

Billings Metropolitan Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)

Federal Fiscal Years

FFY 2024 – 2028

Amendment 2

April 15, 2025



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

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

APPROVALS

REVIEWED BY

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

Approved By

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

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

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Acronyms

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

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

Introduction

Preface

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

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

About the Transportation Improvement Program

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

TIP Process and Development

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

Federal Regulations

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

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600

Funding Sources

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

Air Quality Consistency

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

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

Regionally Significant Projects

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

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

Locally Significant Projects

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

Project Description

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

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

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

Energy Conservation Considerations

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

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

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

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

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

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

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

Performance Measures

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

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

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

Safety

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

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

Pavement and Bridge Condition

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

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

System Performance

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

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

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

Freight

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

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

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

Congestion Mitigation and Air Quality (CMAQ)

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

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

Transit Asset Management

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

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

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

Transit Safety Plan Targets

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

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

Federal Transit Administration Projects

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

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

Advancement of Projects

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

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

Annual Listing of Projects

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

Understanding TIP Funding Tables

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

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

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

Billings MPO Project List (Continued)

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

Billings MPO Project List (Continued)

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

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule							Funding Source	Local	State 13.42%	Federal 86.58%	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
Billings Bypass 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		1,300.0					NH		1,258.0	8,116.0	9,374.0
	Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0					EARMARK/NH		2,411.6	15,558.4	17,970.0
	Utility Moves	IC								NH		0.0	0.0	0.0
MDT		Total	34,092.6	4,500.0	3,350.0	0.0	0.0	0.0				5,628.7	36,313.9	41,942.6
Billings Bypass UPN4199002	Construction of Five Mile Road	IC	156.8							STPU		21.0	135.8	156.8
(Five Mile Road)		CN	5,865.9							STPU		787.2	5,078.7	5,865.9
MDT		Total	6,022.8	0.0	0.0	0.0	0.0	0.0				808.3	5,214.5	6,022.8
Billings Bypass UPN4199003	Construction of a new bridge	IC	416.2	-90.8						NH		43.7	281.8	325.5
(Yellowstone River Bridge)	over the Yellowstone River	CN	11,364.2							STPU		1,525.1	9,839.1	11,364.2
		CN	5,000.0							CMAQ		671.0	4,329.0	5,000.0
		CN	5,000.0							BRIDGE		671.0	4,329.0	5,000.0
		CN	18,261.7	-1,755.6						NH		2,215.1	14,291.0	16,506.1
		CN	12.9							SFCX		12.9	0.0	12.9
MDT		Total	40,055.0	-1,846.3	0.0	0.0	0.0	0.0				5,138.8	33,069.9	38,208.7
Billings Bypass UPN4199007	Reconstruction of existing	IC	4,121.1							NH		553.1	3,568.1	4,121.1
(Johnson Lane Interchange)	Interchange	CN				2,429.7				STPU		326.1	2,103.7	2,429.7
		CN				6,200.0				CMAQ		832.0	5,368.0	6,200.0
		CN				3,800.0				NH		510.0	3,290.0	3,800.0
		CN				14,357.7				NHFP split at 91.24/8.76		1,257.7	13,100.0	14,357.7
		CN				29,160.8				IM*		2,554.5	26,606.3	29,160.8
MDT		Total	4,121.1	0.0	0.0	55,948.3	0.0	0.0				6,033.3	54,036.1	60,069.4
Billings Bypass UPN4199005	Construction of new bridge	IC	764.4	469.2						NH		165.6	1,068.1	1,233.6
(Railroad Overpass)	over railroad	CN	16,929.6	520.0						NH		2,341.7	15,107.9	17,449.6
MDT		Total	17,694.0	989.2	0.0	0.0	0.0	0.0				2,507.3	16,176.0	18,683.2
Billings Bypass UPN4199008	New construction of roadway	CN	7,726.3	-722.5						NH		0.0	0.0	0.0
(RR O'pass to Yellowstone R)	connection from existing											939.9	6,063.9	7,003.8
	Interchange to the bridge over													
	the railroad													
MDT		Total	7,726.3	-722.5	0.0	0.0	0.0	0.0				939.9	6,063.9	7,003.8
Billings Bypass UPN4199006	Construction of connection	IC		1,000.0						NH		134.2	865.8	1,000.0
(Johnson Lane Interchange to RR O'pass)	from Interchange to RR O'pass	CN		8,252.8						NH		1,107.5	7,145.3	8,252.8
MDT		Total	0.0	9,252.8	0.0	0.0	0.0	0.0				1,241.7	8,011.1	9,252.8
Billings Bypass UPN4199004	Construction of connection	IC							500.0	NH		67.1	432.9	500.0
(Five Mile Rd to US 87)	from Five Mile to US 87	CN							14,719.6	NH		1,975.4	12,744.2	14,719.6
MDT		Total	0.0	0.0	0.0	0.0	0.0	0.0	15,219.6			2,042.5	13,177.1	15,219.6
Totals			109,711.9	12,173.2	3,350.0	55,948.3	0.0	0.0	15,219.6		0.0	24,340.5	172,062.5	196,402.9

