

City Council Work Session

5:30 PM
Council Chambers
August 20, 2012

ATTENDANCE:

Mayor/Council (please check) x Hanel, x Ronquillo, x Cromley, x Cimmino (departed at 7:40), x Pitman, x McFadden, x Bird, x Ulledalen, □ McCall, x Astle (departed at 8:05), x Crouch (at 6:20)

ADJOURN TIME: 8:45

Agenda

TOPIC #1	Parking Meter Reduction Trial
PRESENTER	Chris Mallow, Parking Supervisor
NOTES/OUTCOME	

- Chris Mallow: reviewed the parking meter reduction trial parameters. Data collection showed lower occupancy in two (2) hour zone that replaced a free, unlimited zone. Two (2) hour zones where there used to be meters increased occupancy.
- Cimmino: is United Properties the buyer of Park 4?
- Chris: one (1) part of the group that is buying it. Accusation is that employees parked in the street spaces, shuffled spaces in order to avoid tickets.
- Bird: list of businesses that complained? Center for families and children?
- Chris: written complaints only from these two (2). Requested two (2) hour parking and 10 minute zone.
- Cromley: at the beginning of the study were there any two (2) hour bags that were put on initially?
- Chris: not at the beginning of the study. On October 1st we started with free parking bags.
- Cromley: there was not any areas where the two (2) hour only bag replace an active meter?
- Chris: there was an area around the Housing Authority office, the area near Grand Bagel that requested the meters back.
- Chris: the PAB considers the meter reduction trial a success, where the two (2) hours bags were, put up two (2) hour signed parking, remove meter and two (2) hours signs in the remainder of the trial area, this is just a starting point, there will be further discussion about the 10 hour meters.
- Astle: purpose of meters? Two (2) hour signed and free parking reduced shuffling and freed-up parking in the metered area? What is the cost of the meter reduction? Council needs that information before making a decision about permanently removing meters. If meters create turnover, why use 10 hour meters?

- Tina: transfer from Parking to General Fund has stopped. Meters create turnover. Trial was intended to move employees from metered area to free area. Ten (10) hour meters provide parking spaces for people who can't use garages. Gives them options. We did not fill a position to help offset the revenue loss. With the sale of Park 4 and Park 1 becoming a monthly garage that will eliminate two additional positions.
- Cimmino: lost \$15,000 in first six (6) months, so what is the loss now?
- Chris: \$15,000 plus ½ that amount for the total nine (9) month period. But wrote more tickets in the two (2) hour sized zones but don't know that amount. Parking Advisory Board (PAB) says trial is a success because parkers moved out of core to the perimeter and didn't reduce garage usage very much.
- Ulledalen: explain both sides of scenario – saved money from employee reduction.
- Chris: we were enforcing areas where there were meters but no one was parking at them. We would like to look at the downtown meter layout. We are looking at efficiency.
- Pitman: give us the same presentation as PAB? If we eliminate meters, now we have to enforce the two (2) hour signed areas and not getting revenue?
- Chris: will send the report. Two (2) hour signed parking enforcement is less efficient than meters, but technology is available to make it more efficient. Staff recommendation was to reinstall the meters in the two (2) hour areas.
- Cromley: when did the test end?
- Chris: August 15. Still enforcing but not removing the bags until Council decision.
- Bird: PAB vote?
- Chris: unanimous. Five (5) members present.
- Ulledalen: need to be smart about downtown parking. Clinic should be approached about enforcing parking. Two (2) hour parking between downtown and Clinic could be 10 hour meters for downtown employee parking.
- McFadden: need to make major changes now? Best to have small areas with special rules?
- Chris: interest in new technology. PAB thinks that business usage can determine parking rules for those areas.
- Bird: people wipe the chalk off. Any penalties?
- Chris: photo the wheels and compare.
- Pitman: need the report and revenue/expenses. Parking needs to remain financially viable.
- Hanel: trial was successful generating ideas and discussion.
- Chris: Parking reduced expenses before asking for higher rates.
- Cimmino: how many enforcement officers last year?
- Chris: Four (4) in FY 12. No layoffs.
- Bird: return things to the way they were.
- Astle: Ten (10) hour meters around 33rd/34th. Only purpose is to generate revenue. Remove the meters from those areas. Want dollars and cents information.
- Chris: the presentation will be September 10th.
- Ronquillo: library lot had 10 hour meters?
- Chris: Veeder lot had 10 hour meters, when that changed ownership, installed some on Broadway. Think Gazette employees moved east to free area in the meter trial.
- Ulledalen: city will look foolish if we remove meter bags and possibly replacing them a month later.

Public comments:

- Don Olsen, 2112 Fairview Place: PAB chairman. Think that the trial was a success; free parking close to downtown, reduce shuffling, don't negatively impact businesses, don't reduce parking garage occupancy, heard \$14,000 / year lost revenue but that's overcome shortly with 5% pay increases. Think that we're breaking even. About ½ meters weren't being used very much. Trying to address business concerns. Heading the right direction.
- Ulledalen: have to try to re-inject some enthusiasm into the PAB. Frustration with staff.
- Don: the three (3) that resigned this year were frustrated with the lack of information received by staff. Felt they were being set up and not fully informed.
- Astle: bank parking lots say 30 minutes.
- Gary Orser: owns the building at 4th Ave North and N. 30th. Got assurance when building in 1992 that the street would be metered. Two (2) hour meters were there, now two (2) hour signed. Tenants are shuffling spaces, not available for customers.
- McFadden: if there are paid meters you are more likely to have your customers in front of your business, free parking you are going to have freeloaders.
- Pitman: needs to be more conversation with the people around to see what they need.
- Lisa Harmon: DBA and BID. Employers are still having trouble finding employee parking, especially for part time employees. Need to continue expanding parking to meet new employer needs. Need evening parking at Park 1 but there have been some problems with it.
- Ulledalen: there are several buildings vacant in the downtown area because of the parking issue.
- Pitman: do you see Billings going through growing pains right now? The Empire Garage will change the whole dynamic of downtown.
- Lisa: we need to sit down with the neighborhoods and determine what type of parking requirements they need. We need to have a vision and set building blocks.
- Bird: should survey business owners and customers and add opinions to data. Reluctant to take PAB or staff recommendations without hearing from customers.
- Ronquillo: study a few years ago, didn't have good results.
- Cromley: Bags should have come down immediately after the study.
- Discussion about whether bags stay on the meters until Council makes final decision.
- Hanel: proceed with removing the bags, giving the public ample notice that the meters are back.

TOPIC #2	Empire Garage
PRESENTER	Bruce McCandless
NOTES/OUTCOME	

- Bruce McCandless: expected to deliver bad news concerning financing for the Empire Parking Garage; instead, we have a lot of uncertainty. The Montana Department of Revenue sent out the Certified Taxable Valuation Statement, there is a moderate decline in total taxable value; there is a large increase in market value. For the tax increment districts it is about what we expected for the South Billings Blvd. Tax Increment District; an increase in taxable value in the East District and a decline in the Downtown Tax

Increment District. We have discovered another error which will return value that was apparently lost. The DOR will make the correction to the certified taxable value in the downtown district. In order to finance the Empire Parking Garage we are going to sell bonds based on the tax increment value, we have to be certain that we have the correct taxable valuation information. We will have explaining to do to bond purchasers due to the DOR errors.

- Cimmino: so table it for a year and hope Helena gets their act together?
- Bruce: there may be a delay of a month or two (2) to make sure we have the accurate information.
- Cimmino: thirty days will be enough to protect our credibility?
- Bruce: we will be surer of what our taxable value is in the tax increment districts.
- Bird: is the DOR obligated to help us with our explanation?
- Bruce: I do not believe there is any legal obligation. When the June 2011 error was made they explained the errors that were made and what they were putting in place to prevent further errors.
- Pitman: is this a programming error, clerical or what?
- Bruce: the DOR supplies maps to utility companies; these maps have district boundaries, it could be a school district or a tax increment district, irrigation district. The DOR leaves it up to the utility companies, railroad or whatever to tell them if they have property in those boundaries. As long as companies are self reporting it may not get any better.
- Pitman: it is actually reporting issues?
- Bruce: they are dealing with a new computer system; they changed the program they were using. I believe the error was a human error because they were unfamiliar with the new program.
- Cromley: are other municipalities having similar problems with the DOR reporting?
- Bruce: no, haven't heard from them, but this recent information is only two (2) weeks old. We challenged the DOR, smaller communities may not have the expertise to challenge, and will the question even be asked.
- Ulledalen: suggested reaching out to the two (2) potential underwriters and explain the situation to them. They may not want to touch this; you may be going to market with something nobody wants to touch. They may underwrite it at such a high interest rate that it will defeat the purpose of what we are trying to do downtown.
- Bruce: we have been in touch with our financial adviser, who has contact with multiply underwriters to get them comfortable with the project; familiar with the tax increment district and the financing that goes along with that. When considering rates a third to a half of this project is going to be taxable bonds, so we are already dealing with an interest rate that is going to be higher than what we expected.
- Ulledalen: not today because of the inversion of interest rates.
- Astle: What is the dollar figure we are looking at bonding?
- Bruce: \$13 to \$14 million.
- Hanel: you have done a great job of explaining a difficult matter, it is appreciated.
- Public comments: none

