



**TRANSPORTATION ADVISORY COMMITTEE
AGENDA
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA**



**MARCH 13, 2025 MEETING TIME: 10:30 a.m.
Beartooth Meeting Room, 5th Floor
316 N 26th St, Billings MT**

NOTICE TO THE PUBLIC

Citizens are invited to:

- Review the Agenda Packet on the City's website at: <https://ci.billings.mt.us/117/Agendas-Minutes>
- View the meeting live online at Facebook

Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to the Board via email before 12:00 pm on the day prior to the meeting date. All emails received prior to this time will be entered into the record for the public hearing. Comments may be submitted by:

- Mail: City/County Planning Division PO Box 1178, Billings MT 59103
- Email: bernsb@billingsmt.gov
- Please direct questions to Brenda Berns, Planning Clerk at bernsb@billingsmt.gov or 406-247-8610

- 1. Call to Order: Lora Mattox, Transportation Planning Coordinator**
 - a. Public Comment
2. Approval of meeting minutes for January 30, 2025
3. Old Business
4. New Business
 - a. Grand Avenue Federal Funding Priority - Recommendation to Governing Bodies
 - b. TIP Amendment #2 - Recommendation to Governing Bodies
5. Other Business
 - a. Update. Discussion. MET Transit. Rusty Logan, MET Transit Manager
6. Future Agenda Items
7. Adjournment

Date: 03/13/2025
Title:
Presented by:
Department: Planning & Community Services
Presentation:

RECOMMENDATION

Approval of the minutes of: January 30, 2025

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

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Attachments

Minutes of January 30, 2025



**TECHNICAL ADVISORY COMMITTEE AGENDA
CITY OF BILLINGS AND
YELLOWSTONE COUNTY
January 30, 2025
MEETING TIME: 10:30 AM**



316 N. 26th Street, 5th Floor Beartooth Conference Room

Committee Members			
Lora Mattox, Transportation Planning Coordinator, T.A.C.	1	Katie Potts, FHWA	V
Monica Plecker, Director YC Public Works Dept.	1	Wyeth Friday, Director Planning and Community Services	1
Debi Meling, Public Works Director, City of Billings Engineering	1	Mac Fogelsong, City Engineer, City PW Engineering,	1
Rusty Logan, MET Transit Manger	1	Sarah Graham, MET Transit Planner	1
Samantha Woods, Urban Planning Section, MDT	V	Clark Snyder, Environmental Health RiverStone Health	1
Kenn Winegar, Urban Planning Section, MDT	A		
Kurtis Schnieber, MDT	A		
Zach Kirkemo, MDT	V		

Call to Order: Lora Mattox, Transportation Planning Coordinator

Introduction of Committee Members and staff.

Staff in Attendance: Lora Mattox, Transportation Planning Coordinator; Elyse Monat, Transportation Planner; Brenda Berns, Planning Clerk

Participants: Mack Drzayich,

Approval of the minutes: July 18, 2024

Motion: Motion made by Rusty Logan, seconded by Sarah Graham to approve the July 18, 2024 meeting minutes as submitted by staff.

Old Business: There is no Old Business.

New Business:

a. Presentation/Recommendation - Billings Area Pedestrian and Bicycle Master Plan.

Plan Consultant; Mack Drzayich, Alta Planning & Design – Mr. Drzayich gave a presentation on the updates to the 2017 plan.

Network Recommendations

The Billings community envisions a safe, convenient, and connected active transportation network consisting of bikeways, trails, and sidewalks that serve people of all ages and abilities and trips of all purposes, improving the economic, physical, and mental health of the community and its citizens.

Plan Vision & Goals

The Billings area pedestrian and bicycle system should consist of the following elements:

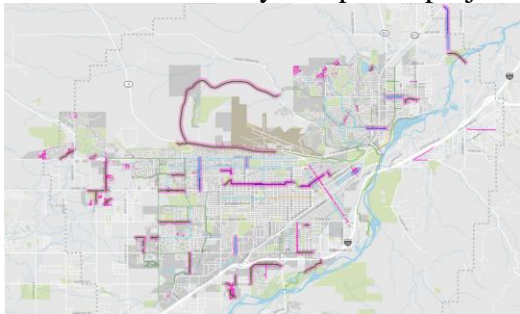
- Make useful connections.
- Serve a wide variety of people.
- Increase the safety and health of the community.
- Enable efficient and sustainable implementation.
- Expand transportation choices.

Progress Report

Mileage built since 2017:

- 8.6 new bikeway miles
- 33 new sidewalks
- 14.5 new shared use path miles

Locations of recently completed projects since 2017:



Some lessons learned:

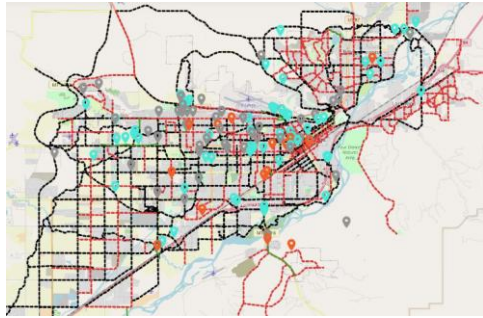
- Funding and staff capacity continue to be limiting factors.
- The MPO has shown it can be successful in obtaining external funding.
- The majority of completed projects came from synergies with other roadway construction and maintenance projects led by Public Works.

- Public Works is doing a good job of referencing the Bikeways & Trails Master Plan to ensure that bicycle and pedestrian improvements are included when roadways are constructed/repaved.

Community Input

Outreach efforts:

- Phase 1 – November 2023 to January 2024; conducted online surveys and in-person open house.
- Phase 11 – July 2024; conducted Online Comment Map showing proposed routes, and pop-up & festival events.



Network Recommendations

FHWA Approach:

- FHWA Bikeway Selection Guide; Target design user & the needs and preferences of varying design users, network design approach, case-by-case guidance for selecting the appropriate facility type.

Design User:

- The majority of existing and potential cyclists have limited tolerance for exposure to motor vehicle traffic; and if they perceive that their exposure is too high, they'll choose not to ride a bike.
- Designing for the “interested but concerned” in every scenario is likely not feasible.

Bikeway selection process:

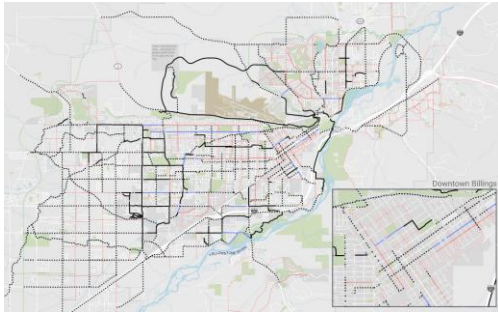
- Plan
- Identify Project Purpose
- Identify Corridor or Project
 - Identify Desired Bikeway
 - Assess and Refine
 - Evaluate Feasibility
 - Select Preferred Bikeway
 - Design

Creating a “spine” network:

- Create a high-comfort network that creates the most important connections.
- Augment with supplemental bikeways that make additional connections.

Draft Network:

- Recommended network



Discussion

There was discussion regarding sidewalks and the separation from traffic to provide a more comfortable experience to most people. Mr. Drzayich stated the Transportation Master plan is intending to look at that more in depth and provide more narrative.

Mr. Fogelson expressed the need for more information on pedestrian crossings included in the presentation. Ms. Monat affirmed that would be included in future presentations.

Motion

A motion was made by Wyeth Friday and seconded by Clark Snyder to recommend that the governing bodies approve the adoption of the Pedestrian and Bicycle Master Plan. The motion carries unanimously.

b. Transportation Alternatives Program –

Lora Mattox provided an update on the current application period for the Transportation Alternatives (TA) Program, noting that the period is now open. She acknowledged that there have been some administrative challenges this week, with funding status fluctuating on the federal level— first available, then paused, and now available again. Despite the uncertainty, the plan is to proceed with the application process as normal until further guidance is received. Lora also shared that staff will present information on the TA Program at the City Council work session scheduled for Monday night. Some committee members have already reviewed a memo related to parks projects, which was provided in case questions arise during the presentation. Lora emphasized that the projects listed in the memo are not formal submissions, but rather reflect initial ideas and feedback gathered so far. At this time, no official project proposals have been received from the County. There was some preliminary discussion with Brandy in Lockwood about potential projects, but nothing formal has been submitted.

