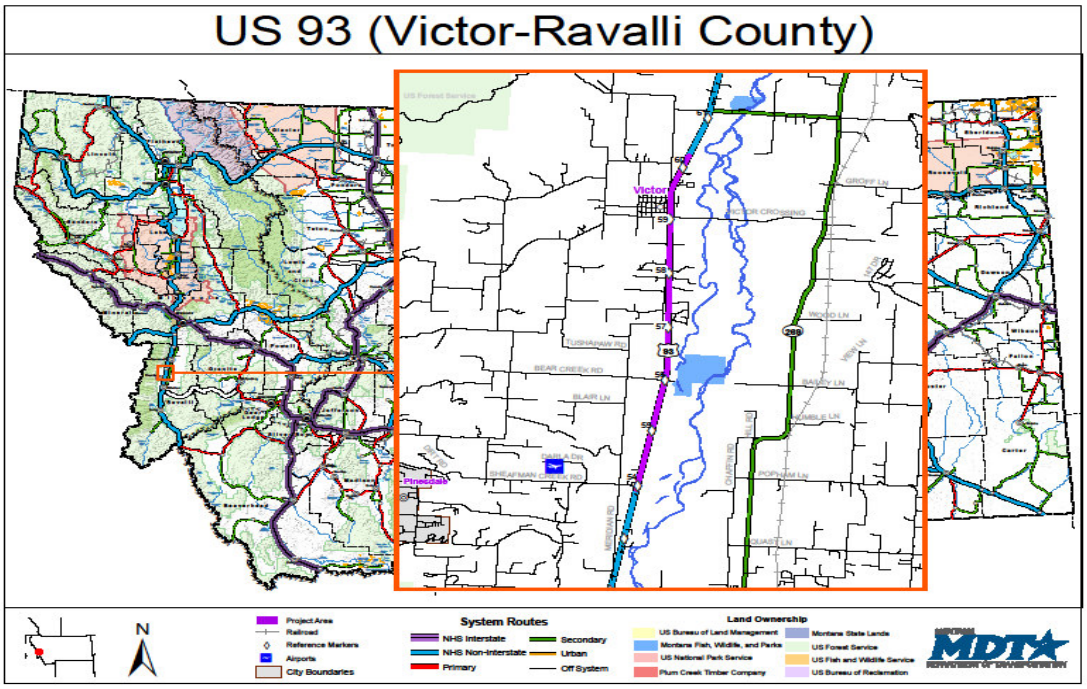
Transportation Investment Generating
Economic Recovery (TIGER)
Discretionary Grant



Montana
US 93 – Victor and South of Victor

Submitted by the Montana Department of Transportation

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Applicant for this TIGER Discretionary Grant:
Montana Department of Transportation
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1. PROJECT NAME

MONTANA – US 93 – VICTOR AND SOUTH OF VICTOR

2. GRANT REQUEST AMOUNT - $32,600,000

3. PROJECT DATA

State: Montana
County: Ravalli
City: Victor (a portion of project)
Congressional District: MT-001
Urban/Rural: Rural
Type: Highway Reconstruction eligible under Title 23, U.S.C.
DUNS Number: 878557917
Web link: http://www.mdt.mt.gov/recovery/grant_victor.shtml

4. PROJECT DESCRIPTION

Location/Demographics

The proposed project will complete a 6.29 mile section of a larger corridor improvement effort; the U.S. Highway 93 (US 93) – Hamilton to Lolo, Montana Corridor through the Bitterroot Valley. US 93 is classified a principal arterial. This project would consist of reconstructing and widening the existing two-lane facility to a four and five-lane facility. The corridor spans approximately 30 miles of US 93 between Hamilton and Lolo, Montana. Table 1: Hamilton to Lolo Corridor Projects illustrates the projects identified in the corridor and the project construction or anticipated construction date.[1] The TIGER grant application is for the three highlighted segments: Bear Creek - South, Bear Creek - North and Victor – Urban.

Project	*Improvement*	*Length*	*Cost*[2]	*Construction Date*
Hamilton - N of Woodside	4/5 – Lane	4.6 miles	30,385,662	Awarded 11/07
Bear Creek - South	**4/5 – Lane**	**2.6 miles**	**11,159,896**	**February 2010**
Bear Creek - North	**4/5 – Lane**	**2.3 miles**	**12,208,887**	**February 2010**
Victor - Urban	**4/5 – Lane**	**1.4 miles**	**9,157,368**	**February 2010**
Victor - North	4/5 – Lane	0.6 miles	2,568,967	October 2009
Bell Crossing N & S	4/5 – Lane	1.4 miles	8,259,017	October 2009
Indian Prairie Loop N & S	4/5 – Lane	2.1 miles	7,262,904	Awarded 8/2009
St. Mary's Rd N & S	4/5 – Lane	1.8 miles	8,297,634 (ARRA)	Awarded 7/2009
Victor - Florence	4 – Lane	6 miles	32,022,981	Awarded 1/2000
Lolo - South	4 – Lane	5.6 miles	8,638,163	Awarded 11/1999

Table 1: Hamilton to Lolo Corridor Projects

[1] 1st Quarter 2009 MDT Progress Report, US 93 Construction Projects
[2] From MDT's Project Performance Management System (PPMS)

This project is located from reference posts (RP) 53.71 to 60.00 on US 93 and is functionally classified as a "principal arterial" traversing western Montana in a north-south direction. See Figure 1: Location Map for project area.

