



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: May 6, 2025, 6:00 p.m.

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

Members in Attendance: James Fountain (County Alternate), Danny Oberweiser (County Appt), Lynn Davis (City Appt), Derek Kanwischer (City Appt), Rick Hall (County Appt), Tung Pham (Mayor), Josh Schroeder (Conservation District), Shane Morrissey (City Appt), and Sean McCoy (County Appt).

Members Absent: Danny Tenenbaum (City Alternate), Peter Bensen (County Appt)

I. CALL TO ORDER [Time stamp – 0:43]

Sean McCoy called the meeting to order at 6:02 p.m.

II. ROLL CALL [Time stamp – 0:55]

Analeshia Rodriguez called the roll. Eight regular members were present. James Fountain was promoted to voting member for the evening. A quorum was met.

III. APPROVAL OF MINUTES [Time stamp – 1:51]

Shane Morrissey moved, and Derek Kanwischer seconded approval of the March 18, 2025, minutes as written. The motion passed unanimously.

IV. PUBLIC COMMENT ON NON-AGENDA ITEMS [Time stamp – 2:49]

There were no public comments on non-agenda items.

V. STAFF ANNOUNCEMENTS [Time stamp – 4:55]

There were no staff announcements.

VI. PUBLIC HEARINGS [Time stamp – 5:22]

There were no Public Hearings.

VII. COMMUNICATIONS & SPECIAL PRESENTATIONS [Time stamp – 5:25]

- A. Lauren Ryan, Planner III, Planning, Development & Sustainability- Missoula County
Zoning Regulations Maintenance Update

STAFF PRESENTATION

Lauren Ryan, Planner III, with Missoula County led an informational presentation regarding the zoning maintenance changes for Missoula County. Ryan shared the zoning regulations underwent a major overhaul in 2022. The County has been working to implement yearly updates, with the last one completed in 2023. The scope of the update included correcting typographical corrections,

updating regulations to reflect staff interpretations, language revision, increasing flexibility where regulations were restrictive, and incorporate recent legislative changes.

Staff briefed the board on an overview of the zoning code clarifications and edits. Key updates included clarification made to exclude porch/ stoop requirements for mobile and manufactured homes. For a Build-to-Zone (BTZ) only one frontage must meet setbacks on through-lots. The code was reorganized to make it clear there are conservation design requirements for properties with 50% or more important agriculture soils that are present. Agricultural buildings were clarified as not subject to building scale standards unless they are high impact uses. There was new language added to clarify that temporary signs may be on/off property with owner consent.

Ryan summarized the contextual revisions. The code previously allowed detached homes in both light and heavy industrial zones. This provision has been removed, and detached homes will no longer be permitted in these zoning districts. Additional changes included an increase in the distance for the alternative transportation bonus, and in several residential districts, minimum width and depth requirements were removed. The most substantial change with this maintenance update is a new use type, Industrial Flex Space. This was introduced to provide flexibility between light and heavy industrial zones. The change aims to address the need for more diverse, low-impact industrial uses in both types of industrial zones.

Staff shared the sign chapter has also undergone revisions to encourage more visually appealing sign types, such as projecting signs. The new code expands where these signs are allowed to encourage their use in more areas. Due to a legislative change, the energy conservation requirements for cannabis cultivation facilities were removed. It was also stated community residential facilities and daycare homes must now be permitted in all residential zoning districts. Staff concluded the presentation by summarizing the process and timeline of the new structure for the updated zoning code.

See PowerPoint presentation slides.

BOARD DISCUSSION

The provision for detached homes being removed from industrial zones was addressed. A question was raised regarding the energy-related restrictions that were imposed on cannabis cultivation facilities. Staff discussed the removal of minimum lot width and depth requirements in specific residential zoning districts (R, Residential Medium, and Live/Work). They explained current dimensional requirements were preventing the development of certain housing types, which were an allowed type in the zoning district.

- B. Glenn Ingram, Associate Transportation Planner, City of Missoula – Missoula MPO on the Missoula Connect Long-Range Transportation Plan **[Time stamp – 27:46]**.

STAFF PRESENTATION

Glenn Ingram, Transportation Planner, with the City of Missoula provided a presentation regarding the Missoula MPO's Long Range Transportation Plan (LRTP). The plan maintains the goals from the previous long-range plan (Missoula Connect) which includes improving safety, advancing sustainability, expanding mobility choices, connecting communities and maintaining existing assets. These goals were used to guide decision-making and project prioritization within the plan.

Ingram did an overview of the planning area which consists of the City of Missoula and the surrounding urbanized parts of the county. He emphasized a significant focus was placed on the growth the region has experienced over the last decade, which has impacted our transportation network. Staff shared one of the key factors influencing project prioritization is through the

integration of transportation systems into planned housing subdivisions. The need for alternative transportation, which could help reduce household transportation costs, was also emphasized.

The outreach effort took place in three distinct phases, aiming to engage the public throughout the process. Several key themes emerged from public outreach: increasing mobility options, addressing services in underserved communities, transportation and growth impacts, transit service expansion, cost of living, and increasing collaboration.

Staff discussed the financial overview of the LRTP. The plan is structured to analyze projected revenues from various funding sources and prioritize transportation projects over a 25-year period. The total estimated revenue for this period is approximately \$425 million which includes both committed projects and recommended projects.

The presentation covered recommended programs and policies. The two main areas of focus included pavement maintenance and asset management and Neighborhood Greenway projects. Ingram highlighted the LRTP helps support programs and policies like mobility hubs and ground access to the airport. The City is currently working on signal timing improvements in specific corridors (Reserve Street and Higgins Avenue) and plans to prioritize projects that contribute to completing the Neighborhood Greenway network. Public engagement and next steps for the LRTP concluded staff's presentation.

See PowerPoint presentation slides.

BOARD DISCUSSION

Board members asked whether funding allocated for bicycle and pedestrian safety could be used for education purposes. Staff clarified funding can potentially be used for educational purposes. They stated future opportunities exist for coordination between agencies and community groups to address cycling safety and education more effectively. Board members asked about other revenue sources, outside of grants, that contribute to the plan's funding, including impact fees and taxes. Ingram explained that funding sources include the Urban Fund, CMAQ funding, and H-SIP funding.

VIII. COMMITTEE REPORTS [Time stamp – 50:58].

Board members discussed The Missoula Metropolitan Planning Organization (MPO) input provided to the House Transportation Infrastructure Committee and a presentation on electric vehicle (EV) infrastructure.

IX. OLD BUSINESS

No old business was reported.

X. NEW BUSINESS

No new business was reported.

XI. COMMENTS FROM BOARD MEMBERS

No comments from Board members were reported.

XII. ADJOURNMENT [Time stamp – 55:02:]

The meeting was adjourned at 6:57 p.m.

Missoula Consolidated Planning Board May 6, 2025 – 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/9101/media>

Missoula Consolidated Planning Board

May 6, 2025 -Meeting Recording

4:29

So let us call to order tonight's Missoula Consolidated Planning Board meeting for Tuesday, May 6th, 2025 at 6:02 PM.

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

Roll call.

Lynn Davis.

LD **Lynn Davis** 27:24
Here.

AR **Analeshia Rodriguez** 27:26
Eric canwersher.
Shane Morrissey.
Here Toon pharm.
Danny Tunenbaum Danny is absent. Josh Rader.

JS **Joshua Schroeder** 27:41
Here.

AR **Analeshia Rodriguez** 27:42
Danny oberweiser.
Peter Benson.
Peter is absent, recall.
Rick is absent. James Fountain.
Here, John McCoy.
Here, Mr. Chair, there are seven Members present and one alternate present.
Would you like to appoint James Fountain as voting member for the evening, please?
And we have quorum.
Great. Thank you. And Alicia.
All right. That brings us to approval of the Minutes from March 18th, 2025 ideally.

Everybody got a chance to look those over in the packet and if there anybody need changes.

I think anybody say anything?

K No edits.

And with that, though, we can entertain a motion.

I'll move that we approve the March 18th 2025 minutes.

So moved by Shane, do we have a second? Second seconded by Derek.

OK, for this, we'll just do an up and down vote for so all those in favor say aye, aye.

JS **Joshua Schroeder** 28:55
Bye.

LD **Lynn Davis** 28:55
Aye.

AR **Analeshia Rodriguez** 28:57

All those opposed say nay.

Any abstentions?

Alright, unanimous.

With seven eyes.

OK.

Moving right along, that brings us to public comment.

For tonight on non agenda items for anybody that may be here to speakers online, if you have something.

To comment on that is outside of tonight's agenda, which is mostly presentations.

You're welcome to do that at this point in time, we will go ahead and put up instructions on the screen.

If you need to call in for some reason via separate device, although I still am not sure this is even possible anymore. Is this possible?

Can somebody?

I guess you could be watching it at home on something MCAT.

Anyway, you can call in to 406-272-4824 if you need to, and the phone conference ID is 358-8848 four 8 LB.

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

with that we'll just take a minute here.

See if we have any public comment.

All right, seems like nobody's beaten down our doors. Am I missing anybody?

Alicia, OK.

Alrighty, so doesn't seem like we're gonna have any public comment on non agenda items. So we will go ahead and close public comment.

And bring us right down to staff announcements.

Did everybody check out the memo?

Any questions, thoughts, needs from staff on the memo?

Seeing none or hearing none, we can move on anybody.

Bueller.

OK, we have no public hearings tonight, which will bring us right into communications and special presentations.

I believe we have Lauren Ryan first.

Planning planner three. What does that?

What is that?

What you give us your title.

Give us planner three. That's perfect. OK.

With Missoula County zoning take it away.

Hey.

I just realized right before I was going to show this presentation that I had the day of 2024 on here and it is definitely 2025 S. Whoops.

Caught that right before. So for the record, Lauren Ryan, Planner with planning development and sustainability. And this evening I am going to share with you just an informational presentation of the zoning maintenance changes for Missoula County.

Some of you are probably on the board, so these were adopted.

In 2022 was our major overhaul of the zoning regulations for the county, and we've been working to do yearly maintenance updates on these.

The last one we completed was in 2023, so we're a little bit behind on our yearly update, but trying to keep a a regular schedule of updating these so they can stay refreshed and up to date.

So the purpose of tonight's meeting is to just go over briefly what some of the changes are just so the board is familiar with them.

Before I bring them forward out of formal public hearing and also give you all the opportunity to ask any questions.

So as far as the scope of the update, we kept the scope pretty minimal on this one. Just with time we had, we wanted to keep it minimal to issues that were.

Coming up over and over again.

So this update included of course, every year we're doing this, just any typographical errors that staff is finding.

In addition, we also wanted to reflect any of staff's interpretations.

That we've made of the code.

So you'll see quite a few of those in there, just formal staff interpretations, and that they're reflected in the regulations now.

Another portion, too was revising language for clarity.

That does not change the intent of the code.

We find a lot of times that when folks are coming in with applications that their sections of the code that don't make a lot of sense.

And so we're doing the best we can to make sure that it makes sense.

It's both for people using the code and for staff ourselves.

We also changed portions of the code to provide some more flexibility where regulations we found were too restrictive and the outcome wasn't how we intended it to be. So providing a little bit more flexibility there, and of course always looking at any legislative changes.

So this would have been for the last legislative session, not this current one.

Well, current one that just wrapped up.

So what determined our scope of work? This go around kind of what I said in the last slide, if staff found the language unclear or hard to understand, any repeated issues that were coming up?

And the implementation wasn't producing a desired intent or outcome that we originally intended for.

And all these fixes don't change the policy outcome themselves.

They're simply maintenance updates.

So I'm gonna just go over some of the what is categorized as our our clarifications or edits in the code here.

And I know without seeing it in front of you.

These probably won't make a whole lot of sense right now, but just want to get you

familiar with what you'll be seeing once I bring these forward to you.

So one of the things were in billing elements, we have requirements for where you are required to put a porch.

Or stoop on there and we are finding a lot of issues with on mobile and manufactured homes that those didn't make a lot of sense in a lot of scenarios.

So we were clarifying that those aren't required for mobile or manufactured homes. The Build 2 zone.

This is a a tricky one. We've had a hard time applying the the Build 2 zone in a lot of areas, so this was a a clarification.

In on our side of things because folks were having a hard time meeting this requirement and we are also seeing variances to this requirement quite a bit too.

So there's some clarification there on only one of the frontages.

Must meet.

The the setbacks on the on the Build 2 zone for the through lots.

Conservation design.

So we had a couple instances where.

The conservation.

Design which it is required if on a property on 50% or more of important ag soils.

Are present and these are in our agricultural zones and it was kind of buried within the code and we had an instance where it was missed and someone was not required to do it and so we move things around to make it more clear that if this is.

The case.

You you have to do the conservation design.

It's got doubled up. Sorry about that.

Building scale.

So clarifying that Ag buildings are not subject to the building scale standards unless there are a high impact user high impact uses are things like grow facilities.

