



POLICY COORDINATING COMMITTEE
AGENDA
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



OCTOBER 13, 2026 **MEETING TIME: 12:30 p.m.**

City Council Chambers, 5th Floor

BILLINGS MT

NOTICE TO THE PUBLIC

Citizens are invited to:

- Review the Agenda Packet on the City's website at: [Agendas and Minutes](#)

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

- Mail: City/County Planning Division PO Box 1178, Billings MT 59103
- Email: plnonline@billingsmt.gov
- NOTICE: All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA). Special arrangements for participation in public hearings by individuals with hearing, speech, or vision impairment may be made upon request at least three days prior to the hearing. Please notify the Planning Division Office, at 406-247-8610.

1. **Call to Order/Pledge to the American Flag: PCC Chairman**
2. **PUBLIC COMMENT PERIOD** -- (A 3-minute maximum per person.) *Any member of the public may be heard at this time on any subject(s), including items that are not on the agenda. The Policy Coordinating Committee will not take any action on non-agenda items today but could choose to add an item to the next meeting's agenda for discussion. Public comment may also allowed later on some items (see below), but an individual may only comment once on the same item.*
3. **Approval of Meeting Minutes:** September 15, 2026
4. **Old Business**
5. **New Business**
 - a. Final Action. Billings MPO 2027-2031 TIP. Lora Mattox, Transportation Planning Coordinator
6. **Other Business**
7. **Future Agenda Items:** Trails for All Feasibility Study; Safe Routes to School Additional Evaluation and Public Outreach
8. **Adjournment**

Date: 10/13/2026
Title:
Presented by:
Department: Planning & Community Services
Presentation:

Information

RECOMMENDATION

Approval of the minutes of: September 15, 2026

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

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Attachments

Minutes of September 15, 2026

POLICY COORDINATING COMMITTEE

Minutes of September 15, 2026



Call to Order: 12:00PM

The Pledge of Allegiance was recited.

Welcome and Introduction of the Policy Coordinating Committee Members and Staff.

Members: PCC Chair John Staley, President City County Planning Board; Commissioner Chair Mark Morse, Board of County Commissioners; Mayor Mike Nelson, Kurtis Schnieber, MDT.

Staff Participants: Lora Mattox, Transportation Planning Coordinator; Elyse Monat, Transportation Planner; Brenda Berns, Planning Clerk.

Virtual Attendees: Kenn Winegar, MDT; Katie Potts, MDT

Public Comment Period

a. Comments on items not on the agenda and requests to add items to future agendas:

There were no comments received.

b. Comments on items on the Non-public and Public Agenda Items:

There were no comments received.

Approval of the Minutes of July 21, 2026 Motion

Motion by Commissioner Morse to approve July 21, 2026, meeting minutes as submitted, second by Mayor Nelson. Motion carried unanimously.

New Business

a. Economic and Financial Analysis of Complete Streets – Final Action

Elyse Monat, Transportation Planner.

Ms. Monat provided an overview of the requested action and summarized the prior votes related to the Economic and Financial Analysis of Complete Streets in Billings.

Motion

Commissioner Morse moved to Deny the Economic and Financial Analysis of Complete Streets in Billings, second by Kurtis Schnieber. Motion carried unanimously.

Other Business

Ms. Mattox reported that the MPO redesignation documents had been submitted for the Governor's review. She stated that the documents would also proceed through the City and County review process.

POLICY COORDINATING COMMITTEE

Minutes of September 15, 2026



The redesignation does not change the substantive provisions of the existing documents but removes the City-County Planning Board from the MPO's operational structure and designates the Policy Coordinating Committee as the MPO governing body.

Commissioner Morse asked whether the change was operational or procedural. Ms. Mattox clarified that the change is procedural.

A question was raised regarding the next steps in the review process. Ms. Mattox stated that the documents would be reviewed by Jeff Streeter, Sam Woods, and the appropriate district contacts before being forwarded to the Governor.

Future Agenda Items

Ms. Mattox reported that a new Transportation Improvement Program (TIP) has been established to place the MPOs on the same schedule, which should simplify future updates. Staff are also completing work related to Safe Routes to School. A potential future project would address pedestrian access west of Main Street for students traveling to Medicine Crow Middle School, including consideration of a crosswalk on Judith Lane. Additional discussion is anticipated in the fall.

Staff are continuing to evaluate several transportation and trail connectivity projects, including the Alkali Creek tunnel area and a potential trail connection from Main Street to the Aronson Trail. Ms. Mattox noted that floodplain conditions and private property ownership present challenges, and Swords Lane is also being considered as part of the evaluation.

A feasibility study is also underway regarding the Castlerock utility connection and potential connectivity improvements. The Long-Range Transportation Plan is currently being developed in-house.

Adjournment

The meeting adjourned at 12:12 p.m.

Brenda J. Berns, Planning Clerk

Date: 10/13/2026
Title: Billings MPO 2027-2031 Transportation Improvement Program
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff recommends that the Policy Coordinating Committee (PCC) approve the 2027-2031 Transportation Improvement Program based on the recommendations of the City-County Planning Board, Billings City Council, and the Board of County Commissioners.

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

The TIP is the Billings Metropolitan Planning Organization's federally required, short-range program of transportation projects anticipated to receive federal transportation funding within the Billings Metropolitan Planning Area. The TIP is developed in coordination with the Montana Department of Transportation (MDT), local jurisdictions, and transportation partners.

The Billings MPO is adopting a new 2027–2031 TIP primarily to coordinate the TIP development and review schedules of Montana's Metropolitan Planning Organizations. Moving the Billings MPO to this schedule will place Montana MPOs on a consistent TIP timeline, improving coordination among the MPOs, MDT, and federal transportation agencies. The only update to the document is the incorporation of MDT's current safety performance measures, updated Transit Asset Management information, and an update to the Public Transportation Agency Safety Plan targets.

