

***TIP*** *FFY* **2019-2023**

*Transportation Improvement Program*

*GREAT FALLS, MONTANA*

# TRANSPORTATION IMPROVEMENT PROGRAM FFY 2019 - FFY 2023

Prepared by  
GREAT FALLS PLANNING BOARD  
In cooperation with  
CITY OF GREAT FALLS  
COUNTY OF CASCADE  
CASCADE COUNTY PLANNING BOARD  
GREAT FALLS TRANSIT DISTRICT BOARD  
MONTANA DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
And  
FEDERAL TRANSIT ADMINISTRATION

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APPROVAL DATES:

TAC \_\_\_\_\_  
MDT \_\_\_\_\_

FHWA \_\_\_\_\_  
PCC \_\_\_\_\_

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## PART I. GENERAL REQUIREMENTS/STATEMENTS

### A. INTRODUCTION.

The U S Department of Transportation issues regulations for Transportation Planning, updating them from time to time. Regulations guiding metropolitan planning are generally outlined in Title 23 CFR part 450, and Title 49 Section 5303. These regulations govern the development of this Transportation Improvement Program (TIP).

As specified in the regulations, the Transportation Improvement Program:

- Is a staged, multi-year, intermodal program of transportation projects;
- Is consistent with the transportation plan;
- Is developed and updated by the transportation policy body of the area in cooperation with state and local officials and other affected transportation and implementing agencies, including affected public transportation providers such as the Great Falls Transit District;
- Is updated at least every four years;
- Updating frequency and cycle is compatible with the State Transportation Improvement Program (STIP) development and approval process;
- Covers a period of not less than four years, although additional years are considered informational; (The Great Falls TIP is a five year program);
- Includes a priority list of projects to be implemented during the time frame of the program;
- Is fiscally constrained by year and includes a financial plan. All revenue and cost estimates for the TIP use an inflation rate to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s);
- May be modified at any time; and,
- In non-attainment and maintenance areas, such as the Great Falls Metropolitan Area, is subjected to an air quality conformity determination by the MPO, FHWA and FTA in accordance with Federal Clean Air Act requirements, EPA conformity regulations and State of Montana air quality rules, as pertain to conformity.

Additionally, the Transportation Improvement Program includes:

- All capital and non-capital surface transportation projects or identified phases of a project within the Great Falls Metropolitan Planning Area proposed for funding under Title 23, U.S.C. and the Federal Transit Act, excluding (at local discretion): safety projects, emergency relief projects and planning and research activities;
- Only projects that are consistent with the transportation plan;

- All regionally significant transportation projects for which an FHWA or FTA approval is required whether or not the projects are to be funded with Title 23, U.S.C. or Federal Transit Act funds;
- For informational purposes and air quality analysis in non-attainment and maintenance areas, all regionally significant transportation projects proposed to be funded with Federal funds not noted above or to be funded with non-Federal funds.

With respect to each type of project generally described above, the TIP also includes:

- Sufficient descriptive material to identify the project or phase;
- Estimated total cost, reflected in year of expenditure dollars;
- The amount of Federal funds proposed to be obligated during each program year;
- The proposed source of Federal and non-Federal funds;
- Identification of the agencies responsible for carrying out the project;
- In non-attainment and maintenance areas, identification of those projects which are identified as Transportation Control Measures (TCMs) in the applicable State Implementation Plan, and in sufficient detail for air quality analysis; and,
- In areas with Americans with Disabilities Act required Paratransit Plans, identification of those projects which will implement the plans.

As a management tool for monitoring progress in implementing the transportation plan, the TIP shall:

- Identify the criteria and process for prioritizing implementation of transportation plan elements for inclusion in the TIP and any changes in priorities from previous TIPs;
- List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects;
- In non-attainment and maintenance areas, describe the progress in implementing any required Transportation Control Measures (TCMs) and include a list of all projects found to conform in a previous TIP and are now part of the base case for the purpose of air quality conformity analyses. Projects shall be listed until constructed.

**B. RELATIONSHIP BETWEEN TRANSPORTATION IMPROVEMENT PROGRAM AND STATE IMPLEMENTATION PLAN.**

A Transportation Improvement Program (TIP) is a multi-year staging program. It includes projects and improvements recommended from the transportation plan. It identifies priorities, anticipated time frames and annual activities for implementation.

A State Implementation Plan (SIP), as it relates to transportation-related air pollutants, identifies air pollution control strategies for areas which are in non-attainment of National Ambient Air Quality Standards.

Transportation-related air pollutants are best controlled or reduced through implementation of transportation-related control strategies. These control strategies are identified and developed through the SIP preparation process. In general, the process defines solutions to air quality problems in non-attainment areas. To ensure that the identified solutions or strategies are implemented in accordance with the timeframe in the SIP for attainment of standards, these solutions or strategies are also programmed in the TIP.

When the Great Falls area was designated as non-attainment of secondary standards for total suspended particulates (TSP) in the late 1970s, a cooperative effort by the State Air Quality Bureau, City-County Health Department, City of Great Falls, Montana Department of Transportation and City-County Planning Board resulted in the analysis, review and selection of TSP control strategies. The problem involved inadequate street sanding materials and street sweeping operations during winter months. As such, the level of effort to attain standards primarily involved improving the sanding materials and sweeping operations.

These solutions solely involved seasonal maintenance and operation budgets and did not require any major capital expenditure. As such, the solutions, as identified in the Great Falls portion of the SIP, were not included in the TIP, as would have been the case if major cost intensive improvements were needed.

With the past designation of the Great Falls area as non-attainment of Carbon Monoxide standards, a revision to the SIP was conducted. However, the strategy proposed in the SIP was not included in the TIP because of the nature of the strategy, which was to rely upon the newer model of automobiles to remedy the problem. This was on the premise that the newer autos being designed would emit fewer pollutants. If local and State resources had been required, the strategies would have been included in the TIP under a time frame, which corresponded with that of the SIP. This would assure that the two were consistent and that standards would be attained in accordance with an established timeframe.

Because the Great Falls area did not attain compliance with carbon monoxide (CO) standards through implementation of the strategy or within the established timeframe, a different study effort was initiated during FFY 1989. However, in early 1992, the Great Falls non-attainment area was reclassified as a "not classified" non-attainment area. As such, an SIP update was not required, but an emissions inventory was developed to establish a data base for TIP conformity determinations and for requesting a re-designation as an attainment area.

A 1996 base year emissions inventory was submitted to EPA in February 2000, along with a ten year maintenance plan and a request to re-designate Great Falls as an attainment area. In May 2002, EPA re-designated Great Falls as a "limited maintenance plan" attainment area. With the re-designation, Great Falls must still comply with the ten year plan (through 2012) and has recently submitted a revised maintenance plan that provides for maintenance of the CO standards for an additional ten years. This second maintenance plan is currently in the hands of EPA, and this TIP is considered compliant for Air Quality requirements. The State Air Quality Bureau and the City-County Health Department continue to monitor and analyze CO levels in Great Falls to help demonstrate ongoing compliance with the CO standards.

In that no required Transportation Control Measures (TCMs) are included in the SIP, there are no specific TCMs recommended for implementation in this TIP. However, 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. This determination is made through a regional emissions analysis, which assesses the TIP's impact on vehicle-use patterns and associated carbon monoxide levels. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51, was performed in conjunction with the development of the Great Falls Area Long Range Transportation Plan - 2018. The

Plan was found to conform in late 2018. Because transportation projects in the TIP are contained in the Plan's regional emissions analysis, a separate analysis is not necessary.

C. MERGING SHORT RANGE AND MAJOR STREET NETWORK IMPROVEMENTS INTO THE TIP.

Project prioritization exercises are periodically conducted by the local Technical Advisory and Policy Committees to rank short range and major street network improvements. Those improvements with the highest ranking are incorporated into the TIP until the projected urban funding for the five years of the TIP are exhausted.

