



Phone (406) 552-6670 / Fax (406) 552-6053  
www.ci.missoula.mt.us/transportation

## TRANSPORTATION POLICY COORDINATING COMMITTEE (TPCC) AGENDA

**Date:** February 18, 2020, 1:30 PM  
**Location:** City Council Chambers  
140 W. Pine Street, Missoula , MT  
**Voting members:** Mirtha Becerra, City Council, Peter Bensen Planning Board, John Engen, Mayor,  
Don MacArthur, MUTD, Josh Slotnick, Missoula Co. Commissioner,  
Dave Strohmaier, Missoula Co. Commissioner (vice-chair), Bob Vosen, MDT-Missoula  
**Non-voting members:** Brian Hasselbach, FHWA-Helena, Debbie Johnston, MCCHD

*If anyone attending this meeting needs special assistance, please provide 48 hours advance notice by calling Development Services at 406-552-6630.*

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  5. Old Business
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  7. Adjournment
-



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## **Transportation Policy Coordinating Committee Minutes**

January 21, 2020, 1:30 PM  
City Council Chambers  
140 W. Pine Street, Missoula , MT

Voting members present: Mirtha Becerra, City Council, Peter Bensen Planning Board, John Engen, Mayor, Don MacArthur, MUTD, Josh Slotnick, Missoula Co. Commissioner, Dave Strohmaier, Missoula Co. Commissioner (vice-chair), Bob Vosen, MDT-Missoula

Non-Voter(s) present: Brian Hasselbach, FHWA-Helena, Debbie Johnston, MCCHD

### **1. Roll Call and Introduction of Audience**

Jordan Hess sat in as a proxy for Mayor John Engen.

### **2. Approval of Minutes**

The minutes were approved as submitted.

### **3. Public Comment**

There was no public comment.

### **4. New Business**

#### **4.1 Election of Chair and Vice-Chair**

The committee took up the election of a new Chair and Vice Chair for the Transportation Policy Coordinating Committee. Jordan Hess nominated Dave Strohmaier. The vote was unanimous.

Newly elected Chair Strohmaier asked for nominations for Vice Chair. Don MacArthur nominated Mirtha Becerra. The vote was unanimous.

Elect \_\_\_\_\_ as Chair of TPCC: Elect \_\_\_\_\_ as Vice-Chair of TPCC.

#### **4.2 Presentation on draft CMAQ project evaluation and selection criteria (Tara Osendorf)**

Aaron Wilson, Transportation Planning Manager, presented on draft Congestion Mitigation and Air Quality (CMAQ) project evaluation and selection criteria (PowerPoint presentation available on eScribe). A subcommittee was convened to develop a way to evaluate projects for CMAQ funding. Background was given on CMAQ funding and how it

has been used previously. Mr. Wilson stated that there are two ways to look at CMAQ: the current Transportation Improvement Program (TIP) which will have just under \$4 million after five years, and CMAQ funding for the long range transportation plan which covers a thirty year planning horizon. Through the long range planning prioritization process, projects that are eligible for CMAQ funding will be identified and prioritized over the 30 year horizon. The kinds of projects CMAQ is currently used for and funded in the Long Range Transportation Plan (LRTP) include street sweepers, intelligent traffic control systems, and bus purchases, among others.

The presentation showed the CMAQ funding outlook, an example of the scoring process, and CMAQ requirements. Eligible projects must be a transportation project, located in or benefit a nonattainment or maintenance area for ozone, carbon monoxide, and particulate matter, able to exhibit capacity to reduce emissions and congestion/improve air quality, and included in the LRTP and TIP.

A summary of the subcommittee discussion on the potential criteria for projects is included in the presentation. The committee recommends putting the project on hold until it can be identified how it will fit into the long range plan update currently underway.

The Committee asked about weighing the criteria and how the projects will be divided between operations and capital improvements, and how the projects are publicly noticed. In addition, the Committee asked how they might make recommendations for projects. Mr. Wilson explained that an immediate request could be made, MPO staff could put out a call for projects, or the project may be included in the long range plan update. The long range plan is where projects will be evaluated, including the funding options and requirements. There was further discussion regarding why and how Missoula receives CMAQ funding. The Committee concluded it would be of benefit to engage the Congressional delegation for continued support.

