



To: TPCC
From: Michael Harpool, Transportation Planner
Date: August 12, 2019
Re: FFY 2020-2024 Transportation Improvement Program (TIP)

Purpose

The purpose of this memo is for TPCC to approve the proposed FFY 2020-24 Transportation Improvement Program (TIP). The FFY 2020-2024 TIP allocates funding for a five-year period, covering federal fiscal years 2020 through 2024.

The proposed TIP includes the following revisions to the individual funding source tables, which are shown in red in the attached FFY 2020-2024 TIP:

- **Congestion Mitigation and Air Quality (CMAQ):**
 - Estimated allocations increased to approximately \$1.4 million/year, a \$77.5k increase
 - \$500k for county sweeper moved from FY 2019 to FY 2020
 - \$65k for street & parking lot sweeper moved from FY 2019 to FY 2020 (City Parking Commission)
- **Surface Transportation Program Urban (STPU):**
 - \$80k increase in the incidental construction (IC) phase of the Broadway to Idaho portion of the Russell Street Project
 - Construction (CN) costs for Idaho to Dakota portion of the Russell Street Project increased to \$10.8 million
 - Changes to Dakota to Mount portion of Russell Street Project:
 - \$2.6 million added for right of way (RW) phase in FY 2021
 - \$3 million added for IC in FY 2021
 - CN costs updated to \$8.7 million in FY 2024
- **Interstate Maintenance (IM):**
 - Grant Creek Road & I-90 Project: Added costs for IC phase (~\$17k) and increased costs of CN phase (~\$116k)
 - \$105k for preliminary engineering (PE) phase of the Missoula to Bonner project moved from FY 2019 to FY 2020
 - Bonner Interchange Project: Costs for PE phase moved from FY 2019 to FY 2020 and reduced to \$38k and CN costs reduced to \$1.5 million
- **National Highway (NH):**
 - \$28k for IC phase added to Reserve Street Project
 - Costs for PE phase of the JCT-I90 project moved from FY 2019 to FY 2020 and increased to \$81k
 - Dakota to Mount portion of the Russell Street Project: Added to the NH table, \$4.8 million added to the PE phase and \$3.4 million added to the RW phase
- **Surface Transportation Program Off System (STPX), Secondary (STPS):**
 - \$8.6 million added to the CN phase of the West of Missoula Project (FY 2023)

- RR Undercrossing Study added to show \$179k of previous funding
- **Highway Safety Improvement Program (HSIP)**
 - \$193k for the SF179 Stephens/Orange safety study and \$70k for SF179 safety improvements have been moved from FY 2019 to FY 2020
 - SF 189 Rumble Strip Project added with ~\$3k for PE phase pre-FY 2020 and \$122k for CN phase
- **Bridge Program:**
 - Broadway to Idaho portion of the Russell Street Project added to show \$12 million of previous funding (prior to FY 2020)
 - Bitterroot River Project:
 - \$826k for RW phase FY 2019 to FY 2020
 - \$248k added to FY 2021 for IC phase
 - \$15.5 million added for CN phase moved from FY 2022 to FY 2023
 - Costs for IC phase of the Higgins Ave Bridge Project reduced to \$71k and CN costs increased to ~\$13.5 million
- **Urban Pavement Preservation (UPP):**
 - \$111k for PE phase of S the 5th&6th Street Project moved from FY 2019 to FY 2020
 - \$99k for PE phase of the Clements/3rd/SPDWY/Deer Creek Project moved from FY 2019 to FY 2020
- **Montana Air and Congestion Initiative (MACI):**
 - \$361k added for the CN phase of the Grant Creek Rd & I-90 Project
 - \$29k added for the IC phase of the Broadway & Toole Ave Project

In addition to these adjustments, funding tables now include a column to show project expenditures made in previous FFYs not included in the scope of the TIP and road reference posts (RPs) to communicate project location and mileage. MPO staff also updated the TIP narrative to align with current standards and regulations. Major updates to the TIP narrative include:

- **Update ‘TIP Process and Development’ Section**
 - Project Selection
 - Identify tools developed and used by the MPO to select new projects (i.e. Long Range Transportation Plan, Bicycle Facilities Master Plan, Pedestrian Facilities Master Plan)
 - Amendment Process
 - Identify reasons for amendments
 - Clearly explain amendment process
 - Explain how to identify an amendment within the TIP
- **Update ‘Performance Measures’ Section**
 - 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
- **Addition of ‘Understanding the TIP Funding Tables’ section**

- Diagram explaining funding table
- Description of project phases
- **Addition of a ‘Public Comment Received’ Section**

Public Notice

In accordance with the MPO’s Public Participation Plan (PPP), MPO staff provided required public notice of the proposed FFY 2020-2024 TIP. The proposed TIP was advertised via legal ads in the Missoulian on July 21, July 28, August 4, and August 11. In addition, public notice is provided via the TTAC and TPCC agendas and other electronic media.

Options

TPCC should consider the following options:

Option 1: Approve the FFY 2020-2024 Transportation Improvement Program as proposed, or as modified by TPCC.

Option 2: Do not approve the FFY 2020-2024 Transportation Improvement and direct staff as necessary.

Recommendation

Staff recommends Option 1. TTAC recommended approval at their meeting on August 1, 2019.