



TranPlanMT

Moving Montana Forward. Together.

Plan Summary

November 2017





TranPlanMT

Moving Montana Forward. Together.

<http://www.mdt.mt.gov/tranplan>

Prepared for:



Prepared by:



VISION ZERO
zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

Cover Photo: Highway 93 near Sula

Unless otherwise noted, photos by Donnie Sexton, Montana Department of Commerce. Reprinted here with permission.

Photo page 16: Montana Department of Transportation. Reprinted here with permission.

Some icons in this document are products of Flaticon.com



From the Director



Mike Tooley, Director *Montana Department of Transportation*

Living in Montana means having access to some of the most vibrant communities and best recreation opportunities in the country. It also means we spend a lot of time behind the wheel.

Reliable roads, bridges, walkways, rail networks, and airports are vital to you and important to us. That's why we're committed to continue working with the public and stakeholders to maintain and improve our transportation system within available resources.

Over the past years we've maintained thousands of miles of road for travelers, cleared millions of miles of snow, and decreased the number of fatalities and serious injuries through work with partners across the state. TranPlanMT is our opportunity to evaluate these past successes and look toward Montana's transportation future.

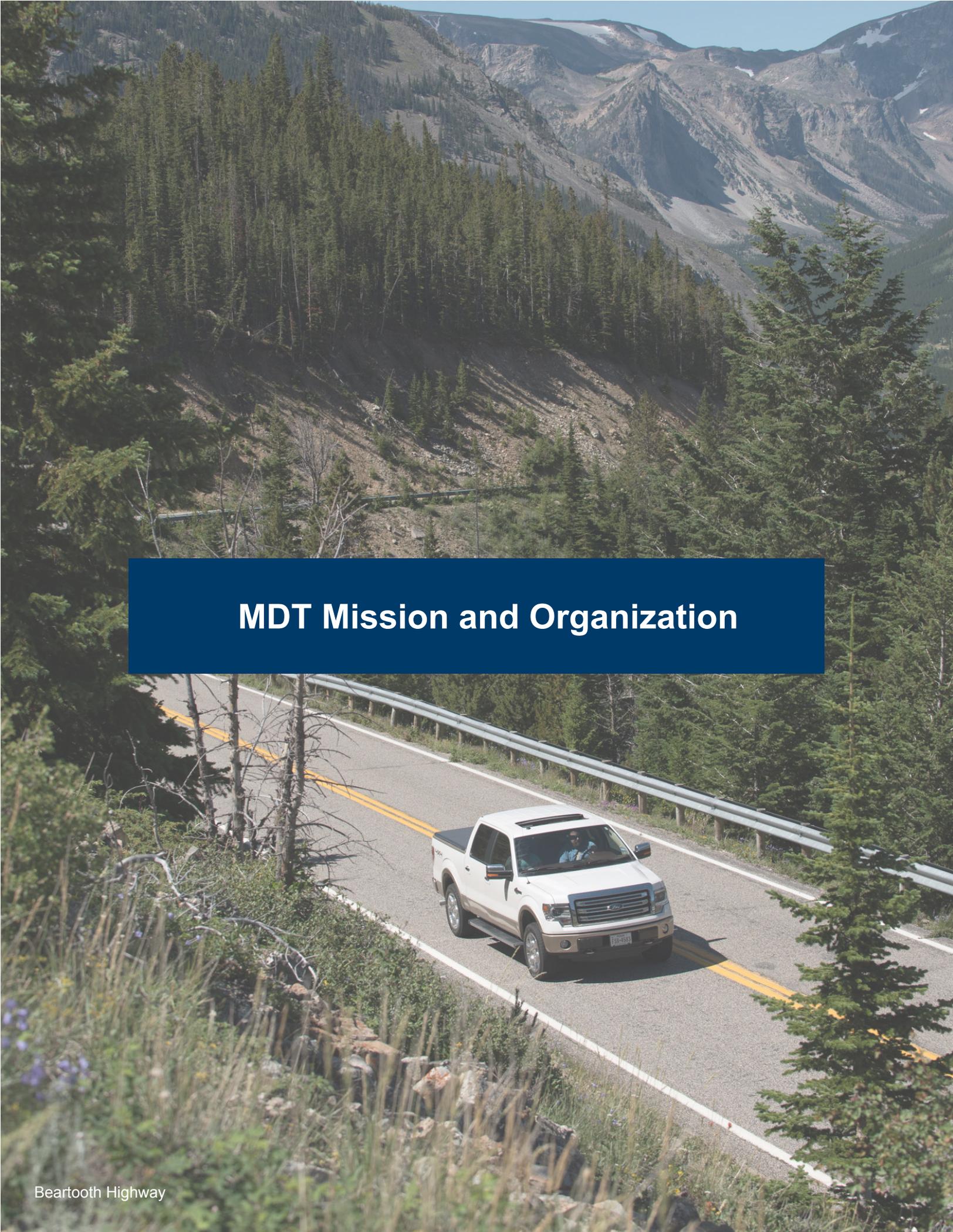
TranPlanMT represents the combined efforts of thousands of Montana transportation users, MDT staffers, and transportation partners. Each goal and strategy we crafted was shaped by your input and the shared knowledge of Montana priorities to keep moving forward.

In a state where transportation needs are outpacing funding 3 to 1, a strong vision is critical to making sure we address the most important areas and prioritize limited resources.

We strive to stretch dollars further and further. With help from Montana's transportation users and partners we're able to do just that through creative solutions and wise investments.

Through partnerships with metropolitan planning organizations, tribal governments, transportation stakeholders, public officials, and safety professionals, we have developed a plan assessing Montana's needs and guiding us to meeting them, together.

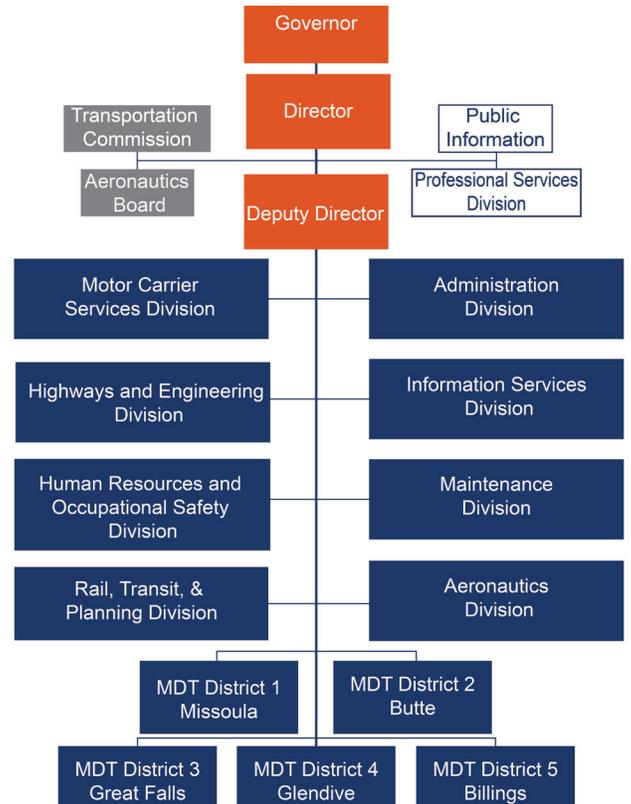
A handwritten signature in blue ink that reads "Mike Tooley". The signature is written in a cursive, flowing style.



MDT Mission and Organization

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.

The Montana Department of Transportation is responsible for the planning, design, maintenance, operation, and management of Montana's state-owned roadways, walkways, rest areas, airports, and numerous public-use facilities. The departmental structure helps staff at the state, regional, and local level efficiently deliver transportation improvements, comply with relevant rules and regulations, and maintain and operate transportation infrastructure to enable daily movement of goods and people across the state. Each division within the department provides a critical function toward meeting MDT's mission of ensuring Montana's transportation network continues to remain a quality resource for all users. As transportation funding changes on both the federal and state levels, efficient management of resources to address needs will make all the difference in how Montana's transportation network continues to support the growth of businesses, communities, and the Big Sky way of life. MDT's leaders, employees, and partners are focused on the future of our state and finding the best ways to move Montana forward, together.



