

# ***TIP* FFY 2011-2015**

***Transportation Improvement Program***  
***GREAT FALLS, MONTANA***

# TRANSPORTATION IMPROVEMENT PROGRAM FFY 2011 - FFY 2015

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

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## APPROVALS:

TAC	_____	FHWA	_____
MPO	_____	MDT	_____
PCC	_____	FTA	_____

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## **PART I. GENERAL REQUIREMENTS/STATEMENTS**

### **A. INTRODUCTION.**

In response to provisions of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" The U S Department of Transportation issued regulations effective March 16, 2007, revising Title 23, U.S.C. and the Federal Transit Act, as amended, governing the development of transportation plans and programs for urbanized areas. These regulations govern the development of this Transportation Improvement Program.

The regulations prescribe the preparation of a transportation plan and, in order to facilitate implementation of the transportation plan, also prescribe the development of a 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, must be 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 redesignation 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 redesignate Great Falls as an attainment area. In May 2002, EPA redesignated Great Falls as a "limited maintenance plan" attainment area. With the redesignation, 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 2009 Great Falls Area Transportation Plan. The analysis appears in Chapter 16 of the Plan document and is titled, "CONFORMITY DETERMINATION". The Plan was found to conform on April 23, 2009.

Because transportation projects in the TIP are contained in the Plan's regional emissions analysis, a separate analysis is not necessary. However, for the purposes of tracking project status relative to the emissions analysis, projects are categorized into one of two classes, the Baseline Scenario and the Action Scenario. Loosely defined, projects in the Baseline Scenario have been included in a prior analysis and are in the process of being implemented or have recently been implemented. Projects in the Action Scenario are proposed projects that are included in the most recent analysis.

The following is a list of those projects that have been assigned to one of these two classes.

Baseline Scenario

6<sup>th</sup> St NW (Cent. Ave.  
W. to NW Bypass)

14<sup>th</sup>/15<sup>th</sup> St. Couplet  
(10<sup>th</sup> Ave S to River

Action Scenario

There were no new nonexempt projects within the nonattainment area.



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10<sup>th</sup> Ave S & 39<sup>th</sup> St  
Intersection (Signal)

3<sup>rd</sup> St NW at 14<sup>th</sup> Ave &  
Smelter Ave at 6<sup>th</sup> St  
Intersections (Signals)

Gore Hill Interchange

Giant Springs Road  
(Relocation)

Northeast Bypass  
(2<sup>nd</sup> Ave N to 38<sup>th</sup> St)

13<sup>th</sup> Street South  
(10<sup>th</sup> to 21<sup>st</sup> Ave So.)

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 regulations, effective March 16, 2007, governing transportation planning under FHWA and FTA grant programs, the Metropolitan Planning Organization (MPO) hereby certifies that the requirements of 23 CFR 450.334 and 49 CFR 613 Subpart A are met.

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.

SAFETEA-LU requires the development of an annual listing of projects for which Federal funds have been obligated in the preceding year. By reference, this annual listing is available in the offices of the Great Falls Planning Advisory Board (MPO), as well as on the Great Falls Planning & Community Development Department's website.

## 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. Community Transportation Enhancement Program projects are selected by the City of Great Falls and Cascade County.

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.

Priorities for Federal Surface Transportation Program (Enhancement) Fund projects are set by the City of Great Falls and by Cascade County for projects to be funded with allocations made available to each jurisdiction.

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>
2006	6 <sup>th</sup> Street Northwest	Reconstruct from 16 <sup>th</sup> Ave NW to Smelter	St/Fed	\$1,375,000
2006	3 <sup>rd</sup> Street Northwest	Overlay from Central Ave W to 10 <sup>th</sup> St NE	St/Fed	\$1,475,000
2006	57 <sup>th</sup> Street South	Overlay from 2 <sup>nd</sup> Ave N to 10 <sup>th</sup> Ave S	St/Fed	\$443,000
2006	10 <sup>th</sup> Street N	Overlay from Smelter Ave to US Hwy 87	St/Fed	\$540,680
2006	Sidewalks-GTF	Sidewalks on 3 <sup>rd</sup> St NW/Smelter/NW Byp	St/Fed	\$910,000
2006	Great Falls N/S I-15	Concrete rehabilitation on I-15 in urban area	St/Fed	\$12,464,000
2006	Great Falls Vaughn 1-15	Seal and cover, 7.7 miles	St/Fed	\$642,500
2007	Fox Farm Rd Sidewalks	Alder to Park Garden Rd – new sidewalk	St/Fed	\$501,300
2007	Street Cleaning Prog Ph I	Sweepers & Flush Truck	Local/Fed	\$429,900
2008	10 <sup>th</sup> Ave S	Acceleration lane from 57 <sup>th</sup> Street	St/Fed	\$369,500
2008	I-315 Pavement Pres	Overlay, S&C	St/Fed	\$1,116,400
2007	2 <sup>nd</sup> Ave S	Reconstruct from 7 <sup>th</sup> to 15 <sup>th</sup>	St/Fed	\$882,800
2007	2 <sup>nd</sup> Ave N	Widen/resurface 15 <sup>th</sup> St to Park Ave	St/Fed	\$6,367,500
2008	River Drive S/BNSF RR	Bridge Replacement	St/Fed/Local	\$7,228,900
2008	NW Bypass	3 <sup>rd</sup> St NW to 9 <sup>th</sup> St NW Pavement preserv.	St/Fed	\$725,000
2008	Vaughn Rd.	Overlay, Central Ave S to NW Bypass	St/Fed	\$358,300
2009	City-wide Sidewalks	Sidewalks, various locations	St/Fed/Local	\$4,310,100

2009	38 <sup>th</sup> St/8 <sup>th</sup> Ave N/6 <sup>th</sup> St SW Trail/Bike/ped improvements		St/Fed/Local	\$634,700
2009	Smelter Ave/10 <sup>th</sup> St NE	Intersection reconfiguration	St/Fed/Local	\$2,732,800
2009	US 87 widening	Turn lanes at malt plant entrance	Fed	\$1,309,500
2009	Park Drive	6 <sup>th</sup> St to 1 <sup>st</sup> Ave N Pavement preservation	St/Fed	\$355,400
2009	6 <sup>th</sup> St N	Pavement preservation Central Ave-8 <sup>th</sup> St	St/Fed	\$288,200
2009	1 <sup>st</sup> Ave N	Pavement preservation W of River Dr	St/Fed	\$298,500
2009	1 <sup>st</sup> Ave N	Pavement preservation Park Dr-9 <sup>th</sup> St	St/Fed	\$390,300
2009	River Dr	Pavement preservation 1 <sup>st</sup> Ave N to 9 <sup>th</sup> St	St/Fed	\$549,900
2009	Air Quality equipment	Flush Truck Purchase	Fed/Local	\$218,000
2009	10 <sup>th</sup> Ave S	Pavement preservation 38 <sup>th</sup> St to 57 <sup>th</sup> St	St/Fed	\$1,826,700
2010	10 <sup>th</sup> Ave S & 38 <sup>th</sup> /32 <sup>nd</sup> Sts	Intersection turn lanes	St/Fed	\$519,600
2010	Bay Drive Bike/Ped Path	Bike Ped Path	Fed/Local	\$936,900
2010	10 <sup>th</sup> Ave S	Reconstruct & widen 20 <sup>th</sup> to 26 <sup>th</sup> St.	St/Fed	\$8,063,000
2010	Air Quality equipment	Sweepers/flush truck	Fed/Local	\$460,200
2010	I-15	Bridge Deck Repair 5 <sup>th</sup> Ave SW & Sun River	St/Fed	\$1,225,700
2011*	Warden/Central Ave W	Bridge Deck Rehab/Repair	St/Fed	\$2,735,100
2011*	River Drive	Pavement Preservation 15 <sup>th</sup> St-25 <sup>th</sup> St	St/Fed	\$692,100
2011*	Central Ave W	Pavement Preservation	St/Fed	\$905,000
2011*	1 <sup>st</sup> Ave N	Pavement preservation 9 <sup>th</sup> to 25 <sup>th</sup> St	St/Fed	\$1,448,100
2011*	1 <sup>st</sup> Ave N	Sidewalk/Ramps 35 <sup>th</sup> -38 <sup>th</sup> Sts	St/Fed	\$176,200
2011*	2 <sup>nd</sup> Ave N	Sidewalks/Ramps 15 <sup>th</sup> -37 <sup>th</sup> Sts	St/Fed	\$306,800

