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/pubinvolve/tranplan21.shtml 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.

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.

Roadway System Performancecore

POLICY GOAL A. Improve the productivity of the roadway system.
• Action A.1. Include consideration of public transit needs in updates to the Geometric Design Standards and identify criteria and locations for transit supportive design.
• Action A.2. Identify and deploy cost-effective Intelligent Transportation Systems applications to improve safety and system productivity.
• Action A.3. Encourage the metropolitan planning organizations to include expanded traffic control management systems in their long-range plans.
• Action A.4. Strengthen MDT’s traffic operations capability to reduce delay and improve travel times through better traffic management.

Action A.5. Promote efficient system management and operations, and employ 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 A.6. Utilize ESRI to establish objectives and performance levels for preserving the condition of the existing system and addressing growing congestion.

Action A.7. Conduct pre-NERP/MOP 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 A.8. MOP will continue to use and refine the Highway Economic Analysis Tool (HEAT) to support operational planning and policy analysis including the benefits and cost of alternative investments to the state transportation system.

Public Transportation

POLICY GOAL B. Preserve existing intercity public transportation service and encourage/facilitate the development of new services.
• Action B.1. Provide the use and communicate the availability of Section 5311(f) service information.
• Action B.2. Support the provision of intercity bus service through TransAM.

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. 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 coordination in funding consolidation.

Action C.2. Use TransAM 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).

Action C.4. Identify and implement transportation demand management actions that will work in Montana.

Action C.5. Continue to work with metropolitan planning organizations and other areas to include demand-side strategies in their plans.

Action C.6. Work with other state agencies to develop a transportation demand management program for state government.

Action C.7. Support the implementation of rural ride-sharing.

Policy Goals & Actions

State of Montana

Department of Transportation

Montana’s Multimodal Transportation Plan

2701 Prospect Ave., PO Box 201001, Helena, MT 59620-1001
Visit us on the web at www.mt.gov

5,080 copies of this publication were produced at an estimated cost of $3.67 per copy for a total of $18,686.50, which includes the cost of printing and $3,986.50 for distribution.

The Montana Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program, or activity of the Department. Alternative accessible formats of this document will be provided upon request.

For further information, call 406-444-6110 (voice) or 406-444-7686 (TTY)

Printed July 2008
Policy Goals and Actions:

**Economic Development**
- **Action B.1.** Work with Montana industry and shippers on a continuing basis to identify infrastructure, regulatory, and administrative barriers to efficient use of the transportation system.
- **Action B.2.** Use input from economic and technical analysis to identify the freight mobility needs of Montana's basic industry, on the segments of its transportation systems where growth is forecast and specify strategies for meeting those needs.
- **Action A.1.** Continue to provide state-level leadership and pursue opportunities to increase the productivity of the motor carrier industry.
- **Action A.2.** Conduct quarterly meetings with rail industry leaders to address right-of-way preservation in local corridors and provide support to iron rich development.
- **Action A.3.** Monitor and evaluate economic development, economic development needs and associated industry requirements to address them as part of the ongoing planning process.
- **Action E.3.** Monitor and evaluate economic development, economic development needs and associated industry requirements to address them as part of the ongoing planning process.

**GOAL B.** Transform corridor planning into a process that facilitates international trade by coordinating efforts of state, federal, and local agencies.
- **Action C.1.** Continue to participate in agency coordination with international freight interests to ensure a coordinated, effective, and efficient response to transportation security issues.
- **Action C.2.** Continue to support transportation security within the existing transportation security program, sister state economic development, travel safety, access management, and intermodal system planning.
- **Action C.3.** Continue to facilitate the Montana International Trade Association (MITA) with the MT DEQ to actively maintain and implement a coordinated transportation security plan addressing new and existing emergency and disaster situations.

**Access Management**
- **Action A.1.** Continue the MDT's Systems Integration Program for the purpose of improving transportation system management through more efficient and effective roadway use.
- **Action A.2.** Provide and disseminate transportation safety information.
- **Action A.3.** Provide technical support to Montana Industry and shippers on a continuing basis to identify infrastructure, regulatory, and administrative barriers to efficient use of the transportation system.
- **Action A.4.** Continue to provide state-level leadership and pursue opportunities to increase the productivity of the motor carrier industry.
- **Action E.3.** Monitor and evaluate economic development, economic development needs and associated industry requirements to address them as part of the ongoing planning process.
- **Action A.3.** Monitor and evaluate economic development, economic development needs and associated industry requirements to address them as part of the ongoing planning process.

**Bicycle and Pedestrian Transportation**
- **Policy Goal B.** Target bicycle and pedestrian enhancements to account for differences in current and future use.
- **Action B.1.** Identify the most significant bicycle routes designated through metropolitan planning organization processes for the purpose of providing and implementing improvements based upon proven use or expected future use.
- **Action B.2.** Provide technical support to local government agencies in addressing their transportation corridors.
- **Action B.3.** Establish and implement proactive corridor planning and design, and coordinate efforts with state, federal, and local agencies.

**Roadway System Performance**
- **Policy Goal:** Consistently apply MDT's Systems Impact Analysis Program to measure economic impacts and evaluate system performance.
- **Action B.1.** Provide technical support to local government agencies in developing and implementing performance monitoring strategies for the highway network.
- **Action B.2.** Explore and develop tools to equitably distribute improvement costs on developing corridors and transportation projects.
- **Action B.3.** Provide technical support to local government agencies in developing and implementing performance monitoring strategies for the highway network.
- **Action B.2.** Explore and develop tools to equitably distribute improvement costs on developing corridors and transportation projects.
- **Action B.1.** Provide technical support to local government agencies in developing and implementing performance monitoring strategies for the highway network.
- **Action B.2.** Explore and develop tools to equitably distribute improvement costs on developing corridors and transportation projects.