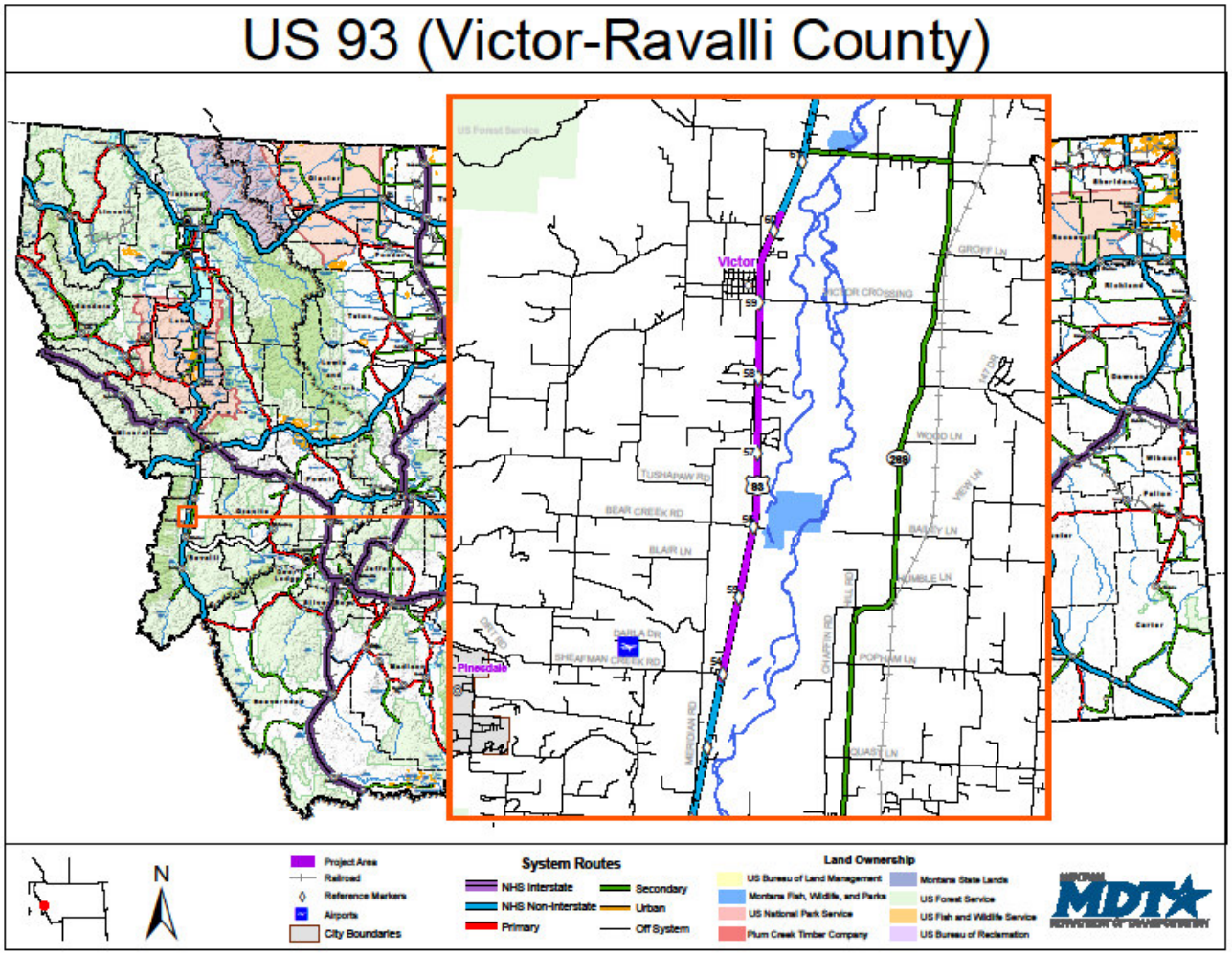

Figure 1: Location Map

US 93 is one of the most heavily traveled National Highway System (NHS) routes in Montana, carrying commuter, commercial, and recreational traffic. US 93 serves as a major commuting transportation link between various communities in the Bitterroot Valley and to the City of Missoula, the primary metropolitan employment and economic center of the area. It also serves as the link to the important recreational and tourism resources of Flathead Lake and Glacier National Park. The project is in Ravalli County, which has experienced rapid population growth that has resulted in additional traffic on US 93 in this area. The current (2009) Average Annual Daily Traffic (AADT) for the subject project is 9,880, which has exceeded the projection in the 1997 Environmental Impact Statement (EIS) of an AADT for the year 2015. The population increased 12.7 percent from 2000 to 2008, with a 2008 estimate placing the population at 40,664.[3] The section of highway defined in this project was constructed in1952-1956 and

[3] Montana Department of Commerce: Census and Economic Information Center: http://ceic.mt.gov/Demog/estimate/pop/County/CO-EST2008-01-30.htm

principally consists of a two-lane highway, briefly expanding to four or five lanes in small areas of urban concentration or where major traffic feeders come into US 93.[4]

The US 93 corridor was included in Executive Order 13274 (EO 13274) "Environmental Stewardship and Transportation Infrastructure Project Reviews," signed by President Bush (2002). The intent of EO 13274 is "to enhance environmental stewardship and streamline the environmental review and development of transportation infrastructure projects." One of the charges of EO 13274 included designating "a list of high-priority transportation infrastructure projects that should receive expedited agency reviews".[5] The US 93 corridor in Montana was identified as a priority transportation corridor and MDT has moved forward with plans for improving the corridor.

Selected Alternative

The undivided four-lane highway for undeveloped rural areas will be used in conjunction with restrictive access control to discourage "strip growth" and to preserve the nature of the rural undeveloped area through limited intersections and access, and will increase safety and capacity. The five-lane highway in urban areas will provide two travel lanes in each direction separated by a continuous center turning lane and will be used with permissive access where high access demand and associated turning movements are present.[6]

The EIS pointed out that growth is the result of many factors in the area and transportation is only one of the factors. It discloses the vast majority of traffic on US 93 in the project corridor is already commuting to/from the City of Missoula which is well-established as the regional economic center, and the Bitterroot Valley has experienced the highest growth rate in Montana for the past several years and should continue to do so into the foreseeable future. [7] Ravalli County has experienced an annual growth rate of 1.43 percent since the 2000 census.[8]

The project is a complete reconstruct and widening of the existing two-lane facility to a four or at intersections, a five-lane facility. The project includes a separated shared use path for the rural area, and an overlay through the community of Victor. The project begins on US 93 approximately 4.5 miles north of the City of Hamilton and extends 6.31 miles north to approximately 0.8 miles north of the Town of Victor (RP 53.71 to RP 60.00). The entire project is located in Ravalli County. In addition to widening, the project will include replacing and widening four bridges to accommodate the new roadway alignment. Urban design standards will be used in the Victor area and will include access control, a signal, curb and gutter, and storm drainage.[9]

Project Limits and Major Design Features: (From RP 53.71 to RP 60.00)

- Bear Creek Road – South: RP 53.71 to RP 56.33 – from the intersection of Sheafman Creek Road extending 2.62 miles to just north of the intersection of Bear Creek Road (Station 83+80.00 to 126+00.00). This section provides improvement for the intersections

[4] *Final Environmental Impact Statement: U.S .Highway 93, Hamilton to Lolo Montana*, Prepared for US Department of Transportation-FHWA, State of Montana Department of Transportation, by Forsgren Associates, Inc. May 1997, pg. 1-6
[5] http://www.dot.gov/execorder/13274/eo13274/index.htm
[6] *Record of Decision- August 1997: Final Environmental Impact Statement FHWA-MT-EIS-96-01-F, Project NH7-1(64)49 U.S. Highway 93 – Hamilton to Lolo, Ravalli and Missoula Counties, Montana, pg.4*
[7] *Record of Decision August 1997…pg. 7.*
[8] http://www.census.gov/
[9] *MDT Project Split Report April 30, 2008, pg.2*

of Sheafman Creek Road and Bear Creek Road. The Mill Creek Bridge will be included in this section.

- Bear Creek Road – North: RP 56.33 to RP 58.64 – from just north of the intersection of Bear Creek Road extending 2.31 miles to the south side of Victor (Station 126+00 to 163+10). This project will replace two bridges and provide safety improvements in terms of access. The northern end of this section transitions in character from a "rural" section to an "urban" section with curb and gutter entering Victor. The South Fork of Bear Creek and the North Fork of Bear Creek bridges will be included in this section.

