

BILLINGS URBAN AREA



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2010 – 2014

**Amendment I
November, 2010**

***Amendments to this document are printed in RED (10/13/10) and GREEN (10/21/10).**

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Montana Department of Transportation
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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 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.

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 re-designated 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 June 30, 2010. 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
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 (MACT)*	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	\$ 3,082,315	\$ 30,325,355	COUNTY	\$ 598,416		\$ 247,000	OPER.	\$ 1,417,608	\$ 138,070	\$ 1,728,501	\$ 272,633	\$ 462,963	\$ 1,000,000	***	SEC.5310	\$ 34,517	\$ 14,163,507
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	\$ 12,425,684	
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	\$ 6,422,995	\$ 30,825,355	CITY	\$ 2,506,498	\$ 750,000	\$ 325,000	\$ 247,000	OPER.	\$ 8,441,593	\$ 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)						
	BENCH BLVD. NORTH - PHASE I	Reconstruction		CONST.	\$3,369,000	STPU
	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) Phase I *UTILITY COST			PE RW IC CONST. LOCAL TOTAL	See above \$404,112 \$1,064,409 \$6,731,408 \$1,270,999 \$9,470,928	CMAQ/LOCAL MT MT* MT LOCAL
	Phase II Beyond the timeframe of this TIP.					
2	BENCH BLVD. NORTH Phase I	Reconstruction	3	PE RW IC CONST. CONST. TOTAL	\$3,488,404 \$590,344 \$1,073,354 \$3,041,624 \$3,369,000 \$11,562,726	MT MT MT MT STPU/CMAQ
	Phase II Construction beyond time frame of this TIP					
	ZIMMERMAN TRAIL	Add climbing lane for portion of roadway Straighten Curve	1	PE IC CONST. LOCAL TOTAL	\$735,930 \$254,468 \$6,001,617 \$1,443,276 \$8,435,291	MT MT MT MT
	BILLINGS BYPASS (aka North Bypass)	Environmental Review & Location Study	14	PE TOTAL	\$14,341,661 \$8,004,158 \$22,345,819	NCPD/DEMO MT
INTERSTATE MAINTENANCE (IM)						
	PINEHILLS INTERCHANGE-SOUTHEAST	Minor Rehab	N/A	PE RW IC CONST. TOTAL	\$171,090 \$0 \$64,008 \$6,779,900 \$7,014,998	IM IM IM IM
	PROJECT LET 9/24/2010					
	MOSSMAIN INTERCHANGE - EAST	Structure/Safety	N/A	PE RW IC CONST. TOTAL	\$162,979 \$51,402 \$25,702 \$7,244,100 \$7,484,183	IM IM IM IM
	PROJECT LET 9/9/2010					
NATIONAL HIGHWAY SYSTEM- (NH)						
	BILLINGS-NORTH	PAVEMENT PRESERVATION		PE CONST.	\$39,921 \$2,652,900	NH NH
	PROJECT LET 2/25/2010			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	
			TOTAL	\$625,857		
2002 SAFETY IMPROVEMENTS VARIOUS LOCATIONS	Roadway	N/A	PE	478,325	HSIP	
	Roadside Safety		RW	24,000	HSIP	
	Imprvoments		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		
RAILROAD CROSSING-HESPER ROAD	Grade Crossing Signals	N/A	PE	\$5,091	STPRP/STPRR	
			CONST.	\$150,545	STPRP/STPRR	
			TOTAL	\$155,636		
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 Department utilizes private tire firms to handle parts of servicing of the tire inventory. The 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)	4,723,094
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	\$25,450,603
TRANSADE(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	
MET TRANSIT PARATRANSIT SERVICES	247,000
*TOTAL	\$247,000
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	\$30,505,571