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

CN estimates include CE costs

Projects with Multiple Funding Continued

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs
Sponsor: MDT			Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%	
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
		Total	91,622.3	2,074.9	0.0	0.0	0.0	0.0	0.0			12,290.5	81,406.7	93,697.2
Totals			91,622.3	2,074.9	0.0	0.0	0.0	0.0	0.0			12,290.5	81,406.7	93,697.2

CN estimates include CE costs

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

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs
Sponsor: MDT			Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%	
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	PE			600.0					CR		80.5	519.5	600.0
		RW					400.0			CR		53.7	346.3	400.0
		IC						400.0		CR		53.7	346.3	400.0
		CN							1,908.1	CR		256.1	1,652.0	1,908.1
		CN							1,600.0	HSIP		160.0	1,440.0	1,600.0
		CN							341.9	Local Contribution	341.9	0.0	0.0	341.9
MDT	U-1037 RP 16.5 to 16.7	Total	0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	5,250.0
Totals			0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	5,250.0

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	Local	State	Federal	Total Project Costs
Sponsor: MDT			Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%	
Grand Avenue UPN	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6
		RW				1,260.0				STPU		169.1	1,090.9	1,260.0
		IC					1,500.0			STPU		201.3	1,298.7	1,500.0
		CN						16,985.7		STPU		2,279.5	14,706.2	16,985.7
		CN						3,426.8		CMAQ		459.9	2,966.9	3,426.8
MDT	41st St West to 62nd St West	Total	0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	0.0			3,426.8	22,108.2	25,535.0
Totals			0.0	0.0	2,362.6	1,260.0	1,500.0	20,412.4	0.0			3,426.8	22,108.2	25,535.0

Estimated Revenue

Amounts shown in thousands of dollars

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

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

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NOTES:

These estimates are based on historical data and projections.

