY PLANNING BOARD

TUESDAY, March 25, 2025 at 6:00pm

	Position	01/14/2025	01/28/2025	02/11/2025	02/25/2025	03/11/2025	03/26/2025	04/08/2025	04/22/2025	05/13/2025	05/28/2025	06/10/2025	06/24/2027	07/08/2025	07/22/2025	08/12/2025	08/26/2025	09/09/2025	09/23/2025	10/14/2025	10/28/2025	11/12/2025	11/26/2025	12/09/2025	12/23/2025
Jim Ronquillo	Billings Ward I	1	A	1	1	A	1																		
Roger Gravgaard President	Billings Ward II	1	1	1	1	1	1																		
Dennie Stephenson	Billings Ward III	1	1	1	1	1	1																		
John Staley Vice President	Billings Ward IV	V	1	1	1	1	1																		
David Nordel	Billings Ward V	A	V	V	A	V	A																		
Troy Boucher	YC District 1	A	A	A	A	A	A																		
Dennis Cook	YC District 2	A	1	1	1	1	1																		
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Woody Woods	YC District 5	1	1	1	1	1	1																		
Alexis Bonogofsky	YC District 6	1	1	V	1	V	1																		
Morgan Tuss	YC District 7	A	A	A	A	A	A																		
Vacant	YC Cons. District	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Scott Reiter	Ex-Officio SD2	A	A	A	A	A	A																		

Please note: "A" stands for excused absence, "1" stands for present, "V" stands for Zoom participation, "C" stands for Canceled

Call the Meeting to Order: President Gravgaard called the meeting to order at 6:00 p.m.

Introduction of Planning Board Members and Planning Department Staff

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

Attending Staff: Wyeth Friday, Planning & Community Services Director; Anna Vickers, Planning Division Manager; Dave Green, Planner; Lora Mattox, Transportation Planning Coordinator; Brenda Berns, Planning Clerk; Rusty Logan, MET Transit Manager

1. Others in Attendance: Greg McCall, McCall Homes; Gary Owen, Sanbell

2. Approval of Agenda

Motion

Motion made by Board member Cook, seconded by Board member Staley to approve the agenda as submitted. Motion carried with a unanimous vote.

3. Approval of Minutes: March 11, 2025

Motion

Motion by Board member Stephenson , seconded by Board member Woods to approve the minutes of March 11, 2025 as submitted. The motion passes.

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

5. Disclosure of Outside (Ex-Parte) Communication – There was none.

6. Disclosure of Conflicts of Interest – There was none.

7. Old Business

Board member Staley inquired about the synchronization of the blinking lights at the roundabouts on Shiloh Rd. Lora Mattox, Transportation Planning Coordinator, responded that the matter is being investigated, and the Traffic Engineer will provide further updates as information becomes available.

a. Public Hearing. Motion. Annafeld Subdivision, 7th Filing. Dave Green, Planner II
The property is zoned Planned Development, (PD). Legal description being Lots 17-45, Block 18, Lots 13-16, Block 19, Lot 1, Block 28, Lot 1, Block 29, Lots 1-5, Block 30 and Lots 1-11, Block 31 Annafeld Subdivision, 5th Filing.

The Annafeld Subdivision, 7th Filing, is a residential development south of Farmstead Avenue and west of St. George Boulevard. It extends the NFL 5th Filing, modifying lot lines and densities. The subdivision includes 92 lots ranging from 1,200 to 87,900 sq. ft., with 2.08 acres of parkland provided (exceeding the 1.9-acre requirement). Streets, utilities, and stormwater management align with existing plans, with all roads paved and ADA-compliant.

A traffic study covers six intersections, including a roundabout and an existing stoplight. Water, sewer, and private utilities will connect to existing infrastructure per regulations. Stormwater management follows the original Annafeld master plan.

The nearest fire station is #5 (605 South 24th). Elysian School serves K-8, with West High School for secondary education. The development provides more parkland than required and includes private parks. A trail runs from Maloney Lane to Elysian School.

The Planning Department recommends conditional approval with three requirements: coordinating with USPS for mail delivery, finalizing documents to standard format, and ensuring compliance with city and state regulations.

Recommendation

Staff recommends conditional approval of the proposed subdivision, subject to the three (3) conditions of approval as presented in the staff report. City Council action on April 28, 2025.

Questions

Board member Woods asked if the donations made for traffic improvements over the years allocated to a separate fund. Mr. Green responded yes, the funds are kept specifically for the area and designated intersections. Any improvements to those intersections will be funded accordingly, with the percentage determined based on costs at the time of the final plat.

President Gravgaard opened the Public Hearing. There were no public comments. President Gravgaard closed the public hearing.

Discussion

President Gravgaard offered the board's appreciation for providing ample parkland.

Motion

Motion made by Board member Staley, seconded by Board member Stephenson to recommend approval with the three (3) conditions. The motion passes.

8. New Business

a. Public Hearing. Motion. Grand Avenue Federal Funding Priority. Lora Mattox presenting.

The Planning Department presented a request to the Montana Department of Transportation (MDT) to designate Grand Avenue (from 41st to 62nd Street West) for federal funding. This initiative, first proposed in April 2023, aims to include this section in the urban system, making it eligible for federal infrastructure funding.

Approval would allow updates to the Transportation Improvement Program (TIP) for 2024-2028, enabling urban funds to support the reconstruction project. The City of Billings has this project listed in its Capital Improvement Plan (CIP) for 2028. The plan includes expanding Grand Avenue to a three-lane arterial road with a center turn lane, sidewalks, a multi-use path, and a traffic signal near Ben Steele Middle School. Stormwater improvements and enhanced pedestrian access for safer school routes are also included.

The Planning Board was asked to conduct a public hearing and recommend the request to the Policy Coordinating Committee (PCC) for approval. A formal letter was submitted for review which will be signed by the members of the PCC at the April 15th meeting.

Discussion

A board member asked whether the grant funding covers sidewalk construction or if it would require a Special Improvement District (SID). The Planning Department clarified that the project is funded through Surface Transportation and Congestion Mitigation Air Quality funds, which cover roadway construction, signals, roundabouts, sidewalks, and multi-use paths. No SIDs will be involved, but the city will need to purchase right-of-way for the project which is an allowable expense under the federal funding.

The current city standard for principal arterials includes two drive lanes with a center turn lane. While right-of-way considerations will be addressed as the project progresses, future traffic volumes will be a key factor in final design decisions. The board also noted that the area is currently dark with limited street lighting, which may need to be considered in the final plans.

President Gravgaard opened the Public Hearing. There were no public comments. President Gravgaard closed the public hearing.

Motion

Motion made by Board member Stephenson, seconded by Board member Cook to recommend the request to MDT for including the Grand Avenue project in federal funding. The motion passed unanimously.

b. Public Hearing. Presentation. 2024-2028 Transportation Improvement Program (TIP) Amendment 2. Lora Mattox presenting.

Ms. Mattox gave a brief overview of the update to the Transportation Improvement Program (TIP), a routine process due to changes in projects, funding sources, and timing. The amendment includes the recently discussed Grand Avenue project, which will reconstruct Grand Avenue from 41st to 62nd using federal funds.

Additionally, MDT has introduced a highway safety project at King Avenue and 48th Street West, funded partly by carbon reduction grants, to construct a roundabout. A placeholder has also been added for the Southern Riverfront Park Trail and educational trail signs, contingent on securing a recreational trail grant. A recent update includes performance measures to ensure projects align with MPO and MDT goals. Other adjustments include using carbon reduction funds for the Zoo Drive Improvement Project and additional funding allocations for fish, wildlife, and parks projects.

Rusty Logan, Transit Manager covered the MET Transit projects. The Federal Transit Administration's 5307 operating funds have been updated to reflect full authorized funding under the bipartisan infrastructure law. The 5339 capital funds have been adjusted based on the city's Capital Improvement Plan (CIP) and planned projects, such as transfer center upgrades, technology improvements, and equipment purchases. Additionally, MET Transit secured nearly \$1 million in competitive funding for replacement paratransit vehicles, which has been incorporated into the budget.

Updates were also made to the 5310 funding, which supports human services transportation, reflecting actual apportionments and projects prioritized by the coordination group. This funding will provide vehicles for Core Enterprises and Big Sky Senior Services, as well as support MET Transit bus stop improvements.

TransAid funding, primarily used for operations and maintenance, has been updated with actual allocation amounts. The updated program of projects tables now accurately reflect these adjustments for the 2025 fiscal year.

Rusty Logan provided an update on the electric buses, which arrived in November but were delayed due to the installation of switch gear for the chargers. The switch gear was installed this week, and the final step is obtaining a transformer from Northwest Energy. While one bus participated in a holiday parade, none were in service due to limited charging availability. The department expects them to be operational by mid-next month.

Decision-making process between traffic signals and roundabouts. Engineering studies evaluate traffic volume, intersection efficiency, and cost feasibility. While roundabouts can enhance traffic flow, they are generally more expensive due to additional right-of-way requirements and extensive concrete work. Traffic signals also incur high costs and have long lead times for materials.