#### **4.3 Presentation and review of the 2020 Long Range Transportation Plan project schedule and draft public involvement needs assessment results (Aaron Wilson/ Katie Kleitz, Big Sky PR)**

Aaron Wilson, Transportation Planning Manager, and Katie Kleitz of Big Sky PR, presented on the 2020 Long Range Transportation Plan project schedule and draft public involvement needs assessment results (report available in eScribe).

The work plan, which has been created in conjunction with Nelson Nygaard, involves working with consultants to sketch out a work plan for the year and strategies to encourage public involvement. It involves three main components, which are not necessarily sequential and may overlap. The first is framing the challenge and establishing outcomes. The second is creating and evaluating solutions. The third is reviewing priorities and recommendations. A proposed timeline is included in the provided report.

The final target dates include reviewing the proposed plan in January 2021 and then reviewing it in TPCC for adoption in March 2021.

Katie Kleitz of Big Sky PR spoke on Big Sky's role in the project. She said that each part will involve public involvement, and that she's hoping to work through a needs assessment alongside meetings with agency representatives in the hopes of developing a number of prompts to learn where the Metropolitan Planning Organization (MPO) is

currently, how it sees itself, and how the community sees the MPO. The plan is to include focused messaging using graphics and stories, as well as going out into the community to engage the public in their respective neighborhoods.

The Committee asked various questions for clarification and offered suggestions, including having a citizen's guide, asking constituents for their perspectives, explaining the MPO process, and contextualizing what the Long Range Plan can do for people in their everyday lives.

#### **4.4 Discussion of future topics for committee presentations or consideration (Aaron Wilson)**

Aaron Wilson, Transportation Planning Manager, solicited suggestions from the Committee in regards to what they would like to see and hear at the Committee throughout the next year. The Committee offered several, including a presentation on what other communities are doing in regards to their MPOs, an explanation of the legislative process, and updates on a passenger rail train, as well as periodic updates from Mountain Line.

### **5. Old Business**

### **6. Announcements and Closing Comments**

Aaron Wilson, Transportation Planning Manager, offered an update on Reserve Street, stating that there will be a community forum at the Best Western on Grant Creek Road on January 29, 2020, at 5:45-8:00 PM. The forum will focus on gaining a better understanding of the community's experience with Reserve Street, as well as educating the public about how the Transportation division is approaching some of the problems and how they plan to work through specific projects.

In addition, Mr. Wilson provided an update on the Highway 200/East Missoula corridor. He said that the first open house will take place on February 6, 2020, at the East Missoula firehouse.

Mr. Wilson further stated that there will be additional updates in the coming months regarding the passenger rail.

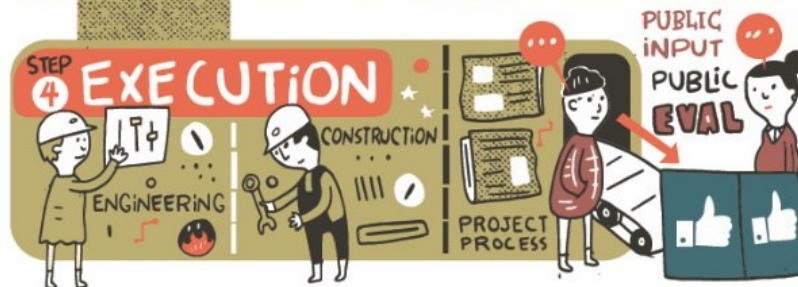
### **7. Adjournment**

The meeting was adjourned at 2:58 PM.

