

Montana Department of Transportation



TranPlanMT

Moving Montana Forward. Together.

Biennial Report 2015-2016



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Introduction

TranPlanMT is Montana's statewide long-range plan for preserving and improving Montana's transportation system. Originally adopted in 1995 as TranPlan 21, this plan is an essential component of a continuing statewide planning process focused on assisting the Montana Department of Transportation (MDT) in developing and implementing policy goals and strategies. TranPlanMT provides MDT an opportunity to work with the public and stakeholders to identify and achieve transportation goals to keep Montana moving forward.

TranPlan 21 has been 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 established 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.

In 2015, MDT initiated an update to TranPlan21 including updating the plan name to TranPlanMT. The purpose of the update 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 TranPlanMT 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 the long-range plan, 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 TranPlanMT or serving in a support function that enables the action items to be achieved, is vital to MDT's mission and strategic vision.

Mission

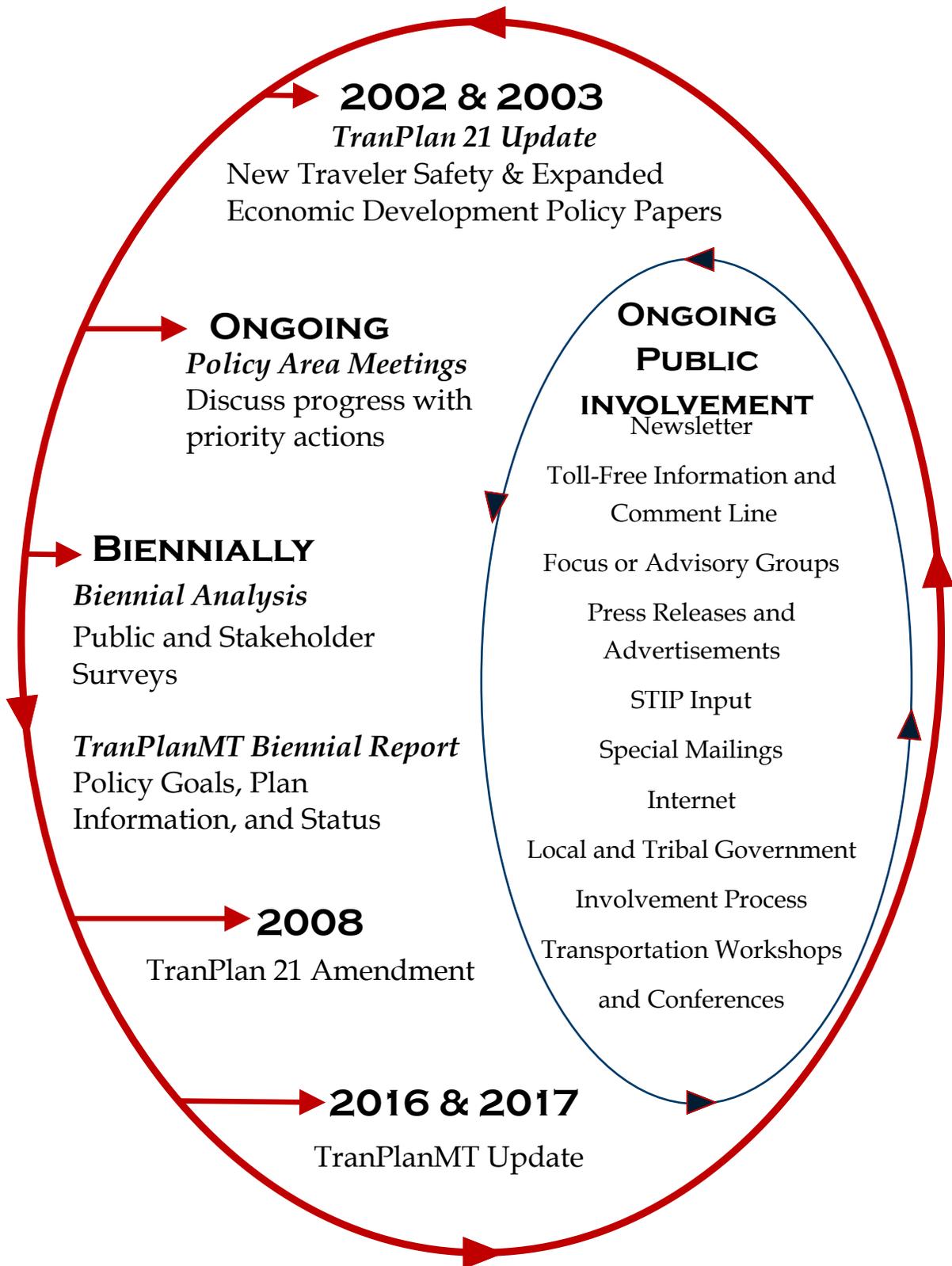
To serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

Vision

Unity, Transparency & Effectiveness

This Biennial Report reflects the achievements of 2015-2016.

