



VISION ZERO

zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

2018 Bike Walk MT Summit

TRANSPORTATION ALTERNATIVES – DAVE HOLIEN

MAINTENANCE OF SHARED-USE PATHS – DOUG MCBROOM

Transportation Alternatives

Overview

- Federal program
- MDT administration
- How to get a project
- Past projects



Polson

Transportation Alternatives

Federal program

- MAP-21

- Combines Transportation Enhancement (CTEP), Safe Routes to School, and Recreational Trails
- TA - \$4M per year
- Rec Trails – \$1.4M per year
- October 2012 – September 2014
- No more annual CTEP funding to local governments
- MDT manages TA projects
- More eligible entities

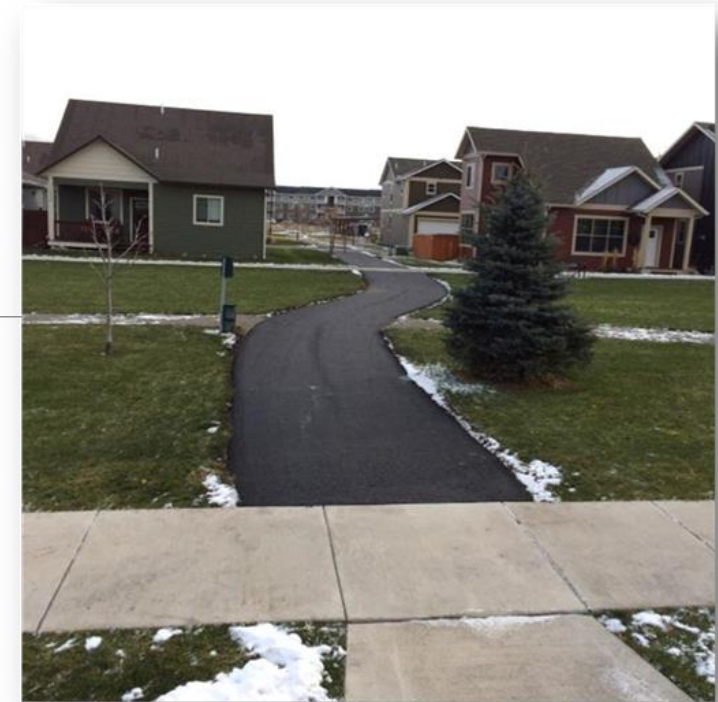


Livingston

Transportation Alternatives

Federal program

- FAST Act
 - 5-year transportation bill
 - FFY 2016 – FFY 2020
 - Approximately \$4.5M per year for TA
 - Continues the same eligibility of entities and activities as MAP-21



Bozeman

Transportation Alternatives

Eligible entities

- Local governments
- Tribal governments
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Any other local or regional governmental entity with responsibility or oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible



Great Falls

Transportation Alternatives

Ineligible entities

- Non-profits
- MDT
- MPOs
- Non-profits can partner with an eligible entity



Lewistown

Transportation Alternatives

Eligible activities

1. Transportation Alternatives as defined in Former 23 U.S.C. 213(b)(1):
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including *sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure*, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - B. Construction, planning, and design of infrastructure-related projects and systems that will *provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
 - C. Conversion and use of *abandoned railroad corridors* for trails for pedestrians, bicyclists, or other non-motorized transportation users.



Havre

Transportation Alternatives

D. Construction of *turnouts, overlooks, and viewing areas*.

E. Community improvement activities, including-

i. *inventory, control, or removal of outdoor advertising*;

ii. *historic preservation and rehabilitation of historic transportation facilities*;

iii. *vegetation management practices in transportation rights-of-way* to improve roadway safety, prevent against invasive species, and provide erosion control; and

iv. *archaeological activities* relating to impacts from implementation of a transportation project eligible under title 23.

F. Any *environmental mitigation activity*, including *pollution prevention* and *pollution abatement* activities and mitigation to-

i. address *storm water management*, control, and water pollution prevention or abatement *related to highway construction or due to highway runoff*, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or



Bozeman

Transportation Alternatives

- ii. *reduce vehicle-caused wildlife mortality* or to *restore* and *maintain connectivity* among *terrestrial or aquatic habitats* (Former 23 U.S.C. 213(b)(2)-(4)).
- 2. The recreational trails program under 23 U.S.C. 206 of title 23.
- 3. The *safe routes to school program* under section 1404 of the SAFETEA-LU.
 - A. Infrastructure projects
 - B. Non-infrastructure projects
 - C. Safe Routes to Schools coordinator
- 4. *Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes* or other divided highways.