TOPIC #3	Citizen Survey
PRESENTER	Bruce McCandless
NOTES/OUTCOME	

- Bruce McCandless: gave the preliminary results from the citizen survey. We postponed the citizen survey in order to coordinate it with Priority Based Budgeting (PBB). We contracted with the National Research Center and conducted the survey in June and July. Reasons for conducting the mail survey include: benchmark service ratings, inform budget, land use, strategic planning and decisions, measure government performance and monitor trends in resident opinion. A total of 1,200 residents were mailed a survey; 432 surveys were returned for a 37% response rate, which gives you a 5% margin of error.
- Pitman: does this take in account the online survey?
- Bruce: no this is only the mail in survey from randomly selected households. You will receive four (4) reports; the general overall, a demographic group report, a benchmark report and a report on an open ended question which is “what is the biggest policy issue that your city government or what your city should be dealing with?”. Explained the community ratings and the citizen responses regarding the changes they have seen since the 2009 survey. The survey helps to know the resident priorities; the ratings from 2009 to 2012 have increased but there is room for improvement. The four (4) key drivers in the report are: economic development, police services, sidewalk maintenance and natural area preservation. In the custom questions we used your seven (7) strategic priorities from PBB.
- Cromley: Civic engagement, what is that?
- Bruce: was their perception of opportunities for engagement, it monitored things like voter registration and whether people voted in the last election, how they access public information, how they use it, social engagement, social service agencies.
- Ulledalen: find it interesting that we thought the civic engagement was important does not seem to be important to the respondent.
- Bruce: this is a big change from 2009.
- Pitman: will we also get the online responses as well?
- Bruce: yes. That instrument was open and available on the city’s website until last Sunday, the National Research Center will now take all those responses, analyze them and send us a report in two (2) weeks.
- Cimmino: same consultant as 2009 and did the survey go to the same amount of people.
- Bruce: their standard amount is 1,200 residences. Response rate is typically 25-40%, if you get 400 responses from the survey you will get the 5% margin of error.
- Public comments: none

TOPIC #4	Unified Planning Work Program
PRESENTER	Scott Walker

- Scott Walker: presentation about the work program that Planning will conduct in FY 13. Explained how and why federal transportation planning funds come to the Yellowstone County/ City of Billings Planning Department. Explanation of the three (3) primary funding sources: county mill levy, fees for current planning services and federal transportation planning money. Potential funding of \$1,500,000 but department won’t

really spend that much in part because there aren't enough local dollars to match the available federal grant. Compared the FY 2012 and FY 2013 budgets; primary difference is the need to update the transportation plan. Will hire a consultant for the plan preparation. Discussed 2012 and 2013 planning priorities which include: Exposition Gateway Master Plan, Hospitality Corridor Study, Traffic Modeling, North By-Pass Environmental Assessment, 2014 Transportation Plan, Downtown Circulator Study and Corridor Study-Shiloh Road to Riverfront Park.

- Ronquillo: corridor study from Shiloh to Riverfront Park going to consider trails already in place, like trail behind Home Depot? \$62,000 short for 25th Street bridge? Resolved issues with Depot Inc?
- Scott: mainly going to look south of the freeway. Not short of money for the bridge. Final engineering underway and we should have enough money. Working well with the railroads and Depot Inc. Still working on final approval from BNSF, but should be obtained during the winter and build next spring.
- Bird: will the 25th Street Bridge be done before CM Ronquillo finishes his term?
- Scott: yes it will be done. May be seeking sponsorship money.
- Public comments: none

TOPIC #5	Transportation Improvement Program
PRESENTER	Scott Walker
NOTES/OUTCOME	

- Scott Walker: have talked about amendments in past sessions, but get to talk about a new plan; 2012 - 2016. Document that shows specific projects and how money is spent in highways and transit. Shows revenue table from the plan. Table 4 is the project priority list and he reviews it. Reviews proposed schedule, but don't rely on it too heavily. Explains additional tables, especially urban funds and how they're saved and used for projects, including bypass.
- McFadden: local commitment means we have money available?
- Scott: yes.
- Public comments: none

TOPIC #6	Transportation Plan Amendment
PRESENTER	Candi Beaudry
NOTES/OUTCOME	

- Candi: Transportation Improvement Plan (TIP) and the plan amendment are tied so closely, it might be better to present the amendment project first.
- Lora Mattox: presenting the amendment because it will affect TIP far into the future. Montana Department of Transportation (MDT) told Metropolitan Planning Organization (MPO) that it has to fiscally constrain the Billings Bypass project in order to move it forward. Describes how the project was shortened and cost estimate increased to \$89.5 million. MDT suggested that MPO redirect the urban road construction and Montana Air Congestion Initiative (MACI) dollars from 2015 to 2020 to the project. Funds through 2014 are committed to Bench Blvd improvements. Reviewed the funding sources for the

project. Reviewed the schedule. Reviewed the concerns discussed at the Technical Advisory Committee (TAC) meeting last week. TAC recommendation is that at least 50% of local funding be committed to other local projects and the remainder to the bypass. Planning Board reviewed the proposal, will hold a hearing on August 28 and make its recommendation to Policy Coordination Committee (PCC). Council agenda item on August 27 but there is enough time for the Council to delay a decision until its September 10 meeting; taking it to the PCC on September 18.

- Pitman: pointed out that arterial fees can be used for inner belt loop. Getting to a make or break point with the bypass project. The longer we delay; there will be more people to displace. Important project.
- Hanel: important project but future projects in other parts of the city are important too.
- Ronquillo: only five (5) houses to buy now? Frontage Road instead of using Mary Street as part of the project?
- Lora: Environmental Impact Statement (EIS) just completed, will post it so that you can see the alignment and properties impacted. Yes.
- McFadden: not selling building permits that conflict with the project? Can't count on the County to help us?
- Lora: county doesn't issue permits and Planning can't prevent housing construction.
- Bird: simple way to portray what the impacts are?
- Lora: will try to produce something for you to consider.
- Pitman: willing to show other Councilmembers the project elements; may be easier than talking about abstract road project. Johnson Lane is deteriorating and it's an expensive fix but it could be done as part of the bypass project.
- Ulledalen: dynamic document, difficult to project what might be delayed if bypass is funded.
- Lora: correct, plus complicated by not having a transportation plan that extends beyond 2014.
- Public comments: none

Additional Information:

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Other public comments:

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- Kevin Nelson, 4235 Bruce Avenue: August 17 letter from county attorney about public nuisance created by business on (Orchard?). Reviewed nuisance statute. Abatement could be done through the county attorney. County commissioners are stone-walling to some extent. Called Sheriff and started complaint process, but it was declined for investigation two (2) days later. Council has a duty to protect citizens. Ask that Council ask the county commissioners to pursue this as a nuisance.
- Hanel: anything that Nelson has that can help you?
- Brooks: will ask Schwartz to send the letter to city attorney. Will try to help if possible.

- Cromley: any neighbors initiated contact with private attorney?
- Nelson: don't think so, want to pursue this publicly first.
- Bird: people have to seek medical treatment?
- Nelson: people can sleep four (4) hours a day – hours of non-operation.
- Jerry Ray, 2646 Grand #1: move city offices to Crane Building. Cromley and Ronquillo visited the building. Willing to put the fiber to building for phones. Will meet or beat any competition. Have more space than Planning needs, but it would be available for other city operations.
- Ronquillo: good remodeling job on the building. Lots of new equipment. Hope the city can make agreement with you.