Monica Plecker, Public Works Director, added that the County has not been approached regarding specific projects. She also clarified that during a recent RTA meeting to review the final design of the Lockwood sidewalk project, it was confirmed that TA funding is not considered a traditional federal grant. Instead, TA funding falls under a separate program, meaning the current administrative funding issues do not directly apply to TA projects.

Discussion

Staff discussed the importance of clear communication with City Council regarding the funding source and process for the Transportation Alternatives (TA) Program. Staff noted they could provide specific references to the funding source to help clarify how these projects are funded and managed.

It was also noted that MDT (Montana Department of Transportation) is shifting more project management responsibilities to local communities, meaning the City or County may need to take a larger role in managing and maintaining these projects after they are built.

The board discussed maintenance challenges, especially if new infrastructure is added through TA projects, such as sidewalks, crosswalks, flashing beacons, and trail connections. Questions were raised about who will be responsible for maintaining these facilities long-term, and how to ensure federal funding can support not only construction but also ongoing maintenance.

There was general agreement that clarity on maintenance funding is critical, especially when applying for grants like Safe Routes to School or other programs that fund infrastructure improvements. If local governments are unwilling or unable to commit to long-term maintenance, it could jeopardize future funding opportunities.

Staff also briefly reviewed the TA funding timeline, noting that projects typically have two years to obligate funds and up to four or five years to complete construction. If not all funds are used in a given year, a second application round in the fall could be considered.

Finally, staff noted that other local jurisdictions, such as Shepherd, may be applying for TA funding through the statewide program, and they are seeking letters of support to strengthen their applications. The application deadline for the current TA funding cycle is April 9th. Staff encouraged board members to reach out with any additional questions or feedback as the process moves forward.

c. MPO Boundary Update/LRTP Project List Audit RFP –

Lora Mattox provided an update on the MPO boundary review and the Long Range Transportation Plan (LRTP) project list, noting that submissions for consultant proposals are due tomorrow. One proposal has already been received.

Lora emphasized the importance of this process, especially for reviewing the MPO planning boundary, which may need to expand further into the County to account for growth areas. She highlighted the need for input from key staff, including Monica, to ensure the boundary reflects future growth and development. Lora clarified that this is not a review of the urbanized boundary, but rather the broader planning boundary that guides transportation planning.

Additionally, as part of this process, staff will also review the 2023 Long Range Transportation Plan project list. During a Federal Highway Administration (FHWA) audit last year, several inconsistencies

were identified, including projects being listed under incorrect or conflicting funding sources. The project list is long and difficult to navigate, so the goal is to work with a consultant to find a clearer, more accurate way to present the project list — one that ensures funding sources are correctly assigned and that the federal requirements are fully met.

Lora noted that she will be reaching out to partner agencies for input and collaboration as this process moves forward.

d. 21st Street Underpass Project -

Lora Mattox provided an update on the 21st Street Underpass Project. The selection committee chose Kittelson & Associates for the project. Two proposals were received, one from Downtown Billings and the other from Kittelson.

The committee ultimately selected Kittelson because of their partnership with HDR as a subconsultant. HDR's extensive experience working with the railroad was seen as a significant advantage, given the complex coordination that will be required for this project.

The project is expected to go before City Council in February, with the goal of formally kicking off work in March.

Discussion

The board briefly discussed the next steps for the 21st Street Underpass Project, noting that work is expected to begin in March.

The project will focus on planning-level designs, including conceptual ideas and recommendations. While full design work won't happen at this stage, the planning process will help lay the groundwork for future design and construction, which could take place in 2028 or later.

e. Complete Streets Progress Report –

Elyse Monat provided an update on the Complete Streets Progress Report, noting that an advisory committee will be formed to help update the report. Elyse mentioned that a small amount of funding (approximately \$20,000) is available to hire a consultant to assist with the update.

Typically, this type of update is handled in-house, but Elyse asked the group if there were any performance measures or specific data points related to Complete Streets that they would like to see included in the update.

In past reports, the team has tracked things like:

- Facility usage counts
- Crash data
- New facility types
- Transit ridership and passenger miles traveled
- Bus amenity usage
- Mode share and trail connections

- Community health indicators (such as weight status and physical activity)

Elyse also noted that one idea suggested was to conduct a cost-benefit analysis comparing different facility types. She invited the group to share additional suggestions and encouraged input from both the advisory committee and others who may have ideas.

Discussion

The board briefly discussed why the Complete Streets Progress Report is required. Lora Mattox explained that the update is part of the Complete Streets Policy, which directs staff to regularly review and report on how the policy is working and its overall benefits and effectiveness.

Other Business:

Ms. Mattox stated staff is finalizing a job description to replace the Active Transportation Planner position. The role has been adjusted from an Active Transportation Planner to a Multimodal Planner, allowing it to support a broader range of transportation needs across the city and county. This position will work with active transportation, transit, and engineering, helping with public outreach, project coordination, data management, and mapping.

The goal is to create a well-rounded position that can support various transportation planning efforts, including addressing challenges and improving access to useful transportation information.

Lora noted that staff may reach out to partner agencies, including the county, to see if there are specific data or project needs this position could assist with.

a. MET Transit Update -

Rusty Logan, MET Transit Manager stated in 2024, MET recorded three (3) safety events on the fixed route service mode and zero (0) on Paratransit. The three safety events resulted in two (2) injuries and one (1) fatality. MET had fourteen (14) verbal employee assaults and two (2) physical assaults. This was a large increase from 2023, when MET had one verbal assault on an operator. Updated safety performance targets for 2025 are below:

	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

Discussion

Katie Potts (FHWA) provided clarification regarding Transportation Alternatives (TA) funds, following up on earlier comments from Monica. Katie explained that TA funding falls under the Surface Transportation Block Grant Program, not a traditional competitive grant program. She noted that while there is no formal written guidance yet, these formula funds are still moving forward as planned. FHWA continues to approve obligations and expenditures for these funds, and at this time, no disruptions are expected for TA funding.

Future Agenda Items: There was none.

Adjournment 11:48AM

Brenda J Berns, Planning Clerk – Planning & Community Services Division

Date: 03/13/2025
Title: Request to MDT for Federal Funding Priority - Grand Avenue
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: Yes

RECOMMENDATION

Staff recommends the Technical Advisory Committee (TAC) forward a recommendation of approval to the local governing bodies to sponsor Grand Avenue for Federal Funding Priority.

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

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

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

Currently, portions of Grand Avenue remain a two-lane county road in a growing area, lacking sidewalks and other multi-modal infrastructure. Increased traffic and the inability to separate left-turning vehicles present safety concerns. The project proposes upgrading Grand Avenue to city arterial standards, including a three-lane roadway, a multi-use path on one side, and a sidewalk on the other. Additional improvements include streetlights, a new traffic signal at 56th Street West, and stormwater infrastructure to manage roadway runoff and local development drainage. The addition of Grand Avenue to the federal funding priority list will allow the City of Billings to reconstruct Grand Avenue into a city standard arterial roadway.

STAKEHOLDERS

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

ALTERNATIVES

The Technical Advisory Committee may:

- Forward a recommendation of approval to the local governing bodies to sponsor Grand Avenue for Federal Funding Priority; or,
- Not forward a recommendation of approval to the local governing bodies to sponsor Grand Avenue for Federal Funding Priority. Not forwarding a recommendation of approval to sponsor Grand Avenue would jeopardize the project moving forward in a timely manner due to local funding constraints.

