

# **Missoula DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Federal Fiscal Years  
2020 – 2024**

Prepared by:

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## **Acronyms**

<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CN</b>	Construction
<b>CO</b>	Carbon Monoxide
<b>EPA</b>	Environmental Protection Agency
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY/FFY</b>	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
<b>GROWTH</b>	Flexible state CMAQ funds distributed to high growth urban areas
<b>HSIP</b>	Highway Safety Improvement Program
<b>IC</b>	Incidental Construction
<b>IM</b>	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
<b>MACI</b>	Montana Air and Congestion Initiative
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MDT</b>	Montana Department of Transportation
<b>MIM</b>	Missoula in Motion
<b>MPO</b>	Metropolitan Planning Organization. The Missoula Transportation Policy Coordinating Committee is the MPO for the Missoula urban area.
<b>MR TMA</b>	Missoula-Ravalli Transportation Management Association
<b>MUTD</b>	Missoula Urban Transportation District, or Mountain Line. Missoula's fixed route bus system.
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NH</b>	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
<b>PE</b>	Preliminary Engineering
<b>PLH</b>	Public Lands Highways
<b>PLHD</b>	Public Land Highways Discretionary Fund
<b>PM<sub>10</sub></b>	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>PM<sub>2.5</sub></b>	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>ROW</b>	Right of Way
<b>RP</b>	Road Reference Post
<b>SAFTEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SFC</b>	State Funded Construction
<b>SRTS</b>	Safe Routes to Schools
<b>SIP</b>	State Implementation Plan. A plan for improving air quality in the State, including the Missoula area.
<b>STIP</b>	State Transportation Improvement Program
<b>STPE</b>	Surface Transportation Program Enhancements
<b>STPP</b>	Surface Transportation Program Primary
<b>STPU</b>	Surface Transportation Program Urban
<b>STPX</b>	Surface Transportation Program Off System

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<b>TA</b>	Transportation Alternatives Program
<b>TEA-21</b>	Transportation Efficiency Act for the 21 <sup>st</sup> Century
<b>TCM</b>	Transportation Control Measure
<b>TIP</b>	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
<b>TPCC</b>	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Missoula urbanized area.
<b>TSP</b>	Total Suspended Particulate
<b>TTAC</b>	Transportation Technical Advisory Committee. Together with the TPCC, the transportation planning organization for Federal aid projects in the Missoula urbanized area. The TTAC recommends projects to the TPCC for review and approval.
<b>UHPIP</b>	Urban Highway Pilot Improvement Program
<b>UPP</b>	Urban Pavement Preservation

# **Introduction**

## **FAST Act**

The Fixing America's Surface Transportation (FAST) Act was passed by Congress on December 3 and signed by President Barack Obama on December 4, 2015, authorizing funding for Federal transportation programs for the six-year period from 2016-2021. The FAST Act effectively replaces the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. MAP-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 2-year period FFY 2013-2015. Previously, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) was adopted as the six-year transportation funding bill in 2005. Like SAFETEA-LU and MAP-21, the FAST Act requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the FAST Act may have replaced MAP-21 and SAFETEA-LU in 2015, any previously obligated but unspent funds under the previous acts are still available at this time.

## **About the Transportation Improvement Program**

The TIP is developed in cooperation with local, state and federal agencies. The TIP shows a priority list of projects and project segments to be carried out in each five-year period after the initial adoption of the TIP and a financial plan that demonstrates how the TIP can be implemented. The TIP is required to cover a scope of at least four years and must be updated at least every four years. Missoula updates the TIP annually. The FAST Act legislation currently continues the TIP process, the major focus of which is to enhance participation on the part of the public agencies. The TIP is the incremental implementation (5 years) of the Missoula Long Range Transportation Plan (30 years). The TIP presents manageable components of funding the long-range plan to funding agencies and to the public.

Although the TIP is a multi-year program, it is typically updated annually. Updating the TIP begins with analysis of transportation needs in Missoula and then a recommendation is made by the Transportation Technical Advisory Committee (TTAC), which forwards its recommendations to the Transportation Policy Coordinating Committee (TPCC). The TPCC makes final changes and approves the document at the local level. The TIP may be amended so long as the MPO operates under a SAFETEA-LU compliant long-range transportation plan demonstrating fiscal constraint as per a finding of the responsible federal and state agencies (FHWA, FTA, EPA and MDEQ).

## **TIP Process and Development**

The Missoula Metropolitan Planning Organization prepares the TIP in cooperation with the City and County of Missoula, Missoula Urban Transportation District, Montana Department of Transportation, Federal Highway Administration, Federal Transit Administration, and in a manner consistent with feedback received through public involvement. As federal funding programs under the MPO's control are developed, notifications are sent out to eligible agencies and the public, informing them of the appropriate manner in which projects may be submitted for consideration. In a parallel

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process, the State is also required to carry out a public participation process during development and adoption of its programs. The MPO's programs, upon adoption, are submitted for inclusion in the State Transportation Improvement Program (STIP).

In addition to general notifications made through all types of media, the Missoula Metropolitan Planning Organization has an extensive mailing list that contains many interested parties who can review the agenda for any TTAC or TPCC meeting. Interested parties may then determine for themselves if there are any issues upon which they wish to comment.

The projects in this TIP are a subset of the 2016 Missoula Long Range Transportation Plan Update, which was the subject of extensive public review and comment throughout 2016, and

### **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 5-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 sent 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=)).

## **Performance Management**

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation (FAST) Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourages Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.



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The MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and supports the transit performance targets and measures established by the Missoula Urban Transportation District (MUTD). Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

### **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.

<b>Performance Measure</b>	<b>State Target (based on 5-year rolling average)</b>
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](#).

### **Infrastructure Condition**

The FHWA has established performance measures to assist in the management of pavement and bridge condition on the National Highway System (NHS) to guide infrastructure maintenance in such a way that it remains functional and in good repair. The table below lists the performance measures established by the FHWA to address the condition of NHS pavement and bridge condition and the state targets established by MDT:

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Performance Measure	State Target
Pavement Condition	
Percentage of pavements of the Interstate System in Good condition	54%
Percentage of pavements of the non-Interstate NHS in Good condition	44%
Percentage of pavements of the Interstate System in Poor condition	3%
Percentage of pavements of the non-Interstate NHS in Poor condition	6%
Bridge Condition	
Percentage of NHS Bridges Classified as in "Good" Condition	12%
Percentage of NHS Bridges Classified as in "Poor" Condition	9%

Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, Bridge Program, and Urban Pavement Preservation funding sources. Projects included for funding under these sources were selected in part due to their contribution towards pavement and bridge condition targets. More information regarding the infrastructure performance targets established by MDT can be found in the [Montana Transportation Asset Management Plan](#).

### System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion, travel times, and pollution emissions and increase reliability of the system. The FHWA has established performance measures that pertain to the performance of the National Highway System (NHS).

Performance Measure	State Target	
	2-Year	4-Year
Percent of the person-miles traveled on the interstate that are reliable	98%	98%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	N/A	80%

These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

### Freight

The primary goal for establishing freight performance measures and targets is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. The FHWA has established a performance measure specifically related to freight movement on the Interstate System, and MDT has set a 2- and 4-year target to address freight reliability (see table below).

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Performance Measure	State Target	
	2-Year	4-Year
Truck Travel Time Reliability (TTTR) Index	1.25	1.25

Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Projects selected for National Highways funding will contribute to improving the national freight network and meeting state targets. More information regarding freight related performance measures and metrics can be found in the [Montana Freight Plan](#).

### Congestion Mitigation and Air Quality (CMAQ)

Establishing performance measures related to the CMAQ program is integral piece to the goal area of environmental sustainability. These measures will help agencies enhance the performance of the transportation system while protecting and enhancing the health of the natural environment. While other performance measures affect congestion and air quality, there are three federal performance measures that address CMAQ directly, one of which is applicable to Montana. MDT was required to set statewide targets for the reduction of Carbon Monoxide (CO), Particulate Matter 10 (PM<sub>10</sub>), and Particulate Matter 2.5 (PM<sub>2.5</sub>). The table below shows the federal performance measures and associated targets where applicable.

Performance Measure	State Target	
	2-Year	4-Year
CMAQ Traffic Congestion (Annual Hours of excessive delay per capita)	N/A	N/A
Percent of Non-SOV travel	N/A	N/A
CMAQ On-Road Mobile Source Emissions (Total Emission Reductions)		
Carbon Monoxide (CO)	36.33 kg/day	36.33 kg/day
Particulate Matter 10 (PM <sub>10</sub> )	0.10 kg/day	0.10 kg/day
Particulate Matter 2.5 (PM <sub>2.5</sub> )	0.07 kg/day	0.07 kg/day

These performance measures may be impacted by Congestion Mitigation and Air Quality, Montana Air and Congestion Initiative Discretionary Program, Transportation Alternatives, and Federal Transit Administration funding sources and associated projects that provide support for non-motorized transportation projects and programming that enhances air quality and encourages sustainable transportation options.