And large.

Operations as far as AG goes.

Signs a lot of people use temporary signs on their property, especially for like for sale signs and things like that.

And so we added some language there because we had it. Now that it has to be on the property itself, can't be.

Off the property and so we added added language there to make that more clear.

So those are all kind of the, I would say the more boring side of the updates just because there are things that are.

A lot of staff.

Interpretations and minor details that need to be changed.

The contextual revisions are gonna be the the bigger revisions that you'll see. We have it in the code right now that you can have a detached home in.

In the industrial zoning district.

Both in in the light industrial zoning district and this was kind of a carryover from the previous code where we allowed for a caretaker home basically in an industrial landscape.

And we want to remove allowing for any homes in our industrial zoning district.

So we removed that as a building type.

One of the so we're finding a lot of folks aren't using the incentive bonuses in the code and we're trying to find a way to make them.

Well, first let folks know that there's an option there for an incentive bonus, but also make them a little bit more permissive so people may be more apt to use them, but there was an alternative transportation bonus.

And.

We increased the distance.

On that, based on feedback from.

Just standards and and talking with other transportation folks.

A big one are a lot.

Dimensions are and some of the zoning districts we have removed the minimum width and depth requirements in the residential districts.

Staff was finding that the width and depth requirements were basically preventing. Something like a town home from being built. You could not meet the width and depth requirements and build a town home so that was a big issue that we were realizing so.

And several of the residential districts, we removed the minimum width and depth requirement.

So that's a fairly substantive change.

But again, our intent was not to restrict what buildings could go there, right?

So we ended up moving the minimum width and depth, but you still have that minimum area requirement.

And the density in those zones.

So probably the most substantive change with this maintenance update is indeed new use type, which will also include a definition that'll go over in the next slide, which is this industrial flex space.

And this is going to be allowed in both the light and heavy industrial zoning districts. So the goal with this industrial flex space is we were finding talking with.

Land owners.

That there is a need for the uses that are allowed for in the light industrial why couldn't they be allowed in the heavy industrial zones, right?

That they needed some flexibility there between the industrial zones.

We decided, you know, when we when we did the zoning code that we would have these light and heavy industrial zones. I think we're realizing a little bit now that.

We maybe could have just stuck with one industrial zone period, but.

That's neither here nor there now, but we have these light and heavy industrial zoning districts now so.

This is a very long definition and you can barely even see it up there so.

I apologize for that, but let me so this is the definition for this industrial flex space use type.

And I'll just.

I'll read it out loud here for the for the record, because I know it's really small in here.

So this land use type encompasses a mix of low impact, non residential uses that do not generate smoke noise.

Noxious odors or other hazards.

It's use encompasses a broad range of manufacturing and production uses, including agricultural, artisan limited and general industrial types.

Industrial hybrid use also includes a broad range of non industrial uses that can safely occupy a warehouse or similar industrial style building, administrative facilities, small animal service, business equipment sales and service, small and medium entertainment, venue manufacturing and production.

Walk in medical facility microbrewery professional office.

Research, cooperative learning and training facility, indoor active recreation, vehicle repair, warehousing, wholesaling and freight movement, retailer food and beverage sales and service uses are allowed, but should be limited and accessory to other uses listed here.

So essentially this definition is taking the uses that are permitted in our light industrial district.

All those lists those uses I just listed off our current uses that are allowed.

In the light industrial district and again so the goal is with this to allow some flexibility between the light and heavy industrial uses.

I would say this really came from the Bonner Milltown site that is zoned heavy industrial right now.

The uses that are currently out there.

Are really not a lot of heavy.

There is some heavy industrial use out there.

But a lot of the uses that are occurring around around there right now are more on the light industrial side of things. So working with the owners of the mill site, this was kind of a compromise to allow for some of these more lighter industrial type uses and.

That heavy industrial zoning district they were having a hard time filling some of those spaces.

When they were finding more use for these kind of light industrial type uses.

And again, this is gonna be a use type in our our table two in Chapter 2 that will be allowed for both in the light and heavy industrial zones and include a new definition as well.

The other big change super exciting is in our sign chapter.

I feel like we're fixing our sign chapter a lot every single year because signs are just a complicated topic.

But we're finding with this is that there were sign types that I would say are on the more appealing side of signs, for example, these projecting signs.

We limited where you could have these signs.

You can see the red mark up here where where we've edited, where these are allowed. But essentially there's sign types like these that are more visually appealing and we were allowing for them only in limited areas before they were only allowed in two residential districts and then the.

Mixed-use district so.

Our thinking was why not expand where you can have these more visually appealing?

We want to encourage people to use these types of sign types, so you'll see throughout the sign chapter that we basically expanded some of these more visually

appealing signs to be allowed for in other zoning districts.

And then we had a couple of legislative changes.

Unfortunately, during the last purchase late of session they removed any energy conservation requirements for cannabis cultivation.

Yeah. So the yeah, state basically prohibits the county from imposing any of these requirements.

So before we had lighting standards.

That had to meet the the energy conservation requirements for cannabis.

Cultivation facilities and we had to remove that section so.

What was that, the 23? Yep.

And then another one from the 23 legislative session was community residential facilities and daycare homes are considered a residential use.

And so we need to permit them in all residential zones before they were special exceptions in some residential zones and not allowed for in other zones. And that was a requirement.

And that those be allowed for in all residential zoning districts?

So it's just a quick overview. Again it's the the big things I think are probably that industrial.

Flex space is going to be a big one, but everything else is pretty pretty standard changes, so as far as our public participation, the last go around, we did kind of an online recorded meeting.

And invited, you know, a lot of the private industry folks that regularly work with the zoning regulations, give them an opportunity to ask questions.

Make comments.

That sort of thing.

So planning on doing that, reaching out to our community councils and then of course the the public noticing requirements as well.

And I have some anticipated hearing dates up here.

We there's a couple of things that staff is still trying to work out that are kind of up in the air.

So this is all very tentatively scheduled.

I'm really hoping for a June 17th planning board hearing.

I'll get you the materials well ahead of time.

So you have time to look them over, ask any questions.

July 24th would be the County commissioner hearing and then?
And that would lead to a late August effective date of the code. So.
That was very quick.
That was probably some confusing things in there, so I apologize.
They're kind of hard to go over without having them in front of you, but just wanted to give brief overview of what you're expecting to see, especially some of those, those bigger changes, so.
And had to include a nice springtime picture of my dog. Nice with a bunch of balls.
So we can pretend like we're all out in the on the hillside right now.
Is that this year?
That is this year.
So Yep, up on the North Hills, great.
Well, thank you very much.
We appreciate your time.
Does anybody have questions?
Go ahead, tune it a couple more for my information on the the detached home. Mm hmm. In the commercial space.
Just out of curiosity, if that was, did anybody take advantage of that or meaning like?
No, and it's and so it's in the industrial zones that we're moving it from.
I haven't seen any since we adopted.
Like I said, that was a carryover from our old where it basically was like a caretaker could build a home on the property.
But no, that hasn't come up.
Much, I think there was one inquiry we had about it, which is why we're like, oh, we we wanna remove that just because we don't want people living in industrial landscapes.
So caretaker is very quaint. Yeah, yeah.
And then and can you also clarify the limitations that the legislature impose with respect to the energy restrictions?
So we know for future reference how.
Let me pull up in the specific.
Section here.
Yeah. So right now currently we have indoor cannabis cultivation facilities.
Must meet one of the following conditions.

One of which was.

100% of the electricity used by the facility shall be produced from renewable energy. This condition may be met through any combination of the following and then we listed off renewable option.

So basically we can't have that as an option.

Anymore.

Yeah, I I get that.

But what did the legislature? Is it what?

What did they specifically prevent?

Like any energy related.

Yeah, I believe so, yeah.

I think it was anything energy related that basically locally you couldn't control anything related to cannabis side of things so.

Yeah, unfortunately, but.

Yeah. And we were actually seeing quite a few.

Cultivation facilities taking advantage.

Of of that.

So that's a bummer that it's something that we can't utilize anymore, so.

Anybody else?

Dan removal of the minimum lot dimensions. Did you say that was all residential zones or just specific ones? Not all residential zones.

It is going to be specifically in the.

Make sure I get this right.

So it'll be in the R zone, the residential medium.

And the live make zoning districts.

And again, we were finding that.

What the current dimensions were minimum width and depth were preventing building types that weren't allowed type in that zoning district.

Yeah, like a row home for example, with a 50 foot minimum lot width.

Doesn't really work. It was.

It was not penciling out and so.

Yeah, that was a a pretty big issue.

So yeah, and we definitely want to encourage those those building types where they're allowed so.

What else, Jose yushen? No.

Derek. Josh, James. Anybody. No.

All right.

Well, we're gonna let. Excuse me. We're gonna let Lauren off the hook. I guess maybe else.

All right.

Well, thank you very much, Lauren.

I appreciate it guys.

Look forward to seeing the more detailed on the 17th perhaps.

Yes, I really hope so. Thanks.

RH **Richard Hall** 53:32

So sorry I'm late everyone.

AR **Analeshia Rodriguez** 53:35

Oh, Rick, welcome.

RH **Richard Hall** 53:38

Are you just sitting around going?

I thought there was something I needed to do tonight.

AR **Analeshia Rodriguez** 53:44

It's all right.

You've missed quite the scandal though, but we'll have to tell you about it later.

RH **Richard Hall** 53:49

Oh no.

AR **Analeshia Rodriguez** 53:53

OK. Glen Ingram, we got next Missoula MPO on Missoula Connect long range transportation plan.

Thank you.

You're welcome.

Take it away, Glenn.

I'm Glen Ingram.

I'm a transportation planner with the Missoula MPO.

I'm here tonight to share information on our long range transportation plan.

So our long range plan is a document we produce every four years is federally required for mpos to do a long range plan. And we've been working on ours for about a year now and we've now released a draft for public review.

There is a required 45 day review period, so the public's able to come and comment on that document.

Review what we made decisions on and the projects we prioritized and after that public review period is closed out, we'll take it to our MPO kit committees for adoption.

And then following that, we'll also go to the city and county and it can be adopted by them as well as an issue plan of their land use plans.

I'm here tonight with just an informational presentation on what we found so far and what was included in the document released to the public.

We will potentially come back for planning board to make a recommendation to City Council in the the county as far as adoption as an issue plan.

Tonight we're just presenting information and then.

When we come back in the future, it can just be a more brief item that we bring.

We've been working about on this for about a year. Like I mentioned, we went through three phases that included outreach and in each time period and we've reached the end of our process with this draft we released for the public.

We are building off of a previous long range plan. The last one, which was also called Missoula Connect, which was adopted in 2021.

So we've just done a lot of building off of the the planning that was completed at that time. And as such we brought forward the goals from the last long range plan and those include improving safety, advancing sustainability, expanding mobility choices, connecting communities and maintaining existing assets so.

These goals.

Sort of frame their planning and were used.

To score the projects within the long range plan.

We also have a number of national performance goals and national planning factors that we also have to address in the plan. These are adopted by Congress and are required for us to address in a long range plan.

These have gone unchanged from our last long range plan with one exception where I believe the word housing was added in under planned growth for for the most part these are unchanged.

And would be until there was a change from Congress.

Chris.

We started our planning with looking at existing conditions in the Missoula area.

So we're planning for the city of Missoula and also the urbanized area of the county.

That's what makes up our planning area.

We looked at particularly at regional growth.

I know it's discussed a lot, but over the last decade the the area has seen growth and that has impacted our transportation network as we plan for more future growth. We also have to make decisions about how we prioritize projects based on growth.

Portability also played a big part in our project prioritization.

And there's sort of two elements to this.

1st, If we better integrate transportation systems into planned housing subdivisions, things like that, we can create better growth and allow for more housing options.

The second aspect is transportations. Typically the second largest household cost second to housing. I think households in America spend something like \$13,000 a year on.

On transportation, so if we're able to provide alternatives to the public and allow for a greater suite of options when it comes to modality, we can reduce some of those costs and allow people to potentially stay in their homes. If they do see the the cost of living.

Increase around them.

We work closely with Mountain Lion through this plan update. They were also going through a strategic planning process while we were, so we were able to integrate those recommendations into our long range plan and also just generally partner with them and go to the public with Mountain Lion.

For a lot of the public, they see, Mountain Lion is very integrated into the city and into our transportation network.

So when we were having conversation with the public, it's really beneficial for us to have Mountain Lion there with us.

Safety played a big part in how we looked at projects as well, particularly post pandemic. We've seen increases in crashes.

This mirrors national trends where driving has gone up after the pandemic and also vehicle crashes and crashes involving cyclists and pedestrians as well.

So we wanted to look at take close, look at safety and make sure we are addressing that in the plan.

Equity was also used to score the the project.

This is primarily based around income access to vehicles, things like that.

This equity index was created and was utilized in the scoring of projects.

