

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

**Federal Fiscal Years  
2016 – 2020**

Prepared by:

**Missoula Metropolitan Planning Organization  
in cooperation with  
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County of Missoula, Montana  
Missoula Urban Transportation District  
Montana Department of Transportation  
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## **Acronyms**

<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CN</b>	Construction
<b>CO</b>	Carbon Monoxide
<b>EPA</b>	Environmental Protection Agency
<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>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
<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>TIGER</b>	Transportation Investment Generating Economic Recovery Grant

<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**

### **MAP-21 and SAFETEA-LU**

On July 6, 2012 President Barack Obama signed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). MAP-21 authorizes 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, MAP-21 requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While MAP-21 may have replaced SAFETEA-LU in 2012, any previously obligated but unspent funds under SAFETEA-LU 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. MAP-21 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 (20 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 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 2012 Missoula Long Range Transportation Plan Update, which was the subject of extensive public review and comment throughout 2012.

A process similar to its development is required for amending the TIP. Sponsors of new projects may bring them to the TTAC for review. The TTAC may then recommend to the TPCC that the project or change amend the TIP. Upon TPCC approval, the amended TIP is forwarded to the appropriate state and federal agencies for final approval.

## **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 non-attainment area for 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 back 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.

### *Missoula FFY 2016-2020 Transportation Improvement Program*

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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 and effective June 16, 2006.

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 2012 Missoula Long Range Transportation Plan Update on January 19, 2013. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a finding of conformity for the Update on March 8, 2013. The TIP must also conform to the SIP. The regionally significant projects in this TIP are a subset of those analyzed in the 2012 Missoula Long Range Transportation Plan Update. Therefore, this TIP can rely on the air quality conformity analysis performed for the 2012 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))

The following tables list two project classifications - projects that are regionally significant and projects exempt from regional analysis. The first table shows projects that were modeled for air quality conformity during the 2012 Missoula Urban Transportation Plan Update. The second table shows projects reviewed by local, state and federal agencies and determined to be exempt.

## Projects that are Regionally Significant

PROJECT	SCOPE	COMMENTS
Russell Street - Improve Mount to Broadway	Corridor improvements	Funded with STPU, Earmark, Bridge and STPE funds.
South 3 <sup>rd</sup> Street – Reserve to Russell	Corridor improvements	100% locally funded.

## 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 Demand Management	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	
Replace street sweepers & Purchase flush trucks		Annual and semi-annual Replacement
<b>STPU</b>		
<b>CITY STPE</b>		
Bike Commuter Network	Kim Williams to Canyon River	Multi-use Trails



**Missoula FFY 2016-2020 Transportation Improvement Program**

	Deer Creek Connections Milwaukee Trail Phase I	
Missoula-to-Lolo Trail	Bicycle and Pedestrian facilities	Multi-use Trails
<b>COUNTY STPE</b>		
Old Hwy 10 W	Bicycle and Pedestrian improvements	
Blue Mountain Rd	Bicycle and Pedestrian improvements	
Grant Creek Trail	Bicycle and Pedestrian improvements	
<b>SRTS</b>		
Missoula SRTS FY14	23rd St Sidewalks	
<b>IM</b>		
Missoula East & West (Van Buren St Intch)	Reconstruction of Interstate ramps and cross street	
Missoula East & West (Orange St Intch)	Reconstruction of Interstate ramps and cross street	
<b>NH</b>		
MT 200 & Old Hwy 10-Bonner	Int Upgrade/Signals	
Main\Marcus Sig Upgrd-Hamil	Signal Upgrades	
North of DeSmet Intch. - North	Widen, Overlay, S&C	
Pavement Markings-Reserve Street	Striping	
Lolo to Missoula	Microsurfacing	
<b>STPX, STPS, SFCN</b>		
Huson-East	Reconstruction	
West of Missoula - NW	Reconstruction	
<b>STPP</b>		
<b>RRS</b>		
<b>HSIP</b>		
SF129-Higgins Bancroft Lght	Street Lighting	
SF129-Grdrail N Lolo	Signage Delineation	
SF129-Grdrail E Desmet Intch	Guardrail	
SF129-Sfty Impr E Bonner	Guardrail, Slope flattening, and Signing	
SF139-Msla Dntn Signal Upgr	Signal upgrades	
SF139-Brooks Safety Improv	Lighting, signage	
SF139-AWF Upgrade Msla MPO	Advance warning flashers	
SF139-Missoula Signals Sfty	Add reflective backplating	