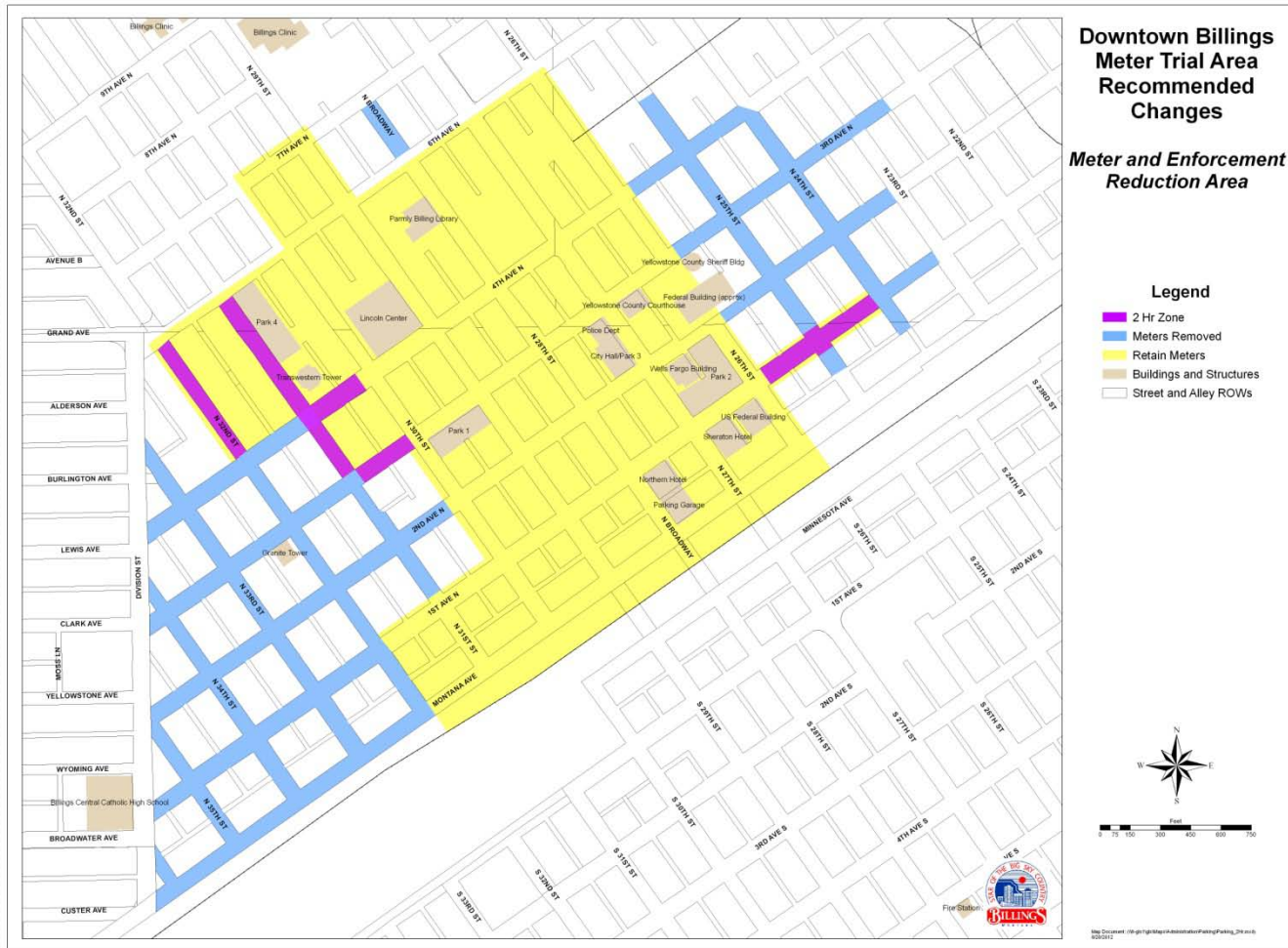
3 Month Meter Trial Extension Report to City Council

Presented on:
August 20, 2012

Meter Trial Background

- 6 month Meter trial began on October 1, 2011.
- 498 meters on the periphery of Downtown had a “Free Parking” bag covering them.
- 3 month Trial Extension requested by the Parking Advisory Board and approved by City Council.
- Select areas where businesses protested, the “Free Parking”, a 2-Hour Only bag was installed.
- Data were collected to determine turn-over created by installing the 2-hour bags and enforcing that time limit.

METER TRIAL PROPOSED CHANGESMAP



2 Hour Only Bag

Data Conclusions

- Areas where the 2 Hour Only bag replaced a Free Parking Bag:
 - Utilization dropped from 67% to 33% or a 51% decrease.
 - Conclusion: the 2 Hour Only bag created turnover in these areas.
- Areas where the 2 Hour Only bag replaced an active meter:
 - Utilization increased from 26% to 48% or an 85% increase.
 - Conclusion: the 2 Hour Only bags continued to create turnover , but absent a fee at these spaces, more cars parked in these areas throughout the day.

Business Reaction

- Staff received complaints about the 2 Hour Only bag from United Properties and a property owner at 4th Ave N. and N. 30th Street.
 - Both complaints alleges the 2 Hour bags were detrimental to their properties.
 - Complainants state
 - people were parking and shuffling from space to space.
 - due to not having to pay a meter
 - meters should be re-activated.

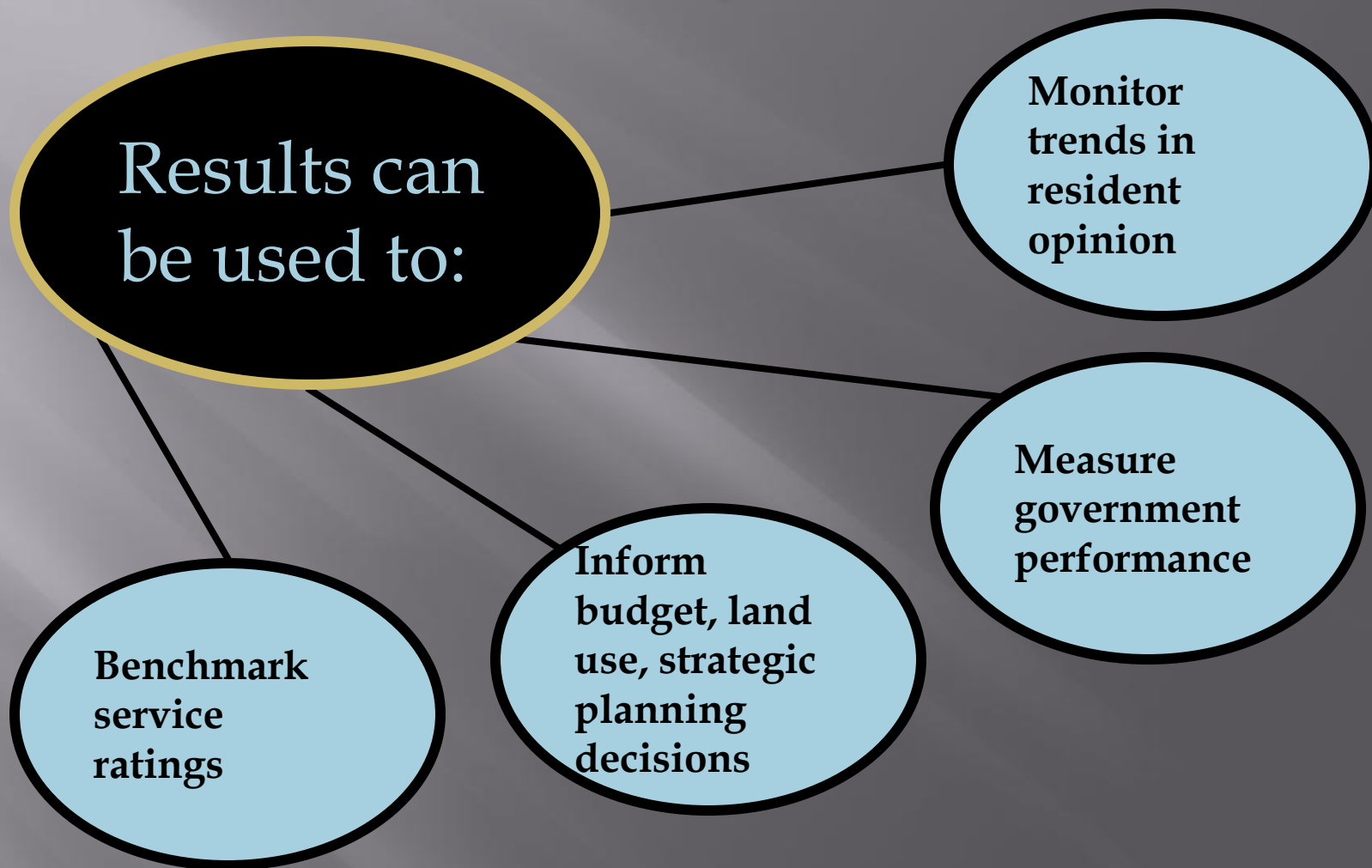
PARKING ADVISORY BOARD'S RECOMMENDATION

- Consider the Meter Reduction Trial a success.
- Install 2 hour signed parking in all areas where the 2 Hour Only bag is being used.
- Remove all meters and 2 Hour signs in the remainder of the Trial area.
- The Parking Advisory Board will continue to recommend small changes to the trial area over the next year.

PRELIMINARY RESULTS: BILLINGS CITIZEN SURVEY, 2012

Billings City Council
August 20, 2012

Uses of Survey Results





Study Background and Methods

2012 Survey:

- Multi-contact mailed survey
- Representative sample of 1,200 residents and households
 - 432 surveys returned; 37% response rate
- 5% margin of error
- Data statistically weighted to reflect population

Report Components

- Survey report
- Demographic subgroups
 - Length of residency;
 - Household income
 - Gender
 - Respondent age
- Benchmarks
 - National (500 cities)
 - Western region (100+ cities)
- Open ended question

Community Ratings

○ Overall quality	Stable / Declining
○ Community Design	
○ Transportation	Improving
○ Housing	Stable
○ Land use and zoning	Stable / Improving
○ Economic sustainability	Stable / Declining
○ Public safety services	Stable / Declining
○ Environmental sustainability	Stable / Improving

