

Newsline

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Smoke has been flying from the Planning Division this summer. From the production of brochures, pamphlets, reports, and maps, to conducting telephone surveys and studies, sponsoring conferences and bus roadeo's to monitoring ISTEA reauthorization developments, the Planning Division has been busy.

To request any of the referenced materials call the Planning Divisions toll-free # at 1-800-714-7296 or the individual listed numbers.

Look What MDT's Planning Division Has Been Up To!

Special Studies has two publications relating to TranPlan 21 available for distribution: 1) The **Annual Report** provides an overview of various system characteristics including economic indicators, freight mobility, roadway system performance, passenger transportation, and funding, which affect Montana's transportation system. The Annual Report also contains an update on the status of the TranPlan 21 policy goals and actions. 2) The **Public Involvement Telephone Survey** examines three areas: 1) Montanans' attitudes about the state's transportation system; 2) Personal transportation behavior and the characteristics of transportation users; and 3) Trends in Montanans' opinions about transportation since 1994. Both reports are available by calling (406)444-7239.

Traffic Safety has two new updated pamphlets available. The first, **Child Restraints**, provides information about Montana's seat belt laws, kids and air bags, choosing a car seat and a few safety tips. The second pamphlet is **Montana's Minors in Possession Drinking and Driving Laws** which was updated with the new legislation passed in April. The pamphlet describes Montana laws and penalties for drivers under 21 with an alcohol concentration of .02 or more and also the penalties for minors in possession. These may be requested by calling Traffic Safety at (406)444-7417.

The Road Inventory and Mapping Section has developed an informational brochure called **Montana's State Fuel Tax Allocation to Cities and Counties**. Along with the actual State statute, the brochure includes answers to some common questions regarding the allocation and use of these funds. Call (406)444-6112 to request a copy.

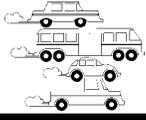
The Traffic Data Collection Section recently completed a **Vehicle Occupancy Study**. This is the first statewide data collection effort of its kind in more than 20 years. The information includes passenger car vehicle occupancy rates from 1993-1996 in rural and urban areas as well as all cities. The data is further stratified by highway systems, weekday/weekend/holiday, and peak hours. Call (406)444-6122 for specific information.

Project Analysis is announcing the availability of the **1998 Final Statewide Transportation Improvement Program (STIP)**. Call (406)444-7265, or E-mail U8147@long.mdt.mt.gov to request a copy or download a copy from MDT's Internet Homepage at <http://www.mdt.mt.gov>.



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MDT Planning Division Updates



HIGHWAY PROGRAM REAUTHORIZATION *THE FIGHT IS ON!*

be resolved before Congress agrees on a bill.

Recent U.S. House and Senate actions related to the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) reflect the significant differences that must

partisan, compromise highway funding bill. ISTEA II (Intermodal Surface Transportation Efficiency Act II) was introduced by Senators Baucus of Montana, Chafee of Rhode Island and Warner of Virginia along with a majority of the Senators on the Committee. In contrast to the House Bill, the Senate approach would not break the budget even though it does increase overall available funding from 18.5 billion to over 22 billion a year.

First, the bad news. The House bill (BESTEA) would increase overall spending but moves the funding to the nation's densely populated areas - ignoring the rural west along with our vast highway system. The proposed distribution formulas are principally based on several things Montana doesn't have a lot of: population, heavy urban traffic volumes and Federal fuel tax collections. If BESTEA is passed into law, Montana would lose millions of Federal transportation dollars and the thousands of Montana jobs and businesses these funds support.

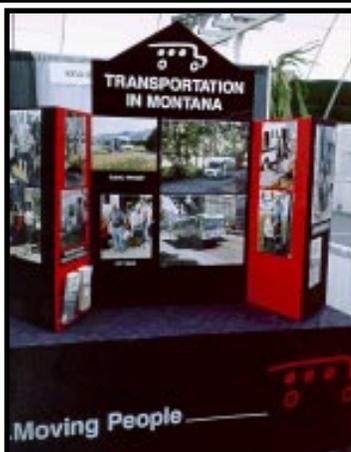
Why is ISTEA II not only good for Montana, but also good for the country as a whole?

