

Transportation Investment Generating  
Economic Recovery (TIGER)  
Discretionary Grant



# Montana

## US 287 – Townsend South

Submitted by the Montana Department of Transportation



## TABLE OF CONTENTS

1. PROJECT NAME.....	1
2. GRANT REQUEST AMOUNT .....	1
3. PROJECT DATA.....	1
4. PROJECT DESCRIPTION.....	1
5. PROJECT PARTIES .....	2
6. GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS .....	2
7. SELECTION CRITERIA - Primary Selection Criteria.....	3
7.1. Long Term Outcomes .....	3
7.1.1. State of Good Repair.....	3
7.1.2. Economic Competitiveness.....	4
7.1.3. Livability.....	4
7.1.4. Sustainability.....	5
7.1.5. Safety .....	5
7.2. Evaluation of Expected Project Costs and Benefits.....	7
7.3. Evaluation of Project Performance .....	10
7.4. Job Creation & Economic Stimulus.....	11
7.5. Project schedule .....	13
7.6. Environmental Approvals .....	14
7.7. Legislative Approvals .....	14
7.8. State and Local Planning .....	14
7.9. Technical Feasibility.....	14
7.10. Financial Feasibility.....	15
8. SELECTION CRITERIA - Secondary Selection Criteria.....	15
8.1. Partnership .....	15
9. PROGRAM-SPECIFIC CRITERIA.....	15
10. FEDERAL WAGE RATE REQUIREMENT .....	15
11. NATIONAL ENVIRONMENTAL POLICY ACT REQUIREMENT .....	15
12. ENVIRONMENTALLY RELATED FEDERAL, STATE, AND LOCAL ACTIONS .....	16
13. PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION .....	17
14. SUMMARY.....	17

## TABLES & FIGURES

Table 1: Project Costs and Funding Breakdown.....	3
Table 2: Expected Project Benefits.....	7
<b>Figure 1: Project Location Map .....</b>	<b>2</b>
<b>Figure 2: Townsend Project Area vs. Montana Average Crash Rates .....</b>	<b>6</b>
<b>Figure 3: Townsend Project Area vs. Montana Average Crash Severity Rates .....</b>	<b>7</b>
<b>Figure 4: Montana’s Economically Distressed Areas.....</b>	<b>13</b>

**Applicant for this TIGER Discretionary Grant:**

Montana Department of Transportation (MDT)

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**1. PROJECT NAME**

MONTANA-US 287-TOWNSEND SOUTH

**2. GRANT REQUEST AMOUNT - \$14,300,000**

**3. PROJECT DATA**

State: Montana

County: Broadwater

City: south of Townsend, Montana

Congressional District: MT-001

Urban/Rural: Rural

Type: Highway Reconstruction

DUNS Number: 878557917

Web Link: [http://www.mdt.mt.gov/recovery/grant\\_townsend.shtml](http://www.mdt.mt.gov/recovery/grant_townsend.shtml)

**4. PROJECT DESCRIPTION**

The US 287 – Townsend South project is for a reconstruction with passing lanes of 8.2 miles of US Highway 287 south of Townsend in Broadwater County. The proposed project begins at the south city limits of Townsend near Reference Point (RP) 78.1 and ends north of Toston at RP 86.3. This project is currently split into two sections for the ease of construction and consists of the Townsend-South (RP 78.1 to RP 82.5) and Townsend-South Passing Lanes (RP 82.5 to RP 86.3) projects.

The project would reconstruct the existing two-lane highway to meet MDT's current standards for rural principal arterials included on the National Highway System (NHS) in Montana. The proposed project would provide a new two-lane highway with 12-foot travel lanes, and 8-foot shoulders to replace the existing 30 foot wide road. Additional road widening would occur to provide a center median and left turn lanes at various locations and two five-lane passing areas will be constructed for northbound and southbound motorists. The five-lane passing areas would consist of four travel lanes and a center median/left turn lane. The location of the project is in Figure 1 below.