Purpose of the 2027–2031 TIP

The primary purpose of adopting the 2027–2031 TIP at this time is administrative coordination rather than changes to the MPO's transportation investment priorities. Establishing a common TIP timeline for Montana MPOs will:

- Align the Billings MPO TIP cycle with the other Montana MPOs;
- Provide a more consistent statewide schedule for TIP development, review, and approval;
- Improve coordination with MDT and federal transportation partners; and
- Simplify future TIP and Statewide Transportation Improvement Program (STIP) coordination.

STAKEHOLDERS

The review of the FY27-31 TIP followed the MPO's Transportation Planning Process, which provides multiple opportunities for public input. On September 17th, the Technical Advisory Committee met and recommended the governing bodies approve the request to amend the FY27-31 TIP and forward the recommendation to the PCC. On September 22nd, the Planning Board, acting as the designated MPO, held a public hearing on the request and voted to recommend approval of the TIP to the PCC. The Billings City Council on September 28th voted to forward a recommendation of approval to the PCC, and on October 6th, the Yellowstone County Commissioners recommended approval of the TIP to the PCC.

ALTERNATIVES

The TIP provides the MPO a listing of federally funded projects through 2031. The Policy Coordinating Committee may:

- Approve the 2027-2031 TIP that will allow the continuation of federal funds to the MPO, or;
- Not approve the 2027-2031 TIP. Not approving the amendment could jeopardize continued federal funding in the MPO.

FISCAL EFFECTS

The TIP identifies available federal funding sources for transportation projects; however, many federally funded projects require a local match, which may have implications for City and County budgets. These local contributions are typically identified in other planning documents, such as the Capital Improvement Program (CIP). Non-federally funded projects are also accounted for in these existing planning documents. No funding commitments are being made through this TIP amendment process, as actual project specific funding and development occur as projects move through federal, state and local processes.

SUMMARY

The 2027–2031 Transportation Improvement Program (TIP) is being adopted primarily to align the Billings MPO’s TIP schedule with the other Montana MPOs and improve coordination with MDT and federal transportation agencies. The TIP does not change the MPO’s transportation investment priorities. Updates are limited to current MDT safety performance measures, Transit Asset Management information, and Public Transportation Agency Safety Plan targets.

The TIP identifies federally funded transportation projects anticipated through 2031 and supports the continued availability of federal transportation funding in the Billings metropolitan area. The document has proceeded through the MPO’s established review process, with recommendations for approval from the Technical Advisory Committee, Planning Board, Billings City Council, and Yellowstone County Commissioners. Staff recommends that the PCC approve the 2027–2031 TIP.

Attachments

2037-2031 TIP

The Billings Metropolitan Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal Fiscal Years

FFY 2027 – 2031

October 13, 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

	2027-2031				
Technical Advisory Committee	09/17/2026				
Yellowstone County Board of Planning	09/22/2026				
Billings City Council	09/28/2026				
Yellowstone County Board of County Commissioners	10/06/2026				

Approved By

	2027-2031				
Policy Coordinating Committee	10/13/2026				
Montana Department of Transportation					

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

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

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

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

Introduction

Preface

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

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

About the Transportation Improvement Program

The TIP is a short-range program of highway and transit projects in the Billings metropolitan planning area and is prepared by YCPB 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, 2027 – September 30, 2031 (FFY 2027 & 2031). 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 2027-2031 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 (2027-2031)

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

Project Description

Portions of Grand Avenue exist as a two-lane county road section in a growing area of the city that has no sidewalk or other multi-modal element. Increasing traffic levels on a narrow road and the inability to separate left-turning vehicles are a main safety concern. This project completes Grand Avenue to City

arterial standards where the street has not been constructed between 41st Street West and 62nd Street West. The proposed scope of work includes reconstruction of the roadway to a multi-lane facility, stormwater improvements, curb and gutter, sidewalk, shared use path, streetlights, ADA ramps, and intersection improvements. The city intends to complete a traffic light installation at 56th Street West and Grand in the fall of 2026, this traffic signal project is funded locally.

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.

The Comprehensive Highway Safety Plan is required to be updated every five (5) years. Updating the safety performance measure target methodology is part of the planning and development process. The 2025 Comprehensive Highway Safety Plan (CHSP) Advisory Committee reaffirmed its commitment to Vision Zero by setting a long-term goal of zero fatalities and serious injuries by 2050, with an interim goal to reduce numbers from 984 in 2023 to 729 by 2030. The projects through 2030 and the long-term goal of Zero by 2050 and reflect an annual reduction. This performance-based approach informs the methodology used to set performance measure targets. Progress will be reviewed annually to recalibrate reduction strategies and ensure continued advancement towards the long-term Vision Zero goal.

Performance Measure	2027 State Target (based on 5-year rolling average)
Number of fatalities	No more than 199.6 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 1.445 fatalities per 100 million annual vehicle miles traveled (AVMT) which is a reduction of .056
Number of serious injuries	No more than 750.4 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 5.371 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 64.6 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	>35%	>35%
Percent of Pavements of the Interstate in Poor Condition	<2%	<2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	>30%	>30%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	<3%	<3%
Percent of Bridges Classified as in Good Condition	>17%	>17%
Percent of Bridges Classified as in Poor Condition	<8%	<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. MDT is currently updating the 2022 Montana Freight Plan. More information regarding freight related information can be found [here](#).

Performance Measure	State Target	
	2-Year	4-Year
Truck Travel Time Reliability (TTTR) Index	<1.35	<1.35

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 ₁₀)	>0.0 kg/day	>0.0 kg/day
Particulate Matter 2.5 (PM _{2.5})	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	2027 Target	2028 Target	2029 Target	2030 Target	2031 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their minimum useful life	BU – Bus	0%	0%	0%	0%	0%
	CU – Cutaway Bus	0%	0%	0%	11%	11%
	VN – Van	0%	0%	66%	66%	66%
SERVICE VEHICLES						
Age - % of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Trucks and other Rubber Tire Vehicles	25%	25%	25%	50%	50%
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger Facilities	0%	0%	0%	0%	0%
	Administration and Maintenance	0%	0%	0%	0%	0%

Transit Safety Plan Targets

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

Safety Performance Targets for 2026	Fixed Route Service	Paratransit Service
Major Safety Events (Total)	2	0
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
Fatalities (Total)	0	0
Fatality Rate (per 100k VRM)	0	0
Transit Worker Fatality Rate (per 100k VRM)	0	0
Injuries (Total)	2	0
Injury Rate (per 100k VRM)	<0.25	0
Transit Worker Injury Rate (per 100k VRM)	0	0
Assault on Transit Workers (Total)	0	0
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, 2026, to June 30, 2031, and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2026 through 2031.