- Victor Urban: RP 58.64 to RP 60.00 – Beginning on the south side of Victor and extending 1.36 miles to north of Sweathouse Creek (Station 163+00 to 185+10). This is the urban design section of the project and will incorporate curb and gutter, storm drain, improvements to lighting, landscaping and a traffic signal. The Sweathouse Creek Bridge will be included in this section.[10]

The project will also provide pedestrian and bicycle facilities, landscaping and irrigation. The project is part of a larger corridor effort (Hamilton to Lolo) to address congestion by increasing capacity, providing greater efficiency (level of service-LOS) and to significantly reduce accidents and improve safety by adding travel lanes, turn lanes and shoulders.

5. PROJECT PARTIES

Montana Department of Transportation – This project is on the NHS Route, considered "on-system" and MDT's responsibility.
Montana Division of Federal Highways Administration

6. GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS

The request for Funding from the TIGER grant is $32,600,000. The funds will be used for the reconstruction and widening of the US 93 existing two-lane facility to a four and five lane facility located from reference post RP 53.71 to 60.00. MDT has obligated and expended Federal National Highway (NH) funds and state match for the subject project under the parent project: Hamilton – North of Woodside -Victor. As of January 2009, MDT has obligated $3,732,366 of federal (86.58%) and state (13.42%) matching funds for preliminary engineering including the subject project.[11]

The TIGER Discretionary Grant funds will provide 100 percent funding for the remaining project construction and construction engineering costs. The breakdown of costs and funding is listed in Table 2: Project Funding. Additional funds used for the completion of the environmental document and early design that were captured within the greater parent project (Hamilton to Lolo), have not been accounted for in the table below.

[10] *MDT Project Split Report April 30, 2008, pg.4*
[11] Modification of Federal-Aid Project Agreement #16: NH 7-1(52)49F

Table 2: Project Costs and Funding Breakdown

Project Phase	NHS Funding	TIGER GRANT[1]	Total
Incidental Construction	$1,800,000		$1,800,000
Right-of-Way	$2,112,000		$2,112,000
Construction		$29,600,000	$29,600,000
Construction Engineering		$2,960,000	$2,960,000
TOTAL	$3,912,000	$32,560,000	$36,472,000

[1] No indirect costs applied to TIGER funds

Note: The information was gathered from current project estimates not actual costs.

7. SELECTION CRITERIA - PRIMARY SELECTION CRITERIA

7.1. Long Term Outcomes

7.1.1. State of Good Repair

MDT utilizes an asset management strategy termed the Performance Programming (P3) Process 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.

This is an identified project that is part of the corridor plan to improve US 93 - which is considered a highway of "national significance" and serves as a primary arterial highway in the regional transportation network. Under EO 13274, the US 93 corridor in Montana was identified as a priority transportation corridor and the transportation infrastructure projects in the corridor should receive expedited agency reviews".[12] Current physical limitations (two-lane highway and narrow shoulders) and the high volume of traffic on the existing facility seriously inhibit its ability to function as a vital transportation link. Completing this project will tie into other facility improvements to the corridor that have been finished and that are scheduled for construction in the near future.

The EIS examined in detail the alternatives proposed for the corridor improvements. The Record of Decision confirmed that the selected alternative would provide for improved safety and increased capacity for the period of design and beyond, as well as meeting the purpose and need for the action. The alternatives were evaluated for factors including capacity, level of service (LOS), safety, cost, degree of environmental impact, secondary impacts, system linkage, and intermodal relationship. The "preferred alternative" has been selected for implementation because:

- It is the most economical alternative meeting all the stated purposes and needs
- It substantially improved capacity
- It will significantly reduce accidents and improve safety, and

[12] http://www.dot.gov/execorder/13274/eo13274/index.htm

- It has the least impact on the natural environment by using the narrowest section that meets the stated purpose and needs; accordingly the "preferred alternate" is also the environmentally preferred alternate.[13]

This roadway is predicted to double its AADT between 2009 and 2029. The current year (2009) AADT for the project section is projected to be 9,880 and the projected 2029 AADT is 19,670.[14] Given the strong growth in the travel corridor on US 93 between Hamilton and Missoula, passing through the towns of Woodside, Pinesdale, Victor, Stevensville and Lolo, the increased traffic will lead to congestion and safety concerns stemming from a greater chance of vehicle conflicts from greater traffic volumes if the improvements are not made.

The project will also improve the corridor's current inferior and projected long-term Level of Service (LOS) (a measurement of how well the available capacity of a highway matches with the demand placed on it). In 1995, the time of the traffic study for the EIS, the LOS for the Town of Victor was rated at LOS C with an AADT of 6,620 - indicating stable traffic flows with speeds and maneuverability controlled by higher traffic conditions and congestion caused by turning and slower vehicles. The 1995 study predicted that without facility improvements for the Town of Victor, the LOS in 2015 (AADT of 9,630) would be at a LOS D – "traffic approaching unstable flows. Travel speeds tolerable but considerably reduced. Drivers have little freedom to maneuver within traffic stream." The current AADT in 2009 of 9,880 exceeds this EIS LOS D projection.

The desired LOS -with the project improvements - is a LOS B for a 20-year design life for the project area. A LOS B would be stable traffic flows, drivers have reasonable freedom to select speeds and some restrictions start to be introduced.

7.1.2. Economic Competitiveness

US 93 highway, which begins near Phoenix and extends north through Arizona, Nevada, Idaho and Montana to the Canadian border, forms part of the National Highways System and is an important economic linkage for the US.[15] The future condition and function of US 93 in the project area plays an active role in meeting a number of long-term social and economic needs for the region. US 93 provides an important north-south transportation route for freight and tourism traffic through western Montana, by connecting the Bitterroot Valley with the metropolitan city of Missoula and functioning as a major arterial highway in 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 which is currently experiencing congestion and unsatisfactory LOS. Ravalli County has the second highest level of business establishment totals in the state as shown in Figure 2: 2007 County Business Patterns.[16]

[13] Record of Decision, 1997 pg. 3
[14] MDT Traffic Data Collection & Analysis Section, August 2009
[15] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997, pg 1-11
[16] Montana Department of Commerce: Census and Economic Information Center – 2008