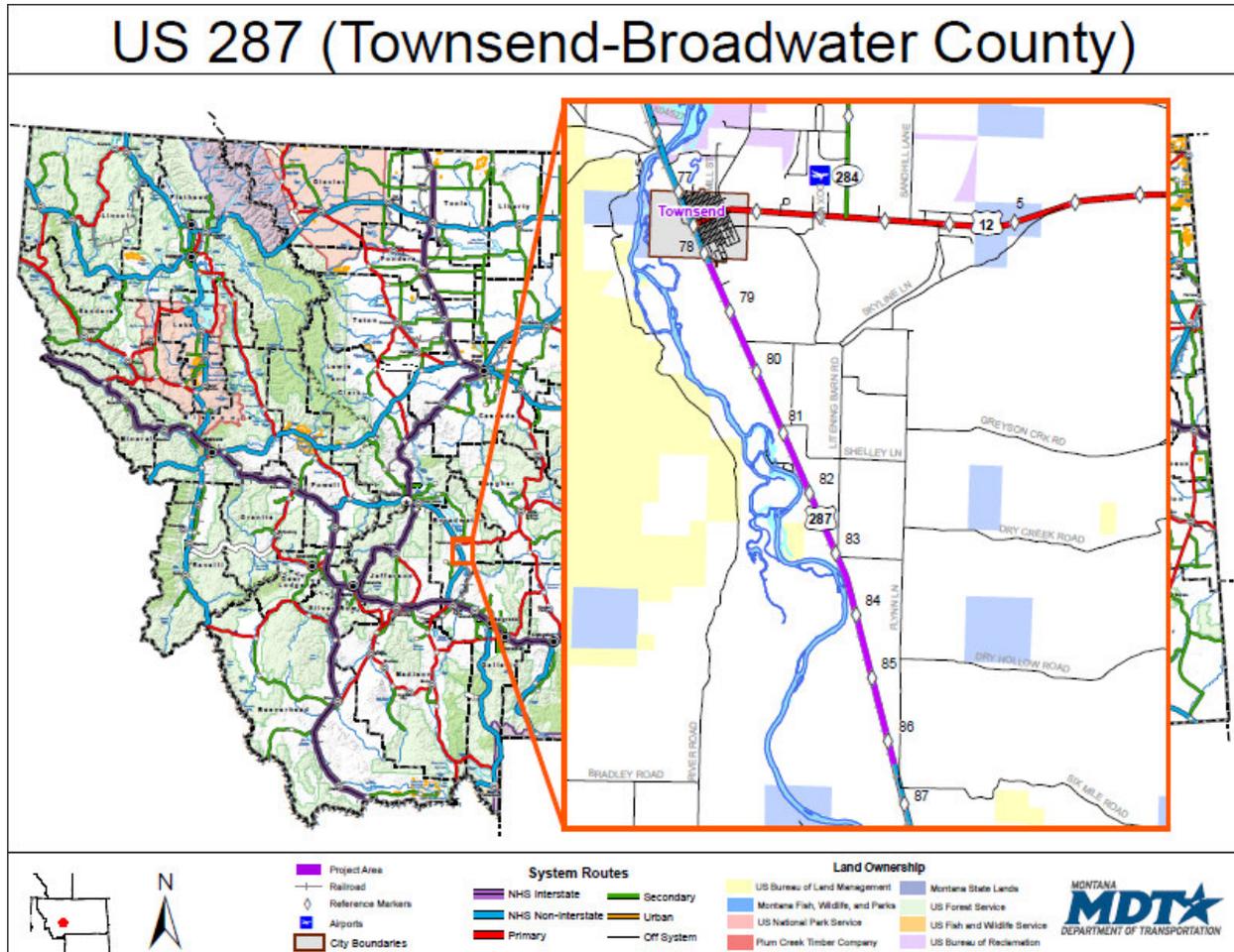


Figure 1: Project Location Map

## 5. PROJECT PARTIES

Montana Department of Transportation (MDT) - This project is on the National Highway System (NHS) with maintenance MDT's responsibility.

Montana Division of the Federal Highway Administration (FHWA).

## 6. GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS

The request for funding for the TIGER grant is \$14,300,000. The total project cost is estimated to be \$27,900,000. This project has additional funding from a SAFETEA-LU Section 1702 Earmark (MT029), which provides \$10,000,000 to the project. The earmark represents 37.23 percent of the total project cost.

The funds will be used to reconstruct and widen US 287 and add passing lanes and turn lanes. Funding through a TIGER grant for this project will complete a funding package that includes non-federal sources (state and local match) and an earmark. MDT has obligated and expended Federal National Highway (NH) funds and state match for

preliminary engineering (PE), incidental construction (IC), and right-of-way (ROW) for the project. Table 1 below illustrates the funding scenario for the project.

**Table 1: Project Costs and Funding Breakdown**

Phase	NHS Funding	TIGER GRANT	SAFETEA-LU Earmark	STPE	Total
Preliminary Engineering	\$1,500,000				\$1,500,000
Incidental Construction	\$570,000				\$570,000
Right-of-Way	\$1,500,000				\$1,500,000
Construction	\$0	\$13,000,000	\$9,100,000	\$26,000	\$22,126,000
Construction Engineering	\$0	\$1,300,000	\$900,000		\$2,200,000
<b>TOTAL</b>	<b>\$3,570,000</b>	<b>\$14,300,000</b>	<b>\$10,000,000</b>	<b>\$26,000</b>	<b>\$27,896,000</b>

<sup>1</sup> No indirect costs applied to TIGER funds

<sup>2</sup> Surface Transportation Program Enhancement funds

**Note: This information is for project estimates not actual costs.**

## 7. SELECTION CRITERIA - Primary Selection Criteria

### 7.1. Long Term Outcomes

#### 7.1.1. State of Good Repair

The project will improve the current condition of US 287 by bringing the roadway from its current width of 30 feet up to current geometric design standards for rural principal arterials. This surface expansion and reconstruction will extend the life of the highway, improve safety through turn lanes and wider shoulders, and increase the level of service (LOS) on this 70 year old roadway.

Traffic has steadily increased on US Highways 12 and 287 in recent decades and traffic volumes are expected to continue to grow at nearly five percent annually. The AADT is expected to double between 2008 and 2028. These conditions indicate the need for operational improvements including increasing passing opportunities and providing left turn lanes to separate slower-moving vehicles from the main stream of traffic within the corridor. The current (LOS) for this stretch is C based on a congestion index of 67, which indicates stable traffic flows, speeds and maneuverability are controlled by higher traffic conditions and congestion caused by turning and slower vehicles.

The improvements as described in this application should allow a LOS of A, which indicates free flow operation; drivers maintain desired speed with little or no delay and minor disruptions are absorbed.