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

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.

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
Sponsor										13.42%	86.58%	
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
STPP TOTALS												

Project name and project sponsors

Project description and detail

Project phases

Funding programmed in years prior to current TIP

Funding programmed for each year of the current TIP

Funding contributions from associated agencies

Total project costs including costs from previous years

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

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

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Grand Ave 41st to 62nd	10702	Reconstruction of existing roadway	possible lag project
STPU			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed
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	
Grand Ave 41st to 62nd	10702	Reconstruction of existing roadway	possible lag project
IM			
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design	
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary
NH			
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations
Billings Bypass	4199-000	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
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	
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	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction	
Zoo Drive Improvements	9597	Intersection Improvements	
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	
Laurel RD / Montana Ave - BLGS	9998001	Sidewalk Improvements ADA Compliance	Split from MT Ave Crosswalks
1st Ave South - Billings	10692	Pavement Preservation on 1st Ave South N-114 Mill & Fill with underseal and possible Digouts.	

Billings MPO Project List (Continued)

NHFP			
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
STPX, STPS, SFCN			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
STPP			
RRS			
HSIP			
Various Safety Projects			Placeholder to allow project nominations
Zoo Drive Improvements	9597	Intersection Improvements	
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded
BR			
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab	
MONTANA AVE fBRIDGES- BILLINGS	10765	Bridge rehab	
UPP			
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations
Shiloh Rd - King Ave to Rimrock	10703	Pavement preservation	
State Avenue - Billings	10704	Pavement preservation	
MACI			
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CE only
King Ave Signals - Billings	10585	INT upgrades/signals	
CR			
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CN only
Zoo Drive Improvements	9597	Intersection Improvements	CN only
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded
TA			
Stagecoach Trail		Shared use path	
Old Hardin Sidewalk		Sidewalk construction	
Johnson Ln - Sidewalks	10721	Sidewalk construction	
Safe Routes to Schools - BLGS	10722	Improve routes in Billings school districts	

Billings MPO Project List (Continued)

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			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031					
Sponsor: MDT											13.42%	86.58%	
Billings Bypass <i>UPN4199000</i>	Environmental Impact Statement	PE-EIS	4,919.6						EARMARK		660.2	4,259.4	4,919.6
	Preliminary Engineering	PE	9,679.0						EARMARK		1,298.9	8,380.0	9,679.0
	Preliminary Engineering	PE	10,447.8						NH		1,402.1	9,045.7	10,447.8
	Right of Way Acquisition	RW	25,923.0						EARMARK/NH		3,478.9	22,444.1	25,923.0
	Utility Moves	IC							NH		0.0	0.0	0.0
<i>MDT</i>		Total	50,969.4	0.0	0.0	0.0	0.0	0.0			6,840.1	44,129.3	50,969.4
Billings Bypass <i>UPN4199002</i>	Construction of Five Mile Road	IC	140.1						STPU		18.8	121.3	140.1
(Five Mile Road)		CN	5,865.9						STPU		787.2	5,078.7	5,865.9
<i>MDT</i>		Total	6,006.1	0.0	0.0	0.0	0.0	0.0			806.0	5,200.1	6,006.1
Billings Bypass <i>UPN4199003</i>	Construction of a new bridge over the Yellowstone River	IC	325.5						NH		43.7	281.8	325.5
(Yellowstone River Bridge)		CN	11,364.2						STPU		1,525.1	9,839.1	11,364.2
		CN	5,000.0						CMAQ		671.0	4,329.0	5,000.0
		CN	5,000.0						BRIDGE		671.0	4,329.0	5,000.0
		CN	16,520.8						NH		2,217.1	14,303.7	16,520.8
		CN	12.9						SFCX		12.9	0.0	12.9
<i>MDT</i>		Total	38,223.4	0.0	0.0	0.0	0.0	0.0			5,140.8	33,082.6	38,223.4
Billings Bypass <i>UPN4199007</i>	Reconstruction of existing Interchange	IC	5,140.4						NH		689.8	4,450.5	5,140.4
(Johnson Lane Interchange)		CN	2,297.1						STPU		308.3	1,988.8	2,297.1
		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	13,611.8						NHFP split at 91.24/8.76		1,192.4	12,419.4	13,611.8
		CN	34,970.7						IM*		3,063.4	31,907.2	34,970.7
<i>MDT</i>		Total	66,019.9	0.0	0.0	0.0	0.0	0.0			6,595.9	59,424.0	66,019.9
Billings Bypass <i>UPN4199005</i>	Construction of new bridge over railroad	IC	1,298.1						NH		174.2	1,123.9	1,298.1
(Railroad Overpass)		CN	17,474.1						NH		2,345.0	15,129.1	17,474.1
<i>MDT</i>		Total	18,772.2	0.0	0.0	0.0	0.0	0.0			2,519.2	16,253.0	18,772.2
Billings Bypass <i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	6,991.9						NH		938.3	6,053.6	6,991.9
<i>MDT</i>		Total	6,991.9	0.0	0.0	0.0	0.0	0.0			938.3	6,053.6	6,991.9
Billings Bypass <i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC						1,000.0	NH		134.2	865.8	1,000.0
(Johnson Lane Interchange to RR O'pass)		CN						8,252.8	NH		1,107.5	7,145.3	8,252.8
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	9,252.8			1,241.7	8,011.1	9,252.8
Billings Bypass <i>UPN4199004</i>	Construction of connection from Five Mile to US 87	IC							NH		0.0	0.0	0.0
(Five Mile Rd to US 87)		CN							NH		0.0	0.0	0.0
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
Totals			186,982.9	0.0	0.0	0.0	0.0	9,252.8		0.0	24,082.1	172,153.6	196,235.7