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

**Reflective of federal share only.

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

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

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

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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	
Sponsor										13.42%	86.58%	
<i>Carryover</i>				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1				
<i>Estimated Allocation (STPU)</i>				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8				
Billings Bypass (Five Mile Road)	UPN41990 Construction of Five Mile Rd	IC	140.1							18.8	121.3	140.1
<i>MDT</i>		CN	5,865.9							787.2	5,078.7	5,865.9
		Total	6,006.1	0.0	0.0	0.0	0.0	0.0		806.0	5,200.1	6,006.1
Billings Bypass (Yellowstone River Bridge)	UPN41990 Construction of a new bridge over the Yellowstone River											
<i>MDT</i>		CN	11,364.2							1,525.1	9,839.1	11,364.2
		Total	11,364.2	0.0	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2
Billings Bypass (Johnson Lane Interchange)	UPN41990 Reconstruction of existing Interchange											
<i>MDT</i>		CN			2,429.7					326.1	2,103.7	2,429.7
		Total	0.0	0.0	2,429.7	0.0	0.0	0.0	0.0	326.1	2,103.7	2,429.7
Grand Avenue	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE			2,362.6					317.1	2,045.5	2,362.6
		RW				1,260.0				169.1	1,090.9	1,260.0
		IC					1,500.0			201.3	1,298.7	1,500.0
		CN						16,985.7		2,279.5	14,706.2	16,985.7
<i>Possible LAG with city</i>		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	16,985.7	0.0	2,966.9	19,141.3	22,108.2
Adjustment/Closures												
STPU Totals				0.0	4,792.3	1,260.0	1,500.0	16,985.7	0.0	5,624.1	36,284.1	41,908.2
Federal				0.0	4,149.2	1,090.9	1,298.7	14,706.2				
State				0.0	643.1	169.1	201.3	2,279.5				
Balance				15,319.2	13,078.6	14,370.4	15,422.1	988.2				

