

Table 4.2 Long-Range Plan Project Table (Fiscally Constrained)

Priority Rank	Project	Description	Project Type	Estimated Cost	Potential Funding Sources
Non-intersection Projects					
NR	Lake Elmo Drive – Hansen to Wicks Lane	Intersection improvements and multi-use facilities added	Reconstruction	\$1,689,497	8
NR	6 th Avenue North/Bench Blvd – Phase I	New construction of nonexisting segment/bridge	New Construction	\$8,078,000	2, 8, 5
MDT	6 th Avenue North/Bench Boulevard – Phase II <i>Preliminary Design</i>	Reconstruct to 4-lane (divided with auxiliary lanes at interchange), new signals	Reconstruction	\$18,475,000	2, 8, 5
NR	Bench Boulevard North Phase I – Lincoln Lane to Hilltop Road <i>ROW – Construction 2013</i>	Phase I – Reconstruction to 3 lanes (two-way left-turn lane)	Reconstruction	\$7,863,000	1, 2, 8, 5
NR	Bench Boulevard North Phase II – Hilltop Road to Highway 87 <i>When fully funded - 2016</i>	Reconstruction to 3 lanes (two-way left-turn lane)	Reconstruction	\$14,927,000	1, 2, 8, 5
NR	Rimrock Road – 17 th Street West to Forsythia	Widen for capacity & safety	Reconstruction	\$4,500,000	1, 5, 8
NR	Grand Ave – 17 th Street West to 24 th Street West <i>MDT safety 17th/19th</i>	Capacity Improvements	Reconstruction	\$9,200,000	4, 5, 8, 10
1	32 nd Street West <i>Next Arterial Project - Design</i>	Widen from King Avenue West to Gable Road	Reconstruction	\$4,000,000	8, 9, 10
2	Central Avenue – BBWA Canal to 48 th Street West <i>Arterial project after 32nd Street West</i>	Widen for capacity & safety	Reconstruction	\$7,300,000	4, 5, 8, 9, 10
3	Grand Avenue – Rehberg Lane to Shiloh Road <i>Prelim Design, mostly dev. driven, not priority</i>	Widen for capacity & safety	Reconstruction	\$3,600,000	4, 8, 9, 10
4	Rimrock Road – Clear View Drive to 54 th Street West	Widen for capacity & safety	Reconstruction	\$5,100,000	1, 8
5	Rimrock Road – Forsythia to Shiloh <i>Design phase – construction 2013</i>	Widen for capacity & safety	Reconstruction	\$3,000,000	4, 5, 8
5	Pemberton Road – BBWA to Lake Elmo Drive <i>Long range – not programmed</i>	Widen for capacity & safety	Reconstruction	\$2,600,000	8
6	Wicks Lane – Governors Boulevard to High Sierra (part of Inner Belt Loop)	Widen for capacity & safety	Reconstruction	\$1,500,000	8, 10

Priority Rank	Project	Description	Project Type	Estimated Cost	Potential Funding Sources
7	1 st Ave South – 21 st Street to N 13 th Street Long range – not programmed	Widen for capacity & safety	Reconstruction	\$750,000	4, 15
Co	Old Hardin Road – Lockwood Interchange to Johnson Lane	Widen to 3 lanes	Reconstruction	\$5,100,000	4, 8
MDT	Pinehills Interchange S.E.	Overlay	Overlay	\$6,800,000	4
MDT	Mossmain Intch East	Slope flattening, guardrail	Slope flatten, guardrail	\$7,244,100	4
*	Zimmerman Trail	Add climbing lane for portion of roadway and straighten curve	Reconstruction	\$7,000,000	5
Intersection Projects					
1	North 27 th Street/Rimrock Road	Intersection Capacity & Safety Improvements	Reconstruction	\$4,200,000	4, 8, 10
New Links					
1	Billings Bypass	New highway construction from I90/I94 to Highway 312	New construction	\$63,000,000 \$89,000,000	8,9,15,19 8,9,5,1,2,6,4,11
1	Inner Belt Loop ROW/preliminary design	2-lanes from Wicks Lane at High Sierra to Zimmerman Trail with future capacity added as development occurs	New construction	\$14,000,000	8, 10
1	Montana Avenue – North 18 th Street to Main Street; 1 st North Couplet	Improvement to capacity, flow and safety	New construction	\$5,500,000	6, 7, 8, 10
2	36 th Street West – Mt. Rushmore to Central Avenue	New construction of nonexistent segment	New construction	\$750,000	8, 9
Co	Old Hardin Road – Johnson Lane to Becraft	New connection south of existing to eliminate “double intersection”	New construction	\$2,500,000	8
Total				\$208,676,597 \$201,265,000	