# **Reserve Street Community Input Form**

**January 29, 2020**

# DECISION POINTS OF A PUBLIC PROJECT



# Purpose:

- **Educate**
- **Gather input**



## Welcome To The Reserve Street Missoula Community Input Forum

January 29, 2020  
Best Western Plus Grant Creek Inn  
5280 Grant Creek Rd

## TONIGHT IS JUST THE BEGINNING

The Reserve Street Community Input Project is a project of the Missoula Metropolitan Planning Organization (MPO) and 5th House Consulting. The Project is an opportunity to gather community input around the question, “What will improve people’s experience with the Reserve Street area?” The information gathered in this project will be used to inform future projects of the MPO.



## Facilitated event

- **3 “Learn” stations: Safety, Land use & traffic, Planning context**
- **2 input stations: What is your current experience on Reserve? What would you like that experience to be?**





# *How is Missoula approaching transportation safety on Reserve Street*

Expert: David Gray

Description: Safety is one of the most important issues or needs that the City, County, State DOT, and Metropolitan Planning Organization are committed to addressing. Transportation safety can impact frequency as well as severity of crashes, for people of all ages, mobility, and economic status. Crashes can result in significant individual and community impacts on health, social and economic costs. In order to address this issue, the MPO has a community-wide Transportation Safety Plan that will lead us to effective, efficient solutions. Within that plan, there are three primary emphasis areas based on a comprehensive analysis of 10 years of crash data. Reserve Street is a state highway that accommodates a high level of pass-through and external to retail vehicle trips. The sheer volume of traffic on Reserve Street increases the probability of crashes occurring. However, there may be countermeasures that could be implemented to reduce crash severity. Based on the analysis in the safety plan, staff look for the most cost-effective solutions to known safety issues. The safety session will give an overview of how staff are looking to improve Reserve Street traffic safety through this strategic approach.

# *Plans for Reserve Street*

Expert: Aaron Wilson

Description: Land use and transportation connections are essential ingredients for understanding and solving the problems related to future growth pressure. Planning for growth means identifying development locations and patterns that support a compact, walkable, and connected urban environment. Establishing the land use and transportation systems necessary for multi-modal travel will be vital for accommodating new residents and the trips they will need to take for jobs, services and recreation. In Missoula, the foundation for land use and transportation is underway, as detailed in various plans and policies. Reserve Street is a key component of many of these plans, and remains a central focus of all City, County and MPO planning processes.

