

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

**Federal Fiscal Years**

**FFY 2024 – 2028**

**Amendment 3**

**May 19, 2026**



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

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

# **APPROVALS REVIEWED BY**

	<b>2024-2028</b>	<b>Administrative Modification 1</b>	<b>Amendment 2</b>	<b>Amendment 3</b>	
Technical Advisory Committee	02/08/2024	N/A	03/13/2025	4/9/2026	
Yellowstone County Board of Planning	02/27/2024	N/A	04/8/2025	4/28/2026	
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Yellowstone County Board of County Commissioners	03/12/2024	N/A	04/8/2025	5/12/2026	

# **Approved By**

	<b>2024-2028</b>	<b>Administrative Modification 1</b>	<b>Amendment 2</b>	<b>Amendment 3</b>	
Policy Coordinating Committee	03/19/2024	04/16/2024	04/15/2025	05/19/2026	
Montana Department of Transportation					

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The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of Section 5307 for the City of Billings MET Transit.

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# Acronyms

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

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

# **Introduction**

## **Preface**

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

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

## **About the Transportation Improvement Program**

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

## **TIP Process and Development**

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

## **Federal Regulations**

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

## **Financial Resources**

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600

## **Funding Sources**

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

## **Air Quality Consistency**

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

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

## **Regionally Significant Projects**

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

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

### REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

## **Locally Significant Projects**

### **Grand Avenue**

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

### **Project Description**

Portions of Grand Avenue exist as a two-lane county road section in a growing area of the city that has no sidewalk or other multi-modal element. Increasing traffic levels on a narrow road and the inability to

separate left-turning vehicles are a main safety concern. This project completes Grand Avenue to City arterial standards where the street has not been constructed between 41<sup>st</sup> Street West and 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.

### **Transportation Alternative Program**

The Billings MPO added two Transportation Alternatives (TA) projects in 2025, building on earlier TA investments. Previously approved projects included the Stagecoach Trail, submitted by the City of Billings and currently in the design phase, and a Yellowstone County–sponsored project that completes a sidewalk segment in Lockwood.

In January 2025, the Billings MPO issued a call for applications for the Transportation Alternatives Program grant. The MPO was awarded \$1,784,111 for the 2025 funding cycle, which was available to projects sponsored by local, state, or federal agencies. Two applications were received and both were fully funded. The City of Billings was awarded \$1,292,030.94 in TA funds for a suite of Safe Routes to School projects, and Yellowstone County, through the Lockwood Pedestrian District, received \$217,021.43 for the Johnson Lane Sidewalk Connector Project.

These projects contribute to the Safety Performance Measure as the project will assist in the number of non-motorized fatalities and non-motorized serious injuries. These projects also contribute to the Congestion Mitigation and Air Quality (CMAQ) Performance Measure as the project will reduce on-road mobile source emissions.

## **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	2026 State Target (based on 5-year rolling average)
Number of fatalities	No more than 205.4 annual fatalities, which is an annual reduction of 8 fatalities per year
Rate of fatalities per 100 million vehicle miles traveled (AVMT)	No more than 1.507 fatalities per 100 million annual vehicle miles traveled (AVMT) which is a reduction of .056.
Number of serious injuries	No more than 750 serious injuries, which is an annual reduction of 29 serious injuries.
Rate of serious injuries per 100 million vehicle miles traveled (AVMT)	No more than 5.503 serious injuries per 100 million AVMT which is an annual reduction of .210.
Number of non-motorized fatalities and non-motorized serious injuries	No more than 57.2 non-motorized fatal and serious injuries, which is an annual reduction of 2 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%	35%
Percent of Pavements of the Interstate in Poor Condition	2%	2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	40%	30%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	3%	3%
Percent of Bridges Classified as in Good Condition	16%	17%
Percent of Bridges Classified as in Poor Condition	9%	8%

## 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)	>0.0 kg/day	>0.0 kg/day
Particulate Matter 10 (PM <sub>10</sub> )	>0.0 kg/day	>0.0 kg/day
Particulate Matter 2.5 (PM <sub>2.5</sub> )	N/A	N/A

## Transit Asset Management

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

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

Asset Category – Performance Measure	Asset Class	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their minimum useful life	BU – Bus	11%	0%	0%	0%	0%
	CU – Cutaway Bus	59%	53%	0%	0%	0%
<b>SERVICE VEHICLES</b>						
Age - % of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Trucks and other Rubber Tire Vehicles	100%	13%	25%	25%	25%
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger Facilities	0%	0%	0%	0%	0%
	Administration and Maintenance	0%	0%	0%	0%	0%

### Transit Safety Plan Targets

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

Safety Performance Targets for 2026	Fixed Route Service	Paratransit Service
<b>Major Safety Events (Total)</b>	<b>2</b>	<b>0</b>
Major Event Rate (per 100k VRM)	<0.25	0
Collision Rate (per 100k VRM)	<0.25	0
Pedestrian Collision Rate (per 100k VRM)	0	0
Vehicular Collision Rate (per 100k VRM)	<0.25	0
<b>Fatalities (Total)</b>	<b>0</b>	<b>0</b>
Fatality Rate (per 100k VRM)	0	0
Transit Worker Fatality Rate (per 100k VRM)	0	0
<b>Injuries (Total)</b>	<b>2</b>	<b>0</b>
Injury Rate (per 100k VRM)	<0.25	0
Transit Worker Injury Rate (per 100k VRM)	0	0
<b>Assault on Transit Workers (Total)</b>	<b>0</b>	<b>0</b>
Assault on Transit Workers Rate (per 100k VRM)	0	0
System Reliability (VRM/Failures)	30,000	50,000

## **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.

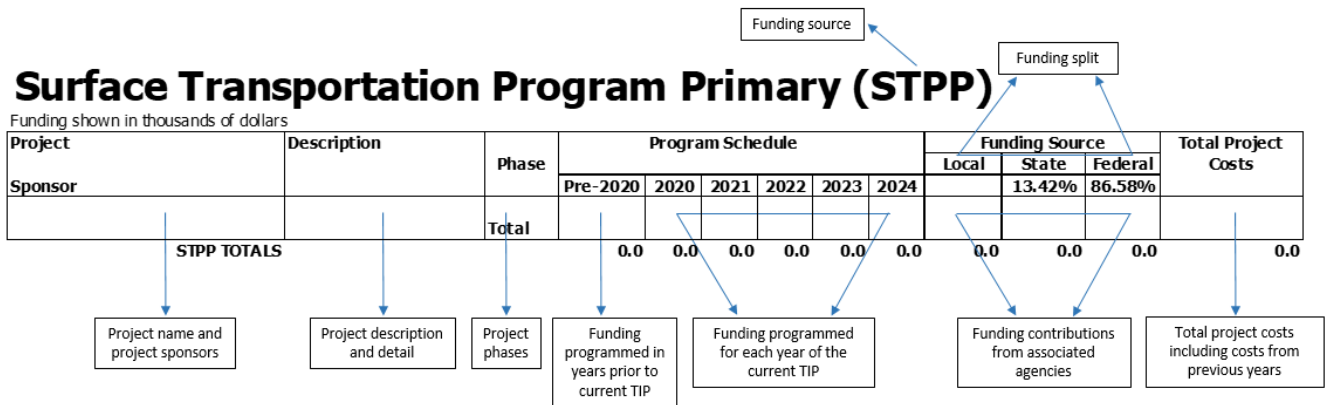
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
  - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
  - 1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities 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://billingsmt.gov/DocumentCenter/View/54291/10-1-2024TO9\\_30\\_2025BLGS](https://billingsmt.gov/DocumentCenter/View/54291/10-1-2024TO9_30_2025BLGS)

# Understanding TIP Funding Tables

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



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

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

# Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
<b>CMAQ</b>				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	Possible LAG project	System performance - Efficiency
<b>STPU</b>				
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed	System performance - Efficiency
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	Possible LAG project	System performance - Efficiency
<b>IM</b>				
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations	
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Bridge condition
Mossman Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Pavement condition
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary	
<b>NH</b>				
MDT Preventative Maintenance		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		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
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		Safety - Reduce Fatalities & Serious Injuries
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
Laurel RD / Montana Ave - BLGS	9998001	Sidewalk Improvements ADA Compliance	Split from MT Ave Crosswalks	Safety - Reduce Fatalities & Serious Injuries
1st Ave South - Billings	10692	Pavement Preservation on 1st Ave South N-114 Mill & Fill with underseal and possible Digouts.		
ICT Hwy 312 to MP 7.29		Striping and Durable Pavement Markings		