Boards and Commissions

The Transportation Commission and Aeronautics Board are quasi-judicial boards appointed by the Governor for four-year terms. They execute separate functions for the department.

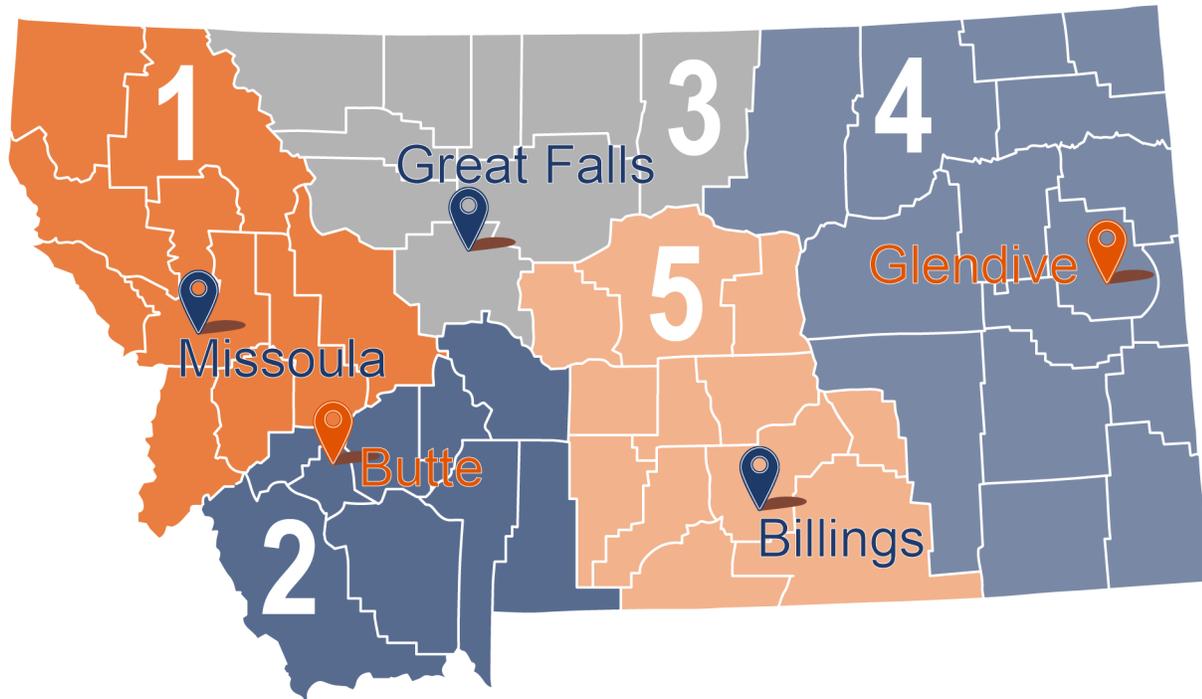
Transportation Commission

- Select and prioritize projects.
- Award monthly contracts.
- Designate roads to various highway systems.
- Designate special speed zones and maximum speeds on bridges and overpasses.
- Designate access control highways or facilities.
- Resolve outdoor advertising appeals.
- Consider abandonment of highway right-of-way.

Aeronautics Board

- Statutory authority over allocation of airport development loan and grant funds and pavement preservation grant funds.

Montana's geographic and demographic diversity means regions in Montana face different travel demands and transportation challenges. Larger, metropolitan areas with a need to expand urban roadways or manage congested intersection operations may vary from rural Montana's need to reduce roadway departure crashes or manage the movement of large trucks through small towns. To address these unique challenges, the state is split into five transportation districts, each managed by district administrators focused on the individual transportation needs within their jurisdiction.



District 1 - Missoula

Phone: 406.523.5800

District 2 - Butte

Phone: 406.494.9600

District 3 - Great Falls

Phone: 406.454.5880

District 4 - Glendive

Phone: 406.345.8200

District 5 - Billings

Phone: 406.252.4138

A scenic view of a river with a dam and a city in the background. The foreground shows a large dam with water cascading over it, creating a series of small waterfalls. The middle ground features a river with a bridge and a city skyline in the distance. The background shows a large hillside with sparse vegetation and a few trees. The sky is clear and blue.

Metropolitan Planning Organizations

Missoula. Billings. Great Falls.

Metropolitan planning organizations (MPOs) represent Montana’s most populated cities and are required by federal regulations to plan for their communities in a manner that mirrors the TranPlanMT effort. Federal regulations also require MDT to coordinate statewide planning with metropolitan planning activities. In particular, MDT must rely on information, studies, and analyses for aspects of the statewide plan affecting MPO areas.



A METROPOLITAN
PLANNING
ORGANIZATION
IS....

A FEDERALLY-MANDATED ORGANIZATION
MADE UP OF LOCAL GOVERNMENT AND
TRANSPORTATION REPRESENTATIVES
TASKED WITH PLANNING FOR URBANIZED
AREAS WITH A POPULATION
GREATER THAN 50,000.

Focusing on growing populations, developing business climates, and changing community dynamics, the MPOs of Montana work in partnership with community leaders and MDT to develop unique plans that help achieve the goals and meet the needs of their communities. TranPlanMT works in concert with MPO long-range planning efforts to ensure consistent statewide and local goals for Montana’s transportation future.

BILLINGS AREA LONG RANGE TRANSPORTATION PLAN



The Billings Urban Area Long Range Transportation Plan (LRTP) provides guidance for the development and implementation of multimodal transportation system projects for the Billings Urban Area. The area encompasses the City of Billings, as well as the planning area extending approximately 4.5 miles outside the City limits. The plan examines today’s land use and transportation conditions and plans for the future through year 2035.

Goals

1. Develop a transportation system that is safe, efficient, and effective.
2. Optimize, preserve, and enhance the existing transportation system.
3. Identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding.
4. Develop a transportation system that protects the natural environment and promotes a healthy, sustainable community.
5. Create a transportation system that supports the practical and efficient use of all modes of transportation.
6. Develop a transportation system that supports the existing local economy and connects Billings to local, regional, and national commerce.

GREAT FALLS AREA LONG RANGE TRANSPORTATION PLAN



The Great Falls Area LRTP provides guidance for decision makers to accommodate growth and resultant transportation needs within the MPO boundary. The plan identifies a menu of large and small improvements to the transportation network addressing all modes of transportation, including travel by private vehicle, foot, bicycle and transit.

Goals

1. Maintain the existing transportation system.
2. Improve the efficiency, performance, and connectivity of a balanced transportation system.
3. Promote consistency between land use and transportation plans to enhance mobility and accessibility.
4. Provide a safe and secure transportation system.
5. Support economic vitality of the community.
6. Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
7. Maximize the cost effectiveness of transportation.

MISSOULA AREA LONG RANGE TRANSPORTATION PLAN



The Missoula LRTP Update provides the vision for Missoula's transportation future within the context of the Missoula Growth Policy. The LRTP supports traffic, transit, and community planning in the region and guides decisions for local capital improvement programs related to transportation facilities. The LRTP update builds upon the Envision Missoula Report which

integrated transportation and land use planning in the region. The transportation projects reflected in the LRTP support the vision of transportation assets that provide a densely developed, highly walkable, and transit-friendly urban core.

Goals

1. Maintain the existing transportation system.
2. Improve the efficiency, performance, and connectivity of a balanced transportation system.
3. Maximize the cost effectiveness of transportation.
4. Promote consistency between land use and transportation plans to enhance mobility and accessibility.
5. Provide safe and secure transportation.
6. Support economic vitality.
7. Protect the environment and conserve resources.
8. Promote community health and social equity through the transportation system.