Reconstruction will also improve the highway’s condition and reduce future maintenance costs by rebuilding the subgrade. The subgrade beneath the existing highway has high moisture levels. High moisture in the subgrade can reduce the strength and stiffness of the aggregate base materials beneath the road surface, contributing to pavement failures like rutting and potholes.

Reconstruction of the roadway is needed to remedy the subgrade moisture concerns.

The department utilizes an asset management strategy termed the Performance Programming Process (P3) to establish highway construction priorities within the state. The P3 Process utilizes management system outputs to determine the optimal project mix in order to maximize performance relating to pavements, bridges, and congestion conditions. The construction projects advanced for consideration for TIGER grants represent preferred treatment strategies for roadways and bridges with regard to increased performance in the areas of pavement life, bridge condition, and congestion relief.

### **7.1.2. Economic Competitiveness**

US Highway 287 stretches from Port Author, Texas to Choteau, Montana, and forms part of the NHS and is an important economic linkage for the United States, the region, and the state. The future condition and function of US 287 plays an active role in meeting a number of long-term social and economic needs for the region. US 287 provides an important north-south transportation route for freight, business, and tourism traffic through central Montana. Within Montana, the highway connects the resort town of West Yellowstone, Yellowstone National Park, and multiple roads in Idaho (US 20 to Interstate 15 south) with Interstate 15 and US 89 heading to Glacier National Park and Alberta. This road functions as a major component for the regional transportation network.

The completed project will add to the long term economic viability of this region by increasing the efficiency and effectiveness of the transportation system as traffic volume is expected to double in the next 20 years. This section of highway is part of an important link between the Montana State Capitol in Helena to Interstate 90 (I-90) and the rapidly-growing city of Bozeman. The more efficient movement of goods and people between I-90 and Helena will provide improved results and incentives for businesses that use or are located near the highway.

### **7.1.3. Livability**

The project will follow the existing alignment, reducing the impact to adjacent land owners and having the least impact on the natural environment. The project adds additional turning and passing lanes, resulting in decreased travel time, fewer vehicle conflicts with variable speeds, and reduced driver frustration.

The 8-foot shoulders will encourage alternate transportation by providing safer and more convenient pedestrian and bicycle access to the developing commercial area south of downtown Townsend. Improved access will also be provided to York's Island fishing access site through the increased shoulder widths for travelers coming from Townsend or Toston. Congestion will be further reduced by wider shoulders by allowing bicyclists and pedestrians to operate

away from the traffic lanes to prevent problems for motorists who would otherwise have to pass or slow way down on a two-lane highway with a posted speed limit of 70 mph.

#### **7.1.4. Sustainability**

The project would provide 8-foot shoulders for use by pedestrians and bicyclists. The corridor is used by bicyclists (many traveling between Yellowstone and Glacier National Park). With the northern end of the project being at the southern edge of the Townsend city limits, it lends itself to use by bicyclists and pedestrians. Safety would be improved for these facility users.

The project will reduce congestion in the corridor by providing more passing opportunities, turn lanes, and school bus turnarounds. These improvements will improve the flow and constant speed of traffic thereby reducing air pollution, decreasing oil consumption, and benefiting the environment. With a projected growth rate in traffic in the corridor of five percent annually, the project will deal with the projected increase in traffic by reducing the unstable traffic flows caused by the current facility design. This results in alternate slowing and acceleration of passing vehicles and contributes to vehicle emissions and lower fuel efficiency. The wider shoulders for bicyclists and pedestrians will be an enticement for their use and non-motorized vehicles may make more trips to the York's Island fishing access site south of Townsend.

#### **7.1.5. Safety**

This roadway is predicted to double its AADT between 2008 and 2028 given the strong growth in the travel corridor between Bozeman and Helena and passing through the Belgrade, Townsend, and Three Forks areas. The 2008 AADT was 4,360 and the projected 2028 AADT is 8,680. Increased traffic volumes could lead to increased congestion and safety concerns stemming from a greater chance of vehicle conflicts with greater traffic volumes.

Access management is being implemented with this project to provide MDT the mechanism to preserve the capacity of the roadway and enhance safety for road users. Similar reconstruction or facility improvements have already been implemented at locations on this route between Townsend and Helena and south of Toston. These improvements will benefit traffic operations by increasing passing opportunities and separating turning traffic from through traffic at several locations.

School bus turnarounds would be developed adjacent to Shelley Road and Dry Creek Road. These facilities would provide safe pick-up and drop-off locations for area residents.

The increased shoulder width will provide a recoverable area for vehicles that leave the roadway and provide a buffer between vehicle and bicycle/pedestrian traffic.

The Townsend-South project has a crash rate and crash severity rate above the state average for rural non-interstate national highway system (NHS) routes. The project seeks to reduce both these crash statistics. Figure 2 illustrates the project crash rate as compared to the Montana rural average crash rate and Figure 3 illustrates the project crash severity rate in comparison to the Montana rural average crash severity rates.