FISCAL EFFECTS

The Grand Avenue project is eligible for federal funding through CMAQ and STPU programs. No direct impact on City or County budgets is anticipated, as non-federal projects are already accounted for in other planning documents, such as the City's Capital Improvement Program.

SUMMARY

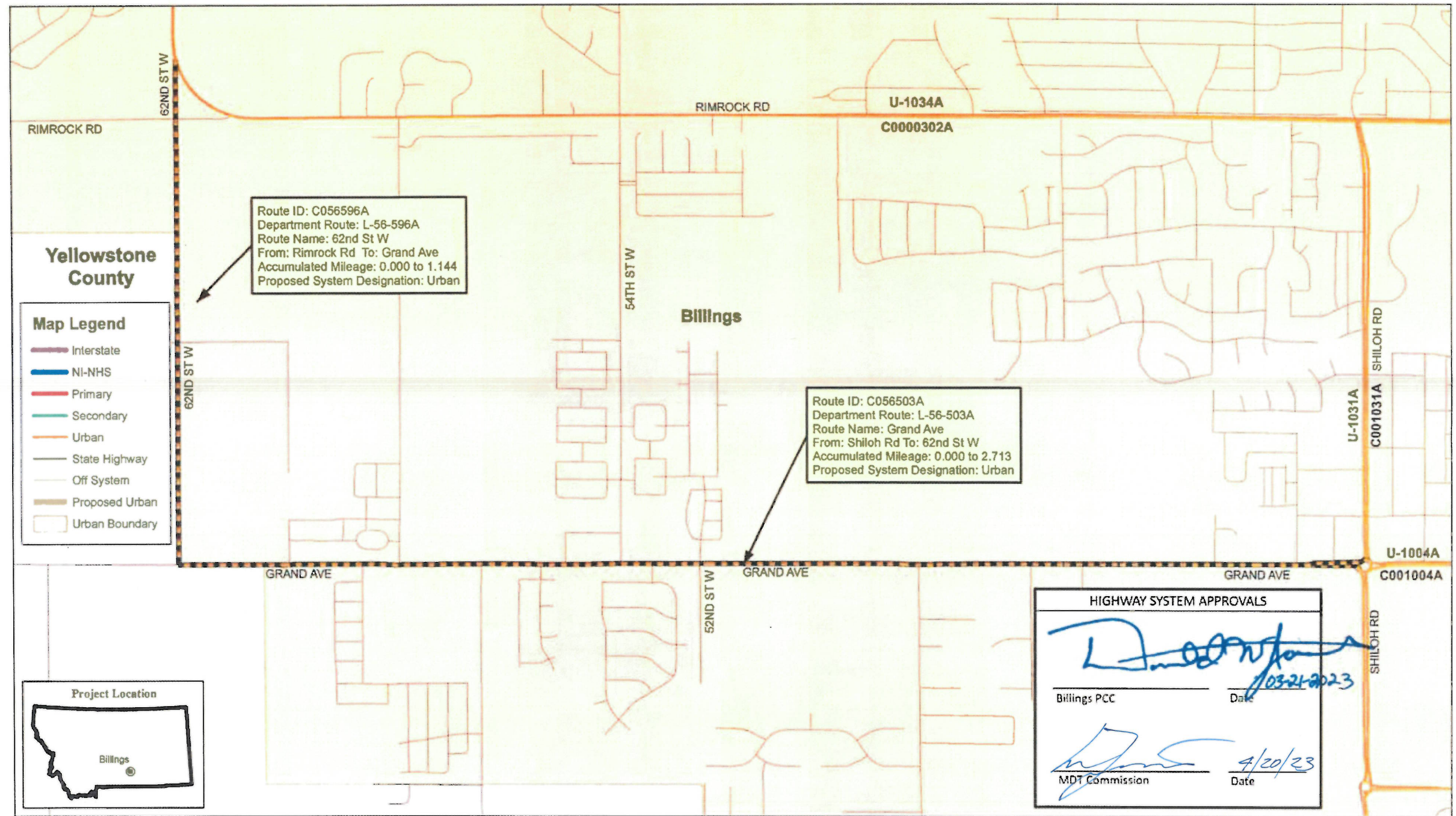
The Metropolitan Planning Organization (MPO) coordinates regional transportation planning and allocates federal funds to eligible projects, ensuring alignment with long-term transportation goals. In 2023, the Montana Department of Transportation (MDT) approved the addition of Grand Avenue to the Urban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

funding limitations.

Attachments

Urban System Map
Request Letter

ATTACHMENT C: PROPOSED URBAN HIGHWAY SYSTEM DESIGNATION - BILLINGS





April 15, 2025

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

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

Dear Mr. Buthod,

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

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

Date: 03/13/2025
Title: 2024-2028 Transportation Improvement Program (TIP) Amendment 2
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: Yes

RECOMMENDATION

Staff recommends that the Technical Advisory Committee (TAC) forward a recommendation for approval of the 2024-2028 Transportation Improvement Plan (TIP) Amendment 2 to the local governing bodies.

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

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

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

Key Updates in Amendment 2:

Changes are marked in red and green in the TIP tables (attached).

1. Project Additions

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

2. Financial Adjustments

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

3. Project Timing Revisions

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

STAKEHOLDERS

The MPO's Transportation Planning Process includes multiple opportunities for public input. The Planning Board will host a public hearing, with additional public comment opportunities at Billings City Council, the Board of County Commissioners, and the Policy Coordinating Committee meetings.

ALTERNATIVES

The Technical Advisory Committee may:

- Recommend approval of TIP Amendment 2 to ensure continued federal funding for MPO projects; or,
- Decline to recommend approval, which may risk continued federal funding for the MPO.

FISCAL EFFECTS

The TIP identifies available federal funding sources for transportation projects, with no direct impact on City or County budgets. Non-federally funded projects are already accounted for in other planning documents, such as the City's Capital Improvement Program.

SUMMARY

Regular TIP updates are essential to maintain federal funding, align with regional priorities, and support transportation

development. This amendment primarily reflects future project additions and funding adjustments.

Attachments

- TIP Amd 2
- TIP Tables

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

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

Approved By

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

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

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Acronyms

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

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

Introduction

Preface

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

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

About the Transportation Improvement Program

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

TIP Process and Development

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

Federal Regulations

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

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600

Funding Sources

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

Air Quality Consistency

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

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

Regionally Significant Projects

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

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

Locally Significant Projects

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

Project Description

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

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

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

Energy Conservation Considerations

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

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

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

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

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

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

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

Performance Measures

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

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

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

Safety

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

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

Pavement and Bridge Condition

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

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

System Performance

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

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

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

Freight

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

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

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

Congestion Mitigation and Air Quality (CMAQ)

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

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

Transit Asset Management

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

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

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

Transit Safety Plan Targets

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

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

Federal Transit Administration Projects

The Federal Transit Administration funded projects, including FTA Section 5339 grant projects, are intended to assure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 1, 2024 to June 30, 2028 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2024 through 2028.

The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will address some of the transportation needs of individuals with disabilities and senior populations.

Advancement of Projects

It is mutually agreed that the first two years of this program are the best estimate of the project phase that will be undertaken during the Biennial timeframe. Occasionally, projects advance through the design process faster than anticipated. An approved project may accelerate into the next logical phase providing that the funding source does not change from that which was initially identified in the TIP. Federal, State, and local governments have agreed that a TIP revision is not required in order to accelerate a specific project phase, so long as other planned work is not unduly delayed.

