

Missoula TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Federal Fiscal Years
2018 – 2022**

Prepared by:

**Missoula Metropolitan Planning Organization in cooperation with
City of Missoula, Montana
County of Missoula, Montana
Missoula Urban Transportation District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration**

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Acronyms

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.
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
TA	Transportation Alternatives Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TCM	Transportation Control Measure

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TIGER	Transportation Investment Generating Economic Recovery Grant
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 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.

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 (PM₁₀). Missoula is currently designated a maintenance area for CO and non-attainment area for 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 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,

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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.

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 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))

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 2016 LRTP 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.

Projects Exempt from Regional Analysis

PROJECT	SCOPE	COMMENTS
CMAQ		
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	
Purchase Street Sweeper		New street/parking lot sweeper for the Missoula Parking Commission
Replace street sweepers & Purchase flush trucks		Annual and semi-annual Replacement

STPU

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Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge	
Russell Street (Idaho to Dakota)	Reconstruction of roadway	
Russell Street (Dakota to Mount)	Reconstruction of roadway	
SRTS		
IM		
Grant Creek Rd & I-90	Intersection improvement	
Reserve St Intch – E & W	Pavement preservation	
NH		
North of DeSmet Intch. - North	Widen, Overlay, S&C	
US 93 & Cartage Rd	Signal upgrade	
Evaro Hill	Pavement preservation	
Evaro - Whispering Pines	Pavement preservation	Only a portion of the project is within the MPO boundary
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	
SF179 US 93 S Safety Improvements	Study	
STPP		
RRS		
HSIP		
SF129-Skd Trtmt E Missoula	Add Icy Bridge signs, skid treatment - I-90, RP 109.1 - 109.6	
SF139-Missoula Signals Sfty	Add reflective backplating	
SF159-Reserve ST Barrier Rail	Install concrete barrier rail	
SF169-N24 CLRS SFTY IMPRV	Install centerline rumblestrips	Only a portion of the project is within the MPO boundary
SF169-Lolo E Msla Safety Improvement	Install centerline rumblestrips	
SF169-Msla County Safety Improvements	Installation of signing and delineation	
BR		
Bitterroot River - W of Missoula	Bridge Replacement	
Higgins Avenue Bridge	Bridge Rehab/Replacement	

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Steel BR Rehab - Corrosion 1	Bridge rehab	
UPP		
MACI		
CITY TA		
FTA 5307		
Capital purchases	Transit Capital purchases	
Mountain Line Operations	Transit Operations	MRTMA Vanpool
FTA 5339		Job Access & Reverse Commute (JARC)
IT Upgrade	Upgrade	
Radio System Upgrade	Upgrade	
Shop lifts	Upgrade	
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		

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 FY1999-2022	
			1999-2017	2018	2019	2020	2021						2022
Russell Street Missoula <i>MDT-City</i>	UPN4128000 Environmental Impact Statement Preliminary Engineering	PE-EIS PE	3,968.3 5,159.9						STPU/Growth(CMAQ)		532.5 692.5	3,435.7 4,467.4	3,968.3 5,159.9
Total			9,128.2	0.0	0.0	0.0	0.0	0.0			1,225.0	7,903.2	9,128.2
Russell Street Missoula for IC/CN phases see 4128-002 to 004	UPN4128001 Initial Right of Way Phase	ROW	2,700.0						EARMARK		362.3 0.0	2,337.7 0.0	2,700.0 0.0
Total			2,700.0	0.0	0.0	0.0	0.0	0.0			362.3	2,337.7	2,700.0
Russell Street (Broadway to Idaho)	UPN4128002 Reconstruction of roadway and bridge.	ROW ROW IC CN CN CN	1,940.0 1,340.0 943.2 12,000.0 1,639.5 5,585.2						EARMARK STPU STPU BRIDGE EARMARK STPU		260.3 179.8 126.6 1,683.4 220.0 1,241.9	1,679.7 1,160.2 816.7 10,860.6 1,419.5 8,012.0	1,940.0 1,340.0 943.2 12,544.0 1,639.5 9,253.9
Total			23,448.0	544.0	0.0	0.0	0.0	0.0			3,712.1	23,948.6	27,660.7
Russell Street (Idaho to Dakota)	UPN4128003 Reconstruction of roadway	IC CN	915.5 3,915.0						STPU STPU		160.5 1,386.3	1,035.5 8,943.6	1,196.0 10,329.9
Total			4,830.5	280.5	0.0	0.0	0.0	0.0			1,546.8	9,979.2	11,526.0
Russell Street (Dakota to Mount) <i>MDT-City CN beyond timeframe of TIP**</i>	UPN4128004 Reconstruction of roadway	ALL						5,145.5	STPU		0.0 690.5	0.0 4,455.0	0.0 5,145.5
Total			0.0	0.0	0.0	0.0	0.0	5,145.5			690.5	4,455.0	5,145.5
Totals			40,106.7	10,908.2	0.0	0.0	0.0	5,145.5			7,536.7	48,623.6	56,160.3

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.