D. ENERGY CONSERVATION CONSIDERATIONS IN THE TIP.

In the past, energy impact analyses have been conducted as a part of the urban transportation planning process, particularly in systems planning activities and in environmental impact statements during specific project planning activities. Additionally, attention was given to energy conservation and contingency planning.

The Great Falls area has an operating transit system. Additionally, ridesharing was investigated. Interface of transit facilities and roadway proposals will continue to be considered.

E. CERTIFICATION STATEMENTS.

In accordance with Federal regulations governing transportation planning under FHWA and FTA grant programs, the Metropolitan Planning Organization (MPO) hereby certifies that the requirements of 23 CFR §450.336 and 49 CFR 613 Subpart A are met. Further, the MPO certifies its transportation planning process is in compliance with all applicable requirements.

Additionally, the Metropolitan Planning Organization certifies that the local process established for the involvement of private enterprise has been followed.

The MPO assists the Great Falls Transit District Board in providing notice to local private transportation providers. The notice advises that the local TIP is being developed and that it includes a program of transit projects. The notice further advises of the times, dates and meetings during which the program will be discussed and considered. Providers are encouraged to attend and participate. In that the Transit District Board operates paratransit services in-house, it no longer solicits bids for this type of service and operation from the private sector.

F. ANNUAL LISTING OF OBLIGATED PROJECTS.

In accordance with 23 CFR §450.334, regarding the development of an annual listing of projects for which Federal funds have been obligated in the preceding year, this annual listing is available in the offices of the Great Falls Planning Advisory Board (MPO), as well as on the MPO's webpage, hosted as part of the Great Falls Planning & Community Development Department's website.

G. PERFORMANCE MEASURES AND THE TIP

Planning "Performance Measures" are a tool by which the effectiveness of the transportation programs can be measured. The Federal Fixing America's Surface Transportation (FAST) Act mandates the adoption of Performance Measures and Targets by MPOs and States, and that they be included in the

## MPOs Long Range Transportation Plan and TIP.

The Great Falls MPO has adopted the measures and targets set by the Montana Department of Transportation, and has committed to meeting the targets through implementation of its LRTP. The MPO has adopted the State's measures and targets for safety, pavement and bridge condition, system performance, freight and CMAQ, and will support the Great Falls Transit District's measures associated with transit. To support the targets, the MPO will plan and program projects that contribute toward meeting the targets for each Performance Measure.

The measures and targets may be found in the MPO's adopted Long Range Transportation Plan (LRTP), and are incorporated by reference in this Transportation Improvement Program.

### H. UPDATE, AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCEDURES

From time to time, a full update to the TIP is required. The update must be at least every four years, but may occur sooner. Between updates revisions to the TIP may be necessary. Revisions may be "major" or "minor". A major revision is termed an "Amendment", while a minor revision is termed an "Administrative Modification."

The Great Falls MPO has established the following procedures for Update, Amendment and Administrative Modification of the TIP.

#### 1) Update

If, in staff's determination, any of the following conditions apply, a full Update to the TIP will be performed:

- a. Sufficient time has elapsed since the last Update (generally, 2-3 years); or,
- b. A sufficient number of projects have been completed (or added or removed) that the majority of the information contained in the TIP is out-of-date; or,
- c. The amount of available funding has changed to a degree that the fiscal constraint of the TIP has come into question. This could also be triggered through significant changes to the costs of committed projects; or,
- d. If directed to do so by TAC and PCC; or,
- e. The regulatory 4-year deadline for update is approaching; or,
- f. Other significant changes, such as changes to Federal Transportation Planning laws, have triggered the need.

Upon initiating an update, TAC members will typically be asked to volunteer or may be appointed by the Chairman to aid MPO staff in the preparation of the update. TAC member involvement may include nomination of new projects, updating cost estimates or project scopes, recommendation of project priorities, review of the Transportation Plan for relevant provisions, etc. MPO staff will lead and coordinate the update process.

Public notice will be made on the MPO's website when the update is initiated. TAC will consider the draft TIP and approve the draft for release for public comment. A 30 day formal public comment period, advertised in the newspaper and on the MPO's website, will precede a public hearing held by the Great Falls Planning Advisory Board (Great Falls MPO). Action by the MPO and PCC will follow the close of the formal public comment period. However, public comment upon the TIP may be provided prior to and at the TAC meeting and PCC meeting where adoption of the TIP is considered.

Other relevant provisions of the MPO's Public Involvement Plan will be followed, as appropriate.

#### 2) Amendment



An “amendment” is a revision that involves a major change to a project included in the TIP, including the addition or deletion of a project or a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes (including those where a phase or phases are outside the timeframe of the TIP), do not require an amendment.

Public Notice will be made on the MPO’s website for opportunity for public review and comment. Amendments will be approved by TAC, the MPO and PCC.

### 3) Administrative Modification

An “administrative modification” is a minor revision that includes minor changes to project or project phase costs, minor changes to funding sources of previously included projects, and minor changes to project or project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Administrative Modifications will be approved by TAC and PCC at scheduled meetings. In instances of need for expedited action, TAC and PCC may consider action by e-mail, if the respective chairs so choose.

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## PART II. PROJECT PRIORITIES

Project priorities in the Great Falls Metropolitan Area are established by several different agencies, depending on the source of funds.

Priorities for projects to be funded with Surface Transportation Program (Urban System) Funds and Montana Air Congestion Initiative (MACI) - Guaranteed Program Funds are established by the Technical Advisory Committee and the Policy Coordinating Committee. Transportation Alternatives (TA) Projects are selected through a competitive solicitation process by the Montana Department of Transportation.

The selection of projects to be funded with Federal National Highway System (NHS) Program Funds in the Great Falls Metropolitan Area is made by the Montana Department of Transportation in cooperation with the local transportation planning participants.

The Great Falls Transit District Board makes decisions and priorities on the use of Federal Transit Administration Section 5307 funds.

The following is a list of major Federal/State funded roadway projects which were implemented in the Great Falls Metropolitan Area during the past five years and were included in previous year TIPs.

<u>Year Completed</u>	<u>Project</u>	<u>Description</u>	<u>Funding Agency</u>	<u>Total Cost</u>
2014	2 <sup>nd</sup> Ave N	Pavement Preservation/rehab 57 <sup>th</sup> -63 <sup>rd</sup> Sts	St/Fed	\$671,919
2014	1 <sup>st</sup> Ave N/2 <sup>nd</sup> Ave N	Curb Ramps/Pavement Preservation	St/Fed	\$964,319
2014	Smelter Ave-Div. Rd.	Reconstruct/Roundabout	St/Fed	\$4,827,657
2014	Smelter Ave-Black Eagle	Reconstruct	St/Fed	\$5,767,719
2014	2 KM N of Great Falls	Widen/reconstruct Bootlegger Tr.	St/Fed	\$10,915,323
2015	9 <sup>th</sup> St N	Pavement Preservation/ADA	St/Fed	\$112,220
2015	25 <sup>th</sup> Ave NE	Pavement Preservation/ADA	St/Fed	\$518,960
2015	8 <sup>th</sup> Ave N	Pavement Preservation/ADA	St/Fed	\$640,059
2016	South Central Arterial	Reconstruct	St/Fed	not closed
2016	10 <sup>th</sup> Ave to 32 <sup>nd</sup> ST	Reconstruct	St/Fed	\$1,288,799
2017	Great Falls ADA	ADA enhancements	St/Fed	not closed
2017	Emerson JCT Man.	Major Rehab	St/Fed	not closed
2018*	Fox Farm	Reconstruct	St/Fed	not closed

There has been no major locally funded roadway reconstruction project (no regionally significant project) implemented in the Great Falls Metropolitan Area for many years (since 1991).