Townsend Project Area vs. Montana Average Crash Rates

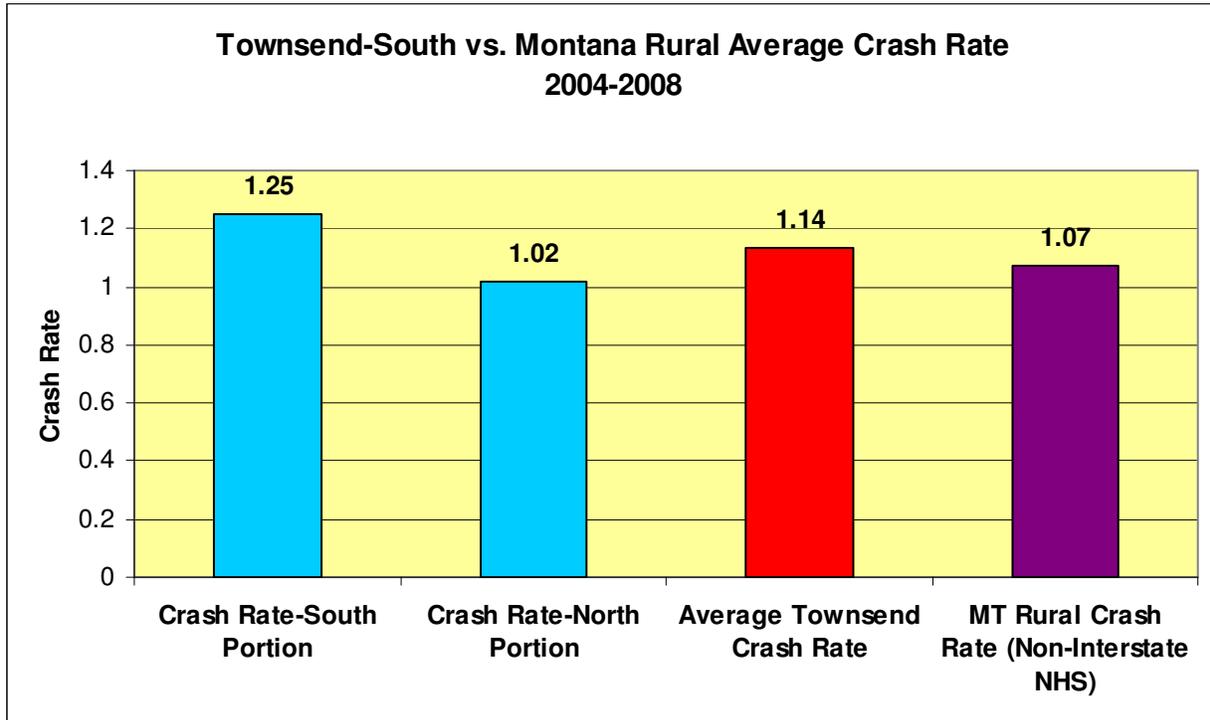


Figure 2: Townsend Project Area vs. Montana Average Crash Rates

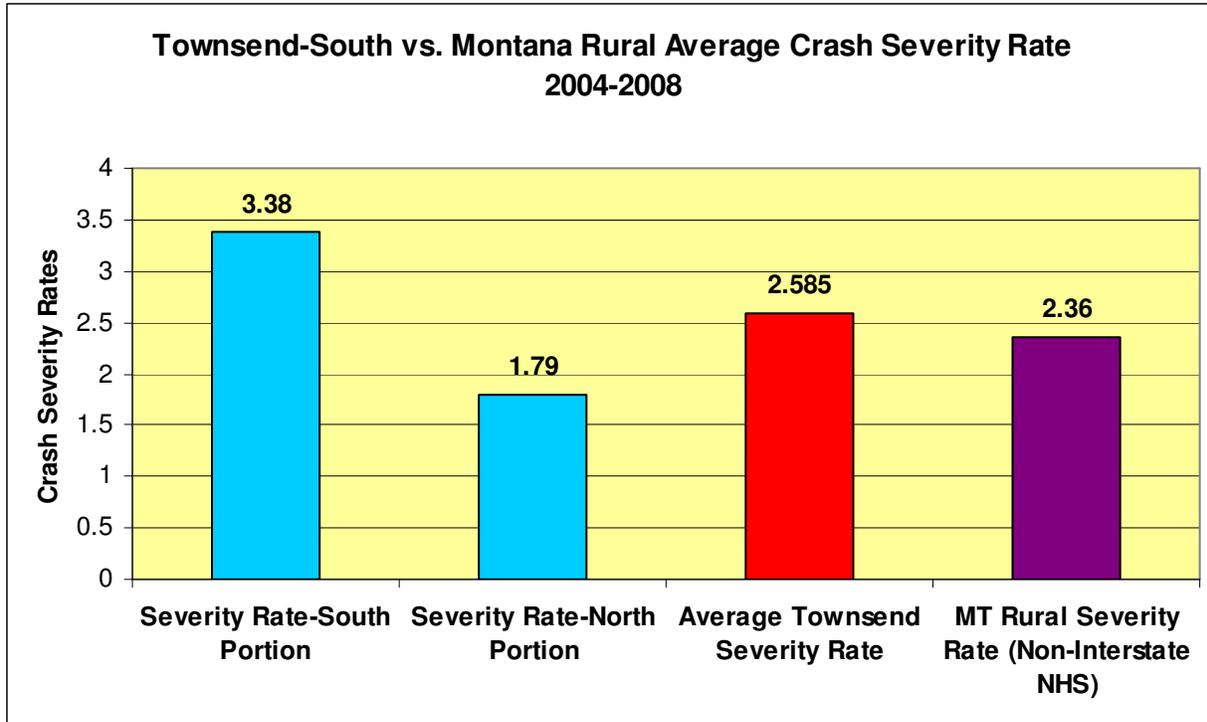


Figure 3: Townsend Project Area vs. Montana Average Crash Severity Rates

**7.2. Evaluation of Expected Project Costs and Benefits**

The information listed below outlines the systematic analysis of the expected benefits and costs resulting from the completion of the US 287 Townsend-South Project.

