

FFY 2020-2024 Transportation Improvement Program (TIP)



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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=).

- 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

Performance Management - Example



Safety

Improving safety along public roads was the first national goal area addressed by federal requirements for performance management. The Federal Highway Administration (FHWA) established five safety performance measures intended to carry out the Highway Safety Improvement Program (HSIP). The national goal behind establishing safety performance measures and targets is to reduce the number of traffic fatalities and serious injuries along all public roads. The safety targets set by MDT and the associated national performance measures are shown in the table below.

Performance Measure	State Target (based on 5-year rolling average)
Number of fatalities	No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7 percent (5 fewer fatalities per year)
Rate of fatalities per 100 million vehicle miles traveled (VMT)	No more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020 (reduction of 4.3 percent per year)
Number of serious injuries	No more than 796 serious injuries by 2020 (3.6 percent annual reduction)
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	No more than 5.9 serious injuries per 100 million VMT (reduction of 5.1 percent per year)
Number of non-motorized fatalities and non-motorized serious injuries	No target

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 and will influence progress towards these performance targets. More information regarding the safety performance targets established by MDT can be found within the [Montana Comprehensive Highway Safety Plan](#).

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- Re-designation from non-attainment status to maintenance status for PM_{10}
- Updated Project list tables
 - Projects that are Regionally Significant
 - Projects Exempt from Regional Analysis
- Added a section explaining the various components of the funding tables and the different project phases (i.e. PE, IC, CN, RW)
- Funding tables now:
 - Make note of roadway RPs to communicate project location and mileage
 - Include a column for prior project expenditures
- Added a 'Public Comment Received' section

- The TTAC should consider the following options:
- **Option 1:** Approve the Missoula Transportation Improvement Program (TIP) for FFYs 2020-2024 as proposed, or as modified by TPCC
 - **Option 2:** Do not approve the Missoula Transportation Improvement Program (TIP) for FFYs 2020-2024 and direct staff as necessary

Staff recommends Option 1

Questions ?

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