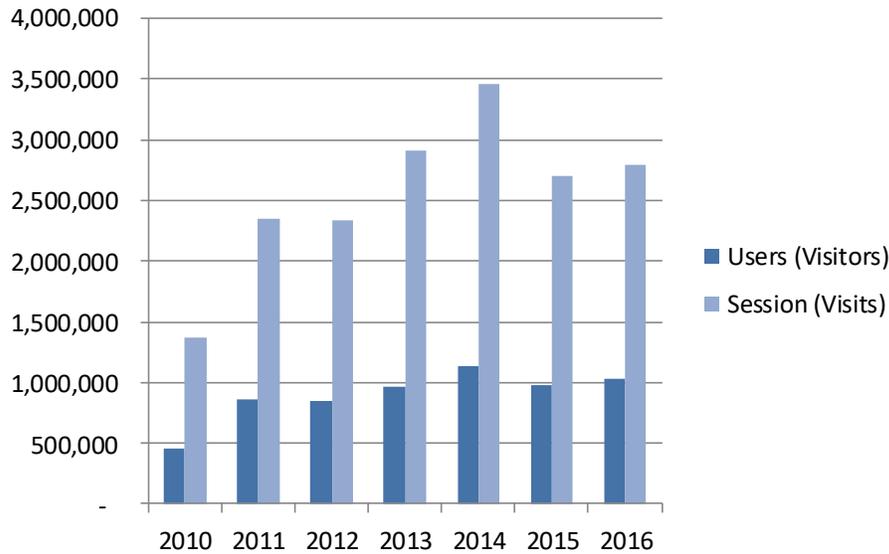
TranPlanMT Ongoing Planning Process



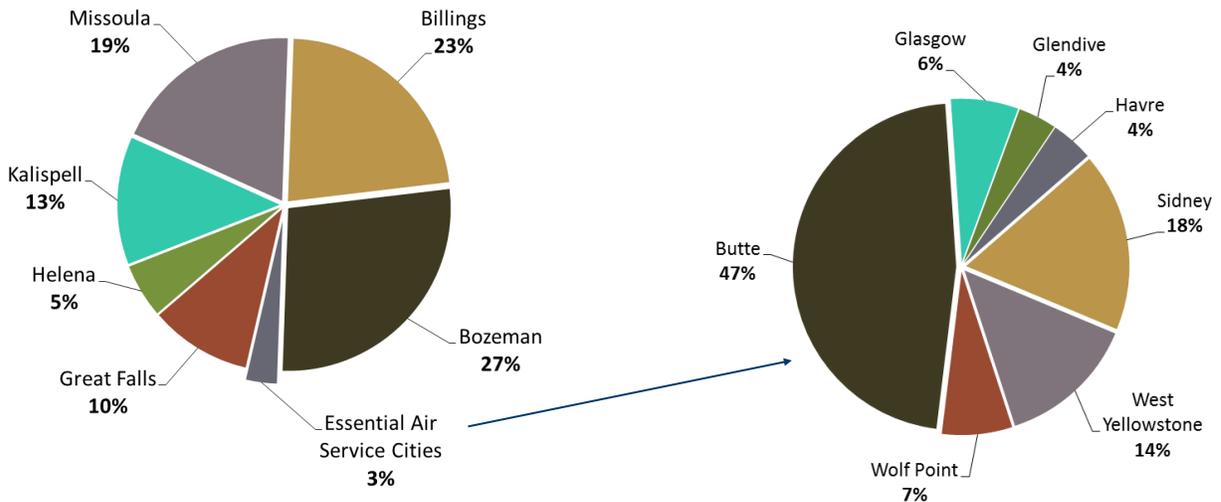
TranPlanMT is part of a continuing statewide planning process that involves Montana's transportation users in setting policy direction and prioritizing actions for developing and managing Montana's transportation system.

