

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

**Federal Fiscal Years**

**FFY 2024 – 2028**

**Amendment 2**

**May 20, 2025**



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

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

# **APPROVALS**

## **REVIEWED BY**

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

## **Approved By**

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

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

# Table of Contents

<b>APPROVALS</b> .....	<b>2</b>
<b>ACRONYMS</b> .....	<b>5</b>
<b>INTRODUCTION</b> .....	<b>7</b>
Preface.....	7
About the Transportation Improvement Program .....	7
TIP Process and Development .....	7
Federal Regulations .....	8
Financial Resources .....	8
Funding Sources.....	8
Air Quality Consistency .....	9
Regionally Significant Projects .....	9
Locally Significant Projects.....	9
Energy Conservation Considerations.....	11
Programming of Non-Urban System, Federal Aid, and State Funding .....	11
Performance Measures.....	11
Safety .....	12
Pavement and Bridge Condition .....	12
System Performance .....	12
Freight.....	13
Congestion Mitigation and Air Quality (CMAQ) .....	13
Transit Asset Management .....	13
Transit Safety Plan Targets.....	14
<b>FEDERAL TRANSIT ADMINISTRATION PROJECTS</b> .....	<b>14</b>
Annual Listing of Projects .....	15
<b>UNDERSTANDING TIP FUNDING TABLES</b> .....	<b>16</b>
<b>BILLINGS MPO PROJECT LIST</b> .....	<b>17</b>
<b>PROJECTS WITH MULTIPLE FUNDING</b> .....	<b>20</b>
<b>ESTIMATED REVENUE</b> .....	<b>22</b>
<b>CONGESTION MITIGATION &amp; AIR QUALITY (CMAQ)</b> .....	<b>23</b>
<b>SURFACE TRANSPORTATION PROGRAM URBAN (STPU)</b> .....	<b>24</b>
<b>INTERSTATE MAINTENANCE (IM)</b> .....	<b>25</b>
<b>NATIONAL HIGHWAY (NH)*</b> .....	<b>26</b>
<b>NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)*</b> .....	<b>27</b>
<b>SURFACE TRANSPORTATION PROGRAM OFF SYSTEM (STPX), SECONDARY (STPS), STATE FUNDED CONSTRUCTION (SFCN)</b> .....	<b>27</b>
<b>SURFACE TRANSPORTATION PROGRAM PRIMARY (STPP)</b> .....	<b>28</b>
<b>RAILROAD CROSSING (RRS)</b> .....	<b>28</b>

<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) .....</b>	<b>29</b>
<b>BRIDGE PROGRAM.....</b>	<b>30</b>
<b>URBAN PAVEMENT PRESERVATION (UPP).....</b>	<b>30</b>
<b>MONTANA AIR AND CONGESTION INITIATIVE (MACI)-DISCRETIONARY PROGRAM .....</b>	<b>31</b>
<b>CARBON REDUCTION.....</b>	<b>32</b>
<b>TRANSPORTATION ALTERNATIVES.....</b>	<b>33</b>
<b>FWP RECREATION TRAILS PROGRAM.....</b>	<b>34</b>
<b>EARMARKS .....</b>	<b>35</b>
<b>FEDERAL TRANSIT ADMINISTRATION SECTION 5307* .....</b>	<b>36</b>
<b>FEDERAL TRANSIT ADMINISTRATION SECTION 5339.....</b>	<b>37</b>
<b>FEDERAL TRANSIT ADMINISTRATION SECTION 5310.....</b>	<b>38</b>
<b>TRANSADE (STATE FUNDED).....</b>	<b>38</b>
<b>PUBLIC COMMENT .....</b>	<b>39</b>
<b>PUBLIC PARTICIPATION PLAN BILLINGS METROPOLITAN PLANNING ORGANIZATION AND MET TRANSIT .....</b>	<b>40</b>
<b>CERTIFICATION .....</b>	<b>41</b>

## **Acronyms**

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

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

# **Introduction**

## **Preface**

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

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

## **About the Transportation Improvement Program**

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

## **TIP Process and Development**

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

## **Federal Regulations**

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

## **Financial Resources**

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600

## **Funding Sources**

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

## **Air Quality Consistency**

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

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

## **Regionally Significant Projects**

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

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

### REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

## **Locally Significant Projects**

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

### **Project Description**

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

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

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

## **Energy Conservation Considerations**

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

As part of the 2023 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

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

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2023 update of the Billings Urban Area Transportation Plan.

## **Programming of Non-Urban System, Federal Aid, and State Funding**

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

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

## **Performance Measures**

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

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

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

**Safety**

The Billings MPO supports the state's targets for applicable safety performance measures. The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off-System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures.

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

**Pavement and Bridge Condition**

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

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

**System Performance**

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

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

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

## Freight

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

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

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

## Congestion Mitigation and Air Quality (CMAQ)

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

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

## Transit Asset Management

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

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

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

### Transit Safety Plan Targets

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

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.