New project

New project

New project

# 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	9588	Interchange Improvements Study		
Jct Main & 87 to Worden		Roadway Striping		
SF 209 BILLINGS DIST SIGNS	10299	instal safety improvement: signs, delineaton, chevrons		
Mulowney Ln to Wise Ln		Roadway Striping		New project
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	instal safety improvement: signs, delineaton, chevrons		
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	Safety - Reduce Fatalities & Serious Injuries
BR				
Billng 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
MONTANA AVE BRIDGES- BILLINGS	10765	Bridge rehab		Bridge condition New project
UPP				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
Shihb Rd - King Ave to Rimrock	10703	Pavement preservation		New project
State Avenue - Billings	10704	Pavement preservation		New project
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		
Mossman 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	
King Ave Signals - Billings	10585	INT upgrades/signals		New project

# 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 - BLS	10643	Roundabout safety and operational improvements	split funded	
TA				
Stagecoach Trail		Shared use path		Non-Motorized Fatalities and Serious Injuries
Old Hardin Sidewalk		Sidewalk construction		Non-Motorized Fatalities and Serious Injuries
Johnson Ln - Sidewalks	10721	Sidewalk construction		Non-Motorized Fatalities and Serious Injuries
Safe Routes to Schools - BLS	10722	Improve routes in Billings school districts		Non-Motorized Fatalities and Serious Injuries
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		

New project

New project

# Projects with Multiple Funding

## Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
<b>Sponsor: MDT</b>														
<b>Billings Bypass</b> UPN4199000	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		1,353.5	381.7				NH		1,316.4	8,492.9	9,809.3
	Right of Way Acquisition	RW	11,420.0	4,500.0		10,000.0				EARMARK/NH		3,478.5	22,441.5	25,920.0
	Utility Moves	IC								NH		0.0	0.0	0.0
MDT		<b>Total</b>	<b>34,092.6</b>	<b>4,500.0</b>	<b>1,353.5</b>	<b>10,381.7</b>	<b>0.0</b>	<b>0.0</b>				<b>6,754.0</b>	<b>43,573.9</b>	<b>50,327.9</b>
<b>Billings Bypass</b> UPN4199002	Construction of Five Mile Road (Five Mile Road)	IC	140.1							STPU		18.8	121.3	140.1
MDT		CN	5,865.9							STPU		787.2	5,078.7	5,865.9
MDT		<b>Total</b>	<b>6,006.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>806.0</b>	<b>5,200.1</b>	<b>6,006.1</b>
<b>Billings Bypass</b> UPN4199003	Construction of a new bridge over the Yellowstone River	IC	416.2	-90.8						NH		43.7	281.8	325.5
		CN	11,364.2							STPU		1,525.1	9,839.1	11,364.2
		CN	5,000.0							CMAQ		671.0	4,329.0	5,000.0
		CN	5,000.0							BRIDGE		671.0	4,329.0	5,000.0
		CN	18,261.7	-1,740.9						NH		2,217.1	14,303.7	16,520.8
		CN	12.9							SFCX		12.9	0.0	12.9
MDT		<b>Total</b>	<b>40,055.0</b>	<b>-1,831.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>5,140.8</b>	<b>33,082.6</b>	<b>38,223.4</b>
<b>Billings Bypass</b> UPN4199007	Reconstruction of existing Interchange	IC	4,121.1		-83.0	1,269.9				NH		712.3	4,595.7	5,308.0
		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
MDT		<b>Total</b>	<b>4,121.1</b>	<b>0.0</b>	<b>-83.0</b>	<b>57,218.2</b>	<b>0.0</b>	<b>0.0</b>				<b>6,192.6</b>	<b>55,063.7</b>	<b>61,256.3</b>
<b>Billings Bypass</b> UPN4199005	Construction of new bridge over railroad	IC	764.4	469.2	64.5					NH		174.2	1,123.9	1,298.1
MDT		CN	16,929.6	520.0	24.5					NH		2,345.0	15,129.1	17,474.1
MDT		<b>Total</b>	<b>17,694.0</b>	<b>989.2</b>	<b>89.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>2,519.2</b>	<b>16,253.0</b>	<b>18,772.2</b>
<b>Billings Bypass</b> UPN4199008	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5	-11.9					NH		938.3	6,053.5	6,991.8
MDT		<b>Total</b>	<b>7,726.3</b>	<b>-722.5</b>	<b>-11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>938.3</b>	<b>6,053.5</b>	<b>6,991.8</b>
<b>Billings Bypass</b> UPN4199006	Construction of connection from Interchange to RR O'pass	IC						1,000.0		NH		134.2	865.8	1,000.0
MDT		CN						8,252.8		NH		1,107.5	7,145.3	8,252.8
MDT		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,252.8</b>				<b>1,241.7</b>	<b>8,011.1</b>	<b>9,252.8</b>
<b>Billings Bypass</b> UPN4199004	Construction of connection from Five Mile Rd to US 87	IC							500.0	NH		67.1	432.9	500.0
MDT		CN							14,719.6	NH		1,975.4	12,744.2	14,719.6
MDT		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>			<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>
<b>Totals</b>			<b>109,695.2</b>	<b>2,935.1</b>	<b>1,347.5</b>	<b>67,599.9</b>	<b>0.0</b>	<b>9,252.8</b>	<b>15,219.6</b>		<b>0.0</b>	<b>25,635.1</b>	<b>180,415.0</b>	<b>206,050.1</b>

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

CN estimates include CE costs

modified pe to actuals  
modified RW to actuals

modification to actuals

Final  
modified to actuals

Final

moved to 28 from 25

# Projects with Multiple Funding Continued

## I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

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

CN estimates include CE costs

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

## KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BL	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
<b>Sponsor: MDT</b>														
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	PE			600.0					CR		80.5	519.5	600.0
		RW					400.0			CR		53.7	346.3	400.0
		IC							400.0	CR		53.7	346.3	400.0
		CN								CR		257.2	1,659.4	1,916.6
		CN								HSIP		194.9	1,754.1	1,949.0
		CN								Local Contribution	341.9	0.0	0.0	341.9
MDT	U-1037 RP 16.5 to 16.7	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>400.0</b>	<b>400.0</b>	<b>4,207.5</b>	<b>341.9</b>	<b>640.0</b>	<b>4,625.6</b>	<b>5,607.5</b>	
<b>Totals</b>			<b>0.0</b>	<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>400.0</b>	<b>400.0</b>	<b>4,207.5</b>	<b>341.9</b>	<b>640.0</b>	<b>4,625.6</b>	<b>5,607.5</b>	

CN estimates include CE costs

HSIP split at 90/10%

updated costs  
updated estimates to TCP

## Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
<b>Sponsor: MDT</b>														
Grand Avenue UPN 10702	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6
		RW				1,260.0				STPU		169.1	1,090.9	1,260.0
		IC					1,500.0			STPU		201.3	1,298.7	1,500.0
		CN							16,985.7	STPU		2,279.5	14,706.2	16,985.7
		CN							3,426.8	CMAQ		459.9	2,966.9	3,426.8
		MDT	41st St West to 62nd St Wes	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>20,412.4</b>	<b>0.0</b>	<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>
<b>Totals</b>			<b>0.0</b>	<b>0.0</b>	<b>2,362.6</b>	<b>1,260.0</b>	<b>1,500.0</b>	<b>20,412.4</b>	<b>0.0</b>	<b>3,426.8</b>	<b>22,108.2</b>	<b>25,535.0</b>		