Transportation Alternatives

Ineligible activities

1. *State or MPO administrative purposes*. Exceptions: See FHWA's Memo Allocating Indirect Costs to Projects, dated September 4, 2015. http://www.fhwa.dot.gov/cfo/indirect_costs.cfm
2. *RTP administrative costs* of the State for RTP set-aside funds.
3. *Promotional activities*, except as permitted under the SRTS (2 CFR 200.421(e)(3)).
4. *Routine maintenance and operations*, except trail maintenance as permitted under the RTP.
5. *General recreation* and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Transportation Alternatives

Where can projects be located?

Projects are to be located *within the jurisdiction of the Local Entity Sponsor* (Sponsor). There is no requirement for TA projects to be located along Federal-aid highways.

For SRTS non-infrastructure projects, traffic education and enforcement activities must take place *within approximately two miles of a primary or middle school (Kindergarten through 8th grade)*. Other eligible SRTS non-infrastructure activities *do not have a location restriction*. SRTS infrastructure projects do not have location restrictions because SRTS infrastructure projects are broadly eligible under other TA Set-Aside eligibilities.

Urban/Rural and Geographical Distribution

25% to areas with Pop. under 5,000; 25% to areas with Pop. Over 5,000; 50% to areas regardless of population

Transportation Alternatives Program

The Fixing America's Surface Transportation (FAST) Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP*. The law requires selection of projects through a competitive process.

The application period is currently CLOSED. The call for new TA applications is tentatively planned for fall 2018. A more definitive date will be announced on this website prior to the call for applications. Please see the links on this page for the timeline and additional information.

[2017-2018 TA Applications Received](#)

[2017-2018 TA Awarded Projects](#)

If you have questions about the TA program, please contact:

Dave Holien

Transportation Alternatives Engineer
Montana Department of Transportation
406-444-6118 | [Email](#)

http://www.mdt.mt.gov/mdt/ta_application.shtml

About the Program

[TA Program Main Page](#)

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[Timeline](#)

[Frequently Asked Questions](#)

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[What's New](#)

[Completed Projects](#)



Transportation Alternatives

MDT Administration of the program

- Application
- Scoring criteria
- Scoring committee



Bozeman

Transportation Alternatives

- 2013-2014
 - 72 applications – \$22.5M
 - 25 projects selected – \$7.2M
- 2015-2016
 - 42 applications - \$19.3M
 - 12 projects selected - \$3.9M
- 2017-2018
 - 42 applications - \$23.0M
 - 15 projects - \$6.5M



- 2019-2020 round of funding – *call for applications coming Fall 2018*

Transportation Alternatives

TA Application

- Local nomination – should be the communities priority
- Communities can apply for multiple projects
- Traditional project vs. Pavement Preservation project
- Local Entity Sponsor population
 - Less than 5,000
 - Over 5,000
- Estimated Total Project Cost
 - Traditional \$1.5M cap
 - Pavement Preservation \$200,000 cap

Polson



Transportation Alternatives

- Phases
 - PE – approx. 30%
 - CE – approx. 20%
 - R/W & IC
- Typical project size (Construction – total dollars)
 - Traditional \$200,000 - \$500,000
 - Pave Pres \$130,000 (history of just 1 project)
- Indirect Cost Rate



Ennis

Transportation Alternatives

Application specifics

- Eligibility
- TranPlanMT
- MPO involvement
- Project narrative
- Include maps/graphics



South of Livingston

Transportation Alternatives

Project benefits – 100 points

- Safety
 - Improve public safety, safety benefits, crash clusters, risks
- Accessibility
 - Improve accessibility for all, ADA, increase access
- Connectivity
 - Create/improve connections, improve transportation system, logical termini
 - MDT's SUP Policy