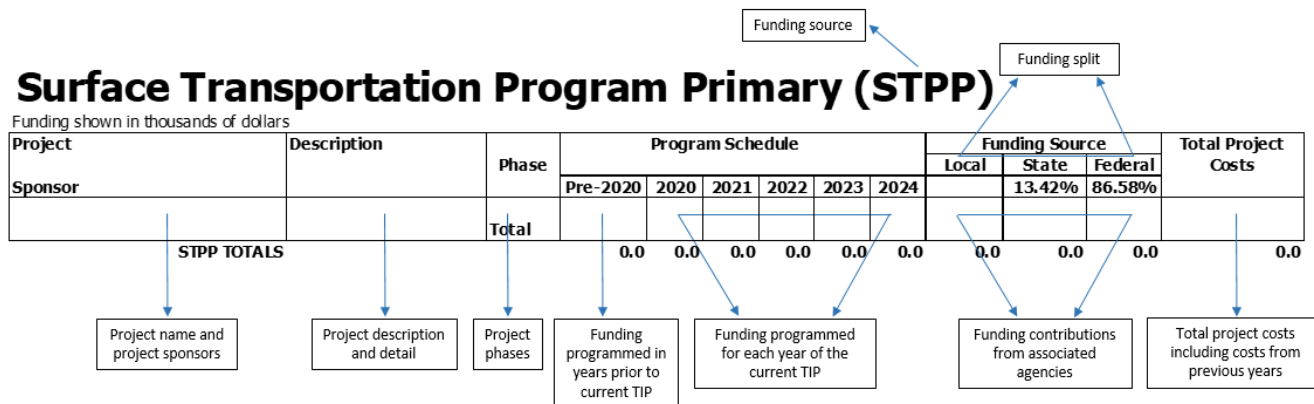
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
 - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
 - 1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities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

Annual Listing of Projects

Federal regulation (23 CFR §450.334) requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP. The MPO will post this list to the Transportation Resource page of the City of Billings Website: https://www.billingsmt.gov/DocumentCenter/View/52948/10-1-2023TO9_30_2024BLGS

Understanding TIP Funding Tables

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



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

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

Billings MPO Project List

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

Billings MPO Project List (Continued)

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

Billings MPO Project List (Continued)

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

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

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

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

CN estimates include CE costs

Projects with Multiple Funding Continued

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

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

CN estimates include CE costs

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

modified costs

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
Sponsor: MDT														
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout	PE			600.0					CR		80.5	519.5	600.0
		RW					400.0			CR		53.7	346.3	400.0
		IC						400.0		CR		53.7	346.3	400.0
		CN							1,908.1	CR		256.1	1,652.0	1,908.1
		CN							1,600.0	HSIP		160.0	1,440.0	1,600.0
		CN							341.9	Local Contribution	341.9	0.0	0.0	341.9
		<i>MDT</i>	U-1037 RP 16.5 to 16.7	Total	0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9
Totals			0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	

CN estimates include CE costs

HSIP split at 90/10%

New project

Project: Grand Avenue

Funding shown in thousands of dollars

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

New project

Estimated Revenue

Amounts shown in thousands of dollars

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

Federal	FTA 5307		FTA 5339		DISCRETIONARY 5339		FTA 5310		GAS TAX			TOTAL
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

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NOTES:

These estimates are based on historical data and projections.

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

**Reflective of federal share only.

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

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

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

updated allocation

New project cmaq participating in STPU project

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

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		Local	State	Federal
<i>Carryover</i>				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1				
<i>Estimated Allocation (STPU)</i>				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8				
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	140.1							18.8	121.3	140.1
		CN	5,865.9							787.2	5,078.7	5,865.9
		Total	6,006.1	0.0	0.0	0.0	0.0	0.0	0.0	806.0	5,200.1	6,006.1
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River											
		CN	11,364.2							1,525.1	9,839.1	11,364.2
		Total	11,364.2	0.0	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange											
		CN			2,429.7					326.1	2,103.7	2,429.7
		Total	0.0	0.0	2,429.7	0.0	0.0	0.0	0.0	326.1	2,103.7	2,429.7
Grand Avenue	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE			2,362.6					317.1	2,045.5	2,362.6
		RW				1,260.0				169.1	1,090.9	1,260.0
		IC					1,500.0			201.3	1,298.7	1,500.0
		CN						16,985.7		2,279.5	14,706.2	16,985.7
		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	16,985.7	0.0	2,966.9	19,141.3	22,108.2
<i>Possible LAG with city</i>												
Adjustment/Closures												
		STPU Totals	0.0	4,792.3	1,260.0	1,500.0	16,985.7	0.0	5,624.1	36,284.1	41,908.2	
		Federal	0.0	4,149.2	1,090.9	1,298.7	14,706.2					
		State	0.0	643.1	169.1	201.3	2,279.5					
		Balance	15,319.2	13,078.6	14,370.4	15,422.1	988.2					

updated allocation

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

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

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

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

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

CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State 13.42%	Federal 86.58%		
MDT - PREVENTATIVE MAINTENANCE - N	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
MDT	Pave Marking, Pavement Pre	Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
Heights Main St.	Striping and Durable Pavem	OT		140.7						18.9	121.8	140.7	
UPN	BR I-90/US-87	Total	0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7	
MDT	RP 0 to 4.7									0.0	0.0	0.0	
27th ST.	Striping and Durable Pavem	OT		142.2						19.1	123.1	142.2	
UPN	MT-3	Total	0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2	
MDT	RP 0 to 3.3									0.0	0.0	0.0	
Zoo Drive Interchange	Striping and Durable Pavem	OT		55.5						7.5	48.1	55.5	
UPN	Zoo Drive	Total	0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5	
MDT	RP 0 to 0.9									0.0	0.0	0.0	
King Ave West	Striping and Durable Pavem	OT		22.5						3.0	19.4	22.5	
UPN	King Ave West	Total	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5	
MDT	RP 2.5 to 3.1									0.0	0.0	0.0	
Old Laurel Road	Striping and Durable Pavem	OT		16.6						2.2	14.4	16.6	
UPN	BR I-90	Total	0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6	
MDT	RP 0 to 0.7									0.0	0.0	0.0	
Billings Bypass	New construction	PE		8,074.0	1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25
UPN 4199-000		RW		3,573.0	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	
Billings Bypass - Yellowstone River Bridge	New construction of bridge	IC		416.2	-90.8					43.7	281.8	325.5	Final
UPN 4199-003	over the Yellowstone River	CN		18,261.7	-1,621.0	-1,755.6				1,997.6	12,887.5	14,885.1	Final
MDT		Total	18,677.9	-1,621.0	-1,846.3	0.0	0.0	0.0	0.0	2,041.3	13,169.3	15,210.5	
Billings Bypass - Five Mile Rd to US 87	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25
MDT		Total	0.0	0.0	0.0	0.0	0.0	15,219.6	0.0	2,042.5	13,177.1	15,219.6	
Billings Bypass - RR O'pass	New construction of	IC		764.4	469.2					165.6	1,068.1	1,233.6	
UPN 4199-005	RR O'pass	CN		16,929.6	520.0					2,341.7	15,107.9	17,449.6	
MDT		Total	17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2	
Billings Bypass - Johnson Ln. Intch - RR	New construction of connect	IC			1,000.0					134.2	865.8	1,000.0	
UPN 4199-006	from Interchange to bridge	CN			8,252.8					1,107.5	7,145.3	8,252.8	
MDT		Total	0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	IC		4,121.1						553.1	3,568.1	4,121.1	
UPN 4199-007	Interchange	CN			3,800.0					510.0	3,290.0	3,800.0	
MDT	RP 455.5	Total	4,121.1	0.0	3,800.0	0.0	0.0	0.0	0.0	1,063.0	6,858.1	7,921.1	
Billings Bypass - (RR O'pass to Yellowsto	New construction of	IC								0.0	0.0	0.0	
UPN4199-008	roadway	CN		7,726.3	-722.5					939.9	6,063.9	7,003.8	Final
MDT	connection from existing	Total	7,726.3	-722.5	0.0	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8	
	Interchange to the bridge												
	over the railroad												
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	modification
UPN 7908		CN						9,036.8		0.0	0.0	0.0	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	
Underpass Ave. Improvements	Intersection Improvements	PE								0.0	0.0	0.0	
UPN 8669		CN		10,763.2	3,531.5	154.6				1,939.1	12,510.2	14,449.3	modification
MDT	RP .51 to .72	Total	10,763.2	3,531.5	154.6	0.0	0.0	0.0	0.0	1,939.1	12,510.2	14,449.3	
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT		295.6	350.7					39.7	255.9	395.6	
UPN 8718		PE		2,229.8						346.3	2,234.2	2,580.5	
MDT		RW					61.2			8.2	53.0	61.2	
		IC					153.1			20.5	132.5	153.1	
		CN						7,718.4		1,035.8	6,682.6	7,718.4	decreased to match tcp
	RP 1.5 to 2.2	Total	2,525.4	350.7	0.0	214.3	7,718.4	0.0	0.0	1,450.5	9,358.3	10,808.8	
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway	PE		2,984.3						400.5	2,583.8	2,984.3	
UPN 9022	Major Rehab	RW					59.8			8.0	51.8	59.8	
MDT		IC						59.8		8.0	51.8	59.8	
		CN						20,808.6		2,792.5	18,016.1	20,808.6	updated costs
	N-115 RP 0.7 - RP .93	Total	2,984.3	0.0	0.0	59.8	59.8	20,808.6	0.0	3,209.1	20,703.4	23,912.5	
Zoo Drive Improvements	Intersection Improvements	PE		499.7						67.1	432.7	499.7	
UPN 9597		RW			170.8					22.9	147.9	170.8	
MDT		IC			227.7					30.6	197.2	227.7	
	I-90 RP 442.9 to 444.3	CN			7,520.3					1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil
	U-1011 RP 2.36 to 3.04	Total	499.7	398.5	7,520.3	0.0	0.0	0.0	0.0	1,129.8	7,288.8	8,418.6	
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE		831.1	12.4					111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			255.6					1.7	10.8	12.4	
MDT		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	
1st Ave. N - Broadway to Division	Reconstruction of roadway	PE		840.7	12.6					112.8	727.8	840.7	
UPN 9881	Major Rehab	RW			350.6					1.7	10.9	12.6	
MDT		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	
Montana Ave Crosswalks - BLGS	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	
	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
		Total	128.2	0.0	0.0	76.9	0.0	2,610.1	0.0	377.8	2,437.5	2,815.3	
NH TOTAL			79,976.2	20,391.4	14,609.9	17,429.4	17,815.0	39,638.3	0.0	25,479.2	164,381.0	189,860.2	