**Missoula FFY 2016-2020 Transportation Improvement Program**

SF139-Sfty Imprv N of Lolo	LED Sign System for curve warning & chevrons	
SF159-Reserve ST Barrier Rail	Install concrete barrier rail	
SF159-Frenchtown Median Rail	Install high tension cable rail, only a portion of the project within MPO boundary	
<b>BR</b>		
Bitterroot River - W of Missoula	Bridge Replacement	
Madison Street Bridge	Bridge Rehab/Replacement	
Higgins Avenue Bridge	Bridge Rehab/Replacement	
Steel BR Rehab - Corrosion 1	Bridge rehab	
<b>UPP</b>		
Mullan - Flynn to Frey	Microsurfacing	
39th St - Brooks to Russell	Seal and Cover; Mill & Fill	
Beckwith & Arthur	Seal and Cover	
<b>MACI</b>		
Missoula Signal Upgrade	Traffic Signal Upgrade	
<b>CITY TA</b>		
Bitterroot Trail Safety - MSLA	Bike/ped crossing improvements - 8 int	
<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	
Phone System Upgrad	Upgrade	
Shop lifts	Upgrade	
<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
<b>100 % LOCALLY FUNDED PROJECTS</b>		
South 3 <sup>rd</sup> Street (Reserve to Russell)	Reconstruct with curb, gutter, sidewalks	

# Projects that are funded by multiple sources

## Russell Street Project

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Estimated Obligation
			1999-2015	2016	2017	2018	2019	2020					
<b>Russell Street</b> <i>UPN4128000</i> <b>Missoula</b> <i>MDT-City</i>	Environmental Impact Statement Preliminary Engineering	PE-EIS PE <b>Total</b>	3,968.3 4,409.9 <b>8,378.2</b>	 <b>14.3</b> <b>14.3</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>0.0</b>	STPU/Growth(CMAQ)		532.5 593.7 <b>1,126.3</b>	3,435.7 3,830.5 <b>7,266.2</b>	3,968.3 4,424.2 <b>8,392.5</b>
<b>Russell Street</b> <i>UPN4128001</i> <b>Missoula</b> for IC/CN phases see 4128-002 to 004	Initial Right of Way Phase	ROW <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> <i>UPN4128002</i> <b>(Broadway to Idaho)</b>	Reconstruction of roadway and bridge.	ROW IC CN CN CN <b>Total</b>	1,202.7     <b>1,202.7</b>	573.7     <b>573.7</b>	  12,000.0 2,376.8 10,433.1 <b>24,810.0</b>	     <b>0.0</b>	     <b>0.0</b>	     <b>0.0</b>	EARMARK STPU BRIDGE EARMARK STPU		161.4 77.0 1,610.4 319.0 1,400.1 <b>3,567.9</b>	1,041.3 496.7 10,389.6 2,057.9 9,033.0 <b>23,018.5</b>	1,202.7 573.7 12,000.0 2,376.8 10,433.1 <b>26,586.4</b>
<b>Russell Street</b> <i>UPN4128003</i> <b>(Idaho to Dakota)</b>	Reconstruction of roadway	IC CN <b>Total</b>	  <b>573.7</b>	573.7  <b>573.7</b>	 7,403.6 <b>7,403.6</b>	  <b>0.0</b>	  <b>0.0</b>	  <b>0.0</b>	STPU STPU		77.0 993.6 <b>1,070.6</b>	496.7 6,410.1 <b>6,906.8</b>	573.7 7,403.6 <b>7,977.4</b>
<b>Russell Street</b> <i>UPN4128004</i> <b>(Dakota to Mount)</b> <i>MDT-City CN beyond timeframe of TIP**</i>	Reconstruction of roadway	ALL <b>Total</b>	 <b>12,280.9</b>	 <b>1,161.8</b>	 <b>32,213.6</b>	 <b>0.0</b>	 <b>3,687.3</b>	 <b>1,797.2</b>	STPU		736.0 <b>736.0</b>	4,748.5 <b>4,748.5</b>	5,484.5 <b>5,484.5</b>
<b>Totals</b>			<b>12,280.9</b>	<b>1,161.8</b>	<b>32,213.6</b>	<b>0.0</b>	<b>3,687.3</b>	<b>1,797.2</b>			<b>6,863.1</b>	<b>44,277.7</b>	<b>51,140.8</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 **\$31,442,686**

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

Beyond 2019 approximately an additional \$13.6 M is needed to complete the the project.

For informational purposes - The City had prioritized \$912,600 in STPE towards the construction of 2 grade separated crossings at Russell. This funding lapses in 2015.

Funding for the 2 grade separated crossings has been moved into the TAP funding source in FY2017 for the time being

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

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

Increased attention has been given to energy conservation and contingency planning. During the 2012 update of the Missoula Long Range Transportation Plan, 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 2012 Long Range Transportation Plan Update 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 2008 Missoula Urban 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 Technical Advisory Committee and the Policy Coordinating Committee.

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.

Regarding Federal Surface Transportation Program Enhancement (STPE) Funds, project priorities are set by the City of Missoula and by Missoula County for projects to be funded with allocations made to each jurisdiction, in accordance with state law.

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 vehicle occupancy and reducing congestion, number of trips generated, and vehicle miles traveled.

The 2012 Missoula Long Range Transportation Plan 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 2016, 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 2015, MIM programs removed 905,828 vehicle miles traveled from municipal infrastructure and MIM's efforts reduced 364 metric tons of Carbon Dioxide (CO<sub>2</sub>). In FY 2015 MIM had notable achievements including a 39% increase in Commuter Challenge participation, record breaking Sunday Streets attendance, implementation of First Friday Parklets and initiation of two comprehensive individualized employer assessments through the Momentum program.