\* under construction June 2011

There have been no major locally funded roadway reconstruction projects (none regionally significant) 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>
Long Range Urban Projects:				
<u>1.</u> 2012	STPU 5201(18) Smelter Ave – 3 <sup>rd</sup> St – Div Rd - GTF (Includes signal or roundabout MACI funded – \$445,556)	Reconstruct to collector street standards	0.32 mi.	PE \$ 387,972 RW 141,250 IC 100,460 Const. <u>2,984,042</u> \$ 3,613,724
<u>2.</u> 2011	STPU 5204(3) Smelter Avenue – Black Eagle (from 10 <sup>th</sup> Street NE to Golf Course Entrance)	Reconstruct segments to collector street standards and existing street standards (Additional local costs of \$520,000 for utility constr.)	0.89 mi.	PE \$ 962,743 RW 588,500 IC 617,689 Const. <u>3,527,390</u> \$ 5,696,322
<u>3.</u> 2014	2 KM N of Great Falls - North Bootlegger Trail from Urban Boundary to intersection with US Highway 87	Reconstruct as 2-lane roadway (*\$103,922 in STPU funding.) Part of a larger STPS funded project	- -	PE \$ 730,362 RW 205,327 IC 1,063,768 Const. <u>10,427,130</u> \$12,426,587
<u>4.</u> >2015	Fox Farm Road from East Fiesta to Dick Road	Reconstruct to minor arterial street standards	1.51 mi.	PE \$1,243,000 RW 30,000 IC -- Const. <u>12,800,000</u> \$ 14,073,000

Short Range Urban Projects (\$300,000 Annual Set-Aside):					
<u>1.</u> >2015	Central Avenue West/1 <sup>st</sup> Avenue North/Park Drive from 3 <sup>rd</sup> Street NW to 2 <sup>nd</sup> Avenue North	Lane re-striping and intersection modifications	0.60 mi.	PE RW IC Const.	\$ 70,000 -- -- <u>700,000</u> \$ <u>770,000</u>
<u>2.</u> >2015	33 <sup>rd</sup> Avenue South and 13 <sup>th</sup> Street South	Intersection modifications	--	PE RW IC Const.	\$ 15,000 -- -- <u>130,000</u> \$ <u>145,000</u>
<u>3.</u> >2015	Wilson Butte Road/55 <sup>th</sup> Avenue South/Eden Road/Lower River Road	Intersection modifications	--	PE RW IC Const.	\$ 35,000 -- -- <u>295,000</u> \$ <u>330,000</u>
Urban Set-Aside Programs:					
Annual	Durable Pavement Markings Program	Install markings on Urban routes per City, County and MDT	--		\$55,455 per year
Annual	Urban System Maintenance Program (Local)	Perform chip seals, overlays and Related maintenance activities on Urban Routes	--		\$83,182 per year

# **MONTANA AIR CONGESTION INITIATIVE – GUARANTEED PROGRAM**

(FHWA CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT FUNDS)

<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>
MACI Projects/Programs: (One time projects/programs)				
<u>1.</u> 2015	ADA/Curb Ramps Program I	Install ramps at various locations (approx. 1/3 state, 2/3 local road responsibilities)	n/a	PE \$181,241 RW 10,000 IC 10,000 Const. <u>1,583,680</u> \$ 1,784,921
<u>2.</u> 2011	Bus Purchases	Purchase 4 buses	n/a	\$ 1,400,000
3.	Sun River Trail Connection	Bike/ped facility adjoining Country Club Blvd. from Warden Bridge to Bike/ped facility at 6 <sup>th</sup> St SW	.52 mi	PE \$ 50,000 RW -- IC 2,000 Const. <u>1,948,000</u> \$ 2,000,000
4.	Great Falls Sidewalk Infill Project	Sidewalks	n/a	PE \$ 168,000 RW 10,000 IC 10,000 Const. <u>295,000</u> \$ 1,012,000
5.	6 <sup>th</sup> St/Park Dr/8 <sup>th</sup> Ave N intersection Improvements	Intersection Improvements (roundabout or realignment)	n/a	PE \$ 50,000 RW 50,000 IC 75,000 Const. <u>658,571</u> \$ 833,571

# **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>
-- 2012	NH 60 10 <sup>th</sup> Avenue S and 2 <sup>nd</sup> Street	Intersection Modification, including signal	--	PE \$87,462 RW 5,902 IC 5,902 Const.* <u>115,381</u> \$ 214,647
-- 2012	NH 105-1(1)0 2 <sup>nd</sup> Ave N-57 <sup>th</sup> to 63 <sup>rd</sup> -GTF	Rehab	.52	PE \$67,083 RW 0 IC 0 Const.* <u>\$1,293,604</u> \$ 1,360,687
Annual	MDT-Pavement Preservation/ Preventative Maintenance	Perform chip seals, overlays, and Minor intersection improvements and related maintenance activities on NH Routes	--	As funded
-- 2012	NH 101-1(9)1 3 <sup>rd</sup> St NW & NW Bypass – GTF	Intersection upgrades/signals	--	PE \$69,356 RW 5,915 IC 5,915 Const.* <u>192,841</u> \$ 274,027
-- 2015	NH 10 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 113,764 IC 267,680 Const.* <u>\$16,766,922</u> \$18,186,968



### FEDERAL INTERSTATE MAINTENANCE PROGRAM

<u>Rank No.</u> Priority Year	Project	Type Work	Project Length	Estimated Cost
-- 2013	IM D3 Culvert Rehab I-15	Culvert Replacement (Portion in planning area)	--	PE \$200,760 RW 6,136 IC 0 Const.* <u>932,328</u> \$ 938,464
-- 2014	IM Emerson Jct – Manchester	Major Rehab	3.875	PE \$ 602,281 RW 0 IC 0 Const.* <u>\$9,918,462</u> \$10,520,743
-- 2014	IM 15 D3 Signing (I-15)	Replace interstate guide signs & delineators	--	PE \$200,760 RW 0 IC 0 Const.* <u>2,125,385</u> \$2,326,145

### FEDERAL ENHANCEMENT PROGRAM

<u>Rank No.</u> Priority Year	Project	Type of Work	Project Length	Estimated Cost* (in year-of-expenditure)
--	City of Great Falls Sponsored Projects	Various, as proposed	--	\$339,563 per program year
--	Cascade County Sponsored Projects	Various, as proposed	--	\$141,762 per program year

\*Estimates based on an average of the last three years.