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

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

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

CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding Source						Total Project Costs					
			Pre-2024	2024	2025	2026	2027	2028						
			Local	State	Federal	Local	State	Federal						
Billings Bypass (Johnson Lane Interchange) MDT	UPNM199007 Reconstruction of existing Interchange	CN				14,357.7				8.76%	91.24%	14,357.7		
													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 MDT	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	
		Total	18,126.4	0.0	0.0	0.0	0.0	0.0	0.0	1,587.9	16,538.6	18,126.4		
NHFP TOTAL			18,126.4	0.0	0.0	14,357.7	0.0	0.0	0.0	2,845.6	29,638.6	32,484.2		

moved to 26 from 25

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

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

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

CN estimates include CE costs

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

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028				
			Local	State	Federal	Local	State	Federal				
(Yellowstone River Bridge) UPN 4199003 BBP MDT	Construction of a new bridge over the Yellowstone River	CN	12.9							13.42%	86.58%	12.9
			Total	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0
Lockwood Interchange UPN 9588 MDT	Interchange Improvement Study RP 450 to 455.3	OT	1,546.8							207.6	1,339.2	1,546.8
			Total	1,546.8	0.0	0.0	0.0	0.0	0.0	207.6	1,339.2	1,546.8
South Billings Blvd UPN MDT	Roadway Striping RP 0 to 1.3	OT	55.3							7.4	47.9	55.3
			Total	55.3	0.0	0.0	0.0	0.0	0.0	7.4	47.9	55.3
Johnson Lane Interchange UPN MDT	Roadway Striping RP 0 to 10.6	OT	10.6							1.4	9.2	10.6
			Total	10.6	0.0	0.0	0.0	0.0	0.0	1.4	9.2	10.6
88TH ST- SHILOH UPN MDT	Roadway Striping RP 10.8 to 17.7	OT			69.7					9.4	60.3	69.7
			Total	0.0	0.0	69.7	0.0	0.0	0.0	9.4	60.3	69.7
SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary MDT	install safety improvement: signs, delineation, chevrons Various Locations	CN				84.6				11.4	73.2	84.6
			Total	0.0	0.0	0.0	84.6	0.0	0.0	11.4	73.2	84.6
TOTALS			1,625.6	0.0	69.7	84.6	0.0	0.0	0.0	250.0	1,529.9	1,779.9

corrected typo in amount

added new durable striping project

updated costs

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

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

Final

Final modification

decreased costs

New project

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

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

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

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

CN estimates include CE costs

Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

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

added new funding source for Zoo Drive

modified

New project

Transportation Alternatives

Funding shown in thousands of dollars

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

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

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

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

updated costs and split

new project

new project

*pending award

Earmarks

Funding shown in thousands of dollars

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

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

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

Full 5307 FFY25 apportionment (estimated)

\$2,847,000

Project 1 - Operating Assistance

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

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

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

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source					Total Estimated Obligation			
			2024	2025	2026	2027	2028		Local 20%	State	Federal 80%
Sponsor											
<i>Carryover</i>			1,011.2	753.1	768.1	718.5	965.4				
<i>Allocation (Estimated)</i>			735.0	735.0	735.0	735.0	500.0				
Rolling Stock	Replacement		602.1	0.0	0.0	130.0	0.0	109.8		622.3	732.1
<i>Met Transit</i>	85/15 match for ADA		602.1	0.0	0.0	130.0	0.0	109.8		622.3	732.1
Bus and Bus Technology	Upgrade		182.9	38.0	118.9	0.0	0.0	67.9		271.8	339.7
<i>Met Transit</i>			182.9	38.0	118.9	0.0	0.0	67.9		271.8	339.7
Bus Facilities and Support	Facility items, construction, technology, amenities, support equipment, etc.		418.8	38.9	609.5	290.0					
<i>Met Transit</i>			418.8	38.9	609.5	290.0					
				73.1	80.0	50.0					
				300.0	50.0	50.0					
				50.0	50.0	50.0	50.0				
			418.8	462.0	789.5	440.0	50.0	432.1		1,728.2	2,160.3
Bus Facilities Security System	Upgrade			400.0	72.5	32.0					
<i>Met Transit</i>				400.0	72.5	32.0					
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology		0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
<i>Met Transit</i>			0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
SECTION 5339 TOTALS			1,203.7	900.0	980.8	602.0	1,400.0	980.7	0.0	4,105.8	5,086.5
Federal			993.1	720.0	784.6	488.1	1,120.0				
Local			210.6	180.0	196.2	113.9	280.0				
Balance			753.1	768.1	718.5	965.4	345.4				

updated allocation for 24

PROJECTS

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

Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase	Funding Source					Total Estimated Obligation			
			2024	2025	2026	2027	2028		Local 15%	State	Federal 85%
Sponsor											
<i>Carryover</i>			6,904.6								
<i>Allocation</i>	5339b/LowNo		0.0	910.3							
Rollingstock	Replace buses		5,499.8	1,000.0							
<i>Met Transit</i>	85/15 match for ADA	Total	5,499.8	1,000.0	0.0	0.0	0.0	975.0		5,524.8	6,499.8
Bus and Bus Facilities	Technology		465.0	70.0							
<i>Met Transit</i>	Facility Remodel		2,196.0								
	Training		20.1	5.4							
	Training Capital		210.8								
	80/20 Rate	Total	2,891.9	75.4	0.0	0.0	0.0	593.5		2,373.8	2,967.3
SECTION 5339 TOTALS			8,391.7	1,075.4	0.0	0.0	0.0	###		7,898.6	9,467.0
Federal			6,904.6	910.3	0.0	0.0	0.0				
Local			1,487.0	165.1	0.0	0.0	0.0				
Balance			0.0	0.0	0.0	0.0	0.0				

PROJECTS

2024	2025	2026	2027	2028
4 Diesel Buses				
4 Electric Buses	8 Paratransit Vans			
Electric Chargers				
METroplex Remodel	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training			
Bus Simulator & Training				

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 15/20%	State	Federal 85/80%	
<i>Carryover</i>			0.0	22.0	0.0	45.1	90.2				
<i>Allocation (Estimated)</i>			225.9	275.3	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	271.8
<i>Met Transit and Coordination Group</i>		Purch.	111.9	100.0				42.4		169.5	211.9
			239.9	243.8	0.0	0.0	0.0	72.5		411.1	483.6
Traditional and Non-Traditional Projects	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>		Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5310 TOTALS			239.9	356.3	226.0	226.0	226.0	230.6		1,043.5	1,274.1
	Federal		203.9	297.2	180.8	180.8	180.8				
	Local		36.0	59.1	45.2	45.2	45.2				
	Balance		22.0	0.0	45.1	90.2	135.3				

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

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

Transade (State Funded)

Funding shown in thousands of dollars

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

Public Comment

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: <https://www.billingsmt.gov/2336/Transportation-Resources> .

