

Transportation for Montana's Future

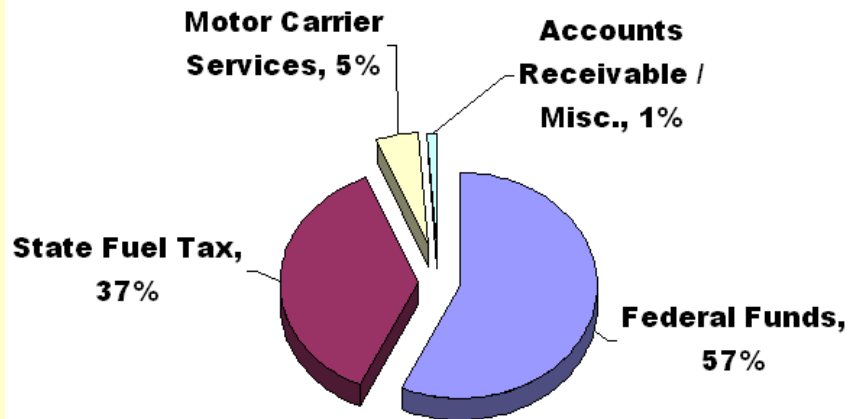
Jim Lynch, Director
Hal Fossum, Economist



Transportation in Montana

Over \$2 billion in state and federal transportation funds will be spent in Montana in the 2006-2009 period.

Highway Program Revenue Sources



... Montana relies heavily on federal support for transportation ...

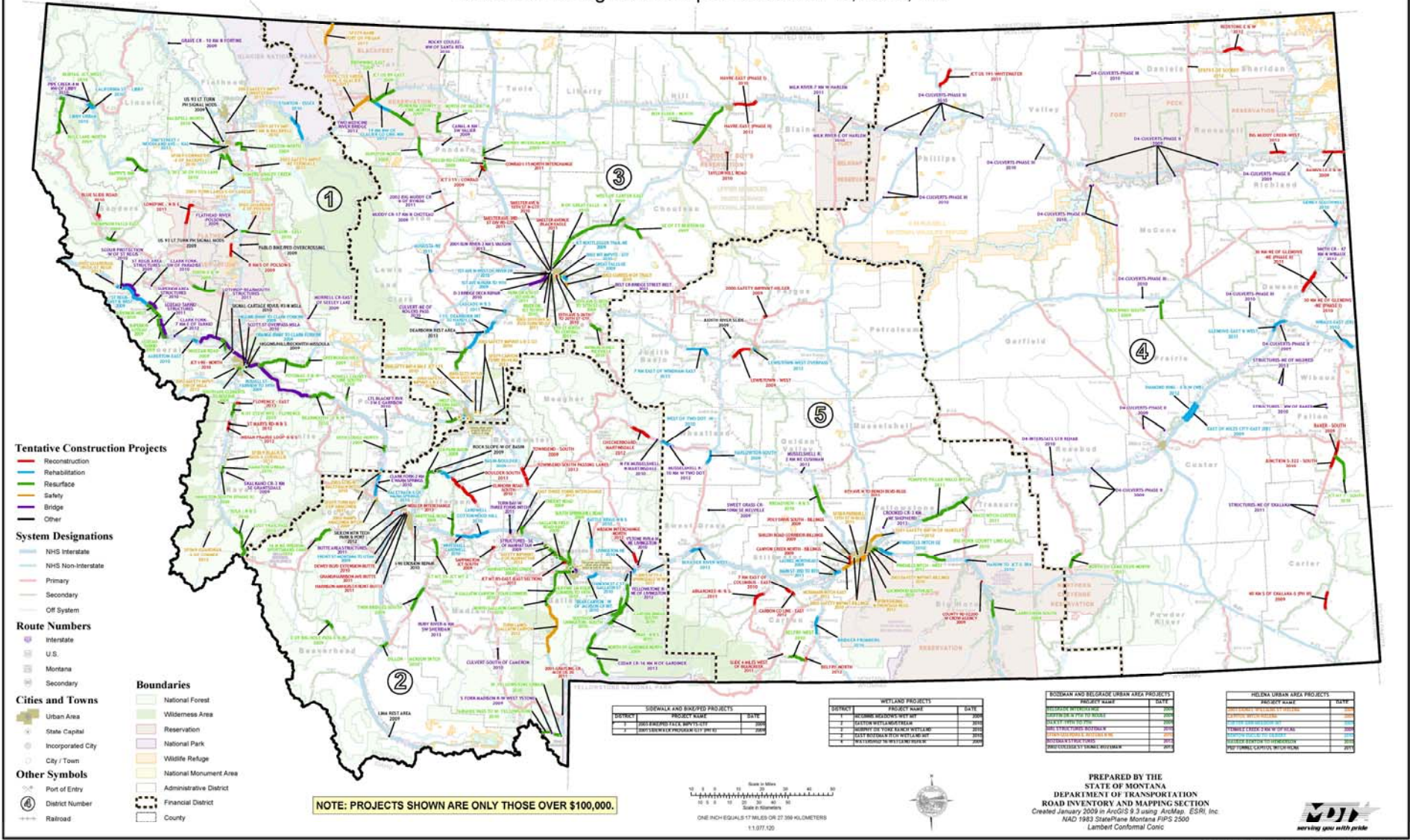
MDT directly manages 11,000 miles of rural and urban roadways. Montana has 70,000 miles of roads.



