Montana Department of Transportation

TranPlan21

Biennial Report

2013-2014

MONTANA MDT DEPARTMENT OF TRANSPORTATION

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Introduction

TranPlan 21 is Montana's Federally mandated statewide transportation plan. Originally adopted in 1995 and most recently amended in 2008, TranPlan 21 is an essential component of the continuing statewide planning process that develops and implements MDT policy goals and actions in cooperation with the public and Montana's transportation stakeholders.

TranPlan 21 establishes statewide transportation policies in six key areas within the Federally-required 20-year planning horizon. These policy areas are:

- Economic development
- Traveler safety (Vision Zero: zero deaths/zero serious injuries)
- Roadway system performance
- Access management/Land use planning
- Bicycle and pedestrian transportation
- Public transportation

In addition to meeting the requirements of 23 USC Section 135 and 23 CFR450, these policy areas reflect input from the public, transportation stakeholders, tribal governments, resource agencies, and others. Policy papers developed for each policy area are available online at www.mdt.mt.gov/publications/brochures.shtml#tranplan21.

The purpose of TranPlan 21 is to ensure that MDT continues to address customer priorities and that resources are directed to programs and projects that reflect those priorities. Updates or amendments to TranPlan 21 also give MDT the opportunity to ensure that TranPlan 21 provides policy direction to the Performance Programming Process (P3), MDT's asset based, fund allocation process.

The policy goals and actions guide how MDT manages, operates, improves, and maintains Montana's Transportation system. To effectively implement TranPlan 21, MDT relies on a qualified workforce, well functioning support systems, and sound financial management. Each division of MDT, whether directly tied to the action items of TranPlan 21 or serving in a support function that enables the action items to be achieved, is vital to MDT's mission and strategic vision.

Mission

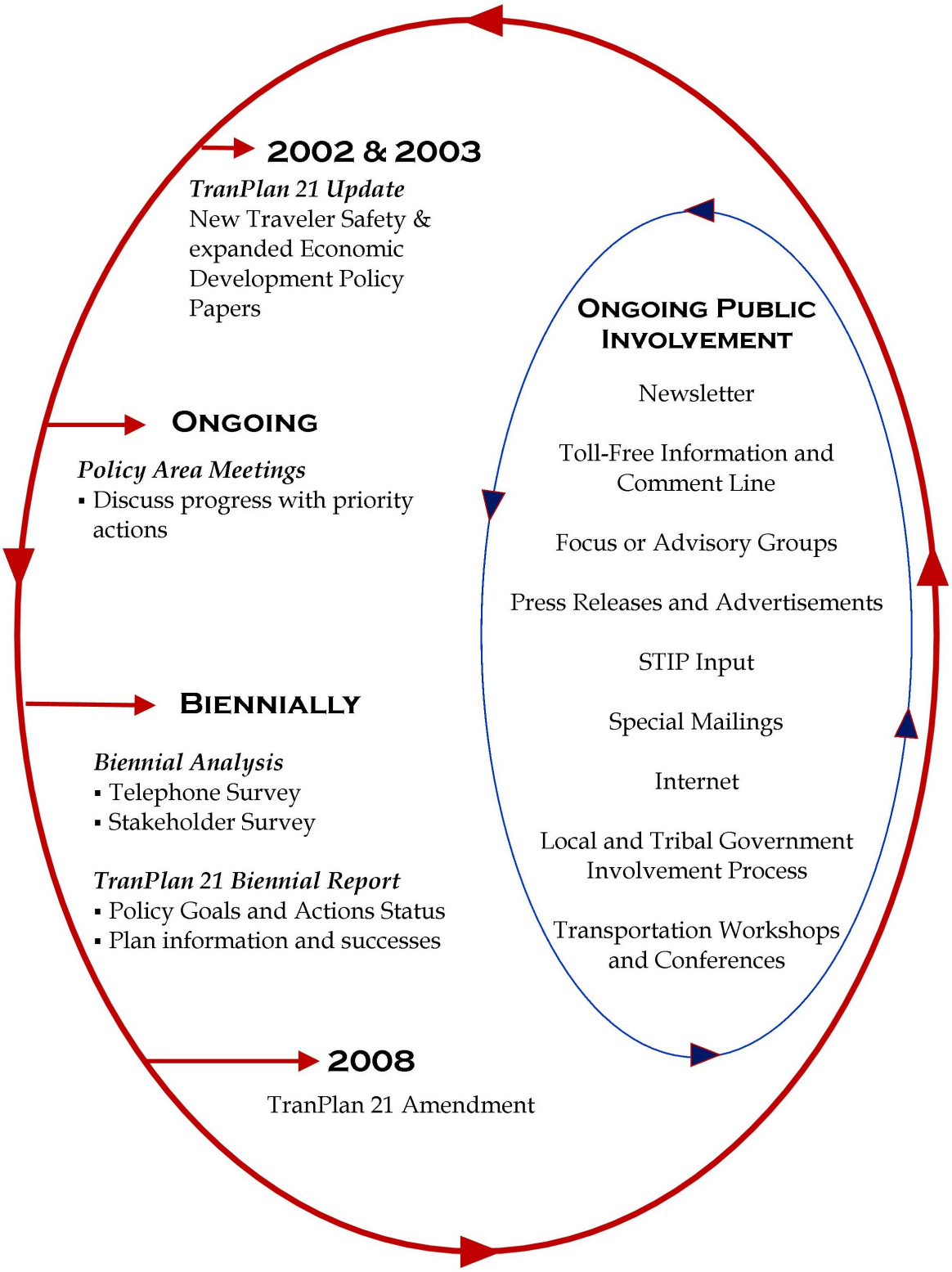
To serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

Vision

Unity, Transparency & Effectiveness

This Biennial Report reflects the achievements of 2013-2014, ongoing business practices, and planned actions for 2015-2016.

