

Billings MPO Project List

| PROJECT | UPN | SCOPE | COMMENTS | PERFORMANCE MEASURES |
|--|----------|--|--|---|
| CMAQ | | | | |
| Billings Bypass - Yellowstone River Bridge | 4199-003 | New construction of bridge over the Yellowstone River | | |
| Billings Bypass - Johnson Lane Interchange | 4199-007 | Reconstruction of existing Interchange to a diverging diamond design | | System performance - Efficiency |
| Grand Ave 41st to 62nd | | Reconstruction of existing roadway | possible Iaq project | System performance - Efficiency |
| STPU | | | | |
| Billings Bypass - Five Mile Road | 4199-002 | Reconstruction of roadway | Completed | System performance - Efficiency |
| Billings Bypass - Yellowstone River Bridge | 4199-003 | New construction of bridge over the Yellowstone River | | |
| Billings Bypass - Johnson Lane Interchange | 4199-007 | Reconstruction of existing Interchange to a diverging diamond design | | System performance - Efficiency |
| Grand Ave 41st to 62nd | | Reconstruction of existing roadway | possible Iaq project | System performance - Efficiency |
| IM | | | | |
| MDT Preventative Maintenance | | Pavement Preservation and Striping | | |
| I-90 Yellowstone River - Billings | 7972 | Bridge Replacement | Placeholder to allow project nominations | Bridge condition |
| Mossmain Intch - West Bigs 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 Interchange - Billings | 9978 | Reconstruction of existing Interchange to a diverging diamond design | | Safety - Reduce Fatalities & Serious Injuries |
| I-90 CULVERTS - BILLINGS AREA | 10427 | Culvert replacement | Not all locations inside MPO boundary | |
| NH | | | | |
| MDT Preventative Maintenance | | Pavement Preservation and Striping | | |
| Billings Bypass | 4199-000 | New Construction | Placeholder to allow project nominations | |
| Billings Bypass - Yellowstone River Bridge | 4199-003 | New construction of bridge over the Yellowstone River | Covers PE & IC | |
| 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. Bigs | 7908 | Intersection Improvements | | Safety - Reduce Fatalities & Serious Injuries |
| Underpass Ave. Improvements | 8669 | Intersection Improvements | | Safety - Reduce Fatalities & Serious Injuries |
| Airport Rd. & Main St. - Bigs | 8718 | Intersection Improvements | | Safety - Reduce Fatalities & Serious Injuries |
| 1st Ave. N - N 9th to RR Xing | 9022 | Major Reconstruction | | Safety - Reduce Fatalities & Serious Injuries |
| Zoo Drive Improvements | 9597 | Intersection Improvements | | Safety - Reduce Fatalities & Serious Injuries |
| 1st Ave. N - RR Xing to Broadway | 9880 | Major Reconstruction | | Safety - Reduce Fatalities & Serious Injuries |
| 1st Ave. N - Broadway to Division | 9881 | Major Reconstruction | | Safety - Reduce Fatalities & Serious Injuries |
| Montana Ave Crosswalks - Billings | 9998 | Sidewalk Improvements ADA Compliance | | Safety - Reduce Fatalities & Serious Injuries |

Billings MPO Project List (Continued)

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

Billings MPO Project List (Continued)

