

Missoula Metropolitan Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Federal Fiscal Years
2026 – 2030**

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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Missoula FFY 2026-2030 Transportation Improvement Program

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The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 for the Missoula Urban Transportation District.

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MIM	Missoula in Motion
MPO	Metropolitan Planning Organization. The Missoula Transportation Policy Coordinating Committee is the MPO for the Missoula urban area.
MR TMA	Missoula-Ravalli Transportation Management Association
MUTD	Missoula Urban Transportation District, or Mountain Line. Missoula's fixed route bus system.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Missoula area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban

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

Introduction

Infrastructure and Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA) was Passed by Congress on November 15, 2021, authorizing funding for Federal transportation programs for the five-year period from 2022-2026. The IIJA effectively replaced the Fixing America's Surface Transportation Act and the prior infrastructure act 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, MAP-21, FAST Act and now IIJA requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the IIJA replaced FAST, MAP-21 and SAFETEA-LU, any previously obligated but unspent funds under the previous acts are still available at this time. FFY 2026 is the last year under IIJA; projected revenues may change after reauthorization.

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 IIJA legislation currently continues the TIP process, the major focus of which is to enhance participation on the part of the public agencies. The TIP is the incremental implementation (5 years) of the Missoula Long Range Transportation Plan (30 years). The TIP presents manageable components of funding the long-range plan to funding agencies and to the public.

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

TIP Process and Development

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

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

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

The projects in this TIP are a subset of the 2025 Missoula Long Range Transportation Plan Update, which was the subject of extensive public review and comment throughout its development and the previous Transportation Improvement Program FFY 2024-2028.

Project Selection

The Missoula Metropolitan Planning Organization has developed a number of tools that can be used to help objectively select transportation projects based on their capacity to support Missoula's overarching goals including, but not limited to, safety, community health and social equity, environmental protection, and economic vitality. These tools include the Bicycle Facilities Master Plan (BFMP) recommendations, the Pedestrian Priority Needs Assessment Map developed for the Pedestrian Facilities Master Plan (PFMP) and the project scoring methodology developed for the 2025 Missoula Long Range Transportation Plan (LRTP). Other factors such as project readiness, funding availability, and political and economic feasibility also contribute to the project selection process.

Amendment Process

An amendment to the Transportation Improvement Program (TIP) is required when: a new project is programed within the 5-year funding window; a programmed project is canceled or postponed; the costs of a particular project change significantly; changes are made to the scope details or description of a project; and/or there is some other change that affects the funding of a project. Amendments are typically brought forward to the MPO by MDT or other eligible project sponsors, and when received they undergo a process similar to the development of the TIP. Amendments are presented to TTAC, and TTAC votes on whether or not to recommend that the TPCC approve to adopt the amended TIP. Upon TPCC approval, the amended TIP is sent to the appropriate state and federal agencies for final approval. When the final amended TIP is published all changes to the funding tables will appear in red. The full amendment process, including opportunities and process for public input, can be found in the MPO's Public Participation Plan (http://www.ci.missoula.mt.us/DocumentCenter/View/27526/PPP_Update_2014?bidId=).

Performance Management

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

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

Safety

Improving safety along public roads was the first national goal area addressed by federal requirements for performance management. The Federal Highway Administration (FHWA) established five safety performance measures intended to carry out the Highway Safety Improvement Program (HSIP). The national goal behind establishing safety performance measures and targets is to reduce the number of traffic fatalities and serious injuries along all public roads. The state-wide safety targets set by MDT and the associated national performance measures are shown in the table on Page 11. Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures and will influence progress towards these performance targets. More information regarding the safety performance targets established by MDT can be found within the [Montana Comprehensive Highway Safety Plan](#).

Infrastructure Condition

The FHWA has established performance measures to assist in the management of pavement and bridge condition on the National Highway System (NHS) to guide infrastructure maintenance in such a way that it remains functional and in good repair. The table below lists the performance measures established by the FHWA to address the condition of NHS pavement and bridge condition and the state targets established by MDT. Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, Bridge Program, and Urban Pavement Preservation funding sources. Projects included for funding under these sources were selected in part due to their contribution towards pavement and bridge condition targets. More information regarding the infrastructure performance targets established by MDT can be found in the [Montana Transportation Asset Management Plan](#).

System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion, travel times, and pollution emissions and increase reliability of the system. The FHWA has established performance measures that pertain to the performance of the National Highway System (NHS). These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

Freight

The primary goal for establishing freight performance measures and targets is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. The FHWA has established a performance measure specifically related to freight movement on the Interstate System, and MDT has set a 2- and 4-year target to address freight reliability (Page 11). Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source.

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

Congestion Mitigation and Air Quality (CMAQ)

Establishing performance measures related to the CMAQ program is integral piece to the goal area of environmental sustainability. These measures will help agencies enhance the performance of the transportation system while protecting and enhancing the health of the natural environment. While other performance measures affect congestion and air quality, there are three federal performance measures that address CMAQ directly, one of which is applicable to Montana. MDT was required to set statewide targets for the reduction of Carbon Monoxide (CO), Particulate Matter 10 (PM₁₀), and Particulate Matter 2.5 (PM_{2.5}). The table on Page 11 shows the federal performance measures and associated targets where applicable. These performance measures may be impacted by Congestion Mitigation and Air Quality, Montana Air and Congestion Initiative Discretionary Program, Transportation Alternatives, and Federal Transit Administration funding sources and associated projects that provide support for non-motorized transportation projects and programming that enhances air quality and encourages sustainable transportation options.

Transit Asset Management

Performance targets and measures established for transit asset management (TAM) serve to provide safe, cost-effective, and reliable public transportation through a strategic and systematic process of operating, maintaining, and improving public transportation capital assets. The FTA has established four transit performance measures, three of which are applicable to the Missoula Urban Transportation District (MUTD). Transit agencies are only required to establish targets for assets they have direct capital responsibility over. The performance measures and targets established by MUTD, and supported by the MPO are shown in the table on Page 11. These measures are related to Congestion Mitigation and Air Quality, Federal Transit Administration (FTA) sections 5307, 5339, 5310, and 5311, and TransADE funding sources.

Transit Safety Plan Targets:

FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The plan must include safety performance targets. Find additional guidance on planning and target setting on FTA's [Performance-Based Planning](#) pages. The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). MUTD has developed and establish a Transit Agency Safety Plan with the targets shown on Page 11.

Performance Measures

Performance Measures	Targets
Safety Performance Measure	2025 State Target (based on 5-year rolling average)
Number of fatalities	No more than 213.4 annual fatalities in 2025
Rate of fatalities per 100 million vehicle miles traveled (VMT)	No more than 1.54 fatalities per 100 million VMT
Number of serious injuries	No more than 737.4 serious injuries
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	No more than 5.487 serious injuries per 100 million VMT
Number of non-motorized fatalities and non-motorized serious injuries	55.2

Infrastructure Condition Performance Measure	2024 State Target
Pavement Condition	
Percentage of pavements of the Interstate System in Good condition	35%
Percentage of pavements of the non-Interstate NHS in Good condition	2%
Percentage of pavements of the Interstate System in Poor condition	30%
Percentage of pavements of the non-Interstate NHS in Poor condition	3%
Bridge Condition	
Percentage of NHS Bridges Classified as in "Good" Condition	17%
Percentage of NHS Bridges Classified as in "Poor" Condition	8%

System Reliability Performance Measure	2024 State Target
Percent of the person-miles traveled on the interstate that are reliable	98%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	80%

Freight Performance Measure	2024 State Target
Truck Travel Time Reliability (TTTR) Index	1.30

CMAQ Performance Measure	2025 State Target
CMAQ Traffic Congestion (Annual Hours of excessive delay per capita)	N/A
Percent of Non-SOV travel	N/A
CMAQ On-Road Mobile Source Emissions (Total Emission Reductions)	
Carbon Monoxide (CO)	>0.0 kg/day
Particulate Matter 10 (PM ₁₀)	>0.0 kg/day
Particulate Matter 2.5 (PM _{2.5})	>0.0 kg/day