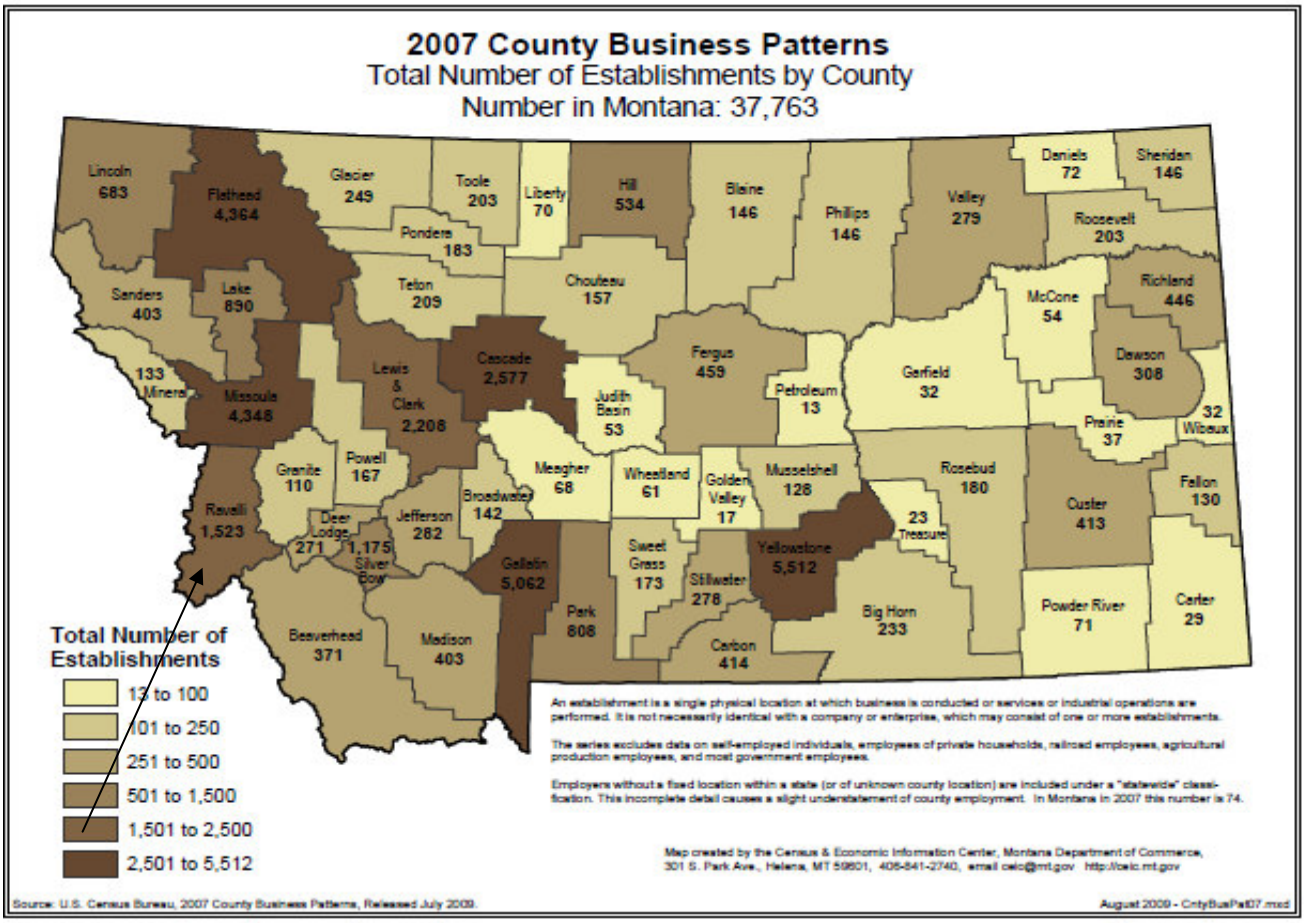

Figure 2: 2007 County Business Patterns

Ravalli County's largest city, Hamilton, is less than 50 miles from the City of Missoula. This portion of the Bitterroot Valley has largely become a bedroom community of Missoula (2008 population 68,202). These commuters use US 93 as the primary route through the valley. It is estimated that roughly 15 to 20 percent of those residing in Ravalli County who are employed work in Missoula County. The close proximity of Missoula influences many aspects of the Bitterroot Valley economy, including population growth (per capita income is <80 percent of the national average) and the unemployment rate in Ravalli County stands at 8.1 percent as of June 2009 (of the 19,062 people in the workforce, 17,525 are employed) compared to the overall state unemployment rate of 6.4 percent.[17] Ravalli County is a designated Economically Distressed Area.

The protection and enhancement of transportation in the corridor is necessary to provide compatibility with land use planning, to facilitate or discourage access to US 93 where appropriate, and to provide for economic stimulation. This project includes implementing measures to reduce traffic demand and instituting a combination of access control policies to encourage development in existing population and economic growth areas and provide protection for undeveloped rural areas by discouraging urban sprawl.

[17] Bureau of Labor Statistics: http://www.bls.gov/lau/

7.1.3. Livability

The existing highway capacity is inadequate to safely and efficiently handle the existing and projected traffic. This has resulted in a high degree of traffic congestion and increased impacts to noise and air quality within the corridor. Significant reductions of traffic and/or improvements to capacity are needed to bring the LOS to the recommended standards of LOS B in the rural section and LOS C in the developed area (Victor).[18]

The project will follow the existing alignment, reducing the impact to local landowners and having the least impact on the natural environment. The project adds additional driving lanes, resulting in a four-lane undivided highway in rural areas with the addition of a center turning lane in areas of existing or anticipated development. Other amenities such as full eight-foot shoulders, separated pedestrian and bicycle facilities to encourage alternate transportation modes, lighting, and curb and gutters in urban areas will increase the quality of living and working environments for the population along the project corridor.

Intermodal connectivity in the corridor continues to be a priority. The corridor has numerous park and ride options for car and vanpooling located in communities that use the highway.. The Missoula Ravalli Transportation Management Association (MRTMA) and MDT continue to develop a series of Park and Ride Sites along the US 93 corridor through the Bitterroot Valley, including sites at Hamilton, Woodside Cutoff, Victor, Stevensville, Florence and Lolo.[19] The Park and Ride Sites were a priority identified in the selected alternative to be developed for the US 93 corridor and continue to be improved upon and utilized by the population.

Funding from the American Reinvestment and Recovery Act (ARRA) of 2009 has benefited the intermodal connectivity for the corridor. MDT has awarded ARRA funding for transit efforts to the Missoula/Hamilton MRTMA,[20] which will receive eight replacement vans (15-passenger) for the commuter van pool program, and the Ravalli County Council on Aging is to receive two buses (12 and 13 passenger) for the BitterRoot Bus on-demand service.[21] The BitterRoot Bus Service provides curb-to-curb bus service for work, medical appointments and shopping.[22] Both of these transit providers serve all interested persons, but with an emphasis on serving economically disadvantage populations, non-drivers, senior citizens and persons with disabilities.

The construction project will enhance the existing intermodal connectivity between residential and commercial areas along the corridor by reducing transit time, reducing emissions and increasing fuel efficiency and increasing LOS for passengers using the transit services.

7.1.4. Sustainability

The project will reduce congestion in the corridor, thereby reducing vehicle emissions through improved traffic flow which will benefit the environment. Ravalli County has experienced a growth rate of 1.43 percent annually since the 2000 census.[23] Ravalli County ranks as the 3rd fastest growing county in Montana, with an increase in population growth of 12.7 percent from 2000 to 2008[24] as shown in Table 4: Six Fastest Growing Counties in Montana. With this growth rate

[18] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997 pg. S-2
[19] *Mrtma.org: Park & Ride Site List*
[20] http://www.mrtma.org/
[21] http://www.mdt.mt.gov/pubinvolve/scripts/newsdata.pl?newname=20090601-150756.top&type=news
[22] http://ravalliccoa.org/transportation.html
[23] http://www.census.gov/
[24] Montana Department of Commerce: Census and Economic Information Center – 2008

predicted to continue, the project will effectively deal with the projected increase in traffic by reducing the unstable traffic flows caused by the current facilities design. The current conditions result in alternate slowing and acceleration of vehicles, contributing to the vehicle emissions and lower fuel efficiency.[25]

Six Fastest Growing Counties in Montana

	July 1, 2008	April 1, 2000	Percent Change	Rank
Gallatin	89,824	67,831	32.4%	1
Flathead	88,473	74,471	18.8%	2
Ravalli	40,664	36,070	12.7%	3
Missoula	107,320	95,802	12.0%	4
Jefferson	11,255	10,049	12.0%	5
Yellowstone	142,348	129,352	10.0%	6

Table 3: Six Fastest Growing Counties in Montana

The following graphic in Figure 3: Population Density-Ravalli County, extracted from the US Census 2000 Population Density in Montana – Block Level, further illustrates the concentration of population density in Ravalli County which follows the natural Bitterroot river path in the valley floor, and is also where US 93 is located. US 93 serves as the only major transportation facility in the area.