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

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

| Project: Billings Bypass | Description | Phase | Program Schedule | | | | | | | | | | Funding Source | Local | State | Federal | Total Project Costs | |
|--------------------------|-------------|--|------------------|------------------|-----------------|----------------|-----------------|------------|------------|------------|------------|------------|----------------|------------|------------|------------|---------------------|------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 2028+ | 2028+ | 2028+ | 2028+ | | | | | | |
| Sponsor: MDT | | | | | | | | | | | | | | | | | | |
| Billings Bypass | UPM4199000 | Environmental Impact Statement | PE-EIS | 4,919.6 | | | | | | | | | | | | | | 4,919.6 |
| | | Preliminary Engineering | PE | 9,679.0 | | | | | | | | | | | | | | 9,679.0 |
| | | Preliminary Engineering | PE | 8,074.0 | | 1,300.0 | | | | | | | | | | | | 9,374.0 |
| | | Right of Way Acquisition | RW | 11,420.0 | 4,500.0 | 2,050.0 | | | | | | | | | | | | 17,970.0 |
| | | Utility Moves | IC | | | | | | | | | | | | | | | 0.0 |
| MDT | UPM4199002 | Construction of Five Mile Road | IC | 34,092.6 | 4,500.0 | 3,350.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41,942.6 |
| | | (Five Mile Road) | IC | 156.8 | | | | | | | | | | | | | | 156.8 |
| | | | CN | 5,865.9 | | | | | | | | | | | | | | 5,865.9 |
| | | | Total | 6,022.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6,022.8 |
| Billings Bypass | UPM4199003 | Construction of a new bridge over the Yellowstone River | IC | 418.2 | | | | | | | | | | | | | | 418.2 |
| | | (Yellowstone River Bridge) | CN | 11,364.2 | -90.8 | | | | | | | | | | | | | 11,364.2 |
| | | | CN | 5,000.0 | | | | | | | | | | | | | | 5,000.0 |
| | | | CN | 5,000.0 | | | | | | | | | | | | | | 5,000.0 |
| | | | CN | 18,261.7 | -1,755.6 | | | | | | | | | | | | | 16,506.1 |
| | | | CN | 12.9 | | | | | | | | | | | | | | 12.9 |
| MDT | UPM4199007 | Reconstruction of existing Interchange | IC | 40,055.0 | -1,846.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38,208.7 |
| | | (Johnson Lane Interchange) | CN | 4,121.1 | | | | | | | | | | | | | | 4,121.1 |
| | | | CN | 2,429.7 | | | | | | | | | | | | | | 2,429.7 |
| | | | CN | 6,200.0 | | | | | | | | | | | | | | 6,200.0 |
| | | | CN | 3,800.0 | | | | | | | | | | | | | | 3,800.0 |
| | | | CN | 14,357.7 | | | | | | | | | | | | | | 14,357.7 |
| | | | CN | 29,160.8 | | | | | | | | | | | | | | 29,160.8 |
| MDT | UPM4199005 | Construction of new bridge over railroad | IC | 4,121.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,121.1 |
| | | | IC | 764.4 | 469.2 | | | | | | | | | | | | | 1,233.6 |
| | | | CN | 16,929.6 | 520.0 | | | | | | | | | | | | | 17,449.6 |
| MDT | UPM4199008 | New construction of roadway connection from existing interchange to the bridge over the railroad | IC | 17,694.0 | 989.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18,683.2 |
| | | (RR O pass to Yellowstone R) | CN | 7,726.3 | -722.5 | | | | | | | | | | | | | 7,003.8 |
| MDT | UPM4199006 | Construction of connection from Interchange to RR O pass | IC | 7,726.3 | -722.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7,003.8 |
| | | (Johnson Lane Interchange to RR O pass) | CN | 1,000.0 | | | | | | | | | | | | | | 1,000.0 |
| | | | CN | 8,252.8 | | | | | | | | | | | | | | 8,252.8 |
| MDT | UPM4199004 | Construction of connection from Five Mile to US 87 | IC | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | (Five Mile Rd to US 87) | CN | 500.0 | | | | | | | | | | | | | | 500.0 |
| | | | CN | 14,719.6 | | | | | | | | | | | | | | 14,719.6 |
| MDT | | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15,219.6 |
| Totals | | | Total | 109,711.9 | 12,173.2 | 3,350.0 | 55,948.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 196,402.9 |

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

Projects with Multiple Funding Continued

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

| Project: I-90 Yellowstone River Bridges | Description | Phase | Program Schedule | | | | | | | Funding Source | Local | State | Federal | Total Project Costs |
|--|---|-------|------------------|---------|------|------|------|------|-------|----------------|----------|----------|----------|---------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 2028+ | | | | | |
| Sponsor: MDT I-90 Yellowstone River Bridges UPN 7972 | Reconstruction of Interstate bridges over the Yellowstone River | PE | 4,833.3 | | | | | | | BRIDGE | | 648.6 | 4,184.6 | 4,833.3 |
| | | PE | 722.2 | | | | | | | IM* | | 63.3 | 658.9 | 722.2 |
| | | PE | 801.4 | | | | | | | NHFP | | 70.2 | 731.2 | 801.4 |
| | | RW | 180.0 | | | | | | | BRIDGE | | 13.8 | 164.2 | 180.0 |
| | | CN | 63,376.3 | 2,074.9 | | | | | | IM* | | 8,783.6 | 56,667.7 | 65,451.3 |
| MDT | RP 450 to 452.7 | CN | 4,384.0 | | | | | | | NHFP | | 384.0 | 4,000.0 | 4,384.0 |
| | | CN | 17,325.0 | | | | | | | NHFP | | 2,325.0 | 15,000.0 | 17,325.0 |
| Totals | | Total | 91,622.3 | 2,074.9 | 0.0 | 0.0 | 0.0 | 0.0 | | | 12,290.5 | 81,406.7 | 93,697.2 | |
| | | | 91,622.3 | 2,074.9 | 0.0 | 0.0 | 0.0 | 0.0 | | | 12,290.5 | 81,406.7 | 93,697.2 | |

CN estimates include CE costs

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

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

| Project: KING AVE & 48TH STREET - BLGS | Description | Phase | Program Schedule | | | | | | | Funding Source | Local | State | Federal | Total Project Costs | |
|--|---|-------|------------------|------|-------|------|-------|-------|---------|--------------------|-------|-------|---------|---------------------|---------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 2028+ | | | | | | |
| Sponsor: MDT KING AVE & 48TH STREET - BLGS UPN 10643 | address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout | PE | | | 600.0 | | | | | CR | | 80.5 | 519.5 | 600.0 | |
| | | RW | | | | | 400.0 | | | CR | | 53.7 | 346.3 | 400.0 | |
| | | IC | | | | | | 400.0 | | CR | | 53.7 | 346.3 | 400.0 | |
| | | CN | | | | | | | 1,908.1 | | CR | | 256.1 | 1,652.0 | 1,908.1 |
| | | CN | | | | | | | 1,600.0 | | HSP | | 160.0 | 1,440.0 | 1,600.0 |
| MDT | U-1037 RP 16.5 to 16.7 | CN | | | 600.0 | | | | | Local Contribution | | 0.0 | 0.0 | 341.9 | |
| | | CN | | | | | | 400.0 | | | | 341.9 | 4,304.2 | 341.9 | |
| Totals | | Total | 0.0 | 0.0 | 600.0 | 0.0 | 400.0 | 400.0 | | | 341.9 | 603.9 | 4,304.2 | 5,250.0 | |
| | | | 0.0 | 0.0 | 600.0 | 0.0 | 400.0 | 400.0 | | | 341.9 | 603.9 | 4,304.2 | 5,250.0 | |

