



To: TTAC & TPCC
From: Aaron Wilson, Planner
Date: June 30, 2017
Re: Review Draft Proposed FY 2018-2022 Transportation Improvement Program

Purpose

The purpose of this memo is for the Transportation Technical Advisory Committee (TTAC) and the Transportation Policy Coordinating Committee (TPCC) to review the proposed Federal Fiscal Years 2018-2022 Transportation Improvement Program (TIP). Staff will incorporate any comments or suggested changes into the final document for TTAC and TPCC approval in August.

Background

The TIP is a federally mandated document required to be prepared by MPOs that outlines the priority list of projects, project segments, and programs to be carried out over a five-year period based on anticipated federal funding. Although federal legislation stipulates that the TIP must be updated every two years, Missoula has typically updated the program annually; the current TIP covers the federal fiscal years 2016 through 2020, was adopted by TPCC on August 18, 2015 and approved by the Montana Department of Transportation (MDT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on September 28, 2015. The most recent amendment to the 2016-2020 TIP (Amendment #8) was approved by TPCC on April 18, 2017.

The currently proposed TIP update (Attachment A) seeks to provide guidance on program funding for the 2018-2022 federal fiscal years under an array of transportation program categories (e.g. Congestion Mitigation Air Quality (CMAQ), Surface Transportation Program Urban (STPU), Highway Safety Improvement Program (HSIP), various FTA transit programs, including 5307, 5310, 5311, etc.). All projects within the TIP must meet federal and state guidelines for eligibility, including an identified local, State or Federal sponsoring agency, and all projects listed must be included in the Missoula Long Range Transportation Plan.

TIP Project Requests

The MPO issued a call for projects on April 30, 2017 in the Missoulian, and via email on June 1, 2017. The following requests for projects to be included in the TIP were received prior to the deadline of June 23, 2017 (Attachment B).

- Bob Giordano (MIST) – request to convert Higgins from 4 to 3 lanes from Brooks to Broadway; 5th and 6th Streets conversion from 2-lane to 1-lane with buffered bike lanes; convert Russell Street from 4 to 3 lanes with bike lanes/cycle tracks (South to Mount); convert Broadway to 3-lane configuration (Orange to Madison and Madison to Van Buren); convert Orange/Stephens Street from Brooks to Spruce to 3-lane configuration.

The first request includes the portion of Higgins currently proposed for a study funded by the MPO and City of Missoula. The City Council may consider providing funding for the study as part of their 2018 Fiscal Year budget process. If additional funding is approved by the City Council, the MPO will bring forward a TIP amendment to include the study in the TIP.

The 5th/6th Street project referenced by Mr. Giordano is currently under consideration by the City of Missoula, with potential implementation in 2018 when the roadways are resurfaced or chip sealed. If implemented, funding for the project will be provided by the City of Missoula and will be included in the TIP as a regionally-significant project.

While the need for non-motorized (bicycle and pedestrian) improvements along Higgins (Brooks to Broadway), Russell Street (Mount to Brooks/South), Orange/Stephens (Brooks to Spruce) and Broadway (Orange to Van Buren) are included in the Long Range Transportation Plan and several are recommended for funding by 2045, there is not currently available federal funding within the TIP to accommodate the projects at this time.

New Projects & Funding Revisions

The updated TIP proposes a number of new projects and funding updates, including the following submitted by MDT and MUTD:

- Congestion Mitigation & Air Quality (CMAQ)
 - City of Missoula Sweeper/Flush Truck: \$60,000 rolled over from unspent FY2017 funds and added to existing \$190,000 in FY2018 for purchase of a street sweeper (to cover increased equipment costs)
 - City of Missoula requested increased funding for additional sweeper/flush truck equipment purchases in 2020 and 2022 (+\$250,000/yr) and an increase in funding for single vehicle purchases in FY2019 and FY2021 to cover increased equipment costs (+\$30,000/yr)
 - Showing continued \$55,000 Zero Fare investment for MUTD in 2018 through 2022
 - Added \$614,300 in capital bus purchases for MUTD in FY2021
 - All other programs funded at current levels
- Surface Transportation Program – Urban (STPU)
 - Continued to apply STPU funds to Russell Street, all phases
- Interstate Maintenance (IM)
 - Revised year of expenditure for both the Grant Creek/I-90 intersection improvements and Reserve St Interchange pavement preservation projects
 - Increased cost of CN phase for Reserve St Interchange – E & W pavement preservation project (+\$3,001,000)
 - Increased cost of CN phase for Grant Creek Rd/I-90 intersection improvement project (+\$667,900)
- National Highways (NH)
 - Moved funding for North of Desmet Interchange project IC phase from FY2017 to FY2018 and CN phase from FY2018 to FY2019
 - Added two new projects: Evaro Hill pavement preservation and Evaro – Whispering Pines pavement preservation (funding reflects 24 percent of total project cost, only a portion within the MPO boundary)
- Surface Transportation Program (STPX, STPS), State Funded Construction (SFCN)
 - West of Missoula reconstruction: Moved RW phase from FY2018 to FY2019
- Highway Safety Improvement Program (HSIP)
 - Added new project: Missoula County Safety Improvement – install centerline rumblestrips

- FTA Section 5307, 5339, 5310 and 5311
 - Updated funding for all years and project cost estimates
 - Added bus purchases in FY2021 (FTA 5339)

- Added IT and Telephone Upgrades in FY2021 (FTA 5339)
- Added paratransit vehicle purchases in FY2021 and FY2022
- Transade
 - Updated funding for 2021 and 2022 (\$30,000/year)

Options

There are no options proposed at this time. The TTAC should provide staff with any comments or revisions to be incorporated into the final 2018-2022 TIP for approval at the August TTAC and TPCC meetings.

Recommendation

No recommendations at this time.