[25] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997 pg. 1-12

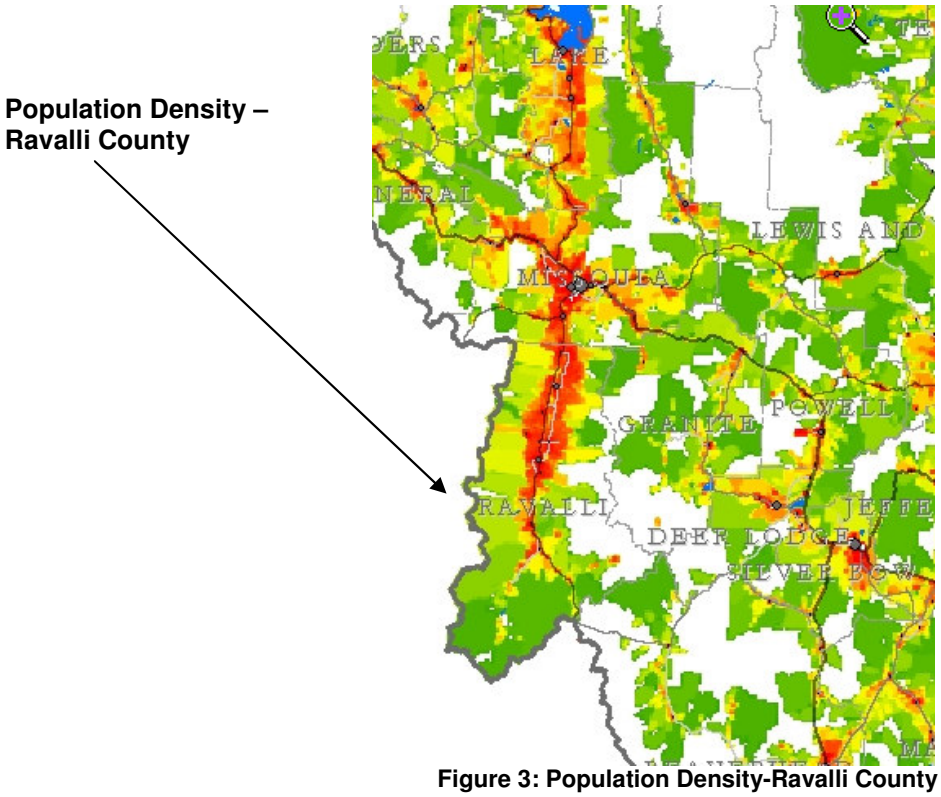

Figure 3: Population Density-Ravalli County

7.1.5. Safety

Historical Conditions: According to the EIS[26], during the five-year period from July 1986 to June 1992, accident statistics revealed there were approximately 570 accidents reported for the EIS corridor study area (Hamilton to Lolo, 34.2 miles). A considerable number of these involved animal collisions and accidents associated with dark/dusk conditions. US 93 through the project area is primarily a two-lane facility with narrow shoulders and frequent steep side slopes with either the shoulder or the oncoming traffic lane being the only areas available to drivers to avoid collisions with animals.

As noted in the Record of Decision (1997), an additional safety analysis, using information from Section 4.17 –*Transportation* in the final EIS and updated accident data for 1995-96, was conducted to verify the conclusions of the EIS. Using the average of the accident rate ranges presented in the EIS, this analysis predicts the preferred alternative would reduce accidents by about 31 percent.

Another safety issue identified in the EIS traffic study is driver frustration from congestion. Approximately 20 percent of the Hamilton to Lolo corridor contains “no passing” areas and the heavy traffic congestion creates long lines of cars behind slow moving vehicles, including recreational vehicles, trucks, buses and cautious drivers. These conditions can create a level of frustration for drivers to the point where hurried, unsafe attempts to pass are frequently made. The resulting lane changes and speed differential between vehicles contributes to a number of accidents. Similarly, long queues are created at major intersections during peak commute times

[26] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997 pg. 1-14, 1-15

where the mainline traffic on US 93 offers no safe gaps for entering the traffic stream from connecting roads or major accesses.

There are higher accident incident sites along the corridor that correlate with turning movements in areas where major traffic feeders come into US 93 or areas that show a higher degree of development (need for access and turning lanes). The existing two-lane facility lacks capacity – creating congestion, and does not provide the opportunity for safer turning movements. In some locations the density of approaches to the highway is high. Approaches include street intersections, driveways from residences and businesses and farm field approaches. An appreciable degree of cross traffic is generated by ingress and egress from developments in areas of strip development near major junctions.

Current Conditions: The most recent 2004-2008 crash data for the proposed project section of US 93 (RP 53.71 to 60.00) reports a total of 154 crashes resulting in one fatal injury crash and a total of 94 injuries (all types) associated with the 154 crashes.[27] This is for a relatively small (6.29 miles) portion of the overall corridor. The crash data from 2004-2008 for the sections of roadway in the subject project illustrates that the project area, based on weighted annual average ADT, had exceeded the Montana NHS rural crash rate averages for the statewide rural NHS system, as illustrated in Figure 4: Rural Crash Rate: Statewide for NINHS vs. US 93 – RP 53.71 to 60.00 – 2004-2008 and in Figure 5: Rural Crash Severity Rate: Statewide for NINHS vs. US 93 – RP 53.71 to 60.00 – 2004-2008.[28] This project seeks to reduce both of these crash statistics.