President Gravgaard opened the Public Hearing. There were no public comments. President Gravgaard closed the public hearing.

Discussion

Wyeth Friday mentioned The Planning Department discussed the current two-part approach for transportation projects, such as the Grand Avenue project, which required a hearing and action in separate meetings. They are considering streamlining some projects, like funding amendments or less complex initiatives, into a single-meeting action. More significant plans, such as long-range transportation or neighborhood plans, would still follow the two-meeting process for thorough discussion and follow-up.

The board was invited to provide feedback on this potential change. The department acknowledged that while some projects may benefit from a streamlined process, larger and more complex initiatives would continue with the traditional two-part approach. The next action is scheduled for April 8th.

c. Planning Board Training (Part 1) – Background, Roles and Responsibilities, By-Law Review, Ex-Parte Communication and Conflicts of Interest.

Mr. Friday outlined a two-part training session for board members. The first session, held at this meeting, focused on board background, bylaws, ex parte communication, conflict of interest, and open meeting procedures. The second session, scheduled for the first meeting in April, will cover the subdivision process, evaluation steps, and the board's role in the MPO (Metropolitan Planning Organization).

The board operates as a County Planning Board with city representation, established through an interlocal agreement. It oversees planning activities for Billings, the town of Broadview, and most of Yellowstone County, excluding Laurel. The board has a unique governance structure, with 15 members representing city wards and county districts, along with non-voting members from the Soil Conservation District and School District 2. Additionally, the board plays a key role in transportation planning, with representation on the Policy Coordinating Committee.

Mr. Friday provided updates on board representation and responsibilities. The board's terms are set for two years and are staggered to ensure continuity, though some positions may be filled outside of this cycle. While city council members had a large turnover last year, the intent remains to stagger terms to maintain consistency.

Yellowstone County Board of Planning (County Board with City Representation)

- Citizen advisory board to the City Council and County Commissioners
- Designated MPO and holds seat on PCC
- Planning for Billings, Broadview and most of Yellowstone County
- Has its own set of Bylaws per code
- 15 members:
 - 7 members appointed by the County Commissioners; 5 members appointed by the Mayor of Billings; 1 member from the board of the Soil Conservation District and 2 ex-officio, non-voting members from SD2 and the County Superintendent of Schools.
 - 2 year terms that are staggered

Board responsibilities include promoting public health, safety, and efficiency in development. This involves subdivision review, regulatory changes, and making recommendations to the County Commissioners or City Council. The board also plays a key role in long-range planning, including the implementation of the Montana Land Use Planning Act, neighborhood planning, and transportation planning through the Metropolitan Planning Organization (MPO).

Upcoming priorities include:

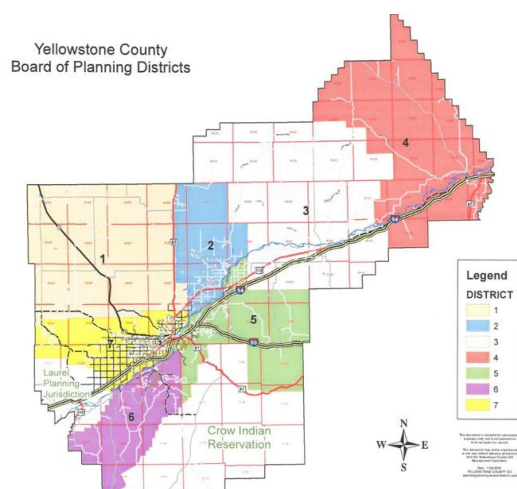
- **Neighborhood Plans:** Two are currently in progress, with more expected as a neighborhood planner joins the team.
- **Transportation Planning:** The board will review the annual work program and updates related to the Transportation Improvement Program (TIP).
- **Urban Planning Area Map Updates:** Federal highways and MDT have directed updates based on census data, which will be incorporated this year.
- **Zoning Code Updates:** The board previously played a significant role in a comprehensive zoning update in 2020-2021 and will continue to be involved in future amendments.
- **Urban Renewal District Expansion:** If the City Council approves expanding the South Billings Urban Renewal District, the board will review its alignment with the city's growth policy, as required by state law.

Yellowstone County Board of Planning (County Board with City Representation)

- **Role of the Board**
 - Promote public health, safety... for the safe efficiency and economy in the process of community development (Per Statutory criteria)
 - Subdivision review and regulation changes
 - Long Range Planning – MLUPA, Neighborhood Plans, Transportation Planning, MPO processes (TIPs, UPWP, Urban Planning Area Map, etc.)
 - Zoning Code Update process in coordination with Zoning Commissions, elected bodies and staff (Project Recode)
 - Urban Renewal District Growth Policy Conformance
 - With Governing Bodies coordination, direct preparation of a Growth Policy (Changes here with MLUPA)

Mr. Friday updated on the proposed expansion of the South Billings Urban Renewal District, aiming to incorporate the entire South Side triangle and connect it with the downtown district along the railroad corridor. The adjustments would create a more cohesive redevelopment area, linking near Washington Street.

A consultant will be hired for Phase 1, conducting a blight determination study to assess infrastructure deficiencies. The findings will go to the City Council for review. Upon preliminary approval, a public outreach campaign will begin, informing residents and stakeholders, with informational meetings to discuss the project's scope and impact.



Securing representation for districts 3 and 4 has been challenging due to their large geographic size and remote locations. While technology enables participation without physical attendance at every meeting, engagement remains inconsistent. These districts have had representation in the past, but it has not been steady. Development in these areas is minimal, with agriculture dominating the landscape, aside from some subdivisions in places like Huntley. Even when representatives were present, there were often no developments under review.

The county spans a vast area, but most development activity is concentrated in the urban districts—1, 2, 5, 6, and 7. In contrast, rural districts like 3 and 4 have seen less development, with some subdivision activity occurring in Huntley and Warden in the early 2000s. However, growth in these regions has since slowed significantly.

This situation is covered in the municipal code under Section 2-701 and outlined in your bylaws under Article 8, Section 1. These provisions define conflicts of interest, which can stem from financial involvement or personal connections, such as a relative's participation. It is crucial to prevent both actual and perceived conflicts of interest

By-Laws Review

- First adopted 1985
- Last Updated March 2021 (Dates for Pres. and VP elections)
- All members have copies, review occasionally
- Key Items
 - Annual President and Vice President elections
 - Nominating Committee
 - Elections in December, take office in January annually
 - PCSD Director is Executive Secretary (Helps organize the meetings, Co-signs plats, coordinates with Planning Division staff and Board)
 - Annual Unified Planning Work Program development
 - Board members have attended conferences and events locally or in Montana that pertain to its activities

When facing potential conflicts, it's best to recuse yourself to maintain transparency and public trust. Disclosing conflicts to the board and stepping away from related decisions is good practice, even if sanctions are rare.

Ex Parte Communication (Agenda Reference)

- A direct or indirect verbal, written, electronic or photographic off-the-record communication between an interested party in a Planning Board proceeding and a Board member outside of a publicly scheduled meeting or hearing.

Regarding Open Meetings Law, it ensures public participation in government board meetings. Agendas must include public hearing notices or future discussion items. While remote participation and streaming add complexity, these practices must align with the law's longstanding intent.

Open Meeting Law (MCA 2-3-101 and 201 et. seq.)

- Applies to all public or governmental boards
- Public's right to participate (Article II, Sec. 8, MT Constitution)
- Adequate notice
- Public comment included in agenda
- Remote participation guidelines for Board
- Streaming Meetings for public access
- Minutes must be kept and available for inspection
 - Date, time and place
 - Attendance (Critical for formal actions, important for information sharing)
 - Substance of all matters proposed, discussed or decided
 - Record of votes (individual votes if requested)
 - Recordings okay if time stamped

We are also required to keep minutes, attendance records, and summaries of actions from each meeting. This ensures that everything is documented and accessible for future reference. When it comes to zoning or subdivision approvals, ensuring that motions, decisions, and conditions are clearly linked to findings of fact is vital

Questions

Board member Cook asked if favoritism constitutes a conflict of interest. Mr. Friday confirmed that it does. Board member Cook then inquired whether the state legislature is limited in what actions they can take in such cases, to which Mr. Friday responded that sanctions, such as resignation, civil penalties, or criminal penalties, could be imposed.

Anna Vickers, Planning Division Manager clarified that the legislature does not have provisions for such actions in their bylaws and has not historically enforced resignation. The disagreement at the state level revolves around how punishment should be applied, especially when setting a historic precedent.

Board member Cook emphasized that the best approach in potential conflict situations is for board members to recuse themselves, especially if there is a perception of a conflict, as Mr. Friday reiterated the importance of erring on the side of caution. Ms. Vickers offered assistance, encouraging board members to reach out if they're unsure, and mentioned that she would contact the appropriate attorney for clarification.

Board member Staley asked for an update on the Planning and Zoning Commission's consultant. Mr. Friday explained that there was a delay due to an issue with the city's insurance policy, but the process would proceed before the deadline of May 26, 2025.