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

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

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

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

CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor										13.42%	86.58%	
MDT- PREVENTATIVE MAINTENANCE - NH	Maintenance - Striping, Durable Pavement 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
<i>MDT</i>		Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
Heights Main St.	Striping and Durable Pavement Marking I-90/US-87	OT		140.7						18.9	121.8	140.7
UPN	RP 0 to 4.7									0.0	0.0	0.0
<i>MDT</i>		Total	0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7
27th St.	Striping and Durable Pavement Marking MT-3	OT		142.2						19.1	123.1	142.2
UPN	RP 0 to 3.3									0.0	0.0	0.0
<i>MDT</i>		Total	0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2
Zoo Drive Interchange	Striping and Durable Pavement Marking Zoo Drive	OT		55.5						7.5	48.1	55.5
UPN	RP 0 to 0.9									0.0	0.0	0.0
<i>MDT</i>		Total	0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5
King Ave West	Striping and Durable Pavement Marking King Ave West	OT		22.5						3.0	19.4	22.5
UPN	RP 2.5 to 3.1									0.0	0.0	0.0
<i>MDT</i>		Total	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5
Old Laurel Road	Striping and Durable Pavement Marking BR I-90	OT		16.6						2.2	14.4	16.6
UPN	RP 0 to 0.7									0.0	0.0	0.0
<i>MDT</i>		Total	0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6
Billings Bypass	New construction	PE	8,074.0		1,300.0					1,258.0	8,116.0	9,374.0
UPN 4199-000		RW	3,573.0	4,500.0	2,050.0					1,358.5	8,764.5	10,123.0
<i>MDT</i>		IC								0.0	0.0	0.0
		Total	11,647.0	4,500.0	3,350.0	0.0	0.0	0.0	0.0	2,616.5	16,880.5	19,497.0
Billings Bypass - Yellowstone River Bridge	New construction of bridge over the Yellowstone River	IC	416.2		-90.8					43.7	281.8	325.5
UPN 4199-003		CN	18,261.7	-1,621.0	-1,755.6					1,997.6	12,887.5	14,885.1
<i>MDT</i>		Total	18,677.9	-1,621.0	-1,846.3	0.0	0.0	0.0	0.0	2,041.3	13,169.3	15,210.5
Billings Bypass - Five Mile Rd to US 87	Construction of connection 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
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	15,219.6	0.0	2,042.5	13,177.1	15,219.6
Billings Bypass - RR O'pass	New construction of RR O'pass	IC	764.4	469.2						165.6	1,068.1	1,233.6
UPN 4199-005		CN	16,929.6	520.0						2,341.7	15,107.9	17,449.6
<i>MDT</i>		Total	17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2
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
<i>MDT</i>		Total	0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange	IC	4,121.1							553.1	3,568.1	4,121.1
UPN 4199-007	RP 455.5	CN			3,800.0					510.0	3,290.0	3,800.0
<i>MDT</i>		Total	4,121.1	0.0	3,800.0	0.0	0.0	0.0	0.0	1,063.0	6,858.1	7,921.1
Billings Bypass - (RR O'pass to Yellowstone R)	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5						0.0	0.0	0.0
UPN 4199-008										939.9	6,063.9	7,003.8
<i>MDT</i>		Total	7,726.3	-722.5	0.0	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE	1,537.3	2,334.8						519.6	3,352.4	3,872.0
UPN 7908		CN								0.0	0.0	0.0
<i>MDT</i>	RP .35 to 1.35	Total	1,537.3	2,334.8	0.0	0.0	9,036.8	0.0	0.0	1,212.7	7,824.1	9,036.8
Underpass Ave. Improvements	Intersection Improvements	CN	10,763.2	3,531.5	154.6					0.0	0.0	0.0
UPN 8669	RP .51 to .72	Total	10,763.2	3,531.5	154.6	0.0	0.0	0.0	0.0	1,939.1	12,510.2	14,449.3
<i>MDT</i>										1,939.1	12,510.2	14,449.3
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9	295.6
UPN 8718		PE	2,229.8	350.7						346.3	2,234.2	2,580.5
<i>MDT</i>		RW				61.2				8.2	53.0	61.2
		IC				153.1				20.5	132.5	153.1
		CN					7,718.4			1,035.8	6,682.6	7,718.4
<i>MDT</i>	RP 1.5 to 2.2	Total	2,525.4	350.7	0.0	214.3	7,718.4	0.0	0.0	1,450.5	9,358.3	10,808.8
1st Ave. N - N9th to RR Xing	Reconstruction of roadway Major Rehab	PE	2,984.3			59.8				400.5	2,583.8	2,984.3
UPN 9022		RW								8.0	51.8	59.8
<i>MDT</i>		IC					59.8			8.0	51.8	59.8
		CN						20,808.6		2,792.5	18,016.1	20,808.6
<i>MDT</i>	N-115 RP 0.7 - RP .93	Total	2,984.3	0.0	0.0	59.8	59.8	20,808.6	0.0	3,209.1	20,703.4	23,912.5
Zoo Drive Improvements	Intersection Improvements	PE	499.7							67.1	432.7	499.7
UPN 9597		RW		170.8						22.9	147.9	170.8
<i>MDT</i>		IC		227.7						30.6	197.2	227.7
	I-90 RP 442.9 to 444.3	CN			7,520.3					1,009.2	6,511.1	7,520.3
<i>MDT</i>	U-1011 RP 2.36 to 3.04	Total	499.7	398.5	7,520.3	0.0	0.0	0.0	0.0	1,129.8	7,288.8	8,418.6
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway 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
<i>MDT</i>		CN				8,345.7				1,120.0	7,225.7	8,345.7
	N-115 RP 0.93 - RP 1.45	Total	831.1	0.0	268.1	8,345.7	0.0	0.0	0.0	1,267.5	8,177.4	9,444.8
1st Ave. N - Broadway to Division	Reconstruction of roadway 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		350.6						47.1	303.6	350.6
<i>MDT</i>		CN				7,732.6				1,037.7	6,694.9	7,732.6
	N-115 RP 1.45 to RP 2.05	Total	840.7	0.0	363.2	7,732.6	0.0	0.0	0.0	1,199.3	7,737.2	8,936.5
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE	128.2							17.2	111.0	128.2
UPN 9998	ADA compliance	RW				25.6				3.4	22.2	25.6
<i>MDT</i>		IC				51.3				6.9	44.4	51.3
		CN						2,610.1		350.3	2,259.8	2,610.1
<i>MDT</i>	N-113 RP .17 to RP 4.25	Total	128.2	0.0	0.0	76.9	0.0	2,610.1	0.0	377.8	2,437.5	2,815.3
NH TOTAL			79,976.2	20,391.4	14,609.9	17,429.4	17,815.0	39,638.3	0.0	25,479.2	164,381.0	189,860.2