**Table 2: Expected Project Benefits**

Long-Term Outcomes	Benefits
State of Good Repair	The reconstruction and addition of passing lanes will allow for a reduction in maintenance as the present roadway’s subgrade requires additional maintenance dollars from moisture concerns.
Economic Competitiveness	Maintaining a vital link to, freight, tourism and local traffic is difficult to quantify. The addition of passing lanes will allow for more efficient travel and a reduction of travel time.
Livability	The roadway includes shoulders for use by pedestrians and bicycles. The reconstructed roadway improves the livability for the area residents.
Sustainability	The design was modified to prevent impacts to Threaten & Endangered species and reduce impacts to the adjacent wetland. The project will also benefit the environment by reducing travel times.
Safety	The safety benefit from the correctable crashes is approximately \$9.7 million annually in 2009 dollars.

The current cost estimate for the total project is \$27,900,000. The amount requested for the TIGER Discretionary Grant is \$14,300,000 to complete the funding package which includes a SAFETEA-LU earmark.

Benefits for this project include, but are not limited to, accident reduction, extension of the surface life of the highway reducing maintenance costs, improved safety from added turn lanes and wider shoulders, improved access and safety for bicyclists and pedestrians with eight foot wide shoulders, and increased level of service from “C” to “A”. Other benefits of the project include the expanded ability of the highway to handle increased traffic loads which are projected to double in twenty years, speeding up the spending of earmark dollars, and a project in an economically distressed area of the state and country.

This project directly contributes to the economic competitiveness of the region and the state, as US 287 provides an important north-south transportation route for freight transport, business, and tourism traffic through central Montana. Within Montana, the highway connects the resort town of West Yellowstone, Yellowstone National Park, and multiple roads in Idaho (US 20 to Interstate 15 south) with Interstate 15 and US 89 heading to Glacier National Park and Alberta. . The completed project will add to the long-term economic viability of this region by increasing efficiency and effectiveness of the transportation system. The medium and long-term benefits are directly related to the improved roadway capacity, which will result in less traffic delay, enhanced safety and more efficient travel for traffic.

The benefits of the improved roadway include 8-foot shoulders which will encourage bicyclist and pedestrians to use alternate transportation modes. The improvements will increase the quality of living for users by reducing transit time, thereby increasing fuel economy and lowering emissions. The improvements will also provide access to recreational opportunities along the corridor.

The improvements will promote a more environmentally sustainable transportation system. The main areas of benefit will result from reducing transit time, and future congestion in the corridor which will reduce vehicle emissions and benefit the environment. The project is being designed to minimize environmental impacts by remaining on the existing alignment.

To monetarily quantify the safety benefits of these roadway improvement projects, guidance was taken from the memorandum to secretarial officers and modal administrators “Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2009 Revision.” From this document, the value of an averted fatality was taken to be 5.8 million dollars. The fractional value of a statistical life (VSL) from an averted injury was displayed in the **Relative Disutility Factors by Injury Severity Level (MAIS)** table. This table was modified to accommodate the injury classification

used by law enforcement officials in the State of Montana, as Montana uses 3 levels of injury quantification:

- Possible Injury
- Non-Incapacitating Injury
- Incapacitating Injuries

The MAIS table was spliced into the Montana Injury Classification in the following way:

- MAIS Level 3 Serious = Possible Injury
- MAIS Level 4 Severe = Non-Incapacitating Injury
- MAIS Level 5 Critical = Incapacitating Injury

The fractions of VSL that were assigned to respective Injury Severity Levels (MAIS) were reassigned to the Montana Law Enforcement injury quantification.

In addition to the guidelines set forth in the subject memorandum, additional analysis was performed to attempt to capture the dynamic effects of transportation investments on land use and household budgets.<sup>1</sup> The additional analysis attempted to quantify the property damage costs from a crash in which no injuries occurred. The fractions of VSL shown in the Injury Severity Level table served as the guidelines for the quantification of property damage only (PDO) value. Therefore, it was calculated that a PDO crash = MAIS Level 1 Minor severity. This calculation was warranted based on professional judgment from the following economic consequences:

- Law Enforcement response time to PDO crash
- Intrinsic economic value of vehicle(s) involved
- Possible roadway damage incurred (guardrail, signing, electrical, etc.)
- Time lost by involved parties
- Increased insurance costs of involved parties

From the aforementioned steps, it is believed that the following cost benefits will be seen from the averted property damage, injuries, and fatalities from the installation of the nominated projects.

**Townsend – South**

There were 39 crashes in the time period between Aug 31, 2003, and Sep 1, 2008. There were 17 crashes that the proposed improvements would address.

Correctable Crash Severity Level	Number of crashes/ persons	Fraction of VSL	Total Savings (over 5 yrs)
Correctable PDO's	4 crashes	0.002	\$46,400
Correctable Possible	3 injuries	0.0575	\$1,000,500

<sup>1</sup> 2 Federal Register/Vol. 74, No. 115/Wednesday, June 17, 2009/Notices

Injury			
Correctable Non Incap Injury	1 injury	0.1875	\$1,087,500
Correctable Incap Injury	8 injuries	0.7625	\$35,380,000
Correctable Fatality	1 fatality	1.000	\$5,800,000
<b>Total</b>			<b>\$43,314,400</b>

From the guidelines provided in the “Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2009 Revision” there would be a total cost savings of \$43,314,400 for the 5-year data period. This results in a cost savings of \$8,662,880/year in 2009 dollars. There were 15 animal-vehicle collisions that were not counted toward correctable crashes in this analysis. It should be noted that with the widening of this roadway, motorists will feel more comfortable maneuvering around animals. However, this is an intrinsic judgment and there is no currently identifiable quantification of this crash reduction.