What is TranPlanMT?



What is TranPlanMT?



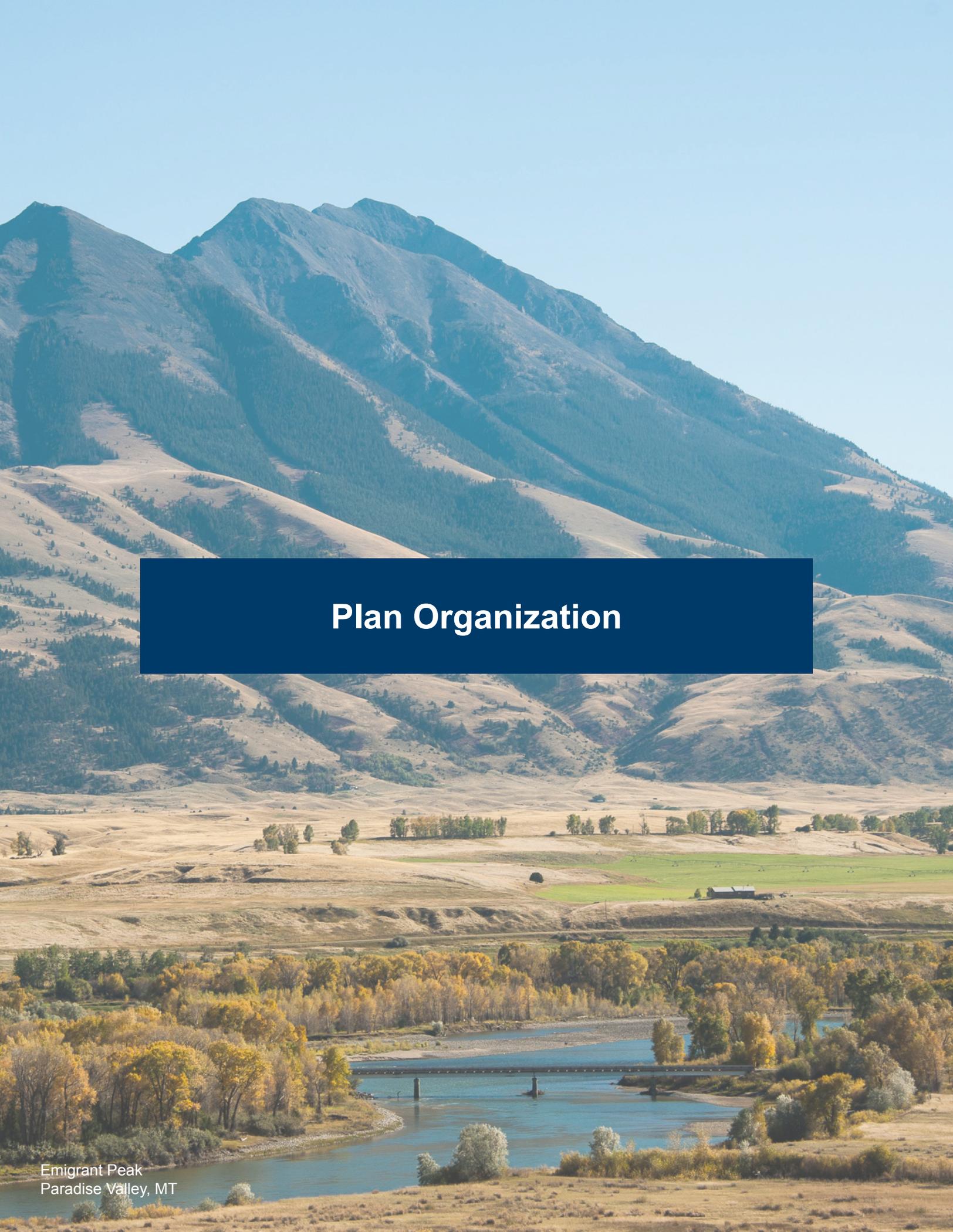
TranPlanMT

Moving Montana Forward. Together.

TranPlanMT is a long-range planning effort and partnership between MDT, transportation stakeholders, and the public to effectively and efficiently plan Montana's transportation future. The planning team crafted goals and strategies to address trends, issues, needs, priorities, and funding source concerns. Through a process of public surveys, comment periods, stakeholder and MPO workshops, and internal policy review and brainstorming, the plan considers Montana's communities and populations and their needs and priorities to develop a comprehensive outlook. By assessing **What We Know** (the data regarding the current status of transportation in Montana), **What We Heard** (the data and comments collected about public and stakeholder needs and priorities), and how we're **Moving Montana Forward** (goals and strategies for MDT's future), the picture of Montana's transportation future becomes clearer and achievable. Each step in the TranPlanMT process is a step forward toward a future where Montana's transportation network keeps the state and our communities connected to each other and the world.

How was TranPlanMT developed?



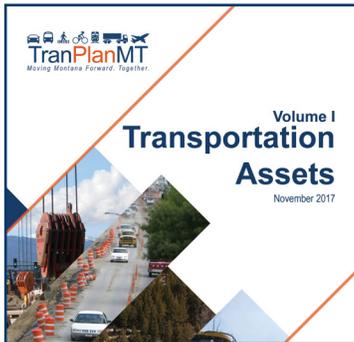


Plan Organization

Emigrant Peak
Paradise Valley, MT

Plan Organization

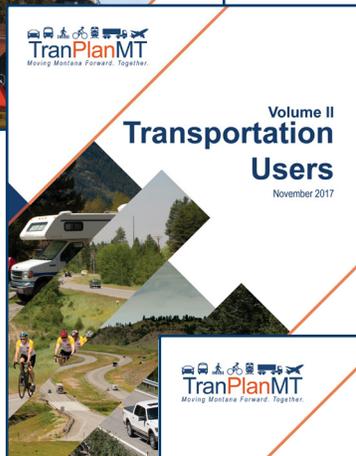
Montana's transportation network is vast. TranPlanMT's supporting volumes have been organized to assist MDT staff, community leaders, transportation stakeholders, and the public in finding answers, context, or data in a manner consistent with MDT's approach to long-range planning. Each volume of TranPlanMT builds on the others to describe the infrastructure, users, context, and management of the transportation network.



ASSETS

These are the physical infrastructure elements forming Montana's transportation network.

- Roadways
- Structures
- Safety Rest Areas
- Highway-Rail Crossings
- Pedestrian and Bicycle Facilities
- Transit Facilities
- Airports



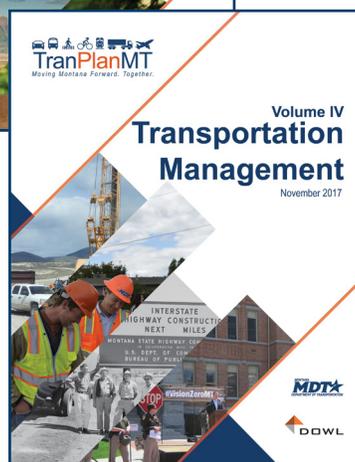
USERS

All groups who rely on Montana's roads, walkways, rail lines, airports, transit facilities, and other transportation assets on a daily basis.



CONTEXT

The elements of Montana's environment that affect travel demand and influence development and management of the transportation network.



MANAGEMENT

MDT's daily and long-range activities governing funding, monitoring, and operation of the transportation network.

Additional Materials

[Appendix A: Public Involvement Summary](#)

[Appendix B: Community L RTP Summaries](#)



Federal Compliance

Federal Compliance

Requirements for the statewide transportation planning process are defined in federal regulations. Elements addressed include consultation with designated stakeholder groups, the planning horizon, consideration of all modes of travel, and public participation and review processes. MDT is also required to consider, as appropriate, a number of planning factors. The following table identifies the volume where each factor is addressed in more detail.