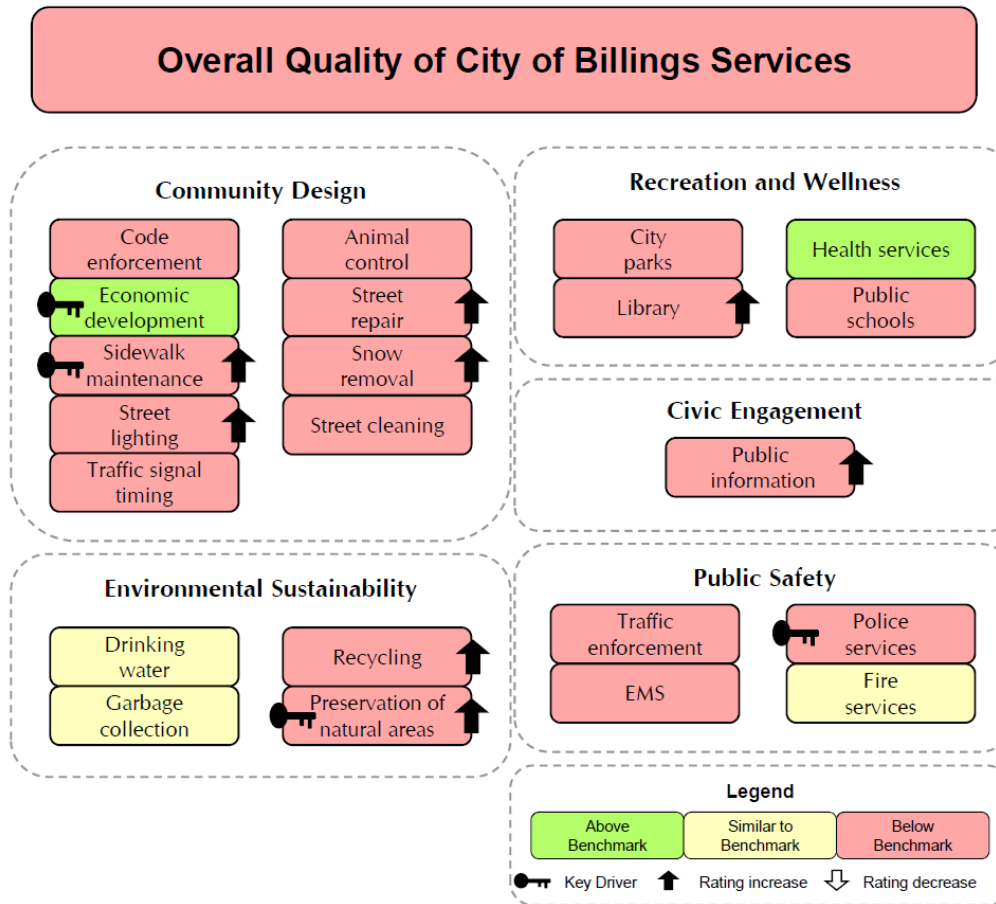
Community Ratings

- Recreation and wellness
 - Parks and recreation Stable
 - Culture, arts and education Stable
 - Health and wellness Stable
- Community inclusiveness Stable
- Civic engagement Stable / Declining
- Public trust Increasing

Resident Priorities

City of Billings | 2012

FIGURE 91: CITY OF BILLINGS ACTION CHART™



Resident Priorities

- Key Driver Analysis
 - Economic development
 - Police services
 - Sidewalk maintenance
 - Natural area preservation

Custom Questions

Custom Question 1				
To what extent, if at all, should each of the following potential areas of emphasis be a priority for the Billings City Council?	High priority	Medium priority	Not a priority	Total
Safe community (crime prevention, emergency preparedness, reliable infrastructure, safe and accessible transportation for motorists, pedestrians and cyclists)	85%	15%	0%	100%
Sustainable economic development (attract and retain jobs, promote tourism, balanced development, quality housing choices, diversify City revenues and funding options)	70%	27%	3%	100%
Honest Responsive Government (Governance) (transparent government, responsive and courteous service to internal and external customers, attract and develop high-quality workforce)	61%	32%	7%	100%
Effective and connected transportation systems (maintain and repair transportation infrastructure, promote and provide safe public ground and air transportation options, improve traffic flow, enhance accessibility, for pedestrians and cyclists)	56%	39%	5%	100%
Preservation of community resources (promote energy efficiency, conservation and recycling, restoration and preservation of historic sites, protect public lands, open spaces, water sources, scenic vistas)	51%	40%	9%	100%
Comprehensive, orderly growth and development (develop long-range zoning and land use plans, develop and preserve safe, attractive and diverse residential neighborhoods, annexation)	47%	45%	8%	100%
Leisure, cultural and learning opportunities (partner with community to provide cultural opportunities and civic events, provide variety of recreation programs and activities for all ages, develop and enhance parks, trails and recreation facilities, protect natural and historic resources, promote access to quality education for all ages)	35%	53%	11%	100%
Involved, engaged and united community (emphasis on public outreach and education, community events, programs and facilities, transparency and responsiveness of City government)	33%	56%	12%	100%

Open Ended Question

What is the most pressing issue for our city government to address at this time?	
	Percent of Respondents
Public safety: crime, safety services	24%
Transportation: traffic enforcement, traffic lights, public transit, traffic flow, pedestrian options	19%
Economic sustainability: controlled growth and development, employment, cost of living, affordable housing	15%
Infrastructure: street maintenance, code enforcement, recycling, utilities	11%
Finance: taxation, budget issues, maintaining levels of service	10%
Social services: services to homeless, low income and youth	6%
Governance: public trust, city lawsuits, community relations	5%
Education: funding, quality	3%
Other	7%
Don't know/No comment	2%
Total	100%

QUESTIONS?

Billings Urban Area Unified Planning Work Program (UPWP) Federal Fiscal Year 2013 DRAFT



Prepared By:
Billings/Yellowstone County Planning Department
4th Floor, Parmly Billings Library
510 North Broadway
Billings, Montana 59101

In Cooperation With:
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

INTRODUCTION

- Metropolitan Planning Organization (MPO) must be established in communities over 50,000 in population to do transportation planning and be eligible for federal transportation planning funds.
- The Work Program for the MPO is required to be revised and adopted annually by the Policy Coordination Committee (PCC) whose members are four – The Mayor or their designee, the Chair of the County Commission, the Planning Board Chair and the local MDT District Administrator.
- The Work Program is reviewed and recommended for approval to the by:
 - Technical Advisory Committee (TAC)
 - Planning Board
 - County Commission
 - City Council
 - Montana Department of Transportation (MDT)



Work Elements

- There are 12 work elements in the MPO Work Program and the staff activity that is reimbursed to the MPO must be defined in those elements.
- Reimbursement of funds occurs quarterly.
- Each element has a different percentage rate for reimbursement.



FUNDING SOURCES

The degree of participation by each funding agency is based on the pro-rations which have been determined for each line item. Each agency contributes their share of the total charges made against each line item according to the approved pro-rations. Funding sources and amounts contained in the UPWP are as follows:

• Planning Department Fees (City of Billings)	\$142,800
• Planning Department Fees (Yellowstone County)	\$31,400
• Yellowstone County (Mill)	\$375,000
• Federal Funds (PL)	<u>\$977,378</u>
• TOTAL	\$1,516,659

SUMMARY:

- The UPWP is updated annually and is current between October 1, 2012 through September 30, 2013.
- All Work Elements in the UPWP must be related to Transportation and/or Transportation Planning.



**FUNDING SUMMARY
FEDERAL FISCAL YEAR 2013**

WORK ELEMENT	FUNDING SOURCES FY 2013		
	PL	LOCAL	EST. COST
100 Administration	\$148,500	\$121,500	\$270,000
101 Service	14,500	14,500	29,000
102 Citizen Involvement	20,500	20,500	41,000
200 Community Planning	55,800	130,200	186,000
204 Zoning	21,000	84,000	105,000
205 Subdivision	28,800	67,200	96,000
300 Transportation System	140,000	0	140,000
301 Transportation Plan	283,500	0	283,500
302 Planning Studies	84,000	56,000	140,000
500 T.I.P.	27,000	0	27,000
600 Environmental	25,000	0	25,000
700 Contingency	118,859	0	118,859
TOTAL	\$967,459.00	\$493,900.00	\$1,461,359.00



TABLE II
FUNDING COMPARISONS

WORK ELEMENT	FY 2013 ESTIMATED COST	FY 2012 ESTIMATED COST
100 Administration	\$270,000	\$265,000
101 Service	29,000	28,000
102 Citizen Involvement	41,000	39,000
200 Community Planning	186,000	180,000
204 Zoning Administration	105,000	100,000
205 Subdivision Administration	96,000	90,000
300 Transportation System Data	140,000	160,000
301 Transportation Plan	283,500	120,000
302 Planning Studies	140,000	130,000
500 T.I.P.	27,000	26,000
600 Environmental Considerations	25,000	24,000
700 Contingency	118,859	256,082
TOTAL	\$1,461,359.00	\$1,418,082.00



**FUNDING PERCENTAGES
FEDERAL FISCAL YEAR 2013**

WORK ELEMENT	RECIPIENT	PL	LOCAL	TOTAL
100 Administration	MPO	55	45	100
101 Service	MPO	50	50	100
102 Citizen Inv.	MPO	50	50	100
200 Community Planning	MPO	30	70	100
204 Zoning Administration	MPO	20	80	100
205 Subdivision Admin.	MPO	30	70	100
300 Transportation System Data	MPO	100		100
301 Transportation Plan	MPO	100		100
302 Planning Studies	MPO	60	40	100
500 T.I.P.	MPO	100		100
600 Environmental	MPO	100		100
700 Contingency	MPO	100		100



TABLE IV
STAFF MONTHS BY WORK ELEMENT FISCAL YEAR - 2013

[illegible]

2012 Priorities

- Exposition Gateway Master Plan
- Hospitality Corridor Study
- Traffic Modeling
- North By-Pass Environmental Assessment
- 2014 Transportation Plan
- Downtown Circulator Study



2013 Priorities

- Complete the 2014 Transportation Plan
- Hospitality Corridor Study and Exposition Gateway Master Plan
- Traffic Modeling
- Implement the Downtown Circulator
- Corridor Study-Shiloh Road to Riverfront Park



**BILLINGS URBAN AREA
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**



FY 2012-2016

DRAFT

**This document is funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Prepared by:

Yellowstone County Board of Planning
Billings Metropolitan Planning Organization

In Cooperation With:

City of Billings
Yellowstone County
Yellowstone County Board of Planning
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

Reviewed By:

Technical Advisory Committee
Yellowstone County Board of Planning

Billings City Council
Yellowstone County Commissioners

Approved By:

Billings Policy Coordinating Committee
Montana Department of Transportation

Federal Highway Administration
Federal Transit Administration

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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)), 40 CFR, part 93.
- 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, Paul Gatzemeier

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 June 2012. The act and extensions authorized highway, highway safety, transit, and other surface transportation programs.