Source: City/County Planning Department, Montana Department of Transportation.

Notes: “NR” = Not rated because project is underway; “MDT” = Montana Department of Transportation project; “Co” = Yellowstone County project; “****” = this project is contingent on receipt of congressionally allocated funds.

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 appropriations process.

Table 4.3 Long-Term Potential Funding Sources

Index	Funding Source
1	STPU – Surface Transportation Program – Urban Funds
2	MACI – Montana Air & Congestion Initiative Guaranteed Program
3	STPS – Surface Transportation Program – Secondary Funds
4	IM – Interstate Maintenance Funds
5	Congressionally Directed Funds (Earmarks)
6	NHS – National Highway System Funds
7	RRX – Highway-Rail Crossing Program
8	State Fuel Tax Funds – City and County
9	Developer Construction
10	Arterial Fee
11	HBRRP – Highway Bridge Replacement and Rehabilitation Program

Source: City/County Planning Department, Montana Department of Transportation.

Table 4.4 Short-Term and TSM Potential Funding Sources

Index	Funding Source
1	STPU– Surface Transportation Program – Urban Funds
2	MACI– Montana Air & Congestion Initiative Guaranteed Program
3	MDT Discretionary– Air & Congestion Program
4	CTEP– Community Transportation Enhancement Program
5	IM – Interstate Maintenance Funds
6	HSIP – Highway Safety Improvement Program
7	NHS – National Highway System Funds
8	RRX – Highway Rail Crossing
9	State Fuel Tax Funds – City and County
10	Arterial Fee
11	UPP – Urban Pavement Preservation

Source: City/County Planning Department, Montana Department of Transportation.

Note: 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 appropriations process.

Table 4.5 Short-Range Projects (Intersection Projects)

Priority Rank	Project	Description	Project Type	Estimated Cost	Potential Funding Sources
NR	13th Street West/Parkhill Drive	Reconstruct to eliminate “jog”	Reconstruction	\$759,400	6,9
NR	Citywide Signal Priority Program*	Biennial new signal installation program	Signals	\$225,000	2,9, 10
1	Main Street/6 th Avenue North	Striping on SB approach to improve right-turn capacity and geometry	Reconstruction, striping	\$50,000	1,2,3,7,9, 10
2	Main Street/Hilltop Road	Intersection Capacity Improvements	Reconstruction	\$500,000	1,2,3,7,9, 10
3	Hilltop Road/Nutter Boulevard	Reconstruction, signs, and markings	Reconstruction, signs	\$13,500	4,9, 10
4	North 18 th Street/1 st Avenue North	Improve turn radius for NB to EB turns	Reconstruction	\$100,000	4,6,9, 10
5	South 27 th Street/I-90 EB Ramps	Reconstruction, signs, and markings	Reconstruction, signs	\$15,300	5,7,9, 10
6	Lewis Avenue/8 th Street West	Study alternatives to signalization	Study	\$12,000	6,9
Co	Blue Creek Road, South of Jellison	Intersection auxiliary lanes	Reconstruction	\$200,000	4,9, 10
Co	Highway 312/Dover-Bitterroot Drive	Reconstruction	Reconstruction, signs	\$18,000	4,9
Co	Highway 87E/North Frontage Road	Reconstruction	Reconstruction, signs	\$177,500	7,9
MDT	Signal Frontage Road & Zoo Drive	Signal	Signal	\$834,000	6
MDT	State Avenue — 1st Avenue South to 27th Street	Restripe to 3 lanes	Striping	\$695,000	6
MDT	Hardin Road/Lockwood	4-way stop islands	Intersection modifications	\$102,000	6
MDT	I-90	Lockwood interchange	Ramp modifications	\$143,000	6
MDT	Signal-N Frontage Road	Intersection upgrade, signal	Signal	\$787,000	6
MDT	Billings-Grand-17 th Signal	Intersection upgrade, signal	Signal	\$120,000	6
Total				\$4,751,700	
				\$2,403,300	

