

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

Program Category:		Project Title:		08 Project #	09 Project #	10 Project #	
Street Improvements		Improve Railroad Crossings		S-08	S-22	S-02	
Description and justification of project and funding sources: We frequently receive requests to "fix" the crossings of streets at railroad tracks. Some of these are specific to motor vehicle movement; some are particular to bicycle or pedestrian movement. In FY08 we were able to fix the crossing of Madison/Grenough at Spruce, thanks to participation by the MT Dept of Transportation for all of the materials costs (approx \$30,000) and by Montana Rail Link for all of the labor (approx \$30,000). There are similar conditions at the crossings on Spruce and on S. 3rd West. We cannot expect such participation by the MT Dept of Transportation on other crossings, although we can expect similar MRL participation. This CIP item is to establish an annual amount to upgrade crossings of railroad tracks, of which we have many including the Bitterroot Branch line crossing at Spruce, Pine, 1st, 2nd, 3rd, 4th, 5th, 6th, and so on out to the city limits. Broken up crossings are a hazard to bicyclists and pedestrians; this risk is exacerbated by motorists who swerve out of the driving lane to avoid the poor road surfaces.							
Is this equipment prioritized on an equipment replacement schedule?				Yes	No	NA	
						X	
Are there any site requirements:							
These projects are dependent upon finding a new funding source.							
REVENUE	How is this project going to be funded:						Funded in Prior Years
	Funding Source	Accounting Code	FY10	FY11	FY12	FY13	FY14
	Pending a New Funding Source					75,000	75,000
			-	-	-	75,000	75,000
EXPENSE	How is this project going to be spent:						Spent in Prior Years
	Budgeted Funds	Accounting Code	FY10	FY11	FY12	FY13	FY14
	A. Land Cost						
	B. Construction Cost					60,000	60,000
	C. Contingencies (10% of B)		-	-	-	6,000	6,000
	D. Design & Engineering (15% of B)		-	-	-	9,000	9,000
	E. Percent for Art (1% of B)						
	F. Equipment Costs						
G. Other							
		-	-	-	75,000	75,000	-
OPERATING BUDGET COSTS	Does this project have any additional impact on the operating budget:						Spent in Prior Years
	Expense Object	Accounting Code	FY10	FY11	FY12	FY13	FY14
	Personnel						
	Supplies						
	Purchased Services						
	Fixed Charges						
	Capital Outlay						
	Debt Service						
			-	-	-	-	-
Description of additional operating budget impact: This project would be coordinated by city project staff in the Engineering Division; no additional funds are budgeted for this. There is a potential reduction in operating budget costs with reduced maintenance of these crossings if (when) they are properly upgraded.							
Responsible Person:	Responsible Department:	Date Submitted to Finance	Today's Date and Time	Preparer's Initials	Total Score		
Phil Smith	Public Works	02/23/2009	06/03/2009 13:26	CJK	-		

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Project Rating

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

Program Category:	Project Title:						10 Project #
Street Improvements	Improve Railroad Crossings						S-02

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	<p>(1) Not legally required, although we have some obligation to maintain streets in a safely passable condition. Railroad crossings tend to get "beat up"; when bicyclists or folks in wheel chairs pass over these deteriorated conditions, there is both a safety and potential liability issue for the City.</p> <p>(2) Maybe. If we improve a crossing, we may be required to provide ADA accessible crossings. In the same crossings, there are no sidewalks.</p>
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	
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	In many locations, the conditions are poor enough that they must be tended to very soon.
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	This is decidedly a public safety issue. Bicyclists crossing the tracks in regular motor vehicle lanes are at risk of crashing; when followed by a motor vehicle are at risk of being run over. Safe surfaces for crossing are critical.

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	These are very expensive items, unfortunately. With MRL being willing to do all the labor if the City buys the materials, we have leveraged a value of at least 50% of the project cost born by MRL (the remainder by the City gas tax). This is a "good deal" for the City; whether we could expect such a matching benefit in the future is uncertain. However, the benefit is also avoiding the safety and potential liability problems with substandard crossings.	-	-
6. Does the project require speedy implementation in order to assure its maximum effectiveness?	(0-3) 3	We will take on the most severely damaged crossings first. Further, there may be exposure to liability once we know of deficient crossings and fail to remedy them. In addition, the railroad's offer is "on the table" now; whether it will be in the future is unknown.	-	-
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?	(0-3) 1	Making the bike and ped crossings will encourage more bike and ped travel. Improving the crossings will reduce braking and acceleration by motor vehicles, resulting in less pollution.	-	-
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	Safe streets are generally regarded as essential City services. When a street crosses a railroad tracks, it should be similarly safe.	-	-
9. Does the project specifically relate to the City's strategic planning priorities or other plans?	(0-3) 3	Past strategic plans specifically refer to implementing bike and pedestrian projects. The Non-Motorized Plan emphasizes maintenance of bicycle facilities which would include crossing of railroad tracks.	-	-
Total Score			-	-