



GREATER HELENA MPO | TTAC

January 26, 2026

Zoom Online Meeting: <https://us06web.zoom.us/j/85336314391>

(City/County Building Room 226)

Call to Order

Roll Call

Public Comment on the Agenda / General Public Comment

- A. Comment in person.
- B. Comment online.

1. <u>ACTION ITEM</u>	Presenter	Time allotted
<input type="checkbox"/> Election 2026 MPO Officers <ul style="list-style-type: none"> • Chairperson • Vice Chairperson 		
2. <u>INFORMATIONAL ITEMS</u>		
<input type="checkbox"/> MPO Project Updates <ul style="list-style-type: none"> • City of Helena • Lewis and Clark County • City of East Helena • Montana Department of Transportation 	MPO Staff	3:00 – 3:10
<input type="checkbox"/> MPO Manager Update	MPO Manager	3:10 – 3:15
<input type="checkbox"/> Transportation Plans Update <ul style="list-style-type: none"> • Draft Comprehensive Safety Action Plan • Goals and Objectives • 2nd Public Outreach 	RPA	3:15 – 3:45
3. <u>ACTION ITEMS</u>	Presenter	Time allotted
<input type="checkbox"/> Redesignation of the Greater Helena MPO <ul style="list-style-type: none"> • The Committee will consider redesignating the MPO to TPCC. 	MPO Manager	3:45 – 4:00
<input type="checkbox"/> TTAC Bylaws <ul style="list-style-type: none"> • The Committee will consider the recommendation to approve the updated bylaws. <ul style="list-style-type: none"> ○ Revised Bylaws ○ Policy and Procedure ○ Online Fillable Form 	MPO Manager	4:00 – 4:15

Member Communications and Discussion Topics

Adjournment

It is the policy of the Greater Helena MPO to take public comment on any action item. For further information on any of the items mentioned above, please contact the MPO Manager at 447-8406 or tweingartner@helenamt.gov.

The MPO is committed to providing access to persons with disabilities for its meetings, in compliance with Title II of the Americans with Disabilities Act and the Montana Human Rights Act. The MPO will not exclude persons with disabilities from participation at its meetings or otherwise deny them the City's services, programs, or activities. Persons with disabilities requiring accommodations to participate in the MPO's meetings, services, programs, or activities should contact the City's ADA Coordinator, Anne Pichette, as soon as possible to allow sufficient time to arrange for the requested accommodation, at any of the following: Phone: (406) 447- 8490 TTY Relay Service 1-800-253-4091 or 711 Email: citycommunitydevelopment@helenamt.gov Mailing Address & Physical Location: 316 North Park Avenue, Room 445, Helena, MT 59623.

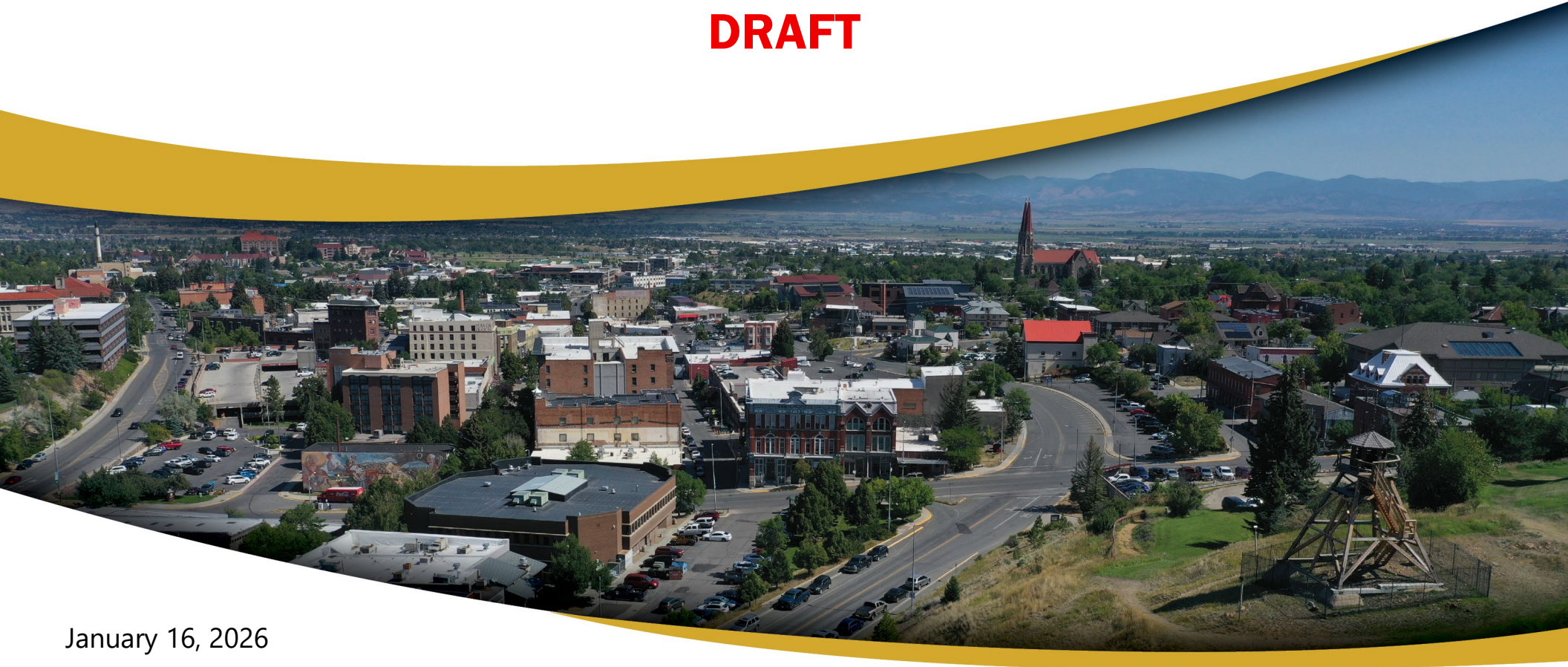
Member	Title	Voting Member
David Knoepke	City of Helena Transportation Systems Director	Yes
Chris Brink	City of Helena Community Development Director	Yes
Kevin Ore	City of East Helena Public Works Director	Yes
Jeremy Fadness	City of East Helena Planning Staff (ask Kevin Ore)	Yes
Jenny Chambers	Lewis and Clark County Public Works Director	Yes
Greg McNally	Lewis and Clark County Community Development and Planning Director	Yes
Chris Couey/Trinity Palmerton	City of Helena Transit Manager	Yes
Ellie Ray	City of Helena Americans with Disabilities Act (ADA) Coordinator	Yes
Dick Sloan	Non-Motorized Advocate at Large (TTAC will have to put out applications)	Yes
Geoff Streeter	Montana Department of Transportation (MDT) Statewide & Urban Planning Planner	Yes
James Combs	MDT Great Falls District Preconstruction Engineer	Yes
Rex Weltz	Helena Public Schools District No. 1 Superintendent	Yes
Dan Rispens	East Helena Public Schools District No. 9 Superintendent	Yes
Drenda Niemann	City-County Public Health Officer	No
Jeff Wadkamper	Helena Regional Airport Director	No
Brett Petty	Helena Police Chief	No
Clint Loss	Lewis and Clark Rural Fire Council Chair	No
Katie Potts	Federal Highway Administration (FHWA) Division, Statewide and Urban Planner	No
Emma Belmont	Federal Transit Administration (FTA) Region 8 Transportation Program Specialist	No
Harry Barnett	MDT Division Maintenance Chief	No