CN estimates include CE costs

HSP split at 90/10%

Project: Grand Avenue

Funding shown in thousands of dollars

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

New project

Estimated Revenue

Amounts shown in thousands of dollars

| Federal | STP/S*/X* | | | | | | | | | | | | | | SUBTOTAL | | |
|------------------|-----------|----------|----------|-----------|----------|-------|-------|-----|---------|---------|---------|---------|---------|---------|----------|-----------|----------|
| | CMAQ** | STPU* | IM* | NH* | NHFP* | SFCN | STPP* | RRS | HSIP* | BR* | UPP* | MACT* | CR* | TA* | | FWP | |
| <i>Carryover</i> | 7,186.9 | 12,767.4 | | | | | | | | | | | | | | | 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 | 5,945.0 | 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 | | DISCRETIONAL 5339 | | FTA 5310 | | GAS TAX | CITY | COUNTY | OTHER*** | TOTAL |
|------------------|----------|----------|----------|-------|-------------------|---------|----------|-------|---------|---------|---------|-----------|-------|
| | Federal | Local | Federal | Local | Federal | Local | Federal | Local | | | | | |
| <i>Carryover</i> | 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, MACT, and TA funds include match.

**Reflective of federal share only.

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

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars
 Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

| Project | Description | Phase | Funding Source | | | | | | | | | | Total Project Costs | |
|--|--|---------|----------------|---------|---------|---------|---------|---------|----------|----------|----------|----------|---------------------|--|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | | |
| Sponsor Carryover (Federal) | | | | 7,186.9 | 8,677.3 | 4,799.1 | 6,288.9 | 7,778.7 | 13,426.8 | 13,426.8 | 86.58% | | | |
| <i>Estimated Allocation (Federal)</i> | | | | 1,490.4 | 1,489.8 | 1,489.8 | 1,489.8 | 1,489.8 | 1,489.8 | | | | | |
| Billings Bypass (Yellowstone River Bridge) UPJ4199003 | Construction of a new bridge over the Yellowstone River | CN | 5,000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 671.0 | 4,329.0 | 5,000.0 | | |
| <i>MDT</i> | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 671.0 | 4,329.0 | 5,000.0 | | |
| Billings Bypass (Johnson Lane Interchange) UPJ4199007 | Reconstruction of existing Interchange | CN | 0.0 | 0.0 | 6,200.0 | 0.0 | 0.0 | 0.0 | 0.0 | 832.0 | 5,368.0 | 6,200.0 | | |
| Grand Avenue UPJ4199007 | Reconstruction of existing roadway 41st to 62nd street 2.6 miles | CN | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,426.8 | 0.0 | 459.9 | 2,966.9 | 3,426.8 | | |
| <i>Possible LAG with city</i> | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,426.8 | 0.0 | 459.9 | 2,966.9 | 3,426.8 | | |
| Service Operations* Operating - 80% match MET Transit | Transfer from CMAQ to 5307 | Transit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Project Adjustments/Closures | | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| CMAQ Totals | | | 0.0 | 6,200.0 | 0.0 | 0.0 | 0.0 | 3,426.8 | 0.0 | 1,962.9 | 12,663.9 | 14,626.8 | | |
| Federal | | | 0.0 | 5,368.0 | 0.0 | 0.0 | 0.0 | 2,966.9 | 0.0 | 1,453.7 | 10,735.6 | 12,663.9 | | |
| State | | | 0.0 | 820.9 | 0.0 | 0.0 | 0.0 | 453.7 | 0.0 | 509.2 | 1,928.3 | 1,962.9 | | |
| Ending Balance (Federal) | | | 8,677.3 | 4,799.1 | 6,288.9 | 7,778.7 | 6,301.6 | | | | | | | |

updated allocation

New project cmaq participating in STPU project

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

Interstate Maintenance (IM)