# OTHER/FEDERAL/STATE/LOCAL PROGRAMS

<u>Rank No.</u> <u>Priority</u> <u>Year</u>	<u>Project</u>	<u>Type of Work</u>	<u>Project Length</u>	<u>Estimated Cost</u> <u>(in year-of-expenditure)</u>	
-- 2011	MT066 Black Eagle RD-County Project	Reconstruction MT066 - \$499,919 (\$950,000 in HUD Earmarks)	--	Earmark amt. \$ 1,450,000	
-- 2011	STPHS 60-2(65)95 2002 10th Ave S/Fox Farm Rd (NW & NE quadrants)	Intersection Improvements	--	PE IC Const.	\$97,135 18,632 <u>176,901</u> \$292,668
-- 2010	RR Crossing – Wagon Ln.	New signal	--	PE Const.	\$ 3,881 <u>166,274</u> \$ 170,155
-- 2011	RR Xing – 11 <sup>th</sup> St. N - GTF	New signal	--	PE Const.	\$ 3,967 <u>162,657</u> \$ 166,624
-- 2009	STPP 10 15 <sup>th</sup> Street, N River Rd-25 <sup>th</sup> St.	Concrete Crack Seal	--	PE Const.	\$ 23,245 <u>200,000</u> \$ 223,245
-- 2012	HSIP-STPHS 7(50) SF089 Vaughn Frontage Rd. Guardrail/Flatten slope	Reconstruct .4 miles Widen, mill, overlay & seal and Cover 3.4 miles	3.8	PE CN Total	\$ 402,552 <u>\$ 1,363,802</u> \$ 1,766,354
-- 2015	South Central Urban Area Arterials	Reconstruction	--	PE RW IC Const.	\$ 600,000 50,000 50,000 <u>3,753,575</u> \$4,453,575

**OTHER/FEDERAL/STATE/LOCAL PROGRAMS, continued**

<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>
Annual	Operations & Maintenance-State	Operate & Maintain Federal-Aid Systems	--	\$973,000 per year
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
STPU	MDT Urban System Pavement Preservation Program	Perform chip seals, overlays and related preservation activities on Urban Routes	--	Per prioritized projects

### **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 SAFETEA-LU. There are two major funding categories, including the Federal National Highway System (NHS) and the Federal Surface Transportation Program (STP).

Regarding NHS 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 NHS projects within the State. Projects on the NHS system are selected and prioritized by MDT. However, NHS system 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. As such, in 1993, 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. The level of primary system funds available to the Great Falls Metropolitan Area varies and is dictated on whether the Montana Department of Transportation (MDT) chooses to fund roadway projects on the designated Primary highway system in the Great Falls Metropolitan Area.

For the Urban system, funds are allocated to cities in the State with populations of over 5,000. The distribution is based on the ratio of urban population in each city to the total urban population in all cities in the State with populations of over 5,000. As such, the level of urban funds for the Great Falls Metropolitan Area should remain somewhat constant throughout the five-year period of the 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 enhancement set-aside funds are used for special purpose projects including bikeways, pedestrian facilities, landscaping, scenic beautification, historic preservations, etc.

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, based upon funds earmarked by Congress.

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.

Gas Tax allocations are made by the Montana State Legislature every two years. It should be noted that a portion of the City's gas tax allocation is expended for routine street

maintenance and material purchases by the City Street Division. The majority of the County's gas tax 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.

Finally, 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 enhancement projects were constructed with Recovery Act funds. This is a unique funding source, and will likely not be repeated.

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

Funding projections for 2011-2015 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 <sup>2</sup> Urban Funds	MACI <sup>3</sup> Funds (FHWA CMAQ)	NHS <sup>4</sup> Funds	IM <sup>5</sup> Funds	Other <sup>6</sup> Highway Funds (as noted)	Enhancement <sup>7</sup> Funds		FTA <sup>8</sup> Transit Funds	Other <sup>9</sup> Transit Funds (as noted)	State Gas Tax Funds <sup>10</sup>		Totals
						City	County			City	County	
2011	\$ 6,474,710 <sup>1</sup>	\$ 5,294,590 <sup>1</sup>	\$ 484,755	\$ 3,175,484	\$ 19,278,654 <sup>a</sup>	\$ 339,563	\$ 141,762	\$ 922,958 <sup>a</sup>	Per Grants	\$ 1,000,675	\$ 210,638	\$ 143,247,491
2012	\$ 1,693,631	\$ 835,170	\$ 2,350,675	--	\$ 2,683,802 <sup>b</sup>	\$ 339,563	\$ 141,762	\$ 922,958 <sup>b</sup>	Per Grants	\$ 1,000,675	\$ 210,638	\$ 10,178,874
2013	\$ 1,693,631	\$ 835,170	\$ 1,883,688	\$ 932,328	\$ 1,500,000 <sup>c</sup>	\$ 339,563	\$ 141,762	\$ 922,958 <sup>c</sup>	Per Grants	\$ 1,000,675	\$ 210,638	\$ 9,460,413
2014	\$ 1,693,631	\$ 835,170	--	\$ 12,043,847	\$ 12,990,898 <sup>d</sup>	\$ 339,563	\$ 141,762	\$ 922,958 <sup>d</sup>	Per Grants	\$ 1,000,675	\$ 210,638	\$ 30,179,142
2015	\$ 1,693,631	\$ 835,170	\$ 17,148,366	--	\$ 1,500,000 <sup>e</sup>	\$ 339,563	\$ 141,762	\$ 922,958 <sup>e</sup>	Per Grants	\$ 1,000,675	\$ 210,638	\$ 23,792,763
Total	\$ 13,249,234	\$ 8,635,270	\$ 21,867,484	\$ 13,779,219	\$ 38,133,354	\$ 1,697,815	\$ 708,810	\$ 4,964,790	Per Grants	\$ 5,003,375	\$ 1,053,190	\$ 109,092,541

1 Includes FFY 2010 Carryover balance of \$4,781,079 for STP funds and FFY 2010 Carryover balance of \$3,821,380 for MACI Funds.

2 Federal (\$1,466,346) and State matched (\$227,285) Surface Transportation Program (STP) Funds allocated annually to the Great Falls Metropolitan Area for setting of priorities by the Technical Advisory Committee and Policy Coordinating Committee.

3 Federal (\$723,090) and State or local match (\$112,080) Montana Air Congestion Initiative (MACI)-Guaranteed Program funds allocated annually to the Great Falls Metropolitan Area for setting of priorities by the Technical Advisory Committee and Policy Coordinating Committee.

4 Federal and State matched National Highway System (NHS) Funds proposed for expenditure in the Great Falls Metropolitan Area by the Montana Department of Transportation.

5 Federal and State matched Interstate Maintenance (IM) Funds proposed for expenditure in the Great Falls Metropolitan Area by the Montana Department of Transportation.

6a Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds and MDT Urban System Pavement Preservation Program (\$1,407,000; Carryover SAFETEA-LU 1934 South Arterial Earmark (\$4,459,350); State funded (\$1,818,664); STPRP/RRP (\$334,292) HSIP (\$470,034); BH/BR (\$8,210,474).