Greater
Helena **MPO**
Long Range Transportation Plan

Goals and Objectives

TECHNICAL MEMORANDUM

DRAFT



January 16, 2026



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Goals and Objectives

1.0 INTRODUCTION

Development of goals and objectives for the Greater Helena MPO *Long Range Transportation Plan* (LRTP) is a foundational step in the transportation planning process. This effort synthesizes information from prior community planning initiatives and is iterative, evolving through guidance from the planning team, stakeholders, elected officials, and the public. Together, the goals and objectives establish the overall direction for the LRTP and articulate the community's vision for its future transportation system.

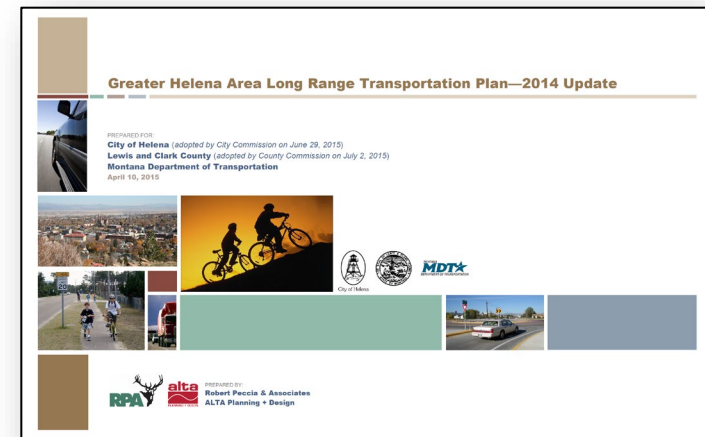
The LRTP goals and objectives define the desired outcomes of the transportation system as projects, programs, and policies are implemented, while also providing direction for achieving that vision. They are shaped not only by community priorities but also by applicable state and federal planning factors and MPO requirements. Accordingly, this document reviews relevant local, state, and federal visions, goals, and objectives related to transportation and planning. The resulting LRTP goals and objectives reflect a synthesis of these inputs and will guide transportation decision-making and investment in the Greater Helena area for years to come.

2.0 LOCAL PLANNING DOCUMENTS

The following sections contain a review of various plans, policies, and studies developed for the Greater Helena MPO area, including Lewis & Clark County, the City of Helena and the City of East Helena. The primary documents considered for inclusion in this section were Growth Policies and Land Use Plans, however, the *Greater Helena Area Long Range Transportation Plan* (2014), which was created prior to the establishment of the Greater Helena MPO, was also a key input.

2.1. GROWTH POLICIES & LAND USE PLANS

Growth policies serve as a comprehensive plan to guide decisions about growth, development, and public investments. These documents outline a community's vision for future land and economic development which heavily influences the way a transportation system is developed and operated. A review of the city and county growth policies was conducted to help understand the current trajectory of growth in the Greater Helena MPO and the surrounding area.



The Greater Helena Area Long Range Transportation Plan, prepared in 2014, was a foundational input for the development of the MPO's current goals and objectives.



2.1.1. Lewis and Clark County Growth Policy

Lewis & Clark County recently updated its *Growth Policy*¹ through a collaborative, two-year process and received Board of County Commissioners approval in July 2025. This update reflects extensive public engagement and incorporates current priorities for housing, economic development, land use, infrastructure, and natural resource protection across the county (excluding the cities of Helena and East Helena). While parts of the policy build on long-standing community planning principles, the *2025 Growth Policy* establishes a refreshed vision and framework for how the county plans for future growth and development, including a Future Land Use Map (FLUM) that identifies areas suited for different types of development. This policy provides important context for understanding community aspirations and long-term planning considerations that inform transportation and other related systems. Most informative to this LRTP effort are the plan’s foundational vision and corresponding set of imperatives.

VISION

*“Lewis and Clark County is the heart of Montana, supporting vibrant and connected communities, access to public lands, and a deep respect for the region’s rich and storied history. The County strives to ensure a **high quality of life** for residents of all ages and identities through access to the outdoors, health and community services, attainable housing, and **infrastructure that supports the community’s needs**. The County’s historic agricultural and mining industries are celebrated and encouraged, while planned, **strategic growth** and natural resource management ensures prosperity for rural and urban communities alike, no matter where in the County they call home.”*

IMPERATIVES

All eight imperatives are supporting elements to countywide growth and corresponding transportation system needs, but the supporting policies and actions that are most relevant for this LRTP effort are listed in the table below.

Table 1: Lewis and Clark County Growth Policy Imperatives

Imperatives	Policies	Actions
1. Support Housing Attainability	N/A	N/A
2. Sustain and Enhance Public Services and Critical Infrastructure	2.1 Maintain and Improve County Infrastructure 2.2 Enhance Transportation Connectivity 2.3 Promote Development Patterns to Support Infrastructure Sustainability	Action 2.1.A. Utilize County Public Works Department Road Rating System and Prioritization Tool to Assess Infrastructure Needs Action 2.1.B. Explore Funding Methods for Road Improvements Action 2.1.C. Assess Transportation Needs in Urban Areas Action 2.1.D. Evaluate RID Road System Management Action 2.1.E. Coordinate with Montana Department of Transportation Action 2.2.A. Improve Connectivity between Municipalities and the Helena Valley Planning Area Action 2.2.B. Increase Multimodal Infrastructure



		<p>Action 2.2.C. Update Subdivision Regulations to Improve Connectivity</p> <p>Action 2.2.D. Connect Important Recreation and Growth Areas</p> <p>Action 2.2.E. Support Safe Routes to Schools</p> <p>Action 2.2.F. Expand Public Transportation</p> <p>Action 2.2.G. Collaborate with Metropolitan Planning Organization</p> <p>Action 2.3.A. Increase Tax Base Near Existing Infrastructure by Promoting Denser Development</p> <p>Action 2.3.B. Align Development with County Public Works Department Planning</p> <p>Action 2.3.C. Align Road Standards</p>
3. Preserve Agriculture and Working Lands	N/A	N/A
4. Protect Water and Natural Resources	4.4 Promote Development Patterns to Support Infrastructure Sustainability	N/A
5. Ensure Sustainable Recreation and Environmental Conservation	<p>5.2 Improve Public Access and Connectivity to Recreation Sites</p> <p>5.3 Support and Manage Tourism Impacts on Rural Communities</p>	N/A
6. Create Opportunities for Strategic Growth	<p>6.1 Promote Strategic Growth and Reduce Urban Sprawl</p> <p>6.2 Promote and Enable Economic Activity</p>	N/A
7. Mitigate Fire, Flooding, and Earthquake Risks	N/A	N/A
8. Safeguard Culture, Heritage, and Rural Character	N/A	N/A



