



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

## TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC) AGENDA

**Date:** August 1 2019, 10:00 AM

**Location:** City Council Chambers

140 W. Pine Street, Missoula , MT

**Voting members:** Shane Stack, chair (MDT-Missoula), Corey Aldridge (MUTD), Dori Brownlow (Missoula County), Ellen Buchanan (MRA), Sarah Coefield, vice-chair (Env. Health MCCHD), Chet Crowser (Msla Co CAPS), Juniper Davis (Msla Co Parks & Trails), Donna Gaukler (City Parks & Rec), Lyn Hellegaard, (MRTMA), Jeremy Keene (City PW), Donny Pfeifer (MDT-Missoula), Carol Strizich (MDT-Helena), Ben Weiss (City Bike/Ped), Brian Hensel (City PW)

**Non-voting members:** Ryan Hammon (FHWA-Helena), Tiffany Brander (City Parking--interim), Brian Ellestad (Msla Airport Auth), Bynum Jackson (ASUM-Trans.), Eva Rocke (UM Admin)

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

	Pages
1. Roll Call	
2. Approval of Minutes	1
3. Public Comment	
4. New Business	
4.1 Review and recommend TPCC approval of the 2020 Unified Planning Work Program (Aaron Wilson)	4
Recommended motion: Recommend TPCC approval of the 2020 Unified Work Program as proposed or as modified by TTAC	
4.2 Review and recommend TPCC approval of the 2020-2024 Transportation Improvement Program (Michael Harpool)	50
Recommended motion: Recommend TPCC approval of the 2020-2024 Transportation Improvement Program	
4.3 Transportation Demand Model update scope and consultant selection (David Gray)	
5. Old Business	
5.1 Presentation on draft BBER Transportation Survey draft questions (Aaron Wilson & John Baldridge)	102

6. Announcements and Closing Comments

7. Adjournment

---

**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MINUTES**  
**City Council Chambers, 140 W. PINE**  
**July 11, 2019,**  
**AT 10:00 AM**

Voting members present: Tiffany Brander, Neil Miner (Proxy for Donna Gaukler), Vicki Sernich (Proxy for Carol Strizich), Ellen Buchanan, Sarah Coefield, Shane Stack, Randy Velin (Proxy for Lyn Hellegaard), Jeremy Keene, Mike Haynes, Ben Weiss, Dori Brownlow, Chet Crowser, Juniper Davis, Donny Pfeifer

Voting members absent: Corey Aldridge,

Non-voting members present:

Non-voting members absent: Brian Ellestad, Eva Rocke, Ryan Hammon, Bynum Jackson,

Others present: Michael Harpool, Jack Ballas, Ed Bridges, Lee Bridges, Aaron Wilson,

**1. Roll Call**

**2. Approval of Minutes**

The minutes were approved as presented.

**3. Public Comment**

Jack Ballas, chairman of the East Missoula County Sewer District, requested consideration from the board to allocate CMAQ funds to East Missoula's alley sewer project scheduled for 2023.

Lee Bridges, a member of the East Missoula Sewer Board and the East Missoula Community Council, reminded the board that East Missoula is a low income community. She advocated to have CMAQ funds set aside to help fund the East Missoula alley sewer project.

**4. New Business**

**4.1 Review of draft FFY 2020 Unified Planning Work Program (Aaron Wilson) --** [History](#)

Aaron Wilson, Transportation Planning Manager, presented on the draft Unified Planning Work Program and asked the board for changes or recommendations before its adoption in August. There are currently 1.5 million in planning funds for fiscal year 2020 to cover staff, studies, data collection, and any other needed analysis. Over seven hundred and eighty-five thousand dollars is currently unobligated, but because of the planned recession in 2020, it is difficult to know how much can be spent. Changes to the 2020 work program include the Long Range Transportation Plan update, separate travel demand model updates, and possible studies including the Mullan and Broadway area master plan and Reserve street study.

*Donny Pfeifer arrived at 10:14*

The East Missoula corridor study, the model update, and the pavement condition study will carry over into the 2020 budget even though the funds were obligated in fiscal year 2019. Target adoption by TPCC is August 2020.

#### **4.2 Review of draft FFY 2020 – 2024 Transportation Improvement Program (Michael Harpool & Aaron Wilson) --**

[History](#)

Michael Harpool, Missoula Metropolitan Planning Organization, presented on the FFY 2020-2024 Transportation Improvement draft. The board was informed of the additions being made, updates to the performance measures, and the adoption process.

Aaron Wilson, Transportation Planning Manager, spoke to the board about the allocation of CMAQ funds, the potential 2020 rescission impacts, and the project selection and funding process. By 2024, the CMAQ fund balance is projected to be at 3.9 million. The board was encouraged to take a proactive approach to allocating the upcoming funds.

The board went into further discussion regarding the selection process of potential CMAQ funded projects including not programming funds in 2020, assessing the potential effectiveness of projects at reducing congestion and improving air quality, and looking at priorities within the Long Range Transportation Plan. The board concluded that having a subcommittee could aid in the selection process. They deliberated over who would be on the board and what considerations would be made to choose subcommittee members.

The board was informed of the updates made to the Surface Transportation Program Urban, Interstate Maintenance, the Highway Safety Improvement Program, and Urban Preservation Pavement Funding.

The board briefly discussed performance measure specifics.

#### **4.3 Presentation and review of Transportation Market Research Survey (Tara Osendorf & Aaron Wilson) --**

[History](#)

Tara Osendorf, Missoula Metropolitan Planning Organization, presented on the Missoula Area Transportation Market Research Survey. The survey was last done in 2015 prior to the 2016 Long Range Transportation Plan. After a limited solicitation process, BBER was selected, again, as the consultant for this project. The survey will go out by mail the third week in September and will be sent to households instead of specific owners. Staff has reviewed and edited the survey, but the board was asked to do their own evaluation and provide feedback on additional data needs.

The board looked over the survey, asked questions, and opened a discussion on the phrasing and specifics of the questions pertaining to tax increases, mode share, safe routes to schools, roundabouts.

The MPO has a goal to present their contract to council by the end of the month, submit the survey to the county commissioners, and have it mailed out by the third week in September. Comments from the board are encouraged and can be submitted by email for the next couple weeks.

#### **4.4 Presentation of East Missoula Corridor Study draft scope of work (Tara Osendorf) --**

[History](#)

Tara Osendorf, Missoula Metropolitan Planning Organization, presented on the East Missoula Highway 200 Corridor Plan. The board was asked to review the contract and provide feedback of the draft scope. The winning proposal was from WGM Group, who was chosen because of their understanding of the corridor, their strong design background, and their emphasis on funding opportunities. The board was given a project summary and was informed of the scope of services the city will obtain by moving forward with this project. The MPO will present the draft scope to the Transportation Technical Advisory Committee Tuesday, July 16, 2019 and the contract to City Council later in July. Pending approval, work is scheduled to begin in August with the final report available in November of 2020.

The board was asked for their feedback and reminded that they can submit comments by email to the MPO throughout the next week.

5. **Old Business**
6. **Announcements and Closing Comments**
7. **Adjournment**



# Unified Planning Work Program (UPWP)

Federal Fiscal Year 2020  
(October 1, 2019 – September 30, 2020)

Prepared by:

Missoula Metropolitan Planning Organization

And

Missoula Urban Transportation District

In cooperation with

City of Missoula, Montana

County of Missoula, Montana

Montana Department of Transportation

Federal Highway Administration

Federal Transit Administration

Approved by:

TTAC:

TPCC:

MDT:

FHWA:

FTA:

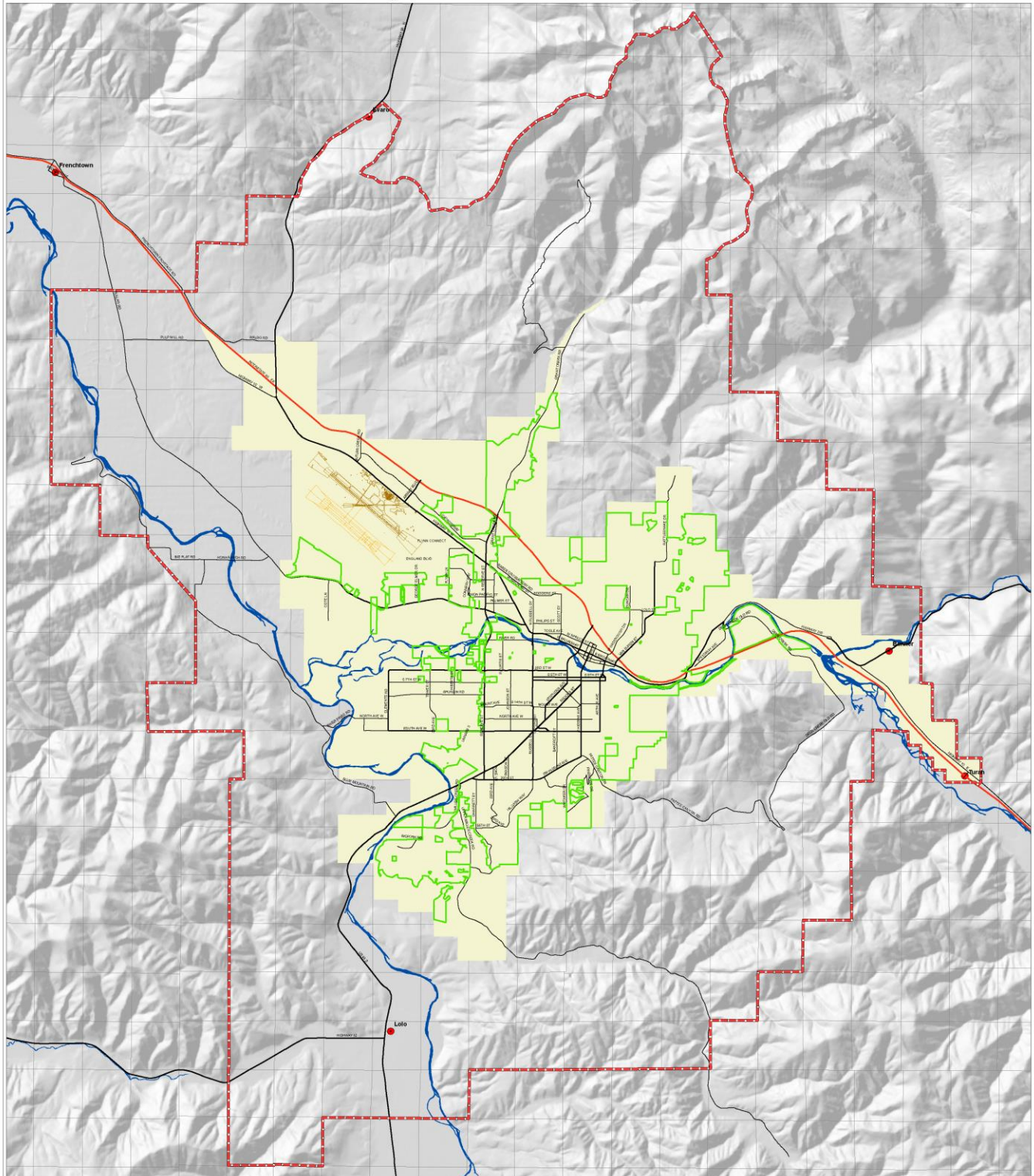
"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

## TABLE OF CONTENTS

<b>TABLE OF CONTENTS .....</b>	<b>3</b>
<b>SECTION 1—INTRODUCTION .....</b>	<b>5</b>
<b>Abbreviations &amp; Acronyms Used in the Work Program.....</b>	<b>5</b>
<b>The Work Program and Its Purpose.....</b>	<b>7</b>
<b>Federal Guidance.....</b>	<b>7</b>
<b>Performance Measures.....</b>	<b>7</b>
<b>Public Involvement .....</b>	<b>8</b>
<b>41.11.00 Program Support and Administration .....</b>	<b>9</b>
100 A Program Administration .....	9
100 B Transportation Staff Training.....	11
100 C Inter-Agency Cooperation .....	13
101 Unified Planning Work Program (UPWP).....	16
102 Public Involvement and Service .....	17
<b>41.13.01 Long Range Planning—System Level .....</b>	<b>19</b>
300 Long Range Transportation Plan Update .....	19
301 Metropolitan Planning Area Transportation Plans .....	21
302 Transportation Data.....	24
303 Transportation Options – Education and Outreach .....	26
304 Travel Demand Modeling .....	28
<b>41.14.00 Short Range Transportation Planning .....</b>	<b>30</b>
500 Planning for Older Adults and Persons with Disabilities .....	30
501 Transit Systems Management (TSM).....	32
502 Preparation of Updated Transit Development Plan (TDP) .....	34
<b>41.15.00 Transportation Improvement Program (TIP) .....</b>	<b>36</b>
600 Transportation Improvement Program (TIP).....	36
<b>41.27.00 Clean Air Planning.....</b>	<b>38</b>
700 Air Quality and Environmental Planning.....	38
<b>41.27.00 Implementation of the Americans with Disabilities Act (ADA) .....</b>	<b>40</b>
703 Implementation of the ADA.....	40
<b>41.17.00 Other Activities .....</b>	<b>42</b>
900 Reserve .....	42
<b>SECTION 3 — COST ALLOCATION PLAN.....</b>	<b>43</b>
<b>TABLE 1 – FFY 2019 Funding Summary .....</b>	<b>44</b>
<b>TABLE 2 – FFY 2019 Funding Prorations.....</b>	<b>45</b>
<b>Appendix A: Public Comment Received .....</b>	<b>46</b>



# Transportation Planning Area



- Cities & Towns
  - Metropolitan Planning Area
  - City Limits
  - FHWA Urbanized Area
- Airport**
  - Existing
  - Proposed
  - Township, Range & Section

Missoula County - City of Missoula  
**MPO**  
 METROPOLITAN PLANNING ORGANIZATION  
 Missoula State Plane, NAD 83, Meters  
 Map by: David Gray, Transportation Planner III,  
 Missoula Development Services  
 Date: October 18, 2014  
 File: Transportation.mxd

## SECTION 1—INTRODUCTION

### Abbreviations & Acronyms Used in the Work Program

<b>APA</b>	American Planning Association
<b>ATP</b>	Active Transportation Plan
<b>CTSP</b>	Community Transportation Safety Plan
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY/FFY</b>	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 - September 30.
<b>FAST Act</b>	Fixing America's Surface Transportation Act or FAST Act. The five-year surface transportation bill signed by President Obama on December 4, 2015. The new law replaces the previous act known as Moving Ahead for Progress in the 21 <sup>st</sup> Century, or MAP-21.
<b>L RTP</b>	The Long Range Transportation Plan is the 25-year planning document for the Missoula Metropolitan Planning Area. The MPO updates the LRTP every four years through an extensive consultation process to address multimodal transportation needs and investments.
<b>MDS</b>	City of Missoula Development Services houses the staff for the Metropolitan Planning Organization.
<b>MPO</b>	Metropolitan Planning Organization is the agency designated by Federal law to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area with a population of 50,000 or greater. The MPO is responsible for the LRTP and the Transportation Improvement Program (TIP). The MPO is the coordinating agency for grants, billings and policy-making for transportation.
<b>MIM</b>	Missoula In Motion is a program that provides public outreach and education services to promote the use of transit, ridesharing, bicycling and walking.
<b>MRTMA</b>	Missoula-Ravalli Transportation Management Association
<b>MUTD</b>	Missoula Urban Transportation District (Mountain Line)
<b>PL</b>	PL funds are those available for MPOs to carry out the metropolitan transportation planning process required by <a href="#">23 USC §134</a> , including the development of metropolitan area transportation plans and transportation improvement programs. Apportionments of PL funds are addressed in <a href="#">23 USC §104(d)</a> .
<b>STAC</b>	Specialized Transportation Advisory Committee
<b>TDP</b>	Transit Development Plan. The TDP is the strategic guide for public transportation in Missoula over the next 5 years and beyond. The TDP is Mountain Line's contribution to the Missoula Transportation Improvement Program (TIP).
<b>TIP</b>	Transportation Improvement Program. Updated regularly, the TIP lists priority projects and project segments scheduled for implementation over a five-year period. The TIP describes the cost and funding source for each project.
<b>TO</b>	Transportation Options
<b>TPCC</b>	Transportation Policy Coordinating Committee. The policy body for the MPO, TPCC is responsible for prioritizing Federal aid projects in the Missoula urbanized area.

Composed of local elected officials and appointed regional and state officials, the TPCC approves the LRTP, TIP and UPWP.

**TTAC**

Transportation Technical Advisory Committee. Provides technical expertise to TPCC by reviewing and recommending revisions to the planning process, data collection, and forecasts, and federally mandated documents such as the LRTP. The MPO staff provides support to TTAC and TPCC.

**UPWP**

Unified Planning Work Program. A document prepared annually by the Metropolitan Planning Organization describing transportation planning activities to be conducted during the Federal fiscal year (10/1 - 9/30).

## The Work Program and Its Purpose

The Unified Planning Work Program (UPWP) describes transportation planning activities that will occur in the Missoula area during the Federal Fiscal Year (FFY) that runs from October 1 through September 30. The Missoula Metropolitan Planning Organization (MPO) develops the UPWP annually for review and approval by local, state and federal transportation programs participants. The Missoula Transportation Technical Advisory Committee (TTAC) and Transportation Policy Coordinating Committee (TPCC) approve the final UPWP locally and then forward it to the Montana Department of Transportation (MDT), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final approval.

The UPWP contains work elements such as administration, public involvement and long and short-range planning. Each element describes objectives, accomplishments for the past fiscal year and planned activities for the next year. Each element identifies the agency responsible for proposed activities and resources needed, including staff hours, dollar amounts and funding sources.

## Federal Guidance

Congress passed the new surface transportation bill, *Fixing America's Surface Transportation* (the FAST Act) on December 3, 2015. The Fast Act replaced *Moving Ahead for Progress in the 21<sup>st</sup> Century*, or MAP-21.

The FAST Act retains MAP-21's eight planning factors and adds two new factors. The MPO is required to consider these factors when developing transportation plans, programs and projects:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system.
10. Reduce or mitigate stormwater impacts of surface transportation.

## Performance Measures

Passage by Congress of the FAST Act continues MAP-21's focus on performance based planning and project selection.

Establishment of a performance- and outcome-based program was a key feature of MAP-21 and continues under the FAST Act. The MPO worked to address performance measures as part of the 2016 LRTP update adopted by TPCC on February 21, 2017. The MPO will track performance measures and report to committees, agencies and the public on progress toward meeting the measures.

The national goal areas that the performance measures address include safety, infrastructure condition; reliability of systems for reducing congestion, freight movement, environmental sustainability, and reduced delays in project delivery. Rather than establish independent performance measure targets for the Missoula MPO planning area, the Transportation Policy Coordinating Committee voted to support the state targets established by MDT on May 15, 2018.

The MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and will support the Missoula Urban Transportation District (MUTD) for associated transit performance measures. Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

### **Safety**

Within this work program, staff hours and planning funds will contribute to an update to the Community Transportation Safety Plan, as well as continued data collection and analysis. These efforts will identify new or revised emphasis areas, as well as track progress on current measures to reduce traffic fatalities and severe injuries.

### **Pavement and bridge condition**

Ongoing efforts included in this work program, such as the Long Range Transportation Plan and data collection, will track pavement and bridge condition as well as prioritize improvement of existing facilities. The plans and data will help identify the most critical needs, bringing overall system condition up to meet performance targets set for the state.

### **Freight**

Ongoing data collection and analysis will support efforts at the state level to improve system performance for freight and the movement of goods and services.

### **Air Quality**

The MPO will continue to fund air quality research and analysis to ensure that plans, projects and other investments in our transportation system will contribute to improvements in Missoula's air quality. Funding will continue to support air quality analysis as part of the LRTP Update, and that the overall plan will reduce impacts to the region's air quality.

## **Public Involvement**

Development of the FFY 2020 UPWP included opportunities for public review and comment on the draft up to and including the date of adoption by the TPCC. The MPO ran legal ads in *The Missoulian* newspaper on July 21, July 28, August 4, and August 11, noting the August 20, 2019 adoption date and stating that the draft UPWP was available to the public. The ads also listed the meetings where the public could comment on the drafts UPWP:

- Transportation Technical Advisory Committee, August 1, 2019
- Transportation Policy Coordinating Committee, August 20, 2019

The MPO also accepted comments and answered questions in person, by mail, e-mail and telephone following posting of the draft UPWP. The MPO has updated the document based on comments received from MDT and the public on the UPWP.



## SECTION TWO — WORK PROGRAM

### 41.11.00 Program Support and Administration

#### 100 A Program Administration

##### Objectives

Administer the transportation planning process as staff to the Missoula-area Metropolitan Planning Organization (MPO), as well as support the transportation planning activities in the City of Missoula Development Services (MDS). Inform the Missoula Consolidated Planning Board, local governments, and public regarding transportation planning activities.

##### Accomplishments in FFY 2019

- MPO staff worked to assure conformance with federal, state, and local administrative requirements, as well as maintenance of transportation planning operations.
- Staff performed all administrative functions of the transportation planning work program.
- Program management activities included but were not limited to correspondence, public relations, employee guidance, program organization, consultant liaison, meetings with staff and other organizations, employee supervision, negotiations and preparation of contracts.
- Staff prepared quarterly progress and expenditure reports and transmitted those reports to MDT to maintain federal and state funding support.
- Staff updated the City of Missoula Transportation Planning website as needed:  
<http://www.ci.missoula.mt.us/1465/Transportation-Planning>
- Staff maintained the Missoula MPO website: [www.missoulampo.com](http://www.missoulampo.com)
- General administrative activities included:
  - Assimilation of planning documents
  - Review of guidelines, regulations, legislation and codes
  - Maintenance of files, software, library documents, daily correspondence and MPO web page
  - Preparation of necessary periodic reports
- Administrative activities also included staff training, transportation committee documentation, various office tasks and updates of staff activities.