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

Technical Advisory Committee:	March 13, 2025
YC Planning Board:	April 8, 2025
YC Board of Commissioners:	April 8, 2025
Billings City Council:	April 14, 2025
Policy Coordinating Committee:	April 15, 2025 Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period

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

The purpose of the City of Billings MET Transit Public Participation Plan is to ensure and improve access to MET's decision-making process for all members of the public including low-income, minority, and other disadvantaged populations. MET endeavors to provide opportunities for the public to assist and provide input on transit projects in regard to social, environmental, and economic impacts to the area's population.

The Public Participation Plan identifies methods for informing and involving the public in the decision-making process, including minority and limited-English proficiency (LEP) populations. Methods of informing the public include, but are not limited to, printed material, partner and community outreach, press releases, paid advertising, transit advertising, and the MET website and social media platforms. Methods of involving the public include, but are not limited to, public meetings, public hearings, surveys, Aviation and Transit Commission meetings, and multiple feedback options.

To download a copy of MET's updated (April 2022) Public Participation Plan, insert the link below in your browser

<https://www.ci.billings.mt.us/DocumentCenter/View/46951/2022-Public-Participation-and-Title-VI-Plan>

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

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

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

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

Certification

The Billings Metropolitan Planning Organization for the Billings, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.336;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Billings, Montana
Metropolitan Planning Organization

Roger Gravgaard, President
Yellowstone County Board of Planning

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	Placeholder to allow project nominations	Bridge condition
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Pavement condition
Mossmain Intch - West Bigs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Safety - Reduce Fatalities & Serious Injuries
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	Placeholder to allow project nominations	
Billings Bypass	4199-000	New Construction	Covers PE & IC	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		Safety - Reduce Fatalities & Serious Injuries
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	Roundabout			Safety - Reduce Fatalities & Serious Injuries Safety - Reduce Fatalities & Serious Injuries
SF 169 Rimrock & 62nd St. W	9383					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				Safety - Reduce Fatalities & Serious Injuries
KING AVE & 48TH STREET - BLSG	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 Bridge condition
SHILOH RD / I-90 BRIDGE - BLSG	9720	Bridge rehab				
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab				
UPP						
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations			
MACI						
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations			
MDT MACI	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 improvements	operational 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+								
Sponsor: MDT																			
Billings Bypass	UPM4199000	Environmental Impact Statement Preliminary Engineering Right of Way Acquisition Utility Moves	PE-EIS PE PE RW	4,919.6 9,679.0 8,074.0 11,420.0														4,919.6 9,679.0 9,374.0 17,970.0	Final Final moved from 24 to 25 remaining rv moved from 24 to 25
MDT	UPM4199002	Construction of Five Mile Road	IC CN	34,092.6 156.8	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	41,942.6 156.8	Final Final
Billings Bypass (Five Mile Road)	UPM4199002		IC CN	5,865.9	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	5,865.9	Final
MDT	UPM4199003	Construction of a new bridge over the Yellowstone River	IC CN	6,022.8	-90.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6,022.8	Final
Billings Bypass (Yellowstone River Bridge)	UPM4199003		IC CN	418.2 11,364.2														325.5 11,364.2	Final Final
MDT	UPM4199005	Reconstruction of existing Interchange	IC CN	5,000.0	-1,755.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0	Final
MDT	UPM4199007	Construction of roadway over railroad	IC CN	18,261.7	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	18,261.7	Final
MDT	UPM4199005	Construction of new bridge over railroad	IC CN	12.9	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	12.9	Final
MDT	UPM4199005	Construction of roadway over railroad	IC CN	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	Final
Billings Bypass (Johnson Lane Interchange)	UPM4199007		IC CN	4,121.1														4,121.1	Final
MDT	UPM4199005	New construction of roadway connection from existing interchange to the bridge over the railroad	IC CN	764.4 16,929.6	469.2 520.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,429.7 6,200.0	Final
MDT	UPM4199008	Construction of roadway connection from existing interchange to the bridge over the railroad	IC CN	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	3,800.0	Final
Billings Bypass (RR O Pass to Yellowstone R)	UPM4199008		IC CN	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	14,357.7	Final
MDT	UPM4199005	Construction of roadway connection from existing interchange to the bridge over the railroad	IC CN	764.4 16,929.6	469.2 520.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29,160.8	Final
MDT	UPM4199008	Construction of roadway connection from existing interchange to the bridge over the railroad	IC CN	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	60,059.4	Final
Billings Bypass (RR O Pass to Yellowstone R)	UPM4199008		IC CN	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	17,449.6	Final
MDT	UPM4199005	Construction of connection from Interchange to RR O Pass	IC CN	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	Final
Billings Bypass (Johnson Lane Interchange to RR O Pass)	UPM4199005		IC CN	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	Final
MDT	UPM4199004	Construction of connection from Five Mile to US 87	IC CN	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	1,000.0	Final
Billings Bypass (Five Mile Rd to US 87)	UPM4199004		IC CN	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	8,252.8	Final
MDT	UPM4199004	Construction of connection from Five Mile to US 87	IC CN	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	9,252.8	Final
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	15,219.6	Final

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
CN	4,384.0							BRIDGE		384.0	4,000.0	4,384.0		
CN	17,325.0							IM*		2,325.0	15,000.0	17,325.0		
MDT	RP 450 to 452.7	Total	91,622.3	2,074.9	0.0	0.0	0.0	0.0	NHFP		12,290.5	81,406.7	93,697.2	
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	

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	HSP		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	Total	0.0	0.0	600.0	0.0	400.0	400.0	Local Contribution		341.9	4,304.2	5,250.0	
Totals		Total	0.0	0.0	600.0	0.0	400.0	400.0			341.9	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
CN								16,985.7	STPU		2,279.5	14,706.2	16,985.7	
CN								3,426.8	STPU		459.9	2,966.9	3,426.8	
MDT	41st St West to 62nd St West	Total	0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	CMAQ		3,426.8	22,108.2	25,555.0	
Totals		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4			3,426.8	22,108.2	25,555.0	

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	

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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	2,966.9	0.0	0.0	0.0	453.7	0.0		
State			0.0	820.9	0.0	0.0	453.7	0.0	0.0	0.0	0.0	0.0		
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	0.0	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	0.0	657.0	6.84%	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		4.0								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
Billings Bypass - Johnson Lane Interch	Reconstruction of existing	CN		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
I-90 Yellowstone River Bridges	Bridge Replacement	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	4.5
<i>MDT</i>	Bridge Replacement	PE		722.2								63.3		658.9	722.2
		RW		180.0								15.8		164.2	180.0
		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
		CN		768.7								67.3		701.4	768.7
I-90 CULVERTS - BILLINGS AREA	Culvert Replacement	PE		757.0								66.3		690.7	757.0
<i>MDT</i>	Not all locations inside MPO boundary	CN		0.0								549.2		5,720.2	6,269.4
	Not all locations inside MPO boundary	Total		757.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	615.5		6,410.9	7,026.4
IM TOTAL			33,832.8	3,333.0	3,168.7	31,429.5	7,769.4	52,769.9	0.0	11,589.8	120,713.6			132,303.4	

