

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

MDT

Transportation Interim Committee

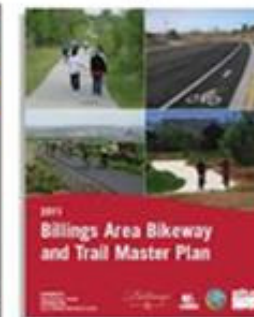
March 13, 2024



Bicycle & Pedestrian Coordination

Who we are and what we do

- Department liaison
- Reviews projects
- Training
- Education and resources
- Collaboration
- Community outreach and technical support





September 2021



2050 Long Range Transportation Plan



2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

July 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

BILLINGS, MONTANA

Plans

Greater Helena Area Long Range Transportation Plan

PREPARED FOR:

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



ACTIVE PEOPLE, HEALTHY NATION

BIKING & WALKING: PHYSICAL ACTIVITY

Biking & Walking Improve Lives and Health Montana

Getting 27 Million People More Physically Active

Biking and walking are two of the most common forms of physical activity

This fact sheet provides a snapshot of biking and walking for physical activity. Increasing the safety of biking and walking can contribute to increasing physical activity through biking and walking. This fact sheet identifies proven strategies to increase the safety of people biking and walking and can help decision makers and community partners identify ways to help more people be physically active.

Fast Facts

- Inadequate levels of physical activity are associated with \$117 billion in annual healthcare costs*
- Physical activity can reduce the risk of at least 20 chronic diseases and conditions and provide effective treatment for many of these conditions*
- Only 1 in 4 adults fully meet physical activity guidelines for aerobic and muscle-strengthening activities

2010-2014 AVERAGE COMMUTE TO WORK RATE ESTIMATES

- BIKING TO WORK: 1.1%
- WALKING TO WORK: 4.6%
- PUBLIC TRANSIT TO WORK: 0.7%

DID YOU KNOW? More than 40% of motor vehicle trips are 5 minutes or less. The average commute trip duration is 14.4 minutes according to the 2017 National Household Travel Survey.

PEDESTRIAN FATALITIES

7.7%

PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES (ALL MODES)

BICYCLIST FATALITIES

0.9%

BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES (ALL MODES)

IF THE ANNUAL COMBINED PEDESTRIAN AND BICYCLIST FATALITIES IN THE STATE EXCEED 15 PERCENT OF THE TOTAL ANNUAL CRASH FATALITIES THEN FEDERAL LAW MAKES THE STATE ELIGIBLE FOR ADDITIONAL SAFETY FUNDING?

DID YOU KNOW? Road design improvements, more traffic and pedestrian infrastructure can reduce total crashes 70% in urban areas and 47% in suburban areas.*

PHYSICAL ACTIVITY PREVALENCE

81.1%

ADULT POPULATION PARTICIPATING IN PHYSICAL ACTIVITIES (AT LEAST ONCE A WEEK)

DID YOU KNOW? A single session of moderate-to-vigorous physical activity provides immediate health benefits such as improved sleep, reduced anxiety, and reduced blood pressure**



April 25, 2017



prepared by: Robert Peccia & Associates, alca Alta Planning + Design



Adopted by: Great Falls MPO, Great Falls City (Pending)

Prepared by: RPA, ROBE

July 5, 2018



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 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

Users:

- People with disabilities
- Children
- Pedestrians
- Bicyclists

Facilities:

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



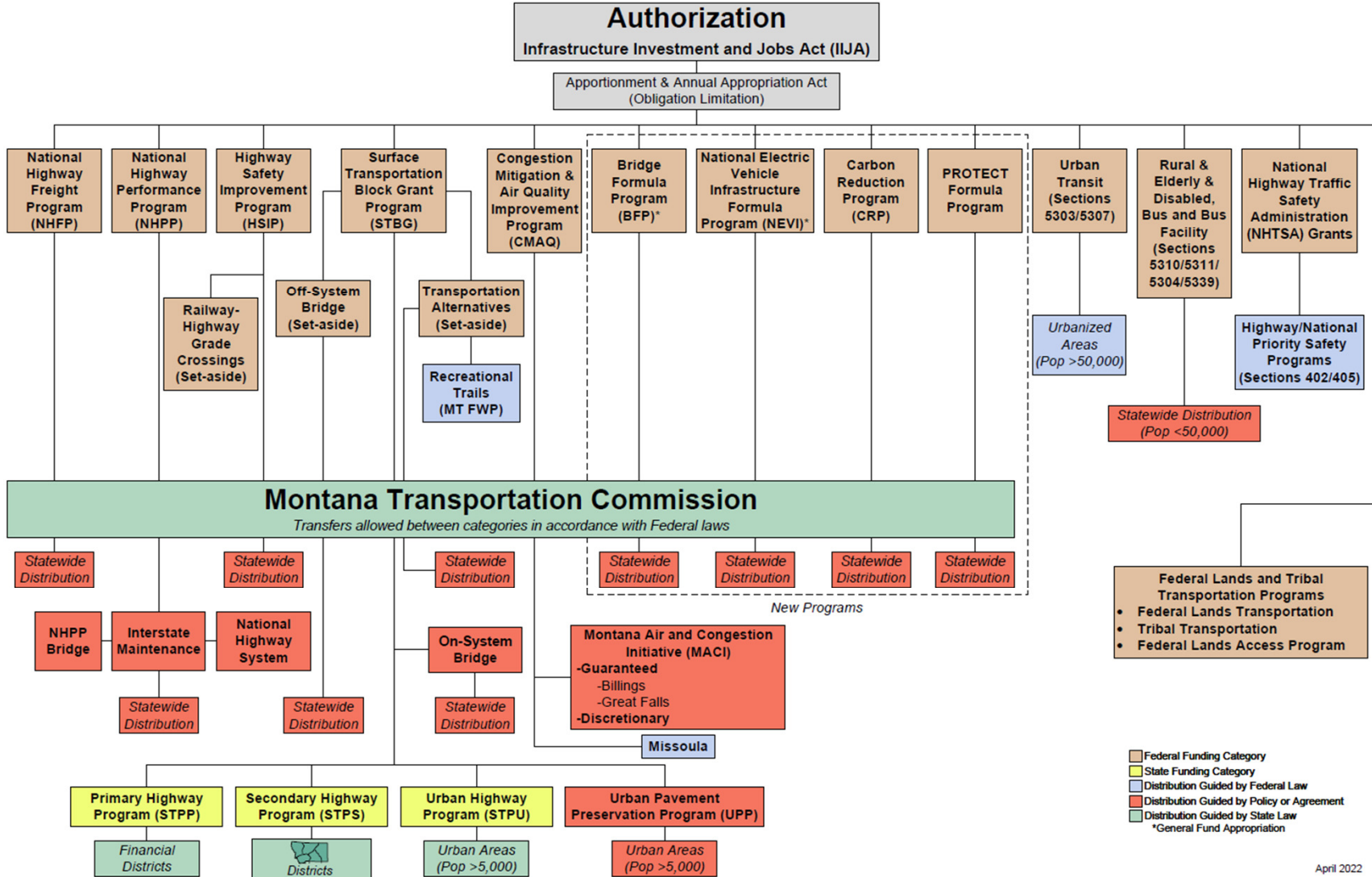
Project Design Considerations

- 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

Transportation Funding

- MDT is a user fee funded agency with the bulk of our revenue from federal and state fuel tax
- State funds are limited - mainly gas & diesel tax used primarily for maintenance activities and to match federal program
- Federal funds are the foundation of our efforts to preserve and improve our state highway system

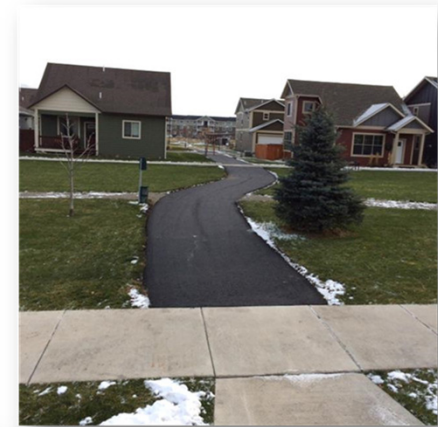
Federal Funding Sources



April 2022

Non-motorized Investments

- Expenditures average \$10M per year
- IIJA increased TA funding
- 2023 TA solicitation
 - awarded \$26M (federal share)
 - Total ~\$29.7M in bicycle and pedestrian infrastructure



Bozeman



Great Falls

Shared Use Path Costs



Excellent/Good



Fair



Poor

Work Type	Average Cost per Mile	Timing
Construction	\$700,000 - \$1.5M+	
General Maintenance	\$1,900	Annually
Crack Sealing (minor-major)	\$1,700 - \$5,000	Every 4 yrs - As needed
Patching	\$300 - \$1,800	As Needed
Fog Seal	\$1,500	Every 8 yrs
Overlay	\$66,700	Every 25 yrs

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 \$158,740 (July 1, 2017 – February 29, 2024)
- Averaging ~\$2,000/month
- Bill called for the first \$50,000 be used to re-program software and equipment to collect the optional fee.

Conclusion

- MDT works with communities to support their planning in developing their B/P infrastructure.
- There are existing local, state and federal funding sources for paths.
- Public Opinion Survey
- Most MDT projects are preservation projects.
- 1 mile of paved path can cost:
 - between \$700k-\$1.5M+ to construct
 - approximately \$1,900 for general maintenance.

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Thank you!