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

CN estimates include CE costs

Projects with Multiple Funding Continued

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031					
Sponsor: MDT											13.42%	86.58%	
KING AVE & 48TH STREET - BLGS	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
UPN 10643		RW		400.0					CR		53.7	346.3	400.0
		IC			400.0				CR		53.7	346.3	400.0
		CN			1,916.6				CR		257.2	1,659.4	1,916.6
		CN							HSIP		0.0	0.0	0.0
		CN			341.9				Local Contribution	341.9	0.0	0.0	341.9
MDT	U-1037 RP 16.5 to 16.7	Total	600.0	400.0	2,658.5	0.0	0.0	0.0		341.9	445.1	2,871.5	3,658.5
Totals			600.0	400.0	2,658.5	0.0	0.0	0.0		341.9	445.1	2,871.5	3,658.5

CN estimates include CE costs

HSIP split at 90/10%

Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031					
Sponsor: MDT											13.42%	86.58%	
Grand Avenue	reconstruction of existing roadway	PE	2,362.6						STPU		317.1	2,045.5	2,362.6
UPN 10702		RW		1,260.0					STPU		169.1	1,090.9	1,260.0
		IC			1,500.0				STPU		201.3	1,298.7	1,500.0
		CN			16,985.7				STPU		2,279.5	14,706.2	16,985.7
		CN			3,426.8				CMAQ		459.9	2,966.9	3,426.8
MDT	41st St West to 62nd St West	Total	2,362.6	1,260.0	21,912.4	0.0	0.0	0.0			3,426.8	22,108.2	25,535.0
Totals			2,362.6	1,260.0	21,912.4	0.0	0.0	0.0			3,426.8	22,108.2	25,535.0

Estimated Revenue

Amounts shown in thousands of dollars

Federal						STP/S*/X*										
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	CR*	TA *	FWP	SUBTOTAL
Carryover	6,380.1	15,763.0												5,945.0		28,088.1
FFY 2027	1,550.6	2,551.8	2,328.2	4,063.5	0.0	0.0	0.0	0.0	500.0	0.0	3,489.4	750.0	400.0	790.0	125.0	16,548.5
FFY 2028	1,550.6	2,551.8	70,892.1	15,530.4	0.0	0.0	0.0	0.0	2,449.0	24,426.6	500.0	750.0	2,316.6	790.0	0.0	121,757.0
FFY 2029	1,550.6	2,551.8	1,500.0	66,107.0	0.0	0.0	0.0	0.0	500.0	62.3	500.0	750.0	0.0	790.0	125.0	74,436.6
FFY 2030	1,550.6	2,551.8	1,500.0	17,783.9	0.0	0.0	0.0	0.0	500.0	5,084.5	500.0	750.0	0.0	790.0	0.0	31,010.7
FFY 2031	1,550.6	2,551.8	1,500.0	1,000.0	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	0.0	790.0	125.0	9,267.3
TOTAL	14,133.1	28,521.8	77,720.4	104,484.8	0.0	0.0	0.0	0.0	4,449.0	29,573.3	5,489.4	3,750.0	2,716.6	9,894.8	375.0	281,108.1

Federal	FTA 5307		FTA 5339		DISCRETIONARY 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER***	TOTAL
Carryover	5,107.7		431.8		0.0		124.3					33,751.9
FFY 2027	2,977.7	3,290.6	780.0	100.0	0.0	0.0	126.7	31.7	1,739.8	313.8	1,222.3	27,131.0
FFY 2028	2,977.7	1,951.8	780.0	0.0	0.0	0.0	226.0	56.5	1,739.8	313.8	1,676.0	131,478.5
FFY 2029	2,977.7	1,991.0	780.0	0.0	0.0	0.0	0.0	0.0	1,726.8	324.8	1,222.3	83,459.2
FFY 2030	2,977.7	1,980.2	780.0	0.0	0.0	0.0	0.0	0.0	1,779.9	299.1	1,222.3	40,049.8
FFY 2031	2,977.7	1,980.2	780.0	270.0	0.0	0.0	0.0	0.0	1,726.8	324.8	1,222.3	18,549.1
TOTAL	19,996.2	11,193.9	4,331.8	370.0	0.0	0.0	477.0	88.2	8,713.1	1,576.2	6,565.0	334,419.5

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), TRANSADE, and CMAQ (match) makes up OTHER

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
<i>Carryover (Federal)</i>				6,380.1	7,930.7	6,514.4	8,065.0	9,615.6				
<i>Estimated allocation (Federal)</i>				1,550.6	1,550.6	1,550.6	1,550.6	1,550.6				
Billings Bypass <i>UPN4199003</i> (Yellowstone River Bridge) <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
Billings Bypass <i>UPN4199007</i> (Johnson Lane Interchange) <i>MDT</i>	Reconstruction of existing Interchange	CN	6,200.0							0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Avenue <i>UPN 10702</i>	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>		Total	0.0	0.0	3,426.8	0.0	0.0	0.0	0.0	459.9	2,966.9	3,426.8
Service Operations*												
Operating - 80% match	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
<i>MET Transit</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Project Adjustments/Closures												
CMAQ Totals				0.0	3,426.8	0.0	0.0	0.0	0.0	1,130.9	7,295.9	8,426.8
Federal				0.0	2,966.9	0.0	0.0	0.0				
State				0.0	453.7	0.0	0.0	0.0				
Ending Balance (Federal)				7,930.7	6,514.4	8,065.0	9,615.6	11,166.2				