6b STPU (\$2,781,446); MACI (\$445,556); NH (\$2,350,675); HSIP \$2,863,802; and Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds and MDT Urban System Pavement Preservation Program.

6c STPU (\$140,182); MACI (\$1,893,977); NH (\$1,883,688); IM (\$932,328); BH (\$6,201,442); and Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds and MDT Urban System Pavement Preservation Program.

6d STPU (\$140,182); IM (\$12,043,847); STPS (\$11,490,898); Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds and MDT Urban System Pavement Preservation Program.

6e STPU (\$140,182); NH (\$17,148,366); Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds and MDT Urban System Pavement Preservation Program.

6 .... Federal Transportation Enhancement Set-Aside Funds allocated annually to the City of Great Falls (\$339,563) and Cascade County (\$141,762) for expenditure on special purpose enhancement projects. 2009 includes carryover of \$71,255 City and \$210,870 County. Local match of 13.42% not included.

7 .... Federal Transit Administration (FTA) capital and operating assistance funds allocated annually to the Great Falls Transit District. Local match not included.

8a Federal Transit Administration (FTA) Section 5307 Operating Grant (\$922,958).

8b-e Federal Transit Administration (FTA), 5307 Operating Assistance (\$922,958) per year.

9. .... Federal Transit Administration (FTA) Section 5310 funds granted via the Montana Department of Transportation to local social service agencies for vehicle purchases and related purposes (\$80,000 per year average).

10. ...State Gas Tax Funds allocated annually to the City of Great Falls and Cascade County. Traditionally, these funds are expended by the City and County on routine street maintenance and material purchases and generally are not expended on major highway construction projects.

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## **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	2011	2012	2013	2014	2015
Federal Surface Transportation Program (STP) Urban Program	Smelter Avenue (Reconstruct from 3 <sup>rd</sup> Street NW to Division Road)						
	Smelter Avenue (Reconstruct from 10 <sup>th</sup> St NE to Golf Course Entrance)						
	Fox Farm Rd. (Reconstruct from city limits to urban limits)						
	Short Range Improvements Program <sup>1</sup>						
	Durable Pavement Markings Program <sup>1</sup>						
	Urban System Maintenance Program <sup>1</sup> (Local)						
	MDT Urban System Pavement Preservation Program <sup>1</sup> (State)						
Montana Air Congestion Initiative Program (FHWA CMAC)	Montana Air Congestion Initiative - Guaranteed Program <sup>1</sup>						
Federal National Highway System Program/STP Primary Program	MDT-Pavement Preservation/Preventative Maintenance <sup>1</sup>						
	2 <sup>nd</sup> Ave N – 57 <sup>th</sup> – 63 <sup>rd</sup> GTF						
	3 <sup>rd</sup> St NW & NW Bypass signals						
Federal Enhancement Program	City of Great Falls Sponsored Projects <sup>1</sup>						
	Cascade County Sponsored Projects <sup>1</sup>						
Federal Transit Programs	Section 5307, 5309, 5316 and 5317 Funded Programs <sup>1</sup>						
	Section 5310 Funded Program <sup>1</sup>						
Other Federal/State/Local Programs	South Central Urban Area Arterials (Reconstruction)						
	Junction Bootlegger Trail-NE (US Highway 87 Improvements)						
	Black Eagle Road County Project						
	RR-Crossings – 11th St N & Wagon Lane (new signals)						
	Great Falls - North						
	Sidewalks 1 <sup>st</sup> Ave N & 2 <sup>nd</sup> Ave N						
	Bridge Deck Repair						
	2002 10 <sup>th</sup> Avenue South/Fox Farm Road – Safety Intersection Improvements						
	IM Projects <sup>1</sup>						
	Vaughn Frontage – Guardrail, Slope Flattening						
	Operations & Maintenance of Federal-aid Systems (Local & State)						

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

Preliminary Engineering  Right of Way/Utilities  Construction/Implementation 

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

	Project Activity	Total Estimated Cost	1	2	3	4	5	6		7
			STP	MACI	NHS Funds	IM	Other	Enhancement Funds		FTA Funds
			Urban	Funds			Highway			
			Funds	(FHWA/CMAQ)			Funds	Funds	City	
Federal Fiscal Year 2011										
Estimated Carryover Balance			\$4,781,079	\$3,821,380	\$0		\$4,459,350	\$0	\$0	\$0
Estimated Allocation (10/1/11)*			\$1,693,631	\$835,170	\$2,915,286	\$803,041	\$14,819,304	\$339,563	\$141,762	\$998,704
Return of Rescinded Amount from 2010			\$0	\$638,040	\$0	\$0	\$0	\$0	\$0	\$0
Estimated Beginning Balance			\$6,474,710	\$5,294,590	\$2,915,286	\$803,041	\$19,278,654	\$339,563	\$141,762	\$998,704
Sec. 5307 Transit Operating Grant	Operating Exp.	\$2,937,000								\$998,704
Smelter Avenue (10th St NE to Golf Course)	Add'l PE	\$238,663	\$238,663							
Smelter Avenue (10th St NE to Golf Course)	Utilities	\$617,689	\$1,026,767							
Smelter Avenue (10th St NE to Golf Course)	Construction	\$3,527,390	\$3,527,390							
Durable Pavement Markings	PE/Construction	\$41,900	\$41,900							
Urban System Maintenance Program	PE/Construction	\$85,500	\$85,500							
Smelter Ave - 3rd to Division - GTF	Add'l PE/RW	\$247,394	\$247,394							
MDT Urban System Pavement Preservation Prog. (1st Ave N 9th St to 25th GTF)	Utilities/Construction	\$1,407,000					\$1,407,000			
Bus Purchase	Capital Purchase	\$1,400,000		\$1,400,000						
2nd Ave N-15th to 37th-Overlay/ADA	Utilities/Construction	\$1,052,010		\$408,760			\$643,250			
1st Ave North-25th to 38th-Overlay/ADA	Utilities/Construction	\$621,677		\$227,338			\$394,339			
BR Deck Rehab/Repair 09 (Warden Br-Central Ave)	Construction	\$2,563,974					\$2,563,974			
Steel Br Rehab-Fatigue-Det 1 (Central Ave)****	Construction	\$5,656,500					\$5,646,500			
2002-10th Ave S-Fox Farm Rd	Utilities/Construction	\$470,034					\$470,034			
Sidewalks - GTF 1st Ave N & 2nd Ave N	Construction	\$1,360,000					\$1,360,000			
RR Crossing - 11th St N - GTF	PE/Construction	\$167,668					\$167,668			
RR Crossing - Wagon Ln	PE/Construction	\$166,624					\$166,624			
Emerson Jct-Manchester	PE	\$602,281				\$602,281				
D3 Signing (I-15)	PE	\$200,760				\$200,760				
MDT-Pavement Preservation/Preventative Maintenance	RW/Utilities/Construction	\$1,497,971			\$1,497,971					
MDT-Pavement Preservation/Preventative Maintenance	PE/RW/Utilities	\$272,028			\$11,830					
2nd Ave N-57th to 63rd-GTF	PE	\$67,083			\$67,083					
Great Falls- North	PE	\$1,338,402			\$1,338,402					
Black Eagle Rd-County Project**	Utilities/Construction	\$1,450,000					\$499,915			
Annual Operations & Maintenance - State	O & M Exp.	\$973,000					\$973,000			
Annual Operations & Maintenance - Local	O & M Exp.	\$527,000					\$527,000			
Enhancement Projects	Various	\$481,325						\$339,563	\$141,762	
Sec. 5310 Transit Capital Grants***	Expenditures	Per Grants								
Estimated Ending Balance			\$1,307,096	\$3,258,492	\$0	\$0	\$4,459,350	\$0	\$0	\$0

1 Federal and State matched Surface Transportation Program-Urban (STPU) Funds allocated to Great Falls Metropolitan Area.