Economic Development Trends and Performance

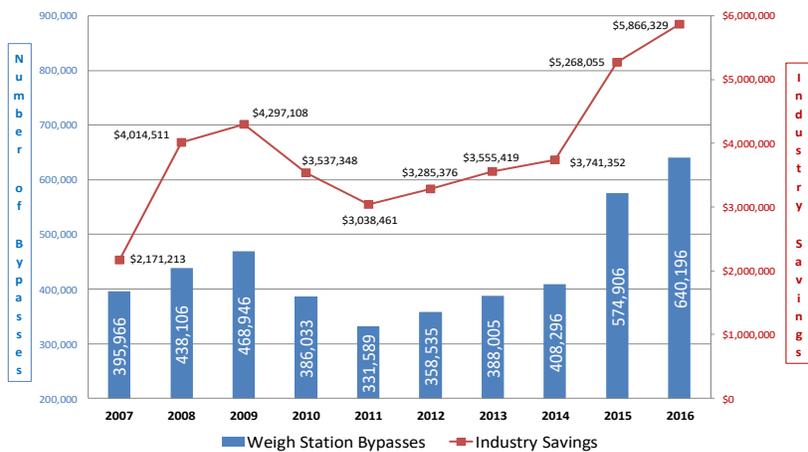
Traveler information provided through MDT Travel Information Webpage (www.mdt.mt.gov/travinfo).



2015 Commercial and Essential Air Service Enplanements



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.

2015-2016 Accomplishments

- Initiated development of the Montana Freight Plan
- Advanced two reconstruction projects at existing rest area sites to replace existing facilities and upgraded site amenities at the Columbus Rest Area (Billings District) and the Divide Rest Area (Butte District)
- Provided over \$710,000 in state-funded airport aid for infrastructure improvement projects
- Concluded study to identify the economic contribution of aviation in Montana and provide airport specific brochures to communities that identifies the jobs, payroll, and indirect economic benefits from aviation activity
- Continued to work at the Federal level to protect the Essential Air Service program and participated in a working group to improve air service to small communities
- Facilitated the Rail Service Competition Council (RSCC), which identifies collaboration opportunities between industry and major railroads in the state, with the goal of improving commodity movements
- Completed state rail grade separation needs study
- Completed Great Northern Corridor I study and substantially completed Great Northern Corridor II study to assess corridor infrastructure and operations management; freight flows and trends; strength weaknesses opportunities and threats; freight movement system initiatives and projects; impact on efficient freight movement and the role of highways in supporting GNC commerce; border freight analysis; and highway freight flow analysis
- Utilized Design Build contracting on four projects and Job Order contracting on three projects
- Developed historic roadway interactive map
- Continued building relationships with American Council of Engineering Companies
- Communicated funding needs and pursued solutions to transportation infrastructure funding gaps
- Participated in the Main Street Montana Transportation Key Industry Network

Economic Development

Policy goals and action areas

2015—2016 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.
- Action C.4.** Identify airport improvements and statewide aviation strategies that will support economic development as part of Montana's continuous



Economic Development

Policy goals and action areas

2015—2016 STATUS

✓ COMPLETE

ONGOING

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, balancing economic development with a viable and safe transportation system.

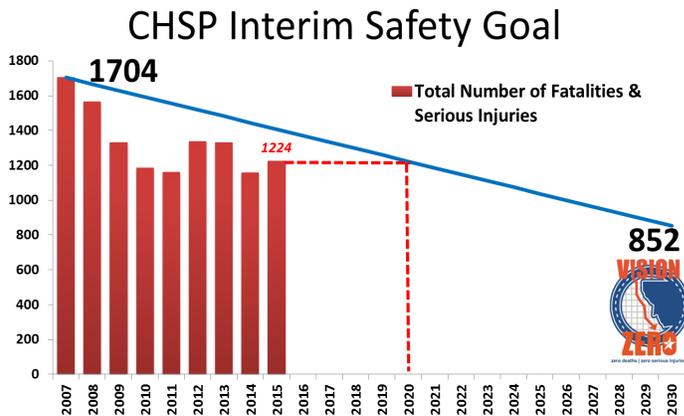
- Action E.1.** Strengthen MDT's capability to support economic development.
- Action E.2.** Communicate MDT's role in economic development, opportunities for Montana firms to do business with MDT, economic development performance objectives, and associated accomplishments.
- Action E.3.** Monitor and 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.

Traveler Safety: Vision Zero zero deaths/zero serious injuries

Trends and Performance

Montana Safety Goal = Zero Fatalities, Zero Serious Injuries

Reduce fatalities and serious injuries in Montana by half in two decades, from 1,704 in 2007 to 852 by 2030.