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 | Federal % | | | | | |
| Sponsor | | | | | | | | | | | | | | | | | |
| MDT- PREVENTATIVE MAINTENANCE - IM | Maintenance - Striping, Durable | All | | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | | 657.0 | 91.24% | 6,843.0 | | 7,500.0 | |
| <i>MDT</i> | Pave Marking, Pavement Pres. | Total | | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 | | 657.0 | 6.843.0 | 7,500.0 | | | |
| Johnson Lane Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | | | 0.3 | | 3.6 | | 4.0 | |
| <i>MDT</i> | Interchange | Total | | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | 3.6 | | 4.0 | |
| Lockwood Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | | | 0.3 | | 3.6 | | 4.0 | |
| <i>MDT</i> | Interchange | Total | | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | 3.6 | | 4.0 | |
| 27TH ST. Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | | | 0.3 | | 3.6 | | 4.0 | |
| <i>MDT</i> | Interchange | Total | | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | 3.6 | | 4.0 | |
| South Billings Blvd Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | | | 0.3 | | 3.6 | | 4.0 | |
| <i>MDT</i> | Interchange | Total | | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | 3.6 | | 4.0 | |
| King Ave West Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.0 | | | | | | | | 0.3 | | 3.6 | | 4.0 | |
| <i>MDT</i> | Interchange | Total | | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | 3.6 | | 4.0 | |
| Zoo Drive Interchange Ramps | Striping and Durable Pavement Markings | OT | | 4.5 | | | | | | | | 0.4 | | 4.1 | | 4.5 | |
| <i>MDT</i> | Interchange | Total | | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | | 4.1 | | 4.5 | |
| Billings Bypass - Johnson Lane Interch | Reconstruction of existing | CN | | | | | | | | | | 2,554.5 | | 26,606.3 | | 29,160.8 | |
| <i>MDT</i> | Interchange | Total | | 0.0 | 0.0 | 0.0 | 29,160.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2,554.5 | | 26,606.3 | | 29,160.8 | |
| I-90 Yellowstone River Bridges | Bridge Replacement | PE | | 722.2 | | | | | | | | 63.3 | | 658.9 | | 722.2 | |
| <i>MDT</i> | Bridge Replacement | RW | | 180.0 | | | | | | | | 15.8 | | 164.2 | | 180.0 | |
| <i>MDT</i> | Bridge Replacement | CN | | 4,384.0 | | | | | | | | 384.0 | | 4,000.0 | | 4,384.0 | |
| Mossmain Interch - West Biggs Interch | Pavement Preservation | PE | | 910.5 | | | | | | | | 79.8 | | 830.8 | | 910.5 | |
| <i>MDT</i> | Pavement Preservation | CN | | 24,304.8 | | | | | | | | 2,221.2 | | 23,135.3 | | 25,356.5 | |
| Lockwood Interchange - Billings | Capital Construction | PE | | 3,331.2 | | | | | | | | 370.7 | | 3,860.6 | | 4,231.2 | |
| <i>MDT</i> | Improvements to Lockwood Interchange | RW | | 768.7 | | | | | | | | 67.3 | | 701.4 | | 768.7 | |
| <i>MDT</i> | Improvements to Lockwood Interchange | CN | | 768.7 | | | | | | | | 67.3 | | 701.4 | | 768.7 | |
| I-90 CULVERTS - BILLINGS AREA | Culvert Replacement | PE | | 757.0 | | | | | | | | 549.2 | | 690.7 | | 757.0 | |
| <i>MDT</i> | Not all locations inside MPO boundary | CN | | 757.0 | | | | | | | | 549.2 | | 690.7 | | 757.0 | |
| IM TOTAL | | Total | 33,832.8 | 3,333.0 | 3,168.7 | 31,429.5 | 7,769.4 | 52,769.9 | 0.0 | 0.0 | 11,589.8 | 120,713.6 | | 132,303.4 | | 7,026.4 | |

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

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

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

CN estimates include CE costs

updated costs

decreased costs

moved to 26 from 25

modification

modification

modification

National Highway (NH)*

Funding shown in thousands of dollars

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

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process. *NH is a state sub-allocated program funded by the federal National Highway Performance Program. CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

| Project Sponsor | Description | Phase | Funding | | | | | | Funding Source | | | Total Project Costs | | |
|--|--|--------------|-------------------|------------|------------|-----------------|------------|------------|----------------|-----------------|-------------------|---------------------|----------|---------------------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | | |
| | | | | | | | | | | 8.76% | 91.24% | | | |
| Billings Bypass UPN4199007 (Johnson Lane Interchange) | Reconstruction of existing Interchange | CN | | | | 14,357.7 | | | | | 1,257.7 | 13,100.0 | 14,357.7 | moved to 26 from 25 |
| MDT | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | Total | 0.0 | 0.0 | 0.0 | 14,357.7 | 0.0 | 0.0 | 0.0 | 1,257.7 | 13,100.0 | 14,357.7 | | |
| I-90 Yellowstone River Bridges UPN 7972 | Reconstruction of interstate bridges | PE CN | 801.4 17,325.0 | | | | | | | 70.2 1,517.7 | 731.2 15,807.3 | 801.4 17,325.0 | | |
| MDT | | | | | | | | | | 0.0 | 0.0 | 0.0 | | |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 | | |
| | | Total | 18,126.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,587.9 | 16,538.6 | 18,126.4 | | |
| NHFP TOTAL | | | 18,126.4 | 0.0 | 0.0 | 14,357.7 | 0.0 | 0.0 | 0.0 | 2,845.6 | 29,638.6 | 32,484.2 | | |

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

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

*NHFP is funded by the federal National Highway Performance Program.

