



TranPlan 21

TranPlan 21, Montana's long-range transportation plan, is part of an ongoing process that regularly identifies transportation issues, evaluates public and stakeholder needs and priorities, and establishes and implements policy goals and actions. This process guides MDT in the development and management of a multimodal transportation system that connects Montana residents and communities to each other and the world.

MDT developed the original TranPlan 21 in 1994 and 1995 and most recently amended it in 2007/8. This brochure summarizes the policy goals and actions of TranPlan 21. For a complete copy of TranPlan 21, visit MDT's website at www.mdt.mt.gov/tranplan/ or call 800-714-7296.

MDT's Mission is to:

Serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

INSIDE: BICYCLISTS ON HIGHWAY IMAGE COURTESY OF ADVENTURE CYCLING ASSOCIATION, PHOTO BY GREG STIPLE

Roadway System Performance CONT'D

POLICY GOAL C. Improve the productivity of the roadway system.

- Action C.1. Include consideration of public transit needs in updates to the Geometric Design Standards and identify criteria and locations for transit supportive design.
- Action C.2. Identify and deploy cost-effective Intelligent Transportation Systems applications to improve safety and system productivity.
- Action C.3. Encourage the metropolitan planning organization areas to include enhanced traffic control and management systems in their long-range plans.
- Action C.4. Strengthen MDT's traffic operations capability to reduce delay and improve travel times through better traffic management.
- Action C.5. Promote efficient system management and operations, and emphasize the preservation of the existing transportation system by implementing strategies that manage travel demand, enhance mobility, and extend the service life of the system.
- Action C.6. Utilize P³ to establish objectives and performance levels for preserving the condition of the existing system and addressing growing congestion.
- Action C.7. Conduct pre-NEPA/MEPA corridor studies to analyze the improvement needs, at various levels, including low-cost, corridor management and operations strategies along with consideration of available funding.
- Action C.8. MDT will continue to use and refine the Highway Economic Analysis Tool (HEAT) to support ongoing planning and policy analysis including the benefits and cost of alternative investments to the state transportation system.

Public Transportation

POLICY GOAL A. Promote and support increased use of public transportation systems.

- Action A.1. Support local promotional/educational programs to publicize public transportation opportunities.
- Action A.2. Ensure highway improvements address public transportation needs.
- Action A.3. Transfer Urban Highway funds to transit at the request of local governments.
- Action A.4. Coordinate state planning, urban area and transit system development planning, and management.
- Action A.5. Continue to assist communities to establish transit systems to meet future travel demands.

- Action A.6. Monitor and report on transit system performance using the public transportation management system.

POLICY GOAL B. Preserve existing intercity public transportation service and encourage/facilitate the development of new services.

- Action B.1. Promote the use and communicate the availability of Section 5311(f) funds for intercity passenger service.
- Action B.2. Support the provision of intercity bus service through TransADE.
- Action B.3. Work to improve intermodal passenger facilities.
- Action B.4. Coordinate with Amtrak, the Congressional delegation, and others to facilitate increased use of rail and preserve existing service levels.
- Action B.5. Ensure that Montana's interests in maintaining current and expanding passenger rail service are addressed in any national decision-making concerning increased Amtrak service.

POLICY GOAL C. Work to improve service to social service passengers and the transportation disadvantaged—the elderly, children at risk, low income, and persons with disabilities—through facilitating interagency funding consolidation.

- Action C.1. Improve state agencies and local provider cooperation in funding consolidation.
- Action C.2. Use TransADE funding as a medium for improved coordination.
- Action C.3. Continue to work with the Public Service Commission to facilitate easier entry into passenger service provision (especially Medicaid transportation).

POLICY GOAL D. Identify and implement transportation demand management actions that will work in Montana.

- Action D.1. Continue to work with metropolitan planning organizations and urban areas to include demand-side strategies in their plans.
- Action D.2. Work with other state agencies to develop a transportation demand management program for state government.
- Action D.3. Support the implementation of rural ridesharing.

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Montana's Multimodal
Transportation Plan
Policy Goals & Actions
State of Montana
Department of Transportation



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Adopted TranPlan 21 Policy Goals and Actions:

Economic Development

POLICY GOAL A. Preserve the efficient functioning of the transportation system used by Montana’s export-oriented (“basic”) industries to access regional, national, and international markets.

- Action A.1. Work with Montana industry and shippers on a continuing basis to identify infrastructural, regulatory, and administrative barriers to their efficient use of the transportation system.
- Action A.2. Use input from A.1 and technical analysis to identify the freight mobility needs of Montana’s basic industry on the segments of the state highway system where growth is forecast and specify strategies for addressing these needs.
- Action A.3. Continue to provide state-level leadership and pursue opportunities in regional initiatives to increase the productivity of the motor carrier industry.
- Action A.4. Conduct quarterly meetings with rail industry representatives, monitor developments in the industry, and work with the industry where possible to preserve the existing rail system.
- Action A.5. Update the State rail plan to identify potential highway and rail service impacts arising from structural change in the rail industry, and define governmental actions to address them that will support economic development.
- Action A.6. Provide technical support to Montana communities and airport operators to preserve the federal Essential Air Service program in cooperation with the Governor’s Task Force.