Action Item Status

Traveler safety remains a primary focus for MDT operating under Vision Zero – zero deaths and zero serious injuries on Montana roads. Strategies for investing in both infrastructure and behavioral safety programs continue to be implemented. MDT leads coordination efforts with safety partners through the Comprehensive Highway Safety Plan (CHSP). Most of the action items are ongoing.

2015-2016 Accomplishments

- Drafted intersection safety plan, conducted staff training workshop, and prepared to implement findings
- Utilized the roadway departure plan in the developing the Highway Safety Improvement Program and safety analysis for non-safety projects
- Used Vision Zero as a guide to all safety actions and implementation of CHSP update
- Implemented Rest Area Plan (ongoing)
- Completed Traffic Records Coordinating Committee gap analysis in line with Traffic Records Safety Plan
- Continuing updates to Maintenance Management System
- Led Safety Culture Pooled Fund Study (ongoing)
- Initiated update of the MDT Highway Safety Manual by securing funding and preparing to contract with consultant
- Initiated safety performance goal setting

Traveler Safety

Policy goals and action areas

2015—2016 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 was completed in May 2015.

- 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.

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



Traveler Safety

Policy goals and action areas

2015—2016 STATUS

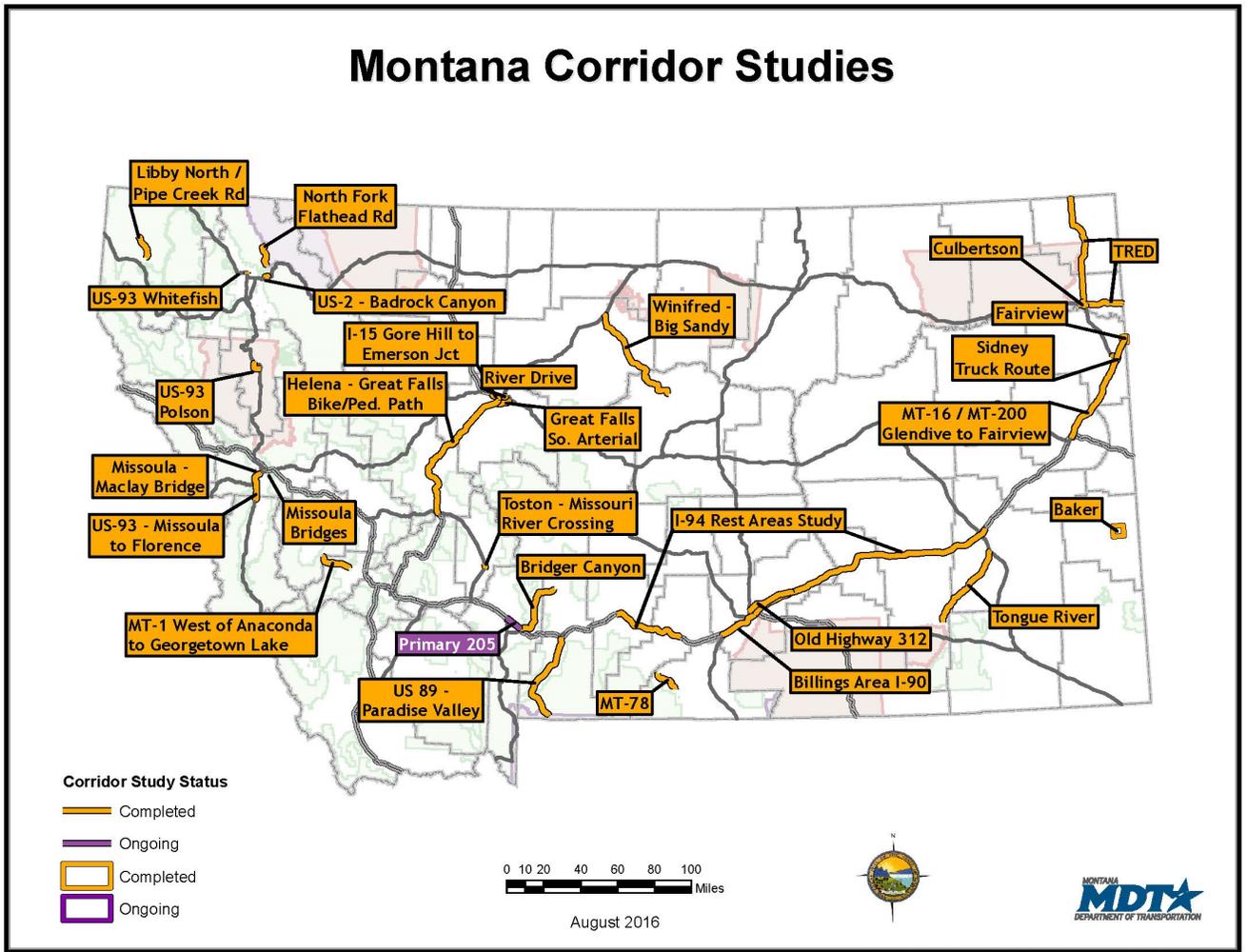
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ONGOING

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.