**Townsend – South Passing Lanes**

There were 27 crashes along this section of roadway between the time period of Aug 31, 2003, and Sep 01, 2008. There were 11 crashes that the proposed improvements would address.

Correctable Crash Severity Level	Number of crashes/persons	Fraction of VSL	Total Savings (over 5 yrs)
Correctable PDO's	5 crashes	0.002	\$58,000
Correctable Possible Injury	2 injuries	0.0575	\$667,000
Correctable Non Incap Injury	4 injuries	0.1875	\$4,350,000
Correctable Incap Injury	0	0.7625	\$0
Correctable Fatality	0	1.000	\$0
<b>Total</b>			<b>\$5,075,000</b>

From the guidelines provided in the “Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2009 Revision” there would be a total cost savings of \$5,075,000 for the five-year data period. This results in a cost savings of \$1,015,000/year in 2009 dollars. There were ten animal-vehicle collisions that were not counted toward correctable crashes in this analysis. It should be noted that with the widening of this roadway, motorists will feel more comfortable maneuvering around animals. However, this is an intrinsic judgment and there is no currently identifiable quantification of this crash reduction.

**7.3. Evaluation of Project Performance**

MDT has developed a data gathering and reporting process for all American Recovery and Reinvestment Act of 2009 funded projects. The process complies with the Office of Management and Budget (OMB), Transportation and Infrastructure Committee, Federal

Highway Administration (FHWA), and the Montana State Governor's Office reporting requirements. If the TIGER Discretionary Grant funds are received for this project, full data collection and reporting will be implanted on this project. The reporting will evaluate the success of the project and measure the short and long-term performance, specifically with respect to the economic recovery measures and long-term outcomes specified in this notice.

#### **7.4. Job Creation & Economic Stimulus**

Promote the Creation of Job Opportunities for Low-Income Workers: The project will promote the creation of job opportunities for low-income workers by utilizing best practice hiring and apprenticeship (including pre-apprenticeship) programs. The State of Montana, Department of Transportation has Memorandums of Understanding (MOU's) with all seven Tribal Governments throughout the state. In accordance with these MOU's, a negotiated number of trainees will be hired for the project, as will any qualified tribal members. These MOU's emphasize Montana's commitment to Native American employment as a means of strengthening tribal communities and increasing employment opportunities for Native Americans residing on or near the reservation. Each Tribal Employment Rights Office works with contractors and sub-contractors to ensure technically qualified and reasonably priced employees are available. Goals are set in each contract for Indian employment in those trades where there are qualified Indian workers available. Firms that are 100 percent Native American owned, operated and managed also receive the highest employment preference from the tribe. These rules ensure the local economy will benefit, provide for increased benefits from employment, and promote a stable labor force to insure the steady growth of commerce on the reservation.

Maximum Practicable Opportunities for Small Business and Disadvantaged Business Enterprises (DBE's): The MDT DBE program encourages and supports the participation of companies owned and controlled by socially and economically disadvantaged individuals in transportation contracts. MDT's Supportive Services Program also provides business assistance to contribute to the self-sufficiency of DBE companies through skill development, training, and assistance with bonding and financing. There are currently seventy-seven (77) DBE entities certified throughout Montana. While it is not likely to serve as the prime on large contracts, it is likely to be hired as a sub-contractor. MDT, prime contractors and the TERO officer have pledged to work together to promote DBE contractors. Given available opportunities, additional DBE firms may develop. Small business entities are common in rural Montana areas and any construction activity will have a beneficial financial impact.

Community-Based Organizations: The project will make effective use of community-based organizations in connecting disadvantaged workers with economic opportunities. There are a variety of community and economic development corporations throughout Montana. These partner with MDT to promote development in the area by assisting in training and job skills and connecting workers with employment. Resources in this area include:

*Labor Practices and Compliance:* The project will support entities that have a sound track record on labor practices and compliance with federal laws ensuring that American workers are safe and treated fairly. The MDT Director signed the STATE ASSURANCE WITH REGARD TO EQUAL EMPLOYMENT OPPORTUNITY AS REQUIRED BY THE FEDERAL-AID HIGHWAY ACT OF 1968 on April 15, 2009. This agreement assures that employment in connection with all proposed projects will be provided without regard to race, color, creed, or national origin. It also includes the requirements for a system to ascertain whether contractors and sub-contractors are complying with their equal employment opportunity contract obligations and the degree to which such compliance is producing substantial progress on the various project sites in terms of minority group employment.

*Best Practices:* The project implements best practices, consistent with our nation's civil rights and equal opportunity laws, for ensuring that all individuals— regardless of race, gender, age, disability, and national origin—benefit from the Recovery Act. Montana has a high minority population. There are firms throughout Montana capable of taking on this level of work and many low-income individuals actively seeking work.

*Population Most Likely to Benefit are From Economically Distressed Areas:* The proposed project is located in Broadwater County, which is designated as an “Economically Distressed Area” in Montana as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42,U.S.C. 3161). See Figure 4: Montana's Economically Distressed Areas below.

