

BILLINGS URBAN AREA



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

*04/29/10 Transportation Advisory Committee & 04/30/10 MDT updates shown in "red".

DRAFT

FY 2010 – 2014 June, 2010

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METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-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 U.S.C. Section 5303 and 23 U.S.C. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42U.S.C. 12101 *et seq.*) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provisions of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).
- VII. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- VIII. 23 CFR, part 230, regarding the implementation of an equal employment opportunity on Federal & Federal-aid highway construction contracts.
- IX. The Older Americans Act as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance.
- X. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- XI. 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

Signature

President-Yellowstone County Board of Planning

Printed Name

Date

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. All MPO's are required by the current Federal Highway Bill SAFETEA LU to produce a TIP and update it at least **every four years**. SAFETEA LU was signed into law by President Bush in 2005, **and extended by President Obama through December 2010**. The act **and its extensions** authorizes highway, highway safety, transit, and other surface transportation program for six years. This document contains a list of all surface transportation projects requesting the use of federal funds found in SAFETEA LU **and its extensions**. With SAFETEA LU, local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

PURPOSE OF THE TIP

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.

THE TIP PROCESS

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 20 year 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 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) and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and approval of conformity determination.

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, which contains projects that could be implemented **between** July 1, 2009 and **June** 30, 2011.

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 also has had a favorable history of receiving federal earmarks. In 2009, MDT received \$4,750,000 for the Shiloh Road project and in 2010 Yellowstone County requested \$20,000,000 for various projects in the urban area. **MDT has requested additional earmark funds in the 2011 appropriations process.**

BILLINGS FEDERAL EARMARK HISTORY – 2000 through 2009

| YEAR | EARMARKS |
|------------------------|---------------------|
| 2000 | \$ 14,967,000 |
| 2001 | \$ 728,113 |
| 2002 | \$ 3,425, 985 |
| 2003 | \$ 3,000,000 |
| 2004 | \$ 2,000,000 |
| 2005 | \$ 4,960,000 |
| 2006 | \$ 35,173,900 |
| 2007 | \$0.00 |
| 2008 | \$4,596,200 |
| 2009 | \$4,750,000 |
| TOTAL | \$73,601,198 |
| 10 YEAR AVERAGE | \$7,360,120 |

FUNDING SOURCES

- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway System (NHS)
- Interstate Maintenance (IM)
- **Highway-Railway Crossing Program (RRX)**
- Surface Transportation Enhancement (STPE)

- **Highway Safety Improvement Program (HSIP)**
- **Bridge Replacement and Rehabilitation Program (HBRRP)**
- **Urban Pavement Preservation (UPP)**
- Community Transportation Enhancement Program (CTEP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- FTA Section 5309 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9)
- FTA Section 5310 (Formerly Sec. 16)
- FTA Section 5316 Job Access and Reverse Commute (JARC)
- FTA Section 5317 New Freedom
- **Congressionally Directed Funds (Montana, NCPD, DEMO)**
- **AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)**
- **Safe Routes to School (SRTS)**

AIR QUALITY CONSISTENCY

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on May 26, 1988. 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.

CONFORMITY OF THE BILLINGS AREA TRANSPORTATION IMPROVEMENT PROGRAM WITH THE 1990 CLEAN AIR ACT

A portion of the Billings Urbanized Area, (Billings), was designated non-attainment for carbon monoxide (CO) on 3/3/78 (43 FR 8962) with a secondary classification of "unclassified". EPA approved the Billings CO Control Plan on 1/16/86 (51 FR 2397). Billings was then redesignated as

“Not Classified” on 11/6/91 (56 FR 56697). The area meets the qualifications of the Clean Air Act (CAA) for classification as an attainment area for ozone.

The Billings "not classified" carbon monoxide (CO) nonattainment area was redesignated by the Environmental Protection Agency (EPA) to attainment for the CO National Ambient Air Quality Standards (NAAQS) with an approved limited maintenance plan effective April 22, 2002. Under a CO limited maintenance plan, the motor vehicle emissions budgeted may be treated as essentially non-constraining for the length of the maintenance period because growth would need to exceed reasonable expectations to create a violation of the NAAQS for transportation-related CO. Therefore conformity demonstration using regional emissions analysis is not required; however, individual projects may still be required to conduct "hot spot" analysis.

As demonstrated in the following sections, the Transportation Improvement Program (TIP) satisfactorily meets the requirements established by the 1990 amendments to the CAA regarding the conformity of TIP's.

- The most recent estimates of CO mobile source emissions have been developed by the Analytical Services Section, Montana Department of Environmental Quality and are based upon development and transportation data provided by the Yellowstone County Board of Planning.

TRANSPORTATION CONTROL MEASURES

Specific Transportation Control Measures have not been proposed for Billings recently, however, the SIP completed in 1986 included the widening of Exposition Drive (Main Street) and the signalization at Main Street and First Avenue North. Both of these projects were completed in 1983.

There are no Transportation Control Measures (TCM's) in the State Implementation Plan (SIP) and therefore there are no specific TCM's recommended for implementation in this TIP.

TIP CONFORMITY

As a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51 was performed in conjunction with the development of the Billings Urban Area 2009 Transportation Plan. The plan was found to conform at the federal level (insert date when known). The analysis appears in Section 4, pages 4-24 through 4-27 of the Plan document and is titled "Air Quality/Conformity". As the transportation projects in the TIP are contained in the Transportation Plan's analysis, a separate analysis for the TIP is not necessary.

There are no new regionally significant projects in this 2010-2014 Billings Urban Area TIP.

NEW PROJECTS EXEMPT FROM REGIONAL ANALYSIS

| Project | Scope | Comments |
|--|--------------|-----------------|
| **There are no new exempt projects in the TIP. | | |

(Table 1): EXEMPT PROJECTS

REGIONALLY SIGNIFICANT PROJECTS

| Project | Scope | Comments |
|---|------------------------|-----------------|
| Billings Airport Road | Reconstruction | Ongoing |
| Shiloh Road Corridor | Reconstruction | Ongoing |
| 6 th Avenue/Bench Connection | Reconstruction | In design |
| Billings Bypass (aka North Bypass) | Location/Environmental | Ongoing |

(Table 2): REGIONALLY SIGNIFICANT PROJECTS

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 2009 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 2009 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.