Planning Factor	Volume			
	A	U	C	M
Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.	A	U	C	M
Increase the safety of the transportation system for motorized and non-motorized users.	A	U		M
Increase the security of the transportation system for motorized and non-motorized users.	A		C	M
Increase accessibility and mobility of people and freight.	A	U		M
Protect and enhance the environment , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.			C	M
Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.	A	U		
Promote efficient system management and operation.	A			M
Emphasize the preservation of the existing transportation system.	A			M
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	A		C	M
Enhance travel and tourism .	A	U	C	M

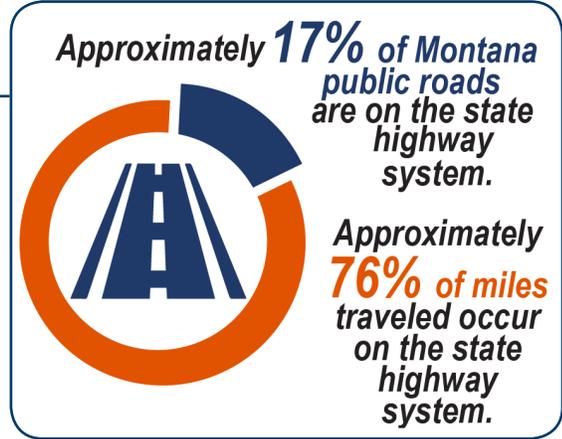


What We Know



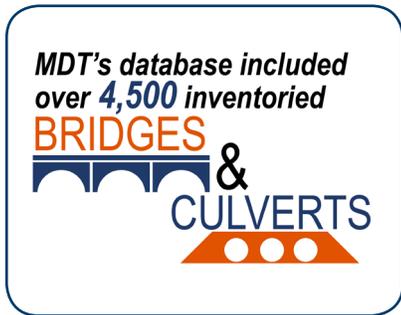
Transportation assets form the physical framework for the integrated transportation network.

Assets are developed, constructed, and maintained over many years and therefore reflect significant capital investments. Understanding asset history, condition, function, and use is paramount for MDT and the public it serves. A full accounting of assets is important because transportation funding is limited and maintaining existing assets is crucial.



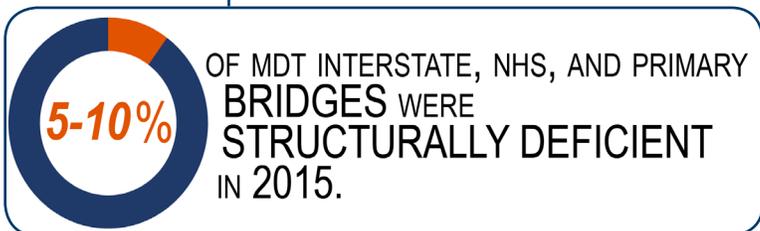
Roadways

Montana includes some of the most isolated and sparsely populated counties on the urban-rural scale. Low population density coupled with long distances and lengthy travel times to reach more dense population centers and services make Montana's roadway system critically important. Roadway infrastructure also plays a vital role within larger urban areas, which serve a majority of Montana's residents.



Structures

Bridges, culverts, and other structures are vital to ensure a connected transportation network. They span water bodies, rolling and mountainous terrain, and intersecting features such as major roadways and rail lines to enable continuous traffic flow.



Of Montana's Safety Rest Areas:

26%

WERE CONSTRUCTED *AFTER* 2010

57%

CONSTRUCTED 1971-2010

17%

CONSTRUCTED *PRIOR* TO 1970

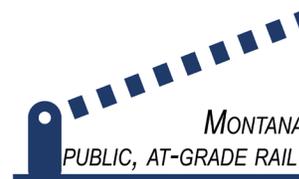


Safety Rest Areas

Safety rest areas promote transportation safety by providing safe stopping opportunities for motorists along Montana's highways. Safety rest areas offer a place for motorists to perform activities that aid in combating drowsy and distracted driving, such as walking, using a mobile device, sleeping, resting, and eating. They also offer a safe place to stop during weather events and road closures. Safety rest areas enhance visitor experience for out-of-state motorists and support Montana's tourism and trucking industries.

Highway-Rail Crossings

Roadways intersect railroads in numerous locations across Montana. When these crossings occur at the same level or grade, they create potential safety and mobility concerns for vehicles and non-motorized users. MDT continues to focus on improving safety where public roadways cross railroads.



MONTANA HAS 1,359
PUBLIC, AT-GRADE RAIL CROSSINGS.

MONTANA'S 212

GRADE-SEPARATED
CROSSINGS INCLUDE



80

UNDERPASSES

OVERPASSES

132



IN 2015, MDT

MANAGED MORE THAN

182 MILES OF PAVED,
SHARED-USE PATHS.



IN 2015, MDT
MAINTAINED 14,960
CURB RAMPS AND
614 PEDESTRIAN
SIGNALS.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities offer transportation system users an alternative to driving and are components of a multimodal system. These facilities increase safety for non-motorized users, offer choice in travel, and provide economic benefit to communities through improved connectivity of the system and access to services.

Transit

The public transportation network is operated by a number of different entities and comprises several modes, including rural and urban bus systems, passenger rail, demand response vehicles, vanpools, carpools, and passenger air service. Assets such as vans and buses are not permanent assets, but are continuously replaced and updated based on life cycle, demand, and availability of funds.

OF THE **40**
TRANSIT OPERATORS
IN MONTANA
36 OPERATE DEMAND RESPONSE SERVICES.



99%
 OF MDT'S TRANSIT FUNDING COMES FROM FEDERAL SOURCES.

MONTANA'S 3 MPOs
 (BILLINGS, GREAT FALLS, MISSOULA)
 HAVE **100**
 TRANSIT VEHICLES AVAILABLE FOR MAXIMUM SERVICE.*

*The term "available for maximum service" means the number of vehicles an agency uses during peak hours of the day.

Aviation

Air transportation services provide a vital role in the state's economy by connecting people for business-related travel, supporting the movement of goods through air freight shipping, and fostering tourism. The state aviation system consists of all commercial and general airports that are open to the public. Aviation assets include airport buildings and related services; runway, taxiway, and parking area pavements; and equipment such as navigational aids.

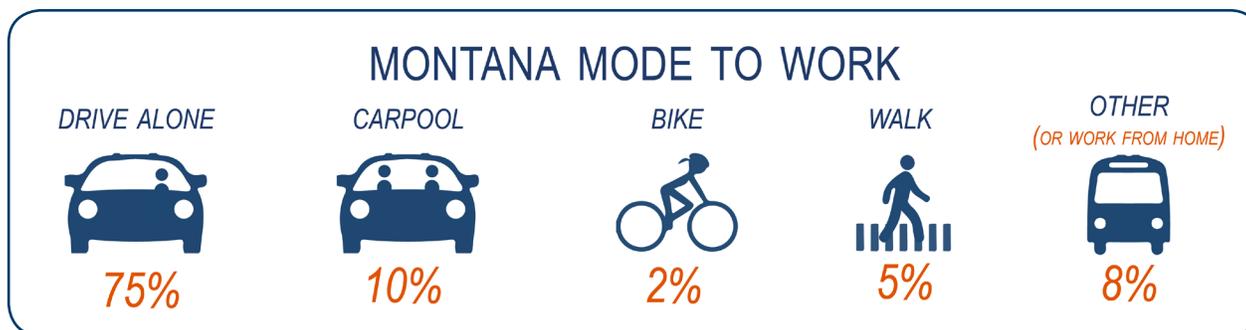
MONTANA HAS **124**
 PUBLIC-USE AIRPORTS



13 COMMERCIAL SERVICE AIRPORTS **111** GENERAL USE AIRPORTS

88% OF MONTANA'S SURVEYED RUNWAY PAVEMENTS IN GOOD, VERY GOOD, OR EXCELLENT CONDITION IN 2015.

Users include the diverse group of Montana’s families, leaders, visitors, residents, and businesses that rely on Montana’s transportation network every day.