POLICY GOAL B. Monitor and address capacity needs arising from Montana’s economic growth trends.

- Action B.1. Specify strategic economic development transportation linkages based on emerging travel demands and findings from the Highway Reconfiguration Study.
- Action B.2. Identify and address deficiencies in the strategic transportation network.
- Action B.3. Consider economic development in the evaluation for prioritizing and scoping highway reconstruction projects.

POLICY GOAL C. Support state and local economic development initiatives to maximize new economic opportunities.

- Action C.1. Continue to support business retention, recruiting, and other related activities of the Governor’s Office of Economic Opportunity, Montana Economic Developers Association (MEDA), Certified Regional Development Corporations (CRDCs), and the Montana Department of Commerce (MDOC).
- Action C.2. Investigate establishing an economic opportunities program to help fund roadway projects that support business attraction and retention efforts.
- Action C.3. Continue to coordinate with and provide support to local economic development initiatives.
- Action C.4. Identify airport improvements and statewide aviation strategies that will support economic development as part of Montana’s continuous statewide aviation planning process.
- Action C.5. Consider the finding in the *Montana Air Service Opportunities and Challenges* in addressing the cost, frequency, and reliability for out-of-state air travel.
- Action C.6. Participate in multi-state and regional initiatives that facilitate international trade by identifying and addressing bottlenecks.

POLICY GOAL D. Support the tourism industry through promoting access to recreational, historical, cultural, and scenic destinations.

- Action D.1. Promote tourism through improved rest areas and co-location of travel information centers.
- Action D.2. Support state and local agencies to market tourist travel and tourist routes.
- Action D.3. Coordinate with federal agencies, tribal governments, neighboring states, and Canadian provinces.

POLICY GOAL E. Develop MDT’s organizational capacity to support economic development.

- Action E.1. Strengthen MDT’s capability to support economic development.
- Action E.2. Communicate MDT’s role in economic development, opportunities for Montana firms to do business with MDT, economic development performance objectives, and associated accomplishments.

- Action E.3. Monitor and evaluate economic development-driven travel demands and assess the investments required to address them as part of the ongoing planning process.
- Action E.4. Conduct outreach to representatives of mining industries.
- Action E.5. Provide technical support and information so that economic development needs are considered in MPO planning, MDT corridor planning, and project development.
- Action E.6. Examine route signing and designation statewide to identify methods to support trade and economic development efforts.
- Action E.7. Designate an MDT point of contact for the Economic Development Community that will receive information from and disseminate information to other agencies.

Traveler Safety

POLICY GOAL A. Reduce the number and severity of traffic crashes on Montana’s roadways.

- Action A.1. Review and strengthen the procedures for identifying and defining safety deficiencies and needs at the project planning and development levels by establishing a “reconstruction with safety” improvements category.
- Action A.2. Conduct a highway safety management self-assessment and implement the recommendations.
- Action A.3. Implement the 1999 Access Management Project recommendations for approach permits as a priority and the other components of the recommended program.
- Action A.4. Consider results of the 2002 Montana Bicycle Safety Study in addressing bicycle safety issues.
- Action A.5. Implement the Traffic Records Strategic Plan which will improve the collection and reporting needs to address traveler safety issues.
- Action A.6. Address safety requirements, including both driver fatigue and personal safety, in updates to the Rest Area Plan.
- Action A.7. Conduct a study of pedestrian safety conditions and needs.
- Action A.8. Continue to monitor and evaluate animal and vehicle crash mitigation research methods and projects in Montana.
- Action A.9. Annually review traffic crash data to identify emerging trends and director safety efforts.
- Action A.10. Use tools in the CHSP (Traffic Records Database and Emergency Medical Services Delivery System) to support transportation safety analysis and enhancement.
- Action A.11. Establish a comprehensive and strategic safety business process that aligns MDT’s major safety planning functions.

POLICY GOAL B. Provide leadership and coordinate with other Montana agencies to improve traveler safety.

- Action B.1. Use the established Comprehensive Highway Safety Plan (CHSP) and high-level statewide inter-agency coordination and partnering process to measure transportation system safety performance, identify and prioritize safety strategies, and provide action items for integration with statewide transportation planning.

- Action B.2. Provide leadership and support to implement the results of Action B.1.
- Action B.3. Continue providing ongoing leadership in air traveler safety.

POLICY GOAL C. Provide leadership and coordinate with other Montana agencies to promote transportation system security.

- Action C.1. Continue to participate in agency coordination with the MT DES and Department of Homeland Security to ensure a coordinated, effective, and efficient response to transportation security issues.
- Action C.2. Continue to support transportation security within the policy statements, goals, and actions for economic development, traveler safety, access management, roadway system performance, and public transportation.
- Action C.3. Coordinate with the MT DES to actively maintain and implement a coordinated transportation security plan for responding to and recovering from emergency and disaster situations.