CN estimates include CE costs

Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction (SFCN)

Funding shown in thousands of dollars

| Project Sponsor | Description | Phase | Funding | | | | | | Funding Source | | | Total Project Costs | | |
|---|--|--------------|----------------|------------|-------------|-------------|------------|------------|----------------|--------------|----------------|---------------------|------------------------------------|--|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | | |
| | | | | | | | | | | 13.42% | 86.58% | | | |
| (Yellowstone River Bridge) UPN 4199003 BBP | Construction of a new bridge over the Yellowstone River | CN | 12.9 | | | | | | | 12.9 | 0.0 | 12.9 | | |
| MDT | | | | | | | | | | 12.9 | 0.0 | 12.9 | | |
| | | Total | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 12.9 | | |
| Lockwood Interchange UPN 9588 | Interchange Improvement Study | OT | 1,546.8 | | | | | | | 207.6 | 1,339.2 | 1,546.8 | corrected typo in amount | |
| MDT | | | | | | | | | | 207.6 | 1,339.2 | 1,546.8 | | |
| | | Total | 1,546.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 207.6 | 1,339.2 | 1,546.8 | | |
| South Billings Blvd UPN | Roadway Striping | OT | 55.3 | | | | | | | 7.4 | 47.9 | 55.3 | | |
| MDT | | | | | | | | | | 0.0 | 0.0 | 0.0 | | |
| | | Total | 55.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | 47.9 | 55.3 | | |
| Johnson Lane Interchange UPN | Roadway Striping | OT | 10.6 | | | | | | | 1.4 | 9.2 | 10.6 | | |
| MDT | | | | | | | | | | 0.0 | 0.0 | 0.0 | | |
| | | Total | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 9.2 | 10.6 | | |
| 88TH ST- SHILOH UPN | Roadway Striping | OT | | | 69.7 | | | | | 9.4 | 60.3 | 69.7 | added new durable striping project | |
| MDT | | | | | | | | | | 0.0 | 0.0 | 0.0 | | |
| | | Total | 0.0 | 0.0 | 69.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9.4 | 60.3 | 69.7 | | |
| SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary | Install safety improvement: signs, delineation, chevrons | CN | | | | 84.6 | | | | 11.4 | 73.2 | 84.6 | updated costs | |
| MDT | | | | | | | | | | 0.0 | 0.0 | 0.0 | | |
| | | Total | 0.0 | 0.0 | 0.0 | 84.6 | 0.0 | 0.0 | 0.0 | 11.4 | 73.2 | 84.6 | | |
| TOTALS | | | 1,625.6 | 0.0 | 69.7 | 84.6 | 0.0 | 0.0 | 0.0 | 250.0 | 1,529.9 | 1,779.9 | | |

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

| Project | Description | Phase | Funding Source | | | | | | | | | | Total Project Costs | | | | | | |
|--------------------|-------------|----------|----------------|-------|---------|------|------|--------|--------|--------|-----|-----|---------------------|-----|-----|-----|-----|-----|-----|
| | | | Local | State | Federal | | | | | | | | | | | | | | |
| Sponsor | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 13.42% | 13.42% | 86.58% | | | | | | | | | |
| No New Projects | | Total | | | | | | | | | | | | | | | | | |
| STPP TOTALS | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

| Project | Description | Phase | Funding Source | | | | | | | | | | Total Project Costs | | | | | | |
|--------------------|-------------|----------|----------------|-------|---------|------|------|--------|--------|--------|-----|-----|---------------------|-----|-----|-----|-----|-----|-----|
| | | | Local | State | Federal | | | | | | | | | | | | | | |
| Sponsor | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 13.42% | 13.42% | 86.58% | | | | | | | | | |
| No New Projects | | Total | | | | | | | | | | | | | | | | | |
| STPP TOTALS | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

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

CN estimates include CE costs

moved to 28 from 26

modified costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

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

CN estimates include CE costs

Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

| Project | Description | Phase | Year | | | | | | | | Funding Source | | | Total Project Costs | |
|-------------------------------|---|-------|----------|-------|---------|------|-------|---------|------|------|----------------|-------|---------|---------------------|---------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Local | State | Federal | | |
| Sponsor | | | | | | | | | | | | | | | |
| Zoo Drive Improvements | Intersection Improvements | | | | | | | | | | | | | | |
| UPN 9597 | 1-90 RP 442.9 to 444.3 U-101.1 RP 2.36 to 3.04 | CN | | | 1,155.0 | | | | | | | | | | |
| | | Total | 0.0 | 0.0 | 1,155.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 155.0 | 1,000.0 | 1,155.0 | 1,155.0 |
| | | MDT | | | | | | | | | | | | | |
| | ADA upgrades Not all locations inside MPO boundary using 15% for costs | PE | | | | | | | | | | | | | |
| UPN 10431 | Various Locations | CN | | 388.4 | -26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 48.5 | 313.1 | 361.6 | 361.6 |
| | | Total | 0.0 | 388.4 | -26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.5 | 313.1 | 361.6 | 361.6 |
| | | MDT | | | | | | | | | | | | | |
| | 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 | PE | | | 600.0 | | | | | | | 80.5 | 519.5 | 600.0 | 600.0 |
| UPN 10643 | | RW | | | | | | 400.0 | | | | 53.7 | 346.3 | 400.0 | 400.0 |
| | | IC | | | | | | 400.0 | | | | 256.1 | 1,652.0 | 1,908.1 | 1,908.1 |
| | | CN | | | | | | 1,908.1 | | | | 443.9 | 2,864.2 | 3,308.1 | 3,308.1 |
| | | Total | 0.0 | 0.0 | 600.0 | 0.0 | 400.0 | 2,308.1 | 0.0 | 0.0 | 0.0 | 647.5 | 4,177.2 | 4,824.7 | 4,824.7 |
| | | MDT | | | | | | | | | | | | | |
| | | Total | 0.0 | 388.4 | 1,728.2 | 0.0 | 400.0 | 2,308.1 | 0.0 | 0.0 | 0.0 | 647.5 | 4,177.2 | 4,824.7 | 4,824.7 |