Transportation users access the transportation system by driving passenger and freight vehicles; riding in trains, buses, and airplanes; using wheelchairs; walking; and bicycling. Montana residents and nonresidents alike expect reliable options to facilitate safe travel within the state. A successful transportation system accommodates today’s users and those who will use the system in the future.

MDT plans, designs, constructs, and maintains the transportation system to benefit and serve system users. Careful consideration and understanding of user trends and characteristics helps ensure MDT resources target the most critical user demands and needs.

MDT’S THREE HIGHWAY SAFETY EMPHASIS AREAS:

- ROADWAY DEPARTURE / INTERSECTION CRASHES
- IMPAIRED DRIVING
- UNRESTRAINED OCCUPANT



FROM **2006-2015**, MONTANA’S
AVERAGE NUMBER OF **VEHICULAR FATALITIES AND SERIOUS INJURIES**
DECREASED BY

↓ 1/3

Driving

Transportation users rely heavily on Montana’s roadway network to access employment, shopping centers, medical services, and education, as well as to move goods through and within the state. With Montana’s low population density and large land mass, driving remains an essential mode of transportation for resident and nonresident users, similar to other rural regions in the western United States.

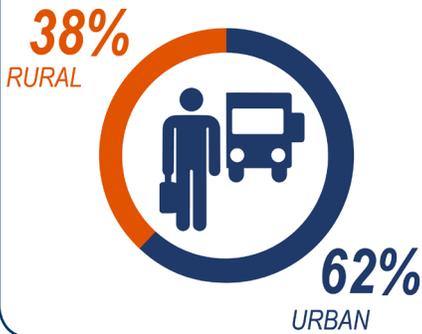
Non-motorized Transportation

Bicycling and walking make up approximately seven percent of work trips in Montana according to 2011-2015 mode-to-work Census data. MDT recognizes the importance of providing facilities for bicycling and walking to increase mobility and accessibility to cultivate an environment in which non-motorized transportation modes are recognized as a valuable component of transportation choice for Montana residents and visitors.

WALK TO WORK LEADERS *Lewistown, Bozeman, Whitefish, Havre, and Missoula*

BIKE TO WORK LEADERS *Bozeman, Missoula, Hamilton, Livingston, and Whitefish*

TRANSIT RIDERSHIP



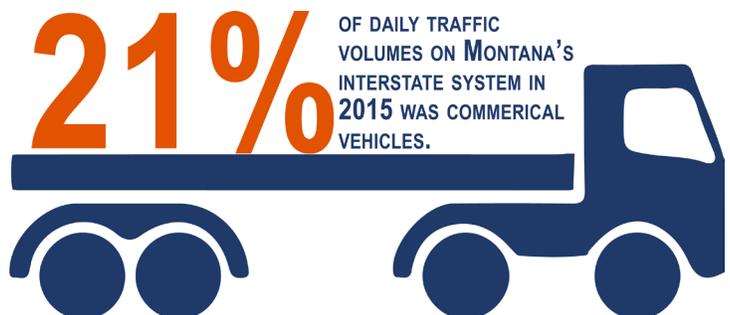
Public Transportation

Public transportation users in Montana access transit services through rural and urban bus systems, passenger rail, demand response vehicles, vanpools, carpools, and passenger air service. MDT provides funding and other support to public transportation providers across the state to ensure adequate levels of service for users.

 **MONTANANS**
TOOK MORE THAN **4M**
PUBLIC TRANSIT RIDES IN 2016.

Freight

The ability to move goods safely and efficiently across the state of Montana is a critical component of the transportation network. Effective freight movement is key to economic prosperity both for the state and the nation. Pipelines, air travel, and rail facilities reduce the volume of freight moved on Montana's highways. MDT recognizes that each of the major freight modes - rail, truck, pipeline, and air - need to be properly accommodated, including connections to intermodal facilities that allow goods to move from one mode to another.



Montana's transportation network and its users are directly influenced by the state's economic, demographic, development, environmental, and security context.

Conversely, the timing, location, and modes associated with the movement of people, goods, and services influence those contextual factors. Although MDT directly manages transportation assets throughout the state, it often has little to no control over the broader context in which it carries out its functions. Through its planning processes, MDT must continue to be adept at anticipating and responding to changes.

**5TH FASTEST GROWING GDP
IN 2015**

**\$45.2B OF GDP VALUE
IN 2015**

Montana's Economy

A well-maintained, adequate transportation network of all modes allows people, goods, and services to move smoothly and enables the economy to thrive. Montana's economy is closely tied to transportation because of the vast distances between population centers within the

state and the distance to regional economic drivers. In general, Montana's economy remains solid. The state weathered the Great Recession with low unemployment, and tourism revenues continue to provide sustained support.

Demographics

Demographic trends offer insight into potential future transportation demand. Although the future is uncertain and can be influenced by many factors, demographic trends in Montana will likely affect transportation user travel patterns and mode choice. Montana's population is aging and shifting from rural to urban areas. Evaluating these changes can help MDT understand changing transportation needs and inform future management and investment decisions.

MONTANA'S ESTIMATED POPULATION
IN 2015 WAS **1,032,949**



Montana's Environment

MDT is responsible for providing leadership and ensuring regulatory compliance for actions that affect the built and natural environment during planning, project development, construction, and maintenance activities. MDT evaluates environmental resources; identifies potential impacts; and determines measures to avoid, minimize, or mitigate impacts in compliance with local, state, federal, and tribal laws, regulations, and policies.

MDT OVERSEES
WETLAND AND
STREAM MITIGATION
SITES THROUGHOUT
THE STATE'S **16**
WATERSHEDS.



MDT is responsible for complying with a host of regulations addressing documentation and disclosure of decisions and protection of the built and natural environment. MDT identifies resources within proposed project limits, evaluates potential project impacts, and identifies potential avoidance and minimization measures while meeting its

transportation mission. MDT also supports investigations and remediation of hazardous waste, solid waste, and groundwater quality associated with MDT construction projects and MDT maintenance and operations of facilities.

Security Conditions

Montana must prepare for and be ready to respond to wildfires, floods, severe storms, earthquakes, avalanches, and landslides. In addition to natural disasters, human-caused events can disrupt lives and cause hazards to public health.

Montana's transportation system is essential to the movement of emergency vehicles, goods, and services, both during and after a disaster. In the event of an incident, citizens may need to be evacuated and emergency services deployed to disaster sites for damage control and to return sites to normal operations. MDT must be prepared to be involved quickly and effectively in responding to disasters when they arise. These efforts are critical to safeguarding human life; protecting Montana's infrastructure assets, environment, economy; and maintaining continuity of government operations.

MDT'S SNOW REMOVAL TEAMS ANNUALLY COVER



4M MILES

ENOUGH TO CIRCLE THE
EARTH **160 TIMES.**

Managing Montana’s transportation network requires a diverse, skilled staff to oversee planning, design, construction, operation, and maintenance activities.

Additionally, a host of support functions is needed to maintain MDT business operations and ensure continuous program delivery. In particular, funding challenges loom as projected revenues fall short of anticipated needs. Sound planning and investment decisions will continue to be crucial in future years.

Planning

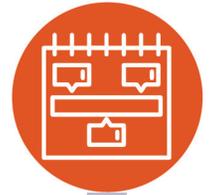
Transportation planning enables decision makers to understand current and projected conditions, identify needs, develop policies and goals to achieve desired results, and monitor performance against defined objectives. Proposed transportation actions are evaluated through rigorous technical analysis, interagency collaboration, and public and stakeholder involvement. Timely, comprehensive planning is critical to ensure thoughtful decision making results in appropriate investments in Montana’s transportation system. MDT works in partnership with federal, tribal, state, and local entities to conduct transportation planning at varying geographic scales.

Project Development Process

After long-range planning efforts are completed, developing a new construction or rehabilitation project involves initial feasibility assessments, public involvement, survey, design, right-of-way acquisition, utility accommodations, and construction. To the right is a standard outline of the activities MDT completes using a traditional design-bid-build delivery process. These efforts typically span four to eight years. Shorter-range projects to preserve pavement or address safety issues are streamlined and can be delivered in one to three years.