For example, under BESTEA, 1998 funding would increase by \$3 billion nationally, but Montana's funding would drop by \$20 million from the average annual funding over the last five years. And, at the same time, this bill breaks the balanced budget deal which was carefully negotiated between Congress and the Administration earlier this year. Overall, the House bill reflects the influence of the big population states bent on taking highway program funding from the rural west.

- Montana's share of the Federal highway program would increase from .92% to 1.06%. This increase, combined with the overall increase in funding, would increase Montana's annual highway apportionment to over \$233 million a year.
- The bill emphasizes the Interstate and the National Highway System as the backbone of the nation's transportation system.
- It also recognizes the full extent of our highways in the distribution formulas and provides a balanced approach to seek improvement on the existing program. This is done by looking for ways to streamline program delivery while preserving the essential public involvement and planning provisions of ISTEA.

Now, for the good news. On September 12, Senate Environment and Public Works Committee leaders introduced a bi-

NOTE: As Newslines goes to press, the House is considering a six-month extension of ISTEA to allow for potential funding increases in the next round of budget negotiations; The Senate remains committed to ISTEA II.



TRANSPORTATION IN MONTANAMOVING PEOPLE

A transit display in the form of a tabletop booth is now available for use by MDT and local transit providers. The purpose of the display is to heighten public awareness of Montana transit systems. The photographs and accompanying information reflect the use of public transportation by many people such as elderly persons, persons with disabilities, and the general public.

This display is available for organizations to use in their own communities at any public function or meeting to promote the use of transit. Please contact Janis Winston at (406)444-4120 or John Robinson at (406)444-6120 for further information.



MDT Planning Division Updates



SIXTH ANNUAL STATE BUS ROADEO



Drivers from ten paratransit agencies and four full-size bus systems participated in the sixth annual state bus rodeo in Missoula on August 24, 1997. The event was sponsored by the Montana Transit Association in cooperation with the Montana Department of Transportation.

The bus rodeo obstacle course tests drivers' skills in performing everyday driving jobs. This special event emphasizes the important role played by all bus drivers in providing safe and reliable transportation service to Montana citizens.

The three top winners in each division were:

Division I - Full-Size Bus:

- 1st place.....Les Kutzler, Met Transit, Billings
- 2nd Place.....Larry Jackson, Mountain Line, Missoula
- 3rd Place.....Leonard Hihnala, The Bus, Butte

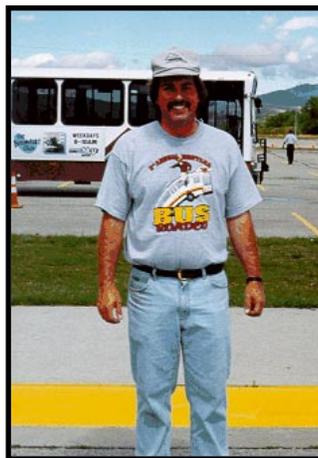
Division II - Paratransit

- 1st place.....James Hiner, Mountain Line, Missoula
- 2nd Place.....Jason Steadman,
Dawson Co. Urban Transit, Glendive
- 3rd Place.....Wayne Coleman,
Native American Sr. Transit, St. Ignatius

The first place winner in each division received an all expense paid trip to the national competition. The full-size bus competition was in Chicago, Illinois in September and the paratransit competition will be in Albuquerque, New Mexico next May. Second and third place winners in each division received \$100 and \$50 cash prizes respectively.



Les Kutzler
1st Place Full-Size Bus



James Hiner
1st Place Paratransit

UPDATE

NHI Pedestrian and Bicyclist Safety and Accommodation Course

This MDT sponsored course scheduled for Oct 21-23 is full. Agenda, guest speakers list and class roster will be mailed to those registered for the course.