And then lastly, we just look at existing conditions traffic on the roadway network.

What that looks like today and what it might look like in the future as we model out our projects and see how it'll impact the transportation network.

We also have been able to work closely with the land use planning team at the city as they have adopted their land use plan.

So the goals and land use plan we were able to integrate and consider in this long range planning process, we are also able to work on the land use plan as well. So as the land use plan came through, I'm sure you saw the street types that were.

Included with that.

So there was a lot of discussion back and forth and how we can integrate transportation into land use and vice versa.

Like I mentioned, we did outreach in three phases.

We tried to go out and talk to the public as much as we could.

We were able to partner with the land use team a lot as they did outreach for the the new land use plan that was to our benefit because there has been a ton of planning going on in the last year or so. So if it was just out.

Us out there by ourselves. It might have been a little bit harder to get good engagement, but since there's these other efforts going on through the pros plan or the land use plan, we're able to either table or partner with them and get more engagement from the commun.

That way, some key themes emerged through our outreach.

Those were related to mobility options, increasing mobility options.

Addressing services and underserved communities and this again really overlaps.

With Mountain Lion and their transit service, the impacts of transportation on growth and development expanding and improving existing transit service, addressing the cost of living, and increasing collaboration with whether it be neighborhood groups or local community groups or various.

Different entities that we engage with throughout the process.

Our last phase of engagement before we release this draft to the public wrapped up in December.

January, we were able to have a virtual open house and close out our Community stakeholder group that we worked with throughout the planning process. And then we released the public draft on our website on April 4th.

So about a month ago.

This goes a little bit into the financials of the long range plan.

So what we're trying to do in the plan is look at projected revenues from all different sources and then prioritize projects over the plan horizon.

So we're looking at about a 25 year horizon for the plan and within that we know that we will have a certain amount of dollars that we can spend on projects.

So the total amount that we found for that 25 year period and this is estimated, but it's around 425,000,000.

Dollars and that's between already committed projects and then projects we're recommending in this plan as well.

So we recommended 108 and then there's 15 that are currently funded through our tip, which is our transportation improvement program. You can see that it breaks out somewhat evenly between our different.

Categories of projects.

This is the the categories are not absolute like complete streets include roadway work.

They include active transportation.

So this isn't a one to one, but it gives a general idea of what those projects are.

We also had to break the projects into near, medium and long term just based on that funding.

So our near term projects, those are over about the next five years.

And we'll have about \$55 million.

The near term is mostly made-up of projects that are already committed or existing, so anything that's happening within the next 5 years you'll probably be familiar with because it's already gonna be starting construction or it's funded through a grant that you might have heard of so most.

Of these are are known projects.

Getting out into that medium and long term is where we start programming in some

some newer projects over the entire time horizon we have about 245,000,000 that we call discretionary in the sense that we can make decisions about what projects that that money is.

Spent on.

This is a representative of the total costs across not just the long range plan, but also MDT maintenance transit service programs in the Missoula region. So over the entire planning horizon that comes out to about 1.4 billion and that includes adjustment based on inflation, so our.

Part of that is about 245,000,000, but the actual amount being spent in the region is much larger.

The 245 is what?

To address through this plan.

And again, we're prioritized based on time frame, so the near term, medium term and long term are sort of the buckets that we're able to put projects into.

And then we do that again by using our goals and our outreach and the goals turn into scoring metrics.

So for example, the goal to improve safety can get turned into a metric that we can measure based on whether that be crash reduction, improving bike PED safety, increasing economic opportunity, things like that.

And so we can actually go through and score the projects and and rank them.

This goes into a little bit more detail about the projects that were ultimately included in long range plan.

So there's a total of 193 projects, about half of those are recommended for funding over the next 25 years.

So we don't have enough money to fund everything.

So those that can be funded are moved into one of those prioritization buckets.

The rest are called illustrative.

They'll remain in the plan. That way, if like a grant, opportunity comes up.

Or if the existing land use changes around the plan.

It might be beneficial in the future to undertake that at this time it's not, but we like to keep it in a plan. So if conditions change, we can pursue that.

We break the projects into four different categories.

Again, this is not prescriptive as to what the project will actually be.

It's more so just we can categorize them.

Complete streets are where you take an existing roadway and you add things like sidewalk, bike lanes, curb gutter.

So it'd be sort of an older St. without modern facilities updated to a better standard.

Safety projects are looking at improving safety at intersections, roadways and

bridges are where we're building a whole new roadway or a new bridge.

And these are a bit more rare.

But that's something where we're kind of starting without the existing roadway there and and building something new after transportation just looks at introducing either.

Bike or PED facilities, typically through striping buffer bike lanes or adding in some some bike lanes along the street.

There's quite a few more active transportation projects than others. That's because they're quite a bit cheaper to do.

So this is a breakdown of showing the projects that are recommended.

It's really challenging to show this on the map. If you want to see more detail, I would encourage you to go to our project website that's on engagement and actually utilize the interactive map.

Like I said, there's about 200 projects in the here.

So you're able to get into a bit more detail by exploring that online, but they're broken into those prioritizations, which is near medium and long term.

And then illustrative being the remaining.

This is a little bit more information on project costs.

This again, like I mentioned, active transportation is much cheaper per linear foot than others.

So that's why we're able to program more active transportation projects versus like a new roadway or bridge, which is much more expensive.

Beyond the list of projects in the LRCP, LRTP were also highlighting calling out specific projects we see as priorities.

And we want to sort of shine a spotlight on it for completion.

In the.

In the coming years, this is just an example of two that we called out.

One is completing the mullet build project, so about half of that was completed through the initial build grant and so we have those remaining projects in the LRTP.

And then the second here.

Is just showing the bitter at Trail Bridge on the existing railroad bridge.

So there's a number of these and this is just an example of two that I pulled out to show that.

More than just listing projects, we have some call outs that go into a bit more detail as to what we're looking to see completed.

We also look at recommended programs and policies, so two here are pavement maintenance and asset management and then also our neighborhood Greenway projects.

And so these aren't necessarily specific infrastructure projects, they're more.

So what we look to prioritize that when it comes to staff time or creating new programs and policies that were were utilizing in in the city and county?

This is example of a few more and we're able to support these through the LRTP.

The laugh shows mobility hubs the center there that shows the Amtrak.

Service study and then the final one on the right there. That's expanding ground, ground site access to the airport.

So we're able to support these through the lrtp.

Again, I'll just touch on this really briefly, but I mentioned there's a number of performance measures we have to track.

Some are our own through our goals, and the rest are those federally mandated planning factors.

So the LRTP also includes a review and a look at how we're meeting those goals.

And this is a bit of a look of what we completed since the last lrtp.

These are just projects specifically that were included in the last plan and were completed.

And since that last plan was adopted four years ago so it doesn't include everything built in the Missoula area.

It's just those specific lrtp plans that were completed and you can see there's about 15 or so projects that we've done in the last four years.

When it comes to implementation for the plan, there's a few programs and policies that rose to importance through this planning effort that we're gonna really focus on over the next few years.

The first is a citywide signal timing.

So right now we're addressing that through a few specific corridors like reserve and Higgins.

We're hoping to expand that throughout the city and do a lot more signal timing

and hope that improves.

Congestion and and things like that.

The functionality of the network, it's pretty cost efficient way to improve existing facilities.

We wanna continue to be, excuse me, well positioned for grant funding.

We don't know what the future of that looks like, but we have had a lot of success over the last few years in getting grants for projects.

So for us, the best thing we can do is just be prepared for these opportunities as they come up and apply for those grants as they become available. And then also we're looking to continue our neighborhood Greenway network and prioritize projects that help us build out the rest.

Of that network.

I have a note here on the Russell Street Grant award.

So we went through our planning effort and had the plan pretty much wrapped up and we are awarded \$60 million federal grant to complete the Russell Street.

Russell Street is unique in that most of our urban funds that we've been getting from the federal government has been going towards Russell for years now and this potentially frees up those funds in the future.

But it's just sort of too early to know how.

What that impacts gonna look like over the next few years, and it's a little too late in our planning process to include it, but it is important to note that we have been awarded that grant and we could potentially see quite a bit of urban funds freed up. In the Missoula area in the coming years, so that is something we'll have to think about as we go forward.

Then lastly, like I said, we released this draft on April 4th.

We have a 45 day public comment window that runs till May 19th and then we're gonna go to our NPO committees in June and ask them to adopt the plan.

After that, we would come back to the city and county and the Lrtp can be adopted as an issue plan of their land use plans and growth policy.

With that, I can happy to take any questions or discussion that you might have and would also encourage you if you'd like to take a look at the plan and and provide us comments.

So we can incorporate during this review period.

Great. Thanks Glen. Good presentation. Anybody questions?

Fire away.

Nobody.

All right.

Well, I have one more.

You guys think of something?

I was curious.

In there, at some point you talked about bicycle and pedestrian like safety and funding.

And I was wondering any of this funding as far as like bicycle and pedestrian safety concern available to go to education, because there seems to be an enormous, like, disjunct even within the bicycle community.

On how to ride a bike in the streets these days and I say that as an avid, longtime bicyclist, but also like with roadway, you know, like people driving that have. And this is old. But, you know, animosity towards people on bicycles.

Can any of this funding go to education?

Is that possible?

Or is that not what this money is intended for?

I think it is possible and we have some money allocated just that now and try and do that to the best of our ability.

So Missoula in motion, which is in our Transportation Office is funded through CMAC funding that's part of the federal funding that goes to MPOS.

And so we task them with a lot of education and outreach to the public to advocate for cycle cycle safety and and best practices.

But that's that's a lot to ask of them.

We also have good community partners, so like free cycles, Bob has been really involved in our our planning process.

And while that's not, we're not specifically tasking him with any education or free cycles with any education, at least there's coordination between us as an agency and them as a community outreach group.

I I think there's other future potential ways we can work to address that. Like I said, there are programs and policies in here that we can fund with MPO funding, and there are some related to education.

So I think just taking the comment that we should prioritize those potentially is a good one.

Yes, great.

That's good to hear.

Yeah, I think it's worthwhile.

I I see in here all sorts of things from folks one way or the other.

Anybody come up with a question besides me?

No, Glenn's gonna just get off easy here.

You guys aren't gonna hold his feet to the fire, Derek, go ahead.

Not really related to the content so much, but were you suggesting that the comment period is still open?

Yes, it is on engagement, Zola.

OK. Thanks.

Yeah, up till May 19th, we can take comments.

We do ask for them to come in a little bit earlier because then we can actually write to them in the plan and make changes if we have more time, but anything you're able to provide between now and may May 19th will have addressed.

Great. All right, last chance.

Oh, Danny, just out of curiosity, what other revenue sources outside of grant funding does the plan receive as their impact fees that go to this plan or taxes?

Yeah. So we try and look at every potential funding source and that's what kind of makes up that discretionary bucket.

But the big ones are the funds coming directly to the NPO, and so those are like the Urban Fund, which we can send on the urban system, CMAC funding which can go towards improving air quality and congestion.

The state gets some H sip funding, which is for highways.

And then also, there's just local funding. Like you said, impact fees, certain state taxes.

And.

What was I gonna say?

I forgot the last thing I was gonna mention, but yeah, we try and look at all funny across the the board and and that's accounted for in the scoring process and.

OK.

That's a good question. Danny. Would city tax money go towards the county?

Is that like a thing that happens?

Is there right now just I don't know.

I just got curious about money getting, you know, funneled One Direction or another.

So my understanding it's a very general understanding is that this those taxes aren't going to the county, they're going to the city CIP. So if you're in the city and paying into.

Property taxes.

Then that the city uses a CIP program where they do capital improvements using city budget.

OK.

Cool. Interesting.

OK.

All right.

Well, I think that's it.

Thank you so much, Glenn.

Appreciate your time and being here this evening.

Thank you.

OK.

All right, board members committee reports.

Anything over the last whatever month been awhile.

I that was my second time through for the long range transportation. Nice.

How was it?

Both times riveting. We talked also about the.

The mpos.

Input into the House Transportation Infrastructure Committee and then also of note for us.

Is also a draft presentation on EB infrastructure, so.

That's electric vehicle infrastructure, right?

Yeah, he just he just released the draft today actually, OK.

Awesome. Thank you for.

Doing what you do, tuning and have you been doing it all?

Anybody back *** lately I.

Danny Tanenbaum, feeling for maybe something nice that lasted great.

Wow. Appreciate you guys adding the extra time sitting through presentations.

OK, old business.

Anyway.

New business?

Negative. All right, comments from board members.

I don't really have any staff on the line, but I'm curious about like the the consolidated Planning Board being dissolved and we're going, you know, bifurcating city versus county boards. Seem to me like the last time that conversation brought up was we're keeping this together until.

The new UDC is adopted in the city, but I received an e-mail that's getting pushed out further now till maybe September.

So I just was curious if we're still gonna keep this.

