Transportation Facts

Montana
Department of Transportation
For more information about the Fact Book contact: Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
444-6201
Fax: 444-7643
website: www.mdt.mt.gov

Find the Fact Book online at:
MDT’s Mission Statement

MDT’s mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

MDT’s Strategic Business Plan

Unity, Transparency, Cost Effectiveness

#VisionZeroMT
zero deaths | zero serious injuries

TranPlan 21 Policy Goals & Actions
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Message from MDT Director

Thanks for picking up the Montana Department of Transportation Fact Book and for your interest in Montana’s transportation system.

At MDT, we work hard to achieve our mission of providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

In this publication, you will find facts and figures related to Montana’s highway system, public transportation, rail system and air service. We provide an overview of how road construction projects are developed and important crash statistics as well as information on highway funding and safety issues.

Please feel free to contact us if you have any questions or need additional information. Visit our website at www.mdt.mt.gov or call us at (406) 444-6201.

Serving you with pride,

[Signature]

Mike Tooley
Montana Department of Transportation Director
Primary Responsibilities

The Montana Department of Transportation is primarily responsible for the following duties:

- road/bridge design and construction
- contract administration
- materials design and testing
- property acquisition
- fiscal programming and cost accounting
- motor fuel collection and enforcement
- enforcement of vehicle weight and dimension laws and the Outdoor Advertising Control Act
- management of the state motor pool
- highway, bridge and rest area maintenance
- public transportation and rail programs and planning
- general aviation airport planning
- highway traffic safety
Department Contact Information

Helena Headquarters
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
phone 444-6201  fax 444-7643
tty 444-7696 or 800-335-7592
https://www.facebook.com/montanadot
www.mdt.mt.gov

Helena Annexes
Rail, Transit and Planning
2960 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
phone 444-3423  fax 444-7671
www.mdt.mt.gov/mdt/
organization/railtran.shtml

Aeronautics
2630 Airport Road
PO Box 200507
Helena, MT 59620-0507
phone 444-2506  fax 444-2519
www.mdt.mt.gov/mdt/
organization/aeronautics.shtml or
www.mdt.mt.gov/aviation
Department Contact Information

More Information

Construction Project Bids
www.mdt.mt.gov/business/contracting/
444-6215

Online Motor Carrier Permitting
www.mdt.mt.gov/business/mcs/permits.shtml
444-7262

Motor Carrier Services
Ports of Entry
Billings EB 657-0204
Billings WB 657-0203
Broadus 436-2531
Coutts, Canada (403) 344-5063
Culbertson 787-5323
Dietz, WY (307) 674-2350
Haugan 678-4257
Lima 276-3429
Wibaux 795-9972

Bicycle/Pedestrian Information
www.mdt.mt.gov/mdt/comment_form.shtml
444-9273

Highway Map Orders
www.mdt.mt.gov/mdt/comment_form.shtml
444-6119

District Administrator Maintenance Chief

District 1 Missoula 523-5802 Missoula Area 523-5803 Kalispell Area 751-2010

District 2 Butte 494-9600 Butte Area 494-9627 Bozeman Area 556-4704

District 3 Great Falls 454-5887 Great Falls Area 454-5889 Havre Area 262-5504

District 4 Glendive 345-8212 Glendive/Miles City 233-3622 Wolf Point Area 653-6709

District 5 Billings 657-0268 Billings Area 657-0217 Lewistown Area 538-1301
### Other Contact Information

**Federal Highway Administration**  
Montana Division Office  
585 Shepard Way, Suite 2  
Helena, MT 59601  
phone 449-5300  fax 449-5314  
www.fhwa.dot.gov/mtdiv/index.htm

**Montana/Canada Ports of Entry**

<table>
<thead>
<tr>
<th>Port Name</th>
<th>Phone Number</th>
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<tr>
<td>Port of Roosville</td>
<td>889-3865</td>
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<tr>
<td>Port of Chief Mountain</td>
<td>(403) 653-3152</td>
</tr>
<tr>
<td>Port of Piegan</td>
<td>732-5572</td>
</tr>
<tr>
<td>Port of Del Bonita</td>
<td>336-2130</td>
</tr>
<tr>
<td>*Port of Sweet Grass</td>
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<tr>
<td>Port of Whitlash</td>
<td>432-5522</td>
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<tr>
<td>Port of Wild Horse</td>
<td>394-2371</td>
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<tr>
<td>Port of Willow Creek</td>
<td>398-5512</td>
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<tr>
<td>Port of Turner</td>
<td>379-2651</td>
</tr>
<tr>
<td>Port of Morgan</td>
<td>674-5248</td>
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<tr>
<td>Port of Opheim</td>
<td>724-3212</td>
</tr>
<tr>
<td>Port of Scobey</td>
<td>783-5375</td>
</tr>
<tr>
<td>Port of Whitetail</td>
<td>779-3531</td>
</tr>
<tr>
<td>*Port of Raymond</td>
<td>895-2664</td>
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</table>

*Open 24 hours

**Neighboring States Road & Travel Numbers**

<table>
<thead>
<tr>
<th>State</th>
<th>Phone Number</th>
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<tbody>
<tr>
<td>Idaho</td>
<td>888-IDA-ROAD</td>
</tr>
<tr>
<td></td>
<td>888-432-7623</td>
</tr>
<tr>
<td>North Dakota</td>
<td>866-696-3511</td>
</tr>
<tr>
<td>South Dakota</td>
<td>866-MYSD511</td>
</tr>
<tr>
<td></td>
<td>866-697-3511</td>
</tr>
<tr>
<td>Wyoming</td>
<td>888-996-7623</td>
</tr>
<tr>
<td></td>
<td>888-WYO-ROAD</td>
</tr>
</tbody>
</table>

**Tourist Information**

800-VISITMT (847-4868) TTY 841-2702  
www.visitmt.com

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General Information
The Transportation Commission is a quasi-judicial board consisting of five members, each of whom is appointed by the Governor for a four-year term. The Commission's major duties are as follows:

- Selecting and prioritizing projects
- Awarding monthly contracts
- Designating roads to various highway systems
- Designating special speed zones and maximum speeds on bridges and overpasses
- Designating access control highways or facilities
- Resolving outdoor advertising appeals
- Abandonment of highway right-of-way

To reach commission members: Phone 444-6201, fax 444-7643, or website http://www.mdt.mt.gov/pubinvolve.
The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor for a four-year term. The Board acts in an advisory capacity to the department and has statutory authority over allocation of airport development loan and grant funds, and pavement preservation grant funds. The nine members represent various facets of the industry, and at least one member of the Board must be an attorney licensed to practice law in Montana.