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 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 2018, 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 2016, MIM programs removed 412,424 vehicle miles traveled from municipal infrastructure and MIM's efforts reduced 191 metric tons of Carbon Dioxide (CO₂). In FY 2017 MIM overhauled its programming, launching a new state-of-the-art Community and Employer Mobility Tool. In FY 2018 MIM will continue to use this new technology to leverage the impact of its current programs. In 2016 MIM had notable achievements including a 48% increase in Commuter Challenge participation, record breaking Sunday Streets attendance, continued 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 159 employees from 82 worksites and includes county employees, University of Montana faculty, staff and students. 9 of the 22 routes take Missoula residents from the city to worksites in adjoining counties. Since the inception of the vanpool program (1997) a total of 619,546 vehicle trips have been saved; 28,780,176 miles not traveled and 1,147.97 tons of vehicle emissions reduced. MRTMA is working with Mountain Line to provide "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*	NHFP*	SFCN	RRS	HSIP*	BR*	UPP*	MACI	TIGER**	TA	SUBTOTAL
Carryover	1,936.8	5,659.9												7,596.7
FFY 2018	1,312.6	1,797.2	19.5	1,923.3	11,635.0	196.6	0.0	1,129.5	4,000.0	0.0	0.0	0.0	88.6	22,102.4
FFY 2019	1,312.6	1,797.2	8,498.8	183.4	0.0	259.9	0.0	514.0	271.4	0.0	0.0	0.0	354.4	13,191.7
FFY 2020	1,312.6	1,797.2	976.7	1,141.8	0.0	2.0	0.0	0.0	12,623.0	0.0	0.0	0.0	0.0	17,853.3
FFY 2021	1,312.6	1,797.2	0.0	7,511.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10,620.9
FFY 2022	1,312.6	1,797.2	0.0	0.0	0.0	0.0	0.0	0.0	16,062.5	0.0	0.0	0.0	0.0	19,172.3
TOTAL	8,499.8	14,645.7	9,495.1	10,759.7	11,635.0	458.6	0.0	1,643.5	32,956.9	0.0	0.0	0.0	443.0	90,537.3

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	1,728.2		213.9									9,538.8
FFY 2018	1,406.0	1,553.5	354.7	0.0	72.9	18.2	192.0	46.3	1,762.1	305.5	2,093.2	29,906.9
FFY 2019	1,434.2	1,406.0	354.7	0.0	65.6	16.4	192.0	46.3	1,762.1	305.5	1,929.6	20,704.1
FFY 2020	1,462.8	1,434.2	354.7	22.5	80.0	20.0	192.0	46.3	1,762.1	305.5	1,940.3	25,473.7
FFY 2021	1,492.1	1,462.8	354.7	164.8	80.0	20.0	192.0	46.3	1,762.1	305.5	2,013.2	18,514.5
FFY 2022	1,521.9	1,492.1	354.7	0.0	80.0	20.0	192.0	46.3	1,762.1	305.5	1,931.3	26,878.2
TOTAL	9,045.3	7,348.6	1,987.2	187.3	378.5	94.6	960.0	231.7	8,810.6	1,527.6	9,907.5	131,016.2

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, NHFP, STPX, STPHS, BR, Earmark, 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

Transportation Improvement Program (by Funding Source)