(Table 3) -TRANSPORTATION REVENUE ESTIMATES (2010-2014)

BILLINGS, MONTANA

| YEAR | SURFACE TRANS PROGRAM (STP) (URBAN)* | MONTANA AIR CONGESTION INITIATIVE (MAI)* | EARMARKS (MT/NCPD/ DEMO)***** | SURFACE TRANSPORTATION ENHANCEMENT (CTEP)* | TRANSIT SEC 5316 JARC | TRANSIT SEC 5317 NEW FREEDOM | TRANSIT SEC 5309 | TRANSIT SEC 5307 | TRANSIT SEC 5310 | GAS TAX CITY | GAS TAX COUNTY | TRANSADE | ARRA HIGHWAY | ARRA TRANSIT | OTHER FUNDS (LOCAL) | TOTAL | |
|-------|--------------------------------------|--|-------------------------------|--|-----------------------|------------------------------|------------------|------------------|------------------|--------------|----------------|--------------|--------------|--------------|---------------------|--------------------|---------------|
| 2010 | | | | CITY \$ 533,502 | \$ 150,000 | \$ 65,000 | | | | | | | ** | | OPER. | \$ 3,305,486 | |
| | \$ 1,127,496 | \$ 2,512,354 | \$ 30,325,355 | COUNTY \$ 598,416 | | | \$ 247,000 | OPER. | \$ 1,555,722 | \$ 138,070 | \$ 1,728,501 | \$ 272,633 | \$ 462,963 | \$ 1,000,000 | *** | SEC.5310 \$ 34,517 | \$ 13,731,660 |
| 2011 | | | | CITY \$ 493,249 | \$ 150,000 | \$ 65,000 | | | | | | | ** | | OPER. | \$ 3,354,771 | |
| | \$ 2,587,036 | \$ 835,170 | \$ 500,000 | COUNTY \$ 195,006 | | | | OPER. | \$ 1,633,508 | \$ 125,000 | \$ 1,732,721 | \$ 274,510 | \$ 462,963 | | | SEC.5310 \$ 16,750 | \$ 11,925,684 |
| 2012 | | | | CITY \$ 493,249 | \$ 150,000 | \$ 65,000 | | | | | | | ** | | OPER. | \$ 3,401,738 | |
| | \$ 2,587,036 | \$ 835,170 | | COUNTY \$ 195,006 | | | | \$ 1,711,588 | \$ 125,000 | \$ 1,728,501 | \$ 272,633 | \$ 462,963 | | | SEC.5310 \$ 16,750 | \$ 12,044,634 | |
| 2013 | | | | CITY \$ 493,249 | \$ 150,000 | \$ 65,000 | | | | | | | ** | | OPER. | \$ 3,449,362 | |
| | \$ 2,587,036 | \$ 835,170 | | COUNTY \$ 195,006 | | | | \$ 1,795,456 | \$ 125,000 | \$ 1,728,501 | \$ 272,633 | \$ 462,963 | | | SEC.5310 \$ 16,750 | \$ 12,176,126 | |
| 2014 | | | | CITY \$ 493,249 | \$ 150,000 | \$ 65,000 | | | | | | | ** | | OPER. | \$ 3,497,653 | |
| | \$ 2,587,036 | \$ 835,170 | | COUNTY \$ 195,006 | | | | \$ 1,883,433 | \$ 125,000 | \$ 1,728,501 | \$ 272,633 | \$ 462,963 | | | SEC.5310 \$ 16,750 | \$ 12,312,394 | |
| TOTAL | \$ 11,475,640 | \$ 5,853,034 | \$ 30,825,355 | CITY \$ 2,506,498 | \$ 750,000 | \$ 325,000 | \$ 247,000 | OPER. | \$ 8,579,707 | \$ 638,070 | \$ 8,646,725 | \$ 1,365,042 | \$ 2,314,815 | \$ 1,000,000 | \$ - | OPER. | \$ 17,009,010 |
| | | | | COUNTY \$ 1,378,440 | | | | | | | | | | | SEC.5310 \$ 101,517 | | |

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 2010 WILL BE SUBJECT TO THE OBLIGATION LIMITATION SET BY THE ANNUAL APPROPRIATION PROCESS.

