

Missoula TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Federal Fiscal Years
2020 – 2024**

Prepared by:

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	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.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MIM	Missoula in Motion
MPO	Metropolitan Planning Organization. The Missoula Transportation Policy Coordinating Committee is the MPO for the Missoula urban area.
MR TMA	Missoula-Ravalli Transportation Management Association
MUTD	Missoula Urban Transportation District, or Mountain Line. Missoula's fixed route bus system.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Missoula area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off System

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TA	Transportation Alternatives Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TCM	Transportation Control Measure
TIP	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.
TPCC	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Missoula urbanized area.
TSP	Total Suspended Particulate
TTAC	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.
UHPIP	Urban Highway Pilot Improvement Program
UPP	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 21st 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=).

Performance Management

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21st 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.

Performance Measure	State Target (based on 5-year rolling average)
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 (PM₁₀), and Particulate Matter 2.5 (PM_{2.5}). 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 ₁₀)	0.10 kg/day	0.10 kg/day
Particulate Matter 2.5 (PM _{2.5})	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
REVENUE VEHICLES						
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%
EQUIPMENT						
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%
FACILITIES						
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 (PM₁₀). Missoula is currently designated a maintenance area for CO and PM₁₀. In 1997, EPA established an additional standard for particulate 2.5 microns in diameter and smaller (PM_{2.5}). Missoula has not violated the PM_{2.5} 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 PM₁₀ 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 PM₁₀. EPA approval of the application was published in the Federal Register on May 24, 2019 (FR/Vol. 84, page 24037). Under the approved PM₁₀ 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 PM₁₀ 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 (CO₂). 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.

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.42%	86.58%	0.0
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project name and
project sponsors

Project description
and detail

Project
phases

Funding
programmed in
years prior to
current TIP

Funding programmed
for each year of the
current TIP

Funding contributions
from associated
agencies

Total project costs
including costs from
previous years

Diagram annotations: Arrows point from 'Funding source' to the Funding Source header, 'Funding split' to the State/Federal split, and various arrows from the table rows to the explanatory boxes below.

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
CN	Construction – Construction and/or reconstruction work performed by the agency or contractor
IC	Incidental Construction – ‘Safety net’ for unexpected construction expenditures
OT	Other – Additional programmatic expenditures including costs for marketing, education, and outreach
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
Purch.	Purchase – Procuring equipment, software, vehicles, or facilities
RW	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
Transit	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
CMAQ		
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 Capital Purchases - Bus fleet expansion Fare incentives, marketing & education	 Increase service peak, mid-day & Route 2, 8 and 11 service revisions Continue to purchase new vehicles to expand system per MUTD long-range plan Provide education and marketing for service revisions. Continue partnerships with TDM activities.	 Continue service revisions as approved by the MUTD Board of Directors.
MRTMA: Vanpool Operations	Operations	
Purchase Street Sweeper		New street/parking lot sweeper for the Missoula Parking Commission

Missoula FFY 2020-2024 Transportation Improvement Program

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		
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	
Evano Hill	Pavement preservation, S&C	
Evano-Whispering Pines	Pavement preservation, S&C	
Junction I90-North (US 93)	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	
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	
Old MT-200 Erosion Repair	Bank stabilization	
STPP		
RRS		
RRxing-Butler Creek Road	Upgrade RRxing signal	

Missoula FFY 2020-2024 Transportation Improvement Program

HSIP		
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 Improvements	Study	
HSIP Program JOC-Missoula	Signing and delineation	
SF189 D1 CLRS Missoula Area	CL Rumble strips	Only portion in MPO bdry
SF179- Safety Signs Striping	Safety Improvements	Only portion in MPO bdry
BR		
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	
UPP		
S. 5th and 6th St.-Missoula	Pavement preservation	
Clements/3rd/Speedway/Deer Crk-Missoula	Pavement preservation	
MACI		
Grant Creek Rd & I-90	Intersection improvement	
Missoula ADA Upgrades	ADA upgrades	
Reserve St.-Missoula	Pavement preservation	
Broadway & Toole Ave- Msla	Intersection upgrades	
CITY TA		
EARMARK		
Russell St-Missoula	Intitial ROW phase	
Russell St-Broadway to Idaho	Reconstruction of roadway and bridge	
FTA 5307		
Capital purchases	Transit Capital purchases	
Mountain Line Operations	Transit Operations	MRTMA Vanpool
FTA 5339		Job Access & Reverse Commute (JARC)
IT Upgrade	Upgrade	