Missoula FFY 2018-2022 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 FY2018-2022
			2018	2019	2020	2021	2022	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover (Federal)</i>			1,936.8	1,678.6	2,298.1	2,849.9	2,932.5				
<i>Estimated allocation (Federal)</i>			1,312.6	1,312.6	1,312.6	1,312.6	1,312.6				
Bicycle/Pedestrian Program Marketing, Education and Outreach		Other	45.1	46.0	46.9	47.8	48.8	31.5		203.1	234.6
<i>City Public Works Department</i>		Total	45.1	46.0	46.9	47.8	48.8	31.5		203.1	234.6
Transportation Options	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>		Total	320.0	320.0	320.0	320.0	320.0	214.7		1,385.3	1,600.0
Service Operations* Operating - 80% match		Transit	730.0	365.0	365.0	365.0	365.0	438.0		1,752.0	2,190.0
<i>Mountain Line</i>		Total	730.0	365.0	365.0	365.0	365.0	438.0		1,752.0	2,190.0
Capital Purchases - Bus fleet expansion*		Purch.	614.3	0.0	0.0	614.3	0.0	164.9		1,063.7	1,228.6
<i>Mountain Line</i>		Total	614.3	0.0	0.0	614.3	0.0	164.9		1,063.7	1,228.6
Marketing, Education*		Other	0.0	0.0	75.3	0.0	0.0	15.1		65.2	80.3
<i>Mountain Line</i>		Total	0.0	0.0	75.3	0.0	0.0	15.1		65.2	80.3
Program Operations & Capital Operating - 80% match Capital - 86.58% match		Other	103.2	105.3	107.4	109.5	111.7	107.4		429.7	537.2
<i>MRTMA</i>		Total	103.2	105.3	107.4	109.5	111.7	107.4		429.7	537.2
Replace Street Sweepers		Purch.	250.0	250.0	500.0	250.0	500.0	350.0		1,515.2	1,865.2
City - sweeper / flush truck		Purch.	470.0	250.0	250.0			194.0		839.8	1,033.8
<i>City & County Public Works</i>		Total	720.0	500.0	750.0			544.0		2,355.0	2,899.0
Purchase Street Sweeper New street/parking lot sweeper		Purch.	65.0	0.0	0.0	0.0	0.0	8.7		56.3	65.0
<i>City Parking Commission</i>		Total	65.0	0.0	0.0	0.0	0.0	8.7		56.3	65.0
Project Adjustments/Closures											
CMAQ Totals			1,877.6	836.3	914.6	1,456.7	845.5	980.3	0.0	4,955.4	5,935.7
Federal			1,570.8	693.1	760.8	1,230.0	700.7				
Local			306.8	143.2	153.8	226.7	144.8				
Ending Balance (Federal)***			1,678.6	2,298.1	2,849.9	2,932.5	3,544.5				

* 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 Sponsor	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2018-2022
			2018	2019	2020	2021	2022	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover</i>			5,659.9	-2,131.3	-334.1	1,463.0	3,260.2				
<i>Estimated Allocation (STPU)</i>			1,797.2	1,797.2	1,797.2	1,797.2	1,797.2				
<i>STPU Borrow</i>											
Russell Street (Broadway to Idaho) BR and Earmark also fund this project UPN 4128002 <i>MDT-City</i>	Reconstruction of roadway and bridge.	RW IC CN Total	 3,668.7 3,668.7	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0 492.3 492.3	 0.0 0.0 3,176.3 3,176.3	 0.0 0.0 3,668.7 3,668.7
Russell Street (Idaho to Dakota) UPN 4128003 <i>MDT-City</i>	Reconstruction of roadway	IC CN Total	 6,415.0 6,415.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 860.9 860.9	 0.0 5,554.1 5,554.1	 0.0 6,415.0 6,415.0
Russell Street (Dakota to Mount) UPN 4128004 <i>MDT-City CN beyond timeframe of TIP**</i>	Reconstruction of roadway	IC CN Total	 0.0 -495.3	 0.0 0.0	 0.0 0.0	 0.0 0.0	 0.0 5,057.4 5,057.4	 0.0 0.0	 678.7 678.7	 4,378.7 4,378.7	 5,057.4 5,057.4
Adjustment / Closures			-495.3								
STPU Totals			9,588.3	0.0	0.0	0.0	5,057.4	0.0	2,031.9	13,109.1	15,141.0
Federal			8,301.6	0.0	0.0	0.0	4,378.7				
State			1,286.8	0.0	0.0	0.0	678.7				
Balance			-2,131.3	-334.1	1,463.0	3,260.2	0.0				

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 FY2022.