9. Other Business. There was no Other Business

Wyeth Friday stated there is an open house at the downtown DBA regarding the street conversion on April 10, 2025. There is also an open house on the Zoo drive project on April 2, 2025. There is no Planning Board meeting scheduled for April 22, 2025.

10. Future Agenda Items

- a. **Planning Board Training (Part II)** – Subdivision Review Process, MPO Designation and Involvement, Other Topics as Noted from Part I.

ADJOURNMENT: 7:07 PM

Brenda J Berns, Planning Clerk--Draft to be approved by motion at the next scheduled meeting.

Planning Board

Date: 04/08/2025
Title: 2024 " 2028 Transportation Improvement Program Amendment 2
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: No

Information

RECOMMENDATION

Staff recommends that the Planning Board (PB) forward a recommendation of approval of the 2024-2028 Transportation Improvement Program (TIP) Amendment 2 to the Policy Coordinating Committee (PCC). The PCC is scheduled to take final action on the TIP at its meeting on April 15, 2025. The Board conducted a public hearing on March 25 for this amendment.

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 include the MPO's Transportation Planning Process that includes numerous opportunities for public input. Opportunities for public comment occur during the Billings City Council, Board of County Commissioners, and the Policy Coordinating Committee Discussion, Work Session and regular public business meetings.

The Planning Board, the designated MPO, conducted a public hearing at its March 25, 2025. No public testimony was provided.

ALTERNATIVES

The TIP provides the MPO a listing of federally funded projects through 2028. The Planning Board may:

• Forward a recommendation of approval of the 2024-2028 TIP Amendment 2 to the PCC which will allow the continuation of federal funds to the MPO; or,

• Not forward a recommendation of approval of the 2024-2028 TIP Amendment 2 to the PCC. Not forwarding a positive recommendation could jeopardize continued federal funding in the MPO.

FISCAL EFFECTS

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

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

SUMMARY

The TIP is regularly reviewed and updated as projects change or are added. This is a standard process that ensures the continuation of federal funds coming to Billings for surface transportation projects, indicates regional priorities, and demonstrates a short-range transportation vision for the area.

Attachments

TIP Tables

TIP Amd 2

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
CMAQ				
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
STPU				
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
IM				
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	
NH				
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)

NHFP				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
STPX, STPS, SFCN				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Lockwood Interchange Jct Main & 87 to Worden	9588	Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons		
SF 209 BILLINGS DIST SIGNS	10299			
STPP				
RRS				
HSIP				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		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		
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	Safety - Reduce Fatalities & Serious Injuries
BR				
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
UPP				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
MACI				
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations	
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations	
Underpass Ave. Improvements	8669	Intersection Improvements		
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	Partially funded IM is primary	
ATSPM - MAIN STREET (BILLINGS)	10400	Signal Improvements		
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CE only	

Billings MPO Project List (Continued)

CR				
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	
TA				
Stagecoach Trail		Shared use path		
Old Hardin Sidewalk		Sidewalk construction		
FWP				
Rose Park Trail, Phase 1	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local (In-Kind) \$25,000	
Rose Park Trail, Phase 2	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000	
Lillis Park Trail Connector	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000	
Big Ditch Trail Extension	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000	
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	
EARMARK				
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW	
FTA 5307				
FTA 5339				
FTA 5310				
FTA 5311				
100 % LOCALLY FUNDED PROJECTS				
Various Projects		Annual Operation and Maintenance		
State Funded Maintenance				
Various Maintenance Projects		Maintenance		

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule							Funding Source	Local	State 13.42%	Federal 86.58%	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
Billings Bypass	<i>UPN4199000</i>	Environmental Impact Statement	PE-EIS	4,919.6								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>		Total		34,092.6	4,500.0	3,350.0	0.0	0.0	0.0			5,628.7	36,313.9	41,942.6
Billings Bypass	<i>UPN4199002</i>	Construction of Five Mile Road	IC	156.8								21.0	135.8	156.8
(Five Mile Road)			CN	5,865.9								787.2	5,078.7	5,865.9
<i>MDT</i>		Total		6,022.8	0.0	0.0	0.0	0.0	0.0			808.3	5,214.5	6,022.8
Billings Bypass	<i>UPN4199003</i>	Construction of a new bridge over the Yellowstone River	IC	416.2	-90.8							43.7	281.8	325.5
(Yellowstone River Bridge)			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>		Total		40,055.0	-1,846.3	0.0	0.0	0.0	0.0			5,138.8	33,069.9	38,208.7
Billings Bypass	<i>UPN4199007</i>	Reconstruction of existing Interchange	IC	4,121.1								553.1	3,568.1	4,121.1
(Johnson Lane Interchange)			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>		Total		4,121.1	0.0	0.0	55,948.3	0.0	0.0			6,033.3	54,036.1	60,069.4
Billings Bypass	<i>UPN4199005</i>	Construction of new bridge over railroad	IC	764.4	469.2							165.6	1,068.1	1,233.6
(Railroad Overpass)			CN	16,929.6	520.0							2,341.7	15,107.9	17,449.6
<i>MDT</i>		Total		17,694.0	989.2	0.0	0.0	0.0	0.0			2,507.3	16,176.0	18,683.2
Billings Bypass	<i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5							0.0	0.0	0.0
<i>MDT</i>		Total		7,726.3	-722.5	0.0	0.0	0.0	0.0			939.9	6,063.9	7,003.8
Billings Bypass	<i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC		1,000.0							134.2	865.8	1,000.0
(Johnson Lane Interchange to RR O'pass)			CN		8,252.8							1,107.5	7,145.3	8,252.8
<i>MDT</i>		Total		0.0	9,252.8	0.0	0.0	0.0	0.0			1,241.7	8,011.1	9,252.8
Billings Bypass	<i>UPN4199004</i>	Construction of connection from Five Mile to US 87	IC							500.0		67.1	432.9	500.0
(Five Mile Rd to US 87)			CN							14,719.6		1,975.4	12,744.2	14,719.6
<i>MDT</i>		Total		0.0	0.0	0.0	0.0	0.0	0.0	15,219.6		2,042.5	13,177.1	15,219.6
Totals				109,711.9	12,173.2	3,350.0	55,948.3	0.0	0.0	15,219.6	0.0	24,340.5	172,062.5	196,402.9

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

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+
Sponsor: MDT														
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3
		PE	722.2							IM*		63.3	658.9	722.2
		PE	801.4							NHFP		70.2	731.2	801.4
		RW	180.0							IM*		15.8	164.2	180.0
		CN	63,376.3	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	
Totals		Total	91,622.3	2,074.9	0.0	0.0	0.0	0.0	0.0		12,290.5	81,406.7	93,697.2	

CN estimates include CE costs

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

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+
Sponsor: MDT														
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
Totals		Total	0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	5,250.0

CN estimates include CE costs

HSIP split at 90/10%

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+
Sponsor: MDT														
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	Total	0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	0.0		3,426.8	22,108.2	25,535.0	
Totals		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	0.0		3,426.8	22,108.2	25,535.0	

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 13.42%	State 13.42%	Federal 86.58%
<i>Sponsor</i>												
<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				
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
		Total	0.0	0.0	6,200.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0
Grand Avenue <i>UPN</i> <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
		Total	0.0	0.0	0.0	0.0	0.0	3,426.8	0.0	459.9	2,966.9	3,426.8
Service Operations* Operating - 80% match <i>MET Transit</i>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Adjustments/Closures												
CMAQ Totals			0.0	6,200.0	0.0	0.0	3,426.8	0.0	1,962.9	12,663.9	14,626.8	
Federal			0.0	5,368.0	0.0	0.0	2,966.9					
State			0.0	820.9	0.0	0.0	453.7					
Ending Balance (Federal)			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			
Sponsor											
<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			
Billings Bypass (Five Mile Road)	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
		Total	6,006.1	0.0	0.0	0.0	0.0	0.0	806.0	5,200.1	6,006.1
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River										
<i>MDT</i>		CN	11,364.2						1,525.1	9,839.1	11,364.2
		Total	11,364.2	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange										
<i>MDT</i>		CN			2,429.7				326.1	2,103.7	2,429.7
		Total	0.0	0.0	2,429.7	0.0	0.0	0.0	326.1	2,103.7	2,429.7
Grand Avenue	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>		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	16,985.7	2,966.9	19,141.3	22,108.2
Adjustment/Closures											
		STPU Totals	0.0	4,792.3	1,260.0	1,500.0	16,985.7	0.0	5,624.1	36,284.1	41,908.2
		Federal	0.0	4,149.2	1,090.9	1,298.7	14,706.2				
		State	0.0	643.1	169.1	201.3	2,279.5				
		Balance	15,319.2	13,078.6	14,370.4	15,422.1	988.2				