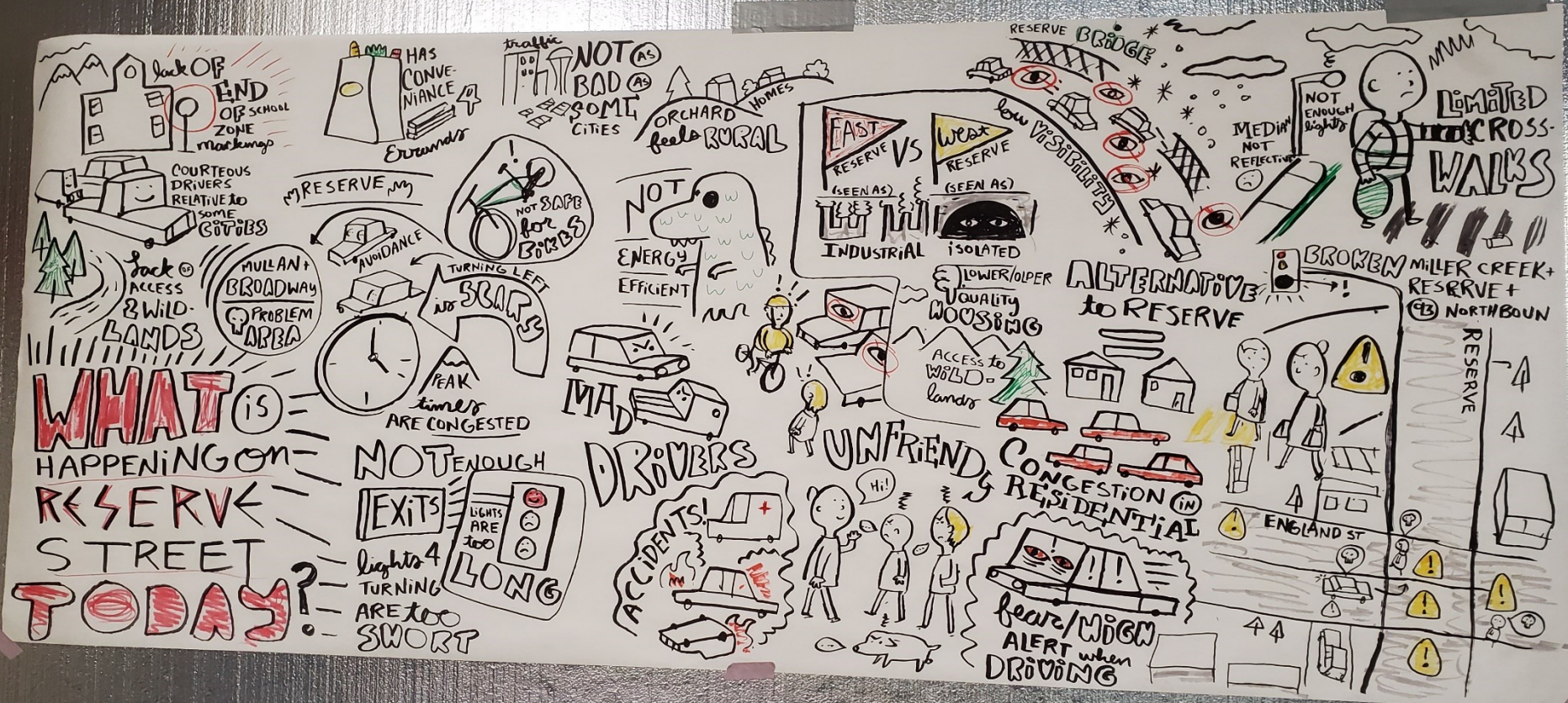
In order to accomplish our ambitious goals, we must be strategic as a community in how we invest scarce transportation dollars. We must recognize that we cannot build our way out of congestion simply by widening streets and increasing speeds. There is a better, more efficient approach, as outlined in the LRTP and the City and County Growth Policies, that envisions compact, mixed-use development served by multi-modal transportation facilities that are accessible by all ages and all abilities. Reserve Street will be one of many key corridors to achieving that future.

# *Land Use and Traffic*

Expert: Andrew Hagemaiier

Description: There is a lack of general understanding of the relationship between development patterns and congestion. Certain types of development patterns are much more likely to result in congestion than others. The development patterns along Reserve Street are among the most auto-centric development patterns in the city. As long as the development pattern along Reserve Street favors the automobile, congestion will be a problem. Small changes to infrastructure can help with safety, but any investment to the roadway to alleviate congestion will yield very little in return. But, changes throughout the city that favor walkability, biking and transit will help alleviate congestion community wide.