Transit Performance Measures		Targets
Asset Category - Performance Measure	Asset Class	2025 Target
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU- Bus	50%
	CU-Cutaway Bus	0%
	MV- Mini-van	0%
	RT-Rubbertire Vintage Trolley	0%
Equipment		
Age - % vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%
	Trucks and other Rubber Tire Vehicles	50%
Facilities		
Condition - % of facilities with a condition rating below 3.0 of the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%
	Maintenance	0%
	Passenger Facilities	0%

Transit Safety Performance Measure	Target	
Mode of Transit Service		
Fixed Route	Fatalities (total)	0
	Fatalities (per 100 K VRM)	0
	Injuries (total)	2
	Injuries (per 100 K VRM)	0.3
	Safety Events (total)	6
	Safety Events (per100 K VRM)	1.35
	System Reliability (VRM / failures)	160,000
Comparable Paratransit	Fatalities (total)	0
	Fatalities (per 100 K VRM)	0
	Injuries (total)	0
	Injuries (per 100 K VRM)	0
	Safety Events (total)	1
	Safety Events (per100 K VRM)	0.6
	System Reliability (VRM / failures)	160,000

Air Quality Conformity Assessment

The United States Environmental Protection Agency (EPA) has identified areas within the Missoula Transportation Plan Study Area as not being in compliance with the carbon monoxide (CO) and particulate matter National Ambient Air Quality Standards established by the Clean Air Act (CAA). Missoula was classified as a non-attainment area for CO and total suspended particulate (TSP) in 1978. In 1987 the EPA replaced the TSP standard with a new standard for particulate 10 microns in diameter and smaller (PM₁₀). Missoula is currently designated a maintenance area for CO and PM₁₀. In 1997, EPA established an additional standard for particulate 2.5 microns in diameter and smaller (PM_{2.5}). Missoula has not violated the PM_{2.5} particulate standard.

Over the years, the Missoula City-County Air Pollution Control Board (MCCAPCB) and the Montana Department of Environmental Quality (DEQ) have developed a State Implementation Plan (SIP) to bring Missoula's air quality into compliance with the NAAQS. The current SIP prescribes several measures to improve air quality. The use of oxygenated fuels during the winter months, combined with improved vehicle emission control technology, has significantly reduced vehicle CO emissions. Ordinances designed to reduce dust emissions from winter traction control practices have reduced PM₁₀ emissions. No transportation control measures (TCMs) are included in the SIP or this TIP.

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

On August 3, 2016 the MC-CAPCB along with the City, County and DEQ petitioned EPA to re-designate Missoula from non-attainment status to a maintenance status for PM₁₀. EPA approval of the application was published in the Federal Register on May 24, 2019 (FR/Vol. 84, page 24037). Under the approved PM₁₀ LMP, the motor vehicle emissions budget need not be capped and a regional emissions analysis is not required. Conformity determinations will be completed without submitting a transportation conformity motor vehicle emissions budget that would then need to be analyzed under 40 CFR 93.118.

The CAA requires that transportation plans and regionally significant projects cannot create new violations, increase the frequency or severity of existing violations, or delay attainment of the NAAQS. All regionally significant projects were modeled for air quality conformity during the 2021 Missoula Long Range Transportation Plan Update.

The Missoula Transportation Policy Coordinating Committee (TPCC) approved the 2025 Missoula Long Range Transportation Plan Update on July 22, 2025. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a finding of conformity for the Update on August 20, 2025. Due to the approved PM₁₀ LMP and CO determination, a regional emissions air quality analysis was not required after the 2020 LRTP. The MPO plans to complete a conformity determination on the long-range plan recommended project list after adoption of the LRTP using the EPA's Motor Vehicle Emission Simulator model version 4 (MOVES4).

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 450.324(c)).

Energy Conservation Considerations in the TIP

Increased attention has been given to energy conservation and contingency planning. During the 2025 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 2025 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 2025 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, Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA) Funds are established by TTAC and the 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

In accordance with 23 CFR §450.334, the MPO develops an annual listing of projects for which Federal funds have been obligated in the preceding year. This list is available through the Transportation Program website at <https://www.missoulampo.com/programs>.

Transportation Options

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

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Missoula In Motion (MIM) is a program of the Public Works & Mobility Department 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 FFY 2026, MIM will continue progress in key program areas, and work towards the institutionalization of Transportation Options efforts within the community. These efforts include employer focused programs such as Commuter Challenge; commuter programs including Way To Go! Missoula and Guaranteed Ride Home; and community programs such as Sunday Streets. As an addendum to the 2020 LRTP, the Transportation Options Action Plan aims to develop an implementation guide for the City to require and/or incentivize developers and/or employers to invest in measures that will increase access to transportation options. It will also provide an assessment of the City's existing parking code and explore opportunities to establish districts to facilitate TO implementation.

At the end of FFY 2025, MIM programs removed 933 vehicle miles traveled per day from municipal infrastructure and MIM's efforts reduced 157 metric tons of Carbon Dioxide (CO₂) per year. In FFY 2024 MIM was one of 9 organizations to make up the inaugural class of Accredited organizations as recognized by the Association for Commuter Transportation (ACT). In FFY 2025, MIM will continue to use the Way To Go! Missoula trip planning and tracking web platform to leverage the impact of its various programs.

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 59 employees from 15 worksites and includes county employees, University of Montana faculty, staff and students. Five of the 17 routes take Missoula residents from the city to worksites in adjoining counties. Since the inception of the vanpool program (1997) a total of 736,608 vehicle trips have been saved, 315,048,876 miles not traveled, and 1,318.09 tons of vehicle emissions reduced.

Financial Constraint and the Financial Plan

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

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

Estimates of 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.

Understanding the TIP Funding Tables

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

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Total	State	Federal	
No New Projects		Total								13.42%	86.58%	
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project name and project sponsors

Project description and detail

Project phases

Funding programmed in years prior to current TIP

Funding programmed for each year of the current TIP

Funding contributions from associated agencies

Total project costs including costs from previous years

Funding source

Funding split

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

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

Projects that are Regionally Significant

PROJECT	SCOPE	COMMENTS	PERFORMANCE MEASURE
Russell Street - Improve Mount to Broadway	Corridor improvements	Funded with STPU, Earmark, Bridge and STPE funds.	Infrastructure Condition, System Reliability, Freight

Projects Exempt from Regional Analysis

PROJECT	SCOPE	COMMENTS	PERFORMANCE MEASURE
CMAQ			
Transportation Options	Employer T/O activities; Rideshare program; community outreach, Bicycle/Pedestrian safety; facilities, Bike/Walk/Bus Week. Transit Related T/O activities	Annual Program	CMAQ
<u>Mountain Line:</u> Service Operations Fare incentives, marketing & education	Increase service peak, mid-day & Route 2, 8 and 11 service revisions Provide education and marketing for service revisions.	Continue service revisions as approved by the MUTD Board of Directors.	"
MRTMA: Vanpool Operations	Operations		"
Purchase Street Sweepers		Buy America issues	"
Bitterroot River - W of Missoula	funding of shared use path on Maclay Bridge replacement		"
Broadway & Toole Ave- Msla	Intersection upgrades		"