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*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-2024	2024	2025	2026	2027	2028		8.76%	91.24%		
Billings Bypass (Johnson Lane Interchange)	Reconstruction of existing Interchange	CN				14,357.7					1,257.7	13,100.0	14,357.7
										0.0	0.0	0.0	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
MDT		Total	0.0	0.0	0.0	14,357.7	0.0	0.0	0.0	1,257.7	13,100.0	14,357.7	
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	PE	801.4							70.2	731.2	801.4	
		CN	17,325.0							1,517.7	15,807.3	17,325.0	
									0.0	0.0	0.0		
									0.0	0.0	0.0		
MDT	I-90 RP 450.09 to 452.73	Total	18,126.4	0.0	0.0	0.0	0.0	0.0	0.0	1,587.9	16,538.6	18,126.4	
NHFP TOTAL			18,126.4	0.0	0.0	14,357.7	0.0	0.0	0.0	2,845.6	29,638.6	32,484.2	

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

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

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

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
Sponsor			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
(Yellowstone River Bridge)	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9
UPN 4199003 BBP			12.9	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.9
MDT		Total										
Lockwood Interchange	Interchange Improvement Study	OT	1,546.8							207.6	1,339.2	1,546.8
UPN 9588	RP 450 to 455.3											
MDT		Total	1,546.8	0.0	0.0	0.0	0.0	0.0	0.0	207.6	1,339.2	1,546.8
South Billings Blvd	Roadway Striping	OT	55.3							7.4	47.9	55.3
UPN										0.0	0.0	0.0
MDT	RP 0 to 1.3	Total	55.3	0.0	0.0	0.0	0.0	0.0	0.0	7.4	47.9	55.3
Johnson Lane Interchange	Roadway Striping	OT	10.6							1.4	9.2	10.6
UPN										0.0	0.0	0.0
MDT	RP 0 to 10.6	Total	10.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2	10.6
88TH ST- SHILOH	Roadway Striping	OT			69.7					9.4	60.3	69.7
UPN										0.0	0.0	0.0
MDT	RP 10.8 to17.7	Total	0.0	0.0	69.7	0.0	0.0	0.0	0.0	9.4	60.3	69.7
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs, delineation, chevrons									0.0	0.0	0.0
UPN 10299		CN				84.6				11.4	73.2	84.6
Not all locations inside MPO Boundary												
MDT	Various Locations	Total				84.6	0.0	0.0	0.0	11.4	73.2	84.6
TOTALS			1,625.6	0.0	69.7	84.6	0.0	0.0	0.0	250.0	1,529.9	1,779.9

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor										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
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0	923.3
UPN 8052		RW	1,530.0							153.0	1,377.0	1,530.0
		IC	415.1		-38.1					37.7	339.3	377.0
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2	4,144.7
<i>MDT</i>	RP 15.4 to 15.7	Total	6,918.6	94.5	-38.1	0.0	0.0	0.0	0.0	697.5	6,277.6	6,975.1
SF 169 RIMROCK & 62ND ST W	Intersection Improvements - Roundabout	PE	863.9	87.6						95.1	856.3	951.5
UPN 9383		IC	1,175.7	-108.5	161.7					122.9	1,106.0	1,228.9
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0	6,913.4
<i>MDT</i>	U1034 RP 2.4-2.8	Total	10,153.0	-1,433.8	374.5	0.0	0.0	0.0	0.0	909.4	8,184.4	9,093.8
ZOO DRIVE IMPROVEMENTS - BLGS	Safety Improvements for Traffic Operation	PE								0.0	0.0	0.0
UPN 9597		CN			500.0					50.0	450.0	500.0
<i>MDT</i>	Various Locations	Total	0.0	0.0	500.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers	PE	16.9							1.7	15.2	16.9
UPN 9912	Not all locations inside MPO boundary using 10% for costs	CN		170.2						17.0	153.2	170.2
<i>MDT</i>	Various Locations	Total	16.9	170.2	0.0	0.0	0.0	0.0	0.0	18.7	168.4	187.1
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3	44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4	242.7
<i>MDT</i>	Various Locations	Total	44.8	0.0	0.0	242.7	0.0	0.0	0.0	28.7	258.7	287.5
KING AVE & 48TH STREET - BLGS	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	CN								160.0	1,440.0	1,600.0
UPN 10643	U-1037 RP 16.5 to 16.7	Total	0.0	0.0	0.0	0.0	0.0	1,600.0	0.0	160.0	1,440.0	1,600.0
<i>MDT</i>												
HSIP Totals			17,133.4	-669.0	1,336.4	742.7	500.0	2,100.0	0.0	2,114.3	19,029.1	21,143.5