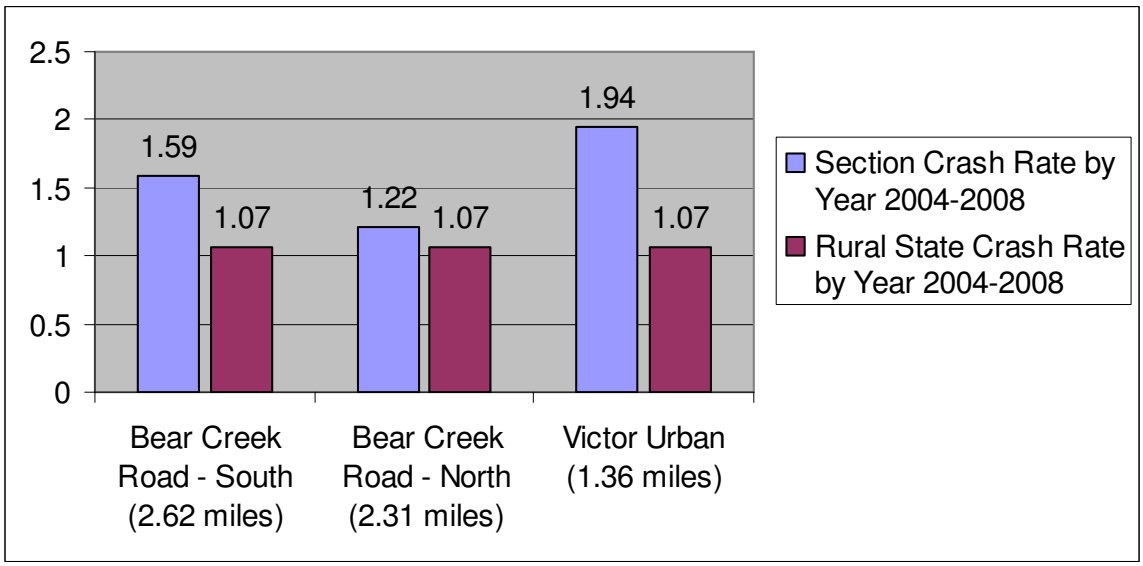

Figure 4: Rural Crash Rate: Statewide for NINHS vs. US 93 – RP 53.71 to 60.00 – 2004-2008

[27] MDT Traffic and Safety Bureau: August 2009
[28] MDT Traffic and Safety Bureau: August 2009

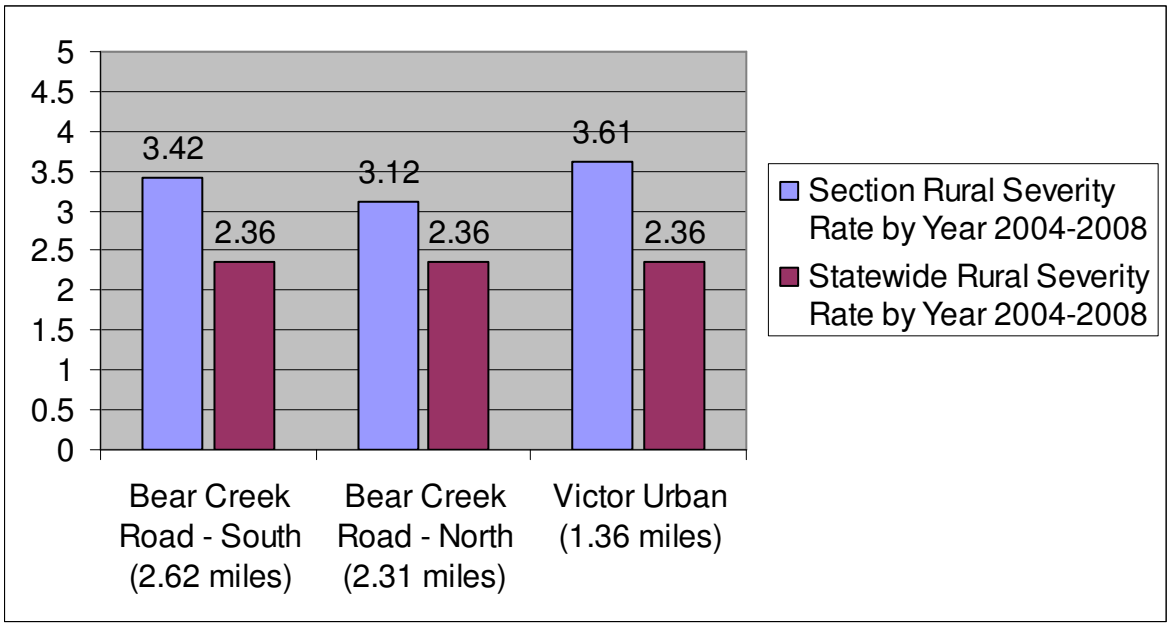

Figure 5: Rural Crash Severity Rate: Statewide for NINHS vs. US 93 – RP 53.71 to 60.00 – 2004-2008

7.2 Evaluation of Expected Project Costs and Benefits

Table 5 below summarizes the expected benefits for the project as per the long-term outcomes discussed in section 7.1. Many of the benefits discussed are more qualitative than quantitative, and have been discussed in the previous section. Those benefits that can be quantified were analyzed and a more detailed explanation of the methodology for the project costs and benefit analysis follows the table.

Long-Term Outcome	Benefit
State of Good Repair	Expanding the facility from two-lane to four-lane does not reduce maintenance costs; however the improvements will significantly increase safety and allow better traffic flow. This will outweigh the increased maintenance cost
Economic Competitiveness	US 93 functions as a major arterial highway as part of 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 which is currently experiencing congestion and unsatisfactory LOS.
Livability	The benefits of the improved roadway include eight-foot shoulders, separated pedestrian and bicycle facilities to encourage alternate transportation modes, The construction project will enhance the existing intermodal connectivity between residential and commercial areas along the corridor by reducing transit time, reducing emissions and increasing fuel efficiency and increasing LOS for passengers using the transit services.
Sustainability	The main areas of benefit will result from the reduction of congestion in the corridor, thereby reducing vehicle emissions

	through improved traffic flow which will benefit the environment.
Safety	The project improvements would result in a *yearly* costs savings of accidents without fatalities of $31,900,000
Total Benefit Cost Analysis Ratio	The benefit Cost Analysis performed for the project demonstrated a **benefit cost ratio of 6.35**

Table 4: Expected Project Benefits

The information listed below outlines the analysis of the expected benefits and costs resulting from the completion of the US 93-Victor and South of Victor project.

The US 93 Victor and South of Victor project will improve a principle arterial route whose current physical limitations (two-lane highway) and the high degree of traffic congestion on the existing facility seriously inhibit its ability to function as a vital transportation link. Completing this project will tie into other facility improvements to the US 93 Hamilton to Lolo corridor that have been finished and that are scheduled for construction. The amount requested for the TIGER Discretionary Grant is $32,600,000.

The project directly contributes to the economic competitiveness of the region and the state, as US 93 provides an important north-south transportation route for freight and tourism traffic through western Montana by connecting the Bitterroot Valley with the metropolitan city of Missoula and Glacier National Park. The improved roadway capacity will result in less traffic delays allowing for more efficient travel for commuters and truck traffic

The benefits of the improved roadway include eight-foot shoulders, separated pedestrian and bicycle facilities to encourage alternate transportation modes, and in the urban areas lighting and curb and gutters. The improvements will increase the quality of living and working environments for the population along the project corridor. Intermodal connectivity in the corridor continues to be a priority. The corridor has numerous park and ride options for car and van pooling located in communities.

The improvements promote a more environmentally sustainable transportation system. The main areas of benefit will result from the reduction of congestion in the corridor, thereby reducing vehicle emissions through improved traffic flow which will benefit the environment. The overall Hamilton to Lolo corridor will reduce travel time for commuters within the area. The actual reduction in vehicle emission for this individual project is small compared to the corridor. However, this is the last portion to complete the corridor and it will enhance the entire improvement. The project is being designed to reduce environmental impacts by remaining on the existing alignment. MDT has developed a mitigation site for any wetland impacts along the project. The roadway was designed to avoid any impacts to 4(f) properties. Bridges have been lengthened to include wildlife crossing potential. Throughout the corridor, the culverts are reviewed and if necessary wildlife passage is being included with the design.