# 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	11,374.8	0.0	0.0	0.0	0.0	-669.0	3,665.4	500.0	865.2	388.4	790.0	349.6	24,639.5
FFY 2025	1,520.2	2,551.8	1,474.3	8,623.6	0.0	180.5	0.0	0.0	2,053.8	421.8	749.9	775.2	590.4	790.0	184.1	19,915.5
FFY 2026	1,550.6	2,551.8	30,660.8	16,877.2	14,357.7	64.6	0.0	0.0	342.5	3,242.5	500.0	743.8	57.0	790.0	125.0	71,863.5
FFY 2027	1,550.6	2,551.8	2,328.2	8,688.6	0.0	0.0	0.0	0.0	500.0	0.0	3,489.4	750.0	400.0	790.0	125.0	21,173.5
FFY 2028	1,550.6	2,551.8	70,892.1	78,496.4	0.0	0.0	0.0	0.0	2,449.0	24,426.6	500.0	750.0	2,316.6	790.0	125.0	184,848.0
TOTAL	14,849.3	25,526.2	108,688.6	124,060.6	14,357.7	245.1	0.0	0.0	4,676.2	31,756.3	5,739.3	3,884.2	3,752.4	9,894.8	908.7	348,339.3

Federal	FTA 5307		FTA 5339		DISCRETIONAF 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER***	TOTAL
Carryover	5,107.7		1,011.2		6,904.6		0.0					38,922.9
FFY 2024	2,859.7	3,290.6	735.0	210.6	910.3	1,487.0	203.9	36.0	1,739.8	313.8	1,222.3	37,648.5
FFY 2025	2,847.0	1,915.1	758.7	180.0	0.0	165.1	297.2	59.1	1,739.8	313.8	1,222.3	29,413.4
FFY 2026	2,847.0	1,902.5	758.7	196.2	0.0	0.0	270.8	67.7	1,726.8	324.8	2,043.1	82,001.0
FFY 2027	2,847.0	1,880.9	758.7	113.9	0.0	0.0	180.8	45.2	1,779.9	299.1	1,222.3	30,301.2
FFY 2028	2,847.0	1,880.9	758.7	280.0	0.0	0.0	180.8	45.2	1,726.8	324.8	1,676.0	194,568.0
TOTAL	19,355.4	10,869.8	4,780.9	980.7	7,814.9	1,652.1	1,133.5	253.1	8,713.1	1,576.2	7,385.8	412,855.0

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

## NOTES:

These estimates are based on historical data and projections.

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

\*\* Reflective of federal share only.

\*\*\* Operations and Maintenance funds (average of Fiscal Years 2023-2025), TRANS ADE, and CMAQ (match) makes up OTHER

# Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover (Federal)</i>				7,186.9	8,677.3	10,197.5	6,380.1	7,930.7				
<i>Estimated allocation (Federal)</i>				1,490.4	1,520.2	1,550.6	1,550.6	1,550.6				
<b>Billings Bypass (Yellowstone River Bridge)</b>	Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0
<i>UPN4199003</i> <i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	Reconstruction of existing Interchange	CN				6,200.0				832.0	5,368.0	6,200.0
<i>UPN4199007</i> <i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>832.0</b>	<b>5,368.0</b>	<b>6,200.0</b>
<b>Grand Avenue</b>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN						3,426.8		459.9	2,966.9	3,426.8
<i>Possible LAG with city</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,426.8</b>	<b>0.0</b>	<b>459.9</b>	<b>2,966.9</b>	<b>3,426.8</b>
<b>Service Operations*</b>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
<i>Operating - 80% match</i> <i>MET Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Project Adjustments/Closures												
<b>CMAQ Totals</b>			<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>3,426.8</b>	<b>0.0</b>	<b>1,962.9</b>	<b>12,663.9</b>	<b>14,626.8</b>	
<b>Federal</b>			<b>0.0</b>	<b>0.0</b>	<b>5,368.0</b>	<b>0.0</b>	<b>2,966.9</b>					
<b>State</b>			<b>0.0</b>	<b>0.0</b>	<b>820.9</b>	<b>0.0</b>	<b>453.7</b>					
<b>Ending Balance (Federal)</b>			<b>8,677.3</b>	<b>10,197.5</b>	<b>6,380.1</b>	<b>7,930.7</b>	<b>6,514.4</b>					

updated allocation

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. 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> <i>Estimated Allocation (STPU)</i>				12,767.4 2,551.8	15,319.2 2,551.8	15,508.4 2,551.8	14,370.4 2,551.8	15,422.1 2,551.8		13.42%	86.58%	
<b>Billings Bypass (Five Mile Road)</b> <i>UPN41990</i> <i>MDT</i>	Construction of Five Mile Road	IC CN <b>Total</b>	140.1 5,865.9 <b>6,006.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		18.8 787.2 <b>806.0</b>	121.3 5,078.7 <b>5,200.1</b>	140.1 5,865.9 <b>6,006.1</b>
<b>Billings Bypass (Yellowstone River Bridge)</b> <i>UPN41990</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN <b>Total</b>	11,364.2 <b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	1,525.1 <b>1,525.1</b>	9,839.1 <b>9,839.1</b>	11,364.2 <b>11,364.2</b>
<b>Billings Bypass (Johnson Lane Interchange)</b> <i>UPN41990</i> <i>MDT</i>	Reconstruction of existing Interchange	CN <b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	2,429.7 <b>2,429.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	326.1 <b>326.1</b>	2,103.7 <b>2,103.7</b>	2,429.7 <b>2,429.7</b>
<b>Grand Avenue</b> <i>UPN 10702</i> <i>Possible LAG with city</i> <b>Adjustment/Closures</b>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE RW IC CN <b>Total</b>	<b>0.0</b>	<b>0.0</b>	2,362.6 <b>2,362.6</b>	1,260.0 <b>1,260.0</b>	1,500.0 <b>1,500.0</b>	16,985.7 <b>16,985.7</b>	<b>0.0</b>	317.1 169.1 201.3 2,279.5 <b>2,966.9</b>	2,045.5 1,090.9 1,298.7 14,706.2 <b>19,141.3</b>	2,362.6 1,260.0 1,500.0 16,985.7 <b>22,108.2</b>
<b>STPU Totals</b>			<b>0.0</b>	<b>2,362.6</b>	<b>3,689.7</b>	<b>1,500.0</b>	<b>16,985.7</b>	<b>0.0</b>	<b>5,624.1</b>	<b>36,284.1</b>	<b>41,908.2</b>	
<b>Federal</b>			<b>0.0</b>	<b>2,045.5</b>	<b>3,194.6</b>	<b>1,298.7</b>	<b>14,706.2</b>					
<b>State</b>			<b>0.0</b>	<b>317.1</b>	<b>495.2</b>	<b>201.3</b>	<b>2,279.5</b>					
<b>Balance</b>			<b>15,319.2</b>	<b>15,508.4</b>	<b>14,370.4</b>	<b>15,422.1</b>	<b>988.2</b>					