Consolidated board through then or if we should be expecting changes?

So I don't that's maybe a question for Karen Hughes or someone.

Annalisha maybe you can give us an update next meeting. I think Karen will have more additional information, but she did mention September is what we're looking at for.

The transition.

OK, Rick, go ahead.

Good question.

RH **Richard Hall** 1:19:44

I know I've been told to as a county member to just keep plugging, plugging away.

And last I heard, legal challenges to that plan.

Had stopped it temporarily.

Citizen groups and developers.

Are opposing it, so who knows?

But I just got appointed to the.

County Zoning Board of Adjustment, which is the county quasi judicial part which I will serve on along with this, but I'm not out of a job right away.

I've been kind of reassured of that a lot.

AR **Analeshia Rodriguez** 1:20:31

OK.

Yeah, I haven't followed the code update.

I saw that there was an effort to what was the language they used make it more.

User friendly. Something along those lines.

So yeah, yeah, it seems like it's getting delayed a little bit to get some work, which is OK.

I wanna get a couple of two cents in on that thing and I haven't had time to finish the e-mail.

Does anybody else have emails that they've been waiting to write for like weeks on end?

No, not right. Just me.

Oh, OK.

All right. James is in there.

All right, you guys.

That was pretty easy.

One, it's not even 7, and I think we can call this. Adjourned. Everybody happy to do that? All right, great.

Thanks for being here.

Everybody have a good evening.

Enjoy the weather.

Plant your gardens.

Well, not tomatoes, but.

 **Lynn Davis** 1:21:26

Thank you.

● stopped transcription



Informational Presentation of Zoning Maintenance Changes 2025

Missoula City-County Planning Board

May 6, 2025

Case Planner: Lauren Ryan

Scope of the Update

- Correct typographical errors
- Update regulations to reflect staff interpretations of code
- Revising language for clarity that does not change intent
- Providing flexibility where regulations are restrictive
- Reflect recent legislative changes

What determined the scope?

- If staff found the language unclear
- Repeated issues
- Implementation wasn't producing desired intent
- A fix wouldn't change policy outcome

Overview of Clarifications and Edits

- Building Elements Required: Clarified front porch/stoop not required for mobile/manufactured homes.
- Build-to-Zone: Only one frontage must meet setbacks on through-lots.
- Conservation Design: 50% of important ag soils must be conserved if ≥ 5 acres are present

Overview of Clarifications and Edits

- Building Elements Required: Clarified front porch/stoop not required for mobile/manufactured homes.
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- Conservation Design: 50% of important ag soils must be conserved if ≥ 5 acres are present

Overview of Clarifications and Edits

- Building Scale: Agriculture buildings not subject to standards (unless high-impact use).
- Signs: Clarified temporary signs may be on/off property with owner consent.

Overview of Contextual Revisions

- Detached House in ICL: Removed from allowed building types.
- Alternative Transportation Bonus: Increased proximity from 300' to 1,000'.
- Lot Dimensions: Removed minimum width/depth in several residential districts.

Overview of Contextual Revisions

- Industrial Flex Space added to the use table to expand industrial uses across both light and heavy industrial zones

Industrial Flex Space Use Type Definition

This land use type encompasses a mix of low-impact non-residential uses that do not generate smoke, noise, noxious odors, or other hazards. Use encompasses a broad range of manufacturing and production uses, including agricultural, artisan, limited, and general industrial types. Industrial hybrid use also includes a broad range of non-industrial uses that can safely occupy a warehouse or similar industrial-style building: administrative facility, small animal service, business equipment sales and service, small and medium entertainment venue, manufacturing and production (artisan), walk-in medical facility, microbrewery, professional office, research, cooperative learning and training facility, indoor active recreation, vehicle repair, warehousing, wholesaling and freight movement. Retail or food and beverage sales and service uses are allowed but should be limited and accessory to other uses listed here.

Overview of Contextual Revisions

- Chapter 8 Signs: expanded sign types across zoning districts



Table 15 Projecting Signs

	OPEN LANDS AND AGRICULTURAL					RESIDENTIAL				MIXED-USE			INDUSTRIAL & MANUFACTURING	
	RO	AGR	AGW	AGRR	RRS	R	RM	LM	NR	NC	CC	CEC	ICL	ICH
Max. number allowed*	<u>1-</u>	<u>1-</u>	<u>1-</u>	<u>1-</u>	<u>1-</u>	<u>1-</u>	<u>1-</u>	1	1	1	2	1	<u>2-</u>	<u>2-</u>
Max. number of sign faces	<u>2-</u>	<u>2-</u>	<u>2-</u>	<u>2-</u>	<u>2-</u>	<u>2-</u>	<u>2-</u>	2	2	2	2	2	<u>2-</u>	<u>2-</u>
Maximum height (ft.)	<u>10-</u>	<u>10-</u>	<u>10-</u>	<u>10-</u>	<u>10-</u>	<u>10-</u>	<u>10-</u>	10	10	10	12	12	<u>12-</u>	<u>12-</u>
Minimum clearance (ft.)	<u>8-</u>	<u>8-</u>	<u>8-</u>	<u>8-</u>	<u>8-</u>	<u>8-</u>	<u>8-</u>	8	8	8	8	8	<u>8-</u>	<u>8-</u>
Maximum projection (ft.)	<u>4-</u>	<u>4-</u>	<u>4-</u>	<u>4-</u>	<u>3-</u>	<u>3-</u>	<u>3-</u>	3	3	4	4	4	<u>4-</u>	<u>4-</u>
Max. sign face area (sq. ft.)	<u>8-</u>	<u>8-</u>	<u>8-</u>	<u>8-</u>	<u>4-</u>	<u>4-</u>	<u>4-</u>	4	6	8	10	10	<u>4-</u>	<u>4-</u>

*Per public entrance.

Legislative Changes

- Removed energy conservation requirements for cannabis cultivation.
 - State legislation prohibits counties from imposing these requirements.
- Community Residential Facilities & Daycare Homes: Now permitted in residential zones.

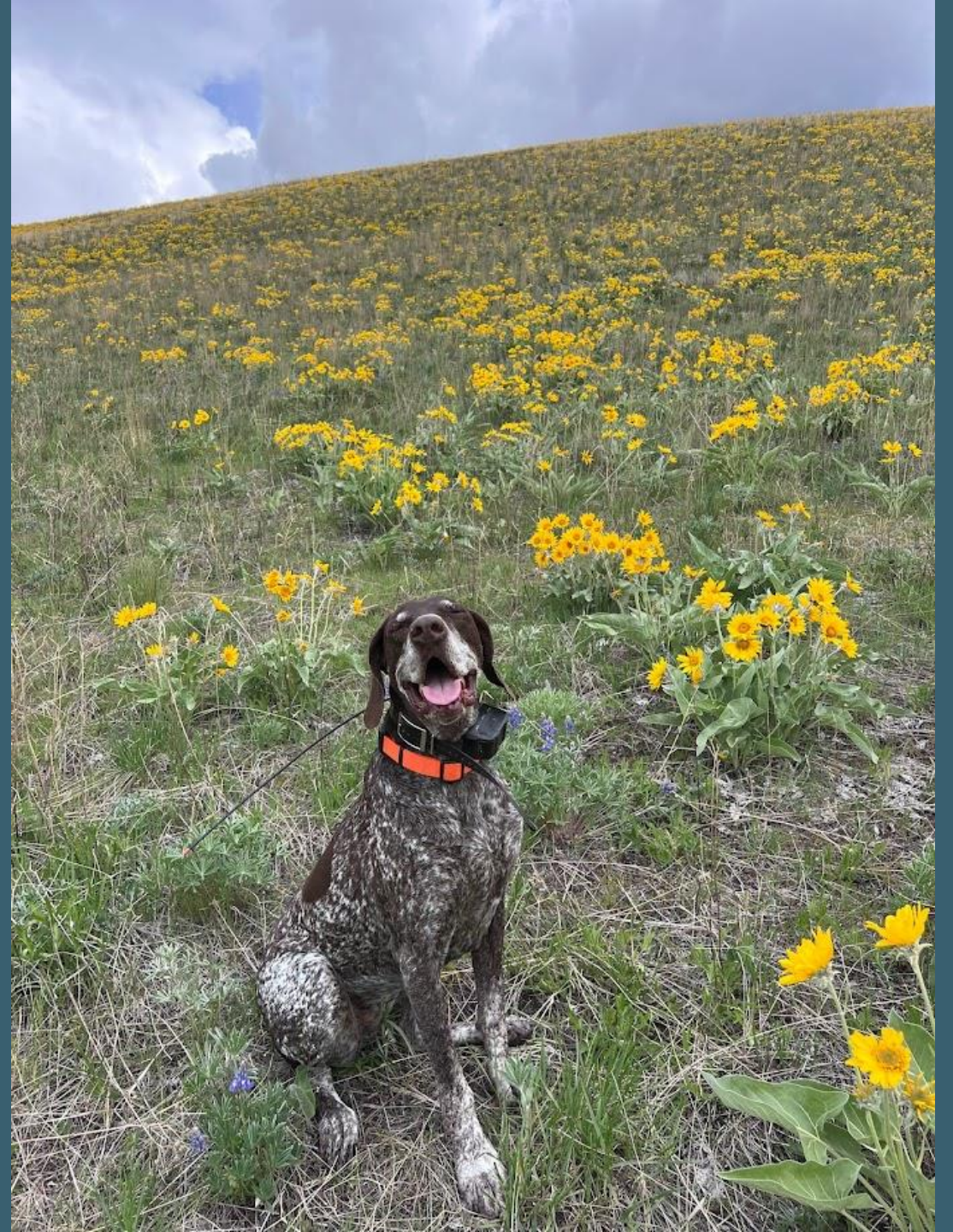
Public Participation

- Online meeting for private industry that regularly works with zoning regulations
- Outreach to community councils
- Public noticing

Anticipated Hearing Dates

- June 17th Planning Board Hearing
- July 24th BCC Hearing
- Late August effective date

Questions?



May 6, 2025

Missoula LRTP Update *Public Review Draft*

Planning Board



Project Timeline



Ongoing Community Engagement

JAN 2024 - APR	APR - DEC	JUL - SEP	SEP - JAN 2025	JAN - MAR
Community Values & Existing Conditions We explored data to understand the demographics and existing transportation and land use conditions of the Missoula area. We also meet with our committees, held a pop-up event, and launched an online survey to understand your priorities when it comes to getting around the region.	Public Engagement We hosted a series of workshops, open houses, and attended numerous community events to let our community know this project's timeline and how the public could participate.	Public Engagement We gathered project ideas from City and County staff and previous project lists from past and ongoing planning efforts and scored the projects using our evaluation framework. Based on the goals established in the 2021 Missoula Connect LRTP and the current fiscal landscape, we prioritized projects into short-term, medium-term, long-term, and illustrative.	Recommended Scenario & Implementation Plan We developed a final preferred scenario that best supports the values identified by the community. The implementation plan identifies current and future funding sources, recognizing that new revenues will be needed to develop our future transportation system.	Draft & Final Long-Range Transportation Plan Missoula Connect includes a final list of projects, programs, and policies along with metrics to monitor performance and a financial plan for getting it all done. The plan will be adopted by the MPO to guide funding decisions moving forward.