Job creation from this project is expected to be about 303 job-years. This applies the federal factor of 10.8535 job-years per one million dollars expended (i.e., one per \$92,136) to the \$27.9 million project cost. This project will provide the opportunity for employment and secondary benefits for county businesses with worker and contractor spending.

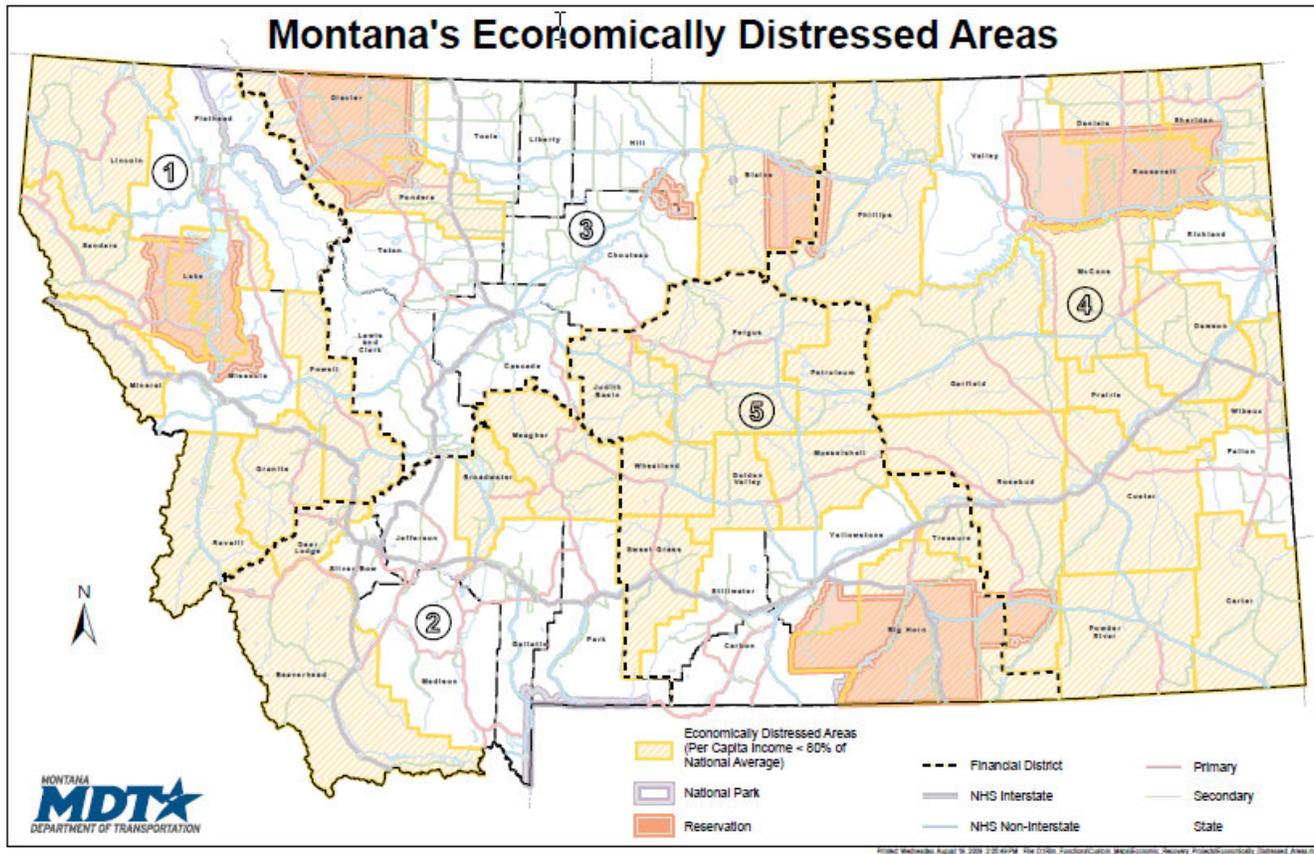


Figure 4: Montana's Economically Distressed Areas

**7.5. Project schedule**

The Townsend-South project currently has an August 2009 planned finish, October 2009 ready date, and an anticipated December 2009 letting date pending right-of-way acquisition. There is at least one parcel in condemnation, thus a late FFY 2010 date may be required.

Townsend-South Brief Project Schedule

Phase	Date
Planned finish and ready date	August 2009, October 2009
Letting	December 2009
Substantially complete	2011

The Townsend-South Passing Lanes project currently has an October 2009 planned finish and ready date. The project could be ready for letting in FFY 2010 pending right-of-way acquisition and funding. If both segments are tied for letting in FFY 2010, construction should be substantially complete during the first year (2011), but items

such as seal and cover and seeding may not be completed until the 2012 construction season.

Townsend-South Passing Lanes Brief Project Schedule

Phase	Date
Planned finish and ready date	October 2009
Letting	2010
Substantially complete	2011

The original project (Townsend-South) was split into two projects. Funding this project will allow MDT to expend the ten million earmark dollars earlier than originally anticipated. This will get the money into the community, state, and nation quicker and allow it to help create jobs and improve infrastructure years earlier.

**7.6. Environmental Approvals**

This project has a completed revised Environmental Assessment (EA) dated October 2006. Both MDT and FHWA determined that the preferred alternative as described in the EA will have no significant impact on the human environment. The Finding of No Significant Impact (FONSI) was signed by MDT and FHWA on January 10, 2007.