On July 6, 2012 Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law. The law provides federal program funding through the end of Federal Fiscal Year 2014 and brings program structure changes that will be fully addressed in future long range transportation plans and TIPs. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

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 and fiscal constraint 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, 2012 and June 30, 2014.

The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

FINANCIAL RESOURCES

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

BILLINGS FEDERAL EARMARK HISTORY – 2000 through 2009

YEAR	EARMARKS
2003	\$ 3,000,000
2004	\$ 2,000,000
2005	\$ 4,960,000
2006	\$ 35,173,900
2007	\$ 0.0
2008	\$ 4,596,200
2009	\$ 4,750,000
2010	\$0.00
2011	\$0.0
2012	\$54,457
TOTAL	\$54,534,557
10 YEAR AVERAGE	\$5,453,455

FUNDING SOURCES

- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway System (NHS)

- Interstate Maintenance (IM)
- Highway-Railway Crossing Program (RRX)
- Transportation and Community and System Preservation (TCSP)
- 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)
- 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 2012-2016 Billings Urban Area TIP.

NEW PROJECTS EXEMPT FROM REGIONAL ANALYSIS

Project	Scope	Comments
Exposition Dr & 1 st Ave N-concrete pavement rehab		
27 th St-1 st Ave S to Airport-mill/overlay (pavement preservation)		
2012 Scour Mitigation-Bridge Scour Mitigation (Dick Johnson Bridge)		
I-90 Yellowstone River Bridge-Bridge Replacement		

(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
Bench Boulevard-Billings Phases I and II	Reconstruction	Phase I letting in 2013 Phase II letting anticipated in 2015

(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 (2012-2016)																			
BILLINGS, MONTANA																			
YEAR	SURFACE TRANS PROGRAM (STP) (URBAN)*	MONTANA AIR CONGESTION INITIATIVE (MACI)*	EARMARKS (MT/NCPD/ DEMO)	SURFACE TRANSPORTATION ENHANCEMENT (CTEP)		NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	STATE HSP UPB RRP SRTS MDT- MACI BH BR	GAS TAX		TRANSIT SEC 5307		TRANSIT SEC 5309**	TRANSIT SEC 5310	TRANSIT SEC 5316 JARC**	TRANSIT SEC 5317 NEW FREEDOM**	TRANSADA	OTHER FUNDS (LOCAL)		TOTAL
2012				CITY	\$ 493,249			CITY	\$ 1,764,579					\$ 150,000	\$ 85,000	**	OPER.	\$ 2,352,921	
	\$ 5,389,044	\$ 5,305,565	\$ 31,458,127	COUNTY	\$ 195,006	\$ 252,888	\$ 368,562	COUNTY	\$ 288,905	OPER.	\$ 1,428,517	\$ 47,640	\$ 125,000			\$ 50,000	SEC.5310	\$ 25,000	\$ 49,780,003
2013				CITY	\$ 493,249			CITY	\$ 1,764,579					\$ 153,000	\$ 68,000	**	OPER.	\$ 2,399,979	
	\$ 2,587,036	\$ 1,043,888		COUNTY	\$ 195,006	\$ 100,000	\$ 5,890,104	COUNTY	\$ 288,905	OPER.	\$ 1,485,657		\$ 125,000			\$ 110,000	SEC.5310	\$ 25,000	\$ 16,729,403
2014				CITY	\$ 493,249			CITY	\$ 1,764,579					***	***	**	OPER.	\$ 2,447,979	
	\$ 2,587,036	\$ 1,043,888		COUNTY	\$ 195,006	\$ 2,263,033	\$ 1,937,390	COUNTY	\$ 288,905	OPER	\$ 1,543,083		\$ 125,000			\$ 70,000	SEC.5310	\$ 25,000	\$ 14,784,148
2015				CITY	\$ 493,249			CITY	\$ 1,764,579					***	***	**	OPER.	\$ 2,496,939	
	\$ 2,587,036	\$ 1,043,888		COUNTY	\$ 195,006	\$ 1,600,000	\$ 50,000	COUNTY	\$ 288,905	OPER	\$ 1,606,886		\$ 125,000			\$ 70,000	SEC.5310	\$ 25,000	\$ 12,346,488
2016				CITY	\$ 493,249			CITY	\$ 1,764,579					***	***	**	OPER.	\$ 2,546,878	
	\$ 2,587,036	\$ 1,043,888		COUNTY	\$ 195,006	\$ 1,000,000	\$ 1,050,000	COUNTY	\$ 288,905	OPER	\$ 1,671,162		\$ 125,000			\$ 70,000	SEC.5310	\$ 25,000	\$ 12,860,703
TOTAL	\$ 15,737,188	\$ 9,481,117	\$ 31,458,127	CITY	\$ 2,466,245	\$ 5,215,921	\$ 9,296,056	CITY	\$ 8,822,895	OPER.	\$ 7,735,305	\$ 47,640	\$ 625,000	\$ 303,000	\$ 153,000	\$ 370,000	OPER.	\$ 12,244,696	\$ 106,500,745
				COUNTY	\$ 975,030			COUNTY	\$ 1,444,525								SEC.5310	\$ 125,000	
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.																			
* Includes carryover																			
** Includes Non-Federal Match																			
*** 5316 & 5317 funding no longer available (2014-2016)																			

(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 (See also EARMARKS/DISCRETIONARY GRANTS)	Reconstruction		CONST.	\$300,720	STPU
	BENCH BLVD NORTH - PHASE II	Reconstruction		PE	See Earmarks	
				RW	\$965,000	CMAQ
				IC	\$1,896,672	CMAQ
				CONST.	\$12,462,601	STPU
					15,324,273	
					15,324,273	
	GRAND AVENUE	Reconstruction	1	PE	UNKNOWN	
				RW	UNKNOWN	
				IC	UNKNOWN	
				CONST.	UNKNOWN	
				TOTAL	\$0	
	32ND STREET WEST	Construction	1.5	PE	UNKNOWN	
				RW	UNKNOWN	
				IC	UNKNOWN	
				CONST.	UNKNOWN	
				TOTAL	\$0	
MONTANA AIR CONGESTION INITIATIVE (MACI)						
	SEE BENCH BLVD NORTH-PHASE II UNDER STPU					
EARMARKS/DISCRETIONARY GRANTS						
1	6TH AVE NORTH TO BENCH BLVD. (CONNECTION) Phase II Beyond the timeframe of this TIP.			PE		CMAQ/LOCAL
				RW		
				IC		
				CONST.		
				LOCAL		LOCAL
				TOTAL		
2	BENCH BLVD. NORTH Phase I	Reconstruction	3	PE	\$2,707,324	MT
				RW	\$620,000	MT
				IC	\$590,157	MT
				CONST.	\$4,561,070	MT
				CONST.	\$300,720	STPU
				TOTAL	\$8,779,271	
	BENCH BLVD-NORTH - Phase II (See above)			PE	See above	
3	ZIMMERMAN TRAIL	Add climbing lane for portion of roadway Straighten Curve	1	PE	\$424,242	MT
				RW/IC	\$103,896	MT
				CONST.	\$4,665,320	MT
				LOCAL	\$806,542	LOCAL
				TOTAL	\$6,000,000	
4	BILLINGS BYPASS (aka North Bypass)	Environmental Review & Location Study	14	ENV	\$14,341,661	NCPD/DEMO
				TOTAL	\$8,004,158	MT
					\$22,345,819	
5	25TH STREET PEDESTRIAN BRIDGE	Purchase & replace historic bridge	N/A		\$54,457	TCSP
					\$8,441	LOCAL
				TOTAL	\$62,898	
INTERSTATE MAINTENANCE (IM)						
	VARIOUS PROJECTS	Pavement Preservation		PE/CONST	Per Project	IM
NATIONAL HIGHWAY SYSTEM- (NH)						
	MDT PREVENTIVE MAINTENANCE (2012/2014)	Pavement preservation		PE	\$252,888	NH
	27th St-1st Ave S to Airport & Exposition Dr & 1st Ave N-Blgs			CONST	\$2,163,934	NH
					\$2,416,822	
	VARIOUS PROJECTS	Pavement preservation		PE/CONST	Per project	NH
BRIDGE (BH, BR)						
	2012 Scour Mitigation (Yellowstone River (Dick Johnson Bridge))			PE	\$79,000	
				CONST	\$520,000	
					\$599,000	
	I-90 Yellowstone River-Billings (Construction beyond timeframe of this TIP)	Replace Bridges		PE	\$3,766,636	BR
				CONST	\$35,657,483	BR
				CONST	\$6,026,616	IM
					\$45,450,735	