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

# Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
										8.76%	91.24%	
<b>MDT-PREVENTATIVE MAINTENANCE</b>	Maintenance - Striping, Durable 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
<b>MDT</b>		<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>	<b>6,843.0</b>	<b>7,500.0</b>
<b>Johnson Lane Interchange Ramps</b>	Striping and Durable Pavement Mar Interchange	OT		4.0						0.3	3.6	4.0
UPN												
<b>MDT</b>	I-90 RP 455- 455.5	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>
<b>Lockwood Interchange Ramps</b>	Striping and Durable Pavement Mar Interchange	OT		4.0						0.3	3.6	4.0
UPN												
<b>MDT</b>	I-90 RP 452.6- 453.1	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>
<b>27TH ST. Interchange Ramps</b>	Striping and Durable Pavement Mar Interchange	OT		4.0						0.3	3.6	4.0
UPN												
<b>MDT</b>	I-90 RP 449.9- 450.4	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>
<b>South Billings Blvd Interchange Ramps</b>	Striping and Durable Pavement Mar Interchange	OT		4.0						0.3	3.6	4.0
UPN												
<b>MDT</b>	I-90 RP 447- 447.5	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>
<b>King Ave West Interchange Ramps</b>	Striping and Durable Pavement Mar Interchange	OT		4.0						0.3	3.6	4.0
UPN												
<b>MDT</b>	I-90 RP 446.2- 446.4	<b>Total</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3.6</b>	<b>4.0</b>
<b>Zoo Drive Interchange Ramps</b>	Striping and Durable Pavement Mar Interchange	OT		4.5						0.4	4.1	4.5
UPN												
<b>MDT</b>	I-90 RP 443.1- 443.7	<b>Total</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4.1</b>	<b>4.5</b>
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing Interchange	CN				29,160.8				2,554.5	26,606.3	29,160.8
UPN 4199-007												
<b>MDT</b>	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29,160.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,554.5</b>	<b>26,606.3</b>	<b>29,160.8</b>
<b>I-90 Yellowstone River Bridges</b>	Bridge Replacement	PE		722.2						63.3	658.9	722.2
UPN 7972		RW		180.0						15.8	164.2	180.0
		CN		4,384.0						384.0	4,000.0	4,384.0
<b>MDT</b>	I-90 RP 450.09 to 452.73	<b>Total</b>	<b>5,286.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>463.1</b>	<b>4,823.2</b>	<b>5,286.3</b>
<b>Mossmain Intch - West Blgs Intch</b>	Pavement Preservation	PE		910.5						79.8	830.8	910.5
UPN 9198	Not all locations inside MPO bounda	CN		24,304.8	1,051.7					2,140.1	22,290.7	24,430.8
<b>MDT</b>	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>25,215.3</b>	<b>1,051.7</b>	<b>-925.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,219.9</b>	<b>23,121.5</b>	<b>25,341.4</b>
<b>Lockwood Interchange - Billings</b>	Capital Construction	PE		3,331.2		900.0				370.7	3,860.6	4,231.2
UPN 9978	Improvements to Lockwood Interch	RW					768.7			67.3	701.4	768.7
		IC						768.7		67.3	701.4	768.7
		CN						63,686.3		5,578.9	58,107.4	63,686.3
<b>MDT</b>	I-90 RP 450 to RP 453.5	<b>Total</b>	<b>3,331.2</b>	<b>0.0</b>	<b>900.0</b>	<b>0.0</b>	<b>768.7</b>	<b>64,455.1</b>	<b>0.0</b>	<b>6,084.3</b>	<b>63,370.7</b>	<b>69,455.0</b>
<b>I-90 CULVERTS - BILLINGS AREA</b>	Culvert Replacement	PE		757.0						66.3	690.7	757.0
UPN 10427	Not all locations inside MPO bounda	RW					59.5			5.2	54.3	59.5
<b>MDT</b>	I-90 RP 413 to 528	<b>Total</b>	<b>0.0</b>	<b>757.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59.5</b>	<b>4,937.1</b>	<b>0.0</b>	<b>432.5</b>	<b>4,504.6</b>	<b>4,937.1</b>
<b>IM TOTAL</b>			<b>33,832.8</b>	<b>3,333.0</b>	<b>1,474.3</b>	<b>30,660.8</b>	<b>2,328.2</b>	<b>70,892.1</b>	<b>0.0</b>	<b>12,484.9</b>	<b>130,036.5</b>	<b>142,521.3</b>