Aeronautics Board Members

Tricia McKenna (Chair)  
110 Churn Creek Drive  
Bozeman, MT 59715  
tricia@gomckenna.net  
Term expires: Jan 2017  
Represents: Montana Pilots’ Assoc.

A. Christopher Edwards (Vice Chair)  
1648 Poly Drive, Suite 206  
Billings, MT 59102  
chris@edwardslawfirm.org  
Term expires: Jan 2015  
Represents: Fixed Based Operator

Roger Lincoln (Secretary)  
15176 Hingham Road North  
Gilford, MT 59525  
rmbalinc@ttc-cmc.net  
Term expires: Jan 2017  
Represents: Assoc. of Aerial Applicators

Bill Hunt, Jr., Attorney  
PO Box 731  
Shelby, MT 59474  
bhunt@3rivers.net  
Term expires: Jan 2017  
Represents: League of Cities/ Towns

Robert Buckles  
1037 Boylan Road #10  
Bozeman, MT 59715  
robbzn@msn.com  
Term expires: Jan 2015  
Represents: Airlines

Fred Leistikko  
PO Box 7905  
Kalispell, MT 59904  
fleistikko@centurytel.net  
Term expires: Jan 2017  
Represents: Airport Manager

Chuck Manning  
PO Box 784  
Lakeside, MT 59922-0784  
chuck.manning@gmail.com  
Term expires: Jan 2015  
Represents: Education

Walt McNutt  
110 12th Avenue SW  
Sidney, MT 59270  
walt@midrivers.com  
Term expires: Jan 2017  
Represents: Chamber of Commerce

Fred Lark  
620 NE Main Street  
Lewistown, MT 59457  
lark@lewistown.net  
Term expires: Jan 2015  
At Large Member
For road and weather information dial 511 (in state) or 800-226-7623. MDT’s new mobile application can be downloaded from our traveler information website at www.mdt511.com. This system provides road conditions, construction information, road closures, chain requirements, and route-specific weather forecasts for more than 8,000 miles of state-maintained highways. Travelers are able to select a specific route and segment of interest or select a regional report for a summary of conditions in that area. The 511 system also provides tourism information for Glacier National Park, Yellowstone National Park, and Travel Montana.

**Glacier Park** 406-888-7800  
**Yellowstone Park** 307-344-7381

### Cameras/Road Weather Information System
Montana's Road Weather Information System (RWIS) consists of 73 sites across the state. Road weather information systems provide real time information via standard communication tools (phone lines and computer network) statewide. These sites are located in strategic locations to provide accurate real time weather information and can be accessed at [http://www.mdt.mt.gov/travinfo/weather/rwis_list.shtml](http://www.mdt.mt.gov/travinfo/weather/rwis_list.shtml).

### iPhone, iPad or Android Users
MDT's travel info mobile app is available in [Google play](https://play.google.com), the [App Store](https://apps.apple.com) or on [Amazon](https://www.amazon.com). The app includes roadway conditions, cameras, travel alerts, construction details, and more.

![Android](Android.png) ![iPhone](iPhone.png) ![Amazon](Amazon.png)

The Android version of the app can also be [downloaded here](https://play.google.com/store/apps). Don't have Android or iOS? Use the online content and get the latest road condition information at [http://roadreport.mdt.mt.gov/travinfomobile/](http://roadreport.mdt.mt.gov/travinfomobile/).
Vision:
**Vision Zero**—Zero fatalities, zero serious injuries—all highway users arrive safely at their destinations.

Interim Goal:
To reduce fatalities and incapacitating injuries in Montana by half in two decades, from 1,704 in 2007 to 852 by 2030.

Emphasis Areas:
Montana’s Comprehensive Highway Safety Plan uses a multidisciplinary approach when identifying strategies that have the best potential to significantly reduce fatalities and serious injuries on Montana’s roads. This approach considers the four elements of transportation safety, often referred to as the “4Es”:

- Engineering
- Enforcement
- Education
- Emergency Medical Services

Montana Safety Goal = Zero Fatalities, Zero Serious Injuries

Reduce fatalities and serious injuries in Montana by half in two decades, from 1,705 in 2007 to 852 by 2030.

Source: MDT Highway Traffic Safety
The number of drivers aged 65 and older involved in crashes in Montana has remained relatively stable over the last 10 years, decreasing slightly in the past year.

Drivers aged 25 to 35 are most likely to be involved in alcohol or drug-related crashes.

Alcohol and drug-related crashes in Montana accounted for 9.6% of all reported traffic crashes in 2013 and 51% of all fatalities.

A motor vehicle crash is considered to be alcohol-related if at least one driver involved in the crash is determined to have had a blood alcohol concentration (BAC) of 0.01 g/dL or higher or if police report that alcohol and/or drugs are present. The term 'alcohol-related' does not indicate that a crash or fatality was caused by the presence of alcohol.