TABLE 4(B)-TRANSPORTATION PRIORITY LIST						
BILLINGS, MONTANA						
SURFACE TRANSPORTATION PROGRAM-URBAN PAVEMENT PRESERVATION(UPP)						
	VARIOUS PROJECTS 2012/2013	Pavement Preservation		PE/CONST.	\$ 1,490,989	UPP(BIENNIAL)
	Montana Ave-Billings & Laurel Road-Billings					
	VARIOUS PROJECTS 2014-2016	Pavement Preservation		PE/CONST.	Per Project	UPP(BIENNIAL)
SURFACE TRANSPORTATION PROGRAM-HIGHWAY SAFETY (HSIP)						
	SF099 BILLINGS GRAND 17TH SIG	Int/Upgrade Signals		PE	\$29,000	HSIP
				CONST	\$74,890	HSIP
				TOTAL	\$103,890	
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
	MDT-MACI	Equipment Purchase		OTHER	220,562	CMAQ/LOCAL
	MDT-MACI	Signal Optimization		PE/OTHER	217,500	CMAQ/STATE
	STATE FUNDED MAINTENANCE	Various Projects		OTHER	1,550,000	
				TOTAL	\$3,347,317	
** 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) Replacement vehicles for MET Special Transit, 2) Replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA Section 5309 projects are: 1) Livability Grant for ITS. .

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, 2006 and 2011, 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. Three firms requested bid packages. The current contract for the tire lease is in effect through August 31, 2012 with four additional one-year renewal options.
- 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-City of Billings Planning Division has and will continue to follow its 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 2011 to June 2012 and July 2012 to June 2013 and the Section 5309 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2011-2012 through 2012-2013.

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 (7-1-2011 TO 6-30-2012)	3,781,438
	OPERATING PROJECT (7-1-2012 TO 6-30-2013)	3,885,636
	OPERATING PROJECT (7-1-2013 TO 6-30-2014)	3,993,062
	OPERATING PROJECT (7-1-2014 TO 6-30-2015)	4,103,825
	OPERATING PROJECT (7-1-2015 TO 6-30-2016)	4,218,040
	TOTAL	\$19,982,001
TRANSADA(INCLUDES LOCAL FUNDS)		
	MET SPECIALIZED TRANSPORTATION-OPERATING (2012)	88,514
	MET SPECIALIZED TRANSPORTATION-OPERATING (2013)	195,607
	MET SPECIALIZED TRANSPORTATION-OPERATING (2014)	140,000
	MET SPECIALIZED TRANSPORTATION-OPERATING (2015)	140,000
	MET SPECIALIZED TRANSPORTATION-OPERATING (2016)	140,000
	TOTAL	\$704,121
FTA SECTION 5310(INCLUDES LOCAL FUNDS)		
	REPLACEMENT VEHICLES-TRANSIT (FY2012)	125,000
	REPLACEMENT VEHICLES-TRANSIT (FY2013)	125,000
	REPLACEMENT VEHICLES-TRANSIT (FY2014)	125,000
	REPLACEMENT VEHICLES-TRANSIT (FY2015)	125,000
	REPLACEMENT VEHICLES-TRANSIT (FY2016)	125,000
	* DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT	125,000
	*TOTAL	\$750,000
FTA SECTION 5309(INCLUDES LOCAL FUNDS)		
	MET TRANSIT ITS(BUS LIVABILITY GRANT)	47,640
	*TOTAL	\$47,640
FTA SECTION 5316 (INCLUDES LOCAL FUNDS)		
	JARC (OPERATING) 2012	\$ 300,000
	JARC (OPERATING) 2013	\$ 306,000
	JARC (OPERATING) 2014*	\$ -
	JARC (OPERATING) 2015*	\$ -
	JARC (OPERATING) 2016*	\$ -
	TOTAL	\$606,000
FTA SECTION 5317 (INCLUDES LOCAL FUNDS)		
	NEW FREEDOM (OPERATING) 2012	\$ 170,000
	NEW FREEDOM (OPERATING) 2013	\$ 136,000
	NEW FREEDOM (OPERATING) 2014*	\$ -
	NEW FREEDOM (OPERATING) 2015*	\$ -
	NEW FREEDOM (OPERATING) 2016*	\$ -
	TOTAL	\$306,000
	*JARC & NEW FREEDOM FUNDING NO LONGER AVAILABLE 2014-2016	
	TOTAL	\$22,395,762

(Table 6) - MULTI-YEAR STAGING PROGRAM						
CALENDAR YEARS 2012-2016						
BILLINGS, MONTANA						
SURFACE TRANSPORTATION PROGRAM	2012	2013	2014	2015	2016	>2016
BENCH BLVD-NORTH - PHASE I						
BENCH BLVD-NORTH - PHASE II						
GRAND AVENUE						
32ND STREET WEST						
MACI MT FUNDED						
BENCH BLVD-NORTH-PHASE I						
BENCH BLVD-NORTH-PHASE II						
VARIOUS FUNDED						
NORTH BY PASS (ENVIRONMENTAL & LOCATION/DESIGN)						
CTEP PROJECTS (VARIOUS)						
BENCH BLVD. NORTH-PHASE I						
ZIMMERMAN TRAIL						
MDT PREVENTIVE MAINTENANCE (NH)				Per Project-----		
MDT PREVENTIVE MAINTENANCE (IM)				Per Project-----		
STP URBAN PAVEMENT PRESERVATION(UPP)				Per Project-----		
2012 SCOUR REMEDIATION						
I-90 YELLOWSTONE RIVER-BILLINGS						
1ST AVENUE SOUTH (RR CIRCUITRY UPGRADE)						
INTERSECTION-MAIN ST/AIRPORT RD						
D5 INTERSTATE FENCING						
***ALL TIME FRAMES ARE APPROXIMATE						
PRELIMINARY ENGINEERING						
RIGHT OF WAY/UTILITIES						
CONSTRUCTION						

(Table 7) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FY 2012																
BILLINGS, MONTANA																
PROJECT DESCRIPTION	PHASING	STP URBAN (STPU)	MT AIR CONGESTION INITIATIVE (MACI)	EARMARKS (NCPD,DEMO, MT,TCSP)	SURFACE TRANSPORTATION ENHANCEMENT (STPE)		NATIONAL HWY SYSTEM (NHS) INT MAINTENANCE	HSIP UPP RRP SRTS** MDT MACI BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310**	TRANSIT SEC 5316 (JARC)**	TRANSIT 5317 (NEW FREEDOM)**	TRANSAD E (STATE)	OTHER*	TOTAL
					CITY	COUNTY										
Estimated carryover balance		\$ 2,802,008	\$ 3,076,539	\$31,395,229												
Estimated allocation		\$ 2,587,036	\$ 2,229,026	\$62,898	\$493,249	195,006	252,888	368,562	\$1,428,517	\$ -	\$125,000	\$150,000	\$85,000	\$50,000	\$2,507,921	
Estimated beginning balance		\$ 5,389,044	\$ 5,305,565	\$31,458,127												
SF099 GRAND-DIVISION 17TH -SIGNAL	PE							\$ 29,000								\$ 29,000
BENCH BLVD-BILLINGS PHASE II	RW		965,000													\$ 965,000
ZIMMERMAN TRAIL	PE			\$ 490,000												\$ 490,000
MDT-PREVENTATIVE MAINTENANCE - NH***	PE						\$ 252,888									\$ 252,888
MDT-URBAN PVMT PRESERVATION (UPP)	PE							\$ 40,000								\$ 40,000
2012-SCOUR MITIGATION****	PE							\$ 79,000								\$ 79,000
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS	ALL				\$493,249	\$195,006										\$ 688,255
(25th STREET PEDESTRIAN BRIDGE)	CONST			\$ 62,898												\$ 62,898
SAFE ROUTES TO SCHOOL (SRTS)**	ALL															\$ -
MDT-MACI EQUIPMENT PURCHASE	OTHER							\$ 220,562								\$ 220,562
Adjustment-Airport Road	RW/IC	\$ 35,252														\$ 35,252
Adjustment-Shiloh Road	PE	\$ 16,094														\$ 16,094
TRANSIT OPERATING(7/2011-6/2012)	OPERATING								1,428,517						\$2,352,921	\$ 3,781,438
VEHICLE PURCHASES	PURCHASE										\$125,000					\$ 125,000
MET SPECIALIZED TRANS-OPERATING	OPERATING											\$150,000	\$85,000	\$50,000	\$155,000	\$ 440,000
MET TRANSIT ITS (LIVABILITY GRANT)	SOFTWARE PURCH									\$47,640						\$ 47,640
TOTAL		\$ 51,346	\$965,000	\$552,898	\$493,249	195,006	\$ 252,888	\$ 368,562	\$1,428,517	\$47,640	\$125,000	\$150,000	\$85,000	\$50,000	\$2,507,921	\$ 7,273,027
*Local Match For Transit **Dependent on funding & application approvals by MDT ***27th St-1st Ave S to Airport and Exposition Dr & 1st Ave N-Blgs ****Estimate for one location within the MPO planning area																