Missoula FFY 2020-2024 Transportation Improvement Program

Radio System Upgrade	Upgrade	
Purchases	Buses & Bus Stop Amenities	
FTA 5310		
Capital purchases	Purchase paratransit vehicles	
FTA 5311		
Vanpool Vans	Replace 6 15-passenger vans	MRTMA Vanpool
Program Operations	Program Operations, Administration, Maintenance	MRTMA Vanpool
100 % LOCALLY FUNDED PROJECTS		

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, UHP, 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

Missoula FFY 2020-2024 Transportation Improvement Program

Projects that are funded by multiple sources

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source	Local	State 13.42 %	Federal 86.58 %	Total Estimated Obligation FY2020-2024
			Pre-2020	2020	2021	2022	2023	2024					
Russell Street <i>UPN4128000</i> Missoula <i>MDT-City</i>	Environmental Impact Statement Preliminary Engineering	PE-EIS PE Total	3,968.3 5,079.7 9,048.0	 0.0	 0.0	 0.0	 0.0	 0.0	STPU/Growth(CMAQ)	 1,214.2	532.5 681.7 1,214.2	3,435.7 4,398.0 7,833.7	3,968.3 5,079.7 9,048.0
Russell Street <i>UPN4128001</i> Missoula for IC/CN phases see 4128-002 to 004	Initial Right of Way Phase	RW Total	2,700.0 2,700.0	 0.0	 0.0	 0.0	 0.0	 0.0	EARMARK	 362.3	362.3 0.0 362.3	2,337.7 0.0 2,337.7	2,700.0 0.0 2,700.0
Russell Street <i>UPN4128002</i> (Broadway to Idaho)	Reconstruction of roadway and bridge.	RW RW IC CN CN CN Total	1,940.0 835.0 1,144.1 12,000.0 2,306.2 9,248.9 27,474.2	 0.0	 0.0	 0.0	 0.0	 0.0	EARMARK STPU STPU/LOCAL BRIDGE EARMARK STPU	422.2 422.2	260.3 112.1 96.9 1,610.4 309.5 1,241.2 3,630.4	1,679.7 722.9 625.0 10,389.6 1,996.7 8,007.7 23,421.6	1,940.0 835.0 1,144.1 12,000.0 2,306.2 9,248.9 27,474.2
Russell Street <i>UPN4128003</i> (Idaho to Dakota)	Reconstruction of roadway	IC CN Total	1,247.6 10,762.6 12,010.2	 0.0	 0.0	 0.0	 0.0	 0.0	STPU/LOCAL STPU	470.4 470.4	104.3 1,444.3 1,548.6	672.8 9,318.3 9,991.1	1,247.6 10,762.6 12,010.2
Russell Street <i>UPN4128004</i> (Dakota to Mount) <i>MDT-City</i>	Reconstruction of roadway	PE RW IC CN Total	 0.0	 0.0	4,800.0 6,000.0 3,000.0 13,800.0	 0.0	 0.0	 24,500.0	NH STPU/NH STPU STPU/NH	 5,139.9	644.2 805.2 402.6 3,287.9 5,139.9	4,155.8 5,194.8 2,597.4 21,212.1 33,160.1	4,800.0 6,000.0 3,000.0 24,500.0 38,300.0
Totals			51,232.4	0.0	13,800.0	0.0	0.0	24,500.0		892.7	11,895.5	76,744.3	89,532.4

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)