**Sources:** Federal Fatality Analysis Reporting System (FARS) and MDT Highway Traffic Safety
In the last ten years (2004-2013) in Montana:

Roadway departure crashes have accounted for 67% of all Montana’s roadway fatalities.

Impaired drivers involved in crashes have accounted for 45% of all Montana’s roadway fatalities.

55% of Montana roadway fatalities involved unrestrained occupants.

82% of fatalities and serious injuries occurred on rural area roadways.

Friday, Saturday and Sunday account for almost half (49%) of all fatal and serious injuries.

June, July, and August account for 35% of all fatalities and serious injuries.

Source: MDT Highway Traffic Safety
In the last ten years (2004-2013) in Montana:

- 76% of rural crashes involved single-vehicles in Montana while 87% of urban crashes involved two or more vehicles.
- 40% of all roadway fatalities were ejected or partially ejected from the vehicle.
- 32% of all fatalities and serious injuries occurred in crashes involving an impaired driver.
- 58% of all drivers in crashes were male.

*Source: MDT Highway Traffic Safety*
Montana experienced 20,385 traffic crashes involving:

- **30,607 drivers**
- **1,116 trucks**
- **432 motorcycles**
- **73 school buses**
- **70 non-school buses**
- **7,774 14-25 year-old drivers**
- **10,109 occurred in Montana’s towns or cities**
- **7,240 non-fatal injuries**
- **229 fatalities**

Also:

- More crashes occurred on **Wednesdays** and in **December**
- **2330 rollover crashes** occurred in 2013
- **99 occupant fatalities** were involved in a rollover
- **63 fatalities** were ejected or partially ejected in rollover crashes
- Most ejections were due to **non-use of seatbelts**

*Source: MDT Safety Management*
Montana’s Highway Systems

Montana's public highways and streets are placed on federal and state-designated systems for the purpose of allocating highway funds.

**Federally-Designated Highway Systems**
The National Highway System (NHS) includes the Interstate System as well as other roads important to the nation's economy, defense, and mobility.

- The Interstate NHS consists of routes of highest importance to the nation that connect principal metropolitan areas, cities, and industrial centers as directly as practicable; serve the national defense; and to the greatest extent possible, connect at suitable border points with routes of continental importance in Canada and Mexico.

- The Non-Interstate NHS consists of principal arterials other than the Interstate that serve major travel destinations and transportation needs.

**State-Designated Highway Systems**
- Primary Highway System routes are either principal or minor arterials designated by the Transportation Commission.

- Secondary Highway System routes are either minor arterials or major collectors designated by the Transportation Commission after consulting with boards of county commissioners.

- Urban Highway System routes are urban arterials or collectors in or near incorporated cities with populations over 5,000 and within urban boundaries. They are selected by the Transportation Commission in cooperation with local government authorities.

- State highways which are not located on a defined highway system, but are on the state maintenance system.

- Local roads provide basic access between residential and commercial properties, connecting with higher order roadways.

*Source: A Guide to Functional Classification, MDT Rail, Transit & Planning Division, 2010.*
Montana’s public road miles consist of 74,935 miles, while 12,945 miles are on the state highway system.

Billings has the most public road mileage of any incorporated city in Montana with 567 miles. Rexford has the least with 1.5 miles.

The busiest spot on Montana’s roadways is on Main Street in Billings between Airport Road and Hilltop Road where annual average daily traffic was 48,360 vehicles per day in 2013.

Of Montana’s 56 counties, Yellowstone County had the most on-system daily vehicle miles traveled in 2013, with 2,586,752; Petroleum County had the least with 26,965.

In 2013, 71.8% of Montana’s on-system highway vehicle miles traveled were outside of the state’s 19 urban areas.
Statewide Annual Vehicle Miles of Travel (AVMT)

AVMT = Annual Vehicle Miles Traveled

76.5% of AVMT is on the 12,945 miles of state highway system

Source: MDT Traffic Data Collection Section and MDT Road Inventory & Mapping Section
Passenger Car Traffic by System 2013

- NHS Interstate: 38%
- Primary: 14%
- NHS Non Interstate: 48%

Source: MDT Traffic Data Collection Section

Commercial Truck Traffic by System 2013

- NHS Interstate: 62%
- Primary: 11%
- NHS Non Interstate: 27%

Source: MDT Traffic Data Collection Section
Montana is larger than the combined area of 10 North-Atlantic states, yet it has only 2% of the combined population of those states.

It is farther by highway from Yaak to Alzada (774 miles) than it is from Washington D.C. to Chicago, Denver to Las Vegas, Seattle to Reno, Atlanta to Chicago, Jacksonville to Washington D.C., or San Francisco to Salt Lake City.

### Population Per NHS Mile

<table>
<thead>
<tr>
<th>State</th>
<th>Population</th>
<th>NHS Miles</th>
<th>Pop Per NHS Mile</th>
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<tbody>
<tr>
<td>Wyoming</td>
<td>576,412</td>
<td>3,127</td>
<td>184</td>
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<tr>
<td>North Dakota</td>
<td>699,628</td>
<td>3,693</td>
<td>189</td>
</tr>
<tr>
<td>South Dakota</td>
<td>833,354</td>
<td>3,724</td>
<td>224</td>
</tr>
<tr>
<td><strong>Montana</strong></td>
<td><strong>1,005,141</strong></td>
<td><strong>4,182</strong></td>
<td><strong>240</strong></td>
</tr>
<tr>
<td>Idaho</td>
<td>1,595,728</td>
<td>2,768</td>
<td>576</td>
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<tr>
<td>Colorado</td>
<td>5,187,582</td>
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<tr>
<td>Utah</td>
<td>2,855,287</td>
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<tr>
<td>United States</td>
<td>313,914,040</td>
<td>222,946</td>
<td>1,408</td>
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<tr>
<td>Washington</td>
<td>6,897,012</td>
<td>4,600</td>
<td>1,499</td>
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<tr>
<td>California</td>
<td>38,041,430</td>
<td>14,217</td>
<td>2,676</td>
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<tr>
<td>Hawaii</td>
<td>1,392,313</td>
<td>445</td>
<td>3,129</td>
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*Source: Annual Estimates of Population 2012 & US Census Bureau 2012*
Note: GARVEE bond proceeds (not segregated) were received in 2005 and 2008 in addition to regular revenue received. American Recovery and Reinvestment Act Funds were received in 2009-2012. FY 2012 does not include the GARVEE bond refunding.