##### Proposed Activities in FFY 2020

- Under the interlocal agreement between the City and County of Missoula, the Transportation Division will continue to carry out federally mandated transportation planning activities in all portions of the Metropolitan Planning Area, both in and out of the Missoula city limits.
- MPO staff will perform all administrative functions of the transportation planning work program. Program management activities may include, but will not be limited to, correspondence, public relations, employee guidance, program organization, consultant liaison, staff meeting attendance, employee supervision, maintenance of the Missoula Development Services Transportation Division and Missoula MPO web pages and Facebook page regarding transportation planning activities, Title VI and non-discrimination conformance, negotiations, and preparation of contracts and various office tasks. Activities will also include the preparation of quarterly progress and expenditure reports and transmission of reports to MDT to maintain federal and state funding support.
- MPO staff will conduct a self-review to assure compliance with federal regulations outlined in 23 CFR 420 and 450.306. The self-review may include a review of the basic items required by law, including the Governor's Designation (450.310), Agreements (450.314) and Public Involvement Policies (450.316). This review will confirm that the basic documents are current and on file and that the MPO, TTAC and TPCC are fulfilling the roles and responsibilities as required.

**Product**

The proposed activities will continue the effective and expeditious implementation of an on-going administrative program. Products include updated agreements and policies, quarterly reports and invoices, as well as annual maintenance agreements for MPO TransCad software and data collection equipment.

## **100 B      Transportation Staff Training**

### **Objective**

Keep transportation staff skills current and maintain staff exposure to current best practices and technologies related to transportation planning, safety, transportation demand management and other related activities.

### **Accomplishments in FFY 2019**

MPO staff participated in conferences and webinar presentations on transportation planning topics including:

- 10/10/2018: 4 MPO staff members attended the CHSP State Safety Meeting in Helena, MT
- 10/12/2018: 1 MPO staff member attended the TREC Webinar: Transportation Behavior Change...Now with SCIENCE!
- 10/19/2018: 2 MPO staff member attended the PlanningWebcast Webinar: Transportation Corridor Planning for Improved Land Use Outcomes.
- 10/25/2018: 1 MPO staff member attended the PBIC Webinar: Left Turn Crashes Involving Pedestrians
- 10/29/2018: 3 MPO staff members attended a The Health Equity Summit hosted by the Institute of Health and Humanities: Stories and Collaborative Strategies for Western Montana
- 11/2/2018: 2 MPO staff members attended the TREC Webinar: Is Public Transit's 'Green' Reputation Deserved?
- 11/5/2018: 2 MPO staff members attended the Roadsys, LLC Webinar: Are you ready for the Future of Multi-Modal Data Collection?
- 12/6/2018: 2 MPO staff members attended the TRB Webinar: Future of the Interstate
- 12/14/2018 & 5/31/2019: 2 MPO staff members attended the Climate Smart Missoula Workshops: Climate Ready Communities
- 12/18/2018: 2 MPO staff members attended the TMIP Webinar: Introducing the Exploratory Modeling and Analysis Tool
- 1/16/2019: 1 MPO staff member attended the APBP Webinar: Bus Stops with Bikeways: Designing Transit Stops with On-Street Bicycle Facilities
- 2/15/2019: 2 MPO staff members attended the TMIP Webinar: Equity Analysis Data, Measures, and Methods for MPOs and Transit Agencies
- 2/27/2019: 2 MPO staff members attended the TREC Webinar: Rethinking Streets for Bikes
- 4/13/2019-4/17/2019: 2 MPO staff members attended the APA National Planning Conference in San Francisco, CA
- 4/24/2019 – 4/25/2019: 2 MPO staff members attended the FHAP Grants Management Training in Helena, MT
- 6/2/2019-6/5/2019: 1 MPO staff member attended TRB's 17<sup>th</sup> National Transportation Planning Applications Conference in Portland, OR

MUTD staff participated in conferences including:

- 11/11/2018-11/14/2018 1 MUTD staff member attended an NTI Training Workshop
- 3/5/2019-3/6/2019 1 MUTD staff member attended ICS 300 Training for Emergency Management
- 3/11/2019 1 MUTD staff member attended Joint AAIT Training for Safety preparedness
- 3/11/2019 – 3/15/2019 2 staff members attended Transportation Safety Institute (TSI) Transit Training
- 3/16/2019-3/19/2019 1 MUTD staff member attended the APTA Legislative Conference
- 4/8/2019-4/12/2019 1 MUTD staff member attended TSI Transit training
- 4/12/2019-4/15/2019 1 MUTD staff member attended the APTA CEO Conference



- 5/19/2019-5/23/2019 1 MUTD staff member attended the APTA Mobility Training

**Proposed Activities in FFY 2020**

- MPO & MUTD staff will participate in recognized and approved training programs to improve staff skills and capabilities.
- Continue to maintain memberships in professional associations, such as American Planning Association, American Institute of Certified Planners, and Association of Metropolitan Planning Organizations.
- MPO staff will maintain planning expertise through enrollment in transportation planning and air quality courses.
- MPO staff will continue to obtain prior approval of MDT before attending any conferences that require out-of-state travel.

**Product**

The proposed activities will help to ensure a well-informed and competent staff.

## **100 C Inter-Agency Cooperation**

### **Objective**

Maintain contact with, provide input to and receive feedback from various local, regional, state and federal agencies, committees and groups.

### **Accomplishments in FFY 2019**

MPO and MUTD staff members actively participated in numerous meetings including:

- Bicycle/Pedestrian Advisory Board
- City and County Development Review Teams
- City Council and Board of County Commissioners
- Climate Smart Missoula
- Community Forum
- CTSP Emphasis Area Teams
- CTSP Transportation Safety Advisory Committee
- Downtown Master Plan Update Advisory Committees
- Federal Highway Administration
- Housing Policy Steering Committee
- Midtown "Mojo" Committee (Brooks St. corridor)
- Missoula Consolidated Planning Board and City Council committees
- Missoula Downtown Association
- Missoula Invest Health
- Missoula Redevelopment Agency
- Montana Department of Transportation
- Mountain Line Board of Directors Planning and Service Committees
- Neighborhood/homeowner associations and councils meetings
- Specialized Transportation Advisory Committee (STAC)
- Three Rivers Collaborative
- Transportation Options Consortium
- TTAC and TPCC
- TTAC Grant Sub-committee

### **Proposed Activities in FFY 2020**

MPO staff will continue to:

- Participate in and encourage increased cooperation between state and local agencies, departments and governing bodies.
- Serve as both coordinator and participant in many of these meetings and committee gatherings.
- Continue to work with other MPOs and agencies to assess FAST Act opportunities and challenges.
- Expand MPO participation with other agencies and groups, as required by the FAST ACT.
- Work to incorporate FAST Act performance measures into MPO transportation plans and programs.
- Work with MDT staff as needed to complete the review and, if necessary, amendment of the Memorandum of Agreement, metropolitan planning funds (PL) and 5303 Funding Agreements.
- Coordinate transportation grant applications through the TTAC Grant Sub-committee.
- Continue to collect and analyze data pertaining to performance measures developed for the regional transportation system, based on the guidelines of the LRTP.
- Work with federal, state and local agencies to improve current performance tracking methods. The MPO will track performance measures and provide regular reporting to the TTAC and TPCC and the public, subject to the availability of related data.

MUTD staff will continue to:

- Participate in interagency planning activities as needed.
- Meet with the public through workshops to plan and implement system improvements.

- Coordinate with MPO and other agency staff on new planning initiatives.

### Product

The proposed activities will foster a continuing, cooperative and comprehensive ("3-Cs") planning process.

### Staffing

**2,405** hours - Missoula Development Services Transportation Division

**589** hours – Missoula Urban Transportation District (MUTD / Mountain Line)

## 100 A, B and C

100.A, 100.B, 100.C

<b>MDS POSITION</b>	<b>HOURS</b>
Admin Assistant II	1,400
Transportation Manager	605
Planner III	100
Planner II	150
Planner II	150
<b>Total</b>	<b>2,405</b>

<b>MUTD POSITION</b>	<b>HOURS</b>
General Manager	160
Fin. & Admin. Manager	174
Project Specialist	100
Community Outreach	0
Operations	120
Admin. Support	35
<b>Total</b>	<b>589</b>

### Hard Costs

<b>MDS</b>	
\$2,000	Printing
\$6,660	Office Supplies
\$5,050	Ads/Publications/Dues/ Subscriptions
\$2,900	Software Maintenance
\$2,380	Phone and Data Fees
\$9,000	Travel
\$5,500	Training
\$29,566	City of Missoula – Fixed Charge
<b>57,490</b>	<b>TOTAL</b>

**Funding 100.A, 100.B, 100.C – Program Support & Administration**

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$121,402	\$18,817	\$ 9,544	\$ 2,386	\$152,150
MUTD	\$ -	\$ -	\$36,704	\$ 9,176	\$ 45,880
TOTALS	\$121,402	\$18,817	\$46,248	\$11,562	\$198,030

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$127,935	\$19,830	\$ 7,704	\$ 1,926	\$157,394
MUTD	\$ -	\$ -	\$29,076	\$ 7,269	\$ 36,344
TOTALS	\$127,935	\$19,830	\$36,779	\$ 9,195	\$193,739

\* - Local match provided by MUTD.

**Functional Agency Responsibility**

The MPO will be responsible for administering the planning process. The MDT Planning Division and Mountain Line will be responsible for their respective administration and department operations.

## 101 Unified Planning Work Program (UPWP)

### Objective

Define transportation and transportation-related planning activity, including air quality analysis, anticipated within the area during the coming year regardless of funding sources.

### Accomplishments in FFY 2019

Staff developed a UPWP that described transportation and air quality planning activities for the Missoula area.

### Proposed Activities in FFY 2020

The MPO will:

- Develop a UPWP that contains a task-by-task discussion of projects that are to be undertaken during the program year, funding and staffing information and a schedule for each project.
- Review the UPWP at the local, state and federal levels annually.
- Solicit public comment through TTAC and TPCC meetings regarding any proposed UPWP activity and incorporate such comments in the FFY 2020 UPWP.

MUTD will:

- Continue to work with MPO staff to develop the UPWP annually and program transit-related planning activities and staff resources.

### Product

The proposed activities will contribute to a well-defined work program that documents MPO and MUTD transportation planning activities.

### Staffing

**400** hours – Missoula Development Services Transportation Division

**45** hours - Missoula Urban Transportation District (MUTD / Mountain Line)

#### 101

MDS POSITION	HOURS
Transportation Manager	50
Planner III	50
Planner II	50
Planner II	200
Admin Assistant II	50

**Total 400**

MUTD POSITION	HOURS
General Manager	20
Fin & Admin Manager	15
Project Specialist	0
Ops Manager	10

**Total 45**

### Funding 101 – Unified Planning Work Program (UPWP)

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 11,177	\$ 1,732	\$ 1,527	\$ 382	\$ 14,818
MUTD	\$ -	\$ -	\$ 2,509	\$ 627	\$ 3,136
TOTALS	\$ 11,177	\$ 1,732	\$ 4,036	\$ 1,009	\$ 17,954

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 12,251	\$ 1,899	\$ 1,233	\$ 308	\$ 15,690
MUTD	\$ -	\$ -	\$ 2,630	\$ 657	\$ 3,287
TOTALS	\$ 12,251	\$ 1,899	\$ 3,862	\$ 966	\$ 18,978

\* - Local match provided by MUTD

**Functional Agency Responsibility** The MPO will coordinate with MUTD to develop the UPWP.

## 102 Public Involvement and Service

### Objective

Prepare and disseminate transportation-related information to the community.

### Accomplishments in FFY 2019

MPO staff:

- processed phone and walk-in requests. The data most often requested by agency officials and members of the public included: traffic counts; census data; the status of transportation projects; and FAST Act information. Transportation staff generated reports on transportation impacts of proposed subdivision and zoning proposals. Staff prepared and sent out frequent e-newsletters concerning a wide range of transportation-related activities. The MPO supplied information for newspaper articles and Missoula's Transportation Options program. MPO staff updates and maintains transportation data published to the MPO website and shares the Missoula Urban Traffic Count data which is published annually by MDT: [www.missoulampo.com/blank](http://www.missoulampo.com/blank)
- Conducted 2 public meetings for the Missoula Community Transportation Safety Plan on November 27, 2018 and March 12, 2019. Staff also attended and presented at public meetings throughout the process. The MPO provided additional information and opportunities to participate through the MPO website.
- Attended and presented at numerous public meetings with regards to transportation data, existing plans and programs, and the Pedestrian Facilities Master Plan.

MUTD staff:

- Provided comments related to transportation and pedestrian infrastructure on development and annexation proposals. Mountain Line participated in numerous planning processes, providing data and comments from a transit-related perspective. Mountain Line participated in numerous public workshops to plan for improvements on transit routes and specialized service for seniors and disabled. Mountain Line staff also provided information for legislative purposes at the state and national level.

### Proposed Activities in FFY 2020

- The MPO will continue to supply transportation information to City and County agencies and outside parties by assisting in the development of information for:
  - Private individuals or groups to aid in their decisions;
  - Legislative purposes at the local, state and federal level;
  - Revising land use plans, ordinances or regulations in order to assure consistency with the transportation planning goals of the LRTP.
- The MPO will provide transportation-related information and comments on proposed subdivision and zoning proposals.
- Through use of its web page, social media and other means, the MPO will prepare and distribute information to encourage public understanding and support and make plans and other transportation information available to the public.
- The MPO will prepare transportation information for use in coordinating other urban development programs.
- Several public meetings/workshops will be held while the MPO updates the Long Range Transportation Plan to distribute information and collect public comment.

Mountain Line will continue to:

- Provide comments on development and annexation proposals and participate in Missoula urban area planning discussion to provide a transit perspective.
- Provide opportunities for public comment and feedback through its web site, social media and customer service line.
- assist the public with transportation needs.

## Product

The proposed activities will support a public involvement process that emphasizes community education regarding transportation concerns, needs and issues.

## Staffing

**1,180** hours – Missoula Development Services Transportation Division

**155** hours - Missoula Urban Transportation District (MUTD / Mountain Line)

## 102

<b>MDS POSITION</b>	<b>HOURS</b>
Transportation Manager	100
Admin Assistant II	330
Planner III	150
Planner II	200
Planner II	400

**Total 1,180**

<b>MUTD POSITION</b>	<b>HOURS</b>
General Manager	10
Fin & Admin Manager	0
Communication Outreach	105
Operations	0
Admin. Support	40

**Total 155**

## Funding 102 – Public Involvement and Service

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 34,748	\$ 5,386	\$ 2,863	\$ 716	\$ 43,713
MUTD	\$ -	\$ -	\$11,529	\$ 2,882	\$ 14,411
TOTALS	\$ 34,748	\$ 5,386	\$14,392	\$ 3,598	\$ 58,124

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 37,574	\$ 5,824	\$ 2,311	\$ 578	\$ 46,286
MUTD	\$ -	\$ -	\$ 5,098	\$ 1,275	\$ 6,373
TOTALS	\$ 37,574	\$ 5,824	\$ 7,409	\$ 1,852	\$ 52,659

\* - Local match provided by MUTD

## Functional Agency Responsibility

The MPO, MDT and Mountain Line will be responsible for public involvement with their respective plans and responding to information requests.

### **300 Long Range Transportation Plan Update**

#### **Objective**

Oversee the development, preparation and adoption of an updated LRTP as well as accompanying socio-economic and traffic data that address long and short-range transportation needs of the urbanized area and identify new transportation policies and facilities.

#### **Accomplishments in FFY 2019**

- Staff coordinated with agencies and organizations to plan and implement projects in the 2016 LRTP.
- Staff prepared and processed amendments to the LRTP as necessary.
- Staff monitored progress on completion of projects in the 2016 Missoula LRTP.
- Staff initiated the planning process for the 2020 LRTP, an update to the 2016 LRTP. Completed activities include:
  - Developed a scope of work for the 2020 update
  - Preparation and distribution of Request for Proposals (RFP)
  - Secured consultant services for Travel Demand Model update, transportation survey, and pavement assessment
  - Consultation with State and Federal agencies regarding specific areas/topics to be addressed in update
  - Data collection and analysis
  - Transportation survey development and distribution
  - Travel Demand Model update
  - Conduct public outreach

#### **Proposed Activities in FFY 2020**

The MPO will:

- Coordinate with agencies and organizations to plan for and implement projects in the 2016 LRTP.
- Prepare and process amendments to the LRTP as necessary.
- Monitor completion of projects in the 2016 LRTP.
- Continue the planning process for the 2020 LRTP, with anticipated adoption in the winter of 2020/2021. Activities expected to occur within FFY 2020 include, but not limited to:
  - Conduct public outreach
  - Review and refine performance measures
  - Needs assessment and scenario modeling
  - Long Range Transportation Plan project development and scoring
  - Develop fiscally constrained project list
  - Develop MPO recommendations
  - Writing and graphic production for Draft 2020 LRTP

#### **Products**

The proposed activities advance the MPO's 2020 Update of the Missoula Long Range Transportation Plan and will result in detailed analysis of existing conditions, public input, and long range transportation needs. The MPO will develop a project scoring methodology, produce a fiscally constrained project list, and provide recommendations to guide transportation improvements and support the LRTP's guiding principles, goals, and objectives. Each of these components will contribute to the Draft 2020 Long Range Transportation Plan.

#### **Staffing**

**2,000** hours - Missoula Development Services Transportation Division



### 300

<b>MDS POSITION</b>	<b>HOURS</b>
Admin Assistant II	100
Transportation Manager	400
Planner III	350
Planner II	450
Planner II	400
Temp -- Short-term hire	300

**Total 2,000**

#### **CONSULTANTS:**

**Transportation Survey: \$25,000 (FY 2019 UPWP carryover)**

**Long Range Transportation Plan update: \$200,000**

#### **Funding 300 – Long Range Transportation Plan Update**

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$90,775	\$14,070	\$ -	\$ -	\$104,845
TOTALS	\$90,775	\$14,070	\$ -	\$ -	\$104,845

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$242,382	\$37,570	\$ -	\$ -	\$279,952
TOTALS	\$242,382	\$37,570	\$ -	\$ -	\$279,952

\* - Local match provided by MDS

#### **Functional Agency Responsibility**

The MPO will be responsible for implementation of the 2016 Missoula Long Range Transportation Plan.

## 301 Metropolitan Planning Area Transportation Plans

### Objective

Prepare and update transportation plans for the Metropolitan Planning Area (MPA). Address long and short-range transportation needs of the MPA such as corridor plans, neighborhood transportation plans and transportation facilities master plans. Identify new transportation policies and facilities for implementation in the MPA.

Metropolitan Planning Area transportation plans are components of the LRTP and the overall transportation planning process. Transportation, land use and growth management planning are integrally related. These processes have demonstrated that proximity to designated urban service areas will determine which areas will be the fastest growing in the Missoula region. The MPA area plans and the LRTP update process will share transportation analysis to ensure proactive planning for the region.

### Accomplishments in FFY 2019

- **Community Transportation Safety Plan (CTSP):** Using crash data from local and state law enforcement agencies, the three emphasis area teams continued to carry out action steps designed to implement the 2013 Missoula Area CTSP strategies for reducing the number of fatalities and severe injuries from crashes related to driver behavior and transportation infrastructure. MPO staff continued to work with the selected consultant team to develop the 2019 update to the Missoula CTSP. After an analysis of the key safety issues in Missoula three emphasis areas were identified (Intersection Crashes, Non-Motorized Users, and High Risk Behavior). The 2019 Missoula CTSP was approved by TPCC in June, 2019.
- **Pedestrian Facilities Master Plan (PFMP):** MPO Staff continued to develop the 2019 update to the Pedestrian Facilities with TPCC approval in January, 2019.
- **East Missoula Highway 200 Corridor Plan:** MPO staff developed and distributed a Request for Proposal (RFP) for the East Missoula Highway 200 Corridor Plan. The most qualified applicant was chosen to assist MPO staff in the development of the plan.
- **Bicycle Facilities Master Plan (BFMP):** MPO staff worked to implement recommended projects and policies in support of the BFMP.
- MPO staff monitored and implemented transportation elements of adopted comprehensive plans. Activities included using traffic model projections to determine future transportation needs, addressing non-motorized transportation needs and developing recommendations, working with the MDS Permits staff to review land use patterns which are compatible with non-motorized and transportation option strategies.
- Per the City of Missoula Strategic Plan, MPO staff provided leadership, guidance and facilitation of growth discussions on transportation impacts of land use, water and air quality, economy, housing and zoning plans and policies with MDS planning staff, City Council, neighborhoods and other affected jurisdictions.
- Staff participated in the TPCC, Downtown Master Plan Implementation Committee, City and County Development Review Teams.
- Staff participated in and provided transportation expertise in an advisory capacity for various technical committees and advisory planning groups, such as the Mountain Line Long Range Strategic Plan and Bus Stop Master Plan, the Midtown "Mojo" Committee, the Missoula Land Use Update Technical Advisory Committee, the Missoula County Zoning Audit Steering Committee, and others.
- Staff assisted in planning for future infrastructure on a localized basis in rapidly growing areas.
- Staff participated in environmental review processes as they occurred.

### Proposed Activities in FFY 2020

The MPO will:

- Guide the development of the East Missoula Highway 200 Corridor Plan.
- Lead and/or participate in the study of Brooks St. to assess safety and operational improvements for all modes of transportation.

- Oversee implementation of the CTSP and provide annual reports to MDT through the Transportation Safety Advisory Committee.
- Assist with and provide transportation expertise during preparation of neighborhood and area-based comprehensive plans, and local Growth Policies particularly as they address transportation needs and issues.
- Monitor and implement transportation elements of adopted comprehensive plans.
- Provide leadership, guidance and facilitation of transportation related discussions regarding land use, water and air quality, economy, housing and zoning with MDS planning staff, City Council, neighborhoods and other affected jurisdictions.
- Participate in the Missoula Invest Health steering committee, and assist with planning for increased healthy transportation options.
- Participate in an advisory capacity for various Missoula Redevelopment Agency projects, such as the Brooks Street TOD planning study and the North Reserve/Scott Street infrastructure plan.
- Review and provide recommendations to design standards for public and private transportation infrastructure to improve implementation of transportation planning outcomes or policies.
- Plan for future infrastructure on a localized basis in rapidly growing areas.  
Integrate transportation planning consideration into environmental reviews as they occur.

