

**CAPITAL IMPROVEMENT PROGRAM**  
**City of Missoula CIP Project Request Form FY 2010-2014**

<b>Program Category:</b>		<b>Project Title:</b>		<b>08 Project #</b>	<b>09 Project #</b>	<b>10 Project #</b>	
Community Service		Arthur & South Bus Stop Improvements				CS-17	
<b>Description and justification of project and funding sources:</b> The bus stop shared by Mountain Line and ASUM at Arthur and South poses safety and accessibility problems. It has the potential for a bus/vehicle or bicycle/pedestrian collision because buses cannot pull over to the curb. When Mountain Line and ASUM use the stop to pick up passengers, the bus is forced to stay in the traffic lane because of heavy bike traffic and insufficient space to pull over. This leaves room for bicyclists passing on the right just as passengers are getting on and off the bus, an unsafe conflict. It also prevents most motorists from passing on the left of the bus, but some motorists do attempt to move around the bus and face oncoming traffic creating another serious conflict. In addition, the bus stop is not accessible to persons with disabilities. To address this problem, we would like to install a concrete pad from the existing sidewalk to the edge of curb, creating a curb line that is consistent with the rest of the block. We would like to repaint the bike lanes to indicate a need for caution at this location.							
<b>Is this equipment prioritized on an equipment replacement schedule?</b>				<b>Yes</b>	<b>No</b>	<b>NA</b>	
						x	
<b>Are there any site requirements:</b>							
<b>REVENUE</b>	<b>How is this project going to be funded:</b>						<b>Funded in Prior Years</b>
	<b>Funding Source</b>	<b>Accounting Code</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>
	TBD			13,750			
	MUTD: passengers shelters and amenities			5,000			
			-	18,750	-	-	-
<b>EXPENSE</b>	<b>How is this project going to be spent:</b>						<b>Spent in Prior Years</b>
	<b>Budgeted Funds</b>	<b>Accounting Code</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>
	A. Land Cost						
	B. Construction Cost			15,000			
	C. Contingencies (10% of B)			1,500			
	D. Design & Engineering (15% of B)			2,250			
	E. Percent for Art (1% of B)						
	F. Equipment Costs						
G. Other							
		-	18,750	-	-	-	-
<b>OPERATING BUDGET COSTS</b>	<b>Does this project have any additional impact on the operating budget:</b>						<b>Spent in Prior Years</b>
	<b>Expense Object</b>	<b>Accounting Code</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>
	Personnel						
	Supplies						
	Purchased Services						
	Fixed Charges						
	Capital Outlay						
	Debt Service						
			-	-	-	-	-
Description of additional operating budget impact: NONE							
<b>Responsible Person:</b>	<b>Responsible Department:</b>	<b>Date Submitted to Finance</b>	<b>Today's Date and Time</b>	<b>Preparer's Initials</b>	<b>Total Score</b>		
Steve Earle, General Manager	Mountain Line/MUTD		06/01/2009 12:25		41		

# CAPITAL IMPROVEMENT PROGRAM

## Project Rating

(See C.I.P. Instructions For Explanation of Criteria)

<b>Program Category:</b>	<b>Project Title:</b>						<b>10 Project #</b>
Community Service	Arthur & South Bus Stop Improvements						CS-17

  

Qualitative Analysis	Yes	No	Comments
1. Is the project necessary to meet federal, state, or local legal requirements? This criterion includes projects mandated by Court Order to meet requirements of law or other requirements. Of special concern is that the project be accessible to the handicapped.		x	This project increases city wide compliance of the Americans With Disabilities Act.
2. Is the project necessary to fulfill a contractual requirement? This criterion includes Federal or State grants which require local participation. Indicate the Grant name and number in the comment column.		x	The funds contributed by MUTD are Congestion Quality Air Management (CMAQ) grant funds and require a local match.
3. Is this project urgently required? Will delay result in curtailment of an essential service? This statement should be checked "Yes" only if an emergency is clearly indicated; otherwise, answer "No". If "Yes", be sure to give full justification.		x	Although this is not an imenent emergency, the deferred improvements to public infrastructure to bring them up to date with the Americans With Disabilities Act (ADA) are ongoing and must be addressed.
4. Does the project provide for and/or improve public health and/or public safety? This criterion should be answered "No" unless public health and/or safety can be shown to be an urgent or critical factor.		x	auto/pedestrian/bicycle conflict.

  

Quantitative Analysis	Raw Score Range	Comments	Weight	Total Score
5. Does the project result in maximum benefit to the community from the investment dollar?	(0-3) 3	This is a reasonably low cost way to improve pedestrian and bicycle safety on South Avenue at Arthur Street and to provide critical transit access to persons with disabilities.	5	15
6. Does the project require speedy implementation in order to assure its maximum effectiveness?	(0-3) No	No	4	-
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?	(0-3) 2	Improved passenger loading will marginally increase air quality through reduced idling time.	3	6
8. Does the project improve or expand upon essential City services where such services are recognized and accepted as being necessary and effective?	(0-2) 2	Improved sidewalks, handicapped accessibility, and safe access to transit expand upon necessary and effective city services.	4	8
9. Does the project specifically relate to the City's strategic planning priorities or other plans?	(0-3) 3	Community Livability Goal of the Stratgic Plan	4	12

Total Score

41