



**To:** TPCC  
**From:** Jon Sand, Transportation Planner  
**Date:** November 12, 2020  
**Re:** Proposed Amendment #2 to the FFY 2020-2024 Transportation Improvement Program

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### **Purpose**

The purpose of this memo is for TPCC to consider proposed Amendment #2 to the FFY 2020-2024 Transportation Improvement Program (TIP). The FFY 2020-2024 TIP allocates funding for a five-year period, covering federal fiscal years 2020 through 2024.

### **Background**

The TIP is a federally mandated document required to be prepared by MPOs, outlining the priority list of projects, project segments, and programs to be carried out over a five-year period based on anticipated federal funding. Although federal legislation stipulates that the TIP must be updated every two years, Missoula has typically updated the program annually. The most recent approved TIP covers the federal fiscal years 2020 through 2024 and was adopted by TPCC on August 20, 2019.

The proposed amendment includes the following revision, which is shown in the attached FFY 2020-2024 TIP Amendment #2:

### **Highway Safety Improvement Program (HSIP)**

- UPN 9920 – SF199 MARYJANE BROADWAY INTX
  - New Project

MDT, City of Missoula, and Missoula County are collaborating to complete an intersection project at the intersection of Mary Jane and Broadway. Initially MDT, the city, and county had agreed to work towards the transfer of HSIP funding directly to the BUILD project. However, the proposal to transfer funding to the BUILD project from HSIP was prohibited. Additionally, when reviewing schedules, it was learned that if a signal was going to be constructed in conjunction with the BUILD project, that steps would need to be taken immediately in order to coordinate construction schedules. The first step in the process is to have the project listed in the Missoula TIP and recategorize Project #15 to the Committed Project list from the Illustrative Project list in the 2016 LRTP.

The project scope includes installation of a signal at the future Broadway (N-132E) and Mary Jane intersection along with the reconfiguration of the existing Broadway and Flynn Lane intersection to eliminate the left turn from Flynn to westbound Broadway. Providing a signalized intersection at W. Broadway and Mary Jane Blvd. effectively reduces traffic pressure of off Flynn Lane which would be reclassified as a local street. Although initial design concepts for the BUILD grant recommended a

roundabout at this location, separation of the HSIP funding from the rest of the BUILD package increased the likelihood (or risk) that the two projects would not be delivered to construction simultaneously. Imminent development (Including a VA Hospital) is necessitating intersection access be available by November 1 2021. Construction phasing between the BUILD and Intersection Improvement Project is much more effective and possible with a signal intersection. While the roundabout intersection was initially recommended, the signal intersection was also acceptable and operated at high levels of service as well. For these reasons the signal intersection is now the selected design option.

### **Options**

TPCC should consider the following options:

Option 1: Recommend that TPCC approve Amendment #2 to the FFY 2020-2024 Transportation Improvement Program as proposed.

Option 2: Do not recommend that TPCC approve Amendment #2 to the FFY 2020-2024 Transportation Improvement Program and direct staff as necessary.

### **Recommendation**

Staff recommends Option 1.