### Product

The proposed activities will contribute to development of:

- A 2019 CTSP Annual Progress Report
- East Missoula Highway 200 Corridor Plan

### Staffing

**1,075** Hours - Missoula Development Services Transportation Division

### 301

MDS POSITION	HOURS
Admin Assistant II	50
Transportation Manager	100
Planner III	350
Planner II	400
Planner II	175

**Total 1,075**

### CONSULTANTS:

**East Missoula Corridor Study: \$300,000 (FY 2019 UPWP carryover)**

### Funding 301 – Metropolitan Planning Area Transportation Plans

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 472,983	\$ 73,313	\$ -	\$ -	\$ 546,296
TOTALS	\$ 472,983	\$ 73,313	\$ -	\$ -	\$ 546,296

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$296,249	\$45,919	\$ -	\$ -	\$342,168
TOTALS	\$296,249	\$45,919	\$ -	\$ -	\$342,168

\* - Local match provided by MDS

**Functional Agency Responsibility**

MPO staff will address long and short-range transportation needs of the planning areas, and will identify new transportation policies and facilities for implementation in such areas.

## 302 Transportation Data

### Objective

Collect and maintain data necessary to review various transportation plans and programs. Support efforts to implement GIS program in coordination with MDS cartographers and GIS specialists.

### Accomplishments in FFY 2019

- The MPO maintained and provided data to agencies and individuals.
- The MPO staff provided MDS planning staff with traffic counts, population, housing and employment data to review subdivision and rezoning requests.
- MPO staff coordinated and processed City and County traffic counts related to the Missoula Urban Traffic Count Program (MUTCP).
- Other City and County staff requested and used traffic count data for design work.
- MPO staff updated the MPO website to provide transportation data in the form of Web Maps, reports, and other studies.
- MPO staff collected bicycle and pedestrian traffic data utilizing long-term automated counts and short-term volunteer counts. Automated counts were collected continuously at 8 locations along the Milwaukee and Bitterroot Trails and volunteer counts were taken over 2-hour periods at 17 stations within the Missoula area. The bicycle and pedestrian data was analyzed and presented in the 2018 Missoula Bicycle and Pedestrian Report.
- The MPO has acquired 6 temporary automated bike/ped counters to expand the count program.
- MPO staff coordinated with the City and County Public Works departments to initiate a comprehensive urban area pavement condition assessment.
- Mountain Line provided ridership, safety, and operational data to NTD.

### Proposed Activities in FFY 2020

- The MPO will:
  - Develop and implement a plan to collect bike/ped data utilizing the new automated bike/ped counters. The new counters will allow MPO staff to conduct the following studies: non-motorized traffic measurements along facilities not previously studied (e.g. popular local streets); bike/ped counts at MUTCP intersections to assess mode splits at specific intersections; pre-post bike/ped activity studies along facilities with planned non-motorized improvements to assess project impact.
  - Produce the 2019 Missoula Bicycle and Pedestrian Report.
  - Maintain socio-economic and land use transportation data to supplement travel demand modeling.
  - Submit Missoula Urban Area traffic count data to MDT by February 1.
  - Work with City of Missoula to maintain a current Missoula local functional classification system.
  - Capture and maintain travel demand model data for future uses including monitoring of plan progress.
  - Coordinate with MDT to update the Missoula Urban Traffic Count Program.
  - Increase the use of GIS programs to monitor and make available transportation-related data.
  - Continue to coordinate and provide data associated with the MUTCP.
  - Continue the spring and fall bike and pedestrians traffic counting program.
  - Continue to provide updated MUTD maps and demographic information to Mountain Line.
  - Complete the comprehensive urban area pavement condition assessment started in FY 2019.
- Mountain Line will continue to collect and analyze ridership data from the Automated Passenger Counter hardware and software.
- Mountain Line will continue to analyze data collected for ridership and services.

### Product

The proposed activities will assure updated records pertinent to all aspects of transportation planning.

**Staffing****1,365** hours - Missoula Development Services Transportation Division**339** hours - Missoula Urban Transportation District (MUTD / Mountain Line)**302**

<b>MDS POSITION</b>	<b>HOURS</b>
Admin Assistant II	100
Transportation Manager	100
Planner III	400
Planner II	370
Planner II	395
<b>Total</b>	<b>1,365</b>

<b>MUTD POSITION</b>	<b>HOURS</b>
General Manager	54
Fin & Admin Manager	65
Communications Outreach	80
Project Specialist	60
Admin. Support	80
Operations	0
<b>Total</b>	<b>339</b>

**CONSULTANTS****Pavement Quality Assessment: \$135,000 (FY 2019 UPWP carryover)****Funding 302 – Transportation Data**

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$192,286	\$29,805	\$ -	\$ -	\$222,091
MUTD			\$15,320	\$ 3,830	\$ 19,150
CITY & COUNTY**	\$ 7,316	\$ 1,134			\$ 8,450
<b>TOTALS</b>	<b>\$199,602</b>	<b>\$30,939</b>	<b>\$15,320</b>	<b>\$ 3,830</b>	<b>\$249,691</b>

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$174,020	\$26,973	\$ -	\$ -	\$200,993
MUTD			\$14,585	\$ 3,646	\$ 18,232
CITY & COUNTY**	\$ 7,316	\$ 1,134			\$ 8,450
<b>TOTALS</b>	<b>\$181,336</b>	<b>\$28,107</b>	<b>\$14,585</b>	<b>\$ 3,646</b>	<b>\$227,675</b>

\* - Local match provided by MUTD

\*\* - The City and County are reimbursed \$4,902 and \$1,548, respectively, from PL funds for HPMS traffic counting and \$2,000 is provided for phone lines for 2 traffic count stations.

**Functional Agency Responsibility**

The MPO, MDT, City and County of Missoula and Mountain Line will cooperate to ensure the efficient acquisition and analysis of transportation data.

## **303 Transportation Options – Education and Outreach**

### **Objective**

The MPO Manager oversees and implements programs that provide education and outreach to the public about various transportation options that result in a reduction of single-occupancy-vehicles and vehicle miles traveled throughout the Missoula urban area. These programs include Missoula In Motion (MIM) and the City Bicycle and Pedestrian Program, which both utilize Federal Congestion Mitigation and Air Quality funding through the MPO to provide the public, including individuals and businesses information regarding the various modes of transportation available within the Missoula area. Biking, busing, walking and carpooling are part of a coordinated effort with other transportation partners such as Mountain Line, the Missoula Ravalli Transportation Management Association, the Missoula Parking Commission, and the Associated Students of the University of Montana.

### **Accomplishments in FFY 2019**

- Administered and implemented the MIM and City Bicycle Pedestrian Program work plans, which include Community outreach to businesses, schools, advocacy organizations, etc.
- Continued to utilize RideAmigos to implement a comprehensive transportation options platform and new Missoula in Motion website including carpool matching, trip planning, school-pool, and trip-logging platform.
- Implemented Way to Go Missoula, Way to Go for Workplaces, Commuter Challenge, Way to Go Mini-Grants, etc., which encourage the use of active transportation that reduces single-occupancy vehicle use.
- Conducted and participated in safety and education events related to transportation options, such as Night of Lights related to bicycle safety, Sunday Streets, City and County Health Fairs, Missoula County Public Schools events, Parks and Recreation bicycle classes, etc.
- Participated in planning and design of new roadway projects and scheduled maintenance of existing infrastructure as they pertain to cyclists and pedestrians to ensure compliance with long range plans and facilities master plans.
- Hosted monthly coordination meetings of the Transportation Options Consortium, which brings together transportation providers to discuss coordination and improvement of Transportation Options services, such as biking, walking, busing, and vanpool/carpool options. The Consortium is comprised of Transportation Options providers in the Missoula region.

### **Proposed Activities in FFY 2020**

The MPO will:

- Continue to oversee and implement the MIM and Bicycle/Pedestrian Program work plans.
- Continue to participate in the Transportation Options Consortium, coordinated by the MPO.
- Provide strategic direction in Transportation Options program implementation.
- Develop and implement Transportation Options strategies that facilitate affordable transportation, reduce the number of single-occupant vehicle trips and increase the knowledge of transportation options for Missoula residents.
- Strategic planning facilitation for Missoula In Motion and Missoula Bicycle and Pedestrian Program

### **Product**

The proposed activities will assure continued public involvement, education and encouragement regarding transportation options.

### **Staffing**

**595 hours** - Missoula Development Services Transportation Division

### 303 Transportation Options

<b>MDS POSITION</b>	<b>HOURS</b>
Transportation Manager	495
Planner II	100

**Total 595**

#### Funding 303 – Transportation Options

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 20,848	\$ 3,231	\$ -	\$ -	\$ 24,079
TOTALS	\$ 20,848	\$ 3,231	\$ -	\$ -	\$ 24,079

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 20,207	\$ 3,132	\$ -	\$ -	\$ 23,339
TOTALS	\$ 20,207	\$ 3,132	\$ -	\$ -	\$ 23,339

\* - Local match provided by MDS.

#### Functional Agency Responsibility

The MPO will work with MIM, MRTMA, Parking Commission, Bicycle/Pedestrian Office, Mountain Line and the University of Montana to continue implementation.



## 304 Travel Demand Modeling

### Objectives

Continue the enhancement and maintenance of the MPO's travel-demand model. The model assesses impacts of development proposals and multimodal transportation projects on the regional transportation system. Impacts may include, but are not limited to; vehicle miles traveled mode choice, congestion and air quality. The model assists in regional, community and neighborhood planning processes by projecting transportation needs and impacts.

### Accomplishments in FFY 2019

- MPO Staff completed numerous model runs associated with new development areas and their impact on the transportation system.
- Preparation and distribution of Request for Proposals (RFP) for Travel Demand Model update
- Secured consultant services to update Travel Demand Model.
- Updated the Travel Demand Model to include current land use, employment, transportation, and population data.

### Proposed Activities in FFY 2020

The MPO will:

- Continue refinement of model inputs.
- Provide scenario runs for proposed roadway and transit projects.
- Continue to provide travel demand modeling support for area planning processes.
- Integrate enhanced select link and project analysis to determine regional impacts on the transportation system.
- Continue the annual maintenance agreement in FFY 2019.
- Utilize the Travel Demand Model for scenario planning for the 2020 Long Range Transportation Plan update.

### Product

The proposed activities will ensure a complete travel demand model that includes existing, committed and recommended transportation projects for forecasting, air quality conformity and scenario modeling.

### Staffing

**680** hours - Missoula Development Services Transportation Division

## 304

MDS POSITION	HOURS
Planner III	580
Planner II	100
<b>Total</b>	<b>680</b>

## CONSULTANTS

**Travel Demand Model Update: \$80,000 (FY 2019 UPWP carryover)**

### Funding 304 – Travel Demand Modeling

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 89,471	\$13,868	\$ -	\$ -	\$103,339
TOTALS	\$ 89,471	\$13,868	\$ -	\$ -	\$103,339

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 96,687	\$14,987	\$ -	\$ -	\$111,674
TOTALS	\$ 96,687	\$14,987	\$ -	\$ -	\$111,674

\* - Local match provided by MDS

**Functional Agency Responsibility**

The MPO, MDT, City and County of Missoula, Mountain Line and ASUM Transportation will cooperate to ensure the efficient acquisition and analysis of modeling data.

### 500 Planning for Older Adults and Persons with Disabilities

#### Objectives

Work jointly with Mountain Line, City, County, MDT and interested social service agencies to continue development of a coordinated transportation system for older adults and persons with disabilities. Provide technical assistance to the above agencies to encourage the most efficient use of community resources for specialized transportation. Recent population forecasts show that the number of persons 65 and over is increasing rapidly with a corresponding impact on transportation system needs.

#### Accomplishments in FFY 2019

- The MPO and Mountain Line provided staff support to the STAC, which included monitoring ridership, ranking requests for capital assistance, and responding to requests for information and providing technical assistance.
- The MPO worked with Missoula Aging Services on transportation issues related to older adults. Staff provided information to STAC regarding transportation projects and issues of particular concern to older people and persons with disabilities.
- The MPO assisted agencies requesting lift-equipped vehicles.
- MPO staff utilized sidewalk and intersection data to generate a routable Pedestrian Accessibility Network
- The MPO developed an ADA Transition Plan outlining facility improvement targets and costs.
- MUTD prepared MDT operating assistance applications, Missoula County funding requests, and met with Missoula County Commissioners regarding specialized transportation needs and services.
- MUTD also completed a coordinated transportation plan for all public transportation providers in the Missoula urban area.
- MUTD has completed the eighth year of operation of the Senior Van.
- The Senior Van provided rides to seniors in FFY 2019.
- MUTD continued to provide "Premium Service" available to Senior Van and Paratransit passengers. This service allows them to request additional assistance with packages, an escort to or from the vehicle, and other services beyond standard service. MUTD has provided paratransit rides.
- MUTD has worked with Missoula Aging Services on transportation issues related to senior van service.

#### Proposed Activities in FFY 2020

The MPO will:

- Continue to participate in STAC.
- Review transportation projects including both new construction and retrofits with special consideration of provisions to meet planning goals related to older adults and persons with disabilities. Such as connectivity and accessibility — in the public right of way.
- Assist social service agencies with the procurement of accessible vehicles.
- Support implementation of the ADA Transition Plan

MUTD will:

- Prepare operating assistance applications, Missoula County funding requests, and meet with Missoula County Commissioners regarding specialized transportation needs and services.
- Continue Senior Van and Premium Service, monitor changes, and conduct outreach and education to seniors regarding services available and bus rider training.
- Coordinate with local transportation providers in the Missoula Area and complete a coordinated service plan.

#### Product

The proposed activities will assure continued coordination of all specialized transportation activities.

**Staffing****250** hours - Missoula Development Services Transportation Division**110** hours - Missoula Urban Transportation District (MUTD / Mountain Line)**500 – Planning for Older Adults and Persons with Disabilities**

<b>MDS POSITION</b>	<b>HOURS</b>
Transportation Manager	50
Planner II	150
Planner II	50

**Total 250**

<b>MUTD POSITION</b>	<b>HOURS</b>
General Manager	20
Fin & Admin Manager	0
Operations	0
Admin. Support	80
Communication Outreach	10

**Total 110****Funding 500 Planning for Older Adults & Persons with Disabilities**

FFY 2019

	PL	State	FTA	Local	Totals
MDS*	\$ 12,503	\$ 1,938	\$ 2,672	\$ 668	\$ 17,782
MUTD	\$ -	\$ -	\$ 6,279	\$ 1,570	\$ 7,848
TOTALS	\$ 12,503	\$ 1,938	\$ 8,951	\$ 2,238	\$ 25,630

FFY 2020

	PL	State	FTA	Local	Totals
MDS*	\$ 6,156	\$ 954	\$ 2,157	\$ 539	\$ 9,806
MUTD	\$ -	\$ -	\$ 4,091	\$ 1,023	\$ 5,113
TOTALS	\$ 6,156	\$ 954	\$ 6,248	\$ 1,562	\$ 14,920

\* - Local match provided by MUTD

The MPO and Mountain Line will work with other local, state and social service agencies to plan for older adults and persons with disabilities

## 501 Transit Systems Management (TSM)

### Objective

Develop a current year transit marketing plan; market research; specific marketing strategies; route and schedule improvements; facility maintenance; and operations, and personnel training.

### Accomplishments in FFY 2019

- MUTD continued to implement marketing strategies to increase ridership, Zero-fare project, and promoted general awareness of the public transit system.
- MUTD continued programs such as Saturday Market and Out to Lunch services.
- MUTD continued its use of Google Transit, access by cell phone to bus schedules, real time passenger information system that allowed live bus tracking and user subscription to text and email notifications of system schedules and notices.
- Maintained mobile app to include up-to-date bus stop closures and route detours.
- Created web maps that tracks wheelchair deployment data, levy district parcels, accidents and incidents, bus stop data and MUTD's paratransit service data.
- Redesigned system map.
- Reviewed all bus stop locations and amenities to create a Bus Stop Master Plan (BSMP) database.

### Proposed Activities in FFY 2020

MUTD will:

- Develop current year marketing plan.
- Review and revise routes and schedules as appropriate.
- Maintain facility and equipment for the safety of employees and the public.
- Promote, maintain and update its website and Google Transit scheduling tool.
- Continue development and implementation of creative outreach programs to increase ridership
- Provide bus rider training to groups.
- Promote, maintain and update its real time passenger information system to all users to access live bus tracking and subscription to text and email notifications of system schedules and notices.

### Product

The proposed activities will produce marketing strategies and updated route and schedule information.

### Staffing

**379** hours – Missoula Urban Transportation District (MUTD / Mountain Line)

## 501

MUTD POSITION	HOURS
General Manager	100
Communication Outreach	250
Operations	29

**Total**

**379**

### Funding 501 Transit Systems Management (TSM)

FFY 2019

Agency	PL	State	FTA	Local	Totals
MUTD	\$ -	\$ -	\$16,177	\$ 4,044	\$ 20,221
TOTALS	\$ -	\$ -	\$16,177	\$ 4,044	\$ 20,221

FFY 2020					
Agency	PL	State	FTA	Local	Totals
MUTD	\$ -	\$ -	\$13,924	\$ 3,481	\$ 17,404
TOTALS	\$ -	\$ -	\$13,924	\$ 3,481	\$ 17,404

### **Functional Agency Responsibility**

Mountain Line will complete all TSM activities.

## 502 Preparation of Updated Transit Development Plan (TDP)

### Objective

Update Mountain Line's TDP. The TDP describes existing facilities and projects needed for the next five years.

### Accomplishments in FFY 2019

- Mountain Line continued to review and implement phases in the short and long-range transit plan in lieu of a TDP update.
- Mountain Line engaged a consultant to develop a Facilities Master Plan (FMP) to assist the agency in identifying facility requirements as it moves into expansion phases as part of the LRTP.
- Mountain Line conducted Stakeholder meeting with representatives from City, County, MDT.
- Mountain Line completed programming needs assessment with staff.
- Mountain Line staff completed a comparative market analysis to assess the expected market value of MUTD's current property.
- Mountain Line staff narrowed site selection to four (4) locations.
- Mountain Line staff investigated funding sources and scenarios.

### Proposed Activities in FFY 2020

- Mountain Line continues to review and implement phases in the short and long-range transit plan in lieu of a TDP update.
- Mountain Line will continue with the update to the current Long Range Transportation Plan (LRTP) that has five phases for expanding services. The update will include the current environment and financial status of the public and the agency.
- Mountain Line will update the Bus Stop Master Plan (BSMP).
- Mountain Line will continue to implement phases 1,2 and 3 of the BSMP over the next year and prepare to start phase 4.
- Mountain Line will continue working on the FMP completing the site selection process, developing conceptual plans for the leading site, completing a design charrette for the leading site and negotiating real estate and financial terms.

### Product

Proposed activity will produce a short and long-range transit plan and a compliant and updated TDP.

### Staffing

**302** hours – Missoula Urban Transportation District (MUTD / Mountain Line)

## 502

MUTD POSITION	HOURS
General Manager	145
Project Specialist	100
Communications Outreach	55
Operations	2
Transit Planner	0

**Total 302**

### Funding 502 Preparation of Updated TDP

FFY 2019

Agency	PL	State	FTA	Local	Totals
MUTD	\$ -	\$ -	\$15,212	\$ 3,803	\$ 19,015
TOTALS	\$ -	\$ -	\$15,212	\$ 3,803	\$ 19,015

FFY 2020

Agency	PL	State	FTA	Local	Totals
MUTD	\$ -	\$ -	\$15,050	\$ 3,763	\$ 18,813
TOTALS	\$ -	\$ -	\$15,050	\$ 3,763	\$ 18,813

**Functional Agency Responsibility**

Mountain Line will maintain an updated TDP.



### 600 Transportation Improvement Program (TIP)

#### Objective

Maintain a viable five-year program of transportation projects.

#### TIP Development Process

*Project Selection:* The MPO will identify and select projects for the TIP through a process that begins in January of each year. The process includes the TTAC, TPCC, agencies and interested citizens. The intent of the process is to identify projects in the current LRTP that are suitable additions to the TIP for the upcoming five-year implementation period. While anyone can request inclusion in the TIP of a project on the Federal Aid System, the local government within whose jurisdiction the project falls can veto the action at the policy level.

*Project Phasing:* For each project, the sponsoring agency or department establishes phases according to the project's priority, the amount of available funds and the estimated completion time.

*Project Information:* Each project in the TIP includes the following information:

1. Sufficient information to identify the project (type of work, length, termini, etc.)
2. Estimated total cost and the amount of Federal funds to be obligated during the program year
3. Proposed sources of Federal and non-Federal funds; and
4. Funding recipient and State and local agencies responsible for carrying out the project

*State Review of Project Costs:* MDT reviews the cost of projects listed in the Funding Tables in light of available funding.

*Certification by MPO:* The MPO must certify compliance with the local process for involving private enterprise during the development of the transit program of projects contained in the associated Funding Tables of the TIP. The MPO must also ensure that there have been no private sector complaints concerning provision of transit service.

*Final Review and Approval:* The TTAC reviews the TIP and then forward it to TPCC for review and approval. The MPO then submits the TIP to MDT for concurrence, then to FHWA, FTA, and EPA for review and acceptance. Following FHWA, FTA and EPA approval, the MPO submits the approved TIP to MDT for use in developing the Statewide Transportation Improvement Program (STIP).

Mountain Line will contribute to the development and maintenance (amendments/modifications) of the TIP annually and coordinate with MPO staff to ensure that the TIP accurately reflects transit-planning projects.