Interstate Maintenance (IM)*

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
Sponsor									8.76%	91.24%	
GRANT CREEK RD & I-90 (MSLA)	Intersection Improv.	PE							0.0	0.0	0.0
UPN 9034		IC	19.5						1.7	17.8	19.5
		CN			976.7			200.0	68.0	708.7	976.7
<i>MDT</i>		Total	19.5	0.0	976.7			200.0	69.7	726.5	996.2
RESERVE ST INTCH - E & W	Pavement Preservation	PE							0.0	0.0	0.0
UPN 9184		CN		8,498.8					744.5	7,754.3	8,498.8
<i>MDT</i>		Total	0.0	8,498.8	0.0			0.0	744.5	7,754.3	8,498.8
IM TOTAL			19.5	8,498.8	976.7	0.0	0.0	200.0	814.2	8,480.8	9,495.1

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 FY2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
Sponsor											
North of DeSmet Intch. - North UPN 5071 <i>MDT</i>	Widen, Overlay, S&C	PE							0.0	0.0	0.0
		RW	528.4						70.9	457.5	528.4
		IC	794.7						106.6	688.1	794.7
		CN				7,511.2			1,008.0	6,503.2	7,511.2
		Total		1,323.1	0.0	0.0	7,511.2	0.0	1,185.6	7,648.7	8,834.2
US 93 & CARTAGE ROAD (MSLA) UPN 9033 <i>MDT</i>	Signal upgrade	PE							0.0	0.0	0.0
		CN		183.4					24.6	158.8	183.4
		Total		0.0	183.4	0.0	0.0	0.0	24.6	158.8	183.4
EVARO HILL UPN 9228 <i>MDT</i>	Pavement Preservation	PE							0.0	0.0	0.0
		CN	430.5						57.8	372.7	430.5
		Total	430.5	0.0	0.0	0.0	0.0	0.0	57.8	372.7	430.5
EVARO - WHISPERING PINES UPN 9229 <i>MDT not all locations inside MPO boundary</i>	Pavement Preservation	PE							0.0	0.0	0.0
		CN	104.9						14.1	90.8	104.9
		Total	104.9	0.0	0.0	0.0	0.0	0.0	14.1	90.8	104.9
RESERVE STREET - MISSOULA UPN 9492 <i>MDT</i>	Pavement Preservation	PE	64.9						8.7	56.2	64.9
		CN		1,141.8					153.2	988.6	1,141.8
		Total	64.9	1,141.8	0.0	0.0	0.0	0.0	161.9	1,044.7	1,206.7
NH TOTAL			1,923.3	1,325.2	0.0	7,511.2	0.0	0.0	1,444.0	9,315.7	10,759.7

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.

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY 2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
									13.42%	86.58%	
MSLA-E&W - VAN BUREN ST INTCHG UPN 4855001 <i>MDT</i>	Reconstruction of interchange ramps and cross street	RW IC CN Total	 11,635.0 11,635.0	 0.0	 0.0	 0.0	 0.0	 1,561.4 1,561.4	 10,073.6 10,073.6	 0.0 0.0 11,635.0 11,635.0	
NHFP TOTAL			11,635.0	0.0	0.0	0.0	0.0	1,561.4	10,073.6	11,635.0	

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	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2018-2022	
			2018	2019	2020	2021	2022	Local	State	Federal		
Sponsor									13.42%	86.58%		
West of Missoula - NW UPN 6141	Reconstruction	PE								0.0	0.0	0.0
		RW		129.0						17.3	111.7	129.0
		IC		129.0						17.3	111.7	129.0
CN Beyond Timeframe of this TIP		CN								0.0	0.0	0.0
<i>MDT</i>		Total		2.0	259.9	2.0			0.0	34.6	223.3	257.9
SF 179 US 93 SOUTH SFTY IMPRV UPN 9447		OT	194.6							26.1	168.5	194.6
Not all locations inside MPO boundary										0.0	0.0	0.0
<i>MDT</i>		Total		194.6	0.0	0.0	0.0	0.0	0.0	26.1	168.5	194.6
TOTALS			196.6	259.9	2.0	0.0	0.0	0.0	60.7	391.8	452.6	