2 Federal and State or Local matched Montana Air Congestion Initiative (MACI)-Guaranteed Program Funds.

3 Federal and State matched National Highway System (NHS) Funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation.

4 Federal and State matched Interstate Maintenance (IM) funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation

5 Fed & State matched BH Funds (\$8,210,474); HSIP Funds (\$470,034); UPP funds (\$1,407,000);Earmark MT066 (\$499,915)Earmark-SoArterial (\$4,459,350); State Funds (\$2,397,589)STPRP/RRP (\$334,292) and Annual State (\$973,000) Local (\$527,000) Operations & Maintenance Funds (Ending Balance reflects the estimated remainder of the South Arterial earmark)

6 Federal Transportation Enhancement Set-Aside Funds allocated to City and County. Local match of 13.42% not included.

7 Federal Transit Administration Capital and Operating Assistance Funds allocated to the Great Falls Transit District. Local match not included. Sec. 5310 Funds

\*Funding projections for 2011-2015 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.

\*\*Construction estimate includes HUD earmarks approximating \$950,000

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

TABLE 4										
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM										
	Project	Total	1	2	3	4	5	6	7	
	Activity	Estimated	STP	MACI			Other			
		Cost	Urban	Funds	NHS	IM	Highway	Enhancement Funds		FTA
			Funds	(FHWA/CMAQ)	Funds	Funds	Funds	City	County	Funds
<b>Federal Fiscal Year 2012</b>										
Estimated Carryover Balance			\$1,307,096	\$4,811,679	\$0		\$4,459,350	\$0	\$0	\$0
Estimated Allocation (10/1/12)*			\$1,693,631	\$835,170	\$2,350,675	\$0	\$2,863,802	\$339,563	\$141,762	\$1,038,652
Estimated Beginning Balance			\$3,000,727	\$5,646,849	\$2,350,675	\$0	\$7,323,152	\$339,563	\$141,762	\$1,038,652
Sec. 5307 Transit Operating Grant	Operating Exp.	\$2,686,498								\$1,038,652
Smelter Avenue (3rd St NW-Division Rd)	Utilities/Construction	\$3,084,502	\$2,638,946	\$445,556						
Durable Pavement Markings	PE/Construction	\$57,000	\$57,000							
Urban System Maintenance Program	PE/Construction	\$85,500	\$85,500							
MDT Urban System Pavement Preservation Prog.	PE/Construction	\$ Per Project								
ADA/Curb Ramps Program I	PE/RW	\$191,241		\$191,241						
Sun River Trail Connection	PE	\$50,000		\$50,000						
MDT -Pavement Preservation/Preventative Maintenance	RW/Utilities/Construction	\$1,057,071			\$1,057,071					
2nd Ave N-57th to 63rd-GTF	Construction	\$1,293,604			\$1,293,604					
So. Central Urban Area Arterials	PE	\$600,000					\$600,000			
SF089 - Vaughn Frontage-Guardrail, Slope Flattening	Construction	\$1,363,802					\$1,363,802			
Annual Operations & Maintenance - State	O & M Exp.	\$973,000					\$973,000			
Annual Operations & Maintenance - Local	O & M Exp.	\$527,000					\$527,000			
Enhancement Projects	Various	\$481,325						\$339,563	\$141,762	
Sec. 5310 Transit Capital Grants**	Expenditures	Per Grants								
Estimated Ending Balance			\$219,281	\$4,960,052	\$0	\$0	\$3,859,350	\$0	\$0	\$0
1 Federal and State matched Surface Transportation Program-Urban (STPU) Funds allocated to Great Falls Metropolitan Area. 2 Federal and State or Local matched Montana Air Congestion Initiative (MACI)-Guaranteed Program Funds. 3 Federal and State matched National Highway System (NHS) Funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation. 4 Federal and State matched Interstate Maintenance (IM) funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation 5 Federal and State matched Earmark-So Arterial (\$4,459,350) Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds 6 Federal Transportation Enhancement Set-Aside Funds allocated to City and County. Local match of 13.42% not included. 7 Federal Transit Administration Capital and Operating Assistance Funds allocated to the Great Falls Transit District. Local match not included. Section 5310 Funds <b>*Funding projections for 2011-2015 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.</b> <b>**Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process</b>										

TABLE 4										
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM										
	Project Activity	Total Estimated Cost	1	2	3	4	5	6		7
			STP Urban Funds	MACI Funds (FHWA/CMAQ)	NHS Funds	IM Funds	Other	Enhancement Funds		FTA Funds
							Highway			
							Funds	Funds	Funds	
<b>Federal Fiscal Year 2013</b>										
Estimated Carryover Balance			\$219,281	\$5,201,293	\$0		\$3,859,350	\$0	\$0	\$0
Estimated Allocation (10/1/13)*			\$1,693,631	\$835,170	\$1,883,688	\$932,328	\$1,500,000	\$339,563	\$141,762	\$1,080,198
Estimated Beginning Balance			\$1,912,912	\$6,036,463	\$1,883,688	\$932,328	\$5,359,350	\$339,563	\$141,762	\$1,080,198
Sec. 5307 Transit Operating Grant	Operating Exp.	\$3,114,000								\$1,080,198
Durable Pavement Markings	PE/Construction	\$57,000	\$57,000							
Urban System Maintenance Program	PE/Construction	\$83,182	\$83,182							
Fox Farm Rd. - E Fiesta to Dick Rd	PE	\$1,103,800	\$1,103,800							
MDT Urban System Pavement Preservation Prog.	PE/Construction	\$ Per Project								
MDT-Pavement Preservation/Preventative Maintenance	PE/RW/Utilities/Construction	\$1,883,688			\$1,883,688					
D3 Culvert Rehab I-15	Construction	\$932,328				\$932,328				
Annual Operations & Maintenance - State	O & M Exp.	\$973,000					\$973,000			
Annual Operations & Maintenance - Local	O & M Exp.	\$527,000					\$527,000			
Enhancement Projects	Various	\$481,325						\$339,563	\$141,762	
Sec. 5310 Transit Capital Grants**	Expenditures	Per Grants								
Estimated Ending Balance			\$668,930	\$6,036,463	\$0	\$0	\$3,859,350	\$0	\$0	\$0
1 Federal and State matched Surface Transportation Program-Urban (STPU) Funds allocated to Great Falls Metropolitan Area.										
2 Federal and State or Local matched Montana Air Congestion Initiative (MACI)-Guaranteed Program Funds.										
3 Federal and State matched National Highway System (NHS) Funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation.										
4 Federal and State matched Interstate Maintenance (IM) funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation										
5 Federal and State or Local matched Earmark-So Arterial (\$4,459,350) Annual (\$973,000) Local (\$527,000) Operations & Maintenance Funds										
6 Federal Transportation Enhancement Set-Aside Funds allocated to City and County. Local match of 13.42% not included.										
7 Federal Transit Administration Capital and Operating Assistance Funds allocated to the Great Falls Transit District. Local match not included. Sec. 5310 Funds										
*Funding projections for 2011-2015 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.										
**Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process										