Based on current budget authority, MDT's construction activity generates about 15,000 jobs each year between 2006 – 2009.

FEDERAL & STATE TENTATIVE CONSTRUCTION PROJECTS 2009 - 2013

Estimated Letting Dates as per November 13, 2008, TCP



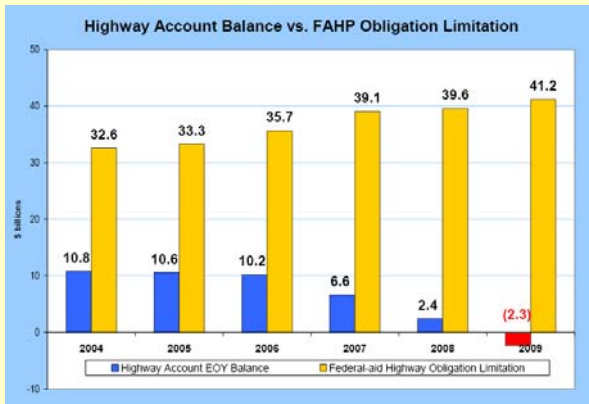
On-line at: http://www.mdt.mt.gov/travinfo/docs/tcp_montana_map.pdf

Key National Challenges

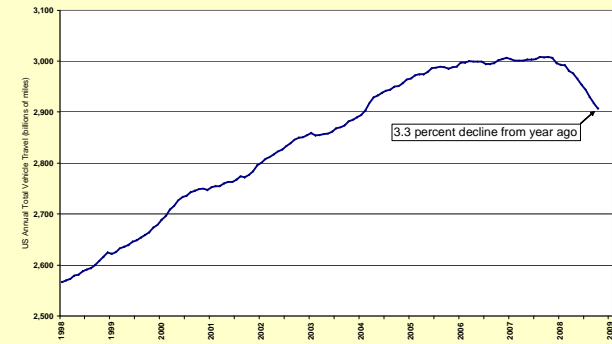
The Federal Highway Trust Fund is overcommitted. In 2008, the HTF required an \$8 billion infusion



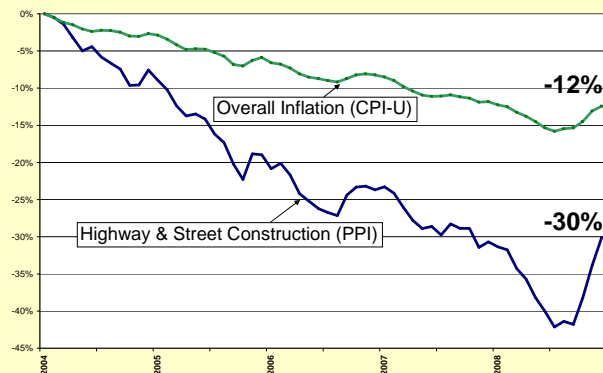
Vehicle travel (and transportation fund revenues) have declined in recent months.



Urban congestion, long-term traffic growth, and system deterioration have increased need for transportation improvements nationally