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	
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable Pave Marking, Pavement Pres.	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0
<i>MDT</i>		Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0
Johnson Lane Interchange Ramps	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	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
Lockwood Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0
UPN <i>MDT</i>	I-90 RP 452.6- 453.1	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
27TH ST. Interchange Ramps	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	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
South Billings Blvd Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0							0.3	3.6	4.0
UPN <i>MDT</i>	I-90 RP 447- 447.5	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
King Ave West Interchange Ramps	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	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
Zoo Drive Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.5							0.4	4.1	4.5
UPN <i>MDT</i>	I-90 RP 443.1- 443.7	Total	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4	4.1	4.5
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange	CN				29,160.8					2,554.5	26,606.3	29,160.8
UPN 4199-007 <i>MDT</i>	I-90 RP	Total	0.0	0.0	0.0	29,160.8	0.0	0.0	0.0	0.0	2,554.5	26,606.3	29,160.8
I-90 Yellowstone River Bridges	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
		Total	5,286.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	463.1	4,823.2	5,286.3
Mossmain Intch - West Bigs Intch	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
	I-90 RP 437.12 to 446.7	Total	25,215.3	1,051.7	0.0	0.0	0.0	0.0	0.0	0.0	2,301.0	23,966.0	26,267.0
Lockwood Interchange - Billings	Capital Construction	PE	3,331.2		900.0						370.7	3,860.6	4,231.2
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
	I-90 RP 450 to RP 453.5	Total	3,331.2	0.0	1,668.7	768.7	0.0	51,269.9	0.0	0.0	4,996.6	52,042.0	57,038.6
I-90 CULVERTS - BILLINGS AREA	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
	I-90 RP 413 to 528	Total	0.0	757.0	0.0	0.0	0.0	6,269.4	0.0	0.0	615.5	6,410.9	7,026.4
IM TOTAL			33,832.8	3,333.0	3,168.7	31,429.5	7,769.4	52,769.9	0.0	11,589.8	120,713.6	132,303.4	

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

*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		
Sponsor													
MDT - PREVENTATIVE MAINTENANCE - N	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			1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
Heights Main St.	Striping and Durable Pavem	OT		140.7						18.9	121.8	140.7	
UPN	BR I-90/US-87									0.0	0.0	0.0	
MDT	RP 0 to 4.7									18.9	121.8	140.7	
Total			0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7	
27th ST.	Striping and Durable Pavem	OT		142.2						19.1	123.1	142.2	
UPN	MT-3									0.0	0.0	0.0	
MDT	RP 0 to 3.3									19.1	123.1	142.2	
Total			0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2	
Zoo Drive Interchange	Striping and Durable Pavem	OT		55.5						7.5	48.1	55.5	
UPN	Zoo Drive									0.0	0.0	0.0	
MDT	RP 0 to 0.9									7.5	48.1	55.5	
Total			0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5	
King Ave West	Striping and Durable Pavem	OT		22.5						3.0	19.4	22.5	
UPN	King Ave West									0.0	0.0	0.0	
MDT	RP 2.5 to 3.1									3.0	19.4	22.5	
Total			0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5	
Old Laurel Road	Striping and Durable Pavem	OT		16.6						2.2	14.4	16.6	
UPN	BR I-90									0.0	0.0	0.0	
MDT	RP 0 to 0.7									2.2	14.4	16.6	
Total			0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6	
Billings Bypass	New construction	PE	8,074.0		1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25
UPN 4199-003		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
MDT		IC								0.0	0.0	0.0	
Total			11,647.0	4,500.0	3,350.0	0.0	0.0	0.0	0.0	2,616.5	16,880.5	19,497.0	
Billings Bypass - Yellowstone River Bridge	New construction of bridge	IC	416.2		-90.8					43.7	281.8	325.5	Final
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	Final
MDT										2,041.3	13,169.3	15,210.5	
Total			18,677.9	-1,621.0	-1,846.3	0.0	0.0	0.0	0.0	2,041.3	13,169.3	15,210.5	
Billings Bypass - Five Mile Rd to US 87	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25
MDT										2,042.5	13,177.1	15,219.6	
Total			0.0	0.0	0.0	0.0	0.0	15,219.6	0.0	2,042.5	13,177.1	15,219.6	
Billings Bypass - RR O'pass	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										2,507.3	16,176.0	18,683.2	
Total			17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2	
Billings Bypass - Johnson Ln. Intch - RR	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										1,241.7	8,011.1	9,252.8	
Total			0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	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									1,063.0	6,858.1	7,921.1	
Total			4,121.1	0.0	3,800.0	0.0	0.0	0.0	0.0	1,063.0	6,858.1	7,921.1	
Billings Bypass - (RR O'pass to Yellowsto	New construction of	CN	7,726.3	-722.5						0.0	0.0	0.0	Final
UPN4199-008	roadway									939.9	6,063.9	7,003.8	Final
MDT	connection from existing												
Total	Interchange to the bridge		7,726.3	-722.5	0.0	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8	
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE	1,537.3	2,334.8						519.6	3,352.4	3,872.0	modification
UPN 7908		CN					9,036.8			0.0	0.0	0.0	decreased costs and moved to 27 from 25
MDT	RP .35 to 1.35									1,212.7	7,824.1	9,036.8	
Total			1,537.3	2,334.8	0.0	0.0	9,036.8	0.0	0.0	1,732.4	11,176.5	12,908.9	
Underpass Ave. Improvements	Intersection Improvements	CN	10,763.2	3,531.5	154.6					0.0	0.0	0.0	modification
UPN 8669										1,939.1	12,510.2	14,449.3	
MDT	RP .51 to .72									1,939.1	12,510.2	14,449.3	
Total			10,763.2	3,531.5	154.6	0.0	0.0	0.0	0.0	1,939.1	12,510.2	14,449.3	
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9	295.6	
UPN 8718		PE	2,229.8	350.7			61.2			346.3	2,234.2	2,580.5	
MDT		IC				153.1				8.2	53.0	61.2	
Total		CN					7,718.4			20.5	132.5	153.1	decreased to match tcp
1st Ave. N - N 9th to RR Xing	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								8.0	51.8	59.8	updated costs
Total		CN	2,984.3	0.0	0.0	59.8	59.8	20,808.6	0.0	2,292.5	18,016.1	20,808.6	
Zoo Drive Improvements	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	
Total		CN	499.7	398.5	7,520.3	0.0	0.0	0.0	0.0	1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil
1st Ave. N - RR Xing to Broadway	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		IC			255.6					34.3	221.3	255.6	
Total		CN	831.1	0.0	268.1	8,345.7	0.0	0.0	0.0	1,120.0	7,225.7	8,345.7	updated costs
1st Ave. N - Broadway to Division	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		IC			350.6					47.1	303.6	350.6	updated costs
Total		CN	840.7	0.0	363.2	7,732.6	0.0	0.0	0.0	1,037.7	6,694.9	7,732.6	
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE	128.2							17.2	111.0	128.2	
UPN 9998	ADA compliance	RW				25.6				3.4	22.2	25.6	
MDT		IC				51.3				6.9	44.4	51.3	
Total		CN	128.2	0.0	0.0	76.9	0.0	2,610.1	0.0	350.3	2,259.8	2,610.1	updated costs and moved to 28 from 27
NH TOTAL			79,976.2	20,391.4	14,609.9	17,429.4	17,815.0	39,638.3	0.0	25,479.2	164,381.0	189,860.2	

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National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding Source						Total Project Costs				
			Pre-2024	2024	2025	2026	2027	2028					
			Local	State	Federal	Local	State	Federal					
Billings Bypass UPN4199007 (Johnson Lane Interchange)	Reconstruction of existing Interchange	CN				14,357.7				1,257.7	13,100.0	14,357.7	
									0.0	0.0	0.0	0.0	
									0.0	0.0	0.0	0.0	0.0
			Total	0.0	0.0	0.0	14,357.7	0.0	0.0	0.0	1,257.7	13,100.0	14,357.7
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	PE	801.4							70.2	731.2	801.4	
CN		17,325.0							1,517.7	15,807.3	17,325.0		
									0.0	0.0	0.0		
Total		18,126.4	0.0	0.0	0.0	0.0	0.0	0.0	1,587.9	16,538.6	18,126.4		
NHFP TOTAL			18,126.4	0.0	0.0	14,357.7	0.0	0.0	0.0	2,845.6	29,638.6	32,484.2	

moved to 26 from 25

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 Source						Total Project Costs				
			Pre-2024	2024	2025	2026	2027	2028					
			Local	State	Federal	Local	State	Federal					
(Yellowstone River Bridge) UPN 4199003 BBP	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9	
			Total	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.9
Lockwood Interchange UPN 9588	Interchange Improvement Study RP 450 to 455.3	OT	1,546.8							207.6	1,339.2	1,546.8	
			Total	1,546.8	0.0	0.0	0.0	0.0	0.0	0.0	207.6	1,339.2	1,546.8
South Billings Blvd UPN	Roadway Striping RP 0 to 1.3	OT	55.3							7.4	47.9	55.3	
			Total	55.3	0.0	0.0	0.0	0.0	0.0	0.0	7.4	47.9	55.3
Johnson Lane Interchange UPN	Roadway Striping RP 0 to 10.6	OT	10.6							1.4	9.2	10.6	
			Total	10.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2	10.6
88TH ST- SHILOH UPN	Roadway Striping RP 10.8 to 17.7	OT			69.7					9.4	60.3	69.7	
			Total	0.0	0.0	69.7	0.0	0.0	0.0	0.0	9.4	60.3	69.7
SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary	Install safety improvement: signs, delineation, chevrons	CN				84.6					11.4	73.2	84.6
			Total	0.0	0.0	0.0	84.6	0.0	0.0	0.0	11.4	73.2	84.6
TOTALS			1,625.6	0.0	69.7	84.6	0.0	0.0	0.0	250.0	1,529.9	1,779.9	