2.1.2. Helena Forward Land Use Plan

Adopted in November 2025, the *Helena Forward Land Use Plan*,² is a long-range and comprehensive growth policy for the City of Helena. Its multi-year process built on the city's 2019 growth policy to establish a refreshed framework for guiding land use and community development over the next 20 years, informed by extensive public engagement and technical analysis. The land use plan reflects current priorities for housing, infrastructure, transportation, economic development, and natural resources. As a foundational document for future decision-making, *Helena Forward* provides a vision and set of goals for how the city anticipates managing growth, enhancing livability, and coordinating public investments in the long term. These also serve as key inputs into the development of this LRTP's goals and objectives.

VISION

"Helena is a community rooted in history, opportunity, and legacy. It is an exceptional place to live, work, raise a family, start and grow a business, and visit. Over the next 20 years, Helena will continue to capitalize on its distinctive character, welcoming atmosphere, and plentiful access to public lands to be a livable, resilient, and sustainable community."

GOALS

The goals in *Helena Forward* are organized by six key planning topics, with each promoting desired long-range outcomes affecting citywide growth and corresponding transportation system needs, but the goals that are most relevant for this LRTP effort are listed in the table below.

Table 2: Helena Forward Goals

Key Planning Topics	Goals
Housing	N/A
Economic Development	<ul style="list-style-type: none"> Incentivize high-quality commercial and industrial opportunities that support beautifying major corridors and neighborhoods.
Transportation and Mobility	<ul style="list-style-type: none"> Promote a transportation network that enables easy access to neighborhoods, community facilities, employment opportunities, and recreation areas. Improve infrastructure and encourage active transportation such as walking, bicycling, and public transit for travel while making roadways and intersections safer and more efficient for all user groups.
Public Facilities, Utilities, Infrastructure, and Community Facilities	<ul style="list-style-type: none"> Continue to maintain and improve facilities, services, and infrastructure, ensuring they are reliable for current and future residents. Promote sustainable technologies and renewable energy through policies and actions as new technologies become available.
Parks, Open Space, and Natural Resources	<ul style="list-style-type: none"> Support an extensive parks, open space and trails network, and continue to monitor opportunities to increase and secure outdoor recreational access and improve the wayfinding and safety of trails.
Cultural Resources and Placemaking	N/A



2.1.3. East Helena Growth Policy

The City of East Helena adopted its updated *Growth Policy*³ in May 2021 following a public process involving community stakeholders and local leadership. This policy serves as a non-regulatory guide for anticipated growth and development within the city limits, outlining the community's vision for land use, infrastructure, housing, and services. Although portions of the policy build on earlier direction established in previous updates, the 2021 document reflects contemporary priorities for shaping East Helena's future character and managing change. The *Growth Policy* provides important planning context that supports coordinated land use decisions and informs related planning efforts, including transportation, infrastructure investment, and community development. The plan includes a framework with a vision statement, and a set of goals, objectives, and strategies to help guide future decision making, all of which support the development of this LRTP's goals and objectives.

VISION STATEMENT

"The City of East Helena will strive to maintain a strong sense of community and small-town atmosphere while providing opportunities for families to live, work, and play. The City of East Helena will support opportunities for economic development, improvements to infrastructure to support community needs, and provide emergency services to protect current and future residents and businesses."

GOALS AND OBJECTIVES

The goals, objectives, and strategies are organized by the five planning elements to which they most closely relate, with each affecting citywide growth and corresponding transportation system needs. The goals and objectives that are most relevant for this LRTP effort are listed in the table below:

Table 3: East Helena Growth Policy Goals and Objectives

Planning Elements	Goals	Objectives
Land Use and Community Growth	1. Provide for orderly development of the City of East Helena and the Planning Area.	<ul style="list-style-type: none"> Promote planning and infrastructure design that reflects and supports neighborliness, pedestrian oriented commercial and residential districts, and accessible public facilities. Assure that new development is respectful of the character of the community including landscaping, lighting, sidewalks, street design and other related improvements.
Housing	N/A	N/A
Economic Development	1. Provide for development and improvement of business and industrial districts in the Planning Area.	<ul style="list-style-type: none"> Encourage commercial and industrial development characterized by proper location with safe access, sufficient off-street parking, and attractive design.
Community Infrastructure and Services	1. Provide for adequate infrastructure within the City of East Helena and the Planning Area.	<ul style="list-style-type: none"> Continue to evaluate, identify, and address future infrastructure needs associated with water, sewer, storm drain, and road systems.



	<p>2. Provide for adequate services within the City of East Helena and the Planning Area.</p>	<ul style="list-style-type: none"> • Evaluate future infrastructure needs to accommodate connections of existing development within the planning area. • Continue to provide necessary maintenance of existing water, sewer, storm drain, and road systems within the City of East Helena in order to continue to provide quality services to City residents. • Evaluate development as it relates to accessibility for all modes of transportation including transit, pedestrians, bicyclists, as well as motorists. • Incorporate accessibility for all modes of transportation including transit, pedestrians, bicyclists, as well as motorists into maintenance or reconstruction projects on existing City streets. • Evaluate and improve the condition, as appropriate, of emergency services infrastructure and equipment to ensure the provision of adequate fire and police protection within the City of East Helena. • Support projects in the community that improve accessibility with construction of new sidewalks and trails as well as maintenance of existing sidewalks and trails.
<p>Environmental and Natural Resources</p>	<p>1. Encourage development that is compatible with or enhances natural resource values including air, water, soil, and vegetation.</p> <p>2. Maintain and promote the environmental quality of East Helena with respect to its natural resources and the health of its citizens.</p>	<ul style="list-style-type: none"> • Encourage development of new sidewalks and trails to improve the health of the City's residents.



3.0 STATE PLANNING DOCUMENTS

The Montana Department of Transportation (MDT) has several statewide plans, programs, and policies relating to transportation. *TranPlanMT*⁴ is the state's overarching long range transportation plan that guides all transportation planning within the state. All of MDT's other statewide plans, including the *Comprehensive Highway Safety Plan*, *Pedestrian and Bicycle Plan*, *Freight Plan*, *Vulnerable Road User Safety Assessment*, and *Carbon Reduction Strategy*, were all developed to support and reflect the goals and objectives contained in *TranPlanMT* which are detailed in the following section.

