

Appendix A: Montana's Freight Investment Plan

| 2022 NHFP Investment Plan ¹ National Freight Program Funds - Montana | | | | | |
|--|-------------|-----------------------------|----------|----------|----------|
| Estimated Apportionment | FFY 2022 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 |
| Prior Year Federal Carry-Over | \$ 12.7 | \$ 13.5 | \$ 2.7 | \$ 4.6 | \$ 6.3 |
| Federal Apportionment ² | \$ 13.9 | \$ 14.2 | \$ 14.5 | \$ 14.8 | 15.1 |
| Transfer In(Out) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Federal Apportionment Available | \$ 26.6 | \$ 27.7 | \$ 17.2 | \$ 19.4 | \$ 21.4 |
| Proposed Federal Obligations | \$ 13.1 | \$ 25.0 | \$ 12.6 | \$ 13.1 | \$ 13.0 |
| Ending Federal Apportionment Balance | \$ 13.5 | \$ 2.7 | \$ 4.6 | \$ 6.3 | \$ 8.4 |
| Obligation Authority | | | | | |
| Obligation Authority Rate | \$ 0.9 | \$ 0.9 | \$ 0.9 | \$ 0.9 | \$ 0.9 |
| Obligation Authority Allocation | | | | | |
| Transfer In (Out) | | | | | |
| Total Obligation Allocation | \$ 13.0 | \$ 13.0 | \$ 13.0 | \$ 13.0 | \$ 14.0 |
| Proposed Federal Obligations | \$ 13.1 | \$ 25.0 | \$ 12.6 | \$ 13.1 | \$ 13.0 |
| Ending Federal Obligation Authority Balance | \$ (0.1) | \$ (12.0) | \$ 0.4 | \$ (0.1) | \$ 1.0 |
| Estimated NHFP Project Obligations^{3 & 4} | | | | | |
| Wolf Creek - N & S (Estimated Total Cost \$31.0; NHFP state match \$1.3; NHPP \$12.1; CARES II \$3.3) | \$ 13.1 | | | | |
| BBP - Johnson Lane Intch (Estimated Total Cost \$45.4; NHFP state match \$1.5; NHPP \$22.4; CMAQ \$6.2; STBGP \$2.4) | | \$ 12.9 | | | |
| Gregson Intch - Nissler Intch (Estimated Total Cost \$13.5; NHFP state match \$1.4) | | \$ 12.1 | | | |
| Taft - West (Estimated Total Cost \$60.8; NHFP state match \$2.0; NHPP \$45.7) | | | \$ 12.6 | | |
| I-90 Structures - W Alberton (Estimated Total Cost \$57.7; NHFP state match \$1.3; NHPP \$43.4) | | | | \$ 13.1 | |
| Gore Hill Interchange - GTF (Estimated Total Cost \$17.6, NHFP state match \$2.0, NHPP \$15.6) | | | | | \$ 13.0 |
| Pavement Preservation Projects (state of good repair) | 2022 - 2026 | | | | |
| Illustrative Projects⁵ | | Estimated NHFP Funds | | | |
| I-90 Quinn Creek Rd Structures | 2022 | TBD | | | |
| I-90 BR PRES MP 117-149 | 2022 | TBD | | | |
| Boulder Hill Guardrail | 2023 | TBD | | | |
| Clark Fork - 5 ME Alberton - Bridge | 2023 | TBD | | | |
| I-90 Bridge Rehab - Alberton | 2023 | TBD | | | |
| I-15 BR Rehab - Jefferson City | 2023 | TBD | | | |
| I-15 BR Rehab - Clancy Area | 2023 | TBD | | | |
| Mossmain Interchange - West BLGS Intch | 2024 | TBD | | | |
| Sieben Interchange - North | 2025 | TBD | | | |
| Butte Area NHS Structures | >2026 | TBD | | | |

¹ In millions.

² Less federal set-asides.

³ NHPP, CARES II, CMAQ, and STBGP totals include state match.

⁴ The federal share for this program will typically be 91.24% with an 8.76% in state match.

⁵ Project priorities to move forward into the fiscally constrained investment plan if funding becomes available.