TranPlan 21 Ongoing Planning Process

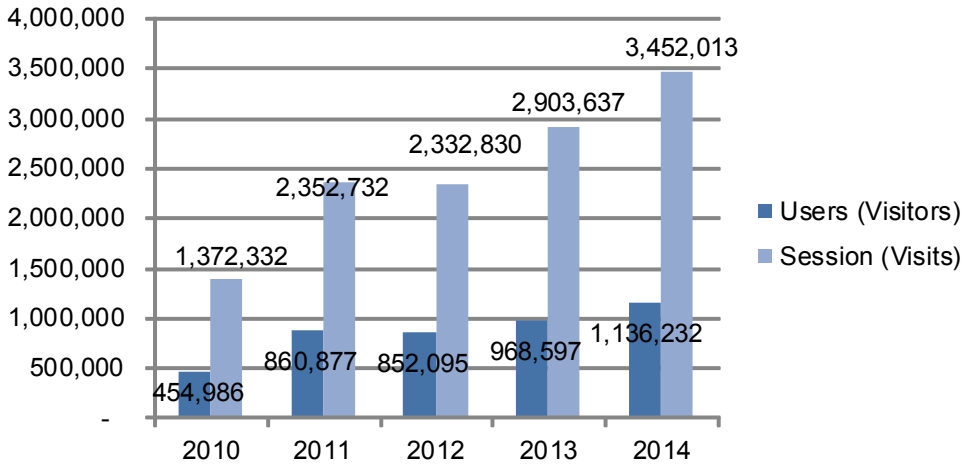


TranPlan 21 is part of a continuing statewide planning process that involves Montana's transportation users in setting policy direction and prioritizing actions for developing and managing Montana's transportation system.

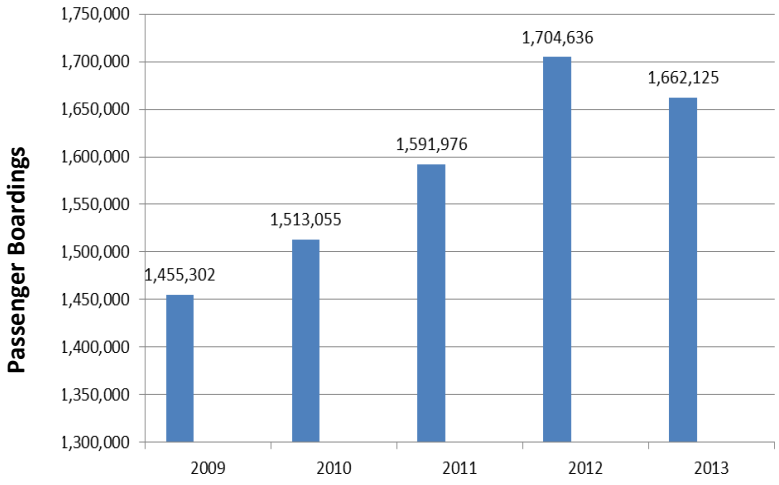
Economic Development

Trends and Performance

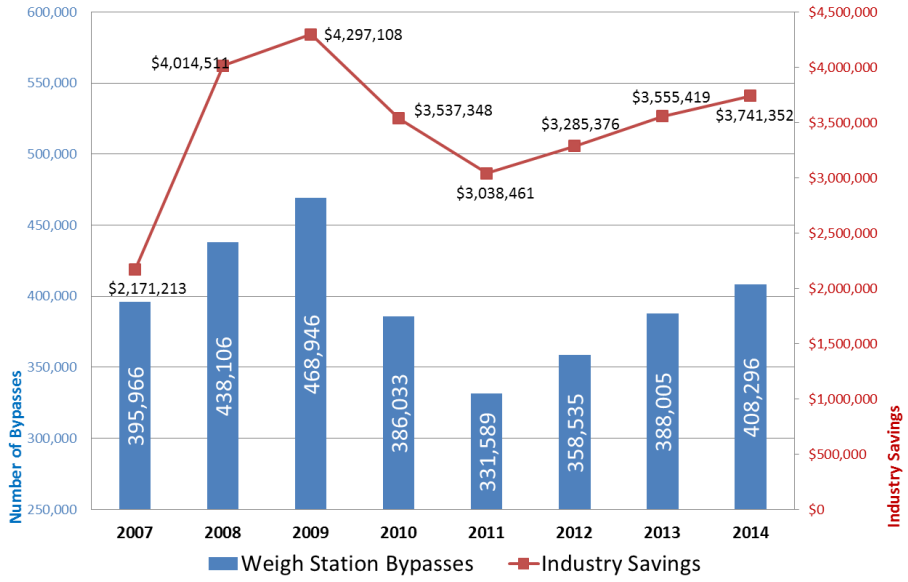
Road condition information provided through MDT 511 Travel webpage (www.mdt511.com)



Airline Passenger Boardings in Montana



Montana PrePass Benefits



Economic Development

Trends and Performance

Action Item Status

MDT staff and programs are heavily involved in economic development in Montana and seek to positively impact the state's economy. As per the goals and action areas, MDT engages different industries, modes, and ports on a regular basis. This is accomplished through coordinated efforts with the motor carrier service industry, research of emerging transportation trends, planning with economic analysis, corridor studies and transportation plans, projects through consideration of operational improvements and capacity demands, and aeronautics through the Essential Air Service Program and directives of the Aeronautics Boards. MDT also works with the Department of Commerce, Montana Economic Developers Association (MEDA), and local agencies in consideration of transportation and its impacts on these groups and to promote tourism.

2013-2014 Accomplishments

- Installed new Welcome to Montana signs and published the State Highway Map in cooperation with Department of Commerce
- Concluded Impacts to Montana Highways Due to Bakken Oil Development research study leading to altered pavement design and operations improvements
- Partnered with Central Montana Railroad to complete infrastructure repairs
- Published the Tongue River Road corridor study (www.mdt.mt.gov/pubinvolve/tongueriver/) and Otter Creek Coal economic impact analysis
- Facilitated Rail Service Competition Council (RSCC) identifying collaboration opportunities with Class 1 railroads and improving commodity movements in and through the state (www.mdt.mt.gov/business/rscc/)
- Updated Rest Area Plan and prioritization plan – 2 reconstructed facilities, 2 major rehabs, 1 minor rehab (www.mdt.mt.gov/pubinvolve/restareaplan/docs/final-rest_area_plan.pdf)
- Developed 511 mobile application
- Strengthened relationship with American Council of Engineering Companies (ACEC) and Montana Contractors' Association (MCA)
- Advocated for continued essential air service to rural Montana communities
- Advanced I-90 Billings Bypass project with signed Record of Decision and initiated design
- Participated in project selection for Federal Lands Access Program
- Initiated Great Northern Corridor Study and Northwest Passages project
- Completed a review of the Montana's Real-time system management information program with FHWA
- Implemented new Variable Message Sign software package with a library of standard messages
- Developed a new reporting mechanism that tracks lane closures and travel delay