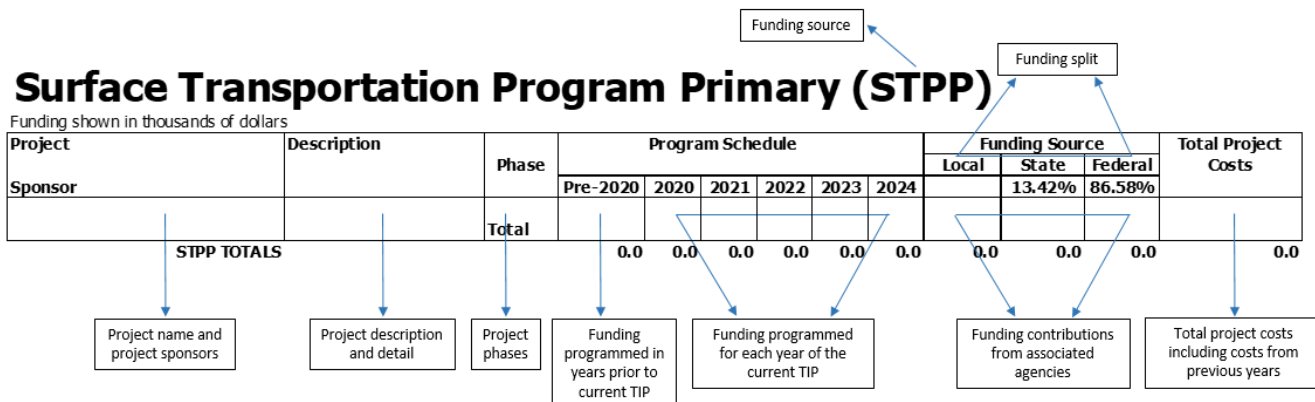
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
  - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
  - 1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities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

# Understanding TIP Funding Tables

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



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

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

# Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
<b>CMAQ</b>				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange <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
<b>STPU</b>				
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed	System performance - Efficiency
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange <u>Grand Ave 41st to 62nd</u>	4199-007	Reconstruction of existing Interchange to a diverging diamond design <u>Reconstruction of existing roadway</u>	<u>possible lag project</u>	System performance - Efficiency System performance - Efficiency
<b>IM</b>				
MDT Preventative Maintenance I-90 Yellowstone River - Billings	7972	Pavement Preservation and Striping Bridge Replacement	Placeholder to allow project nominations	Bridge condition
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Pavement condition
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary	
<b>NH</b>				
MDT Preventative Maintenance Billings Bypass	4199-000	Pavement Preservation and Striping New Construction	Placeholder to allow project nominations Covers PE & IC	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad		
Billings Bypass - Johnson Ln Intch-RR O'pass	4199-008	New construction of roadway connection from existing Interchange to the bridge over the railroad		
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass		
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87		
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Underpass Ave. Improvements	8669	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Airport Rd. & Main St. - Blgs	8718	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction		
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction		
1st Ave. N - Broadway to Division	9881	Major Reconstruction		
Montana Ave Crosswalks - Billings	9998	Sidewalk Improvements ADA Compliance		Safety - Reduce Fatalities & Serious Injuries

## Billings MPO Project List (Continued)

<b>NHFP</b>				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
<b>STPX, STPS, SFCN</b>				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Lockwood Interchange Jct Main & 87 to Worden	9588	Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons		
SF 209 BILLINGS DIST SIGNS	10299			
<b>STPP</b>				
<b>RRS</b>				
<b>HSIP</b>				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		Safety - Reduce Fatalities & Serious Injuries
SF 169 Rimrock & 62nd St. W	9383		Roundabout	Safety - Reduce Fatalities & Serious Injuries
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
SF 189 South D5 Safety Imprv	9912	Intersection Safety Improvements	Several intersections West End Billings using 10% for costs	Safety - Reduce Fatalities & Serious Injuries
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
<b>KING AVE &amp; 48TH STREET - BLGS</b>	<b>10643</b>	<b>Roundabout safety and operational improvements</b>	<b>split funded</b>	<b>Safety - Reduce Fatalities &amp; Serious Injuries</b>
<b>BR</b>				
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		
BR PRES COLUMBUS JOLIET AREA	9552	Minor bridge rehab	One project in MPO Boundary	
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		Bridge condition
<b>UPP</b>				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
<b>MACI</b>				
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations	
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations	
Underpass Ave. Improvements	8669	Intersection Improvements		
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	Partially funded IM is primary	
ATSPM - MAIN STREET (BILLINGS)	10400	Signal Improvements		
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CE only	

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

<b>CR</b>			
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CN only
Zoo Drive Improvements	9597	Intersection Improvements	CN only
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded
<b>TA</b>			
Stagecoach Trail		Shared use path	
Old Hardin Sidewalk		Sidewalk construction	
<b>FWP</b>			
Rose Park Trail, Phase 1	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local (In-Kind) \$25,000
Rose Park Trail, Phase 2	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Lillis Park Trail Connector	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Big Ditch Trail Extension	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Southern Riverfront Park Trail*	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Trailside Education Signs*	Local	Trail Signage	Recreational Trails Program \$47,000 Local \$12,000
<b>EARMARK</b>			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
<b>FTA 5307</b>			
<b>FTA 5339</b>			
<b>FTA 5310</b>			
<b>FTA 5311</b>			
<b>100 % LOCALLY FUNDED PROJECTS</b>			
Various Projects		Annual Operation and Maintenance	
<b>State Funded Maintenance</b>			
Various Maintenance Projects		Maintenance	