TABLE 4										
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM										
			1	2	3	4	5	6		7
	Project	Total	STP	MACI			Other			
	Activity	Estimated	Urban	Funds	NHS	IM	Highway	Enhancement Funds		FT A
		Cost	Funds	(FHWA/CMAQ)	Funds	Funds	Funds	City	County	Funds
Federal Fiscal Year 2014										
Estimated Carryover Balance			\$668,930	\$4,142,486	\$0		\$3,859,350	\$0	\$0	\$0
Estimated Allocation (10/1/14)*			\$1,693,631	\$835,170	\$0	\$12,043,847	\$12,990,898	\$339,563	\$141,762	\$1,038,652
Estimated Beginning Balance			\$2,362,561	\$4,977,656	\$0	\$12,043,847	\$16,850,248	\$339,563	\$141,762	\$1,038,652
Sec. 5307 Transit Operating Grant	Operating Exp.	\$2,686,498								
Durable Pavement Markings	PE/Construction	\$57,000	\$57,000							
Urban System Maintenance Program	PE/Construction	\$85,500	\$85,500							
2KM N of Great Falls - North	IC/Construction	\$11,490,898					\$11,490,898			
Sidewalk Infill Project	PE/RW	\$178,000		\$178,000						
Emerson Jct - Manchester	Construction	\$9,918,462				\$9,918,462				
D3 Signing (I-15)	Construction	\$2,125,385				\$2,125,385				
MDT Urban System Pavement Preservation Prog	PE/Construction	\$ Per Project								
Annual Operations & Maintenance - State	O & M Exp.	\$973,000					\$973,000			
Annual Operations & Maintenance - Local	O & M Exp.	\$527,000					\$527,000			
Enhancement Projects	Various	\$481,325						\$339,563	\$141,762	
Sec. 5310 Transit Capital Grants**	Expenditures	Per Grants								
Estimated Ending Balance			\$2,220,061	\$4,799,656	\$0	\$0	\$3,859,350	\$0	\$0	\$1,038,652
1 Federal and State matched Surface Transportation Program-Urban (STPU) Funds allocated to Great Falls Metropolitan Area.										
2 Federal and State or Local matched Montana Air Congestion Initiative (MACI)-Guaranteed Program Funds.										
3 Federal and State matched National Highway System (NHS) Funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation.										
4 Federal and State matched Interstate Maintenance (IM) funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation										
5 Federal and State matched STPS funds (\$11,490,898); Annual State (\$973,000) & Local (\$527,000) Operations & Maintenance Funds and Remainder of South Arterial Earmark										
6 Federal Transportation Enhancement Set-Aside Funds allocated to City and County. Local match of 13.42% not included.										
7 Federal Transit Administration Capital and Operating Assistance Funds allocated to the Great Falls Transit District. Local match not included. Section 5310 Funds										
*Funding projections for 2011-2015 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.										
**Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process										

TABLE 4										
MULTI-YEAR FUNDING AND EXPENDITURE PROGRAM*										
			1	2	3	4	5	6	7	
	Project	Total	STP	MACI			Other			
	Activity	Estimated	Urban	Funds	NHS	IM	Highway	Enhancement Funds		FTA
		Cost	Funds	(FHWA/CMAQ)	Funds	Funds	Funds	City	County	Funds
<b>Federal Fiscal Year 2015</b>										
Estimated Carryover Balance			\$2,220,061	\$4,799,656	\$0		\$3,859,350	\$0	\$0	\$0
Estimated Allocation (10/1/15)*			\$1,693,631	\$835,170	\$17,148,366	\$0	\$1,500,000	\$339,563	\$141,762	\$1,080,198
Estimated Beginning Balance			\$3,913,692	\$5,634,826	\$17,148,366		\$5,359,350	\$339,563	\$141,762	\$1,080,198
Sec. 5307 Transit Operating Grant	Operating Exp.	\$3,114,000								
Durable Pavement Markings	PE/Construction	\$57,000	\$57,000							
Urban System Maintenance Program	PE/Construction	\$83,182	\$83,182							
MDT Urban System Pavement Preservation Prog.	PE/Construction	\$ Per Project								
ADA/Curb Ramps Program I	Construction/IC	\$1,593,680		\$1,593,680						
Great Falls - North	RW/IC/Construction	\$17,148,366			\$17,148,366					
Annual Operations & Maintenance - State	O & M Exp.	\$973,000					\$973,000			
Annual Operations & Maintenance - Local	O & M Exp.	\$527,000					\$527,000			
Enhancement Projects	Various	\$481,325						\$339,563	\$141,762	
Sec. 5310 Transit Capital Grants**	Expenditures	Per Grants								
Estimated Ending Balance			\$3,773,510	\$4,041,146	\$0	\$0	\$3,859,350	\$0	\$0	\$1,080,198
1 Federal and State matched Surface Transportation Program-Urban (STPU) Funds allocated to Great Falls Metropolitan Area										
2 Federal and State or Local matched Montana Air Congestion Initiative (MACI)-Guaranteed Program Funds										
3 Federal and State matched National Highway System (NHS) Funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation										
4 Federal and State matched Interstate Maintenance (IM) funds for expenditure in the Great Falls Metropolitan Area by the Montana Dept. of Transportation										
5 Federal and State matched Annual State (\$973,000) Local (\$527,000) Operations & Maintenance Funds and Remainder of South Arterial Earmark										
6 Federal Transportation Enhancement Set-Aside Funds allocated to City and County. Local match of 13.42% not included										
7 Federal Transit Administration Capital and Operating Assistance Funds allocated to the Great Falls Transit District. Local match not included. Sec. 5310 Funds										
*Funding projections for 2011-2015 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										
**Funds considered reasonably available but award is dependent on the outcome of MDT's competitive process										

## **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 2011, 2012 and 2013.

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 2011  
(October 1, 2010 – September 30, 2011)