### Transit Asset Management

Performance targets and measures established for transit asset management (TAM) serve to provide safe, cost-effective, and reliable public transportation through a strategic and systematic process of operating, maintaining, and improving public transportation capital assets. The FHWA has established four transit performance measures, three of which are applicable to the Missoula Urban Transportation District (MUTD). Transit agencies are only required to establish targets for assets they have direct capital responsibility over. Thus, MUTD was not required to establish targets for the Infrastructure performance measure in their Transit Asset Management Plan (i.e. the percentage of track segments (by mode) that have performance restrictions). The performance measures and targets established by MUTD, and supported by the MPO are shown in the table below:

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Performance Targets & Measures						
Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	8%	4%	6%	12%	10%
	CU - Cutaway Bus	20%	8%	12%	12%	8%
	MV - Mini-van	20%	10%	10%	0%	0%
	RT - Rubber-tire Vintage Trolley	100%	100%	100%	0%	0%
<b>EQUIPMENT</b>						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	50%	50%	50%	0%	0%
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	100%	100%	0%	0%	0%
	Maintenance	100%	100%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%

These measures are related to Congestion Mitigation and Air Quality, Federal Transit Administration (FTA) sections 5307, 5339, 5310, and 5311, and TransADE funding sources.

## Air Quality Conformity Assessment

The United States Environmental Protection Agency (EPA) has identified areas within the Missoula Transportation Plan Study Area as not being in compliance with the carbon monoxide (CO) and particulate matter National Ambient Air Quality Standards established by the Clean Air Act (CAA). Missoula was classified as a non-attainment area for CO and total suspended particulate (TSP) in 1978. In 1987 the EPA replaced the TSP standard with a new standard for particulate 10 microns in diameter and smaller (PM<sub>10</sub>). Missoula is currently designated a maintenance area for CO and PM<sub>10</sub>. In 1997, EPA established an additional standard for particulate 2.5 microns in diameter and smaller (PM<sub>2.5</sub>). Missoula has not violated the PM<sub>2.5</sub> particulate standard.

Over the years, the Missoula City-County Air Pollution Control Board (MCCAPCB) and the Montana Department of Environmental Quality (DEQ) have developed a State Implementation Plan (SIP) to bring Missoula's air quality into compliance with the NAAQS. The current SIP prescribes several measures to improve air quality. The use of oxygenated fuels during the winter months, combined with improved vehicle emission control technology, has significantly reduced vehicle CO emissions. Ordinances designed to reduce dust emissions from winter traction control practices have reduced PM<sub>10</sub> emissions. No transportation control measures (TCMs) are included in the SIP or this TIP.

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On May 27, 2005 the MC-CAPCB along with the City, County and DEQ petitioned EPA to re-designate Missoula from non-attainment status to a maintenance status for CO. EPA approval of the application was published in the Federal Register on August 17, 2007 (FR/Vol. 72, No. 159, page 46158). A conformity determination on this TIP must be measured against the adequacy finding of the CO emissions budget issued by the EPA on June 16, 2006, and approved for the 2nd 10-year carbon monoxide Limited Maintenance Plan (LMP) for the Missoula area, consistent with the final rule published in the Federal Register on February 1, 2018 (83 FR 4597).

On August 3, 2016 the MC-CAPCB along with the City, County and DEQ petitioned EPA to re-designate Missoula from non-attainment status to a maintenance status for PM<sub>10</sub>. EPA approval of the application was published in the Federal Register on May 24, 2019 (FR/Vol. 84, page 24037). Under the approved PM<sub>10</sub> LMP, the motor vehicle emissions budget need not be capped and a regional emissions analysis is not required. Conformity determinations will be completed without submitting a transportation conformity motor vehicle emissions budget that would then need to be analyzed under 40 CFR 93.118.

The CAA requires that transportation plans and regionally significant projects cannot create new violations, increase the frequency or severity of existing violations, or delay attainment of the NAAQS. All regionally significant projects were modeled for air quality conformity during the 2012 Missoula Long Range Transportation Plan Update.

The Missoula Transportation Policy Coordinating Committee (TPCC) approved the 2016 Missoula Long Range Transportation Plan Update on February 21, 2017. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a finding of conformity for the Update on April 10, 2017. The TIP must also conform to the SIP. The regionally significant projects in this TIP are a subset of those analyzed in the 2016 Missoula Long Range Transportation Plan Update. Therefore, this TIP can rely on the air quality conformity analysis performed for the 2016 LRTP Update. That analysis indicated that implementation of the Update projects would have a positive impact on CO emissions and would not exceed the PM<sub>10</sub> budget of 16,119 pounds per day, as established in the Missoula SIP.

The Missoula MPO will review and update the transportation plan at least every four years in air quality non-attainment areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends. (23 CFR Section 450.32(c))

Projects within the TIP have grouped into two project classifications – projects that are regionally significant and projects exempt from regional analysis – and can be found in the following section (page 17). The first table shows projects that were modeled for air quality conformity during the 2016 LRTP Update. The second table shows projects reviewed by local, state and federal agencies and determined to be exempt.

## **Energy Conservation Considerations in the TIP**

Increased attention has been given to energy conservation and contingency planning. During the 2016 update of the LRTP, energy conservation was considered at the network level. The majority of the projects are Transportation System Management (TSM) improvements, which require little in the

way of committed resources. Long-range projects in the 2016 LRTP will require substantial resources, but are necessary for an efficient transportation system and will result in energy savings due to factors such as decreased delay and less vehicle wear.

## **Criteria and Process for Implementing Projects**

Long-range projects are identified in the 2016 Long Range Transportation Plan Update. Short-range projects are identified and ranked by the sponsoring agency, i.e., City, County, Urban Transportation District, or MDT. All projects requiring a local match are ranked according to criteria developed by the agency providing the match. Project priorities in the Missoula Urbanized Area are established by several different agencies, depending on the source of funds.

Priorities for projects to be funded with Federal Surface Transportation Program (Urban System) Funds and Congestion Mitigation and Air Quality (CMAQ) Funds are established by the TTAC and TPCC.

The selection of projects to be funded with Federal National Highway (NH) System and Interstate Maintenance (IM) Program Funds in the Missoula Urbanized Area are made by the Montana Department of Transportation in cooperation with the local transportation planning participants.

The Missoula Urban Transit District (MUTD) Board makes decisions and priorities on the use of Federal Transit Administration funds.

## **Major Federally Funded Project Summary**

Section 1203(h)(7)(B) of MAP-21 requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP. This list is available through the Transportation Program website at <http://www.ci.missoula.mt.us/Transportation> .

## **Transportation Options**

Through Transportation Options programs, Missoula currently has several efforts in place that are aimed at increasing sustainable mode trips and vehicle occupancy and reducing congestion, number of trips generated, and vehicle miles traveled.

The 2016 LRTP includes strategies applicable to Missoula that increase use of Transportation Options. The Transportation Plan Update also includes regional and sub-area analyses of these strategies, as well as an implementation plan for the preferred strategies.

Missoula In Motion (MIM) is a program of the Transportation Division of the City of Missoula. MIM develops and implements comprehensive Transportation Options strategies rooted in education and encouragement for the Missoula Urban Area. MIM's work is funded through the federal Congestion Mitigation Air Quality (CMAQ) grant and local match.

In FY 2019, MIM will continue progress in key program areas, and work towards the institutionalization of Transportation Options efforts within the community. These efforts include Momentum employer programs, commuter programs including the Way To Go! Club and Guaranteed Ride Home, and community programs such as Sunday Streets.

At the end of FY 2018, MIM programs removed 579,036 vehicle miles traveled from municipal infrastructure and MIM's efforts reduced 295 metric tons of Carbon Dioxide (CO<sub>2</sub>). In FY 2018 MIM completed a comprehensive 5 year strategic plan which outlines agency priorities, sets annual goals and shifts programming to a performance based model. In FY 2019, MIM will continue to use the Way To Go! Missoula trip planning and tracking software to leverage the impact of its various programs. MIM had notable achievements including an 11% increase in Commuter Challenge participation, record-breaking Sunday Streets attendance, and delivery of customized workplace support services to 16 local employers.

Transportation Options activities in Missoula also include efforts of the Missoula Ravalli Transportation Management Association (MRTMA). MRTMA is a non-profit organization formed in 1996 which is involved in projects that provide regional rideshare and vanpool services. These projects include: a vanpool program serving a five-county area and ridesharing services for persons in MRTMA's ridesharing database. The database is comprised of 157 employees from 86 worksites and includes county employees, University of Montana faculty, staff and students. Eight of the 18 routes take Missoula residents from the city to worksites in adjoining counties. Since the inception of the vanpool program (1997) a total of 681,229 vehicle trips have been saved, 30,487,868 miles not traveled, and 1,232.53 tons of vehicle emissions reduced.

## **Financial Constraint and the Financial Plan**

The TIP must by law be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included.

The funding charts on the following pages show revenues currently available to finance the projects contained within the TIP. The federal and state revenue projections are based on best estimates provided through the MDT and local sponsors.

Estimates of MAP-21 funds, which may be made available to the MPO, also are based on figures provided by MDT. The Missoula Metropolitan Planning Organization has utilized those estimates throughout the community's project selection process with the aim of fully allocating all available revenues against eligible projects.