Because of the overwhelming response for this course, MDT is considering sponsoring the same course in Spring of '98. If you are interested in attending a Spring offering of this course or if you have any questions please call Jennifer Dalrymple at (406)444-9273.

Transportation Planning Division Telephone Numbers

Only the most frequently requested numbers are listed here. For an area or person not listed, call **1-800-714-7296** (in Montana only), or **(406) 444-3423**. TDD (406) 444-7696 or 1-800-335-7592

Administrator (Patricia Saindon)	444-3143
Bike/Pedestrian (Jennifer Dalrymple)	444-9273
CTEP (Mike Davis)	444-4383
Mapping (Jim Erickson)	444-6119
Multimodal Planning (John Craig)	444-6370
Projects (Jeff Ebert)	444-7639
Public Involvement (Dave Dreher)	444-6245
Rail Planning (Jan Vogel)	444-4262
Safety Programs (Drug/Alcohol, Occupant Protection) (Priscilla Sinclair)	444-7417
Secondary Roads (Gary Larson)	444-6110
Statistics (Rick Rogne)	444-6111
Traffic Safety (Albert Goke)	444-7301
Traffic Statistics (Dan Bisom)	444-6122
Transit (Janis Winston)	444-4210
Urban Planning (Ross Tervo)	444-3445
ITS Planning (Dennis Hult)	444-9237
Newsline Editor (Sally Yarnall)	444-3475
Newsline Distribution (Joan Scott)	444-7239

Special Program Focus



Fundamentals Of

What Is Functional Classification?

Functional classification is the grouping of roads, streets, and highways into integrated systems, each ranked by its importance to the motorist and the land-use structure.

Roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. Functional classification defines the nature of traveling within a network in a logical and efficient manner by defining the part that any particular road or street should play in serving the flow of trips through the entire highway network.

Most streets and highways have a predominant function - either to provide the motorist with access to abutting land or to allow movement through an area. Traffic that gains access to abutting land is termed "local," whereas all other traffic is termed "through." Through traffic neither originates nor terminates within a designated area, but simply passes through. On the other hand, local traffic has origins or destinations within the designated area.

Functional classification is an important and widely-accepted tool in planning highway system development, in determining jurisdictional responsibility, and in fiscal planning.

What Groups Of Classes Or Systems Make Up Functional Classification?

Classes are defined by certain characteristics as well as the level of access and the type of travel mobility the roads provide. These characteristics can incorporate a wide range of elements but the most basic is operating speed or trip travel time. Access is a fixed requirement that is necessary at both ends of any trip. Mobility can be provided at varying levels.

There are three street and highway classes - Principal Arterials, Minor Arterials, and Collectors - where through traffic predominates, and a fourth class - Local - where local traffic is predominant.

Figure A illustrates a typical urban functional classification

system and Figure B (see page 6) shows the system characteristics of the different functional classification categories.

What Is The Difference Between Urban And Rural Areas When It Comes To Classifying Roads?

Urban and Rural areas have fundamentally different characteristics as to density and types of land use, nature of travel patterns, density of street and highway networks, and the way in which all these elements are related to highway function. Federal regulations recognize these differences through separate Urban & Rural functional classification systems and associated criteria.

Urban and Rural Definitions:

- *Small Urban Areas* - those areas with populations greater than 5000 and not within any urbanized area.
- *Urbanized Areas* - areas with population over 50,000 as designated by the Bureau of the Census.
- *Rural Areas* - areas outside the boundaries of small urban and urbanized areas.