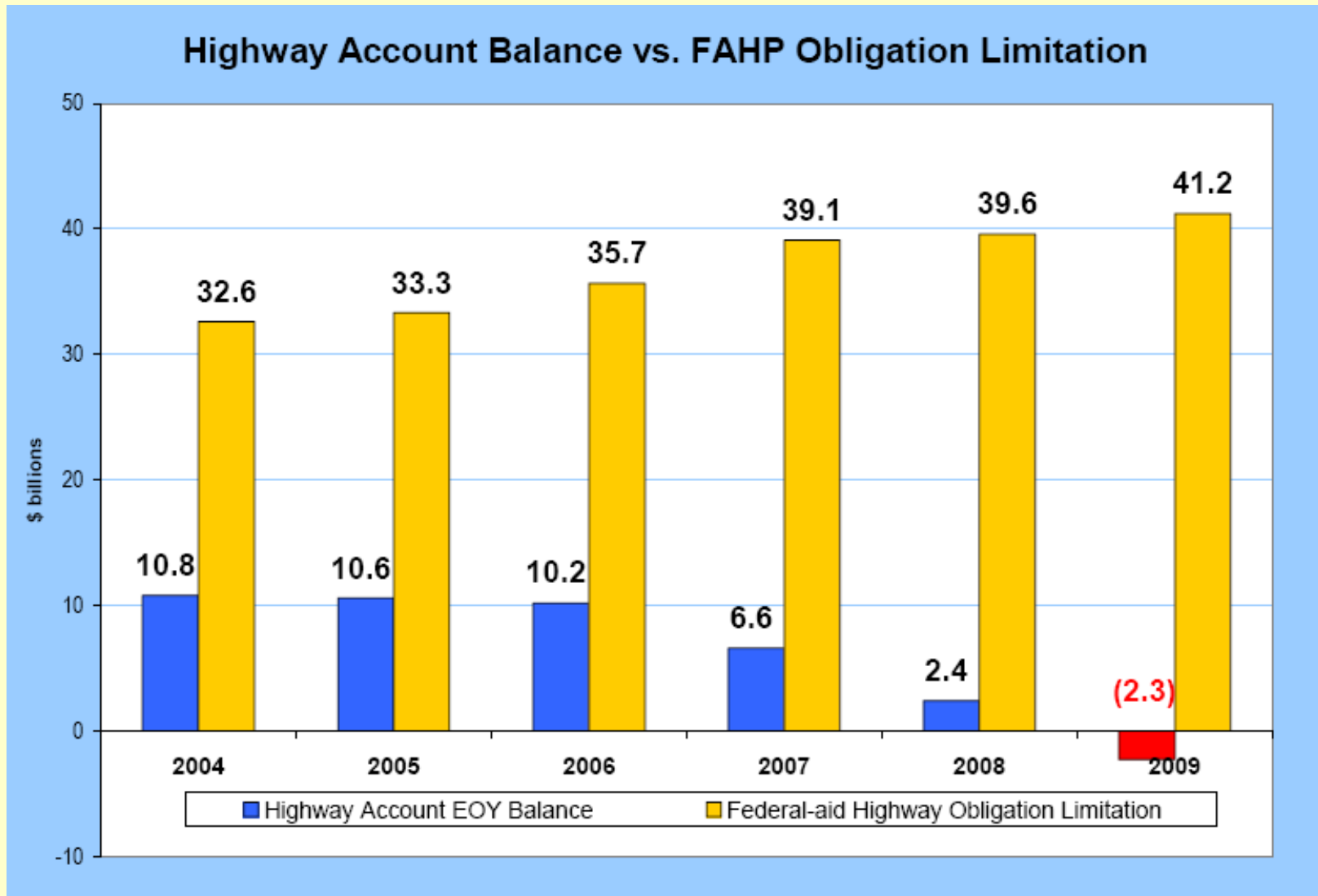


Reduced purchasing power since 2004

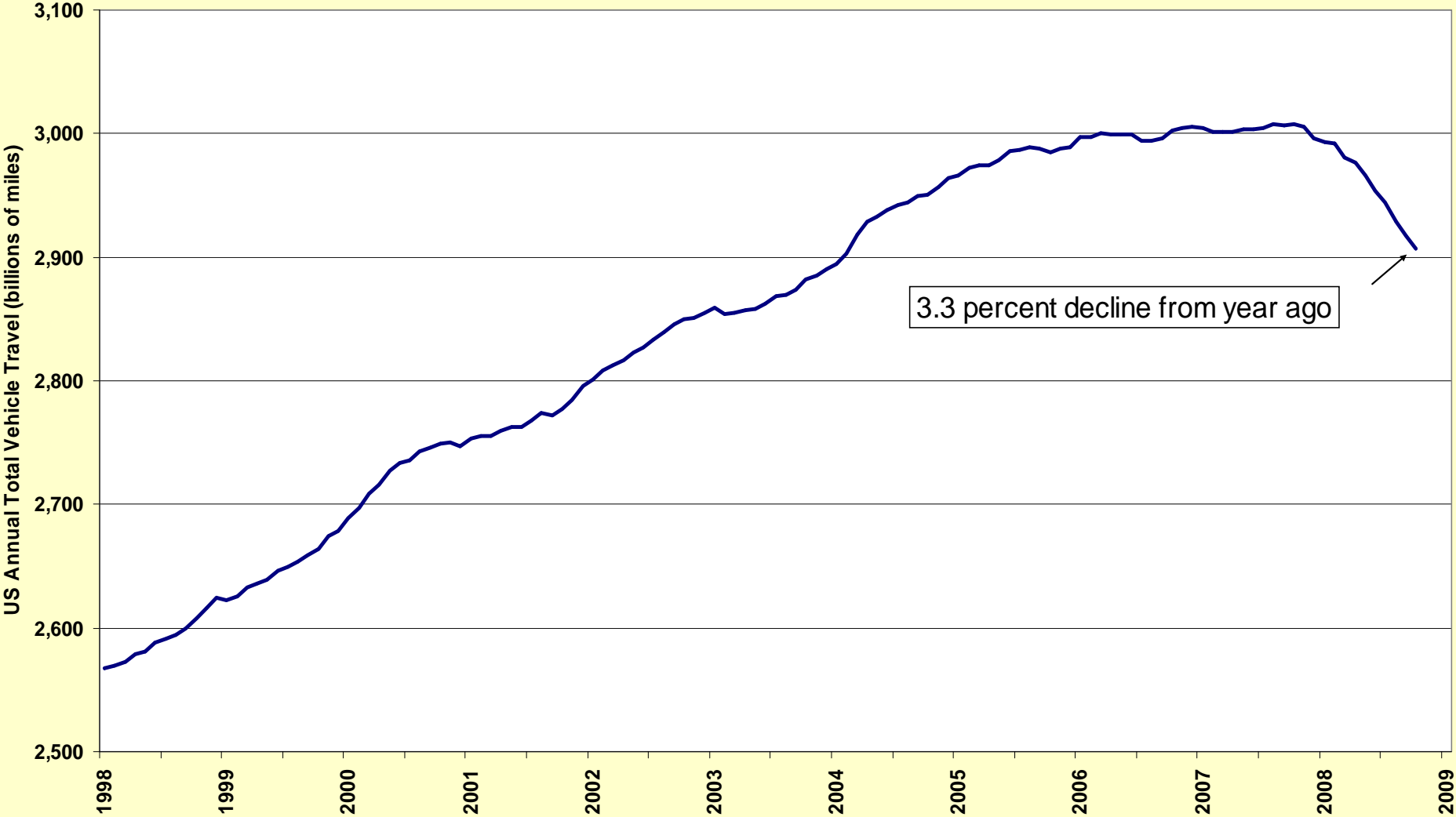


Inflation has reduced purchasing power far more than overall inflation