added new funding source for Zoo Drive

modified

New project

Transportation Alternatives

Funding shown in thousands of dollars

| Project | Description | Phase | Year | | | | | | | Funding Source | | | Total Project Costs | | |
|------------------------------------|----------------------------------|------------------|----------|---------|---------|---------|---------|---------|---------|----------------|----------|----------|---------------------|----------|----------|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | | | | |
| Sponsor | | | | | | | | | | | | | | | |
| Carryover | | | | 5,945.0 | 5,698.4 | 5,478.3 | 6,268.2 | 7,058.2 | 7,900.0 | | | | | | |
| Estimated Allocation (TA) | | | | 790.0 | 790.0 | 790.0 | 790.0 | 790.0 | 790.0 | | | | | | |
| STAGECOACH TRAIL - BILLINGS | | | | | 931.2 | | | | | | | | | | |
| UPN 10432 | Shared use path | PE | | | | | | | | | | | | | |
| <i>MDT/Local's</i> | Skyline Trail to Zimmerman Trail | CN | | | | | | | | | | | | | |
| SIDEWALKS - LOCKWOOD | | | | | | | | | | | | | | | |
| UPN 10433 | Sidewalk construction | PE | | 266.1 | 1,166.6 | | | | | | | | | | |
| <i>MDT/Local's</i> | Old Hardin Road | CN | | | | | | | | | | | | | |
| | | Total | 0.0 | 266.1 | 1,166.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 156.6 | 192.3 | 230.4 | 266.1 |
| | | TA TOTALS | 0.0 | 1,197.3 | 1,166.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,035.0 | 0.0 | 6,677.5 | 7,712.6 |
| | | Federal | 0.0 | 1,036.6 | 1,010.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,630.9 | 0.0 | 5,437.1 | 6,279.9 |
| | | Local | 0.0 | 160.7 | 156.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 717.8 | 192.3 | 230.4 | 266.1 |
| | | Balance | 5,698.4 | 5,478.3 | 6,268.2 | 7,058.2 | 7,900.0 | 8,428.8 | 9,312.2 | 10,110.1 | 11,010.1 | 12,440.4 | 14,332.7 | 16,332.7 | 18,332.7 |

CN estimates include CE costs

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

FWP Recreational Trails Program

Funding shown in thousands of dollars

| Project | Description | Phase | Funding Source | | | | | | | | Total Project Costs | | | | | | | | | | |
|------------------------------------|-------------------------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------------|--------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | Funding Source | | | | | | | | | | | | | | | | | | |
| | | | Local | State | Federal | | | | | | | | | | | | | | | | |
| Sponsor | | | | | | | | | | | | | | | | | | | | | |
| Rec Trails Program | Trail Construction | All | | | | | | | | | | | | | | | | | | | |
| <i>Local</i> | Various | Total | 0.0 | 0.0 | 0.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 |
| Rose Park Trail, Phase 1 | New Trail Construction | PE | 25.0 | | | | | | | | | | | | | | | | | | |
| | Local match sourced from cas | CN | 100.0 | | | | | | | | | | | | | | | | | | |
| | In-kind contributions | Total | 125.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125.0 |
| Rose Park Trail, Phase 2 | Continuation of Rose Park Tra | PE | | 25.0 | | | | | | | | | | | | | | | | | |
| | | CN | | 74.6 | | | | | | | | | | | | | | | | | |
| | | Total | 0.0 | 99.6 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99.6 |
| <i>City of Billings/TrailNet</i> | | | | | | | | | | | | | | | | | | | | | |
| Lillis Park Trail Connector | Trail reconstruction | PE | | 25.0 | | | | | | | | | | | | | | | | | |
| | | CN | | 100.0 | | | | | | | | | | | | | | | | | |
| | | Total | 0.0 | 125.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125.0 |
| <i>City of Billings</i> | | | | | | | | | | | | | | | | | | | | | |
| Big Ditch Trail Extension | Trail reconstruction | PE | | 25.0 | | | | | | | | | | | | | | | | | |
| | | CN | | 100.0 | | | | | | | | | | | | | | | | | |
| | | Total | 0.0 | 125.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125.0 |
| <i>City of Billings</i> | | | | | | | | | | | | | | | | | | | | | |
| Southern Riverfront Park T | Trail reconstruction | PE | | 25.0 | | | | | | | | | | | | | | | | | |
| | | CN | | 100.0 | | | | | | | | | | | | | | | | | |
| | | Total | 0.0 | 0.0 | 125.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125.0 |
| <i>City of Billings</i> | | | | | | | | | | | | | | | | | | | | | |
| Trailside Education Signs* | Trail Signage | PE | | 59.1 | | | | | | | | | | | | | | | | | |
| | | CN | | 59.1 | | | | | | | | | | | | | | | | | |
| | | Total | 0.0 | 0.0 | 59.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59.1 |
| <i>City of Billings/Trailnet</i> | | | | | | | | | | | | | | | | | | | | | |
| | | Total | 125.0 | 349.6 | 184.1 | 125.0 | 125.0 | 125.0 | 125.0 | 125.0 | 216.4 | 0.0 | 817.2 | 1,033.7 | | | | | | | |