modified to actuals final voucher

updated estimate to match tcp

added RW phase  
moved to 28 from 27

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

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

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

CN estimates include CE costs

# National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>Sponsor</b>													
<b>MDT- PREVENTATIVE MAINTENANCE - NH</b>	Maintenance - Striping, Durable Pavement, Durable Pavement Pres.	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0		5,000.0
<b>MDT</b>		<b>Total</b>		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>		<b>5,000.0</b>
<b>Heights Main St.</b>	Striping and Durable Pavement BR 1-90/US-87	OT		140.7						18.9	121.8		140.7
<b>UPN</b>		<b>Total</b>	<b>0.0</b>	<b>140.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.9</b>	<b>121.8</b>	<b>0.0</b>	<b>140.7</b>
<b>MDT</b>													
<b>27th St.</b>	Striping and Durable Pavement MT-3	OT		142.2						19.1	123.1		142.2
<b>UPN</b>		<b>Total</b>	<b>0.0</b>	<b>142.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.1</b>	<b>123.1</b>	<b>0.0</b>	<b>142.2</b>
<b>MDT</b>													
<b>Zoo Drive Interchange</b>	Striping and Durable Pavement Zoo Drive	OT		55.5						7.5	48.1		55.5
<b>UPN</b>		<b>Total</b>	<b>0.0</b>	<b>55.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>48.1</b>	<b>0.0</b>	<b>55.5</b>
<b>MDT</b>													
<b>King Ave West</b>	Striping and Durable Pavement King Ave West	OT		22.5						3.0	19.4		22.5
<b>UPN</b>		<b>Total</b>	<b>0.0</b>	<b>22.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19.4</b>	<b>0.0</b>	<b>22.5</b>
<b>MDT</b>													
<b>Old Laurel Road</b>	Striping and Durable Pavement BR 1-90	OT		16.6						2.2	14.4		16.6
<b>UPN</b>		<b>Total</b>	<b>0.0</b>	<b>16.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>14.4</b>	<b>0.0</b>	<b>16.6</b>
<b>MDT</b>													
<b>ICT Hwy 312 to MP 7.29</b>	Striping and Durable Pavement US-87	OT				33.8				4.5	29.3		33.8
<b>UPN</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>29.3</b>	<b>0.0</b>	<b>33.8</b>
<b>MDT</b>													
<b>Billings Bypass</b>	New construction	PE	8,074.0		1,353.5	381.7				1,316.4	8,492.9		9,809.3
<b>UPN 4199-000</b>		RW	3,573.0	4,500.0		10,000.0				2,425.4	15,647.6		18,073.0
<b>MDT</b>		IC								0.0	0.0		0.0
<b>MDT</b>		<b>Total</b>	<b>11,647.0</b>	<b>4,500.0</b>	<b>1,353.5</b>	<b>10,381.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,741.8</b>	<b>24,140.5</b>	<b>27,882.3</b>	
<b>Billings Bypass - Yellowstone River Bridge</b>	New construction of bridge over the Yellowstone River	IC	416.2		-90.8					43.7	281.8		325.5
<b>UPN 4199-003</b>		CN	18,261.7	-1,621.0	-1,755.6					1,997.6	12,887.5		14,885.1
<b>MDT</b>		<b>Total</b>	<b>18,677.9</b>	<b>-1,621.0</b>	<b>-1,846.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,041.3</b>	<b>13,169.3</b>	<b>15,210.5</b>	
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection from Five Mile to US 87	IC						500.0		67.1	432.9		500.0
<b>UPN 4199-004</b>		CN						14,719.6		1,975.4	12,744.2		14,719.6
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,219.6</b>	<b>0.0</b>	<b>2,042.5</b>	<b>13,177.1</b>	<b>15,219.6</b>	
<b>Billings Bypass - RR O'pass</b>	New construction of RR O'pass	IC	764.4	469.2						165.6	1,068.1		1,233.6
<b>UPN 4199-005</b>		CN	16,929.6	520.0						2,341.7	15,107.9		17,449.6
<b>MDT</b>		<b>Total</b>	<b>17,694.0</b>	<b>989.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,507.3</b>	<b>16,176.0</b>	<b>18,683.2</b>	
<b>Billings Bypass - Johnson Ln. Intch - RR O'pass</b>	New construction of connection from Interchange to bridge	IC						1,000.0		134.2	865.8		1,000.0
<b>UPN 4199-006</b>		CN						8,252.8		1,107.5	7,145.3		8,252.8
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,252.8</b>	<b>0.0</b>	<b>1,241.7</b>	<b>8,011.1</b>	<b>9,252.8</b>	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing Interchange	IC	4,121.1	-83.0		1,269.9				712.3	4,595.7		5,308.0
<b>UPN 4199-007</b>		CN				3,800.0				510.0	3,290.0		3,800.0
<b>MDT</b>		<b>Total</b>	<b>4,121.1</b>	<b>-83.0</b>	<b>0.0</b>	<b>5,069.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,222.3</b>	<b>7,885.7</b>	<b>9,108.0</b>	
<b>Billings Bypass - (RR O'pass to Yellowstone)</b>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5	-11.9					938.3	6,053.5		6,991.8
<b>MDT</b>		<b>Total</b>	<b>7,726.3</b>	<b>-722.5</b>	<b>-11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>938.3</b>	<b>6,053.5</b>	<b>6,991.8</b>	
<b>Exposition Dr. &amp; 1st Ave. N. Blgs</b>	Intersection Improvements	PE	1,537.3	2,334.8		150.0				539.8	3,482.3		4,022.0
<b>UPN 7908</b>		RW			160.3					21.5	138.8		160.3
<b>MDT</b>		IC						2,585.8		347.0	2,238.8		2,585.8
<b>MDT</b>		CN						16,783.9		2,252.4	14,531.5		16,783.9
<b>MDT</b>		<b>Total</b>	<b>1,537.3</b>	<b>2,334.8</b>	<b>160.3</b>	<b>150.0</b>	<b>2,585.8</b>	<b>16,783.9</b>	<b>0.0</b>	<b>3,160.7</b>	<b>20,391.3</b>	<b>23,552.0</b>	
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE								1,938.7	12,507.8		14,446.5
<b>UPN 8669</b>		CN	10,763.2	3,531.5	151.8					39.7	255.9		295.6
<b>MDT</b>		<b>Total</b>	<b>10,763.2</b>	<b>3,531.5</b>	<b>151.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,938.7</b>	<b>12,507.8</b>	<b>14,446.5</b>	
<b>Airport Rd. &amp; Main St. - Blgs</b>	Intersection Improvements	PE	295.6							346.3	2,234.2		2,585.5
<b>UPN 8718</b>		RW	2,229.8	350.7		61.2				8.2	53.0		61.2
<b>MDT</b>		IC						250.0		33.6	216.5		250.0
<b>MDT</b>		CN						9,403.1		1,261.9	8,141.2		9,403.1
<b>MDT</b>		<b>Total</b>	<b>2,525.4</b>	<b>350.7</b>	<b>0.0</b>	<b>61.2</b>	<b>250.0</b>	<b>9,403.1</b>	<b>0.0</b>	<b>1,689.6</b>	<b>10,900.8</b>	<b>12,590.4</b>	
<b>1st Ave. N - N 9th to RR Xing</b>	Reconstruction of roadway Major Rehab	PE	2,984.3		328.0					444.5	2,867.8		3,312.3
<b>UPN 9022</b>		RW				59.8				8.0	51.8		59.8
<b>MDT</b>		IC						213.2		28.6	184.6		213.2
<b>MDT</b>		CN						23,905.7		3,208.1	20,697.6		23,905.7
<b>MDT</b>		<b>Total</b>	<b>2,984.3</b>	<b>0.0</b>	<b>328.0</b>	<b>59.8</b>	<b>213.2</b>	<b>23,905.7</b>	<b>0.0</b>	<b>3,689.3</b>	<b>23,801.7</b>	<b>27,491.0</b>	
<b>Zoo Drive Improvements</b>	Intersection Improvements	PE	499.7	492.7	13.9					135.0	871.3		1,006.3
<b>UPN 9597</b>		RW		225.0	-109.4					15.5	100.1		115.6
<b>MDT</b>		IC			54.3					1.3	8.6		9.9
<b>MDT</b>		CN			7,284.9	235.0				1,009.2	6,510.8		7,519.9
<b>MDT</b>		<b>Total</b>	<b>499.7</b>	<b>717.7</b>	<b>7,339.2</b>	<b>95.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,161.1</b>	<b>7,490.7</b>	<b>8,651.8</b>	
<b>1st Ave. N - RR Xing to Broadway</b>	Reconstruction of roadway Major Rehab	PE	831.1							111.5	719.5		831.1
<b>UPN 9880</b>		RW						12.4		1.7	10.8		12.4
<b>MDT</b>		IC						255.6		34.3	221.3		255.6
<b>MDT</b>		CN						0.0		0.0	0.0		0.0
<b>MDT</b>		<b>Total</b>	<b>831.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>268.1</b>	<b>0.0</b>	<b>147.5</b>	<b>951.6</b>	<b>1,099.1</b>	
<b>1st Ave. N - Broadway to Division</b>	Reconstruction of roadway Major Rehab	PE	840.7							112.8	727.8		840.7
<b>UPN 9881</b>		RW						12.6		1.7	10.9		12.6
<b>MDT</b>		IC						282.0		37.8	244.2		282.0
<b>MDT</b>		CN						0.0		0.0	0.0		0.0
<b>MDT</b>		<b>Total</b>	<b>840.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>294.6</b>	<b>0.0</b>	<b>152.4</b>	<b>982.9</b>	<b>1,135.3</b>	
<b>Montana Ave Crosswalks - BLGS</b>	Sidewalk Improvements ADA compliance	PE	128.2							17.2	111.0		128.2
<b>UPN 9998</b>		RW				25.6				3.4	22.2		25.6
<b>MDT</b>		IC						51.3		6.9	44.4		51.3
<b>MDT</b>		CN						1,831.8		245.8	1,586.0		1,831.8
<b>MDT</b>		<b>Total</b>	<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25.6</b>	<b>1,883.1</b>	<b>0.0</b>	<b>0.0</b>	<b>273.4</b>	<b>1,763.6</b>	<b>2,036.9</b>	
<b>Laurel RD / Montana Ave - BLGS</b>	Sidewalk Improvements ADA compliance	CN						2,706.5		0.0	0.0		0.0
<b>UPN 9998001</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,706.5</b>	<b>0.0</b>	<b>0.0</b>	<b>363.2</b>	<b>2,343.3</b>	<b>2,706.5</b>	
<b>MDT</b>													
<b>1st Ave South - Billings</b>	Pavement Preservation on 1st Ave South N-114 Mill & Fill with underseal and possible	PE		149.0						20.0	129.0		149.0
<b>UPN 10692</b>		IC						50.0		6.7	43.3		50.0
<b>MDT</b>		CN						2,368.7		317.9	2,050.8		2,368.7
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>149.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>2,368.7</b>	<b>0.0</b>	<b>344.6</b>	<b>2,223.1</b>	<b>2,567.7</b>	
<b>NH TOTAL</b>			<b>79,976.2</b>	<b>11,374.8</b>	<b>8,623.6</b>	<b>16,877.2</b>	<b>8,688.6</b>						

# National Highway Freight Program (NHFP)\*

Funding shown in thousands of dollars

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

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

\*NHFP is funded by the federal National Highway Performance Program.  
CN estimates include CE costs

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

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
(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
			<b>Total</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>0.0</b>
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
			<b>Total</b>	<b>###</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>207.6</b>	<b>1,339.2</b>	<b>1,546.8</b>
South Billings Blvd UPN MDT	Roadway Striping RP 0 to 1.3	OT	55.3								7.4	47.9	55.3
			<b>Total</b>	<b>55.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>47.9</b>	<b>55.3</b>
Johnson Lane Interchange UPN MDT	Roadway Striping RP 0 to 10.6	OT	10.6								1.4	9.2	10.6
			<b>Total</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9.2</b>	<b>10.6</b>
88TH ST- SHILOH UPN MDT	Roadway Striping RP 10.8 to 17.7	OT			69.7						9.4	60.3	69.7
			<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>69.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>60.3</b>	<b>69.7</b>
Mullowney Ln to Wise Ln UPN MDT	Roadway Striping RP 0 to 3.3	OT				64.6					8.7	56.0	64.6
			<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>56.0</b>	<b>64.6</b>
SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary MDT	Install safety improvement: signs, delineation, chevrons Various Locations	CN			110.8						14.9	95.9	110.8
			<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>110.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.9</b>	<b>95.9</b>	<b>110.8</b>
<b>TOTALS</b>			<b>###</b>	<b>0.0</b>	<b>180.5</b>	<b>64.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>262.2</b>	<b>1,608.5</b>	<b>1,870.7</b>