Source: MDT Administration Division
MDT Revenue by Category State FY 2014

- Highways State Special Revenue: 38%
- Federal Highway Receipts: 62%

Source: MDT Administration Division

Gross Motor Fuel Tax Receipts State FY 2014

- $83,369,622 Diesel: 37%
- $141,446,806 Gasoline/Gasohol: 63%

Source: MDT Revenue Status Report, Highways State Special Revenue FY 2014
Fuel Consumption State FY 2014

274,188,449* gallons
Diesel 35%

512,724,542* gallons
Gasoline/Gasohol 65%

*As reported on the 551 FHWA report for FY 2014

Funds Raised Per Cent of State Fuel Tax & Tax Rate

Source: FHWA Highway Statistics 2012
Highways State Special Revenue Expenditures FY 2014

Source: MDT Administration Division
Highways State Special Revenue Sources FY 2014

- Diesel Tax: $72,614,159
- Gasoline Tax: $133,643,238
- GVW Fees: $26,327,545
- Indirect Cost: $37,193,835
- Interest: $33,220
- Other: $7,956,921

$277,768,918—Total Revenue

Source: MDT Administration Division
## Highways State Special Revenue Expenditures FY 2014

<table>
<thead>
<tr>
<th>MDT Expenditures</th>
<th>Non-MDT Expenditures</th>
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<tbody>
<tr>
<td><strong>General Operations</strong></td>
<td><strong>Fish, Wildlife, &amp; Parks—Long Range Building &amp; Administration</strong></td>
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<tr>
<td>$25,590,534</td>
<td>$651,653</td>
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<tr>
<td><strong>Construction</strong></td>
<td><strong>Dept. of Justice-Montana Highway Patrol</strong></td>
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<tr>
<td>$74,971,848</td>
<td>$29,070,657</td>
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<td><strong>Maintenance</strong></td>
<td><strong>Dept. of Justice-Motor Vehicle Division</strong></td>
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<td>$118,833,315</td>
<td>$5,798,571</td>
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<tr>
<td><strong>Motor Carrier Services</strong></td>
<td><strong>Dept. of Justice-Centralized Services Division</strong></td>
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<td>$7,392,428</td>
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<td><strong>Transportation Planning</strong></td>
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<td><strong>Tribal Refunds</strong></td>
<td><strong>Dept. of Administration, Architecture &amp; Engineering—Long Range Building</strong></td>
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<td><strong>Local Government</strong></td>
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<td>$16,766,000</td>
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<td><strong>Bond Principal and Interest</strong></td>
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<td><strong>Long Range Building—MDT</strong></td>
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<td><strong>Distributors’ Admin Allowance—1% of Gas/Diesel Tax</strong></td>
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<td>$255,760,387</td>
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</table>

**$292,438,487—Total Expenditures**

Note: expenditures outpaced revenues in SFY 2014.

*Source: MDT Administration Division*
Fuel Tax Rates for Surrounding States are Comparable

Montana
Gasoline 27
Diesel 27.75
Gasohol 27

North Dakota
Gasoline 23
Diesel 23
Gasohol 23

South Dakota
Gasoline 22
Diesel 22
Gasohol 20

Idaho
Gasoline 25
Diesel 25
Gasohol 25

Wyoming
Gasoline 24
Diesel 24
Gasohol 24

Cents Per Gallon

Source: Federation of Tax Administrators Website—July 2013

Motor Fuel Consumption in Montana Remains Flat

Source: FHWA Highway Statistics 2013 and MDT Motor Fuel Tax Section
Fuel Tax Cost Comparisons

Cost to Drive . . .

A driver averaging 12,500 miles a year, with a vehicle averaging 21 miles per gallon, contributes about:

\[ \text{\$3.50 a week or \$182.50 a year} \]

to fuel taxes for maintaining and constructing Montana highways.

Compared to Average Cost of . . .

- Gallon of Milk $3.99
- Latte $4.00
- Pound of Hamburger $4.29
- 4 Movie Tickets & Popcorn $44.00
- Annual Electric Bill $1,200.00
- Annual Cell Phone Bill (family of four) $1,600.00

Source: MDT Rail, Air Quality & Studies

US Gasoline Cost Comparisons 1993 vs 2014

Source: MDT Rail, Air Quality & Studies
Funding Programs

National Highway Performance Program (NHPP)
This program includes Montana’s Interstate Maintenance, National Highway, and National Highway Bridge programs.

- **Interstate Maintenance (IM)**
  This program finances projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System.

- **National Highway (NH)**
  NH funds can be used for Interstate Highway and other principal arterial routes on the National Highway System (NHS).

- **National Highway Bridge (NHPB)**
  This program helps pay for rehabilitatting and replacing bridges on the NHS.

Surface Transportation Program (STP)
Funds in this program can be used to improve any highway that is eligible under state law and not functionally classified as a local or rural minor collector. Bridge and safety projects financed under this program may be located on any public road.

- **Surface Transportation Program Primary (STPP)**
  STPP funds are used to preserve, restore, or reconstruct roads and bridges on the Primary Highway System.

- **Surface Transportation Program Secondary (STPS)**
  Funds in this program may be used to improve highways on the Secondary Highway System. The funds are primarily used to preserve, restore, or reconstruct roads and bridges.