3.1. TRANPLANMT

TranPlanMT defines MDT's policy direction for operating, preserving, and improving Montana's transportation system over a 20-year period. It serves as the guiding document for MDT decisions, especially those related to investing Montana's limited transportation funds. The plan identifies Montana's transportation needs, evaluates future transportation concerns, and establishes policy goals and strategies as outlined below. Safety is the overarching goal which is applied in nearly every MDT decision-making process for all projects and programs. In order of priority, MDT then makes roadway investment decisions according to the goals of system preservation and maintenance, mobility and economic vitality, and accessibility and connectivity. Sensitivity to the environment and cost-effective management are underlying goals that inform decisions on a broad, department-wide basis.

- **Safety:** Improve safety for all transportation users to achieve Vision Zero: zero fatalities and zero serious injuries.
- **System Preservation and Maintenance:** Preserve and maintain existing transportation infrastructure.
- **Mobility and Economic Vitality:** Facilitate the movement of people and goods recognizing the importance of economic vitality.
- **Accessibility and Connectivity:** Preserve access to the transportation network and connectivity between modes.
- **Environmental Stewardship:** Support MDT's transportation mission through regulatory compliance and responsible stewardship of the built and natural environment.
- **Business Operations and Management:** Provide efficient, cost-effective management and operation to accelerate transportation project delivery and ensure system reliability.



4.0 FEDERAL PLANNING DOCUMENTS

Over the past decade, performance-based transportation planning has moved from good practice to an essential part of statewide and MPO transportation planning processes. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established national goals, a framework of national performance measures, and requirements for transportation agencies to set short-term performance targets. The subsequent Fixing America's Surface Transportation Act (FAST Act) in 2015 strengthened and expanded on some of the requirements related to performance-based planning. Most recently, the 2021 Infrastructure Investment and Jobs Act (IIJA) also known as Bipartisan Infrastructure Law (BIL) provided funding to enhance the performance of transportation systems utilizing the framework established by previous legislation. This framework is described in the following sections.

4.1. NATIONAL PLANNING GOALS

MAP-21 established a set of seven national goals for the federal-aid highway program, with associated performance measures. Under current guidance, state departments of transportation, MPOs, and operators of public transportation are required to link investment priorities to the achievement of performance targets for the seven national goal areas codified in Title 23 of the United States Code (USC), Section 150(b).

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



The Federal Highway Administration (FHWA) uses Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national planning goals.



4.2. NATIONAL PLANNING FACTORS

In addition to the national planning goals, there are 10 national planning factors that states and MPOs must consider when developing their LRTPs. These planning factors address issues such as connectivity, economic vitality, quality of life, and resiliency. LRTP goals and objectives are often adapted to reflect how each of these factors is unique to the conditions of the state or region. These factors are codified in 23 USC 134(h)(1).

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. 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, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.



5.0 PUBLIC INTERESTS AND PRIORITIES

In addition to reviewing relevant planning documents, comments and input from the general public and key stakeholders were collected and considered for the development of goals and objectives for the Greater Helena MPO LRTP. The public engagement process during this phase of the project used a variety of strategies to solicit input including an interactive commenting map, online survey, in-person public open houses and a virtual open house component, stakeholder meetings, a Transportation Technical Advisory Committee (TTAC) meeting, and traditional written comment solicitation. The comments received through these means were categorized into ten common themes and summarized below. These ten common themes and their corresponding summaries form the foundation of the Greater Helena MPO—specific priorities that, in combination with other local, state & federal guidance, will deliver goals and objectives specific to this LRTP.

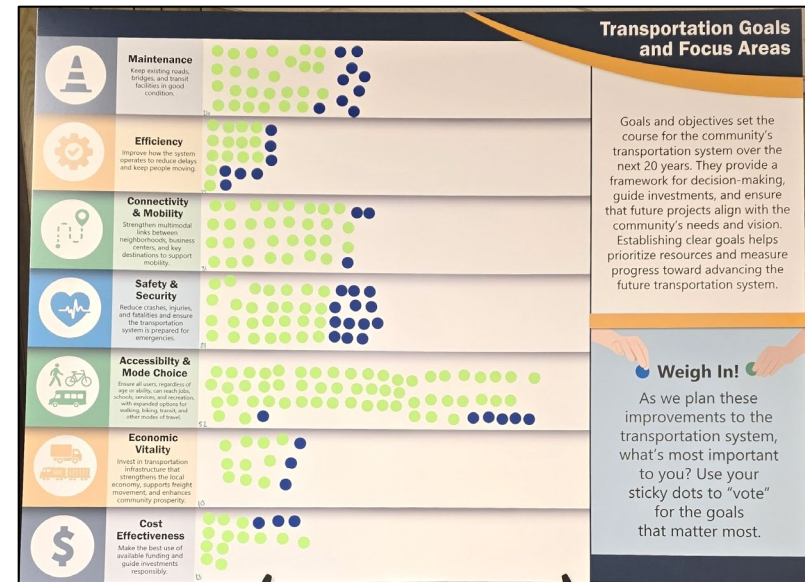
THEME #1 – ACTIVE TRANSPORTATION & SAFETY

Public input reflected a desire to enhance active transportation options and safety for all users, with frequent mentions of gaps, visibility challenges, and locations with higher perceived conflicts. Conditions relating to walking, biking, and rolling, including sidewalk continuity, crossing locations, school-area safety, and interactions between vehicles and non-motorized travelers were consistently discussed topics. Participants would like the implementation of the LRTP to:

- Improve sidewalk continuity and pedestrian connectivity across neighborhoods and key corridors.
- Provide safer crossings at arterial streets, including marked crosswalks, flashing beacons, and other visibility enhancements.
- Implement traffic calming measures in school zones, residential areas, and other high-conflict locations.
- Enhance pedestrian and bicycle safety at intersections with high vehicle volumes and complex movements.

THEME #2 – BICYCLE NETWORK & INFRASTRUCTURE IMPROVEMENTS

Public input reflected a desire to develop a connected, comfortable, and low-stress bicycle network, with frequent mentions of inconsistent network segments, and opportunities for new off-street or protected facilities. Issues related to bicycle facilities, including alignment, connectivity, and comfort on high-speed or multi-lane roadways were consistently discussed topics. Participants would like the implementation of the LRTP to:



At the October 2025 open house, community members "voted" for the transportation goals that matter the most.



- Establish protected lanes or separate paths on high-speed or multi-lane corridors.
- Create bike boulevards or low-stress routes on neighborhood streets to improve network accessibility.
- Fill gaps in the existing bicycle network, including trails, underpasses, and connections near rail corridors.
- Address maintenance issues on bike paths and trails, such as pavement deterioration and vegetation encroachment.

THEME #3 – STREET DESIGN, TRAFFIC OPERATIONS & INTERSECTION PERFORMANCE

Public input reflected a desire to improve street design, traffic operations, and intersection performance, with frequent mentions of specific locations where congestion, confusing movements, or limited visibility affect travel. Challenges with roadway geometry, signal operations, lane configuration, and turning movements were consistently discussed topics. Participants would like the implementation of the LRTP to:

- Redesign intersections to reduce conflict points, improve visibility, and simplify traffic movements.
- Consider the use of roundabouts, updated signal timing, or restriping to enhance efficiency.
- Optimize lane configurations and turning movements to reduce congestion and improve clarity.
- Implement operational strategies such as leading pedestrian intervals (LPis) to support safety and multimodal performance.

THEME #4 – RAILROAD CROSSINGS & NETWORK CONNECTIVITY

Public input reflected a desire to increase multimodal connectivity and reduce barriers created by rail infrastructure, with frequent mentions of delays, safety considerations, and lack of grade-separated crossings. Many comments identified railroad crossings as barriers to reliable travel and continuous pedestrian or bicycle routes. Participants would like the implementation of the LRTP to:

- Evaluate opportunities for grade-separated pedestrian, bicycle, and vehicle crossings at key railroad locations.
- Improve access across rail lines at high-traffic points to reduce delays and enhance multimodal continuity.
- Coordinate rail design improvements with trail and active transportation networks.
- Identify alternative routes to maintain reliability during train movements.

THEME #5 – TRANSIT SERVICE & REGIONAL MOBILITY

Public input reflected a desire to expand transit service and regional mobility options, with frequent mentions of limited options for fixed-route service and an interest in reliable, predictable travel without needing a personal vehicle. Transit availability, coverage, and access were consistently discussed topics. Participants would like the implementation of the LRTP to:

- Improve connections between Helena, East Helena, Carroll College, the airport, and other regional destinations.
- Reduce barriers to transit use, including smartphone requirements, long wait times, and lack of accessibility features.
- Establish reliable, fixed-route transit service with frequent stops and expanded service hours.
- Explore long-term connections to intercity or passenger rail services to expand regional options.



THEME #6 – LAND USE, DEVELOPMENT PATTERNS & STREET NETWORK CONNECTIVITY

Public input reflected a desire to strengthen land use coordination and street network connectivity, with frequent mentions of gaps in the street grid and limited east-west and north-south connectivity. The ways in which subdivision layouts, cul-de-sacs, and roadway spacing influence circulation and travel choices were consistently discussed topics. Participants would like the implementation of the LRTP to:

- Improve connections between neighborhoods, trails, and key destinations to create a more predictable network.
- Evaluate subdivision standards to promote greater connectivity, support better circulation, and limit sprawl.
- Provide additional links across major corridors such as I-15 and Highway 12 to enhance east-west and north-south connectivity.
- Address traffic concentrations near schools, commercial centers, and areas of emerging growth.

THEME #7 – INFRASTRUCTURE OWNERSHIP, MAINTENANCE & OPERATIONS

Public input reflected a desire to ensure consistent infrastructure, maintenance and operational reliability, with frequent mentions of concerns with snow removal and vegetation control to pavement condition and sidewalk repair. Maintenance needs and questions about who is responsible for facility upkeep were consistently discussed topics. Participants would like the implementation of the LRTP to:

- Maintain sidewalks, ramps, multi-use paths, and roadways to optimize usability and safety.
- Enhance snow removal and other seasonal maintenance on all pedestrian, bicycle, and roadway facilities.
- Address vegetation, sightline, and visibility concerns along streets, intersections, and trails.
- Clarify ownership and responsibility for installation, repair, and long-term maintenance of transportation infrastructure.

THEME #8 – ENVIRONMENTAL CONSIDERATIONS & GREEN INFRASTRUCTURE

Public input reflected a desire to integrate environmental considerations and green infrastructure into transportation planning, with frequent mentions of habitat considerations, stormwater, and visual character. Environmental and natural resource interests as part of transportation planning was a consistently discussed topic. Participants would like the implementation of the LRTP to:

- Incorporate trees, landscaping, and natural features into corridors and streetscape designs.
- Consider wildlife crossings and other strategies to protect natural movement patterns.
- Implement green infrastructure to support stormwater management, reduce flooding, and enhance water efficiency.
- Reduce transportation-related emissions and minimize environmental impacts while maintaining mobility.
- Design facilities to enhance safety and comfort in areas serving schools, seniors, and other vulnerable populations.



THEME #9 – EQUITY, ACCESSIBILITY & MOBILITY FOR ALL USERS

Public input reflected a desire to promote equity, accessibility, and mobility for all users, with frequent mentions of the transportation needs for populations with limited mobility options, including older adults, youth, people with disabilities, and non-drivers. Participants would like the implementation of the LRTP to:

- Ensure ADA-compliant sidewalks, crossings, and ramps throughout the transportation network.
- Expand travel options for older adults, youth, people with disabilities, and households without vehicles.
- Prioritize access to healthcare, education, and essential services via transit and active transportation.

THEME #10 – PUBLIC ENGAGEMENT, COORDINATION & PLANNING PROCESS

Public input reflected a desire to foster public engagement, coordination, and transparent transportation planning, with frequent mentions of interest in long-term planning, implementation, and transparency. A desire for greater coordination among city departments, county agencies, MDT, the railroad, and the community were consistently discussed topics. Participants would like the implementation of the LRTP to:

- Coordinate planning efforts with city departments, county agencies, MDT, the railroad, school districts, and local jurisdictions.
- Review previous plan progress and integrate lessons learned from past implementation efforts.
- Incorporate community input into route selection, design standards, and project prioritization.
- Plan for emerging technologies and anticipated growth to ensure long-term sustainability of the transportation system.



6.0 GREATER HELENA MPO LRTP GOALS AND OBJECTIVES

For this LRTP effort, goals and objectives have been developed to reflect the region's, and the communities' current values and priorities. The goals and objectives from the 2014 Greater Helena Area LRTP were referenced as foundational for this effort, but this new set of goals and objectives draws heavily from the more recent local, state and federal policy guidance, as well as the public interests and priorities that have been articulated through this process. Ultimately, these consolidated goals and objectives will support the development, prioritization, and selection of recommended transportation improvements and investments for the Greater Helena MPO region.

Goal 1: Ensure consistent infrastructure, maintenance and operational reliability in the existing transportation system.

- 1.1 Maintain motorized and non-motorized facilities to optimize safety, usability, and life-cycle performance.
- 1.2 Prioritize system preservation and minor improvements over major capacity expansion unless justified by demonstrated land use need.
- 1.3 Clarify ownership and long-term responsibility for maintenance of infrastructure, including sidewalks and trails.
- 1.4 Enhance operations and seasonal maintenance, including snow removal and vegetation management on sidewalks, paths, and roadways.

Goal 2: Enhance the reliability and efficiency of the transportation system for the safe movement of all users.

- 2.1 Explore multimodal and transit solutions that improve regional travel between key destinations and neighboring jurisdictions.
- 2.2 Increase system redundancy and connectivity where rail lines, major roadways, or natural features create barriers.
- 2.3 Improve traffic operations through geometric redesign, signal timing, turn lanes, roundabouts, and other tools that reduce delay and conflict.
- 2.4 Consider operational strategies that support year-round mobility, efficient emergency response, optimized freight operations, and safety for all modes.