**7.7. Legislative Approvals**

Reconstruction of this segment of US 287 does not require legislative approval and the project and EA were available for public review and comment. All comments were reviewed and MDT crafted responses to each.

**7.8. State and Local Planning**

The project has been included in the approved 2009-2013 Tentative Construction Plan (TCP), the 2009-2013 Statewide Transportation Improvement Program (STIP) for construction and construction engineering, and was approved by the Montana Transportation Commission in 2000. Projects in the TCP Plan are consistent with the performance goals of MDT’s management system, have been commission approved, and have been through a public involvement period and significant progress has been made on environmental review, right-of-way acquisition, and project design (MDT Planning).

The project would not conflict with the Broadwater County Growth Policy Plan and Comprehensive Economic Development Strategy.

**7.9. Technical Feasibility**

The Townsend South project is technically feasible with substantial preliminary engineering being completed. All reports are complete, the right-of-way purchases are

finalized, the utilities will be moved, the wetland mitigation has been developed, and the preliminary coordination on the environmental permits is complete. Once final design is complete, the project may go to construction.

### **7.10. Financial Feasibility**

This project will complete a funding package that includes non-federal sources. As the state transportation department, MDT has stable and reliable financial commitments and contingency reserves and has proven experience in managing federal grants. This project will not be built in the near future without additional federal funding. The project has already received a \$10,000,000 earmark towards project costs. The local government is committed additional enhancement funds to this project.

## **8. SELECTION CRITERIA - Secondary Selection Criteria**

### **8.1. Partnership**

The right-of-way will mostly be within MDT's right-of-way and affected landowners were involved when acquisition of additional land was needed. Broadwater County was involved in the project and supports the highway reconstruction.

## **9. PROGRAM-SPECIFIC CRITERIA**

This project meets the design standards outlined in 23 CFR 625 – Design Standards of Highways. This is a highway reconstruction project to bring the present facility to current standards.

## **10. FEDERAL WAGE RATE REQUIREMENT**

The project implements best practices, consistent with our nation's civil rights and equal opportunity laws, for ensuring that all individuals— regardless of race, gender, age, disability, and national origin—benefit from the Recovery Act. Montana has a high minority population. There are firms throughout Montana capable of taking on this level of work and many low-income individuals actively seeking work.

MDT certifies it complies with the requirements of subchapter IV of chapter 31 of Title 40 U.S. Code regarding federal wage rate requirements in relation to the Recovery Act. MDT requires contractor training certification, payroll monitoring, and a formal complaint process to assure contractor compliance with Davis-Bacon ways rates and fringe benefits.

## **11. NATIONAL ENVIRONMENTAL POLICY ACT REQUIREMENT**

This project will not significantly impact the natural, social, and /or economic environment. The finding of no significant impact (FONSI) was signed by MDT and FHWA on January 10, 2007. The project is partially located in a wetland area and is expected to impact 13.1 acres (5.3 hectares) of wetland. The project would impact 13.1

acres of Category III wetlands, 0.6 acres of Category II wetlands, and 0.4 acres of Category I wetlands.

The largest individual impact (5.2 acres) and most notable loss of wetland functions would occur at wetland sites located between RP 81.9 and RP 82.8.

Wetland mitigation will occur and MDT will create a wetland mitigation project on the Hahn Ranch near the Townsend-South corridor that could yield between 16 and 25 acres of new wetlands or purchase Army Corp or Engineers approved wetlands at a privately-owned mitigation site on Woodson Creek near Ringling in Meagher County. The EA is located here:

[http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/ea\\_townsend.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/ea_townsend.pdf)

The FONSI is located here:

[http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/fonsi\\_townsend.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/fonsi_townsend.pdf)

## 12. ENVIRONMENTALLY RELATED FEDERAL, STATE, AND LOCAL ACTIONS

### Townsend-South

Permit/Agreement Needed	Status	Anticipated Date
SPA 124	Secured	
COE 404	Secured	
Floodplain	Secured	
City/county agreement	Secured	
RR agreement	Secured	
Utility relocations	Pending	Pending ROW, fall 2009 or spring 2010
Right-of-way	Pending	70% plus of parcels secured; at least one parcel may go to condemnation

### Townsend-South Passing Lanes

Permit/Agreement Needed	Status	Anticipated Date
SPA 124	Secured	
COE 404	Secured	
Floodplain	Secured	
City/county agreement	Not required	
RR agreement	Secured	
Utility relocations	Pending	Pending ROW, fall 2009 or spring 2010
Right-of-way	Pending	ROW acquisition underway

### **13. PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION**

All information submitted is publically available data and the methodologies presented herein are accepted by industry practice and standards. No data in this application contains confidential business information.

### **14. SUMMARY**

MDT is committed if the requested TIGER Discretionary Grand Funds on the US 287-Townsend South project are received to obligate and expend the funds according to grant requirements. If, when the project is let, additional funds are necessary, MDT commits to funding the remainder due to actual costs coming in above estimated amounts.

The US 287-Townsend South project will:

- Meet the requirements of the grant by delivering programmatic results;
- Achieve economic stimulus by optimizing economic activity and the number of jobs created or saved in relation to the Federal dollars obligated;
- Achieve long-term benefits by improving the quality of life, investing in transportation, improving the environment, protection of the environment, that provides for long-term economic benefits; and
- Satisfy the Recovery Act's transparency and accountability objectives.