## **Indirect Cost Recovery and the TIP**

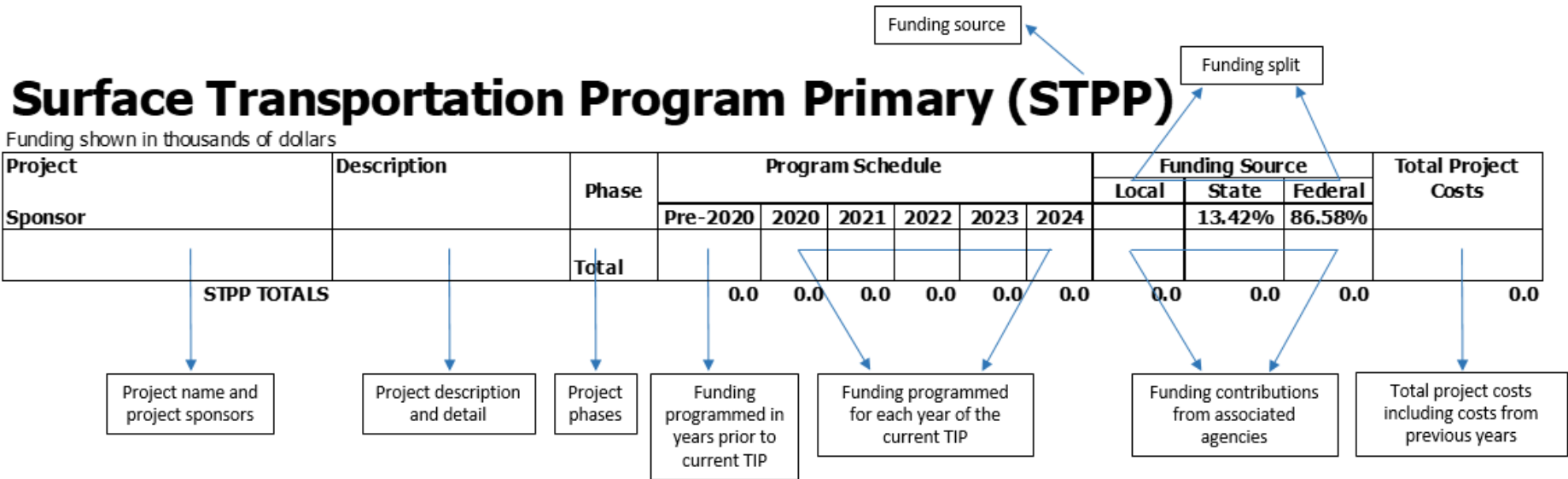
The Montana Legislature enacted House Bill 21 (Section 17-1-105 MCA) during the 2002 Special Session as a general fund savings measure. This legislation requires all state agencies, including MDT, to fully recover indirect costs associated with Federal and third party grants. The purpose of indirect cost recovery is to maximize the use of Federal funds for all costs associated with delivering Federal programs. The Federal Highway Administration (FHWA) directed MDT to assess accountability of both direct and indirect costs at the project rather than the program level in order to provide full accountability of both direct and indirect costs.

Indirect costs are applied at the project level to all applicable Federal funding categories in this TIP. Transfers to FTA for projects that FTA administers are considered pass through and are not subject to indirect cost recovery (i.e. CMAQ/STPU transfers eligible for transfer to Section 5307). Sections 5310, 5311, are administered by MDT and are subject to indirect cost recovery



# Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, and are designed to best display integral information regarding the projects within the TIP. The image below identifies and explains each of the various components of the TIP project funding tables, and can be used as a tool to understand the information being presented within the funding tables.



All construction projects included in the TIP will be completed in multiple phases (i.e. PE, RW, IC, and CN). Funding for each construction project is broken down by the costs of each specific phase. The table below provides a description of construction project phases and additional project phases the reader can expect to see within TIP funding tables.

Project Phase	Description
<b>CN</b>	Construction – Construction and/or reconstruction work performed by the agency or contractor
<b>IC</b>	Incidental Construction – ‘Safety net’ for unexpected construction expenditures
<b>OT</b>	Other – Additional programmatic expenditures including costs for marketing, education, and outreach
<b>PE</b>	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
<b>Purch.</b>	Purchase – Procuring equipment, software, vehicles, or facilities
<b>RW</b>	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
<b>Transit</b>	Transit operations

# Project Lists

## Projects that are Regionally Significant

PROJECT	SCOPE	COMMENTS
Russell Street - Improve Mount to Broadway	Corridor improvements	Funded with STPU, Earmark, Bridge and STPE funds.

## Projects Exempt from Regional Analysis

PROJECT	SCOPE	COMMENTS
<b>CMAQ</b>		
Bicycle Pedestrian Program	Bicycle/Pedestrian safety; bicycle facilities; Bike/Walk/Bus Week;	Annual Program
Transportation Options	Employer TDM activities; Rideshare program; community outreach. Transit Related TDM activities	Annual Program
<u>Mountain Line:</u> Service Operations	Increase service peak, mid-day & Route 2, 8 and 11 service revisions	Continue service revisions as approved by the MUTD Board of Directors.
Capital Purchases - Bus fleet expansion	Continue to purchase new vehicles to expand system per MUTD long-range plan	
Fare incentives, marketing & education	Provide education and marketing for service revisions. Continue partnerships with TDM activities.	
MRTMA: Vanpool Operations	Operations	

**Missoula FFY 2020-2024 Transportation Improvement Program**

Purchase Street Sweeper		New street/parking lot sweeper for the Missoula Parking Commission
Replace Street Sweepers		Annual and semi-annual Replacement

**STPU**

Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge	
Russell Street (Idaho to Dakota)	Reconstruction of roadway	
Russell Street (Dakota to Mount, Broadway)	Reconstruction of roadway	

**SRTS**

**IM**

Interstate Epoxy Striping I-90	Pavement preservation	
Grant Creek Rd & I-90	Intersection improvement	
Missoula-Bonner	Pavement preservation	
Bonner Interchange-East	Pavement preservation	
Reserve St Intch – E & W	Pavement preservation	

**NH**

North of DeSmet Intch. - North	Widen, Overlay, S&C	
US 93 & Cartage Rd	Signal upgrade	
Junction I90-North (US 93)	Pavement preservation, S&C w/some mill/fill	
W Broadway - Old Hwy 10	Pavement preservation, S&C w/some mill/fill	
Russell Street	Reconstruction of roadway	
Reserve Street - Missoula	Pavement preservation	

**NHFP**

Missoula East & West (Van Buren St Intch)	Reconstruction of Interstate ramps and cross street	
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**STPX, STPS, SFCN**

West of Missoula - NW	Reconstruction	
Slope Stability (Phase 3)	Slide correction	
RR Undercrossing Study-Orange St.	Structure rehab study	
SF 179 US 93 South Safety Improvement	Safety study	

**Missoula FFY 2020-2024 Transportation Improvement Program**

Old MT-200 Erosion Repair	Bank stabilization	
<b>STPP</b>		
<b>RRS</b>		
RRxing-Butler Creek Road	Upgrade RRxing signal	
RRXING - DESCHAMPS RD - MSLA	Upgrade RRxing signal	
<b>HSIP</b>		
SF129-Skd Trtmt E Missoula	Add Icy Bridge signs, skid treatment - I-90, RP 109.1 - 109.6	
SF169-Lolo E Msla Safety Improvement	Install centerline rumblestrips	
SF169-Msla Cty Safety Improvement	Signing and Delineation	
SF179-Stephens Orange Safety Improvemets	Study	
HSIP Program JOC-Missoula	Signing and delineation	
SF189 D1 CLRS Missoula Area	CL Rumble strips	Only portion in MPO bdry
SF199 MSLA HT MEDIAN CABLERAIL	Install High Tension Cable Rail	Only portion in MPO bdry
SF199 MARYJANE BROADWAY INTX	intersection improvements at 2 areas	
<b>BR</b>		
Bitterroot River - W of Missoula	Bridge Replacement	
Higgins Avenue Bridge	Bridge rehab	
Russell Street (Broadway to Idaho)	Bridge and roadway reconstruction	
Steel BR Rehab - Corrosion 1	Bridge rehab	
<b>UPP</b>		
S. 5th and 6th St.-Missoula	Pavement preservation	
Clements/3rd/Speedway/Deer Crk-Missoula	Pavement preservation	
<b>MACI</b>		
Grant Creek Rd & I-90	Intersection improvement	
Missoula ADA Upgrades	ADA upgrades	
Reserve St.-Missoula	Pavement preservation	
Broadway & Toole Ave- Msla	Intersection upgrades	
<b>CITY TA</b>		
<b>EARMARK</b>		
Russell St-Missoula	Intitial ROW phase	

**Missoula FFY 2020-2024 Transportation Improvement Program**

Russell St-Broadway to Idaho	Reconstruction of roadway and bridge	
<b>FTA 5307</b>		
Capital purchases	Transit Capital purchases	
Mountain Line Operations	Transit Operations	MRTMA Vanpool
<b>FTA 5339</b>		Job Access & Reverse Commute (JARC)
IT Upgrade	Upgrade	
Radio System Upgrade	Upgrade	
Purchases	Buses & Bus Stop Amenities	
<b>FTA 5310</b>		
Capital purchases	Purchase paratransit vehicles	
<b>FTA 5311</b>		
Vanpool Vans	Replace 6 15-passenger vans	MRTMA Vanpool
Program Operations	Program Operations, Administration, Maintenance	MRTMA Vanpool