Project Development Process

Development Phase
12 months



Survey Phase
8 to 24 months



Design Phase
15 to 24 months



Right-of-Way Phase
6 to 12 months



Construction Phase
8 to 24 months



FOR EVERY 1 DOLLAR NOT SPENT ON PREVENTATIVE MAINTENANCE



4-8 WILL BE NEEDED FOR RECONSTRUCTION SOONER THAN LATER



Operations and Maintenance

MDT directs substantial effort toward operating and maintaining existing transportation assets. Maintaining existing facilities saves money over the long term and enables MDT to optimize road quality for the benefit of transportation users. Winter maintenance is also a major component of the program. MDT strives to maintain consistent levels of service by proactively performing maintenance throughout the state.

3:1

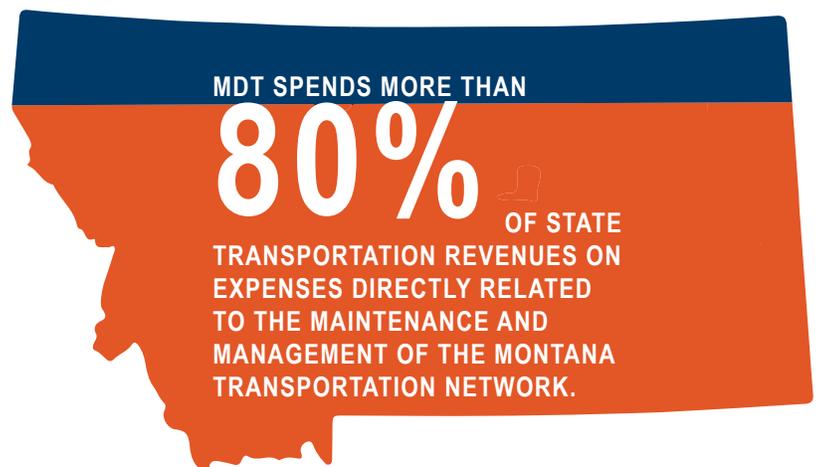
THE RATE AT WHICH MONTANA'S TRANSPORTATION NEEDS ARE OUTPACING FUNDING.

Support Services

MDT employs multiple support functions including administration, human resources, information services, legal services, audit services, and civil rights to serve as strategic business partners and assist all MDT districts and divisions. These support services are critical to the department's ability to achieve its mission and goals and serve Montana transportation users.

Transportation Funding

Montana's transportation system is mainly funded through a combination of federal and state funding sources. MDT administered \$761 million in transportation revenues in fiscal year 2015. Of the total transportation revenue, approximately 60% is generated from federal sources and 40% is received from state sources. MDT receives no funding from Montana's general revenue fund.





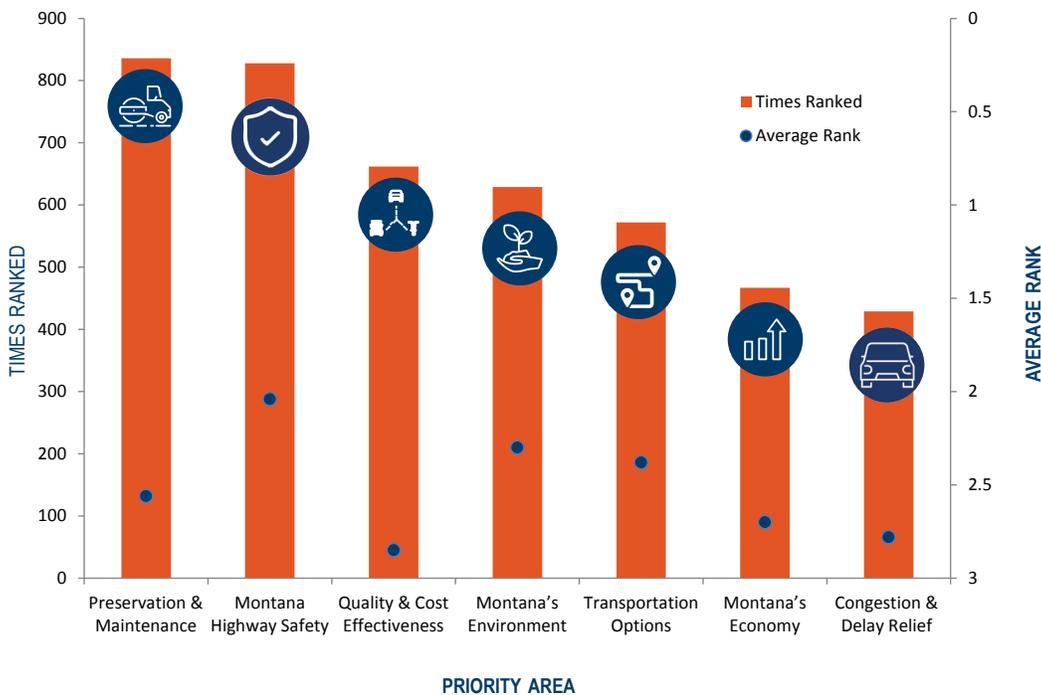
What We Heard

Who was involved with TranPlanMT?

On May 2, 2016, MDT launched an online public survey to solicit user feedback on transportation priorities, strategies, and budget allocation as part of the TranPlanMT update process. Advertising was placed in radio and digital markets across Montana in major newspapers and pre-roll video advertising was placed on YouTube encouraging members of the public to participate in the survey. Additionally, the department held a press conference on May 2, 2016, and a guest editorial was published in newspapers across the state in July of 2016 to encourage increased response during the survey period.

The survey closed on August 2, 2016, after more than 2,700 people viewed the survey, and more than 1,200 provided information through at least one of the input screens.

TranPlanMT survey responses align with ongoing MDT biennial surveys. Preservation and Maintenance and Safety remain top priorities for Montana transportation users.



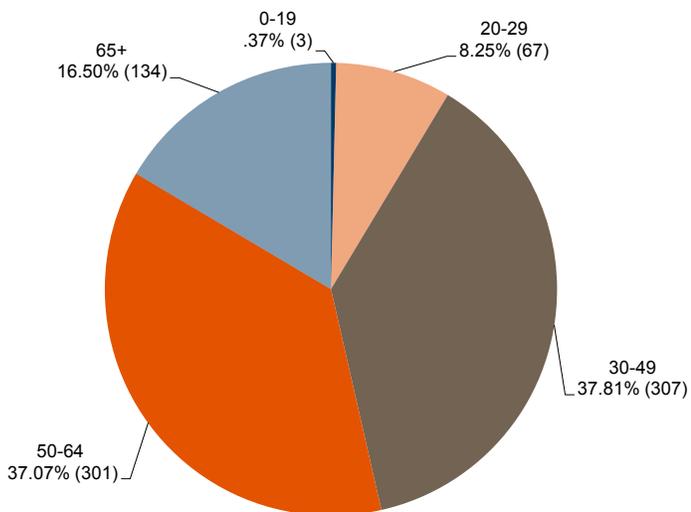
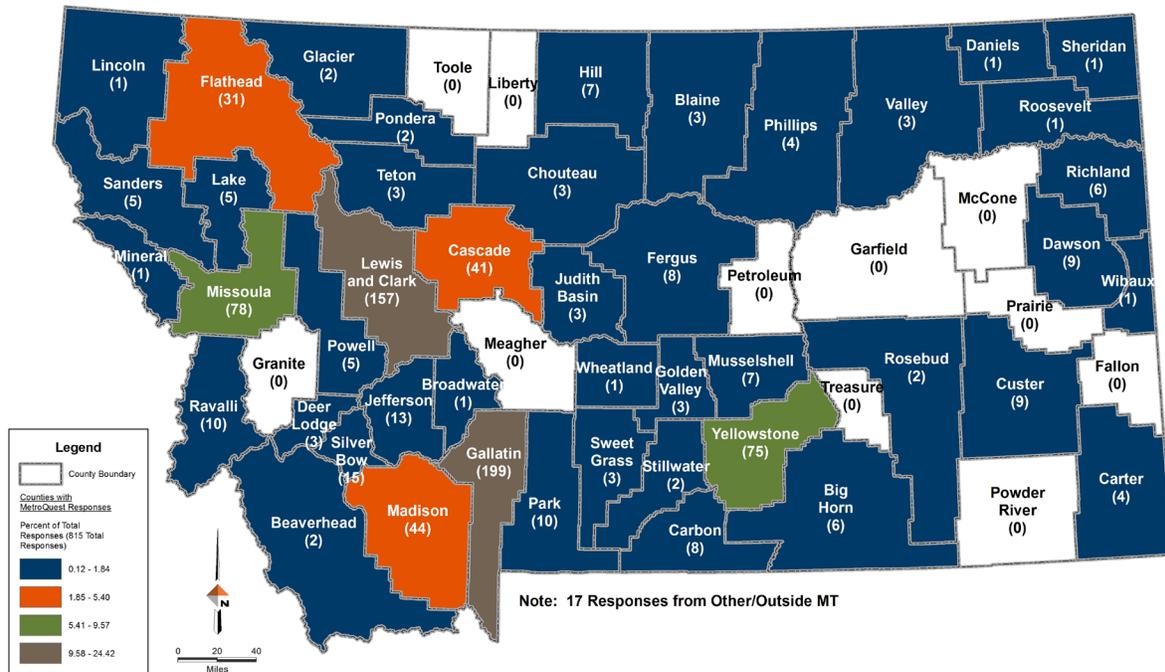
1,200 completed surveys
650 individual public comments
20,705 video views
117 stakeholder groups