- **Surface Transportation Program Urban (STPU)**
  This program provides funds for improvements on the Urban Highway System in Montana’s 19 urban areas. Funds are typically used to resurface, restore, and rehabilitate existing facilities; improve operations; and for bicycle and pedestrian facilities.

* Federal Share: 91.24%, State Share: 8.76%
** Federal Share: 86.58%, State Share: 13.42%
Surface Transportation Program Bridge (STPB)

- **STP On System Bridge**
  This program helps pay for rehabilitating and replacing bridges on Montana’s highways.

- **STP Off System Bridge**
  This program helps pay for rehabilitating and replacing bridges on Montana’s highways.

Highway Safety Improvement Program (HSIP) ***
The HSIP Program funds safety improvements at high-hazard accident locations on public roads. Proposed projects are prioritized according to a benefit/cost analysis.

- **Railroad Protective Devices Program (RRP)***
  Half of the STPRP funds are used to install new signals, and the remainder is used to upgrade existing signals. Projects are selected by identifying high-hazard sites.

- **Railroad Hazard Elimination Program (RRS)***
  Money from this program goes to sites where only grade separation will eliminate an identified hazard or where an existing grade separation needs to be rehabilitated or replaced.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) **
The federal funds available under this program finance transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, synchronizing traffic signals, bike/pedestrian projects, intersection improvements, travel demand management strategies, and traffic flow improvements. Federal law allows minimum apportionment states such as Montana, significant flexibility in using CMAQ funds. The Montana Transportation Commission, for example, directs a portion of Montana CMAQ funds to the Montana Air and Congestion Initiative (MACI) Program to improve Montana's air quality and decrease traffic congestion.
**Funding Programs**

**Transportation Alternatives**
Eligible projects include, but are not limited to, pedestrian and bicycle facilities; turnouts, overlooks, and viewing areas; lighting and safety related infrastructure; projects to achieve ADA compliance; environmental mitigation and wildlife connectivity. Projects will be prioritized according to federal eligibilities and requirements under MAP-21.

**State Funded Construction (SFC)**
SFC funds come entirely from the Highways State Special Revenue Account and are used for projects not eligible for federal aid. The program funds projects to preserve the condition and extend the service life of roads on the various highway systems.

** Federal Share: 86.58%, State Share: 13.42%

*** Federal Share: 90%, State Share: 10%

*Sources: STIP 2014-2018, Montana Department of Transportation, Statewide Transportation Improvement Plan May, 2014*

Animal bridge on Highway 93 near Arlee.
Below are the estimated construction costs per mile by system. Estimated costs were based on current market prices as of February 2013. It costs more to build roads in the mountainous areas of western Montana than in the prairies of eastern Montana.

![Costs Per Mile](chart.png)

Source: MDT Pavement Analysis Section

**Increasing Highway Construction Costs**

Highway and street construction costs increased by about 50 percent between 2004 and 2014. The nation’s consumer price index (CPI) was about 28 percent in the same period.

Source: Global Insight 2014 and CPI-U 2014
How Long Does It Take to Build a Road?

Building a road project involves years of research, planning, design, engineering, and budgeting. It can take seven to eight years to complete a road project.

Development Phase – 12 months
MDT receives project nominations from the public, local governments, management systems and MDT districts. The department analyzes and reviews the proposed projects and adds them to the Statewide Transportation Improvement Program list for public comment. After MDT reviews the comments and evaluates the amount of funding available, the proposed projects go before the Transportation Commission for approval and receives federal authorization to proceed.

Survey Phase – 8 to 24 months
Beyond the actual survey work, this phase also includes studies that will go into the next phase including environmental, engineering, traffic noise, and air quality studies. MDT issues news releases and holds public meetings. Meanwhile, engineers establish the alignment and grade for the proposed highway and begin to prepare plans.

Design Phase – 15 to 24 months
MDT next develops detailed designs for the project taking into account electrical plans, bridge and hydraulic structures, signing, pavement markings, and erosion control. Various sections of the department perform additional studies on water quality, hazardous materials, and irrigation. MDT may also holds formal public hearings.

Right-of-Way Phase – 6 to 12 months
In this phase, MDT obtains regulatory permits and negotiate agreements with property owners and railroad and utility companies. Other bureaus produce final plans, and the process to stake the centerline and relocate utilities begins.

Construction Phase – 8 to 24 months
Finally, MDT advertises for bids. Once the department accepts the bids, it must determine if the contractor has met all requirements. If it has, the Transportation Commission awards the contracts, and construction begins.
Timely maintenance is the key to getting the maximum life from pavements. For every dollar not spent on timely preventative maintenance, $4 to $8 will be needed for complete reconstruction a few years later.

*Source: http://pavementinteractive.org/article/pavement-life-cycle*

**Construction Expenditure Impacts of Inflation**

*Source: MDT Rail, Transportation and Planning*
2014 State Highway Overall Pavement Condition Summary

Note: Ride index, a measurement of road “smoothness”, is just one index considered in the overall pavement condition.

Performance Goal: Maintain average ride in the desirable (or superior) range with less than 3% of the miles in unsatisfactory condition.

Source: MDT Pavement Analysis Section
MDT produces the official Montana Highway Map in cooperation with Travel Montana. Nearly two million copies of the 2013-2014 were printed.

In fiscal year 2014, MDT crews spread 238,919 cubic yards of sand and 8,755,741 gallons of chemical.

Montana maintains 25,037 actual lane miles.

### Pavement Condition Analysis

<table>
<thead>
<tr>
<th>Excellent</th>
<th>Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smooth pavement void of cracking distress and rutting</td>
<td>Visible traffic wear with low severity cracking and minimal rutting</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate cracking in extent and severity, slight rutting and aggregate loss</td>
<td>Prevalent cracking in extent and severity, heavy rutting, patching</td>
</tr>
</tbody>
</table>

*Source: MDT Pavement Analysis*
Deficient bridges could have reduced load-carrying capacity or have roadway geometry that does not meet today's design standards. "Deficient bridges" does not mean they are unsafe for travel. (Includes deficient bridge-sized culverts.)