# Estimated Revenue

Amounts shown in thousands of dollars

Federal						STP/S/X									
Fiscal Year	CMAQ#	STPU*	IM*	NH*	NHFP	SFCN	STPP	RRS	HSIP*	BR*	UPP*	MACI	BUILD**	TA	SUBTOTAL
Carryover	2,342.8	-312.4													2,030.4
FFY 2020	1,390.2	1,797.2	852.6	4,966.9	0.0	4,127.5	0.0	277.3	385.4	16,215.4	2,251.4	1,072.1	0.0	0.0	33,335.9
FFY 2021	1,390.2	1,797.2	4,560.1	17,008.5	0.0	642.5	0.0	0.0	0.0	248.0	0.0	128.0	0.0	0.0	25,774.4
FFY 2022	1,390.2	1,797.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,187.4
FFY 2023	1,390.2	1,797.2	0.0	0.0	0.0	8,590.9	0.0	0.0	0.0	15,500.7	0.0	0.0	0.0	0.0	27,279.0
FFY 2024	1,390.2	1,797.2	0.0	15,776.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18,964.0
TOTAL	9,293.9	8,673.4	5,412.7	37,751.9	0.0	13,360.9	0.0	277.3	385.4	31,964.0	2,251.4	1,200.1	0.0	0.0	110,571.0

Federal	FTA 5307		FTA 5339		FTA 5310		FTA 5311		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	1,844.8		1,074.8									4,950.1
FFY 2020	1,914.8	1,877.3	354.7	172.6	80.0	20.0	192.0	46.3	1,118.6	321.3	1,786.4	41,219.8
FFY 2021	1,953.1	1,914.8	354.7	0.0	0.0	0.0	192.0	46.3	1,118.6	321.3	2,118.5	33,793.6
FFY 2022	1,992.1	1,953.1	354.7	49.8	80.0	20.0	192.0	46.3	1,118.6	321.3	2,015.8	11,331.0
FFY 2023	2,031.9	1,992.2	354.7	215.8	0.0	0.0	192.0	46.3	1,118.6	321.3	1,934.8	35,486.5
FFY 2024	2,072.6	2,032.0	354.7	0.0	0.0	0.0	192.0	46.3	1,118.6	321.3	1,936.3	27,037.8
TOTAL	11,809.4	9,769.3	2,848.1	438.1	160.0	40.0	960.0	231.7	5,592.9	1,606.4	9,791.8	153,818.8

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 beyond 2012 will be subject to the obligation limitation set by the annual appropriations process.

**NOTES:**

These estimates are based on historical data and projections.

\* STPU, TA, IM, NH, STPX, STPP, STPHS, BR, Earmark, UHPIP, UPP and MACI funds include match.

# The CMAQ column reflects federal funding only. Match for these projects is included in the OTHER column.

In addition to including the CMAQ match, the OTHER Column includes other local funds and TransAde

\*\*Reflective of federal share only.

(Operations and Maintenance funds;Average of Fiscal Years 2014-2015) and local match for CMAQ makes up OTHER

# Projects that are funded by multiple sources

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Estimated Obligation FY2020-2024
			Pre-2020	2020	2021	2022	2023	2024					
<b>Russell Street</b> <i>Missoula</i> <i>MDT-City</i>	UPN4128000 Environmental Impact Statement Preliminary Engineering	PE-EIS PE <b>Total</b>	3,968.3 5,079.7 <b>9,048.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	STPU/Growth(CMAQ)		532.5 681.7 <b>1,214.2</b>	3,435.7 4,398.0 <b>7,833.7</b>	3,968.3 5,079.7 <b>9,048.0</b>
<b>Russell Street</b> <i>Missoula</i> for IC/CN phases see 4128-002 to 004	UPN4128001 Initial Right of Way Phase	RW <b>Total</b>	2,700.0 <b>2,700.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	EARMARK		362.3 0.0 <b>362.3</b>	2,337.7 0.0 <b>2,337.7</b>	2,700.0 0.0 <b>2,700.0</b>
<b>Russell Street</b> <b>(Broadway to Idaho)</b>	UPN4128002 Reconstruction of roadway and bridge.	RW RW IC CN CN CN <b>Total</b>	1,940.0 835.0 1,144.1 12,000.0 2,306.2 9,248.9 <b>27,474.2</b>						EARMARK STPU STPU/LOCAL BRIDGE EARMARK STPX STPU		260.3 112.1 96.9 1,610.4 309.5 377.7 1,281.6 <b>4,048.4</b>	1,679.7 722.9 625.0 10,389.6 1,996.7 2,436.7 8,268.1 <b>26,118.8</b>	1,940.0 835.0 1,144.1 12,000.0 2,306.2 2,814.4 9,549.7 <b>30,589.4</b>
<b>Russell Street</b> <b>(Idaho to Dakota)</b>	UPN4128003 Reconstruction of roadway	IC CN <b>Total</b>	1,277.4 10,762.6 <b>12,040.0</b>		74.4	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	STPU/LOCAL STPU	470.4	108.3 1,454.3 <b>1,562.6</b>	698.6 9,382.7 <b>10,081.3</b>	1,277.4 10,837.0 <b>12,114.4</b>
<b>Russell Street</b> <b>(Dakota to Mount)</b> <i>MDT-City</i>	UPN4128004 Reconstruction of roadway	PE RW IC CN <b>Total</b>			4,800.0			6,000.0 3,000.0 24,084.5 <b>0.0</b>	NH STPU/NH STPU STPU/NH		644.2 805.2 402.6 3,232.1 <b>5,084.1</b>	4,155.8 5,194.8 2,597.4 20,852.4 <b>32,800.4</b>	4,800.0 6,000.0 3,000.0 24,084.5 <b>37,884.5</b>
<b>Totals</b>			<b>51,262.2</b>	<b>3,189.6</b>	<b>4,800.0</b>	<b>0.0</b>	<b>9,000.0</b>	<b>24,084.5</b>		<b>892.7</b>	<b>12,271.7</b>	<b>79,171.9</b>	<b>92,336.3</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.

Funding sources shown in Totals (fed\match).

Earmark \$6,279,500

Bridge \$12,000,000

Growth(CMAQ) \$1,418,635

STPU \$35,054,165

Per the City-State Project Development Agreement, Missoula will prioritize their annual allocation of urban funds (\$1,797,154/year) to complete project.

Beyond 2022 approximately an additional \$13.6 M is needed to complete the the project.

\*\*Remaining balance of future funding to be spent on Dakota to Mount as shown in 2019/2020.

# **Transportation Improvement Program (by Funding Source)**

## **Congestion Mitigation & Air Quality (CMAQ)**



## Missoula FFY 2020-2024 Transportation Improvement Program

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% local Match

Project	Description	Phase						Funding Source			Total Project Costs
			2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover (Federal)</i>			2,342.8	2,471.9	2,398.7	2,849.0	3,290.6				
<i>Estimated allocation (Federal)</i>			1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
<b>Bicycle/Pedestrian Program</b>		OT	46.9	47.8	48.8	49.8	50.8	32.8		211.3	244.1
Marketing, Education and Outreach											0.0
<i>Development Services</i>		<b>Total</b>	<b>46.9</b>	<b>47.8</b>	<b>48.8</b>	<b>49.8</b>	<b>50.8</b>	<b>32.8</b>		<b>211.3</b>	<b>244.1</b>
<b>Transportation Options</b>	Public Education and Outreach	OT	332.9	339.6	346.4	353.3	360.4	232.5		1,500.1	1,732.6
<i>City of Missoula Development Services</i>		<b>Total</b>	<b>332.9</b>	<b>339.6</b>	<b>346.4</b>	<b>353.3</b>	<b>360.4</b>	<b>232.5</b>		<b>1,500.1</b>	<b>1,732.6</b>
<b>Service Operations*</b>	Transfer from CMAQ to 5307	Transit	365.0	365.0	365.0	365.0	365.0	365.0		1,460.0	1,825.0
Operating - 80% match		<b>Total</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>	<b>365.0</b>		<b>1,460.0</b>	<b>1,825.0</b>
<i>Mountain Line</i>											
<b>Capital Purchases - Bus fleet expansion*</b>		Purch.	75.3	614.3	0.0	0.0	0.0	92.5		597.1	689.6
<i>Mountain Line</i>		<b>Total</b>	<b>75.3</b>	<b>614.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92.5</b>		<b>597.1</b>	<b>689.6</b>
<b>Marketing, Education*</b> - 80% match		OT	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<i>Mountain Line</i>		<b>Total</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>0.0</b>	<b>0.0</b>
<b>Program Operations &amp; Capital</b>	Local van pool	OT	107.4	109.5	111.7	114.0	116.3	111.8		447.1	558.9
Operating - 80% match		<b>Total</b>	<b>107.4</b>	<b>109.5</b>	<b>111.7</b>	<b>114.0</b>	<b>116.3</b>	<b>111.8</b>		<b>447.1</b>	<b>558.9</b>
Capital - 86.58% match											
<i>MRTMA</i>											
<b>Replace/Lease Street Sweepers</b>	Purchase or rental of sweeping equipment for dust mitigation	Purch.	250.0	250.0	250.0	250.0	250.0	167.8		1,082.3	1,250.0
City - sweeper / flush truck		Purch.	250.0	0.0	0.0	0.0	0.0	33.6		216.5	250.0
County - sweeper / flush truck		<b>Total</b>	<b>500.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>201.3</b>		<b>1,298.7</b>	<b>1,500.0</b>
<i>City &amp; County Public Works</i>											
<b>Purchase Street Sweeper</b>	New street/parking lot sweeper	Purch.	65.0	0.0	0.0	0.0	0.0	8.7		56.3	65.0
<i>City Parking Commission</i>		<b>Total</b>	<b>65.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>		<b>56.3</b>	<b>65.0</b>
Project Adjustments/Closures											
<b>CMAQ Totals</b>			<b>1,492.5</b>	<b>1,726.3</b>	<b>1,121.9</b>	<b>1,132.1</b>	<b>1,142.4</b>	<b>843.3</b>	<b>0.0</b>	<b>5,570.6</b>	<b>6,615.2</b>
<b>Federal</b>			<b>1,261.2</b>	<b>1,463.4</b>	<b>940.0</b>	<b>948.6</b>	<b>957.4</b>				
<b>Local</b>			<b>231.4</b>	<b>262.9</b>	<b>181.9</b>	<b>183.4</b>	<b>185.0</b>				
<b>Ending Balance (Federal)***</b>			<b>2,471.9</b>	<b>2,398.7</b>	<b>2,849.0</b>	<b>3,290.6</b>	<b>3,723.4</b>				

\* Requires transfer to FTA

\*\*\* Ending balance is for future transit, bike/ped projects

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.