Highway Trust Fund: overcommitted

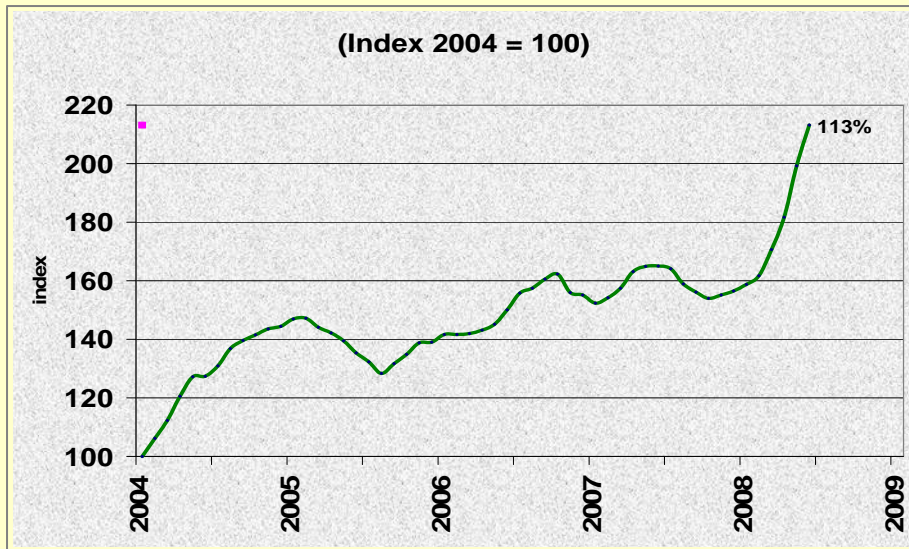


Vehicle travel declining in recent months

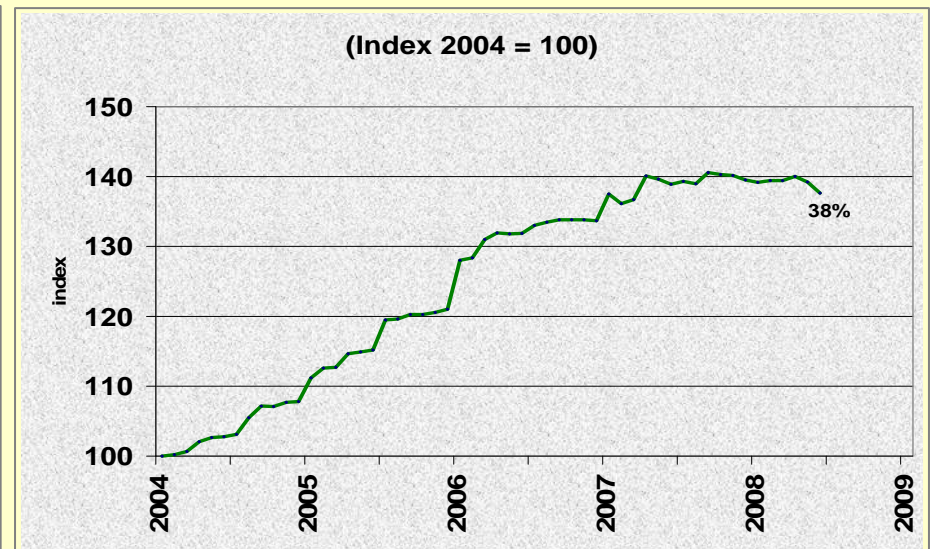