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	State	Federal	
Sponsor								13.42 %	13.42 %	86.58 %	
<i>Carryover (Federal)</i>			2,342.8	2,039.0	2,182.3	2,849.0	3,507.0				
<i>Estimated allocation (Federal)</i>			1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
Bicycle/Pedestrian Program		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>		Total	46.9	47.8	48.8	49.8	50.8	32.8		211.3	244.1
Transportation Options	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>		Total	332.9	339.6	346.4	353.3	360.4	232.5		1,500.1	1,732.6
Service Operations*	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											
<i>Mountain Line</i>		Total	365.0	365.0	365.0	365.0	365.0	365.0		1,460.0	1,825.0
Capital Purchases - Bus fleet expansion*		Purch.	75.3	614.3	0.0	0.0	0.0	92.5		597.1	689.6
<i>Mountain Line</i>		Total	75.3	614.3	0.0	0.0	0.0	92.5		597.1	689.6
Marketing, Education* - 80% match		OT	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<i>Mountain Line</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Program Operations & Capital	Local van pool	OT	107.4	109.5	111.7	114.0	116.3	111.8		447.1	558.9
Operating - 80% match											
Capital - 86.58% match											
<i>MRTMA</i>		Total	107.4	109.5	111.7	114.0	116.3	111.8		447.1	558.9
Replace Street Sweepers		Purch.	250.0	250.0	250.0	250.0	250.0	167.8		1,082.3	1,250.0
City - sweeper / flush truck		Purch.	750.0	0.0	0.0	0.0	0.0	100.7		649.4	750.0
County - sweeper / flush truck		Total	1,000.0	250.0	250.0	250.0	250.0	268.4		1,731.6	2,000.0
<i>City & County Public Works</i>											
Purchase Street Sweeper		Purch.	65.0	0.0	0.0	0.0	0.0	8.7		56.3	65.0
New street/parking lot sweeper			65.0	0.0	0.0	0.0	0.0	8.7		56.3	65.0
<i>City Parking Commission</i>											
Project Adjustments/Closures											
CMAQ Totals			1,992.5	1,476.3	871.9	882.1	892.4	843.3	0.0	6,003.5	7,115.2
Federal			1,694.1	1,246.9	723.5	732.2	741.0				
Local			298.5	229.3	148.4	149.9	151.4				
Ending Balance (Federal)***			2,039.0	2,182.3	2,849.0	3,507.0	4,156.3				

* 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
									Local	State	Federal	
Sponsor			Pre-2020	2020	2021	2022	2023	2024		13.42 %	86.58 %	
Carryover				-312.4	939.9	2,737.1	4,534.3	731.4				
Estimated Allocation (STPU)				1,797.2	1,797.2	1,797.2	1,797.2	1,797.2				
STPU Borrow												
Russell Street - Missoula	Reconstruction	PE	7,629.3							1,023.9	6,605.5	7,629.3
UPN 4128000												
MDT		Total	7,629.3	0.0	0.0	0.0	0.0	0.0	0.0	1,023.9	6,605.5	7,629.3
Russell Street (Broadway to Idaho)	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
UPN 4128002		CN	9,249.0	544.8						1,314.3	8,479.5	9,793.8
MDT-City	RP 2.7 to 3.0	Total	10,805.9	544.8	0.0	0.0	0.0	0.0	0.0	1,523.3	9,827.5	11,350.7
Russell Street (Idaho to Dakota)	Reconstruction of roadway	IC	777.1							104.3	672.8	777.1
UPN 4128003		CN	10,762.6							1,444.3	9,318.3	10,762.6
MDT-City	RP 2.5 to 2.7	Total	11,539.7	0.0	0.0	0.0	0.0	0.0	0.0	1,548.6	9,991.1	11,539.7
Russell Street (Dakota to Mount)	Reconstruction of roadway	PE					2,600.0			348.9	2,251.1	
UPN 4128004		IC					3,000.0			402.6	2,597.4	
MDT-City CN beyond timeframe of TIP**		CN						8,723.4		1,170.7	7,552.7	8,723.4
Adjustment/Closures	RP 1.5 to 2.5	Total	0.0	0.0	0.0	0.0	5,600.0	8,723.4	0.0	1,922.2	12,401.2	14,323.4
STPU Totals			29,975.0	544.8	0.0	0.0	5,600.0	8,723.4	0.0	4,994.1	32,219.8	44,843.2
Federal			25,952.3	471.7	0.0	0.0	4,848.5	7,552.7				
State			4,022.6	73.1	0.0	0.0	751.5	1,170.7				
Balance				939.9	2,737.1	4,534.3	731.4	-6,194.8				