Missoula FFY 2020-2024 Transportation Improvement Program

# Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<i>Carryover</i>				-342.1	1,079.9	2,877.0	4,674.2	871.3				
<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							96.9	625.0	721.9
<i>UPN 4128002</i>		CN	9,248.9	300.8						1,281.6	8,268.1	9,549.7
<i>MDT-City</i>	RP 2.7 to 3.0	<b>Total</b>	<b>10,805.8</b>	<b>300.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,490.5</b>	<b>9,616.1</b>	<b>11,106.6</b>
<b>Russell Street (Idaho to Dakota)</b>	Reconstruction of roadway	IC	806.9							108.3	698.6	806.9
<i>UPN 4128003</i>		CN	10,762.6	74.4						1,454.3	9,382.7	10,837.0
<i>MDT-City</i>	RP 2.5 to 2.7	<b>Total</b>	<b>11,569.5</b>	<b>74.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,562.6</b>	<b>10,081.3</b>	<b>11,643.9</b>
<b>Russell Street (Dakota to Mount)</b>	Reconstruction of roadway	PE								0.0	0.0	
		RW					2,600.0			348.9	2,251.1	
		IC					3,000.0					
<i>UPN 4128004</i>		CN						8,318.5		1,116.3	7,202.2	8,318.5
<i>MDT-City</i>	RP 1.5 to 2.5	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,600.0</b>	<b>8,318.5</b>	<b>0.0</b>	<b>1,465.3</b>	<b>9,453.2</b>	<b>10,918.5</b>
<b>Adjustment / Closures</b>												
<b>STPU Totals</b>			<b>30,004.7</b>	<b>375.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5,600.0</b>	<b>8,318.5</b>	<b>0.0</b>	<b>4,518.4</b>	<b>29,150.6</b>	<b>41,298.4</b>
<b>Federal</b>			<b>25,978.0</b>	<b>324.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4,848.5</b>	<b>7,202.2</b>				
<b>State</b>			<b>4,026.6</b>	<b>50.4</b>	<b>0.0</b>	<b>0.0</b>	<b>751.5</b>	<b>1,116.3</b>				
<b>Balance</b>				<b>1,079.9</b>	<b>2,877.0</b>	<b>4,674.2</b>	<b>871.3</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.

Missoula FFY 2020-2024 Transportation Improvement Program

# Interstate Maintenance (IM)\*

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		
<b>Interstate Epoxy Striping</b> MDT Maintenance Section	Epoxy paint striping I-90 RP 93.5-105.2 E-W	OT <b>Total</b>			145.2 <b>145.2</b>						12.7 <b>12.7</b>	132.5 <b>132.5</b>	145.2 <b>145.2</b>
<b>GRANT CREEK RD &amp; I-90 (MSLA)</b> UPN 9034 MDT	Intersection Improv. additional lane I-90 RP 100.8	PE IC CN <b>Total</b>	319.4 0.0 0.0 <b>319.4</b>	-20.6 6.0 1,055.3 <b>1,040.7</b>						200.0 <b>200.0</b>	26.2 0.5 92.4 <b>119.2</b>	272.7 5.5 962.9 <b>1,241.0</b>	298.9 6.0 1,255.3 <b>1,560.2</b>
<b>RESERVE ST INTCH - E &amp; W</b> UPN 9184 MDT	Pavement Preservation mill/fill I-90 RP 94.4 to 105.7	PE CN <b>Total</b>	70.9 8,709.9 <b>8,780.9</b>	-20.6 831.5 <b>831.5</b>	-567.4 <b>-567.4</b>					<b>0.0</b>	6.2 786.1 <b>792.3</b>	64.7 8,187.9 <b>8,252.6</b>	70.9 8,974.0 <b>9,044.9</b>
<b>MISSOULA - BONNER</b> UPN 9699 MDT	Pavement Preservation mill/fill I-90 RP 105.7 to 110.2	PE CN <b>Total</b>	0.0 0.0 <b>0.0</b>	105.4 <b>105.4</b>	4,306.2 <b>4,306.2</b>					<b>0.0</b>	9.2 377.2 <b>386.5</b>	96.2 3,928.9 <b>4,025.1</b>	105.4 4,306.2 <b>4,411.6</b>
<b>BONNER INTERCHANGE - EAST**</b> UPN 9700 MDT	Pavement Preservation mill/fill in passing lane I-90 RP 110.2 to 119.3	PE CN <b>Total</b>	0.0 0.0 <b>0.0</b>	38.1 <b>38.1</b>	0.0 <b>0.0</b>			2,004.1 <b>2,004.1</b>		<b>0.0</b>	3.3 175.6 <b>178.9</b>	34.8 1,828.5 <b>1,863.3</b>	38.1 2,004.1 <b>2,042.2</b>
<b>IM TOTAL</b>			<b>9,100.3</b>	<b>2,015.7</b>	<b>3,883.9</b>	<b>0.0</b>	<b>2,004.1</b>	<b>0.0</b>	<b>200.0</b>	<b>1,489.6</b>	<b>15,514.5</b>	<b>17,204.0</b>	

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

\*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

\*\*41% of project within MPO boundary

Missoula FFY 2020-2024 Transportation Improvement Program

# National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source
			Pre-2020	2020	2021	2022	2023	2024	Local
<b>North of DeSmet Intch. - North</b> UPN 5071  <i>MDT</i>	Widen, Overlay, S&C  RP 1.1 to 4.3	PE	943.5	3.9					
		RW	615.0	200.0					
		IC	492.4						
		CN	0.0		8,300.2				
		<b>Total</b>	<b>2,050.9</b>	<b>203.9</b>	<b>8,300.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>US 93 &amp; CARTAGE ROAD (MSLA)</b> UPN 9033 <i>MDT</i>	Signal upgrade  RP 0.2 to 0.4	PE	28.1						
		CN	148.2	19.5					
		<b>Total</b>	<b>176.4</b>	<b>19.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>RESERVE STREET - MISSOULA</b> UPN 9492  <i>MDT</i>	Pavement Preservation Joint Seal & Grinding  RP 0 to 5.3	PE	64.9	56.9					
		IC	0.0	101.1					
		CN	0.0	8,023.9	38.2				
		<b>Total</b>	<b>64.9</b>	<b>8,181.8</b>	<b>38.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>JCT I-90 - NORTH (US-93)</b> UPN 9705  <i>MDT</i>	Pavement Preservation Seal cover, mill fill  RP 0 to 1.0	PE	0.0	80.6					
		IC	0.0		12.4				
		CN	0.0		365.1				
		<b>Total</b>	<b>0.0</b>	<b>80.6</b>	<b>377.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>W Broadway - Old Hwy 10</b> UPN 9863  CN outside of TIP timeframe <i>MDT</i>	Pavement Preservation Mill/Fill, S&C  RP 0.0 to 5.6	PE	0.0	264.5					
		RW	0.0				12.4		
		IC	0.0				24.8		
		CN	0.0						
		<b>Total</b>	<b>0.0</b>	<b>264.5</b>	<b>0.0</b>	<b>0.0</b>	<b>37.2</b>	<b>0.0</b>	
<b>Russell Street (Dakota to Mount)</b> UPN 4128004 <i>MDT-City</i>	Reconstruction of roadway  RP 1.5 to 2.5	PE	0.0		4,800.0				
		RW	0.0				3,400.0		
		CN	0.0					15,776.6	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>4,800.0</b>	<b>0.0</b>	<b>3,400.0</b>	<b>15,776.6</b>	
<b>NH TOTAL</b>			<b>2,292.1</b>	<b>8,750.4</b>	<b>13,515.9</b>	<b>0.0</b>	<b>3,437.2</b>	<b>15,776.6</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.

**Missoula FFY 2020-2024 Transportation Improvement Program**

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.

**National Highway Freight Program (NHFP)\***

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	
MSLA - E&W - VAN BUREN ST INTCHG UPN 4855001	Reconstruction of interchange ramps and cross street	PE	2,544.0							341.4	2,202.6	2,544.0
		RW	63.0							8.5	54.5	63.0
		IC	71.7	-63.0						1.2	7.5	8.7
		CN	16,473.0							2,210.7	14,262.3	16,473.0
MDT	I-90 RP 94.4 to 110.2	<b>Total</b>	<b>19,151.6</b>	<b>-63.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,561.7</b>	<b>16,526.9</b>	<b>19,088.6</b>
<b>NHFP TOTAL</b>			<b>19,151.6</b>	<b>-63.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,561.7</b>	<b>16,526.9</b>	<b>19,088.6</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.