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 employees from 71 worksites and includes county employees, University of Montana faculty, staff and students. Since the inception of the carpool program (1996) and vanpool program (1997) a total of 513,439 vehicle trips have been saved; 26,549,475 miles not traveled and 1,034.17 tons of vehicle emissions reduced. MRTMA is working with Mountain Line to develop "urban vanpools" to address congestion issues.

## **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.

# Estimated Revenue

Amounts shown in thousands of dollars

Federal					STP/S/X									
Fiscal Year	CMAQ#	STPU*	IM*	NH*	SFCN	STPP	RRS	HSIP*	BR*	UPP*	MACI	TIGER**	Earmark	SUBTOTAL
<i>Carryover</i>	754.7	15,483.0												16,237.7
FFY 2016	1,240.0	1,797.2	4,039.9	7,473.8	492.5	0.0	0.0	2,392.0	9,756.6	972.4	185.0	0.0	0.0	28,349.3
FFY 2017	1,240.0	1,797.2	8,804.1	7,936.5	2,810.4	0.0	0.0	2,738.9	12,000.0	0.0	0.0	0.0	2,376.8	39,703.9
FFY 2018	1,240.0	1,797.2	0.0	0.0	398.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,435.8
FFY 2019	1,240.0	1,797.2	0.0	0.0	129.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,166.1
FFY 2020	1,240.0	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	3,037.2
<b>TOTAL</b>	<b>6,954.6</b>	<b>24,468.7</b>	<b>12,844.0</b>	<b>15,410.3</b>	<b>3,830.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5,130.9</b>	<b>21,756.6</b>	<b>972.4</b>	<b>185.0</b>	<b>0.0</b>	<b>2,376.8</b>	<b>93,929.9</b>

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
<i>Carryover</i>	1,347.1		563.6									18,148.4
FFY 2016	1,591.4	1,591.4	109.3	0.0	124.3	27.2	172.5	46.7	1,080.4	325.8	2,015.4	35,433.6
FFY 2017	1,639.1	1,639.1	112.6	0.0	201.2	44.3	172.5	46.7	1,080.4	325.8	1,961.3	46,926.8
FFY 2018	1,688.3	1,688.3	115.9	11.1	72.9	18.2	172.5	46.7	1,080.4	325.8	2,057.3	10,713.2
FFY 2019	1,738.9	1,738.9	119.5	50.0	96.0	24.0	172.5	46.7	1,080.4	325.8	1,982.9	10,541.8
FFY 2020	1,791.1	1,791.1	119.5	30.0	120.0	30.0	172.5	46.7	1,080.4	325.8	1,993.0	10,537.3
<b>TOTAL</b>	<b>9,795.8</b>	<b>8,448.7</b>	<b>1,140.4</b>	<b>91.1</b>	<b>614.3</b>	<b>143.8</b>	<b>862.5</b>	<b>233.7</b>	<b>5,402.1</b>	<b>1,628.9</b>	<b>10,009.9</b>	<b>132,301.1</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 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 2011-2013) and local match for CMAQ makes up OTHER