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STPU			
Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge		Infrastructure Condition, System Reliability, Freight
Russell Street (Idaho to Dakota)	Reconstruction of roadway		"
Russell Street (Dakota to Mount, Broadway)	Reconstruction of roadway		"
IM			
I-90 BRIDGES BONNER	Abuttment removal		Infrastructure Condition
NH			
Russell Street			Infrastructure Condition, System Reliability, Freight
Russell Street (Dakota to Mount)	Reconstruction of roadway		
Russell Street-Broadway Intersection	Reconstruction of roadway		"
NHFP			
STPX, STPS, SFCN			
Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge		Infrastructure Condition, System Reliability, Freight
West of Missoula - NW	Reconstruction		Infrastructure Condition, System Reliability
US 93 Lolo-Florence study	OT study		Safety
STPP			
RRS			
HSIP			
SF179-Stephens Orange Safety Improvements	Curve and intersection improvements		Safety
SF189 Russell St. Lighting	Install lighting south of Brooks		"
SF199 MSLA HT MEDIAN CABLERAIL	Install High Tension Cable Rail	Only portion in MPO bdry	"
SF229 MISSOULA WRONG WAY PH 2	Safety on I-90	Only portion in MPO bdry	"
SF 249 MISSOULA SOUTH SIGNS	Install signs, lighting, chevrons		
SF229 D1 I-90 STRIPING	Safety Striping	Only portion in MPO bdry	"
BR			
Bitterroot River - W of Missoula	Bridge Replacement		Infrastructure Condition
Russell Street (Broadway to Idaho)	Bridge and roadway reconstruction		"

Missoula FFY 2026-2030 Transportation Improvement Program

Orange St Tunnel - Missoula	Rehab concrete tunnel		"
UPP			
Missoula Urban Pavement Preservation	Pavement preservation projects	Various urban routes	Infrastructure Condition
MACI			
Broadway & Toole Ave- Msla	Intersection upgrades		CMAQ, System Reliability, Freight
ATSPM - RESERVE ST (MISSOULA)	ATSPM System		"
RESERVE ST (MISSOULA)	Retime signals: Brooks to I90	Based on ATSPM	"
TA			
Path Preservation	Pavement preservation		CMAQ
FLYNN LN PATH-MSLA	Construct shared use path		
PATH PRESERVATION-MISSOULA CO	Pavement preservation	Only portion in MPO bdry	
PATH PRESERVATION-MISSOULA CNTY NORTH	Pavement preservation	split from UPN 10449	"
MULLAN RD PATH-MSLA	Construct shared use path		"
S RUSSELL ST CROSSING-MSLA	Construct crosswalk		"
S RUSSELL ST SIDEWALK-MSLA	Upgrade sidewalks		"
MILWAUKEE TRAIL - MISSOULA	Trail reconstruction		"
RIVERFRONT TRAIL PRES-MSLA	Trail upgrade		"
PATH PRESERVATION II-MISSOULA	Trail preservation		"
SILVER PARK PATH PRES-MSLA	Repair shared use path		"
SOUTH HILLS PATH REHAB-MSLA	Trail rehabilitation		"
FWP			
EARMARK			
Russell St-Missoula	Initial ROW phase		Infrastructure Condition, System Reliability, Freight
Russell St-Broadway to Idaho	Reconstruction of roadway and bridge		"
GRANTS			
Mullan Build (Phase 1)	Roadway & shared use path construction and intersection improvements		
Brooks St TOD/BRT Study			
South Avenue SS4A			
Downtown Safety Access and Mobility			
I90 Wildlife Crossing		Only portion in MPO boundary	

Missoula FFY 2026-2030 Transportation Improvement Program

Reserve St SS4A			Safety
Lolo Street Bridge			Infrastructure Condition
FTA 5307			
Mountain Line Operations	Transit Operations		CMAQ, Transit Performance
FTA 5339			
Purchases	Buses & Bus Stop Amenities	Formula/Discretionary	CMAQ, Transit Performance
FTA 5310			
Capital purchases	Purchase paratransit vehicles		CMAQ, Transit Performance
FTA 5311			
Vanpool Vans	Replacement/expansion of fleet	MRTMA Vanpool	CMAQ, Transit Performance
Program Operations	Program Operations, Administration, Maintenance	MRTMA Vanpool	"
TRANSADE			
Transit operations	Mountain Line		CMAQ, Transit Performance
100% LOCALLY FUNDED PROJECTS			

Missoula FFY 2026-2030 Transportation Improvement Program

Estimated Revenue

Amounts shown in thousands of dollars

Federal					STP/S/X										
Fiscal Year	CMAQ#	STPU*	IM*	NH*	SFCN	RRS	HSIP*	BR*	UPP*	MACI	GRANTS	TA	CR#	FWP	SUBTOTAL
Carryover	4,462.5	10,235.7										3,079.4	2,880.2		20,657.8
FFY 2026	1,489.8	1,739.0	624.8	3,797.7	0.0	0.0	37.8	128.0	2,802.9	154.0	31,708.2	1,646.4	733.7	0.0	44,862.1
FFY 2027	1,489.8	1,739.0	4,998.0	477.1	0.0	0.0	1,158.4	9,219.2	0.0	0.0	2,877.2	565.3	0.0	0.0	22,524.0
FFY 2028	1,489.8	1,739.0	0.0	6,663.7	624.2	0.0	118.4	248.0	0.0	0.0	59,534.5	565.3	0.0	0.0	70,982.9
FFY 2029	1,489.8	1,739.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	565.3	0.0	0.0	3,794.1
FFY 2030	1,489.8	1,739.0	0.0	0.0	19,537.1	0.0	0.0	22,557.5	0.0	0.0	0.0	565.3	0.0	0.0	45,888.6
TOTAL	11,911.4	18,930.6	5,622.8	10,938.5	20,161.2	0.0	1,314.6	32,152.6	2,802.9	154.0	94,119.9	6,987.1	3,613.9	0.0	208,709.5

Federal	FTA 5307		FTA 5339 Formula		FTA 5339 Discretionary		FTA 5310		FTA 5311		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	0.0		1,100.7											21,758.5
FFY 2026	4,421.7	3,758.4	628.5	277.8	39,142.1	10,000.0	406.4	71.7	193.6	43.1	2,761.0	755.9	2,430.6	109,752.9
FFY 2027	4,421.7	3,758.4	628.5	311.6	0.0	0.0	357.0	63.0	233.9	50.6	2,761.0	755.9	2,416.1	38,281.8
FFY 2028	4,421.7	3,758.4	628.5	157.1	0.0	0.0	357.0	63.0	192.0	46.3	2,761.0	755.9	5,334.2	89,458.0
FFY 2029	4,421.7	3,758.4	628.5	157.1	0.0	0.0	357.0	63.0	192.0	46.3	2,761.0	755.9	2,108.5	19,043.5
FFY 2030	4,421.7	3,758.4	628.5	157.1	0.0	0.0	357.0	63.0	192.0	46.3	2,761.0	755.9	2,154.4	61,183.9
TOTAL	22,108.3	18,792.1	4,243.4	1,060.8	39,142.1	10,000.0	1,834.4	323.7	1,003.5	232.8	13,804.9	3,779.3	14,443.8	339,478.7

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.

NOTES:

These estimates are based on historical data and projections.

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

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

(Operations and Maintenance funds; Average of Fiscal Years 2020-2022) and local match for CMAQ and TransAde makes up OTHER