\*NHFP is funded by the federal National Highway Performance Program.

**Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction (SFCN)**

**Missoula FFY 2020-2024 Transportation Improvement Program**

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs		
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal			
<b>Russell Street (Broadway to Idaho)</b> UPN412800	Reconstruction of roadway and bridge.													
		CN	2,400.0	414.4							0.0	0.0		0.0
<i>MDT</i>	RP 2.7 to 3.0	<b>Total</b>	<b>2,400.0</b>	<b>414.4</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>377.7</b>	<b>2,436.7</b>		<b>2,814.4</b>
<b>West of Missoula - NW</b> UPN 6141	Reconstruction	PE	2,159.1				642.5				289.7	1,869.3		2,159.1
		RW									86.2	556.2		642.5
		IC						642.5			86.2	556.2		642.5
		CN									0.0	0.0		0.0
<i>MDT</i>	RP5.5 TO RP 10.6	<b>Total</b>	<b>2,159.1</b>	<b>0.0</b>	<b>0.0</b>	<b>642.5</b>	<b>642.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>462.2</b>	<b>2,981.8</b>		<b>3,444.0</b>
<b>RR UNDERCROSSING STUDY</b> UPN 9183	Study to identify structure rehab options	OT	179.3								24.1	155.2		179.3
Not all locations inside MPO boundary	Orange Street										0.0	0.0		0.0
<i>MDT</i>	RP 2.0 - 2.1	<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>0.0</b>	<b>24.1</b>	<b>155.2</b>		<b>179.3</b>
<b>D1 - SLOPE STABILITY (PHASE 3)</b> UPN 9557	Slide Correction on Pulp Mill RD	PE	334.1								44.8	289.3		334.1
		RW		32.0							4.3	27.7		32.0
		IC		153.5							2.9	18.7		21.6
	finalized down	CN			-131.9						323.2	2,085.0		2,408.2
<i>MDT</i>	RP .4 to 1.1	<b>Total</b>	<b>334.1</b>	<b>185.4</b>	<b>2,276.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>375.2</b>	<b>2,420.7</b>		<b>2,795.9</b>
<b>OLD MT-200 EROSION REPAIR</b> UPN 9642	Bank Stabilization	PE	474.3	-4.7							63.0	406.6		469.6
		CN		5,888.5							790.2	5,098.3		5,888.5
<i>MDT</i>	RP 0.5 to 0.8	<b>Total</b>	<b>474.3</b>	<b>5,883.9</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>853.3</b>	<b>5,504.9</b>		<b>6,358.1</b>
<b>TOTALS</b>			<b>5,546.7</b>	<b>6,483.7</b>	<b>2,276.3</b>	<b>642.5</b>	<b>642.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,092.4</b>	<b>13,499.3</b>		<b>15,591.7</b>

**Surface Transportation Program Primary (STPP)**

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs		
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal			
<b>Sponsor</b>											13.42%	86.58%		
<b>No New Projects</b>														
<b>Total</b>														
<b>STPP TOTALS</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>

## Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>RRXING- BUTLER CRK RD-MISSOULA</b>	Upgrade RR crossing	PE	6.6								0.7	6.0	6.6
UPN 9692	signal equipment	CN	270.7								27.1	243.6	270.7
<i>MDT</i>	RP .02 to .02	<b>Total</b>	<b>277.3</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>0.0</b>	<b>27.7</b>	<b>249.6</b>	<b>277.3</b>
<b>RRXING - DESCHA MPS RD - MSLA</b>	Upgrade RR crossing	PE		8.8							0.9	7.9	8.8
UPN 9825	signal equipment and add gates	CN			282.6						28.3	254.4	282.6
<i>MDT</i>	L-32-184 RP 1.242	<b>Total</b>	<b>0.0</b>	<b>8.8</b>	<b>282.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.1</b>	<b>262.3</b>	<b>291.5</b>
<b>TOTALS</b>			<b>277.3</b>	<b>8.8</b>	<b>282.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.9</b>	<b>511.9</b>	<b>568.8</b>

## Highway Safety Improvement Program (HSIP)

## Missoula FFY 2020-2024 Transportation Improvement Program

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State 10.00%	Federal 90.00%	
<b>SF129-Skd Trtmt E Missoula</b> UPN 8061 <i>MDT</i>	Add Icy Bridge signs, skid treatment - I-90, RP 109.1 - 109.6	PE	22.5							2.3	20.3	22.5
		CN	640.3	424.4						106.5	958.2	1,064.7
		<b>Total</b>	<b>662.8</b>	<b>424.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>108.7</b>	<b>978.5</b>	<b>1,087.2</b>
<b>SF 169 LOLO E MSLA SFTY IMPRV</b> UPN 9373 <i>MDT</i>	Install Centerline Rumblestrips and Signing	PE	26.9							2.7	24.2	26.9
		CN	160.5	37.6						19.8	178.2	198.0
		<b>Total</b>	<b>187.3</b>	<b>37.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.5</b>	<b>202.4</b>	<b>224.9</b>
<b>SF 169 MSLA CNTY SFTY IMPRV</b> UPN 9418 <i>MDT</i>	Installation of signing and delineation	PE	19.6	-1.7						1.8	16.0	17.8
		CN	140.2	-46.1	-9.4					8.5	76.3	84.8
		<b>Total</b>	<b>159.8</b>	<b>-47.8</b>	<b>-9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>92.3</b>	<b>102.6</b>
<b>SF179 STEPHENS ORANGE SFTY IMPR</b> UPN 9526 <i>MDT</i>	Safety study	PE	0.0	126.6						12.7	113.9	126.6
		CN	0.0				591.6			59.2	532.5	591.6
		<b>Total</b>	<b>0.0</b>	<b>126.6</b>	<b>0.0</b>	<b>0.0</b>	<b>591.6</b>	<b>0.0</b>	<b>0.0</b>	<b>71.8</b>	<b>646.4</b>	<b>718.2</b>
<b>SF179 D1 SFTY SIGNS STRIPING</b> UPN 9634 <i>MDT</i>	Safety Improvements Only portion in MPO Boundary	PE	0.0	16.0						1.6	14.4	16.0
		CN	0.0	54.2						5.4	48.7	54.2
		<b>Total</b>	<b>0.0</b>	<b>70.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>63.1</b>	<b>70.1</b>
<b>HSIP PROGRAM JOC - MISSOULA</b> UPN 9668 <i>MDT</i>	Safety Improvements Only portion in MPO Boundary	PE	4.7							0.5	4.2	4.7
		CN	17.3							1.7	15.6	17.3
		<b>Total</b>	<b>22.0</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>2.2</b>	<b>19.8</b>	<b>22.0</b>
<b>SF189 D1 CLRS MISSOULA AREA</b> UPN 9672 <i>MDT</i>	Install CL Rumble strips 3% of project within MPO	PE	2.8							0.3	2.5	2.8
		CN		122.4						12.2	110.2	122.4
		<b>Total</b>	<b>2.8</b>	<b>122.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>112.7</b>	<b>125.2</b>
<b>SF199 MSLA HT MEDIAN CABLERAIL</b> UPN 9839 <i>MDT</i>	Install High Tension Cable Rail CN outside of TIP timeframe Only portion in MPO Boundary	PE			251.5					25.1	226.3	251.5
		CN								0.0	0.0	0.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>251.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.1</b>	<b>226.3</b>	<b>251.5</b>
<b>SF189 RUSSELL ST LIGHTING</b> UPN 9896 <i>MDT</i>	Install corridor wide lighting U-8105 RP 0.0 to 1.0	PE			68.7					6.9	61.8	68.7
		IC						34.2		3.4	30.7	34.2
		CN						455.5		45.5	409.9	455.5
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>68.7</b>	<b>0.0</b>	<b>0.0</b>	<b>489.7</b>	<b>0.0</b>	<b>55.8</b>	<b>502.5</b>	<b>558.3</b>		
<b>SF199 MARYJANE BROADWAY INTX</b> UPN 9920 <i>MDT</i>	intersection improvements at 2 areas N-132 RP 4.8-5.1 L-32-825 RP 1.4-1.5	PE			12.8					1.3	11.5	12.8
		IC			12.8					1.3	11.5	12.8
		CN			678.0					67.8	610.2	678.0
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>703.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.4</b>	<b>633.2</b>	<b>703.5</b>
<b>HSIP Totals</b>			<b>1,034.7</b>	<b>733.3</b>	<b>1,014.3</b>	<b>0.0</b>	<b>591.6</b>	<b>489.7</b>	<b>0.0</b>	<b>386.4</b>	<b>3,477.3</b>	<b>3,863.7</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year.