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

*M is a state sub-allocated program funded by the Federal National Highway Performance Program. CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
MDT- PREVENTATIVE MAINTENANCE - N	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
MDT	Pave Marking, Pavement Pre	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									0.0	0.0	0.0	
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									0.0	0.0	0.0	
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									0.0	0.0	0.0	
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									0.0	0.0	0.0	
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									0.0	0.0	0.0	
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	
		Total	11,647.0	4,500.0	3,350.0	0.0	0.0	0.0	0.0	2,616.5	16,880.5	19,497.0	
Billings Bypass - Yellowstone River Bridge	New construction of bridge	IC		416.2	-90.8					43.7	281.8	325.5	Final
UPN 4199-003	over the Yellowstone River	CN		-1,621.0	-1,755.6					1,997.6	12,887.5	14,885.1	Final
MDT		Total	18,677.9	-1,621.0	-1,846.3	0.0	0.0	0.0	0.0	2,041.3	13,169.3	15,210.5	
Billings Bypass - Five Mile Rd to US 87	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25
MDT		Total	0.0	0.0	0.0	0.0	0.0	15,219.6	0.0	2,042.5	13,177.1	15,219.6	
Billings Bypass - RR O'pass	New construction of	IC		764.4	469.2					165.6	1,068.1	1,233.6	
UPN 4199-005	RR O'pass	CN		16,929.6	520.0					2,341.7	15,107.9	17,449.6	
MDT		Total	17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2	
Billings Bypass - Johnson Ln. Intch - RR	New construction of connect	IC		1,000.0						134.2	865.8	1,000.0	
UPN 4199-006	from Interchange to bridge	CN		8,252.8						1,107.5	7,145.3	8,252.8	
MDT		Total	0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	IC		4,121.1						553.1	3,568.1	4,121.1	
UPN 4199-007	Interchange	CN			3,800.0					510.0	3,290.0	3,800.0	
MDT	RP 455.5	Total	4,121.1	0.0	3,800.0	0.0	0.0	0.0	0.0	1,063.0	6,858.1	7,921.1	
Billings Bypass - (RR O'pass to Yellowstc	New construction of	CN		7,726.3	-722.5					0.0	0.0	0.0	Final
UPN4199-008	roadway connection from existing									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	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	0.0	1,732.4	11,176.5	12,908.9	
Underpass Ave. Improvements	Intersection Improvements	CN		10,763.2	3,531.5	154.6				0.0	0.0	0.0	modification
UPN 8669		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	
MDT	RP .51 to .72									1,939.1	12,510.2	14,449.3	
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT		295.6						39.7	255.9	295.6	
UPN 8718		PE		2,229.8	350.7					346.3	2,234.2	2,580.5	
MDT		RW				61.2				8.2	53.0	61.2	
		IC				153.1				20.5	132.5	153.1	
		CN					7,718.4			1,035.8	6,682.6	7,718.4	decreased to match tcp
		Total	2,525.4	350.7	0.0	214.3	7,718.4	0.0	0.0	1,450.5	9,358.3	10,808.8	
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway	PE		2,984.3						400.5	2,583.8	2,984.3	
UPN 9022	Major Rehab	RW				59.8				8.0	51.8	59.8	
MDT		IC					59.8			8.0	51.8	59.8	
		CN						20,808.6		2,792.5	18,016.1	20,808.6	updated costs
		Total	2,984.3	0.0	0.0	59.8	59.8	20,808.6	0.0	3,209.1	20,703.4	23,912.5	
Zoo Drive Improvements	Intersection Improvements	PE		499.7						67.1	432.7	499.7	
UPN 9597		RW		170.8						22.9	147.9	170.8	
MDT		IC		227.7						30.6	192.7	227.7	
		CN			7,520.3					1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil
		Total	499.7	398.5	7,520.3	0.0	0.0	0.0	0.0	1,129.8	7,288.8	8,418.6	
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE		831.1						111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			12.4					1.7	10.8	12.4	
MDT	Project split from 9022	IC			255.6					34.3	221.3	255.6	
		CN				8,345.7				1,120.0	7,225.7	8,345.7	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	
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	
		CN				7,732.6				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	
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE		128.2						17.2	111.0	128.2	
UPN 9998	ADA compliance	RW				25.6				3.4	22.2	25.6	
MDT		IC				51.3				6.9	44.4	51.3	
		CN						2,610.1		350.3	2,259.8	2,610.1	updated costs and moved to 28 from 27
		Total	128.2	0.0	0.0	76.9	0.0	2,610.1	0.0	377.8	2,437.5	2,815.3	
NH TOTAL			79,976.2	20,391.4	14,609.9	17,429.4	17,815.0	39,638.3	0.0	25,479.2	164,381.0	189,860.2	

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

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028				
			Local	State	Federal	Local	State	Federal				
Billings Bypass UPN4199007 (Johnson Lane Interchange)	Reconstruction of existing Interchange	CN				14,357.7				1,257.7	13,100.0	14,357.7
										0.0	0.0	0.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT		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							70.2	731.2	801.4
			17,325.0							1,517.7	15,807.3	17,325.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	Total	18,126.4	0.0	0.0	0.0	0.0	0.0	1,587.9	16,538.6	18,126.4	
NHFP TOTAL			18,126.4	0.0	0.0	14,357.7	0.0	0.0	0.0	2,845.6	29,638.6	32,484.2

moved to 26 from 25

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

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

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

CN estimates include CE costs

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

Funding shown in thousands of dollars

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

corrected typo in amount

added new durable striping project

updated costs

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal				
Sponsor												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

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												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

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase	Funding Source								Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028	Local	State		Federal		
Sponsor SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0	500.0		10.00%	90.00%	2,500.0	
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0	
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE RW IC CN	923.3 1,530.0 415.1 4,050.1	94.5	-38.1	0.0	0.0	0.0	0.0	0.0	92.3 153.0 37.7 414.5	831.0 1,377.0 339.3 3,730.2	923.3 1,530.0 377.0 4,144.7	Final
<i>MDT</i>	RP 15.4 to 15.7	Total	6,918.6	94.5	-38.1	0.0	0.0	0.0	0.0	0.0	697.5	6,277.6	6,975.1	Final
SF 169 RIMROCK & 62ND ST W	Intersection Improvements - Roundabout	PE IC CN	863.9 1,175.7 8,113.4	87.6 -108.5 -1,412.9	161.7 212.8	0.0	0.0	0.0	0.0	0.0	95.1 122.9 691.3	856.3 1,106.0 6,222.0	951.5 1,228.9 6,913.4	Final modification modification
<i>MDT</i>	U1034 RP 2.4-2.8	Total	10,153.0	-1,433.8	374.5	0.0	0.0	0.0	0.0	0.0	909.4	8,184.4	9,093.8	
ZOO DRIVE IMPROVEMENTS - BLDG	Safety Improvements for Traffic Op	PE CN	0.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0	
<i>MDT</i>	Various Locations	Total	0.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0	
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers Not all locations inside MPO boundary using 10% for costs	PE CN	16.9	170.2	0.0	0.0	0.0	0.0	0.0	0.0	1.7	153.2	170.2	
<i>MDT</i>	Various Locations	Total	16.9	170.2	0.0	0.0	0.0	0.0	0.0	0.0	18.7	168.4	187.1	
SF 209 BILLINGS DIST SIGNS	Install safety improvement: signs, delineation, chevrons Not all locations inside MPO Boundary	PE CN	44.8	0.0	0.0	242.7	0.0	0.0	0.0	0.0	4.5	218.4	242.7	decreased costs
<i>MDT</i>	Various Locations	Total	44.8	0.0	0.0	242.7	0.0	0.0	0.0	0.0	28.7	258.7	287.5	New project
KING AVE & 48TH STREET - BLSG	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	CN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0	1,440.0	1,600.0	
<i>MDT</i>	U-1037 RP 16.5 to 16.7	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0	1,440.0	1,600.0	
HSIP Totals			17,133.4	-669.0	1,336.4	742.7	500.0	2,100.0	0.0	2,114.3	19,029.1	21,143.5		