*Source: MDT Bridge Bureau*

**Functional Classification of Bridges On State Highway System**

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Total Bridges</th>
<th>Rehabilitation Needed</th>
<th>Replacement Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Arterials</td>
<td>839</td>
<td>72</td>
<td>4</td>
</tr>
<tr>
<td>(Interstate)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Principal Arterials</td>
<td>535</td>
<td>35</td>
<td>8</td>
</tr>
<tr>
<td>Minor Arterials</td>
<td>501</td>
<td>20</td>
<td>13</td>
</tr>
<tr>
<td>Collector</td>
<td>499</td>
<td>35</td>
<td>8</td>
</tr>
<tr>
<td>Local</td>
<td>134</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2508</strong></td>
<td><strong>167</strong></td>
<td><strong>39</strong></td>
</tr>
</tbody>
</table>

*Source: MDT Bridge Bureau*
2014 State Highway Bridges in Need of Repair or Replacement

Total State Highway Bridges: 2,508

2,302 bridges in good condition 92%
206 bridges in need of repair or replacement 8%

Of 16,612,158 state highway bridge square footage, 11% needs rehabilitation and 2% replacement.

Source: MDT Bridge Bureau

2014 Non-State Highway Bridges in Need of Repair or Replacement

Total Non-State Highway Bridges: 1,980

1,662 bridges in good condition 84%
318 bridges in need of repair or replacement 16%

Of 3,727,307 non-state highway bridge square footage, 6% needs rehabilitation and 8% replacement.

Source: MDT Bridge Bureau
MDT has 125 maintenance crews located throughout the state. For fiscal year 2014, MDT crews covered about 4,173,997 miles of road while plowing, sanding, and applying deicing chemicals – the equivalent of driving around the world 168 times.
Maintenance Areas and Section House Locations

Legend

MDT Maintenance Division

Maintenance Section House

Wolf Point

Miles City

Havre

Lewistown

Great Falls

Missoula

Bozeman

Butte

Kalispell

44 Maintenance Information
The Montana Aeronautics Division Loan and Grant Program provides low-interest loans and grants to eligible airports throughout Montana for airport-related improvement projects. Any publicly owned, public-use airport is eligible to apply. Airports may submit retroactive applications for projects that are already started or completed.

Typical airport improvement projects include maintenance, pavement rehabilitation and construction, lighting, communications and infrastructure, terminal or pilot lounge construction, etc.

Grants can fund up to one-half of the airport’s share of federal airport (NPIAS) project costs or 100% of the cost of nonfederal or outside supported projects. Aeronautics Division loans can fund up to 100% of the airport’s share of any airport project.

Aeronautics Division grants are funded by a two cents per gallon tax on general aviation fuel. On average, approximately $300,000 is available each year for grants.

The Montana Aeronautics Board determines recipients of Aeronautics loans and grants.
One quarter of every cent that scheduled passenger air carriers spend on aviation fuel taxes goes into an account devoted entirely to grants for primary commercial service airports. The amount available each year is divided evenly among these airports. Pavement preservation grants are for typical pavement preservation and related projects. Typically, the pavement preservation fund has approximately $70,000 available each year.

If you flew the border of the state of Montana, you would have flown the equivalent distance from Helena, Montana, to Pensacola, Florida.

Montana has close to 4,000 registered aircraft and more than 1,300 registered pilots.

In 2013, scheduled airlines carried 3,204,219 passengers to and from Montana airports.

Montana has 126 public-use airports (15 owned and/or operated by MDT) and more than 350 private-use airports.

The Aeronautics Air Search and Rescue Program has more than 400 Montana volunteer pilots and aircraft to assist in their mission.
The MDT Aeronautics Division, through a state aviation system planning grant from the Federal Aviation Administration (FAA), develops a pavement management system for Montana's general aviation airports. This is an ongoing process and is updated on a three-year cycle.

The system is designed to be a systematic and objective tool for determining maintenance and rehabilitation needs and priorities for paved surfaces on Montana's general aviation airports. The Pavement Condition Index (PCI) provides a dependable scale for comparing the existing operational condition and structural integrity of airport pavements. The rating is 0-100 with 100 being the best. Rehabilitation versus maintenance should be evaluated starting at 60.

A final report was prepared in 2013 to summarize PCI conditions. The following charts summarize some of the information collected during the study.

Seeley Lake Airport in winter.
Aviation Pavement Management System

Total Airport Pavement Area (square feet)

- Taxiway: 10,165,079
- Apron: 9,515,599
- Runway: 40,768,336

Source: Stelling Engineers, Inc.

Aviation Pavement Condition Index (PCI) Value

- Apron: 64.09
- Runway: 69.28
- Taxiway: 70.34

Rehabilitation vs. maintenance should be evaluated starting at 60.

Source: Stelling Engineers, Inc.
2013 Enplanements Commercial and Essential Air Service

Missoula 18%
Billings 24%
Kalispell 12%
Bozeman 27%
Helena 6%
Great Falls 11%

Essential Air Service Cities 2%

Glendive 2%
Havre 3%
Lewistown 1%
Miles City 1%
Sidney 18%
Butte 54%
West Yellowstone 11%
Wolf Point 6%

Source: MDT Aeronautics Division
**Transit Funding Programs**

**Capital Assistance for the Elderly and Persons with Disabilities and General Public - Capital**
*Sections 5310, and 5311*

This MDT-administered program provides capital equipment for transportation services that meet the special needs of the elderly, persons with disabilities, and the general public. Montana currently has 63 recipients of this funding with an inventory of 285 vehicles. Successful applicants for 5311 funding receive capital equipment that is 86% federally funded and matched with 14% local funds. Other funds may be available for capital at 80% federal and 20% local.