Goal 3: Promote transportation solutions that are sustainable, complementing future growth and maintaining community character.

- 3.1 Coordinate transportation planning with local development policies to improve network connectivity and reduce traffic concentrations, especially in areas of anticipated growth or land use change.
- 3.2 Align transportation investments to support the region's economic vitality, supporting regional tourism and business growth.



- 3.3 Integrate landscaping, trees, and green infrastructure to support stormwater management, shade, water efficiency, and visual character.
- 3.4 Consider wildlife movement, habitat, and natural resource impacts in corridor planning and design.
- 3.5 Reduce transportation-related emissions and support sustainable, community-focused growth.

Goal 4: Improve accessibility, safety, and multimodal connectivity for all users.

- 4.1 Ensure equitable access to walking, biking, transit, and rolling options for people of all ages, abilities, and income levels.
- 4.2 Enhance sidewalk and trail connectivity, address ADA compliance, and improve safety in school zones, low-income areas, and activity centers.
- 4.3 Identify and close network gaps for pedestrians and bicyclists, and provide low-stress connections across communities and key corridors.
- 4.4 Implement crossing and visibility enhancements, traffic calming measures, and intersection improvements to reduce conflicts and increase comfort.

Goal 5: Deliver transportation improvements efficiently through collaboration, transparency, and innovation.

- 5.1 Coordinate planning and project development among city, county, MDT, BNSF, school districts, and other regional partners.
- 5.2 Review progress on previous plans and incorporate lessons learned to improve future implementation.
- 5.3 Engage the public throughout planning, design, and prioritization processes.
- 5.4 Pursue innovative funding, technologies, and project delivery approaches to reduce costs and accelerate implementation.



REFERENCES

- ¹ Lewis and Clark County, Charting Our Future: 2025 Growth Policy, July 2025, <https://www.lccountymt.gov/files/assets/county/v/1/community-dev-amp-planning/growth-policies/lewis-and-clark-county-growth-policy-2025.pdf>
- ² City of Helena, Helena Forward, Adopted November 17, 2025, https://www.helenamt.gov/files/assets/helena/v/1/government/departments/community-development/documents/planning/current-projects/landuseupdate/adopted_helena-landuseplan_hq.pdf
- ³ City of East Helena, 2021 Growth Policy Update, Adopted May 4, 2021, https://easthelenamt.us/PDF/COEH_2021GrowthPolicyUpdate.pdf
- ⁴ MDT, TranPlanMT, 2017, <https://www.mdt.mt.gov/tranplan/>



Memorandum

To:	Transportation Technical Advisory Committee Members
From:	MPO Manager
Subject:	Consider the Redesignation of the Greater Helena MPO
Meeting Date:	1/26/2026
Agenda Item Type:	Administration
Background	<p>In 2020 the Census designated the Helena Urban Area as required to form a Metropolitan Planning Organization (MPO), per 23 USC 134 and 23 CFR 450. An MPO is created to carry out the metropolitan transportation planning process. 23 CFR 450 requires an urban area with a population of more than 50,000 to be designated as an MPO. The 2020 decennial census lists the Helena Urban Area population as 52,380.</p> <p>As part of this process, the MPO had to be part of an established entity that represents at least 75 percent of the metropolitan planning area population, including the largest incorporated city as named by the Bureau of the Census.</p> <p>On October 25, 2023, as recommended by the MPO entities, Governor Gianforte designated the MPO under the City of Helena and Lewis and Clark County Consolidated Planning Board as an MPO for the Helena urban area.</p> <p>On June 20, 2024 the City of Helena, Lewis and Clark County, the City of East Helena, and the Montana Department of Transportation signed the 3 Cs Agreement (Cooperative, Comprehensive, Continuing) that established the governing body of the MPO, the Transportation Policy Coordinating Committee (TPCC).</p> <p>The State of Montana's Senate Bill 382 (from the 2023 session) created the Montana Land Use Planning Act, to modernize Montana's land use framework to better manage rapid population growth and housing demands. As part of this bill, it is mandated that each local government establish a planning commission. As part of this mandate,</p>

	<p>the current City of Helena and Lewis and Clark County Consolidated Planning Board will be decommissioned by May 17, 2026.</p> <p>As a result, the Greater Helena MPO must redesignate to a different established entity.</p>
Recommendation	<p>It is recommended that the Greater Helena MPO be redesignated under the Transportation Policy Coordinating Committee (TPCC). As stated in the 3C's Agreement, the TPCC is comprised of officials from the local entities that make up the Greater Helena MPO and complies with CFR 450. As the policy board is responsible for transportation planning and programming in the area, redesignating under the TPCC provides strong organizational stability for the MPO.</p>
Unresolved Issues:	N/A
Fiscal Effects:	None

Memorandum

To:	Greater Helena Area MPO TTAC Members
From:	Ty Weingartner, MPO Manager
Subject:	Revisions of TTAC Bylaws
Meeting Date:	January 26, 2026
Agenda Item Type:	Administration
Background:	<p><i>This topic concerns the accompanying Memorandum: Revisions of TTAC Bylaws dated September 15, 2025.</i></p> <p>On September 15, 2025, the TTAC approved changes to its by-laws and directed the MPO Manager to review other MPO agreements to determine if any should be updated to align with the revised TTAC Bylaws.</p> <p>The MPO Manager does not believe updates are needed in association with the bylaws for the following agreements: 3-C Agreement, Interlocal Agreement, Performance Agreement, or PL Agreement.</p>
Recommendation:	<p>The MPO Manager recommends approving the bylaws and the related policy and procedure document and submitting them to the Transportation Policy Coordinating Committee for approval.</p>
Unresolved Issues:	N/A
Alternatives:	<p>If an MPO entity requires review by its governing commission before submission to the TPCC, the MPO manager recommends waiting until the redesignation documents are ready for presentation.</p>
Fiscal Effects:	N/A
TTAC Decision	

Memorandum

To:	Greater Helena Area MPO TTAC Members
From:	Ty Weingartner, MPO Manager
Subject:	Revisions of TTAC By-Laws
Meeting Date:	September 15, 2025
Agenda Item Type:	Administration
Background:	<p>The MPO Manager received the inaugural request for an additional member to the Transportation Technical Advisory Committee (TTAC). Through multiple discussions with the Montana Department of Transportation regarding the appropriate procedures for adding members, the MPO Manager has noted that the by-laws are somewhat ambiguous and do not accurately represent the structure of any existing committees or boards. As this request to join the TTAC marks the first such inquiry in our organization's progression, the procedures we establish will set a precedent for how future committee membership requests are managed. It is imperative for the MPO to thoughtfully consider our approach to these requests, ensuring that both equality and equity are prioritized in our decision-making processes.</p> <p>On August 18, 2025, The Transportation Technical Advisory Committee (TTAC) of the Greater Helena Area Metropolitan Planning Organization (MPO) came to a consensus that the MPO's by-laws regarding the addition of new members should be updated for greater clarity. The update should focus on outlining the processes and procedures for bringing in new members, while also addressing key considerations such as the duration of terms on the committee and the distinctions between voting and non-voting members. By improving these by-laws, the TTAC aims to ensure that the committee functions effectively, fully representing the interests and expertise present in our community.</p> <p>To facilitate this process, a sub-committee was created to draft the new by-laws, comprising Dick Sloan, Greg McNally, Geoff Streeter, Chris Brink, and Jeremy Fadness.</p>

On September 03, 2025, the Subcommittee met to review and build the revisions to the TTAC Bylaws. The following are the Decisions and Action Items from that meeting.

