

# POLICY COORDINATING COMMITTEE

SEPTEMBER 24, 2014

## Source

Great Falls Transportation Planning Process

## Attachment A

Public Comment

## Attachment B

FFY 2014-18 Transportation Improvement Program

## Requested Action

Approve the 2014-18 Transportation Improvement Program for the Great Falls Urban Area

## Project Planner

Andrew Finch

## FFY 2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### SUMMARY

#### Overview

The TIP is a staged, five year, intermodal program of transportation projects proposed for implementation in the Great Falls Metropolitan Area. It includes projects financed with U. S. Department of Transportation, Montana Department of Transportation and City and County funds. Federal regulations require the periodic preparation and endorsement of a TIP, which has been done periodically since 1976.

The latest TIP, covering the 5-year period from Federal Fiscal Years (FFY) 2014 through 2018, is attached for Planning Advisory Board consideration and approval.

#### Background

The Transportation Improvement Program (TIP) is prepared in accordance with Federal regulations. The TIP is required for use of U. S. Department of Transportation funds on local transportation projects, and is a responsible and effective way to plan for capital improvements on roadways with multiple jurisdictions and funding sources. The TIP is reviewed and approved by the Transportation Advisory Committee (TAC), Policy Coordinating Committee (PCC), Planning Advisory Board, Montana Department of Transportation, Federal Highway Administration and Federal Transit Administration.

Periodically, as projects are completed and new projects introduced, and as funding availability levels and project costs shift, a full update of the TIP becomes necessary.

The TIP includes a three year Implementation Element (Tables 5, 6 & 7) which identifies the project activities and implementation phases for the initial three years of the five year program. Specifically, these are activities for which funds will be available and obligated for construction or other fund uses during Federal Fiscal Years 2014, 2015 and 2016. All other activities for the two remaining years are presented in Tables 3 and 4 of the program.

In addition to the preparation of a TIP, Federal regulations also require that an air quality conformity determination be prepared on updated and amended TIPs. The purpose of this analysis is to determine and assure that the program of projects proposed in the TIP conform with the air quality goals, policies and intent of the 1990 Clean Air Act Amendments (CAAA) and the State of Montana Air Quality Implementation Plan (SIP). Because projects recommended for implementation in the TIP come from a conforming transportation plan, the mix of projects in the TIP are also in conformance and a separate emissions analysis is not necessary.

#### Items of Interest

A few projects in the TIP that may be of interest to PCC members include the following:

- The Sun River Trail (from 6th St SW to Warden Bridge) is scheduled for a 2015 construction.
- Reconstruction of Fox Farm Road from the city limits to Dick Road is scheduled

for 2017.

- Construction of the South Central Arterials project (24th Ave S between 26th & 13th Sts, plus segments of both streets) is scheduled for 2016.
- Although final authorization has not yet been received, MDT anticipates beginning design late this year for re-alignment of the north and south legs of the intersection of 32nd Street South and 10th Avenue South to eliminate the offset and the corresponding separate traffic signal phases—thus reducing the wait time at the signal.

### **Public Comment and Dispensation Thereof**

The TIP was advertised in the Great Falls Tribune for public comment beginning August 26, 2014, and made available for review on the City of Great Falls' website and in the office of the Planning and Community Development Department. Written public comment was open until September 19, 2014, with one comment received. This comment is attached to this Report.

The attached comment generally supports the TIP, but includes some suggestions for the City and County to consider as future planning occurs. Such comments are relevant to the Long Range Transportation Plan (LRTP), and have been addressed in the current Plan. The issues raised will also continue to be addressed in future updates to the LRTP. Finally, the public comment has been forwarded to both the City and County, for their consideration as they plan for future projects.

The City Planning Advisory Board, as the Great Falls MPO, was the entity before which formal public comment was requested. The Planning Advisory Board heard public comment on September 23. Any verbal comment received by the Planning Advisory Board will be provided to the PCC at its meeting on September 24.

### **TAC Concurrence and Recommendation**

The Transportation Advisory Committee (TAC) approved the TIP at its August 14, 2014 meeting, and recommended approval by PCC.

## **RECOMMENDATION**

**It is recommended the Policy Coordinating Committee approve the 2014-2018 Transportation Improvement Program.**

## ATTACHMENT A

### Andrew Finch

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**From:** Shyla Patera [ncils.patera@bresnan.net]  
**Sent:** Friday, September 19, 2014 11:10 AM  
**To:** Andrew Finch; Tom Osborn  
**Subject:** comments on STIP

I have perused the STIP for the years 2014-2018. I am really happy to see MACI funds being used again for curb cuts where necessary. I have particular concerns that pavement preservation and sidewalk development should take place around Great Falls elementary schools. This is contingent property development as I understand. The City of Great Falls also needs to monitor pedestrian signal lights for those who use mobility devices. Also is the City of Great Falls potentially being proactive and taking a look at the proposed Public Rights of Way guidelines and the City of Great Falls and Cascade county undertake projects. How will the City, Cascade County and MDT work together if already limited funding causes changes in project classification?

Shyla Patera  
NCILS  
1120 25th Avenue NE  
Black Eagle, Montana 59414  
(406) 452-9834  
[ncils.patera@bresnan.net](mailto:ncils.patera@bresnan.net)