Plan Goals



Improve safety and promote health to enhance quality of life



Connect and strengthen communities to create a more equitable region



Advance sustainability and community resilience to protect natural resources and address climate change



Maintain assets and invest strategically to boost economic vitality



Expand mobility choices to improve efficiency and accessibility for people and goods

Plan Goals

National Performance Goals



Safety



Infrastructure Condition



Congestion Reduction



Freight Movement & Economic Vitality



Environmental Sustainability



Reduced Project Delivery Delays



System Reliability

National Planning Factors



Economic Vitality



Safety



Security



Connectivity Across Modes



System Management & Operation



System Preservation



Accessibility



Protect Environment & Align with Planned Growth



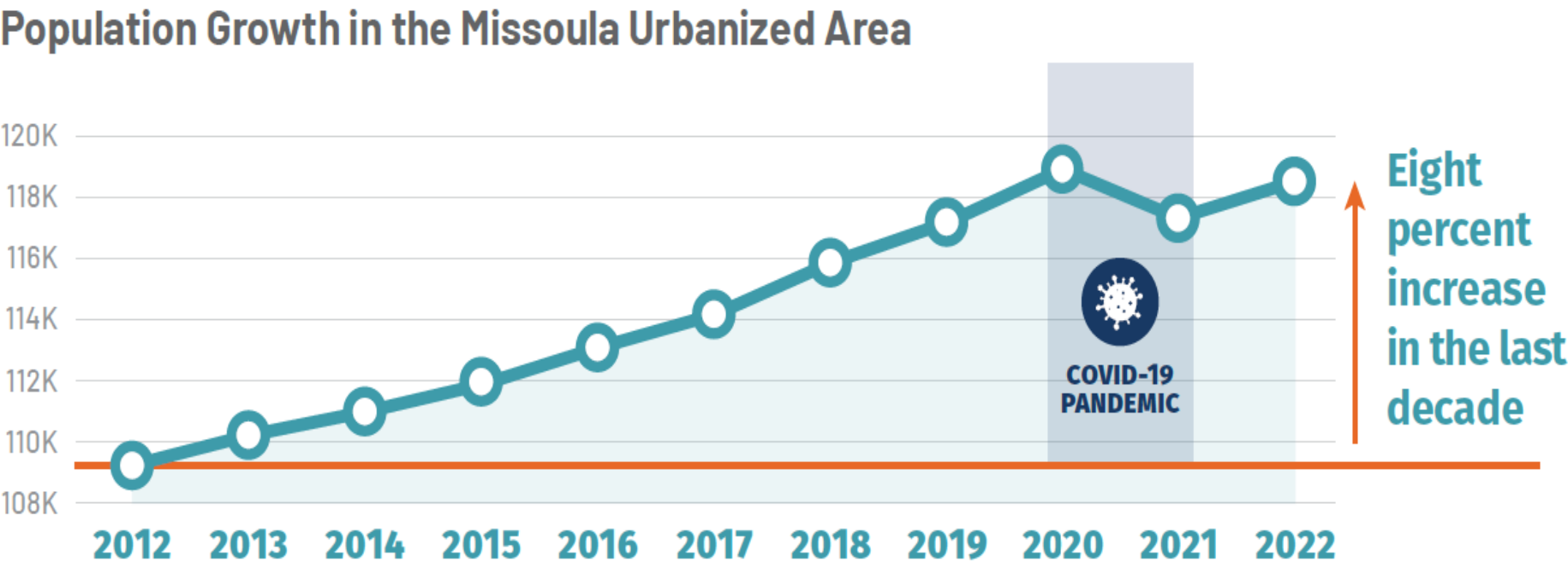
Resiliency & Reliability



Travel & Tourism

Existing Conditions

- Regional Growth

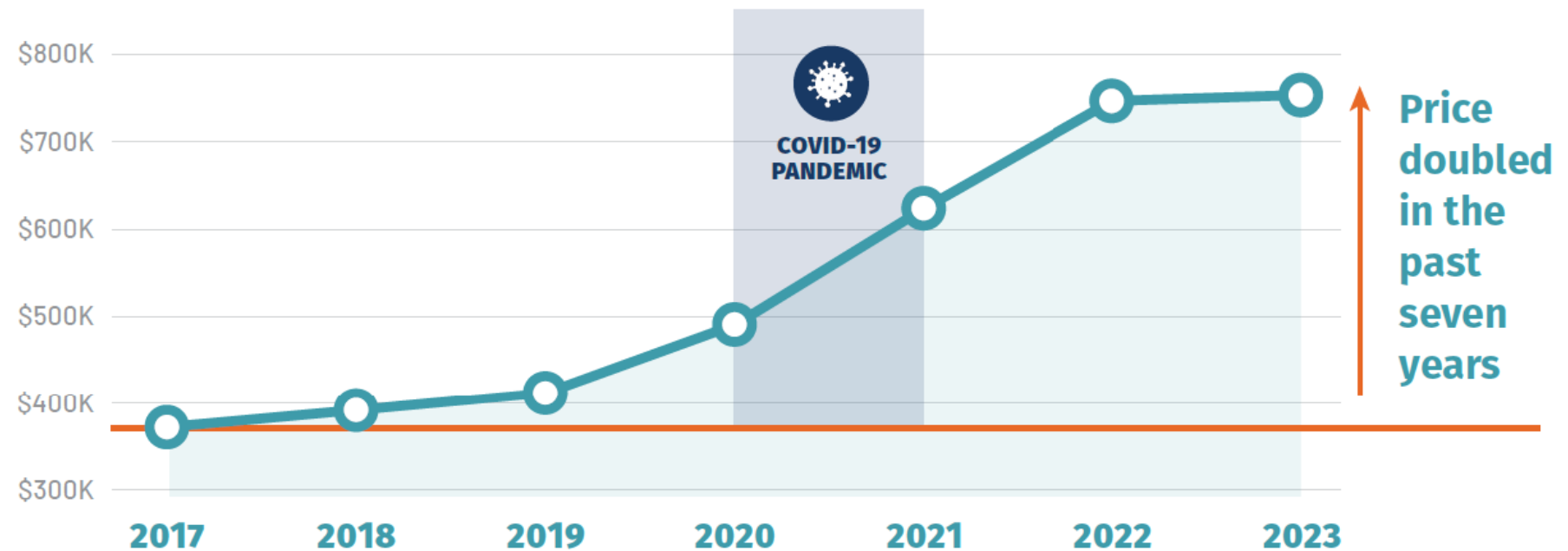


Source: American Community Survey (ACS) 5-Year Estimates, 2022

Existing Conditions

- Regional Growth
- **Housing Affordability**

Median Home Sale Price, 2017-2024

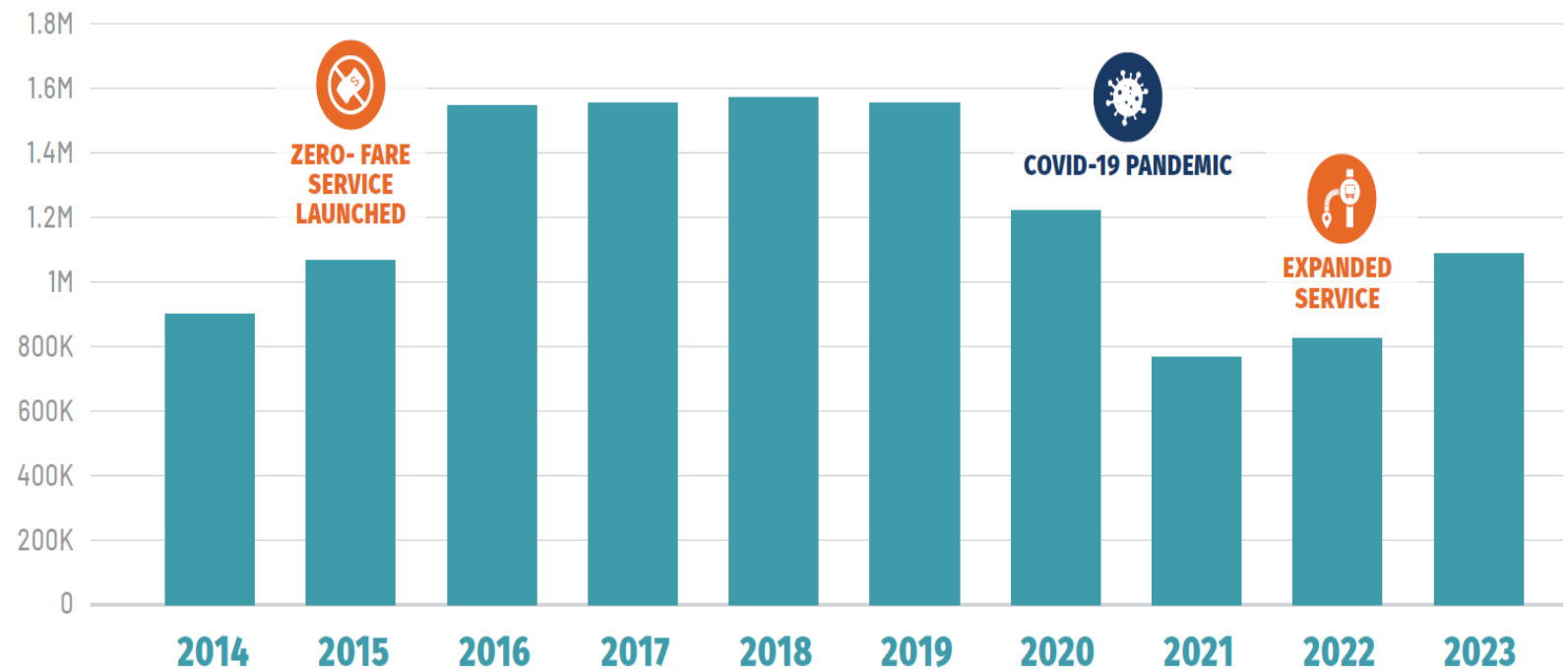


Source: Montana Regional MLS, 2024

Existing Conditions

- Regional Growth
- Housing Affordability
- **Transit System & Amenities**

Mountain Line Ridership

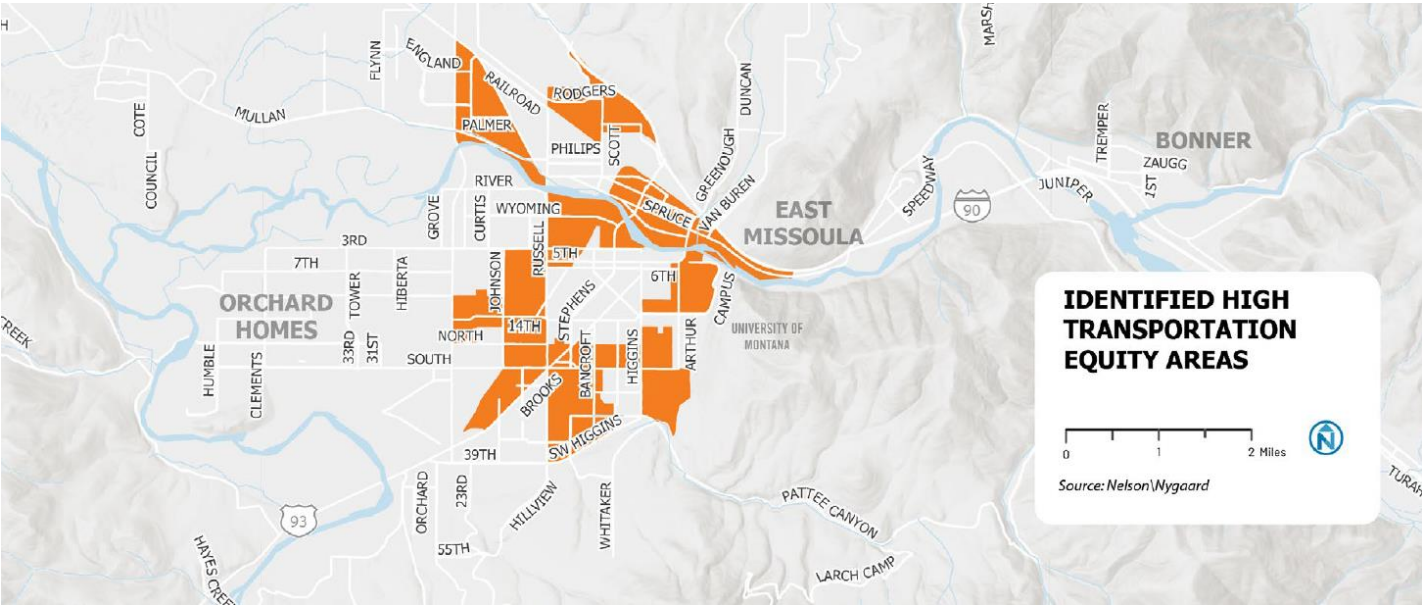
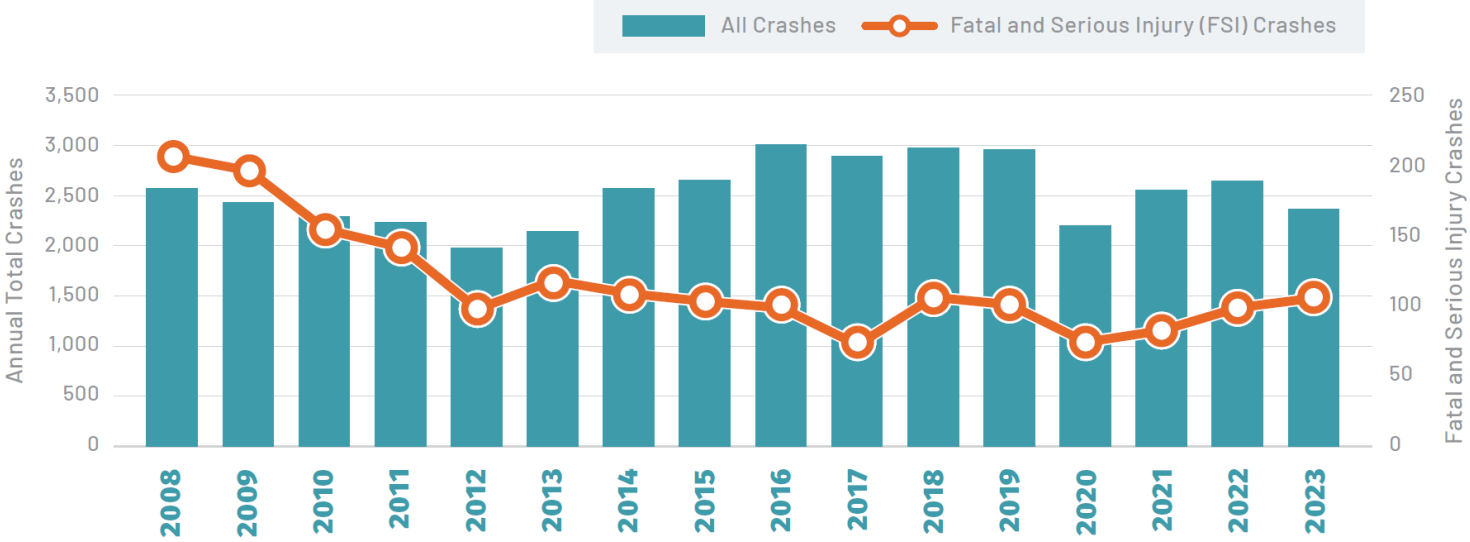