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



Missoula FFY 2016-2020 Transportation Improvement Program

# 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	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover (Federal)</i>			754.7	735.0	1,064.3	747.2	910.0				
<i>Estimated allocation (Federal)</i>			1,240.0	1,240.0	1,240.0	1,240.0	1,240.0				
<b>Bicycle/Pedestrian Program</b>		Other	44.2	44.2	44.2	44.2	44.2	29.7		191.3	221.0
Marketing, Education and Outreach								0.0		0.0	0.0
<i>City Public Works Department</i>		<b>Total</b>	<b>44.2</b>	<b>44.2</b>	<b>44.2</b>	<b>44.2</b>	<b>44.2</b>	<b>29.7</b>		<b>191.3</b>	<b>221.0</b>
<b>Transportation Options</b>	Public Education and Outreach	Other	320.0	320.0	320.0	320.0	320.0	214.7		1,385.3	1,600.0
<i>City of Missoula Development Services</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
<i>MUTD*</i>		<b>Total</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>214.7</b>		<b>1,385.3</b>	<b>1,600.0</b>
<b>Service Operations*</b>	Operating - 80% match	Transit	365.0	365.0	310.0	310.0	310.0	332.0		1,328.0	1,660.0
<i>Mountain Line</i>		<b>Total</b>	<b>365.0</b>	<b>365.0</b>	<b>310.0</b>	<b>310.0</b>	<b>310.0</b>	<b>332.0</b>		<b>1,328.0</b>	<b>1,660.0</b>
<b>Capital Purchases - Bus fleet expansion*</b>		Purch.		0.0	614.3	0.0	0.0	82.4		531.9	614.3
<i>Mountain Line</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>614.3</b>	<b>0.0</b>	<b>0.0</b>	<b>82.4</b>		<b>531.9</b>	<b>614.3</b>
<b>Marketing, Education*</b>		Other	0.0	66.9	0.0	0.0	75.3	19.1		123.1	142.2
<i>Mountain Line</i>		<b>Total</b>	<b>0.0</b>	<b>66.9</b>	<b>0.0</b>	<b>0.0</b>	<b>75.3</b>	<b>19.1</b>		<b>123.1</b>	<b>142.2</b>
<b>Program Operations &amp; Capital</b>	Operating - 80% match Capital - 86.58% match	Other	101.2	101.2	101.2	101.2	101.2	101.2		404.8	506.0
<i>MRTMA</i>		<b>Total</b>	<b>101.2</b>	<b>101.2</b>	<b>101.2</b>	<b>101.2</b>	<b>101.2</b>	<b>101.2</b>		<b>404.8</b>	<b>506.0</b>
<b>Replace Street Sweepers</b>	City - sweeper / flush truck County - sweeper / flush truck	Purch. Purch.	220.0 440.0	190.0 0.0	190.0 250.0	250.0 250.0	250.0 250.0	147.6 159.7		952.4 1,030.3	1,100.0 1,190.0
<i>City &amp; County Public Works</i>		<b>Total</b>	<b>660.0</b>	<b>190.0</b>	<b>440.0</b>	<b>500.0</b>	<b>500.0</b>	<b>307.3</b>		<b>1,982.7</b>	<b>2,290.0</b>
Project Adjustments/Closures											
<b>CMAQ Totals</b>			<b>1,490.4</b>	<b>1,087.3</b>	<b>1,829.7</b>	<b>1,275.4</b>	<b>1,350.7</b>	<b>1,086.4</b>	<b>0.0</b>	<b>5,947.1</b>	<b>7,033.5</b>
<b>Federal</b>			<b>1,259.7</b>	<b>910.7</b>	<b>1,557.1</b>	<b>1,077.2</b>	<b>1,142.4</b>				
<b>Local</b>			<b>230.7</b>	<b>176.6</b>	<b>272.6</b>	<b>198.2</b>	<b>208.3</b>				
<b>Ending Balance (Federal)***</b>			<b>735.0</b>	<b>1,064.3</b>	<b>747.2</b>	<b>910.0</b>	<b>1,007.6</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.

# Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020	
			2016	2017	2018	2019	2020	Local	State	Federal		
<i>Carryover</i>			15,483.0	16,118.3	78.7	1,875.9	-14.2					
<i>Estimated Allocation (STPU)</i>			1,797.2	1,797.2	1,797.2	1,797.2	1,797.2					
<i>STPU Borrow</i>				0.0								
<b>South 3rd Street* (Reserve to Russell)</b>	Reconstruct to 3 lanes <b>100% local funds (SID)</b>	PE CN	1,290.0						0.0 1,290.0		0.0 0.0	0.0 1,290.0
<i>City Public Works</i>		<b>Total</b>	<b>1,290.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,290.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,290.0</b>
<b>Russell Street (Broadway to Idaho)</b>	Reconstruction of roadway and bridge.									0.0	0.0	0.0
BR and Earmark also fund this project UPN 4128002 <i>MDT-City</i>		IC CN	573.7						77.0 1,400.1	496.7 9,033.0	573.7 10,433.1	573.7 10,433.1
		<b>Total</b>	<b>573.7</b>	<b>10,433.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,477.1</b>	<b>9,529.7</b>	<b>9,529.7</b>	<b>11,006.9</b>
<b>Russell Street (Idaho to Dakota)</b>	Reconstruction of roadway									77.0	496.7	573.7
UPN 4128003 <i>MDT-City</i>		IC CN	573.7						993.6	6,410.1	7,403.6	7,403.6
		<b>Total</b>	<b>573.7</b>	<b>7,403.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,070.6</b>	<b>6,906.8</b>	<b>6,906.8</b>	<b>7,977.4</b>
<b>Russell Street (Dakota to Mount)</b>	Reconstruction of roadway									736.0	4,748.5	5,484.5
UPN 4128004 <i>MDT-City CN beyond timeframe of TIP**</i>		IC CN				3,687.3	1,797.2					
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,687.3</b>	<b>1,797.2</b>		<b>736.0</b>	<b>4,748.5</b>	<b>4,748.5</b>	<b>5,484.5</b>
<b>Adjustment/Closures</b>			<b>14.3</b>									
<b>STPU Totals</b>			<b>1,161.8</b>	<b>17,836.8</b>	<b>0.0</b>	<b>3,687.3</b>	<b>1,797.2</b>		<b>1,290.0</b>	<b>3,283.7</b>	<b>21,185.0</b>	<b>25,758.7</b>
<b>Federal</b>			<b>1,005.9</b>	<b>15,443.1</b>	<b>0.0</b>	<b>3,192.5</b>	<b>1,556.0</b>					
<b>State</b>			<b>155.9</b>	<b>2,393.7</b>	<b>0.0</b>	<b>494.8</b>	<b>241.2</b>					
<b>Local</b>			<b>1,290.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					
<b>Balance</b>				<b>16,118.3</b>	<b>78.7</b>	<b>1,875.9</b>	<b>-14.2</b>	<b>-14.3</b>				
<b>* 100% Local Funding</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 2019/2020.