Safety: Benefit Analysis for Project Construction

The Economic value of the project improvements were developed following guidance 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.[29] 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 damage, 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 proposed project:

Bear Creek South (2.62 miles)
There were 78 crashes on this section of roadway between Aug 31, 2003 and Sep 01, 2008. There were 40 crashes that the proposed improvements would address.

Correctable Crash Severity Level	#of crashes/persons	Fraction of VSL	Total Savings (over 5 yrs)
Correctable PDO's	19 crashes	0.002	$220,400
Correctable Possible Injury	12 injuries	0.0575	$4,002,000
Correctable Non Incap Injury	16 injuries	0.1875	$17,400,000
Correctable Incap Injury	7 injury	0.7625	$30,957,500
Correctable Fatality	0	1.000	$0
Total			**$52,579,900**

[29] Federal Register/Vol. 74, No. 115/Wednesday, June 17, 2009/Notices

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 $52,579,900 for the 5-year data period. This results in a cost savings of *$10,515,980/year* in 2009 dollars.

Bear Creek North (2.31 miles)
There were 48 crashes on this section of roadway between Aug 31, 2003 and Sep 01, 2008. There were 28 crashes that the proposed improvements would address.

Correctable Crash Severity Level	#of crashes/persons	Fraction of VSL	Total Savings (over 5 yrs)
Correctable PDO's	15 crashes	0.002	$174,000
Correctable Possible Injury	6 injuries	0.0575	$2,001,000
Correctable Non Incap Injury	5 injuries	0.1875	$5,437,500
Correctable Incap Injury	9 injury	0.7625	$39,802,500
Correctable Fatality	1 fatality	1.000	$5,800,000
Total			**$53,215,000**

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 $53,215,000 for the 5-year data period. This results in a cost savings of *$10,643,000/year* in 2009 dollars.

Victor Urban (1.36 miles)
There were 45 crashes on this section of roadway between Aug 31, 2003 and Sep 01, 2008. There were 21 crashes that the proposed improvements would address.

Correctable Crash Severity Level	#of crashes/persons	Fraction of VSL	Total Savings (over 5 yrs)
Correctable PDO's	16 crashes	0.002	$185,600
Correctable Possible Injury	5 injuries	0.0575	$1,667,500
Correctable Non Incap Injury	1 injuries	0.1875	$1,087,500
Correctable Incap Injury	2 injury	0.7625	$8,845,000
Correctable Fatality	0	1.000	$0
Total			**$11,785,600**

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 $11,785,600 for the 5-year data period. This results in a cost savings of *$10,643,000/year* in 2009 dollars.

7.3. Evaluation of Project Performance:

The Montana Department of Transportation has developed a data gathering and reporting process for all American Recovery and Reinvestment Act of 2009 funded projects. The process complies with Office of Management and Budget and Management (OMB), Transportation & 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 implemented 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) with all seven Tribal Governments throughout the state. In accordance with these MOUs, a negotiated number of trainees will be hired for the project, as will any qualified tribal members. These MOUs emphasize Montana's commitment to Indian 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 Indian 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 Ravalli 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 6: Montana's Economically Distressed Areas below.

At the jobs-per-spending multiplier of one job-year per $92,000 of government spending and no additional funding, the TIGER Discretionary Grant would generate 354.4 job-years or approximately 177 jobs in each construction season.

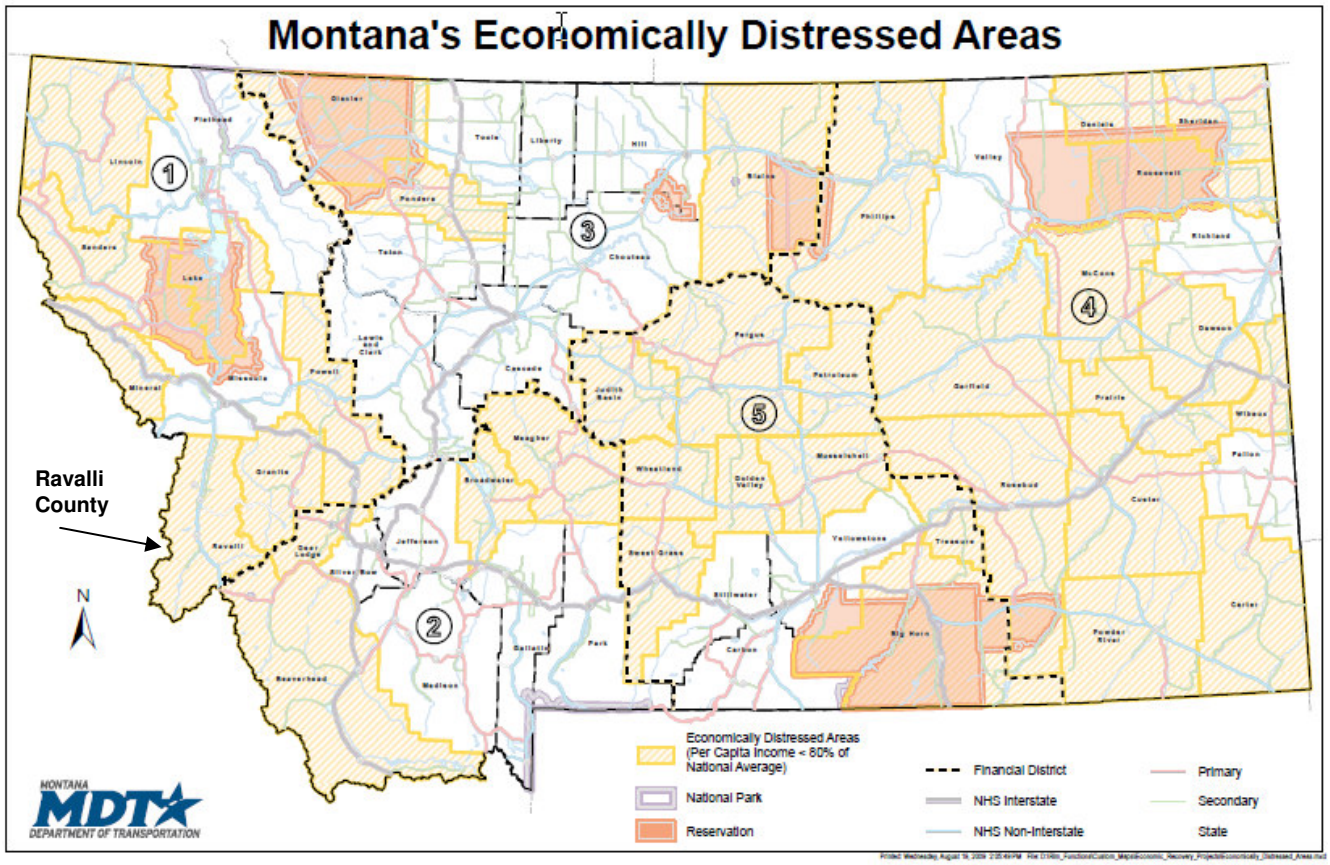

Figure 6: Montana's Economically Distressed Areas

Federal Wage Requirement: MDT certifies that it complies with the requirements of subchapter IV of chapter 31of 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.