**Financial Assistance for Rural General Public**
*Section 5311*

This MDT-administered program provides operating and capital assistance to qualified organizations that provide transportation to the general public in areas outside of Montana’s three urbanized areas. Federal funds pay 54% of operating costs, 80% of administration costs, 80% of maintenance costs, and 86% of capital costs. Remaining funding must come from the local recipient. Montana has 39 transit providers that receive this funding. Rural general public transit systems must have a coordinated or consolidated system in their community or service area.

**Transportation Assistance for the Disabled and Elderly**
*(TransADE)*

MDT's TransADE program offers matching funds to eligible organizations that provide transportation to the elderly and persons with disabilities. State funds are used as match to maximize federal funds for each community transit program. Matching funds are allocated to transit providers based on the number of elderly and disabled in the provider’s service area.
Rural Transit Assistance Program (RTAP)
RTAP funds support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. All Montana rural transit providers receiving federal transit funding are eligible for RTAP funds. Funds are also available to Montana’s public transit operators in urbanized areas as long as activities are primarily designed and delivered to benefit nonurbanized transit providers. This program can fund up to 100% of the request with federal funds.

Metropolitan Planning and State Planning and Research Programs
*Section 5304*
These programs are the principal sources of federal financial assistance to help urban and rural areas plan, develop, and improve comprehensive public transportation systems. MDT assists transit agencies in rural and small urban areas with Transit planning and technical support. Montana’s three urbanized areas—Billings, Great Falls, and Missoula, receive Section 5304 funds for planning.

Bus and Bus Facilities
*Section 5339*
The Bus and Bus Facilities grant program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs. A 20% match is required.
### FY 2013 Annual Transit Systems Ridership

#### RURAL

<table>
<thead>
<tr>
<th>Rank</th>
<th>Service Name</th>
<th>Ridership</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Big Dry Transit</td>
<td>4,413</td>
</tr>
<tr>
<td>2</td>
<td>Big Sky Transportation District</td>
<td>156,994</td>
</tr>
<tr>
<td>3</td>
<td>Big Sky Transportation District - Link</td>
<td>67,921</td>
</tr>
<tr>
<td>4</td>
<td>Bitterroot Bus</td>
<td>13,420</td>
</tr>
<tr>
<td>5</td>
<td>Blackfeet Nation Dept of Transportation</td>
<td>Unavailable</td>
</tr>
<tr>
<td>6</td>
<td>Butte Silver Bow Transit</td>
<td>167,248</td>
</tr>
<tr>
<td>7</td>
<td>City of Dillon</td>
<td>4,764</td>
</tr>
<tr>
<td>8</td>
<td>Confederated Salish &amp; Kootenai Tribes</td>
<td>60,081</td>
</tr>
<tr>
<td>9</td>
<td>Crow Nation Transit</td>
<td>11,158</td>
</tr>
<tr>
<td>10</td>
<td>Dahl Memorial Healthcare Assoc.-Carter Chapter</td>
<td>713</td>
</tr>
<tr>
<td>11</td>
<td>Daniels County Transportation</td>
<td>626</td>
</tr>
<tr>
<td>12</td>
<td>Dawson County Urban Transportation</td>
<td>16,687</td>
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<tr>
<td>13</td>
<td>Fallon County COA</td>
<td>7,941</td>
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<tr>
<td>14</td>
<td>Fergus County COA</td>
<td>14,485</td>
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<tr>
<td>15</td>
<td>Flathead - Eagle Transit</td>
<td>95,184</td>
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<tr>
<td>16</td>
<td>Fort Peck Transportation</td>
<td>69,845</td>
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<tr>
<td>17</td>
<td>Glen-Wood, Inc. - Quality Transit</td>
<td>40,780</td>
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<tr>
<td>18</td>
<td>Helena Area Transit Service</td>
<td>133,620</td>
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<tr>
<td>19</td>
<td>HRDC/Galavan/Streamline</td>
<td>397,369</td>
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<tr>
<td>20</td>
<td>Lake County COA</td>
<td>4,937</td>
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<tr>
<td>21</td>
<td>Laurel Transit Authority</td>
<td>1,893</td>
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<td>22</td>
<td>Liberty County COA</td>
<td>13,602</td>
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<td>23</td>
<td>Lincoln County Transportation Service</td>
<td>41,922</td>
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<tr>
<td>24</td>
<td>Mineral County Pioneer Council</td>
<td>440</td>
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<tr>
<td>25</td>
<td>North Central MT Transit</td>
<td>17,990</td>
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<tr>
<td>26</td>
<td>Northern Transit Inter-Local</td>
<td>7,769</td>
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<td>27</td>
<td>Phillips County Transit Authority</td>
<td>52,083</td>
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<td>28</td>
<td>Powder River Transportation</td>
<td>2,668</td>
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<td>29</td>
<td>Powell County Public Transit</td>
<td>3,362</td>
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<td>30</td>
<td>Richland County Transportation</td>
<td>46,800</td>
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<td>31</td>
<td>Rosebud Transportation</td>
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<td>32</td>
<td>Sanders County DOA</td>
<td>11,311</td>
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<td>33</td>
<td>Toole County Transit</td>
<td>5,017</td>
</tr>
<tr>
<td>34</td>
<td>Valley County Transit</td>
<td>73,637</td>
</tr>
<tr>
<td>35</td>
<td>West Yellowstone Foundation</td>
<td>1,134</td>
</tr>
<tr>
<td>36</td>
<td>Whitehall Senior Citizens</td>
<td>56,526</td>
</tr>
</tbody>
</table>