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 FY2023-2027
			Pre-2026	2026	2027	2028	2029	2030					
Russell Street <i>UPN4128000</i> Missoula <i>MDT-City</i>	Environmental Impact Statement Preliminary Engineering	PE-EIS PE PE Total	3,968.3 5,097.5 2,300.0 11,365.8	 3,300.0 3,300.0	 0.0	 0.0	 0.0	 0.0	STPU/Growth(CMAQ) NH	 1,968.1	532.5 684.1 751.5 1,968.1	3,435.7 4,413.4 4,848.5 12,697.6	3,968.3 5,097.5 5,600.0 14,665.8
Russell Street <i>UPN4128001</i> Missoula for IC/CN phases see 4128-002 to 004	Initial Right of Way Phase	RW Total	5,000.0 5,000.0	5,200.0 5,200.0	 0.0	 0.0	 0.0	 0.0	EARMARK/NH/STPU	 1,368.8	1,368.8 0.0 1,368.8	8,831.2 0.0 8,831.2	10,200.0 0.0 10,200.0
Russell Street <i>UPN4128002</i> (Broadway to Idaho)	Reconstruction of roadway and bridge.	RW RW IC CN CN CN CN CN Total	1,940.0 832.5 992.3 10,181.9 2,306.2 2,856.1 10.7 9,484.2 28,603.8	 0.0	 0.0	 0.0	 0.0	 0.0	EARMARK STPU STPU/LOCAL BRIDGE EARMARK STPX SFCX STPU	422.2 422.2	260.3 111.7 76.5 1,366.4 309.5 383.3 10.7 1,272.8 3,791.2	1,679.7 720.7 493.6 8,815.5 1,996.7 2,472.8 8,211.4 24,390.4	1,940.0 832.5 992.3 10,181.9 2,306.2 2,856.1 10.7 9,484.2 28,603.8
Russell Street <i>UPN4128003</i> (Idaho to Dakota)	Reconstruction of roadway	IC CN Total	1,266.7 10,761.5 12,028.2	 0.0	 0.0	 0.0	 0.0	 0.0	STPU/LOCAL STPU	470.4 470.4	106.9 1,444.2 1,551.1	689.4 9,317.3 10,006.7	1,266.7 10,761.5 12,028.2
Russell Street <i>UPN4128004</i> (Dakota to Mount) <i>MDT-City</i>	Reconstruction of roadway	IC CN CN Total	 0.0	2,649.1 2,649.1	 0.0	 1,257.8 6,663.7 46,244.4 54,166.0	 0.0	 0.0	STPU STPU NH MPDG	 1,418.6	355.5 168.8 894.3 1,418.6	2,293.6 1,089.0 5,769.5 55,396.5	2,649.1 1,257.8 6,663.7 56,815.0
Russell Street (Russell ST - Broadway Intersection) UPN 4128005 <i>MDT-City</i>	Reconstruction of roadway N-129 RP 3.0 to 3.0	RW IC CN CN Total	 0.0	497.7 497.7	 477.1 477.1	 2,702.9 13,290.1 15,993.0	 0.0	 0.0	NH NH CR MPDG	 493.5	66.8 64.0 362.7 493.5	430.9 413.1 2,340.2 16,474.2	497.7 477.1 2,702.9 16,967.7
Totals			56,997.8	11,646.7	477.1	70,159.0	0.0	0.0		892.7	10,591.4	127,796.5	139,280.6

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

Funding sources shown in Totals (fed\match).

Earmark \$6,946,500

Bridge \$12,000,000

Growth(CMAQ) \$1,418,635

NH \$31,000,000

STPU \$44,500,000

MPDG \$59,534,504 contingent upon grant execution

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

Transportation Improvement Program (by Funding Source)

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030	Local 13.42%	State 13.42%	Federal 86.58%	
Sponsor												
Carryover (Federal)			432.1	4,462.5	4,215.9	3,207.6	3,748.8	4,289.9				
Estimated allocation (Federal)				1,489.8	1,489.8	1,489.8	1,489.8	1,489.8				
Transportation Options City of Missoula Development Services	Public Education and Outreach Bike/Ped program	OT		403.1	403.1	403.1	403.1	403.1	270.5		1,744.9	2,015.4
	Total			403.1	403.1	403.1	403.1	403.1	270.5		1,744.9	2,015.4
Service Operations* Operating - 80% match Mountain Line	Transfer from CMAQ to 5307	Transit		365.0	365.0	365.0	365.0	365.0	365.0		1,460.0	1,825.0
	Total			365.0	365.0	365.0	365.0	365.0	365.0		1,460.0	1,825.0
Capital Purchases - Bus fleet expansion* Mountain Line	Trolley	Purch.		499.0	0.0	0.0	0.0	0.0	67.0		432.0	499.0
	Total			499.0	0.0	0.0	0.0	0.0	67.0		432.0	499.0
Program Operations & Capital Operating - 80% match Capital - 86.58% match MRTMA	Local van pool	OT		114.0	114.0	114.0	114.0	114.0	114.0		455.9	569.9
	Total			114.0	114.0	114.0	114.0	114.0	114.0		455.9	569.9
Replace Street Sweepers City - sweeper / flush truck County - sweeper / flush truck City & County Public Works	Purchase of sweeping equipment for dust mitigation	OT		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
	Total			250.0	250.0	250.0	250.0	250.0	167.8		1,082.3	1,250.0
	Total			250.0	250.0	250.0	250.0	250.0	167.8		1,082.3	1,250.0
Bitterroot River - W of Missoula (MacLay Bridge, South Ave Bridge) UPN 6296	Replace Bridge	PE RW IC CN									0.0 0.0	0.0 0.0
Missoula County (LAG)	NH RTE 16 RP 2.0	Total		0.0	0.0	0.0	0.0	342.2	45.9		296.3	342.2
	Total			0.0	0.0	0.0	0.0	342.2	45.9		296.3	342.2
BROADWAY & TOOLE AVE-MISSOULA UPN 9569	New Intersection Improvements	PE RW IC CN		300.0 110.8						40.3 14.9 7.7	259.7 96.0 49.5	300.0 110.8 57.1
MDT/City of Missoula		Total		410.8	57.1	2,863.0	0.0	0.0	0.0	384.2	2,478.8	2,863.0
	Total			410.8	57.1	2,863.0	0.0	0.0	0.0	447.0	2,884.0	3,331.0
CALIFORNIA ST - 3RD TO DAKOTA	Complete street reconstruction to add sidewalks, curb, gutter, and bicycle facilities	PE RW IC CN		200.0					200.0		0.0 0.0 0.0	200.0 0.0 0.0
City of Missoula (LAG)		Total		200.0	1,800.0				300.0		1,500.0	1,800.0
	Total			200.0	1,800.0	0.0	0.0	0.0	500.0		1,500.0	2,000.0
Project Adjustments/Closures												
CMAQ Totals				2,241.9	2,989.2	3,995.1	1,132.1	1,474.2	1,530.1	447.0	9,855.4	11,832.5
Federal				1,736.4	2,498.1	948.6	948.6	1,244.9				
Local				505.5	491.1	3,046.4	183.4	229.4				
Ending Balance (Federal)***				4,215.9	3,207.6	3,748.8	4,289.9	4,534.9				

* Requires transfer to FTA

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.

Annual Projects may be programmed in prior fiscal year

Missoula FFY 2026-2030 Transportation Improvement Program

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030	Local	State	Federal	
Sponsor										13.42%	86.58%	
<i>Carryover</i>				10,235.7	4,125.6	5,864.6	6,345.8	8,084.8				
<i>Estimated Allocation (STPU)</i>				1,739.0	1,739.0	1,739.0	1,739.0	1,739.0				
Russell Street - Missoula	Reconstruction	PE	7,647.1							1,026.2	6,620.9	7,647.1
<i>UPN 4128000</i>												
<i>MDT</i>		Total	7,647.1	-	-	-	-	0.0	0.0	1,026.2	6,620.9	7,647.1
Russell Street - Missoula	Reconstruction	RW		5,200.0						697.8	4,502.2	5,200.0
<i>UPN 4128001</i>												
<i>MDT</i>		Total	0.0	5,200.0	0.0	0.0	0.0	0.0	0.0	697.8	4,502.2	5,200.0
Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge.	RW	832.5							111.7	720.7	832.5
BR and Earmark also fund this project		IC	570.1							76.5	493.6	570.1
<i>UPN 4128002</i>		CN	9,484.2							1,272.8	8,211.4	9,484.2
<i>MDT-City</i>	RP 2.7 to 3.0	Total	10,886.7	0.0	-	-	-	0.0	0.0	1,461.0	9,425.7	10,886.7
Russell Street (Idaho to Dakota)	Reconstruction of roadway	IC	798.1							107.1	691.0	798.1
<i>UPN 4128003</i>		CN	10,761.5							1,444.2	9,317.3	10,761.5
<i>MDT-City</i>	RP 2.5 to 2.7	Total	11,559.6	0.0	-	-	-	0.0	0.0	1,551.3	10,008.3	11,559.6
Russell Street (Dakota to Mount)	Reconstruction of roadway	PE								0.0	0.0	0.0
<i>UPN 4128004</i>		IC		2,649.1						0.0	0.0	0.0
		CN				1,257.8				355.5	2,293.6	2,649.1
<i>MDT-City</i>	RP 1.5 to 2.5	Total	0.0	2,649.1	0.0	1,257.8	0.0	0.0	0.0	524.3	3,382.6	3,906.9
Adjustment / Closures												
STPU Totals			30,093.5	7,849.1	0.0	1,257.8	0.0	0.0	0.0	5,260.7	33,939.6	39,200.3
Federal			26,054.9	6,795.7	0.0	1,089.0	0.0	0.0				
State			4,038.5	1,053.3	0.0	168.8	0.0	0.0				
Balance				4,125.6	5,864.6	6,345.8	8,084.8	9,823.7				