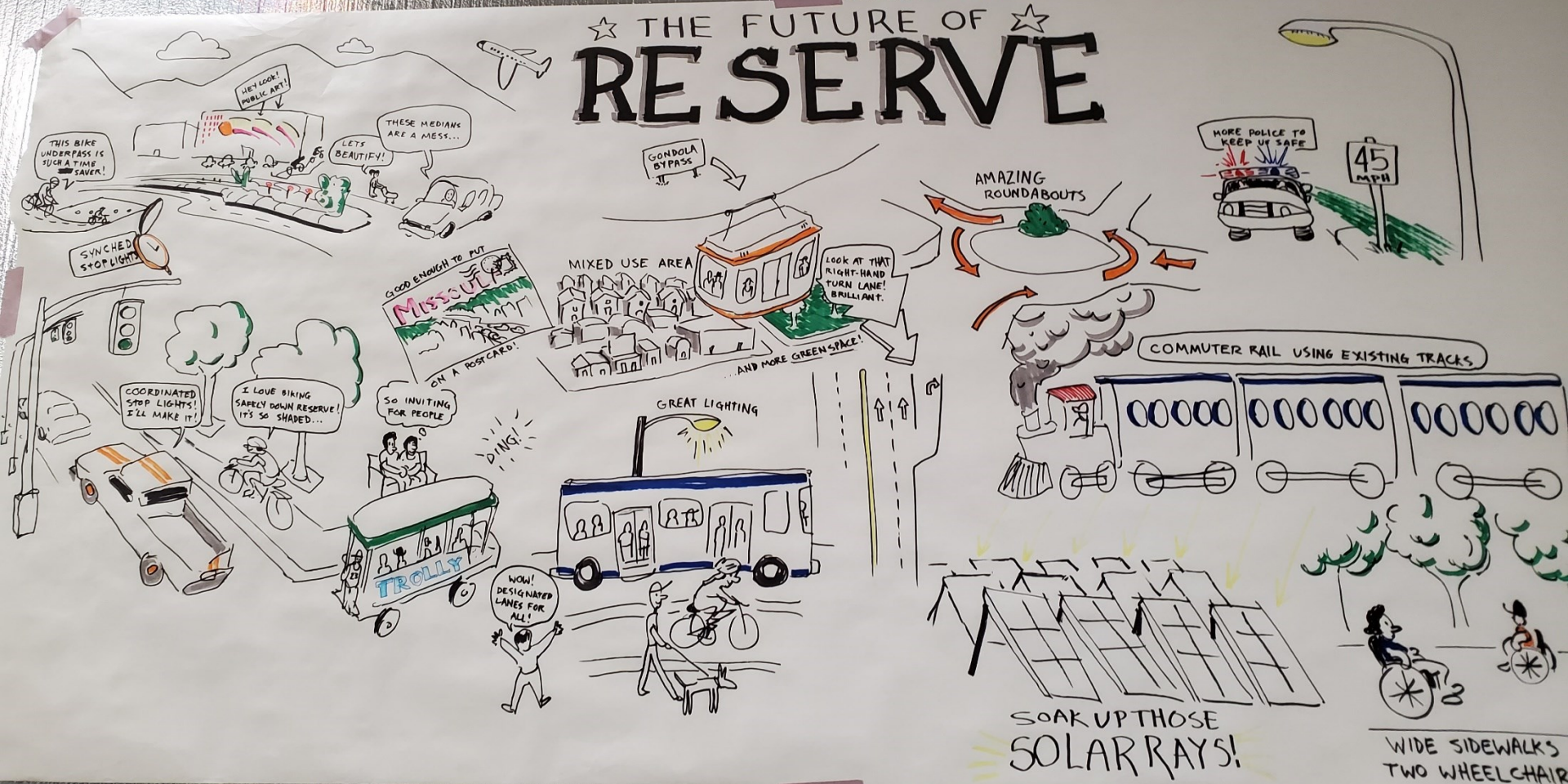






EXIT

# ★ THE FUTURE OF RESERVE



Reduced light pollution @ night (lights off)

More uses on Reserve- live, work, play

Roadway is well-maintained

East-West safer

# MISSOULA LONG-RANGE TRANSPORTATION PLAN UPDATE

## Draft Work Plan and Committee Meeting Schedule

(1/19/20)

The schedule below assumes monthly meetings of the TPCC and TTAC, five meetings of the LRTP CAC and TAC, and three rounds of public engagement (to be finalized in coordination with the development of the Public Involvement Plan). The LRTP CAC and TAC will meet roughly quarterly throughout the process, associated with core deliverables and opportunities for input.

There are three key phases to the project work, with groupings of deliverables in each phase associated with a LRTP CAC or TAC meeting:

### 1. Framing the Challenge and Establishing Outcomes

- a. Public Involvement Plan / Early Existing Conditions Findings / Goals & Performance Measures Workshop
- b. Evaluation Framework / Emerging Mobility Playbook / Project Identification Workshop

### 2. Creating and Evaluating Solutions

- a. Evaluation Results / Scenario Development & Review
- b. Recommended Scenario / Project Descriptions & Cost Estimates

### 3. Reviewing Priorities and Recommendations

- a. Financial & Implementation Plan
- b. Programmatic Recommendations / Draft Plan

Month	Committee / Group	Topics
January 2020	TPCC	Project Work Plan
February 2020	TTAC	Project Work Plan
	TPCC	Public Involvement Plan
	LRTP CAC	Preliminary Existing Conditions Highlights
	LRTP TAC	Goals & Performance Measures Workshop
March 2020	TTAC	Existing Conditions Findings
	TPCC	Draft Goals & Performance Measures
April 2020	TTAC	Revised Goals & Performance Measures
	TPCC	Draft Evaluation Framework Approach to Project Identification Plan for Round 1 Engagement
May 2020	TTAC	Final Goals & Performance Measures
	TPCC	Revised Evaluation Framework
	LRTP CAC	Project Identification Workshop



## DRAFT WORK PLAN AND COMMITTEE MEETING SCHEDULE (1/19/20)

Missoula Long-Range Transportation Plan Update

Month	Committee / Group	Topics
	L RTP TAC	Emerging Mobility Playbook
	Public Outreach Round 1	
June 2020	TTAC	Engagement Summary
	TPCC	Draft Project List
July 2020	TTAC	Final Project List
	TPCC	Preliminary Evaluation Results Scenario Development Approach
August 2020	TTAC	Evaluation Results
	TPCC	Scenario Development Financial Planning Approach
September 2020	TTAC	Review of Scenarios Outcomes
	L RTP CAC	Cost Estimating & Implementation Planning Approach
	L RTP TAC (could move to Aug)	Preliminary Programmatic Recommendations
	TPCC	
October 2020	TTAC	Draft Recommended Scenario
	TPCC	Preliminary Financial & Implementation Plan Plan for Round 2 Engagement
November 2020	TTAC	Recommended Scenario
	L RTP TAC (could move to Oct)	Draft Financial & Implementation Plan
	L RTP CAC	
	Public Outreach Round 2	
	TPCC	
December 2020	TTAC	Engagement Summary
	TPCC	Draft Programmatic Recommendations Draft Plan Outline
January 2021	TTAC	Draft Plan Review
	TPCC	Plan for Round 3 Engagement
	L RTP CAC	
	L RTP TAC	
February 2021	Public Outreach Round 3	Draft Plan Review
March 2021	TTAC	Plan Adoption
	TPCC	



## MISSOULA LONG-RANGE TRANSPORTATION PLAN UPDATE

### Preliminary Approach to Early Public Involvement Phases

This document outlines potential public involvement activities for the Long-Range Transportation Plan (LRTP) Update between January and August 2020.

Building relationships early will help set the tone for the project. Stakeholder outreach and education will be conducted in tandem with gathering feedback. Methods will include, but are not limited to, a public open house/interactive engagement meeting, stakeholder meetings, pop-up meetings with property owners and businesses, coffee shop discussions, and potentially an educational video promoted on social media platforms. Working with the public early in the project will lay the groundwork for positive relationships moving forward.

To help demonstrate the MPO's commitment to the LRTP and to the community, we will be encouraging public dialogue. We want to be highly visible in the community, providing members of the public with multiple opportunities for engagement. By meeting them where they are, we'll reach a diverse audience, and especially those who might not otherwise get involved through traditional outreach methods such as public meetings or who have not felt empowered to share their thoughts on planning efforts to date.

In addition to the in-person approaches outlined below, the project team will establish a website and develop materials to explain the relationship between this plan update, transportation funding, and agency roles in transportation project design and implementation. Our objective in this early stage is to illustrate "the why" behind the plan update.

### Phase 1: Education

Through the Needs Assessment and initial outreach and research, we have learned that public involvement will need to begin with education. The first phase of project outreach will be focused on providing the general public, key stakeholders/partners, and government agencies with background on who the Missoula Metropolitan Planning Organization (MPO) is and why the MPO is the agency charged with updating the LRTP.

Starting with a strong, inclusive, and inviting public involvement approach is critical. Because the larger Missoula-area community is undergoing a great deal of development and planning, this project must stand alone while supporting the work of partner agencies. We want to begin laying the foundation for collecting public feedback through the following activities.