(Table 8) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FY2013																
BILLINGS, MONTANA																
PROJECT DESCRIPTION	PHASING	STP URBAN (STPU)	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (NCPD, DEMO, MT)	SURFACE TRANSPORTATION ENHANCEMENT (STPE)		NATIONAL HWY	HSIP/UPP	TRANSIT SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310 **	TRANSIT	TRANSIT	TRANSADA	OTHER FUNDS*	TOTAL
							SYSTEM (NHS)	RRP SRTS				SEC 5316**	5317**			
							INTERSTATE	BRIDGE								
							MAINTENANCE									
							(IM)									
				***	CITY	COUNTY										
Estimated carryover balance		\$ 5,337,698	\$ 4,340,565	\$ 30,905,229												
Estimated allocation		\$ 2,587,036	\$ 1,043,888		\$ 493,249	\$ 195,006	\$ 100,000	\$ 5,890,104	\$ 1,485,657	\$ -	\$ 125,000	\$ 153,000	\$ 68,000	\$ 110,000	\$ 2,609,979	
Estimated beginning balance		\$ 7,924,734	\$ 5,384,453	\$ 30,905,229												
BENCH BLVD-BILLINGS PHASE I	CONST	\$ 300,720		\$ 4,561,070												\$ 4,861,790
BENCH BLVD-BILLINGS PHASE II	IC		\$ 1,896,672													\$ 1,896,672
BILLINGS BYPASS	PE/DESIGN			\$ 5,000,000												\$ 5,000,000
I-90 YELLOWSTONE RIVER-BILLINGS	PE							\$ 3,766,636								\$ 3,766,636
MDT-PREVENTATIVE MAINTENANCE - IM	PE						\$ -									\$ -
MDT-PREVENTATIVE MAINTENANCE - NH	PE						\$ 100,000									\$ 100,000
MDT-URBAN PVMT PRES (UPP)***	CONST							\$ 1,466,413								\$ 1,466,413
2012-SCOUR MITIGATION****	CONST							\$ 520,000								\$ 520,000
1ST AVENUE SOUTH(RR Circuitry Upgrade)	CONST							\$ 92,055								\$ 92,055
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS	ALL				\$ 493,249	\$ 195,006										\$ 688,255
SAFE ROUTES TO SCHOOL (SRTS)**	ALL							\$ 45,000							\$ 45,000	\$ 90,000
TRANSIT OPERATING (7/2012-6/2013)	OPERATING								\$ 1,485,657						\$ 2,399,979	\$ 3,885,636
VEHICLE PURCHASES	PURCHASE										\$ 125,000					\$ 125,000
MET SPECIALIZED TRANS	OPERATING											\$ 153,000	\$ 68,000	\$ 110,000	\$ 165,000	\$ 496,000
TOTAL		\$ 300,720	\$ 1,896,672	\$ 9,561,070	\$ 493,249	\$ 195,006	\$ 100,000	\$ 5,890,104	\$ 1,485,657	\$ -	\$ 125,000	\$ 153,000	\$ 68,000	\$ 110,000	\$ 2,609,979	\$ 22,988,457
* LOCAL MATCH ** DEPENDENT ON FUNDING & APPLICATION APPROVAL BY MDT *** Montana Ave-Billings and Laurel Road-Billings ****One location in MPO planning area																

(Table 9) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2014

BILLINGS, MONTANA																	
PROJECT DESCRIPTION	PHASING	STP URBAN (STPU)	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (NCPD, DEMO, MT)	SURFACE TRANSPORTATION ENHANCEMENT (STPE)		NATIONAL HWY	STATE RRP BRIDGE	HSIP/UPP SRTS MDT-MACI	TRANSIT SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310 **	TRANSIT SEC 5316**	TRANSIT 5317**	TRANSADE	OTHER FUNDS*	TOTAL
							SYSTEM (NHS)										
							INTERSTATE										
							MAINTENANCE										
					CITY	COUNTY											
Estimated carryover balance		\$ 7,604,014	\$ 3,487,781	\$ 21,344,159	\$ -	\$ -											
Estimated allocation		\$ 2,587,036	\$ 1,043,888	\$ -	\$ 493,249	\$ 195,006	\$ 2,263,033	\$ 1,937,390	\$ 1,478,277	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 2,517,979	
Estimated beginning balance		\$ 10,191,050	\$ 4,531,669	\$ 21,344,159													
SF099-BILLINGS-GRAND 17TH SIG	CONST							\$ 74,890									\$ 74,890
ZIMMERMAN TRAIL	RW/IC			\$ 120,000													\$ 120,000
MDT-PREVENTATIVE MAINTENANCE - IM	PE						\$ 100,000										\$ 100,000
MDT-PREVENTATIVE MAINTENANCE - NH***\	CONST						\$ 2,163,033										\$ 2,163,033
MDT URBAN PAVEMENT PRESERVATION (UPP)	PE							\$ 50,000									\$ 50,000
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS	ALL				\$ 493,249	\$ 195,006											\$ 688,255
SAFE ROUTES TO SCHOOL (SRTS)**	ALL							\$ 45,000									\$ 45,000
SIGNAL OPTIMIZATION	OTHER							\$ 217,500									\$ 217,500
TRANSIT OPERATING (7/2013-6/2014)	OPERATING									\$ 1,545,083						\$ 2,447,979	\$ 3,993,062
VEHICLE PURCHASES	PURCHASE											\$ 125,000					\$ 125,000
MET SPECIALIZED TRANS	OPERATING												****	****	\$ 70,000	\$ 70,000	\$ 140,000
INTERSECTION-MAIN ST/AIRPORT RD	PE/CONST							\$ 900,000									\$ 900,000
D5 INTERSTATE FENCING	PE/CONST							\$ 650,000									\$ 650,000
TOTAL		\$ -	\$ -	\$ 120,000	\$ 493,249	\$ 195,006	\$ 2,263,033	\$ 1,937,390	\$ 1,545,083	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 2,517,979	\$ 9,266,740
*LOCAL MATCH FOR TRANSIT **DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT *** 27th St-1st Ave S to Airport and Exposition Dr & 1st Ave N-Blgs ****5316 &5317 funding no longer available (2014)																	

(Table 10) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2015																
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 RRP SRTS BRIDGE	TRANSIT SEC 5307	TRANSIT	TRANSIT SEC 5310**	TRANSIT SEC 5316**	TRANSIT SEC 5317**	TRANSADA	OTHER FUNDS*	TOTAL
										SECTION						
										5309						
					CITY	COUNTY										
Estimated carryover balance		\$ 10,191,050	\$ 4,531,660	\$ 21,224,129												
Estimated allocation		\$ 2,587,036	\$ 1,043,888		\$ 493,249	\$ 195,006	\$ 1,600,000		\$ 1,537,408		\$ 125,000	\$ -	\$ -	\$ 70,000	\$ 2,611,939	
Estimated beginning balance		\$ 12,778,086	\$ 5,575,548	\$ 21,224,129												
ZIMMERMAN TRAIL	CONST			\$ 5,390,000												\$ 5,390,000
BENCH BLVD-BILLINGS PHASE II	CONST	\$ 12,462,601														\$ 12,462,601
MDT-PREVENTATIVE MAINTENANCE - IM	PE/CONST						\$ 1,500,000									\$ 1,500,000
MDT-PREVENTATIVE MAINTENANCE - NH	PE						\$ 100,000									\$ 100,000
MDT-URBAN PAVEMENT PRESERVATION (UPP)	CONST							\$ -								\$ -
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS	ALL				\$ 493,249	\$ 195,006										\$ 688,255
SAFE ROUTES TO SCHOOL (SRTS)**	ALL							\$ 50,000							\$ 45,000	\$ 95,000
TRANSIT OPERATING (7/2014-6/2015)									\$ 1,606,886						\$ 2,496,939	\$ 4,103,825
REPLACEMENT VEHICLES											\$ 125,000					\$ 125,000
MET SPECIALIZED TRANS.-OPERATING												****	****	\$ 70,000	\$ 70,000	\$ 140,000
TOTAL		\$ 12,462,601	\$ -	\$ 5,390,000	\$ 493,249	\$ 195,006	\$ 1,600,000	\$ 50,000	\$ 1,606,886	\$ -	\$ 125,000	\$ -	\$ -	\$ 70,000	\$ 2,611,939	\$ 24,604,681
*Local Match for Transit **Dependent on Funding & Application Approvals by MDT **** 5316 & 5317 funding no longer available (2015)																