Rapid inflation in major inputs

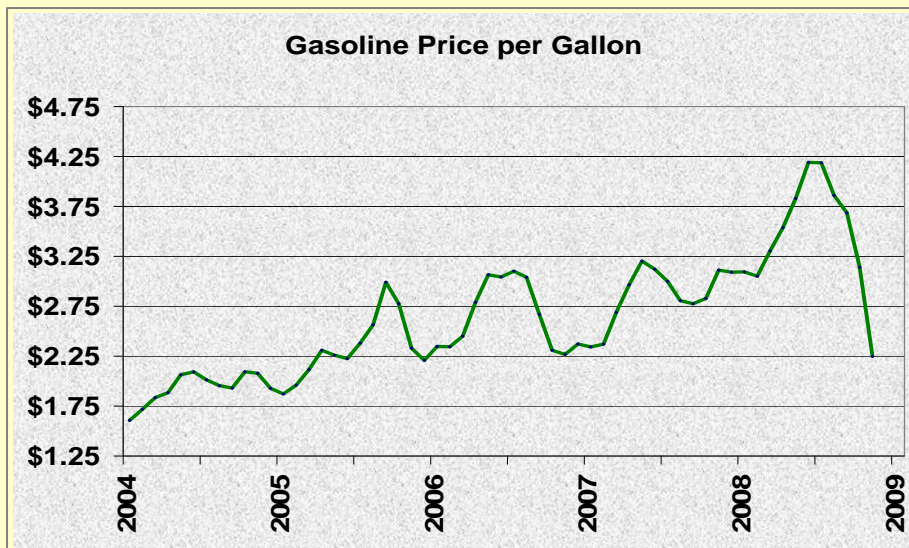
Steel



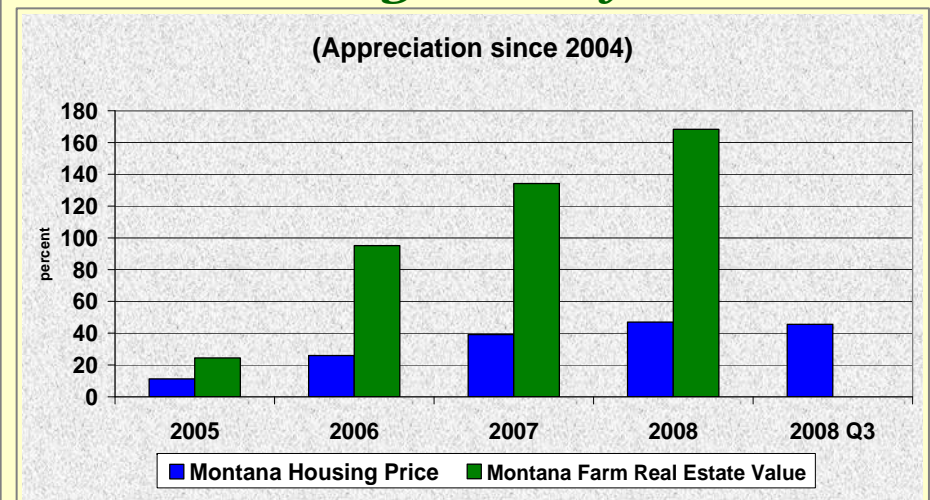
Cement



Fuel

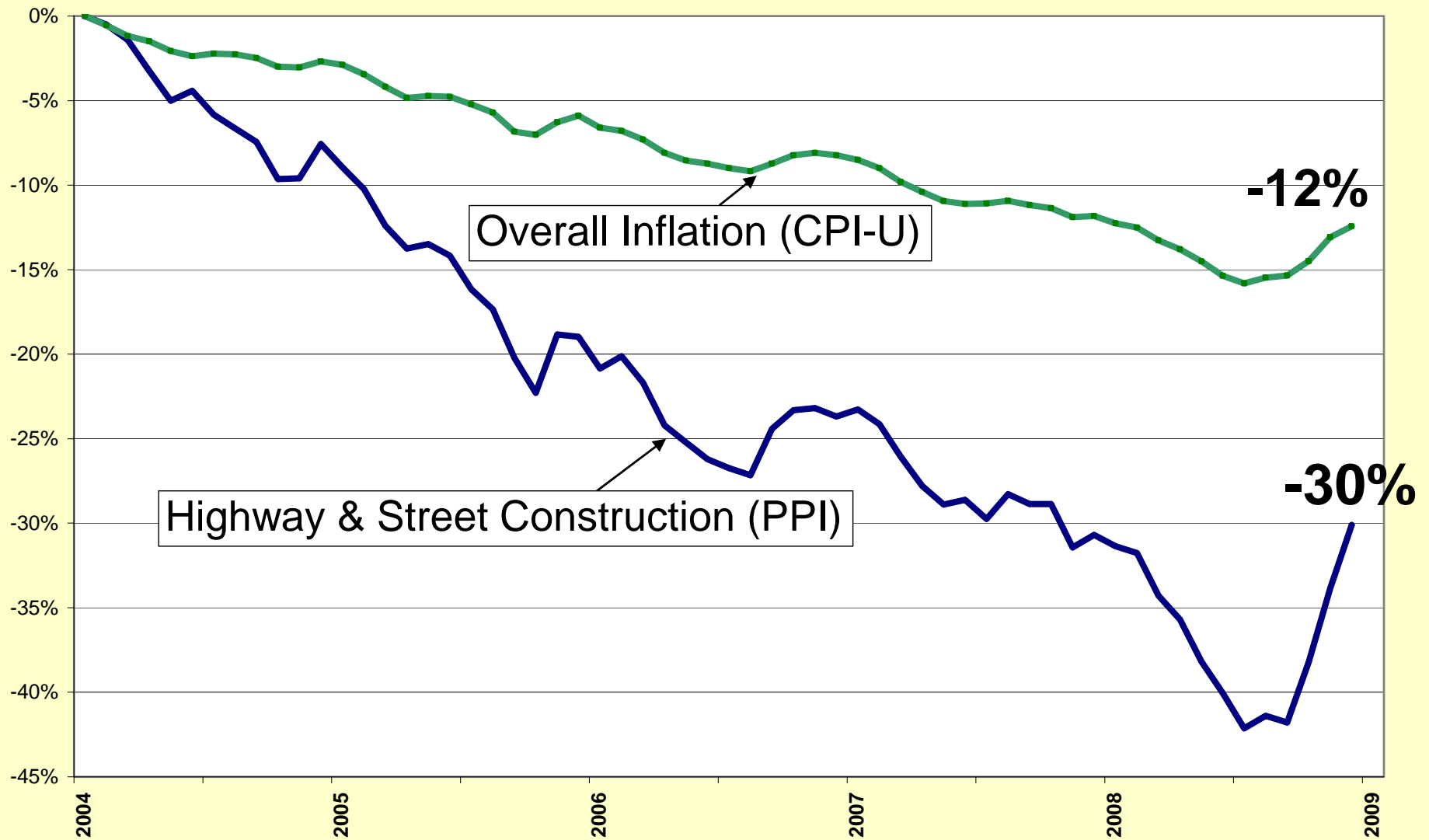