Source: City/County Planning Department, Montana Department of Transportation.

Notes: “NR” = Not rated because project is underway; “MDT” = Montana Department of Transportation project; “Co” = Yellowstone County project.

Table 4.6 Short-Range Projects (Non-intersection Projects and New Links)

Priority Rank	Project	Description	Project Type	Estimated Cost	Potential Funding Sources
1	King Avenue West – 20 th to 32 nd Street West	Provide coordinated signal system for corridor	Signal System	\$430,000	1,2,3,9
2	Main Street – 1 st Ave N to Wicks Lane	Signal Timing & Coordination – to be completed AFTER Bench Blvd is extended to Hilltop Rd	Signal System	\$100,000	1,2,3,6,7,9
3	Lake Elmo Drive – Robertson to Rolling Hills	Widen for capacity & safety	Widen, reconstruction	\$750,000	2,4,9
4	North 13 th Street – 1 st Avenue North to 4 th Avenue North	Reconfigure to 3 lanes, remove parking, signs, signals	Reconstruction, signal	\$50,000	1,9,10
5	Wicks Lane – Main Street to Bench Boulevard	Traffic study	Traffic study	\$15,000	4
6	19 th Street West – Central Avenue to Grand Avenue	Restripe and add bike lanes	TSM	\$100,000	2,4,9
7	24 th Street West – King Avenue West to Grand Avenue	Access management plan	Signal System	\$400,000	1,2,9, 10
8	Division Street – Grand Avenue to Montana Avenue	Capacity Improvements	Signal System	\$300,000	1,2,6,9, 10
8	Grand Ave – Division Street to 24 th Street West	Capacity Improvements	Signal System	\$634,000	1,2,6,9, 10
8	Broadwater Avenue – Division Street to 24 th Street West	Capacity Improvements	Signal System	\$200,000	1,2,9, 10
8	Central Avenue – 6 th Street West to Stewart Park Road	Capacity Improvements	Signal System	\$350,000	1,2,9, 10
8	15 th Street West – Central Avenue to Grand Avenue	Capacity Improvements	Signal System	\$200,000	2,9, 10
8	1 st Avenue South – State Avenue to Minnesota Avenue	Capacity Improvements	Signal system	\$200,000	1,2,9, 10

Priority Rank	Project	Description	Project Type	Estimated Cost	Potential Funding Sources
NR	Citywide Sidewalk Installation	Annual construction program	New construction	\$300,000	2,4,9
NR	Citywide ADA Ramp Installation	Annual retrofit program – various locations	New Construction	\$500,000	9, 10
MDT	Billings North	Pavement Preservation	Overlay, S&C	\$2,700,000	7
MDT	Railroad Crossing – 1 st Avenue South – Billings	Circuitry upgrade	Circuitry upgrade	\$113,000	8
MDT	Railroad Crossing – Hesper Road	Circuitry upgrade	Signals	\$156,000	8
MDT	Flasher/Guardrail – South Billings	Flasher/guardrail	Safety	\$166,000	6
MDT	SF079 Billings District	Spot Safety Improvements	Miscellaneous	\$23,000	6
MDT	Grand Division to 8 th – Billings	Pavement preservation	Mill, overlay	\$533,000	5
Total				\$8,220,000	

Source: City/County Planning Department, Montana Department of Transportation.