#### URBAN

<table>
<thead>
<tr>
<th>Rank</th>
<th>Service Name</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Great Falls Transit</td>
<td>470,004</td>
</tr>
<tr>
<td>2</td>
<td>Met Transit - Billings</td>
<td>671,804</td>
</tr>
<tr>
<td>3</td>
<td>Mountain Line - Missoula</td>
<td>923,377</td>
</tr>
</tbody>
</table>

#### TOTAL

<table>
<thead>
<tr>
<th>Rank</th>
<th>Service Name</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TOTAL</td>
<td>3,676,876</td>
</tr>
</tbody>
</table>
FY 2014 Annual Transit Ridership Trends

Annual Transit Ridership Trends

Source: MDT Transit Section

FY 2014 Annual Transit Mileage Trends

Annual Transit Mileage Trends

Source: MDT Transit Section

Other Transportation Modes
In FY 2014, Montana transit providers traveled more than 9,333,105 miles providing public transportation. That is equivalent to 15,555 trips across Montana (or 20 trips to the moon and back).

In FY 2014, Montana transit providers gave over 1,536,991 rides to elderly and disabled citizens to meet medical, nutritional, and employment needs.

The number of general public transportation systems in Montana grew from 12 in FY 2006 to 39 by FY 2014.

Bicycles are considered a vehicle and bicyclists should obey the same vehicular and traffic laws that apply to other operators. This includes obedience to all traffic control devices.

Bicyclists operating in the roadway are part of the traffic mix and shall ride in the same direction as traffic.

Bicyclists operating at less than normal speed of traffic shall ride on the right as near to the right side of the roadway as practical, unless passing another vehicle, preparing for a left turn or avoiding an unsafe roadway condition or hazard.

All public roads are open to cyclists.
Montana had approximately 3,125 miles of active main-line track at the end of 2013 compared to approximately 5,126 miles in 1982. However, volumes have remained roughly the same in spite of the reduction in total miles of track. Because of Montana’s low population, geographic location, and lack of manufacturing industry, much of Montana’s rail traffic is “bridge” traffic with origins and destinations outside the state. (MDT does not regulate rail freight.) The primary products shipped out of Montana by rail are coal, grain, petroleum, and wood products. Most goods destined for Montana move by truck rather than rail.

Goods are transported to Montana (2012, by dollar value) as follows:
- 69% by truck
- 2% by rail
- 21% by multiple modes
- 5% by pipeline
- 3% by other

For shipments originating in Montana (by value):
- 32% by truck
- 13% by rail
- 6% by multiple modes
- 49% by pipeline
- 0% by other

For shipments within the state (by value):
- 81% by truck
- 1% by rail
- 2% by multiple modes
- 15% by pipeline
- 1% by other

BNSF Railway, Montana’s largest freight carrier, operates on 1,939 miles of track in Montana. In 2013, the firm handled nearly 1.8 million carloads of freight within the state. Of these carloads, 342,743 were from Montana to out-of-state destinations and 33,936 were inbound to Montana. BNSF reported the following product mix shipped from Montana.
Passenger Rail Service
Amtrak operates a daily east and west-bound long-distance train (Empire Builder) through Montana, providing passenger service to 12 Montana stations. In 2013, the Empire Builder recorded 145,736 boardings and alightings in Montana with Whitefish accounting for 45% of those passengers.

Montana Railroads
Class I Railroads
Burlington Northern & Santa Fe (BNSF)
Union Pacific (UP) (branch line from Idaho to Silver Bow)

Class II Railroads – Regional
Montana Rail Link (MRL)
Dakota, Missouri Valley & Western (DMVW)

Class III Railroads
Central Montana Rail (CMR)
Butte, Anaconda and Pacific Railway (BA&P)
Mission Mountain Railroad (MMR)

Sources:
Amtrak Government Affairs, 2014
BNSF Railway: Montana-Helping Move a State’s Economy, 2014
Freight Analysis Framework FAF3, US Department of Transportation, 2012
Railways

Other Transportation Modes
Truck Size and Weight Limits

Truck Size
Legal Width........ 8 feet 6 inches
Legal Height....... 14 feet
Legal Length...... 75 feet; single trailer length may not exceed 53 feet

Maximum length for a single unit vehicle is 55 feet.

No vehicle combination may consist of more than three individual trailers.

Legal Axle Weights
Single Axle......... 20,000 lbs
Tandem Axle....... 34,000 lbs
Triple Axle........ Federal 30B Bridge Formula
Gross Weight...... 132,000 lbs

For oversize or overweight load information call 444-7262.
Notice: Information subject to change. Source: MDT Motor Carrier Services

MDT weighed 889,269 trucks in 2013.

Statewide, Montana safety inspectors and peace officers conducted 39,611 commercial vehicle safety inspections in 2013.

During 2013, MDT issued 90,390 permits, netting $7,343,151 in revenue; 14,981 permits were self-issued by customers via the Internet, netting $1,175,277 or 16% of total permit revenue.

MDT registered 10,928 Montana-based Power Units (tractor or truck used to pull a trailer) through International Registration Plan (IRP) in 2013.
Montana Department of Transportation
ADA/504 Notice of Nondiscrimination

The Montana Department of Transportation [MDT] does not discriminate on the basis of disability in admission to its programs, services, or activities, in access to them, in treatment of individuals with disabilities, or in any aspect of their operations. MDT also does not discriminate on the basis of disability in its hiring or employment practices.

This notice is provided as required by Title II of the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973. Questions, complaints, or requests for additional information regarding the ADA and Section 504/Coordinator may be forwarded to:

ADA Coordinator
(406)444-9229 (voice) or
1-800-335-7592 (TDD)
Montana Relay - 711
PO Box 201001
2701 Prospect Avenue
Helena, MT  59620-1001

This notice is available from the ADA Coordinator in large print, on audio tape, and in Braille upon request.
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