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	0.0	0.0
UPN 4199-003		CN	671.0						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	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	648.6	4,184.6		4,833.3
UPN 7972		CN	63,376.3						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	9,432.2	60,852.3		70,284.5
BR PRES COLUMBUS JOLIET AV	Minor bridge rehab	PE	168.9						22.7	146.3		168.9
UPN 9552		IC		1,746.3					0.0	0.0		0.0
One project in MPO	Using 33% for costs	CN							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	257.0	1,658.3		1,915.3
SHILOH RD / I-90 BRIDGE - BL	Bridge rehab	PE	309.9						41.6	268.3		309.9
UPN 9720		IC		12.4					1.7	10.7		12.4
<i>MDT</i>	U-1031 RO 5.0 to 5.3	Total	309.9	0.0	12.4	0.0	0.0	0.0	422.3	2,724.2		3,146.5
MONTANA AVE OVERPASS - BILL	Bridge rehab	PE	43.3						5.8	37.5		43.3
UPN 9913		CN	1,092.3	-186.6	0.0	0.0	0.0	0.0	121.6	784.2		905.8
<i>MDT</i>	N113 RPl.82 TO 1.92	Total	1,135.6	-186.6	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	
Sponsor											
URBAN PAVEMENT PRESERVATION		ALL	500.0	500.0	500.0	500.0	500.0	500.0	13.42%	86.58%	2,500.0
<i>MDT</i>	Various Locations	Total	500.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5
UPP TOTAL			0.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source								Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State		Federal	
Sponsor													
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												
Mossmain Intch-West Blgs Inch													
<i>MDT</i>	Pavement Preservation	CN	554.4										
	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
UPN 9198	1-90 RP 437.12 to 446.7												
ATSPM - MAIN STREET (BILLINGS)													
<i>MDT</i>	INT UPGRADE/SIGNALS	OT	221.0										
	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
UPN 10400													
BILLINGS DISTRICT ADA UPGRAD													
<i>MDT</i>	ADA upgrades	PE	25.2	12.6									
	Not all locations inside MPO boundary	Total	25.2	62.3	0.0	0.0	0.0	0.0	0.0	0.0	8.4	53.9	62.3
UPN 10431	using 15% for costs	CE		74.9									
	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	Funding Source								Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028	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							155.0	1,000.0	1,155.0
MDT	ADA upgrades U-101.1 RP 2.36 to 3.04	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
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades Not all locations inside MPO boundary using 15% for costs	PE												
UPN 10431	Various Locations	CN		388.4	-26.8							48.5	313.1	361.6
MDT	Various Locations	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
KING AVE & 48TH STREET - BLSG	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	PE			600.0							80.5	519.5	600.0
UPN 10643		RW						400.0				53.7	346.3	400.0
MDT		IC						400.0				256.1	1,652.0	1,908.1
MDT	U-1037 RP 16.5 to 16.7	CN	0.0	0.0	600.0	0.0	400.0	2,308.1	1,908.1	0.0	0.0	443.9	2,864.2	3,308.1
		Total	0.0	388.4	1,728.2	0.0	400.0	2,308.1	4,177.2	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	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					266.1	0.0	0.0	0.0	5,348.7						
UPN 10433	Sidewalk construction	PE													
<i>MDT/Local's</i>	Old Hardin Road	CN			1,166.6	0.0	0.0	0.0	0.0						
		Total	0.0	266.1	1,166.6	0.0	0.0	0.0	0.0	0.0	192.3	0.0	1,240.4	230.4	1,432.7
		TA TOTALS	0.0	1,197.3	1,166.6	0.0	0.0	0.0	5,348.7	1,035.0	0.0	6,677.5	7,712.6		
		Federal	0.0	1,036.6	1,010.1	0.0	0.0	0.0	4,630.9						
		Local	0.0	160.7	156.6	0.0	0.0	0.0	717.8						
		Balance		5,698.4	5,478.3	6,268.2	7,058.2	7,900.0	3,217.3						

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

*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 80%
Sponsor										
Carryover			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0			
				2,859.7	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>Met Transit</i>										
Transit Operations****										
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	862.5	862.5	862.5	862.5	1,001.4	4,005.7	5,007.1
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	711.8	711.8	711.8	711.8	861.6	3,446.4	4,308.0
Fixed Route	50/50 Match		5,389.8	3,200.5	3,175.2	3,117.6	3,117.6	8,990.3	8,990.3	17,980.7
<i>Met Transit</i>				4,744.8	4,749.5	4,691.9	4,691.9	10,853.3	16,442.4	27,295.7
Purchase Buses										
Replacement Buses										
Expansion Buses										
<i>Met Transit</i>										
SECTION 5307 TOTALS*										
			8,398.3	4,774.8	4,749.5	4,727.9	4,727.9	10,869.8	0.0	16,508.4
			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0			
			3,290.6	1,915.1	1,902.5	1,880.9	1,880.9			
		Ending Balance (Federal)	2,859.7	2,847.0	2,847.0	2,847.0	2,847.0			
			0.0	0.0	0.0	0.0	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% *used 5339 funds in FFY25 for security requirement	20.00% *up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventive Maintenance	\$ 690,000	\$ 172,500	\$ 862,500	80.00%	20.00%
Total	\$ 2,847,000	\$ 1,902,450	\$ 4,749,450		

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

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

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source										Total Estimated Obligation		
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%					
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					
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							
Bus and Bus Facilities	Technology Facility Remodel		465.0	70.0											
<i>Met Transit</i>	Training		2,196.0	5.4											
	Training Capital		210.8												
SECTION 5339 TOTALS	80/20 Rate	Total	2,891.9	75.4	0.0	0.0	0.0	593.5							
Federal			8,381.7	1,075.4	0.0	0.0	0.0	###							
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 Scrambling, Maint Staff Training			

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase	Funding					Total Estimated Obligation
			2024	2025	2026	2027	2028	
Sponsor								
<i>Carryover</i>			0.0	22.0	0.0	45.1	90.2	
<i>Allocation (Estimated)</i>			225.9	275.3	225.9	225.9	225.9	
Paratransit Vehicles	Purchase vehicles (ADA and Citeway) for	Purch.	128.0	143.8			40.8	231.0
	MET	Purch.	111.9	100.0			42.4	169.5
			239.9	243.8	0.0	0.0	72.5	411.1
Met Transit and Coordination Group								
Traditional and Non-Traditional Projects	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	158.1	632.4
		Purch.					0.0	0.0
		Purch.					0.0	0.0
		Purch.					0.0	0.0
<i>Coordination Members</i>								
		Purch.	0.0	112.5	226.0	226.0	158.1	632.4
							0.0	0.0
							0.0	0.0
SECTION 5310 TOTALS			239.9	356.3	226.0	226.0	226.0	230.6
Federal			203.9	297.2	180.8	180.8	180.8	
Local			36.0	59.1	45.2	45.2	45.2	
Balance			22.0	0.0	45.1	90.2	135.3	

	2024	2025	2026	2027	2028
MET ADA Transit Van		2 COR vans			
YCCO ADA Transit Van		2 BSSS minivans			
(updated van costs)					
		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	Funding					Total Estimated Obligation
			2024	2025	2026	2027	2028	
Sponsor								
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0	
<i>Allocation (Estimated)</i>			348.9	253.8	250.0	250.0	250.0	1,352.7
Transit Operations	Operating		348.9	253.8	250.0	250.0	250.0	1,352.7
<i>Met Transit</i>			348.9	253.8	250.0	250.0	250.0	1,352.7
STATE TOTALS			0.0	0.0	0.0	0.0	0.0	1,352.7