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2018-2022	
			2018	2019	2020	2021	2022	Local	State	Federal		
Sponsor									13.42%	13.42%	86.58%	
No New Projects												
STPP TOTALS			0.0	0.0	0.0	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 FY2018-2022	
			2018	2019	2020	2021	2022	Local	State	Federal		
Sponsor									13.42%	13.42%	86.58%	
No New Projects												
TOTALS			0.0	0.0	0.0	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	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2018-2022
			2018	2019	2020	2021	2022	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	0.0	352.4	0.0	0.0	0.0	0.0	35.2	317.2	0.0 352.4 352.4
SF139-Missoula Signals Sfty UPN 8640 MDT	Add reflective backplating	PE CN Total	130.7	0.0	0.0	0.0	0.0	0.0	13.1	117.6	0.0 130.7 130.7
SF159-Reserve ST Barrier Rail UPN 9130 MDT	Install concrete barrier rail	PE CN Total	959.6	0.0	0.0	0.0	0.0	0.0	96.0	863.6	0.0 959.6 959.6
SF-169 N24 CLRS SFTY IMPRV UPN 9192 MDT	Install Centerline Rumblestrips Only portion in MPO Boundary	PE CN Total	19.7	0.0	0.0	0.0	0.0	0.0	2.0	17.7	0.0 19.7 19.7
SF 169 LOLO E MSLA SFTY IMPRV UPN 9373 MDT	Install Centerline Rumblestrips	PE CN Total	0.0	96.7	0.0	0.0	0.0	0.0	9.7	87.0	0.0 96.7 96.7
SF 169 MSLA CNTY SFTY IMPRV UPN 9418 MDT	Installation of signing and delineation	PE CN Total	19.6	64.9	0.0	0.0	0.0	0.0	2.0	62.9	19.6 64.9 84.4
HSIP Totals			1,129.5	514.0	0.0	0.0	0.0	0.0	164.4	1,479.2	1,643.5

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 FY 2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
Sponsor									13.42%	86.58%	
Bitterroot River - W of Missoula (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 Total	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 0.0	0.0 0.0 0.0 0.0 0.0
Russell Street Bridge STPU and Earmark also fund this project UPN 4128002 <i>MDT</i>	Replace Bridge	CN Total	4,000.0 4,000.0	0.0	0.0	0.0	0.0		0.0 0.0 536.8 536.8	0.0 0.0 3,463.2 3,463.2	0.0 0.0 4,000.0 4,000.0
Higgins Avenue Bridge UPN 8807 <i>MDT</i> <i>CN beyond timeframe of TIP</i>	Bridge rehab	RW IC CN Total	0.0	90.5 180.9 271.4	10,931.0 10,931.0	0.0	0.0	0.0	12.1 24.3 1,466.9 1,503.4	78.3 156.7 9,464.1 9,699.0	90.5 180.9 10,931.0 11,202.4
Steel BR Rehab - Corrosion 1 UPN 8886 <i>MDT</i> <i>CN beyond timeframe of TIP</i>	Bridge rehab	PE CN Total	0.0	0.0	1,692.0 1,692.0	0.0	0.0		0.0 227.1 227.1	0.0 1,464.9 1,464.9	0.0 1,692.0 1,692.0
BR TOTAL			4,000.0	271.4	12,623.0	0.0	0.0	0.0	2,267.2	14,627.2	16,894.4

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 FY2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
Sponsor									13.42%	86.58%	
Carryover											
		PE IC CN									
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
UPP TOTAL			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 FY2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%
MACI TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY2018-2022	
			2018	2019	2020	2021	2022	Local 4.73%	State 8.69%	Federal 86.58%		
Sponsor												
GERALD AVE SIDEWALK IMPVT-MSLA	ADA ramps, bulb-outs, and rectangular rapid flashing beacons, signing and striping improvements	PE	102.3						4.8	8.9	88.6	102.3
UPN 9445		CN		409.3					19.4	35.6	354.4	409.3
		Total	102.3	409.3	0.0	0.0	0.0		24.2	44.5	443.0	511.6
TA TOTALS			102.3	409.3	0.0	0.0	0.0		24.2	44.5	443.0	511.6
		Federal	88.6	354.4	0.0	0.0	0.0					
		Local	13.7	54.9	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	Description	Phase	Program Schedule							Funding Source			Total Estimated Obligation FY2018-2022
			2016	2017	2018	2019	2020	2021	2022	Local 13.42%	State 13.42%	Federal 86.58%	
Sponsor													
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EARMARK TOTAL			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Transportation Investment Generating Economic Recovery (TIGER)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source				Total Estimated Obligation FY2018-2022
			2018	2019	2020	2021	2022	City	County	State	Federal	
Sponsor												
No new projects		Total										
TIGER TOTAL			0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule					Funding Source			Total Estimated Obligation FY 2018-2022
			2018**	2019**	2020**	2021	2022	Local 20%	State	Federal 80%	
Sponsor											
<i>Carryover</i>			1,728.2	1,633.2	1,661.4	1,690.0	1,719.3				
<i>5311 Transfer from State(Fed Share)</i>			52.5								
<i>Allocation (Estimated)(Fed Share)</i>			1,406.0	1,434.2	1,462.8	1,492.1	1,521.9				
Bus & Passenger Amenities	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>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Replace Supervisory Vehicle	Recurring Purch.										0.0
<i>Mountain Line</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Transit Operations***											
<i>Mountain Line</i>		Total	3,107.0	2,812.0	2,868.4	2,925.7	2,984.2	7,348.6		7,348.6	14,697.3
Purchase buses	Recurring Purch.										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
<i>Mountain Line</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Planning											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
<i>Mountain Line</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			3,107.0	2,812.0	2,868.4	2,925.7	2,984.2	7,348.6	0.0	7,348.6	14,697.3
Federal			1,553.5	1,406.0	1,434.2	1,462.8	1,492.1				
Local			1,553.5	1,406.0	1,434.2	1,462.8	1,492.1				
Ending Balance (Federal)			1,633.2	1,661.4	1,690.0	1,719.3	1,749.1				