New striping pavement marking

programmed in 25 not 26

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											
<b>STPP TOTALS</b>			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	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor											10.00%	90.00%	
No New Projects		Total											
<b>TOTALS</b>			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		
<b>Sponsor</b>													
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0	
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>	<b>2,500.0</b>	
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0	923.3	
UPN 8052		RW	1,530.0							153.0	1,377.0	1,530.0	
		IC	415.1		-38.1					37.7	339.3	377.0	
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2	4,144.7	
<i>MDT</i>	RP 15.4 to 15.7	<b>Total</b>	<b>6,918.6</b>	<b>94.5</b>	<b>-38.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>697.5</b>	<b>6,277.6</b>	<b>6,975.1</b>	
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	Intersection Improvements - Roundabout	PE	863.9	87.6						95.1	856.3	951.5	
UPN 9383		IC	1,175.7	-108.5	161.7	-157.5				107.1	964.2	1,071.4	
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0	6,913.4	
<i>MDT</i>	U1034 RP 2.4-2.8	<b>Total</b>	<b>10,153.0</b>	<b>-1,433.8</b>	<b>374.5</b>	<b>-157.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>893.6</b>	<b>8,042.6</b>	<b>8,936.2</b>	
<b>ZOO DRIVE IMPROVEMENTS - BLG</b>	Safety Improvements for Traffic Op	PE								0.0	0.0	0.0	
UPN 9597		CN			500.0					50.0	450.0	500.0	
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>450.0</b>	<b>500.0</b>	
<b>SF189 SOUTH D5 SAFETY IMPRV</b>	Warning signs and flashers	PE	16.9							1.7	15.2	16.9	
UPN 9912	Not all locations inside MPO boundary using 10% for costs	CN		170.2						17.0	153.2	170.2	
<i>MDT</i>	Various Locations	<b>Total</b>	<b>16.9</b>	<b>170.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.7</b>	<b>168.4</b>	<b>187.1</b>	
<b>SF 209 BILLINGS DIST SIGNS</b>	install safety improvement: signs, delineation, chevrons	PE	44.8		39.2					8.4	75.6	84.0	
UPN 10299	Not all locations inside MPO Boundary	CN			678.2					67.8	610.4	678.2	
<i>MDT</i>	Various Locations	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>717.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76.2</b>	<b>686.0</b>	<b>762.2</b>	
<b>KING AVE &amp; 48TH STREET - BLGS</b>	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a												
UPN 10643	U-1037 RP 16.5 to 16.7	CN						1,949.0		194.9	1,754.1	1,949.0	
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,949.0</b>	<b>0.0</b>	<b>194.9</b>	<b>1,754.1</b>	<b>1,949.0</b>	
<b>HSIP Totals</b>			<b>17,133.4</b>	<b>-669.0</b>	<b>2,053.8</b>	<b>342.5</b>	<b>500.0</b>	<b>2,449.0</b>	<b>0.0</b>	<b>2,181.0</b>	<b>19,628.6</b>	<b>21,809.6</b>	

Final

Final

programmed in 25 not 26

updated estimates to TCP

CN estimates include CE costs

# Bridge Program

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>BBP-YELLOWSTONE RIVER</b> UPN 4199-003 MDT	New bridge construction Statewide	CN	5,000.0								0.0	0.0	0.0
		<b>Total</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>I-90 Yellowstone River</b> UPN 7972 MDT	RP 2.7 to 3.0	PE	4,833.3								648.6	4,184.6	4,833.3
		CN	63,376.3	2,074.9							8,783.6	56,667.7	65,451.3
		<b>Total</b>	<b>68,209.6</b>	<b>2,074.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>9,432.2</b>	<b>60,852.3</b>	<b>70,284.5</b>
<b>BR PRES COLUMBUS JOLIET AREA</b> UPN 9552 One project in MPO MDT	Minor bridge rehab Using 33% for costs U-1033 RP 0.9 to 1.1	PE	168.9	30.7							26.8	172.9	199.6
		CN		1,746.3	421.8						291.0	1,877.2	2,168.1
		<b>Total</b>	<b>168.9</b>	<b>1,777.0</b>	<b>421.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>317.8</b>	<b>2,050.0</b>	<b>2,367.8</b>
<b>SHILOH RD / I-90 BRIDGE - BLGS</b> UPN 9720 MDT	Bridge rehab U-1031 RO 5.0 to 5.3	PE	309.9								41.6	268.3	309.9
		IC							12.4		1.7	10.7	12.4
		CN							7,882.0		1,057.8	6,824.3	7,882.0
		<b>Total</b>	<b>309.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,894.4</b>		<b>1,101.0</b>	<b>7,103.3</b>	<b>8,204.3</b>
<b>MONTANA AVE OVERPASS- BILLINGS</b> UPN 9913 MDT	Bridge rehab N113 RP1.82 TO 1.92	PE	43.3								5.8	37.5	43.3
		CN	1,092.3	-186.6							121.6	784.2	905.8
		<b>Total</b>	<b>1,135.6</b>	<b>-186.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>127.4</b>	<b>821.7</b>	<b>949.1</b>
<b>MONTANA AVE BRIDGES- BILLINGS</b> UPN 10765 MDT	Bridge rehab Montana Ave over Laurel Road N113 RP1.7 TO 2.1	PE				1,996.3					267.9	1,728.4	1,996.3
		CN									2,210.2	14,259.6	16,469.8
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,996.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16,469.8</b>		<b>2,478.2</b>	<b>15,988.0</b>	<b>18,466.2</b>
<b>BBWA CANAL - N27TH ST BILLINGS</b> UPN 10801 IC/CN outside of TIP timeframe MDT	Bridge replacement Canal on N2th Street N53 RP 2.4 to 2.7	PE				1,246.2					167.2	1,079.0	1,246.2
		RW									8.4	53.9	62.3
		IC									0.0	0.0	0.0
		CN									0.0	0.0	0.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,246.2</b>	<b>0.0</b>	<b>0.0</b>	<b>62.3</b>		<b>175.6</b>	<b>1,132.9</b>	<b>1,308.5</b>
<b>BR TOTAL</b>			<b>74,824.1</b>	<b>3,665.4</b>	<b>421.8</b>	<b>3,242.5</b>	<b>0.0</b>	<b>24,426.6</b>	<b>0.0</b>	<b>14,303.1</b>	<b>92,277.3</b>	<b>106,580.4</b>	

Final  
Removed IC not needed  
modified to actuals

moved to 28 from 26  
updated estimates to TCP

New Project

New Project

CN estimates include CE costs

# Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>URBAN PAVEMENT PRESERVATION</b> MDT	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>Shiloh RD-King Ave to Rimrock</b> UPN 10703 MDT	Urban Pavement Preservation RP 0 to 2.98	PE			187.4						25.2	162.3	187.4
		CN						1,903.8			255.5	1,648.4	1,903.8
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>187.4</b>	<b>0.0</b>	<b>1,903.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>280.6</b>	<b>1,810.6</b>	<b>2,091.3</b>
<b>State Avenue - Billings</b> UPN 10704 MDT	Urban Pavement Preservation RP 0 to 1.5	PE			62.5						8.4	54.1	62.5
		CN						1,085.6			145.7	939.9	1,085.6
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>0.0</b>	<b>1,085.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>154.1</b>	<b>994.0</b>	<b>1,148.0</b>
<b>UPP TOTAL</b>			<b>0.0</b>	<b>500.0</b>	<b>749.9</b>	<b>500.0</b>	<b>3,489.4</b>	<b>500.0</b>	<b>0.0</b>	<b>770.2</b>	<b>4,969.1</b>	<b>5,739.3</b>	

