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MONTANA DEPARTMENT
OF TRANSPORTATION

House Joint Resolution #45 Bicycle & Pedestrian Paths

Stakeholder Work Session December 10, 2019

How Montana Funds Pedestrian & Bicycle Paths - Planning Stages and Current Funding Sources



Plan



Bicycle Facilities Master Plan

Missoula, Montana



Pedestrian Facilities Master Plan

Missoula, Montana

2018 Billings Urban Area Long Range Transportation



GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update

Greater Helena Area Long Range Transportation Plan—2014 Update

PREPARED FOR:
City of Helena (adopted by City Commission on June 29, 2015)
Lewis and Clark County (adopted by County Commission on July 2, 2015)
Montana Department of Transportation
April 10, 2015



BOZEMAN^{MT} Transportation Master Plan

April 25, 2017



prepared by:
RPA Robert Peccia & Associates www.rpa-htn.com & ALTA Alta Planning + Design www.altaplanning.com

Greater Helena Area Community Transportation Safety Plan

CTSP



BILLINGS AREA

BIKEWAY + TRAILS

BILLINGS COMMUNITY TRANSPORTATION SAFETY PLAN

December 2016

017



MISSOULA Community Transportation Safety Plan

ENGINEERING • ENFORCEMENT • EDUCATION • EMERGENCY SERVICES

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TranPlanMT Public & Stakeholder Highlights

- Overall satisfaction with transportation system
- Majority feel they are getting value equal to or greater than what they pay in state and federal fuel taxes
- Highest priority action to improve the system: Maintain road pavement condition
- Lowest priority for funding: Bicycle paths, pedestrian walkways, transit buses, and rest areas (if funding decreases)
- MDT's overall grades are in the B to C range

MDT Approach to Project Development

- ★ Multi-modal use is a consideration in MDT's highway projects
- ★ Reconstruction and major rehabilitation type projects offer the best opportunity for bicycle and pedestrian improvements
- ★ Context Sensitive Solutions (CSS)



Non-motorized Considerations

Facilities:

- Paved shoulders
- Sidewalks
- Shared lanes
- Bike lanes
- Separated Facilities



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Project Design Considerations

- ★ Funding
- ★ Project Purpose
- ★ Design Year
- ★ Local Plans
- ★ Long Term maintenance
- ★ Wetlands
- ★ Parkland
- ★ Hydraulics
- ★ Design Standards
- ★ Public input
- ★ Existing & future traffic volumes
- ★ Existing & future pedestrian and bicyclist usage
- ★ Right-of-way
- ★ Safety
- ★ Level of Service
- ★ Air quality
- ★ Transit
- ★ Land use
- ★ Access
- ★ Americans with Disabilities Act
- ★ Environmental Justice
- ★ Title VI
- ★ Historic properties
- ★ Utilities
- ★ Hazardous material sites

✓ **Context**



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Transportation Funding

- MDT is a user fee funded agency with the bulk of our revenue from federal & state fuel tax –NO General Fund
- State funds are limited – mainly gas & diesel tax used primarily for maintenance activities & to match federal program
- Federal funds are the bread & butter of our efforts to preserve & improve our state highway system

Federal Funding Sources

Bicycle and Pedestrian infrastructure is eligible for most federal transportation funding.

Some of the primary sources available thru MDT:

- Transportation Alternatives (TA) Program
 - Best opportunity for funding
- Surface Transportation Program – Urban (STPU)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