updated costs and split

new project

new project

*pending award

Earmarks

Funding shown in thousands of dollars

| Project | Description | Phase | Funding Source | | | | | | | | | | Total Project | | | | | | |
|-----------------|-------------|---|----------------|----------|------|------|------|------|-------|-------|---------|--------|---------------|----------|----------|--|--|--|--|
| | | | Pre-2024 | 2024 | 2025 | 2026 | 2027 | 2028 | Local | State | Federal | Total | | | | | | | |
| Sponsor | | | | | | | | | | | | | | | | | | | |
| Billings Bypass | UPN41990 | Environmental Impact Statement Preliminary Engineering Right of Way Acquisition | PE | 14,598.6 | | | | | | | | 13.42% | 13.42% | 86.58% | 14,598.6 | | | | |
| | | | RW | 7,847.0 | | | | | | | | | 1,053.1 | 6,793.9 | 7,847.0 | | | | |
| | | | Total | 22,445.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,012.2 | 19,433.4 | 22,445.6 | | | | |
| | | | Total | 22,445.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,012.2 | 19,433.4 | 22,445.6 | | | | |

CN estimates include CE costs

Federal Transit Administration Section 5307*

| Funding shown in thousands of dollars | | | | | | | | | | | |
|---|--------------------------|-------|--------------------|---------|---------|---------|---------|-----------|----------------------------|-------|-------------|
| Project | Description | Phase | Funding Source | | | | | | Total Estimated Obligation | | |
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 20% | | State | Federal 80% |
| Sponsor | | | | | | | | | | | |
| Carryover | | | 5,107.7 | 2,859.7 | 2,847.0 | 2,847.0 | 2,847.0 | 2,847.0 | | | |
| | | | 2,859.7 | 2,847.0 | 2,847.0 | 2,847.0 | 2,847.0 | | | | |
| <i>Allocation (Estimated/Fed Share)</i> | | | | | | | | | | | |
| Bus & Passenger Amenities/ Equipment | | | | | | | | | | | |
| Supportive Equipment | | | | | | | | | | | |
| Facilities/Amenities | | | | | | | | | | | |
| Security Related Capital (1% minimum) | | | | | | | | | | | |
| <i>Net Transit</i> | | | | | | | | | | | |
| Transit Operations**** | | | | | | | | | | | |
| Fleet/Facility Preventive Maintenance | 80/20 Match | | 1,557.1 | 862.5 | 862.5 | 862.5 | 862.5 | 862.5 | 1,001.4 | | 5,007.1 |
| ADA Paratransit (20% of apportionment) | 80/20 Match | | 1,461.0 | 711.8 | 711.8 | 711.8 | 711.8 | 711.8 | 861.6 | | 4,308.0 |
| Fixed Route | 50/50 Match | | 5,389.8 | 3,200.5 | 3,175.2 | 3,117.6 | 3,117.6 | 3,117.6 | 8,990.3 | | 17,980.7 |
| <i>Net Transit</i> | | | 8,387.8 | 4,774.8 | 4,749.5 | 4,691.9 | 4,691.9 | 4,691.9 | 10,853.3 | 0.0 | 16,442.4 |
| Purchase Buses | | | | | | | | | | | |
| Replacement Buses | | | | | | | | | | | |
| Expansion Buses | | | | | | | | | | | |
| <i>Net Transit</i> | | | | | | | | | | | |
| SECTION 5307 TOTALS* | | | | | | | | | | | |
| | Federal | | 8,398.3 | 4,774.8 | 4,749.5 | 4,727.9 | 4,727.9 | 4,727.9 | 10,869.8 | 0.0 | 16,508.4 |
| | Local | | 5,107.7 | 2,859.7 | 2,847.0 | 2,847.0 | 2,847.0 | 2,847.0 | | | 27,378.2 |
| | Ending Balance (Federal) | | 3,290.6 | 1,915.1 | 1,902.5 | 1,880.9 | 1,880.9 | 1,880.9 | | | |
| | | | 2,859.7 | 2,847.0 | 2,847.0 | 2,847.0 | 2,847.0 | 2,847.0 | 0.0 | 0.0 | 0.0 |
| Full 5307 FFY25 apportionment (estimate) | | | \$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% |
| ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service | \$ 569,400 | \$ 142,350 | \$ 711,750 | 80.00% | 20.00% |
| ALI 11.7A.00 - Preventive Maintenance | \$ 690,000 | \$ 172,500 | \$ 862,500 | 80.00% | 20.00% |
| Total | \$ 2,847,000 | \$ 1,902,450 | \$ 4,749,450 | | |