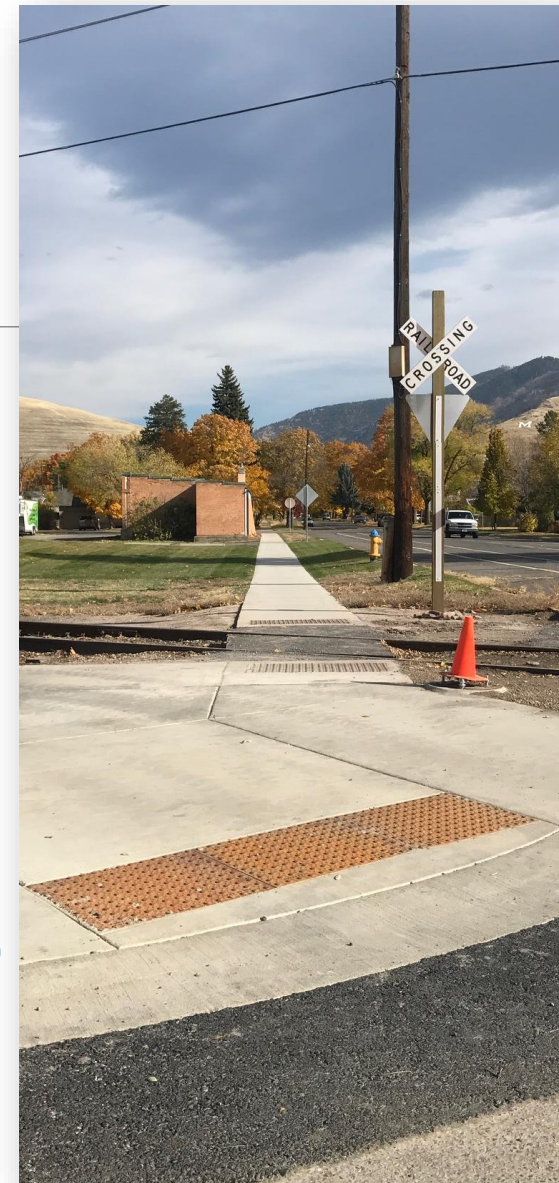


Kalispell

Transportation Alternatives

Project Risk Analysis – 100 points

- Budget
 - Thorough and accurate, itemized, contingency
- Matching funds
 - Off-system - 13.42% local match
 - On-system - 13.42% **local match** (new construction)
 - On-system - 13.42% state match (pave pres, rehab, & ADA)
 - Tribal projects 100% Federal TA funds (no match required)
- Public Involvement
 - Public meeting of some kind required



Missoula

Transportation Alternatives

Project Risk Analysis – 100 points

- MDT Coordination
 - Especially important for on-system
- Project Independence
 - Does the project require another future project for a full connection?
- Ownership and Maintenance
 - Local Project Sponsor is responsible for all maintenance of the project
- Right-of-Way
 - Research – do not assume
- Utility Impacts



Lewistown

Transportation Alternatives

TA Review Committee

- 8 person team from multiple areas of MDT and FHWA
 - MDT TA Section – 2
 - MDT Traffic & Safety – 1
 - MDT Maintenance – 1
 - MDT Civil Rights – 1
 - MDT Planning – 2
 - FHWA – 1



Arlee

Transportation Alternatives

2019-2020 Round of Funding

- Call for applications Fall 2018 – actual dates TBD
- Training events – early Fall 2018 – actual dates and locations TBD
- Likely approx. \$7-8M available
- Application time period 3-4 months
- Scoring winter/spring 2019
- Project awards summer 2019
- Project development begins fall 2019/winter 2020



Helena

Transportation Alternatives

How does my community get a project?

- Work with your local government officials
- Prioritize/planning
- Public involvement
- Application
 - In-house development
 - Consultant
- Ensure your project fits the program – **consider the scoring criteria!**
- Do your homework
 - Mitigate risks
 - If local match is required – secure the match



Highwood

Transportation Alternatives

What makes a high scoring TA project?

- Consider the scoring criteria
 - High project benefits
 - Low/mitigated project risks
- Consider past projects the program has funded as examples



Great Falls

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http://www.mdt.mt.gov/mdt/ta_application.shtml

Transportation Alternatives Program

Completed Projects

Missoula District

[4th Ave East Walks - Polson](#)

[School Sidewalks - Arlee](#)

[Highway 93 Path - Kalispell](#)

[Three Mile Dr Path - Kalispell](#)

Butte District

[Elem School Bike Ped - Bozeman](#)

[Durstun Rd Sidewalk - Bozeman](#)

[5th & E St Walks - Livingston](#)

[Hwy 287 Sidewalks - Ennis](#)