# Interstate Maintenance (IM) \*

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State 8.76%	Federal 91.24%	
<b>Sponsor</b>											
<b>MSLA - E&amp;W - VAN BUREN ST INTCHG</b> UPN 4855001	Reconstruction of interchange ramps and cross street	RW	57.1						5.0	52.1	57.1
		IC	57.1						5.0	52.1	57.1
		CN		8,804.1					771.2	8,032.9	8,804.1
<i>MDT</i>		<b>Total</b>		<b>114.1</b>	<b>8,804.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>781.2</b>	<b>8,137.0</b>
<b>MSLA - E&amp;W - ORANGE ST INTCHG</b> UPN 4855002	Reconstruction of interchange ramps and cross street	RW	56.6						5.0	51.6	56.6
		IC	56.6						5.0	51.6	56.6
		CN	3,812.6						334.0	3,478.6	3,812.6
<i>MDT</i>		<b>Total</b>		<b>3,925.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>343.9</b>	<b>3,581.9</b>
<b>IM TOTAL</b>			<b>4,039.9</b>	<b>8,804.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,125.1</b>	<b>11,718.8</b>	<b>12,844.0</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.

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

# National Highway (NH) \*

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
<b>Sponsor</b>									<b>13.42%</b>	<b>86.58%</b>	
<b>MT 200 &amp; Old Hwy 10-Bonner</b> UPN 7074	Int Upgrade/Signal	PE							0.0	0.0	0.0
		RW							0.0	0.0	0.0
		IC							0.0	0.0	0.0
		CN		1,153.6					154.8	998.8	1,153.6
<i>MDT</i>		<b>Total</b>		<b>1,153.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>154.8</b>	<b>998.8</b>	<b>1,153.6</b>
<b>Main\ Marcus Sig Upgrd-Hamil</b> UPN 7930	Signal Upgrades	PE							0.0	0.0	0.0
		RW							0.0	0.0	0.0
		IC							0.0	0.0	0.0
		CN		150.0					20.1	129.9	150.0
<i>MDT</i>		<b>Total</b>		<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.1</b>	<b>129.9</b>	<b>150.0</b>
<b>North of DeSmet Intch. - North</b> UPN 5071	Widen, Overlay, S&C	PE							0.0	0.0	0.0
		RW		500.5					67.2	433.4	500.5
		IC		777.2					104.3	672.9	777.2
		CN			7,517.2				1,008.8	6,508.4	7,517.2
<i>MDT</i>		<b>Total</b>		<b>1,277.7</b>	<b>7,517.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,180.3</b>	<b>7,614.6</b>	<b>8,794.9</b>
<b>Lolo-Missoula</b> UPN 8732	Microsurfacing	PE									
		CN		4,769.9					640.1	4,129.8	4,769.9
<i>MDT</i>		<b>Total</b>		<b>4,769.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>640.1</b>	<b>4,129.8</b>	<b>4,769.9</b>
<b>US 93 &amp; CARTAGE ROAD (MSLA)</b> UPN 9033	Signal upgrade	PE	25.8						3.5	22.3	25.8
		CN			116.1				15.6	100.5	116.1
<i>MDT</i>		<b>Total</b>		<b>25.8</b>	<b>116.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>122.8</b>	<b>141.9</b>
<b>GRANT CREEK RD &amp; I-90 (MSLA)</b> UPN 9034	Intersection Improv.	PE	77.4						10.4	67.0	77.4
		IC	19.4						2.6	16.8	19.4
		CN			303.3			200.0	40.7	262.6	503.3
<i>MDT</i>		<b>Total</b>		<b>96.8</b>	<b>303.3</b>	<b>0.0</b>	<b>0.0</b>	<b>200.0</b>	<b>53.7</b>	<b>346.4</b>	<b>600.0</b>
<b>NH TOTAL</b>			<b>7,473.8</b>	<b>7,936.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>200.0</b>	<b>2,068.1</b>	<b>13,342.3</b>	<b>15,610.3</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.

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.