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 FY2018-2022
			2018	2019	2020	2021	2022	Local 15%	State	Federal 85%	
<i>Carryover</i>			213.9	568.6	923.2	1,127.9	383.6				
<i>Allocation (Estimated)</i>			354.7	354.7	354.7	354.7	354.7				
IT Upgrade	Upgrade		0.0	0.0	0.0	64.1	0.0	9.6		54.5	64.1
								9.6		54.5	64.1
Radio System Upgrade	Upgrade				150.0			22.5		127.5	150.0
<i>Mountain Line</i>			0.0	0.0	150.0	0.0	0.0	22.5		127.5	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	Replace					1,000.0		150.0		850.0	1,000.0
<i>Mountain Line</i>		Total	0.0	0.0	0.0	1,000.0	0.0	150.0		850.0	1,000.0
Telephone Upgrade	Upgrade					34.8		5.2		29.6	34.8
<i>Mountain Line</i>		Total	0.0	0.0	0.0	34.8	0.0	5.2		29.6	34.8
SECTION 5339 TOTALS			0.0	0.0	150.0	1,098.9	0.0	187.3	0.0	1,061.6	1,248.9
Federal			0.0	0.0	127.5	934.1	0.0				
Local			0.0	0.0	22.5	164.8	0.0				
Balance			568.6	923.2	1,127.9	383.6	738.3				

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2018-2022
			2018	2019	2020	2021	2022	Local 15/20%	State	Federal 85/80%	
Sponsor											
Paratransit Vehicles	Purchase one 15-passenger low floor	Purch.						0.0		0.0	0.0
	Purchase one 15-passenger low floor	Purch.		82.0				16.4		65.6	82.0
	Purchase 1 medium size	Purch.			100.0	100.0	100.0	60.0		240.0	300.0
	Purchase 2 accessible mini van	Purch.						0.0		0.0	0.0
	Purchase 1 medium size	Purch.						0.0		0.0	0.0
	Purchase 2 mini vans	Purch.	91.1					18.2		72.9	91.1
<i>MUTD*</i>			91.1	82.0	100.0	100.0	100.0	94.6		378.5	473.1
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
<i>ORI**</i>			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
<i>AWARE***</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5310 TOTALS			91.1	82.0	100.0	100.0	100.0	94.6		378.5	473.1
Federal			72.9	65.6	80.0	80.0	80.0				
Local			18.2	16.4	20.0	20.0	20.0				

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 FY2018-2022
			2018	2019	2020	2021	2022	Local	State	Federal	
Sponsor											
Vanpool Vans 6 - 15 Passenger (Replacement/Expansion) MRTMA	Purchase	Purch.	70.0	70.0	70.0	70.0	70.0	49.0		301.0	0.0 350.0
		Total	70.0	70.0	70.0	70.0	70.0	49.0		301.0	350.0
Program Operations MRTMA	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	129.3		517.0	646.3
	Maintenance		28.1	28.1	28.1	28.1	28.1	28.1		112.2	140.3
			168.3	168.3	168.3	168.3	168.3	182.7		659.0	841.7
SECTION 5311 TOTALS			238.3	238.3	238.3	238.3	238.3	231.7		960.0	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	Total Estimated
			2018	2019	2020	2021	2022	Funded	
Sponsor								100%	FY2018-2022
<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		
Transit Operations	Operating		30.0	30.0	30.0	30.0	30.0	150.0	
<i>Mountain Line</i>			30.0	30.0	30.0	30.0	30.0	150.0	150.0
STATE TOTALS			30.0	30.0	30.0	30.0	30.0	150.0	150.0

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

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

Date