[US 89 Path - S of Livingston](#)

Great Falls District

[S-228 Path - Highwood](#)

[Main St ADA Ramps - Shelby](#)

[Downtown ADA Ramps - Helena](#)

[West Bank Trail Improvements - Great Falls](#)

Glendive District

[Fairgrounds Sidewalk - Glasgow](#)

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Montana Transportation Alternatives Program

Three Mile Dr Path - Kalispell

TA 6799(42)
UPN 8683000



Project scope: 1,850 feet of new multi-use path and sidewalk along north side of Three Mile Drive in Kalispell that runs 500 feet west of Garland Street to 400 feet west of Meridian Road. In addition, 1,300 feet of new sidewalk along the east side of Northwest Lane that runs from Three Mile Drive to the Kalispell Middle School. The project extends the current multi-use path along Three Mile Drive from west of Garland Street to Northwest Lane and existing sidewalk along Three Mile Drive west of Meridian Lane to Northwest Lane. The project includes new multi-use path, sidewalks, curb and gutter, ADA ramps, and drainage.

Consulting Engineer: Robert Peccia & Associates
Contractor: Knife River
Completed in 2016

Project costs:
Preliminary Engineering: \$121,980
Construction and Construction Engineering: \$488,480



Montana Transportation Alternatives Program

US 89 Path – S of Livingston

NH-TA 34(38)
UPN 8692000



Project scope: 0.9 miles of asphalt shared-use path adjacent to US 89 south of Livingston. The path connects an existing shared-use path on the north to the Old Yellowstone Trail on the south. The project included shared-use path, scaling of an adjacent rock slope, rockfall fence, concrete barrier rail, bridge over an irrigation ditch, drainage, revegetation, signing, and striping.

Consulting Engineer: KLJ
Contractor: A.M. Wells, Inc.
Completed in 2017

Project costs:
Preliminary Engineering: \$267,090
Construction and Construction Engineering: \$1,557,440



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MONTANA DEPARTMENT
OF TRANSPORTATION

Transportation Alternatives

Examples

- Sidewalk/shared-use path infill
- Sidewalk/shared-use path extension
- ADA upgrades
- Lighting
- Pedestrian signing
- Crossing upgrades
- Ped. Bridge/
Underpass

Ideas

- What barriers exist?
- Consider winter/night time conditions
- Missing links
- Downtown/commercial areas
- Residential
- Near schools/parks
- Other high pedestrian areas



Glasgow

Transportation Alternatives

Successful application – what's next?

- Typically MDT hires a consultant to design the project, MDT oversight
- Occasionally in-house design
- Design process including an environmental document
- Smaller/less complex projects may be expedited
- Larger/more complex projects may take more time
- Typically about 1 year in design
- MDT bid letting
- MDT construction administration
- Local project sponsor responsible for maintenance upon final completion



Great Falls

Transportation Alternatives

Questions?

Contact info:

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Havre

Purpose

House Bill 604,(2015) as passed, requires the following:

- compile an inventory of all multiuse trails or other paths within state-maintained federal-aid highway rights-of-way that are separated from motorized vehicular traffic by open spaces, pavement, markings, or barriers and that are usable for transportation purposes by pedestrians, runners, bicyclists, skaters, equestrians, and other nonmotorized users;
- develop a plan for maintaining and repairing the trails and other paths described in subsection (1), including estimated costs for maintenance and repair;

Purpose

House Bill 225 (2017) as passed, requires the following:

- The bill establishes a \$5.00 fee on light vehicles, giving the vehicle owner the option to opt-in, and creates a statutory appropriation.
- It also states that the Montana Department of Transportation (MDT) is responsible for: the allocation of available funds for the maintenance, repair and establishment of shared use paths, to maintain an inventory of all shared use paths located in the right-of-way of state maintained highways in Montana, maintain a plan for maintenance and repair of shared use paths, recommend construction and maintenance standards and provide a uniform system of signing, and provide safety education for pedestrians and bicyclists. The bill further defines shared use paths as trails or paths within MDT's right-of-way.

What this Plan is

This plan only represents paths that were fully constructed in the Fall of 2016

It is important to note that this Shared Use Paths Inventory and Detailed Maintenance Plan is a living document. It does not address projects currently in development or future planning. Costs will change as new projects are constructed and agreements are implemented or modified

Shared Use Paths Background

Most Shared use Paths were constructed through Community Transportation Enhancement Programs (CTEP)

CTEP typically had Project Level Agreements where the County/City is tasked with maintenance

In most instances these agreements have worked well and paths are generally in good shape.