Missoula FFY 2020-2024 Transportation Improvement Program

# Bridge Program\*

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		
<b>Russell Street (Broadway to Idaho)</b> <i>MDT/City</i>	UPN4128002 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>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> (Maclay Bridge, South Ave Bridge) UPN 6296  <i>Missoula County (LAG)</i>	Replace Bridge	PE RW IC CN	1,913.5			826.3		248.0	15,500.7		256.8 110.9 33.3 2,080.2	1,656.7 715.4 214.7 13,420.5	1,913.5 826.3 248.0 15,500.7
		<b>Total</b>	<b>1,913.5</b>	<b>0.0</b>	<b>0.0</b>	<b>826.3</b>	<b>248.0</b>	<b>15,500.7</b>			<b>2,481.2</b>	<b>16,007.3</b>	<b>18,488.5</b>
<b>Higgins Avenue Bridge</b> UPN 8807  <i>MDT</i>	Bridge rehab	PE RW IC CN	2,594.9 750.0 70.9	570.7 -53.4 18,579.1	-312.2 242.3					1,700.0	382.9 100.7 2.4 2,525.8	2,470.4 649.4 15.2 16,295.6	2,853.3 750.0 17.5 20,521.5
		<b>Total</b>	<b>3,415.7</b>	<b>18,525.8</b>	<b>242.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>1,700.0</b>	<b>2,628.8</b>	<b>16,960.1</b>	<b>24,142.3</b>
<b>Steel BR Rehab - Corrosion 1</b> UPN 8886 <i>MDT</i>	Bridge rehab	PE CN	88.5	1,850.6	1,493.1						11.9 448.7	76.6 2,895.0	88.5 3,343.7
		<b>Total</b>	<b>88.5</b>	<b>1,850.6</b>	<b>1,493.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>460.6</b>	<b>2,971.6</b>	<b>3,432.2</b>
<b>BR TOTAL</b>			<b>17,417.8</b>	<b>20,376.4</b>	<b>1,735.4</b>	<b>826.3</b>	<b>248.0</b>	<b>15,500.7</b>	<b>1,700.0</b>		<b>7,181.0</b>	<b>46,328.7</b>	<b>58,063.0</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year.

Missoula FFY 2020-2024 Transportation Improvement Program

# Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						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>S 5TH &amp; 6TH STREET - MISSOULA</b> UPN 9747 <i>MDT</i>	Pavement Preservation Mill and Fill RP 0.0 to 1.0	PE IC CN <b>Total</b>		111.3 12.8 1,357.5	-52.9  -31.0					7.8 1.7 178.0	50.6 11.0 1,148.5	58.4 12.8 1,326.5
			<b>0.0</b>	<b>1,481.5</b>	<b>-83.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>187.6</b>	<b>1,210.1</b>	<b>1,397.6</b>
<b>CLEMNTS/3RD/SPDWY/DEER CR-MSLA</b> UPN 9748 <i>MDT</i>	Chip Seal  Various Urban Routes	PE IC CN <b>Total</b>		98.9 0.7 388.3	-60.3  34.8					5.2 0.1 56.8	33.4 0.6 366.3	38.6 0.7 423.1
			<b>0.0</b>	<b>487.9</b>	<b>-25.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>249.6</b>	<b>1,610.4</b>	<b>462.4</b>
<b>UPP TOTAL</b>			<b>0.0</b>	<b>1,969.4</b>	<b>-109.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>437.2</b>	<b>2,820.5</b>	<b>1,860.0</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year.

# Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						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>GRANT CREEK RD &amp; I-90 (MSLA)</b> UPN 9034 <i>MDT</i>	Intersection Improv.	CN <b>Total</b>		500.0	0.0	0.0	0.0	0.0	0.0	0.0 67.1	0.0 432.9	0.0 500.0
			<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67.1</b>	<b>432.9</b>	<b>500.0</b>
<b>MISSOULA ADA UPGRADES</b> UPN 9213 <i>MDT</i>	ADA upgrades  Various Locations	PE IC CN <b>Total</b>	883.2	-107.7 -12.7 3,558.2						104.1 4.5 449.3	671.4 28.8 2,898.5	775.5 33.3 3,347.7
			<b>4,487.4</b>	<b>-330.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>557.8</b>	<b>3,598.7</b>	<b>4,156.5</b>
<b>RESERVE STREET - MISSOULA</b> UPN 9492 <i>MDT</i>	Pavement Preservation Joint Seal RP 0.0 to 5.3	CN <b>Total</b>		600.0	0.0	0.0	0.0	0.0	0.0	80.5	519.5	600.0
			<b>0.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.5</b>	<b>519.5</b>	<b>600.0</b>
<b>BROADWAY &amp; TOOLE AVE-MISSOULA</b> UPN 9569 <i>MDT</i>	INT UPGRADE/SIGNALS	PE IC CN <b>Total</b>	38.4	54.8 28.7	209.9					12.5 3.9 28.2	80.7 24.8 181.8	93.2 28.7 209.9
			<b>38.4</b>	<b>83.5</b>	<b>209.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.5</b>	<b>287.3</b>	<b>331.8</b>
<b>Total</b>			<b>4,525.8</b>	<b>852.5</b>	<b>209.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>749.9</b>	<b>4,838.3</b>	<b>5,588.3</b>

No funding summary or carryover balance is shown because MDT makes allocations of revenue in the amount of the project for each year.

# Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Project Costs	
			2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor									4.73%	8.69%	86.58%	
		PE							0.0	0.0	0.0	0.0
		CN							0.0	0.0	0.0	0.0
		<b>Total</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>TA TOTALS</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>Federal</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>Local</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Funding dependent on the outcome of a competitive process and funding availability.

# Earmarks

Funding shown in thousands of dollars

Project	Description	Phase	Pre-2020	Program Schedule					Funding Source			Total Project		
				2020	2021	2022	2023	2024	Local	State	Federal			
Sponsor									13.42%	13.42%	86.58%			
<b>Russell Street Missoula</b>	<i>UPN4128001</i> Initial Right of Way Phase	ROW	2,700.0								362.3	2,337.7	2,700.0	
		<b>Total</b>	<b>2,700.0</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>0.0</b>	<b>0.0</b>	<b>362.3</b>	<b>2,337.7</b>	<b>2,700.0</b>
<b>Russell Street (Broadway to Idaho)</b>	<i>UPN4128002</i> Reconstruction of roadway and bridge.	ROW	1,940.0								260.3	1,679.7	1,940.0	
		CN	2,306.2								309.5	1,996.7	2,306.2	
		<b>Total</b>	<b>4,246.2</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>0.0</b>	<b>569.8</b>	<b>3,676.4</b>	<b>4,246.2</b>	
<b>Total</b>			<b>6,946.2</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>0.0</b>	<b>932.2</b>	<b>6,014.0</b>	<b>6,946.2</b>	

# Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source				Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	City	County	State	Federal	
<b>Mullan BUILD (Phase I)</b>	Roadway and shared-use path construction, intersection improvements (to include portions of Mary Jane Blvd, George Elmer Blvd, England Blvd)	PE	1,875.0	625.0				2,500.0				2,500.0
		ROW										0.0
		IC										0.0
		CN		13,000.0							13,000.0	13,000.0
<i>City-County</i>		<b>Total</b>		<b>1,875.0</b>	<b>13,625.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				
<b>Mullan BUILD (Phase II)</b>	Roadway and shared-use path construction, intersection improvements	PE	0.0	0.0	0.0	0.0	0.0					0.0
		ROW	0.0	0.0	0.0	0.0	0.0					0.0
		IC	0.0	0.0	0.0	0.0	0.0					0.0
		CN	0.0	0.0	0.0	0.0	0.0					0.0
<i>City-County</i>		<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				
<b>TIGER TOTAL</b>		<b>Total</b>	<b>3,750.0</b>	<b>13,625.0</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>0.0</b>	<b>15,500.0</b>

Missoula FFY 2020-2024 Transportation Improvement Program

# Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020**	2021**	2022	2023	2024	Local 20%	State	Federal 80%	
<b>Sponsor</b>											
<i>Carryover</i>			1,844.8	2,622.7	2,494.1	2,362.9	2,229.1				
<i>5311 Transfer from State(Fed Share)</i>											
<i>Allocation (Estimated)(Fed Share)</i>			1,914.8	1,953.1	1,992.1	2,031.9	2,072.6				
<b>Bus &amp; Passenger Amenities</b>	Recurring Purch.										0.0
Automated Passenger Counter System							0.0			0.0	0.0
Upgrade Equipment on Cutaways							0.0			0.0	0.0
Bus Stop Signage							0.0			0.0	0.0
<i>Mountain Line</i>		<b>Total</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>0.0</b>	<b>0.0</b>
<b>Replace Supervisory Vehicle</b>	Recurring Purch.										0.0
<i>Mountain Line</i>		<b>Total</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>0.0</b>	<b>0.0</b>
<b>Transit Operations**</b>											
COVID-19 costs			1,634.2					0.0		1,634.2	
Paratransit costs			505.4					101.1		404.3	
Operating costs			134.4					67.2		67.2	
<i>Mountain Line</i>		<b>Total</b>	<b>2,274.0</b>	<b>4,163.3</b>	<b>4,246.6</b>	<b>4,331.5</b>	<b>4,418.1</b>	<b>168.3</b>		<b>2,105.7</b>	<b>19,433.5</b>
<b>Purchase buses</b>	Recurring Purch.							0.0		0.0	0.0
2014 Split funded with 5310 purchase								0.0		0.0	0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses	Federal Grant Funds with Local Match***			438.4				61.6		376.8	438.4
<i>Mountain Line</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61.6</b>		<b>376.8</b>	<b>438.4</b>
<b>Planning</b>								0.0		0.0	0.0
COA, LRTP, Master Facility Plan								0.0		0.0	0.0
		<b>Total</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>0.0</b>	<b>0.0</b>
<b>Maintenance Vehicle</b>	Recurring Purch.							0.0		0.0	0.0
<i>Mountain Line</i>		<b>Total</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>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>2,274.0</b>	<b>4,163.3</b>	<b>4,246.6</b>	<b>4,331.5</b>	<b>4,418.1</b>	<b>229.9</b>	<b>0.0</b>	<b>2,482.5</b>	<b>19,871.9</b>
<b>Federal</b>			<b>1,137.0</b>	<b>2,081.7</b>	<b>2,123.3</b>	<b>2,165.8</b>	<b>2,209.1</b>				
<b>Local</b>			<b>1,137.0</b>	<b>2,081.7</b>	<b>2,123.3</b>	<b>2,165.8</b>	<b>2,209.1</b>				
<b>Ending Balance (Federal)</b>			<b>2,622.7</b>	<b>2,494.1</b>	<b>2,362.9</b>	<b>2,229.1</b>	<b>2,092.6</b>				

\*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MUTD and ASUM).