Decision on Bylaws	Notes	Action
TTAC will only be comprised of 13 Voting Members.	This is stated in the current by-laws; however it should be specified that any new member will be a non-voting member.	MPO Manager update bylaws for TTAC's consideration.
TTAC members shall be professionals employed by or officially representing public agencies, tribal governments, or institutions with jurisdiction or operational responsibilities within the MPO planning area.	Bylaws should be updated to clearly specify who can be a member of the TTAC	MPO Manager update bylaws for TTAC's consideration.
The TTAC will decide if certain professional expertise is needed on the TTAC.	This should be stated in the bylaws that applications for new membership are TTAC Driven.	MPO Manager update bylaws for TTAC's consideration.
Any new TTAC members will be non-voting	This needs to be explained in the TTAC Bylaws	MPO Manager update bylaws for TTAC's consideration.
Any new TTAC member will be for a 3-year term	This needs to be explained in the TTAC Bylaws	MPO Manager update bylaws for TTAC's consideration.
Decisions on Process/Procedure for New TTAC Members	Notes	Action
A process needs to be built on how the TTAC will add new members to the committee	A process needs to be created that will show how new membership is added to the TTAC	The MPO Manager will write these processes and procedures for the TTAC's Consideration.

	The TTAC will have an Inquiry Form on the TTAC Website that can be filled out by the public suggesting needed expertise on the TTAC	An Inquiry Form needs to be built	MPO Manager will build the Inquiry Form for the TTAC's recommendation.
	MPO Manager will bring all Inquiries to the TTAC on the first meeting in January.	Needs to build this into the process and procedure document	MPO Manager to put into process document
	If approved, the TTAC will open applications to the public to solicit for membership to the TTAC.	Need to build this into the process and procedure document	MPO Manager to put into process document
	The TTAC will have an application that will be advertised soliciting membership for the needed expertise on the TTAC.	Need to build this into the process and procedure document, and at some point, build an Application Template.	MPO Manager to put into process document
	Decision on Forms	Notes	Action
	Application needs to have a section that a letter of support/endorsement is needed if that person is representing an organization.	Need to build this into the process and procedure document	MPO Manager to put into process document
	Inquiry needs to have space to provide why this expertise is needed.	Need to build this into the process and procedure document	MPO Manager to put into process document
	Decision on Misc.	Notes	Action
	MPO Manager needs to update Agendas to show that the TTAC is taking Public Comment on any Decision that the committee will make.	MPO Manager will add to the TTAC Agenda Templates	
	The TPCC Bylaws should also be updated	Ty and Geoff to review and provide suggestions	Ty to schedule a meeting with Geoff
	Meeting Times may also need to be updated on	Ty and Geoff to review and	Ty to schedule a meeting with Geoff

	both TTAC and TPCC Bylaws	provide suggestions	
Recommendation:	The MPO Manager recommends the TTAC recommend the approval of the revised bylaws.		
Unresolved Issues:	N/A		
Alternatives:	N/A		
Fiscal Effects:	N/A		
TTAC Decision 9/15/2025	The TTAC approved the proposed changes to the by-laws and directed the MPO Manager to review other MPO Agreements to determine if any additional MPO Agreements needed to be altered to match the proposed TTAC Bylaws. The MPO Manager will provide an update at a later TTAC meeting.		

By-laws of the Greater Helena Area Metropolitan Planning Organization Transportation Technical Advisory Committee

Functions, duties, membership, and responsibilities of the Transportation Technical Advisory Committee of the Greater Helena Area Metropolitan Planning Organization, hereinafter referred to as the TTAC, are as follows:

Article I – Transportation Technical Advisory Committee

Section 1 Name

The name of this Committee shall be the Transportation Technical Advisory Committee (TTAC) of the Greater Helena Area Metropolitan Planning Organization (MPO).

Section 2 Origin

The TTAC is established by the Memorandum of Agreement for the Greater Helena Area Metropolitan Transportation Planning Process, which has been agreed to by the Montana Department of Transportation (STATE), City of Helena (HELENA), City of East Helena (EAST HELENA), and Lewis and Clark County (COUNTY).

Section 3 Purpose

The purpose of the TTAC is to provide technical advice to the Transportation Policy Coordinating Committee (TPCC) necessary to carry out the continuing, comprehensive, and cooperative (3-C) transportation planning process and provide technical direction to the metropolitan transportation planning staff.

Section 4 Function

The Committee shall provide advice to the TPCC or other appropriate committees, and technical direction to the appropriate committees and staffs regarding:

1. Local objectives, community values, community goals and policies to guide development of transportation plans and programs.
2. Professional and technical considerations involving transportation plans and decisions.
3. Long and short-range plans and programs.
4. Programs for financing, staging, administering, or otherwise implementing the transportation planning process.
5. Solutions to specific transportation problems.
6. Evaluation and consideration of social and environmental effects.

These functions will be carried out in close cooperation with the MPO staff.

Section 5 Membership

Membership for voting and non-voting members shall be limited to professionals employed by, or officially representing, public agencies, tribal governments, or institutions with jurisdiction or operational responsibilities within the MPO planning area.

Voting Members: The TTAC shall be comprised of thirteen (13) Voting Members. The following positions shall serve as the voting members.

1. City of Helena Transportation Systems Director
2. City of Helena Community Development Director
3. City of East Helena Public Works Director
4. City of East Helena Planning Staff
5. Lewis and Clark County Public Works Director
6. Lewis and Clark County Community Development and Planning Director
7. City of Helena Transit Manager
8. City of Helena Americans with Disabilities Act (ADA) Coordinator
9. Non-Motorized Advocate at Large
10. Montana Department of Transportation (MDT) Statewide & Urban Planning Planner
11. MDT Great Falls District Preconstruction Engineer
12. Helena Public Schools District No. 1 Superintendent
13. East Helena Public Schools District No. 9 Superintendent

Non-Voting Members: The following positions shall serve as standing Non-Voting Members of the TTAC:

1. City-County Public Health Officer
2. Helena Regional Airport Director
3. Helena Police Chief
4. Lewis and Clark Rural Fire Council Chair
5. Federal Highway Administration (FHWA) Division Statewide and Urban Planner
6. Federal Transit Administration (FTA) Region 8 Transportation Program Specialist
7. MDT Division Maintenance Chief

5.1 Additional Members

The TTAC may, through a majority vote, determine the necessity of adding Non-Voting Members possessing specialized expertise to enhance the Committee's technical advisory functions, as outlined in the TTAC Membership Policy and Procedures. Such recommendations are subject to approval by the Transportation Policy Coordinating Committee (TPCC). All additional appointed members will serve a term of three (3) years.