* Includes carryover

** Includes Local Match

***ARRA FUNDS \$1,884,898 OBLIGATED-REVISED POP IN 2010.

****Pending Congressional Approval

| (TABLE 4-a) -TRANSPORTATION PRIORITY LIST | | | | | | |
|--|--|--|-----------------------|--------------------------|--|-----------------------|
| BILLINGS, MONTANA | | | | | | |
| RANK | PROJECT | TYPE OF WORK | PROJECT LENGTH | PHASE | ESTIMATED COST | FUNDING SOURCE |
| SURFACE TRANSPORTATION PROGRAM-URBAN (STPU) | | | | | | |
| NO PROJECTS HAVE BEEN FORMALLY IDENTIFIED THROUGH THE LOCAL PROCESS FOR THE USE OF THESE FUNDS. | | | | | | |
| Projects that may utilize STPU funding for some phases: | | | | | | |
| BENCH BLVD-NORTH Phase I(for R/W, IC and possibly a portion of construction) | | | | | | |
| | GRAND AVENUE | Reconstruction | 1 | PE RW IC CONST. | UNKNOWN UNKNOWN UNKNOWN UNKNOWN | |
| | | | | TOTAL | \$0 | |
| | 32ND STREET WEST | Construction | 1.5 | PE RW IC CONST. | UNKNOWN UNKNOWN UNKNOWN UNKNOWN | |
| | | | | TOTAL | \$0 | |
| MONTANA AIR CONGESTION INITIATIVE (MACI) | | | | | | |
| 1 | 6TH AVE. TO BENCH BLVD. (CONNECTION) | Grade Separation | 0.5 | PE | \$1,393,072 | CMAQ |
| | | | | | \$215,928 | LOCAL |
| | | | | | 1,609,000 | |
| EARMARKS | | | | | | |
| 1 | 6TH AVE NORTH TO BENCH BLVD. (CONNECTION) | | | PE | See above | CMAQ/LOCAL |
| | Phase I | | | RW | \$1,272,726 | MT |
| | | | | IC | \$552,117 | MT |
| | | | | CONST. | \$6,116,396 | MT |
| | | | | LOCAL | 1,446,830 | LOCAL |
| | | | | TOTAL | \$9,388,069 | |
| | Phase II | | | | | |
| | Beyond the timeframe of this TIP. | | | | | |
| 2 | BENCH BLVD. NORTH | Reconstruction | 3 | PE | 2,000,000 | MT |
| | Phase I | | | RW | 439,274 | |
| | | | | IC | 878,549 | |
| | | | | CONST. | 5,117,468 | MT |
| | | | | TOTAL | \$8,435,291 | |
| | Phase II | | | | | |
| | Construction beyond time frame of this TIP | | | | | |
| | ZIMMERMAN TRAIL | Add climbing lane for portion of roadway Straighten Curve | 1 | PE | 735,930 | MT |
| | | | | IC | 254,468 | MT |
| | | | | CONST. | 6,001,617 | |
| | | | | LOCAL | 1,443,276 | MT |
| | | | | TOTAL | \$8,435,291 | |
| | BILLINGS BYPASS (aka North Bypass) | Environmental Review & Location Study | 14 | PE | 14,341,661 | NCPD/DEMO |
| | | | | | 8,004,158 | MT |
| | | | | TOTAL | \$22,345,819 | |
| INTERSTATE MAINTENANCE (IM) | | | | | | |
| | PINEHILLS INTERCHANGE-SOUTHEAST | Minor Rehab | N/A | PE | 171,090 | IM |
| | | | | RW | 0 | IM |
| | | | | IC | 64,008 | IM |
| | | | | CONST. | 6,779,900 | IM |
| | | | | TOTAL | \$7,014,998 | |
| | MOSSMAIN INTERCHANGE - EAST | Structure/Safety | N/A | PE | \$162,979 | IM |
| | | | | RW | 51,402 | IM |
| | | | | IC | 25,702 | IM |
| | | | | CONST. | 7,244,100 | IM |
| | | | | TOTAL | \$7,484,183 | |
| NATIONAL HIGHWAY SYSTEM- (NH) | | | | | | |
| | BILLINGS-NORTH | PAVEMENT PRESERVATION | | PE | \$39,921 | NH |
| | | | | CONST | \$2,652,900 | NH |
| | | | | TOTAL | \$2,692,821 | |

| (TABLE 4-b) -TRANSPORTATION PRIORITY LIST | | | | | | |
|--|---------------------|------|--------|-------------|--|-------------|
| BILLINGS, MONTANA | | | | | | |
| SURFACE TRANSPORTATION PROGRAM-URBAN PAVEMENT PRESERVATION(UPP) | | | | | | |
| GRAND-DIVISION TO 8TH-BLGS | Overlay/cold mill | 0.99 | PE | \$41,118 | | UPP |
| | | | CONST. | \$516,136 | | UPP |
| | | | TOTAL | \$557,254 | | |
| SURFACE TRANSPORTATION PROGRAM-HIGHWAY SAFETY (HSIP) | | | | | | |
| N. FRONTAGE ROAD - SIGNAL/INT. UPGRADE | Traffic signals | N/A | PE | 87,761 | | HSIP |
| | Lighting | | IC | 13,384 | | HSIP |
| | | | CONST. | 687,814 | | HSIP |
| | | | TOTAL | \$788,959 | | |
| SIGNAL-SO. FRONTAGE & ZOO | Signal | N/A | PE | \$95,810 | | HSIP |
| | | | CONST | \$265,045 | | IM |
| | | | CONST | \$265,002 | | HSIP |
| | | | | \$625,857 | | |
| 2002 SAFETY IMPROVEMENTS | Roadway | N/A | PE | 478,325 | | HSIP |
| VARIOUS LOCATIONS | Roadside Safety | | RW | 24,000 | | HSIP |
| | Improvments | | IC | 70,165 | | HSIP |
| | | | CONST. | 1,027,706 | | HSIP |
| | | | TOTAL | \$1,600,196 | | |
| PARKHILL /13th - INT. REALIGNMENT | Upgrade | N/A | PE | 253,926 | | HSIP |
| | | | RW | 51,000 | | HSIP |
| | | | IC | 80,668 | | HSIP |
| | | | CONST. | 614,362 | | HSIP |
| | | | TOTAL | \$999,956 | | |
| SF099 BILLINGS GRAND 17TH SIG | Int Upgrade/Signals | | PE | \$29,000 | | HSIP |
| | | | CONST | \$91,350 | | HSIP |
| | | | TOTAL | \$120,350 | | |
| SURFACE TRANSPORTATION PROGRAM-RAIL PROGRAM (RRP) | | | | | | |
| 1ST AVENUE SOUTH | Circuitry Upgrade | N/A | PE | \$3,000 | | STPRP/STPRR |
| | | | CONST. | \$92,055 | | STPRP/STPRR |
| | | | TOTAL | \$95,055 | | |
| OTHER FUNDING | | | | | | |
| STP ENHANCEMENTS | Various Projects | | OTHER | 688,255 | | CTEP |
| SAFE ROUTES TO SCHOOL | Various Projects | | OTHER | Per Project | | SRTS |
| ANNUAL OPERATION AND MAINTENANCE | Various Projects | | OTHER | 225,000 | | LOCAL |
| ANNUAL OPERATION AND MAINTENANCE | Various Projects | | OTHER | 446,000 | | STATE |
| | | | TOTAL | \$1,359,255 | | |
| ** CONST. Estimates Include CE Costs | | | | | | |

ADVANCEMENT OF PROJECTS

It is mutually agreed that the first two years of this program is 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) Four (4) replacement vehicles for MET Special Transit, 2) Two (2) replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA Section 5309 projects are: 1) Buses and Bus Facilities, and 2) Billings Bus/Medical Facility (Deaconess) per Congressional appropriation.

PRIVATE ENTERPRISE PARTICIPATION

Both the City of Billings and Yellowstone County have locally developed policies and procedures to examine opportunities for private sector participation in the provision of transit services and related support services. The City of Billings adopted resolution 86-15346 which states said policy and provides a process for implementation. The Council approved that resolution on July 7, 1986. Further, a Private Transportation Enterprise Participation Policy (PEP) and implementing procedures were adopted by the MPO's Technical Advisory Committee on April 24, 1986; by the Policy Coordinating Committee on May 8, 1986; and by the Yellowstone County Planning Board on May 13, 1986.