The following project priorities (Table 1) are proposed to be implemented during the five years of this TIP.

**TABLE 1  
PROJECT PRIORITY LIST**

**FEDERAL STP URBAN PROGRAM**

<b>Rank No. Priority Year</b>	<b>Project</b>	<b>Type of Work</b>	<b>Project Length</b>	<b>Estimated Cost (in year-of-expenditure)</b>
<b>Long Range Urban Projects:</b>				

<b>Short Range Urban Projects/Set-Aside Programs:</b>				
Annual	Durable Pavement Markings Program	Install markings on Urban routes per City, County and MDT	--	\$ 50,000 per year
Annual	Urban System Maintenance Program (Local)	Perform chip seals, overlays and Related maintenance activities on Urban Routes	--	\$ 185,618 per year

**MONTANA AIR CONGESTION INITIATIVE – GUARANTEED PROGRAM**  
**(FHWA CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT FUNDS)**

<b>Rank No.</b>	<b>Priority</b>	<b>Year</b>	<b>Project</b>	<b>Type of Work</b>	<b>Project Length</b>	<b>Estimated Cost (in year-of-expenditure)</b>
<b>MACI Projects</b>						
Annual			Traffic Mitigation	Lights, route improvement	--	\$ 185,618 per year
Annual			ADA Compliance	ADA improvements	--	\$ 100,000 per year
2019			3 <sup>rd</sup> St NW	Traffic and Signal improvements	--	PE \$ 154,403 IC \$ 51,585 RW \$ 51,585 CN \$ <u>709,304</u> \$ 966,877
2021			River's Edge Trail Connector	Shared Use Path connection	--	PE/IC/RW \$ 350,000 CE/CN \$ <u>1,625,000</u> \$ 1,975,000
2021			Stuckey Road – Great Falls	Road Reconstruct	.42 mi	PE \$ 70,001 Const. \$ <u>985,853</u> \$ 1,055,854

**FEDERAL NATIONAL HIGHWAY SYSTEM PROGRAM**

<b>Rank No. Priority Year</b>	<b>Project</b>	<b>Type of Work</b>	<b>Project Length</b>	<b>Estimated Cost (in year-of-expenditure)</b>
-- 2019	NH 10-1(31)4 Great Falls - North	Reconstruct and widen (Passing and turn lanes) A portion of the project is in the planning area	6.67	PE \$ 1,338,402 RW/IC \$ 1,284,788 Const.* \$ 13,843,478 \$ 16,466,668
Annual	MDT-Pavement Preservation/ Preventative Maintenance	Perform chip seals, overlays, and Minor intersection improvements and related maintenance activities on NH Routes	--	As funded

**FEDERAL INTERSTATE MAINTENANCE PROGRAM**

<b>Rank No. Priority Year</b>	<b>Project</b>	<b>Type Work</b>	<b>Project Length</b>	<b>Estimated Cost (in year-of-expenditure)</b>
Annual	MDT-Pavement Preservation/ Preventative Maintenance	Perform chip seals, overlays, and Minor intersection improvements and related maintenance activities on NH Routes	--	As funded
-- 2020	IM 15-5 Ulm - Great Falls	Pavement Preservation	11.41	PE \$ 44,711 Const.* \$ 1,655,622 \$ 1,700,333
-- 2020	IM I-315 Fox Farm Road – West (I-315)	Pavement Preservation	.82	PE \$ 76,648 Const.* \$ 1,379,684 \$ 1,456,332

**FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM**

<u>Rank No.</u> Priority Year	Project	Type of Work	Project Length	Estimated Cost* (in year-of-expenditure)	
-- 2019	Park Dr/4 <sup>th</sup> Ave N Ped Xing-GTF Bike/Ped (TA)	Bike/Ped Crossing	--	PE	\$ 133,650
				Const.	\$ 205,505
					\$ 339,155

**OTHER/FEDERAL/STATE/LOCAL PROGRAMS**

<u>Rank No.</u> Priority Year	Project	Type of Work	Project Length	Estimated Cost (in year-of-expenditure)	
-- 2019	SF 169 Cascade Cnty SFTY Improv	Countywide improvements	--	PE	\$ 35,674
				CN	\$ 84,000
					\$ 119,674
-- 2020	SF 169 I-15 HT Cable Rail	Install high tension cable rail	10.0	PE	\$ 268,548
				CN	\$ 1,773,660
					\$ 2,042,208
-- 2020	SF139 6 <sup>th</sup> St/NW Bypass Safety	Turn lane improvements	--	PE	\$ 91,599
				IC/RW	\$ 58,958
				CN	\$ 503,251
					\$ 653,808
UPP	MDT Urban System Pavement Preservation Program	Perform chip seals, overlays and related preservation activities on Urban Routes	--	Per prioritized projects	
Annual	Operations & Maintenance-Local	Operate & Maintain Federal-Aid Systems	13.9 mi. 42.5 mi.	County	\$50,000 per year
				City	\$477,000 per year

### PART III. FINANCIAL PLAN

Table 2 summarizes current revenue sources and estimates anticipated to be available for transportation system development in the Great Falls Metropolitan Area during the next five years. The following narrative explains each of the revenue sources and discusses some of the difficulties associated with estimating revenue levels.

The Federal-aid highway funding categories described herein are those funding programs established under Federal law. There are two major funding categories, including the Federal National Performance Program (NHPP) and the Federal Surface Transportation Block Grant Program (STP).

Regarding NHPP funds, these funds are distributed throughout the State, based on statewide highway needs. In general, highway projects within each financial district compete for available funding based on a priority program for all NHPP projects within the State. Projects on the National Highway System (NHS) are selected and prioritized by MDT. However, NHS needs in the urbanized area may be identified and recommended to the MDT through the local transportation planning process and in any case must be included in an approved TIP before implementation can occur.

Regarding STP funds, the Montana State Legislature chose to sub-allocate these funds to state designated funding systems - State Primary, Urban and Secondary highway systems were designated.

For the Primary system, funds are allocated to each of five financial districts in the State based on highway mileage sufficiency ratios. However, since there are no Primary system roadways within the Great Falls Metropolitan Area, this is not an available funding source.

For the Urban system, funds are allocated to qualifying Urban Areas in the State with populations of over 5,000. The distribution is based on the ratio of urban population to the total urban population in all State Urban Areas over 5,000. Populations are reviewed after every Federal decennial Census. Depending upon the release date of the 2020 Census information, there may be some adjustment to the later years of this TIP.

For the Secondary system, funds are currently allocated to each of the five financial districts based on ratios of land area, rural population, rural road mileage and value of rural lands in each district to the total of these items in the State. Funds apportioned to each district are further apportioned to each county in the district on the same basis. These funds are not available for use within the Great Falls Metropolitan Area but are available for use in the remainder of the Transportation Study Area. MDT maintains paved secondary roads.

Federal transportation alternative set-aside funds are used for special purpose projects including bikeways, pedestrian facilities, landscaping, scenic beautification, historic preservations, etc. The passage of MAP-21 replaced and re-structured the program, now referred to as "Transportation Alternatives" (TA). Federal regulations require states to

establish a statewide competitive grant program. In Montana, the TA Program allows local governments to apply to the State for eligible projects. The State then selects projects. From time-to-time, the City of Great Falls has successfully submitted projects for use of TA funds.

Through the Montana Air Congestion Initiative (MACI) Program, MDT distributes funds from the Federal Congestion Mitigation and Air Quality (CMAQ) Program. Funds are available for intersection improvements, signal synchronization, bike/pedestrian facilities, transit and other activities to improve air quality through reduced congestion, or other transportation-related projects that would improve air quality.