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Missoula FFY 2026-2030 Transportation Improvement Program

Interstate Maintenance (IM)*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030	Local	State	Federal	
Sponsor										8.76%	91.24%	
I-90 BRIDGES BONNER	Abutment removal	PE		125.0						10.9	114.0	125.0
UPN 10716	Bridge pier removal activities were originally included in the I-90 Bridges - Bonner project (UPN 8164-001).	RW		499.8						43.8	456.0	499.8
MDT		CN			4,998.0					437.8	4,560.2	4,998.0
	I-90 RP 110.1.0 to 110.3	Total	0.0	624.8	4,998.0	0.0	0.0	0.0	0.0	492.6	5,130.2	5,622.8
IM TOTAL			0.0	624.8	4,998.0	0.0	0.0	0.0	0.0	492.6	5,130.2	5,622.8

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

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

**41% of project within MPO boundary

Missoula FFY 2026-2030 Transportation Improvement Program

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2026	2026	2027	2028	2029	2030		13.42%	86.58%	
Russell Street Missoula UPN 4128000 <i>MDT-City</i>	Reconstruction of roadway	PE	2,300.0	3,300.0						751.5	4,848.5	5,600.0
										0.0	0.0	0.0
										0.0	0.0	0.0
Total			2,300.0	3,300.0	0.0	0.0	0.0	0.0	0.0	751.5	4,848.5	5,600.0
Russell Street Missoula UPN 4128001 <i>MDT-City</i>	Reconstruction of roadway	RW	2,300.0							0.0	0.0	0.0
										308.7	1,991.3	2,300.0
										0.0	0.0	0.0
Total			2,300.0	0.0	0.0	0.0	0.0	0.0	0.0	308.7	1,991.3	2,300.0
Russell Street (Dakota to Mount) UPN 4128004 <i>MDT-City</i>	Reconstruction of roadway	CN				6,663.7				0.0	0.0	0.0
										0.0	0.0	0.0
										894.3	5,769.5	6,663.7
Total			0.0	0.0	0.0	6,663.7	0.0	0.0	0.0	894.3	5,769.5	6,663.7
Russell Street (Russell ST - Broadway Intersection) UPN 4128005 <i>MDT-City</i>	Reconstruction of roadway	RW		497.7						66.8	430.9	497.7
		IC			477.1					64.0	413.1	477.1
		CN				0.0				0.0	0.0	0.0
Total			0.0	497.7	477.1	0.0	0.0	0.0	0.0	130.8	843.9	974.7
NH TOTAL			4,600.0	3,797.7	477.1	6,663.7	0.0	0.0	0.0	2,085.3	13,453.2	15,538.5

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

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

*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 Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030	Local	State 13.42%	Federal 86.58%	
Russell Street (Broadway to Idaho)	Reconstruction of roadway and bridge.									0.0	0.0	0.0
<i>MDT</i>	RP 2.7 to 3.0	CN	2,856.1							0.0	0.0	0.0
		Total	2,856.1	0.0	0.0	0.0	0.0	0.0	0.0	383.3	2,472.8	2,856.1
West of Missoula - NW UPN 6141	Reconstruction of the existing roadway, structure work, drainage improvements and guardrail improvements. This project is located in Missoula County on State Secondary Route 263 from reference point 5.7 to 10.6.	PE	3,023.0							405.7	2,617.3	3,023.0
		RW	3,100.0			624.2				416.0	2,684.0	3,100.0
		IC								83.8	540.4	624.2
		CN						19,537.1		2,621.9	16,915.2	19,537.1
<i>MDT</i>		Total	6,123.0	0.0	0.0	624.2	0.0	19,537.1	0.0	3,527.3	22,756.9	26,284.2
US-93 LOLO-FLORENCE STUDY UPN 9977	Safety study	OT	1,059.5							142.2	917.3	1,059.5
<i>MDT</i>	1.5 miles inside MPO boundary	Total	1,059.5	0.0	0.0	0.0	0.0	0.0	0.0	142.2	917.3	1,059.5
TOTALS			10,038.6	0.0	0.0	624.2	0.0	19,537.1	0.0	4,052.8	26,147.0	30,199.8

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
									Local	State	Federal		
			Pre- 2026	2026	2027	2028	2029	2030		10.00%	90.00%		
MDT		PE									0.0	0.0	0.0
		CN									0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Missoula FFY 2026-2030 Transportation Improvement Program

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase								Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030		Local	State	Federal	
Sponsor											10.00%	90.00%	
SF179 STEPHENS ORANGE SFTY IMPR UPN 9526	Curve and intersection Improvements	PE	161.4								16.1	145.2	161.4
		RW	6.4								0.6	5.7	6.4
		IC	4.7								0.5	4.2	4.7
		CN	528.7								52.9	475.9	528.7
<i>MDT</i>	N-130 RP .9 to 1.0	Total	701.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.1	631.1	701.2
SF199 MSLA HT MEDIAN CABLE RAIL UPN 9839	Install High Tension Cable Rail	PE	715.4								71.5	643.8	715.4
	Using 33% for costs	CN	6,802.9								680.3	6,122.7	6,802.9
<i>MDT</i>	Only portion in MPO Boundary	Total	7,518.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	751.8	6,766.5	7,518.3
SF189 RUSSELL ST LIGHTING UPN 9896	Install lighting south of Brooks	PE	125.0								12.5	112.5	125.0
		IC		37.8							3.8	34.0	37.8
		CN			840.1						84.0	756.1	840.1
<i>MDT</i>	U-8105 RP 0.0 to 1.0	Total	125.0	37.8	840.1	0.0	0.0	0.0	0.0	0.0	100.3	902.6	1,002.8
SF229 MISSOULA WRONG WAY PH 2 UPN 10360	Safety on I-90	PE	32.1								0.0	32.1	32.1
	Using 50% for costs	IC			12.8						0.0	12.8	12.8
		CN				118.4					0.0	118.4	118.4
<i>MDT</i>	Only portion in MPO Boundary	Total	32.1	0.0	12.8	118.4	0.0	0.0	0.0	0.0	0.0	163.3	163.3
SF229 D1 I-90 STRIPING 6 IN UPN 10428	Safety Striping	PE	4.2								0.4	3.8	4.2
	Using 5% for costs	CN			128.5						12.9	115.7	128.5
<i>MDT</i>	Only portion in MPO Boundary	Total	4.2	0.0	128.5	0.0	0.0	0.0	0.0	0.0	13.3	119.5	132.8
SF 249 MISSOULA SOUTH SIGNS UPN 10712	Install signs, lighting, chevrons	PE	21.8								2.2	19.6	21.8
	Using 35% for costs	IC			8.7						0.9	7.8	8.7
	Only portion in MPO Boundary	CN			168.3						16.8	151.4	168.3
<i>MDT</i>	Various locations	Total	21.8	0.0	177.0	0.0	0.0	0.0	0.0	0.0	19.9	178.9	198.8
HSIP Totals			8,402.6	37.8	1,158.4	118.4	0.0	0.0	0.0	0.0	955.4	8,761.8	9,717.2

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

Missoula FFY 2026-2030 Transportation Improvement Program

Bridge Program*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2026	2026	2027	2028	2029	2030		13.42%	86.58%	
Russell Street <i>UPN4128002</i> (Broadway to Idaho) <i>MDT/City</i>	Reconstruction of roadway and bridge. RP 2.7 to 3.0	CN	10,181.9							1,366.4	8,815.5	10,181.9
		Total	10,181.9							1,366.4	8,815.5	10,181.9
Bitterroot River - W of Missoula (Maclay Bridge, South Ave Bridge) UPN 6296 <i>Missoula County (LAG)</i>	Replace Bridge NH RTE 16 RP 2.0	PE RW IC CN	1,913.5		826.3	248.0		22,557.5		256.8 110.9 33.3 3,027.2	1,656.7 715.4 214.7 19,530.2	1,913.5 826.3 248.0 22,557.5
		Total	1,913.5	0.0	826.3	248.0	0.0	22,557.5		3,428.2	22,117.1	25,545.3
Orange Street Tunnel - Missoula UPN 9941 <i>MDT</i>	Rehab concrete tunnel N 130 RP 2.0 to 2.2	PE RW IC CN	2,688.6	64.0 64.0	8,392.9					360.8 8.6 8.6 1,126.3	2,327.8 55.4 55.4 7,266.5	2,688.6 64.0 64.0 8,392.9
		Total	2,688.6	128.0	8,392.9	0.0	0.0	0.0	0.0	1,504.3	9,705.2	11,209.5
BR TOTAL			14,784.1	128.0	9,219.2	248.0	0.0	22,557.5	0.0	6,298.9	40,637.8	46,936.7

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

Funding shown in thousands of dollars

MDT

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre- 2026	2026	2027	2028	2029	2030		13.42%	86.58%	
BROADWAY & TOOLE AVE-MISSOULA UPN 9569 MDT	Intersection Improvements	PE	139.7							18.7	120.9	139.7
		IC								0.0	0.0	0.0
		CN				222.8			0.0	29.9	192.9	222.8
		Total	139.7	0.0	0.0	222.8	0.0	0.0	0.0	48.7	313.9	362.5
ATSPM - RESERVE ST (MISSOULA) UPN 10401 MDT	ATSPM System, piloting on the corridor	OT	221.0							29.7	191.4	221.0
									0.0	0.0	0.0	
		Total	221.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7	191.4	221.0
RESERVE ST (MISSOULA) UPN 10584 MDT	Retime signals: Brooks to I90	CN		154.0						20.7	133.3	154.0
									0.0	0.0	0.0	
		Total	0.0	154.0	0.0	0.0	0.0	0.0	0.0	20.7	133.3	154.0
Total			360.7	154.0	0.0	222.8	0.0	0.0	0.0	99.0	638.6	737.6

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

Transportation Alternatives - MDT

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030	Local 13.42%	State 13.42%	Federal 86.58%	
Sponsor												
PATH PRESERVATION-MISSOULA CO	Pavement preservation	PE	25.1						3.4	0.0	21.8	25.1
UPN 10449000	only 20% inside MPO boundary								0.0	0.0	0.0	0.0
	RP 76.8 to 82.9	CN		325.1					43.6	0.0	281.4	325.1
MDT	Missoula	Total	25.1	325.1	0.0	0.0	0.0	0.0	47.0	0.0	303.2	350.2
PATH PRESERVATION-MISSOULA CNTY NORTH	Pavement preservation								0.0	0.0	0.0	0.0
UPN 10449001									0.0	0.0	0.0	0.0
	RP 83.5- RP 90.0	CN		755.9					101.4	0.0	654.5	755.9
MDT	Missoula	Total	0.0	755.9	0.0	0.0	0.0	0.0	101.4	0.0	654.5	755.9
TA TOTALS			25.1	1,081.0	0.0	0.0	0.0	0.0	148.4	0.0	957.7	1,106.2
Federal			21.8	935.9	0.0	0.0	0.0	0.0				
Local/State			3.4	145.1	0.0	0.0	0.0	0.0				

Missoula FFY 2026-2030 Transportation Improvement Program

Transportation Alternatives - MPO

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2026	2026	2027	2028	2029	2030	Local 13.42%	State 13.42%	Federal 86.58%	
Sponsor												
Carryover				3,079.4	3,519.0	1,714.3	2,279.7	2,845.0				
Estimated Allocation (TA)				565.3	565.3	565.3	565.3	565.3				
FLYNN LN & MULLAN RD PATH-MSLA UPN 10415000	Construct shared use path	PE	590.3						79.2	0.0	511.0	590.3
		RW		15.1					2.0	0.0	13.0	15.1
									0.0	0.0	0.0	0.0
MDT	Missoula	Total	590.3	15.1	0.0	0.0	0.0	0.0	81.2	0.0	524.1	605.3
FLYNN LN PATH-MSLA UPN 10415001	Construct shared use path between Camden and Lane								0.0	0.0	0.0	0.0
		CN			779.8				0.0	0.0	0.0	0.0
MDT	Missoula	Total	0.0	0.0	779.8	0.0	0.0	0.0	104.7	0.0	675.2	779.8
MULLAN RD PATH-MSLA UPN 10415002	Construct shared use path between Mary Jane and Reserve								0.0	0.0	0.0	0.0
		CN			942.5				0.0	0.0	0.0	0.0
MDT	Missoula	Total	0.0	0.0	942.5	0.0	0.0	0.0	126.5	0.0	816.0	942.5
S RUSSELL ST CROSSING-MSLA UPN 10416	Construct crosswalk	PE	10.0						1.3	0.0	8.7	10.0
		CN	251.4						0.0	0.0	0.0	0.0
MDT	Missoula	Total	261.4	0.0	0.0	0.0	0.0	0.0	33.7	0.0	217.7	251.4
S RUSSELL ST SIDEWALK-MSLA UPN 10417	Upgrade sidewalks	PE	227.1						30.5	0.0	196.6	227.1
		IC		110.7					14.9	0.0	95.9	110.7
MDT	Missoula	Total	227.1	110.7	647.7	0.0	0.0	0.0	86.9	0.0	560.7	647.7
MILWAUKEE TRAIL - MISSOULA UPN 10418	Trail reconstruction	PE	42.8						5.7	0.0	37.1	42.8
		CN	397.7						0.0	0.0	0.0	0.0
MDT	Missoula	Total	440.5	0.0	0.0	0.0	0.0	0.0	53.4	0.0	344.3	397.7
RIVERFRONT TRAIL PRES-MSLA UPN 10419	Trail upgrade	PE	8.7						1.2	0.0	7.6	8.7
		CN	108.4						0.0	0.0	0.0	0.0
MDT	Missoula	Total	117.1	0.0	0.0	0.0	0.0	0.0	14.5	0.0	93.8	108.4
PATH PRESERVATION II-MISSOULA UPN 10420	Trail preservation	PE	9.0						1.2	0.0	7.8	9.0
		CN	100.7						0.0	0.0	0.0	0.0
MDT	Missoula	Total	109.7	0.0	0.0	0.0	0.0	0.0	13.5	0.0	87.2	100.7
SILVER PARK PATH PRES-MSLA UPN 10421	Repair shared use path	PE	4.9						0.7	0.0	4.2	4.9
		CN	54.5						0.0	0.0	0.0	0.0
MDT	Missoula	Total	59.4	0.0	0.0	0.0	0.0	0.0	7.3	0.0	47.2	54.5
SOUTH HILLS PATH REHAB-MSLA UPN 10422	Trail rehabilitation	PE	17.5						2.3	0.0	15.1	17.5
		CN	194.4						0.0	0.0	0.0	0.0
MDT	Missoula	Total	211.9	0.0	0.0	0.0	0.0	0.0	26.1	0.0	168.3	194.4
TA TOTALS			2,017.3	125.8	2,370.0	0.0	0.0	0.0	605.7	0.0	3,907.5	4,513.1
Federal			1,746.6	108.9	2,052.0	0.0	0.0	0.0				
Local/State			270.7	16.9	318.1	0.0	0.0	0.0				
Balance			-2,017.3	3,519.0	1,714.3	2,279.7	2,845.0	3,410.3				

Missoula FFY 2026-2030 Transportation Improvement Program

Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project
									Local	State	Federal	
Sponsor			Pre-2026	2026	2027	2028	2029	2030	13.42%	13.42%	86.58%	
Carryover (Federal)				2,880.2	3,613.9	3,613.9	1,273.7	1,273.7				
Estimated allocation (Federal)				733.7								
Broadway Intersection Russell ST UPN 4128005		CN				2,702.9				362.7	2,340.2	2,702.9
MDT		Total	0.0	0.0	0.0	2,702.9	0.0	0.0	0.0	362.7	2,340.2	2,702.9
		Total	0.0	0.0	0.0	2,702.9	0.0	0.0	0.0	362.7	2,340.2	2,702.9
		Federal				2,340.2						
		Local				362.7						

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2026	2026	2027	2028	2029	2030	23.45%	0%	76.55%	
		PE IC CN										
		Total	0.0	0.0	0.0	0	0	0	0.0	0.0	0.0	0.0

Earmarks

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2026	2026	2027	2028	2029	2030	13.42%	13.42%	86.58%	
Russell Street Missoula MDT	UPN4128001	Initial Right of Way Phase	ROW	2,700.0						362.3	2,337.7	2,700.0
										0.0	0.0	0.0
		Total	2,700.0	0.0	0.0	0.0	0.0	0.0	0.0	362.3	2,337.7	2,700.0
Russell Street (Broadway to Idaho) MDT	UPN4128002	Reconstruction of roadway and bridge.	ROW CN	1,940.0						260.3	1,679.7	1,940.0
										309.5	1,996.7	2,306.2
		Total	4,246.2	0.0	0.0	0.0	0.0	0.0	0.0	569.8	3,676.4	4,246.2
		Total	6,946.2	0.0	0.0	0.0	0.0	0.0	0.0	932.2	6,014.0	6,946.2

Missoula FFY 2026-2030 Transportation Improvement Program

Federal Highway Administration Grant Awards

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source*			Total Estimated Obligation FY 2024-2028
			Pre-2026	2026	2027	2028	2029	2030	Local	State	Federal	
Sponsor												
Mullan BUILD (Phase I)	Roadway and shared-use path construction, intersection improvements (to include portions of Mary Jane Blvd, George Elmer Blvd, England Blvd)	PE ROW IC CN	3,590.8 13,000.0						3,590.8		13,000.0	3,590.8 0.0 0.0 13,000.0
<i>City/County</i>		Total	16,590.8	0.0	0.0	0.0	0.0	0.0	3,590.8	0.0	13,000.0	16,590.8
Brooks Street BRT/TOD Study			927.0						80.0		847.0	927.0
<i>MUTD/MRA</i>		Total	927.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	847.0	927.0
South Avenue SS4A		PE ROW CN	955.3 10,256.8	427.0 10,256.8					191.1 85.4 2,051.4		764.2 341.6 8,205.4	955.3 427.0 10,256.8
<i>City/County</i>		Total	955.3	10,683.8	0.0	0.0	0.0	0.0	2,327.8	0.0	9,311.3	11,639.1
Downtown Safety Access and Mobility	FHWA RAISE Award to implement improvements to Higgins Ave (Brooks to Broadway), Front and Main Street Two-Way Conversion, Northside Trail Improvements Bear Tracks Bridge ADA Ramp	PE CN	5,055.7 20,639.7						580.0 580.0		4,475.7 20,059.7	5,055.7 20,639.7
<i>City/County</i>		Total	5,055.7	20,639.7	0.0	0.0	0.0	0.0	1,160.0	0.0	24,535.4	25,695.4
I-90 WILDLIFE CROSSING STUDY <i>UPN 10564</i> <i>Using 10% for costs</i>	Wildlife Crossings Pilot Program (WCPP) Grant Project. The I-90 Missoula to Garrison Wildlife Crossing Feasibility Study aims to effectively and systematically plan the wildlife crossing accommodation(s) that will optimally maximize the reduction of WVCs while providing the safest passage for wildlife movement across 68 miles on I-90 between Missoula and Garrison.	OT	49.0						6.6		42.4	49.0
<i>MDT</i>		Total	49.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	42.4	49.0
Safe Streets for All Reserve St Safety Study	The goal of the Reserve Street Corridor Safety Action Plan is to supplement Missoula's Community Transportation Safety Plan1 (CTSP, our "Action Plan") by further identifying promising strategies to reduce fatal and serious injury crashes on Reserve Street (US 93) from Brooks Street (US 12) to Interstate 90 (I-90). This project will analyze existing conditions, engage the public and stakeholders, develop and evaluate alternatives, identify and prioritize a set of strategies to address priority safety problems, and develop an implementation plan.	OT	385.0						77.0		308.0	385.0
<i>City</i>		Total	385.0	0.0	0.0	0.0	0.0	0.0	77.0	0.0	308.0	385.0
PROTECT Lolo Street Bridge Project	Bridge Replacement	PE CN RW IC	410.5 26.2 104.6	253.9 26.2 104.6	2,877.2				132.9 75.4 5.2 20.9	500.0	531.5 2,301.8 20.9 83.7	664.4 2,877.2 26.2 104.6
<i>County</i>		Total	410.5	384.7	2,877.2	0.0	0.0	0.0	234.5	500.0	2,937.9	3,672.4
MPDG Russell Street <i>(Dakota to Mount)</i> <i>(Russell ST - Broadway Intersection)</i> <i>City/MDT</i>	Reconstruction of roadway	CN CN				46,244.4 13,290.1			0.0 0.0 0.0		0.0 46,244.4 13,290.1	0.0 46,244.4 13,290.1
TOTAL		Total	24,373.3	31,708.2	2,877.2	59,534.5	0.0	0.0	7,476.7	500.0	110,516.5	118,493.2

*local and federal match vary by grant opportunity and phasing

Missoula FFY 2026-2030 Transportation Improvement Program

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2026-2030
			2026	2027	2028	2029	2030	Local**	State	Federal	
Sponsor											
Carryover			0.0	0.0	0.0	0.0	0.0				
Allocation (Estimated)(Fed Share)			4,421.7	4,421.7	4,421.7	4,421.7	4,421.7				
Transit Operations											
Operating costs			8,180.1	8,180.1	8,180.1	8,180.1	8,180.1	18,792.1		22,108.3	40,900.4
Mountain Line		Total	8,180.1	8,180.1	8,180.1	8,180.1	8,180.1	18,792.1		22,108.3	40,900.4
SECTION 5307 TOTALS*			8,180.1	8,180.1	8,180.1	8,180.1	8,180.1	18,792.1	0.0	22,108.3	40,900.4
Federal			4,421.7	4,421.7	4,421.7	4,421.7	4,421.7				
Local			3,758.4	3,758.4	3,758.4	3,758.4	3,758.4				
Ending Balance (Federal)			0.0	0.0	0.0	0.0	0.0				

Full 5307 apportionment

\$4,421,667

Project 1 - Operating Assistance

	FTA Amount	Local	Total	FTA Share	Local Share
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 3,493,117	\$ 3,493,117	\$ 6,986,234	50.00%	50.00%
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	\$ 44,217	\$ 44,217	\$ 88,433	50.00%	50.00% * at least 1% of allocation amount
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 884,333	\$ 221,083	\$ 1,105,417	80.00%	20.00% *up to 20% of total allocation if 3 criteria is met
Total P2	\$ 4,421,667	\$ 3,758,417	\$ 8,180,084		

*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit

** Local match rates vary by project

Federal Transit Administration Section 5339

Funding shown in thousands of dollars											
Project	Description	Phase						Funding Source*			Total Estimated FY2026-2030
			2026	2027	2028	2029	2030	Local 20%	State	Federal 80%	
Sponsor											
Carryover			1,100.7	617.9	0.0	0.0	0.0				
Allocation (Estimated)			628.5	628.5	628.5	628.5	628.5				
Buses & Bus Stop Facilities Program, Rural Funds											
FFY 2023 Allocation	Radios and Communication Equipment, Security Camera Updates,		718.1					143.6		574.4	718.1
FFY 2024 Allocation	Bus Stop Improvement Plan Engineering & Construction		671.1					134.2		536.9	671.1
FFY 2025 Allocation	MOAB Facility Construction			772.3				154.5		617.9	772.3
Additional Funding for FTA Grant Award	MOAB Facility Construction			785.7	785.7	785.7	785.7	628.5		2,514.2	3,142.7
Mountain Line		Total	1,389.1	1,558.0	785.7	785.7	785.7	1,060.8	0.0	4,243.4	5,304.2
SECTION 5339 TOTALS			1,389.1	1,558.0	785.7	785.7	785.7				
Federal			1,111.3	1,246.4	628.5	628.5	628.5				
Local			277.8	311.6	157.1	157.1	157.1				
Ending Balance (Federal)			617.9	0.0	0.0	0.0	0.0				

* Local match rates vary by project from 10% to 20%

Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase							Funding Source			Total Estimated Obligation FY 2026-2030
									Local	State	Federal	
Sponsor			Pre-2026	2026	2027	2028	2029	2030				
Carryover FTA Grant Award	LoNo Discretionary Funding		39,142.1									
Maintenance Operations and Administration Base (local 20%, federal 80% match) FTA Grant Award for new transit and maintenance center Mountain Line	MOAB Facility Construction								0.0 10,000.0		0.0 39,142.1	0.0 49,142.1
		Total	0.0	49,142.1	0.0	0.0	0.0	0.0	10,000.0		39,142.1	49,142.1
SECTION 5339 TOTALS			0.0	49,142.1	0.0	0.0	0.0	0.0				
Federal			39,142.1	39,142.1	0.0	0.0	0.0	0.0				
Local			0.0	10,000.0	0.0	0.0	0.0	0.0				
Balance			0.0	0.0	0.0	0.0	0.0	0.0				

Federal Transit Administration Section 5310

Project Sponsor	Description	Phase						Funding Source			Total Estimated Obligation FY2026-2030
			2026	2027	2028	2029	2030	Local 15%**	State TransAde	Federal 85%*	
Carryover			0.0	0.0	0.0	0.0	0.0				
Allocation (Estimated)(Fed Share)			406.4	357.0	357.0	357.0	357.0				
Paratransit Vehicles	Purchase ADA accessible vehiclesFor MDSC	Purch.	478.1	420.0	420.0	420.0	420.0	323.7		1,834.4	2,158.1
Mountain Line			478.1	420.0	420.0	420.0	420.0				0.0
SECTION 5310 TOTALS			478.1	420.0	420.0	420.0	420.0	323.7	0.0	1,834.4	2,158.1
Federal			406.4	357.0	357.0	357.0	357.0				
State			0.0	0.0	0.0	0.0	0.0				
Local			71.7	63.0	63.0	63.0	63.0				
Ending Balance (Federal)			0.0	0.0	0.0	0.0	0.0				

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

**Match for ADA accessible 15% and Non-ADA Accessible 20%

Federal Transit Administration Section 5311

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source			Total Estimated Obligation FY2026-2030
			2026	2027	2028	2029	2030	Local	State	Federal	
Vanpool Vans 6 - 15 Passenger (Replacement/ Expansion) MRTMA	Purchase	Purch.	70.0	105.0	70.0	70.0	70.0	53.9		331.1	0.0 385.0
		Total	70.0	105.0	70.0	70.0	70.0	53.9		331.1	385.0
Program Operations	Program Operations		0.0	0.0	11.0	11.0	11.0	15.2		17.9	33.1
	Administration		145.8	150.4	129.3	129.3	129.3	314.6		369.3	683.9
	Maintenance		21.0	29.2	28.1	28.1	28.1	61.8		72.5	134.3
MRTMA			166.7	179.5	168.3	168.3	168.3	391.6		459.7	851.3
SECTION 5311 TOTALS			236.7	284.5	238.3	238.3	238.3	445.5		790.8	1,236.3
Federal			193.6	233.9	192.0	192.0	192.0				
Local			43.1	50.6	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

Missoula FFY 2026-2030 Transportation Improvement Program

Transade (State Funded)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						State Funded	Total Estimated Obligation FY2026-2030
			2026	2027	2028	2029	2030	100%	
Carryover			0.0	0.0	0.0	0.0	0.0		
Allocation (Estimated)			402.6	402.6	402.6	402.6	402.6	2,013.2	2,013.2
Transit Operations	Operating		402.6	402.6	402.6	402.6	402.6	2,013.2	
Mountain Line			402.6	402.6	402.6	402.6	402.6	2,013.2	2,013.2
STATE TOTALS			402.6	402.6	402.6	402.6	402.6	2,013.2	2,013.2

Transportation Finance and Innovation Act (TIFIA)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						Funding Source			Total Project Costs
			2026	2027	2028	2029	2030	Local	State	Federal	
Maintenance Operations and Administration Base											
Other funding for Section 5339 Discretionary Funding award	MOAB Facility		15,000.0					15,000.0			15,000.0
Mountain Line		Total	0.0	0.0	0.0	0.0	0.0	15,000.0	0.0	0.0	15,000.0

*Loan award is pending. This funding is required for representation in the TIP for the loan application process
Preliminary Eligibility letter submitted TIFIA, funding amount may change

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			
City Public Works	Signal Optimization	Continue to upgrade signals and study city-wide optimization.	\$700.0
Missoula County	East Missoula HWY 200 Complete Street	Create complete street with transit, bicycle, pedestrian, and streetscape improvements per Hwy 200 plan	\$11,600.0
City Public Works	Kent/Central Greenway	Install traffic calming and wayfinding treatments, intersection crossings	\$1,400.0
STPU			
City Public Works	Signal Optimization	Continue to upgrade signals and study city-wide optimization.	\$700.0
Community Safety			
City Public Works	Transportation System Management	Small geometric changes for intersection safety at various locations.	\$500.0
TA/STPE			
City Public Works	California Street Bridge	Replace pedestrian bridge deck and lighting.	\$3,500.0

Public Comment Received

MPO staff posted the draft of the Transportation Improvement Program on the City's website with the agenda for the monthly TPCC meeting. The MPO published legal ads in The Missoulian. The ads listed the following meetings that provided opportunities for public comment TIP amendment. The attendance numbers below do not include committee members or staff present.

TTAC – Thursday, August 7th, 2025.

Attendance at Meeting: TTAC members and MPO Staff

Public Comments on FFY26-30 TIP: n/a

TPCC – Tuesday, August 19, 2025.

Attendance at Meeting: TPCC members and MPO Staff

Public Comments on FFY26-30 TIP: One comment was received urging revision of the state adopted safety targets, noting that any number of fatalities for people walking, biking, or driving is unacceptable and that the TIP should adopt a target of zero deaths.

**Self-Certification Resolution
The Missoula Metropolitan Planning Organization**

RESOLUTION of the Missoula Metropolitan Planning Organization (MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of a proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the State TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements at least once every four years. The Missoula MPO Plans to follow Self-Certification process with the adoption of every new TIP document, once a fiscal year; and

WHEREAS, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of an LRTP and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the MPO TIP continues to be financially constrained as required by 23 CFR Part 450.326(j) and FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for maintenance areas in the development of the Missoula MPO LRTP 2020-2050 Update and the FFY 2022-2026 TIP; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA-funded planning projects and FTA-funded projects have been met; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-

Missoula FFY 2026-2030 Transportation Improvement Program

aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

NOW, THEREFORE, BE IT RESOLVED, that the Missoula MPO certifies that its metropolitan transportation planning process is being carried out in conformance with all the applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all transportation plans and programs, including the Missoula MPO LRTP and TIP.

I HEREBY CERTIFY THAT this resolution was adopted by the Missoula MPO Transportation Policy Coordinating Committee (TPCC) at its August 19th, 2025, meeting, and that said resolution is now in full force and effect.


Mirtha Becerra (Aug 21, 2025 14:58:04 PDT)

Signature by TPCC Chairperson

Date