Real Estate (Right-of-way)



*Data available as of December, 2008

Reduced purchasing power since 2004

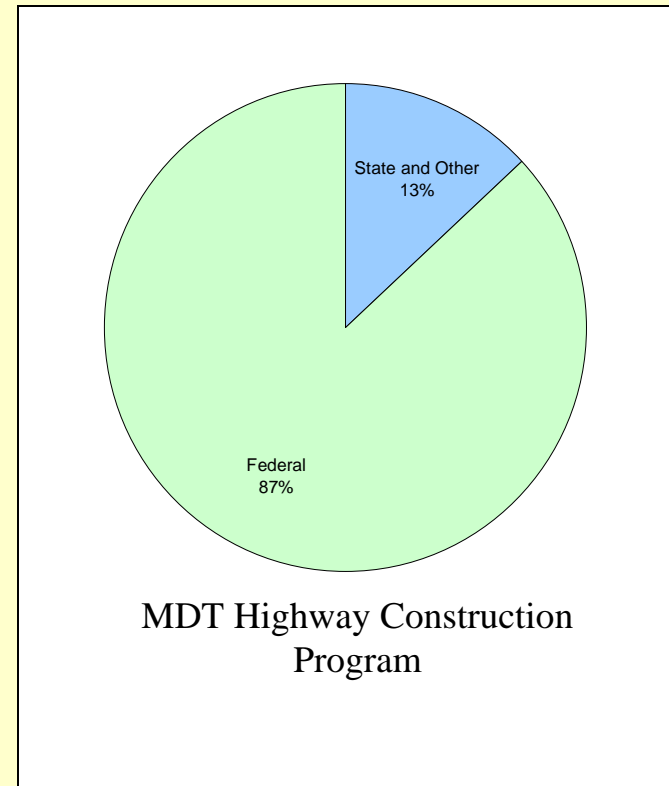
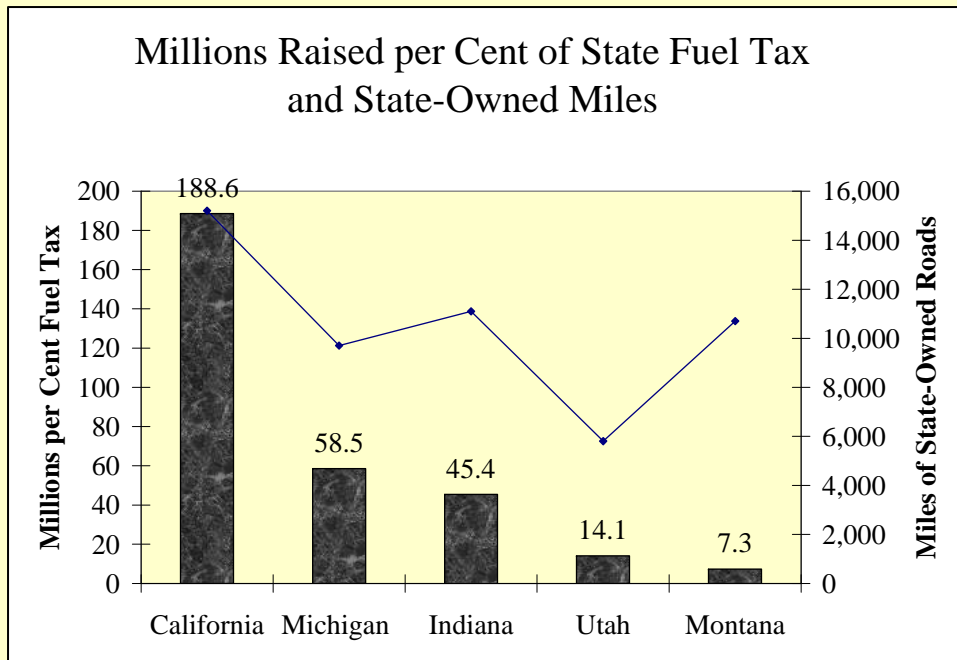