All Federal-aid funded projects scheduled in subsequent program years involving a commitment of funds in excess of annual allocations will be reviewed by MDT prior to future TIP approval to determine if such a commitment is in accordance with the objectives of the overall statewide construction program.

For Federal Transit Administration (FTA) Section 5307 funding, Federal regulations specify that capital and operating system grants are provided annually for urbanized areas with populations over 50,000 and under 200,000. In Montana, only Great Falls, Missoula and Billings qualify for these funds. Section 5307 funds require local funding at 20 percent of the total grant for capital grants and 50 percent of the total for operating grants. On occasion, Section 5309 Discretionary funds are made available to the Great Falls Transit District Board.

Limited funds for public transit assistance are also available from the State of Montana. MCA 7-14-102 outlines a distribution methodology for these funds. Amounts vary and are calculated based upon local expenditures for public transit. The Great Falls Transit District is eligible for an allocation based upon the ratio of its local financial support for public transportation to the total local financial support for all general public transportation systems in the state. Local financial support is determined by dividing the district's expenditure of local revenue for transit operations during the fiscal year by the mill value of the transit district. The transit district computes its expenditure of local revenue for transit operations for a fiscal year immediately following the end of the fiscal year and applies allocations received against that deficit. This amount may not be more than 50% of any year's expenditure of local revenue for public transit.

Another potential source of revenue for public transportation improvements is FTA Section 5310 funds. These funds are used to help localities purchase buses and related equipment for provision of services to the elderly and handicapped. Such funds have been used to assist agencies such as the Cascade County Senior Citizens, Retired Senior Volunteer Program, and Montana Easter Seals-Goodwill. Grants are made from year to year through the Montana Department of Transportation on the basis of demonstrated need and coordination of services. Thus, while funding is available, it is difficult to estimate the specific amount of funds, which will be available in any given fiscal year.



Fuel Tax allocations are made by the Montana State Legislature every two years. It should be noted that a portion of the City's fuel tax allocation is expended for routine street maintenance and material purchases by the City Street Division. The majority of the County's allocation is spent outside the Great Falls Metropolitan Transportation Study Area and the portion spent within the study area ordinarily fluctuates from year to year.

Several other sources also provide funds. Federal highway safety set-aside funds are available, though these funds are not allocated directly to an urban area but are programmed on a statewide basis according to traffic accident statistics and other indications of highway safety problems. Federal bridge replacement/rehabilitation funds and Interstate funds are also available on a project by project basis. Communities, by means of special improvement districts or local revenue or general obligation bonds, can also raise other roadway improvement funds.

In 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) made funds available for transportation projects and the Great Falls area was able to utilize these funds to some extent. A number of roadway overlay projects, a sidewalk project, intersection improvement project, transit bus purchases and two trail projects were constructed with Recovery Act funds. This is a unique funding source, and will likely not be repeated. However, with each Congress, new opportunities for funding often arise. Therefore, the MPO will actively pursue likely Federal funding sources, if and when they become available.

The Fixing America's Surface Transportation (FAST) Act was passed by Congress on December 3 and signed by President Barack Obama on December 4, 2015, authorizing funding for Federal transportation programs for the six-year period from 2016-2020. The FAST Act effectively replaces the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. MAP-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 2-year period FFY 2013-2015. Previously, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) was adopted as the six-year transportation funding bill in 2005. Like SAFETEA-LU and MAP-21, the FAST Act requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the FAST Act may have replaced MAP-21 and SAFETEA-LU in 2015, any previously obligated but unspent funds under the previous acts are still available at this time.

**TABLE 2**  
**ESTIMATED TRANSPORTATION REVENUE**  
**GREAT FALLS METROPOLITAN AREA**  
**GREAT FALLS, MONTANA**

Funding projections for 2018-2022 are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future Congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

Federal Fiscal Year (10/1-9/30)	STP Urban Funds	MACI Funds (FHWA CMAQ)	CMAQ Local	NH Funds	IM Funds	HSIP	UPP	STPS, Earmarks Bridge, and other Funds	Tranportation Alternatives Program	FTA Transit Funds	State Gas Tax Funds	HB473 Gas Tax Funds	Totals			
									County		City	County	City	County		
2019	\$1,430,409	\$1,232,400	\$1,539,717	\$5,445,071	\$500,000	\$284,000	\$2,069,979	\$2,179,000	\$240,301	\$527,000	\$2,904,600	\$968,588	\$197,853	\$360,411	\$72,756	\$19,952,085
2020	\$1,430,409	\$777,700	\$1,539,717	\$1,057,071	\$3,535,206	\$2,202,310	\$500,000	\$2,179,000	\$200,000	\$527,000	\$2,904,600	\$968,588	\$197,853	\$360,411	\$72,756	\$18,452,621
2021	\$1,430,409	\$500,000	\$1,539,717	\$1,057,071	\$500,000	\$200,000	\$500,000	\$2,179,000	\$200,000	\$527,000	\$2,904,600	\$968,588	\$197,853	\$360,411	\$72,756	\$13,137,405
2022	\$1,430,409	\$500,000	\$1,539,717	\$1,057,071	\$500,000	\$200,000	\$500,000	\$2,179,000	\$200,000	\$527,000	\$2,904,600	\$968,588	\$197,853	\$360,411	\$72,756	\$13,137,405
2023	\$1,430,409	\$500,000	\$1,539,717	\$1,057,071	\$500,000	\$200,000	\$500,000	\$2,179,000	\$200,000	\$527,000	\$2,904,600	\$968,588	\$197,853	\$360,411	\$72,756	\$13,137,405
<b>Total</b>	<b>\$7,152,045</b>	<b>\$3,510,100</b>	<b>\$7,698,585</b>	<b>\$9,673,355</b>	<b>\$5,535,206</b>	<b>\$3,086,310</b>	<b>\$4,069,979</b>	<b>\$10,895,000</b>	<b>\$1,040,301</b>	<b>\$2,635,000</b>	<b>\$14,523,000</b>	<b>\$4,842,940</b>	<b>\$989,265</b>	<b>\$1,802,055</b>	<b>\$363,780</b>	<b>\$77,816,921</b>

## PART IV. SCHEDULING ELEMENT

### A. Staging Program

Table 3 presents a multi-year staging or phasing of the projects identified in the priority lists (Table 1).

### B. Expenditure Program

For each of the five years of the TIP, Table 4 combines the project priorities, financial resources and project staging information and presents a multi-year funding and expenditure program.

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**TABLE 3**  
**MULTI-YEAR STAGING PROGRAM**

Source	Project	FFY	2019	2020	2021	2022	2023
Federal Surface Transportation Program (STP) Urban Program	Fox Farm Rd (Reconstruct from city limits to Dick Road)		■				
	Short Range Improvements Program <sup>1</sup>		■	■	■	■	■
	Durable Pavement Markings <sup>1</sup>		■	■	■	■	■
	Urban System Maintenance Program <sup>1</sup> (Local)		■	■	■	■	■
Montan Air Congestion Initiative Program (FHWA CMAQ)	Montana Air Congestive Intitiative - Guaranteed Program <sup>1</sup>		■	■	■	■	■
	3rd St NW		■				
	River's Edge Trail Connector - Great Falls			■	■	■	■
	Stuckey Road - Great Falls		■	■	■	■	■
Federal National Highway System Program	MDT Pavement Preservation /Preventitive Maintenance - NH <sup>1</sup>		■	■	■	■	■
	Great Falls - North*		■	■	■	■	■
Federal Interstate Maintenance Program	MDT Pavement Preservation /Preventitive Maintenance - IM <sup>1</sup>		■	■	■	■	■
	Ulm - Great Falls*		■	■	■	■	■
	Fox Farm Road - West(I-315)		■	■	■	■	■
TA Program	City of Great Falls/Cascade County Sponsored Projects <sup>1</sup>		■	■	■	■	■
	Park Dr/4th Ave N Ped Xing - GTF		■	■	■	■	■
Federal Transit Programs	Section 5307, 5309, 5316, and 5317 Funed Programs <sup>1</sup>		■	■	■	■	■
	Section 5310 Funded Program <sup>1</sup>		■	■	■	■	■
Other Federal/State/Local Programs	Bridge Preservation Program <sup>1</sup>		■	■	■	■	■
	Safety Projects <sup>1</sup>		■	■	■	■	■
	MDT Pavement Preservation /Preventitive Maintenance - Urban <sup>1</sup>		■	■	■	■	■
	Operations & Maintenance of Federal-aid Systems (Local & State)		■	■	■	■	■

<sup>1</sup> Indicates recommneded projects and programs will be staged and implemmented as funds are programmed and granted. Implementation phases will vary by project/program.