Methodology

80 individual paths were traveled (biked) for mapping/inventory and rated for condition.

Random 1/10th mile sections were examined and pictures were taken on each path to help determine the total path condition and maintenance needs.

Intersections and striped paths were collected but not used to determine the maintenance needs

Inventory

There is about 180 miles of Shared Use Paths

Division	Asphalt Miles	Concrete Miles	Gravel Miles	Striped Bike Lane Miles	Total Miles 2015	Total Miles 2016
Missoula (11)	72.65	3.35	3.65	0.35	73.1	80.0
Kalispell (12)	34.15	0.55	0.00	2.10	36.8	36.8
Butte (21)	8.85	0.20	0.00	0.00	9.1	9.1
Bozeman (22)	32.05	1.70	3.80	0.00	37.6	37.6
Great Falls (31)	12.50	0.90	0.00	3.60	17.0	17.0
Havre (32)	3.40	0.00	0.00	1.40	4.8	4.8
Wolf Point (42)	0.85	0.15	0.00	0.00	1.0	1.0
Miles City (43)	2.00	0.00	0.00	0.00	2.0	2.0
Billings (51)	0.40	0.40	0.00	0.00	0.8	0.8
Lewistown (53)	0.00	0.00	0.00	0.00	0.0	0.0
State Wide Totals	157.55	7.25	7.5	7.5	182.2	189.1