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

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

CN estimates include CE costs

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Carryover Estimated Allocation (STPU)				15,763.0 2,551.8	17,054.7 2,551.8	1,120.8 2,551.8	3,672.6 2,551.8	6,224.3 2,551.8				
Billings Bypass (Five Mile Road) <i>UPN4199002</i> <i>MDT</i>	Construction of Five Mile Road	IC CN Total	140.1 5,865.9 6,006.1	 0.0	 0.0	 0.0	 0.0	 0.0		18.8 787.2 806.0	121.3 5,078.7 5,200.1	140.1 5,865.9 6,006.1
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN Total	11,364.2 11,364.2	 0.0	 0.0	 0.0	 0.0	 0.0	 0.0	1,525.1 1,525.1	9,839.1 9,839.1	11,364.2 11,364.2
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN Total	2,297.1 2,297.1	 0.0	 0.0	 0.0	 0.0	 0.0	 0.0	308.3 308.3	1,988.8 1,988.8	2,297.1 2,297.1
Grand Avenue <i>UPN 10702</i> <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE RW IC CN Total	2,362.6 0.0	 1,260.0 1,260.0	 1,500.0 16,985.7 18,485.7	 0.0	 0.0	 0.0	 0.0	317.1 169.1 201.3 2,279.5 2,966.9	2,045.5 1,090.9 1,298.7 14,706.2 19,141.3	2,362.6 1,260.0 1,500.0 16,985.7 22,108.2
Adjustment/Closures												
STPU Totals			1,260.0	18,485.7	0.0	0.0	0.0	0.0	0.0	5,606.3	36,169.3	41,775.6
Federal			1,090.9	16,004.9	0.0	0.0	0.0	0.0				
State			169.1	2,480.8	0.0	0.0	0.0	0.0				
Balance			17,054.7	1,120.8	3,672.6	6,224.3	8,776.1					

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

Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor										8.76%	91.24%	
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0
MDT	Pave Marking, Pavement Pres.	Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	CN	34,970.7							3,063.4	31,907.2	34,970.7
UPN 4199-007	Interchange											
MDT	I-90 RP	Total	34,970.7	0.0	0.0	0.0	0.0	0.0	0.0	3,063.4	31,907.2	34,970.7
Lockwood Interchange - Billings	Capital Construction	PE	5,692.6							498.7	5,193.9	5,692.6
UPN 9978	Improvements to Lockwood Interchange	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
MDT	I-90 RP 450 to RP 453.5	Total	5,692.6	768.7	64,455.1	0.0	0.0	0.0	0.0	6,212.3	64,704.1	70,916.4
I-90 CULVERTS - BILLINGS AREA	Culvert Replacement	PE	757.0							66.3	690.7	757.0
		RW		59.5						5.2	54.3	59.5
UPN 10427	Not all locations inside MPO boundary	CN			4,937.1					432.5	4,504.6	4,937.1
MDT	I-90 RP 413 to 528	Total	757.0	59.5	4,937.1	0.0	0.0	0.0	0.0	504.0	5,249.6	5,753.6
IM TOTAL			41,420.2	2,328.2	70,892.1	1,500.0	1,500.0	1,500.0	0.0	10,436.7	108,703.9	119,140.6