** Montana has three urbanized areas (Billings, Great Falls, & Missoula) and 11 small urban areas (5,000 - 49,999).

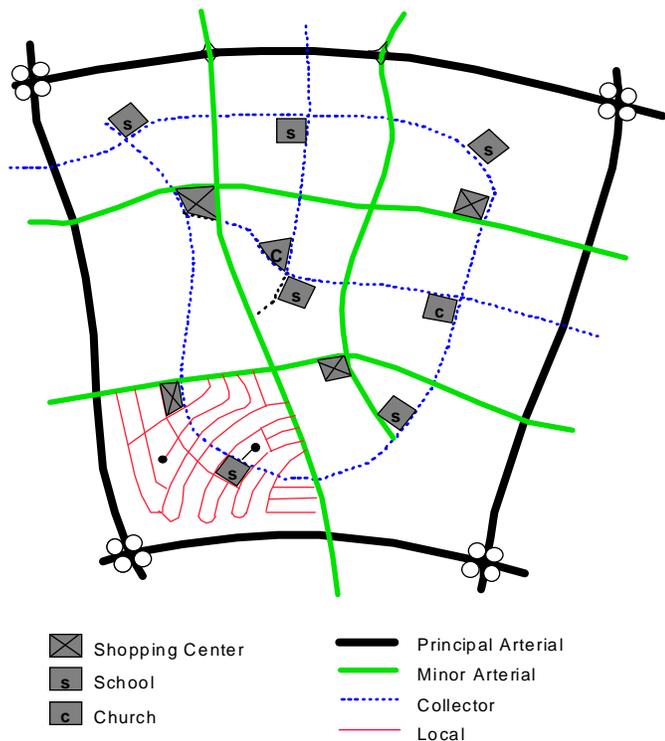
What Is The Evolution Of Functional Classification In Montana?

The initial functional classification completed in 1968 was a classification of existing systems into logical functional usage. All existing public roads and streets within the state were classified on the basis of the most logical usage of facilities that served travel at that time.

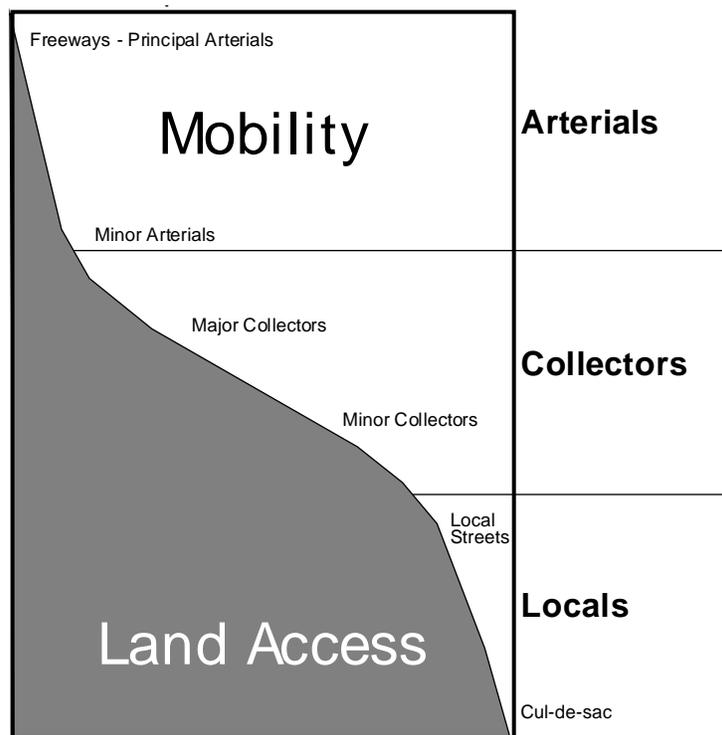
In 1970 the Federal Highway Administration embarked on a sophisticated study to functionally classify highways for the future (1990) as well as the present and to estimate highway needs by functional system for the twenty-year period from 1970-1990. This needs study incorporated population projections, future urban boundaries, and future travel demands. In 1974, recognizing the significance of functional classification in realigning the federal-aid highway system, Montana conducted an update of the 1970-1990 study.