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.

2015-2016 Accomplishments

- Coordinated with local jurisdictions to ensure alignment with MAP-21 planning requirements (ongoing)
- Completed and developed new travel demand models (ongoing)
- Continued to provide training to local governments and MDT staff for access management and Systems Impact Action Process (ongoing)
- Completed pre-NEPA corridor studies for Fairview, Baker, Bridger Canyon, Old Highway 312, River Drive, and I-15 Gore Hill to Emerson Junction

Access Management & Land Use Planning

Policy goals and action areas

2015—2016 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.

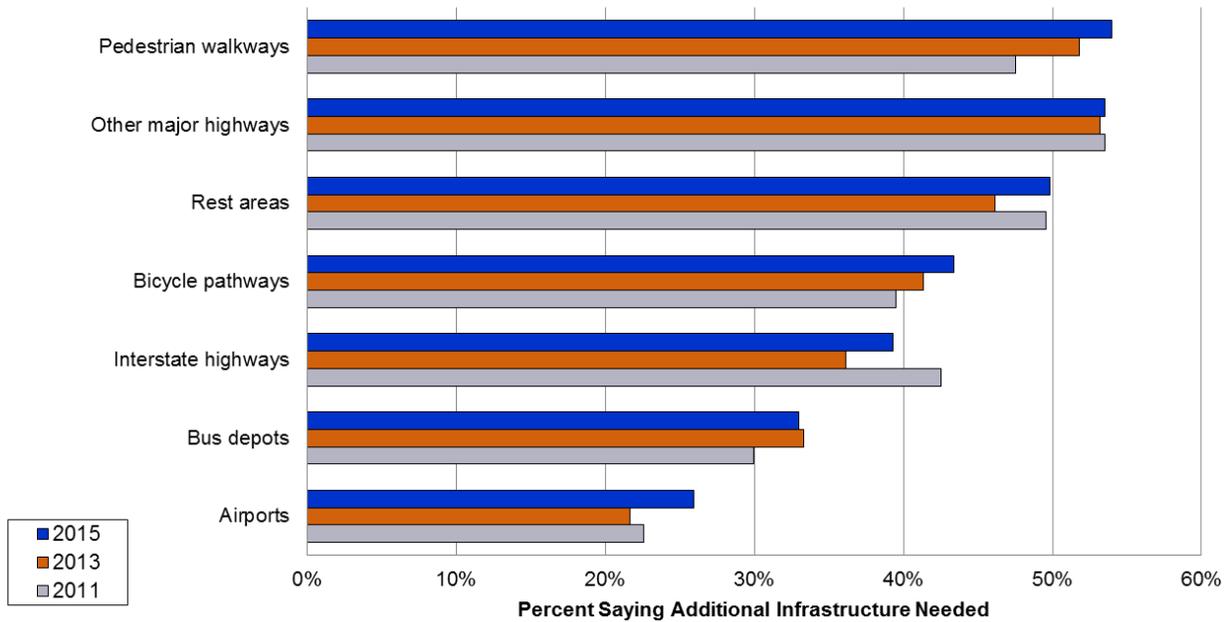
Policy Goal B. Consistently apply MDT's Systems Impact Action Process (SIAP) to ensure developers equitably mitigate their impacts to the highway system.