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 Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor												
MDT-PREVENTATIVE MAINTENANCE - NH	Maintenance - Stripping, Durable Pave Marking, 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
MDT		Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
Billings Bypass	New construction	PE		10,447.8						1,402.1	9,045.7	10,447.8
UPN 4199-000		RW		18,076.0						2,425.8	15,650.2	18,076.0
MDT		IC								0.0	0.0	0.0
MDT		Total		28,523.8	0.0	0.0	0.0	0.0	0.0	3,827.9	24,695.9	28,523.8
Billings Bypass - Yellowstone River Bridge	New construction of bridge over the Yellowstone River	IC		352.5						47.3	305.2	352.5
UPN 4199-003		CN		16,520.8						2,217.1	14,303.7	16,520.8
MDT		Total		16,873.2	0.0	0.0	0.0	0.0	0.0	2,264.4	14,608.8	16,873.2
Billings Bypass - Five Mile Rd to US 87	Construction of connection from Five Mile to US 87	IC				500.0				67.1	432.9	500.0
UPN 4199-004		CN				14,719.6				1,975.4	12,744.2	14,719.6
MDT		Total		0.0	0.0	0.0	15,219.6	0.0	0.0	2,042.5	13,177.1	15,219.6
Billings Bypass - RR O'pass	New construction of RR O'pass	IC		1,298.1						174.2	1,123.9	1,298.1
UPN 4199-005		CN		17,474.1						2,345.0	15,129.1	17,474.1
MDT		Total		18,772.2	0.0	0.0	0.0	0.0	0.0	2,519.2	16,253.0	18,772.2
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection from Interchange to bridge	IC				1,000.0				134.2	865.8	1,000.0
UPN 4199-006		CN				8,252.8				1,107.5	7,145.3	8,252.8
MDT		Total		0.0	0.0	9,252.8	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange	IC		5,140.4						689.8	4,450.5	5,140.4
UPN 4199-007		CN		3,800.0						510.0	3,290.0	3,800.0
MDT		Total		8,940.4	0.0	0.0	0.0	0.0	0.0	1,199.8	7,740.6	8,940.4
Billings Bypass - (RR O'pass to Yellowstone)	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN		6,991.9						938.3	6,053.6	6,991.9
UPN4199-008												
MDT		Total		6,991.9	0.0	0.0	0.0	0.0	0.0	938.3	6,053.6	6,991.9
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE		4,022.0						539.8	3,482.3	4,022.0
UPN 7908		RW			160.3					21.5	138.8	160.3
MDT		IC				2,585.8				347.0	2,238.8	2,585.8
MDT		CN					16,783.9			2,252.4	14,531.5	16,783.9
MDT		Total		4,022.0	160.3	0.0	2,585.8	16,783.9	0.0	3,160.7	20,391.3	23,552.0
Underpass Ave. Improvements	Intersection Improvements	CN		14,436.0						1,937.3	12,498.7	14,436.0
UPN 8669												
MDT		Total		14,436.0	0.0	0.0	0.0	0.0	0.0	1,937.3	12,498.7	14,436.0
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT		295.6						39.7	255.9	295.6
UPN 8718		PE		2,580.5						346.3	2,234.2	2,580.5
MDT		RW			61.2					8.2	53.0	61.2
MDT		IC				250.0				33.6	216.5	250.0
MDT		CN					9,403.1			1,261.9	8,141.2	9,403.1
MDT		Total		2,876.1	61.2	250.0	9,403.1	0.0	0.0	1,689.6	10,900.8	12,590.4
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway Major Rehab	PE		3,312.3						444.5	2,867.8	3,312.3
UPN 9022		RW			59.8					8.0	51.8	59.8
MDT		IC				213.2				28.6	184.6	213.2
MDT		CN					23,905.7			3,208.1	20,697.6	23,905.7
MDT		Total		3,312.3	59.8	213.2	23,905.7	0.0	0.0	3,689.3	23,801.7	27,491.0
Zoo Drive Improvements	Intersection Improvements	PE		1,006.3						135.0	871.3	1,006.3
UPN 9597		RW		115.6						15.5	100.1	115.6
MDT		IC		9.9						1.3	8.6	9.9
MDT		CN		7,646.9						1,026.2	6,620.7	7,646.9
MDT		Total		8,778.8	0.0	0.0	0.0	0.0	0.0	1,178.1	7,600.6	8,778.8
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway Major Rehab	PE		831.1						111.5	719.5	831.1
UPN 9880		RW			12.4					1.7	10.8	12.4
Project split from 9022		IC			255.6					34.3	221.3	255.6
MDT		CN				7,299.8				979.6	6,320.2	7,299.8
MDT		Total		831.1	0.0	268.1	7,299.8	0.0	0.0	1,127.1	7,271.8	8,399.0
1st Ave. N - Broadway to Division	Reconstruction of roadway Major Rehab	PE		840.7						112.8	727.8	840.7
UPN 9881		RW			12.6					1.7	10.9	12.6
Project split from 9022		IC			282.0					37.8	244.2	282.0
MDT		CN				6,692.9				898.2	5,794.8	6,692.9
MDT		Total		840.7	0.0	294.6	6,692.9	0.0	0.0	1,050.5	6,777.7	7,828.2
Montana Ave Crosswalks - BLGS	Sidewalk Improvements ADA compliance	PE		192.2						25.8	166.4	192.2
UPN 9998		RW			25.6					3.4	22.2	25.6
MDT		IC				51.3				6.9	44.4	51.3
MDT		CN				1,831.8				245.8	1,586.0	1,831.8
MDT		Total		192.2	25.6	1,883.1	0.0	0.0	0.0	281.9	1,819.0	2,100.9
Laurel RD / Montana Ave - BLGS	Sidewalk Improvements ADA compliance	CN			2,706.5					0.0	0.0	0.0
UPN 9998001										363.2	2,343.3	2,706.5
MDT		Total		0.0	2,706.5	0.0	0.0	0.0	0.0	363.2	2,343.3	2,706.5
1st Ave South - Billings	Pavement Preservation on 1st Ave South N-114 Mill & Fill with underseal and possible	PE		149.0						20.0	129.0	149.0
UPN 10692		IC			50.0					6.7	43.3	50.0
MDT		CN				2,368.7				317.9	2,050.8	2,368.7
MDT		Total		149.0	50.0	2,368.7	0.0	0.0	0.0	344.6	2,223.1	2,567.7
NH TOTAL				115,539.5	4,063.5	15,530.4	66,107.0	17,783.9	1,000.0	29,527.3	190,497.1	220,024.3

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

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

CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase								Funding Source			Total Project Costs
										Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		8.76%	91.24%		
Billings Bypass (Johnson Lane Interchange)	UPN419900 Reconstruction of existing Interchange	CN	13,611.8							1,192.4	12,419.4	13,611.8	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
MDT		Total	13,611.8	0.0	0.0	0.0	0.0	0.0	0.0	1,192.4	12,419.4	13,611.8	
NHFP TOTAL			13,611.8	0.0	0.0	0.0	0.0	0.0	0.0	1,192.4	12,419.4	13,611.8	

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	Description	Phase								Funding Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal		
Sponsor (Yellowstone River Bridge) UPN 4199003 BBP MDT	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9	
		Total	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.9	
TOTALS			12.9	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.9	

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2027	2027	2028	2029	2030	2031	13.42%	13.42%	86.58%	
No New Projects		Total										
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project
									Local	State	Federal	
Sponsor			Pre-2027	2027	2028	2029	2030	2031		10.00%	90.00%	
No New Projects		Total										
TOTALS			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-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor										10.00%	90.00%	
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0
ZOO DRIVE IMPROVEMENTS - BLG	Safety Improvements for Traffic Op	PE								0.0	0.0	0.0
UPN 9597		CN	500.0							50.0	450.0	500.0
<i>MDT</i>	Various Locations	Total	500.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0
KING AVE & 48TH STREET - BLGS	address safety and operational											
UPN 10643	issues at the intersection of King											
	Avenue and 48th Street. The											
	preferred alternative is a	CN			1,949.0					194.9	1,754.1	1,949.0
<i>MDT</i>	U-1037 RP 16.5 to 16.7	Total	0.0	0.0	1,949.0	0.0	0.0	0.0	0.0	194.9	1,754.1	1,949.0
HSIP Totals			500.0	500.0	2,449.0	500.0	500.0	500.0	0.0	494.9	4,454.1	4,949.0