Source: MUTD, 2023

Existing Conditions

- Regional Growth
- Housing Affordability
- Transit System & Amenities
- **Transportation Safety & Equity**

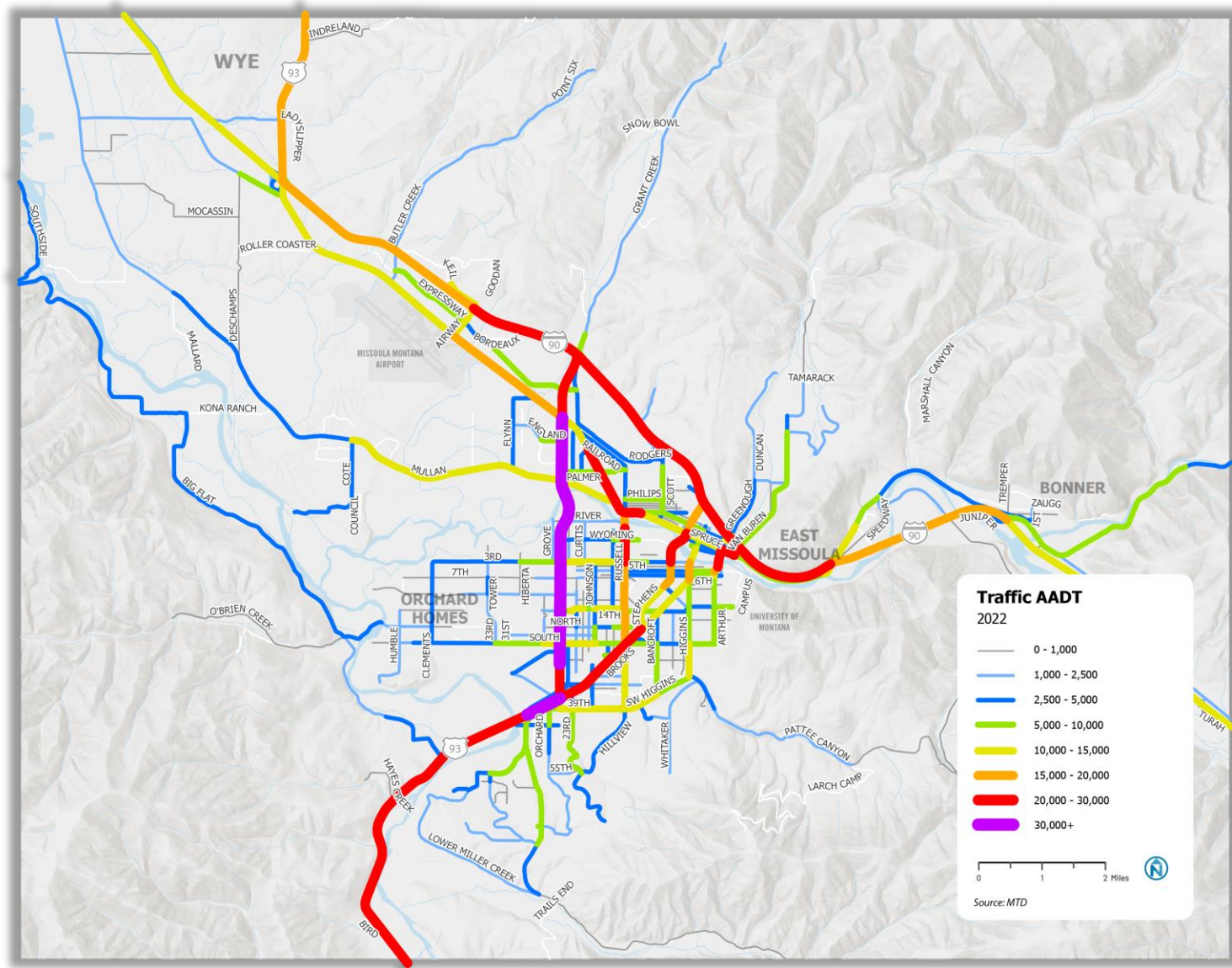
Historical Crash Trends



Source: MTD

Existing Conditions

- Regional Growth
- Housing Affordability
- Transit System & Amenities
- Transportation Safety & Equity
- **Roadway Network**



Land Use & Transportation



Focus Inward

Focus development and infill within the Plan area to minimize strain on infrastructure and prevent sprawl into sensitive and constrained lands.



Housing Choice & Access

Develop a diverse, equitable, and resilient housing system that meets current and future needs and limits displacement.



Community & Quality of Life

Enable community access to opportunity as well as social, cultural, recreational, and public amenities.



Environmental Quality & Climate Resilience

Balance urban development with environmental protection and resilience through sustainable practices and mitigation of impacts to sensitive lands.



Economic Health

Promote balanced growth by supporting commercial services with improved infrastructure and connectivity while also considering climate, mobility, and community compatibility.



Health & Safety

Ensure access to services and infrastructure that support health and safety.



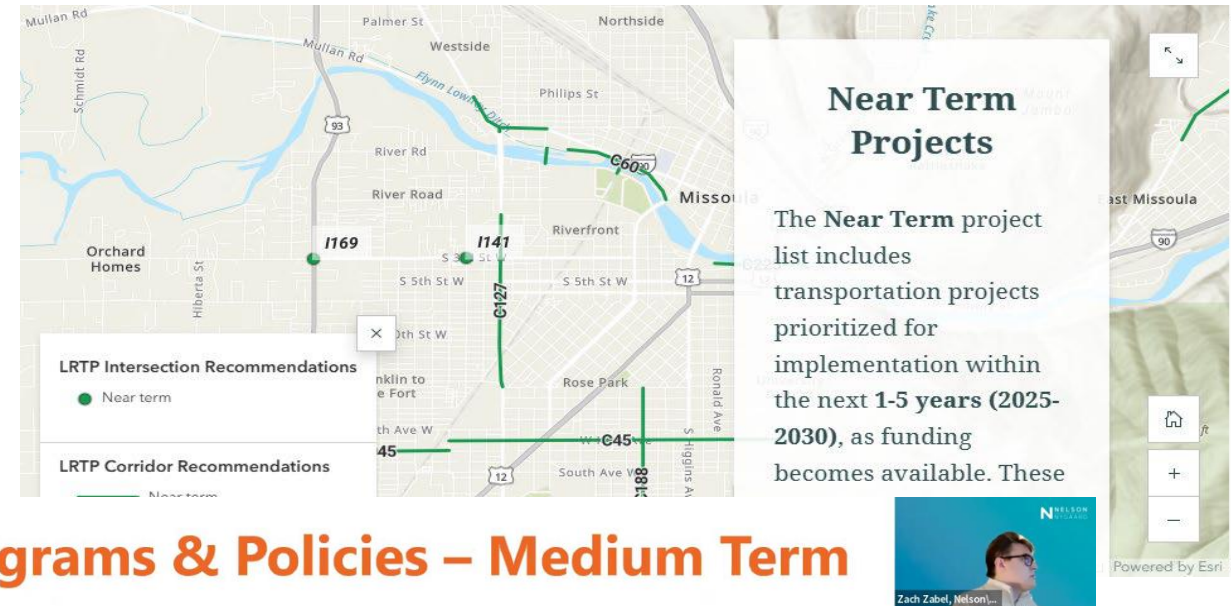
Plan Outreach

- Three phases
- Events, open houses, targeted meetings
- Key themes emerged:
 - Mobility options
 - Underserved communities
 - Impacts of growth & development
 - Expanded/improved transit
 - Cost of living & housing
 - Increased collaboration



Phase 3 of Outreach: Integrate and Refine

- December Virtual Open House
- Final meeting with Community Partner Stakeholder group
- Online engagement remains open
- Public draft on project website for comment April 4th



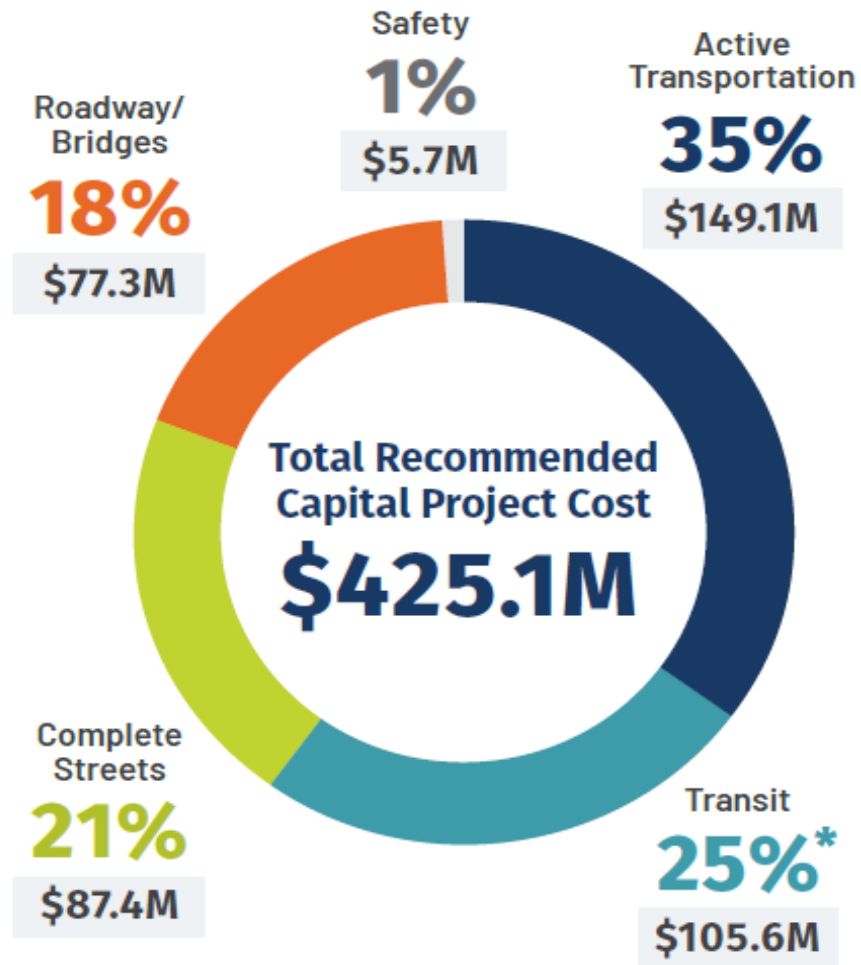
Programs & Policies – Medium Term

Anticipating for the Next 5-Years

- Engage with community organizations to prioritize **mobility solutions for Older Adults**
- Advance **accessibility improvements for transit stops** in coordination with MUTD
- Identify priority areas for **expanded vanpool service** and financial sustainability
- Assess partners and feasibility to **pilot community bike and carshare**
- Create typology and toolkit to **pilot mobility hubs**
- Conduct **residential slow streets education and outreach** with neighborhoods councils
- Create playbook to establish **regional principles for emerging mobility trends**
- Identify priority areas for expanded **traffic impact analysis requirements** for development
- Identify priority areas for **low impact planting, street shading, and stormwater management**



Financial overview



- The total cost for the 108 recommended projects, which includes fifteen TIP Projects, is \$425.1 million through 2050.

Projected MPO & Local Discretionary Revenue

	Federal and State	Local	TOTAL
 Near Term (2025-2029)	\$37.4M	\$18.0M	\$55.3M
 Medium Term (2030-2039)	\$50.5M	\$37.2M	\$87.8M
 Long Term (2040-2050)	\$59.1M	\$43.3M	\$102.5M
2026-2050	\$147.1M	\$98.6M	\$245.6M

- The MPO has an estimated \$245.6 million in “discretionary” revenue available to fund LRTP projects by 2050.
- “Discretionary” funds are those not otherwise committed and available for the MPO, City, or County to program.