#### Accomplishments in FFY 2019

- The TPCC adopted the FFY 2019-2023 TIP on October 4, 2018.
- The MPO utilized the FFY 2019-2023 TIP.
- The MPO amended the FFY 2019-2023 TIP as necessary.
- The TPCC approved Amendment #1 to the FFY 2019-2023 TIP on February 19, 2019.
- The TPCC approved Amendment #2 to the FFY 2019-2023 TIP on May 21, 2019.
- The MPO developed the FFY 2020-2024 TIP.

#### Proposed Activities in FFY 2020

- The MPO will utilize the FFY 2020-2024 TIP.
- The MPO will amend the FFY 2020-2024 TIP as necessary.
- The MPO will develop and adopt an FFY 2021-2025 TIP prior to September 30, 2019.

**Product**

The proposed activities will assure a current and viable five-year program of multi-modal transportation improvements for the Missoula urbanized area.

**Staffing**

**550** hours - Missoula Development Services Transportation Division

**237** hours - Missoula Urban Transportation District (MUTD / Mountain Line)

**600**

<b>MDS POSITION</b>	<b>HOURS</b>
Admin Assistant II	50
Transportation Manager	130
Planner III	50
Planner II	160
Planner II	160
<b>Total</b>	<b>550</b>

<b>MUTD POSITION</b>	<b>HOURS</b>
General Manager	60
Fin & Admin Manager	80
Projects Specialist	95
Operations	2
<b>Total</b>	<b>237</b>

**Funding 600 –TIP**

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 16,608	\$ 2,574	\$ 954	\$ 239	\$ 20,375
MUTD	\$ -	\$ -	\$11,303	\$ 2,826	\$ 14,129
<b>TOTALS</b>	<b>\$ 16,608</b>	<b>\$ 2,574</b>	<b>\$12,258</b>	<b>\$ 3,064</b>	<b>\$ 34,504</b>

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 17,845	\$ 2,766	\$ 770	\$ 193	\$ 21,574
MUTD	\$ -	\$ -	\$11,529	\$ 2,882	\$ 14,412
<b>TOTALS</b>	<b>\$ 17,845</b>	<b>\$ 2,766</b>	<b>\$12,300</b>	<b>\$ 3,075</b>	<b>\$ 35,986</b>

\* - Local match provided by MUTD

**Functional Agency Responsibility**

The MPO and Mountain Line will be responsible for the development and maintenance of the TIP.

## **700 Air Quality and Environmental Planning**

### **Objective**

Coordinate air and water quality planning, as well as noise and land use revisions, with transportation planning programs. Work closely with the Health Department and other agencies to develop methods to analyze and mitigate impacts associated with development. Coordinate with Missoula In Motion

### **Accomplishments in FFY 2019**

MPO staff:

- Provided traffic counts and other types of transportation information to numerous agencies and citizens.
- Continued to implement strategies detailed in the LRTP for improving air quality, including:
  - Participation on Transportation Options Consortium.
  - Develop and oversee MIM and Bicycle Pedestrian Program activities related to transportation options education and outreach.
- Coordinated with MDT and the City to recommend appropriate ADA facility improvements for the use of state MACI funds.
- Mountain Line has applied for several grants for alternative fuel buses to improve air quality.
- MPO and Mountain Line staff worked with MDT to prepare emissions reductions estimates for CMAQ funded programs.
- MPO staff provided transportation data and assistance to the City's Sustainability Program and Climate Smart Missoula for the development of a city-wide greenhouse gas inventory.

### **Proposed Activities in FFY 2020**

- The MPO will collaborate with the Missoula City-County Health Department on updating air pollution regulations.
- The MPO will analyze needs and implement solutions to maintain compliance with the FAST Act and continue to:
  - Work with representatives from the Missoula City-County Health Department to develop a process to analyze and mitigate transportation impacts associated with development.
  - Foster communication with federal, state and local air quality agencies to ensure adequate consultation between agencies and conformity with regulations.
  - Participate in gathering traffic count data for the local street network to improve air quality modeling capability through validation of the Travel Demand Model.
  - Provide information to the City-County Health Department for its air quality monitoring activities.
  - Consider any water quality, noise and land use revisions that affect transportation planning programs under this work element.
  - Gather information about the air quality benefits and capital and operating costs associated with the use of alternative fuels.
- MUTD staff will continue to apply for grants for alternative fuel buses to improve air quality.
- MUTD will purchase six (6) electric buses that will be added to the fleet July 2019.

### **Product**

The proposed activities will produce:

- A current and valid transportation plan that considers air and water quality as well as noise and changes in land use.
- Documentation and implementation of methods to analyze and mitigate impacts associated with development.

## Staffing

**200** hours - Missoula Development Services Transportation Division

**10** hours – Missoula Urban Transportation District (MUTD / Mountain Line)

## 700

<b>MDS POSITION</b>	<b>HOURS</b>
Transportation Manager	50
Planner III	50
Planner II	50
Planner II	50

**Total 200**

<b>MUTD POSITION</b>	<b>HOURS</b>
General Manager	10
Operations	0
<b>Total</b>	<b>10</b>

## Funding 700 – Air Quality & Environmental Planning

FFY 2019

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 6,366	\$ 987	\$ 1,527	\$ 382	\$ 9,261
MUTD	\$ -	\$ -	\$ 2,968	\$ 742	\$ 3,711
<b>TOTALS</b>	<b>\$ 6,366</b>	<b>\$ 987</b>	<b>\$ 4,496</b>	<b>\$ 1,124</b>	<b>\$ 12,972</b>

FFY 2020

Agency	PL	State	FTA	Local	Totals
MDS*	\$ 5,458	\$ 846	\$ 1,233	\$ 308	\$ 7,845
MUTD	\$ -	\$ -	\$ 623	\$ 156	\$ 778
<b>TOTALS</b>	<b>\$ 5,458</b>	<b>\$ 846</b>	<b>\$ 1,855</b>	<b>\$ 464</b>	<b>\$ 8,624</b>

\* - Local match provided by MUTD

## Functional Agency Responsibility

The MPO and Mountain Line will incorporate air and water quality planning into local transportation planning programs.

## 41.27.00 Implementation of the Americans with Disabilities Act (ADA)

### 703 Implementation of the ADA

#### Objective

Analyze criteria and orchestrate community participation in the development of a system ADA plan to include both accessible fixed-route service and comparable paratransit service, in a timely manner.

#### Accomplishments in FFY 2019

- MPO staff developed an ADA Transition Plan as required by Title II (28 CFR Section 35)

MUTD staff:

- Continued to apply its ADA complimentary paratransit plan in coordination with other local organizations and individuals.
- Worked with other community agencies toward updating existing agreements and researching coordination of services between all providers.
- Provided support to STAC.
- Provided ADA training to all of its operators.
- Met with social service professionals in the community and with senior groups through Missoula Aging Services to increase awareness and answer questions about ADA Paratransit service, the Senior Van and accessibility on Mountain Line Fixed Route Bus service.
- Updated the Missoula Area Coordination Plan.
- Reviewed software programs to better coordinate Paratransit services. Implementation of dispatch tablets implemented in FY2019

#### Proposed Activities in FFY 2020

MUTD will:

- Continue to research and develop the use of FTA funding as provided in the FAST Act.
- Increase efforts to provide outreach and education for social service professionals in the community and with senior groups.

#### Product

An ADA paratransit plan update.

#### Staffing

**60** hours – Missoula Urban Transportation District (MUTD / Mountain Line)

#### 703

MUTD POSITION	HOURS
General Manager	10
Operations	50

**Total 60**

## Funding 703 – ADA Implementation

FFY 2019

Agency	PL	State	FTA	Local	Totals
MUTD	\$ -	\$ -	\$ 5,153	\$ 1,288	\$ 6,441
TOTALS	\$ -	\$ -	\$ 5,153	\$ 1,288	\$ 6,441

FFY 2020

Agency	PL	State	FTA	Local	Totals
MUTD	\$ -	\$ -	\$ 2,795	\$ 699	\$ 3,494
TOTALS	\$ -	\$ -	\$ 2,795	\$ 699	\$ 3,494

### Functional Agency Responsibility

Mountain Line will continue to coordinate the development of a system ADA plan.

## **900 Reserve**

### **Objective**

Provide for the accounting of available non-programmed funds in the current UPWP and maintain an adequate reserve to begin to save for the 2020 LRTP update, as well as provide funding toward additional transportation planning activities and/or studies as approved by the TTAC and TPCC.

### **Accomplishments FFY 2019**

None.

### **Proposed Activities FFY 2020**

This work element is utilized for accounting purposes only. No specific work activities may be charged to this work element.

### **Product**

None.

## SECTION 3 — COST ALLOCATION PLAN

### Introduction

The following plan has been developed to provide a procedure to be followed in preparing reimbursement requisitions for PL-104(f) and FTA Section 5303 Technical Studies Grant funds received by the Missoula Development Services.

### Identification of Costs

The costs encountered in carrying out this Unified Planning Work Program are delineated below by type:

Direct	Indirect	Fringe Benefits
Salaries	Legal Services	FICA
Mileage	Office Supplies &	PERS
Advertising	Stationery	Industrial Accident
Travel	Dues/Subscriptions	Unemployment Ins.
Staff Recruitment	Office Vehicle	Sick Leave
Printing & Publication	Office Machine	Vacation
Staff Training	Maintenance	Paid Holidays
Consultants	Jury Duty	Health Insurance
Rent/t		Military Leave
Other		
Telephone		

### Allocation of Costs

The MPO will charge direct costs to the work program line items to which they apply. The MPO will keep a record of staff time and expenditures to document expenses incurred against each line item.

Indirect costs as defined above are budgeted to be 9.06% of direct salary expenditures during FFY 2019. This figure will be used provisionally and revised as necessary during the audit conducted following the 2018 fiscal year, which may result in either additional payment or a repayment of funds upon determination of the actual rate. If the indirect cost exceeds 13.4195%, a cost allocation plan must be developed.

Fringe benefits will be calculated at a rate of 38.34% of the direct salaries charged to each line item.

The degree of participation by each funding agency is based on the prorations that have been determined for each line item. Each funding agency will be billed their share of the total charges made against each line item according to the percentages indicated in the Funding Proration Table.



## TABLE 1 – FFY 2020 Funding Summary

### Federal Fiscal Year 2019 Funding Summary

(October 1, 2018 - September 30, 2019)

WORK ELEMENT	FFY 18	FFY 19	FUNDING SOURCE				FUNDING DISBURSEMENT		
	Budget	Budget	PL*	STATE	FTA**	LOCAL	MDS	MUTD	CONSULTANT
			86.58%	13.42%	80.00%	20.00%			
<b>41.11.00 - PROGRAM SUPPORT AND ADMINISTRATION</b>									
100 - Administration	\$ 171,602	\$ 198,030	\$ 121,402	\$ 18,817	\$ 46,248	\$ 11,562	\$ 152,150	\$ 45,880	
101 - UWP	\$ 17,923	\$ 17,954	\$ 11,177	\$ 1,732	\$ 4,036	\$ 1,009	\$ 14,818	\$ 3,136	
102 - Public Involvement	\$ 54,766	\$ 58,124	\$ 34,748	\$ 5,386	\$ 14,392	\$ 3,598	\$ 43,713	\$ 14,411	
<b>41.13.01 - LONG RANGE TRANSPORTATION PLANNING: SYSTEM LEVEL</b>									
300 - Plan Update	\$ 58,824	\$ 104,845	\$ 90,775	\$ 14,070			\$ 54,845	\$ -	\$ 50,000
301 - Planning Area Transportation Plans	\$ 144,691	\$ 546,296	\$ 472,983	\$ 73,313			\$ 400,937	\$ -	\$ 145,359
302 - Data	\$ 90,686	\$ 241,241	\$ 192,286	\$ 29,805	\$ 15,320	\$ 3,830	\$ 222,091	\$ 19,150	
303 - TO	\$ 32,142	\$ 24,079	\$ 20,848	\$ 3,231	\$ -	\$ -	\$ 24,079	\$ -	
304- Model	\$ 34,611	\$ 103,339	\$ 89,471	\$ 13,868			\$ 23,339		\$ 80,000
<b>41.14.00 - SHORT RANGE TRANSPORTATION PLANNING</b>									
500 - Older People & People w Disabilities	\$ 27,877	\$ 25,630	\$ 12,503	\$ 1,938	\$ 8,951	\$ 2,238	\$ 17,782	\$ 7,848	
501 - TSM	\$ 35,258	\$ 20,221	\$ -	\$ -	\$ 16,177	\$ 4,044	\$ -	\$ 20,221	
502 - TDP Update	\$ 15,851	\$ 19,015	\$ -	\$ -	\$ 15,212	\$ 3,803	\$ -	\$ 19,015	
<b>41.15.00 - TRANSPORTATION IMPROVEMENT PROGRAM</b>									
600 - TIP/AE	\$ 30,699	\$ 34,504	\$ 16,608	\$ 2,574	\$ 12,258	\$ 3,064	\$ 20,375	\$ 14,129	
<b>41.16.02 - CLEAN AIR PLANNING</b>									
700 - Air Quality	\$ 10,112	\$ 12,972	\$ 6,366	\$ 987	\$ 4,496	\$ 1,124	\$ 9,261	\$ 3,711	
<b>41.16.15 - AMERICANS WITH DISABILITIES ACT</b>									
703 - Americans with Disabilities Act	\$ 7,774	\$ 6,441	\$ -	\$ -	\$ 5,153	\$ 1,288	\$ -	\$ 6,441	
<b>SUBTOTALS</b>	\$ 732,815	\$ 1,412,692	\$ 1,069,167	\$ 165,722	\$ 142,242	\$ 35,561	\$ 983,391	\$ 153,942	\$ 275,359
<b>41.17.00 - OTHER ACTIVITIES</b>									
900 - Reserve	\$ 670,855	\$ 725,690	\$ 628,303	\$ 97,388	\$ -	\$ -	\$ -	\$ -	
<b>TOTALS</b>	\$ 1,403,670	\$ 2,138,382	\$ 1,697,469	\$ 263,110	\$ 142,242	\$ 35,561	\$ 983,391	\$ 153,942	\$ 275,359

\*PL funds: 86.58% federal share, 13.42% state share.

\*\* FTA funds: 80% federal share, 20% local share. FTA funds in the UPWP are only 5303, however 5307 funds may be used to supplement or support planning activities.

**TABLE 2 – FFY 2020 Funding Prorations**

				FUNDING SOURCE			
WORK ELEMENT		RECIPIENT	PL	STATE	FTA	LOCAL	TOTALS
100	Administration	MDS	59%	9%	5%	1%	75%
		MUTD			20%	5%	25%
101	UWP	MDS	57%	9%	10%	3%	79%
		MUTD			17%	4%	21%
102	Public	MDS	59%	9%			68%
	Involvement	MUTD			25%	6%	32%
300	Plan Update	MDS	87%	13%			100%
301	Area Plans	MDS	87%	13%			100%
302	Data	MDS	69%	11%			79%
		MUTD			17%	4%	21%
303	TDM	MDS	87%	13%			100%
500	E & H	MDS	50%	8%	10%	3%	70%
		MUTD			24%	6%	30%
501	TSM	MUTD			80%	20%	100%
502	TDP	MUTD			80%	20%	100%
600	TIP/AE	MDS	47%	7%	3%	1%	58%
		MUTD			34%	8%	42%
700	Air Quality	MDS	50%	8%	11%	3%	72%
		MUTD			22%	6%	28%
703	ADA	MUTD			80%	20%	100%
900	Reserve	MDS	87%	13%			100%

## Appendix A: Public Comment Received

MPO staff posted the draft of the Unified Planning Work Program on the City's SIRE website with the agendas for TTAC and TPCC meetings. The MPO published legal ads in The Missoulian newspaper on July 21, July 28, August 4, and August 11, 2019, noting that the planned adoption of the document would take place on August 20, 2019. The ads listed the following meetings that provided opportunities for public comment on the draft UPWP. *The attendance numbers below do not include committee members or staff present.*

TTAC – Thursday, August 1, 2019.

Attendance at Meeting: --

Public Comments on Draft UPWP: --

TPCC - Tuesday, August 20, 2019.

Attendance at Meeting: --

Public Comments on Draft UPWP: --

# **Missoula TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Federal Fiscal Years  
2020 – 2024**

Prepared by:

**Missoula Metropolitan Planning Organization in cooperation with  
City of Missoula, Montana  
County of Missoula, Montana  
Missoula Urban Transportation District  
Montana Department of Transportation  
Federal Highway Administration  
Federal Transit Administration**

**Approved by:**

**TTAC:  
TPCC:  
MDT:  
FHWA:  
FTA:**

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

# Table of Contents

<b>Acronyms.....</b>	<b>4</b>
<b>Introduction .....</b>	<b>6</b>
FAST Act.....	6
About the Transportation Improvement Program .....	6
TIP Process and Development .....	6
Project Selection .....	7
Amendment Process .....	7
Performance Management.....	7
Safety.....	8
Infrastructure Condition.....	8
System Performance.....	9
Freight.....	9
Congestion Mitigation and Air Quality (CMAQ).....	9
Transit.....	10
Air Quality Conformity Assessment.....	11
Projects that are Regionally Significant.....	13
Projects Exempt from Regional Analysis .....	13
Projects that are funded by multiple sources .....	17
Energy Conservation Considerations in the TIP .....	18
Criteria and Process for Implementing Projects.....	18
Major Federally Funded Project Summary.....	18
Transportation Options .....	19
Financial Constraint and the Financial Plan .....	20
Indirect Cost Recovery and the TIP.....	20
<b>Estimated Revenue.....</b>	<b>21</b>
Congestion Mitigation & Air Quality (CMAQ) .....	23
Surface Transportation Program Urban (STPU) .....	24
Interstate Maintenance (IM)* .....	25
National Highway (NH)*.....	26
National Highway Freight Program (NHFP)* .....	27
Surface Transportation Program Primary (STPP) .....	28
Railroad Crossing (RRS) .....	29
Highway Safety Improvement Program (HSIP) .....	29
No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year.....	29
Bridge Program*.....	30
Urban Pavement Preservation (UPP) .....	31
Montana Air and Congestion Initiative (MACI)-Discretionary Program.....	31
Transportation Alternatives .....	32
Earmarks .....	32

**Missoula FFY 2020-2024 Transportation Improvement Program**

Federal Transit Administration Section 5307* .....	34
Federal Transit Administration Section 5339 .....	35
Federal Transit Administration Section 5310 .....	36
Federal Transit Administration Section 5311 .....	37
Transade (State Funded) .....	38
<b>Illustrative Projects.....</b>	<b>39</b>
<b>Public Comment Received .....</b>	<b>40</b>
<b>Certification.....</b>	<b>41</b>

## **Acronyms**

<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CN</b>	Construction
<b>CO</b>	Carbon Monoxide
<b>EPA</b>	Environmental Protection Agency
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FFY/FFY</b>	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
<b>GROWTH</b>	Flexible state CMAQ funds distributed to high growth urban areas
<b>HSIP</b>	Highway Safety Improvement Program
<b>IC</b>	Incidental Construction
<b>IM</b>	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
<b>MACI</b>	Montana Air and Congestion Initiative
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MDT</b>	Montana Department of Transportation
<b>MIM</b>	Missoula in Motion
<b>MPO</b>	Metropolitan Planning Organization. The Missoula Transportation Policy Coordinating Committee is the MPO for the Missoula urban area.
<b>MR TMA</b>	Missoula-Ravalli Transportation Management Association
<b>MUTD</b>	Missoula Urban Transportation District, or Mountain Line. Missoula's fixed route bus system.
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NH</b>	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
<b>PE</b>	Preliminary Engineering
<b>PLH</b>	Public Lands Highways
<b>PLHD</b>	Public Land Highways Discretionary Fund
<b>PM<sub>10</sub></b>	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>PM<sub>2.5</sub></b>	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>SAFTEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SFC</b>	State Funded Construction
<b>SRTS</b>	Safe Routes to Schools
<b>SIP</b>	State Implementation Plan. A plan for improving air quality in the State, including the Missoula area.
<b>STIP</b>	State Transportation Improvement Program
<b>STPE</b>	Surface Transportation Program Enhancements
<b>STPP</b>	Surface Transportation Program Primary
<b>STPU</b>	Surface Transportation Program Urban
<b>STPX</b>	Surface Transportation Program Off System
<b>TA</b>	Transportation Alternatives Program
<b>TEA-21</b>	Transportation Efficiency Act for the 21 <sup>st</sup> Century



### ***Missoula FFY 2020-2024 Transportation Improvement Program***

---

---

<b>TCM</b>	Transportation Control Measure
<b>TIP</b>	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
<b>TPCC</b>	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Missoula urbanized area.
<b>TSP</b>	Total Suspended Particulate
<b>TTAC</b>	Transportation Technical Advisory Committee. Together with the TPCC, the transportation planning organization for Federal aid projects in the Missoula urbanized area. The TTAC recommends projects to the TPCC for review and approval.
<b>UHPIP</b>	Urban Highway Pilot Improvement Program
<b>UPP</b>	Urban Pavement Preservation

# **Introduction**

## **FAST Act**

The Fixing America's Surface Transportation (FAST) Act was passed by Congress on December 3 and signed by President Barack Obama on December 4, 2015, authorizing funding for Federal transportation programs for the six-year period from 2016-2021. The FAST Act effectively replaces the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. MAP-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 2-year period FFY 2013-2015. Previously, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) was adopted as the six-year transportation funding bill in 2005. Like SAFETEA-LU and MAP-21, the FAST Act requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the FAST Act may have replaced MAP-21 and SAFETEA-LU in 2015, any previously obligated but unspent funds under the previous acts are still available at this time.

## **About the Transportation Improvement Program**

The TIP is developed in cooperation with local, state and federal agencies. The TIP shows a priority list of projects and project segments to be carried out in each five-year period after the initial adoption of the TIP and a financial plan that demonstrates how the TIP can be implemented. The TIP is required to cover a scope of at least four years and must be updated at least every four years. Missoula updates the TIP annually. The FAST Act legislation currently continues the TIP process, the major focus of which is to enhance participation on the part of the public agencies. The TIP is the incremental implementation (5 years) of the Missoula Long Range Transportation Plan (30 years). The TIP presents manageable components of funding the long-range plan to funding agencies and to the public.