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
BBP-YELLOWSTONE RIVER UPN 4199-003 <i>MDT</i>	New bridge construction Statewide	CN Total	5,000.0 5,000.0	0.0	0.0	0.0	0.0	0.0		671.0 671.0	0.0 4,329.0 4,329.0	0.0 5,000.0 5,000.0
SHILOH RD / I-90 BRIDGE - BLGS UPN 9720 <i>MDT</i>	Bridge rehab U-1031 RO 5.0 to 5.3	PE IC CN Total	309.9		12.4 7,882.0 7,894.4					41.6 1.7 1,057.8 1,101.0	268.3 10.7 6,824.3 7,103.3	309.9 12.4 7,882.0 8,204.3
MONTANA AVE BRIDGES- BILLINGS UPN 10765 <i>MDT</i>	Bridge rehab Montana Ave over Laurel Road N113 RP1.7 TO 2.1	PE CN Total	1,996.3		16,469.8 16,469.8					267.9 2,210.2 2,478.2	1,728.4 14,259.6 15,988.0	1,996.3 16,469.8 18,466.2
BBWA CANAL - N27TH ST BILLINGS UPN 10801 <i>MDT</i>	Bridge replacement Canal on N2th Street N53 RP 2.4 to 2.7	PE RW IC CN Total	1,246.2		62.3	62.3	5,084.5			167.2 8.4 8.4 682.3 866.3	1,079.0 53.9 53.9 4,402.1 5,589.0	1,246.2 62.3 62.3 5,084.5 6,455.3
BR TOTAL			8,552.4	0.0	24,426.6	62.3	5,084.5	0.0	0.0	5,116.5	33,009.3	38,125.8

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2027	2027	2028	2029	2030	2031		13.42%	86.58%	
URBAN PAVEMENT PRESERVATION <i>MDT</i>	Various Locations	ALL Total		500.0 500.0	500.0 500.0	500.0 500.0	500.0 500.0	500.0 500.0	0.0	335.5 335.5	2,164.5 2,164.5	2,500.0 2,500.0
Shiloh RD-King Ave to Rimrock UPN 10703 <i>MDT</i>	Urban Pavement Preservation RP 0 to 2.98	PE CN Total	187.4	1,903.8 1,903.8						25.2 255.5 280.6	162.3 1,648.4 1,810.6	187.4 1,903.8 2,091.3
State Avenue - Billings UPN 10704 <i>MDT</i>	Urban Pavement Preservation RP 0 to 1.5	PE CN Total	62.5	1,085.6 1,085.6						8.4 145.7 154.1	54.1 939.9 994.0	62.5 1,085.6 1,148.0
UPP TOTAL			0.0	3,489.4	500.0	500.0	500.0	500.0	0.0	770.2	4,969.1	5,739.3

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-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE	61.5							8.3	53.2	61.5
UPN 10431	Not all locations inside MPO boundary									0.0	0.0	0.0
<i>MDT</i>	using 10% for costs											
	Various Locations	Total	61.5	0.0	0.0	0.0	0.0	0.0	0.0	8.3	53.2	61.5
King Ave Signals - Billings	INT UPGRADE/SIGNALS	OT	120.0							16.1	103.9	120.0
UPN 10585										0.0	0.0	0.0
<i>MDT</i>	Various Locations	Total	120.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1	103.9	120.0
		Total	181.5	750.0	750.0	750.0	750.0	750.0	0.0	527.6	3,403.9	3,931.5

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-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
Zoo Drive Improvements UPN 9597 <i>MDT</i>	Intersection Improvements I-90 RP 442.9 to 444.3 U-1011 RP 2.36 to 3.04	CN Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BILLINGS DISTRICT ADA UPGRAD UPN 10431 <i>MDT</i>	ADA upgrades Not all locations inside MPO boundary using 10% for costs Various Locations	PE CN Total	435.8	0.0	0.0	0.0	0.0	0.0	0.0	58.5	377.3	435.8
KING AVE & 48TH STREET - BLGS 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 Total	600.0	400.0	400.0	0.0	0.0	0.0	0.0	80.5	519.5	600.0
					1,916.6					53.7	346.3	400.0
										53.7	346.3	400.0
										257.2	1,659.4	1,916.6
		Total	600.0	400.0	2,316.6	0.0	0.0	0.0	0.0	445.1	2,871.5	3,316.6
		Total	1,035.8	400.0	2,316.6	0.0	0.0	0.0	0.0	503.6	3,248.8	3,752.4

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor												
Carryover				5,945.0	6,550.5	1,389.9	2,179.8	2,969.8				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS	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	Total	931.2	0.0	5,348.7	0.0	0.0	0.0	842.8	0.0	5,437.1	6,279.9
SIDEWALKS - LOCKWOOD	Sidewalk construction	PE	173.0						23.2		149.8	173.0
UPN 10433		CN	995.4						133.6		861.8	995.4
<i>MDT/Locals</i>	Old Hardin Road	Total	1,168.4	0.0	0.0	0.0	0.0	0.0	156.8	0.0	1,011.6	1,168.4
Johnson Lane -SIDEWALKS	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	Total	0.0	50.0	195.0	0.0	0.0	0.0	32.9	0.0	212.1	245.0
Safe Routes to Schools - BLGS	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	Total	0.0	163.0	1,329.3	0.0	0.0	0.0	200.3	0.0	1,292.0	1,492.3
TA TOTALS			0.0	213.0	6,872.9	0.0	0.0	0.0	1,043.0	0.0	6,729.1	7,772.2
Federal			0.0	184.5	5,950.6	0.0	0.0	0.0				
Local			0.0	28.6	922.3	0.0	0.0	0.0				
Balance				6,550.5	1,389.9	2,179.8	2,969.8	3,759.8				

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2027	2027	2028	2029	2030	2031	Local	State	Federal	
Rec Trails Program <i>Local</i>	Trail Construction Various	All Total	0.0	125.0	0.0	125.0	0.0	125.0	20.00% 75.0	0% 0.0	80.00% 300.0	375.0 375.0
		PE CN Total	0.0	0.0	0.0	0	0	0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
Total			0.0	125.0	0.0	125.0	0.0	125.0	75.0	0.0	300.0	375.0