# Projects with Multiple Funding

## Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
<b>Sponsor: MDT</b> <b>Billings Bypass</b> <i>UPN4199000</i>														
	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK		660.2	4,259.4	4,919.6
	Preliminary Engineering	PE	9,679.0							EARMARK		1,298.9	8,380.0	9,679.0
	Preliminary Engineering	PE	8,074.0		1,300.0					NH		1,258.0	8,116.0	9,374.0
	Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0					EARMARK/NH		2,411.6	15,558.4	17,970.0
	Utility Moves	IC								NH		0.0	0.0	0.0
<i>MDT</i>		<b>Total</b>	<b>34,092.6</b>	<b>4,500.0</b>	<b>3,350.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>5,628.7</b>	<b>36,313.9</b>	<b>41,942.6</b>
<b>Billings Bypass</b> <i>UPN4199002</i> <b>(Five Mile Road)</b>														
	Construction of Five Mile Road	IC	156.8							STPU		21.0	135.8	156.8
		CN	5,865.9							STPU		787.2	5,078.7	5,865.9
<i>MDT</i>		<b>Total</b>	<b>6,022.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>808.3</b>	<b>5,214.5</b>	<b>6,022.8</b>
<b>Billings Bypass</b> <i>UPN4199003</i> <b>(Yellowstone River Bridge)</b>														
	Construction of a new bridge over the Yellowstone River	IC	416.2	-90.8						NH		43.7	281.8	325.5
		CN	11,364.2							STPU		1,525.1	9,839.1	11,364.2
		CN	5,000.0							CMAQ		671.0	4,329.0	5,000.0
		CN	5,000.0							BRIDGE		671.0	4,329.0	5,000.0
		CN	18,261.7	-1,755.6						NH		2,215.1	14,291.0	16,506.1
		CN	12.9							SFCX		12.9	0.0	12.9
<i>MDT</i>		<b>Total</b>	<b>40,055.0</b>	<b>-1,846.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>5,138.8</b>	<b>33,069.9</b>	<b>38,208.7</b>
<b>Billings Bypass</b> <i>UPN4199007</i> <b>(Johnson Lane Interchange)</b>														
	Reconstruction of existing Interchange	IC	4,121.1							NH		553.1	3,568.1	4,121.1
		CN				2,429.7				STPU		326.1	2,103.7	2,429.7
		CN				6,200.0				CMAQ		832.0	5,368.0	6,200.0
		CN				3,800.0				NH		510.0	3,290.0	3,800.0
		CN				14,357.7				NHFP split at 91.24/8.76		1,257.7	13,100.0	14,357.7
		CN				29,160.8				IM*		2,554.5	26,606.3	29,160.8
<i>MDT</i>		<b>Total</b>	<b>4,121.1</b>	<b>0.0</b>	<b>0.0</b>	<b>55,948.3</b>	<b>0.0</b>	<b>0.0</b>				<b>6,033.3</b>	<b>54,036.1</b>	<b>60,069.4</b>
<b>Billings Bypass</b> <i>UPN4199005</i> <b>(Railroad Overpass)</b>														
	Construction of new bridge over railroad	IC	764.4	469.2						NH		165.6	1,068.1	1,233.6
		CN	16,929.6	520.0						NH		2,341.7	15,107.9	17,449.6
<i>MDT</i>		<b>Total</b>	<b>17,694.0</b>	<b>989.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>2,507.3</b>	<b>16,176.0</b>	<b>18,683.2</b>
<b>Billings Bypass</b> <i>UPN4199008</i> <b>(RR O'pass to Yellowstone R)</b>														
	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5						NH		0.0	0.0	0.0
<i>MDT</i>		<b>Total</b>	<b>7,726.3</b>	<b>-722.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>939.9</b>	<b>6,063.9</b>	<b>7,003.8</b>
<b>Billings Bypass</b> <i>UPN4199006</i> <b>(Johnson Lane Interchange to RR O'pass)</b>														
	Construction of connection from Interchange to RR O'pass	IC	1,000.0							NH		134.2	865.8	1,000.0
		CN				8,252.8				NH		1,107.5	7,145.3	8,252.8
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>9,252.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>1,241.7</b>	<b>8,011.1</b>	<b>9,252.8</b>
<b>Billings Bypass</b> <i>UPN4199004</i> <b>(Five Mile Rd to US 87)</b>														
	Construction of connection from Five Mile to US 87	IC							500.0	NH		67.1	432.9	500.0
		CN							14,719.6	NH		1,975.4	12,744.2	14,719.6
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>			<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>
<b>Totals</b>			<b>109,711.9</b>	<b>12,173.2</b>	<b>3,350.0</b>	<b>55,948.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>24,340.5</b>	<b>172,062.5</b>	<b>196,402.9</b>

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

CN estimates include CE costs

# Projects with Multiple Funding Continued

## I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
<b>Sponsor: MDT</b>														
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3
		PE	722.2							IM*		63.3	658.9	722.2
		PE	801.4							NHFP		70.2	731.2	801.4
		RW	180.0							IM*		15.8	164.2	180.0
		CN	63,376.3	2,074.9						BRIDGE		8,783.6	56,667.7	65,451.3
		CN	4,384.0							IM*		384.0	4,000.0	4,384.0
MDT	RP 450 to 452.7	CN	17,325.0						NHFP		2,325.0	15,000.0	17,325.0	
<b>Totals</b>		<b>Total</b>	<b>91,622.3</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>12,290.5</b>	<b>81,406.7</b>	<b>93,697.2</b>	
											<b>12,290.5</b>	<b>81,406.7</b>	<b>93,697.2</b>	

CN estimates include CE costs

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

modified costs

## KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

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

CN estimates include CE costs

HSIP split at 90/10%

New project

## Project: Grand Avenue

Funding shown in thousands of dollars

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

New project

# Estimated Revenue

Amounts shown in thousands of dollars

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

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

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2024 will be subject to the obligation limitation set by the annual appropriations process.