Although the TIP is a multi-year program, it is typically updated annually. Updating the TIP begins with analysis of transportation needs in Missoula and then a recommendation is made by the Transportation Technical Advisory Committee (TTAC), which forwards its recommendations to the Transportation Policy Coordinating Committee (TPCC). The TPCC makes final changes and approves the document at the local level. The TIP may be amended so long as the MPO operates under a SAFETEA-LU compliant long-range transportation plan demonstrating fiscal constraint as per a finding of the responsible federal and state agencies (FHWA, FTA, EPA and MDEQ).

## **TIP Process and Development**

The Missoula Metropolitan Planning Organization prepares the TIP in cooperation with the City and County of Missoula, Missoula Urban Transportation District, Montana Department of Transportation, Federal Highway Administration, Federal Transit Administration, and in a manner consistent with feedback received through public involvement. As federal funding programs under the MPO's control are developed, notifications are sent out to eligible agencies and the public, informing them of the appropriate manner in which projects may be submitted for consideration. In a parallel

process, the State is also required to carry out a public participation process during development and adoption of its programs. The MPO's programs, upon adoption, are submitted for inclusion in the State Transportation Improvement Program (STIP).

In addition to general notifications made through all types of media, the Missoula Metropolitan Planning Organization has an extensive mailing list that contains many interested parties who can review the agenda for any TTAC or TPCC meeting. Interested parties may then determine for themselves if there are any issues upon which they wish to comment.

The projects in this TIP are a subset of the 2016 Missoula Long Range Transportation Plan Update, which was the subject of extensive public review and comment throughout 2016, and

## **Project Selection**

The Missoula Metropolitan Planning Organization has developed a number of tools that can be used to help objectively select transportation projects based on their capacity to support Missoula's overarching goals including, but not limited to, safety, community health and social equity, environmental protection, and economic vitality. These tools include the Bicycle Facilities Master Plan (BFMP) recommendations, the Pedestrian Priority Needs Assessment Map developed for the Pedestrian Facilities Master Plan (PFMP) and the project scoring methodology developed for the 2016 Missoula Long Range Transportation Plan (LRTP). Other factors such as project readiness, funding availability, and political and economic feasibility also contribute to the project selection process.

## **Amendment Process**

An amendment to the Transportation Improvement Program (TIP) is required when: a new project is programmed within the 4-year funding window; a programmed project is canceled or postponed; the costs of a particular project change significantly; changes are made to the scope details or description of a project; and/or there is some other change that affects the funding of a project. Amendments are typically brought forward to the MPO by MDT or other eligible project sponsors, and when received they undergo a process similar to the development of the TIP. Amendments are presented to the TTAC, and the TTAC votes on whether or not to recommend that the TPCC approve to adopt the amended TIP. Upon TPCC approval, the amended TIP is forwarded to the appropriate state and federal agencies for final approval. When the final amended TIP is published all changes to the funding tables will appear in red. The full amendment process, including opportunities and process for public input, can be found in the MPO's Public Participation Plan ([http://www.ci.missoula.mt.us/DocumentCenter/View/27526/PPP\\_Update\\_2014?bidId=](http://www.ci.missoula.mt.us/DocumentCenter/View/27526/PPP_Update_2014?bidId=)).

# **Performance Management**

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation (FAST) Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourages Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.

## ***Missoula FFY 2020-2024 Transportation Improvement Program***

---

The MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and supports the transit performance targets and measures established by the Missoula Urban Transportation District (MUTD). Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

### **Safety**

Improving safety metrics along public roads was the first national goal area to be addressed by federal requirements for performance management. Federal regulations establish five safety performance measures that are intended to carry out the Highway Safety Improvement Program (HSIP):

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled (VMT)
- Number of non-motorized fatalities and non-motorized serious injuries

The goal of establishing and monitoring safety performance measures and targets is to reduce the number of traffic fatalities and serious injuries in the public right of way. The targets set by MDT for each of the safety performance measures include (based on a 5-year rolling average):

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7 percent (5 fewer fatalities per year)
- No more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020 (reduction of 4.3 percent per year)
- No more than 796 serious injuries by 2020 (3.6 percent annual reduction)
- No more than 5.9 serious injuries per 100 million VMT (reduction of 5.1 percent per year)

Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures. More information regarding the safety measures and targets established by MDT can be found within the [Montana Comprehensive Highway Safety Plan](#).

### **Infrastructure Condition**

Infrastructure condition performance measures were established to be used in the management of pavement and bridge performance on the National Highway System (NHS) with a goal of maintain maintaining roadway and bridge infrastructure in such a way it remains functional and in good repair. Federal regulations establish six performance measures to address the condition of National Highway System pavement and bridge condition:

- Pavement Performance Measures
  - Percentage of pavements of the Interstate System in Good condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
- Bridge Performance Measures
  - Percentage of NHS Bridges Classified as in "Good" Condition

- Percentage of NHS Bridges Classified as in “Poor” Condition

Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, Bridge Program, and Urban Pavement Preservation funding sources. Projects included for funding under these sources were selected in part due to their contribution towards pavement and bridge condition targets.

## **System Performance**

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion, travel times, and pollution emissions and increase reliability of the system. Federal regulations establish five performance measures that pertain to the performance of the National Highway System (NHS), three of which are applicable to Montana:

- Percent of the Interstate System providing for Reliable Travel Times
- Percent of the non-Interstate NHS providing for Reliable Travel Times
- Percent of the Interstate System where Peak Hour Travel Times meet expectations (Not applicable to MT)
- Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Not applicable to MT)
- Percent Change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level (GHG measure)

These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

## **Freight**

The primary purpose of freight performance measures is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. Federal regulations establish two performance measures related to freight movement on the Interstate System:

- Percent of the Interstate System Mileage providing for Reliable Truck Travel Times
- Percent of the Interstate System Mileage uncongested

Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Project selected for National Highways funding will contribute to improving the national freight network and meeting state targets.

## **Congestion Mitigation and Air Quality (CMAQ)**

The collection of data regarding air quality performance measures helps to evaluate projects to ensure they are protecting and enhancing the health of the natural environment. While other performance measures affect congestion and air quality, there are two federal performance measures intended to address CMAQ directly, one of which is applicable to Montana:

- Annual Hours of Excessive Delay Per Capita (Not applicable to MT)
- Total Emission Reductions

## Missoula FFY 2020-2024 Transportation Improvement Program

These performance measures may be impacted by Congestion Mitigation and Air Quality, Montana Air and Congestion Initiative Discretionary Program, Transportation Alternatives, and Federal Transit Administration funding sources and associated projects that provide support for non-motorized transportation projects and programming that enhances air quality and encourages sustainable transportation options.

### Transit

Performance targets and measures established for transit asset management (TAM) serve to provide safe, cost-effective, and reliable public transportation through a strategic and systematic process of operating, maintaining, and improving public transportation capital assets. Federal regulations establish four transit performance measures, three of which are applicable to the Missoula Urban Transportation District (MUTD):

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions (Not applicable to MUTD)

The performance measures and targets established by MUTD and supported by the MPO are shown in the table below. These measures are related to Congestion Mitigation and Air Quality, Federal Transit Administration (FTA) sections 5307, 5339, 5310, and 5311, and TransADE funding sources.

Performance Targets & Measures						
Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	8%	4%	6%	12%	10%
	CU - Cutaway Bus	20%	8%	12%	12%	8%
	MV - Mini-van	20%	10%	10%	0%	0%
	RT - Rubber-tire Vintage Trolley	100%	100%	100%	0%	0%
<b>EQUIPMENT</b>						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	50%	50%	50%	0%	0%
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	100%	100%	0%	0%	0%
	Maintenance	100%	100%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%

## **Air Quality Conformity Assessment**

The United States Environmental Protection Agency (EPA) has identified areas within the Missoula Transportation Plan Study Area as not being in compliance with the carbon monoxide (CO) and particulate matter National Ambient Air Quality Standards established by the Clean Air Act (CAA). Missoula was classified as a non-attainment area for CO and total suspended particulate (TSP) in 1978. In 1987 the EPA replaced the TSP standard with a new standard for particulate 10 microns in diameter and smaller (PM<sub>10</sub>). Missoula is currently designated a maintenance area for CO and PM<sub>10</sub>. In 1997, EPA established an additional standard for particulate 2.5 microns in diameter and smaller (PM<sub>2.5</sub>). Missoula has not violated the PM<sub>2.5</sub> particulate standard.

Over the years, the Missoula City-County Air Pollution Control Board (MCCAPCB) and the Montana Department of Environmental Quality (DEQ) have developed a State Implementation Plan (SIP) to bring Missoula's air quality into compliance with the NAAQS. The current SIP prescribes several measures to improve air quality. The use of oxygenated fuels during the winter months, combined with improved vehicle emission control technology, has significantly reduced vehicle CO emissions. Ordinances designed to reduce dust emissions from winter traction control practices have reduced PM<sub>10</sub> emissions. No transportation control measures (TCMs) are included in the SIP or this TIP.

On May 27, 2005 the MC-CAPCB along with the City, County and DEQ petitioned EPA to re-designate Missoula from non-attainment status to a maintenance status for CO. EPA approval of the application was published in the Federal Register on August 17, 2007 (FR/Vol. 72, No. 159, page 46158). A conformity determination on this TIP must be measured against the adequacy finding of the CO emissions budget issued by the EPA on June 16, 2006, and approved for the 2nd 10-year carbon monoxide Limited Maintenance Plan (LMP) for the Missoula area, consistent with the final rule published in the Federal Register on February 1, 2018 (83 FR 4597).

On August 3, 2016 the MC-CAPCB along with the City, County and DEQ petitioned EPA to re-designate Missoula from non-attainment status to a maintenance status for PM<sub>10</sub>. EPA approval of the application was published in the Federal Register on May 24, 2019 (FR/Vol. 84, page 24037). Under the approved PM<sub>10</sub> LMP, the motor vehicle emissions budget need not be capped and a regional emissions analysis is not required. Conformity determinations will be completed without submitting a transportation conformity motor vehicle emissions budget that would then need to be analyzed under 40 CFR 93.118.

The CAA requires that transportation plans and regionally significant projects cannot create new violations, increase the frequency or severity of existing violations, or delay attainment of the NAAQS. All regionally significant projects were modeled for air quality conformity during the 2012 Missoula Long Range Transportation Plan Update.

The Missoula Transportation Policy Coordinating Committee (TPCC) approved the 2016 Missoula Long Range Transportation Plan Update on February 21, 2017. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a finding of conformity for the Update on April 10, 2017. The TIP must also conform to the SIP. The regionally significant projects in this TIP are a subset of those analyzed in the 2016 Missoula Long Range Transportation Plan Update. Therefore, this TIP can rely on the air quality conformity analysis performed for the 2016 LRTP Update. That analysis indicated that implementation of the Update projects would have a positive impact on CO emissions and would not exceed the PM<sub>10</sub> budget of 16,119 pounds per day, as established in the Missoula SIP.

The Missoula MPO will review and update the transportation plan at least every four years in air quality non-attainment areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends. (23 CFR Section 450.32(c))

The following tables list two project classifications - projects that are regionally significant and projects exempt from regional analysis. The first table shows projects that were modeled for air quality conformity during the 2016 LRTP Update. The second table shows projects reviewed by local, state and federal agencies and determined to be exempt.



## Projects that are Regionally Significant

PROJECT	SCOPE	COMMENTS
Russell Street - Improve Mount to Broadway	Corridor improvements	Funded with STPU, Earmark, Bridge and STPE funds.

## Projects Exempt from Regional Analysis

PROJECT	SCOPE	COMMENTS
<b>CMAQ</b>		
Bicycle Pedestrian Program	Bicycle/Pedestrian safety; bicycle facilities; Bike/Walk/Bus Week;	Annual Program
Transportation Options	Employer TDM activities; Rideshare program; community outreach. Transit Related TDM activities	Annual Program
<u>Mountain Line:</u>  Service Operations  Capital Purchases - Bus fleet expansion  Fare incentives, marketing & education	  Increase service peak, mid-day & Route 2, 8 and 11 service revisions  Continue to purchase new vehicles to expand system per MUTD long-range plan  Provide education and marketing for service revisions. Continue partnerships with TDM activities.	Continue service revisions as approved by the MUTD Board of Directors.
MRTMA: Vanpool Operations	Operations	
Purchase Street Sweeper		New street/parking lot sweeper for the Missoula Parking Commission
Replace Street Sweepers		Annual and semi-annual Replacement

### STPU

**Missoula FFY 2020-2024 Transportation Improvement Program**

Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge	
Russell Street (Idaho to Dakota)	Reconstruction of roadway	
Russell Street (Dakota to Mount, Broadway)	Reconstruction of roadway	
<b>SRTS</b>		
<b>IM</b>		
Grant Creek Rd & I-90	Intersection improvement	
Missoula-Bonner	Pavement preservation	
Bonner Interchange-East	Pavement preservation	
Reserve St Intch – E & W	Pavement preservation	
<b>NH</b>		
North of DeSmet Intch. - North	Widen, Overlay, S&C	
US 93 & Cartage Rd	Signal upgrade	
Evano Hill	Pavement preservation, S&C	
Evano-Whispering Pines	Pavement preservation, S&C	
Junction I90-North (US 93)	Pavement preservation, S&C w/some mill/fill	
Russell Street	Reconstruction of roadway	
Reserve Street - Missoula	Pavement preservation	
<b>NHFP</b>		
Missoula East & West (Van Buren St Intch)	Reconstruction of Interstate ramps and cross street	
<b>STPX, STPS, SFCN</b>		
West of Missoula - NW	Reconstruction	
Slope Stability (Phase 3)	Slide correction	
RR Undercrossing Study-Orange St.	Structure rehab study	
SF 179 US 93 South Safety Improvement	Safety study	
Old MT-200 Erosion Repair	Bank stabilization	
<b>STPP</b>		
<b>RRS</b>		
RRxing-Butler Creek Road	Upgrade RRxing signal	
<b>HSIP</b>		
SF129-Skd Trtmt E Missoula	Add Icy Bridge signs, skid treatment - I-90, RP 109.1 - 109.6	

**Missoula FFY 2020-2024 Transportation Improvement Program**

SF169-Lolo E Msla Safety Improvement	Install centerline rumblestrips	
SF169-Msla Cty Safety Improvement	Signing and Delineation	
SF179-Stephens Orange Safety Improvemets	Study	
HSIP Program JOC-Missoula	Signing and delineation	
SF189 D1 CLRS Missoula Area	CL Rumble strips	Only portion in MPO bdry
SF179- Safety Signs Striping	Safety Improvements	Only portion in MPO bdry

**BR**

Bitterroot River - W of Missoula	Bridge Replacement	
Higgins Avenue Bridge	Bridge rehab	
Russell Street (Broadway to Idaho)	Bridge and roadway reconstruction	
Steel BR Rehab - Corrosion 1	Bridge rehab	

**UPP**

S. 5th and 6th St.-Missoula	Pavement preservation	
Clements/3rd/Speedway/Deer Crk-Missoula	Pavement preservation	

**MACI**

Grant Creek Rd & I-90	Intersection improvement	
Missoula ADA Upgrades	ADA upgrades	
Reserve St.-Missoula	Pavement preservation	
Broadway & Toole Ave- Msla	Intersection upgrades	

**CITY TA**
**EARMARK**

Russell St-Missoula	Intitial ROW phase	
Russell St-Broadway to Idaho	Reconstruction of roadway and bridge	

**FTA 5307**

Capital purchases	Transit Capital purchases	
Mountain Line Operations	Transit Operations	MRTMA Vanpool

**FTA 5339**

IT Upgrade	Upgrade	
Radio System Upgrade	Upgrade	
Purchases	Buses & Bus Stop Amenities	

Job Access & Reverse Commute (JARC)

***Missoula FFY 2020-2024 Transportation Improvement Program***

<b>FTA 5310</b>		
Capital purchases	Purchase paratransit vehicles	
<b>FTA 5311</b>		
Vanpool Vans	Replace 6 15-passenger vans	MRTMA Vanpool
Program Operations	Program Operations, Administration, Maintenance	MRTMA Vanpool
<b>100 % LOCALLY FUNDED PROJECTS</b>		

# Projects that are funded by multiple sources

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source	Local	State	Federal	Total Estimated Obligation FY2020-2024
			Pre-2020	2020	2021	2022	2023	2024				
<b>Sponsor</b>												
<b>Russell Street</b> UPN4128000	Environmental Impact Statement	PE-EIS	3,968.3							532.5	3,435.7	3,968.3
<b>Missoula</b>	Preliminary Engineering	PE	5,079.7						STPU/Growth(CMAQ)	681.7	4,398.0	5,079.7
<b>MDT-City</b>		<b>Total</b>	<b>9,048.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>1,214.2</b>	<b>7,833.7</b>	<b>9,048.0</b>
<b>Russell Street</b> UPN4128001	Initial Right of Way Phase	ROW	2,700.0						EARMARK	362.3	2,337.7	2,700.0
<b>Missoula</b>										0.0	0.0	0.0
for IC/CN phases see 4128-002 to 004		<b>Total</b>	<b>2,700.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>362.3</b>	<b>2,337.7</b>	<b>2,700.0</b>
<b>Russell Street</b> UPN4128002	Reconstruction of roadway and bridge.	ROW	1,940.0						EARMARK	260.3	1,679.7	1,940.0
<b>(Broadway to Idaho)</b>		ROW	835.0						STPU	112.1	722.9	835.0
		IC	1,144.1						STPU/LOCAL	422.2	96.9	1,144.1
		CN	12,000.0						BRIDGE	1,610.4	10,389.6	12,000.0
		CN	2,306.2						EARMARK	309.5	1,996.7	2,306.2
		CN	9,248.9						STPU	1,241.2	8,007.7	9,248.9
		<b>Total</b>	<b>27,474.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>422.2</b>	<b>3,630.4</b>	<b>27,474.2</b>
<b>Russell Street</b> UPN4128003	Reconstruction of roadway	IC	1,247.6						STPU/LOCAL	470.4	104.3	1,247.6
<b>(Idaho to Dakota)</b>		CN	10,762.6						STPU		1,444.3	10,762.6
		<b>Total</b>	<b>12,010.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>470.4</b>	<b>1,548.6</b>	<b>12,010.2</b>
<b>Russell Street</b> UPN4128004	Reconstruction of roadway	PE			4,800.0				NH	644.2	4,155.8	4,800.0
<b>(Dakota to Mount)</b>		ROW			6,000.0				STPU/NH	805.2	5,194.8	6,000.0
		IC			3,000.0				STPU	402.6	2,597.4	3,000.0
		CN						24,500.0	STPU/NH	3,287.9	21,212.1	24,500.0
<b>MDT-City</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>13,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24,500.0</b>		<b>5,139.9</b>	<b>33,160.1</b>	<b>38,300.0</b>
<b>Totals</b>			<b>51,232.4</b>	<b>0.0</b>	<b>13,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24,500.0</b>		<b>892.7</b>	<b>11,895.5</b>	<b>76,744.3</b>

Funding projections 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.

Funding sources shown in Totals (fed\match).

Earmark \$6,279,500

Bridge \$12,000,000

Growth(CMAQ) \$1,418,635

STPU \$35,054,165

Per the City-State Project Development Agreement, Missoula will prioritize their annual allocation of urban funds (\$1,797,154/year) to complete project.

Beyond 2022 approximately an additional \$13.6 M is needed to complete the the project.

\*\*Remaining balance of future funding to be spent on Dakota to Mount as shown in 2019/2020.

## **Energy Conservation Considerations in the TIP**

Increased attention has been given to energy conservation and contingency planning. During the 2016 update of the LRTP, energy conservation was considered at the network level. The majority of the projects are Transportation System Management (TSM) improvements, which require little in the way of committed resources. Long-range projects in the 2016 LRTP will require substantial resources, but are necessary for an efficient transportation system and will result in energy savings due to factors such as decreased delay and less vehicle wear.

## **Criteria and Process for Implementing Projects**

Long-range projects are identified in the 2016 Long Range Transportation Plan Update. Short-range projects are identified and ranked by the sponsoring agency, i.e., City, County, Urban Transportation District, or MDT. All projects requiring a local match are ranked according to criteria developed by the agency providing the match. Project priorities in the Missoula Urbanized Area are established by several different agencies, depending on the source of funds.

Priorities for projects to be funded with Federal Surface Transportation Program (Urban System) Funds and Congestion Mitigation and Air Quality (CMAQ) Funds are established by the TTAC and TPCC.

The selection of projects to be funded with Federal National Highway (NH) System and Interstate Maintenance (IM) Program Funds in the Missoula Urbanized Area are made by the Montana Department of Transportation in cooperation with the local transportation planning participants.

The Missoula Urban Transit District (MUTD) Board makes decisions and priorities on the use of Federal Transit Administration funds.

## **Major Federally Funded Project Summary**

Section 1203(h)(7)(B) of MAP-21 requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP. This list is available through the Transportation Program website at <http://www.ci.missoula.mt.us/Transportation> .

## **Transportation Options**

Through Transportation Options programs, Missoula currently has several efforts in place that are aimed at increasing sustainable mode trips and vehicle occupancy and reducing congestion, number of trips generated, and vehicle miles traveled.

The 2016 LRTP includes strategies applicable to Missoula that increase use of Transportation Options. The Transportation Plan Update also includes regional and sub-area analyses of these strategies, as well as an implementation plan for the preferred strategies.

Missoula In Motion (MIM) is a program of the Transportation Division of the City of Missoula. MIM develops and implements comprehensive Transportation Options strategies rooted in education and encouragement for the Missoula Urban Area. MIM's work is funded through the federal Congestion Mitigation Air Quality (CMAQ) grant and local match.

In FY 2019, MIM will continue progress in key program areas, and work towards the institutionalization of Transportation Options efforts within the community. These efforts include Momentum employer programs, commuter programs including the Way To Go! Club and Guaranteed Ride Home, and community programs such as Sunday Streets.