**(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	HSP UPP RRP	TRANSIT SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310**	TRANSIT SEC 5316 (JARC)**	TRANSIT 5317 (NEW FREEDOM)**	TRANSADE (STATE)	ARRA TRANSIT *****	ARRA HIGHWAY	OTHER*	TOTAL	
					CITY	COUNTY													
Estimated carryover balance		-1,459,630	1,299,109	\$30,325,355	\$40,253	403,410													
Estimated allocation		2,587,036	1,145,166		\$493,249	195,006	7,534,847	2,264,492	\$1,417,608	247,000	\$138,070	\$123,013	\$80,000	\$100,000	\$1,884,898	\$1,000,000	\$3,580,199		
REVERSED RESCISSION			638,040																
Estimated beginning balance		1,127,406	3,082,315	\$30,325,355	\$533,502	598,416													
RIMROCK RD-SHILOH TO 54TH	CONST		150,000																\$150,000
6TH AVE NORTH TO BENCH BLVD.(CONNECTION)*	Add PE		202,909																\$202,909
6TH AVE NORTH TO BENCH BLVD.(CONNECTION)*	RW/IC			1,377,500															\$1,470,000
PARKHILL/13TH	RW/IC/CONST							\$ 746,030											\$746,030
SIGNAL-SO FRONTAGE & ZOO	CONST						\$ 265,045	\$ 265,002											\$530,047
SF099 GRAND-DIVISION 17TH-SIGNAL	PE							\$ 29,000											\$29,000
GRAND-DIVISION TO 8TH-BLGS	PE							\$ 41,118											\$41,118
2002 SAFETY IMPVMT***	CONST							\$ 1,027,706											\$1,027,706
MOSSMAIN INTCH-EAST	IC/CONST						\$ 7,269,802												\$7,269,802
RAILROAD CROSSING HESPER ROAD	PHASING/PE/CONST							\$ 155,636											\$155,636
CTEP****	CONST															\$1,000,000			\$1,000,000
SAFE ROUTES TO SCHOOL PROGRAM	CONST																	\$50,000	\$50,000
TRANSIT OPERATING	OPERATING								1,417,608									\$3,305,486	\$4,723,094
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
SHILOH ROAD CORRIDOR ADJUSTMENT	PE/IC	269,233																	
TOTAL		\$ 26,923	\$352,909	\$1,377,500	\$-	\$-	\$ 7,534,847	\$ 2,264,492	\$1,417,608	\$247,000	\$138,070	\$123,013	\$80,000	\$100,000	\$1,884,898	\$1,000,000	\$3,630,199	\$20,243,036	
*LOCAL MATCH																			
**DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY																			
***INCLUDES U1024 State Avenue, U1028 Hardin Road, I-90 Lockwood																			
****ARRA FOR MAIN STREET UNDERPASS																			
*****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 SEC 5317**	TRANSADA	OTHER FUNDS*	TOTAL
					CITY	COUNTY										
Estimated carryover balance		\$ 1,100,483	\$ 2,729,406	\$ 28,947,855												
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		\$ 3,687,519	\$ 3,564,576	\$ 33,947,855	\$ 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			\$ 318,644												\$ 318,644
6TH AVE NORTH TO BENCH BLVD (CONNECTION)*	CONST			\$ 7,253,374												\$ 7,253,374
BENCH BOULEVARD-BLGS	Addt PE			\$ 1,838,404												\$ 1,838,404
BENCH BOULEVARD-BLGS	RW			\$ 590,344												\$ 590,344
BENCH BOULEVARD-BLGS	IC			\$ 1,073,354												\$ 1,073,354
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		\$ -	\$ -	\$ 11,924,120	\$ -	\$ -	\$ 9,432,800	\$ 1,201,936	\$ 1,633,508	\$ -	\$ 125,000	\$ 150,000	\$ 65,000	\$ 100,000	\$ 3,567,734	\$ 28,200,098

* 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)	HSIP/UPP	TRANSIT SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310 **	TRANSIT SEC 5316**	TRANSIT 5317**	TRANSADA	OTHER FUNDS*	TOTAL	
					CITY	COUNTY											
Estimated carryover balance		\$ 3,687,519	\$ 3,564,576	\$ 22,023,735	\$ -	\$ -											
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		\$ 6,274,555	\$ 4,399,746	\$ 22,023,735													
SF069-SIGNAL-N FRONTAGE ROAD	CONST							\$ 687,814									\$ 687,814
BENCH BLVD-BLGS-PHASE I	CONST	\$ 3,369,000		\$ 3,041,624													\$ 6,410,624
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		\$ 3,369,000	\$ -	\$ 3,041,624	\$ -	\$ -	\$ -	\$ 687,814	\$ 1,711,588	\$ -	\$ 125,000	\$ 150,000	\$ 65,000	\$ 70,000	\$ 3,556,738		\$ 12,766,764

*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 SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310**	TRANSIT SEC 5316**	TRANSIT SEC 5317**	TRANSADA	OTHER FUNDS*	TOTAL
					CITY	COUNTY										
Estimated carryover balance		\$ 2,905,555	\$ 4,399,746	\$ 18,982,111												
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		\$ 5,492,591	\$ 5,234,916	\$ 18,982,111												
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**	TRANSADE	OTHER FUNDS*	TOTAL
					CITY	COUNTY										
Estimated carryover balance		\$ 5,492,591	\$ 5,234,916	\$ 18,982,111			\$ -	\$ -	\$ 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		\$ 8,079,627	\$ 6,070,086	\$ 18,982,111												
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 SAFETY IMPROVEMENTS (CONST.)	HSIP 1099(43)	SAFETY IMPROVEMENTS	1,027,706	924,935 FHWA	102,771 STATE/LOCAL MATCH	MDT	MDT
RAILROAD CROSSING-HESPER ROAD (CONST.)	RRP 56(71)	GRADE CROSSING IMPROVEMENTS	155,636	134,750 FHWA	20,886 STATE/LOCAL MATCH	MDT	MDT
CTEP PROJECTS (PE, RW, IC, CONST)	STPE VARIOUS			FHWA	LOCAL MATCH	MDT	MDT
CTEP PROJECTS-ARRA FUNDING (CONST.)	ARRA		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
BENCH BLVD-BILLINGS (RW)	MT 1036(1)	RECONSTRUCTION	439,274	380,323 FHWA	58,951 STATE MATCH	MDT	MDT
BENCH BLVD-BILLINGS (IC)	MT 1036(1)	RECONSTRUCTION	878,549	760,647 FHWA	117,902 STATE MATCH	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 TO6-30-10)	4,723,904	1,417,608	3,306,296	CITY	CITY
OPERATING PROJECT (7-1-10 TO 6-30-11)	4,987,279	1,488,487	3,498,792	CITY	CITY
FTA SECTION 5309					
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				