\* Portion of project is within the MPO planning area.

Preliminary Engineering    ■    Right of Way/Utilities    ■    Construction/Implementation    ■

**TABLE 4  
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM**

	UPN	Project Activity	Total Estimated Cost	1	2	3	4	5	6	7	8	9	10	11
				STP Urban Funds	MACI Funds Discretionary CMDP	CMAQ Local	NH Funds	IM Funds	HSIP	UPP	STPS, Earmarks Bridge, and other Funds	Tranportation Alternatives Program	State Transit Funds	FTA Funds
<b>Federal Fiscal Year 2019</b>														
Estimated Carryover Balance				\$ 1,502,577		\$ 7,377,128								\$ -
Estimated Allocation (10/1/18)*				\$ 1,430,409	\$ 1,390,000	\$ 1,539,717	\$ 5,457,071	\$ 500,000	\$ 342,958	\$ 2,493,853	\$ 2,179,000	\$ 549,184	\$ 39,600	\$ 2,865,000
Estimated Beginning Balance				\$ 2,932,986	\$ 1,390,000	\$ 8,916,845	\$ 5,457,071	\$ 500,000	\$ 342,958	\$ 2,493,853	\$ 2,179,000	\$ 549,184	\$ 39,600	\$ 2,865,000
Durable Pavement Markings		PE/CN	\$ 50,000	\$ 50,000										
Urban System Maintenance Program		PE/CN	\$ 185,618	\$ 185,618										
Urban Pavement Preservation Prog.		ALL	\$ 500,000							\$ 500,000				
Great Falls South - Urban	9511	CN	\$ 1,993,853							\$ 1,993,853				
HSIP Safety Projects		ALL	\$ 200,000						\$ 200,000					
SF 139 - 6th ST/NW Bypass SFTY	8623	RW/IC	\$ 58,958						\$ 58,958					
SF 169 Cascade CNTY SFTY IMPRV**	9426	CN	\$ 84,000						\$ 84,000					
Stuckey Road	9532	IC/RW	\$ 6,400			\$ 6,400								
River's Edge Trail Connector		PE/IC/RW	\$ 350,000			\$ 350,000								
2nd Ave North Signals - GF	9530	OT	\$ 23,000		\$ 23,000									
Traffic Mitigation		ALL	\$ 250,000		\$ 250,000									
14th ST SW Signals - GF	9572	OT	\$ 32,000		\$ 32,000									
NW Bypass Signals - Great Falls	9573	OT	\$ 25,600		\$ 25,600									
ADA Compliance		ALL	\$ 250,000		\$ 250,000									
3rd Street NW - Great Falls	9053	RW/IC/CN	\$ 809,400		\$ 809,400									
MDT-Pavement Preservation/Preventative Maintenance - NH		ALL	\$ 1,057,071				\$ 1,057,071							
Great Falls - North**	7625	IC/RW/CN	\$ 4,400,000				\$ 4,400,000							
MDT-Pavement Preservation/Preventative Maintenance - IM		ALL	\$ 500,000					\$ 500,000						
Annual Operations & Maintenance - State		O & M Exp.	\$ 1,652,000								\$ 1,652,000			
Annual Operations & Maintenance - Local		O & M Exp.	\$ 527,000								\$ 527,000			
Transportation Alternative Projects***		ALL	\$ 200,000									\$ 200,000		
Park Dr/4th Ave N Ped Xing-GTF	9148	IC/CN	\$ 349,184									\$ 349,184		
Sec. 5307 Transit Operating Grant		Operating Exp.	\$ 2,865,000											\$ 2,865,000
Sec. 5310 Transit Capital Grants***		Capital Purchase	Per Grants											
Sec. 5339 Transit Capital Grant		Capital Purchase	Per Grants											
TRANSADE		Operating Exp.	\$ 39,600										\$ 39,600	
Adjustments														
Estimated Ending Balance				\$ 2,697,368	\$ -	\$ 8,560,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Categories 1, 2, 4, 5, 6, 7, are matched by the State.

Funding Categories 3, 8, and 9 are matched by the locals.

\*Funding projections for 2018-2022 are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects.

Funding will be subject to the obligation limitation set by the annual appropriations process.

\*\*Not all project locations are in the planning area.

\*\*\*Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process

TIP is fiscally constrained

**TABLE 4  
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM**

	UPN	Project Activity	Total Estimated Cost	1	2	3	4	5	6	7	8	9	10	11
				STP Urban Funds	MACI Funds Discretionary CMDP	CMAQ Local	NH Funds	IM Funds	HSIP	UPP	STPS, Earmarks Bridge, and other Funds	Tranportation Alternatives Program	State Transit Funds	FTA Funds
<b>Federal Fiscal Year 2021</b>														
Estimated Carryover Balance				\$ 3,892,159		\$ 8,475,162								\$ -
Estimated Allocation (10/1/20)*				\$ 1,430,409	\$ 500,000	\$ 1,539,717	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Estimated Beginning Balance				\$ 5,322,568	\$ 500,000	\$ 10,014,879	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Durable Pavement Markings		PE/CN	\$ 50,000	\$ 50,000										
Urban System Maintenance Program		PE/CN	\$ 185,618	\$ 185,618										
Urban Pavement Preservation Prog.		ALL	\$ 500,000						\$ 500,000					
<b>Stuckey Road</b>	<b>9532</b>	<b>CN</b>	<b>\$ 985,853</b>			<b>\$ 985,853</b>								
HSIP Safety Projects		ALL	\$ 200,000						\$ 200,000					
<b>Traffic Mitigation</b>		<b>ALL</b>	<b>\$ 250,000</b>		<b>\$ 250,000</b>									
<b>ADA Compliance</b>		<b>ALL</b>	<b>\$ 250,000</b>		<b>\$ 250,000</b>									
MDT-Pavement Preservation/Preventative Maintenance - NH		ALL	\$ 1,057,071				\$ 1,057,071							
MDT-Pavement Preservation/Preventative Maintenance - IM		ALL	\$ 500,000					\$ 500,000						
Annual Operations & Maintenance - State		O & M Exp.	\$ 1,652,000								\$ 1,652,000			
Annual Operations & Maintenance - Local		O & M Exp.	\$ 527,000								\$ 527,000			
Transportation Alternative Projects***		ALL	\$ 200,000									\$ 200,000		
Sec. 5307 Transit Operating Grant		Operating Exp.	\$ 2,865,000											\$ 2,865,000
Sec. 5310 Transit Capital Grants***		Capital Purchase	Per Grants											
Sec. 5339 Transit Captal Grant		Capital Purchase	Per Grants											
TRANSADE		Operating Exp.	\$ 39,600										\$ 39,600	
Adjustments														
Estimated Ending Balance				\$ 5,086,950	\$ -	\$ 9,029,026	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Categories 1, 2, 4, 5, 6, 7, are matched by the State.