2015-2016 Focus Areas

- Develop Montana freight plan
- Continue to improve and promote Montana rest areas
- Support essential air service and promote Montana air travel
- Continue work with the RSCC, MEDA and local agencies
- Complete state rail grade separation needs study
- Improve use of Regional Economic Model, Inc. (REMI) for economic analysis
- Complete Great Northern Corridor studies
- Improve availability of economic analysis tools
- Support and expand use of innovative contracting to accelerate project development and delivery
- Develop historic roadway sign mobile application
- Continue building relationships with ACEC
- Communicate funding needs and pursue solutions to transportation infrastructure funding gaps

Economic Development

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

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 items are part of MDT's ongoing business practices to facilitate efficient functioning of the transportation.

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 the impacts 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 Essential Air Service Task Force (formerly the Governor's Task Force).

Policy Goal B. Monitor and address capacity needs arising from Montana's economic growth trends.

MDT works closely with stakeholders to have a comprehensive understanding of emerging developments.

✔**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.

MDT regularly participates in local and state economic development group discussions and meetings.

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.

TranPlan21

Economic Development

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

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.

MDT works with the Department of Commerce, Fish Wildlife & Parks, the National Park Service, the National Forest Service, Western Federal Lands, and Tribal Governments to promote visiting and recreating in Montana.

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.

MDT works with the private sector and development agencies balance the economic development with a viable and safe transportation system. MDT's economic analysis tools continue to be enhanced and economists are on staff.

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 Metropolitan Planning Organization (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.

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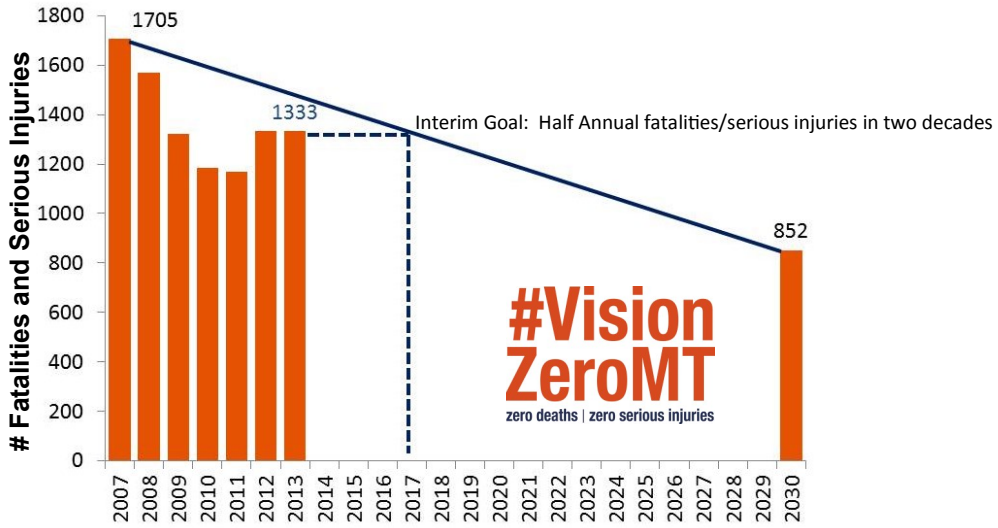
Traveler Safety: VisionZero zero deaths/zero serious injuries

Trends and Performance

Montana's Highway Safety Goal



Action Item Status

Traveler safety remains a primary focus for MDT, and progress continues to be made toward the established safety performance goals. Strategies for investing in both infrastructure and behavioral safety programs continue to be implemented. MDT continues to lead coordination efforts with safety partners through the Comprehensive Highway Safety Plan (CHSP). Now operating under Vision Zero – zero deaths and zero serious injuries on Montana roads – most of the action items are ongoing.

2013-2014 Accomplishments

- Updated Rest Area Plan (www.mdt.mt.gov/pubinvolve/restareaplan/)
- Developed Roadway Departure Plan
- Implemented new safety information management system
- Advanced animal-vehicle collision research study
- Updated 511 & Traveler Information Mobile Application (www.mdt.mt.gov/travinfo/mobile.shtml)
- Facilitated Annual Safety Meeting and Annual Tribal Forum
- Aeronautics safety programs provided annually (pilot, search and rescue, flight instructor, winter survival)
- Invested $42.5 million in safety projects through the Highway Safety Improvement Program (HSIP)
- Completed Interstate wrong way signing project
- Developed mobile data collection application to support HSIP prioritization

2015-2016 Focus Areas

- Complete an intersection safety plan
- Implement roadway departure plan
- Use VisionZero as a guide to all safety actions and implementation of CHSP update
- Implement Rest Area Plan
- Complete Traffic Records Coordinating Committee gap analysis in line with Traffic Records Safety Plan
- Update Maintenance Management System
- Lead Safety Culture pooled fund study
- Initiate update of the MDT Highway Safety Manual

Traveler Safety

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Policy Goal A. Reduce the number and severity of traffic crashes on Montana roadways.

Zero fatalities and serious injury crashes is what MDT is striving for, and the trend shows progress toward zero at a quicker rate than anticipated. The majority of action items are ongoing.

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 Comprehensive Highway Safety Plan (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.

MDT continues to lead and coordinate implementation of the CHSP through facilitation of ongoing emphasis area team meetings and the Annual Highway Safety Summit and Tribal Safety Summit. An update of the CHSP is underway.

Action B.1. Use the established 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.

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Traveler Safety

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Policy Goal C. Provide leadership and coordinate with other Montana agencies to promote transportation system security.

MDT has an ongoing relationship with Montana Disaster and Emergency Services (DES) and local law enforcement to promote transportation system security. Action items are ongoing.

Action C.1. Continue to participate in agency coordination with the MT Disaster and Emergency Services (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.