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 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
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		8.76%	91.24%	
GRANT CREEK RD & I-90 (MSLA) UPN 9034 <i>MDT</i>	Intersection Improv. additional lane I-90 RP 100.8	PE IC CN Total	319.4 0.0 0.0 319.4	16.7 692.4 709.1	0.0	0.0	0.0	0.0	200.0	28.0 1.5 60.7 90.1	291.5 15.3 631.7 938.5	319.4 16.7 892.4 1,228.6
RESERVE ST INTCH - E & W UPN 9184 <i>MDT</i>	Pavement Preservation mill/fill I-90 RP 94.4 to 105.7	PE CN Total	70.9 8,709.9 8,780.9	831.5	0.0	0.0	0.0	0.0	0.0	6.2 835.8 842.0	64.7 8,705.6 8,770.3	70.9 9,541.5 9,612.4
MISSOULA - BONNER UPN 9699 <i>MDT</i>	Pavement Preservation mill/fill I-90 RP 105.7 to 110.2	PE CN Total	0.0 0.0 0.0	105.4 105.4	3,055.7 3,055.7	0.0	0.0	0.0	0.0	9.2 267.7 276.9	96.2 2,788.0 2,884.2	105.4 3,055.7 3,161.1
BONNER INTERCHANGE - EAST UPN 9700 <i>MDT</i>	Pavement Preservation mill/fill in passing lane I-90 RP 110.2 to 119.3**	PE CN Total	0.0 0.0 0.0	38.1 38.1	1,504.4 1,504.4	0.0	0.0	0.0	0.0	3.3 131.8 135.1	34.8 1,372.6 1,407.4	38.1 1,504.4 1,542.5
IM TOTAL			9,100.3	1,684.1	4,560.1	0.0	0.0	0.0	200.0	1,344.2	9,708.8	15,544.5

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.

*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 Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42 %	86.58 %	
North of DeSmet Intch. - North UPN 5071 MDT	Widen, Overlay, S&C	PE	943.5							126.6	816.9	943.5
		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
	RP 1.1 to 4.3	Total	2,050.9	0.0	8,300.2	0.0	0.0	0.0	0.0	1,389.1	8,962.0	10,351.1
US 93 & CARTAGE ROAD (MSLA) UPN 9033 MDT	Signal upgrade	PE	31.1							4.2	26.9	31.1
	RP 0.2 to 0.4	CN	148.2	27.6						23.6	152.3	175.9
		Total	179.3	27.6	0.0	0.0	0.0	0.0	0.0	27.8	179.2	206.9
RESERVE STREET - MISSOULA UPN 9492 MDT	Pavement Preservation Joint Seal & Grinding	PE	64.9	32.1						13.0	83.9	96.9
		IC	0.0	27.8						3.7	24.0	27.8
		CN	0.0	4,846.1						650.3	4,195.7	4,846.1
		Total	64.9	4,905.9	0.0	0.0	0.0	0.0	0.0	667.1	4,303.7	4,970.8
	RP 0 to 5.3											
JCT I-90 - NORTH (US-93) UPN 9705 MDT	Pavement Preservation Seal cover, mill fill	PE	0.0	80.6						10.8	69.8	80.6
		IC	0.0	12.4						1.7	10.7	12.4
		CN	0.0		508.3					68.2	440.0	508.3
		Total	0.0	93.0	508.3	0.0	0.0	0.0	0.0	80.7	520.6	601.2
	RP 0 to 1.0											
Russell Street** (Dakota to Mount) UPN 4128004 MDT-City	Reconstruction of roadway	PE	0.0	4,800.0						644.2	4,155.8	4,800.0
		RW	0.0				3,400.0			456.3	2,943.7	3,400.0
		CN	0.0					15,776.6		2,117.2	13,659.4	15,776.6
		Total	0.0	4,800.0	0.0	0.0	3,400.0	15,776.6	0.0	3,217.7	20,758.9	23,976.6
	RP 1.5 to 2.5											
NH TOTAL			2,295.1	9,826.6	8,808.5	0.0	3,400.0	15,776.6	0.0	5,382.3	34,724.4	40,106.7

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.

** Broadway CN beyond timeframe of TIP

National Highway Freight Program (NHFP) *

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42 %	86.58 %	
MSLA-E&W - VAN BUREN ST INTCHG UPN 4855001 MDT	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							9.6	62.0	71.7
		CN	16,473.0							2,210.7	14,262.3	16,473.0
	I-90 RP 94.4 to 110.2	Total	19,151.6	0.0	0.0	0.0	0.0	0.0	0.0	2,570.1	16,581.5	19,151.6
NHFP TOTAL			19,151.6	0.0	0.0	0.0	0.0	0.0	0.0	2,570.1	16,581.5	19,151.6

