



City of Missoula, Montana
Item to be Referred to City Council Committee

Committee: Parks and Conservation

Item: Referral—Transportation Alternatives Pavement Preservation Grant Agreement

Date: November 3, 2021

Sponsor(s): David Selvage

Prepared by: David Selvage

Ward(s) Affected:

☐ Ward 1	☐ Ward 4
☐ Ward 2	☐ Ward 5
☐ Ward 3	☐ Ward 6
☒ All Wards	☐ N/A

Action Required:

Approve the grant agreement and authorize the Mayor to sign.

Recommended Motion(s):

I move the City Council: Approve the Transportation Alternatives Pavement Preservation Grant Agreement and authorize the Mayor to sign.

Timeline:

Referral to committee:	November 8, 2021
Committee discussion:	November 10, 2021
Council action (or sets hearing):	Click or tap here to enter text.
Public Hearing (if required):	Click or tap here to enter text.
Deadline:	Click or tap here to enter text.

Background and Alternatives Explored:

The Parks and Recreation Department submitted a Transportation Alternatives grant proposal for purpose of pavement preservation of the 0.41-mile-long Northside Greenway trail. The State Transportation Board has approved the project grant. Subject to City approval of the grant agreement, the project's scope of work includes design, traffic control, sealing cracks and seal coating the entire trail. This project is desired to improve user experiences, limit trip and fall hazards, and extend the useful life of the trail pavement by 5 to 7 years. The trail has not been comprehensively treated in this manner for over 10 years. The Department has done some minor crack sealing, ground down tree root heaves, and patched potholes as needed over the last few years.

This type of work would be difficult to fund without the benefit of the grant due to the many competing needs and limited pool of funds. The adopted Park Asset Management Plan recommends asphalt paved trails, courts, and parking lots be crack sealed and coated every 5 to 7 years to maximize the useful life of the asphalt. Crack sealing paved trails would ideally be done every year, however, the existing extent of need far exceeds the capabilities of the Department's budget, staffing levels, and equipment capabilities. In addition, this type of work must be done during the warmer months, when Park maintenance needs are heaviest.

Financial Implications: Total grant value is \$103,080 of which the City will be responsible for \$13,834 and the state picking up \$89,246 in costs. City match funds have been identified and budgeted for as part of the FY22 budget request for Park Asset Management. This grant will be administered, designed, bid, and managed by the Montana Department of Transportation. That means very little City staff time will be necessary to advance and coordinate the project. There is a small risk of the City being responsible for unforeseen cost overruns in the event bids are high, site conditions require additional work (change orders), or if there are unanticipated delays affecting contract days. That risk is mitigated by the project budget, limited scope of work, City staff involvement for review of the project design and bid documents, and the fact the project scope is well within the normal parameters of many MDT projects.

Links to external websites: