



MISSOULA CONSOLIDATED PLANNING BOARD

Meeting Minutes



Missoula County
Planning, Development & Sustainability
(406) 258-4657

City of Missoula
Community Planning, Development & Innovation
(406) 552-6630

Date: December 3, 2024, 6:00 p.m.

Location: Missoula County Courthouse, Sophie Moiese Room (in person) or TEAMS (virtually)

Members in Attendance: Danny Tenenbaum (City Alternate), Danny Oberweiser (County Appt), Peter Bensen (County Appt), Lynn Davis (City Appt), Rick Hall (County Appt), Tung Pham (Mayor), James Fountain (County Alternate), Shane Morrissey (City Appt), and Sean McCoy (County Appt).

Members Absent: Derek Kanwischer (City Appt), Josh Schroeder (Conservation District)

I. CALL TO ORDER [Time stamp – 0:18]

Sean McCoy called the meeting to order at 6:01 p.m.

II. ROLL CALL [Time stamp – 0:28]

Analeshia Rodriguez called the roll. Seven regular members and 2 alternates were present. A quorum was met.

III. APPROVAL OF MINUTES [Time stamp – 1:34]

Shane Morrissey moved, and Danny Oberweiser seconded approval of the November 12, 2024, minutes as written. The motion passed by unanimous voice vote.

IV. PUBLIC COMMENT ON NON-AGENDA ITEMS [Time stamp – 3:02]

There were no public comments on non-agenda items.

V. STAFF ANNOUNCEMENTS [Time stamp – 4:45]

Karen Hughes announced a Planning Board memo that outlined a summary of Governing Body Actions on past Planning Board Agenda Items.

VI. PUBLIC HEARINGS [Time stamp – 6:14]

There were no Public Hearings.

COMMUNICATIONS & SPECIAL PRESENTATIONS

A. Karen Hughes, Planning, Development & Sustainability Director - Missoula County Consolidated Land Use Board Concept [Time stamp – 6:18]

STAFF PRESENTATION

Karen Hughes, Planning, Development & Sustainability (PDS) Director, with Missoula County led a presentation on the County's options once the City transitions to a Municipal Planning Commission. The County must maintain one or more advisory boards to perform several land use functions after the City's separation. These functions include quasi-legislative functions and quasi-judicial functions.

The two approaches for the County include replacing the Missoula Consolidated Planning Board (MCPB) with a County Planning Board (new) and keep the County Board of Adjustment (BOA) or replace both MCPB and BOA with a Consolidated Land Use Board.

The Consolidated Land Use Board is a single board that combines both the functions of the MCPB and BOA. This board will also serve as the County's Planning Commission for Senate Bill 382 (SB 382) compliance if the County opts into the process.

The PDS recommendation is creating the Missoula County Consolidated Land Use Board (MCCLUB). They would seek initial membership from interested members of BOA and MCPB to help fill seats. One difference would be seeking membership from the jurisdictional area- unincorporated area of the County. They would continue to seek a Conservation District- appointed member on the board as well.

Hughes shared why the MCCLUB would be the best approach. She highlighted workload efficiency, public accessibility, administrative streamlining, improved recruitment for geographic and broader representation, and the benefits of bringing legislative policy making and quasi-judicial decisions together for one board. Potential drawbacks included the dual roles of advisory vs decision making being a little challenging for board members and the different types of review.

Staff concluded the presentation by summarizing the process and timeline of the new structure for the transition.

Please see attached slides.

BOARD DISCUSSION

Board members asked about the timeline for the County potentially opting into the Montana Land Use Planning Act (MLUPA). Staff explained that with this calendar year they will focus on establishing baseline information: hiring a contractor to produce an existing conditions report, gathering updated housing and economic data, and conducting an industrial land study. The County will then plan to begin the policy process in 2026 or mid-2027. Members expressed support for the Planning Act and for the County's consideration of it. A Planning Board member expressed that the approach for forming the Consolidated Land Use Board where a single board handles both quasi-judicial and advisory functions can be efficient and effective. Board members needed clarification on the City's shift to a Municipal Planning Commission under MLUPA.

- B. Glenn Ingram, Associate Transportation Planner, City of Missoula – Missoula Long Range Transportation Plan and Transit Strategic Plan Update **[Time stamp – 30:47]**

STAFF PRESENTATION

Glenn Ingram, Transportation Planner, with the City of Missoula presented an update on its Long-Range Transportation Plan (LRTP) and explained Mountain Line is also developing a Transit Strategic Plan focused on improving and expanding bus service within the area. He summarized the key takeaways of the outreach process. Feedback from surveys and events highlighted that people's top priorities included improving bicycle infrastructure (trails, lanes), maintaining and repairing existing roads, enhancing transit service, improving pedestrian facilities (sidewalks, crosswalks), and exploring regional initiatives like passenger rail and neighborhood greenways. Ingram gave a breakdown of the average project costs and projections for LRTP and the prioritization process for funding. Factors guiding these decisions included existing funding commitments (grants already awarded), community feedback from surveys, alignment with the Missoula Metropolitan Planning Organization's

(MPO) stated goals (improved access, safety, connectivity), and cost considerations.

Aaron Wilson, Transportation Planning Manager for Public Works and Mobility, with the City of Missoula presented a draft set of recommended transportation projects and strategies intended to guide investment over the next 25-year period. His presentation focused on aligning transportation projects with areas undergoing significant growth and redevelopment. Key areas highlighted included North Reserve/ Scott Street Area, Brooks/ Midtown region, and urban-rural connections. Wilson shared examples of grant contingent projects and how they're trying to prioritize transportation investment in these areas.

Olga Kreimer, Communications Specialist at Missoula Urban Transportation District (Mountain Line), provided an update on the ongoing Transit Strategic Plan. She highlighted opportunities by targeting service in higher-demand areas and testing new technologies, such as on-demand services, to better meet current rider needs. Kreimer provided a summary of the transit route changes and improvements being proposed. The long-term vision includes more frequent weekend service, expansion of an on-demand service, three new routes, and more frequent weekday service. It was stated the long-term preferred network would increase capital and operating needs by 50% over the current budget and would require additional resources.

Please see attached slides.

BOARD DISCUSSION

Board members asked staff whether they are considering smaller, neighborhood-level infrastructure improvements—beyond large-scale projects—to address growth pressures and enhance local connectivity. Wilson mentioned the City's Neighborhood Greenway System and referenced a Complete Streets approach, aiming to transform certain critical corridors—like River Road and Curtis Street—into more accessible and safe routes for all modes of transportation.

The Board addressed the challenges of determining when and where to invest in transportation with regard to budget considerations. Staff clarified that they respond as development happens, particularly with infill projects and identifying key locations that are experiencing rapid growth and trying to prioritize improvements there. Staff listed upcoming projects that included a trail crossing improvement planned at the Russell Street intersection near the Fairgrounds Trail, Scott Street improvements, and a potential sidewalk project on Eaton Street. They shared that when residents raise concerns about congestion, speeding, or traffic impacts of new developments, the City uses a combination of technical assessments (traffic modeling, capacity analysis) and community feedback to prioritize projects. Opportunities to partner with private developers, and how that can influence the prioritization of public infrastructure projects was addressed. Staff clarified funding comes from property taxes and there is federal funding from the Federal Transit Administration (FTA) called Formula Funding. For large projects, funding typically comes from federal competitive grants.

VII. COMMITTEE REPORTS

There were no committee reports.

VIII. OLD BUSINESS

No old business was reported.

IX. NEW BUSINESS

No new business was reported.

X. COMMENTS FROM BOARD MEMBERS

No comments from Board members were reported.

XI. ADJOURNMENT [Time stamp – 1:31:10]

The meeting was adjourned at 7:32 p.m.

Missoula Consolidated Planning Board December 3, 2024 – Transcription

This transcription was produced by transcription software. There may be discrepancies between this transcription and meeting dialogue. You can view the recording of the meeting at this link:

<https://missoulacomt.portal.civicclerk.com/event/9061/media>

Missoula Consolidated Planning Board- December 03, 2024-Meeting Recording

AR **Analeshia Rodriguez** 16:18

OK.

We've got more than enough to do a quorum, so we're gonna call to order tonight's Missoula Consolidated Planning Board for Tuesday, December 3rd, 202460.

1:00 PM.

And with that, can we get A roll call please?

Alecia, roll call.

Lynn Davis.

When is absent.

Derek, can we share?

Eric is absent.

Shane Morrissey present.

Toon farm.

Here.

Annie tenenbaum.

Danny is absent.

Josh Schrader.

Josh's absent Danny oberweiser.

Peter Benson.

Rick call.

RH **Rick Hall** 17:24

Present.

AR **Analeshia Rodriguez** 17:26

John McCoy here.

Mr. Chair, we have six regular members present, and would you like to?

Oh, I guess we have no alternate.

So we have quorum I'm standing.

Thank you.

OK. That brings us to approval of the Minutes from November 12th, 2024.

Ideally, everybody got a chance to review those look like.

A.

Good conversation.

And unless there's any changes that anybody noticed or needed, we can.

Take a motion.

Move that we approve the Minutes from November 12th, 2024.

So moved by Shane, do we have a second?

2nd seconded by Danny Oberweiser.

And we'll do an up and down vote. All those in favor say I I I I.

All those opposed say nay, any abstentions?

Hearing no abstentions and no nays, motion passes unanimously.

OK.

Let's see.

I don't have any staff announcements or oh, we do sorry. Never mind staff announcements.

Go ahead, Karen.

There's public comment on non agenda items.

Yes, I'm sorry I skipped over that. I'm getting used to looking over my glasses and I think they were on.

I'll just take them off here, all right.

Public comment on non agenda items.

That does not include my eyesight fading at my age.

Anybody that would like to come up and?

Make a public comment on non agenda items.

This is the time to do so. We will put up.

Instructions.

If you are joining us online and need to call in.

That number is 406-272-4824.

The phone conference ID is 127489322 pound.

Sign and press *5 to raise and lower your hand and *6 to mute and unmute yourself.

And we'll hold this open for just a minute here and see if anybody joins us. Welcome

Danny T.

Wasn't.

OK, not seeing anybody in house or online.

We will go ahead and close public comment on non agenda items.

And now we'll move on to staff announcements.

Good evening.

I'm Karen Hughes with Missoula County planning development sustainability. And before you is finally a Planning board memo.

That I would just went back to the beginning of the year. I think you got one month of memo somewhere in the middle of things, but I just went back to the beginning of the year and this goes from.

January 2nd I think until the first meeting in October and outlines the.

The items that you heard and what the results were at before the governing bodies, so hopefully that's useful information. We will go back to trying to do this on a monthly basis now that we're fully staffed and hopefully you'll be getting these the first meeting each month as.

Part of your agenda packets.

Outstanding. Thank you very much.

Go back a whole year in time anymore.

It'll just be a month.

Great. Well, I'm sure everybody appreciates it.

I know I look forward to reviewing that.

Thanks for getting that together guys.

And for those of you that are, she did just upload it to the agenda packet, so you should be able to access it. For those of you who aren't in the room.

Oh, OK.

And Lynn's here too, I see.

All right, great. Hey, Lynn.

OK.

That brings us down to public hearings, which we don't have any of tonight, and then communications and special presentations which we have two of. The first one is I think again Karen Hughes with the county.

Go ahead, Karen.

Alright. Again, I'm Karen Hughes with pine development sustainability. And tonight I wanted to review what the county is thinking about doing in terms of once the city.

Moves to Municipal Planning Commission.

What the county, what the options are for the county and what we're proposing to do and get your feedback. No decisions have been made at this point.

I walked the Commissioners through it and they said go ahead, they are looking forward to comments and feedback from both the Planning Board and the board of adjustments so.

Again, even though we've got a proposal on the table, we haven't made any decisions yet.

So with that, just a reminder as to why we're here.

The city. Currently you're acting as the Planning Commission for the City of Missoula. However, once they are done with the our Missoula growth Land use plan and then the zoning and subdivision codes, the plan is to go to municipal only Planning Commission.

So sometime they hope late spring is when that would happen.

So kind of mid calendar year?

The county will still need one or more advisory boards to help us related to land use. As you may recall from Karen Alley's presentation, you have a couple of different functions there. We have the quasi legislative function, so the growth policy, land use plan, zoning code, UPD.

Widespread zoning map updates.

Division regulation updates.

That's all kind of typical planning board fodder. The Planning Board does have some quasi judicial functions, subdivision review and individual property rezoning requests, but then also we have a need for dealing with zoning variances and zoning, code appeals and special exceptions, which are typically done by the Z.

Board of adjustment.

And we need a board that can serve as a Planning Commission.

The county is going to start the process.

To update our land use plan, we are going to follow Senate Bill 382.

We since it's an opt in for counties, we can't decide right off the bat, but we could.

But the Commissioners want to wait until we've gotten into that process towards the implementation phase to determine whether and get some some community buy in to determine whether Senate Bill 382 is the right route for the county to go.

Or if we'll go more traditional path so.

We do want the whatever advisory boards we end up with to be able to function as a

Planning Commission in the event that the county does opt in to Senate Bill 382, we will need to have had a Planning Commission involved with the process.

So.

But you can't read that.

So what?

I'm hoping to do this evening is explain the options.

Share our recommendation, provide an overview of what the process very brief overview, what the process looks like and then get your input and guidance.

Essentially, there's two ways we can go about this.

We can replace the consolidated Planning Board when when we no longer need the consolidated Planning Board with just the County Planning Board and we would keep the county Zoning board of adjustments.

Which is existing, so we'd have a new county planning board or we can replace the consolidated Planning Board and the Zoning board of adjustments with a new consolidated land use board.

As you might imagine that.

Well, so the the simple the more traditional route is the planning board and the and the Board of adjustment.

Both of them are 5 member boards.

They both have two year terms.

The Planning Board's advisory, the Board of Adjustment, can be governing or decision making board or they can be advisory. The current board is a decision making board.

And then they have those different functions.

The Planning Board has its quasi legislative function and quasi judicial function, and then the Board of adjustment. Their purview is special exceptions which are like a higher level permit review that mitigates impacts.

Some people call them conditional use permits and review them through the Board of adjustment.

Or is it called special exception permits?

Zoning variances and appeals of administrative decisions on zoning.

I do.

Let's see. Hang on.

OK, whoops, maybe we are skipping ahead.

So the consolidated land use board, this is a new option that came out of the last legislative session.

And essentially you just combine the functions of the Board of Adjustment and the Planning Board and you Act a board like that will act in different roles depending on what's before it and they can act in different roles in the same meeting.

So for example, if the consolidated land use board has a zoning variance and a subdivision proposal, it acts as a board of adjustment with the zoning variance, and then it acts as an.

Board in the subdivision review process.

So similarly, they have a minimum five members from the jurisdictional area.

The terms are you addressing the resolution.

They can be advisory or both, advisory and governing or decision making.

Depending on how you play out that board of Adjustment piece you at that board access both the Planning Board and Board of adjustment and it has all those functions.

And then in either case, we need a Planning Commission.

To help us make sure that we would be in compliance with CIN Bill 382 or the Montana Land Use Planning Act.

So that's a three Member minimum and it must be an odd number.

Terms are addressed in the resolution.

It can be a new board or an existing board or consolidated land use board.

Once they get into their Planning Commission role, they serve similarly that quasi legislative the land use plan, the zoning regulations and map.

Subdivision regulations very similar to planning board.

And then there are quasi judicial function. I think it depends a little bit on the regulations you ultimately adopt, but it appears that they recommend on rezoning request and decide on appeals of the planning administrator.

So that's our basic function.

We are suggesting as a starting point that we create a consolidated land use board and have membership that would be between 7:00 and 9:00 members with probably 2 alternate seats and we would seek initial membership from interested members of the the County Board of Adjustment and the Cons.

Planning board to help fill those seats right off the bat.

One difference is that we would need to seek membership from the jurisdictional

area. So currently because it's a consolidated city county board. Board the county has appointed for the planning board. The county has appointed people who live within city limits to the board, and we would. We would have to change either if it's a county planning board or a consolidated land use Planning Board, we would have to change that. To Members would have to live within the jurisdictional area of the board, which is only the unincorporated areas of the county. So that's one major difference. And then we think we should continue to seek. Having a conservation district appointed member on that board. And as to why we think this is the best approach, really, it's it mostly has to do with running one board versus two boards. Regardless of what perspective you come at. But from in terms of workload, we regularly are cancelling one board or another and especially the board. Of adjustment. And so I've gone back the last 2 1/2 years since the new zoning was adopted and. Or close to 2 1/2 years and. Really, it would be reasonable workload for one board to meet once a month and have two to three items on average, which is a pretty reasonable workload. And if we have two boards and we're going to have two boards that aren't going to have enough to keep regular meetings going. In terms of thinking about the public's access to land use matters, trying to keep track of one board is probably easier for them than two. It streamlines board management and logistics for our admin staff. And for the staff who provide support to boards, we think there's increased potential for successful recruitment for both geographic representation. Missoula County is a big area and it's hard to get representation from. Various areas throughout the county, but also have the variety of background and interests that board members like you all have. It's hard to do that for two boards. It's it's hard to do it for one board, but to do it for two boards is even harder. And then we do think. That although historically that quasi judicial function for zoning has really been kept separate from the legislative work, we think that the work of creating policy, land use policy and regulations really should be guided by what we see in terms of variances

and special exceptions like that it it.

Might be.

It might benefit the board to have both of those experiences.

And then finally, if we do opt into the land use plan use Planning Act, the board transition would be relatively easy.

Potential drawbacks and I've I've only had one.

I sent out a message briefly to both the Planning Board and the Board of Adjustment.

I did get a little bit of feedback from board of adjustment members.

There's a couple things that have come up from staff and Board of Adjustment members, but I'm interested in hearing as you think about this and the other ideas.

The thing that I've heard the most is that that advisory versus decision making role being on the same board.

Could be.

Kind of challenging, kind of keeping your roles in mind.

It can be confusing both for the public and for the board members themselves.

I'm not sure since planning board members already have to kind of go between that quasi judicial and quasi legislative function.

Not sure how challenging that is.

Feel like you guys are all really smart and could figure that out, but that's something that has come up.

The different kinds of review might be a little bit challenging.

The Board of Adjustment tends to have very.

Hyper site specific detail oriented reviews. Whereas planning Board reviews even for development proposals like subdivisions are kind of a larger scale, so that that's probably the biggest difference.

And then I'm sure there are other things that I look forward to hearing your thoughts about, but those are some that come to mind.

Finally, in terms of the transition process, again probably not something you can read.

Sorry about that.

Essentially, we need to keep all of our boards as is running, at least through probably the middle of the year.

So right now we are filling vacancies and just talking, making sure that anyone who's coming up for vacancy is aware that things are going to change and letting them

know.

No. And then we're also working to hopefully before the end of the calendar year figure out what our new structure is. And then hopefully after.

In January, we'll start working on updated board documents, getting the Board creation resolution bylaws.

We have to update the city, county planning, interlocal and then eventually in the spring work to recruit membership and then once we it'll depend a little bit on the city's process.

Process and how quickly they make it through that we'll have to kind of track that. We can't shut down the planning board for them until they till they're done.

So there will, we'll just kind of have to keep it a little bit fluid, hopefully late spring, they're hoping may, June 1st, but it will depend on the process we would shift to the new board structure.

So that is generally the plan.

So the questions for you are.

Really, what do you think?

You know, are there potential benefits you would highlight that we haven't yet or that you agree with potential drawbacks?

Do you have alternative ideas that you'd like us to be thinking about?

Questions. Comments. Concerns.

Awesome. Thank you, Karen.

And really quick going to just recognize that James Fountain is here.

Sorry, James, you didn't show up for me until after I introduced Karen there.

Danny tennenbaum. Go ahead. Thank you, chair.

That was a great presentation.

I'm excited that the county is going down this route. I think it's a pretty cool route.

One question I had was sort of what is?

The county potentially thinking in terms of timeline for potentially becoming Montana land use and Planning Act City or not, City, County.

Thanks.

So our timeline process for the next we just are bringing on a contractor to help us do the existing conditions report.

So probably most of this next year, we're just going to be kind of building the baseline information, the more robust housing and economic development data and

an industrial land study that updates one that was done.
20 teens. Sometime we we decided to hire that out.
So we're not going to lightspeed and we got a couple grants to fund it.
So we had to go through all the, you know, through the full process.
So first year this calendar year, we've been planning to spend most of our time doing that and then we'll start the the policy process, the goals that you know, the vision statement, the goals, objectives, the land use map.
In 2026 is our plan.
In my experience.
Might get through that in a year.
It might take us longer.
The county is a big geography to try and work our way through, and every community has its unique thing, so we have to have conversations in Condon and in Lolo and in Frenchtown and in Seeley, and you can't.
It's really hard to combine them together, so it'll take us probably more time than we like, but.
Hopefully by the end of 2026 or midway through 2027, we'll be at the point of having the land use plan.
Usually ready and making the decisions about how we implement and we wanted the options to be the Montana land Use Planning Act option to be on that table at that point.
That sounds great.
I'll just give a a shout out for the land use and planning act.
I think it's extremely important piece of legislation and when it was drafted, I'm pretty sure it was specifically drafted in a way to.
Be beneficial for both counties and cities.
When planning for future growth and I just think it's so cool.
How, if you like, look at the groups that we're supporting and helping with the drafting process of SB382. It was environmental groups. It was Chamber of Commerce groups.
And it was developers, and it was planners that were involved in the process and were there to support it. And it just very unique.
I think we're being recognized by the American Planning Association for this piece of legislation. And so just giving.

A shout out for the county to thanking them for considering it, and I hope it ends up going through.

Thanks. Great.

Thank you, Rick. Go ahead.

RH **Rick Hall** 39:48

Thank you. You know, I, before I moved here in 2020, I served for seven years on a county board that had quasi judicial powers. And so we were much the same as what your preferred 1 is.

We would make final decisions if memory serves me just on cops, conditional use permits most of the other things were advisory.

And it wasn't hard keeping it straight.

Although occasionally we had to be reminded as what's advisory and what's a final decision.

And we did represent all parts of the county and we even represented small towns that even had city councils but didn't have a planning board or a planning department or anything like that.

If they chose to chose that route, I think it's certainly more efficient just to give you an idea, we met two nights a month and we had probably about 100,000 people in the unincorporated part of the county.

And about 150,000 in the part of the county that had cities with planning boards. So. I know it can be done.

It's not that confusing.

Is certainly more efficient.

Counties tend to not get as as much growth obviously in subdivisions as cities get. They shouldn't, at least.

Although when you're in a county of 300 of 200 and or 300,000 people, it's a little different.

But.

You know, I've had that experience and I think it's it's the way that I think you're what you're considering is definitely the way to go in terms of keeping a board busy. And I think you can wear two hats as long as you know whoever's running the.

Meeting.

Make sure we know what hat we're wearing at the time, so that's just my two cents.

AR **Analessia Rodriguez** 41:54

Great. Thank you, Rick.

Yeah, I think I'll just segue on that.

I think the challenge is highlighted as far as the two different categories.

Can be addressed pretty straightforwardly just by, you know, like staff keeping them categorized. And you know, I don't know if it'd be possible to keep them.

You know the meetings segregated where you know, OK.

We're just reviewing Boas or whatever.

But as long as you keep the chair.

Straight seems pretty straightforward.

I don't think you could keep the.

The agenda segregated, but I think you could highlight it on the agenda like this is a board function versus this is a planning board function or something like that, yeah.

Or maybe also come up with a A you know like a system where you know line up first line.

Item in each meeting is always you know B OA or judicial decision making.

Second category is under advisory.

And that's the order we always go in.

So yeah, I think you guys would work it out. You guys are also very sharp.

Anybody, anybody else tuned? Go ahead.

So I was, I apologize.

I was a little bit confused as with respect to this, what the city is doing and then the the contingency with the the obviously the ongoing land use policy update, so.

Is the city establishing its own separate Commission and then?

Presumably that's they will pull from people from here or no. So as I understand it, what the city's doing is the.

This board serves as their Planning Commission through the point that they meet all the requirements of the land Use Planning Act.

So they've adopted their land use plan, their zoning, their subdivision regulations, the zoning map, like all the pieces that they're required to have, to be able to follow the new act.

And they hope to have that done by May. June ish.

And at that point, or whenever they are done, then they will change.

They will no longer use the consolidated Planning Board as.
Their as their Planning Commission. They will change and have a municipal Planning Commission.
I don't know how they're going to.
Initially fill those seats.
My guess is that they'll probably contact people on the boards that you know such as yourself.
Who've been appointed and and probably ask if you're interested, but they haven't.
We haven't talked about that yet. So are they.
Do they have to use the existing consolidated Planning Board because they designated that as part of the process or could they create a Commission like next month? They could create a Commission next month.
We did talk about a process that went much faster that actually started.
As soon as like essentially, now that you're done with the.
The plan.
Could they?
They could start up a a municipal Planning Commission at any time.
The issue is that we still have to run a planning board for them until we can do development review under the new Act.
So we would have to.
We have to keep.
They have to have a planning board so they could create a Planning Commission and make it work as their planning board until they're ready to commit or we keep this one going.
But that's that's why we have this kind of phased in approach.
Because they still need and training a new group to do it doesn't make sense, yeah.
OK. Anybody else thoughts. Suggestions. Questions.
Nothing. Nothing in mind.
All right.
So if you have additional thoughts and just wanna e-mail me or feel free to do that.
I take comment in any way if you're does anyone think that it's a really bad idea?
I guess no. OK. OK. And Rick, Rick's hands up again. Go ahead, Rick.

I just wanted to add something. It's not hard to keep them separate because the motions are different on whether you recommend or whether you make the decision. So it's pretty easy to tell what's what's a final decision, what not when you start doing this.

AR **Analeshia Rodriguez** 46:27

OK. That makes a lot sense.

OK, great.

And I also assume that we will be getting updates and there will be other opportunities for us to.

Ask questions and provide input.

I'm definitely curious about the cities process more for sure too.

All right, so let's see.

That brings us to our next presentation, Missoula Long Range transportation plan and transit strategic plan update with Glen Ingram.

Associate transportation planner with the city of Missoula and you got others with you.

All right. They're not on my agenda, so I'm sorry.

I cannot introduce you and I don't know you.

So I'm planning Graham.

I'm a transportation planner at the Missoula MPO.

Is your mic on?

There should be. It's green.

You never know.

We might have to bring it up to you.

I don't know. We'll see.

Go ahead, try again.

It's not as flexible as some of the others, and also my PowerPoint isn't working.

So we'll just, we'll take it there.

It is time.

There it goes.

If you can't hear me, let me know.

I'll I'll just speak up and I'll be loud.

I'm Glen Ingram.

I'm a transportation planner with the Missoula MPO.

I'm joined with Erin, who works with with me at the MPO, and Olga, who works in Mountain Lion.

She's going to share our transit strategic plan update.

Hopefully you're familiar with the long range transportation plan.

I won't go too much into the background tonight just for the sake of time, but here at the NPO, the Metropolitan Planning Organization, the long range plan is one of our primary functions, and it really serves to prioritize infrastructure improvements in the Missoula urbanized area.

And so this is a process we've been working on for another number of months and we've been working with Mountain Lion who at the same time.

Time is we started our long range plan update.

They started a transit strategic plan update, and they're doing so to improve, increase service and frequency in the Missoula area.

This map shows the area we're working in, so the MPO just doesn't represent the city.

We're doing joint city county planning and work within the city as well as the county urbanized area.

So the urbanized area being essentially the same area of the county that's zoned.

Like I mentioned, we've been going through this process for a number of months now and we're actually reaching.

The end of our sort of initial planning processes and creating a recommended project list and that will be followed shortly with a a draft plan.

So we've been doing a bunch of outreach.

We've been sort of working behind the scenes to come up with these recommendations and we're reaching the point where we can start sharing those out with the public.

Touch really briefly on the outreach we've done.

It's been a big part of this planning process, particularly with the changes and updates to Mount Line service.

We wanted to make sure we are reaching as much as the Community as we could, so we've done that through a number of ways.

These are few photos from a public open house we hosted downtown, where folks were able to drop in, look at changes to Mountain Lion service.

They were able to rank and recommended projects in the Irtp.

And we had a big map up the wall and they were able to visualize those projects and see how they might be impacted by them.

We've done a lot of tabling and outreach, so we've tried to reach as many community organizations as we could, attend as many public events as we could with the land use plan update.

That's also occurring.

We're really kind of able to piggyback off that.

So when they were setting up events, we were at least able to set up a table and chat with folks about transportation.

Few photos here.

We went to free cycles for one of their shows.

We brought a bus downtown during first Friday so folks could get on one of the new electric buses.

That was just delivered and and check that out Sunday, streets saw a lot of engagement and these are just a handful of of some of the events that we've gone to.

Slide it might be tricky to read, but it's just that essentially a list of all the different organizations we've had, at least some sort of contact with or engagement from as we've gone through this project.

So again, just I'll be chatting a little bit about the long range transportation plan.

This is a plan that really exists to house future infrastructure projects.

It looks at a 30 year time horizon, but it's updated every four years, so we're in one of those updates right now and we're building off a plan that was previously adopted in 2021.

So this is sort of a routine update.

It's not gonna see any significant changes in the region, but we're just updating the plan based on current conditions and work that's been done over the last four years and any changes that might have occurred.

Some of the initial feedback we received in our outreach, a lot of this also came from a survey we conducted.

Is that the priorities for folks in Missoula is first and foremost improving bike facilities such as trails and paths.

Followed closely by maintaining and repairing existing infrastructure.

Improving transit was also very popular, as well as improving pedestrian facilities such as sidewalks and cross crosswalks. We also try and look at regional transportation issues, so we also saw a lot of positive responses for passenger rail completion of the neighborhood Greenways network and then improving snow Remo.

Increasing traffic calming and then also some other.

Broadway and pavement maintenance.

Well, we're doing this outreach process.

We've also been working on the prioritization of all these projects that are in the Irtp. So these were all collected from agencies in the city and county. They are screened for being appropriate for the Irtp and then we've been working on scoring them and we've just finalized our.

Recommended Project List Draft recommended project list.

This is a little bit of a detail about the projects that are in the plan.

It's 209 miles of corridors, 27 intersections, which makes for a.

Total of 193 projects.

Bulk of those are active transportation projects.

I'll share a little bit more on another slide, but that's predominantly because those are things like bike lanes which are longer and more extensive projects, but they're cheaper to do the cost per mile is less.

So this goes a little bit into detail.

I apologize if you're not able to read this on the screen, but this is is basically just breaking out each project by project type, which is complete streets, safety projects, roadways and bridge projects. Those are going to be new roadways and bridges, active transportation projects. Those are the.

Striping bike lanes, typically and intersection projects, and then it breaks it out by cost per linear foot. So.

Something like an active transportation project might only be \$300.00 per linear foot. Whereas a new roadway or bridge might be as much as 15,000.

So we have more active transportation projects in the plan, but that's typically 'cause. We're able to get a lot more done for their cost.

The projects in the Irtp.

There's more projects than essentially we have projected funds for.

So one of the constraints we look at is funding and that's why we have to go through

this, prioritize prioritization project or process that is.

So the the infographic on the left here is is just showing of all the proposed projects. The cost would be about \$804 million. Our actual available funding is projected to be about 245.

So that's why we're working to sort of come up with recommendations out of the list in in order to be able to fund them.

As we're going through this prioritization.

We're coming up with projects that we either recommend or they're considered illustrative or we know they're gonna come up with grant funding projects that are most likely to be recommended are those where they already have some sort of committed funding related to them.

Again, you might not be able to see this list, but these are the projects that we know are most likely to occur because of the funding associated with them.

A lot of that is is grant funding. So projects like Higgins Ave. multimodal the front two way conversion, S Avenue, the Highway 200, railroad replacement. These are all projects that have some sort of grant funding attached.

So they're coming up at the top of our recommended list.

There's other projects we know are just not gonna happen in the next 5 to 10 years.

They either have some sort of feasibility concern, they are gonna be dependent on development that hasn't occurred yet or it's just not the right time to do that project because others in the Irtp haven't been completed.

So after we look at recommended, we also look at projects that are just not feasible at this time and move those into the illustrative category.

We also take into consider consideration all the feedback we received.

So again, we had a survey go out.

Folks who took the survey were actually go able to go in and rank their priority for projects, and that directly correlates to the scoring.

So the greater something scored in the survey that was able to move that project up in recommendation.

The remaining projects we had to use our internal scoring criteria to come up with those projects that would be elevated up to recommend recommended.

And I won't go too into details on this, but this is essentially the questions we are asking to see if projects met our goals and if they should be recommended.

And typically those goals are related to improving accessibility and connectivity and

increasing access to essential services and facilities.

And finally, we went through the list and pulled out projects that we knew were a high priority that we wanted to recommend them. But the cost was too great and we moved those into a category for grant funding projects. And these are things that we would like to.

See happen.

We know the community wants to see them happen, but it's going to be dependent on that federal grant funding and that's going to be projects like the Brook Street complete St.

Lot of planning has been done, but that's not really going to be able to be completed without some federal assistance.

That I'm actually gonna turn over to Aaron.

He's gonna talk a little bit about how our recommended projects overlap with land use and I think he can answer any questions that might come up. And then we'll turn over to Olga.

Thanks Glen.

So as mentioned Aaron Wilson, I'm the planning manager for Public works and mobility, and I thought for this group in particular for planning board, he might be more interested in how transportation recommendations relate to areas where we're seeing a lot of growth or where growth issues come up.

And and so this map. This is all essentially all of the draft recommendation recommended projects that we have for funding and and when we say recommended for funding that's over that 25 year period.

The available projected revenue we have, this is what we think we can get done.

And as Glenn mentioned, it's not that much compared to the need. So we're doing about we can fund about 1/4 of the need that we have over the next 25 years.

So there's a few areas I wanted to highlight because I think it's important for us to think about where we're seeing a lot of growth or a lot of potential and a lot of infrastructure need.

So one example is the the North Reserve Scott St. area where we we've seen a lot of growth up there already.

There's a lack of connectivity.

I think there's just a a lot of potential there for for future change and and so an area we've been planning for a while and so we have a number of recommended projects

including new collector streets, Charities Pass connecting the Northside to Grant Creek.

And New Street grid network kind of building out from Scott St. to the West, where we're seeing a lot of of redevelopment and particularly affordable housing.

So that's kind of one area where we really focused on.

Another is the the Brooks in Midtown region.

So thinking about that area again and we have a a master plan, we took a lot of the information from that in terms of the projects and what some of the priorities might be and tried to think about what projects could really help in that area. So a.

Good example is this project here essentially connecting Johnson Street from South Avenue down to McDonald or somewhere South of the mall.

That's an area where the the city.

In the process of potentially acquiring some some land for redevelopment there, there's vacant property. There's a lot of redevelopment potential and overlap with with transit and is you see from what Olga will present thinking about how we can pull those things together to create more support transit support.

Redevelopment of those those properties and get some really good quality infill development.

So those are some really important projects.

Also thinking you know we wanted to try to think about that.

Urban to rural connection too, you know, oftentimes when we do these project scoring.

You know, it just it.

There's more going on in the city and so you see projects tend to score higher.

There's they score higher on equity or safety because there's more crashes, but we still have this need.

Missoula is a regional hub and we didn't want to ignore that, that urban to rural connection. And so we have things like the continuing to look at that Hwy. 200 corridor, particularly as we see growth out and there's quite a bit of growth out in East Miss.

So we had one successful grant already.

We're going to be looking to try to complete some of those connections.

Into Missoula.

Same kind of West of town in the area around the.

The slope decaying area master plan trying to build out, continue to build out that that network and and also just thinking about how you get from that area into town. So completing the Milwaukee corridor across the river into town looking at some ways to get across.

Reserve St.

And and building some additional you know capacity and transportation infrastructure in those areas where we're we're just already seeing a lot of growth. So those are some of the the ways that we're trying to think about.

You know these these areas and link what we're doing to the the growth pressures that we're seeing in Missoula and and it comes in, you know, I I think there's a lot of planning going on in Missoula right now, particularly with the land use plan and various other.

Efforts that are going on right now and and so I think something like this small update to the transportation plan kind of gets lost in the the shuffle a little bit, which is why we've been trying to piggyback on those meetings and really take what we're learning and.

Work close.

With that team to see where our needs are and then bring that into the long range plan instead of trying to suss that out from people individually.

So that's what the recommended projects and then these grant funded projects are what we're calling grant contingent. We were really successful over the last four years in in getting grants. I think because we had a plan that was really in line with what federal funding priorities.

Were focused on and and this is a way to think a little bit differently about these really big.

Projects like Russell Street or Brook Street? That might be, you know, 30 to 40% of our total 25 year funding outlook to do 1 project. We don't necessarily want to just spend all of our money on one project. And grants are a really good way to.

Get these funded. If we can find the right projects that meet those federal priorities. And are tied to things like growth and economic development, and some of these these national priorities.

So we're starting to take a more intentional approach to that and and pull those out and and highlight those and say like, do you know these are the priorities as a community, we should really be pursuing for large federal grants.

It doesn't mean these are the only grants.

We might pursue, but these are ones that we know we're not going to do these projects without getting some significant grant funding.

So those include, you know, kind of finishing the the Mullen build project that we received some federal funding for in 2019, the Brooks Corridor, Russell Street I think is one that you've been working on this project for 30 years and it just gets more expensive and.

We continue to try to save enough money to build it, and meanwhile it's getting more expensive at a faster rate than the money that we can squirrel away.

So it just it's a project we really just need to get done and and grants are kind of the way that we see that happening.

And then some of these larger kind of regional trail networks?

Like completing the Great American Rail Trail or connecting Grant Creek to the Y or the the People's Way Trail, which is the connecting from essentially the YN up through the the Cskt reservation all the way to glacier. Eventually I think that whole corridor eventually will connect.

Glacier to Yellowstone or South End Idaho.

Those are really big projects that we just need to find a way and often we'll partner on getting those funded.

So that's kind of how some of these went without giving you kind of the long laundry list of projects that we have.

Sort of. What we're we're thinking about and how we're trying to to prioritize transportation investments in these areas.

So I think we wanna do questions now before. So I think the we can answer any questions, both Glen and I. But we also are curious I think just as we're presenting some of these recommendations and bringing this set of projects forward and getting to that phase of.

The plan, you know, I think you all on on planning board hear a lot and and see a lot in development proposals and and growth.

In the region and really curious, you know what you're seeing and hearing and that your perspective on sort of how we should really think about prioritizing the small amount of transport? Well, a lot of transportation money, but a small amount relative to the to the need we have.

And how we can best invest those dollars to serve the region.

Great. Thanks, Aaron. Glen, anybody have any questions to kick us off or should I?
I guess I can start.

I guess I was kind of curious.

In looking at projects and growth pressure, if there is I guess opportunity for you guys to identify like.

Smaller needs within the neighborhoods, right?

So like when I think about some of the neighborhoods like.

Trail system is like, defunct or not is like obvious.

Even though it's there.

It's like, you know, like I think about even my street. Curtis St.

Or like the you know, like the roundabouts to slow traffic down, like almost all over town, like there's everybody's, you know, there's a lot of cuts. Everybody's neighborhoods have become these like side cut throughs. Does that fall under the purview of you guys like trying to?

Like help neighborhoods like figure out ways to deal with that pressure.

Yeah, it's certainly a consideration and I think you know, just looking at our list of recommended projects, we've tried to identify those in each of the neighborhoods.

So part of that is our neighborhood Greenway system.

Trying to know if we presented a lot on on this here, but it's identifying those local streets that can serve as critical sort of neighborhood to neighborhood connections or within a neighborhood where we would you can do fairly low cost traffic calming and and bike and pedestrian improve.

So kind of creating that active transportation network and we've been doing it sort of all over Missoula with the what we call quick build.

So it's fairly low cost, we can do it with paint and delineators and signage.

And occasionally speed tables or other traffic calming measures.

And it's a way to kind of quickly while we're trying to do these bigger infrastructure like sidewalk projects, build something that allows people to get through their neighborhood or or get across, you know, collectors and arterials, get between neighborhoods or or get around town.

So that's the way we're trying to kind of look at that.

Opportunity to invest the small amount of money that might have big connectivity impacts.

And then the other piece is kind of complete streets and looking at those

neighborhoods like River Rd. neighborhood, that has really poor connectivity. Where can we do some targeted improvements like doing a complete St. on a River Road and Curtis just to get some core infrastructure in that neighborhood where we're seeing a lot of growth?

And then obviously we we look at intersection improvements where we have pinch points, one, one of the projects that we have recommended in here both for. Its connectivity improvements on neighbourhoods, particularly Franklin and Fort and River Road, and for future transit service is the Catlin and 3rd intersection, which you've been to.

I mean it's just getting busier and busier there and.

It's just a one intersection is kind of a critical connection in those neighborhoods. So looking for those opportunities are are part of this nice. That's great. Great to hear anything from anybody else.

I saw tune 1st and then Danny T.

You touched on a little bit, Aaron.

What is your approach? Obviously, given the limited budgets of kind of chicken or egg with respect to transit and growth 'cause we were, you know, we often hear concerns around traffic or on any new development and and you know what comes first you build out the infrastructure to.

Make the streets accommodate the new development.

Or do you wait for the development and all that is there?

Is there an approach there?

I think the approach is a little bit ad hoc and you do kinda do what you can. Obviously, we can't stop Missoula from growing or I mean, we haven't really tried that approach yet, but I don't know that that's a a reasonable or an effective one. So we know Mozilla's gonna grow and, you know, I think what we're trying to do in the land use plan is where can we do that most efficiently and at the same time, looking at infrastructure improvements, so we can start to build those out. And so when?

I say a little bit ad hoc.

It's sometimes we get ahead of development, like with the Mullen build project, where you can get a grant and you can go out and build some infrastructure. That tends to be the exception rather than the rule.

Often it's, you know, some development build out infrastructure as it goes in

Greenfield for infill.

You're really just trying to identify where those those key locations are. So how can we build out? Like I mentioned, Curtis and River Rd. where we're seeing a lot of infill like let's try to get those projects done.

We're obviously not doing it at the same rate that developments happening, but we can identify those as critical pieces and and try to get those done first.

So it's a little bit of a, a, a balance there of like let's try to respond to where we're seeing this and get some of that information.

In areas where we need it.

And support the growth and go for grants and other things that might be able to get ahead a little bit in other locations. And then I think the 3rd way is just to try to do as much with low cost improvements as possible because it just infrastructure is.

Getting more and more expensive and our revenue isn't really keeping up.

So things like quick build projects or you know how can we build?

Facilities that work that are that are cheaper, that's maybe not building a whole sidewalk project, but doing traffic calming, building some separation between vehicles and.

Pedestrians and cyclists and and then I think the other piece is trying to work on efficiency as much as possible.

So signal timing might do more for us on traffic measures than widening all the roads that that efficiency can be relatively inexpensive, but it'll have large benefits.

And I'll leave talking about transit to Olga. But I think it's similar. You know, you you have to have the rid.

To justify the transit service, you kinda have to build it out, but it's, you know, trying to find that sweet spot of not waiting too long but planning ahead and saying like we do definitely want to serve this area.

Let's get the densities we need so that we can have the revenue and and the ridership to serve that area as it as it develops so.

That answered your question.

Go ahead, Danny.

Thanks Aaron.

One question.

You mentioned quick build projects.

I was wondering, are those funded by grant or general fund?

Where does that money come from?

Usually comes from a number of places. We we do provide a small amount of money from the MPO to the city to do through the congestion, congestion mitigation and air quality program to fund quick build.

It's pretty small amount.

It's I think like \$10,000 a year.

That supplements with the city is already contributing through.

Road District, which so it's not general fund, but it's still coming from that kind of transportation pot of money and public works.

So it's a, it's a mix currently, but for fifteen \$20,000 a year, we can do, you know, multiple projects in multiple neighbor. You know we're doing quite a bit with that money in terms of traffic calming, striping, bike lanes, doing kind of temporary facilities, safety improve.

Like that.

That's very cool.

People I talk to are very excited about like the little quick build projects that are popping up in neighborhoods and wanting more if possible.

So yeah, the only other question I had was what projects are gonna begin this summer?

That's a good question.

I think we're just in the bidding process for most of those projects we have.

A.

Trail project or Intersection Trail crossing on Russell Street, where the Fairgrounds Trail comes in.

We're gonna be building a crossing improved crossing there.

That should go be constructed next summer.

I think we're hoping Scott St. improvements at Scott and Phillips will will go to construction.

We're pushing for the Wyoming Craig or the Craig Orange signal to be under construction this summer.

Potentially a sidewalk project on Eaton St.

City Council is considering that.

Tomorrow, actually in in committee.

Those are kind of the the big projects and then we have a bunch of grant funded

projects that are sort of in the pipeline that will probably be in construction in like 2026 through 2028 or 2029.

We'll probably all be regretting getting grant funding for a year or two when the city's under construction, but it'll be worth it.

Anybody else?

I don't see anybody online. OK, I got one more question.

So, given the absurdity of politics today.

Do you see? Like any potential optimism to an increase in like funding with the big infrastructure bill or I mean it seems really farfetched to ask this question because I know budgets are essentially shrinking as we move forward but.

Is there any potential for more funding?

You know, I hope so.

It it feels like infrastructure is one of those things that gets a lot of bipartisan support. I mean it's it feels like it's always a really big lift to get reauthorization bill, which is what Congress adopts to sort of plan out, I don't know, three or five years worth of transportation funding and then it's individually it most of it's appropriated in individual years in.

The appropriation bills.

That reauthorization of the bipartisan infrastructure law only has about another year left before we need to have another reauthorization bill.

Be interesting to see sort of where we land.

I think the general sense is that the buyback is an infrastructure law was a really great investment.

But from my perspective, that's really just where we should be at as sort of a standard funding level if we actually want to have.

You know modern functioning in good repair infrastructure.

And so my hope is that that gets reauthorized or some some portion of that.

So we still have those discretionary grant programs that federal funding continues to flow through the States and that we can.

Advocate for as much of that as possible coming to cities and counties.

So I think what we're seeing is states are just not necessarily overwhelmed, but they're, you know, I think struggling to keep up with all the projects that they have and all the infrastructure demands. And I think local, you know, cities and counties and local governments can really fill.

That niche of like we can get projects done relatively quickly and we can be efficient and we know what our communities need. And so the more of that funding that we can advocate for coming to local jurisdictions, the better.

So I don't know, I think there's.

Some optimism remains to be seen. How well our our federal government functions, but.

Infrastructure tends to be one of those things that there's a lot of support. Like everyone knows we need it so.

Great. Thanks.

Appreciate the optimism.

Oh, Peter, go ahead.

Get a more micro kind of question we had.

Several quite a members of the public who were complaining about traffic access and speed of traffic on the South Hills.

There was a development project.

We were asked to consider.

And our advice to them, and I paraphrase, was go to you guys with the concerns.

How does that filter through this system? When you have complaints about?

Too much traffic, too much congestion.

What are we going to do?

What are you going to do about this?

Yeah, it's a really good question.

And you know, we take I was actually just up at the Muse Kang Gully neighborhood meeting maybe two weeks ago, and there were a lot of a lot of folks there who were concerned about new development and the traffic that that's generating. I think that's it's a good.

Place for it to start so we can have those conversations. We get that context from those neighbors in terms of what they're seeing. And, you know, we can do traffic modelling and projections from development and what that means.

And you know, our intersection's going to fail or not and we we use all that sort of at the development stage.

To plan what what might be necessary, but that on the ground context is also really helpful, where people can really tell you like we're seeing a lot of issues here. And so that kind of filters up through processes like this long range plan update where we

identify some.

Projects put them into the queue.

The hard part is when we have, you know, a list of 200 projects and we can fund maybe 100 of them. There's a hundred that we're projecting.

We're just not going to be able to fund over the next 25 years to the long time.

And so it's always a matter of.

Way you know, where do you get the most benefit out of the dollars that you're gonna spend and and we're likely to see an increase in traffic kind of across the city if you know our our focus is continuing to be on, you know, vehicle travel and and.

We'll see some of that.

I think we have a lot of capacity in, in Missoula, you know it might take a little bit longer at at 50 clock to get where you need to go, but generally speaking you know 2023 out of the 24 hours of the day we.

Have a pretty healthy amount of capacity in Missoula.

So it's trying to weigh that and like see how can we.

Make things more efficient and, you know, put those projects into the system.

See where the we can get the most benefit from those dollars and and then look for other ways to fund it.

Sometimes you get a project and a plan and then something happens like another development comes along.

We realize we need this improvement.

We can sort of piece together how to how to fund a project so.

Yeah, that's typically how it goes.

And you know, recognizing that we just we can't fund everything.

So it's also trying to have those conversations with neighbourhoods like what's most important to you. If you could fund one project in your neighborhood, what would that one project be? And trying to, you know, once the neighbourhood is like, Oh yeah, we really want to do that. We.

Really need a project here.

That kind of helps us then prioritize a little bit more and try to find a ways to get it funded.

Anybody else? I got one more.

And this ideally can be a quick one.

Transportation studies like how do you guys like decide?

I'm assuming that's under your guys's department.

Like, how do you guys pick or you know to do a whatever count cars going by?

Some of well, it depends on what you mean by study.

We do a lot of just like small traffic analysis when we get complaints from neighborhoods, we go put a speed trailer out and do volume counts and things.

Just to see what it actually looks like, and then we can go from there in terms of what to what to do on the bigger studies in terms of like whole corridors, it usually starts with kind of community conversations or, you know, working with city staff and county.

Staff and looking at sort of where those greatest needs are. And then we try to pull the funding together and and do a corridor like that.

So good example is East Missoula and Hwy. 200 corridor study.

We heard a lot.

You know, both from the the county and the Commissioners, and that that neighborhood.

That they really wanted to see some improvements in East Missoula along Hwy. 200.

And so we did a corridor study based on all that feedback, which ended up being good timing 'cause then we were ready to go for grant funding. And now we have \$30 million to implement it.

So tends to be a process of just seeing where, where where is the need? Where do we have a project identified where we don't really know exactly what that project is?

Where are we seeing development?

What are people saying? And you know where? Where are the priorities?

OK. Is there A is there a regular like?

Oh, we haven't studied this in awhile.

We're gonna, you know, like, whatever.

Just do a car count in traffic.

Is that part of the system as well?

Yeah, sometimes we have ongoing traffic count programs and bike bed counts and we have a travel demand model that we run for both the plan and then we use that to evaluate sort of what are the theoretical impacts of new growth or changes to St. configuration and things.

Like that.

So we we're always kind of looking at where we have gaps in, in data and how we

can fill that and where do we need to continuously count and.

Monitor. OK. Awesome. Great. Anybody Daniel.

Kind of a general question, maybe hypothetical a little bit, but do you think do you think there's opportunities to help stretch your dollars by partnering with private development more than is currently happening right now?

Kind of segwaying off that general thought is like, how easy is it for your priority list to change?

For example, if a big project comes up.

Along one of these corridors that you have a future plan for. Can that jump up?

With a partnership with private, you know, it just seems like there's ways to make both groups dollars go further and generally help the community more than one party trying to take it on by themselves.

And then and I think it's kind of generally talking about like incentive options that align with the mpos goals, strategies and priority lists. And I don't know if there's any plan for the.

Updates next year to incorporate some, maybe some incentives to partner with your group.

Yeah. I mean, I think we're, we're always trying to do that. And and that's often what happens is you know you have these list of priorities and then something comes up and you know you shift focus 'cause there's this project here, you have an opportunity, it's a NAR.

Window of time and and you go for that and that ends up being the project that jumps to the top of the list and there's lots of great examples of that, like the the Mullen build project.

That's kind of what happened there.

There was a lot of development interest.

I think that the city and.

Realized that there was an opportunity there.

It wasn't necessarily high on our list in terms of like building out that network of roads 'cause there wasn't anything there to support.

We had all these other priorities too, but just by virtue of those things coming together at the right time, having a grant opportunity.

Then it all sudden is off and running.

And so I think that happens all the time and we try to be it's it's a again you want to

think well we want to be focused on our priorities, but you also don't want to miss those those opportunities and. And so that's often what sort of cat.

A project to move.

Quickly is that opportunity comes up, you see is on it, but the priorities sort of help us know what's kind of ready to go and where those opportunities could be most beneficial.

So yeah, I mean, I think we're always open to those and we're always look, you know, trying to work with our partners to figure out where that, that public private partnership is.

And I think there's a large focus on it and there's even federal programs that are being created to help facilitate that, so.

Good question.

Anybody else?

Nobody online. All right, that looks like I'll turn it over to Olga.

It's all you.

Mobile, yeah.

OK.

We're just gonna do the easy way so that I can see you all as, as Glenn mentioned, my name's Olga Kramer.

I work at Mountain Lion and I'm going to give you a brief update about where we are in the transit strategic plan we have been working together because we really want transit public transit to be well integrated, part of the long range transportation planning.

And so the background of of our approach here is that we, we our ridership has been recovering since the pandemic, our the trends kind of match national industry trends, but specific it it. It also means that.

Circumstances have changed since the last time that Mountain Lion did a strategic plan, which was in 2018.

We have added since then some of the the most historically requested service which includes.

Service and longer hours on weekdays, so earlier service later service and we saw an according rise in ridership by about 30%.

So in in this at at this time when we went into the strategic planning process, we had a few goals or a few kind of areas that we wanted to look at, a few opportunities to

improve the service as it is now.

Pending future projects in the pipeline that I'll mention a little bit later specifically. Looking at some of the lower ridership areas, so the, you know, Aaron was talking about development and how.

Planning for it may sometimes be possible, to an extent. One of the things we've found is that kind of natural patterns have changed not just from COVID. And when peak ridership happens, but also the parts of town that people are living in and where they're traveling to, really.

Get example of that is Route 8 which used to have really high ridership of students traveling to.

To the university, that's the route that goes on 5th and 6th to the university and then goes down to community.

Now that's one of our lowest performing routes. When I say performing, it means ridership levels just because students are mostly not living in that area anymore.

So we felt that this was well we this was an opportunity to address some of those changes and see what service we can offer. That's a better fit for the current ridership patterns and for where the.

Ridership needs are maybe higher than than the available service.

But there is now I won't get too much into these details so I can get into the specific updates.

But one of the opportunities also is to try out new technology, like on demand service and see where we can adjust service where we are now.

Some of the challenges we were or challenges and constraints that we're dealing with, this is a cost neutral plan.

So the the current strategic plan draft does not assume or or need an increase in funding.

Which essentially means if you picture the amount of service that's available, it's like playing with a limited length of string.

And we want to figure out where to put that string.

So there are limits on increasing service, partly just the fleet constraints.

We have 29 vehicles and right now we we can't fit anymore into our building, so we have certain physical limits like that.

Last year we did get a federal grant to build, to acquire land and to build a new facility. And so in the next handful of years, we do anticipate that capacity changing.

That doesn't solve the kind of operational funding needs that would come with trying to increase service.

But for the moment we we are really limited.

In just physically, what we can put on the road.

Along with the MPO, we've been doing this public outreach process through the spring and much, much of the summer and into the fall.

Some of what we found is that the public really wants more frequency.

This tracks with.

I mean, it's kind of intuitive that if a bus comes once an hour, you miss your bus.

It's not going to be a super reliable choice to take transit compared to a bus coming every 15 minutes, even every half hour makes a big difference.

So we found that people are really eager for more frequ.

Especially in some of the areas that have.

Increased ridership or or have have higher density and and anticipated higher density.

Sorry, just I don't know how far to hold this thing to.

Specifically, Route 3, which goes along the north side and Route 4, which goes to East Missoula so and and one example from Route 4 kind of one way that we know that there is a need for increased frequency there. Is that typically frequency and ridership are very highly.

Correlated. So routes one and two are 15 minute routes on weekdays and those are always our highest performing routes. So those always have the highest ridership by kind of a lot.

Route 4, despite only being hourly, also sees a lot of ridership.

I mean, depending on the time of day you going Route 4 and it's packed.

So that tells us that there really is a high need for service and and for additional service there.

We also saw high support for Route 15, which is it would be a new route in the Southeast Kane area.

We I often get questions about why don't we have service out on Mullen. And I think people see the construction, they we we know that there's more density happening and and that that is gonna need some kind of a solution. Transit is pointed out as as a way.

To do that, and then we had proposed in our original couple of scenarios something

called on demand service, which is sort of if you imagine a Lyft or an Uber, you make known that you need a ride and within.

Pretty, you know, 1/2 hour or so a vehicle shows up and the way that we are proposing this is not across all of Missoula, but in a kind of limited neighborhood area.

So the idea would be that you would be able to get around within that area on a smaller vehicle than a bus on demand or and that area would include a link to high frequency service. So you'd be able to catch a ride, let's say from the South.

Hills to the mall where you could then get a 15 minute every 15 minute bus on weekday.

And we found that that was proposed as an alternative to a couple of routes and people really were not happy with that.

We had a lot of feedback that the that fully cutting the routes even if we were replacing them with service that in some cases would actually be more available was not, was not preferred.

One example is on Route 9, which goes to target range.

That route only runs in the morning and in the afternoon.

So kind of.

Well, formerly formerly typical commute Times Now commute.

Travel patterns look very different than they did before COVID.

And so even though with on demand transit, hypothetically somebody could get a ride in the middle of the day, which now they they can't, people still were really resistant to having those routes taken away and we.

Yeah. So I think that that was kind of not not supported by by the public at this time.

The recommendations right now are split into a near term preferred network and a long term network, so the near term.

Network is, as I mentioned, cost neutral, so this doesn't require any additional funding.

This just reallocates the funding that we currently have and the resources that we currently have in a way that we hope will be more effective for for the public.

It it's also kind of it's again I had mentioned this kind of future potential for eventual expansion and increased capacity once we have a new facility we that since that's not coming for several years, we want to know what we can do now kind of in the meant. In this.

Interim period to better serve the people who who use the the network now.

This also looks at some of the anticipated future projects, so bus rapid transit along Brook Street is, you know, a separate project that will hopefully eventually become a reality. And so we want to make sure that the plans and and proposals that we're putting forward now can be.

Integrated into that future network and not be something that would have to be undone.

When more funding becomes available, or when the the network is able to look a little bit different and the long term network kind of continues those efforts so added we have a few additional potential routes added.

There's a handful of proposed changes that rely on certain infrastructure improvements.

Or, you know, changes in the community that.

Don't currently support that that we just expect in the future.

Some of the details here, so the most kind of exciting I think for regular writers of this service are increasing Route 3 and route 4 frequency to every half hour instead of every hour.

Route 3 again is in the north side and with a development there and the development that is anticipated, I think that's something we've heard for a long time. That added frequency would be really helpful in Route 4 would see an added sort of short.

Route 4 short as we're gonna come up with a better name, I hope.

But the the hourly Route 4 would still go on its current path all the way to Bonner, Milltown, and there would be an additional part of that, that route that just goes to East Missoula before coming back on the half hour.

There's a couple of tweaks to improve on time performance on Route 7 and Route 11.

So Route 7 that changes along Brook Street and Route 11, which is the route that goes to the airport, would go more through residential areas.

So does he on this map?

Here it's a small but instead of going along Broadway for its whole journey or for more of that journey, it would, it would go through the neighborhoods which it has the benefit of being in a more walkable area and a higher density residential area. So people Canmore easily.

Access that service.

Most of the routes would not have significant differences or significant route or schedule changes. One of the biggest changes that we that's proposed in this. In this plan is to change Route 8 from the current model, where again the current route goes along 5th and 6th, then over to community instead.

It would connect north.

Franklin to the Fort to downtown and it would actually run every half hour. Right now it's hourly. Part of that is to avoid duplication with EU Dash service. The purple line overlaps with with that route.

In along 5th and 6th, for part of it and part of it is because Route 8 has been one of our lowest ridership routes, again because of the changes in where people are living and ridership patterns. And we know that that area really needs to the North, Frank. To the Fort area really is really needs connection to downtown, but also help out eight integrate into our pulse system in which buses meet.

I mean, it's right across the street here, but buses meet generally.

You know, at the same time so that somebody can catch that connection.

In Route 8 right now is the only route that doesn't go downtown at all. One of the ways in which again, this working together with the MPO has been really helpful is that we, in order to implement that Route 8 rerouting, we would need that light at CRA.

And and orange to be installed because otherwise you're going to have buses trying to turn left on Orange.

Just we don't want that.

Nobody wants that unless there's a light involved.

And as I mentioned, there's there are limited resources.

So we have a limited number of buses, limited amount of labour.

And so in order to add that increased frequency on three and four and eight, although eight, I think it is.

Is. Yeah, in. In order to add the increased frequency, we'd have to take that from somewhere, which means that while we aren't cutting the 12 we heard, we had a really robust public response to that proposal. And so the process can worked as intended. We wanted to know.

What the public thought, especially people who use the system regularly, and we heard that they want to keep it so.

Route 12 would not be cut, but it would go down to hourly service instead of every half hour, and that change would allow us to add that frequency where the data shows that it's really needed.

This is a clearer example of Route 8, so you can see that the Purple dash line is where that route runs now, and the blue line is where it would run.

One of the.

The ways is that we anticipate this change would increase ridership.

And while that's not the only goal we are also looking at accessibility as a major concern.

We wanna make sure that the service is effective and that it is accessible in the neighborhoods where people are more likely to use transit.

There's just.

It's kind of also boils down to trying to serve the most people in the best way possible in the most responsible.

Use of taxpayer funds and and that does mean trying to.

Adapt to where we see the ridership need, and we think that this will do that.

Some of the expansion options.

In the near term, include this this image on the screen.

Here is a pilot program of on demand service so.

While we are not proposing to replace any route with on demand transit right now, we do want to see what the possibilities are.

This is a change that's happened across the transit industry.

There are a lot of areas that don't have the transit ridership to support, you know, a 35 foot bus at a regular schedule, but where people still need to be connected to.

The system connected to the city and and need access. So we wanna see whether on demand transit can solve that problem and allow us to keep the coverage of of the geographic area we have now while improving.

Basically putting the right kind of service in the right kind of places.

Some of the the other expansion recommendations would increase frequency on Route 3 and four more than the current proposed 6 hour span.

Ideally we would eventually add 30 minute service on routes one and two on the weekends.

So right now, while that's a 15 minute bus on weekdays, it runs hourly on the weekends and again, even increasing by that. You know, it seems like not that much

half hour service doesn't seem like that much better than hourly service, but makes a really big difference for.

Being able to make connections to other buses and being able to rely on transit as a primary mode of travel.

There'd also be an added route to the Situp Kane area.

Once that area is able to support support fixed route service.

And then in the long term preferred network, we would build on all of these kind of incremental changes.

So you see two different on demand transit zones, again in areas where fixed route service may not be the most effective where for and that can be both to do with the type of neighborhoods that that are there.

So they may be less dense or.

They're maybe kind of less transit propensity.

It also can have to do with something like.

Is there a place to pull a bus over?

You know, it can have to do with the infrastructure in certain regions and what kind of service might be best suited for that area. You also see some some big changes including.

A lot of, yeah, a lot of rerouting again to.

Connect the this kind of what now is the South Gate mall.

Stop or that southern terminus to the downtown transfer center.

This future plan also would integrate bus rapid transit service from downtown to the South Gate area. More frequent weekday service.

So we would improve to four routes with 15 minutes service or better 2 routes with a combined frequency of 15 minutes to connect. So tubkaten to downtown and so that would be two different routes that would each have half hour service but staggered.

So that functionally the neigh.

In that area would be able to get downtown every 15 minutes.

Some additional routes.

If the pilot is a success, then we would be able to expand on demand service and more frequent weekend service 'cause it turns out, people like to go places on the weekends too, so.

Of course, this all is the the long term network is not a cost neutral proposal.

There's also. This does require additional funding, and these are really rough

estimates, so.

Just have that caveat. The long term preferred network would increase capital and operating needs by 50% over our current budget.

So this really is the Longview.

Not a.

Not a near term option.

And I I I guess I'll, I'll just summarize this by saying that currently our annual revenue hours are at 67,000 revenue hours and we need 21 vehicles for peak service.

We added the the full complement in the long term proposal that would add an additional 39,000 revenue hours and an additional 11 vehicles. So this really does require a lot of additional resources.

We'll have a virtual public meeting next week, so just mentioning that if anybody asks you questions, you wanna send them to zoom.

And we'll have further some the the final drafts of these projects coming forward.

There will be a public comment period for the LRTP and for the Mutd plan, there will be a board proposal or board approval and we'll continue taking comments, but I for.

Most of the the public comment period.

In the next coming period is for the Lrtp, not for the transit strategic plan, so.

I think I will end it there and happy to answer questions if you have questions about buses and any of the topics I've covered.

Great, thank you. Any questions from anybody?

But he's good.

Nobody.

OK. Also e-mail me questions. Yes, when it's light outside, that's fine too.

For sure.

I don't even have any at this point.

Umm alright, you guys are feeling good, good presentation informative.

Oh, all right.

Go ahead tune.

I was just curious.

Is there any? Are you seeing any overlap or increased usage with school age children?

And is that an opportunity or is that something to kinda look out for?

It's a great question.

I wish we had better data about that.

We did do a.

In 2023, but unfortunately it was limited to writers over 18, so we don't have great information about that.

It's something we are we're hoping to work more with MCPS and kind of get buses on the radar, but I I don't concrete numbers about about school age children ridership. Thanks.

Thanks for asking.

I think it's a really good, good area to explore because it we I mean anecdotally when I take the bus, I see kids all the time, but that doesn't count.

For real data.

Sure. Anything else?

Yes, if nothing else, Lynn, go ahead.

LD **Lynn Davis** 1:44:16

I just had a question about funding.

Is it through all through city taxes or is there other funding opportunities for you, like your long term plan?

AR **Analeshia Rodriguez** 1:44:23

Yeah, we're.

Sorry for what?

Oh, for the long term plan, yeah.

LD **Lynn Davis** 1:44:30

Yeah.

AR **Analeshia Rodriguez** 1:44:31

So we're not part of the city. We actually are a a tax district, a separate tax district is the Missoula Urban Transportation district.

That was created by voters in 1976, so our funding comes from property taxes, but not through the city.

That funding is operational funding.

There's also some federal funding that's from the FTA called Formula Funding. That's sort of.

Automatically assigned based on the size of the system.

Pretty much all of our big projects.

So for example, the new facility, anytime we buy a bus, when we build something or have a capital expense that generally comes from federal competitive grants.

So next year we'll be functionally 100% battery electric in our fixed route fleet and we'll have.

92% technically of our of our buses and all of those buses will have been purchased with federal funding that through grants that we apply for and and win. Same with our.

Facility that that was funded through a Federal Transit administration grant last, I guess.

Yeah, 2023, we we learned that we would get that grant, so.

At this point for yeah, again for big purchases, that would be federal funding and then it our last expansion in 2022 was funded through a mill levy in that voters approved by a huge margin in 2020.

So and that was the voters of the Transportation district.

So I I think for.

Operational funding increases that it there's it's likely to to require more of that kind of funding.

So probably go back to the voters, but.

That's. Yeah, that's that's kind of the the best answer I have about that for now.

LD **Lynn Davis** 1:46:17

OK.

Thank you.

AR **Analeshia Rodriguez** 1:46:19

And and that's part of why those updates are not in the immediate plan.

So we we don't currently have any.

We're yeah, have presenting a a cost neutral plan for the the near term.

OK.

Great. Thanks.

Any anybody else with questions?

OK. Negative.

All right.

Well, I think that is it for presentations this evening.

And we can committee reports.

You get anything too?

OK.

All right. Well, old business, new business.

Board member comments.

Anybody got any general comments?

Not seeing anything, I think we can call this meeting adjourned. Thanks everybody.

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Missoula County Consolidated Land Use Board Proposal

Karen Hughes, PDS Director

December 2024

Why are we here?

- City shift to Municipal Planning Commission under Montana Land Use Planning Act – anticipated late spring 2025
- County still needs one or more advisory boards related to land use
 - Quasi-legislative – growth policy/land use plans, zoning code updates, subdivision regulation updates
 - Quasi-judicial functions – subdivision review, rezoning requests, zoning variances, zoning code appeals
 - Potential to serve as a planning commission

Why are we here?



EXPLAIN THE OPTIONS



SHARE PDS
RECOMMENDATION



PROVIDE AN OVERVIEW
OF THE PROCESS FOR A
MID 2025 SHIFT



SEEK FEEDBACK AND
INPUT

What are the options?



Replace MCPB with a
County Planning Board
(new) and keep the
County Zoning BOA
(existing)

or

Replace both MCPB
and the County Zoning
BOA with a
Consolidated Land Use
Board (new)

Planning Board and Board of Adjustment option

Planning Board ([76-1-101](#))

- 5 members (minimum) from jurisdictional area, one from conservation district or grazing district
- 2-year terms
- Advisory
- Quasi legislative – growth policies and land use plans, zoning regulations, subdivision regulations
- Quasi judicial – subdivision review, rezoning requests

Board of Adjustment ([76-2-222](#))

- 5 members
- 2-year terms
- Can be governing (decision-making) board or advisory (current board is a decision-making board)
- Quasi judicial – special exceptions, zoning variances, appeals of administrative decisions

Consolidated Land Use Board Option

(76-1-114)

- 5 members (minimum) from jurisdictional area
- Terms addressed in resolution
- Advisory or both advisory and governing (BOA function)
- Acts as both Planning Board and Board of Adjustment
- Quasi legislative – growth policies/land use plans, zoning code, subdivision regulations
- Quasi judicial – subdivision review, rezoning requests, zoning variances, special exceptions, variances

Planning Commission (needed in either case) ([76-25-104](#))

- 3 members minimum (must be odd number)
- Terms addressed in resolution
- Can be a new board or an existing board or consolidated land use board
- Quasi legislative – land use plan, zoning regulations and map, subdivision regulations
- Quasi judicial – recommends rezoning requests, decides appeals of planning administrator (can be appealed to governing body)

PDS recommendation

- Create the Missoula County Consolidated Land Use Board (MCCLUB)
 - Membership: 7-9 members with 2 alternate seats
 - Seek initial membership from interested members of BOA and MCPB to help fill seats
 - Membership from jurisdictional area – unincorporated county
 - Continue to seek a Conservation District-appointed member

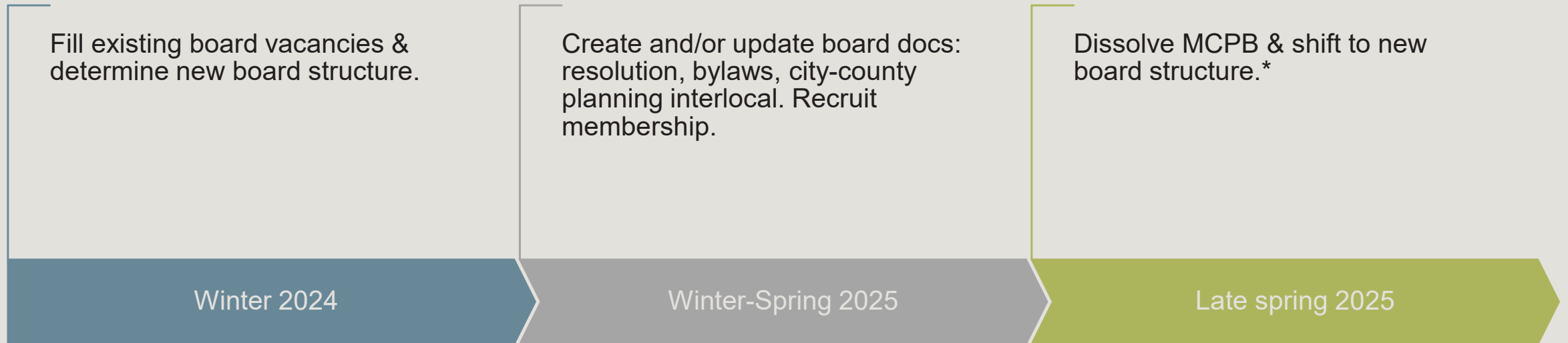
Why the MCCLUB?

- Reasonable workload for one meeting a month averaging about 2-3 agenda items
- Ease of public access to land use matters
- Streamlined board management and logistics
- Increased potential for successful recruitment for geographic representation and expertise/background/interests
- Quasi legislative work of board could benefit from quasi judicial function
- If the County opts into MLUPA – board transition will be easy

Potential drawbacks?

- Advisory and decision-making role on the same board, instead of separated
- Different roles could be confusing
- Different types of review might be challenging
 - BOA tends to be hyper site specific
 - PB reviews are typically broader in scale
- Other?

What would the transition process look like?



What do you think?



POTENTIAL
BENEFITS?



POTENTIAL
DRAWBACKS?



ALTERNATIVE
IDEAS?



QUESTIONS?



CONCERNS?



Missoula
C O U N T Y



December 2024

Missoula Long-Range Transportation Plan & Transit Strategic Plan

TTAC Update



Project Timeline

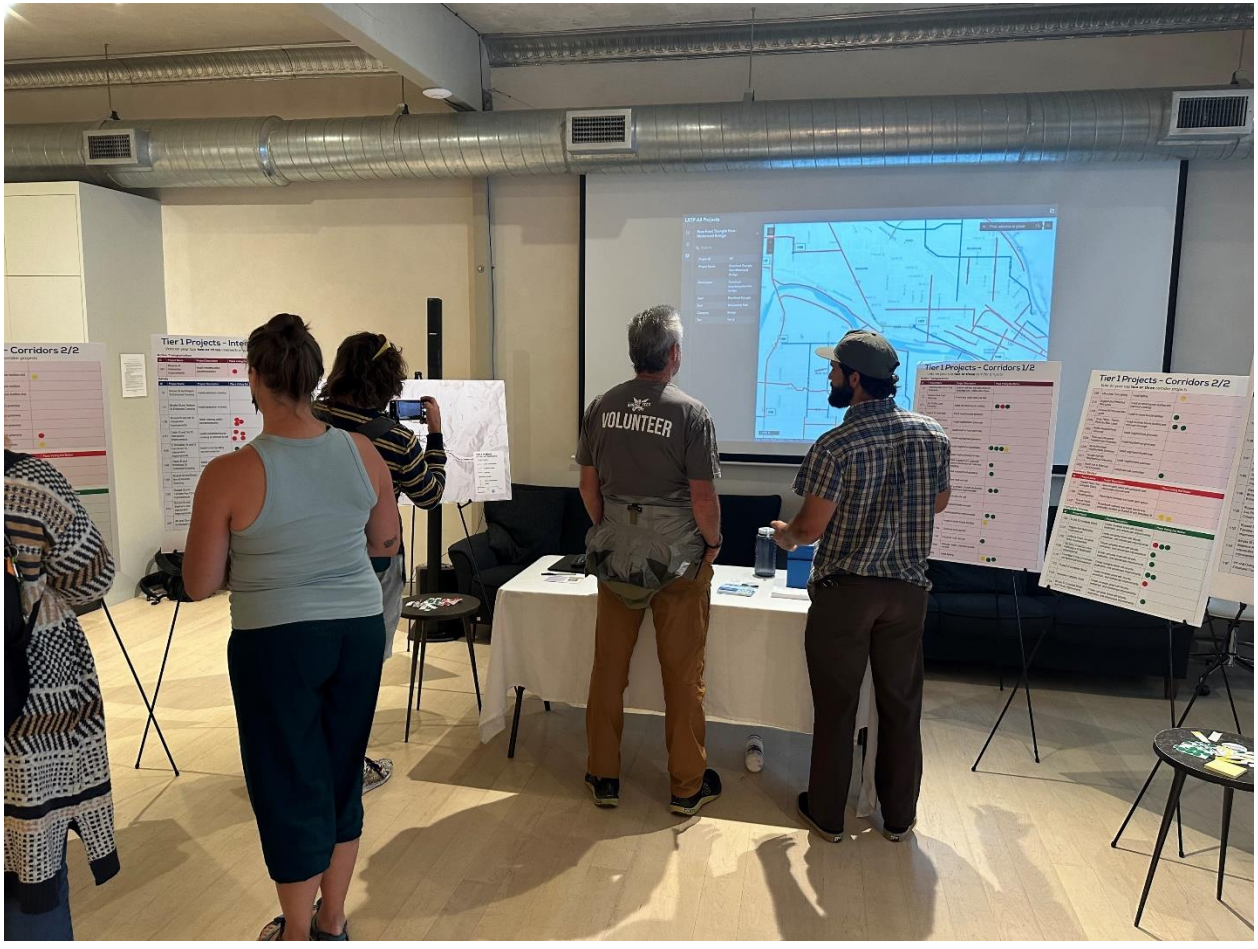
	2024												2025
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN
Public Engagement 				Phase 1				Phase 2			Phase 3		
Board/Committee Touch Points													
Existing and Future Conditions													
MPO 2050 Needs Assessment + Project List Update													
MUTD Future Service Goals and Objectives													
MPO and MUTD Financial Plans													
Final Report and Presentations													



Outreach Summary

Phase 2 Outreach

Public Open House



Phase 2 Outreach

Tabling and Direct Outreach at Community Events



Engagement Contacts

- Missoula Downtown Association
- Missoula Midtown Association
- Missoula Chamber of Commerce
- Missoula Organization of Realtors
- Missoula Economic Partnership
- YMCA
- All Nations Health Center
- Missoula Parks and Recreation
- Soft Landing
- Missoula Public Library
- Poverello Center
- HOT Team
- United Way
- HomeWORD
- NeighborWorks
- Missoula Food Bank
- Schools (MCPS):
 - Willard High School
 - Big Sky High School
 - Russell Elementary
- Missoula College:
 - River Campus
- UM Office of Sustainability
- UM Office for Disability Equity
- Hellgate Elementary
- Bicycle/Pedestrian Advisory Board
- Let's Move Missoula (5-2-1-0)
- Missoula in Motion
- MIST
- Free Cycles
- Climate Smart Missoula
- Parking Commission
- Opportunity Resources
- Summit Independent Living
- Neighborhood Councils:
 - Northside / Westside
 - River Road
 - Franklin to Fort
 - Captain John Mullan
 - South 39th
- Clark Fork Coalition
- All Community Council
- North Missoula CDC
- Common Good
- Missoula Tenants Union
- Prohousing Missoula
- Missoula Aging Services
- Missoula Housing Authority
- Blind and Low Vision Services
- Vocational Rehabilitation Services
- Beach Transportation
- UDASH

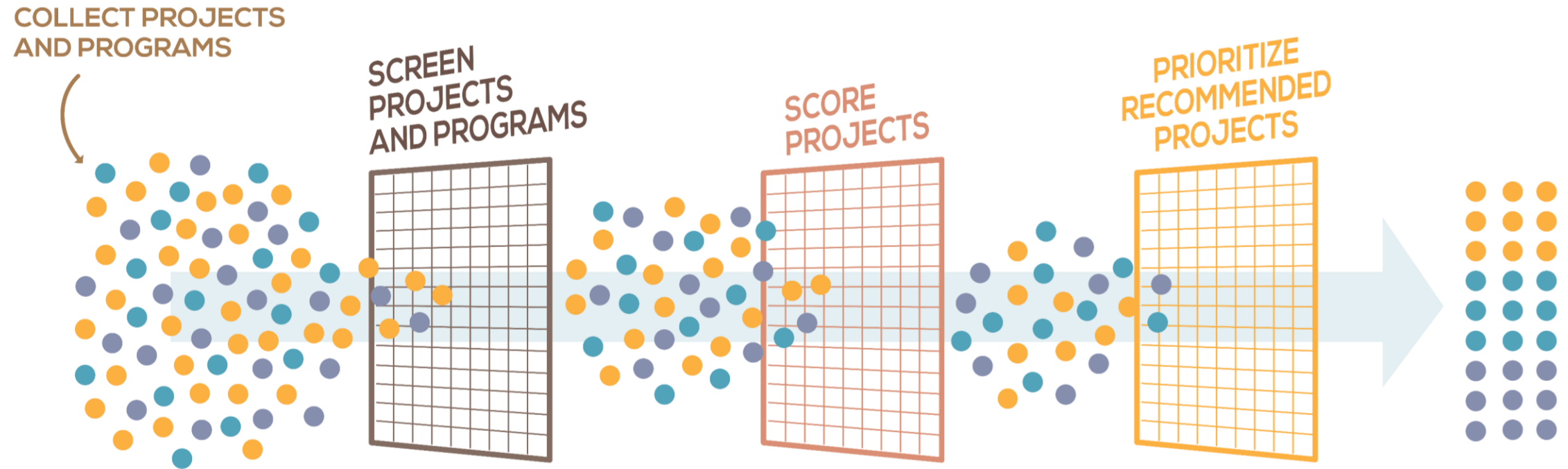
Long-Range Transportation Update

Key LRTP Takeaways of Public Outreach

- How would you list the Missoula Area to focus investments?
 - #1 Improve bicycle facilities such as trails/paths and lanes
 - #2 Maintain and repair existing streets and roads
 - #3 Improve public transit
 - #4 Improve pedestrian facilities such as sidewalks and crosswalks
- Which programs and policies are most important for the Missoula Area going forward?
 - #1 Passenger rail to other regions
 - #2 Implement neighborhood greenways
 - #3 Snow removal and street sweeping – including on bikeways and walkways
 - #4 Traffic calming and vehicle speed management
 - #5 Roadway and pavement maintenance

Feedback directly influenced the Project Prioritization

Project Prioritization Process



Projects, by the numbers

209 miles

Of corridor projects

27

Intersection projects

193

Total projects



32

Complete streets
projects



24

Safety projects



23

Roadway/bridge
projects



114

Active
transportation
projects

Financial overview

This number includes cost adjustment per year based on predicted inflation rates



	Near-Term	Medium-Term	Long-Term	Total
L RTP recommended capital projects	\$55.3M	\$87.8M	\$102.5M	\$245.6M
MTD allocated capital projects	\$42.2M	\$111.9M	\$131.1M	\$285.2M
Maintenance and preservation	\$54.6M	\$116.2M	\$136.4M	\$307.2M
Transit service and capital cost	\$97.8M	\$202.7M	\$233.0M	\$533.8M
Programs (CMAQ)	\$1.8M	\$5.2M	\$4.4M	\$11.4M
Total	\$252.0M	\$524.0M	\$607.5M	\$1.4B

Average project costs and projections

A project built today will cost less than a project built in 2050...

		Cost per linear foot 2025	Cost per linear foot 2050
	Complete streets projects	\$800	\$1,700
	Safety projects	\$300	\$700
	Roadway or bridge projects	\$15,000	\$31,000
	Active transportation projects	\$300	\$700
	Intersection projects <i>(cost per unit)</i>	\$350,000	\$780,000

Project cost and revenue big picture

- Final recommendations must be fiscally constrained within projected revenues through plan horizon



All Proposed Projects
Total cost in 2025: \$804.5M
Total cost in 2050: \$1.6B



Proposed Recommended Projects
Total available money: \$245.6M
(already adjusted for inflation per period)

How do decide which projects make the cut?

1

Does this project have any **committed funding** or other committed resources?

Project name	Project type
Kiwanis Park Trail Widening	Corridor
Higgins Ave Multimodal Improvements	Corridor
Front/Main 2-Way Conversion and Multimodal Improvements	Corridor
South Ave Complete Street and Shared-Use Path	Corridor
Orange Street Tunnel Rehabilitation	Corridor
Bitterroot River Crossing (South Ave Bridge)	Corridor
Hwy 200 Railroad Bridge Replacement	Corridor
Ron's River Trail Downtown	Corridor
Russell St and 4th St Intersection Improvements	Intersection
Russell St and 7th St Intersection Improvements	Intersection
Russell St and 6th St Intersection Improvements	Intersection
Orange Street and Cregg Lane Intersection Improvement	Intersection
California St/Toole Ave/Broadway St Intersection Improvements	Intersection

How do decide which projects make the cut?

2

Does this project have any **major feasibility constraints**?

Project name	Project type
Burlington Ave Complete Street	Corridor
North Ave Bike Lanes	Corridor
Deschamps Ln Shared-Use Path	Corridor
Higgins Pedestrian Bridge	Corridor
Mullan Rd Bicycle and Pedestrian Bridge	Corridor
Northside 1st St Shared-Use Path	Corridor
Pedestrian Undercrossing Connecting Downtown to Northside	Corridor
Northside Bikeway	Corridor
Southbank Riverfront Trail Extension	Corridor
Westside Greenway Trail	Corridor
Old Grant Creek/Cemetery Rd/Rodgers St Multimodal Improvements	Corridor
Railyard St Grid Construction	Corridor
Clay St Streetscaping and Intersection Control	Corridor
Russell St Extension	Corridor
Catlin St Extension	Corridor
Marshall Canyon Shared Use Path	Corridor

How do decide which projects make the cut?

3

Did the community provide strong support or concerns related to the project?

Top scoring without any programming or funding

Project name	Project type
Northside Riverfront Trail Extension	Corridor
3rd St Bike Lane Extension	Corridor
Regent St Neighborhood Greenway	Corridor
Grant St Neighborhood Greenway	Corridor
Sherwood Neighborhood Greenway	Corridor
Gerald Neighborhood Greenway	Corridor
4th St Neighborhood Greenway	Corridor
Pattee Creek Neighborhood Greenway	Corridor
Burton Neighborhood Greenway	Corridor
N 2nd St Complete Street	Corridor
Westside Area Mobility Enhancements	Corridor
Northbank Riverfront Trail	Corridor
Milwaukee Trail Lighting	Corridor
Carousel Dr Reconfiguration	Corridor
Russell St Complete Streets	Corridor

Most votes in open house/survey

Project name	Project type
Broadway Complete Street	Corridor
England Blvd Protected Bike Lanes	Corridor
Reserve St Protected Bike Lanes	Corridor
Union Pacific - Palmer Protected Bike Lanes	Corridor
Rollins Neighborhood Greenway	Corridor
Florence/Cottonwood Neighborhood Greenway	Corridor
Myrtle/Woodford Neighborhood Greenway	Corridor
Spurgin Rd/12th Neighborhood Greenway	Corridor
South Ave to Bitterroot Trail Connection	Corridor
Brooks St and Stephens Ave Intersection Improvements	Intersection
4th and Orange Enhanced Crossing	Intersection
Catlin St and 3rd St Intersection Improvements	Intersection
E Broadway St and N Van Buren St Intersection Improvements	Intersection
Owen St and Broadway St Enhanced Crossing	Intersection
Reserve St Intersection Improvements	Intersection

How do decide which projects make the cut?

4

Which tier did this **project score** in the Project Prioritization Methodology?

Remaining Tier 2 projects

Project name	Project type	Cost	Project name	Project type	Cost
I-90 Trail (Alternative 2)	Corridor	\$13M	River Rd Complete Street	Corridor	\$3.1M
Schilling Neighborhood Greenway	Corridor	\$500K	Broadway Protected Bike Lanes	Corridor	\$600K
Spurgin Rd Shared-Use Path	Corridor	\$5.5M	Grove Neighborhood Greenway	Corridor	\$11K
Strand Ave to Burlington Ave Shared-Use Path	Corridor	\$100K	Grand Neighborhood Greenway	Corridor	\$11K
S 3rd St Bicycle and Pedestrian Facilities	Corridor	\$3.3M	Garfield/Agnes Neighborhood Greenway	Corridor	\$11K
Riverfront Triangle Non-Motorized Bridge	Corridor	\$9.2M	Ronan Street	Corridor	\$2.2M
Post Siding Road Shared-Use Path	Corridor	\$1.3M	Grant Creek Trail Construction & acquisition I-90	Corridor	\$6.5M
S 3rd St Complete Street	Corridor	\$2.3M	Johnson Street Extension	Corridor	\$2.8M
Rattlesnake Dr Complete Street	Corridor	\$600K	Greenough Dr and Vine St Int. Improvements	Intersection	\$200K
Curtis St Complete Street	Corridor	\$2.3M	6th St and Ronan St Enhanced Trail Crossing	Intersection	\$150K

How do decide which projects make the cut?

5

How does the project respond to final prioritization question framework?

Does the project?

- Fill a persistent multimodal network gap or deficiency in ADA access or facilities?
- Support infill development or affordable housing for areas identified as priority for regional growth?
- Improve multimodal access to an outlying area identified by Missoula County to support regional connectivity?
- Support efforts for revitalization or economic development?
- Address historically disadvantaged areas that have been adversely impacted by transportation decisions?
- Add resilience to support evacuation routes for limited access areas at risk for natural disasters?
- Replace a deficiency to reduce deferred maintenance and preservation?
- In an advanced state of readiness or design?

How do decide which projects make the cut?

5

How does the project respond to final prioritization question framework?

- Does the project exceed a cost threshold for which the MPO would need to receive Federally awarded grants to reasonably fund?

Project name	Project type	Cost
People's Way Trail Phase 1	Corridor	\$13.7M
Brooks St Complete Street and Transit Improvements	Corridor	\$34.8M
Coal Mine Road/I-90 Interchange	Corridor	\$17.3M
Raser Drive Bridge	Corridor	\$38.3M
Grant Roads – Wye/Mullan Plan Collector Routes	Corridor	\$34.5M

How are we investing our local funds?

ALL LRTP Recommended Projects

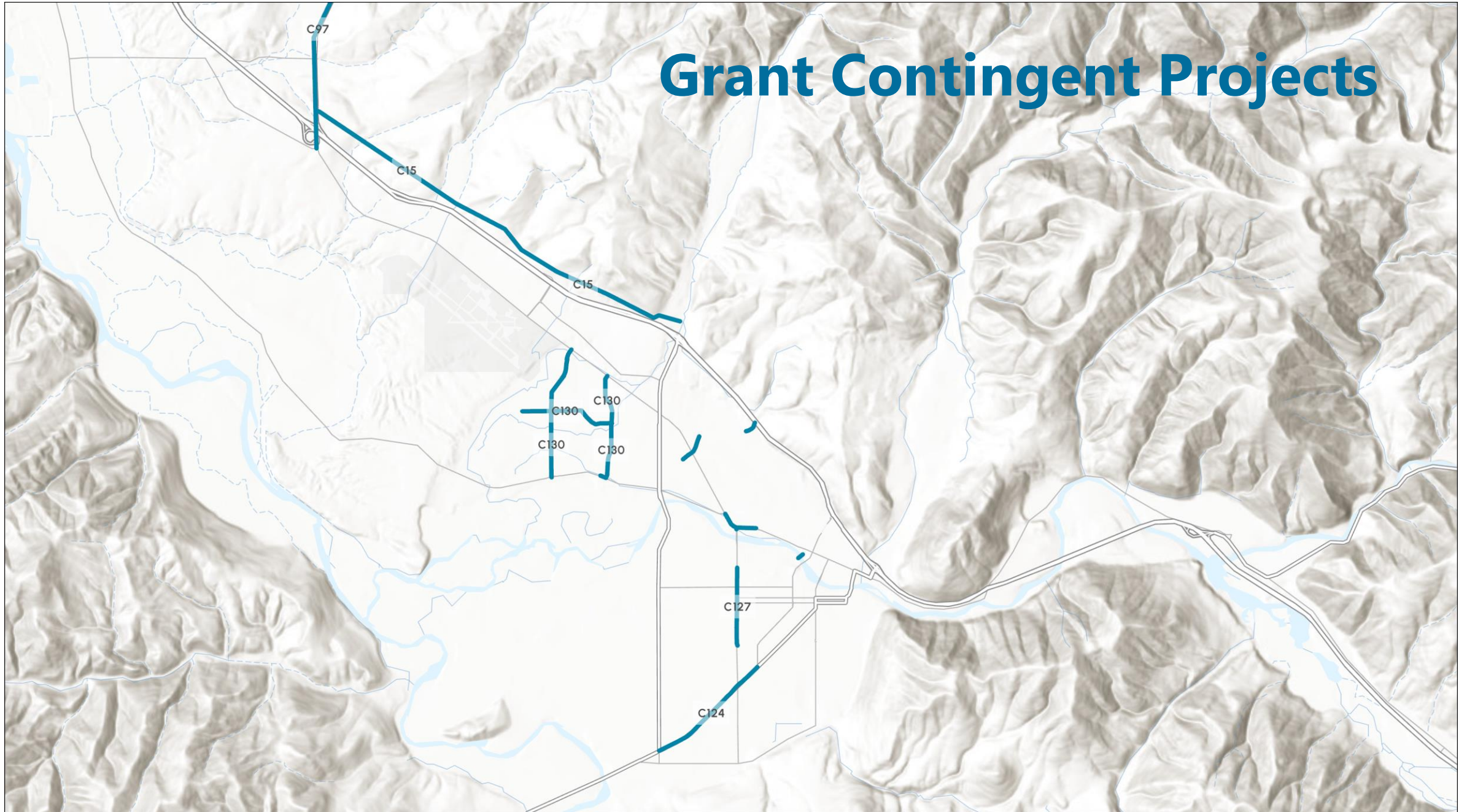
Active Transportation	\$76,370,520	56
Complete Streets	\$52,353,000	19
Roadway/Bridge	\$52,008,000	9
Safety	\$5,986,200	13
TOTAL	\$186,717,720	97

Grant Contingent

Active Transportation	\$13,767,000	1
Complete Streets	\$69,313,000	2
Roadway/Bridge	\$55,677,282	2
TOTAL	\$138,757,282	5

[illegible]

Grant Contingent Projects



Discussion

- Russell Street
- Projects that are not recommended based on scoring and other criteria, but may warrant further consideration:
 - Raser Dr extension (Industrial Connector); Johnson St Extension (River Rd area); Post Siding – South Ave connector trail; West Riverside trails; Johnson & 3rd intersection
- Wye Collector Routes: should this be a Grant Contingent project, or development?
- Riverfront Triangle Bridge & I-90 Trail (Grant Creek to Wye)
- Project Timing: ex. South Ave – Clements to river
- Trail Maintenance: do we program additional funding, such as TA?
- River Rd connection: Russell to California – should this be included in lieu of some other projects like Spurgin, or S 3rd St bike lanes?
- CMAQ funding: sweepers, buses, programs

Discussion

CMAQ Funding (current projected)

- Transportation Options: \$11.1M (\$400k/yr)
- Transit Service Operations: \$9.5M (\$365k/yr)
- Capital Bus Purchases: \$0 programmed currently
- MRTMA: \$2.9M (\$114k/yr)
- Sweepers: \$13.3M (~\$500k/yr)

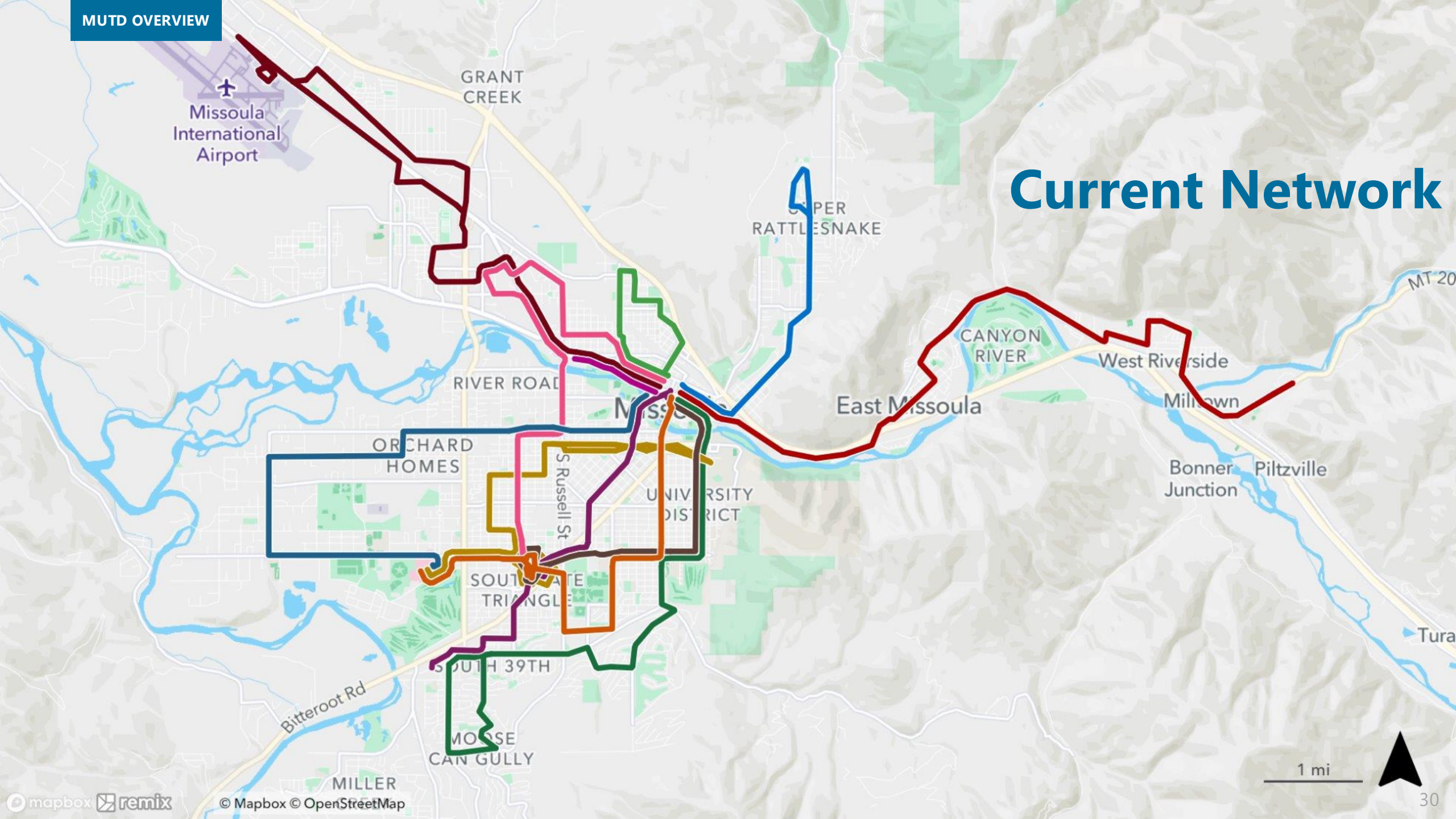
Transit Strategic Plan Update

Our Services

- Twelve bus routes around the Missoula valley
- ADA Paratransit service
- Shuttle Van for riders over 60
- Summer market trolley
- Ramp and bike racks on every bus
- Zero-fare access to all services



Current Network

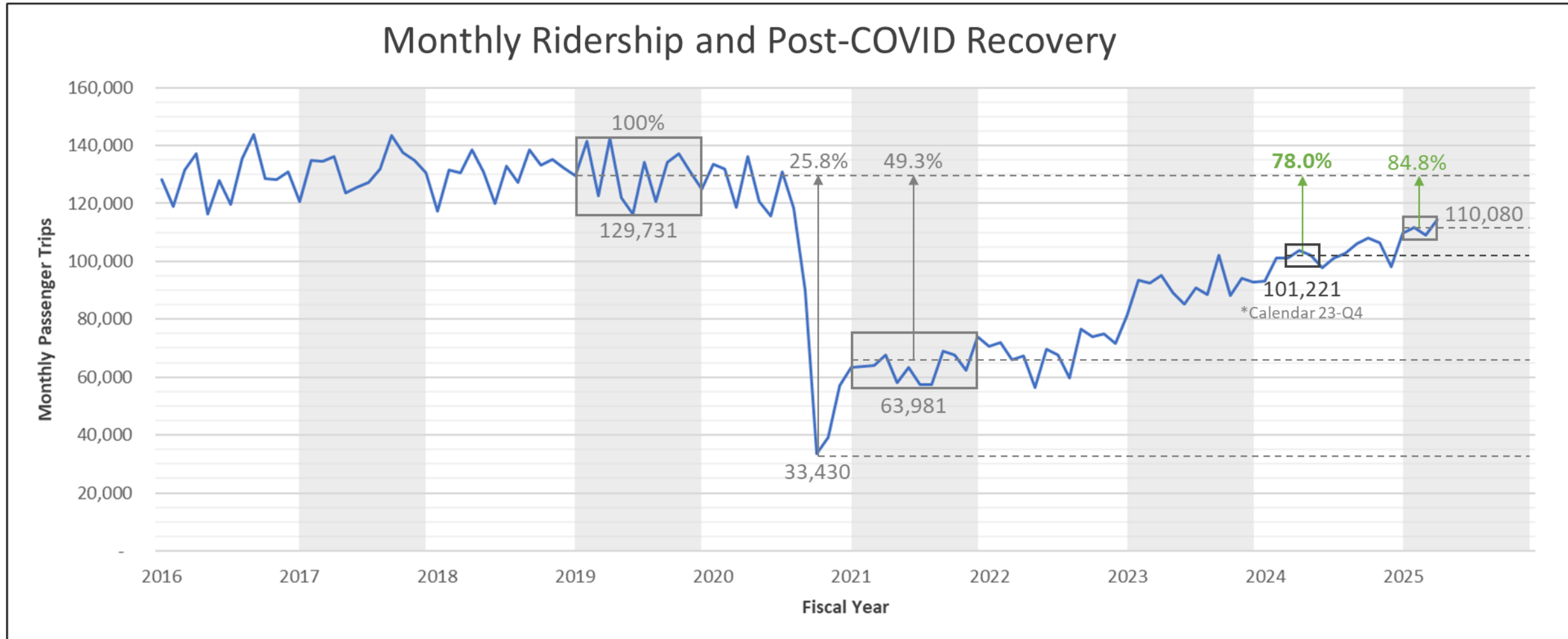


State of the System

- Continued ridership recovery
 - **More than 1.2 million rides a year**
- Continued success with federal grants
 - **Over \$60 million in federal awards** in the last five years
- Continued innovation, stewardship and preparations for the future
 - Strategic plan realigns service delivery
 - Maintenance, operations, and administrative base sets the stage for future growth



Scenario Development – Ridership



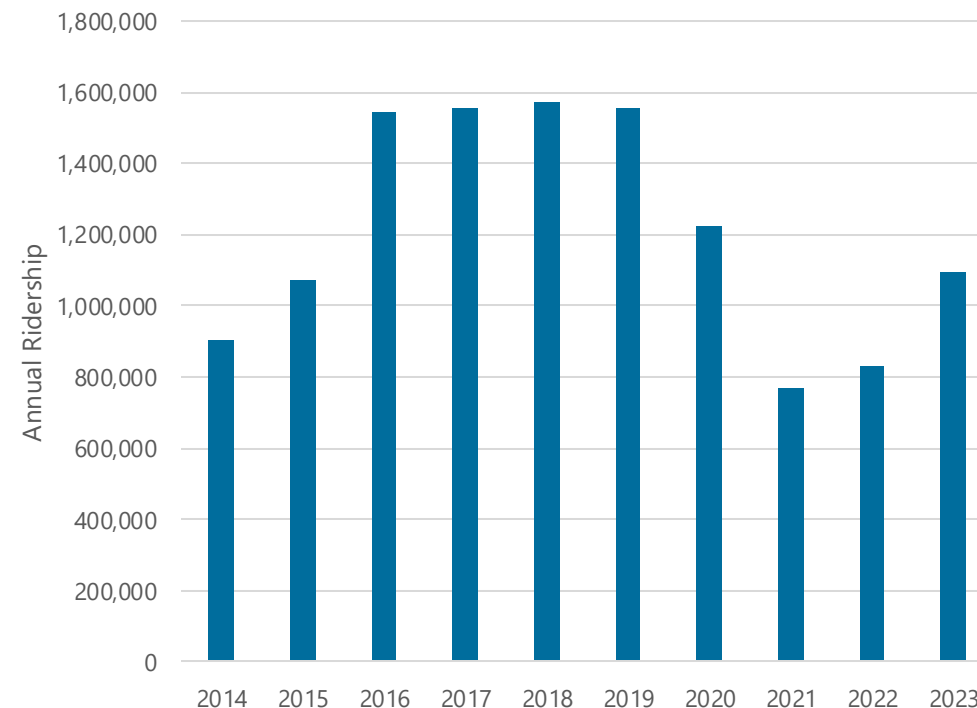
Our Impact



- Every dollar invested in public transportation **generates \$5 in economic returns.**
- Paratransit service keeps older adults and members of our community with disabilities **mobile, independent, and connected.**
- Electric buses keep **Missoula's air cleaner.**
- Mountain Line offers **skilled, meaningful employment** with growth opportunities.
- Close collaboration with local government helps plan for **a resilient future for Missoula.**

Scenario Development – The Context

- Mountain Line's ridership has been recovering from the pandemic
- Mountain Line implemented some of the historically most requested service span improvements in July 2022:
 - Earlier and later weekday service
 - Additional all-day weekday service on two existing routes
 - Longer Saturday service
 - New Sunday service



Scenario Development – Opportunities

- Opportunity to try something different for low-ridership areas or routes, such as Routes 8 (5th/6th), 9 (Target Range), and 12 (South Hills)
- Reducing duplication of service near UM (multiple Mountain Line routes and/or UDASH)
- Targeting areas where high-density growth is happening/will happen
 - Examples:
 - Sawmill District
 - Sx^wtpqyen area (west of Reserve St between Broadway and Mullan Rd)
- New technology, such as on-demand service

Scenario Development – Challenges

- ***Need to be cost-neutral – This is not a service expansion***
- Desire to maintain coverage where there is service today
- Mountain Line's existing facility cannot accommodate any more buses
 - Service improvements can only use existing fleet size until new facility is open later this decade
 - Mountain Line cannot easily add more service on weekday mornings and afternoons due to fleet constraints

Key MUTD Takeaways from Public Outreach

- Strong support for targeted frequency improvements
 - Route 3 Northside
 - Route 4 East Missoula
 - Weekend Route 1 and 2 service
- Route 15 Sx^wtpqyen was repeatedly pointed out as a great new service
- Lukewarm response for On-Demand service
 - Unease on how it might work
 - Worry about much longer travel times, particularly for existing Route 9 and Route 12 riders
- Route 12 South Hills riders doubted potential changes

Feedback directly influenced the Preferred Network

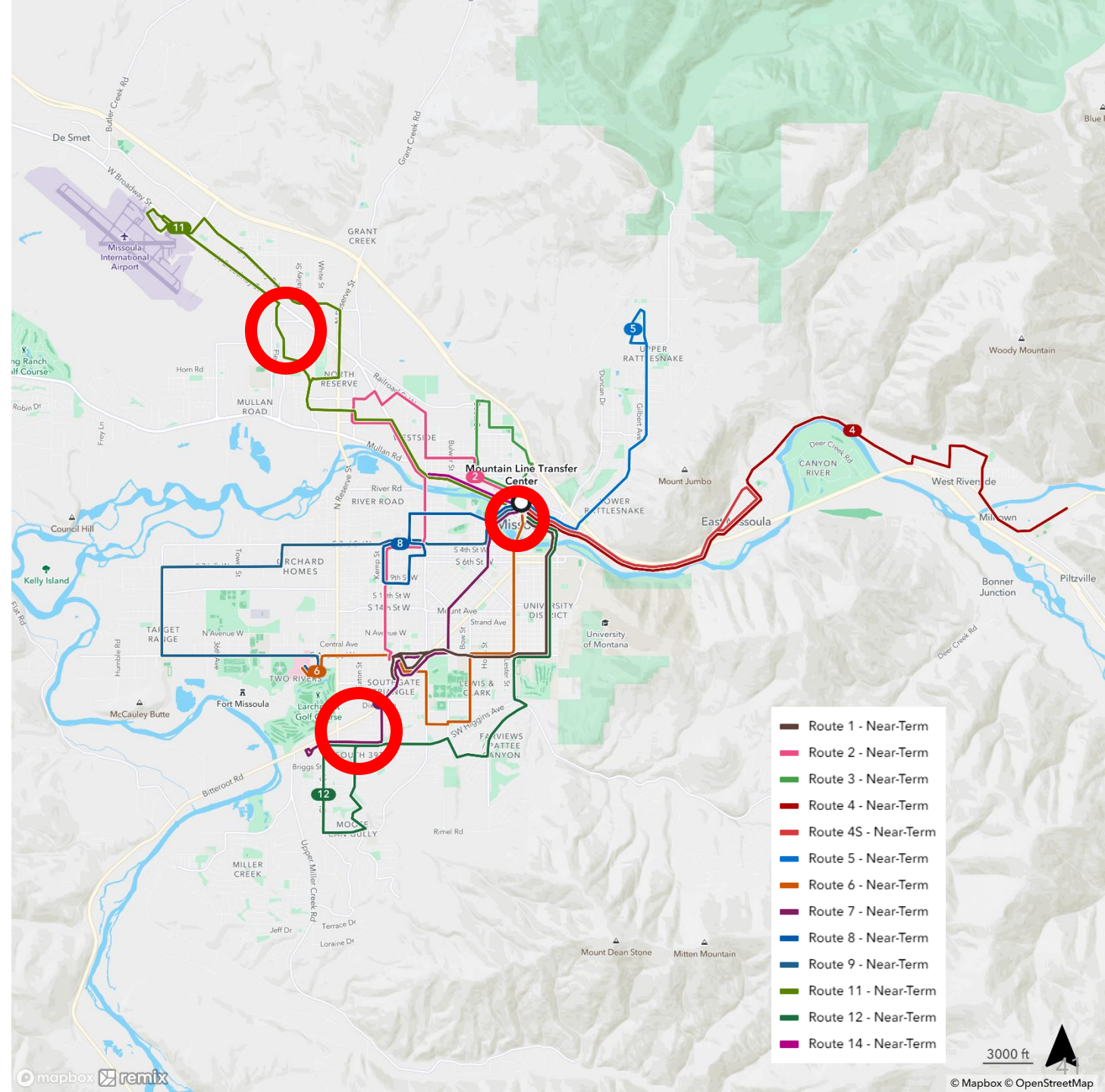
Service Recommendations

- Near-Term Preferred Network
 - Responds to public input
 - Focuses service improvements on areas with highest needs and ridership potential
 - Begins setup for Brooks BRT
 - Tests new technologies that could provide a model for expanded coverage
 - Does not include coverage improvements that would be undone when more resources become available
- Long-Term Preferred Network
 - Builds on Near-Term improvements
 - Adds new routes to reflect development opportunities
 - Increases geographic coverage
 - Improves frequency in corridors with the current and anticipated land uses that can support it

Near-Term Preferred Network

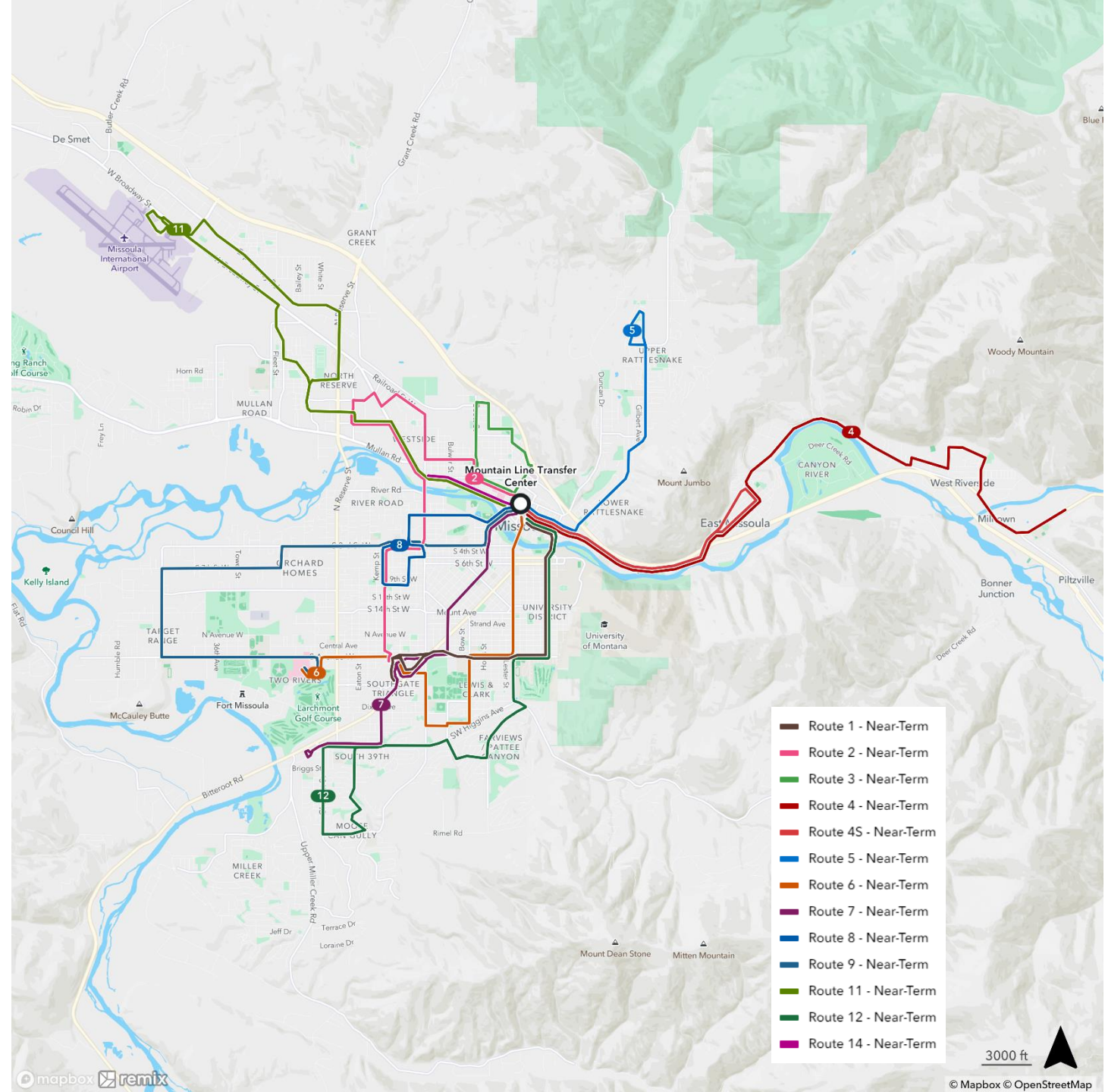
Near-Term Preferred Alternative Key Changes

- Two routes have frequency improvements from 60-minute to 30-minute service between noon and 6 p.m.
 - Route 3 to Northside
 - Route 4 between Downtown and East Missoula
- Two routes have small tweaks to improve speed and reliability
 - Route 11 alignment south of the VA is made more direct
 - Route 7 in downtown Missoula would no longer serve Front Street; shift from 36th to 39th Street in South Hills



Near-Term Preferred Alternative Key Changes

- **Most routes do NOT have schedule or alignment changes**
- Two routes have significant alignment and schedule changes
 - Due to low ridership and duplication with UDASH, Route 12 peak frequency decreases from 30-minute to hourly service.
 - To reduce duplication with other routes and to serve a growing area, Route 8 is shortened to serve Sawmill District. Service improves to 30-minute service on weekdays.

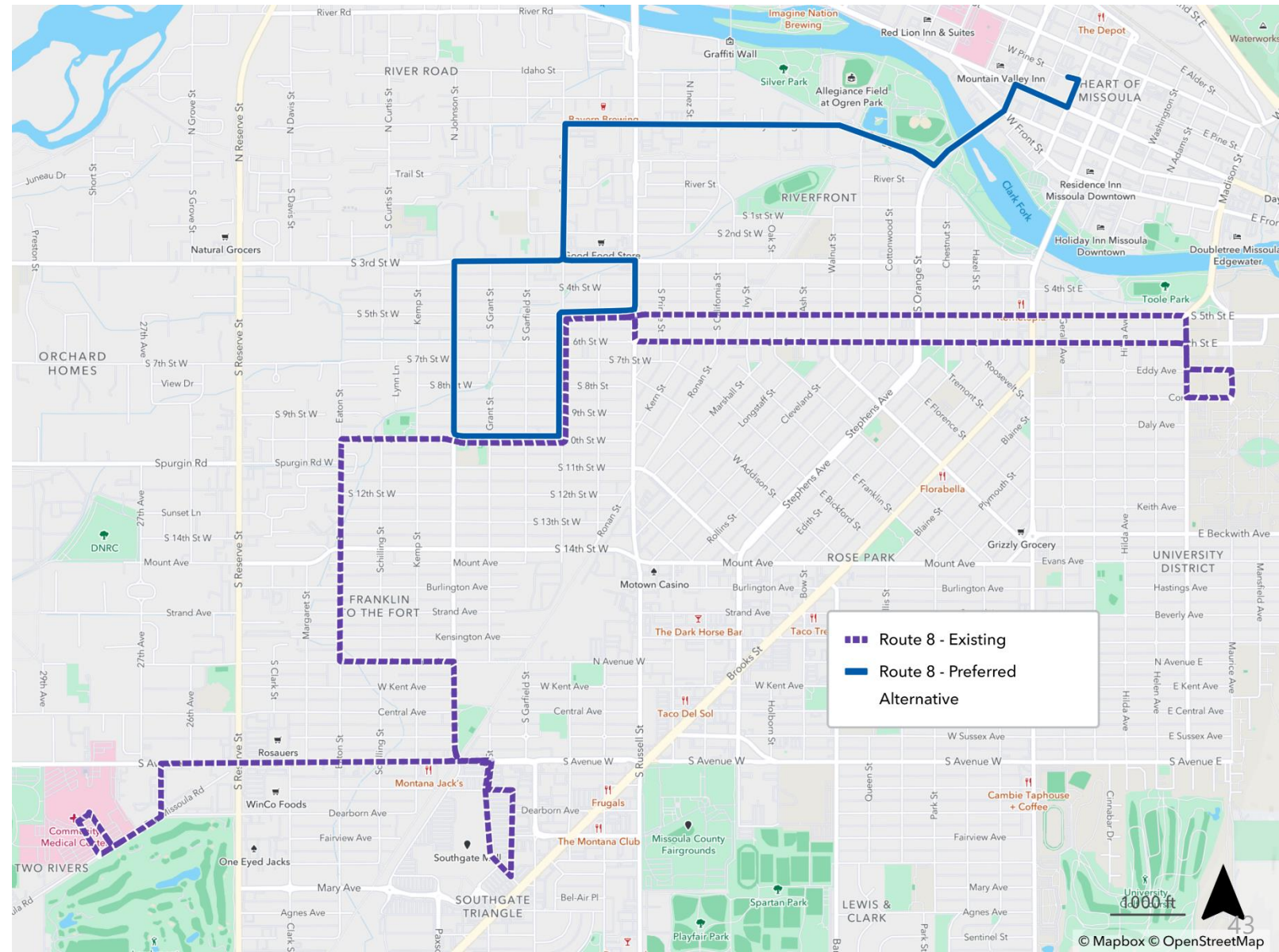


Near-Term Route 8 Preferred Alternative

- Route 8 ridership has been stagnant for years
- Much of Route 8 duplicates Routes 2 and 6
- UM ridership has declined

Recommendation:

- Serves growing Sawmill District
- Provides direct connection to Downtown
- Is frequent (every 30-minutes) and more convenient
- Ridership will increase*



Near-Term Expansion Options

Near-Term Expansion Recommendations

Operate Route 3 and Route 4 (between East Missoula and Downtown) every 30 minutes all day on weekdays

Complements near-term frequency improvements on these routes by extending 30-minute service to a 12-hour span

Operate Routes 1 and 2 every 30 minutes on weekends

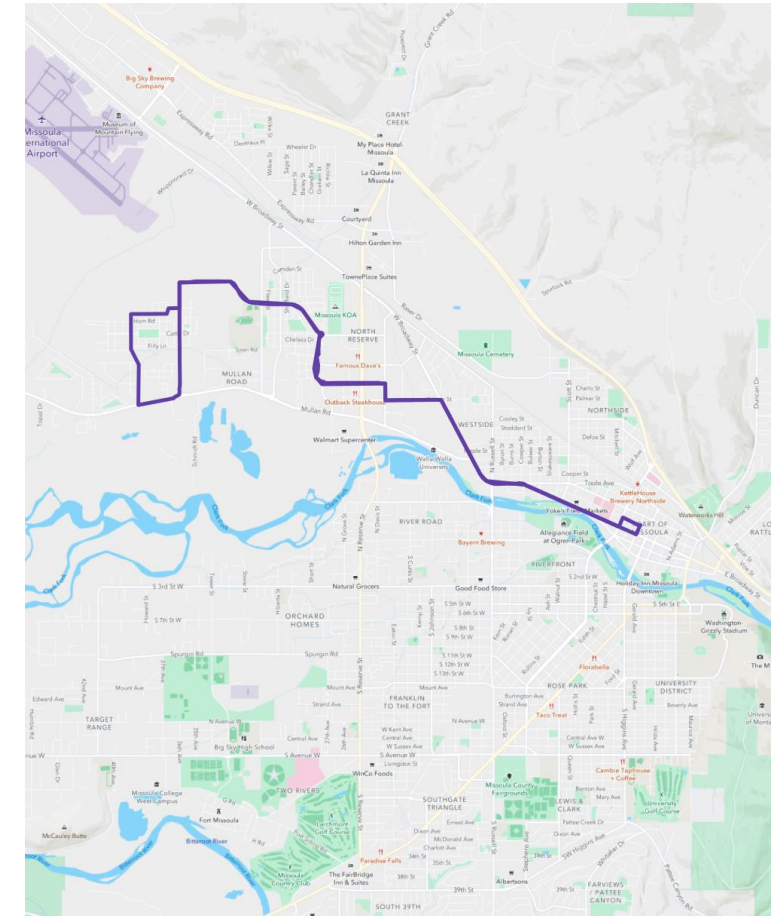
Improves frequency on most utilized weekend routes and improves transfers to all routes on weekends

Serve the growing Sxwtpqyen neighborhood

Add regularly scheduled transit service to connect a growing, dense development to downtown Missoula

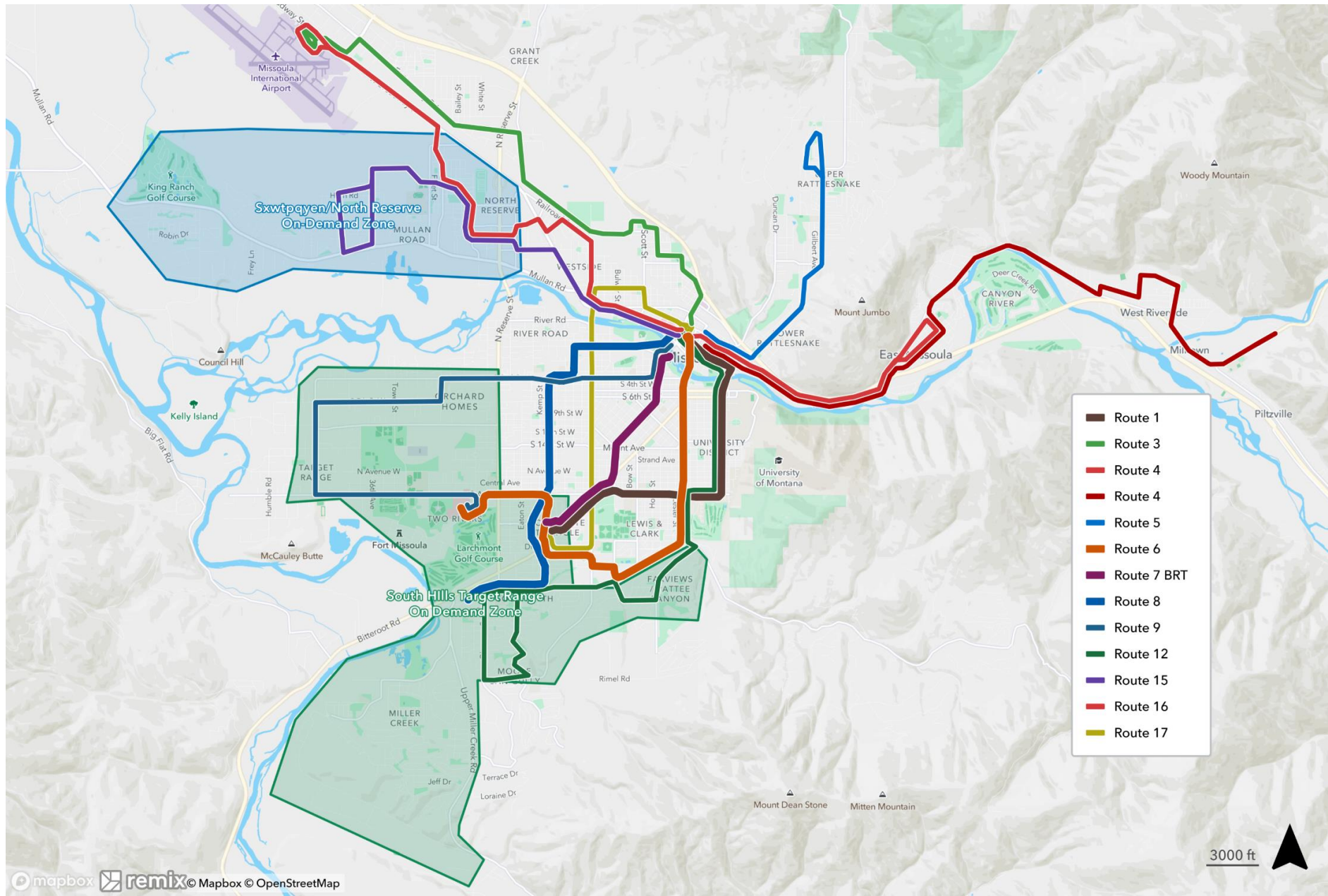
Implement the Linda Vista/Target Range On-Demand Zone as a pilot program

Test viability of on-demand service to areas that have been traditionally difficult to serve with regular bus service



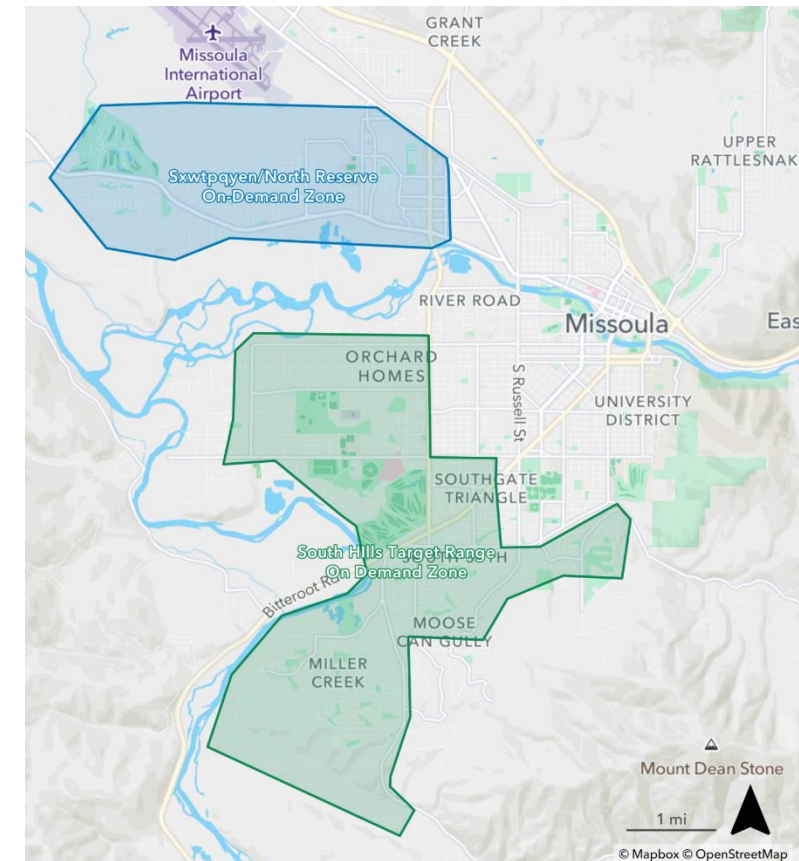
Long-Term Preferred Network

Long-Term Preferred Network



Key Components of Long-Term Network

- **BRT service from downtown to Southgate**
- **More frequent weekday service**
 - 4 routes with 15-minute service or better
 - 2 routes with a combined frequency of 15 minutes to connect Sxwtpqyen to downtown
- **Three new routes**
 - New Northside to airport route
 - New service on Russell Street
 - New connection from Franklin to the Fort to Southgate Walmart
- **Expansion of on-demand service (if pilot proves successful)**
- **More frequent weekend service**
 - Routes that operate every 15 minutes on weekdays should have 30-minute weekend service



Long-Term Network Cost

Long-term preferred network would increase capital and operating needs by 50% over current budget.

Network	Est. Annual Revenue Hours	Est. Vehicle Needs
Current	67,000	21
Long-Term Preferred Network		
- Fixed-Route	96,000	29
- On-Demand	10,000	3
- Total	106,000	32
Additional Resources Needed	+39,000	+11

Note: Costs are planning-level and intended to provide a general estimate of cost.

What's Next?

- Virtual public meeting: **December 12 from 5:30 to 6:30 p.m.**



THURSDAY, DECEMBER 12
5:30-6:30 P.M.



Transit Routes



Transit Frequency



Complete Streets



Bike Lanes



New Connections



Commuter Trails

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TRANSPORTATION
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What's Next?

- Virtual public meeting: **December 12 from 5:30 to 6:30 p.m.**
- Compilation of LRTP and TSP reports
- Public comment period for the LRTP
- MUTD Board approval for the TSP

Thank you!