Economic benefits

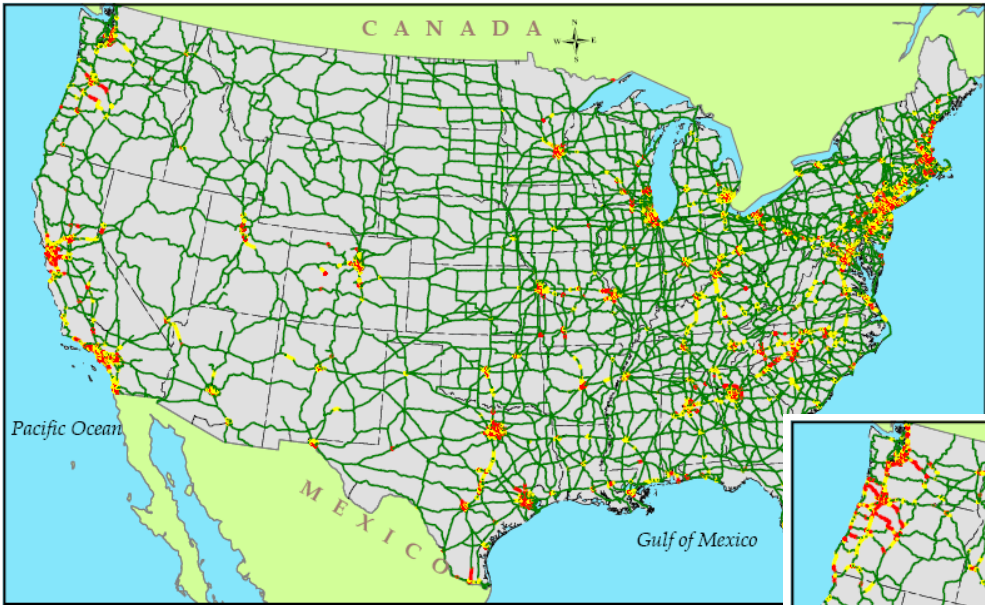
1. Economic productivity
 - ✓ 14 percent rate of return on capital investment
2. Benefits to all users
 - ✓ Time
 - ✓ Safety
 - ✓ Reduced wear and tear
3. Direct and indirect employment
 - ✓ Jobs impacts, including direct, indirect, and induced effects, are estimated in the range of 28 to 41 jobs per \$1 million in spending

Montana's Transportation System Requires Federal Support

- Federal funds pay for about 87 percent of Montana's highway construction projects. \$1.00 in state fuel tax leverages about \$6.70 in federal matching funds.
- Montana's population generates far less per penny than other, more populous states with similar road networks.
- Federal funding is critical to our state.



National Focus on Congestion & Bottlenecks




1998

2020




National Highway System Estimated Peak Period Congestion
 (1998)
 US Department of Transportation
 Federal Highway Administration
 Office of Freight Management and Operations
 Freight Analysis Framework


National Highway System Estimated Peak Period Congestion
 (2020)
 US Department of Transportation
 Federal Highway Administration
 Office of Freight Management and Operations
 Freight Analysis Framework

NHS Highways
 Below Capacity
 Approaching Capacity
 Exceeding Capacity

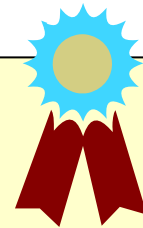
MDT is Effective and Efficient

“Montana led all other states in the number of national awards recently presented for outstanding and innovative transportation planning efforts.”

-- Big Sky Business Journal, Jan. 2009

“Montana ranked 2nd in overall performance and cost-effectiveness.”