*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MET).
 ***Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

| Project | Description | Phase | Funding Source | | | | | | | | | | Total Estimated Obligation | | |
|---|--|-------|----------------|-------|-------|-------|---------|-----------|-------|-------------|--|--|----------------------------|--|---------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 20% | State | Federal 80% | | | | | |
| Sponsor | | | | | | | | | | | | | | | |
| <i>Carryover Allocation (Estimated)</i> | | | 1,011.2 | 753.1 | 768.1 | 718.5 | 965.4 | | | | | | | | |
| Rolling Stock | Replacement | | 735.0 | 735.0 | 0.0 | 130.0 | 500.0 | | | | | | | | |
| <i>Met Transit</i> | 85/15 match for ADA | | 602.1 | 0.0 | 0.0 | 130.0 | 0.0 | 109.8 | | | | | | | |
| Bus and Bus Technology | Upgrade | | 182.9 | 38.0 | 118.9 | 0.0 | 0.0 | 67.9 | | | | | | | |
| <i>Met Transit</i> | | | 182.9 | 38.0 | 118.9 | 0.0 | 0.0 | 67.9 | | | | | | | |
| Bus Facilities and Support | Facility items, construction, technology, amenities, support equipment, etc. | | 418.8 | 38.9 | 609.5 | 290.0 | 0.0 | 271.8 | | | | | | | |
| <i>Met Transit</i> | | | 418.8 | 38.9 | 609.5 | 290.0 | 0.0 | 271.8 | | | | | | | |
| Bus Facilities Security System | Upgrade | | 418.8 | 400.0 | 72.5 | 32.0 | 0.0 | 403.6 | | | | | | | |
| <i>Met Transit</i> | | | 418.8 | 400.0 | 72.5 | 32.0 | 0.0 | 403.6 | | | | | | | |
| Bus, Facilities, and Technology | Upgrade facilities, replace buses, add technology | | 0.0 | 0.0 | 0.0 | 0.0 | 1,350.0 | 270.0 | | | | | | | |
| <i>Met Transit</i> | | | 0.0 | 0.0 | 0.0 | 0.0 | 1,350.0 | 270.0 | | | | | | | |
| SECTION 5339 TOTALS | | | 1,203.7 | 900.0 | 980.8 | 602.0 | 1,400.0 | 980.7 | 0.0 | 4,105.8 | | | | | 1,350.0 |
| Federal | | | 993.1 | 720.0 | 784.6 | 488.1 | 1,120.0 | | | | | | | | |
| Local | | | 210.6 | 180.0 | 196.2 | 113.9 | 280.0 | | | | | | | | |
| Balance | | | 753.1 | 768.1 | 718.5 | 965.4 | 345.4 | | | | | | | | |

Federal Transit Administration Section 5339 Discretionary Funding

| Project | Description | Phase | Funding Source | | | | | | | | | | Total Estimated Obligation | | |
|-------------------------------|---------------------|-------|----------------|---------|------|------|------|-----------|-------|-------------|--|--|----------------------------|--|---------|
| | | | 2024 | 2025 | 2026 | 2027 | 2028 | Local 15% | State | Federal 85% | | | | | |
| Sponsor | | | | | | | | | | | | | | | |
| <i>Carryover Allocation</i> | 5339b/LowNo | | 6,904.6 | 910.3 | | | | | | | | | | | |
| Rolling Stock | Replace buses | | 0.0 | 1,000.0 | | | | | | | | | | | |
| <i>Met Transit</i> | 85/15 match for ADA | | 5,499.8 | 1,000.0 | 0.0 | 0.0 | 0.0 | 975.0 | | | | | | | 6,499.8 |
| Bus and Bus Facilities | Technology | | 465.0 | 70.0 | | | | | | | | | | | |
| <i>Met Transit</i> | Facility Remodel | | 2,196.0 | 5.4 | | | | | | | | | | | |
| <i>Met Transit</i> | Training | | 20.1 | | | | | | | | | | | | |
| <i>Met Transit</i> | Training Capital | | 210.8 | | | | | | | | | | | | |
| SECTION 5339 TOTALS | 80/20 Rate | Total | 2,891.9 | 75.4 | 0.0 | 0.0 | 0.0 | 593.5 | | | | | | | 2,373.8 |
| Federal | | | 8,381.7 | 1,075.4 | 0.0 | 0.0 | 0.0 | ### | | | | | | | 7,898.6 |
| Local | | | 6,904.6 | 910.3 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Balance | | | 1,487.0 | 165.1 | 0.0 | 0.0 | 0.0 | | | | | | | | |

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

updated allocation for 24

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

| PROJECTS | 2024 | 2025 | 2026 | 2027 | 2028 |
|--------------------------|------|-----------------------------------|------|------|------|
| 2024 | | | | | |
| 4 Diesel Buses | | | | | |
| 4 Electric Buses | | 8 Paratransit Vans | | | |
| Electric Chargers | | | | | |
| ME/Tropex Remodel | | Vehicle Lift, Electric Bus | | | |
| Bus Simulator & Training | | Scarfolding, Maint Staff Training | | | |