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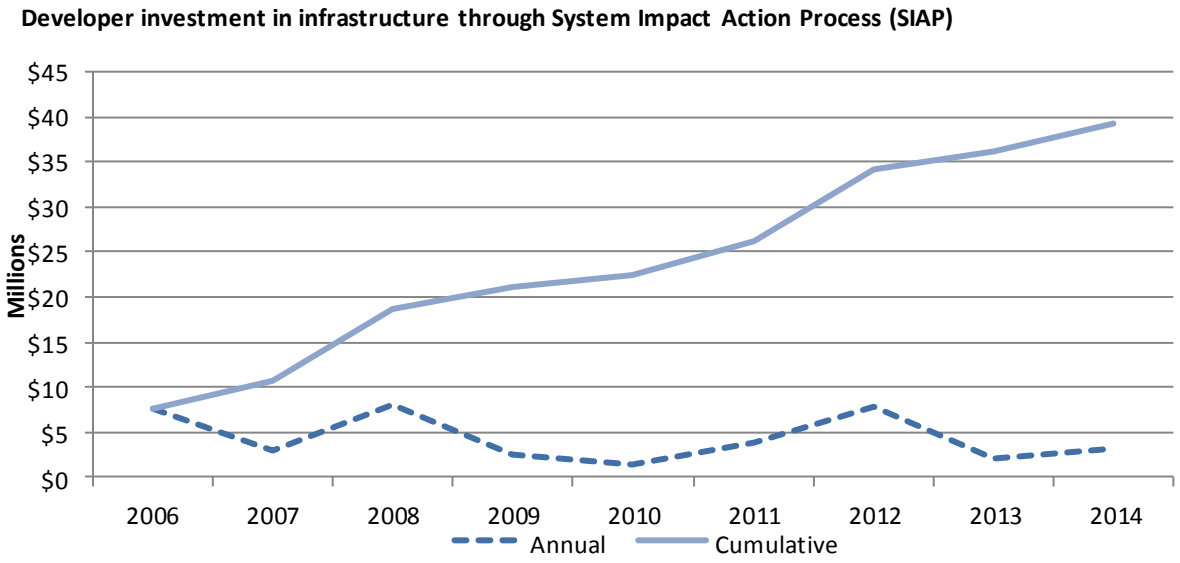
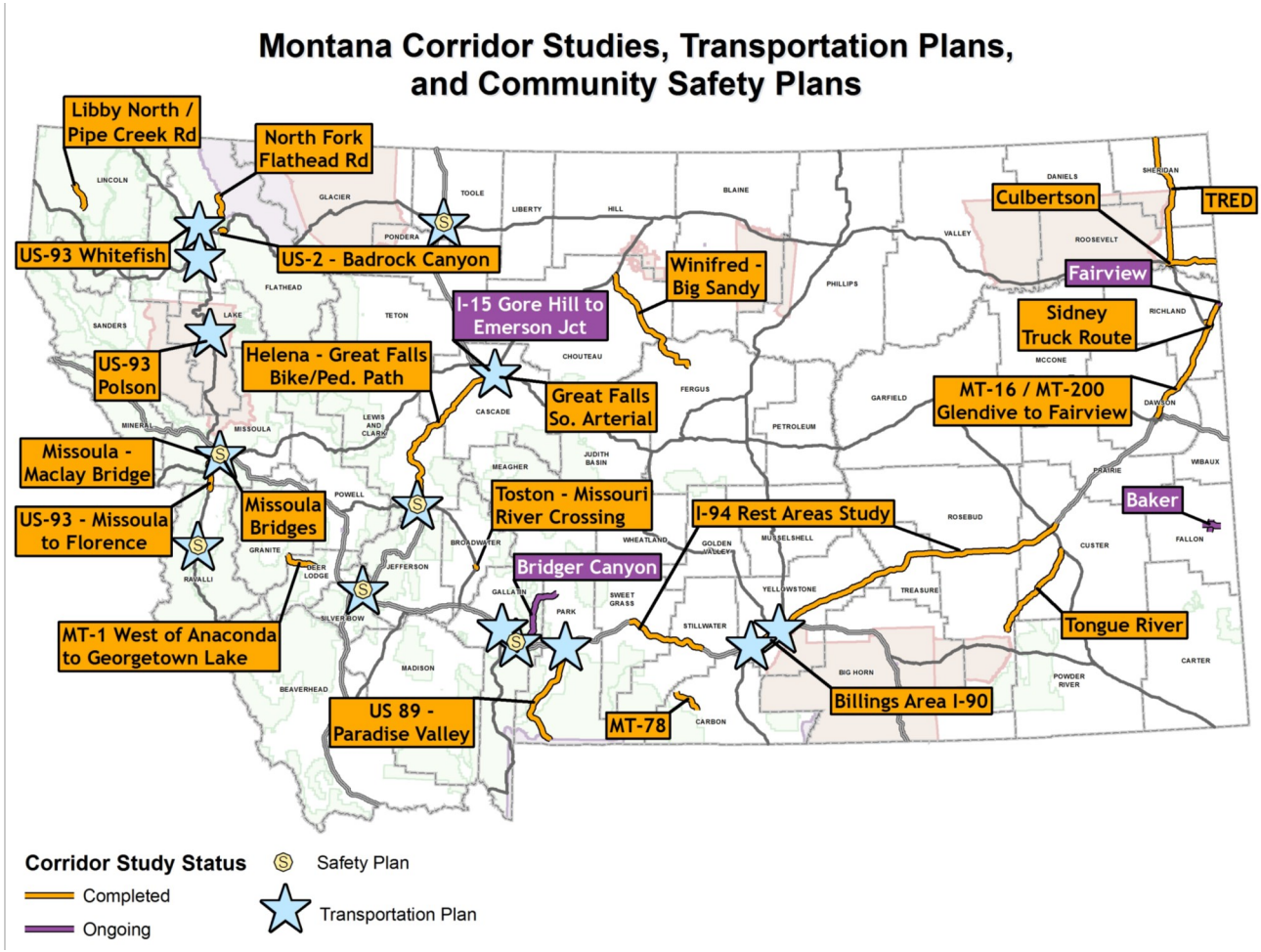
Access Management & Land Use Planning

Trends and Performance





Access Management & Land Use Planning

Trends and Performance

Action Item Status

MDT works with local jurisdictions on an ongoing basis in developing transportation plans, corridor plans, and providing training, assistance, and technical support to encourage land use planning and access management decisions that complement operations of the transportation system. Most action items are ongoing business practices with one completed action of developing a tool kit for local governments.