Functional Classification

Figure A
Example of Urban
Functional Classification



Example of Functional Classification
Proportion of Service



In 1992 MDT conducted another functional reclassification in cooperation with local government officials to comply with the requirements of Intermodal Surface Transportation Efficiency Act (ISTEA).

How Is Funding Tied To Functional Classification?

For the purpose of allocating state and federal-aid highway funds, Montana's public highways and streets are placed on systems based in part on the following functional classification criteria:

<u>System</u>	<u>Functional Classification</u>
National Highway System	Principal arterial
Primary Highway System	Principal or minor arterials
Secondary Highway System	Minor arterial or major collector
Urban Highway System	Urban arterials or collectors

It's important to note that "upgrades" in functional classification and highway system designation do not automati-

cally lead to increased funding for improvements. Factors such as funding availability, project eligibility, and project prioritization are equally important considerations.

What Is The Process Of Requesting A Change In Functional Classification?

Local governments may request functional classification changes at any time significant changes in operating characteristics occur. After receiving a request, MDT staff analyzes the route in accordance with Federal Highway Administration guidelines to determine if the proposed change is justified and makes a recommendation to the Montana Transportation Commission. If approved by the commission, the change ultimately requires FHWA approval before it's official.

For more information on functional classification call (406)444-3475 or (406)444-7289.

Figure B Functional Classification System Characteristics

Functional Classification	Characteristics	Montana Examples	Speed
Interstate(Principal Arterial)	<ul style="list-style-type: none"> - Primary through travel route - Longest trip lengths 	I-15, I-90, I-94	Highest (Avg 50-80)
Urban (Areas Within Urban Boundaries - Population >5000)			
Principal Arterial	<ul style="list-style-type: none"> - Serves major activity centers - Corridors with highest traffic volumes - Longest trip length within city 	US 12 - Helena	Moderate - High
Minor Arterial	<ul style="list-style-type: none"> - Interconnects urban principal arterials 		Moderate
Collector	<ul style="list-style-type: none"> - Land access to channel local street traffic to arterial 		Moderate - Low
Local	<ul style="list-style-type: none"> - All remaining streets - Direct land access and link to higher classification 		Low
Rural			
Principal Arterial	<ul style="list-style-type: none"> - Predominant route between major activity centers - Interstate or Intrastate significance - Long trip lengths - Heavy travel densities - Provide service to most large urban areas 	US 93, US 12, US 2, US 87	High (Avg 45 - 60)
Minor Arterial	<ul style="list-style-type: none"> - Link cities and larger towns (or major resorts) - Spaced at intervals so that all developed areas are within a reasonable distance of an arterial - Interconnects network of arterial highways 	US 83, US 89, US 24, US 59	Moderate - High
Major Collector	<ul style="list-style-type: none"> - Service to travel of primarily intra county importance - Serves important travel generators (ie. County seats, consolidated schools, mining or logging areas) 	S 279, S 241	Moderate
Minor Collector	<ul style="list-style-type: none"> - Land use access and spaced at intervals consistent with population density 		Moderate - Low
Local	<ul style="list-style-type: none"> - Access to adjacent land - short distances - All remaining roads not classified under higher system 		Low

NEW FORT BENTON OVERLOOK IS FUNDED THROUGH THE COMMUNITY TRANSPORTATION ENHANCEMENT PROGRAM



Founded in 1846 as a fur trading post, Fort Benton is the oldest continuously inhabited settlement in Montana. From its palisaded walls, it grew into the most important transportation center in the Northwest. Trails led to all points of the compass, carrying goods and supplies to pioneers in both the U.S. and Canada.

Steamboats docked at Fort Benton's levee where freight was loaded into giant wagons pulled by hundreds of mules and oxen to faraway places in Idaho, Washington and Alberta.

Today visitors can glimpse a peek at the heritage of the Northwest's "most important transportation center" through Fort Benton's new interpretive overlook located just west of Fort Benton on U.S. Highway 87. This overlook was one of Choteau County's three interpretive overlooks constructed through the Community Transportation Enhancement Program.