The City's MET Transit **Department** has examined various opportunities for private sector provision of services. The **system Department** utilizes private tire firms to handle parts of servicing of the tire inventory. The **system Department** also contracts with various private firms for radiator repair, air compressor rebuilds, as well as glass, bodywork on the vehicles, and occasional component rebuilds.

The required TIP documentation related to the PEP process is as follows:

- a) The City of Billings MET Transit System solicited the possible interest or involvement of the private sector in providing leased tires for the MET Transit fleet of coaches. In the spring of 1993, 1996, 2001 and 2006, a Request for Bids was sent to potentially interested private vendors and was also advertised in a local newspaper and a national transit journal. Bids are evaluated based on cost and ability to perform. Two firms requested bid packages. The current contract for the tire lease is in effect through June 30, 2011.
- b) No other proposals were received from the private sector.
- c) There are no known impediments to holding service out for competition.
- d) There are no known private sector complaints.

The Yellowstone County Planning Department has and will continue to follow their adopted policy and procedures regarding private sector participation. The mailing list of private providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the **Unified Planning Work Program, (UPWP)**, projects and process as well as the TIP process. Through these mailings the private providers are aware of the development

of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

FEDERAL TRANSIT ADMINISTRATION PROJECTS

The Federal Transit Act funded projects, including FTA Section 5309 grant projects, (Biennial Element) are intended to insure 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 2009 to June 2010 and July 2010 to June 2011 and the Section 5309 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2009-2010 through 2010-2011.

The vehicle **purchases** for MET Special Transit 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 developmentally impaired or disabled residents.

| (Table 5) -TRANSPORTATION PROJECT PRIORITY LIST | |
|---|-------------------------|
| BILLINGS, MONTANA | |
| SECTION/PROJECT | PROJECT ESTIMATE |
| FTA SECTION 5307 (INCLUDES LOCAL FUNDS) | |
| OPERATING PROJECT (7-1-09 TO 6-30-2010) | 4,861,208 |
| OPERATING PROJECT (7-1-2010 TO 6-30-2011) | 4,988,279 |
| OPERATING PROJECT (7-1-2011 TO 6-30-2012) | 5,113,326 |
| OPERATING PROJECT (7-1-2012 TO 6-30-2013) | 5,244,818 |
| OPERATING PROJECT (7-1-2013 TO 6-30-2014) | 5,381,086 |
| TOTAL | \$25,588,717 |
| TRANSADA(INCLUDES LOCAL FUNDS) | |
| MET SPECIALIZED TRANSPORTATION-OPERATING (2010) | 200,000 |
| MET SPECIALIZED TRANSPORTATION-OPERATING (2011) | 140,000 |
| MET SPECIALIZED TRANSPORTATION-OPERATING (2012) | 140,000 |
| MET SPECIALIZED TRANSPORTATION-OPERATING (2013) | 140,000 |
| MET SPECIALIZED TRANSPORTATION-OPERATING (2014) | 140,000 |
| TOTAL | \$760,000 |
| FTA SECTION 5310(INCLUDES LOCAL FUNDS) | |
| NINE (9) REPLACEMENT VEHICLES-TRANSIT (FY2010) | 138,070 |
| REPLACEMENT VEHICLES-TRANSIT (FY2011) | 125,000 |
| REPLACEMENT VEHICLES-TRANSIT (FY2012) | 125,000 |
| REPLACEMENT VEHICLES-TRANSIT (FY2013) | 125,000 |
| REPLACEMENT VEHICLES-TRANSIT (FY2014) | 125,000 |
| * DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT | 125,000 |
| *TOTAL | \$763,070 |
| FTA SECTION 5309 | |
| BILLINGS BUS/MEDICAL FACILITY (DEACONESS) | 3,093,750 |
| MET TRANSIT PARATRANSIT SERVICES | 247,000 |
| ** FUNDING YET TO BE DETERMINED | |
| *TOTAL | \$3,340,750 |
| FTA SECTION 5316(INCLUDES LOCAL FUNDS) | |
| JARC (OPERATING) 2010 | 150,000 |
| JARC (OPERATING) 2011 | 150,000 |
| JARC (OPERATING) 2012 | 150,000 |
| JARC (OPERATING) 2013 | 150,000 |
| JARC (OPERATING) 2014 | 150,000 |
| TOTAL | \$750,000 |
| FTA SECTION 5317 (INCLUDES LOCAL FUNDS) | |
| NEW FREEDOM (OPERATING) 2010 | 130,000 |
| NEW FREEDOM (OPERATING) 2011 | 130,000 |
| NEW FREEDOM (OPERATING) 2012 | 130,000 |
| NEW FREEDOM (OPERATING) 2013 | 130,000 |
| NEW FREEDOM (OPERATING) 2014 | 130,000 |
| TOTAL | \$650,000 |
| ARRA TRANSIT (REVISED POP ONLY) | |
| MET-CCTV'S/RADIOS | 205,000 |
| MET-BUS WASH/ADMINISTRATION FACILITY REHAB | 450,000 |
| MET-TWO TRANSIT BUSES WITH SPARE POWER PLANT | 830,000 |
| MET-ONE PARATRANSIT VAN | 31,898 |
| MET-PARATRANIST OPERATING FUNDS | 180,000 |
| MET TRANSIT OPERATING FUNDS | 188,000 |
| TOTAL | \$1,884,898 |
| TOTAL | \$33,737,435 |

| (Table 6) - MULTI-YEAR STAGING PROGRAM | | | | | | |
|---|------------------------------------|-------------|-------------|-------------|-------------|-------------|
| CALENDAR YEARS 2010-2014 | | | | | | |
| BILLINGS, MONTANA | | | | | | |
| SURFACE TRANSPORTATION PROGRAM | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| GRAND AVENUE | | ■ | ■ | ■ | ■ | |
| 32ND STREET WEST | | ■ | | | | |
| 2002 SAFETY IMPROVEMENTS | ■ | | | | | |
| MACI MT FUNDED | | | | | | |
| 6TH AVE.-BENCH BLVD. CONNECTION (PHASE I) | ■ | ■ | | | | |
| PILOT FUNDED | | | | | | |
| NONE | | | | | | |
| VARIOUS FUNDED | | | | | | |
| PINEHILLS INTERCHANGE-SOUTHEAST | ■ | ■ | | | | |
| PARKHILL /13th INTERSECTION | ■ | | | | | |
| N. FRONTAGE ROAD - SIGNAL | ■ | ■ | ■ | | | |
| MOSSMAIN INTERCHANGE - EAST | ■ | ■ | ■ | | | |
| NORTH BY PASS (ENVIRONMENTAL & LOCATION) | ■ | ■ | | | | |
| CTEP PROJECTS (VARIOUS) | | ■ | ■ | | | |
| BENCH BLVD. NORTH | | ■ | ■ | | | |
| ZIMMERMAN TRAIL | ■ | ■ | ■ | | | |
| SIGNAL FRONTAGE ROAD & ZOO DRIVE | ■ | | | | | |
| | ***ALL TIME FRAMES ARE APPROXIMATE | | | | | |
| ■ | PRELIMINARY ENGINEERING | | | | | |
| ■ | RIGHT OF WAY/UTILITIES | | | | | |
| ■ | CONSTRUCTION | | | | | |

| (Table 7) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FY 2010 | | | | | | | | | | | | | | | | | | |
|--|----------------|------------------|-------------------------------------|-----------------------|---|------------|--|------------------------|--------------------|------------------|--------------------|-------------------------|----------------------------|------------------|--------------------|--------------------|--------------------|---------------------|
| BILLINGS, MONTANA | | | | | | | | | | | | | | | | | | |
| PROJECT DESCRIPTION | PHASING | STP URBAN (STPU) | MT AIR CONGESTION INITIATIVE (MACI) | Montana DEMO EARMARKS | SURFACE TRANSPORTATION ENHANCEMENT (STPE) | | NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE | HSIP UPP | TRANSIT SEC 5307 | TRANSIT SEC 5309 | TRANSIT SEC 5310** | TRANSIT SEC 5316 (AARC) | TRANSIT 5317 (NEW FREEDOM) | TRANSADE (STATE) | ARRA TRANSIT ***** | ARRA HIGHWAY | OTHER* | TOTAL |
| | | | | | CITY | COUNTY | | | | | | | | | | | | |
| Estimated carryover balance | | -1,459,630 | 1,677,184 | \$30,325,355 | \$40,253 | 403,410 | | | | | | | | | | | | |
| Estimated allocation | | 2,587,036 | 835,170 | \$- | \$493,249 | 195,006 | 7,534,847 | 2,108,856 | \$1,555,722 | 247,000 | \$138,070 | \$123,013 | \$80,000 | \$100,000 | \$1,884,898 | \$1,000,000 | \$3,580,199 | |
| Estimated beginning balance | | 1,127,496 | 2,512,354 | \$30,325,355 | \$533,502 | 598,416 | | | | | | | | | | | | |
| RIMROCK RD-SHILOH TO 54TH | CONST | | 150,000 | | | | | | | | | | | | | | | \$150,000 |
| 6TH AVE NORTH TO BENCH BLVD.(CONNECTION) | AddPE | | 202,909 | | | | | | | | | | | | | | | \$202,909 |
| 6TH AVE NORTH TO BENCH BLVD.(CONNECTION) | RW | | | 1,470,000 | | | | | | | | | | | | | | \$1,470,000 |
| PARKHILL/13TH | RW/IC/CONST | | | | | | | \$ 746,030.00 | | | | | | | | | | \$746,030 |
| SIGNAL-SO FRONTAGE & ZOO | CONST | | | | | | \$ 265,045.00 | \$ 265,002.00 | | | | | | | | | | \$530,047 |
| SF099 GRAND-DIVISION 17TH -SIGNAL | PE | | | | | | | \$ 29,000.00 | | | | | | | | | | \$29,000 |
| GRAND-DIVISION TO 8TH -BLGS | PE | | | | | | | \$ 41,118.00 | | | | | | | | | | \$41,118 |
| 2002 SAFETY IMPVMT*** | CONST | | | | | | | \$ 1,027,706.00 | | | | | | | | | | \$1,027,706 |
| MOSSMAIN INTCH-EAST | IC/CONST | | | | | | \$ 7,269,802.00 | | | | | | | | | | | \$7,269,802 |
| CTEP**** | CONST | | | | | | | | | | | | | | | \$1,000,000 | | \$1,000,000 |
| SAFE ROUTES TO SCHOOL PROGRAM | CONST | | | | | | | | | | | | | | | | | \$50,000 |
| TRANSIT OPERATING | OPERATING | | | | | | | 1,555,722 | | | | | | | | | | \$3,305,486 |
| REPLACEMENT VEHICLES | PURCHASE | | | | | | | | | | \$138,070 | | | | | | | \$138,070 |
| MET SPECIALIZED TRANS-OPERATING | OPERATING | | | | | | | | | | \$123,013 | \$80,000 | \$100,000 | | | | \$212,963 | \$515,976 |
| MET PARATRANSIT SERVICES | OPR/OTHER | | | | | | | | | 247,000 | | | | | | | \$61,750 | \$308,750 |
| MET-CCTVS/RADIOS | PURCHASE | | | | | | | | | | | | | | \$205,000 | | | \$205,000 |
| MET-BUS WASH/ADMINISTRATION FACILITY REHAB | FACILITY REHAB | | | | | | | | | | | | | | \$450,000 | | | \$450,000 |
| MET-TWO TRANSIT BUSES WITH SPARE POWER PLANT | PURCHASE | | | | | | | | | | | | | | \$830,000 | | | \$830,000 |
| MET-ONE PARATRANSIT VAN | PURCHASE | | | | | | | | | | | | | | \$31,898 | | | \$31,898 |
| MET-PARATRANSIT OPERATING FUNDS | OPR | | | | | | | | | | | | | | \$180,000 | | | \$180,000 |
| MET-OPERATING FUNDS | OPR | | | | | | | | | | | | | | \$188,000 | | | \$188,000 |
| TOTAL | | \$- | \$352,909 | \$1,470,000 | \$- | \$- | \$ 7,534,847.00 | \$ 2,108,856.00 | \$1,555,722 | \$247,000 | \$138,070 | \$123,013 | \$80,000 | \$100,000 | \$1,884,898 | \$1,000,000 | \$3,630,199 | \$20,175,514 |
| *LOCAL MATCH | | | | | | | | | | | | | | | | | | |
| **DEPENDENT ON FUNDING AND APPLICATION APPROVAL | | | | | | | | | | | | | | | | | | |
| ***INCLUDES U1024 State Avenue, U1028 Hardin Road, I-90 Loop | | | | | | | | | | | | | | | | | | |
| ****ARRA FOR ALKALI CK BRIDGE CTEP PROJECT | | | | | | | | | | | | | | | | | | |
| *****Funds obligated -reflecting POP changes only | | | | | | | | | | | | | | | | | | |