Stakeholders included:

Intermodal MPOs Freight
 Active Transportation Tribal Government
 Public Transit Environmental Groups
 Economic Development LOCAL GOVERNMENT
 State and Federal Government Senior Care Groups

Broad Geographic Representation

Forty-six of Montana's 56 counties provided responses to the TranPlanMT survey. This means transportation priorities from rural and urban areas were represented and their comments were considered in the creation of goals and strategies.



Generational Perspectives

With the exception of the youngest age category (0-19 years), survey respondent age generally mirrored age categories as determined by the U.S. Census for Montana. This means a variety of generational perspectives were represented in the survey.

Additional Materials

For more information about the 2016 TranPlanMT survey read [APPENDIX A: PUBLIC INVOLVEMENT SUMMARY](#)



Moving Montana Forward

MDT has developed a set of goals and strategies reflecting public and stakeholder feedback and analysis of data.

- **Goals** are statements of desired results for the transportation network.
- **Strategies** are methods and business practices to achieve stated goals.

Goals and strategies provide broad policy guidance to inform and direct MDT decision making during the 20-year planning horizon.



SAFETY

GOAL: *Improve safety for all transportation users to achieve Vision Zero: zero fatalities and zero serious injuries.*

- S1: Maintain infrastructure condition to provide safe conditions for the traveling public.
- S2: Continue improvements to the safety rest area program to provide safe stopping locations for the traveling public.
- S3: Target safety improvement projects to address crash pattern locations.
- S4: Incorporate technology advancements in project development to improve safety.
- S5: Leverage relationships with education, enforcement, emergency medical services, and engineering partners to foster a culture of safety on Montana roadways.
- S6: Reduce unsafe driving behavior through targeted focus on transportation safety emphasis areas identified in Montana's Comprehensive Highway Safety Plan.
- S7: Enhance crash data integration and analysis to support decision making and data-driven problem identification.
- S8: Provide leadership in air traveler safety through promotion of flight safety, accident prevention, and air search and rescue programs.



SYSTEM PRESERVATION AND MAINTENANCE

GOAL: *Preserve and maintain existing transportation infrastructure.*

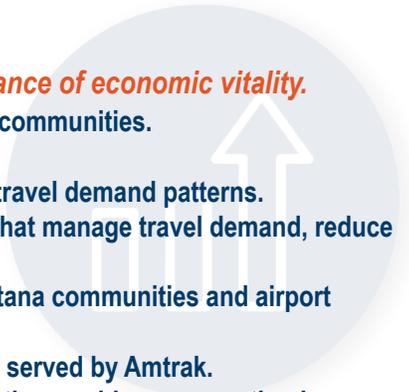
- SPM1: Employ an asset management approach to monitor system performance and develop an optimal investment plan ensuring like conditions throughout state.
- SPM2: Provide the right improvements at the right time to manage infrastructure assets using cost-effective strategies.
- SPM3: Design new facilities for durability and longer life cycles using state-of-the-art materials and methods.
- SPM4: Support preservation of the existing rail, transit, and aviation systems in coordination with industry partners.
- SPM5: Perform routine repairs and maintenance to provide consistent levels of service.



MOBILITY AND ECONOMIC VITALITY

GOAL: *Facilitate the movement of people and goods recognizing the importance of economic vitality.*

- MEV1: Maintain a transportation network that supports the economic health of Montana communities.
- MEV2: Enhance the freight network with targeted improvements to freight corridors.
- MEV3: Consider the influence of user characteristics and technology advancements on travel demand patterns.
- MEV4: Promote efficient traffic management and operations by implementing practices that manage travel demand, reduce delay, and enhance mobility.
- MEV5: Preserve the federal Essential Air Service program and continue support for Montana communities and airport operators through education and funding opportunities.
- MEV6: Preserve existing Amtrak service and continue support for Montana communities served by Amtrak.
- MEV7: Preserve mobility on the highway system through access management and proactive corridor preservation in coordination with local jurisdictions.
- MEV8: Consistently apply the System Impact Action Process to ensure developers equitably mitigate their impacts to the highway system.
- MEV9: Consider system redundancy to enable access to alternative routes during times of emergency.
- MEV10: Facilitate and coordinate access to recreational, historical, cultural, and scenic destinations for tourism purposes.
- MEV11: Provide support for state and local economic development initiatives to allow for new economic opportunities.
- MEV12: Perform winter maintenance activities to provide consistent levels of service and enable wintertime mobility.



ACCESSIBILITY AND CONNECTIVITY

GOAL: *Preserve access to the transportation network and connectivity between modes.*

- AC1: Improve pedestrian, public transportation, and other MDT-owned facilities to ensure accessibility to individuals with disabilities.
- AC2: Employ an asset management system to monitor and manage public transportation capital assets.
- AC3: Implement a consistent approach for investment, design, connectivity, and maintenance of pedestrian and bicycle facilities.
- AC4: Identify and consider accessibility and connectivity needs on improvement projects.
- AC5: Coordinate use of public transportation systems through integrated planning with providers.
- AC6: Maximize efficiency of transportation options available to disadvantaged populations.

ENVIRONMENTAL STEWARDSHIP

GOAL: *Support MDT's transportation mission through regulatory compliance and responsible stewardship of the built and natural environment.*

- ES1: Evaluate environmental constraints and cost-effective opportunities during the planning process.
- ES2: Foster positive working relationships with resource agencies and stakeholders through early coordination and consultation.
- ES3: Consider context sensitive solutions early in the planning process and through design to avoid and minimize adverse impacts to the built and natural environment while meeting the project purpose and need.
- ES4: Identify cost-effective mitigation solutions for unavoidable project impacts.
- ES5: Meet regulatory requirements.
- ES6: Consider transportation planning with tribal, federal, state, and local government management and resource planning efforts.
- ES7: Streamline environmental reviews through early identification of constraints and opportunities and early public engagement during planning.