added new project

added new project

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 13.42%	State 13.42%	Federal 86.58%	
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>167.8</b>	<b>1,082.3</b>	<b>1,250.0</b>
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE	1,093.6							146.8	946.8	1,093.6
		RW	150.0	-17.4						17.8	114.8	132.6
		IC	452.9		-4.6					60.2	388.1	448.3
UPN 8669		CN	1,154.4							154.9	999.5	1,154.4
<i>MDT</i>	RP .51 to .72	<b>Total</b>	<b>2,850.9</b>	<b>-17.4</b>	<b>-4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>379.6</b>	<b>2,449.2</b>	<b>2,828.8</b>
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation	CN	554.4							74.4	480.0	554.4
UPN 9198	Not all locations inside MPO bound	<b>Total</b>	<b>554.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.4</b>	<b>480.0</b>	<b>554.4</b>
<i>MDT</i>	I-90 RP 437.12 to 446.7											
<b>ATSPM - MAIN STREET (BILLINGS)</b>	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400	Various Locations	<b>Total</b>	<b>221.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.7</b>	<b>191.4</b>	<b>221.0</b>
<i>MDT</i>												
<b>BILLINGS DISTRICT ADA UPGRAD</b>	ADA upgrades	PE	25.2	12.6	29.8	-6.2				8.2	53.2	61.5
	Not all locations inside MPO boundary											
UPN 10431	using 10% for costs	<b>Total</b>	<b>25.2</b>	<b>12.6</b>	<b>29.8</b>	<b>-6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>53.2</b>	<b>61.5</b>
<i>MDT</i>	Various Locations											
<b>King Ave Signals - Billings</b>	INT UPGRADE/SIGNALS	OT		120.0						16.1	103.9	120.0
UPN 10585	Various Locations	<b>Total</b>	<b>0.0</b>	<b>120.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.1</b>	<b>103.9</b>	<b>120.0</b>
<i>MDT</i>												
<b>Total</b>			<b>3,651.5</b>	<b>865.2</b>	<b>775.2</b>	<b>743.8</b>	<b>750.0</b>	<b>750.0</b>	<b>0.0</b>	<b>1,011.3</b>	<b>6,524.5</b>	<b>7,535.7</b>

Final

updated costs to actuals final voucher

added project

CN estimates include CE costs

# Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal			
<b>Zoo Drive Improvements</b> UPN 9597  <i>MDT</i>	Intersection Improvements  I-90 RP 442.9 to 444.3 U-1011 RP 2.36 to 3.04	CN <b>Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	removed cr funds
<b>BILLINGS DISTRICT ADA UPGRAD</b> UPN 10431 <i>MDT</i>	ADA upgrades Not all locations inside MPO boundary using 15% for costs Various Locations	PE CN <b>Total</b>	0.0	388.4	-9.6	57.0	0.0	0.0	0.0	58.5	377.3	435.8	435.8	modified to actuals
<b>KING AVE &amp; 48TH STREET - BLGS</b> UPN 10643  <i>MDT</i>	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a U-1037 RP 16.5 to 16.7	PE RW IC CN <b>Total</b>	0.0	0.0	600.0	0.0	400.0	400.0	1,916.6	0.0	445.1	2,871.5	3,316.6	updated costs
<b>Total</b>			<b>0.0</b>	<b>388.4</b>	<b>590.4</b>	<b>57.0</b>	<b>400.0</b>	<b>2,316.6</b>	<b>0.0</b>	<b>503.6</b>	<b>3,248.8</b>	<b>3,752.4</b>		

# Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local 13.42%	State 13.42%	Federal 86.58%	
<b>Sponsor</b>												
<b>Carryover</b>				5,945.0	5,698.4	5,626.5	6,232.0	7,022.0				
<b>Estimated Allocation (TA)</b>				790.0	790.0	790.0	790.0	790.0				
<b>STAGECOACH TRAIL - BILLINGS</b>	Shared use path	PE		931.2					125.0		806.2	931.2
UPN 10432		CN						5,348.7	717.8		4,630.9	5,348.7
<i>MDT/Locals</i>	Skyline Trail to Zimmerman Trail	<b>Total</b>	<b>0.0</b>	<b>931.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,348.7</b>	<b>842.8</b>	<b>0.0</b>	<b>5,437.1</b>	<b>6,279.9</b>
<b>SIDEWALKS - LOCKWOOD</b>	Sidewalk construction	PE		266.1					35.7		230.4	266.1
UPN 10433		CN			995.4				133.6		861.8	995.4
<i>MDT/Locals</i>	Old Hardin Road	<b>Total</b>	<b>0.0</b>	<b>266.1</b>	<b>995.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>169.3</b>	<b>0.0</b>	<b>1,092.2</b>	<b>1,261.5</b>
<b>Johnson Lane -SIDEWALKS</b>	Sidewalk construction	PE				50.0			6.7		43.3	50.0
UPN 10721		CN						195.0	26.2		168.8	195.0
<i>MDT/Locals</i>	RP 0 to RP 0.6	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>195.0</b>	<b>32.9</b>	<b>0.0</b>	<b>212.1</b>	<b>245.0</b>
<b>Safe Routes to Schools - BLGS</b>	Improve routes in Billings School District	PE				163.0			21.9		141.2	163.0
UPN 10722		CN						1,329.3	178.4		1,150.9	1,329.3
<i>MDT/Locals</i>	Various locations	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>163.0</b>	<b>0.0</b>	<b>1,329.3</b>	<b>200.3</b>	<b>0.0</b>	<b>1,292.0</b>	<b>1,492.3</b>
<b>TA TOTALS</b>			<b>0.0</b>	<b>1,197.3</b>	<b>995.4</b>	<b>213.0</b>	<b>0.0</b>	<b>6,872.9</b>	<b>1,043.0</b>	<b>0.0</b>	<b>6,729.1</b>	<b>7,772.2</b>
<b>Federal</b>			<b>0.0</b>	<b>1,036.6</b>	<b>861.8</b>	<b>184.5</b>	<b>0.0</b>	<b>5,950.6</b>				
<b>Local</b>			<b>0.0</b>	<b>160.7</b>	<b>133.6</b>	<b>28.6</b>	<b>0.0</b>	<b>922.3</b>				
<b>Balance</b>				<b>5,698.4</b>	<b>5,626.5</b>	<b>6,232.0</b>	<b>7,022.0</b>	<b>1,861.3</b>				

decreased estimate to award amount

New Project

New Project

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

\*pending award

# Earmarks

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
<b>Sponsor</b>										13.42%	13.42%	86.58%	
<b>Billings Bypass</b>	<b>UPN41990</b>	Environmental Impact Statement	PE	14,598.6							1,959.1	12,639.5	14,598.6
		Preliminary Engineering	RW	7,847.0							1,053.1	6,793.9	7,847.0
<i>MDT</i>		Right of Way Acquisition	<b>Total</b>	<b>22,445.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,012.2</b>	<b>19,433.4</b>	<b>22,445.6</b>
			<b>Total</b>	<b>22,445.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,012.2</b>	<b>19,433.4</b>	<b>22,445.6</b>

CN estimates include CE costs

# Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%	
<b>Sponsor</b>											
<i>Carryover</i>			5,107.7	2,859.7	2,859.7	2,859.7	2,848.9				
<i>Allocation (Estimated)(Fed Share)</i>			2,859.7	2,905.0	2,970.9	2,970.9	2,970.9				
<b>Bus &amp; Passenger Amenities/Equipment</b>											
Supportive Equipment											
Facilities/Amenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY25/26		10.5				36.0	36.0	16.5		66.0
<i>Met Transit</i>		<b>Total</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>36.0</b>	<b>16.5</b>	<b>66.0</b>	<b>66.0</b>	<b>82.5</b>
<b>Transit Operations***</b>											
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	862.5	900.0	900.0	900.0	1,023.9		4,095.7	5,119.6
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	726.3	744.4	744.4	744.4	884.1		3,536.4	4,420.5
Fixed Route	50/50 Match		5,369.8	3,268.1	3,310.6	3,274.6	3,274.6	9,248.9		9,248.9	18,497.7
<i>Met Transit</i>		<b>Total</b>	<b>8,387.8</b>	<b>4,856.8</b>	<b>4,955.1</b>	<b>4,919.1</b>	<b>4,919.1</b>	<b>11,156.9</b>	<b>0.0</b>	<b>16,880.9</b>	<b>28,037.8</b>
<b>Purchase buses</b>											
Replacement Buses											
Expansion Buses											
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>8,398.3</b>	<b>4,856.8</b>	<b>4,955.1</b>	<b>4,955.1</b>	<b>4,955.1</b>	<b>11,173.4</b>	<b>0.0</b>	<b>16,946.9</b>	<b>28,120.3</b>
<b>Federal</b>			<b>5,107.7</b>	<b>2,905.0</b>	<b>2,970.9</b>	<b>2,981.7</b>	<b>2,981.7</b>				
<b>Local</b>			<b>3,290.6</b>	<b>1,951.8</b>	<b>1,984.2</b>	<b>1,973.4</b>	<b>1,973.4</b>				
<b>Ending Balance (Federal)</b>			<b>2,859.7</b>	<b>2,859.7</b>	<b>2,859.7</b>	<b>2,848.9</b>	<b>2,838.1</b>				