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

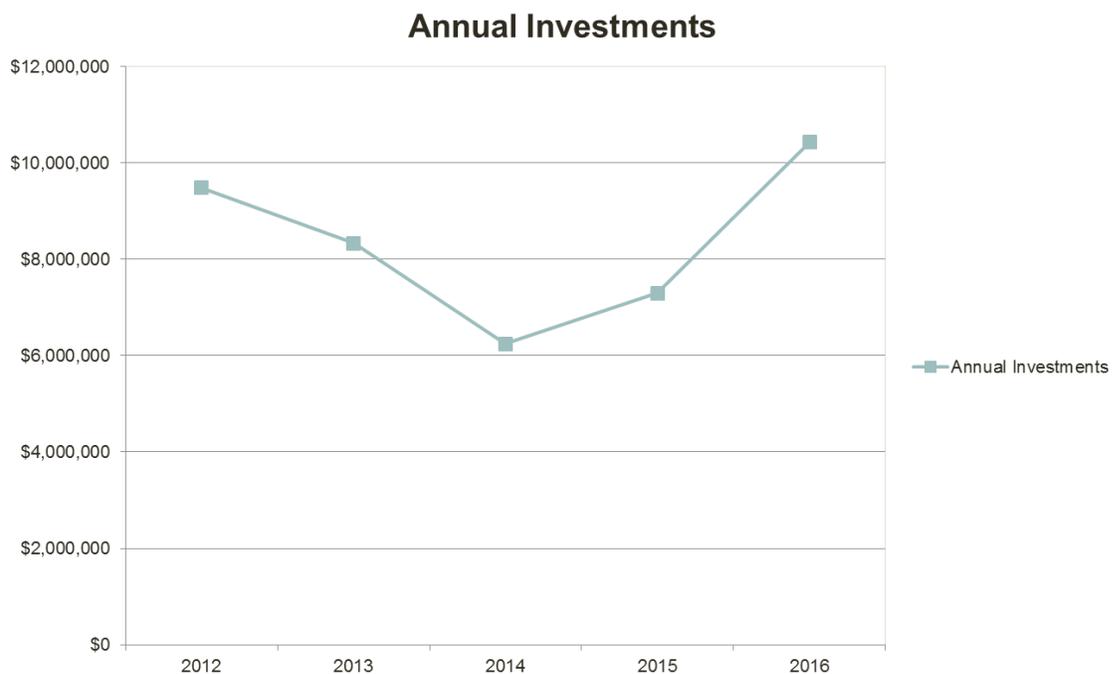
- Action B.1.* Provide technical support to local governments in developing funding partnerships to accelerate project development.
- Action B.2.* Explore and develop tools to equitably distribute improvement costs on developing corridors regardless of sequencing of the developments.
- Action B.3.* Provide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

Bicycle & Pedestrian Transportation Trends and Performance

Public Survey—Trends in Perceived Need for More Facilities 2011-2015



A five year snapshot of MDT investments for constructing sidewalks and paths



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.

2015-2016 Accomplishments

- Expanded investment tracking of bicycle and pedestrian facilities to include maintenance of shared use paths in MDT right-of-way
- Updated MDT Rumble Strip Guidelines including addressing review of projects that may affect published bicycle routes
- Added Bicycle and Pedestrian Coordinator to MDT Rumble Strip Committee
- Attended and provided technical support for the annual Building Active Communities workshops
- Continued MDT project review for bicycle and pedestrian considerations
- Continued collaboration with state agencies and statewide advocacy groups
- Continued to provide technical support for local multimodal transportation plans
- Invested \$17.7 million on bicycle and pedestrian improvements
- Provide technical assistance for Transportation Alternative applicants
- Awarded Transportation Alternatives funding for 12 local and tribal government improvement projects
- Updated MDT Road Design Manual including multimodal considerations
- Provided National Highway Institute Bicycle & Pedestrian Facility Design classes to state agencies and others
- Made safety materials available for local use
- Implemented a Shared Use Path Policy that provides statewide guidance on longitudinal path installation in MDT right-of-way and ensures long-term maintenance of paths

Bicycle & Pedestrian Transportation

Policy goals and action areas

2015—2016 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.

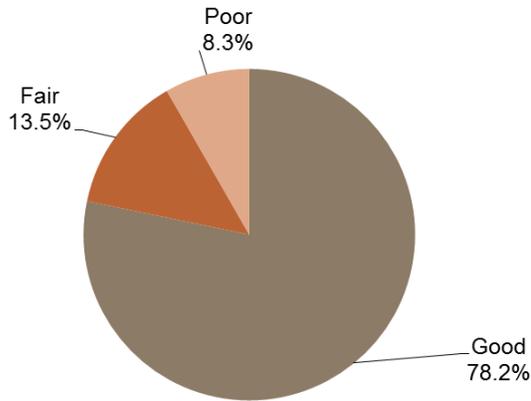
MDT will continue to identify bicycle routes through the Bicycle Map and work with MPOs when requested. MDT's planning approach is through Context Sensitive Design Solutions.

- 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.