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

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
<b>Sponsor</b>											
<b>Huson-East</b> UPN 6137 Only part of project within MPO <i>MDT</i>	Reconstruction	RW IC CN <b>Total</b>	460.9 460.9	2,810.4 2,810.4	0.0 0.0			0.0 0.0	13.42% 439.0	86.58% 2,832.3	0.0 460.9 2,810.4 3,271.3
<b>West of Missoula - NW</b> UPN 6141  CN Beyond Timeframe of this TIP <i>MDT</i>	Reconstruction	PE RW IC CN <b>Total</b>	0.0	0.0	129.0	129.0	0.0	0.0	13.42% 34.6	86.58% 223.3	0.0 129.0 129.0 0.0 257.9
<b>Frenchtown - SE</b> UPN 8962  Only part of project within MPO <i>MDT</i>	Chip Seal	PE RW IC CN <b>Total</b>	31.6 31.6	0.0	269.7	0.0	0.0	0.0	13.42% 40.4	86.58% 260.8	31.6 0.0 0.0 269.7 301.3
<b>TOTALS</b>			492.5	2,810.4	398.7	129.0	0.0	0.0	514.1	3,316.5	3,830.5

## Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
<b>Sponsor</b>											
<b>No New Projects</b>		<b>Total</b>									
<b>STPP TOTALS</b>			0.0	0.0	0.0			0.0	0.0	0.0	0.0

# Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
Sponsor											
No New Projects											
		Total									
<b>TOTALS</b>			0.0	0.0	0.0			0.0	0.0	0.0	0.0

# Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY 2016-2020
			2016	2017	2018	2019	2020	Local	State 10.00%	Federal 90.00%	
<b>SF129-Gdrail N Lolo</b> UPN 8057 MDT	Signage, Delineation	CN	30.2						0.0	0.0	0.0
		<b>Total</b>	<b>30.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>27.2</b>	<b>30.2</b>
<b>SF129-Skd Trtmt E Missoula</b> UPN 8061 MDT	Add Icy Bridge signs, skid treatment - I-90, RP 109.1 - 109.6	PE	43.5						4.3	39.1	43.5
		CN		346.6					34.7	311.9	346.6
		<b>Total</b>	<b>43.5</b>	<b>346.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39.0</b>	<b>351.1</b>	<b>390.1</b>
<b>SF129-Sfty Impr E Bonner</b> UPN 8062 MDT	Guardrail, Slope flattening, and Signing	PE							0.0	0.0	0.0
		IC	57.3						5.7	51.6	57.3
		RW	5.7						0.6	5.2	5.7
		CN		947.4					94.7	852.7	947.4
		<b>Total</b>	<b>63.0</b>	<b>947.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101.0</b>	<b>909.4</b>	<b>1,010.4</b>
<b>SF139-Msla Dntn Signal Upgr</b> UPN 8118 MDT	Signal Upgrades at 8 locations in Missoula	PE							0.0	0.0	0.0
		IC	56.7						5.7	51.0	56.7
		CN		1,222.7					122.3	1,100.4	1,222.7
		<b>Total</b>	<b>56.7</b>	<b>1,222.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>127.9</b>	<b>1,151.4</b>	<b>1,279.4</b>
<b>SF139-Brooks Safety Improv</b> UPN 8171 MDT	Lighting and signage	PE							0.0	0.0	0.0
		IC	27.8						2.8	25.0	27.8
		CN	383.2						38.3	344.9	383.2
		<b>Total</b>	<b>411.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.1</b>	<b>369.9</b>	<b>411.0</b>
<b>SF139-Missoula Signals Sfty</b> UPN 8640 MDT	Add reflective backplating	PE							0.0	0.0	0.0
		CN		94.9					9.5	85.4	94.9
		<b>Total</b>	<b>0.0</b>	<b>94.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>85.4</b>	<b>94.9</b>
<b>SF139-Sfty Imprv N of Lolo</b> UPN 8639 MDT	LED sign system for curve warning & chevrons	PE							0.0	0.0	0.0
		CN		127.3					12.7	114.6	127.3
		<b>Total</b>	<b>0.0</b>	<b>127.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.7</b>	<b>114.6</b>	<b>127.3</b>
<b>SF159-Reserve ST Barrier Rail</b> UPN 9130 MDT	Install concrete barrier rail	PE	141.8						14.2	127.6	141.8
		CN	945.1						94.5	850.6	945.1
		<b>Total</b>	<b>1,086.9</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>978.2</b>	<b>1,086.9</b>
<b>SF159-Frenchtown Median Rail</b> UPN 9128 MDT	Install high tension cable rail Only portion in MPO Boundary	PE	91.4						9.1	82.3	91.4
		CN	609.3						60.9	548.4	609.3
		<b>Total</b>	<b>700.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.1</b>	<b>630.6</b>	<b>700.7</b>
<b>HSIP Totals</b>			<b>2,392.0</b>	<b>2,738.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>513.1</b>	<b>4,617.8</b>	<b>5,130.9</b>