## NOTES:

These estimates are based on historical data and projections.

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

\*\*Reflective of federal share only.

\*\*\*Operations and Maintenance funds (average of Fiscal Years 2020-2022),TRANSIDE, and CMAQ (match) makes up OTHER

# Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		Local	State	Federal
<b>Sponsor</b>												
<i>Carryover (Federal)</i>				7,186.9	8,677.3	4,799.1	6,288.9	7,778.7	13.42%	13.42%	86.58%	
<i>Estimated allocation (Federal)</i>				1,490.4	1,489.8	1,489.8	1,489.8	1,489.8				
<b>Billings Bypass (Yellowstone River Bridge)</b> <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>Billings Bypass (Johnson Lane Interchange)</b> <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>832.0</b>	<b>5,368.0</b>	<b>6,200.0</b>
<b>Grand Avenue</b> <i>UPN</i>  <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,426.8</b>	<b>0.0</b>	<b>459.9</b>	<b>2,966.9</b>	<b>3,426.8</b>
<b>Service Operations*</b> Operating - 80% match <i>MET Transit</i>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Project Adjustments/Closures												
<b>CMAQ Totals</b>			<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,426.8</b>	<b>0.0</b>	<b>1,962.9</b>	<b>12,663.9</b>	<b>14,626.8</b>	
<b>Federal</b>			<b>0.0</b>	<b>5,368.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,966.9</b>					
<b>State</b>			<b>0.0</b>	<b>820.9</b>	<b>0.0</b>	<b>0.0</b>	<b>453.7</b>					
<b>Ending Balance (Federal)</b>			<b>8,677.3</b>	<b>4,799.1</b>	<b>6,288.9</b>	<b>7,778.7</b>	<b>6,301.6</b>					

updated allocation

New project cmaq participating in STPU project

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

# Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		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				
<b>Billings Bypass (Five Mile Road)</b>	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
<i>MDT</i>		<b>Total</b>	<b>6,006.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>806.0</b>	<b>5,200.1</b>	<b>6,006.1</b>
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River											
		CN	11,364.2							1,525.1	9,839.1	11,364.2
<i>MDT</i>		<b>Total</b>	<b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,525.1</b>	<b>9,839.1</b>	<b>11,364.2</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange											
		CN			2,429.7					326.1	2,103.7	2,429.7
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,429.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>326.1</b>	<b>2,103.7</b>	<b>2,429.7</b>
<b>Grand Avenue</b>	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE			2,362.6					317.1	2,045.5	2,362.6
		RW				1,260.0				169.1	1,090.9	1,260.0
		IC					1,500.0			201.3	1,298.7	1,500.0
		CN						16,985.7		2,279.5	14,706.2	16,985.7
<i>Possible LAG with city</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>0.0</b>	<b>2,966.9</b>	<b>19,141.3</b>	<b>22,108.2</b>
<b>Adjustment/Closures</b>												
		<b>STPU Totals</b>	<b>0.0</b>	<b>4,792.3</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>0.0</b>	<b>5,624.1</b>	<b>36,284.1</b>	<b>41,908.2</b>	
		<b>Federal</b>	<b>0.0</b>	<b>4,149.2</b>	<b>1,090.9</b>	<b>1,298.7</b>	<b>14,706.2</b>					
		<b>State</b>	<b>0.0</b>	<b>643.1</b>	<b>169.1</b>	<b>201.3</b>	<b>2,279.5</b>					
		<b>Balance</b>	<b>15,319.2</b>	<b>13,078.6</b>	<b>14,370.4</b>	<b>15,422.1</b>	<b>988.2</b>					