\*\*Transit Operations match ratios vary due to CARES Act (COVID-19).

# Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<b>Sponsor</b>											
<i>Carryover</i>			1,074.8	739.1	1,322.5	1,478.0	969.7				
<i>Allocation (Estimated)</i>			354.7	583.4	354.7	354.7	354.7				
<b>IT Upgrade</b>	Upgrade				64.1			12.8		51.3	64.1
			<b>0.0</b>	<b>0.0</b>	<b>64.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>		<b>51.3</b>	<b>64.1</b>
<b>Radio System Upgrade</b>	Upgrade				150.0			30.0		120.0	150.0
<i>Mountain Line</i>			<b>0.0</b>	<b>0.0</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>		<b>120.0</b>	<b>150.0</b>
<b>Support Vehicles</b>	Replace							0.0		0.0	0.0
<i>Mountain Line</i>			<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>0.0</b>	<b>0.0</b>
<b>Shop Lifts</b>	Upgrade							0.0		0.0	0.0
<i>Mountain Line</i>			<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>0.0</b>	<b>0.0</b>
<b>Buses &amp; Bus Stop Amenities</b>	Replace & Upgrade		863.0			1,078.8	0.0	388.4		1,553.4	1,941.8
	Federally Award 5339 Grant Funds with Local Match			6,956.8				1,507.4		7,391.2	6,956.8
<i>Mountain Line</i>		<b>Total</b>	<b>863.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,078.8</b>	<b>0.0</b>	<b>388.4</b>		<b>1,553.4</b>	<b>8,898.6</b>
<b>Telephone Upgrad</b>	Upgrade				34.8			7.0		27.8	34.8
<i>Mountain Line</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>34.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>		<b>27.8</b>	<b>34.8</b>
<b>SECTION 5339 TOTALS</b>			<b>863.0</b>	<b>0.0</b>	<b>248.9</b>	<b>1,078.8</b>	<b>0.0</b>	<b>1,945.5</b>	<b>0.0</b>	<b>9,143.7</b>	<b>16,104.3</b>
<b>Federal</b>			<b>690.4</b>	<b>0.0</b>	<b>199.1</b>	<b>863.0</b>	<b>0.0</b>				
<b>Local</b>			<b>172.6</b>	<b>0.0</b>	<b>49.8</b>	<b>215.8</b>	<b>0.0</b>				
<b>Balance</b>			<b>739.1</b>	<b>1,322.5</b>	<b>1,478.0</b>	<b>969.7</b>	<b>1,324.3</b>				

# Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15/20%	State	Federal 85/80%	
<b>Sponsor</b>											
<b>Paratransit Vehicles</b>	Purchase cutaway	Purch.	135.8	69.5	100.0			61.1		244.3	305.3
	Purchase 2 accessible mini van	Purch.		79.7				15.9		63.7	79.7
<i>MUTD*</i>			135.8	149.2	100.0	0.0	0.0	77.0	0.0	308.0	385.0
<b>Paratransit Vehicles</b>	12 passenger vans (2)	Purch.						0.0		0.0	0.0
	Cutaway low floor bus (1)	Purch.						0.0		0.0	0.0
	Mini van (1)	Purch.						0.0		0.0	0.0
	12 passenger van (1)	Purch.						0.0		0.0	0.0
<i>ORI**</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<b>Paratransit Vehicles</b>	Mini van (1)	Purch.						0.0		0.0	0.0
	12 passenger van (1)	Purch.		50.0				10.0		40.0	50.0
	Mini van (1)	Purch.						0.0		0.0	0.0
	Mini van w/ramp	Purch.						0.0		0.0	0.0
<i>AWARE***</i>			0.0	0.0	0.0	0.0	0.0	10.0		40.0	50.0
<b>SECTION 5310 TOTALS</b>			<b>135.8</b>	<b>149.2</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>87.0</b>		<b>348.0</b>	<b>435.0</b>
<b>Federal</b>			<b>108.7</b>	<b>119.3</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>				
<b>Local</b>			<b>27.2</b>	<b>29.8</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>				

NOTE: Indirect costs will be recovered on van/bus purchases.  
Funding dependent on the outcome of a competitive process and funding availability.

# Federal Transit Administration Section 5311

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>											
<b>Vanpool Vans 6 - 15 Passenger (Replacement/Expansion) MRTMA</b>	Purchase	Purch.	70.0	105.0	70.0	70.0	70.0	53.9		331.1	0.0 385.0
		<b>Total</b>	<b>70.0</b>	<b>105.0</b>	<b>70.0</b>	<b>70.0</b>	<b>70.0</b>	<b>53.9</b>		<b>331.1</b>	<b>385.0</b>
<b>Program Operations MRTMA</b>	Program Operations		0.0	0.0	11.0	11.0	11.0	15.2		17.9	33.1
	Administration		145.8	150.4	129.3	129.3	129.3	314.6		369.3	683.9
	Maintenance		21.0	29.2	28.1	28.1	28.1	61.8		72.5	134.3
			<b>166.7</b>	<b>179.5</b>	<b>168.3</b>	<b>168.3</b>	<b>168.3</b>	<b>391.6</b>		<b>459.7</b>	<b>851.3</b>
<b>SECTION 5311 TOTALS</b>			<b>236.7</b>	<b>284.5</b>	<b>238.3</b>	<b>238.3</b>	<b>238.3</b>	<b>445.5</b>		<b>790.8</b>	<b>1,236.3</b>
<b>Federal</b>			<b>193.6</b>	<b>233.9</b>	<b>192.0</b>	<b>192.0</b>	<b>192.0</b>				
<b>Local</b>			<b>43.1</b>	<b>50.6</b>	<b>46.3</b>	<b>46.3</b>	<b>46.3</b>				

Funding dependent on the outcome of a competitive process and funding availability.

Match ratios:

- Capital = 86% federal / 14% local
- Program Operations = 54% federal / 46% local
- Administration = 80% federal / 20% local
- (Preventive) Maintenance = 80% federal / 20% local



# Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase						State	Total Estimated
			2020	2021	2022	2023	2024	Funded	
Sponsor							100%	FY2020-2024	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			<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>Transit Operations</b>	Operating		64.8	96.8	96.8	96.8	96.8	<b>452.2</b>	
<i>Mountain Line</i>			<b>64.8</b>	<b>96.8</b>	<b>96.8</b>	<b>96.8</b>	<b>96.8</b>	<b>452.2</b>	
<b>STATE TOTALS</b>			<b>64.8</b>	<b>96.8</b>	<b>96.8</b>	<b>96.8</b>	<b>96.8</b>	<b>452.2</b>	

## Illustrative Projects

The Transportation Improvement Program may include, for illustrative purposes, additional projects that would be included in the approved Transportation Improvement Program if reasonable additional resources beyond those identified in the financial plan were available. Illustrative transportation projects are included in the TIP as an informational item. Their inclusion signals the importance the MPO places on these projects as part of Missoula’s coordinated transportation improvement efforts.

<b>Project Sponsor</b>	<b>Project</b>	<b>Project Description</b>	<b>Project Cost</b> (in thousands)
<b>CMAQ</b>			
MIM	Car Sharing Pilot	Retro-fit existing municipal fleet with car sharing hardware/software	\$60.0
<b>STPU</b>			
City Public Works	Signal Optimization	Continue to upgrade signals	\$2,000.0
<b>Community Safety</b>			
City Public Works	Transportation System Management	Small geometric changes for intersection safety at various locations.	\$500.0
<b>TA/STPE</b>			
City Public Works	Russell Street	Landscaping, trail connections, sidewalks	\$400.0

## **Public Comment Received**

MPO staff posted the draft of the Transportation Improvement Program on the City's website with the agendas for TTAC and TPCC meetings. The MPO published legal ads in The Missoulian on February 16 and 23, March 1, 8, 15, 29, April 5, 12, and 19, noting that the planned adoption of the document would take place on March 5, 2020 and April 28, 2020 respectfully. The ads listed the following meetings that provided opportunities for public comment TIP amendment. The attendance numbers below do not include committee members or staff present.

TTAC – Thursday, March 5, 2020.

Attendance at Meeting: 0

Public Comments on Draft UPWP: n/a

TPCC - Tuesday, April 28, 2020.

Attendance at Meeting: 1

Public Comments on Draft UPWP: n/a

## **Certification**

The Missoula Metropolitan Planning Organization for the Missoula, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et esq.*,) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
- VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
- IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
- X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
- XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Missoula, Montana  
Metropolitan Planning Organization

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Director, Public Works & Mobility

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Date