Cost by Phase

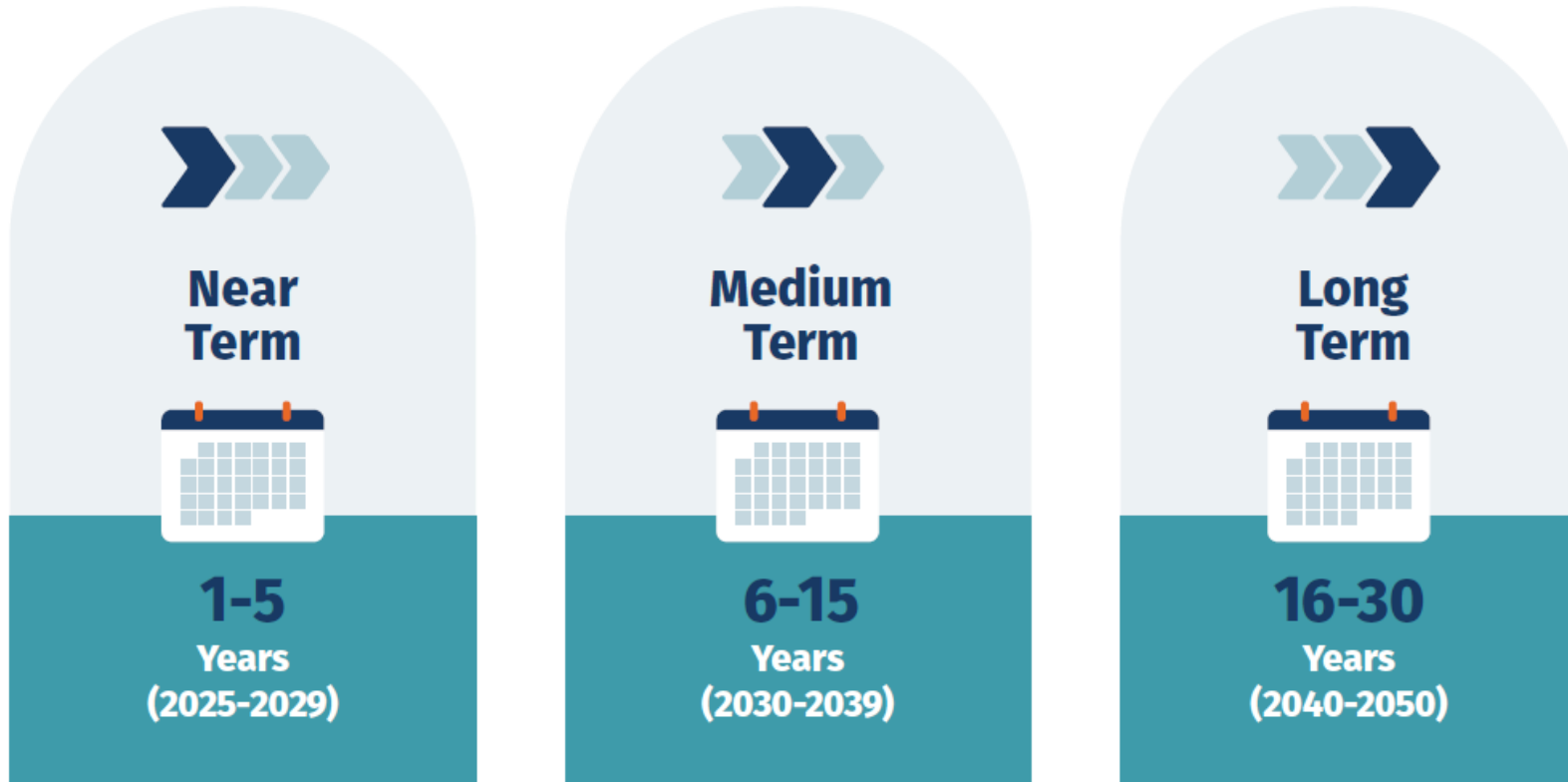
This number includes cost adjustment per year based on predicted inflation rates



	 Near Term (2025-2029)	 Medium Term (2030-2039)	 Long Term (2040-2050)	TOTAL
 L RTP Recommended Capital Projects	\$55.3M	\$87.7M	\$103.5M	\$245.6M
 MDT Allocated Capital Projects	\$45.2M	\$112.0M	\$131.1M	\$285.3M
 Maintenance and Preservation	\$54.7M	\$116.2M	\$136.4M	\$307.3M
 Transit Service and Capital Projects	\$98.0M	\$202.8M	\$233.1M	\$533.8M
 Programs	\$1.8M	\$5.2M	\$4.4M	\$11.5M
TOTAL	\$252.0M	\$524.0M	\$607.5M	\$1.4B

- The \$245.6 million in discretionary sources programmed by the MPO, City, and County will fund projects in the near, medium, and long term.
- This amount does not fund projects listed in the TIP.

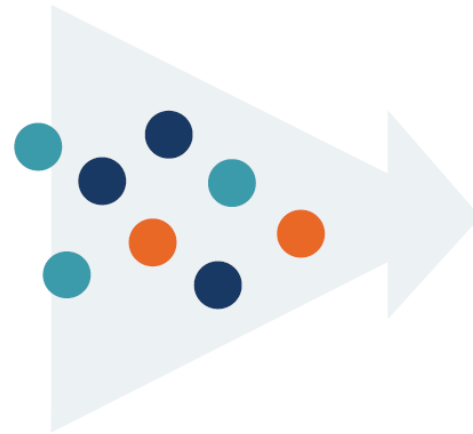
Prioritized Projects



Prioritized Projects

Goal 1

Improve safety and promote health to enhance quality of life



Crash Reduction



Bicycle/Pedestrian Safety



Economic Opportunity



Access to Recreational and Active Facilities

Projects, by the numbers

209 miles

Of corridor projects

27

Intersection projects

193

Total projects



32

Complete streets
projects



24

Safety projects



23

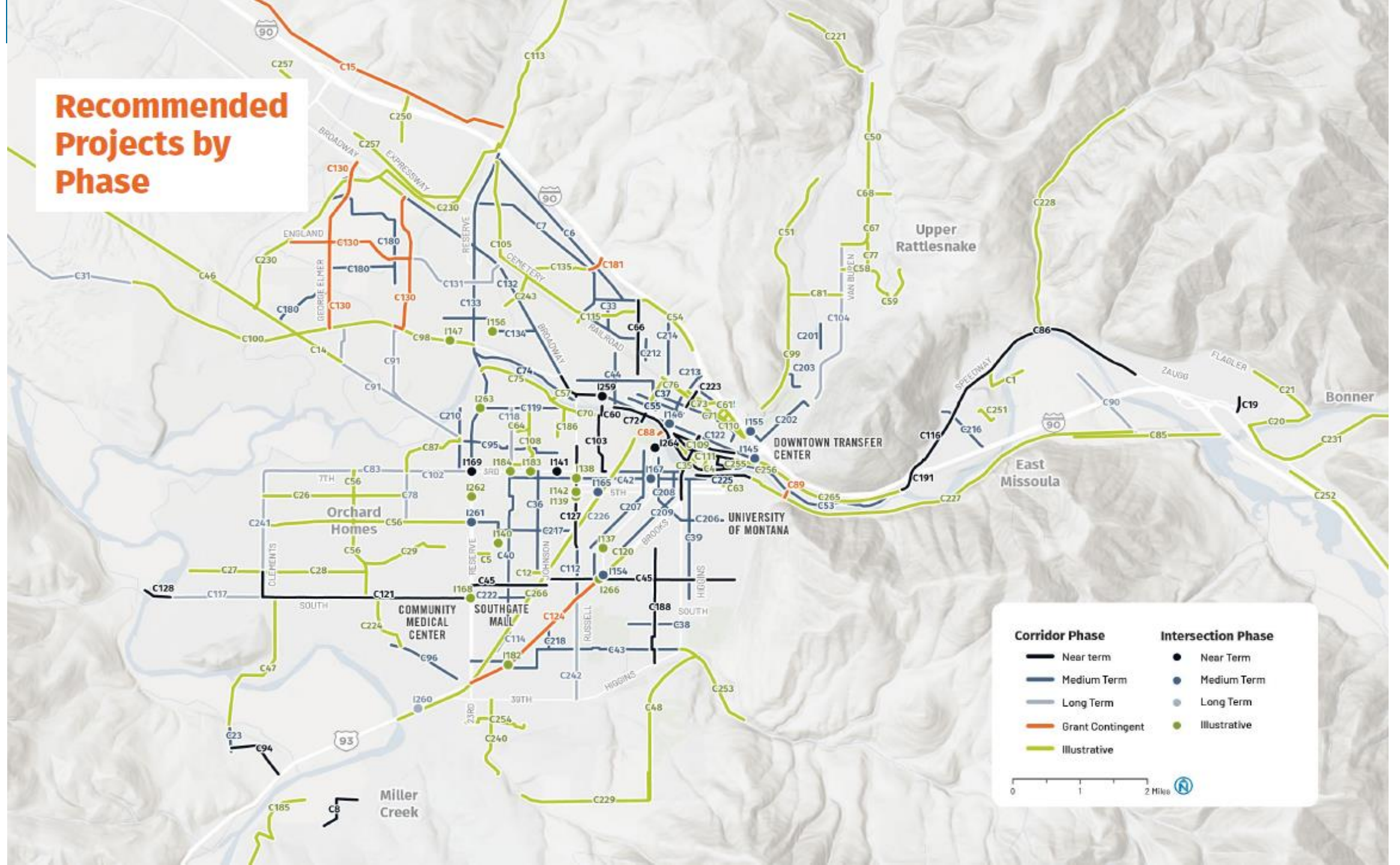
Roadway/bridge
projects



114

Active
transportation
projects

Recommended Projects by Phase

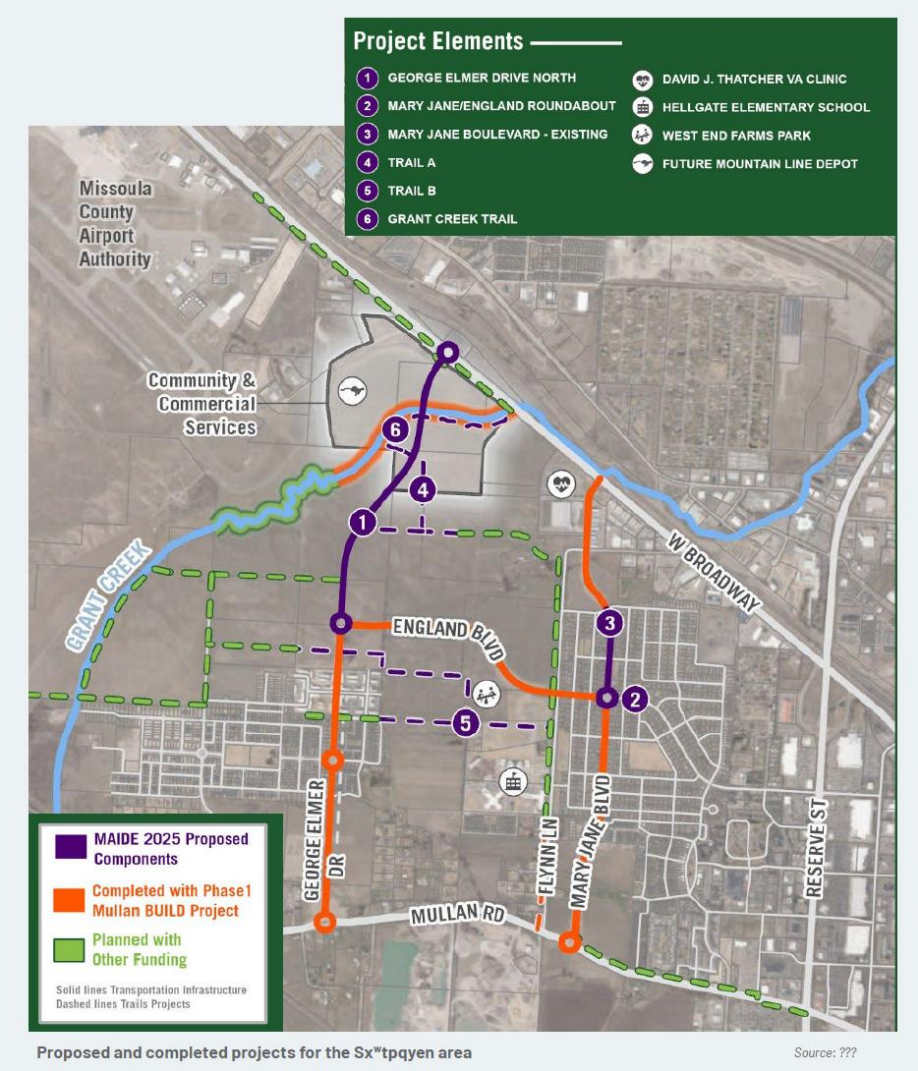


Average project costs and projections

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 Spotlights



Bitterroot Trail Bridge at Clark Fork River

Bridge

Project Number:
C72

Cost:
\$4.1 Million

Funding Status:
Recommended

Project Priority:
Near Term



The proposed shared-use path connection over the Clark Fork River on the Bitterroot rail trestle provides an important link from the Heart of Missoula to the existing commuter trail network south of the river. This area has significant potential for redevelopment but currently lacks a dedicated bicycle/pedestrian river crossing. As the project moves forward, design would be closely coordinated with BNSF, as use of railroad right-of-way can be challenging, and further analysis is necessary to assess feasibility of using the existing trestle structure. Connecting the River Front Triangle to the McCormick recreation area is an alternative crossing option that offers the same connection without use of the existing rail trestle.