2013-2014 Accomplishments

- Completed local jurisdiction land use tool kit (www.mdt.mt.gov/research/toolkit/m1/tatools/tlut.shtml)
- Supported local planning efforts - four long range transportation plans complete, one initiated
- Provided technical support to local government in developing funding partnership and responded to requests for information (East Belgrade Interchange)
- Secured an estimated $3.1 million in developer-funded system improvements through the System Impact Action Process; performance bonds in place for 18 projects for right-of-way mitigation and restoration
- Completed pre-NEPA corridor studies for Missoula bridges, Paradise Valley, and MaClay Bridge
- Took proactive steps to preserving right-of-way for the Billings and Kalispell bypasses, and Russell Street in Missoula
- Developed approach standards for landowners and developers
- Provided technical support for Local Agency Guidelines (LAG) certification allowing local government certification to administer federal funds(www.mdt.mt.gov/other/cdb/external/lag_manual/lag_manual.pdf) and certified one county.
- Concluded Impacts to Montana Highways Due to Bakken Oil Development research study leading to altered pavement design and operations improvements
- Provided technical assistance to City of Sidney for signals at Holly Street
- Provided technical support with the addition of new urban areas of Hamilton, Columbia Falls, Sidney and Glendive
- Completed travel demand model updates for Missoula, Billings, Great Falls, Shelby, and Laurel

2015-2016 Focus Areas

- Update local jurisdiction land use tool kit to reflect changes from 2015 Legislative Session
- Coordinate with local jurisdictions to ensure alignment with MAP-21 planning requirements
- Complete travel demand models currently underway
- Continue to provide training to local governments and MDT staff for access management and Systems Impact Action Process
- Complete pre-NEPA corridor studies for Fairview, Baker, Bridger Canyon, and I-15 Gore Hill to Emerson Junction

Access Management & Land Use Planning

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Access Management

Policy Goal A. Improve corridor level access management to preserve the highway system.

Access management is an integral part of MDT's project design and planning processes. Action items are ongoing.

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.

MDT is a continual resource to local governments and works closely on transportation decisions for long range planning.

✔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 (SIAP) to ensure developers equitably mitigate their impacts to the highway system.

MDT has regular contact with developers as private sector projects that affect the transportation system are developed and agreements are negotiated.

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 SIAP to local governments and MDT staff.

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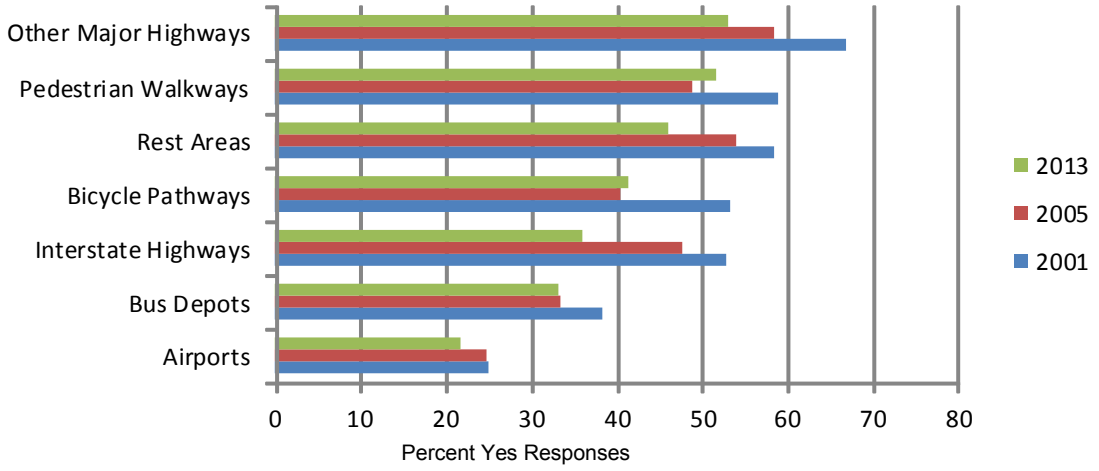
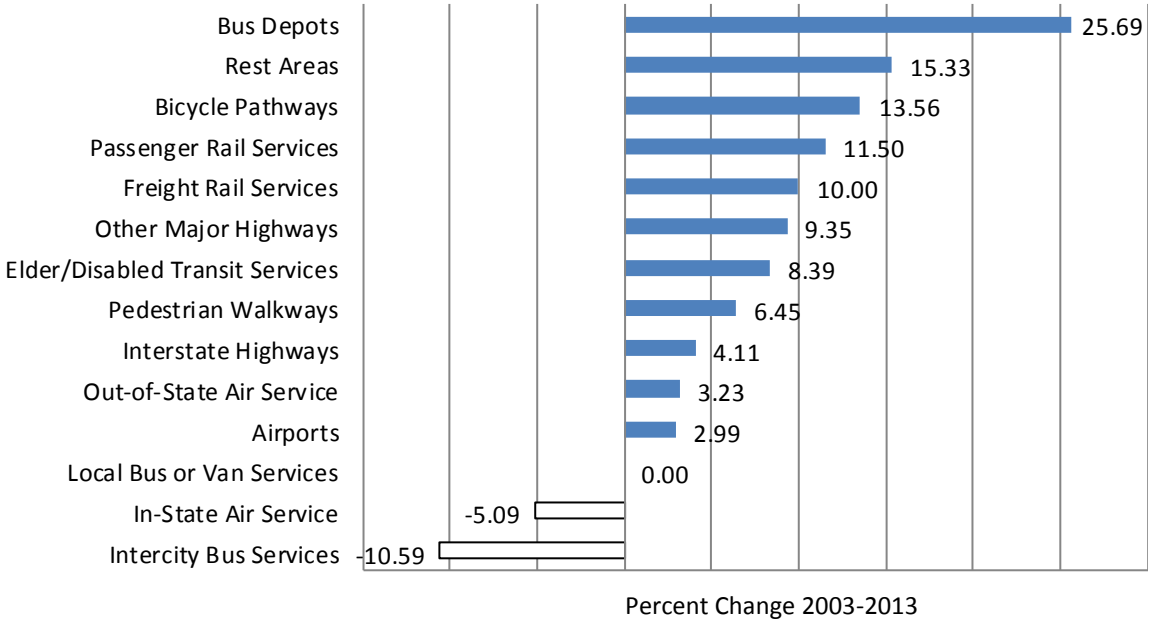
Bicycle & Pedestrian Transportation

Trends and Performance

Trends in Perceived Need for More Facilities 2001, 2005, 2013 (2013 TranPlan 21 Biennial Survey)



Public Satisfaction with Select Montana Transportation Components



Bicycle & Pedestrian Transportation

Trends and Performance

Action Item Status

MDT continually coordinates with local governments on transportation plans along with infrastructure projects that involve bicycle and pedestrian consideration. The general public perceived need for more bicycle facilities has decreased since 2001 and satisfaction has increased since implementation of TranPlan 21. The majority of actions are ongoing to meet the policy goals.