updated allocation

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

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

# Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>Sponsor</b>													
<b>MDT-PREVENTATIVE MAINTENANCE - IM</b>	Maintenance - Striping, Durable	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0	
<i>MDT</i>	Pave Marking, Pavement Pres.	<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>	<b>6,843.0</b>	<b>7,500.0</b>	
<b>Johnson Lane Interchange Ramps</b>	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
<i>MDT</i>	I-90 RP 455- 455.5	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>Lockwood Interchange Ramps</b>	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
<i>MDT</i>	I-90 RP 452.6- 453.1	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>27TH ST. Interchange Ramps</b>	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
<i>MDT</i>	I-90 RP 449.9- 450.4	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>South Billings Blvd Interchange Ramps</b>	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
<i>MDT</i>	I-90 RP 447- 447.5	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>King Ave West Interchange Ramps</b>	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
<i>MDT</i>	I-90 RP 446.2- 446.4	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>	
<b>Zoo Drive Interchange Ramps</b>	Striping and Durable Pavement Markings	OT		4.5						0.4	4.1	4.5	
UPN	Interchange												
<i>MDT</i>	I-90 RP 443.1- 443.7	<b>Total</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4.1</b>	<b>4.5</b>	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing	CN				29,160.8				2,554.5	26,606.3	29,160.8	moved to 26 from 25
UPN 4199-007	Interchange												
<i>MDT</i>	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29,160.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,554.5</b>	<b>26,606.3</b>	<b>29,160.8</b>	
<b>I-90 Yellowstone River Bridges</b>	Bridge Replacement	PE	722.2							63.3	658.9	722.2	
UPN 7972		RW	180.0							15.8	164.2	180.0	
<i>MDT</i>	I-90 RP 450.09 to 452.73	CN	4,384.0							384.0	4,000.0	4,384.0	
		<b>Total</b>	<b>5,286.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>463.1</b>	<b>4,823.2</b>	<b>5,286.3</b>	
<b>Mossmain Intch - West Blgs Intch</b>	Pavement Preservation	PE	910.5							79.8	830.8	910.5	
UPN 9198	Not all locations inside MPO boundary	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5	modification
<i>MDT</i>	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>25,215.3</b>	<b>1,051.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,301.0</b>	<b>23,966.0</b>	<b>26,267.0</b>	
<b>Lockwood Interchange - Billings</b>	Capital Construction	PE	3,331.2		900.0					370.7	3,860.6	4,231.2	modification
UPN 9978	Improvements to Lockwood Interchange	RW			768.7					67.3	701.4	768.7	
<i>MDT</i>	I-90 RP 450 to RP 453.5	IC			768.7					67.3	701.4	768.7	
		CN						51,269.9		4,491.2	46,778.6	51,269.9	updated costs
		<b>Total</b>	<b>3,331.2</b>	<b>0.0</b>	<b>1,668.7</b>	<b>768.7</b>	<b>0.0</b>	<b>51,269.9</b>	<b>0.0</b>	<b>4,996.6</b>	<b>52,042.0</b>	<b>57,038.6</b>	
<b>I-90 CULVERTS - BILLINGS AREA</b>	Culvert Replacement	PE		757.0						66.3	690.7	757.0	
UPN 10427	Not all locations inside MPO boundary	CN						6,269.4		549.2	5,720.2	6,269.4	decreased costs
<i>MDT</i>	I-90 RP 413 to 528	<b>Total</b>	<b>0.0</b>	<b>757.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,269.4</b>	<b>0.0</b>	<b>0.0</b>	<b>615.5</b>	<b>6,410.9</b>	<b>7,026.4</b>	
<b>IM TOTAL</b>			<b>33,832.8</b>	<b>3,333.0</b>	<b>3,168.7</b>	<b>31,429.5</b>	<b>7,769.4</b>	<b>52,769.9</b>	<b>0.0</b>	<b>11,589.8</b>	<b>120,713.6</b>	<b>132,303.4</b>	

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

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

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

CN estimates include CE costs

# National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>MDT - PREVENTATIVE MAINTENANCE - N</b>	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
MDT	Pave Marking, Pavement Pre	Total		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>	
<b>Heights Main St.</b>	Striping and Durable Pavem	OT		140.7						18.9	121.8	140.7	
UPN	BR I-90/US-87	Total	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	
<b>27th ST.</b>	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	
<b>Zoo Drive Interchange</b>	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	
<b>King Ave West</b>	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	
<b>Old Laurel Road</b>	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	
<b>Billings Bypass</b>	New construction	PE		8,074.0	1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25
UPN 4199-000		RW		3,573.0	4,500.0	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	
<b>Billings Bypass - Yellowstone River Bridge</b>	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	
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
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	
<b>Billings Bypass - RR O'pass</b>	New construction of	IC		764.4	469.2					165.6	1,068.1	1,233.6	
UPN 4199-005	RR O'pass	CN		16,929.6	520.0					2,341.7	15,107.9	17,449.6	
MDT		Total	17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2	
<b>Billings Bypass - Johnson Ln. Intch - RR</b>	New construction of connect	IC			1,000.0					134.2	865.8	1,000.0	
UPN 4199-006	from Interchange to bridge	CN			8,252.8					1,107.5	7,145.3	8,252.8	
MDT		Total	0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing	IC		4,121.1						553.1	3,568.1	4,121.1	
UPN 4199-007	Interchange	CN			3,800.0					510.0	3,290.0	3,800.0	
MDT	RP 455.5	Total	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	
<b>Billings Bypass - (RR O'pass to Yellowsto</b>	New construction of	IC								0.0	0.0	0.0	
UPN4199-008	roadway	CN		7,726.3	-722.5					939.9	6,063.9	7,003.8	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												
<b>Exposition Dr. &amp; 1st Ave. N. Blgs</b>	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	modification
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	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	
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE								0.0	0.0	0.0	
UPN 8669		CN		10,763.2	3,531.5	154.6				1,939.1	12,510.2	14,449.3	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	
<b>Airport Rd. &amp; Main St. - Blgs</b>	Intersection Improvements	OT		295.6	350.7					39.7	255.9	350.7	
UPN 8718		PE		2,229.8						346.3	2,234.2	2,580.5	
MDT		RW					61.2			8.2	53.0	61.2	
		IC					153.1			20.5	132.5	153.1	
		CN						7,718.4		1,035.8	6,682.6	7,718.4	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	
<b>1st Ave. N - N 9th to RR Xing</b>	Reconstruction of roadway	PE		2,984.3						400.5	2,583.8	2,984.3	
UPN 9022	Major Rehab	RW					59.8			8.0	51.8	59.8	
MDT		IC						59.8		8.0	51.8	59.8	
		CN						20,808.6		2,792.5	18,016.1	20,808.6	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	
<b>Zoo Drive Improvements</b>	Intersection Improvements	PE		499.7						67.1	432.7	499.7	
UPN 9597		RW			170.8					22.9	147.9	170.8	
MDT		IC			227.7					30.6	197.2	227.7	
	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	
<b>1st Ave. N - RR Xing to Broadway</b>	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		IC					8,345.7			34.3	221.3	255.6	
	N-115 RP 0.93 - RP 1.45	CN								1,120.0	7,225.7	8,345.7	updated costs
		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	
<b>1st Ave. N - Broadway to Division</b>	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		IC					7,732.6			47.1	303.6	350.6	
	N-115 RP 1.45 to RP 2.05	CN								1,037.7	6,694.9	7,732.6	updated costs
		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	
<b>Montana Ave Crosswalks - BLGS</b>	Sidewalk Improvements	PE		128.2						17.2	111.0	128.2	
UPN 9998	ADA compliance	RW								3.4	22.2	25.6	
MDT		IC					25.6			6.9	44.4	51.3	
		CN						2,610.1		350.3	2,259.8	2,610.1	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	
<b>NH TOTAL</b>			<b>79,976.2</b>	<b>20,391.4</b>	<b>14,609.9</b>	<b>17,429.4</b>	<b>17,815.0</b>	<b>39,638.3</b>	<b>0.0</b>	<b>25,479.2</b>	<b>164,381.0</b>	<b>189,860.2</b>	