Roadway System Performance

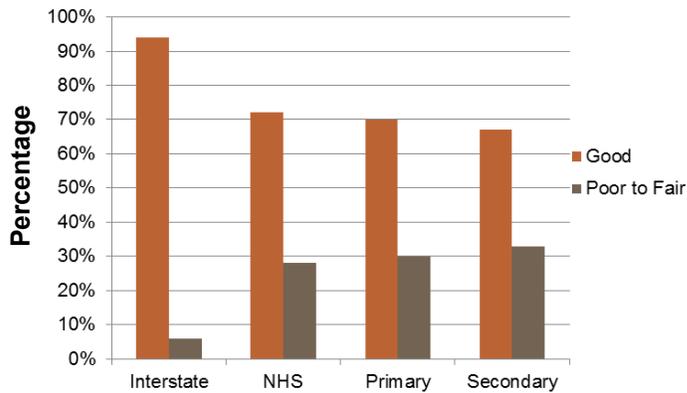
Trends and Performance

State Owned Overall Bridge Condition by Area

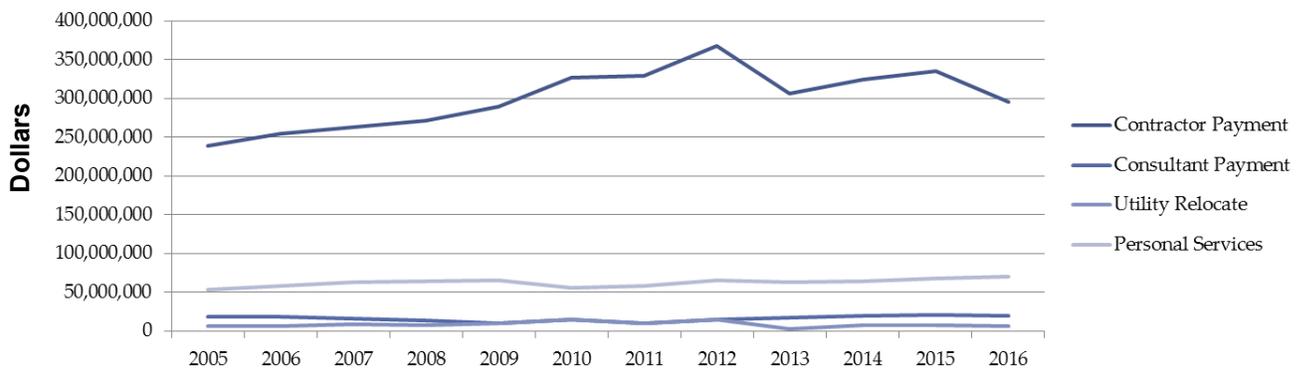


16,968,229 Total Square Feet of State-Owned Bridge Decks

2016 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.

2015-2016 Accomplishments

- Utilized Performance Programming Process (P3) to provide program mix recommendations for project nominations and Tentative Construction Program (TCP) funding levels (ongoing)
- Conducted pre-NEPA Corridor Planning Processes: completed 6 and initiated 1
- Updated the cost allocation study
- Completed enhancements to asset management systems and Safety Information Management System (SIMS)
- Drafted Risk Based Transportation Asset Management Plan and started aligning with federal final rules
- Published performance report
- Continued to assist local governments with pavement management practices
- Assisted new urban areas, Sidney, Hamilton, Glendive, and Columbia Falls, with local pavement management systems
- Initiated update of Bridge Management System, Program and Project Management System (PPMS), and Linear Referencing System (LRS)
- Developed and initiated implementation of a Traffic Signal Management Plan
- Implemented ITS applications including 511 Traveler information, software, and variable message signs

Roadway System Performance

Policy goals and action areas

2015—2016 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 20 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 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.