corrected typo in amount

added new durable striping project

updated costs

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													
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
No New Projects													
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0		2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0		923.3
UPN 8052		RW	1,530.0							153.0	1,377.0		1,530.0
		IC	415.1		-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	Total	6,918.6	94.5	-38.1	0.0	0.0	0.0	0.0	697.5	6,277.6		6,975.1
SF 169 RIMROCK & 62ND ST W	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	Total	10,153.0	-1,433.8	374.5	0.0	0.0	0.0	0.0	909.4	8,184.4		9,093.8
ZOO DRIVE IMPROVEMENTS - BLDG	Safety Improvements for Traffic Op	PE								0.0	0.0		0.0
UPN 9597		CN			500.0					50.0	450.0		500.0
<i>MDT</i>	Various Locations	Total	0.0	0.0	500.0	0.0	0.0	0.0	0.0	50.0	450.0		500.0
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers	PE	16.9							1.7	15.2		16.9
UPN 9912	Not all locations inside MPO boundary using 10% for costs	CN		170.2						17.0	153.2		170.2
<i>MDT</i>	Various Locations	Total	16.9	170.2	0.0	0.0	0.0	0.0	0.0	18.7	168.4		187.1
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3		44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4		242.7
<i>MDT</i>	Various Locations	Total	44.8	0.0	0.0	242.7	0.0	0.0	0.0	28.7	258.7		287.5
KING AVE & 48TH STREET - BLDG	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	Total	0.0	0.0	0.0	0.0	0.0	1,600.0	0.0	160.0	1,440.0		1,600.0
<i>MDT</i>													
HSIP Totals			17,133.4	-669.0	1,336.4	742.7	500.0	2,100.0	0.0	2,114.3	19,029.1		21,143.5

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor										13.42%	86.58%	
BBP-YELLOWSTONE RIVER	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	Total	5,000.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
I-90 Yellowstone River		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	Total	68,209.6	2,074.9	0.0	0.0	0.0	0.0	0.0	9,432.2	60,852.3	70,284.5
BR PRES COLUMBUS JOLIET AV	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	Total	168.9	1,746.3	0.0	0.0	0.0	0.0	0.0	257.0	1,658.3	1,915.3
SHILOH RD / I-90 BRIDGE - BL	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	Total	309.9	0.0	12.4	0.0	0.0	0.0	2,824.2	422.3	2,724.2	3,146.5
MONTANA AVE OVERPASS- BIL	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	Total	1,135.6	-186.6	0.0	0.0	0.0	0.0	0.0	127.4	821.7	949.1
BR TOTAL			74,824.1	3,634.7	12.4	0.0	0.0	2,824.2	0.0	10,909.8	70,385.5	81,295.4

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

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
Underpass Ave. Improvements	Intersection Improvements	PE	1,093.6							146.8	946.8	1,093.6
		RW	150.0	-17.4						17.8	114.8	132.6
		IC	452.9							60.8	392.1	452.9
UPN 8669		CN	1,154.4							154.9	999.5	1,154.4
<i>MDT</i>	RP .51 to .72	Total	2,850.9	-17.4	0.0	0.0	0.0	0.0	0.0	380.2	2,453.2	2,833.4
Mossmain Intch-West Blgs Inch	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	Total	554.4	0.0	0.0	0.0	0.0	0.0	0.0	74.4	480.0	554.4
ATSPM - MAIN STREET (BILLINGS)	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400										0.0	0.0	0.0
<i>MDT</i>	Various Locations	Total	221.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7	191.4	221.0
BILLINGS DISTRICT ADA UPGRAD	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	Total	25.2	74.9	0.0	0.0	0.0	0.0	0.0	13.4	86.7	100.1
		Total	3,651.5	807.5	750.0	750.0	750.0	750.0	0.0	1,001.0	6,458.0	7,459.0

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			
Zoo Drive Improvements 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	Total	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
BILLINGS DISTRICT ADA UPGRAD	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>	using 15% for costs	Total	0.0	388.4	-26.8	0.0	0.0	0.0	0.0	0.0	48.5	313.1		361.6
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational	PE			600.0						80.5	519.5		600.0
	issues at the intersection of King	RW					400.0				53.7	346.3		400.0
	Avenue and 48th Street. The	IC						400.0			53.7	346.3		400.0
	preferred alternative is a	CN						1,908.1			256.1	1,652.0		1,908.1
<i>MDT</i>	U-1037 RP 16.5 to 16.7	Total	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
		Total	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 13.42%	State 13.42%	Federal 86.58%	
Sponsor												
Carryover				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS												
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
		Total	0.0	931.2	0.0	0.0	0.0	5,348.7	842.8	0.0	5,437.1	6,279.9
SIDEWALKS - LOCKWOOD												
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
		Total	0.0	266.1	1,166.6	0.0	0.0	0.0	192.3	0.0	1,240.4	1,432.7
	TA TOTALS		0.0	1,197.3	1,166.6	0.0	0.0	5,348.7	1,035.0	0.0	6,677.5	7,712.6
	Federal		0.0	1,036.6	1,010.1	0.0	0.0	4,630.9				
	Local		0.0	160.7	156.6	0.0	0.0	717.8				
	Balance			5,698.4	5,478.3	6,268.2	7,058.2	3,217.3				

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

*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%			
Sponsor														
Billings Bypass	UPN41990	Environmental Impact Statement	PE	14,598.6								1,959.1	12,639.5	14,598.6
		Preliminary Engineering	RW	7,847.0								1,053.1	6,793.9	7,847.0
<i>MDT</i>		Right of Way Acquisition	Total	22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6
			Total	22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%	
Sponsor											
Carryover			5,107.7	2,859.7	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				
Bus & Passenger Amenities/ Equipment											
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		Total	10.5	0.0	0.0	36.0	36.0	16.5		66.0	82.5
Transit Operations***											
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		Total	8,387.8	4,774.8	4,749.5	4,691.9	4,691.9	10,853.3	0.0	16,442.4	27,295.7
Purchase buses											
Replacement Buses											
Expansion Buses											
Met Transit		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			8,398.3	4,774.8	4,749.5	4,727.9	4,727.9	10,869.8	0.0	16,508.4	27,378.2
Federal			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Local			3,290.6	1,915.1	1,902.5	1,880.9	1,880.9				
Ending Balance (Federal)			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				

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%
Total	\$ 2,847,000	\$ 1,902,450	\$ 4,749,450		

*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	
Sponsor								
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	
Bus and Bus Technology	Upgrade		182.9	38.0	118.9	0.0	0.0	
Met Transit			182.9	38.0	118.9	0.0	0.0	
Bus Facilities and Support	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		
Bus Facilities Security System	Upgrade		0.0	400.0	72.5	32.0	0.0	
Met Transit			0.0	400.0	72.5	32.0	0.0	
Bus, Facilities, and Technology	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	
SECTION 5339 TOTALS			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	
Sponsor								
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	
Bus and Bus Facilities	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	
SECTION 5339 TOTALS			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				
Paratransit Vehicles	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
Traditional and Non-Traditional Projects	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
SECTION 5310 TOTALS			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	
Transit Operations	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	
STATE TOTALS			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

	2024-2028	Administrative Modification 1	Amendment 2		
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

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

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Acronyms

BR	Bridge Replacement and Rehabilitation Program
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
CR	Carbon Reduction
EARMARK	Congressionally Directed Funds
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
NHPB	National Highway System Bridge Program
PCC	Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
PE	Preliminary Engineering
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
RRS	Railroad Crossing
SFCN	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPB	Surface Transportation Program Bridge
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary

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

Introduction

Preface

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

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

About the Transportation Improvement Program

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

TIP Process and Development

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

Federal Regulations

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, however the TIP contains projects that could be implemented between October 1, 2024 – September 30, 2028 (FFY 2024 & 2028). The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600

Funding Sources

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

Air Quality Consistency

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement. In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA) has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

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

Regionally Significant Projects

There are no new regionally significant projects in this 2024-2028 Billings Urban Area TIP.

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

Locally Significant Projects

The Billings MPO has identified the need to program the reconstruction of Grand Avenue from 41st Street West to 62nd 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 41st 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 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.