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

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

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

CN estimates include CE costs

# National Highway Freight Program (NHFP)\*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
										8.76%	91.24%		
<b>Billings Bypass</b> (Johnson Lane Interchange) UPN4199007	Reconstruction of existing Interchange	CN				14,357.7					1,257.7	13,100.0	14,357.7
										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
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14,357.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,257.7</b>	<b>13,100.0</b>	<b>14,357.7</b>
<b>I-90 Yellowstone River Bridges</b> UPN 7972	Reconstruction of interstate bridges	PE	801.4							70.2	731.2	801.4	
		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	
		<b>Total</b>	<b>18,126.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,587.9</b>	<b>16,538.6</b>	<b>18,126.4</b>	
<b>NHFP TOTAL</b>			<b>18,126.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14,357.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,845.6</b>	<b>29,638.6</b>	<b>32,484.2</b>	

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

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													
<b>STPP TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

CN estimates include CE costs

# Railroad Crossing (RRS)

Funding shown in thousands of dollars

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

CN estimates include CE costs

# Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>Sponsor</b>													
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>		<b>2,500.0</b>
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0		923.3
UPN 8052		RW	1,530.0							153.0	1,377.0		1,530.0
		IC	415.1		-38.1					37.7	339.3		377.0
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2		4,144.7
<i>MDT</i>	RP 15.4 to 15.7	<b>Total</b>	<b>6,918.6</b>	<b>94.5</b>	<b>-38.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>697.5</b>	<b>6,277.6</b>		<b>6,975.1</b>
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	Intersection Improvements - Roundabout	PE	863.9	87.6						95.1	856.3		951.5
UPN 9383		IC	1,175.7	-108.5	161.7					122.9	1,106.0		1,228.9
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0		6,913.4
<i>MDT</i>	U1034 RP 2.4-2.8	<b>Total</b>	<b>10,153.0</b>	<b>-1,433.8</b>	<b>374.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>909.4</b>	<b>8,184.4</b>		<b>9,093.8</b>
<b>ZOO DRIVE IMPROVEMENTS - BLOC</b>	Safety Improvements for Traffic Op	PE								0.0	0.0		0.0
UPN 9597		CN			500.0					50.0	450.0		500.0
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>450.0</b>		<b>500.0</b>
<b>SF189 SOUTH D5 SAFETY IMPRV</b>	Warning signs and flashers	PE	16.9							1.7	15.2		16.9
UPN 9912	Not all locations inside MPO boundary using 10% for costs	CN		170.2						17.0	153.2		170.2
<i>MDT</i>	Various Locations	<b>Total</b>	<b>16.9</b>	<b>170.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.7</b>	<b>168.4</b>		<b>187.1</b>
<b>SF 209 BILLINGS DIST SIGNS</b>	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3		44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4		242.7
<i>MDT</i>	Various Locations	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>0.0</b>	<b>242.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.7</b>	<b>258.7</b>		<b>287.5</b>
<b>KING AVE &amp; 48TH STREET - BLGS</b>	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a U-1037 RP 16.5 to 16.7	CN						1,600.0		160.0	1,440.0		1,600.0
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,600.0</b>	<b>0.0</b>	<b>160.0</b>	<b>1,440.0</b>		<b>1,600.0</b>
<b>HSIP Totals</b>			<b>17,133.4</b>	<b>-669.0</b>	<b>1,336.4</b>	<b>742.7</b>	<b>500.0</b>	<b>2,100.0</b>	<b>0.0</b>	<b>2,114.3</b>	<b>19,029.1</b>		<b>21,143.5</b>