Full 5307 apportionment (FY2026)

\$2,970,851

Project 1 - Operating Assistance	FTA Amount	Local	Total	FTA Share	Local Share
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 1,656,681	\$ 1,656,681	\$ 3,313,362	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 FY26 for security requirement
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 594,170	\$ 148,543	\$ 742,713	80.00%	20.00% *up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventative Maintenance	\$ 720,000	\$ 180,000	\$ 900,000	80.00%	20.00%
<b>Total P2</b>	<b>\$ 2,970,851</b>	<b>\$ 1,985,224</b>	<b>\$ 4,956,075</b>		

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

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

# Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation	
			2024	2025	2026	2027	2028	Local	State	Federal		
<b>Sponsor</b>												
<i>Carryover</i>			1,011.2	753.1	1,173.4	431.8	811.8					
<i>Allocation (Estimated)</i>			735.0	758.7	780.0	780.0	780.0					
<b>Rolling Stock</b>	Replacement		602.1	0.0	0.0							
<i>Met Transit</i>	85/15 match for ADA		602.1	0.0	0.0	0.0	0.0	90.3		511.8	602.1	
<b>Bus and Bus Technology</b>	Upgrade		182.9	38.6	118.9							
<i>Met Transit</i>			182.9	38.6	118.9	0.0	0.0	68.1		272.3	340.4	
<b>Bus Facilities and Support</b>	Facility items, construction, technology, amenities, support equipment, etc.		418.8	88.9	725.0	400.0						
<i>Met Transit</i>				90.0	610.0	50.0						
				18.1		50.0						
			418.8	197.0	1,335.0	500.0	50.0	500.2		2,000.6	2,500.8	
<b>Bus Facilities Security System</b>	Upgrade			187.3	448.2							
<i>Met Transit</i>				187.3	448.2	0.0	0.0	127.1		508.4	635.6	
<b>Bus, Facilities, and Technology</b>	Upgrade facilities, replace buses, add technology		0.0	187.3	448.2	0.0	0.0	1,350.0	270.0	1,080.0	1,350.0	
<i>Met Transit</i>			0.0	187.3	448.2	0.0	0.0	1,350.0	270.0	1,080.0	1,350.0	
<b>SECTION 5339 TOTALS</b>			1,203.7	423.0	1,902.1	500.0	1,400.0	1,055.6	0.0	4,373.1	5,428.7	
<b>Federal</b>			993.1	338.4	1,521.7	400.0	1,120.0					
<b>Local</b>			210.6	84.6	380.4	100.0	280.0					
<b>Balance</b>			753.1	1,173.4	431.8	811.8	471.8					

updated allocation

## PROJECTS

2024	2025	2026	2027	2028
Overage bus diesel/electric				
AVL system	Bus Sign Controllers	Bus Pass Card Readers, APCs		
Facility Remodel	2 Support Vehicles, Generator, Shop Heaters	Transfer Center Amenities, Bus Wash Rehab	Transfer Center Amenities, Fork Lift, Bus Stops	Bus Stops
	Admin Building Security Cameras	Transfer Center Security Cameras		

# Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local	State	Federal	
<b>Sponsor</b>											
<i>Carryover</i>			6,904.6								
<i>Allocation</i>	5339b/LowNo		0.0	910.3							
<b>Rollingstock</b>	Replace buses		5,499.8		1,000.0						
<i>MET Transit</i>	85/15 match for ADA	<b>Total</b>	5,499.8	0.0	1,000.0	0.0	0.0	975.0		5,524.8	6,499.8
<b>Bus and Bus Facilities</b>	Technology		465.0		70.0						
<i>MET Transit</i>	Facility Remodel		2,196.0								
	Training		20.1		5.4						
	Training Capital		210.8								
	<b>80/20 Rate</b>	<b>Total</b>	2,891.9	0.0	75.4	0.0	0.0	578.4		2,313.5	2,891.9
<b>SECTION 5339 TOTALS</b>			8,391.7	0.0	1,075.4	0.0	0.0	1,553.3		7,838.3	9,391.7
<b>Federal</b>			6,904.6	0.0	910.3	0.0	0.0				
<b>Local</b>			1,487.0	0.0	165.1	0.0	0.0				
<b>Balance</b>			0.0	910.3	0.0	0.0	0.0				

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

## PROJECTS

2024	2025	2026	2027	2028
4 Diesel Buses	4 Electric Buses	Vans (moved from FY25)		
Electric Chargers	METroplex Remodel Bus Simulator & Training	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training (moved from FY25)		

# Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase	Year					Funding Source			Total Estimated
			2024	2025	2026	2027	2028	Local 15/20%	State	Federal 85/80%	
<b>Sponsor</b>											
<i>Carryover</i>			0.0	22.0	90.0	124.2	223.4				
<i>Allocation (Estimated)</i>			225.9	275.3	255.7	225.9	225.9				updated allocation
<b>Paratransit Vehicles</b>	Purchase vehicles (ADA and Cutaway) for and other Coordination members as applicable	Purch.	128.0	143.8	104.7			56.5		320.0	376.4
		Purch.	111.9	100.0	50.0			52.4		209.5	261.9
											updated cost
<i>Met Transit and Coordination Group</i>			239.9	243.8	154.7	0.0	0.0	95.7		542.6	638.3
<b>Traditional and Non-Traditional Projects</b>	Projects to support identified community need but may be also be used for vehicles	Purch.	0.0			158.4	282.5	88.2		352.7	440.9
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>			0.0	0.0	0.0	158.4	282.5	88.2		352.7	440.9
<b>Bus Stop Improvements</b>	Upgrade bus stop amenities	Purch.			112.5			22.5		90.0	112.5
											updated cost
<i>MET Transit</i>	Will be sub-allocated to MET Transit		0.0	0.0	112.5	0.0	0.0	16.9		95.6	112.5
<b>SECTION 5310 TOTALS</b>			239.9	243.8	267.2	158.4	282.5	200.8		990.9	1,191.7
	<b>Federal</b>		203.9	207.2	221.5	126.7	226.0				
	<b>Local</b>		36.0	36.6	45.7	31.7	56.5				
	<b>Balance</b>		22.0	90.0	124.2	223.4	223.3				

2024	2025	2026	2027	2028
MET ADA Transit Van	2 COR vans	1 COR ADA van 1 COR non-ADA vehicle		
YCCOA ADA Transit Van (updated van costs)	2 BSSS mini-vans			
			Projects determined based on annual Coordination	Projects determined based on annual Coordination
		MET infrastructure improvements (moved from FY25 to FY26)		

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

# Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase	Year					State Funded	Total Estimated
			2024	2025	2026	2027	2028		
<b>Sponsor</b>									
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			348.9	253.8	214.7	214.7	214.7	1,246.7	
<b>Transit Operations</b>	Operating		348.9	253.8	214.7	214.7	214.7	1,246.7	
<i>Met Transit</i>			348.9	253.8	214.7	214.7	214.7	1,246.7	
								updated allocation	
								updated costs	
<b>STATE TOTALS</b>			0.0	0.0	0.0	0.0	0.0	1,246.7	
								1,246.7	

## 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> .

The MPO published a Public Hearing Notice in the Yellowstone County News on April 10 & April 17, 2026, noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Tuesday, April 28, 2026.

Below is a list of the Public Meetings that allow for public review and comment on the Transportation Improvement Program. Each meeting minutes note the number of public attending and comments received from any public:

Technical Advisory Committee:	April 9, 2026
YC Planning Board:	April 28, 2026
YC Board of Commissioners:	May 12, 2026
Billings City Council:	April 27, 2026
Policy Coordinating Committee:	May 19, 2026 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 2025) Public Participation Plan, insert the link below in your browser

<https://www.billingsmt.gov/DocumentCenter/View/53562/2025-TITLE-VI-AND-PPP>

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

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

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

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

## **Certification**

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

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

Billings, Montana  
Metropolitan Planning Organization

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John Staley, President  
Yellowstone County Board of Planning