<b>Project No.</b>	<b><u>Project Title</u> (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>
Sec. 5307 (Operating)	<u>Great Falls Transit District</u> (Operating Expenditures)	\$ 2,937,000	\$ 998,704 FTA-Sec. 5307 Operating Grant	\$ 1,938,296 Local Transit Mill Levy	<u>TDB</u> TDB	No	Yes
STPU-CM 5201(18)	<u>Smelter Ave – 3<sup>rd</sup> St &amp; Division Rd)</u> a) Additional PE/RW	\$ 247,394	\$ 214,194 FHWA-STPU/CM Funds	\$ 33,200 State Matching Funds	<u>MDT</u> MDT	No	Yes
(MACI	<u>Great Falls Transit District</u> (Equipment Purchase)	\$ 1,400,000	\$ 1,223,819 FHWA-CM Funds	\$ 189,280 Local Transit Mill Levy	<u>MDT</u> TDB	No	Yes
STPU 5204(3)	<u>Smelter Avenue – Black Eagle (10<sup>th</sup> St NE to Golf Course Entrance)</u> a) Additional PE	\$ 238,663	\$ 197,506 FHWA-STPU Funds	\$ 30,614 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU 5204(3)	<u>Smelter Avenue – Black Eagle (10<sup>th</sup> St NE to Golf Course Entrance)</u> a) Utilities	\$ 617,689	\$ 536,795 FHWA-STPU Funds	\$ 82,894 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU 5204(3)	<u>Smelter Avenue – Black Eagle (10<sup>th</sup> St NE to Golf Course Entrance)</u> a) Construction	\$ 3,527,390	\$ 3,054,014 FHWA-STPU Funds	\$ 473,376 State Matching Funds	<u>MDT</u> MDT	No	Yes
MT066	<u>Black Eagle Rd.</u> a) PE/RW/Utilities/Construction	\$ 1,449,915	\$ 499,915 FHWA-Earmark \$ 950,000 HUD-Earmark	\$ 194,590 State Matching Funds	<u>MDT</u> Co	No	No
MDT – NH	Preventative Maintenance Projects a) PE	\$ 194,070	\$ 168,026 FHWA-NH Funds	\$ 26,044 State Matching Funds	<u>MDT</u> MDT	No	Yes
NH 105-1(1)0	<u>2<sup>nd</sup> Ave N-57<sup>th</sup> to 63<sup>rd</sup> GTF Rehab</u> a) PE	\$ 67,083	\$ 58,080 FHWA-NH Funds	\$ 9,003 State Matching Funds	<u>MDT</u> MDT	No	No
STPU	<u>Durable Pavement Marking Program</u> a) PE/Construction	\$ 41,900	\$ 36,277 FHWA-STPU Funds	\$ 5,623 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>Urban System Maintenance</u> a) PE/Construction	\$ 85,500	\$ 74,025 FHWA-STPU Funds	\$ 11,475 State Matching Funds	<u>MDT</u> MDT	No	No
IM 15	<u>D3 Culvert Rehab I-15</u> a) RW	\$ 6,136	\$ 5,598 FHWA-IM Funds	\$ 5,375 State Matching Funds	<u>MDT</u> MDT	No	No

TDB = Great Falls Transit District Board (TDB); MDT = Montana Department of Transportation; City = City of Great Falls; Co = Cascade County

**TABLE 5**  
**YEAR ONE**  
IMPLEMENTATION ELEMENT  
FEDERAL FISCAL YEAR 2011  
(October 1, 2010 – September 30, 2011)

<b>Project No.</b>	<b><u>Project Title</u> (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>
IM 15	<u>D3 Signing I-15</u> a) PE	\$ 200,760	\$ 183,173 FHWA-IM Funds	\$ 175,866 State Matching Funds	<u>MDT</u> MDT	No	No
IM 15	<u>D3 Culvert Rehab I-15</u> a) Construction	\$ 6,134	\$ 5,598 FHWA-IM Funds	\$ 5,375 State Matching Funds	<u>MDT</u> MDT	No	No
IM 15	<u>Emerson Jct. - Manchester Rehab</u> a) PE	\$ 602,281	\$ 549,521 FHWA-IM Funds	\$ 527,598 State Matching Funds	<u>MDT</u> MDT	No	No
HSIP/STPHS 60-2(69)96	<u>2002 – 10<sup>th</sup> Ave S/Fox Farm Rd.</u> a) Utilities/Construction	\$ 470,034	\$ 423,031 FHWA-STPHS Funds	\$ 47,003 State Matching Funds	<u>MDT</u> MDT	No	Yes
BR	<u>Bridge Deck Rehab/Repair 09</u> a) Construction	\$ 2,563,974	\$ 2,219,889 FHWA-BR-BH Funds	\$ 344,085 State Matching Funds	<u>MDT</u> MDT	No	No
BH 0002(900)	<u>Steel Br Rehab-Fatigue-DET1 (Central Ave)</u> a) Construction	\$ 5,646,500	\$ 4,888,740 FHWA-BR-BH Funds	\$ 757,760 State Matching Funds	<u>MDT</u> MDT	No	No
NH 101-1(9)1	<u>3<sup>rd</sup> St NW &amp; NW Bypass – intersection/signal upgrades</u> a) RW/Utilities	\$ 11,830	\$ 10,220 FHWA-NH Funds	\$ 1,584 State Matching Funds	<u>MDT</u> MDT	No	Yes
NH	<u>Great Falls – North widen with passing and turn lanes</u> a) PE	\$ 1,338,402	\$ 1,158,788 FHWA-NH Funds	\$ 179,614 State Matching Funds	<u>MDT</u> MDT	No	No
STPRP (90/10) [6827]	<u>RR Crossing – 11<sup>th</sup> St N (new sig.)</u> a) PE/Construction	\$ 166,624	\$ 149,961 FHWA-Rail/Highway Crossing Protective Devices Program	\$ 16,663 State Matching Funds	<u>MDT</u> MDT	No	No
STPRP (90/10) [6316]	<u>RR Crossing –Wagon Ln. (new sig.)</u> a) PE/Construction	\$ 167,668	\$ 150,871 FHWA-Rail/Highway Crossing Protective Devices Program	\$ 16,767 State Matching Funds	<u>MDT</u> MDT	No	No
State	<u>Operations &amp; Maintenance-State</u>	\$ 973,000	\$ 0	\$ 973,000 State Funds	MDT	No	No
Local	<u>Operations &amp; Maintenance-Local</u>	\$ 527,000	\$ 0	\$ 527,000 Local Funds	City/Co	No	No
STPE	<u>Enhancement Projects (Various Project Activities)</u>	Per Allocations	Per Allocations FHWA-STP Enhancement Set-	Per Allocations Local Matching Funds	<u>MDT</u> City/Co	No	Yes

TDB = Great Falls Transit District Board (TDB); MDT = Montana Department of Transportation; City = City of Great Falls; Co = Cascade County

**TABLE 5**  
**YEAR ONE**  
 IMPLEMENTATION ELEMENT  
 FEDERAL FISCAL YEAR 2011  
 (October 1, 2010 – September 30, 2011)

<b>Project No.</b>	<b><u>Project Title</u> (Project Activity)</b>	<b>Total Estimated Cost</b>	<b>Federal Funds &amp; Sources</b>	<b>Non-Federal Funds &amp; Sources</b>	<b>Fund <u>Recipient</u> Responsible Agency</b>	<b>Trans. Control Measure ?</b>	<b>Americans with Disabilities Act Project?</b>
			Aside Funds				
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

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**TABLE 6**  
**YEAR TWO**  
IMPLEMENTATION ELEMENT  
FEDERAL FISCAL YEAR 2012  
(October 1, 2011 – September 30, 2012)