Final

Final modification modification

decreased costs

New project

CN estimates include CE costs

# Bridge Program

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>		
<b>BBP-YELLOWSTONE RIVER</b>	New bridge construction	CN	5,000.0							0.0	0.0	0.0	
UPN 4199-003										671.0	4,329.0	5,000.0	
<i>MDT</i>	Statewide	<b>Total</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>	
<b>I-90 Yellowstone River</b>		PE	4,833.3							648.6	4,184.6	4,833.3	
UPN 7972		CN	63,376.3	2,074.9						8,783.6	56,667.7	65,451.3	
<i>MDT</i>	RP 2.7 to 3.0	<b>Total</b>	<b>68,209.6</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,432.2</b>	<b>60,852.3</b>	<b>70,284.5</b>	
<b>BR PRES COLUMBUS JOLIET AV</b>	Minor bridge rehab	PE	168.9							22.7	146.3	168.9	
UPN 9552		IC								0.0	0.0	0.0	
One project in MPO	Using 33% for costs	CN		1,746.3						234.4	1,512.0	1,746.3	
<i>MDT</i>	U-1033 RP 0.9 to 1.1	<b>Total</b>	<b>168.9</b>	<b>1,746.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>257.0</b>	<b>1,658.3</b>	<b>1,915.3</b>	
<b>SHILOH RD / I-90 BRIDGE - BL</b>	Bridge rehab	PE	309.9							41.6	268.3	309.9	
UPN 9720		IC			12.4					1.7	10.7	12.4	
<i>MDT</i>	U-1031 RO 5.0 to 5.3	<b>Total</b>	<b>309.9</b>	<b>0.0</b>	<b>12.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,824.2</b>	<b>422.3</b>	<b>2,724.2</b>	<b>3,146.5</b>	
<b>MONTANA AVE OVERPASS - BIL</b>	Bridge rehab	PE	43.3							5.8	37.5	43.3	
UPN 9913		CN	1,092.3	-186.6						121.6	784.2	905.8	
<i>MDT</i>	N113 RP1.82 TO 1.92	<b>Total</b>	<b>1,135.6</b>	<b>-186.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>127.4</b>	<b>821.7</b>	<b>949.1</b>	
<b>BR TOTAL</b>			<b>74,824.1</b>	<b>3,634.7</b>	<b>12.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,824.2</b>	<b>0.0</b>	<b>10,909.8</b>	<b>70,385.5</b>	<b>81,295.4</b>

modified costs

moved to 28 from 26

CN estimates include CE costs

# Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

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

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
<b>Sponsor</b>									13.42%	13.42%	86.58%	
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>167.8</b>	<b>1,082.3</b>	<b>1,250.0</b>
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE	1,093.6							146.8	946.8	1,093.6
		RW	150.0	-17.4						17.8	114.8	132.6
		IC	452.9							60.8	392.1	452.9
UPN 8669		CN	1,154.4							154.9	999.5	1,154.4
<i>MDT</i>	RP .51 to .72	<b>Total</b>	<b>2,850.9</b>	<b>-17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>380.2</b>	<b>2,453.2</b>	<b>2,833.4</b>
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation	CN	554.4							74.4	480.0	554.4
UPN 9198	Not all locations inside MPO bound	<b>Total</b>	<b>554.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.4</b>	<b>480.0</b>	<b>554.4</b>
<i>MDT</i>	I-90 RP 437.12 to 446.7											
<b>ATSPM - MAIN STREET (BILLINGS)</b>	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400		<b>Total</b>	<b>221.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.7</b>	<b>191.4</b>	<b>221.0</b>
<i>MDT</i>	Various Locations											
<b>BILLINGS DISTRICT ADA UPGRAD</b>	ADA upgrades	PE	25.2	12.6						5.1	32.8	37.8
	Not all locations inside MPO boundary	CE		62.3						8.4	53.9	62.3
UPN 10431	using 15% for costs	<b>Total</b>	<b>25.2</b>	<b>74.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.4</b>	<b>86.7</b>	<b>100.1</b>
<i>MDT</i>	Various Locations											
		<b>Total</b>	<b>3,651.5</b>	<b>807.5</b>	<b>750.0</b>	<b>750.0</b>	<b>750.0</b>	<b>750.0</b>	<b>0.0</b>	<b>1,001.0</b>	<b>6,458.0</b>	<b>7,459.0</b>

CN estimates include CE costs

# Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal				
<b>Zoo Drive Improvements</b> UPN 9597	Intersection Improvements														
	I-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	<b>Total</b>	0.0	0.0	1,155.0	0.0	0.0	0.0	0.0	0.0	155.0	1,000.0			1,155.0
<b>BILLINGS DISTRICT ADA UPGRAD</b>	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	<b>Total</b>	0.0	388.4	-26.8	0.0	0.0	0.0	0.0	0.0	48.5	313.1			361.6
	Various Locations														
<b>KING AVE &amp; 48TH STREET - BLGS</b>	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	<b>Total</b>	0.0	0.0	600.0	0.0	400.0	2,308.1	0.0	0.0	443.9	2,864.2			3,308.1
		<b>Total</b>	0.0	388.4	1,728.2	0.0	400.0	2,308.1	0.0	0.0	647.5	4,177.2			4,824.7