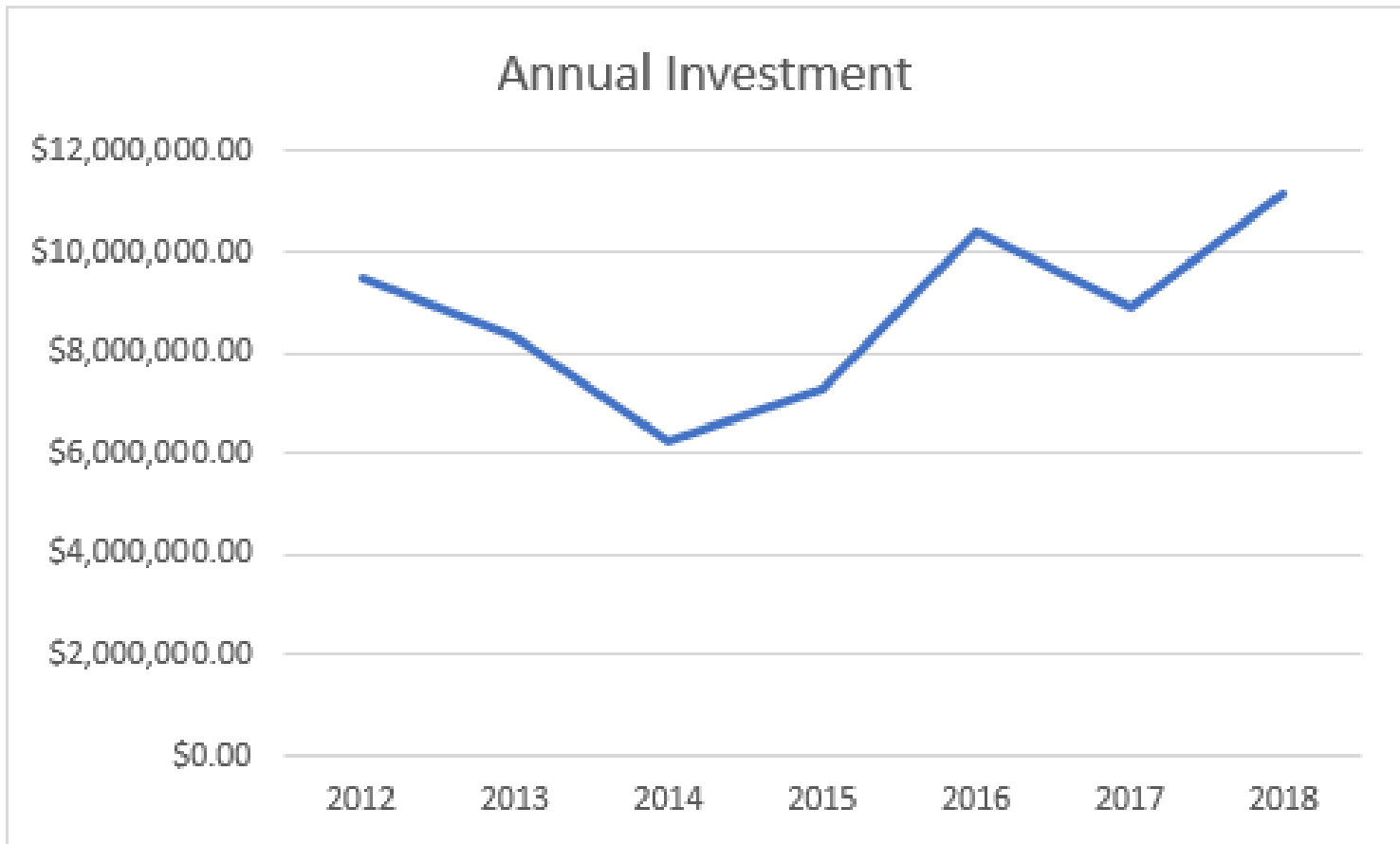
Non-MDT Administered Programs

- Federal Land Access Program (FLAP)
- Recreational Trails Program (RTP)
- SB 24 (FWP)
- Discretionary grant programs (BUILD)



Investments

Seven-year snapshot of MDT investments for *constructing* sidewalks and paths



Examples of Path Pavement Needs

Path in Excellent/
Good Condition



Paths in Fair Condition



Paths in Poor Condition



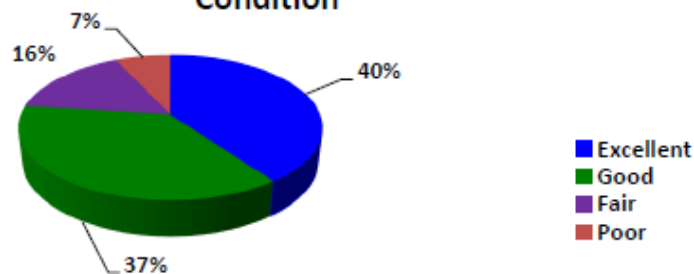
Examples of Path Pavement Needs



Shared Use Paths Inventory & Detailed Maintenance Plan

- Over 180 miles
- The current condition needs for shared use paths is over \$363K
 - One-time cost to bring all paths to an acceptable condition
- Annual costs for general maintenance and pavement preservation is over \$945K

Percent Rating of Shared Use Paths based on 2018 Condition



HB 225

Funding of Maintenance for Paved Paths

- Established by 2017 Legislature
 - \$5 opt-in fee for motor vehicle registration
 - 20% for bicycle and pedestrian education
 - 80% for maintenance of paths
- To date the fund has collected a total of \$49,235
(July 1, 2017 – December 2, 2019)
- Averaging ~\$1,700/month
- Bill calls for the first \$50,000 be used to reprogram software and equipment to collect the optional fee.

Share Use Path Construction Cost

	Average Cost per Mile
MDT	\$1.2 million
Missoula	\$800,000
Helena	\$720,000
Billings	\$769,00

Share Use Path Maintenance Cost

	Average Cost per Mile
MDT	General maintenance = \$3,900 Heavy maintenance = \$300-\$29,500
Helena	General Maintenance = \$4,100 Heavy maintenance = \$1,500 (crack seal)
Great Falls	General maintenance = \$4,000 Heavy maintenance = \$25,000

Conclusion

- Needs outpace funding at the local, state and federal level
- There are existing local, state and federal funding sources for construction and maintenance of paths
- 1 mile of paved path can cost between \$700k-\$1.2m+
- 1 mile of paved path costs about \$4k for general maintenance and \$25k for heavy maintenance