7.5. Project Schedule

There has been significant preliminary engineering completed on the project. The final submittal of plans is scheduled for October of 2009. The acquisition of right-of-way was authorized in 2003, and is being completed. The mitigation for the wetland impacts is in place and the

preliminary permit coordination has been completed. Final permits will be applied for when the final plan updates are completed and the exact construction dates are known. The target letting date, provided a funding package can be identified, is February of 2010. The project construction would be expedited; however the location and potential of weather delays will result in a two-year construction schedule with substantial completion of the project by February 17, 2012.

7.6. Environmental Approvals

The 1997 Final EIS FHWA-MT-EIS-96-01-F was completed for the corridor of US 93 Hamilton to Lolo, Montana and includes this project. The Record of Decision to select the preferred alternative of the EIS was issued August 1997. All final designs are being reviewed and appropriate re-evaluations completed as the project moves forward.

7.7. Legislative Approvals

This project does not require additional legislative approval. The project is broadly supported by the local community and is being carried forward by MDT. See attached letter of support from the Ravalli County Commissioners.

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) and was approved by the Montana Transportation Commission (1999). Projects in the TCP Plan are consistent with the performance goals of MDT's asset 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.

The Ravalli County Planning Office is in the process of drafting a comprehensive plan which includes consideration for land use policies. Coordination will continue between the development of the Hamilton/Lolo projects and the Ravalli County Planning Office. [30]

The Ravalli County Commissioners provided a letter of support for this project. A copy can be found at: Add link

7.9. Technical Feasibility

The project is technically feasible substantial preliminary engineering has been completed. The final design is being finished, and the final right-of-way is being purchased. The project will be ready to let in the spring of 2010. Construction would begin and the project will be completed by February 17, 2012.

7.10. Financial Feasibility

The project has viability and completeness assuming the availability of the TIGER Discretionary Grant Funds. The grant funds will accelerate the completion of the project within the near term. MDT has expended federal and state highway funds to complete design, right-of-way purchases, and utility moves. The remainder of the financing package includes the TIGER funds. MDT has expended federal and state highway funds to complete other highway construction projects in the identified US 93 Hamilton to Lolo corridor. Constructing this project will complete the Hamilton to Lolo US 93 corridor improvements. The State of Montana Department of Transportation has a history of successful management of Federal Transportation projects.

[30] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997, pg. S-3

When the project is let for construction, MDT commits to funding any excess above the grant request by other funding allocations.

8. SELECTION CRITERIA - SECONDARY SELECTION CRITERIA

8.1. Innovation:

The project includes a Citizen Advisory Committee that has worked throughout the US 93 Hamilton to Lolo Corridor projects to assist MDT in the development of design that not only meets roadway standards but also is compatible with the local area context. This has resulted in additional landscaping and roadway improvements that meet locals concerns.

8.2. Partnership:

Ravalli County has agreed to maintain the separated shared use path through the project area. The community of Victor requested traffic-calming design features as the roadway enters and exist the community. MDT has included these components in the final design.

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 and includes a shared use path from Hamilton to Lolo.

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. This project started on the 1990's. The Record of Decision to select the preferred alternative of the EIS was completed August 1997. The 1997 Final EIS FHWA-MT-EIS-96-01-F was completed for the corridor of US 93 Hamilton to Lolo, Montana and includes this project. The Record of Decision to select the preferred alternative of the EIS was completed August 1997. Necessary permits are in the process of being amended with Fish, Wildlife and Parks and the US Army Corps of Engineers. Wetland mitigation is in place and approved by the US Army Corps of Engineers. MDT does not anticipate any issues with environmental approvals. The Montana Division of the Federal Highway Administration (FHWA) has concurred with all the documents in compliance with 23 CFR 771. The documents can be found:

EIS – US-93 Hamilton to Lolo: http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93hamilton.pdf

Record of Decision: http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93hamilton_rod.pdf

12. ENVIRONMENTALLY RELATED FEDERAL, STATE AND LOCAL ACTIONS

The above environmental documents (EIS) outlined above include 4(f) evaluations for historic structures.[31] The State Historic Preservation Office (SHPO) responded directly to MDT with its determination regarding six sites that were identified as having historical resources either already listed or eligible for inclusion in the National Register of Historical Places (NRHP). The initial response from SHPO concurred that two sites and four features (sub-elements of sites) were eligible for listing in the NRHP. Later concurrences determined findings of no effect, no adverse effect, or no need for a Determination of Effect for all Historic properties.

MDT also coordinated with SHPO concerning cultural resources[32] and in the construction corridor six rock cairn sites were evaluated for impacts. The locations of the rock cairns are either outside of the proposed construction limits or located with the proposed right-of-way. Three of the sites while in the proposed right-of-way, would not be situated within the proposed construction limits. To assure protection of these resources, a special contract provision is recommended to restrict activity in the vicinity of these three sites to the designated construction limits. SHPO has given concurrence for this approach. Implementation of the preferred alternative is not anticipated to produce adverse impacts on cultural resources. However, some sites are close enough to the existing highway that careful engineering design and further investigation during final design efforts to assure protection and preservation of the cultural resources will be implemented.

Recreation opportunities abound within the project corridor as presented in the EIS. A detailed 4(f) was not required as there will be no direct adverse impacts to public recreational facilities. In all cases, the existing facility can be perpetuated and the recreational functions will continue uninhibited.[33]

There has been and continues to be coordination with the US Army Corps of Engineers and the Montana Department of Environmental Quality concerning the required 404 and 401 certifications required by the Clean Water Act. The agencies have received preliminary permits and approved the mitigation for the project.

Representatives of the US Fish and Wildlife Service (USFWS) were consulted and participated in the EIS. A copy of the Biological Assessment was reviewed by USFWS and concurrence with MDT's determination was received for the Findings of the Biological Assessment. The determination concluded that the improvements to the transportation system along the Hamilton to Lolo corridor, by implementing one or a combination of several proposed alternatives, will not likely adversely affect the threatened bald eagle or the endangered peregrine falcon. The EIS states that impacts associated with proposed improvements are expected to be minimal in the case of endangered species, indirect or cumulative impacts are also expected to be insignificant.

13. PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION

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

[31] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997, pg. 4-85, 4-88, 4-89
[32] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997, pg. 4-88, 4-89
[33] *Final Environmental Impact Statement: U.S.Highway 93, Hamilton to Lolo Montana*, May 1997, pg. 4-89

14. SUMMARY

The Montana Department of Transportation (MDT) is committed if the requested TIGER Discretionary Grant Funds on the US 93 – Victor and South of Victor 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 93 –Victor and South of Victor 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
- Satisfies the Recovery Act's transparency and accountability objectives.