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)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42 %	86.58 %	
Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge.									0.0	0.0	0.0
										0.0	0.0	0.0
										322.1	2,077.9	2,400.0
MDT	RP 2.7 to 3.0	CN	2,400.0	0.0	0.0	0.0	0.0	0.0	0.0	322.1	2,077.9	2,400.0
West of Missoula - NW UPN 6141	Reconstruction	PE	2,159.1							289.7	1,869.3	2,159.1
		RW				642.5				86.2	556.2	642.5
		IC					642.5			86.2	556.2	642.5
		CN								0.0	0.0	0.0
MDT	RP5.5 TO RP 10.6	Total	2,159.1	0.0	0.0	642.5	642.5	0.0	0.0	462.2	2,981.8	3,444.0
RR UNDERCROSSING STUDY UPN 91283 Not all locations inside MPO boundary	Study to identify structure rehab options Orange Street RP 2.0 - 2.1	OT	179.3							24.1	155.2	179.3
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT		Total	179.3	0.0	0.0	0.0	0.0	0.0	0.0	24.1	155.2	179.3
SF 179 US 93 SOUTH SFTY IMPRV UPN 9447 Not all locations inside MPO boundary	Study Safety study for US 93 between Hamilton/Missoula RP 49 to 90.3	OT	194.6							26.1	168.5	194.6
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT		Total	194.6	0.0	0.0	0.0	0.0	0.0	0.0	26.1	168.5	194.6
D1 - SLOPE STABILITY (PHASE 3) 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						20.6	132.9	153.5
		CN			3,299.6					442.8	2,856.8	3,299.6
MDT	RP .4 to 1.1	Total	334.1	185.4	3,299.6	0.0	0.0	0.0	0.0	512.5	3,306.7	3,819.2
OLD MT-200 EROSION REPAIR UPN 9642	Bank Stabilization	PE	474.3							63.6	410.6	474.3
		CN		5,952.0						798.8	5,153.2	5,952.0
MDT	RP 0.5 to 0.8	Total	474.3	5,952.0	0.0	0.0	0.0	0.0	0.0	862.4	5,563.9	6,426.3
TOTALS			5,741.4	6,137.4	3,299.6	642.5	642.5	0.0	0.0	2,209.4	14,254.0	16,463.4

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

Missoula FFY 2020-2024 Transportation Improvement Program

Railroad Crossing (RRS)

Funding shown in thousands of dollars

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

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
SF129-Skd Trtmt E Missoula UPN 8061 MDT	Add Icy Bridge signs, skid treatment - I-90, RP 109.1 - 109.6	PE CN Total	43.4 640.3 683.7	 497.6 497.6	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	4.3 113.8 118.1	39.1 1,024.1 1,063.2	43.4 1,137.9 1,181.3
SF 169 LOLO E MSLA SFTY IMPRV UPN 9373 MDT	Install Centerline Rumblestrips and Signing	PE CN Total	23.8 160.5 184.3	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	2.4 16.0 18.4	21.5 144.4 165.9	23.8 160.5 184.3
SF 169 MSLA CNTY SFTY IMPRV UPN 9418 MDT	Installation of signing and delineation	PE CN Total	19.6 140.2 159.8	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	2.0 14.0 16.0	17.6 126.2 143.8	19.6 140.2 159.8
SF179 STEPHENS ORANGE SFTYIMPR UPN 9526 MDT	Safety study	PE CN Total	0.0 0.0 0.0	126.6 126.6	 591.6 591.6	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	12.7 59.2 71.8	113.9 532.5 646.4	126.6 591.6 718.2
SF179 D1 SFTY SIGNS STRIPING UPN 9634 MDT	Safety Improvements Only portion in MPO Boundary	PE CN Total	0.0 0.0 0.0	16.0 54.2 70.1	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	1.6 5.4 7.0	14.4 48.7 63.1	16.0 54.2 70.1
HSIP PROGRAM JOC - MISSOULA UPN 9668 MDT	Safety Improvements Only portion in MPO Boundary	PE CN Total	4.7 17.3 22.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	0.5 1.7 2.2	4.2 15.6 19.8	4.7 17.3 22.0
SF189 D1 CLRS MISSOULA AREA UPN 9672 MDT	Install CL Rumble strips 3% of project within MPO	PE CN Total	2.8 2.8	122.4 122.4	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.3 12.2 12.5	2.5 110.2 112.7	2.8 122.4 125.2
SF199 MSLA HT MEDIAN CABLERAIL UPN 9839 MDT	Install High Tension Cable Rail Only portion in MPO Boundary	PE CN Total	 0.0	251.5 251.5	 0.0 0.0	2,095.8 2,095.8	 0.0 0.0	 0.0 0.0	 0.0 0.0	25.1 209.6 234.7	226.3 1,886.2 2,112.5	251.5 2,095.8 2,347.3
HSIP Totals			1,052.6	1,068.2	591.6	2,095.8	0.0	0.0	0.0	480.8	4,327.4	4,808.2