(Table 11) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2016

(Table 11) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2016																	
BILLINGS, MONTANA																	
PROJECT DESCRIPTION	PHASING	STP URBAN (STPU)	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (MT, NCPD,DEMO)	SURFACE TRANSPORTATION ENHANCEMENT (STE)		NATIONAL HWY SYSTEM (NHS) INT MAINTENANCE (IM)	HSIP RRP	UPP SRTS** BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5309	TRANSIT SEC 5310**	TRANSIT SEC 5316**	TRANSIT SEC 5317**	TRANSADA	OTHER FUNDS*	TOTAL
					CITY	COUNTY											
Estimated carryover balance		\$ 315,485	\$ 5,575,548	\$ 15,834,159													
Estimated allocation		\$ 2,587,036	\$ 1,043,888	\$ -	\$ 493,249	\$ 195,006	\$ 1,000,000	\$ 1,050,000	\$ 1,671,162	\$ -	\$ 125,000		0		0	\$ 70,000	\$ 2,616,878
Estimated beginning balance		\$ 2,902,521	\$ 6,619,436	\$ 15,834,159													
MDT-PREVENTATIVE MAINTENANCE - IM	PE/CONST						\$ -										\$ -
MDT-PREVENTATIVE MAINTENANCE - NH	PE/CONST						\$ 1,000,000										\$ 1,000,000
MDT-URBAN PVMT PRES (UPP)	CONST							\$ 1,000,000									\$ 1,000,000
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS	ALL				\$ 493,249	\$ 195,006											\$ 688,255
SAFE ROUTES TO SCHOOL (SRTS)	ALL							\$ 50,000									\$ 50,000
TRANSIT OPERATING (7/16-6/17)	Operating								\$ 1,671,162							\$ 2,546,878	\$ 4,218,040
VEHICLE REPLACEMENTS**	Purchase											\$ 125,000					\$ 125,000
MET SPECIALIZED TRANS.-OPERATING**	Operating												****	****	\$ 70,000	\$ 70,000	\$ 140,000
TOTAL		\$ -	\$ -	\$ -	\$ 493,249	\$ 195,006	\$ 1,000,000	\$ 1,050,000	\$ 1,671,162	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 2,616,878	\$ 7,221,295
*Local Match for Transit **Dependent on Funding & Application Approvals by MDT **** 5316 & 5317 funding no longer available (2016)																	

(Table 12) - BIENNIAL ELEMENT OCTOBER 1, 2011 - SEPTEMBER 30, 2013 (HIGHWAY)							
BILLINGS, MONTANA							
PROJECT/PHASE	PROJECT NUMBER	PROJECT DESCRIPTION	TOTAL ESTIMATED	FEDERAL FUNDS	NON-FEDERAL FUNDS AND SOURCES	RECIPIENT OF FUNDS	RESPONSIBLE IMPLEMENTING
SF099 GRAND-DIVISION 17TH-SIGNAL	HSIP 1004	UPGRADE/SIGNAL	29,000	25,108	3,892	MDT	MDT
(PE)		UPGRADE/SIGNAL		FHWA	STATE MATCH		
BENCH BLVD-BILLINGS PHASE II	CM 1036()	RECONSTRUCTION	1,567,915	1,357,501	210,414	MDT	MDT
(RW)				FHWA	STATE MATCH		
ZIMMERMAN TRAIL	MT 1001	ADD CLIMBING LN	490,000	424,242	65,758	MDT	MDT
(PE)		STRAIGHTEN CRVE		FHWA	LOCAL MATCH		
MDT-PREVENTIVE MAINTENANCE (NH)	NH	MAINTENANCE	252,888	227,599	25,289	MDT	MDT
(PE)		MAINTENANCE		FHWA	STATE MATCH		
MDT-URBAN PVMT PRESERVATION(UPP)	UPP	PAVEMENT	40,000	34,632	5,368	MDT	MDT
(PE)	1020(20) & 1020(18)	PRESERVATION		FHWA	STATE MATCH		
2012 SCOUR MITIGATION	BH	REMEDATION	79,000	72,080	6,920	MDT	MDT
(PE)				FHWA	STATE MATCH		
CTEP PROJECTS	STPE					MDT	MDT
(PE, RW, IC, CONST)	VARIOUS			FHWA	LOCAL MATCH		
MDT-MACI EQUIPMENT PURCHASE	CM STWD(110)	SWEEPER	220,562	190,963	29,599	MDT	MDT
(PURCHASE)		PURCHASE		FHWA	LOCAL MATCH		
BENCH BLVD-BILLINGS PHASE I	MT 1036()	RECONSTRUCTION	4,561,070	3,948,974	612,096	MDT	MDT
(CONST)				FHWA	STATE MATCH		
BENCH BLVD-BILLINGS PHASE I	MT-STPU 1036()	RECONSTRUCTION	300,720	260,363	40,357	MDT	MDT
(CONST)				FHWA	STATE MATCH		
BENCH BLVD-BILLINGS PHASE II	CM 1036()	RECONSTRUCTION	965,000	835,497	129,503	MDT	MDT
(IC)				FHWA	STATE MATCH		
BILLINGS BYPASS	MT	NEW CONST.	5,000,000	4,329,000	671,000	MDT	MDT
(PE-DESIGN)				FHWA	STATE MATCH		
I-90 YELLOWSTONE RIVER-BILLINGS	BR 90-	STRUCTURES	3,766,636	3,389,972	376,664	MDT	MDT
(PE)		STRUCTURES		FHWA	STATE MATCH		
MDT-PREVENTIVE MAINTENANCE (NH)	NH VARIOUS	MAINTENANCE	100,000	90,000	10,000	MDT	MDT
(PE/CONST.)		MAINTENANCE		FHWA	STATE MATCH		
MDT-URBAN PVMT PRESERVATION(UPP)	UPP	PAVEMENT	1,466,413	1,269,620	196,793	MDT	MDT
(CONST)	1020(20)&1020(18)	PRESERVATION		FHWA	STATE MATCH		
2012-SCOUR MITIGATION	BH	REMEDATION	520,000	450,216	69784		
(CONST)				FHWA	STATE MATCH		
1ST AVENUE SOUTH	STPRP 1022(7)	RR CIRCUITRY	92,055	82,850	9206		
(CONST)		UPGRADE		FHWA	STATE MATCH		
OPERATION AND MAINTENANCE - STATE	N/A	OP./MAINT.	446,000	0	446,000	MDT	MDT
(PE/CONST.)				FHWA	STATE		
OPERATION AND MAINTENANCE - LOCAL	N/A	OP./MAINT.	225,000	0	225,000	MDT	MDT
(PE/CONST.)				FHWA	LOCAL		

(Table 13) - BIENNIAL ELEMENT JULY 1, 2012-JUNE 30, 2014 (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 (7-1-11 TO 6-30-12)	3,781,438	1,428,517	2,352,921	CITY	CITY
OPERATING PROJECT (7-1-12 TO 6-30-13)	3,885,636	1,485,657	2,399,979	CITY	CITY
FTA SECTION 5309					
MET TRANSIT ITS (LIVABILITY GRANT	47,640	38,112	9,528	MDT	CITY
FTA SECTION 5310*					
REPLACEMENT VEHICLES(2012)	125,000	100,000	25,000	STATE	VARIOUS LOCAL
REPLACEMENT VEHICLES (2013)	125,000	100,000	25,000	STATE	VARIOUS LOCAL
TRANSADE*					
MET SPECIALIZED TRANSIT OPERATING-2012	200,000	100,000	100,000	CITY	CITY
MET SPECIALIZED TRANSIT OPERATING-2013	220,000	110,000	110,000	CITY	CITY
FTA SECTION 5316*					
JARC OPERATING-2012	150,000	75,000	75,000	CITY	CITY
JARC OPERATING-2013	153,000	76,500	76,500	CITY	CITY
FTA SECTION 5317*					
OPERATING-2012	170,000	85,000	85,000	CITY	CITY
OPERATING-2013	136,000	68,000	68,000	CITY	CITY
*Dependent on Funding & Application Approvals by MDT					



Billings Urban Area Transportation Plan Amendment

City Council Work Session
August 20, 2012



North Bypass



- Community supported project
- \$21 million in earmark funds received
- \$3 million spent – EIS
- 2010 – scope reworked – PCC moved forward with Johnson Lane Interchange improvements, new bridge crossing and a local road connection to Highway 312.
- Previous RTP \$63 million to construct
- Updated cost estimate - \$89.5 million



North Bypass



- Local commitment to North Bypass project needed to fiscally constrain.
- Can no longer use potential grant/earmark funding to fiscally constrain projects.
- Re-direction of Urban and MACI funds from 2015 until 2020 to fiscally constrain – this re-direction would begin after 2014, funds allocated until 2014 for Bench Boulevard Phase II.



Transportation Plan Amendment



Billings Bypass

\$18,000,000 (secured earmark remaining)

\$46,500,000 (NH, IM, HBRRP) – MDT/FHA Commitment

\$25,000,000 (Urban*, MACI*, Local funding)

\$89,500,000 Total

*\$2.6 million annual urban allocation, \$1.0 million annual MACI allocation – local commitment of funding 2015 through 2020 after funding Bench Boulevard Phase II.



Bypass Timeline



- Proposed timeline by MDT:
 - Earmark funding – PE, Design, ROW
 - 2017 – Begin physical construction
 - 2022 – Complete project



TAC Meeting



- City concerns with re-direction of all urban/MACI funding to North Bypass. Delay other projects (Projects identified in the RTP, future projects, i.e. downtown railroad impact improvements)
- County/MDT concerns with losing earmark funding and MDT/FHA commitment.



TAC Recommendation



TAC recommends on a 6-4 vote to:

Recommend to the Policy Coordinating Committee that a minimum of 50% of the MACI and Urban Funds will go to other local projects and the rest to the Billings Bypass project.



Planning Board



Planning Board met on August 14th for introduction and discussion of the Transportation Plan Amendment.

- Public Hearing – August 28th
- Recommendation to PCC – August 28th



Transportation Plan Amendment Review Schedule



- City Council – August 27th/September 10th
- PCC meeting 9/18/12