(Table 8) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FY2011

BILLINGS, MONTANA

| PROJECT DESCRIPTION | PHASING | STP URBAN (STPU) | MT. AIR CONGESTION INITIATIVE (MACI) | EARMARKS (NCPD, DEMO, MT) | SURFACE TRANSPORTATION ENHANCEMENT (STPE) | | NATIONAL HWY SYSTEM (NHS) | HSIP/UPP | TRANSIT SEC 5307 | TRANSIT SEC 5309 | TRANSIT SEC 5310 ** | TRANSIT SEC 5316 | TRANSIT 5317 | TRANSADE | OTHER FUNDS* | TOTAL | | |
|--|-----------|---------------------|---|---------------------------------|--|------------|------------------------------|--------------|---------------------|---------------------|---------------------------|---------------------|-----------------|------------|-----------------|--------------|---------------|--|
| | | | | | CITY | COUNTY | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | *** | |
| | | | | | | | | | | | | | | | | | | |
| Estimated carryover balance | | \$ 1,098,530 | \$ 2,159,445 | \$ 27,655,355 | | | | | | | | | | | | | | |
| Estimated allocation | | \$ 2,587,036 | \$ 835,170 | \$ 5,000,000 | \$ 493,249 | \$ 195,006 | \$ 9,432,800 | \$ 1,201,936 | \$ 1,633,508 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 100,000 | \$ 3,567,734 | | | |
| Estimated beginning balance | | \$ 3,685,566 | \$ 2,994,615 | \$ 32,655,355 | \$ 493,249 | \$ 195,006 | \$ 9,432,800 | \$ 1,201,936 | \$ 1,633,508 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 100,000 | \$ 3,567,734 | | | |
| 6TH AVE NORTH TO BENCH BLVD (CONNECTION) | IC/CONST | | | \$ 7,701,490 | | | | | | | | | | | | | \$ 7,701,490 | |
| BENCH BOULEVARD-BLGS | AddTPE | | | \$ 350,000 | | | | | | | | | | | | | \$ 350,000 | |
| BILLINGS-NORTH | CONST | | | | | | \$ 2,652,900 | | | | | | | | | | \$ 2,652,900 | |
| PINEHILLS INT-SE | CONST | | | | | | \$ 6,779,900 | | | | | | | | | | \$ 6,779,900 | |
| GRAND-DIVISION TO 8TH-BLGS | CONST | | | | | | | \$ 516,136 | | | | | | | | | \$ 516,136 | |
| SIGNAL-N FRONTAGE-BLGS | CONST | | | | | | | \$ 685,800 | | | | | | | | | \$ 685,800 | |
| ZIMMERMAN TRAIL | PE | | | \$ 850,000 | | | | | | | | | | | | | \$ 850,000 | |
| TRANSIT OPERATING (7/10-6/11) | OPERATING | | | | | | | | \$ 1,633,508 | | | | | | | \$ 3,354,771 | \$ 4,988,279 | |
| VEHICLE PURCHASES | PURCHASE | | | | | | | | | | \$ 125,000 | | | | | | \$ 125,000 | |
| MET SPECIALIZED TRANS | OPERATING | | | | | | | | | | | \$ 150,000 | \$ 65,000 | \$ 100,000 | \$ 212,963 | | \$ 527,963 | |
| TOTAL | | \$ - | \$ - | \$ 8,901,490 | \$ - | \$ - | \$ 9,432,800 | \$ 1,201,936 | \$ 1,633,508 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 100,000 | \$ 3,567,734 | | \$ 25,177,468 | |

* LOCAL MATCH ** DEPENDENT ON FUNDING & APPLICATION APPROVAL BY MDT *** Pending congressional approval