Funding Categories 3, 8, and 9 are matched by the locals.

\*Funding projections for 2018-2022 are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

\*\*Not all project locations are in the planning area.

\*\*\*Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process

TIP is fiscally constrained

**TABLE 4  
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM**

	UPN	Project Activity	Total Estimated Cost	1	2	3	4	5	6	7	8	9	10	11
				STP Urban Funds	MACI Funds Discretionary CMDP	CMAQ Local	NH Funds	IM Funds	HSIP	UPP	STPS, Earmarks Bridge, and other Funds	Transportation Alternatives Program	State Transit Funds	FTA Funds
<b>Federal Fiscal Year 2020</b>														
Estimated Carryover Balance				\$ 2,697,368		\$ 8,560,445								\$ -
Estimated Allocation (10/1/19)*				\$ 1,430,409	\$ 767,406	\$ 1,539,717	\$ 1,057,071	\$ 3,535,206	\$2,226,155	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Estimated Beginning Balance				\$ 4,127,777	\$ 767,406	\$ 10,100,162	\$ 1,057,071	\$ 3,535,206	\$2,226,155	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Durable Pavement Markings		PE/CN	\$ 50,000	\$ 50,000										
Urban System Maintenance Program		PE/CN	\$ 185,618	\$ 185,618										
Urban Pavement Preservation Prog.		ALL	\$ 500,000							\$ 500,000				
HSIP Safety Projects		ALL	\$ 200,000						\$ 200,000					
SF 169 I-15 HT CABLE RAIL***	9376	CN	\$ 1,790,310						\$ 1,790,310					
SF 139 - 6th ST/NW Bypass SFTY	8623	CN	\$ 503,251		\$ 267,406				\$ 235,845					
River's Edge Trail Connector		CE/CN	\$ 1,625,000			\$ 1,625,000								
Traffic Mitigation		ALL	\$ 250,000		\$ 250,000									
ADA Compliance		ALL	\$ 250,000		\$ 250,000									
MDT-Pavement Preservation/Preventative Maintenance - NH		ALL	\$ 1,057,071				\$ 1,057,071							
MDT-Pavement Preservation/Preventative Maintenance - IM		ALL	\$ 500,000					\$ 500,000						
Ulm - Great Falls**	9589	CN	\$ 1,655,522					\$ 1,655,522						
Fox Farm Road - West (I-315)	9590	CN	\$ 1,379,684					\$ 1,379,684						
Annual Operations & Maintenance - State		O & M Exp.	\$ 1,652,000								\$ 1,652,000			
Annual Operations & Maintenance - Local		O & M Exp.	\$ 527,000								\$ 527,000			
Transportation Alternative Projects***		ALL	\$ 200,000									\$ 200,000		
Sec. 5307 Transit Operating Grant		Operating Exp.	\$ 2,865,000											\$ 2,865,000
Sec. 5310 Transit Capital Grants***		Capital Purchase	Per Grants											
Sec. 5339 Transit Capital Grant		Capital Purchase	Per Grants											
TRANSADE		Operating Exp.	\$ 39,600										\$ 39,600	
Adjustments														
Estimated Ending Balance				\$ 3,892,159	\$ -	\$ 8,475,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Categories 1, 2, 4, 5, 6, 7, are matched by the State.

Funding Categories 3, 8, and 9 are matched by the locals.

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\*\*\*Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process

TIP is fiscally constrained

**TABLE 4  
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM**

	UPN	Project Activity	Total Estimated Cost	1	2	3	4	5	6	7	8	9	10	11
				STP	MACI Funds					STPS, Earmarks	Tranportation	State		
				Urban Funds	Discretionary CMDP	CMAQ Local	NH Funds	IM Funds	HSIP	UPP	Bridge, and other Funds	Alternatives Program	Transit Funds	FTA Funds
<b>Federal Fiscal Year 2021</b>														
Estimated Carryover Balance				\$ 3,892,159		\$ 8,475,162								\$ -
Estimated Allocation (10/1/20)*				\$ 1,430,409	\$ 500,000	\$ 1,539,717	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Estimated Beginning Balance				\$ 5,322,568	\$ 500,000	\$ 10,014,879	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Durable Pavement Markings		PE/CN	\$ 50,000	\$ 50,000										
Urban System Maintenance Program		PE/CN	\$ 185,618	\$ 185,618										
Urban Pavement Preservation Prog.		ALL	\$ 500,000						\$ 500,000					
Stuckey Road	9532	CN	\$ 985,853			\$ 985,853								
HSIP Safety Projects		ALL	\$ 200,000						\$ 200,000					
Traffic Mitigation		ALL	\$ 250,000		\$ 250,000									
ADA Compliance		ALL	\$ 250,000		\$ 250,000									
MDT-Pavement Preservation/Preventative Maintenance - NH		ALL	\$ 1,057,071				\$ 1,057,071							
MDT-Pavement Preservation/Preventative Maintenance - IM		ALL	\$ 500,000					\$ 500,000						
Annual Operations & Maintenance - State		O & M Exp.	\$ 1,652,000								\$ 1,652,000			
Annual Operations & Maintenance - Local		O & M Exp.	\$ 527,000								\$ 527,000			
Transportation Alternative Projects***		ALL	\$ 200,000									\$ 200,000		
Sec. 5307 Transit Operating Grant		Operating Exp.	\$ 2,865,000											\$ 2,865,000
Sec. 5310 Transit Capital Grants***		Capital Purchase	Per Grants											
Sec. 5339 Transit Capital Grant		Capital Purchase	Per Grants											
TRANSADE		Operating Exp.	\$ 39,600										\$ 39,600	
Adjustments														
Estimated Ending Balance				\$ 5,086,950	\$ -	\$ 9,029,026	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Categories 1, 2, 4, 5, 6, 7, are matched by the State.

Funding Categories 3, 8, and 9 are matched by the locals.

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**TABLE 4  
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM**

	UPN	Project Activity	Total Estimated Cost	1	2	3	4	5	6	7	8	9	10	11		
				STP	MACI Funds								STPS, Earmarks	Tranportation	State	
				Urban	Discretionary	CMAQ	NH	IM	HSIP	UPP	Bridge, and other	Alternatives	Transit	FTA		
				Funds	CMDP	Local	Funds	Funds			Funds	Program	Funds	Funds		
<b>Federal Fiscal Year 2022</b>																
Estimated Carryover Balance				\$ 5,086,950		\$ 9,029,026								\$ -		
Estimated Allocation (10/1/21)*				\$ 1,430,409	\$ 500,000	\$ 1,539,717	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000		
Estimated Beginning Balance				\$ 6,517,359	\$ 500,000	\$ 10,568,743	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000		
Durable Pavement Markings		PE/CN	\$ 50,000	\$ 50,000												
Urban System Maintenance Program		PE/CN	\$ 185,618	\$ 185,618												
Urban Pavement Preservation Prog.		ALL	\$ 500,000							\$ 500,000						
HSIP Safety Projects		ALL	\$ 200,000						\$ 200,000							
Traffic Mitigation		ALL	\$ 250,000		\$ 250,000											
ADA Compliance		ALL	\$ 250,000		\$ 250,000											
MDT-Pavement Preservation/Preventative Maintenance - NH		ALL	\$ 1,057,071				\$ 1,057,071									
MDT-Pavement Preservation/Preventative Maintenance - IM		ALL	\$ 500,000					\$ 500,000								
Annual Operations & Maintenance - State		O & M Exp.	\$ 1,652,000								\$ 1,652,000					
Annual Operations & Maintenance - Local		O & M Exp.	\$ 527,000								\$ 527,000					
Transportation Alternative Projects***		ALL	\$ 200,000									\$ 200,000				
Sec. 5307 Transit Operating Grant		Operating Exp.	\$ 2,865,000											\$ 2,865,000		
Sec. 5310 Transit Capital Grants***		Capital Purchase	Per Grants													
Sec. 5339 Transit Capital Grant		Capital Purchase	Per Grants													
TRANSADE		Operating Exp.	\$ 39,600										\$ 39,600			
Adjustments																
Estimated Ending Balance				\$ 6,281,741	\$ -	\$ 10,568,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

Funding Categories 1, 2, 4, 5, 6, 7, are matched by the State.