added new funding source for Zoo Drive

modified

New project

# Transportation Alternatives

Funding shown in thousands of dollars

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

updated costs  
updated costs and moved to 28 from 26

updated costs  
updated costs and moved to 25 from 26

CN estimates include CE costs

# FWP Recreational Trails Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local 20.00%	State 0%	Federal 80.00%	
<b>Rec Trails Program</b> <i>Local</i>	Trail Construction Various	All				125.0	125.0	125.0	75.0		300.0	375.0
	<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>75.0</b>	<b>0.0</b>	<b>300.0</b>	<b>375.0</b>
<b>Rose Park Trail, Phase 1</b> <i>City of Billings/TrailNet</i>	New Trail Construction Local match sourced from cash in-kind contributions	PE CN	25.0 100.0						5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>125.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Rose Park Trail, Phase 2</b> <i>City of Billings/TrailNet</i>	Continuation of Rose Park Trail	PE CN		25.0 74.6					5.0 24.6		20.0 50.0	25.0 74.6
	<b>Total</b>		<b>0.0</b>	<b>99.6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>0.0</b>	<b>70.0</b>	<b>99.6</b>
<b>Lillis Park Trail Connector</b> <i>City of Billings</i>	Trail reconstruction	PE CN		25.0 100.0					5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>0.0</b>	<b>125.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Big Ditch Trail Extension</b> <i>City of Billings</i>	Trail reconstruction	PE CN		25.0 100.0					5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>0.0</b>	<b>125.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Southern Riverfront Park</b> <i>City of Billings</i>	Trail reconstruction	PE CN			25.0 100.0				5.0 20.0		20.0 80.0	25.0 100.0
	<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>100.0</b>	<b>125.0</b>
<b>Trailside Education Signs*</b> <i>City of Billings/Trailnet</i>	Trail Signage	PE CN			59.1				0.0 11.8		0.0 47.2	0.0 59.1
	<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>59.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>0.0</b>	<b>47.2</b>	<b>59.1</b>
<b>Total</b>			<b>125.0</b>	<b>349.6</b>	<b>184.1</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>216.4</b>	<b>0.0</b>	<b>817.2</b>	<b>1,033.7</b>

updated costs and split

new project

new project

\*pending award

# Earmarks

Funding shown in thousands of dollars

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

CN estimates include CE costs

# Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

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

Full 5307 FFY25 apportionment (estimated)

\$2,847,000

## Project 1 - Operating Assistance

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

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

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

# Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source					Total Estimated Obligation
			2024	2025	2026	2027	2028	
<b>Sponsor</b>								
Carryover			1,011.2	753.1	768.1	718.5	965.4	
Allocation (Estimated)			735.0	735.0	735.0	735.0	500.0	
<b>Rolling Stock</b>	Replacement		602.1	0.0	0.0	130.0	0.0	
Met Transit	85/15 match for ADA		602.1	0.0	0.0	130.0	0.0	109.8
<b>Bus and Bus Technology</b>	Upgrade		182.9	38.0	118.9	0.0	0.0	67.9
Met Transit			182.9	38.0	118.9	0.0	0.0	271.8
<b>Bus Facilities and Support</b>	Facility items, construction, technology, amenities, support equipment, etc.		418.8	38.9	609.5	290.0		
Met Transit				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
<b>Bus Facilities Security System</b>	Upgrade			400.0	72.5	32.0		
Met Transit			0.0	400.0	72.5	32.0	0.0	100.9
<b>Bus, Facilities, and Technology</b>	Upgrade facilities, replace buses, add technology		0.0	0.0	0.0	0.0	1,350.0	270.0
Met Transit								1,080.0
<b>SECTION 5339 TOTALS</b>			1,203.7	900.0	980.8	602.0	1,400.0	980.7
Federal			993.1	720.0	784.6	488.1	1,120.0	0.0
Local			210.6	180.0	196.2	113.9	280.0	4,105.8
Balance			753.1	768.1	718.5	965.4	345.4	5,086.5

updated allocation for 24

## PROJECTS

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

## Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase	Funding Source					Total Estimated Obligation
			2024	2025	2026	2027	2028	
<b>Sponsor</b>								
Carryover			6,904.6					
Allocation	5339b/LowNo		0.0	910.3				
<b>Rollingstock</b>	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	975.0
<b>Bus and Bus Facilities</b>	Technology		465.0					
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	593.5
<b>SECTION 5339 TOTALS</b>			8,391.7	1,075.4	0.0	0.0	0.0	###
Federal			6,904.6	910.3	0.0	0.0	0.0	7,898.6
Local			1,487.0	165.1	0.0	0.0	0.0	9,467.0
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				
<b>Paratransit Vehicles</b>	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	271.8
<i>Met Transit and Coordination Group</i>		Purch.	111.9	100.0				42.4		169.5	211.9
			<b>239.9</b>	<b>243.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72.5</b>		<b>411.1</b>	<b>483.6</b>
<b>Traditional and Non-Traditional Projects</b>	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>		Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<b>SECTION 5310 TOTALS</b>			<b>239.9</b>	<b>356.3</b>	<b>226.0</b>	<b>226.0</b>	<b>226.0</b>	<b>230.6</b>		<b>1,043.5</b>	<b>1,274.1</b>
	<b>Federal</b>		<b>203.9</b>	<b>297.2</b>	<b>180.8</b>	<b>180.8</b>	<b>180.8</b>				
	<b>Local</b>		<b>36.0</b>	<b>59.1</b>	<b>45.2</b>	<b>45.2</b>	<b>45.2</b>				
	<b>Balance</b>		<b>22.0</b>	<b>0.0</b>	<b>45.1</b>	<b>90.2</b>	<b>135.3</b>				

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	<b>1,352.7</b>	
<b>Transit Operations</b>	Operating		348.9	253.8	250.0	250.0	250.0	<b>1,352.7</b>	
<i>Met Transit</i>			<b>348.9</b>	<b>253.8</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>1,352.7</b>	
<b>STATE TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,352.7</b>	

## **Public Comment**

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: <https://www.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