(Table 9) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2012

| BILLINGS, MONTANA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|-----------|---|---|---------------------------------|---|--------|---|------------|---------------------|---------------------|---------------------------|---------------------|-----------------|-----------|-----------------|-------|--------------|--------------|---------------|------------|------------|--|------------|--------------|------|------------|------------|-----------|-----------|--------------|--|--|
| PROJECT DESCRIPTION | PHASING | STP URBAN (STPU) | MT. AIR CONGESTION INITIATIVE (MACI) | EARMARKS (NCPD, DEMO, MT) | SURFACE TRANSPORTATION ENHANCEMENT (STE) | | NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE | HSIP/UPP | TRANSIT SEC 5307 | TRANSIT SEC 5309 | TRANSIT SEC 5310 ** | TRANSIT SEC 5316 | TRANSIT 5317 | TRANSADE | OTHER FUNDS* | TOTAL | | | | | | | | | | | | | | | | |
| | | | | | CITY | COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Estimated carryover balance | | | | | | | | | | | | \$ 3,685,566 | \$ 2,994,615 | \$ 23,753,865 | \$ - | \$ - | | | | | | | | | | | |
| | | | | | Estimated allocation | | | | | | | | | | | | \$ 2,587,036 | \$ 835,170 | \$ - | \$ 493,249 | \$ 195,006 | | \$ 687,814 | \$ 1,711,588 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 3,556,738 | | |
| Estimated beginning balance | | \$ 6,272,602 | \$ 3,829,785 | \$ 23,753,865 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SF069-SIGNAL-N FRONTAGE ROAD | CONST | | | | | | | \$ 687,814 | | | | | | | | | \$ 687,814 | | | | | | | | | | | | | | | |
| TRANSIT OPERATING (7/11-6/12) | OPERATING | | | | | | | | \$ 1,711,588 | | | | | | \$ 3,401,738 | | \$ 5,113,326 | | | | | | | | | | | | | | | |
| VEHICLE PURCHASES | PURCHASE | | | | | | | | | | \$ 125,000 | | | | | | \$ 125,000 | | | | | | | | | | | | | | | |
| MET SPECIALIZED TRANS | OPERATING | | | | | | | | | | | \$ 150,000 | \$ 65,000 | \$ 60,000 | \$ 155,000 | | \$ 430,000 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$ - | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$ - | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$ - | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$ - | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$ - | | | | | | | | | | | | | | | |
| TOTAL | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 687,814 | \$ 1,711,588 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 3,556,738 | | \$ 6,356,140 | | | | | | | | | | | | | | | |
| *LOCAL MATCH FOR TRANSIT | | **DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| (Table 10) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2013 | | | | | | | | | | | | | | | | |
|--|---------|---------------------|---|--------------------------------|---|------------|---|-------------|--------------|----------|------------|------------|-----------|-----------|-----------------|--------------|
| BILLINGS, MONTANA | | | | | | | | | | | | | | | | |
| PROJECT DESCRIPTION | PHASING | STP URBAN (STPU) | MT. AIR CONGESTION INITIATIVE (MACI) | EARMARKS (MT, NCPD DEMO) | SURFACE TRANSPORTATION ENHANCEMENT (STPE) | | NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM) | HSIP UPP | TRANSIT | TRANSIT | TRANSIT | TRANSIT | TRANSIT | TRANSADA | OTHER FUNDS* | TOTAL |
| | | | | | SEC 5307 | SEC 5309 | | | SEC 5310** | SEC 5316 | SEC 5317 | | | | | |
| | | | | | CITY | COUNTY | | | | | | | | | | |
| Estimated carryover balance | | \$ 6,272,602 | \$ 3,829,785 | \$ 23,753,865 | | | | | | | | | | | | |
| Estimated allocation | | \$ 2,587,036 | \$ 835,170 | | \$ 493,249 | \$ 195,006 | \$ - | \$ - | \$ 1,795,456 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 3,511,830 | |
| Estimated beginning balance | | \$ 8,859,638 | \$ 4,664,955 | \$ 23,753,865 | | | | | | | | | | | | |
| TRANSIT OPERATING (7/12-6/13) | | | | | | | | | \$ 1,795,456 | | | | | | \$ 3,305,486 | \$ 5,100,942 |
| REPLACEMENT VEHICLES | | | | | | | | | | | \$ 125,000 | | | | \$ 51,344 | \$ 176,344 |
| MET SPECIALIZED TRANS.-OPERATING | | | | | | | | | | | | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 155,000 | \$ 440,000 |
| TOTAL | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,795,456 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 3,511,830 | \$ 5,717,286 |
| * LOCAL MATCH FOR TRANSIT | | | | | | | | | | | | | | | | |
| ** DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT | | | | | | | | | | | | | | | | |

| (Table 11) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2014 | | | | | | | | | | | | | | | | |
|---|-----------|---------------------|---|--------------------------------|---|------------|---|-------------|---------------------|---------------------|--------------------------|---------------------|---------------------|-----------|--------------|--------------|
| BILLINGS, MONTANA | | | | | | | | | | | | | | | | |
| PROJECT DESCRIPTION | PHASING | STP URBAN (STPU) | MT. AIR CONGESTION INITIATIVE (MACI) | EARMARKS (MT, NCPD,DEMO) | SURFACE TRANSPORTATION ENHANCEMENT (STE) | | NATIONAL HIGHWAY SYSTEM (NHS) ALSO IM | HSIP UPP | TRANSIT SEC 5307 | TRANSIT SEC 5309 | TRANSIT SEC 5310** | TRANSIT SEC 5316 | TRANSIT SEC 5317 | TRANSADA | OTHER FUNDS* | TOTAL |
| | | | | | CITY | COUNTY | | | | | | | | | | |
| Estimated carryover balance | | \$ 8,859,638 | \$ 4,664,955 | \$ 23,753,865 | | | \$ - | \$- | \$ 1,883,433 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 3,509,771 | |
| Estimated allocation | | \$ 2,587,036 | \$ 835,170 | | \$493,249 | \$ 195,006 | | | | | | | | | | |
| Estimated beginning balance | | \$ 11,446,674 | \$ 5,500,125 | \$ 23,753,865 | | | | | | | | | | | | |
| TRANSIT OPERATING (7/13-6/14) | Operating | | | | | | | | \$ 1,883,433 | | | | | | \$ 3,354,771 | \$ 5,238,204 |
| VEHICLE REPLACEMENTS** | Purchase | | | | | | | | | | \$ 125,000 | | | | | \$ 125,000 |
| MET SPECIALIZED TRANS.-OPERATING** | Operating | | | | | | | | | | | 150,000 | 65,000 | \$ 70,000 | \$ 155,000 | \$ 440,000 |
| TOTAL | | \$ - | \$ - | \$ - | | | \$ - | \$- | \$ 1,883,433 | \$ - | \$ 125,000 | \$ 150,000 | \$ 65,000 | \$ 70,000 | \$ 3,509,771 | \$ 5,803,204 |
| *LOCAL MATCH FOR TRANSIT **DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT | | | | | | | | | | | | | | | | |

**(Table 12) - BIENNIAL ELEMENT OCTOBER 1, 2009 - SEPTEMBER 30, 2011 (HIGHWAY)
BILLINGS, MONTANA**

| PROJECT/PHASE | PROJECT NUMBER | PROJECT DESCRIPTION | TOTAL ESTIMATED COST | FEDERAL FUNDS AND SOURCES | NON-FEDERAL FUNDS AND SOURCES | RECIPIENT OF FUNDS | RESPONSIBLE IMPLEMENTING AGENCY |
|--|-----------------|---------------------------|----------------------|---------------------------|-------------------------------|--------------------|---------------------------------|
| RIMROCK ROAD (SHILOH-54TH) (CONST.) | CM 1034(1) | CONSTRUCTION | 150,000 | 129,870 FHWA | 20,130 STATE MATCH | MDT | MDT |
| 6TH AVE. N TO BENCH BLVD. CONNECTION (Add'l PE) | CM 1099 (32) | NEW CONSTRUCTION | 202,909 | 175,679 FHWA | 27,230 LOCAL MATCH | MDT | MDT |
| 6TH AVE.N TO BENCH BLVD. CONNECTION (RW) | CM 1099 (32) | NEW CONSTRUCTION | 1,470,000 | 1,272,726 FHWA | 197,274 LOCAL MATCH | MDT | MDT |
| PARKHILL/13TH INTERSECTION (IC/CONST) | HSIP 1099 51 | INTERSECTION IMPROVEMENTS | 746,030 | 671,427 FHWA | 74,603 STATE MATCH | MDT | MDT |
| SIGNAL-SO FRONTAGE & ZOO DRIVE (CONST.) | HSIP 1011(5) | SIGNAL | 265,002 | 238,502 FHWA | 26,500 STATE MATCH | MDT | MDT |
| | IM 1011(5) | SIGNAL | 265,045 | 241,827 FHWA | 23,218 STATE MATCH | MDT | MDT |
| SF099 GRAND-DIVISION 17TH-SIGNAL (PE) | HSIP1004 | INT UPGRADE/SIGNAL | 29,000 | 26,100 FHWA | 2,900 STATE MATCH | MDT | MDT |
| GRAND-DIVISION TO 8TH (PE) | UPP 1004(9) | OVERLAY/COLD MILL | 41,118 | 35,600 FHWA | 5,518 STATE MATCH | MDT | MDT |
| MOSSMAIN INTERCHANGE E. (IC/CONST.) | IM 90-8 (155) | REHAB/SAFETY | 7,269,802 | 6,632,967 FHWA | 636,835 STATE MATCH | MDT | MDT |
| 2002 SAFTY IMPROVEMENTS (CONST.) | HSIP 1099(43) | SAFETY IMPRVMTS | 1,027,706 | 924,935 FHWA | 102,771 STATE/LOCAL MATCH | MDT | MDT |
| CTEP PROJECTS (IC/CONST.) | STPE VARIOUS | LISTED BELOW * | | FHWA | LOCAL MATCH | MDT | MDT |
| CTEP PROJECTS-ARRA FUNDING (CONST.) | ARRA | CONSTRUCTION | 1,000,000 | 1,000,000 FHWA | 0 | MDT | MDT |
| 6TH AVE N. TO BENCH BLVD CONNECTION (IC, CONST.) | MT 1099(32) | NEW CONSTRUCTION | 7,701,490 | 6,667,950 FHWA | 1,033,540 LOCAL MATCH | MDT | MDT |
| BENCH BLVD-BILLINGS (Add'l PE) | MT 1036(1) | RECONSTRUCTION | 350,000 | 303,030 | 46,970 | MDT | MDT |
| BILLINGS-NORTH (CONST.) | NH 16-1(20)3 | PAVEMENT PRESERVATION | 2,652,900 | 2,296,881 | 356,019 | MDT | MDT |
| PINEHILLS INT SE (CONST.) | IM 90-8(158)457 | MINOR REHAB | 6,779,900 | 6,185,981 | 593,919 | MDT | MDT |
| GRAND-DIVISION TO 8TH (CONST.) | UPP 1004(9) | CONSTRUCTION | 516,136 | 464,522 FHWA | 45,214 STATE MATCH | MDT | MDT |
| OPERATION AND MAINTENANCE - STATE (PE/CONST.) | N/A | OP./MAINT. | 446,000 | 0 FHWA | 446,000 STATE | MDT | MDT |
| OPERATION AND MAINTENANCE - LOCAL (PE/CONST.) | N/A | OP./MAINT. | 225,000 | 0 FHWA | 225,000 LOCAL | MDT | MDT |
| | | | | | | | |

(Table 13) - BIENNIAL ELEMENT JULY 1, 2009-JUNE 30, 2011 (TRANSIT)

| BILLINGS MONTANA | | | | | |
|--|----------------------------|---------------------------|-------------------------------|--------------------|---------------------------------|
| PROJECT/FUNDING SOURCE | TOTAL EST COST | FEDERAL FUNDS AND SOURCES | NON-FEDERAL FUNDS AND SOURCES | RECIPIENT OF FUNDS | RESPONSIBLE IMPLEMENTING AGENCY |
| FTA SECTION 5307 | | | | | |
| OPERATING PROJECT (7-1-09 TO 6-30-10) | 4,861,208 | 1,555,722 | 3,305,486 | CITY | CITY |
| OPERATING PROJECT (7-1-10 TO 6-30-11) | 4,987,279 | 1,633,507 | 3,353,772 | CITY | CITY |
| FTA SECTION 5309 | | | | | |
| BILLINGS BUS/MED. FACILITY (DEACONESS) (2007) | 3,036,806 | 2,429,445 | 607,361 | TBD | TBD |
| MET PARATRANSIT SERVICES-2010 | 308,750 | 247,000 | 61,750 | CITY | CITY |
| FTA SECTION 5310* | | | | | |
| REPLACEMENT VEHICLES(2010) | 138,070 | 110,456 | 27,614 | STATE | VARIOUS LOCAL |
| REPLACEMENT VEHICLES (2011) | 125,000 | 100,000 | 25,000 | STATE | VARIOUS LOCAL |
| TRANSADe* | | | | | |
| MET SPECIALIZED TRANSIT OPERATING-2010 | 355,325 | 200,000 | 155,325 | CITY | CITY |
| MET SPECIALIZED TRANSIT OPERATING-2011 | 462,963 | 250,000 | 212,963 | CITY | CITY |
| FTA SECTION 5316 | | | | | |
| JARC OPERATING-2010 | 150,000 | 75,000 | 75,000 | CITY | CITY |
| JARC OPERATING-2011 | 150,000 | 75,000 | 75,000 | CITY | CITY |
| FTA SECTION 5317 | | | | | |
| OPERATING-2010 | 130,000 | 65,000 | 65,000 | CITY | CITY |
| OPERATING-2011 | 130,000 | 65,000 | 65,000 | CITY | CITY |
| *Dependent on Funding & Application Approvals by MDT | **Funding To Be Determined | | | | |