Funding Categories 3, 8, and 9 are matched by the locals.

\*Funding projections for 2018-2022 are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

\*\*Not all project locations are in the planning area.

\*\*\*Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process

TIP is fiscally constrained

**TABLE 4  
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM**

	UPN	Project Activity	Total Estimated Cost	1	2	3	4	5	6	7	8	9	10	11
				STP	MACI Funds						STPS, Earmarks	Tranportation	State	
				Urban	Discretionary	CMAQ	NH	IM	HSIP	UPP	Bridge, and other	Alternatives	Transit	FTA
				Funds	CMDP	Local	Funds	Funds			Funds	Program	Funds	Funds
<b>Federal Fiscal Year 2023</b>														
Estimated Carryover Balance				\$ 6,281,741		\$ 10,568,743								\$ -
Estimated Allocation (10/1/21)*				\$ 1,430,409	\$ 500,000	\$ 1,539,717	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Estimated Beginning Balance				\$ 7,712,150	\$ 500,000	\$ 12,108,460	\$ 1,057,071	\$ 500,000	\$ 200,000	\$ 500,000	\$ 2,179,000	\$ 200,000	\$ 39,600	\$ 2,865,000
Durable Pavement Markings		PE/CN	\$ 50,000	\$ 50,000										
Urban System Maintenance Program		PE/CN	\$ 185,618	\$ 185,618										
Urban Pavement Preservation Prog.		ALL	\$ 500,000							\$ 500,000				
HSIP Safety Projects		ALL	\$ 200,000						\$ 200,000					
Traffic Mitigation		ALL	\$ 250,000		\$ 250,000									
ADA Compliance		ALL	\$ 250,000		\$ 250,000									
MDT-Pavement Preservation/Preventative Maintenance - NH		ALL	\$ 1,057,071				\$ 1,057,071							
MDT-Pavement Preservation/Preventative Maintenance - IM		ALL	\$ 500,000					\$ 500,000						
Annual Operations & Maintenance - State		O & M Exp.	\$ 1,652,000								\$ 1,652,000			
Annual Operations & Maintenance - Local		O & M Exp.	\$ 527,000								\$ 527,000			
Transportation Alternative Projects***		ALL	\$ 200,000									\$ 200,000		
Sec. 5307 Transit Operating Grant		Operating Exp.	\$ 2,865,000											\$ 2,865,000
Sec. 5310 Transit Capital Grants***		Capital Purchase	Per Grants											
Sec. 5339 Transit Capital Grant		Capital Purchase	Per Grants											
TRANSADE		Operating Exp.	\$ 39,600										\$ 39,600	
Adjustments														
Estimated Ending Balance				\$ 7,476,532	\$ -	\$ 12,108,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Categories 1, 2, 4, 5, 6, 7, are matched by the State.

Funding Categories 3, 8, and 9 are matched by the locals.

\*Funding projections for 2018-2022 are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

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TIP is fiscally constrained

## **PART V. IMPLEMENTATION ELEMENT**

This three-year element provides detailed descriptive information about all project activities and phases proposed for implementation during the first three years of the TIP, including Federal Fiscal Years 2019, 2020 and 2021.

The first year element is presented on Table 5, the second year element is presented on Table 6, and the third year element is presented on Table 7.

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**TABLE 5**  
**YEAR ONE**  
IMPLEMENTATION ELEMENT  
FEDERAL FISCAL YEAR 2019  
(October 1, 2018 – September 30, 2019)

<b>Project No.</b>	<b>Project Title (Project Activity)</b>	<b>Total Estimated Cost</b>	<b>Federal Funds &amp; Sources</b>	<b>Non-Federal Funds &amp; Sources</b>	<b>Fund Recipient Responsible Agency</b>	<b>Trans. Control Measure ?</b>	<b>Americans with Disabilities Act Project?</b>
STPU	Durable Pavement Marking Program a) PE/Construction	\$ 50,000	\$ 43,290 FHWA-STPU Funds	\$ 6,710 State Matching Funds	MDT	No	Yes
STPU	Urban System Maintenance a) PE/Construction	\$ 185,618	\$ 160,708 FHWA-STPU Funds	\$ 24,910 State Matching Funds	MDT	No	Yes
UPN 9511	Great Falls South - Urban a) CN	\$ 1,993,853	\$ 1,726,278 FHWA-UPP Funds	\$ 267,575 State Matching Funds	MDT	No	Yes
UPN 8623	SF 139-6 <sup>th</sup> St/NW Bypass SFTY a) RW/IC	\$ 58,958	\$ 51,046 FHWA-HSIP Funds	\$ 7,912 State Matching Funds	MDT	No	Yes
UPN 9426	SF 169 Cascade CNTY SFTY Impr. a) CN	\$ 84,000	\$ 72,727 FHWA-HSIP Funds	\$ 11,273 State Matching Funds	MDT	No	Yes
UPN 9530	2 <sup>nd</sup> Ave North Signals - GF a) OT	\$ 23,000	\$ 19,913 FHWA-MACI Funds	\$ 3,087 State Matching Funds	MDT	No	Yes
UPN 9532	Stuckey Road a) RW/IC	\$ 6,400	\$ 5,541 FHWA-MACI Funds	\$ 859 State Matching Funds	MDT	No	Yes
UPN 9053	3 <sup>rd</sup> Street NW – Great Falls a) CN	\$ 809,400	\$ 700,779 FHWA-MACI Funds	\$ 108,621 State Matching Funds	MDT	No	Yes
UPN 7625	Great Falls North a) RW/IC/CN	\$ 4,400,000	\$ 3,809,520 FHWA-NH Funds	\$ 590,480 State Matching Funds	MDT	No	Yes
UPN 9148	Park Dr/4 <sup>th</sup> Ave N Ped Xing-GTF a) CN	\$ 349,184	\$ 302,324 FHWA-TA Funds	\$ 46,860 State Matching Funds	MDT	No	Yes
MDT – NH	<u>Preventative Maintenance Projects</u> a) Construction	\$ 1,057,716	\$ 915,771 FHWA-NH Funds	\$ 141,945 State Matching Funds	MDT	No	Yes

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**TABLE 5**  
**YEAR ONE**  
 IMPLEMENTATION ELEMENT  
 FEDERAL FISCAL YEAR 2019  
 (October 1, 2018 – September 30, 2019)