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

Roadway System Performance

Policy goals and action areas

2015—2016 STATUS

✓ COMPLETE

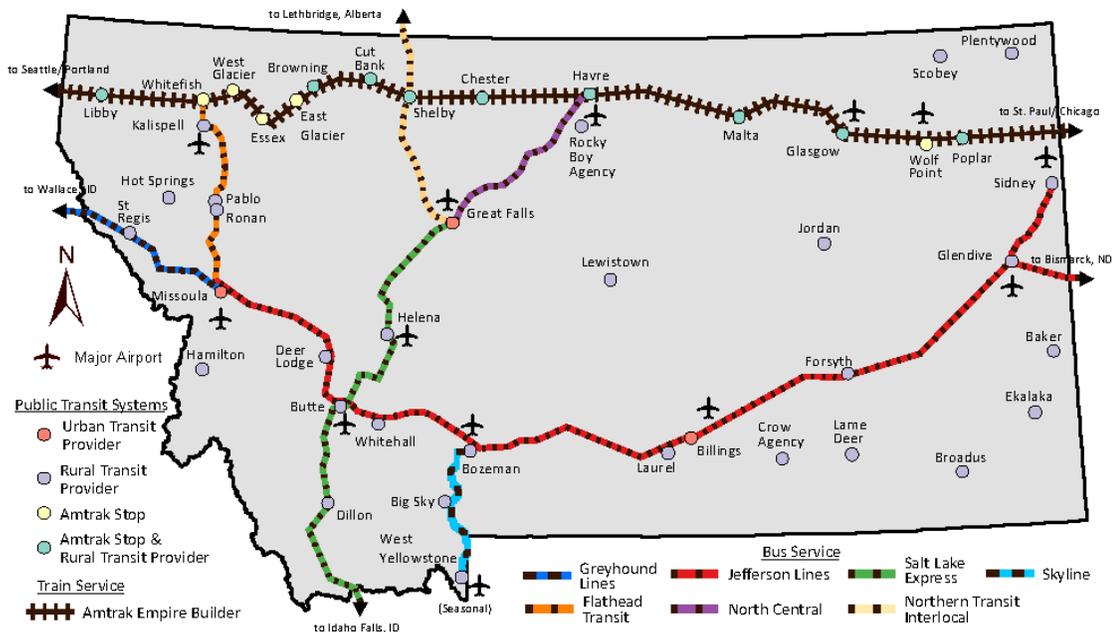
ONGOING

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

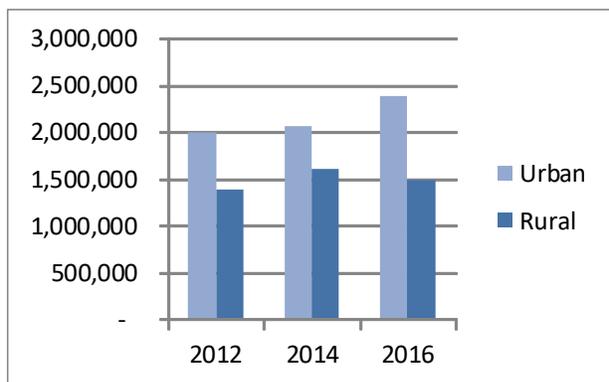
- Action C.1.* Include consideration of public transit needs in updates to the Geometric Design Standards and identify criteria and locations for transit supportive design.
- Action C.2.* Identify and deploy cost-effective Intelligent Transportation Systems applications to improve safety and system productivity.
- 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.

Public Transportation Trends and Performance

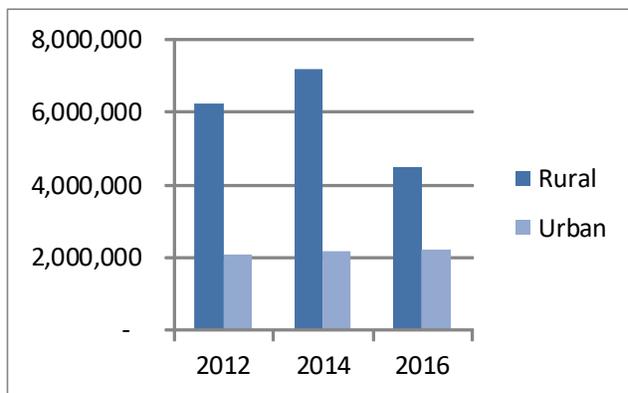
Intercity and Local Transit Services



State FY 2016 Annual Transit Ridership Trends



State FY 2016 Annual Transit Mileage Trends



*methodology change—2016 data reflects only general public transportation systems.

Public Transportation Trends and Performance

Action Item Status

All action items are ongoing to meet policy goals.

2015-2016 Accomplishments

- Collaborated with Missoula Ravalli Transportation Management Association, Capital Transit (Helena), and Skyline (Big Sky) to develop Transportation Demand Management (TDM) projects
- Continued collaboration and coordination with local transit providers
- Continued intercity roundtable discussions annually at the Fall Transit Management Workshop
- Continued to promote importance of the Amtrak Empire Builder in Montana
- Worked with Missoula MPO on transportation model and mode-split assignments
- Facilitated increased ridership statewide

Public Transportation

Policy goals and action areas

2015—2016 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.





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