BUSINESS OPERATIONS AND MANAGEMENT

GOAL: *Provide efficient, cost-effective management and operation to accelerate transportation project delivery and ensure system reliability.*

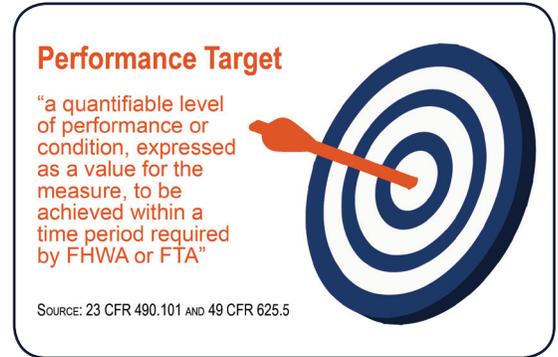
- BOM1: Coordinate with state and federal agencies to support transportation security and enable appropriate response and recovery from emergency and disaster situations.
- BOM2: Develop and implement a long-range multimodal transportation improvement program that addresses Montana's statewide transportation needs, is consistent with the statewide long-range transportation plan and management system output, and maximizes the use of federal funds through the Performance Programming Process (P3) to ensure a cost-effective, efficient, and safe transportation system.
- BOM3: Recruit and retain a qualified workforce and conduct staff succession planning to sustain MDT business operations.
- BOM4: Exercise sound financial management to ensure business continuity, enable adequate matching funds for the federal aid program, and ensure adequate state funding for system maintenance and operations.
- BOM5: Invest at the appropriate level to achieve performance targets given available funding.
- BOM6: Employ proactive management strategies to ensure compliance with rules and regulations, identify risk to MDT and the transportation network, and facilitate equitable participation in MDT programs and services.
- BOM7: Enhance information technology products and services through modernization of legacy systems and implementation of new technologies to improve efficiency and cost-effectively meet customer and department needs.



Performance Management

In support of MDT and national goals, MDT conducts performance-based planning in several key areas mandated through federal regulations.

Performance-based planning is a process focused on data analysis to ensure investment decisions meet established goals. The table below lists performance measures identified for specific management areas applicable in Montana. MDT sets individual performance targets through its subject-area planning efforts.



National Performance Goal	Performance Measure*
Safety**	<ul style="list-style-type: none"> • Number of fatalities. • Rate of fatalities per 100 million VMT. • Number of serious injuries. • Rate of serious injuries per 100 million VMT. • Number of non-motorized fatalities and non-motorized serious injuries.
Infrastructure Condition	<ul style="list-style-type: none"> • Percentage of pavements of the Interstate System in good condition. • Percentage of pavements of the Interstate System in poor condition. • Percentage of pavements of the Non-Interstate National Highway System (NINHS) in good condition. • Percentage of pavements of the NINHS in poor condition. • Percentage of National Highway System (NHS) bridges in good condition. • Percentage of NHS bridges in poor condition.
Transit Asset Management	<ul style="list-style-type: none"> • Percentage of non-revenue support-service and maintenance vehicles that have met or exceeded useful life benchmark (ULB). • Percentage of rolling stock that has met or exceeded its ULB. • Percentage of facilities with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scale.
System Reliability	<ul style="list-style-type: none"> • Percent of person-miles traveled on the Interstate that are reliable. • Percent of person-miles traveled on the NINHS that are reliable.
Freight Movement & Economic Vitality	<ul style="list-style-type: none"> • Truck travel time reliability.
Environmental Sustainability	<ul style="list-style-type: none"> • Total emissions reductions.

*Based on 23 USC 150, 49 USC 5326, and associated rules.

** 8 additional behavioral safety measures through the National Highway Traffic Safety Administration (NHTSA).



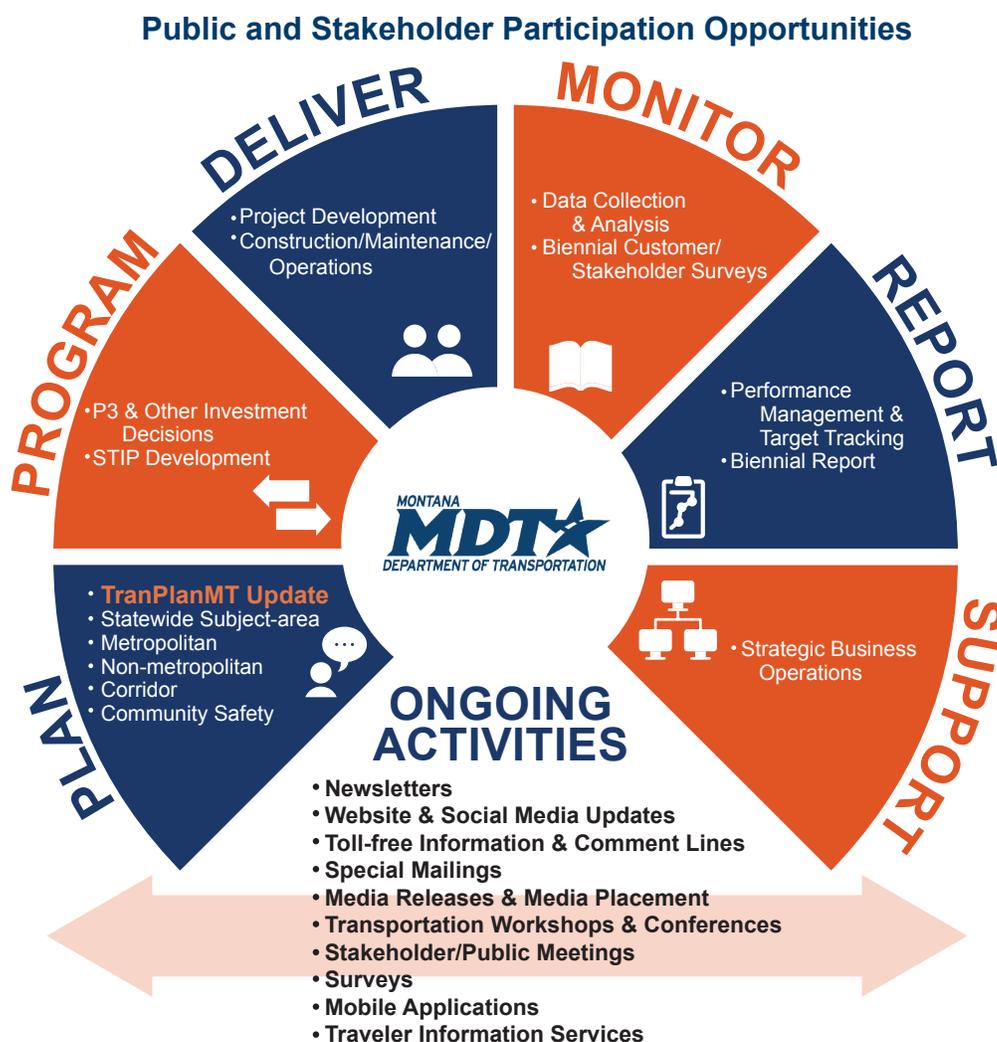
Conclusion

Let's Keep the Conversation Going!

TranPlanMT identifies key transportation priorities and outlines long-range policy goals and strategies to assist MDT in addressing aging infrastructure, changing environmental conditions, and ongoing funding challenges. It also provides a framework for MDT to advance and manage its transportation programs in compliance with evolving federal requirements.

Transportation planning is an ongoing process and public input is a critical component. MDT works to continually enhance its core functions to **plan, program, deliver, monitor, report,** and **support** transportation facilities and services. MDT shares information through its website, newsletters, media announcements, social media channels, and other ongoing outreach efforts.

Your input is welcome at any time! Stakeholders and members of the public may also participate at specific milestones through the opportunities noted in the graphic below. Thank you for your involvement in TranPlanMT.



Visit the TranPlanMT website for more information:
<http://www.mdt.mt.gov/tranplan>



MDT 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:
406-444-9229
TTY: 800-335-7592
or the Montana Relay at 711.**

This document is printed at state expense. Information on the cost of producing this publication may be obtained by contacting the Department of Administration.