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2024	2024	2025	2026	2027	2028		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		0.0 671.0 671.0	0.0 4,329.0 4,329.0	0.0 5,000.0 5,000.0
I-90 Yellowstone River UPN 7972 <i>MDT</i>	RP 2.7 to 3.0	PE CN Total	4,833.3 63,376.3 68,209.6	2,074.9	0.0	0.0	0.0	0.0		648.6 8,783.6 9,432.2	4,184.6 56,667.7 60,852.3	4,833.3 65,451.3 70,284.5
BR PRES COLUMBUS JOLIET AREA UPN 9552 One project in MPO <i>MDT</i>	Minor bridge rehab Using 33% for costs U-1033 RP 0.9 to 1.1	PE IC CN Total	168.9 168.9	 1,746.3 1,746.3	 0.0	 0.0	 0.0	 0.0		22.7 0.0 234.4 257.0	146.3 0.0 1,512.0 1,658.3	168.9 0.0 1,746.3 1,915.3
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	309.9 309.9	 0.0	12.4 12.4	 0.0	 0.0	 2,824.2		41.6 1.7 379.0 422.3	268.3 10.7 2,445.2 2,724.2	309.9 12.4 2,824.2 3,146.5
MONTANA AVE OVERPASS- BILLINGS UPN 9913 <i>MDT</i>	Bridge rehab N113 RP1.82 TO 1.92	PE CN Total	43.3 1,092.3 1,135.6	-186.6 -186.6	0.0	0.0	0.0	0.0		5.8 121.6 127.4	37.5 784.2 821.7	43.3 905.8 949.1
BR TOTAL			74,824.1	3,634.7	12.4	0.0	0.0	2,824.2	0.0	10,909.8	70,385.5	81,295.4

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
										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		335.5 335.5	2,164.5 2,164.5	2,500.0 2,500.0
UPP TOTAL			0.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

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

CN estimates include CE costs

Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
Zoo Drive Improvements	Intersection Improvements											
UPN 9597	I-90 RP 442.9 to 444.3	CN			1,155.0					155.0	1,000.0	1,155.0
MDT	U-1011 RP 2.36 to 3.04	Total	0.0	0.0	1,155.0	0.0	0.0	0.0	0.0	155.0	1,000.0	1,155.0
BILLINGS DISTRICT ADA UPGRADES	ADA upgrades	PE										
UPN 10431	Not all locations inside MPO boundary	CN		388.4	-26.8					48.5	313.1	361.6
MDT	using 15% for costs											
	Various Locations	Total	0.0	388.4	-26.8	0.0	0.0	0.0	0.0	48.5	313.1	361.6
KING AVE & 48TH STREET - BLGS	address safety and operational issues	PE			600.0					80.5	519.5	600.0
UPN 10643	at the intersection of King Avenue and	RW					400.0			53.7	346.3	400.0
	48th Street. The preferred	IC						400.0		53.7	346.3	400.0
	alternative is a roundabout.	CN						1,908.1		256.1	1,652.0	1,908.1
MDT	U-1037 RP 16.5 to 16.7	Total	0.0	0.0	600.0	0.0	400.0	2,308.1	0.0	443.9	2,864.2	3,308.1
Total			0.0	388.4	1,728.2	0.0	400.0	2,308.1	0.0	647.5	4,177.2	4,824.7