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

Pavement and Bridge Condition

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

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

System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and

Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

Performance Measure	State Target	
	2-Year	4-Year
Percent of the person-miles traveled on the interstate that are reliable	98%	98%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	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 ₁₀)	0.10 kg/day	0.10 kg/day
Particulate Matter 2.5 (PM _{2.5})	0.07 kg/day	0.07 kg/day

Transit Asset Management

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

performance restrictions). The performance measures and targets established by MET Transit and supported by the MPO are shown in the table below:

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

Transit Safety Plan Targets

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

2025 PTASP Targets	Fixed Route Service	Paratransit Service
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.

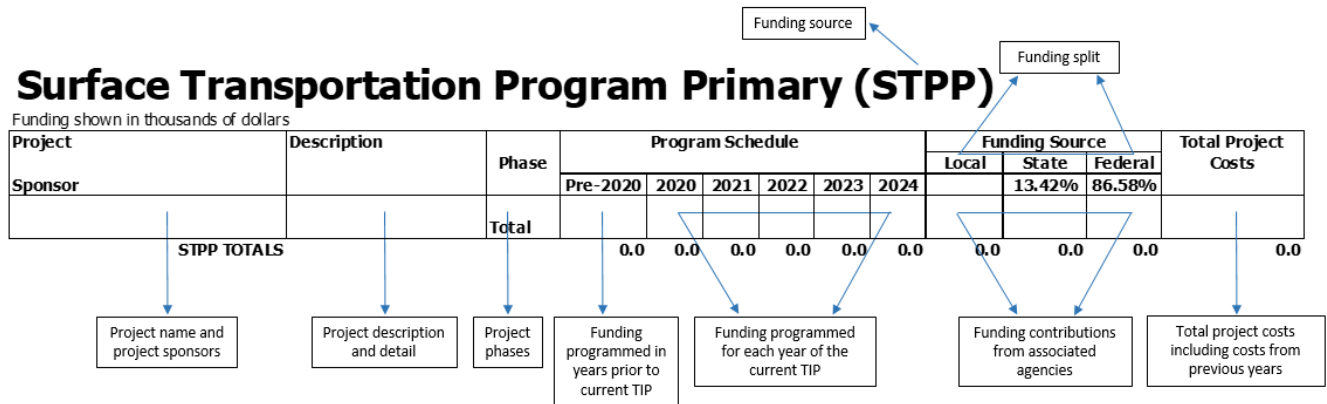
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
 - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
 - 1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities 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

Understanding TIP Funding Tables

The TIP project funding tables consist of multiple components and are designed to best display integral information regarding the projects within the TIP. The image below identifies and explains each of the various components of the TIP project funding tables and can be used as a tool to understand the information being presented within the funding tables.



All construction projects included in the TIP will be completed in multiple phases (i.e. PE, RW, IC, and CN). Funding for each construction project is broken down by the costs of each specific phase. The table below provides a description of construction project phases and additional project phases the reader can expect to see within TIP funding tables.

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

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
CMAQ				
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>	<u>possible lag project</u>	System performance - Efficiency System performance - Efficiency
STPU				
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>	<u>possible lag project</u>	System performance - Efficiency System performance - Efficiency
IM				
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	
NH				
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)

NHFP				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
STPX, STPS, SFCN				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Lockwood Interchange Jct Main & 87 to Worden	9588	Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons		
SF 209 BILLINGS DIST SIGNS	10299			
STPP				
RRS				
HSIP				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		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		
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	Safety - Reduce Fatalities & Serious Injuries
BR				
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		
BR PRES COLUMBUS JOLIET AREA	9552	Minor bridge rehab	One project in MPO Boundary	
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		Bridge condition
UPP				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
MACI				
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations	
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations	
Underpass Ave. Improvements	8669	Intersection Improvements		
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	Partially funded IM is primary	
ATSPM - MAIN STREET (BILLINGS)	10400	Signal Improvements		
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CE only	

Billings MPO Project List (Continued)

CR			
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
TA			
Stagecoach Trail		Shared use path	
Old Hardin Sidewalk		Sidewalk construction	
FWP			
Rose Park Trail, Phase 1	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local (In-Kind) \$25,000
Rose Park Trail, Phase 2	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Lillis Park Trail Connector	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Big Ditch Trail Extension	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
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
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028					
Sponsor: MDT 13.42% 86.58%													
Billings Bypass	<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
			Total	34,092.6	4,500.0	3,350.0	0.0	0.0	0.0		5,628.7	36,313.9	41,942.6
<i>MDT</i>				156.8						STPU	21.0	135.8	156.8
Billings Bypass (Five Mile Road)	<i>UPN4199002</i>	Construction of Five Mile Road	IC	5,865.9						STPU	787.2	5,078.7	5,865.9
			Total	6,022.8	0.0	0.0	0.0	0.0	0.0		808.3	5,214.5	6,022.8
<i>MDT</i>				416.2	-90.8					NH	43.7	281.8	325.5
Billings Bypass (Yellowstone River Bridge)	<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
			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
			Total	40,055.0	-1,846.3	0.0	0.0	0.0	0.0		5,138.8	33,069.9	38,208.7
<i>MDT</i>				4,121.1						NH	553.1	3,568.1	4,121.1
Billings Bypass (Johnson Lane Interchange)	<i>UPN4199007</i>	Reconstruction of existing Interchange	IC				2,429.7			STPU	326.1	2,103.7	2,429.7
			CN				6,200.0			CMAQ	832.0	5,368.0	6,200.0
			CN				3,800.0			NH	510.0	3,290.0	3,800.0
			CN				14,357.7			NHFP split at 91.24/8.76	1,257.7	13,100.0	14,357.7
			CN				29,160.8			IM*	2,554.5	26,606.3	29,160.8
			Total	4,121.1	0.0	0.0	55,948.3	0.0	0.0		6,033.3	54,036.1	60,069.4
<i>MDT</i>				764.4	469.2					NH	165.6	1,068.1	1,233.6
Billings Bypass (Railroad Overpass)	<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
			Total	17,694.0	989.2	0.0	0.0	0.0	0.0		2,507.3	16,176.0	18,683.2
<i>MDT</i>				7,726.3	-722.5					NH	939.9	6,063.9	7,003.8
Billings Bypass (RR O'pass to Yellowstone R)	<i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN								0.0	0.0	0.0
			Total	7,726.3	-722.5	0.0	0.0	0.0	0.0		939.9	6,063.9	7,003.8
<i>MDT</i>				1,000.0						NH	134.2	865.8	1,000.0
Billings Bypass (Johnson Lane Interchange to RR O'pass)	<i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC							NH	1,107.5	7,145.3	8,252.8
			CN							NH	1,241.7	8,011.1	9,252.8
			Total	0.0	9,252.8	0.0	0.0	0.0	0.0				9,252.8
<i>MDT</i>										NH	67.1	432.9	500.0
Billings Bypass (Five Mile Rd to US 87)	<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
			CN							NH	14,719.6		14,719.6
			Total	0.0	0.0	0.0	0.0	0.0	0.0		2,042.5	13,177.1	15,219.6
<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
Totals													196,402.9

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

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+
Sponsor: MDT														
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3
		PE	722.2							IM*		63.3	658.9	722.2
		PE	801.4							NHFP		70.2	731.2	801.4
		RW	180.0							IM*		15.8	164.2	180.0
		CN	63,376.3	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	
Totals		Total	91,622.3	2,074.9	0.0	0.0	0.0	0.0	0.0		12,290.5	81,406.7	93,697.2	
											12,290.5	81,406.7	93,697.2	

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+
Sponsor: MDT														
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	Total	0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	
Totals			0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	
											341.9	603.9	4,304.2	

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+
Sponsor: MDT														
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	Total	0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	0.0		3,426.8	22,108.2	25,535.0	
Totals			0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	0.0		3,426.8	22,108.2	25,535.0	

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
Sponsor												
<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				
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0
Total			0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
Total			0.0	0.0	6,200.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0
Grand Avenue <i>UPN</i> <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
Total			0.0	0.0	0.0	0.0	0.0	3,426.8	0.0	459.9	2,966.9	3,426.8
Service Operations* Operating - 80% match <i>MET Transit</i>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
Total			0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Project Adjustments/Closures												
CMAQ Totals			0.0	6,200.0	0.0	0.0	3,426.8	0.0	1,962.9	12,663.9	14,626.8	
Federal			0.0	5,368.0	0.0	0.0	2,966.9					
State			0.0	820.9	0.0	0.0	453.7					
Ending Balance (Federal)			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		Local	State	Federal
<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				
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	140.1							18.8	121.3	140.1
		CN	5,865.9							787.2	5,078.7	5,865.9
		Total	6,006.1	0.0	0.0	0.0	0.0	0.0	0.0	806.0	5,200.1	6,006.1
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River											
		CN	11,364.2							1,525.1	9,839.1	11,364.2
		Total	11,364.2	0.0	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange											
		CN			2,429.7					326.1	2,103.7	2,429.7
		Total	0.0	0.0	2,429.7	0.0	0.0	0.0	0.0	326.1	2,103.7	2,429.7
Grand Avenue	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
		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	16,985.7	0.0	2,966.9	19,141.3	22,108.2
<i>Possible LAG with city</i>												
Adjustment/Closures												
STPU Totals			0.0	4,792.3	1,260.0	1,500.0	16,985.7	0.0	5,624.1	36,284.1	41,908.2	
Federal			0.0	4,149.2	1,090.9	1,298.7	14,706.2					
State			0.0	643.1	169.1	201.3	2,279.5					
Balance			15,319.2	13,078.6	14,370.4	15,422.1	988.2					

updated allocation

new urban priority
not yet approved by commission 01/03/20

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process. CN estimates include CE costs

Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable Pavement Marking, Pavement Pres.	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0	
<i>MDT</i>		Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0	
Johnson Lane Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0	
UPN	I-90 RP 455- 455.5	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0	
<i>MDT</i>													
Lockwood Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0	
UPN	I-90 RP 452.6- 453.1	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0	
<i>MDT</i>													
27TH ST. Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0	
UPN	I-90 RP 449.9- 450.4	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0	
<i>MDT</i>													
South Billings Blvd Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0	
UPN	I-90 RP 447- 447.5	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0	
<i>MDT</i>													
King Ave West Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0	
UPN	I-90 RP 446.2- 446.4	Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0	
<i>MDT</i>													
Zoo Drive Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.5						0.4	4.1	4.5	
UPN	I-90 RP 443.1- 443.7	Total	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.4	4.1	4.5	
<i>MDT</i>													
Billings Bypass - Johnson Lane Intch	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-90 RP	Total	0.0	0.0	0.0	29,160.8	0.0	0.0	0.0	2,554.5	26,606.3	29,160.8	
<i>MDT</i>													
I-90 Yellowstone River Bridges	Bridge Replacement	PE	722.2							63.3	658.9	722.2	
UPN 7972		RW	180.0							15.8	164.2	180.0	
<i>MDT</i>		CN	4,384.0							384.0	4,000.0	4,384.0	
	I-90 RP 450.09 to 452.73	Total	5,286.3	0.0	0.0	0.0	0.0	0.0	0.0	463.1	4,823.2	5,286.3	
Mossmain Intch - West Blgs Intch	Pavement Preservation	PE	910.5							79.8	830.8	910.5	
UPN 9198	Not all locations inside MPO boundary	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5	modification
<i>MDT</i>	I-90 RP 437.12 to 446.7	Total	25,215.3	1,051.7	0.0	0.0	0.0	0.0	0.0	2,301.0	23,966.0	26,267.0	
Lockwood Interchange - Billings	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>		IC			768.7					67.3	701.4	768.7	
	I-90 RP 450 to RP 453.5	CN						51,269.9		4,491.2	46,778.6	51,269.9	updated costs
		Total	3,331.2	0.0	1,668.7	768.7	0.0	51,269.9	0.0	4,996.6	52,042.0	57,038.6	
I-90 CULVERTS - BILLINGS AREA	Culvert Replacement	PE		757.0						66.3	690.7	757.0	
UPN 10427	Not all locations inside MPO boundary	CN						6,269.4		549.2	5,720.2	6,269.4	decreased costs
<i>MDT</i>	I-90 RP 413 to 528	Total	0.0	757.0	0.0	0.0	6,269.4	0.0	0.0	615.5	6,410.9	7,026.4	
IM TOTAL			33,832.8	3,333.0	3,168.7	31,429.5	7,769.4	52,769.9	0.0	11,589.8	120,713.6	132,303.4	

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

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

*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		
MDT - PREVENTATIVE MAINTENANCE - N	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		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
Heights Main St.	Striping and Durable Pavem	OT		140.7						18.9	121.8	140.7	
UPN	BR I-90/US-87	Total	0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7	
MDT	RP 0 to 4.7									0.0	0.0	0.0	
27th ST.	Striping and Durable Pavem	OT		142.2						19.1	123.1	142.2	
UPN	MT-3	Total	0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2	
MDT	RP 0 to 3.3									0.0	0.0	0.0	
Zoo Drive Interchange	Striping and Durable Pavem	OT		55.5						7.5	48.1	55.5	
UPN	Zoo Drive	Total	0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5	
MDT	RP 0 to 0.9									0.0	0.0	0.0	
King Ave West	Striping and Durable Pavem	OT		22.5						3.0	19.4	22.5	
UPN	King Ave West	Total	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5	
MDT	RP 2.5 to 3.1									0.0	0.0	0.0	
Old Laurel Road	Striping and Durable Pavem	OT		16.6						2.2	14.4	16.6	
UPN	BR I-90	Total	0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6	
MDT	RP 0 to 0.7									0.0	0.0	0.0	
Billings Bypass	New construction	PE		8,074.0	1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25
UPN 4199-000		RW		3,573.0	2,050.0					1,358.5	8,764.5	10,123.0	remianing nw moved from 24 to 25
MDT		IC								0.0	0.0	0.0	
		Total	11,647.0	4,500.0	3,350.0	0.0	0.0	0.0	0.0	2,616.5	16,880.5	19,497.0	
Billings Bypass - Yellowstone River Bridge	New construction of bridge	IC		416.2	-90.8					43.7	281.8	325.5	Final
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	Final
MDT		Total	18,677.9	-1,621.0	-1,846.3	0.0	0.0	0.0	0.0	2,041.3	13,169.3	15,210.5	
Billings Bypass - Five Mile Rd to US 87	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25
MDT		Total	0.0	0.0	0.0	0.0	0.0	15,219.6	0.0	2,042.5	13,177.1	15,219.6	
Billings Bypass - RR O'pass	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	17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2	
Billings Bypass - Johnson Ln. Intch - RR	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	0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	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	4,121.1	0.0	3,800.0	0.0	0.0	0.0	0.0	1,063.0	6,858.1	7,921.1	
Billings Bypass - (RR O'pass to Yellowsto	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	Final
MDT	connection from existing	Total	7,726.3	-722.5	0.0	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8	
	Interchange to the bridge												
	over the railroad												
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	modification
UPN 7908		CN						9,036.8		0.0	0.0	0.0	
MDT	RP .35 to 1.35	Total	1,537.3	2,334.8	0.0	0.0	9,036.8	0.0	0.0	1,732.4	11,176.5	12,908.9	decreased costs and moved to 27 from 25
Underpass Ave. Improvements	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	modification
MDT	RP .51 to .72	Total	10,763.2	3,531.5	154.6	0.0	0.0	0.0	0.0	1,939.1	12,510.2	14,449.3	
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT		295.6						39.7	255.9	295.6	
UPN 8718		PE		2,229.8	350.7					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	decreased to match tcp
	RP 1.5 to 2.2	Total	2,525.4	350.7	0.0	214.3	7,718.4	0.0	0.0	1,450.5	9,358.3	10,808.8	
1st Ave. N - N 9th to RR Xing	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	updated costs
	N-115 RP 0.7 - RP .93	Total	2,984.3	0.0	0.0	59.8	59.8	20,808.6	0.0	3,209.1	20,703.4	23,912.5	
Zoo Drive Improvements	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	
	I-90 RP 442.9 to 444.3	CN			7,520.3					1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil
	U-1011 RP 2.36 to 3.04	Total	499.7	398.5	7,520.3	0.0	0.0	0.0	0.0	1,129.8	7,288.8	8,418.6	
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE		831.1	12.4					111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			255.6					1.7	10.8	12.4	
MDT	Project split from 9022	IC				8,345.7				34.3	221.3	255.6	
		CN								1,120.0	7,225.7	8,345.7	updated costs
	N-115 RP 0.93 - RP 1.45	Total	831.1	0.0	268.1	8,345.7	0.0	0.0	0.0	1,267.5	8,177.4	9,444.8	
1st Ave. N - Broadway to Division	Reconstruction of roadway	PE		840.7	12.6					112.8	727.8	840.7	
UPN 9881	Major Rehab	RW			350.6					1.7	10.9	12.6	
MDT	Project split from 9022	IC				7,732.6				47.1	303.6	350.6	
		CN								1,037.7	6,694.9	7,732.6	updated costs
	N-115 RP 1.45 to RP 2.05	Total	840.7	0.0	363.2	7,732.6	0.0	0.0	0.0	1,199.3	7,737.2	8,936.5	
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE		128.2						17.2	111.0	128.2	
UPN 9998	ADA compliance	RW				25.6				3.4	22.2	25.6	
MDT		IC				51.3				6.9	44.4	51.3	
		CN						2,610.1		350.3	2,259.8	2,610.1	updated costs and moved to 28 from 27
	N-113 RP .17 to RP 4.25	Total	128.2	0.0	0.0	76.9	0.0	2,610.1	0.0	377.8	2,437.5	2,815.3	
NH TOTAL			79,976.2	20,391.4	14,609.9	17,429.4	17,815.0	39,638.3	0.0	25,479.2	164,381.0	189,860.2	