Existing Montana Rail Link Trestle



Possible bridge location

Recommended Programs and Policies

Pavement Maintenance and Asset Management

PRIORITY
Ongoing



PARTNERS

Public Works & Mobility, County Public Works, and MDT

WHY IT MATTERS: Taking care of the region's roads and trails with properly timed preservation activities is more effective and efficient than reactive repair and helps maintain system performance and the longevity of our regional investments.

WHERE ARE WE NOW? There are hundreds of miles of roads in need of maintenance and very limited funds available. To date, the MPO has worked with Public Works Departments to better align maintenance and capital improvement projects so that transportation improvements can be implemented in conjunction with needs like water and sewer upgrades that may require reconstruction of roadways.

NEXT STEPS: The MPO will coordinate with regional partners to implement a "Fix-It First" policy to guide the region's asset management programs. This includes continuously gathering information about pavement conditions and making maintenance decisions to manage transportation facilities to a consistent standard. In addition to working with the City and County Public Works Departments, the MPO will seek greater coordination with MDT to implement restriping and minor upgrades when maintenance and preservation is conducted on State facilities in the region.

Neighborhood Greenways

PRIORITY
Ongoing



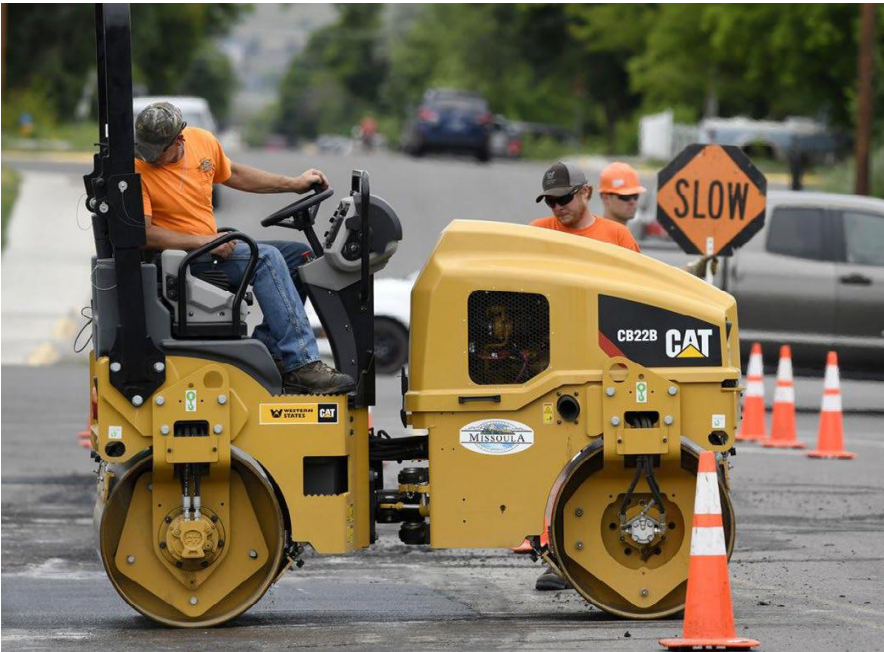
PARTNERS

Public Works & Mobility and County Public Works

WHY IT MATTERS Neighborhood greenways on low traffic streets in residential areas provide the community with additional space for all ages and abilities to enjoy outdoor physical activity like walking, biking, skateboarding, and running. Neighborhood greenways also supports the overall transportation system by closing gaps in the existing commuter trail, sidewalk, and on-street bicycle networks.

WHERE ARE WE NOW? The City of Missoula first mapped out a proposed neighborhood greenway system in the 2016 Bicycle Facilities Plan Master Plan. Since then, the MPO has been collaborating with the City on the delivery of initial segments, primarily with the use of quick-build materials and pavement markings.

NEXT STEPS: Publish a Neighborhood Greenways toolkit for community members through the Neighborhood Traffic Management Program, including quick-build lessons learned, transitioning to permanent design elements, and approval processes.

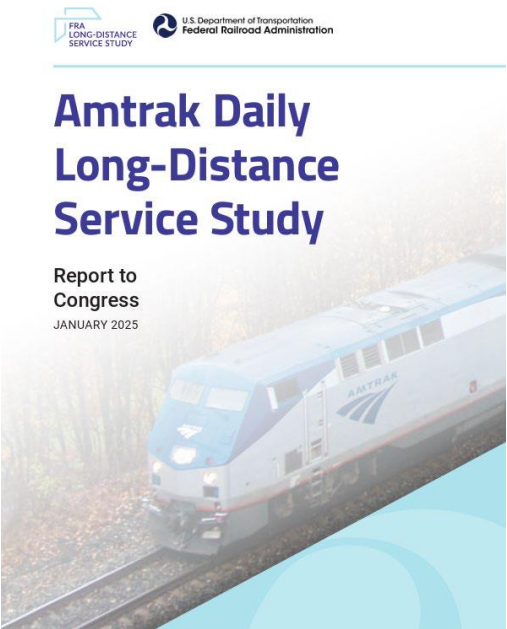
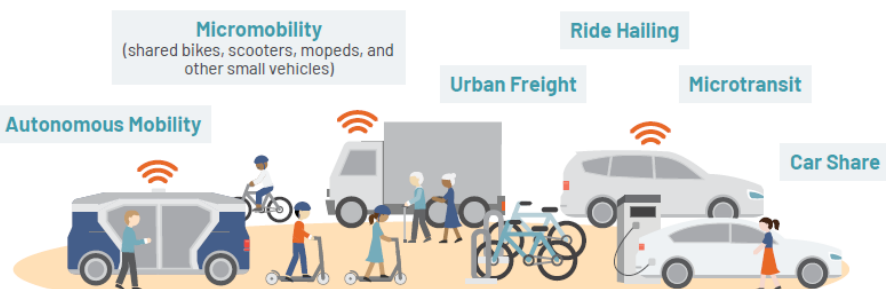


Recommended Programs and Policies

Emerging Mobility...



Emergent Modes and Services



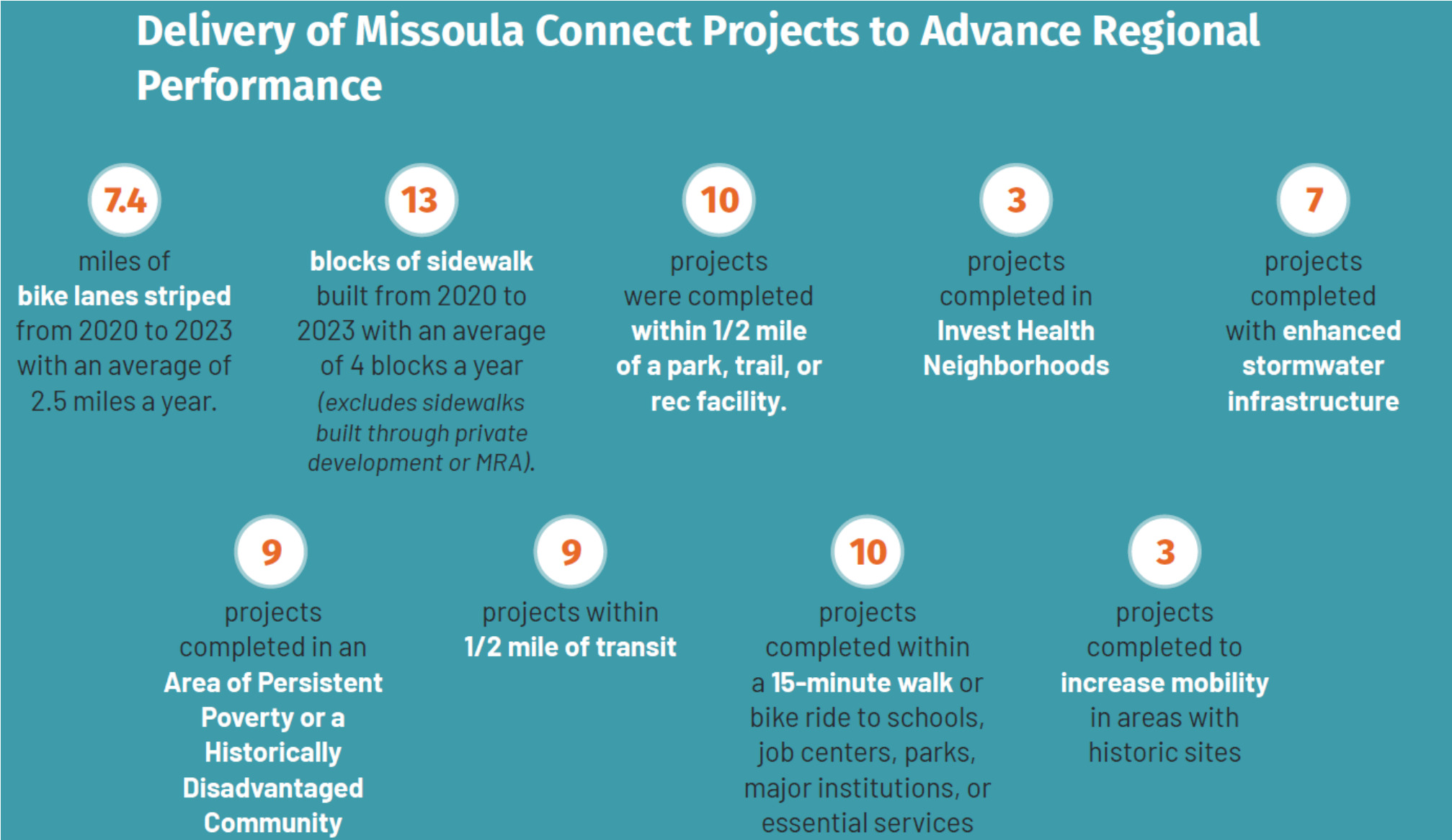
Performance Measures



GOAL 1: Improve safety and promote health to enhance quality of life

MEASURE	METRIC	TARGET TRAJECTORY
Eliminate traffic-related fatalities and reduce serious injuries from traffic collisions	Number and rate of serious and severe injuries and fatalities from collisions 	
	Number of projects completed within 500ft of a corridor or intersection with 2 or more crashes on average per year resulting in serious or fatal injury of any mode	
Increase physical activity by making walking and biking convenient modes of travel	Total and annual lane miles of bicycle facilities constructed	
	Total and annual blocks of sidewalk constructed	
	Number of projects completed within ½ mile of a public recreation facility, park, playground, or trail	
Enhance active transportation linkages to lower-income neighborhoods	Number of projects completed in an Invest Health neighborhood or a low-to-moderate income census tract	

Performance Measures



Taking the first steps – Implementation!



Optimize Signal Timing on Key Corridors

Signal timing optimization synchronizes traffic signals on a corridor so that private autos, freight vehicles, and buses can travel through multiple signals without stopping, reducing congestion. While signal timing is traditionally used as a strategy to support the efficient movement of vehicles, it can also be designed to support people walking, biking, and riding transit. The MPO should work with the Montana Department of Transportation and other partners to optimize signal timing on priority corridors in the region, such as the Reserve Street and Brooks Street corridors.



Continue to Position Missoula for Major Infrastructure Funding

Projects that are “shovel ready” are good candidates for federal, state, and regional grants. The MPO and its partners should identify one or two priority projects and advance design as quickly as possible to prepare for upcoming funding opportunities. Smaller projects should also be aligned with ongoing City and County roadway maintenance and preservation schedules to implement improvements in conjunction with planned resurfacing, utilities, and reconstruction work.



Advance the Neighborhood Greenway Network

Building out the neighborhood greenway network is one of the fastest and most cost-effective ways to make Missoula’s low-traffic streets safe and comfortable places to walk, run, bike, scoot, and roll. While seeking funding for permanent greenway improvements like speed humps and vertical traffic circles, the MPO and its partners have advanced implementation of the network by using quick-build treatments like painted traffic circles, pavement markings, and signs and wayfinding.



Changing Conditions

Russell Street Grant Award

- Missoula received a \$59 million federal grant in January 2025 to complete the Russell Street corridor.
- Grant award is not included in LRTP financial calculations, due to award timing.

LRTP Public Comment Timeline

- Draft Release for Public Comment on **April 4th**
- 45-day Window for Public Comment closes on **May 19th**
- Adoption by TPCC on **June 17th**

Thank you!