<b>Project No.</b>	<b><u>Project Title</u> (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>
Sec. 5307 (Operating)	<u>Great Falls Transit District</u> (Operating Expenditures)	\$ 2,686,498	\$ 1,038,652 FTA-Sec. 5307 Operating Grant	\$ 1,647,846 Local Transit Mill Levy	<u>TDB</u> TDB	No	Yes
STPU-CM 5201(18)	<u>Smelter Ave – 3<sup>rd</sup> St &amp; Division Rd</u> a) Utilities/Construction	\$ 3,084,502	\$ 2,284,799 FHWA-STPU Funds \$ 385,762 FHWA-CM (MACI) Funds	\$ 354,147 State Matching Funds \$ 59,794 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>Durable Pavement Marking Program</u> a) PE/Construction	\$ 57,000	\$ 49,351 FHWA-STPU Funds	\$ 6,749 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>Urban System Maintenance</u> a) PE	\$ 85,500	\$ 74,026 FHWA-STPU Funds	\$ 11,474 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>MDT Urban System Pavement Preservation Program</u> a) PE/Construction	\$ Per Project	\$ Per Project FHWA-STPU Funds	\$ Per Project State Matching Funds	<u>MDT</u> MDT	No	Yes
MACI	<u>ADA Curb Ramp Program Ph I</u> a) PE/RW	\$ 191,241	\$ 165,576 FHWA-CMAQ (MACI) Funds	\$ 25,665 State/Local Matching Funds	<u>MDT</u> MDT/Local	No	Yes
MT (Earmark)	<u>South Central Urban Area Arterials</u> a) PE	\$ 600,000	\$ 519,480 FHWA-Earmark	\$ 80,520 State/Local Matching Funds	<u>MDT</u> MDT	No	Yes
NH 101-1(9)1	<u>3<sup>rd</sup> St NW &amp; NW Bypass – intersection/signal upgrades</u> a) Construction	\$ 192,841	\$ 166,962 FHWA-NH Funds	\$ 25,879 State Matching Funds	<u>MDT</u> MDT	No	Yes
NH 105-1(1)0	<u>2<sup>nd</sup> Ave N-57<sup>th</sup> to 63<sup>rd</sup> GTF Rehab</u> a) Construction	\$ 1,293,604	\$ 1,120,002 FHWA-NH Funds	\$ 173,602 State Matching Funds	<u>MDT</u> MDT	No	No
MDT – NH	<u>Preventative Maintenance Projects</u> a) Construction	\$ 858,328	\$ 743,140 FHWA-NH Funds	\$ 115,188 State Matching Funds	<u>MDT</u> MDT	No	Yes
HSIP/STPHS 7(50)	<u>Vaughn Frontage Guardrail, Slope Flattening</u> a) Construction	\$ 1,363,802	\$ 1,227,422 FHWA-STPHS Funds	\$ 136,380 State Matching Funds	<u>MDT</u> MDT	No	No

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**TABLE 6**  
**YEAR TWO**  
 IMPLEMENTATION ELEMENT  
 FEDERAL FISCAL YEAR 2012  
 (October 1, 2011 – September 30, 2012)

<b>Project No.</b>	<b><u>Project Title</u> (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>
State	<u>Operations &amp; Maintenance-State</u>	\$ 973,000	\$ 0	\$ 973,000 State Funds	MDT	No	No
Local	<u>Operations &amp; Maintenance-Local</u>	\$ 527,000	\$ 0	\$ 527,000 Local Funds	City/Co	No	No
MACI	<u>Sun River Trail Connection</u> a) PE	\$ 50,000	\$ 43,290 FHWA-CM Funds	\$ 6,710 State Funds	<u>MDT</u> MDT	No	Yes
STPE	<u>Enhancement Projects</u> (Various Project Activities)	Per Allocations	Per Allocations FHWA-STP Enhancement Set- Aside Funds	Per Allocations Local Matching Funds	<u>MDT</u> City/Co	No	Yes
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

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**TABLE 7**  
**YEAR THREE**  
IMPLEMENTATION ELEMENT  
FEDERAL FISCAL YEAR 2013  
(October 1, 2011– September 30, 2013)

Project No.	<u>Project Title</u> (Project Activity)	Total Estimated Cost	Federal Funds & Sources	Non-Federal Funds & Sources	Fund <u>Recipient</u> Responsible Agency	Trans. Control Measure?	Americans with Disabilities Act Project?
Sec. 5307 (Operating)	<u>Great Falls Transit District</u> (Operating Expenditures)	\$ 3,114,000	\$ 1,080,198 FTA-Sec. 5307 Operating Grant	\$ 2,033,802 Local Transit Mill Levy	<u>TDB</u> TDB	No	Yes
STPU	<u>Fox Farm Rd (E Fiesta – Dick Rd)</u> a) PE	\$ 1,103,800	\$ 955,670 FHWA-STPU Funds	\$ 148,130 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>Durable Pavement Marking Program</u> a) PE/Construction	\$ 57,000	\$ 49,351 FHWA-STPU Funds	\$ 6,749 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>Urban System Maintenance</u> a) PE	\$ 85,500	\$ 74,025 FHWA-STPU Funds	\$ 11,475 State Matching Funds	<u>MDT</u> MDT	No	Yes
STPU	<u>MDT Urban System Pavement Preservation Program</u> a) PE/Construction	Per Project	Per Project FHWA-STPU Funds	Per Project State Matching Funds	<u>MDT</u> MDT	No	Yes
State	<u>Operations &amp; Maintenance-State</u>	\$ 973,000	\$ 0	\$ 973,000 State Funds	MDT	No	No
Local	<u>Operations &amp; Maintenance-Local</u>	\$ 527,000	\$ 0	\$ 527,000 Local Funds	City/Co	No	No
MDT – NH	<u>Pavement Pres/Preventative Maintenance Projects</u> a) Construction	\$ 1,883,688	\$ 1,630,897 FHWA-NH Funds	\$ 252,791 State Matching Funds	<u>MDT</u> MDT	No	Yes
IM 15	<u>D3 Culvert Rehab I-15</u> a) Construction	\$ 932,328	\$ 850,656 FHWA-IM Funds	\$ 816,719 State Matching Funds	<u>MDT</u> MDT	No	No
STPE	<u>Enhancement Projects</u> (Various Project Activities)	Per Allocations	Per Allocations FHWA-STP Enhancement Set- Aside Funds	Per Allocations Local Matching Funds	<u>MDT</u> City/Co	No	Yes
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

TDB = Great Falls Transit District Board (TDB); MDT = Montana Department of Transportation; City = City of Great Falls; Co = Cascade County

## APPENDIX A

### MDT PAVEMENT PRESERVATION/PREVENTATIVE MAINTENANCE PROJECTS\*

*Note: Project list is current as of July 2011 – listed in no order of priority*

Location/name	Type	Est. total cost	Est. year of construction
Central Ave W	Mill, overlay, seal & cover	\$ 901,318	2011
River Dr. 15 <sup>th</sup> -25 <sup>th</sup>	Overlay	\$ 687,324	2011
10 <sup>th</sup> Ave S / 2 <sup>nd</sup> St	Intersection Modification	\$ 214,647	2012
3 <sup>rd</sup> St NW / NW Bypass	Signal Upgrade	\$ 274,027	2012
10 <sup>th</sup> Ave S Warden Br-18 <sup>th</sup>	Crack & Joint Seal	\$ 767,781	2012
River Dr 25 <sup>th</sup> -38 <sup>th</sup>	Mill, fill, seal & cover	\$ 911,170	2013
10 <sup>th</sup> Ave S Warden Br-6 <sup>th</sup> SW	Conc. Crack repair	\$ 484,517	2013
River Dr 9 <sup>th</sup> -15 <sup>th</sup>	Conc. Crack repair	\$ 372,344	2013
Central Ave W – 6 <sup>th</sup> -9 <sup>th</sup>	Conc. Crack repair	\$ 144,844	2013
10 <sup>th</sup> St N – River Dr to Smelter	Conc. Crack/Panel repair	\$ 225,109	2013

*\*As other projects similar in scope and funding source are programmed, they will be funded under this category, as approved and funded by MDT.*