

# 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=](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	
<i>Carryover</i>				-312.4	1,484.8	-2,318.1	-520.9	1,276.3				
<i>Estimated Allocation (STPU)</i>				1,797.2	1,797.2	1,797.2	1,797.2	1,797.2				
<i>STPU Borrow</i>												
<b>Russell Street - Missoula</b>	Reconstruction	PE	7,629.3							1,023.9	6,605.5	7,629.3
<i>UPN 4128000</i>												
<i>MDT</i>		<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
<i>MDT-City</i>	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
<i>MDT-City</i>	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	
<i>MDT-City CN beyond timeframe of TIP**</i>	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](#)

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