At the end of FY 2018, MIM programs removed 579,036 vehicle miles traveled from municipal infrastructure and MIM's efforts reduced 295 metric tons of Carbon Dioxide (CO<sub>2</sub>). In FY 2018 MIM completed a comprehensive 5 year strategic plan which outlines agency priorities, sets annual goals and shifts programming to a performance based model. In FY 2019, MIM will continue to use the Way To Go! Missoula trip planning and tracking software to leverage the impact of its various programs. MIM had notable achievements including an 11% increase in Commuter Challenge participation, record-breaking Sunday Streets attendance, and delivery of customized workplace support services to 16 local employers.

Transportation Options activities in Missoula also include efforts of the Missoula Ravalli Transportation Management Association (MRTMA). MRTMA is a non-profit organization formed in 1996 which is involved in projects that provide regional rideshare and vanpool services. These projects include: a vanpool program serving a five-county area and ridesharing services for persons in MRTMA's ridesharing database. The database is comprised of 157 employees from 86 worksites and includes county employees, University of Montana faculty, staff and students. Eight of the 18 routes take Missoula residents from the city to worksites in adjoining counties. Since the inception of the vanpool program (1997) a total of 681,229 vehicle trips have been saved, 30,487,868 miles not traveled, and 1,232.53 tons of vehicle emissions reduced.

## **Financial Constraint and the Financial Plan**

The TIP must by law be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included.

The funding charts on the following pages show revenues currently available to finance the projects contained within the TIP. The federal and state revenue projections are based on best estimates provided through the MDT and local sponsors.

Estimates of MAP-21 funds, which may be made available to the MPO, also are based on figures provided by MDT. The Missoula Metropolitan Planning Organization has utilized those estimates throughout the community's project selection process with the aim of fully allocating all available revenues against eligible projects.

## **Indirect Cost Recovery and the TIP**

The Montana Legislature enacted House Bill 21 (Section 17-1-105 MCA) during the 2002 Special Session as a general fund savings measure. This legislation requires all state agencies, including MDT, to fully recover indirect costs associated with Federal and third party grants. The purpose of indirect cost recovery is to maximize the use of Federal funds for all costs associated with delivering Federal programs. The Federal Highway Administration (FHWA) directed MDT to assess accountability of both direct and indirect costs at the project rather than the program level in order to provide full accountability of both direct and indirect costs.

Indirect costs are applied at the project level to all applicable Federal funding categories in this TIP. Transfers to FTA for projects that FTA administers are considered pass through and are not subject to indirect cost recovery (i.e. CMAQ/STPU transfers eligible for transfer to Section 5307). Sections 5310, 5311, are administered by MDT and are subject to indirect cost recovery.



# Estimated Revenue

Amounts shown in thousands of dollars

Federal						STP/S/X									
Fiscal Year	CMAQ#	STPU*	IM*	NH*	NHFP	SFCN	STPP	RRS	HSIP*	BR*	UPP*	MACI	BUILD**	TA	SUBTOTAL
Carryover	2,342.8	-312.4													2,030.4
FFY 2020	1,390.2	1,797.2	852.6	4,966.9	0.0	4,127.5	0.0	277.3	385.4	16,215.4	2,251.4	1,072.1	0.0	0.0	33,335.9
FFY 2021	1,390.2	1,797.2	4,560.1	17,008.5	0.0	642.5	0.0	0.0	0.0	248.0	0.0	128.0	0.0	0.0	25,774.4
FFY 2022	1,390.2	1,797.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,187.4
FFY 2023	1,390.2	1,797.2	0.0	0.0	0.0	8,590.9	0.0	0.0	0.0	15,500.7	0.0	0.0	0.0	0.0	27,279.0
FFY 2024	1,390.2	1,797.2	0.0	15,776.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18,964.0
TOTAL	9,293.9	8,673.4	5,412.7	37,751.9	0.0	13,360.9	0.0	277.3	385.4	31,964.0	2,251.4	1,200.1	0.0	0.0	110,571.0

Federal	FTA 5307		FTA 5339		FTA 5310		FTA 5311		GAS TAX				
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL	
Carryover	1,844.8		1,074.8									4,950.1	
FFY 2020	1,914.8	1,877.3	354.7	172.6	80.0	20.0	192.0	46.3	1,118.6	321.3	1,786.4	41,219.8	
FFY 2021	1,953.1	1,914.8	354.7	0.0	0.0	0.0	192.0	46.3	1,118.6	321.3	2,118.5	33,793.6	
FFY 2022	1,992.1	1,953.1	354.7	49.8	80.0	20.0	192.0	46.3	1,118.6	321.3	2,015.8	11,331.0	
FFY 2023	2,031.9	1,992.2	354.7	215.8	0.0	0.0	192.0	46.3	1,118.6	321.3	1,934.8	35,486.5	
FFY 2024	2,072.6	2,032.0	354.7	0.0	0.0	0.0	192.0	46.3	1,118.6	321.3	1,936.3	27,037.8	
TOTAL	11,809.4	9,769.3	2,848.1	438.1	160.0	40.0	960.0	231.7	5,592.9	1,606.4	9,791.8	153,818.8	

Funding projections 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 beyond 2012 will be subject to the obligation limitation set by the annual appropriations process.

## NOTES:

These estimates are based on historical data and projections.

\* STPU, TA, IM, NH, STPX, STPP, STPHS, BR, Earmark, UHPIP, UPP and MACI funds include match.

# The CMAQ column reflects federal funding only. Match for these projects is included in the OTHER column.

In addition to including the CMAQ match, the OTHER Column includes other local funds and TransAde

\*\*Reflective of federal share only.

(Operations and Maintenance funds;Average of Fiscal Years 2014-2015) and local match for CMAQ makes up OTHER

# **Transportation Improvement Program (by Funding Source)**

# Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% local Match

Project	Description	Phase						Funding Source			Total Project Costs
			2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>								13.42%	13.42%	86.58%	
Carryover (Federal)			2,342.8	1,822.5	1,965.8	2,632.5	3,290.6				
Estimated allocation (Federal)			1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
<b>Bicycle/Pedestrian Program</b>		Other	46.9	47.8	48.8	49.8	50.8	32.8		211.3	244.1
Marketing, Education and Outreach											0.0
Development Services		<b>Total</b>	<b>46.9</b>	<b>47.8</b>	<b>48.8</b>	<b>49.8</b>	<b>50.8</b>	<b>32.8</b>		<b>211.3</b>	<b>244.1</b>
<b>Transportation Options</b>	Public Education and Outreach	Other	332.9	339.6	346.4	353.3	360.4	232.5		1,500.1	1,732.6
City of Missoula Development Services		<b>Total</b>	<b>332.9</b>	<b>339.6</b>	<b>346.4</b>	<b>353.3</b>	<b>360.4</b>	<b>232.5</b>		<b>1,500.1</b>	<b>1,732.6</b>
<b>Service Operations*</b>	Transfer from CMAQ to 5307	Transit	365.0	365.0	365.0	365.0	365.0	365.0		1,460.0	1,825.0
Operating - 80% match		<b>Total</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>		<b>1,460.0</b>	<b>1,825.0</b>
Mountain Line											
<b>Capital Purchases - Bus fleet expansion*</b>		Purch.	75.3	614.3	0.0	0.0	0.0	92.5		597.1	689.6
Mountain Line		<b>Total</b>	<b>75.3</b>	<b>614.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92.5</b>		<b>597.1</b>	<b>689.6</b>
<b>Marketing, Education*</b> - 80% match		Other	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Mountain Line		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Program Operations &amp; Capital</b>	Local van pool	Other	107.4	109.5	111.7	114.0	116.3	111.8		447.1	558.9
Operating - 80% match		<b>Total</b>	<b>107.4</b>	<b>109.5</b>	<b>111.7</b>	<b>114.0</b>	<b>116.3</b>	<b>111.8</b>		<b>447.1</b>	<b>558.9</b>
Capital - 86.58% match											
MRTMA											
<b>Replace Street Sweepers</b>		Purch.	500.0	0.0	0.0	0.0	0.0	67.1		432.9	500.0
City - sweeper / flush truck		Purch.	750.0	0.0	0.0	0.0	0.0	100.7		649.4	750.0
County - sweeper / flush truck		<b>Total</b>	<b>1,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>167.8</b>		<b>1,082.3</b>	<b>1,250.0</b>
City & County Public Works											
<b>Purchase Street Sweeper</b>		Purch.	65.0	0.0	0.0	0.0	0.0	8.7		56.3	65.0
New street/parking lot sweeper		<b>Total</b>	<b>65.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>		<b>56.3</b>	<b>65.0</b>
City Parking Commission											
Project Adjustments/Closures											
<b>CMAQ Totals</b>			<b>2,242.5</b>	<b>1,476.3</b>	<b>871.9</b>	<b>882.1</b>	<b>892.4</b>	<b>843.3</b>	<b>0.0</b>	<b>5,354.1</b>	<b>6,365.2</b>
<b>Federal</b>			<b>1,910.5</b>	<b>1,246.9</b>	<b>723.5</b>	<b>732.2</b>	<b>741.0</b>				
<b>Local</b>			<b>332.0</b>	<b>229.3</b>	<b>148.4</b>	<b>149.9</b>	<b>151.4</b>				
<b>Ending Balance (Federal)***</b>			<b>1,822.5</b>	<b>1,965.8</b>	<b>2,632.5</b>	<b>3,290.6</b>	<b>3,939.8</b>				

\* Requires transfer to FTA

\*\*\* Ending balance is for future transit, bike/ped projects

Funding projections 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.

# Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>										13.42%	86.58%	
Carryover				-312.4	1,484.8	-2,318.1	-520.9	1,276.3				
Estimated Allocation (STPU)				1,797.2	1,797.2	1,797.2	1,797.2	1,797.2				
STPU Borrow												
<b>Russell Street - Missoula</b>	Reconstruction	PE	7,629.3							1,023.9	6,605.5	7,629.3
UPN 4128000												
MDT		<b>Total</b>	<b>7,629.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,023.9</b>	<b>6,605.5</b>	<b>7,629.3</b>
<b>Russell Street (Broadway to Idaho)</b>	Reconstruction of roadway and bridge.	RW	835.0							112.1	722.9	835.0
BR and Earmark also fund this project		IC	721.9							96.9	625.0	721.9
UPN 4128002		CN	9,249.0							1,241.2	8,007.8	9,249.0
MDT-City	RP 2.7 to 3.0	<b>Total</b>	<b>10,805.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,450.2</b>	<b>9,355.7</b>	<b>10,805.9</b>
<b>Russell Street (Idaho to Dakota)</b>	Reconstruction of roadway	IC	777.1							104.3	672.8	777.1
UPN 4128003		CN	10,762.6							1,444.3	9,318.3	10,762.6
MDT-City	RP 2.5 to 2.7	<b>Total</b>	<b>11,539.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,548.6</b>	<b>9,991.1</b>	<b>11,539.7</b>
<b>Russell Street (Dakota to Mount)</b>	Reconstruction of roadway	IC			2,600.0					348.9	2,251.1	
UPN 4128004		CN			3,000.0					402.6	2,597.4	
MDT-City CN beyond timeframe of TIP**	RP 1.5 to 2.5	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>5,600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,723.4</b>	<b>0.0</b>	<b>1,922.2</b>	<b>12,401.2</b>	<b>14,323.4</b>
<b>Adjustment/ Closures</b>												
<b>STPU Totals</b>			<b>29,975.0</b>	<b>0.0</b>	<b>5,600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,723.4</b>	<b>0.0</b>	<b>4,921.0</b>	<b>31,748.1</b>	<b>44,298.4</b>
<b>Federal</b>			<b>25,952.3</b>	<b>0.0</b>	<b>4,848.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7,552.7</b>				
<b>State</b>			<b>4,022.6</b>	<b>0.0</b>	<b>751.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1,170.7</b>				
<b>Balance</b>				<b>1,484.8</b>	<b>-2,318.1</b>	<b>-520.9</b>	<b>1,276.3</b>	<b>-5,650.0</b>				

Funding projections 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.

\*\*Remaining balance of future funding to be spent on Dakota to Mount as shown in FY2023.

# Interstate Maintenance (IM)\*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
Sponsor			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
GRANT CREEK RD & I-90 (MSLA) UPN 9034 MDT	Intersection Improv.	PE	319.4							28.0	291.5	319.4
	additional lane	IC	0.0	16.7						1.5	15.3	16.7
		CN	0.0	692.4					200.0	60.7	631.7	892.4
	I-90 RP 100.8	Total	319.4	709.1	0.0	0.0	0.0	0.0	200.0	90.1	938.5	1,228.6
RESERVE ST INTCH - E & W UPN 9184 MDT	Pavement Preservation	PE	70.9							6.2	64.7	70.9
	mill/fill	CN	8,709.9							763.0	7,947.0	8,709.9
	I-90 RP 94.4 to 105.7	Total	8,780.9	0.0	0.0	0.0	0.0	0.0	0.0	769.2	8,011.7	8,780.9
MISSOULA - BONNER UPN 9699 MDT	Pavement Preservation	PE	0.0	105.4						9.2	96.2	105.4
	mill/fill	CN	0.0		3,055.7					267.7	2,788.0	3,055.7
	I-90 RP 105.7 to 110.2	Total	0.0	105.4	3,055.7	0.0	0.0	0.0	0.0	276.9	2,884.2	3,161.1
BONNER INTERCHANGE - EAST UPN 9700 MDT	Pavement Preservation	PE	0.0	38.1						3.3	34.8	38.1
	mill/fill in passing lane	CN	0.0		1,504.4					131.8	1,372.6	1,504.4
	I-90 RP 110.2 to 119.3**	Total	0.0	38.1	1,504.4	0.0	0.0	0.0	0.0	135.1	1,407.4	1,542.5
IM TOTAL			9,100.3	852.6	4,560.1	0.0	0.0	0.0	200.0	1,271.3	8,950.1	14,713.0

Funding projections 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.

\*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

\*\*41% of project within MPO boundary

# National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>												
<b>North of DeSmet Intch. - North</b>		PE	943.5							126.6	816.9	943.5
UPN 5071	Widen, Overlay, S&C	RW	615.0							82.5	532.5	615.0
		IC	492.4							66.1	426.3	492.4
		CN	0.0		8,300.2					1,113.9	7,186.3	8,300.2
<i>MDT</i>	<i>RP 1.1 to 4.3</i>	<b>Total</b>	<b>2,050.9</b>	<b>0.0</b>	<b>8,300.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,389.1</b>	<b>8,962.0</b>	<b>10,351.1</b>
<b>US 93 &amp; CARTAGE ROAD (MSLA)</b>		PE	31.1							4.2	26.9	31.1
UPN 9033	Signal upgrade	CN	148.2							19.9	128.3	148.2
<i>MDT</i>	<i>RP 0.2 to 0.4</i>	<b>Total</b>	<b>179.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.1</b>	<b>155.2</b>	<b>179.3</b>
<b>VARO HILL</b>		PE	13.5							1.8	11.7	13.5
UPN 9228	Pavement Preservation	CN	277.8							37.3	240.5	277.8
<i>MDT not all locations inside MPO bound</i>	<i>RP 4.2 to 6.3</i>	<b>Total</b>	<b>291.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39.1</b>	<b>252.2</b>	<b>291.3</b>
<b>VARO - WHISPERING PINES</b>		PE	13.5							1.8	11.7	13.5
UPN 9229	Pavement Preservation	CN	389.3							52.2	337.0	389.3
<i>MDT not all locations inside MPO bound</i>	<i>RP 6.3 to 9.6</i>	<b>Total</b>	<b>402.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54.1</b>	<b>348.7</b>	<b>402.8</b>
<b>RESERVE STREET - MISSOULA</b>		PE	64.9							8.7	56.2	64.9
UPN 9492	Joint Seal & Grinding	IC	0.0	27.8						3.7	24.0	27.8
		CN	0.0	4,846.1						650.3	4,195.7	4,846.1
<i>MDT</i>	<i>RP 0 to 5.3</i>	<b>Total</b>	<b>64.9</b>	<b>4,873.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>662.8</b>	<b>4,276.0</b>	<b>4,938.7</b>
<b>JCT I-90 - NORTH (US-93)</b>		PE	0.0	80.6						10.8	69.8	80.6
UPN 9705	Seal cover, mill fill	IC	0.0	12.4						1.7	10.7	12.4
		CN	0.0		508.3					68.2	440.0	508.3
<i>MDT</i>	<i>RP 0 to 1.0</i>	<b>Total</b>	<b>0.0</b>	<b>93.0</b>	<b>508.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.7</b>	<b>520.6</b>	<b>601.2</b>
<b>Russell Street**</b>		PE	0.0		4,800.0					644.2	4,155.8	4,800.0
<b>(Dakota to Mount)</b>	Reconstruction of roadway	RW	0.0		3,400.0					456.3	2,943.7	3,400.0
UPN 4128004		CN	0.0					15,776.6		2,117.2	13,659.4	15,776.6
<i>MDT-City</i>	<i>RP 1.5 to 2.5</i>	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>8,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,776.6</b>	<b>0.0</b>	<b>3,217.7</b>	<b>20,758.9</b>	<b>23,976.6</b>
<b>NH TOTAL</b>			<b>2,989.1</b>	<b>4,966.9</b>	<b>17,008.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15,776.6</b>	<b>0.0</b>	<b>5,467.4</b>	<b>35,273.6</b>	<b>40,741.0</b>

Funding projections 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.

\*NH is a state sub-allocated program funded by the federal National Highway Performance Program.

\*\* Broadway CN beyond timeframe of TIP

# National Highway Freight Program (NHFP)\*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
MSLA - E&W - VAN BUREN ST INTCHG UPN 4855001	Reconstruction of interchange ramps and cross street	PE	2,544.0							341.4	2,202.6	2,544.0
		RW	63.0							8.5	54.5	63.0
		IC	71.7							9.6	62.0	71.7
		CN	16,473.0							2,210.7	14,262.3	16,473.0
		MDT	I-90 RP 94.4 to 110.2	Total	19,151.6	0.0	0.0	0.0	0.0	0.0	0.0	2,570.1
NHFP TOTAL			19,151.6	0.0	0.0	0.0	0.0	0.0	0.0	2,570.1	16,581.5	19,151.6

Funding projections 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.

\*NHFP is funded by the federal National Highway Performance Program.

# Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction (SFCN)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
<b>West of Missoula - NW</b> UPN 6141	Reconstruction	PE	2,159.1							289.7	1,869.3	2,159.1
		RW		642.5						86.2	556.2	642.5
		IC			642.5					86.2	556.2	642.5
		CN					8,590.9			1,152.9	7,438.0	8,590.9
<i>MDT</i>	<b>RP5.5 TO RP 10.6</b>	<b>Total</b>	<b>2,159.1</b>	<b>642.5</b>	<b>642.5</b>	<b>0.0</b>	<b>8,590.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1,615.1</b>	<b>10,419.8</b>	<b>12,034.9</b>
<b>RR UNDERCROSSING STUDY</b> UPN 91283 Not all locations inside MPO boundary <i>MDT</i>	Study to identify structure rehab options Orange Street RP 2.0 - 2.1	OT	179.3							24.1	155.2	179.3
										0.0	0.0	0.0
										0.0	0.0	0.0
		<b>Total</b>	<b>179.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.1</b>	<b>155.2</b>	<b>179.3</b>
<b>SF 179 US 93 SOUTH SFTY IMPRV</b> UPN 9447 Not all locations inside MPO boundary <i>MDT</i>	Study Safety study for US 93 between Hamilton/Missoula RP 49 to 90.3	OT	194.6							26.1	168.5	194.6
										0.0	0.0	0.0
										0.0	0.0	0.0
		<b>Total</b>	<b>194.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.1</b>	<b>168.5</b>	<b>194.6</b>
<b>D1 - SLOPE STABILITY (PHASE 3)</b> UPN 9557 <i>MDT</i>	Slide Correction on Pulp Mill RD	PE	334.1							44.8	289.3	334.1
		RW		32.0						4.3	27.7	32.0
		IC		153.5						20.6	132.9	153.5
		CN		3,299.6						442.8	2,856.8	3,299.6
	<b>RP .4 to 1.1</b>	<b>Total</b>	<b>334.1</b>	<b>3,485.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>512.5</b>	<b>3,306.7</b>	<b>3,819.2</b>
<b>OLD MT-200 EROSION REPAIR</b> UPN 9642 <i>MDT</i>	Bank Stabilization	All	474.3							63.6	410.6	474.3
	<b>RP 0.5 to 0.8</b>	<b>Total</b>	<b>474.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63.6</b>	<b>410.6</b>	<b>474.3</b>
<b>TOTALS</b>			<b>3,341.4</b>	<b>4,127.5</b>	<b>642.5</b>	<b>0.0</b>	<b>8,590.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2,241.4</b>	<b>14,460.8</b>	<b>16,702.3</b>

# Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024	13.42%	13.42%	86.58%	
<b>No New Projects</b>												
		<b>Total</b>										
<b>STPP TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>



# Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
Sponsor			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>RRXING- BUTLER CRK RD-</b>	Upgrade RR crossing	PE		6.6						0.7	6.0	6.6
UPN 9692	signal equipment	CN		270.7						27.1	243.6	270.7
MDT	RP .02 to .02	<b>Total</b>	<b>0.0</b>	<b>277.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.7</b>	<b>249.6</b>	<b>277.3</b>
<b>TOTALS</b>			<b>0.0</b>	<b>277.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.7</b>	<b>249.6</b>	<b>277.3</b>

# Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
Sponsor			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>SF129-Skd Trtmt E Missoula</b>	Add Icy Bridge signs, skid treatment -	PE	43.4							4.3	39.1	43.4
UPN 8061	I-90, RP 109.1 - 109.6	CN	640.3							64.0	576.3	640.3
MDT		<b>Total</b>	<b>683.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68.4</b>	<b>615.4</b>	<b>683.7</b>
<b>SF 169 LOLO E MSLA SFTY IMPRV</b>	Install Centerline Rumblestrips and	PE	23.8							2.4	21.5	23.8
UPN 9373	Signing	CN	160.5							16.0	144.4	160.5
MDT		<b>Total</b>	<b>184.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.4</b>	<b>165.9</b>	<b>184.3</b>
<b>SF 169 MSLA CNTY SFTY IMPRV</b>	Installation of signing and delineation	PE	19.6							2.0	17.6	19.6
UPN 9418		CN	140.2							14.0	126.2	140.2
MDT		<b>Total</b>	<b>159.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.0</b>	<b>143.8</b>	<b>159.8</b>
<b>SF179 STEPHENS ORANGE SFTY IMPR</b>	Safety study	OT	0.0	192.8						19.3	173.6	192.8
UPN 9526			0.0							0.0	0.0	0.0
MDT		<b>Total</b>	<b>0.0</b>	<b>192.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.3</b>	<b>173.6</b>	<b>192.8</b>
<b>SF179 D1 SFTY SIGNS STRIPING</b>	Safety Improvements	PE	0.0	16.0						1.6	14.4	16.0
UPN 9634		CN	0.0	54.2						5.4	48.7	54.2
MDT	Only portion in MPO Boundary	<b>Total</b>	<b>0.0</b>	<b>70.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>63.1</b>	<b>70.1</b>
<b>HSIP PROGRAM JOC - MISSOULA</b>	Safety Improvements	PE	4.7							0.5	4.2	4.7
UPN 9668		CN	17.3							1.7	15.6	17.3
MDT	Only portion in MPO Boundary	<b>Total</b>	<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>19.8</b>	<b>22.0</b>
<b>SF189 D1 CLRS MISSOULA AREA</b>	Install CL Rumble strips	PE	2.8							0.3	2.5	2.8
UPN 9672	3% of project within MPO	CN		122.4						12.2	110.2	122.4
MDT		<b>Total</b>	<b>2.8</b>	<b>122.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>112.7</b>	<b>125.2</b>
<b>HSIP Totals</b>			<b>1,052.6</b>	<b>385.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>143.8</b>	<b>1,294.2</b>	<b>1,438.0</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year

# Bridge Program\*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Russell Street</b> <i>UPN4128002</i> <b>(Broadway to Idaho)</b> <i>MDT/City</i>	Reconstruction of roadway and bridge. RP 2.7 to 3.0	CN	12,000.0							1,610.4	10,389.6	12,000.0
		<b>Total</b>	<b>12,000.0</b>							<b>1,610.4</b>	<b>10,389.6</b>	<b>12,000.0</b>
<b>Bitterroot River - W of Missoula</b> (Maclay Bridge, South Ave Bridge) UPN 6296  <i>Missoula County (LAG)</i>	Replace Bridge	PE	1,913.5							256.8	1,656.7	1,913.5
		RW		826.3						110.9	715.4	826.3
		IC			248.0					33.3	214.7	248.0
		CN					15,500.7			2,080.2	13,420.5	15,500.7
		<b>Total</b>	<b>1,913.5</b>	<b>826.3</b>	<b>248.0</b>	<b>0.0</b>	<b>15,500.7</b>	<b>0.0</b>		<b>2,481.2</b>	<b>16,007.3</b>	<b>18,488.5</b>
<b>Higgins Avenue Bridge</b> UPN 8807  <i>MDT CN beyond timeframe of TIP</i>	Bridge rehab	PE	2,594.9							348.2	2,246.6	2,594.9
		RW	750.0							100.7	649.4	750.0
		IC	70.9							9.5	61.4	70.9
		CN		13,538.4					1,600.0	1,816.9	11,721.6	15,138.4
		<b>Total</b>	<b>3,415.7</b>	<b>13,538.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,600.0</b>	<b>1,927.0</b>	<b>12,432.3</b>	<b>18,554.2</b>
<b>Steel BR Rehab - Corrosion 1</b> UPN 8886 <i>MDT CN beyond timeframe of TIP</i>	Bridge rehab	PE	88.5							11.9	76.6	88.5
		CN		1,850.6						248.4	1,602.2	1,850.6
		<b>Total</b>	<b>88.5</b>	<b>1,850.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>260.2</b>	<b>1,678.9</b>	<b>1,939.1</b>
<b>BR TOTAL</b>			<b>17,417.8</b>	<b>16,215.4</b>	<b>248.0</b>	<b>0.0</b>	<b>15,500.7</b>	<b>0.0</b>	<b>1,600.0</b>	<b>6,278.8</b>	<b>40,508.1</b>	<b>50,981.8</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year

# Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
									13.42%	86.58%		
<b>S 5TH &amp; 6TH STREET - MISSOULA</b> UPN 9747 MDT	Pavement Preservation Mill and Fill RP 0.0 to 1.0	PE IC CN <b>Total</b>		111.3 24.7 1,357.5 <b>1,493.5</b>	0.0	0.0	0.0	0.0	0.0	14.9 3.3 182.2 <b>200.4</b>	96.3 21.4 1,175.3 <b>1,293.1</b>	111.3 24.7 1,357.5 <b>1,493.5</b>
<b>CLEMNTS / 3RD / SPDWY / DEER CR-MSLA</b> UPN 9748 MDT	Chip Seal Various Urban Routes	PE CN <b>Total</b>		98.9 659.0 <b>757.9</b>	0.0	0.0	0.0	0.0	0.0	13.3 88.4 <b>302.1</b>	85.6 570.5 <b>1,949.2</b>	98.9 659.0 <b>757.9</b>
<b>UPP TOTAL</b>			<b>0.0</b>	<b>2,251.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>502.6</b>	<b>3,242.3</b>	<b>2,251.4</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year

# Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
									13.42%	13.42%	86.58%	
<b>GRANT CREEK RD &amp; I-90 (MSLA)</b> UPN 9034 MDT	Intersection Improv.	CN <b>Total</b>		361.3 <b>361.3</b>	0.0	0.0	0.0	0.0	0.0	0.0 <b>48.5</b>	0.0 312.8 <b>312.8</b>	0.0 361.3 <b>361.3</b>
<b>MISSOULA ADA UPGRADES</b> UPN 9213 MDT	ADA upgrades Various Locations	PE IC CN <b>Total</b>	883.2 46.0 3,558.2 <b>4,487.4</b>							118.5 6.2 477.5 <b>602.2</b>	764.7 39.8 3,080.7 <b>3,885.2</b>	883.2 46.0 3,558.2 <b>4,487.4</b>
<b>RESERVE STREET - MISSOULA</b> UPN 9492 MDT	Pavement Preservation Joint Seal RP 0.0 to 5.3	CN <b>Total</b>		682.1 <b>682.1</b>	0.0	0.0	0.0	0.0	0.0	91.5 <b>91.5</b>	590.5 <b>590.5</b>	682.1 <b>682.1</b>
<b>BROADWAY &amp; TOOLE AVE-MISSOULA</b> UPN 9569 MDT	INT UPGRADE/SIGNALS	PE IC CN <b>Total</b>	38.4	28.7	128.0	0.0	0.0	0.0	0.0	5.2 3.9 17.2 <b>26.2</b>	33.2 24.8 110.8 <b>168.9</b>	38.4 28.7 128.0 <b>195.1</b>
<b>Total</b>			<b>4,525.8</b>	<b>1,072.1</b>	<b>128.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>768.4</b>	<b>4,957.5</b>	<b>5,725.9</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year

# Transportation Alternatives

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source			Total Project Costs
			2020	2021	2022	2023	2024	Local 4.73%	State 8.69%	Federal 86.58%	
		PE						0.0	0.0	0.0	0.0
		CN						0.0	0.0	0.0	0.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>TA TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Federal</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				
<b>Local</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

Funding dependent on the outcome of a competitive process and funding availability.

# Earmarks

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	Program Schedule					Funding Source			Total Project
				2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%	
<b>Russell Street</b> <b>Missoula</b>	Initial Right of Way Phase	ROW	2,700.0							362.3	2,337.7	2,700.0
		<b>Total</b>	<b>2,700.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Rattlesnake Creek/ Broadway Crossing</b> (RUX--Rattlesnake-University Crossing)	Improvements connecting Rattlesnake with University	PE	883.2							118.5	764.7	883.2
		ROW	46.0							6.2	39.8	46.0
		CN	3,558.2							477.5	3,080.7	3,558.2
<i>FHWA-Western Federal Lands/ City of Missoula</i>		<b>Total</b>	<b>4,487.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>602.2</b>	<b>3,885.2</b>	<b>4,487.4</b>
<b>Russell Street</b> <b>(Broadway to Idaho)</b>	Reconstruction of roadway and bridge.	ROW	1,940.0							260.3	1,679.7	1,940.0
		CN	2,306.2							309.5	1,996.7	2,306.2
		<b>Total</b>	<b>4,246.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,172.1</b>	<b>3,676.4</b>	<b>4,246.2</b>
<b>Total</b>			<b>6,946.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,534.4</b>	<b>6,014.0</b>	<b>6,946.2</b>

# Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source				Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	City	County	State	Federal	
Sponsor												
No new projects												
		Total										
TIGER TOTAL		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

# Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY 2020-2024
			2020**	2021**	2022	2023	2024	Local 20%	State	Federal 80%	
<b>Sponsor</b>											
Carryover			1,844.8	1,882.4	1,920.7	1,959.7	1,999.5				
5311 Transfer from State(Fed Share)											
Allocation (Estimated)(Fed Share)			1,914.8	1,953.1	1,992.1	2,031.9	2,072.6				
<b>Bus &amp; Passenger Amenities</b>	Recurring Purch.							0.0		0.0	0.0
Automated Passenger Counter System								0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
Mountain Line		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Replace Supervisory Vehicle</b>	Recurring Purch.							0.0		0.0	0.0
Mountain Line		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Transit Operations***</b>											
Mountain Line		<b>Total</b>	<b>3,754.5</b>	<b>3,829.6</b>	<b>3,906.2</b>	<b>3,984.3</b>	<b>4,064.0</b>	<b>9,769.3</b>		<b>9,769.3</b>	<b>19,538.6</b>
<b>Purchase buses</b>	Recurring Purch.							0.0		0.0	0.0
2014 Split funded with 5310 purchase								0.0		0.0	0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses								0.0		0.0	0.0
Mountain Line		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Planning</b>								0.0		0.0	0.0
COA, LRTP, Master Facility Plan								0.0		0.0	0.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Maintenance Vehicle</b>	Recurring Purch.							0.0		0.0	0.0
Mountain Line		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>3,754.5</b>	<b>3,829.6</b>	<b>3,906.2</b>	<b>3,984.3</b>	<b>4,064.0</b>	<b>9,769.3</b>	<b>0.0</b>	<b>9,769.3</b>	<b>19,538.6</b>
<b>Federal</b>			<b>1,877.3</b>	<b>1,914.8</b>	<b>1,953.1</b>	<b>1,992.2</b>	<b>2,032.0</b>				
<b>Local</b>			<b>1,877.3</b>	<b>1,914.8</b>	<b>1,953.1</b>	<b>1,992.2</b>	<b>2,032.0</b>				
<b>Ending Balance (Federal)</b>			<b>1,882.4</b>	<b>1,920.7</b>	<b>1,959.7</b>	<b>1,999.5</b>	<b>2,040.0</b>				

funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MUTD and ASUM).

\*\* MAP-21 consolidates 5316 into 5307 program

\*\*\*Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

# Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<b>Sponsor</b>											
<i>Carryover</i>			1,074.8	739.1	1,093.7	1,249.2	740.9				
<i>Allocation (Estimated)</i>			354.7	354.7	354.7	354.7	354.7				
<b>IT Upgrade</b>	Upgrade				64.1			12.8		51.3	64.1
			<b>0.0</b>	<b>0.0</b>	<b>64.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>		<b>51.3</b>	<b>64.1</b>
<b>Radio System Upgrade</b>	Upgrade				150.0			30.0		120.0	150.0
<i>Mountain Line</i>			<b>0.0</b>	<b>0.0</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>		<b>120.0</b>	<b>150.0</b>
<b>Support Vehicles</b>	Replace							0.0		0.0	0.0
<i>Mountain Line</i>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Shop Lifts</b>	Upgrade							0.0		0.0	0.0
<i>Mountain Line</i>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Buses &amp; Bus Stop Amenities</b>	Replace & Upgrade		863.0			1,078.8		388.4		1,553.4	1,941.8
<i>Mountain Line</i>		<b>Total</b>	<b>863.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,078.8</b>	<b>0.0</b>	<b>388.4</b>		<b>1,553.4</b>	<b>1,941.8</b>
<b>Telephone Upgrad</b>	Upgrade				34.8			7.0		27.8	34.8
<i>Mountain Line</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>34.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>		<b>27.8</b>	<b>34.8</b>
<b>SECTION 5339 TOTALS</b>			<b>863.0</b>	<b>0.0</b>	<b>248.9</b>	<b>1,078.8</b>	<b>0.0</b>	<b>438.1</b>	<b>0.0</b>	<b>1,752.5</b>	<b>2,190.7</b>
<b>Federal</b>			<b>690.4</b>	<b>0.0</b>	<b>199.1</b>	<b>863.0</b>	<b>0.0</b>				
<b>Local</b>			<b>172.6</b>	<b>0.0</b>	<b>49.8</b>	<b>215.8</b>	<b>0.0</b>				
<b>Balance</b>			<b>739.1</b>	<b>1,093.7</b>	<b>1,249.2</b>	<b>740.9</b>	<b>1,095.6</b>				

# Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15/ 20%	State	Federal 85/ 80%	
<b>Paratransit Vehicles</b>  <i>MUTD*</i>	Purchase cutaway	Purch.	100.0		100.0			40.0		160.0	200.0
	Purchase 2 accessible mini van	Purch.						0.0		0.0	0.0
			<b>100.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>		<b>160.0</b>	<b>200.0</b>
<b>Paratransit Vehicles</b>  <i>ORI**</i>	12 passenger vans (2)	Purch.						0.0		0.0	0.0
	Cutaway low floor bus (1)	Purch.						0.0		0.0	0.0
	Mini van (1)	Purch.						0.0		0.0	0.0
	12 passenger van (1)	Purch.						0.0		0.0	0.0
			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Paratransit Vehicles</b>  <i>AWARE***</i>	Mini van (1)	Purch.						0.0		0.0	0.0
	12 passenger van (1)	Purch.						0.0		0.0	0.0
	Mini van (1)	Purch.						0.0		0.0	0.0
	Mini van w/ramp	Purch.						0.0		0.0	0.0
			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5310 TOTALS</b>			<b>100.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>		<b>160.0</b>	<b>200.0</b>
<b>Federal</b>			<b>80.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>				
<b>Local</b>			<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>				

NOTE: Indirect costs will be recovered on van/bus purchases.

Funding dependent on the outcome of a competitive process and funding availability.

\* Missoula Urban Transportation District (MUTD or Mountain Line)

\*\* Opportunity Resources, Inc.

\*\*\* Anaconda Work And Residential Enterprises, Inc.

MUTD may overmatch on some vehicles.



# Federal Transit Administration Section 5311

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>											
<b>Vanpool Vans 6 - 15 Passenger (Replacement/Expansion) MRTMA</b>	Purchase	Purch.	70.0	70.0	70.0	70.0	70.0	49.0		301.0	0.0 350.0
		<b>Total</b>	<b>70.0</b>	<b>70.0</b>	<b>70.0</b>	<b>70.0</b>	<b>70.0</b>	<b>49.0</b>		<b>301.0</b>	<b>350.0</b>
<b>Program Operations MRTMA</b>	Program Operations		11.0	11.0	11.0	11.0	11.0	25.4		29.8	55.2
	Administration		129.3	129.3	129.3	129.3	129.3	297.3		349.0	646.3
	Maintenance		28.1	28.1	28.1	28.1	28.1	64.5		75.7	140.3
			<b>168.3</b>	<b>168.3</b>	<b>168.3</b>	<b>168.3</b>	<b>168.3</b>	<b>387.2</b>		<b>454.5</b>	<b>841.7</b>
<b>SECTION 5311 TOTALS</b>			<b>238.3</b>	<b>238.3</b>	<b>238.3</b>	<b>238.3</b>	<b>238.3</b>	<b>436.2</b>		<b>755.5</b>	<b>1,191.7</b>
<b>Federal</b>			<b>192.0</b>	<b>192.0</b>	<b>192.0</b>	<b>192.0</b>	<b>192.0</b>				
<b>Local</b>			<b>46.3</b>	<b>46.3</b>	<b>46.3</b>	<b>46.3</b>	<b>46.3</b>				

Funding dependent on the outcome of a competitive process and funding availability.

Match ratios:

- Capital = 86% federal / 14% local
- Program Operations = 54% federal / 46% local
- Administration = 80% federal / 20% local
- (Preventive) Maintenance = 80% federal / 20% local

# Transade (State Funded)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						State Funded	Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	100%	
Carryover			0.0	0.0	0.0	0.0	0.0		
Allocation (Estimated)			0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Transit Operations</b>	Operating		30.0	30.0	30.0	30.0	30.0	150.0	
Mountain Line			30.0	30.0	30.0	30.0	30.0	150.0	150.0
<b>STATE TOTALS</b>			30.0	30.0	30.0	30.0	30.0	150.0	150.0

## Illustrative Projects

The Transportation Improvement Program may include, for illustrative purposes, additional projects that would be included in the approved Transportation Improvement Program if reasonable additional resources beyond those identified in the financial plan were available. Illustrative transportation projects are included in the TIP as an informational item. Their inclusion signals the importance the MPO places on these projects as part of Missoula's coordinated transportation improvement efforts.

<b>Project Sponsor</b>	<b>Project</b>	<b>Project Description</b>	<b>Project Cost</b> (in thousands)
<b>CMAQ</b>			
MIM	Car Sharing Pilot	Retro-fit existing municipal fleet with car sharing hardware/software	\$60.0
<b>STPU</b>			
City Public Works	Signal Optimization	Continue to upgrade signals	\$2,000.0
<b>Community Safety</b>			
City Public Works	Transportation System Management	Small geometric changes for intersection safety at various locations.	\$500.0
<b>TA/STPE</b>			
City Public Works	Russell Street	Landscaping, trail connections, sidewalks	\$400.0

## **Public Comment Received**

MPO staff posted the draft of the Transportation Improvement Program on the City's SIRE website with the agendas for TTAC and TPCC meetings. The MPO published legal ads in The Missoulian newspaper on July 21, July 28, August 4, and August 11, 2019, noting that the planned adoption of the document would take place on August 20, 2019. The ads listed the following meetings that provided opportunities for public comment on the draft UPWP. The attendance numbers below do not include committee members or staff present.

TTAC – Thursday, August 1, 2019.

Attendance at Meeting: --

Public Comments on Draft UPWP: --

TPCC - Tuesday, August 20, 2019.

Attendance at Meeting: --

Public Comments on Draft UPWP: --

## **Certification**

The Missoula Metropolitan Planning Organization for the Missoula, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et seq.*) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
- VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
- IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
- X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
- XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Missoula, Montana  
Metropolitan Planning Organization



\_\_\_\_\_  
Director, Missoula Development Services

\_\_\_\_\_  
8/21/2018  
Date

# FFY 2020-2024 Transportation Improvement Program (TIP)



Michael Harpool  
Transportation Planner  
*August 1, 2019*



## Project Selection

The Missoula Metropolitan Planning Organization has developed a number of tools that can be used to help objectively select transportation projects based on their capacity to support Missoula's overarching goals including, but not limited to, safety, community health and social equity, environmental protection, and economic vitality. These tools include the Bicycle Facilities Master Plan (BFMP) recommendations, the Pedestrian Priority Needs Assessment Map developed for the Pedestrian Facilities Master Plan (PFMP) and the project scoring methodology developed for the 2016 Missoula Long Range Transportation Plan (LRTP). Other factors such as project readiness, funding availability, and political and economic feasibility also contribute to the project selection process.

## Amendment Process

An amendment to the Transportation Improvement Program (TIP) is required when: a new project is programmed within the 4-year funding window; a programmed project is canceled or postponed; the costs of a particular project change significantly; changes are made to the scope details or description of a project; and/or there is some other change that affects the funding of a project. Amendments are typically brought forward to the MPO by MDT or other eligible project sponsors, and when received they undergo a process similar to the development of the TIP. Amendments are presented to the TTAC, and the TTAC votes on whether or not to recommend that the TPCC approve to adopt the amended TIP. Upon TPCC approval, the amended TIP is forwarded to the appropriate state and federal agencies for final approval. When the final amended TIP is published all changes to the funding tables will appear in red. The full amendment process, including opportunities and process for public input, can be found in the MPO's Public Participation Plan ([http://www.ci.missoula.mt.us/DocumentCenter/View/27526/PPP\\_Update\\_2014?bidId=](http://www.ci.missoula.mt.us/DocumentCenter/View/27526/PPP_Update_2014?bidId=)).

- Outline importance and purpose of establishing performance measures for national goal areas:
  - Safety
  - Infrastructure Condition
  - System Performance
  - Freight
  - CMAQ
  - Transit Asset Management
- List performance measures and targets supported by the MPO
- Cite funding sources that impact projects specific to each national goal area
- Link to supporting documentation



## Safety

Improving safety metrics along public roads was the first national goal area to be addressed by federal requirements for performance management. Federal regulations establish five safety performance measures that are intended to carry out the Highway Safety Improvement Program (HSIP):

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled (VMT)
- Number of non-motorized fatalities and non-motorized serious injuries

The goal of establishing and monitoring safety performance measures and targets is to reduce the number of traffic fatalities and serious injuries in the public right of way. The targets set by MDT for each of the safety performance measures include (based on a 5-year rolling average):

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7 percent (5 fewer fatalities per year)
- No more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020 (reduction of 4.3 percent per year)
- No more than 796 serious injuries by 2020 (3.6 percent annual reduction)
- No more than 5.9 serious injuries per 100 million VMT (reduction of 5.1 percent per year)

Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures. More information regarding the safety measures and targets established by MDT can be found within the [Montana Comprehensive Highway Safety Plan](#).