-- Report on the Performance of State Highway Systems, Reason Foundation, 2008

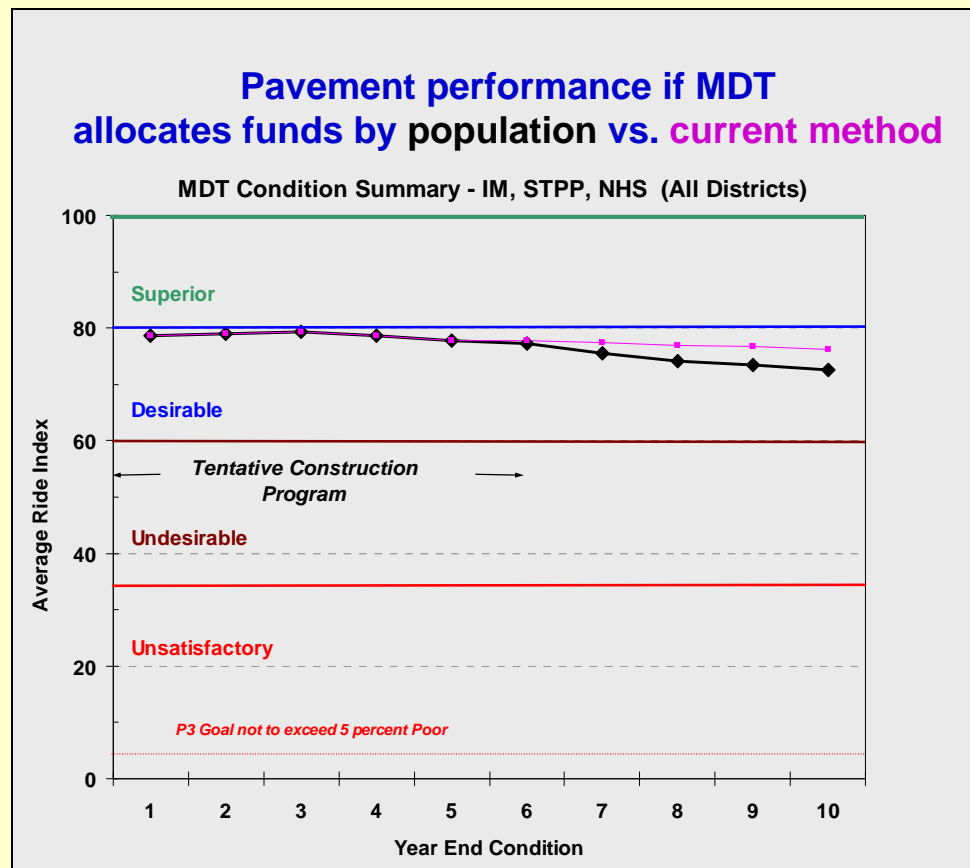


- Asset Management
- Context Sensitive Design
- Safety Programs

Asset Management (Performance Programming Process)

What can be achieved in highway performance with available and anticipated revenues?

Performance decreases without an asset management approach:



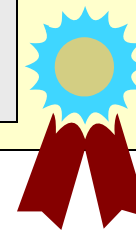
Pink – Current Method

Black – By Population

Transportation Planning Excellence Award, 2008

Honorable Mention

-- FHWA, Federal Transit Admin. American Planning Association



Context Sensitive Solutions



MDT's approach recognizes that "context" includes the often unique goals and perspectives of Montana communities.



US Highway 93

Federal Highway Administration
Transportation Planning Excellence Award,
2008

AASHTO President's Transportation
Award for the Environment, 2001



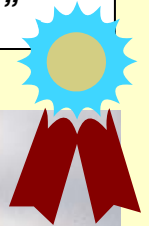
Absarokee - Woodward Avenue



AASHTO Center for Environmental
Excellence Award

Best Practices in Context Sensitive Solutions

*"...an absolutely remarkable example of a
transportation agency going the extra mile to
address the needs of a small community..."*





Boulder - Main Street



Helena – North Main Street



Learn from those who passed this way

Transportation Planning Excellence Awards, 2008

Comprehensive Highway Safety Plan

Montana Tribal Safety Planning

-- FHWA, Federal Transit Admin., American Planning Association





Buckle Up
Because **YOU**
Love **ME.**

Respect your family.
Respect your life.
Use your Seat Belt.

The single most effective action to save lives and prevent disabling injuries.

Safe Travel AND Protection ARE Traditional

IN PLAINS INDIAN CULTURE

Like the warrior's shield, a seat belt is designed to prevent injury. A seat belt can only shield you if you wear it. Be a role model — buckle up. If you're not safe, the family isn't safe.

Infants and toddlers were kept safe on the move from camp to camp. Without strict controls, straggling children could increase the risks travelers faced through dangerous and rough terrain. Today, we keep children safe in Child Safety Seats proper for their age and securely installed.

All vehicle passengers must be safely buckled up!

Recognized needs

- Estimated \$225 billion per year through 2055 to needed bring the nation's roads, bridges, and transit systems to a state of good repair and create an enhanced and modernized transportation system.
 - National Surface Transportation Policy and Revenue Study Commission, 2008
- Substantial needs in a wide spectrum of transportation systems and modes:
 - Rural and urban
 - Road, rail, and intermodal
 - Transit and pedestrian
- Nationally and in Montana, transportation needs have grown faster than the capacity of the Federal Trust Funds to support them.

Two Major Opportunities for Montana in 2009

Federal Transportation Reauthorization

- Current authorization, SAFETEA-LU expires Sept. 2009

Federal Economic Stimulus

- Job creation, quick
- Obligate within 120 days / Shovel ready within 120 days
- 100 percent federal match
- Meet all federal requirements
- Existing programs
- Will help clear the way for other projects and priorities

Questions?