Examples of Path Pavement Needs

Path in Excellent/Good Condition



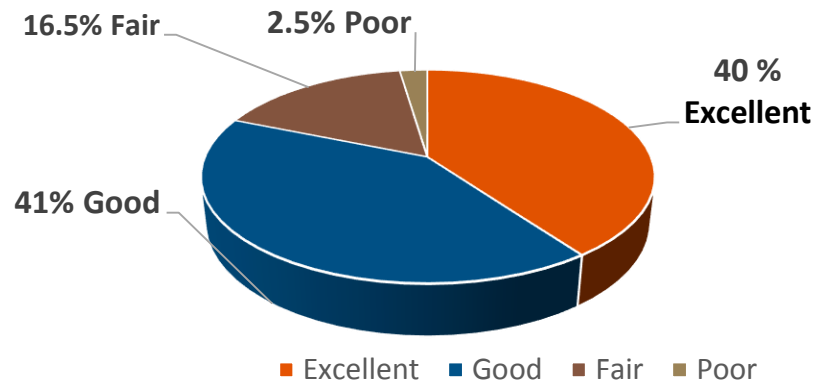
Paths in Fair Condition



Paths in Poor Condition

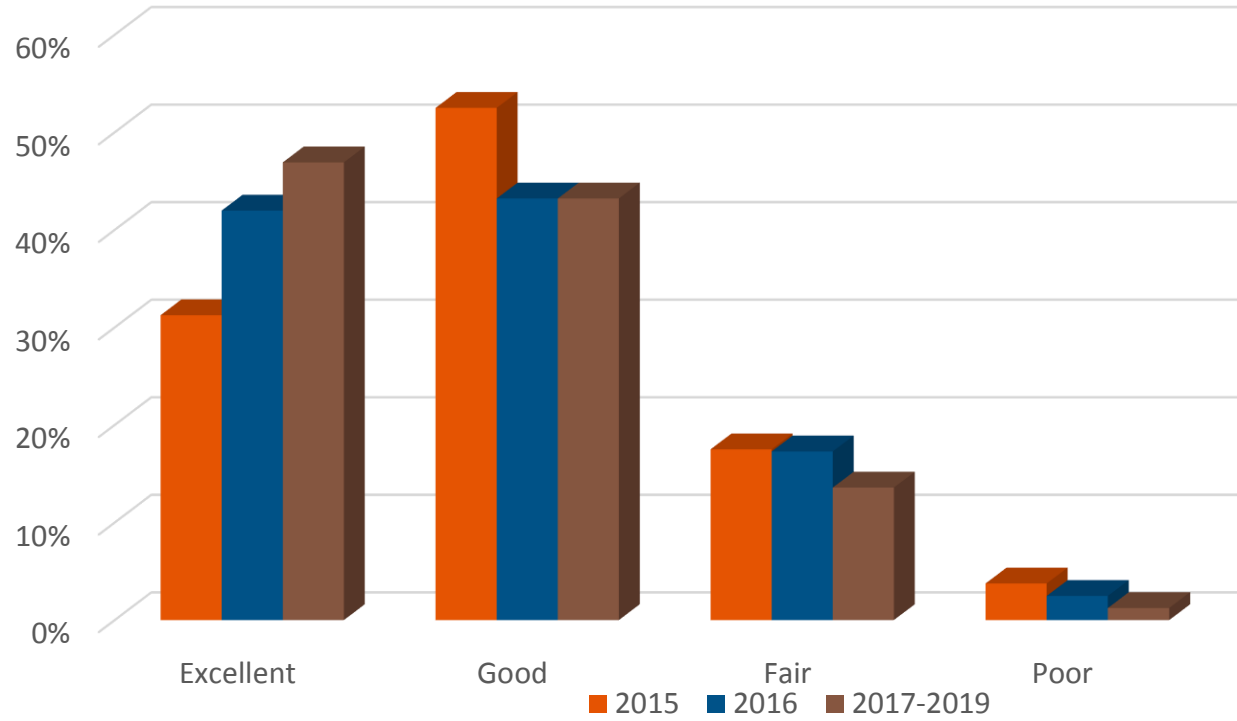


Percent Rating of Shared Use Paths
based on 2016 Condition



Comparison of Paths Condition per year

2015, 2016, 2017-2019 Shared Use Paths Condition Comparison



Maintenance Plan

Three Types of maintenance activities

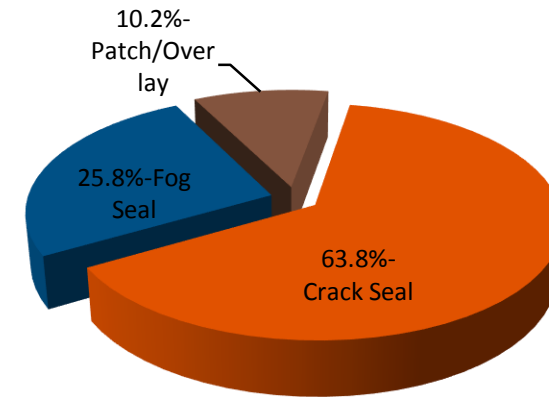
- The **current maintenance needs**. The maintenance needs range from simple monitoring to a combination of pavement treatments
- The annual **general maintenance** activities of shared use paths include snow removal, sweeping, mowing and monitoring
- **Pavement preservation maintenance** consists of crack sealing, fog sealing and pavement overlays.

Current Maintenance Needs

The current maintenance needs of the shared use paths total approximately **\$310,161.33**.

This is a one-time cost and will get the paths to an excellent/good condition.

Under current agreements, a little over \$185,681 of the total current maintenance costs is city/county responsibilities, while MDT is responsible for just over \$137,867



General Maintenance

The annual costs for the general maintenance activities of shared use paths—which include snow removal, sweeping, mowing—is just under **\$695,000**, which is mostly snow removal costs (about \$648,000 annually)

Approximately 2/3 of those costs are the responsibilities of city/county

Approximately 1/3 are the responsibilities of MDT

Pavement Preservation Plan

Pavement preservation maintenance where MDT recommends a

- crack seal every four years - \$1600 to \$4800/mile,
- a fog seal every eight years - \$1,100/mile and,
- pavement overlay every 25 years - \$29,500/mile.

In order to calculate the costs of these pavement preservation activities, MDT assumes that $1/4^{\text{th}}$ of the paths will be crack sealed every year, $1/8^{\text{th}}$ of the paths will be fog sealed and $1/25^{\text{th}}$ of the paths will have an overlay every year.

Pavement Preservation Continued

Annual Pavement Preservation Maintenance needs are estimated to be slightly over **\$286,000**.

The annual costs for Pavement preservation activities for local entities are about \$130,000 per year

MDT is responsible for about \$156,000 per year

Funding

MDT will attempt to leverage federal funds and state funds for preventative maintenance of these paths.

MDT will work with local entities to ensure use of TA funds for Maintenance

HB225—augment the TA federal program

Thank you for Your Time

Questions?

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