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
Carryover				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS	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	0.0	931.2	0.0	0.0	0.0	5,348.7	842.8	0.0	5,437.1	6,279.9
SIDEWALKS - LOCKWOOD	Sidewalk construction	PE		266.1					35.7		230.4	266.1
UPN 10433		CN			1,166.6				156.6		1,010.1	1,166.6
<i>MDT/Locals</i>	Old Hardin Road	Total	0.0	266.1	1,166.6	0.0	0.0	0.0	192.3	0.0	1,240.4	1,432.7
TA TOTALS			0.0	1,197.3	1,166.6	0.0	0.0	5,348.7	1,035.0	0.0	6,677.5	7,712.6
Federal			0.0	1,036.6	1,010.1	0.0	0.0	4,630.9				
Local			0.0	160.7	156.6	0.0	0.0	717.8				
Balance				5,698.4	5,478.3	6,268.2	7,058.2	3,217.3				

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

*pending award

Earmarks

Funding shown in thousands of dollars

Project	Description	Phase								Funding Source			Total Project
			Pre-2024	2024	2025	2026	2027	2028	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
MDT		Right of Way Acquisition	Total	22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6
Total				22,445.6	0.0	0.0	0.0	0.0	0.0	0.0	3,012.2	19,433.4	22,445.6

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

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

Full 5307 FFY25 apportionment (estimated)

\$2,847,000

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

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

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

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%	
Sponsor											
<i>Carryover</i>			1,011.2	753.1	768.1	718.5	965.4				
<i>Allocation (Estimated)</i>			735.0	735.0	735.0	735.0	500.0				
Rolling Stock			602.1	0.0	0.0	130.0					
<i>Met Transit</i>	Replacement 85/15 match for ADA		602.1	0.0	0.0	130.0	0.0	109.8		622.3	732.1
Bus and Bus Technology			182.9	38.0	118.9						
<i>Met Transit</i>	Upgrade		182.9	38.0	118.9	0.0	0.0	67.9		271.8	339.7
Bus Facilities and Support			418.8	38.9	609.5	290.0					
	Facility items, construction, technology, amenities, support equipment, etc.			73.1	80.0	50.0					
<i>Met Transit</i>				300.0	50.0	50.0					
				50.0	50.0	50.0	50.0				
			418.8	462.0	789.5	440.0	50.0	432.1		1,728.2	2,160.3
Bus Facilities Security System				400.0	72.5	32.0					
<i>Met Transit</i>	Upgrade			400.0	72.5	32.0					
Bus, Facilities, and Technology			0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
<i>Met Transit</i>	Upgrade facilities, replace buses, add technology		0.0	0.0	0.0	0.0	1,350.0	270.0		1,080.0	1,350.0
SECTION 5339 TOTALS			1,203.7	900.0	980.8	602.0	1,400.0	980.7	0.0	4,105.8	5,086.5
Federal			993.1	720.0	784.6	488.1	1,120.0				
Local			210.6	180.0	196.2	113.9	280.0				
Balance			753.1	768.1	718.5	965.4	345.4				

updated allocation for 24

PROJECTS

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

Federal Transit Administration Section 5339 Discretionary Funding

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

PROJECTS

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

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

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

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

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

Transade (State Funded)

Funding shown in thousands of dollars

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

Public Comment

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

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

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

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

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

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

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

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

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

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

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

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

Certification

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

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

Billings, Montana
Metropolitan Planning Organization

Roger Gravgaard, President
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