<b>Project No.</b>	<b>Project Title (Project Activity)</b>	<b>Total Estimated Cost</b>	<b>Federal Funds &amp; Sources</b>	<b>Non-Federal Funds &amp; Sources</b>	<b>Fund Recipient Responsible Agency</b>	<b>Trans. Control Measure ?</b>	<b>Americans with Disabilities Act Project?</b>
UPN 9532	<u>Stuckey Road (roadway reconstruct)</u> a) RW/IC	\$6,400	CMAQ (local)	\$ 859 Local matching funds	MDT	No	No
N/A	<u>River's Edge Trail Connector</u> a) PE/IC/RW	\$350,000	CMAQ (local)	\$ 46,970 City matching funds	MDT	No	Yes
State	<u>Operations &amp; Maintenance-State</u>	\$ 1,652,000	\$ 0	\$ 1,652,000 State Funds	MDT	No	No
Local	<u>Operations &amp; Maintenance-Local</u>	\$ 527,000	\$ 0	\$ 527,000 Local Funds	City/Co	No	No
Sec. 5339	<u>Section 5339 Transit Capital Grants (Acquire Vehicles and Related Equipment)</u>	Per Grants	Per Grants FTA-Section 5339 Capital Grant	Per Grants Local Matching Funds	<u>MDT</u> Local Applicants	No	Yes
Sec. 5307 (Operating)	<u>Great Falls Transit District (Operating Expenditures)</u>	\$ 2,865,000	\$ 1,166,143 FTA-Sec. 5307 Operating Grant & Small Transit Intensive Cities funding	\$ 1,698,857 Local Transit Mill Levy	TDB	No	Yes
Sec. 5310	<u>Section 5310 Transit Capital Grants (Acquire Vehicles and Related Equipment)</u>	Per Grants	Per Grants FTA-Section 5310 Capital Grant	Per Grants Local Matching Funds	<u>MDT</u> Local Applicants	No	Yes
TransAde	<u>Great Falls Transit District (Operating Expenditures)</u>	\$ 39,600	\$ 0	\$ 39,600 State Funds	<u>MDT</u> Local Applicants	No	Yes

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**TABLE 6**  
**YEAR TWO**  
**IMPLEMENTATION ELEMENT**  
**FEDERAL FISCAL YEAR 2020**  
(October 1, 2019– September 30, 2020)

Project No.	Project Title (Project Activity)	Total Estimated Cost	Federal Funds & Sources	Non-Federal Funds & Sources	Fund Recipient Responsible Agency	Trans. Control Measure ?	Americans with Disabilities Act Project?
STPU	Durable Pavement Marking Program a) PE/Construction	\$ 50,000	\$ 43,290 FHWA-STPU Funds	\$ 6,710 State Matching Funds	MDT	No	Yes
STPU	Urban System Maintenance a) PE/Construction	\$ 185,618	\$ 160,708 FHWA-STPU Funds	\$ 24,910 State Matching Funds	MDT	No	Yes
UPN 9376	SF 169 I-15 HT Cable Rail a) CN	\$ 1,790,310	\$ 1,726,278 FHWA-HSIP Funds	\$ 267,575 State Matching Funds	MDT	No	Yes
UPN 8623	SF 139 6 <sup>th</sup> ST/NW Bypass SFTY a) CN	\$ 503,251	\$ 435,715 FHWA-HSIP Funds	\$ 67,536 State Matching Funds	MDT	No	Yes
UPN 9589	Ulm – Great Falls a) CN	\$ 1,655,522	\$ 1,433,351 FHWA-IM Funds	\$ 111,171 State Matching Funds	MDT	No	Yes
UPN 9590	Fox Farm Road – West (I-315) a) CN	\$ 1,379,684	\$ 1,194,530 FHWA-IM Funds	\$ 185,154 State Matching Funds	MDT	No	Yes
N/A	<u>River’s Edge Trail Connector</u> a) CE/CN	\$1,625,000	\$1,406,925 FHWA MACI	\$ 218,075 City matching funds	MDT	No	Yes
MDT – NH	<u>Preventative Maintenance Projects</u> a) Construction	\$ 1,057,716	\$ 1,608,411 FHWA-NH Funds	\$ 249,305 State Matching Funds	MDT	No	Yes
State	<u>Operations &amp; Maintenance-State</u>	\$ 1,652,000	\$ 0	\$ 1,652,000 State Funds	MDT	No	No
Local	<u>Operations &amp; Maintenance-Local</u>	\$ 527,000	\$ 0	\$ 527,000 Local Funds	City/Co	No	No
Sec. 5339	<u>Section 5339 Transit Capital Grants (Acquire Vehicles and Related Equipment)</u>	Per Grants	Per Grants FTA-Section 5339 Capital Grant	Per Grants Local Matching Funds	<u>MDT</u> <u>Local Applicants</u>	No	Yes
Sec. 5307 (Operating)	<u>Great Falls Transit District (Operating Expenditures)</u>	\$ 2,865,000	\$ 1,166,143 FTA-Sec. 5307 Operating Grant & Small Transit Intensive Cities funding	\$ 1,698,857 Local Transit Mill Levy	TDB	No	Yes

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**TABLE 6**  
**YEAR TWO**  
 IMPLEMENTATION ELEMENT  
 FEDERAL FISCAL YEAR 2020  
 (October 1, 2019– September 30, 2020)

Project No.	<u>Project Title</u> (Project Activity)	Total Estimated Cost	Federal Funds & Sources	Non-Federal Funds & Sources	Fund Recipient Responsible Agency	Trans. Control Measure ?	Americans with Disabilities Act Project?
Sec. 5310	<u>Section 5310 Transit Capital Grants</u> (Acquire Vehicles and Related Equipment)	Per Grants	Per Grants FTA-Section 5310 Capital Grant	Per Grants Local Matching Funds	<u>MDT</u> Local Applicants	No	Yes
TransAde	<u>Great Falls Transit District</u> (Operating Expenditures)	\$ 39,600	\$ 0	\$ 39,600 State Funds	<u>MDT</u> Local Applicants	No	Yes

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**TABLE 7**  
**YEAR THREE**  
**IMPLEMENTATION ELEMENT**  
**FEDERAL FISCAL YEAR 2021**  
(October 1, 2020– September 30, 2021)

Project No.	Project Title (Project Activity)	Total Estimated Cost	Federal Funds & Sources	Non-Federal Funds & Sources	Fund Recipient Responsible Agency	Trans. Control Measure ?	Americans with Disabilities Act Project?
STPU	Durable Pavement Marking Program a) PE/Construction	\$ 50,000	\$ 43,290 FHWA-STPU Funds	\$ 6,710 State Matching Funds	MDT	No	Yes
STPU	Urban System Maintenance a) PE/Construction	\$ 185,618	\$ 160,708 FHWA-STPU Funds	\$ 24,910 State Matching Funds	MDT	No	Yes
UPN 9532	Stuckey Road a) CN	\$ 985,853	\$ 853,552 FHWA-MACI Funds	\$ 132,301 City/Co Matching Funds	MDT	No	No
MDT – NH	<u>Preventative Maintenance Projects</u> a) Construction	\$ 1,057,716	\$ 1,608,411 FHWA-NH Funds	\$ 249,305 State Matching Funds	MDT	No	Yes
State	<u>Operations &amp; Maintenance-State</u>	\$ 1,652,000	\$ 0	\$ 1,652,000 State Funds	MDT	No	No
Local	<u>Operations &amp; Maintenance-Local</u>	\$ 527,000	\$ 0	\$ 527,000 Local Funds	City/Co	No	No
Sec. 5339	<u>Section 5339 Transit Capital Grants (Acquire Vehicles and Related Equipment)</u>	Per Grants	Per Grants FTA-Section 5339 Capital Grant	Per Grants Local Matching Funds	<u>MDT</u> <u>Local Applicants</u>	No	Yes
Sec. 5307 (Operating)	<u>Great Falls Transit District (Operating Expenditures)</u>	\$ 2,865,000	\$ 1,166,143 FTA-Sec. 5307 Operating Grant & Small Transit Intensive Cities funding	\$ 1,698,857 Local Transit Mill Levy	TDB	No	Yes
Sec. 5310	<u>Section 5310 Transit Capital Grants (Acquire Vehicles and Related Equipment)</u>	Per Grants	Per Grants FTA-Section 5310 Capital Grant	Per Grants Local Matching Funds	<u>MDT</u> Local Applicants	No	Yes
TransAde	<u>Great Falls Transit District (Operating Expenditures)</u>	\$ 39,600	\$ 0	\$ 39,600 State Funds	<u>MDT</u> Local Applicants	No	Yes