2013-2014 Accomplishments

- Provided National Highway Institute Bicycle & Pedestrian Facility Design classes to MDT, FHWA, and local government planners
- Updated Share the Road information at www.mdt.mt.gov/travinfo/bikeped/
- Hosted bicycle transportation forum November 2014
- Continued MDT project review for bicycle and pedestrian considerations
- Invested $14.5 million on bicycle and pedestrian improvements through the Community Transportation Enhancement Program (CTEP) and Safe Routes to School (SRTS)
- Established Transportation Alternatives selection process and awarded two years of funding for 25 local and tribal government improvement projects
- Supported multimodal long range transportation plans in five urban areas
- Updated Bicycle Map
- Completed nine projects with improved bicycle/pedestrian mobility

2015-2016 Focus Areas

- Refine mechanisms to track investment in bicycle and pedestrian facilities
- Establish consistent, statewide guidelines for investment, design, connectivity, and maintenance of bicycle and pedestrian facilities
- Provide technical assistance for Transportation Alternative applicants
- Explore opportunities to develop education messaging resources for local use

Bicycle & Pedestrian Transportation

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Policy Goal A. Institutionalize bicycle and pedestrian modes.

Most activities are ongoing with the commitment of the bike/pedestrian coordinator. Public service announcements that involve radio and television are not currently used, but safety information has been disseminated through other venues.

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.

MDT will continue to identify bicycle routes through the Bicycle Map and work with MPOs when requested. MDT's planning approach is through Context Sensitive Design Solutions.

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 Mitigation and Air Quality (CMAQ) improvement strategy.

Action B.6. Maintain consistent bicycle and pedestrian friendly design and maintenance standards.

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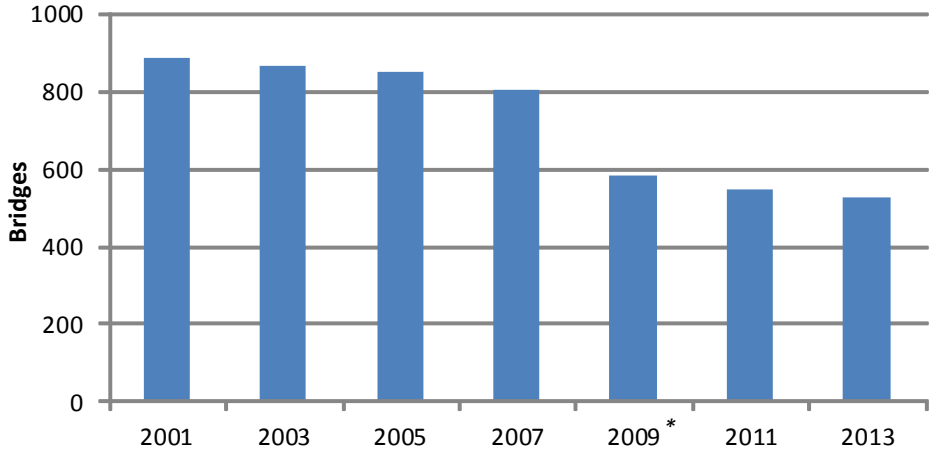
Roadway System Performance