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	
Russell Street (Broadway to Idaho) MDT/City	Reconstruction of roadway and bridge. RP 2.7 to 3.0	CN	12,000.0							1,610.4	10,389.6	12,000.0
		Total	12,000.0							1,610.4	10,389.6	12,000.0
Bitterroot River - W of Missoula (MacLay Bridge, South Ave Bridge) UPN 6296 Missoula County (LAG)	Replace Bridge	PE	1,913.5							256.8	1,656.7	1,913.5
		RW				826.3				110.9	715.4	826.3
		IC					248.0			33.3	214.7	248.0
		CN						15,500.7		2,080.2	13,420.5	15,500.7
		Total	1,913.5	0.0	0.0	826.3	248.0	15,500.7		2,481.2	16,007.3	18,488.5
Higgins Avenue Bridge UPN 8807 MDT	Bridge rehab	PE	2,594.9	570.7						424.8	2,740.7	3,165.5
		RW	750.0							100.7	649.4	750.0
		IC	70.9							9.5	61.4	70.9
		CN		21,577.9					1,700.0	2,895.7	18,682.1	23,277.9
		Total	3,415.7	21,577.9	0.0	0.0	0.0	0.0	1,700.0	3,005.9	19,392.8	27,264.3
Steel BR Rehab - Corrosion 1 UPN 8886 MDT	Bridge rehab	PE	88.5							11.9	76.6	88.5
		CN		1,850.6						248.4	1,602.2	1,850.6
		Total	88.5	1,850.6	0.0	0.0	0.0	0.0		260.2	1,678.9	1,939.1
BR TOTAL			17,417.8	23,428.5	0.0	826.3	248.0	15,500.7	1,700.0	7,357.7	47,468.7	59,691.9

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

Urban Pavement Preservation (UPP)

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
Sponsor			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
S 5TH & 6TH STREET - MISSOULA	Pavement Preservation	PE		111.3						13.42 %	86.58 %	111.3
UPN 9747	Mill and Fill	IC		24.7						3.3	21.4	24.7
MDT	RP 0.0 to 1.0	CN		1,357.5						182.2	1,175.3	1,357.5
	Total		0.0	1,493.5	0.0	0.0	0.0	0.0	0.0	200.4	1,293.1	1,493.5
CLEMNTS / 3RD / SPDWY / DEER CR-MSLA	Chip Seal	PE		98.9						13.3	85.6	98.9
UPN 9748		IC		11.3						1.5	9.8	11.3
MDT		CN		659.0						88.4	570.5	659.0
	Total		0.0	769.2	0.0	0.0	0.0	0.0	0.0	303.6	1,959.0	769.2
UPP TOTAL			0.0	2,262.7	0.0	0.0	0.0	0.0	0.0	504.1	3,252.1	2,262.7

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							Funding Source			Total Project Costs
Sponsor			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
GRANT CREEK RD & I-90 (MSLA)	Intersection Improv.									0.0	0.0	0.0
UPN 9034		CN		361.3					0.0	48.5	312.8	361.3
MDT		Total	0.0	361.3	0.0	0.0	0.0	0.0	0.0	48.5	312.8	361.3
MISSOULA ADA UPGRADES	ADA upgrades	PE	883.2							118.5	764.7	883.2
UPN 9213		IC	46.0							6.2	39.8	46.0
MDT		CN	3,558.2							477.5	3,080.7	3,558.2
	Total		4,487.4	0.0	0.0	0.0	0.0	0.0	0.0	602.2	3,885.2	4,487.4
RESERVE STREET - MISSOULA	Pavement Preservation										0.0	
UPN 9492	Joint Seal	CN		682.1					0.0	91.5	590.5	682.1
MDT	RP 0.0 to 5.3	Total	0.0	682.1	0.0	0.0	0.0	0.0	0.0	91.5	590.5	682.1
BROADWAY & TOOLE AVE-MISSOULA	INT UPGRADE/SIGNALS	PE	38.4	37.1						10.1	65.4	75.5
UPN 9569		IC		28.7						3.9	24.8	28.7
MDT		CN			128.0				0.0	17.2	110.8	128.0
	Total		38.4	65.8	128.0	0.0	0.0	0.0	0.0	31.2	201.0	232.2
Total			4,525.8	1,109.2	128.0	0.0	0.0	0.0	0.0	773.4	4,989.6	5,763.0