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

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

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

moved to 26 from 25

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

corrected typo in amount

added new durable striping project

updated costs

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													
Total													
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
No New Projects													
Total													
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
SAFETY PROJECTS	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>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0		923.3
UPN 8052		RW	1,530.0							153.0	1,377.0		1,530.0
		IC	415.1		-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	Total	6,918.6	94.5	-38.1	0.0	0.0	0.0	0.0	697.5	6,277.6		6,975.1
SF 169 RIMROCK & 62ND ST W	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	Total	10,153.0	-1,433.8	374.5	0.0	0.0	0.0	0.0	909.4	8,184.4		9,093.8
ZOO DRIVE IMPROVEMENTS - BLOC	Safety Improvements for Traffic Op	PE								0.0	0.0		0.0
UPN 9597		CN			500.0					50.0	450.0		500.0
<i>MDT</i>	Various Locations	Total	0.0	0.0	500.0	0.0	0.0	0.0	0.0	50.0	450.0		500.0
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers	PE	16.9							1.7	15.2		16.9
UPN 9912	Not all locations inside MPO boundary using 10% for costs	CN		170.2						17.0	153.2		170.2
<i>MDT</i>	Various Locations	Total	16.9	170.2	0.0	0.0	0.0	0.0	0.0	18.7	168.4		187.1
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3		44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4		242.7
<i>MDT</i>	Various Locations	Total	44.8	0.0	0.0	242.7	0.0	0.0	0.0	28.7	258.7		287.5
KING AVE & 48TH STREET - BLGS	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>		Total	0.0	0.0	0.0	0.0	0.0	1,600.0	0.0	160.0	1,440.0		1,600.0
HSIP Totals			17,133.4	-669.0	1,336.4	742.7	500.0	2,100.0	0.0	2,114.3	19,029.1		21,143.5

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		
Sponsor										13.42%	86.58%		
BBP-YELLOWSTONE RIVER	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	Total	5,000.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0	
I-90 Yellowstone River		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	Total	68,209.6	2,074.9	0.0	0.0	0.0	0.0	0.0	9,432.2	60,852.3	70,284.5	
BR PRES COLUMBUS JOLIET AV	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	Total	168.9	1,746.3	0.0	0.0	0.0	0.0	0.0	257.0	1,658.3	1,915.3	
SHILOH RD / I-90 BRIDGE - BL	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	Total	309.9	0.0	12.4	0.0	0.0	0.0	2,824.2	422.3	2,724.2	3,146.5	
MONTANA AVE OVERPASS - BIL	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	Total	1,135.6	-186.6	0.0	0.0	0.0	0.0	0.0	127.4	821.7	949.1	
BR TOTAL			74,824.1	3,634.7	12.4	0.0	0.0	0.0	2,824.2	0.0	10,909.8	70,385.5	81,295.4

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor										13.42%	86.58%		
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	Total	0.0	500.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0
UPP TOTAL			0.0	500.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
Underpass Ave. Improvements	Intersection Improvements	PE	1,093.6							146.8	946.8	1,093.6
		RW	150.0	-17.4						17.8	114.8	132.6
		IC	452.9							60.8	392.1	452.9
UPN 8669		CN	1,154.4							154.9	999.5	1,154.4
<i>MDT</i>	RP .51 to .72	Total	2,850.9	-17.4	0.0	0.0	0.0	0.0	0.0	380.2	2,453.2	2,833.4
Mossmain Intch-West Blgs Inch	Pavement Preservation	CN	554.4							74.4	480.0	554.4
UPN 9198	Not all locations inside MPO bound	Total	554.4	0.0	0.0	0.0	0.0	0.0	0.0	74.4	480.0	554.4
<i>MDT</i>	I-90 RP 437.12 to 446.7											
ATSPM - MAIN STREET (BILLINGS)	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400		Total	221.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7	191.4	221.0
<i>MDT</i>	Various Locations											
BILLINGS DISTRICT ADA UPGRAD	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	Total	25.2	74.9	0.0	0.0	0.0	0.0	0.0	13.4	86.7	100.1
<i>MDT</i>	Various Locations											
		Total	3,651.5	807.5	750.0	750.0	750.0	750.0	0.0	1,001.0	6,458.0	7,459.0

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				
Zoo Drive Improvements UPN 9597	Intersection Improvements														
	I-90 RP 442.9 to 444.3	CN			1,155.0						155.0	1,000.0			1,155.0
MDT	U-1011 RP 2.36 to 3.04	Total	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
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE													
UPN 10431	Not all locations inside MPO boundary	CN		388.4	-26.8						48.5	313.1			361.6
MDT	using 15% for costs	Total	0.0	388.4	-26.8	0.0	0.0	0.0	0.0	0.0	48.5	313.1			361.6
	Various Locations														
KING AVE & 48TH STREET - BLGS	address safety and operational	PE			600.0						80.5	519.5			600.0
UPN 10643	issues at the intersection of King	RW						400.0			53.7	346.3			400.0
	Avenue and 48th Street. The	IC							400.0		53.7	346.3			400.0
	preferred alternative is a	CN							1,908.1		256.1	1,652.0			1,908.1
MDT	U-1037 RP 16.5 to 16.7	Total	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
		Total	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
Sponsor												
Carryover				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS												
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
	Total		0.0	931.2	0.0	0.0	0.0	5,348.7	842.8	0.0	5,437.1	6,279.9
SIDEWALKS - LOCKWOOD												
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
	Total		0.0	266.1	1,166.6	0.0	0.0	0.0	192.3	0.0	1,240.4	1,432.7
TA TOTALS			0.0	1,197.3	1,166.6	0.0	0.0	5,348.7	1,035.0	0.0	6,677.5	7,712.6
Federal			0.0	1,036.6	1,010.1	0.0	0.0	4,630.9				
Local			0.0	160.7	156.6	0.0	0.0	717.8				
Balance				5,698.4	5,478.3	6,268.2	7,058.2	3,217.3				

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%	
Rec Trails Program <i>Local</i>	Trail Construction Various	All				125.0	125.0	125.0	75.0		300.0	375.0
	Total		0.0	0.0	0.0	125.0	125.0	125.0	75.0	0.0	300.0	375.0
Rose Park Trail, Phase 1 <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
	Total		125.0	0.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Rose Park Trail, Phase 2 <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
	Total		0.0	99.6	0.0	0	0	0	29.6	0.0	70.0	99.6
Lillis Park Trail Connector <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
	Total		0.0	125.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Big Ditch Trail Extension <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
	Total		0.0	125.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Southern Riverfront Park <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
	Total		0.0	0.0	125.0	0	0	0	25.0	0.0	100.0	125.0
Trailside Education Signs* <i>City of Billings/Trailnet</i>	Trail Signage	PE CN			59.1				0.0 11.8		0.0 47.2	0.0 59.1
	Total		0.0	0.0	59.1	0	0	0	11.8	0.0	47.2	59.1
Total			125.0	349.6	184.1	125.0	125.0	125.0	216.4	0.0	817.2	1,033.7

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		
Sponsor													
Billings Bypass	UPN41990	Environmental Impact Statement	PE	14,598.6							1,959.1	12,639.5	14,598.6
		Preliminary Engineering	RW	7,847.0							1,053.1	6,793.9	7,847.0
<i>MDT</i>		Right of Way Acquisition	Total	22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6
			Total	22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor											
<i>Carryover</i>			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
<i>Allocation (Estimated)(Fed Share)</i>			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				
Bus & Passenger Amenities/ Equipment											
Supportive Equipment											
Facilities/Ammenities											
Security Related Capital (1% minimum)	<i>*Used 5339 for Security in FY25/26</i>		10.5				36.0	36.0	16.5	66.0	82.5
<i>Met Transit</i>		Total	10.5	0.0	0.0	36.0	36.0	16.5	66.0	82.5	
Transit Operations***											
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
<i>Met Transit</i>		Total	8,387.8	4,774.8	4,749.5	4,691.9	4,691.9	10,853.3	0.0	16,442.4	27,295.7
Purchase buses											
Replacement Buses											
Expansion Buses											
<i>Met Transit</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SECTION 5307 TOTALS*			8,398.3	4,774.8	4,749.5	4,727.9	4,727.9	10,869.8	0.0	16,508.4	27,378.2
Federal			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Local			3,290.6	1,915.1	1,902.5	1,880.9	1,880.9				
Ending Balance (Federal)			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				

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%
Total	\$ 2,847,000	\$ 1,902,450	\$ 4,749,450		

*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				
Rolling Stock	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
Bus and Bus Technology	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
Bus Facilities and Support	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
Bus Facilities Security System	Upgrade			400.0	72.5	32.0					
<i>Met Transit</i>				400.0	72.5	32.0					
Bus, Facilities, and Technology	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
SECTION 5339 TOTALS			1,203.7	900.0	980.8	602.0	1,400.0	980.7	0.0	4,105.8	5,086.5
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		Local 15%	State
<i>Carryover</i>			6,904.6							
<i>Allocation</i>	5339b/LowNo		0.0	910.3						
Rollingstock	Replace buses		5,499.8	1,000.0						
<i>Met Transit</i>	85/15 match for ADA	Total	5,499.8	1,000.0	0.0	0.0	0.0	975.0		5,524.8
Bus and Bus Facilities	Technology		465.0	70.0						
<i>Met Transit</i>	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	593.5		2,373.8
SECTION 5339 TOTALS			8,391.7	1,075.4	0.0	0.0	0.0	###		7,898.6
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				
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				
Paratransit Vehicles	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
Traditional and Non-Traditional Projects	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
SECTION 5310 TOTALS			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</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	
Transit Operations	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	
STATE TOTALS			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

Roger Gravgaard, President
Yellowstone County Board of Planning