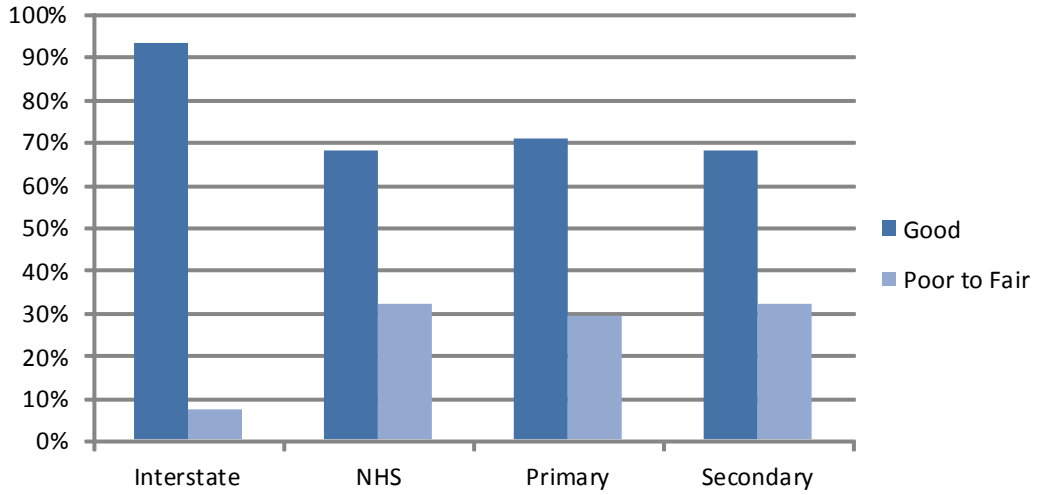
Trends and Performance

Deficient Bridges On and Off State Highway System

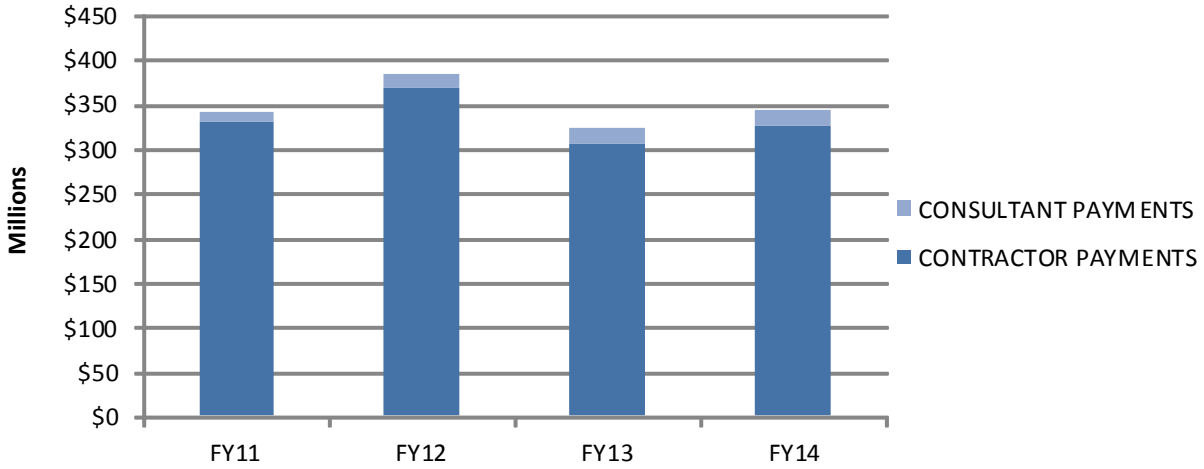


**Inventory process altered in 2009*

2013 State Highway Overall Pavement Condition Summary



MDT Contractor and Consultant Payments



Roadway System Performance

Trends and Performance

Action Item Status

Preservation activities continue to be emphasized and an asset management based approach to fund allocation continues to demonstrate success in achieving pavement, bridge, and congestion performance objectives. Most action items are ongoing business practices.

2013-2014 Accomplishments

- Utilized Performance Programming Process (P3) to provide program mix recommendations for project nominations and Tentative Construction Program (TCP) funding levels
- Conducted pre-NEPA Corridor Planning Processes: completed 3 and initiated 1
- Developed and initiated implementation of a Traffic Signal Management Plan
- Implemented ITS applications including 511 Traveler information, software, variable message signs
- Assisted in development of Miles City Pavement Management System
- Improved intersection operations (statewide) via Congestion Mitigation and Air Quality (CMAQ) program projects
- Began development of Risk Based Transportation Asset Management Plan
- Reviewed and commented on MAP-21 proposed rules

2015-2016 Focus Areas

- Update the cost allocation study
- Continue enhancements to Highway Economic Analysis Tool (HEAT) II, asset management systems, Safety Information Management System (SIMS), and other technology
- Complete Risk Based Asset Management Plan
- Create and publish performance report
- Continue to assist local governments with pavement management practices
- Assist new urban areas, Sidney, Hamilton, Glendive, and Columbia Falls, with local pavement management systems
- Update Bridge Management System, Program and Project Management System (PPMS), and Linear Referencing System (LRS)
- Implement an enterprise architecture to support better systems integration, resolve data inconsistencies, and address information technology risks.

Roadway System Performance

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Policy Goal A. Establish explicit priorities for roadway improvements.

MDT continues to implement P3 to balance resources with priorities to ensure performance goals are reached and the traveling public benefits. Action items are ongoing.

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.

MDT's corridor planning process and work with local governments contributes to sound decisions for long-term benefit of Montana's transportation system with most action items ongoing.

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 20years.

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 20 years.

Action B.6. Develop a Context Sensitive Design tool kit 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.

TranPlan21

Roadway System Performance

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Policy Goal C. Improve the productivity of the roadway system.

MDT uses many tools including HEAT, corridor studies, and coordination with Metropolitan Planning Organizations (MPOs) to improve productivity of the roadway system and leverage resources to meet needs.

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.

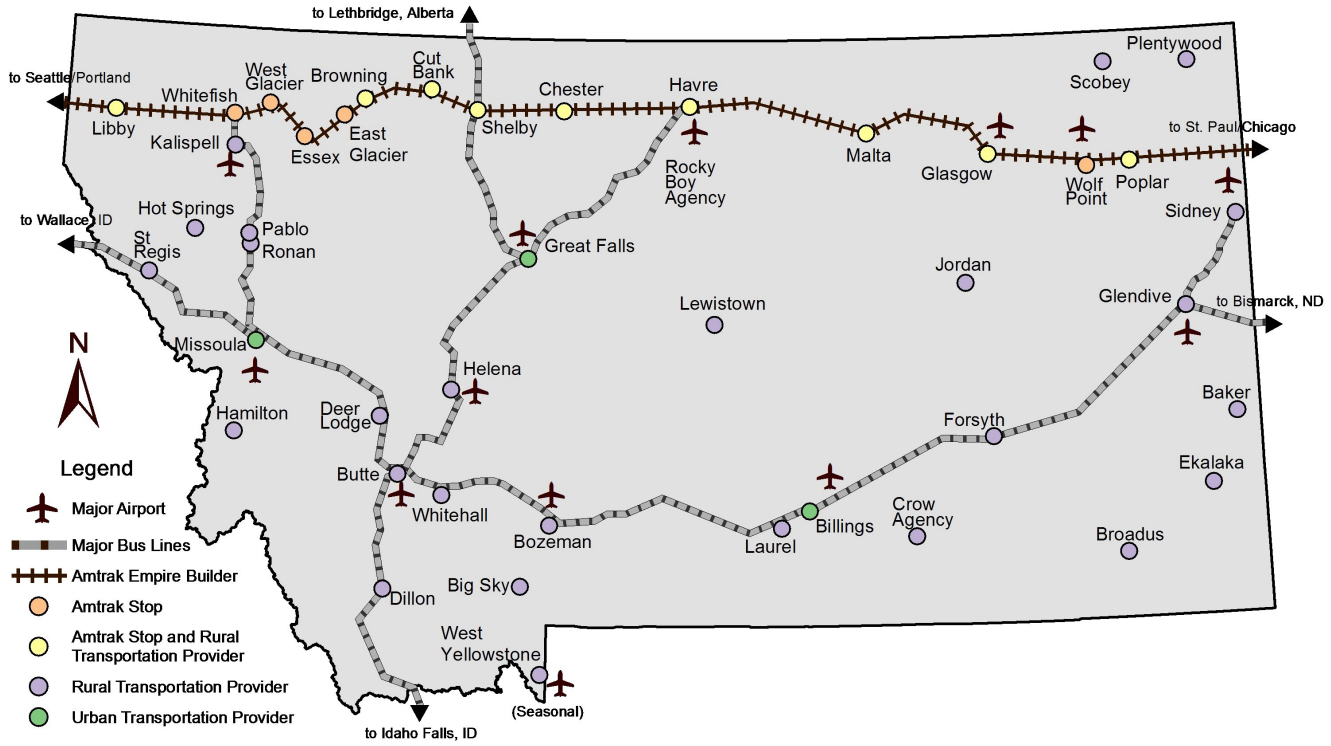
Action C.8. MDT will continue to use and refine the Highway Economic Analysis Tool (HEAT) to support ongoing planning and policy analysis including the benefits and cost of alternative investments to the state transportation system.