*pending award

Earmarks

Funding shown in thousands of dollars

Project	Description	Phase								Funding Source			Total Project
			Pre-2027	2027	2028	2029	2030	2031	13.42%	Local	State	Federal	
Sponsor													
Billings Bypass	UPN41990	Environmental Impact Statement	PE	14,598.6							1,959.1	12,639.5	14,598.6
		Preliminary Engineering	RW	7,847.0							1,053.1	6,793.9	7,847.0
<i>MDT</i>		Right of Way Acquisition	Total	22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6
		Total		22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source			Total Estimated Obligation
			2027	2028	2029	2030	2031	Local 20%	State	Federal 80%	
Carryover			0.0	0.0	0.0	0.0	0.0				
Allocation (Estimated)/(Fed Share)			2,977.7	2,977.7	2,977.7	2,977.7	2,977.7				
Bus & Passenger Amenities/Equipment											
Supportive Equipment											
Facilities/Amenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY27			37.5	37.5	37.5	37.5	30.0		120.0	150.0
Met Transit		Total	0.0	37.5	37.5	37.5	37.5	30.0		120.0	150.0
Transit Operations***											
Fleet/Facility Preventive Maintenance	80/20 Match		900.0	900.0	900.0	900.0	900.0	900.0		3,600.0	4,500.0
ADA Paratransit (20% of apportionment)	80/20 Match		744.4	744.4	744.4	744.4	744.4	744.4		2,977.7	3,722.1
Fixed Route	50/50 Match		3,324.3	3,264.3	3,264.3	3,264.3	3,264.3	8,190.8		8,190.8	16,381.6
Met Transit		Total	4,968.7	4,908.7	4,908.7	4,908.7	4,908.7	9,835.2	0.0	14,768.5	24,603.7
Purchase buses											
Replacement Buses											
Expansion Buses											
Met Transit		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			4,968.7	4,946.2	4,946.2	4,946.2	4,946.2	9,865.2	0.0	14,888.5	24,753.7
Federal			2,977.7	2,977.7	2,977.7	2,977.7	2,977.7				
Local			1,991.0	1,968.5	1,968.5	1,968.5	1,968.5				
Ending Balance (Federal)			0.0	0.0	0.0	0.0	0.0				

Full 5307 apportionment (estimate)

\$2,977,700

Project 1 - Operating Assistance	FTA Amount	Local	Total	FTA Share	Local Share
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 1,662,135	\$ 1,662,135	\$ 3,324,270	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 FY27 for security requirement
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 595,540	\$ 148,885	\$ 744,425	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%
Total P2	\$ 2,977,675	\$ 1,991,020	\$ 4,968,695		

*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
			2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor											
Carryover			120.0	73.0	10.0	3.0	196.0				
Allocation (Estimated)			193.0	193.0	193.0	193.0	193.0				
Rolling Stock	Replacement										
Met Transit	85/15 match for ADA		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Bus and Bus Technology	Upgrade										
Met Transit			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Bus Facilities and Support	Facility items, construction, technology, amenities, support equipment, etc.		300.0	320.0	250.0						
Met Transit			300.0	320.0	250.0	0.0	0.0	174.0		696.0	870.0
Bus Facilities Security System	Upgrade										
Met Transit			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology										
Met Transit			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5339 TOTALS			300.0	320.0	250.0	0.0	0.0	174.0	0.0	696.0	870.0
Federal			240.0	256.0	200.0	0.0	0.0				
Local			60.0	64.0	50.0	0.0	0.0				
Balance			73.0	10.0	3.0	196.0	389.0				

PROJECTS

2027	2028	2029	2030	2031
Facility Generator	Replacement AVL System	Transfer Center Amenities	TBD	TBD

Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2027	2028	2029	2030	2031	Local	State	Federal	
Sponsor											
Carryover			0.0								
Allocation	5339b/LowNo		0.0								
Rollingstock	Replace buses										
MET Transit	85/15 match for ADA	Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Bus and Bus Facilities	Technology										
MET Transit	Facility Remodel										
	Training										
	Training Capital										
	80/20 Rate	Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5339 TOTALS			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Federal			0.0	0.0	0.0	0.0	0.0				
Local			0.0	0.0	0.0	0.0	0.0				
Balance			0.0	0.0	0.0	0.0	0.0				

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated
			2027	2028	2029	2030	2031	Local 15/20%	State	Federal 85/80%	
Sponsor											
<i>Carryover</i>			90.0	115.9	141.8	159.7	177.6				
<i>Allocation (Estimated)</i>			225.9	225.9	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for and other Coordination members as applicable	Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Met Transit and Coordination Group</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Traditional and Non-Traditional Projects	Projects to support identified community need but may be also be used for vehicles	Purch.	250.0	250.0	260.0	260.0	280.0	260.0		1,040.0	1,300.0
		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>			250.0	250.0	260.0	260.0	280.0	260.0		1,040.0	1,300.0
Bus Stop Improvements	Upgrade bus stop amenities	Purch.	112.5					22.5		90.0	112.5
MET Transit	Will be sub-allocated to MET Transit			0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5310 TOTALS			250.0	250.0	260.0	260.0	280.0	260.0		1,040.0	1,300.0
Federal											
Local			50.0	50.0	52.0	52.0	56.0				
Balance			115.9	141.8	159.7	177.6	179.5				

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

2027	2028	2029	2030	2031
	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination	Projects determined based on annual Coordination
MET infrastructure improvements (moved from FY26 to FY27)				

Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated
			2027	2028	2029	2030	2031	100%	
Sponsor									
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			214.7	214.7	214.7	214.7	214.7	1,073.3	1,073.3
Transit Operations	Operating		214.7	214.7	214.7	214.7	214.7	1,073.3	
<i>Met Transit</i>			214.7	214.7	214.7	214.7	214.7	1,073.3	1,073.3
STATE TOTALS			0.0	0.0	0.0	0.0	0.0	1,073.3	1,073.3

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 September 4 & September 11, 2026, noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Tuesday, September 22, 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:

Yellowstone County Planning Board:	September 22, 2026
Billings City Council:	September 28, 2026
Yellowstone County Board of Commissioners:	October 6, 2026
Policy Coordinating Committee:	October 13, 2026

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, 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

John Staley, President
Yellowstone County Board of Planning