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

# Bridge Program\*

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State 13.42%	Federal 86.58%	
<b>Sponsor</b>											
<b>Bitterroot River - W of Missoula</b> (Maclay Bridge, South Ave Bridge) UPN 6296 <i>CN beyond timeframe of TIP</i> <i>Missoula County (LAG)</i>	Replace Bridge	PE RW IC CN <b>Total</b>	825.0    825.0	    0.0	    0.0	    0.0	    0.0	    110.7	    714.3	    825.0 0.0 0.0 0.0 <b>825.0</b>	
<b>Russell Street Bridge</b> STPU and Earmark also fund this project UPN 4128002 <i>MDT</i>	Replace Bridge	CN <b>Total</b>	  0.0	12,000.0 <b>12,000.0</b>	  0.0	  0.0	  0.0	  1,610.4	  10,389.6	  0.0 0.0 12,000.0 <b>12,000.0</b>	
<b>Madison Street Bridge</b> UPN 8806 <i>MDT</i>	Bridge rehab	IC CN <b>Total</b>	192.4 8,739.5 8,931.9	  0.0	  0.0	  0.0	  0.0	  25.8 1,172.8 1,198.7	  166.6 7,566.7 7,733.3	  0.0 192.4 8,739.5 <b>8,931.9</b>	
<b>Higgins Avenue Bridge</b> UPN 8807 <i>MDT CN beyond timeframe of TIP</i>	Bridge rehab	CN <b>Total</b>	  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 0.0 <b>0.0</b>	
<b>Steel BR Rehab - Corrosion 1</b> UPN 8886 <i>MDT CN beyond timeframe of TIP</i>	Bridge rehab	PE CN <b>Total</b>	268.2  268.2	  0.0	  0.0	  0.0	  0.0	  36.0 0.0 36.0	  232.2 0.0 232.2	  268.2 0.0 268.2	
<b>BR TOTAL</b>			<b>10,025.2</b>	<b>12,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,955.8</b>	<b>19,069.4</b>	<b>22,025.2</b>

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)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
<i>Carryover</i>											
<b>39th St - Brooks to Russell</b>	Seal and Cover (39th), Mill & Fill (S. Reserve)	PE	63.2						8.5	54.8	63.2
UPN 8780		IC	909.2						122.0	787.2	909.2
<i>MDT</i>		<b>Total</b>		<b>972.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>130.5</b>	<b>841.9</b>
<b>UPP TOTAL</b>			<b>972.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>130.5</b>	<b>841.9</b>	<b>972.4</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 Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
<b>Missoula Signal Upgrade</b>	Traffic Signal Upgrade	OT	185.0						24.8	160.2	185.0
UPN 8036001		<b>Total</b>	<b>185.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.8</b>	<b>160.2</b>	<b>185.0</b>
<i>MDT</i>											
<b>MACI TOTALS</b>			<b>185.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.8</b>	<b>160.2</b>	<b>185.0</b>

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



## Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016**	2017**	2018**	2019**	2020**	Local 20%	State	Federal 80%	
<b>Sponsor</b>											
<i>Carryover</i>			1,347.1	1,009.7	0.0	0.0	0.0				
<i>5311 Transfer from State(Fed Share)</i>											
<i>Allocation (Estimated)(Fed Share)</i>			1,591.4	1,639.1	1,688.3	1,738.9	1,791.1				
<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
			35.0	35.0	37.1			21.4		85.7	107.1
<i>Mountain Line</i>		<b>Total</b>	<b>35.0</b>	<b>35.0</b>	<b>37.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>		<b>85.7</b>	<b>107.1</b>
<b>Transit Operations***</b>											0.0
											0.0
<i>Mountain Line</i>		<b>Total</b>	<b>3,704.2</b>	<b>3,233.7</b>	<b>3,317.2</b>	<b>3,477.8</b>	<b>3,582.2</b>	<b>8,657.6</b>		<b>8,657.6</b>	<b>17,315.1</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				1,254.9				251.0		1,003.9	1,254.9
<i>Mountain Line</i>		<b>Total</b>	<b>0.0</b>	<b>1,254.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>251.0</b>		<b>1,003.9</b>	<b>1,254.9</b>
<b>Maintenance Vehicle</b>	Recurring Purch.										60.8
			60.8					12.2		48.6	60.8
<i>Mountain Line</i>		<b>Total</b>	<b>60.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.2</b>		<b>48.6</b>	<b>60.8</b>
<b>SECTION 5307 TOTALS*</b>			<b>3,800.0</b>	<b>4,523.6</b>	<b>3,354.3</b>	<b>3,477.8</b>	<b>3,582.2</b>	<b>8,942.1</b>	<b>0.0</b>	<b>9,795.8</b>	<b>18,737.9</b>
<b>Federal</b>			<b>1,928.7</b>	<b>2,648.8</b>	<b>1,688.3</b>	<b>1,738.9</b>	<b>1,791.1</b>				
<b>Local</b>			<b>1,871.3</b>	<b>1,874.8</b>	<b>1,666.0</b>	<b>1,738.9</b>	<b>1,791.1</b>				
<b>Ending Balance (Federal)</b>			<b>1,009.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