5.2 Designation of Alternates

Each member of the TTAC may designate an alternate to serve in his/her place via written notice to the TTAC Chairperson.

- Alternates may serve on a meeting-by-meeting basis or on a permanent basis.

- Designated alternates shall have the same voting status (Voting or Non-Voting) as the member they represent.

5.3 Balance of Representation

The TTAC shall strive to maintain balanced representation of transportation modes, disciplines, and jurisdictions within the MPO planning area.

Section 6 Organization

The Committee officers are a Chairperson and Vice Chairperson, elected by a quorum of TTAC members at the first scheduled meeting of the calendar year. Each term lasts one year, with no limit on reelection.

Article II - Duties

Section 1 Duties and Responsibilities

The TTAC shall have the following duties and responsibilities:

1. Establish subcommittees to provide supplemental technical personnel and assistance.
2. Serve on subcommittees, as requested.
3. Review the various phases of the urban transportation planning process (i.e., methodology, projections, assumptions, recommended plans, and assignment of priorities).
4. Advise the staff in obtaining inventories and other data required for the continuing planning process.
5. Work closely with the TPCC in carrying out its duties.
6. Coordinate staff functions assigned to the participating agencies.

Section 2 Duties of Officers

1. Chairperson - The chairperson shall preside at all meetings of the TTAC and to call special meetings as needed.
2. Vice Chairperson - The Vice-Chairperson shall act in the absence of the Chairperson.

Article III – Meetings

Section 1 Meeting Time

The TTAC shall meet as frequently as necessary to carry out its duties. When federal funding or regulatory deadlines necessitate immediate action, the Chair is authorized to convene a special meeting with expedited notice.

In cases where a quorum cannot be achieved in time to meet a federal deadline, the TTAC may, delegate authority to the Chair to entertain a motion if voting members from three out of the four MPO jurisdictions (State of Montana, Lewis and Clark County, City of Helena, City of East Helena) are in attendance.

Section 2 Subcommittees

Subcommittees shall meet as determined by the Chairperson of the Committee.

Section 3 Quorum for Committee Meetings

A quorum shall consist of a simple majority of the voting members listed in the regular membership section of these by-laws including the chairperson or his/her designated representative. Generally, Roberts Rules of Order will be used as guidance in all meeting proceedings.

Section 4 Reporting on Meetings

The Metropolitan Transportation Planning Staff, consisting of staff from HELENA shall perform the following services and functions:

1. Record meeting minutes and attendance.
2. Prepare meeting agendas.
3. Prepare meeting reports and written materials.
4. Notify members of meetings.
5. Other duties, as required.

Minutes of the Committee meetings shall include, at a minimum, the pertinent discussion and final actions of the Committee.

Article IV - Coordination with Others

Section 1 Resolving Differences of Opinion

If any differences of opinion arise between the STATE and local agencies in regard to transportation planning, or among the local agencies with reference to land use planning, these will be resolved at the TTAC level, unless they involve major policy decisions. In such instances they will be brought before the TPCC for resolution.

Article V - Adoption and Amendment of By-laws

Section 1 How Adopted

These by-laws may be adopted by:

- 1. a majority of the voting members of TTAC; and
- 2. a majority of the voting members of TPCC.

Section 2 How Amended

These by-laws may be amended by:

- 1. a majority of the voting members of TTAC; and
- 2. a majority of the voting members of TPCC.

~~LEWIS AND CLARK COUNTY, MONTANA~~

By: _____ Date: _____
— Board of County Commissioners, Chair

ATTEST:

Lewis and Clark County Clerk and Recorder

~~CITY OF HELENA, MONTANA~~

By: _____ Date: _____
— City of Helena, Mayor

ATTEST:

City of Helena City Clerk

CITY OF EAST HELENA

By: _____ Date: _____
City of East Helena, Mayor

ATTEST:


City of East Helena City Clerk

APPROVED FOR THE STATE

By: _____ Date: _____
MDT Rail, Transit, and Planning
Division Administrator

By: _____
Legal Counsel, Montana Department
of Transportation

DRAFT

	<h1>Greater Helena MPO</h1>	Policy Number	
		Original Adoption	
		Revision #	
		Last Revision Date	
Section Title			
<h2>TTAC Membership Addition Policy and Procedures</h2>			

1. Purpose: This policy establishes the process by which the Transportation Technical Advisory Committee (TTAC) may consider and appoint additional Non-Voting Members. The process ensures that membership additions are transparent, equitable, and based on the demonstrated need for professional expertise.

2. Public Inquire Process:

- The MPO shall maintain a TTAC Membership Inquiry Form, available to the public.
- Individuals, organizations, or agencies may use the form to suggest professional expertise that may benefit TTAC deliberations.

3. Annual Review:

- The MPO Manager shall collect all inquiries submitted during the calendar year.
- At the first regularly scheduled TTAC meeting in January, the MPO Manager shall present all inquiries for review and discussion.

4. Determination of Need

- The TTAC shall review inquiries and determine, by majority vote, whether additional expertise is warranted.
- If no new expertise is deemed necessary, the MPO shall provide public notice that existing membership composition remains unchanged.

5. Application Process:

If TTAC determines, additional expertise is needed:

1. The MPO shall issue a public call for applications, outlining required qualifications.
2. Applications shall be reviewed by the TTAC.

3. Qualified candidates shall be nominated and approved by a majority of Voting Members.
4. Appointments are subject to final approval by TPCC.

6 Term of Service:

- All newly appointed members shall serve as Non-Voting Members.
- The standard appointment term is three (3) years.
- At the end of the term, TTAC may recommend reappointment, rotation, or discontinuation of the position.

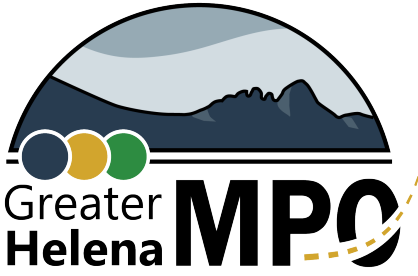
7. Recordkeeping and Transparency

- The MPO shall maintain records of all inquiries, TTAC decisions, and appointments.
- Summary reports shall be included in TTAC annual reporting to TPCC.

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TTAC New Member Inquiry

First Name

Last Name

Email Address

Who Are You Submitting This Form For?

What Expertise is Needed on the Transportation Technical Advisory Committee?

What Qualifications Does The Applicant Process?

⚠ BE CAREFUL WITH THIS FORM

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