Transportation Conferences Held in Montana

MDT hosted the **Region 8 Intermodal Transportation Group Conference** June 25-27 in West Yellowstone. Attendees included more than 100 people from local, state, and Federal government as well as private citizens. Participants discussed topics such as rural and urban transit, air quality, intermodal planning, and public involvement.

The **Rural Advanced Technology and Transportation Systems 1997 International Conference** was held in Big Sky at the end of August. All conference papers are available on CD-Rom. Call Steve Albert (WTI) at (406)994-6126 to request a copy.

Transportation Tidbits! Did you know?....

✦ The busiest spot on Montana's roadways is on Main Street in Billings. Between Airport Road and 4th Ave. No., the 1996 average annual daily traffic was 46,700 vehicles per day!

✦ Motor vehicles on Montana's public roads traveled an estimated 9,420,000,000 miles in 1996!

✦ MDT staff conducted more than 3,600 traffic counts in 1996!

✦ While the Interstate consists of about 1.7% of Montana's public road mileage, it carries 24% of the total vehicle miles traveled on all public roads in the state!

✦ There are 69,854 miles of public roads in Montana!

✦ Even though the National Highway System comprises only 4% of our nation's highways, it carries 43% of all vehicle travel and 70% of all commercial truck traffic!

✦ 95% of the nation's businesses are served by the National Highway System!

✦ Since 1990 MDT has contracted an average of 145 highway construction projects per year for an average annual cost of \$172,449,236.

✦ MDT produces the official Montana Highway Map in cooperation with Travel Montana. Nearly 1.7 million copies of the 1996-1997 map were printed, almost double Montana's population.

MDT Upcoming Events....

Statewide DUI Task Force Meeting
October 16 - Helena

Local DUI Task Force Meeting
October 15 & 16 - Helena

National Highway Institute's Pedestrian & Bicyclist Safety and Accommodation Training Course
October 21-23 - Helena

Assessment Course & Treatment (ACT) Instructors Course
November 19-21 - Billings

Transportation Commission Meeting
Dec. 3 & 4 - Helena

For More Information on Any of These Events
Call 1-800-714-7296

Montana Community Transportation Enhancement Program Progress Report As of September 1997

Currently, 254 CTEP projects are under development or completed. Local governments have obligated \$20 million of their available funds toward projects. MDT has reimbursed \$3.8 million for work completed.

The following is a summary of projects within each phase of the CTEP process:

Phase I - Two projects are undergoing MDT review.

Phase II - There are currently 20 projects in the Agreement Development Process.

Phase III - There are currently 116 projects in the Project Development Process.

Phase IV - There are 71 Projects in the Ad/Award & Construction Stage.

Phase V - There are 45 Substantially Completed / Completed Projects.

For further CTEP project information contact:

Mike Davis (406)444-4383 E-Mail U1972@long.mdt.mt.gov or

Ed Hedlund (406)444-0809 E-Mail U3589@long.mdt.mt.gov



***SAFETY BELTS ONLY WORK
IF YOU WEAR THEM!***

**MDT Cares
Please wear your safety belt!**

Montana Department of Transportation Transportation Planning Division

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Whoa, Dude! there is a speed limit in Montana



**It's called the Basic Rule,
and it's the law in these parts.**

It means driving in a "reasonable and prudent" manner, based on weather, road, vehicle and traffic conditions. You be the judge. If you don't take responsibility, the Highway Patrol will. Fines ranging from \$75 to \$500 will appear on your record.

Basic Rule. It's more than a rule. It's the law.

Montana's "Whoa Dude!" campaign is in its second season, with colorful posters, bumper stickers and radio spots distributed statewide and nearly 50 billboards posted. The campaign relies on low cost and free public service publicity to get the message out—"There is a speed limit in Montana." It was recognized with two awards recently at the National Transportation Public Affairs Workshop in Atlanta. For information, call MDT at 800-714-7296.