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

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

Earmarks

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	Program Schedule					Funding Source			Total Project
				2020	2021	2022	2023	2024	Local 13.42 %	State 13.42 %	Federal 86.58 %	
Russell Street Missoula	<i>UPN4128001</i> Initial Right of Way Phase	ROW	2,700.0							362.3	2,337.7	2,700.0
										0.0	0.0	0.0
		Total	2,700.0	0.0	0.0	0.0	0.0	0.0	0.0	362.3	2,337.7	2,700.0
Rattlesnake Creek/ Broadway Crossing (RUX--Rattlesnake-University Crossing)	Improvements connecting Rattlesnake with University	PE	883.2							118.5	764.7	883.2
		ROW	46.0							6.2	39.8	46.0
<i>FHWA-Western Federal Lands/ City of Missoula</i>		CN	3,558.2							477.5	3,080.7	3,558.2
		Total	4,487.4	0.0	0.0	0.0	0.0	0.0	0.0	602.2	3,885.2	4,487.4
Russell Street (Broadway to Idaho)	<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
		Total	4,246.2	0.0	0.0	0.0	0.0	0.0	0.0	1,172.1	3,676.4	4,246.2
Total			6,946.2	0.0	0.0	0.0	0.0	0.0	0.0	1,534.4	6,014.0	6,946.2

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source				Total Estimated Obligation FY2020-2024
								City	County	State	Federal	
			2020	2021	2022	2023	2024					
Mullan BUILD (Phase I) <i>City-County</i>	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
		Total	1,875.0	13,625.0	0.0	0.0	0.0					15,500.0
Mullan BUILD (Phase II) <i>City-County</i>	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
		Total	0.0	0.0	0.0	0.0	0.0					0.0
TIGER TOTAL		Total	3,750.0	13,625.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15,500.0

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 %	
Sponsor											
Carryover			1,844.8	1,718.8	1,590.2	1,459.0	1,325.2				
5311 Transfer from State(Fed Share)											
Allocation (Estimated)(Fed Share)			1,914.8	1,953.1	1,992.1	2,031.9	2,072.6				
Bus & Passenger Amenities	Recurring Purch.							0.0		0.0	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
Mountain Line		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Replace Supervisory Vehicle	Recurring Purch.							0.0		0.0	0.0
Mountain Line		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Transit Operations***											
Mountain Line		Total	4,081.7	4,163.3	4,246.6	4,331.5	4,418.1	10,620.6		10,620.6	21,241.2
Purchase buses	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								0.0		0.0	0.0
Mountain Line		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Planning								0.0		0.0	0.0
COA, LRTP, Master Facility Plan								0.0		0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Maintenance Vehicle	Recurring Purch.							0.0		0.0	0.0
Mountain Line		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			4,081.7	4,163.3	4,246.6	4,331.5	4,418.1	10,620.6	0.0	10,620.6	21,241.2
Federal			2,040.9	2,081.7	2,123.3	2,165.8	2,209.1				
Local			2,040.9	2,081.7	2,123.3	2,165.8	2,209.1				
Ending Balance (Federal)			1,718.8	1,590.2	1,459.0	1,325.2	1,188.7				

funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MUTD and ASUM).

** MAP-21 consolidates 5316 into 5307 program

*** Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

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 %	
Sponsor											
<i>Carryover</i>			1,074.8	739.1	1,093.7	1,249.2	740.9				
<i>Allocation (Estimated)</i>			354.7	354.7	354.7	354.7	354.7				
IT Upgrade	Upgrade				64.1			12.8		51.3	64.1
			0.0	0.0	64.1	0.0	0.0	12.8		51.3	64.1
Radio System Upgrade	Upgrade				150.0			30.0		120.0	150.0
<i>Mountain Line</i>			0.0	0.0	150.0	0.0	0.0	30.0		120.0	150.0
Support Vehicles	Replace							0.0		0.0	0.0
<i>Mountain Line</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Shop Lifts	Upgrade							0.0		0.0	0.0
<i>Mountain Line</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Buses & Bus Stop Amenities	Replace & Upgrade		863.0			1,078.8		388.4		1,553.4	1,941.8
<i>Mountain Line</i>		Total	863.0	0.0	0.0	1,078.8	0.0	388.4		1,553.4	1,941.8
Telephone Upgrad	Upgrade				34.8			7.0		27.8	34.8
<i>Mountain Line</i>		Total	0.0	0.0	34.8	0.0	0.0	7.0		27.8	34.8
SECTION 5339 TOTALS			863.0	0.0	248.9	1,078.8	0.0	438.1	0.0	1,752.5	2,190.7
Federal			690.4	0.0	199.1	863.0	0.0				
Local			172.6	0.0	49.8	215.8	0.0				
Balance			739.1	1,093.7	1,249.2	740.9	1,095.6				