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Federal/State Funding

SAFETEA-LU was signed into law in August 2005 replacing Transportation Equity Act for the 21st Century (TEA-21) of 1998. SAFETEA-LU and the Surface Transportation Extension Acts of 2009 include the continuation of many successful TEA-21 and ISTEA programs. SAFETEA-LU included approximately \$244 billion over the six-year authorization period. Congress is currently considering a re-authorization. As the impacts of re-authorization cannot be determined at this time, Federal funding estimates in this plan based on continuance of SAFETEA-LU programs in the Surface Transportation Extension Acts of 2010.

Montana has received an average apportionment of about \$355 million per year for highways over the six-year SAFETEA-LU period. MDT has estimated the amounts of Federal/state funding that are anticipated to be available for transportation improvements in the Billings Urban Area during the timeframe of this plan based on current funding levels. Billings has had a favorable history receiving federal earmarks. The funding package for the Billings Bypass project includes earmarks, IM, NH, HBRRP, STP-Urban, MACI and local funding sources. To ensure a complete funding package for the Billings Bypass project, the MPO will continue to seek funding and prioritize Surface Transportation Program Urban (STPU) and MACI funds over the next several years until the project is constructed. These estimates are detailed in Table 10.4.

Table 10.4 Levels Estimated Federal and State Revenue

Funding Source	Carryover (from 2009)	Annual Allocation (STPU, CMAQ, STPE)	Estimated 20- Year Allocation	Total Available
Surface Transportation Program (Urban) – STPU	-\$1,459,630	\$2,587,036	\$51,740,720	\$50,281,090
MDT MACI Guaranteed Program (CMAQ)	\$1,937,149	\$835,170	\$16,703,400	\$18,640,549
National Highway System	N/A	N/A	<u>\$2,600,000</u> <u>\$16,000,000</u>	<u>\$2,600,000</u> <u>\$16,000,000</u>
Interstate Maintenance	N/A	N/A	<u>\$14,100,000</u> <u>\$21,000,000</u>	<u>\$14,100,000</u> <u>\$21,000,000</u>
STP Enhancements - STPE(City & County)	\$446,897	\$628,270	\$12,565,400	\$13,012,297
Highway Bridge Replacement/Rehabilitation	N/A	N/A	<u>\$0</u> <u>\$3,000,000</u>	<u>\$0</u> <u>\$3,000,000</u>
Highway Safety Program	N/A	N/A	\$3,400,000	\$3,400,000
Earmarks (All Categories)	\$40,978,959	\$6,800,000	\$68,000,000	\$108,978,959
Total	\$41,903,375	\$10,850,476	<u>\$169,109,520</u> <u>\$192,409,520</u>	<u>\$211,012,895</u> <u>\$234,312,895</u>

Source: Montana Department of Transportation.

Notes: The earmark annual allocation is based on earmarks received for the period 2000 to 2009, less rescinded amounts and obligation limitation. This can only be used for the first 10 years of the plan.

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 appropriations process.

Summary of Funding Opportunities/Constraints

The total funding opportunities available for this fiscally constrained plan and the candidate list of transportation system (highway, bike, and pedestrian) capital projects is summarized in Table 10.5.

Table 10.5 Summary of Funding Opportunities

Funding Source	Average Annual Funding	20-Year Estimated Funding
Federal and State Funding	\$10,850,476	\$169,109,520 \$192,409,520
City and County Funding	\$5,600,000	\$112,000,000
Total	\$16,450,476	\$281,109,520 \$304,409,520

Source: City/County Planning, Montana Department of Transportation.

Note: 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 appropriations process.

This total does not include potential developer contributions that may be available for various transportation system improvements. Projects which are expected to receive developer contributions for design and/or construction have been identified, and project costs for those elements have been reduced by 25 percent to recognize this potential contribution. Further, it should be emphasized that other funding sources are possible, typically as discretionary grants that must be applied for, but the above listed sources reflect the most probably sources for typical projects at this time.