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	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local 20%	State	Federal 80%	
<i>Carryover</i>			563.6	672.9	785.4	846.1	715.6				
<i>Allocation (Estimated)</i>			109.3	112.6	115.9	119.5	119.5				
<b>IT Upgrade</b>	Upgrade		0.0	0.0	55.3	0.0	0.0	11.1	0.0	44.2	55.3
<b>Radio System Upgrade</b>	Upgrade		0.0	0.0	0.0	0.0	150.0	30.0	0.0	120.0	150.0
<i>Mountain Line</i>			0.0	0.0	0.0	0.0	150.0	30.0	0.0	120.0	150.0
<b>Shop Lifts</b>	Upgrade		0.0	0.0	0.0	250.0	0.0	50.0	0.0	200.0	250.0
<i>Mountain Line</i>			0.0	0.0	0.0	250.0	0.0	50.0	0.0	200.0	250.0
<b>SECTION 5339 TOTALS</b>			0.0	0.0	55.3	250.0	150.0	91.1	0.0	364.2	455.3
<b>Federal</b>			0.0	0.0	44.2	200.0	120.0				
<b>Local</b>			0.0	0.0	11.1	50.0	30.0				
<b>Balance</b>			672.9	785.4	846.1	715.6	685.1				

# Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local 15/20%	State	Federal 85/80%	
<b>Sponsor</b>											
<b>Paratransit Vehicles</b>	Purchase one 15-passenger low floor	Purch.						0.0		0.0	0.0
	Purchase one 15-passenger low floor	Purch.				120.0		24.0		96.0	120.0
	Purchase 1 medium size	Purch.					150.0	30.0		120.0	150.0
	Purchase 2 accessible mini van	Purch.	90.0					18.0		72.0	90.0
	Purchase 1 medium size	Purch.		150.0				30.0		120.0	150.0
	Purchase 2 mini vans	Purch.			91.1			18.2		72.9	91.1
<i>MUTD*</i>			90.0	150.0	91.1	120.0	150.0	120.2		480.9	601.1
<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.	30.8					4.6		26.1	30.8
	12 passenger van (1)	Purch.		47.7				7.2		40.6	47.7
<i>ORI**</i>			30.8	47.7	0.0	0.0	0.0	11.8		66.7	78.5
<b>Paratransit Vehicles</b>	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.	30.8					4.6		26.1	30.8
	Mini van w/ramp	Purch.		47.7				7.2		40.6	47.7
<i>AWARE***</i>			30.8	47.7	0.0	0.0	0.0	11.8		66.7	78.5
<b>SECTION 5310 TOTALS</b>			<b>151.5</b>	<b>245.5</b>	<b>91.1</b>	<b>120.0</b>	<b>150.0</b>	<b>143.8</b>		<b>614.3</b>	<b>758.1</b>
<b>Federal</b>			<b>124.3</b>	<b>201.2</b>	<b>72.9</b>	<b>96.0</b>	<b>120.0</b>				
<b>Local</b>			<b>27.2</b>	<b>44.3</b>	<b>18.2</b>	<b>24.0</b>	<b>30.0</b>				

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	Program Schedule					Funding Source			Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	Local	State	Federal	
<b>Sponsor</b>											
<b>Vanpool Vans 6 - 15 Passenger (Replacement/Expansion) MRTMA</b>	Purchase	Purch.	35.0	35.0	35.0	35.0	35.0	24.5		150.5	0.0 175.0
		<b>Total</b>	<b>35.0</b>	<b>35.0</b>	<b>35.0</b>	<b>35.0</b>	<b>35.0</b>	<b>24.5</b>		<b>150.5</b>	<b>175.0</b>
<b>Program Operations MRTMA</b>	Program Operations		19.2	19.2	19.2	19.2	19.2	44.2		51.9	96.1
	Administration		142.2	142.2	142.2	142.2	142.2	142.2		568.9	711.2
	Maintenance		22.8	22.8	22.8	22.8	22.8	22.8		91.1	113.9
			<b>184.2</b>	<b>184.2</b>	<b>184.2</b>	<b>184.2</b>	<b>184.2</b>	<b>209.2</b>		<b>712.0</b>	<b>921.2</b>
<b>SECTION 5311 TOTALS</b>			<b>219.2</b>	<b>219.2</b>	<b>219.2</b>	<b>219.2</b>	<b>219.2</b>	<b>233.7</b>		<b>862.5</b>	<b>1,096.2</b>
<b>Federal</b>			<b>172.5</b>	<b>172.5</b>	<b>172.5</b>	<b>172.5</b>	<b>172.5</b>				
<b>Local</b>			<b>46.7</b>	<b>46.7</b>	<b>46.7</b>	<b>46.7</b>	<b>46.7</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	Program Schedule					State Funded	Total Estimated Obligation FY2016-2020
			2016	2017	2018	2019	2020	100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			0.0	0.0	0.0	0.0	0.0		
<b>Transit Operations</b>	Operating		28.3	28.3	28.3	28.3	28.3	<b>141.3</b>	
<i>Mountain Line</i>			<b>28.3</b>	<b>28.3</b>	<b>28.3</b>	<b>28.3</b>	<b>28.3</b>	<b>141.3</b>	<b>141.3</b>
<b>STATE TOTALS</b>			<b>28.3</b>	<b>28.3</b>	<b>28.3</b>	<b>28.3</b>	<b>28.3</b>	<b>141.3</b>	<b>141.3</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



## 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

\_\_\_\_\_  
March 24, 2016  
Date