TranPlan21

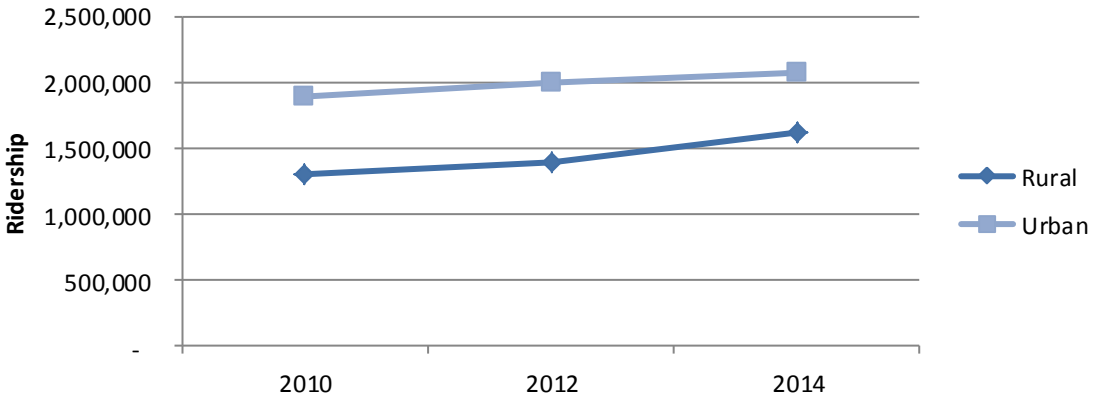
Public Transportation

Trends and Performance

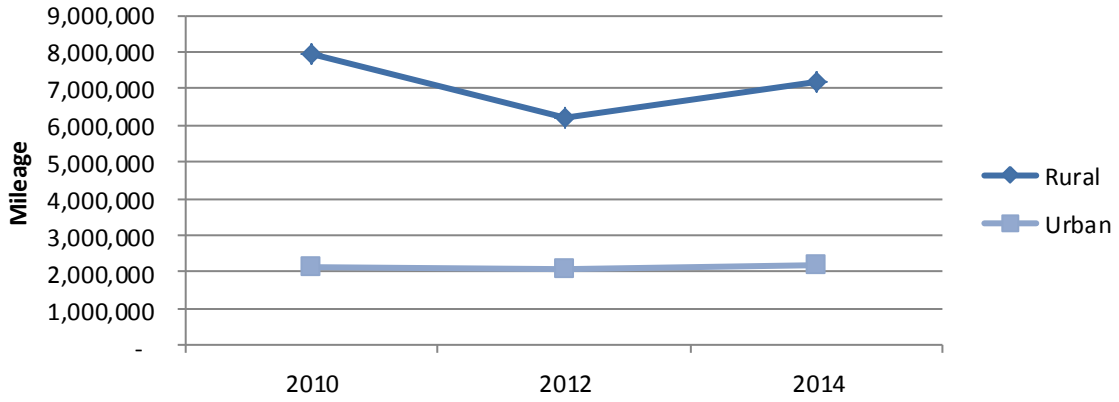
Public Transit in Montana



Annual Transit Ridership Trends



Annual Transit Mileage Trends



Public Transportation

Trends and Performance

Action Item Status

All action items are ongoing to meet policy goals.

2013-2014 Accomplishments

- Coordinated with Dept. of Health and Human Services to provide information to their clients
- Updated the MDT public transportation website to include route schedules (www.mdt.mt.gov/travinfo/public_trans.shtml)
- Funded one new general public transit system in Western Montana and continued funding for 39 existing providers including Billings, Missoula, and Great Falls
- Provided funding to Jefferson Lines to secure a bus depot in Billings for intercity passengers
- Provided TransADE match for federal funding to agencies that primarily serve elderly and disabled
- Continued funding for rural vanpool services in the Bitterroot Valley and Bozeman/Big Sky areas
- Re-established intercity services with alternate carriers when previous provider vacated routes
- Worked with intercity services to ensure affordable rates for Montana's transportation dependent
- Purchased 64 new buses in fiscal years 2013 and 2014
- Report annually to the National Transit Database using Public Transportation Management System (PTMS) performance and financial information

2015-2016 Focus Areas

- Investigate alternative collaborative efforts for Transportation Demand Management (TDM) projects
- Continue collaboration and coordination with local transit providers
- Explore opportunities for TDM opportunities with state government
- Continue intercity roundtable discussions annually at the Fall Transit Management Workshop
- Continue to promote importance of the Amtrak Empire Builder in Montana
- Work with Missoula MPO on transportation model and mode-split assignments

Public Transportation

Policy goals and action areas

2013—2014 STATUS

✔COMPLETE

ONGOING

Policy Goal A. Promote and support increased use of public transportation systems.

All activities are ongoing, however, MDT will continue to promote and support the use of public transportation by welcoming new projects and partnerships.

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.

All activities are ongoing, however, MDT will continue to support intercity and the development of new public transportation services when approached by intercity operators.

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.

MDT will continue to work toward improving the quality of service through these ongoing services by coordinating with DPHHS and our human service organizations.

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.

MDT will continue to investigate alternative collaborative efforts for TDM projects.

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.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Dept. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 444-3423 TTY (800) 335-7592, or Montana Relay at 711 or by contacting the ADA coordinator at (406) 444-6331.

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