- Re-designation from non-attainment status to maintenance status for PM<sub>10</sub>
- Updated Project list tables
  - Projects that are Regionally Significant
  - Projects Exempt from Regional Analysis
- Added a 'Public Comment Received' section
- Funding tables now:
  - Make note of roadway RPs to communicate project location and mileage
  - Include a column for prior project expenditures
- Added National Highway and Bridge Funding for Russel Street Project

# Surface Transportation Program Urban (STPU)



Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
Carryover				-312.4	1,484.8	-2,318.1	-520.9	1,276.3				
Estimated Allocation (STPU)				1,797.2	1,797.2	1,797.2	1,797.2	1,797.2				
STPU Borrow												
<b>Russell Street - Missoula</b>	Reconstruction	PE	7,629.3							1,023.9	6,605.5	7,629.3
UPN 4128000												
MDT		<b>Total</b>	<b>7,629.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,023.9</b>	<b>6,605.5</b>	<b>7,629.3</b>
<b>Russell Street (Broadway to Idaho)</b>	Reconstruction of roadway and bridge.	RW	835.0							112.1	722.9	835.0
BR and Earmark also fund this project		IC	721.9						422.2	96.9	625.0	1,144.1
UPN 4128002		CN	9,249.0							1,241.2	8,007.8	9,249.0
MDT-City	RP 2.7 to 3.0	<b>Total</b>	<b>10,805.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>422.2</b>	<b>1,450.2</b>	<b>9,355.7</b>	<b>11,228.1</b>
<b>Russell Street (Idaho to Dakota)</b>	Reconstruction of roadway	IC	777.1						470.4	104.3	672.8	1,247.6
UPN 4128003		CN	10,762.6							1,444.3	9,318.3	10,762.6
MDT-City	RP 2.5 to 2.7	<b>Total</b>	<b>11,539.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>470.4</b>	<b>1,548.6</b>	<b>9,991.1</b>	<b>12,010.2</b>
<b>Russell Street (Dakota to Mount)</b>	Reconstruction of roadway	IC			2,600.0					348.9	2,251.1	
UPN 4128004		CN			3,000.0					402.6	2,597.4	
MDT-City CN beyond timeframe of TIP**	RP 1.5 to 2.5	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>5,600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,723.4</b>	<b>0.0</b>	<b>1,922.2</b>	<b>12,401.2</b>	<b>14,323.4</b>
<b>Adjustment/ Closures</b>												
<b>STPU Totals</b>			<b>29,975.0</b>	<b>0.0</b>	<b>5,600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,723.4</b>	<b>892.7</b>	<b>4,921.0</b>	<b>31,748.1</b>	<b>45,191.0</b>
<b>Federal</b>			<b>25,952.3</b>	<b>0.0</b>	<b>4,848.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7,552.7</b>				
<b>State</b>			<b>4,022.6</b>	<b>0.0</b>	<b>751.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1,170.7</b>				
<b>Balance</b>				<b>1,484.8</b>	<b>-2,318.1</b>	<b>-520.9</b>	<b>1,276.3</b>	<b>-5,650.0</b>				

Funding projections 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.

\*\*Remaining balance of future funding to be spent on Dakota to Mount as shown in FY2023.

- 80K increase in the IC phase of the Broadway to Idaho portion of the Russell Street Project
- CN costs for Idaho to Dakota increased to 10.8 mil
- Dakota to Mount:
  - 2.6 mil added for RW in 2021
  - 3 mill added for IC in 2021
  - CN costs updated to 8.7 mil in 2024

# National Highway (NH)



Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>	
<b>North of DeSmet Intch. - North</b>		PE	943.5							126.6	816.9	943.5
UPN 5071	Widen, Overlay, S&C	RW	615.0							82.5	532.5	615.0
		IC	492.4							66.1	426.3	492.4
		CN	0.0		8,300.2					1,113.9	7,186.3	8,300.2
<i>MDT</i>	<i>RP 1.1 to 4.3</i>	<b>Total</b>	<b>2,050.9</b>	<b>0.0</b>	<b>8,300.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,389.1</b>	<b>8,962.0</b>	<b>10,351.1</b>
<b>US 93 &amp; CARTAGE ROAD (MSLA)</b>		PE	31.1							4.2	26.9	31.1
UPN 9033	Signal upgrade	CN	148.2							19.9	128.3	148.2
<i>MDT</i>	<i>RP 0.2 to 0.4</i>	<b>Total</b>	<b>179.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.1</b>	<b>155.2</b>	<b>179.3</b>
<b>EVARO HILL</b>		PE	13.5							1.8	11.7	13.5
UPN 9228	Pavement Preservation	CN	277.8							37.3	240.5	277.8
<i>MDT not all locations inside MPO bound</i>	<i>RP 4.2 to 6.3</i>	<b>Total</b>	<b>291.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39.1</b>	<b>252.2</b>	<b>291.3</b>
<b>EVARO - WHISPERING PINES</b>		PE	13.5							1.8	11.7	13.5
UPN 9229	Pavement Preservation	CN	389.3							52.2	337.0	389.3
<i>MDT not all locations inside MPO bound</i>	<i>RP 6.3 to 9.6</i>	<b>Total</b>	<b>402.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54.1</b>	<b>348.7</b>	<b>402.8</b>
<b>RESERVE STREET - MISSOULA</b>		PE	64.9							8.7	56.2	64.9
UPN 9492	Pavement Preservation	IC	0.0	27.8						3.7	24.0	27.8
	<i>Joint Seal &amp; Grinding</i>	CN	0.0	4,846.1						650.3	4,195.7	4,846.1
<i>MDT</i>	<i>RP 0 to 5.3</i>	<b>Total</b>	<b>64.9</b>	<b>4,873.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>662.8</b>	<b>4,276.0</b>	<b>4,938.7</b>
<b>JCT I-90 - NORTH (US-93)</b>		PE	0.0	80.6						10.8	69.8	80.6
UPN 9705	Pavement Preservation	IC	0.0	12.4						1.7	10.7	12.4
	<i>Seal cover, mill fill</i>	CN	0.0		508.3					68.2	440.0	508.3
<i>MDT</i>	<i>RP 0 to 1.0</i>	<b>Total</b>	<b>0.0</b>	<b>93.0</b>	<b>508.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.7</b>	<b>520.6</b>	<b>601.2</b>
<b>Russell Street**</b>		PE	0.0		4,800.0					644.2	4,155.8	4,800.0
<b>(Dakota to Mount)</b>	Reconstruction of	RW	0.0		3,400.0					456.3	2,943.7	3,400.0
UPN 4128004	roadway	CN	0.0					15,776.6		2,117.2	13,659.4	15,776.6
<i>MDT-City</i>	<i>RP 1.5 to 2.5</i>	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>8,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,776.6</b>	<b>0.0</b>	<b>3,217.7</b>	<b>20,758.9</b>	<b>23,976.6</b>
<b>NH TOTAL</b>			<b>2,989.1</b>	<b>4,966.9</b>	<b>17,008.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15,776.6</b>	<b>0.0</b>	<b>5,467.4</b>	<b>35,273.6</b>	<b>40,741.0</b>

Funding projections 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.

\*NH is a state sub-allocated program funded by the federal National Highway Performance Program.

- Dakota to Mount portion of the Russell Street Project: Added to the NH table, 4.8 mil added to the PE phase and 3.4 mil added to the RW phase

# Bridge Program



Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>												
<b>Russell Street</b> <i>UPN4128002</i>	Reconstruction of roadway and bridge. RP 2.7 to 3.0	CN	12,000.0							1,610.4	10,389.6	12,000.0
<b>(Broadway to Idaho)</b>												
<i>MDT/City</i>		<b>Total</b>	<b>12,000.0</b>							<b>1,610.4</b>	<b>10,389.6</b>	<b>12,000.0</b>
<b>Bitterroot River - W of Missoula</b>	Replace Bridge	PE	1,913.5							256.8	1,656.7	1,913.5
(Maclay Bridge, South Ave Bridge)		RW		826.3						110.9	715.4	826.3
UPN 6296		IC			248.0					33.3	214.7	248.0
		CN					15,500.7			2,080.2	13,420.5	15,500.7
<i>Missoula County (LAG)</i>		<b>Total</b>	<b>1,913.5</b>	<b>826.3</b>	<b>248.0</b>	<b>0.0</b>	<b>15,500.7</b>	<b>0.0</b>		<b>2,481.2</b>	<b>16,007.3</b>	<b>18,488.5</b>
<b>Higgins Avenue Bridge</b>	Bridge rehab	PE	2,594.9							348.2	2,246.6	2,594.9
UPN 8807		RW	750.0							100.7	649.4	750.0
		IC	70.9							9.5	61.4	70.9
		CN		13,538.4					1,600.0	1,816.9	11,721.6	15,138.4
<i>MDT CN beyond timeframe of TIP</i>		<b>Total</b>	<b>3,415.7</b>	<b>13,538.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,600.0</b>	<b>1,927.0</b>	<b>12,432.3</b>	<b>18,554.2</b>
<b>Steel BR Rehab - Corrosion 1</b>	Bridge rehab	PE	88.5							11.9	76.6	88.5
UPN 8886		CN		1,850.6						248.4	1,602.2	1,850.6
<i>MDT CN beyond timeframe of TIP</i>		<b>Total</b>	<b>88.5</b>	<b>1,850.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>260.2</b>	<b>1,678.9</b>	<b>1,939.1</b>
<b>BR TOTAL</b>			<b>17,417.8</b>	<b>16,215.4</b>	<b>248.0</b>	<b>0.0</b>	<b>15,500.7</b>	<b>0.0</b>	<b>1,600.0</b>	<b>6,278.8</b>	<b>40,508.1</b>	<b>50,981.8</b>

- Broadway to Idaho portion of the Russell Street Project added to show 12 mil of previous funding

The TTAC should consider the following options:

- **Option 1:** Recommend that TPCC approve the Missoula Transportation Improvement Program (TIP) for FFYs 2020-2024
- **Option 2:** Do not recommend that TPCC approve the Missoula Transportation Improvement Program (TIP) for FFYs 2020-2024

**Staff recommends Option 1**

# Questions ?

[2020-2024 TIP](#)

**Michael Harpool**  
**Transportation Planner**  
harpoolm@ci.missoula.mt.us  
(406) 552-6629

INFORMATION NEED	DRAFT QUESTION(S)
Community transportation values (environment, cost....): open ended question, what are the overarching values our community places on the transportation system?	<p><b>What is the most important transportation investment that should be made in the Missoula area?</b> Please type (write) your answer below.</p> <hr/> <hr/> <hr/> <p><b>What type of transportation investments should the Missoula area focus on?</b> Please SELECT your TOP THREE choices.</p> <p><input type="checkbox"/> New roadways</p> <p><input type="checkbox"/> Existing roadway maintenance/reconstruction</p> <p><input type="checkbox"/> Public transportation</p> <p><input type="checkbox"/> Sidewalks</p> <p><input type="checkbox"/> Parking</p> <p><input type="checkbox"/> Electric vehicles and charging infrastructure</p> <p><input type="checkbox"/> Bike lanes</p> <p><input type="checkbox"/> Recreational trails</p> <p><input type="checkbox"/> Transportation system management/signal coordination</p>
Rideshare/ride hailing (Uber/Lyft): what are the reasons people use ride hailing, how often, and the perception of safety and comfort?	<p><b>Have you ever used a rideshare such as Uber/Lyft to get from place to place in the Missoula area?</b> Please click one button.</p> <p><input type="radio"/> Yes, I have done this</p> <p><input type="radio"/> I have not done this, but I have heard of it</p> <p><input type="radio"/> I have never heard of this</p> <p><b>How often do you use a rideshare such as Uber/Lyft to get from place to place?</b> Please click one button.</p> <p><input type="radio"/> Daily</p> <p><input type="radio"/> A few times a week</p> <p><input type="radio"/> A few times a month</p> <p><input type="radio"/> A few times a year</p> <p><input type="radio"/> Never</p> <p><b>What are the one or two main reasons you use a rideshare like Uber/Lyft in the Missoula area?</b> Please type (write) your answer below.</p> <hr/> <hr/> <hr/>



INFORMATION NEED	DRAFT QUESTION(S)
Rideshare: continued	<p><b>How safe do you feel when you use a rideshare such as Uber/Lyft in the Missoula area?</b> Please click one button.</p> <p> <input type="radio"/> Very safe  <input type="radio"/> Somewhat safe  <input type="radio"/> Neither safe nor unsafe  <input type="radio"/> Somewhat unsafe  <input type="radio"/> Very unsafe         </p>
Autonomous vehicles: what is the level of comfort with using and comfort being around autonomous vehicles?	<p><b>How comfortable would you be on a street with a mix of moving vehicles, some moving with drivers and some moving without drivers (so-called autonomous vehicles)?</b> Please click one button.</p> <p> <input type="radio"/> Very comfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Neither comfortable nor uncomfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Very comfortable         </p>
	<p><b>How comfortable would you be using a vehicle that travels without a driver (a so-called autonomous vehicle)?</b> Please click one button.</p> <p> <input type="radio"/> Very comfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Neither comfortable nor uncomfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Very comfortable         </p>
What is the comfort or interest in e-scooters and e-scooter share systems?	<p><b>How comfortable are you walking, bicycling, or riding in a vehicle while sharing the street or sidewalk with electric scooters (so-called e-scooters)?</b> Please click one button.</p> <p> <input type="radio"/> Very comfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Neither comfortable nor uncomfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Very comfortable         </p>
	<p><b>How likely are you to ride an e-scooter in the Missoula area if they become legal?</b> Please click one button.</p> <p> <input type="radio"/> Very likely  <input type="radio"/> Somewhat likely  <input type="radio"/> Neither likely nor unlikely  <input type="radio"/> Somewhat unlikely  <input type="radio"/> Very unlikely         </p>
	<p><b>If a company establishes an e-scooter share system in Missoula, where riders can rent e-scooters, how likely are you to use an e-scooter share system?</b> Please click one button.</p> <p> <input type="radio"/> Very likely  <input type="radio"/> Somewhat likely  <input type="radio"/> Neither likely nor unlikely  <input type="radio"/> Somewhat unlikely  <input type="radio"/> Very unlikely         </p>

INFORMATION NEED	DRAFT QUESTION(S)
Electronic vehicles & charging infrastructure: What is the level of familiarity and interest in electronic vehicle technology and infrastructure? What are the barriers to implementation?	<p><b>How familiar are you with electric vehicles, that is, vehicles that are powered by a battery that obtains its charge from an external source?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very familiar</li> <li><input type="radio"/> Somewhat familiar</li> <li><input type="radio"/> Neither familiar nor unfamiliar</li> <li><input type="radio"/> Somewhat unfamiliar</li> <li><input type="radio"/> Very unfamiliar</li> </ul> <p><b>How interested are you in electric vehicles, that is, vehicles that are powered by a battery that obtains its charge from an external source?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very interested</li> <li><input type="radio"/> Somewhat interested</li> <li><input type="radio"/> Neither interested nor uninterested</li> <li><input type="radio"/> Somewhat uninterested</li> <li><input type="radio"/> Very uninterested</li> </ul>
	<p><b>What factors concern you most about purchasing an electric vehicle for use in the Missoula area?</b> Please SELECT your TOP THREE choices.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Electric vehicles are not convenient for long trips</li> <li><input type="checkbox"/> I feel anxious about getting stranded due to running out of electricity</li> <li><input type="checkbox"/> There are not enough public charging stations</li> <li><input type="checkbox"/> Recharging the battery takes too long</li> <li><input type="checkbox"/> Electric vehicles are too expensive</li> <li><input type="checkbox"/> I have concerns about having to replace the battery</li> <li><input type="checkbox"/> Today's electric vehicles will soon be outdated</li> <li><input type="checkbox"/> I don't know enough about electric vehicles</li> <li><input type="checkbox"/> Other (specify) _____</li> </ul>
Safe routes/school-aged travel: Are they interested in walking/biking? What are the barriers to non-vehicle options? What are 1st/2nd mode options currently?	<p><b>Are there any children under the age of 18 who currently live or stay at this address?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes</li> <li><input type="radio"/> No</li> </ul> <p><b>Over the next two weeks, how likely are any of these children to walk or ride a bicycle to school?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very likely</li> <li><input type="radio"/> Somewhat likely</li> <li><input type="radio"/> Neither likely nor unlikely</li> <li><input type="radio"/> Somewhat unlikely</li> <li><input type="radio"/> Very unlikely</li> </ul>

INFORMATION NEED	DRAFT QUESTION(S)
Safe routes: continued	<p><b>What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks?</b> Please type (write) your answer below.</p> <hr/> <hr/> <hr/>
What is the perception of safety and comfort with roundabouts for walkers and bicyclists?	<p><b>How safe do you feel walking across a roundabout in the Missoula area?</b> Please click one button.</p> <p> <input type="radio"/> Very safe  <input type="radio"/> Somewhat safe  <input type="radio"/> Neither safe nor unsafe  <input type="radio"/> Somewhat unsafe  <input type="radio"/> Very unsafe  <input type="radio"/> Not applicable         </p>
	<p><b>How safe do you feel bicycling through a roundabout in the Missoula area?</b> Please click one button.</p> <p> <input type="radio"/> Very safe  <input type="radio"/> Somewhat safe  <input type="radio"/> Neither safe nor unsafe  <input type="radio"/> Somewhat unsafe  <input type="radio"/> Very unsafe  <input type="radio"/> Not applicable         </p>
	<p><b>How comfortable do you feel walking across a roundabout in the Missoula area?</b> Please click one button.</p> <p> <input type="radio"/> Very comfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Neither comfortable nor uncomfortable  <input type="radio"/> Somewhat uncomfortable  <input type="radio"/> Very uncomfortable  <input type="radio"/> Not applicable         </p>
	<p><b>How comfortable do you feel bicycling through a roundabout in the Missoula area?</b> Please click one button.</p> <p> <input type="radio"/> Very comfortable  <input type="radio"/> Somewhat comfortable  <input type="radio"/> Neither comfortable nor uncomfortable  <input type="radio"/> Somewhat uncomfortable  <input type="radio"/> Very uncomfortable  <input type="radio"/> Not applicable         </p>

INFORMATION NEEDED	DRAFT QUESTION(S)
Health and transportation connections (obesity, income, etc.): This was a general interest, but we don't have a specific.	<p><b>Would you say your health in general is excellent, very good, good, fair, or poor?</b></p> <ul style="list-style-type: none"> <li><input type="radio"/> Excellent</li> <li><input type="radio"/> Very good</li> <li><input type="radio"/> Good</li> <li><input type="radio"/> Fair</li> <li><input type="radio"/> Poor</li> </ul>
What is the respondent's perception of their transportation reliability? Or said another way, do they have reliable transportation for daily activities? Do they feel safe walking, biking, or using transit?	<p><b>How reliable is the transportation that you use for daily activities in the Missoula area?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very reliable</li> <li><input type="radio"/> Somewhat reliable</li> <li><input type="radio"/> Neither reliable nor unreliable</li> <li><input type="radio"/> Somewhat unreliable</li> <li><input type="radio"/> Very unreliable</li> </ul>
	<p><b>How safe do you feel walking in the area around where you live or stay?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very safe</li> <li><input type="radio"/> Somewhat safe</li> <li><input type="radio"/> Neither safe nor unsafe</li> <li><input type="radio"/> Somewhat unsafe</li> <li><input type="radio"/> Very unsafe</li> <li><input type="radio"/> Not applicable</li> </ul>
	<p><b>How safe do you feel bicycling in the area around where you live or stay?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very safe</li> <li><input type="radio"/> Somewhat safe</li> <li><input type="radio"/> Neither safe nor unsafe</li> <li><input type="radio"/> Somewhat unsafe</li> <li><input type="radio"/> Very unsafe</li> <li><input type="radio"/> Not applicable</li> </ul>
	<p><b>How safe do you feel riding on public transit in the area around where you live or stay?</b> Please click one button.</p> <ul style="list-style-type: none"> <li><input type="radio"/> Very safe</li> <li><input type="radio"/> Somewhat safe</li> <li><input type="radio"/> Neither safe nor unsafe</li> <li><input type="radio"/> Somewhat unsafe</li> <li><input type="radio"/> Very unsafe</li> <li><input type="radio"/> Not applicable</li> </ul>

INFORMATION NEED	DRAFT QUESTION(S)
Multi-modal trips and trip linking: How many people are using multiple modes in their commute, and what modes are they linking?	<p><b>Did you usually use more than one method of transportation during your trip to work LAST WEEK? If Yes, please tell us what the second method was.</b> Please click one button.</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Yes – car, truck, or van</p> <p><input type="radio"/> Yes - bus</p> <p><input type="radio"/> Yes - taxicab</p> <p><input type="radio"/> Yes - motorcycle</p> <p><input type="radio"/> Yes - bicycle</p> <p><input type="radio"/> Yes – walked</p> <p><input type="radio"/> Yes – other non-motorized method</p>
What is the community's interest or willingness to participate in carshare programs?	<p><b>How interested are you in participating in a carshare program in the Missoula area? Carshare is a type of car rental where people rent cars for short periods of time, often by the hour.</b> Please click one button.</p> <p><input type="radio"/> Very interested</p> <p><input type="radio"/> Somewhat interested</p> <p><input type="radio"/> Neither interested nor uninterested</p> <p><input type="radio"/> Somewhat uninterested</p> <p><input type="radio"/> Very uninterested</p>
What are current Winter travel barriers to biking? Walking? Transit? Automobile?	<p><b>In winter in the Missoula area does the method of transportation you usually use to get to work change? If Yes, please tell us what the winter method is.</b> Please click one button.</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Yes – car, truck, or van</p> <p><input type="radio"/> Yes - bus</p> <p><input type="radio"/> Yes - taxicab</p> <p><input type="radio"/> Yes - motorcycle</p> <p><input type="radio"/> Yes - bicycle</p> <p><input type="radio"/> Yes – walk</p> <p><input type="radio"/> Yes – other non-motorized method</p>