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15 / 20 %	State	Federal 85 / 80 %	
Paratransit Vehicles	Purchase cutaway	Purch.	135.8		100.0			47.2		188.7	235.8
	Purchase 2 accessible mini van	Purch.						0.0		0.0	0.0
MUTD*			135.8	0.0	100.0	0.0	0.0	47.2	0.0	188.7	235.8
Paratransit Vehicles	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
ORI**			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Paratransit Vehicles	Mini van (1)	Purch.						0.0		0.0	0.0
	12 passenger van (1)	Purch.						0.0		0.0	0.0
	Mini van (1)	Purch.						0.0		0.0	0.0
	Mini van w/ramp	Purch.						0.0		0.0	0.0
AWARE***			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5310 TOTALS			135.8	0.0	100.0	0.0	0.0	47.2		188.7	235.8
Federal			108.7	0.0	80.0	0.0	0.0				
Local			27.2	0.0	20.0	0.0	0.0				

NOTE: Indirect costs will be recovered on van/bus purchases.

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

* Missoula Urban Transportation District (MUTD or Mountain Line)

** Opportunity Resources, Inc.

*** Anaconda Work And Residential Enterprises, Inc.

MUTD may overmatch on some vehicles.

Federal Transit Administration Section 5311

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
Sponsor			2020	2021	2022	2023	2024	Local	State	Federal	
Vanpool Vans	Purchase										0.0
6 - 15 Passenger		Purch.	70.0	70.0	70.0	70.0	70.0	49.0		301.0	350.0
(Replacement / Expansion)											
<i>MRTMA</i>		Total	70.0	70.0	70.0	70.0	70.0	49.0		301.0	350.0
Program Operations	Program Operations		11.0	11.0	11.0	11.0	11.0	25.4		29.8	55.2
	Administration		129.3	129.3	129.3	129.3	129.3	297.3		349.0	646.3
	Maintenance		28.1	28.1	28.1	28.1	28.1	64.5		75.7	140.3
<i>MRTMA</i>			168.3	168.3	168.3	168.3	168.3	387.2		454.5	841.7
SECTION 5311 TOTALS			238.3	238.3	238.3	238.3	238.3	436.2		755.5	1,191.7
Federal			192.0	192.0	192.0	192.0	192.0				
Local			46.3	46.3	46.3	46.3	46.3				

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 Funded	Total Estimated Obligation
Sponsor			2020	2021	2022	2023	2024	100 %	FY2020-2024
Carryover			0.0	0.0	0.0	0.0	0.0		
Allocation (Estimated)			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Operations	Operating		64.8	30.0	30.0	30.0	30.0	184.8	
Mountain Line			64.8	30.0	30.0	30.0	30.0	184.8	184.8
STATE TOTALS			64.8	30.0	30.0	30.0	30.0	184.8	184.8

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.

Project Sponsor	Project	Project Description	Project Cost (in thousands)
CMAQ			
MIM	Car Sharing Pilot	Retro-fit existing municipal fleet with car sharing hardware/software	\$60.0
STPU			
City Public Works	Signal Optimization	Continue to upgrade signals	\$2,000.0
Community Safety			
City Public Works	Transportation System Management	Small geometric changes for intersection safety at various locations.	\$500.0
TA/STPE			
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 SIRE website with the agendas for TTAC and TPCC meetings. The MPO published legal ads in The Missoulian newspaper on July 21, July 28, August 4, and August 11, 2019, noting that the planned adoption of the document would take place on August 20, 2019. The ads listed the following meetings that provided opportunities for public comment on the draft UPWP. The attendance numbers below do not include committee members or staff present.

TTAC – Thursday, August 1, 2019.

Attendance at Meeting: --

Public Comments on Draft UPWP: --

TPCC - Tuesday, August 20, 2019.

Attendance at Meeting: --

Public Comments on Draft UPWP: --

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 seq.*) 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



Director, Missoula Development Services

2/4/2020

Date