Access Management

POLICY GOAL A. Improve corridor level access management to preserve the highway system.

- Action A.1. Establish an MDT Access Management Manual.
- Action A.2. Develop and implement approach standards as identified in the 1999 Access Management Project final report.
- Action A.3. Establish an Access Management Plan that identifies and helps preserve priority corridors.
- Action A.4. Continue to use existing and seek out new interagency channels to communicate the performance benefits arising from an access management policy.

Land Use Planning

POLICY GOAL A. Provide technical support and leadership to encourage local jurisdictions to support transportation corridor preservation and management through their land use planning and development permitting authority.

- Action A.1. Work with local jurisdictions to create a “tool kit” of actions they can take to support corridor preservation through their development review and land use planning authority.
- Action A.2. Work with local jurisdictions in the early identification of urban and rural corridors under development pressure.
- Action A.3. Continue to support local government transportation planning activities and ensure new urban areas have transportation plans to guide system development.
- Action A.4. Maintain MDT’s capability to provide land use driven travel demand forecasting for MPOs.
- Action A.5. Provide support and respond to requests for review and information from local agencies in a timely manner while encouraging them to reciprocate.

POLICY GOAL B. Consistently apply MDT’s Systems Impact Action Process to ensure developers equitably mitigate their impacts to the highway system.

- Action B.1. Provide technical support to local governments in developing funding partnerships to accelerate project development.
- Action B.2. Explore and develop tools to equitably distribute improvement costs on developing corridors regardless of sequencing of the developments.
- Action B.3. Provide training and support on application of access management and Systems Impact Action Process to local governments and MDT staff.

Bicycle and Pedestrian Transportation

POLICY GOAL A. Institutionalize bicycle and pedestrian modes.

- Action A.1. Continue the MDT Bicycle and Pedestrian program.
- Action A.2. Work with the Department of Commerce to maintain bicycle-related tourist guides and information.
- Action A.3. Assist other units of government to provide transportation facilities that encourage or consider use by bicyclists and pedestrians.
- Action A.4. Prepare and disseminate public service announcements addressing bicycle and pedestrian safety.
- Action A.5. Consider results of the 2002 Montana Bicycle Safety Study in addressing bicycle safety issues.
- Action A.6. Encourage the implementation of bicycle and pedestrian projects in the vicinity of kindergarten through grade 8 schools through the Safe Routes to School Program.

POLICY GOAL B. Target bicycle and pedestrian improvements to account for differences in current and future use.

- Action B.1. Identify the most significant bicycle routes designated through metropolitan planning organization and urban areas plans and selected rural “touring routes” with the greatest demand or potential demand as the basis for planning and system improvement decisions.
- Action B.2. Establish a consistent planning approach and design guidelines for incorporating bicycle and pedestrian facilities into highway improvement projects.
- Action B.3. Consider further bicycle and pedestrian improvements based upon proven use or expected future use.
- Action B.4. Improve bicycle and pedestrian facilities in Montana through incorporation in existing projects.
- Action B.5. Make selected bicycle and pedestrian improvements in urban areas as a congestion management and air quality improvement strategy.
- Action B.6. Maintain consistent bicycle and pedestrian friendly design and maintenance standards.

Roadway System Performance

POLICY GOAL A. Establish explicit priorities for roadway improvements.

First Priority – Preservation of Montana’s Existing Highway System

Second Priority – Capacity Expansion and Mobility Improvement

Third Priority – Other Improvements

- Action A.1. Enhance the Performance Programming Process (p³) to strengthen the link between policy and planning goals and project selection.
- Action A.2. Provide and disseminate transportation system performance information.
- Action A.3. Regularly update the cost allocation study to ensure equity in user fees and include analysis of Secondary Highway System use.
- Action A.4. Assist local jurisdictions to improve their pavement management practices and to support their use of pavement management systems.
- Action A.5. Investigate the potential use of advanced mitigation opportunities such as applying already committed MDT mitigation funds as Federal matching funds for Fish, Wildlife, and Parks.

POLICY GOAL B. Preserve mobility for people and industry in Montana within available resources.

- Action B.1. Establish criteria (goals and guidelines) to determine when to add capacity as part of reconstruction projects.
- Action B.2. Establish and prototype a process and guidelines for developing corridor-level strategies that address reconstruction needs.
- Action B.3. Establish and implement proactive corridor preservation in corridors forecast to have capacity constraints over the next twenty years.
- Action B.4. Inform local planning and development officials of the State’s desire to preserve key transportation corridors, encourage and assist local jurisdictions to address right-of-way preservation in local land use plans and access management programs, and support MDT objectives for these transportation corridors.
- Action B.5. Pursue advanced acquisition of right-of-way (fee simple or less than fee simple) on highways that are currently congested and forecasts indicate will be congested in the next twenty years.
- Action B.6. Develop a Context Sensitive Design toolkit to support project development.
- Action B.7. Continue to use the corridor planning process to consult with resource agencies in identification of environmental sensitivities, avoidance areas, or potential mitigation measures.