#### **January: Kickoff Activities**

- Finalize Needs Assessment themes
- Develop comprehensive public involvement plan
- Establish a project logo and brand

#### **February: Early Research**

- Build stakeholder database and begin light-touch partner meetings

- Develop one or two question survey
- Draft MPO introduction and project key points
- Establish feedback criteria with the MPO
- Update webpage content and launch new forum
- Start coffee shop-style meetings with the general public and agency partners

**March: MPO Awareness**

- Continue with tactics outlined previously
- Begin working on MPO educational materials
- Host a public event to share Missoula's transportation past and introduce the project (as the transportation future)
- Launch initial public survey
- Develop an LRTP video

**April: Preparing for Launch**

- Begin preparing media and advertising materials for May and June outreach
- Offer community briefings
- Develop engagement in a box toolkit
- Plan pop-up events

## **Phase 2: Engagement**

Phase 1 is designed to establish a strong foundation from which the MPO can build into LRTP-specific messaging. Phase 2 leverages that base to begin strategically connecting with stakeholders, community partners, agencies, and non-profit organizations. This phase builds toward the first week in June, when the project team will host a series of public events. The focus from May through August will be to gather extensive feedback, building on the relationships created in Phase 1.

**May: Resident and Stakeholder Outreach**

- Engage with neighborhood groups and neighborhood councils
- Leverage new engagement toolkit
- Market June events
- Staff tables (and pop-up) at local grocery stores, Food Bank, and other community locations

**June: Public Outreach Bonanza**

- June 3: Start outreach with interactive booth at Out to Lunch
- June 4: Hold similar outreach at Downtown ToNight
- June 5: Participate in First Friday
- Push media relations and web updates
- Present project at existing meetings
- Begin social media campaigns

**July-August: Keep Riding the Public Involvement Train**

- Report back to the community what we've heard to date
- Begin using initial feedback

- Continue media relations, web updates, social media, and online engagement
- Prepare engagement plan for final project phase

## Phase 3: Adoption and Implementation

Phase 3 tactics and deliverables will be dictated by the success and proven strategies of Phases 1 and 2. Continual review and evaluation of the engagement plan will help to ensure that any new or supplemental strategies can be successfully executed in Phase 3.

Ongoing updates will be provided online and in-person, as needed. There will also be a media relations strategy and goals to keep the feedback loop open for those who may have missed summer outreach pushes. As the project team begins drafting plans, scenarios, and presentations, more detailed strategies for community and partner engagement will be developed.

Phase 3 will focus on reporting to the community what we have heard and how we are using their feedback. The goal is to demonstrate that the LRTP development process has been as transparent and inclusive as it is important. We want those involved to know they are part of shaping the community's future.

# **Technical Advisory Committee**

## Agency/Organization

Missoula City Engineer

Director, Missoula Redevelopment Agency

General Manager, Missoula Urban Transportation District

Director, Missoula Parks & Recreation

Missoula Bicycle/Pedestrian Program Manager

Missoula District Engineer, Montana Dep. Of Transportation

Missoula City-County Air Quality Specialist

Missoula County Parks & Trails Manager

Missoula County Engineer

Transportation Planner, Montana Dep. Of Transportation, Helena

Current Planning/Land Use

Long Range Planning

CAPS

Housing & Community Development

Health Department

Police/Fire/EMS?

## **Citizen Advisory Committee**

### Agency/Organization

Missoula Institute for Sustainable Transp. (MIST)

Community Forum

Community Organizers

Missoula Area Chamber of Commerce

Missoula Downtown Partnership

Missoula Organization of Realtors (MOR)

Missoula Building Industry Assoc. (MBIA)

homeWORD

Bike-Ped Advisory Board

Summit Independent Living Ctr.

Climate Smart Missoula

Lolo Community Council

E. Missoula Community Council

Bonner/Milltown Community Council

Missoula Aging Services

Target Range HOA

Freight Representative

Youth - high school? University? EmpowerMT?

MCPS

Soft Landing