

Moving Montana Forward

People, Freight, the Economy



Achieving Our Mission

MISSION

To serve the public by providing a transportation system and services that emphasize



OUR PEOPLE



MDT has close to **1,986 FTEs** (full, part-time, and seasonal employees) across the state in five district offices, strategically located maintenance section houses, weigh stations, the Yellowstone Airport, and Helena headquarters.

transportation planners
historian
archeologist
wildlife biologists
engineers
botanist
technology specialists

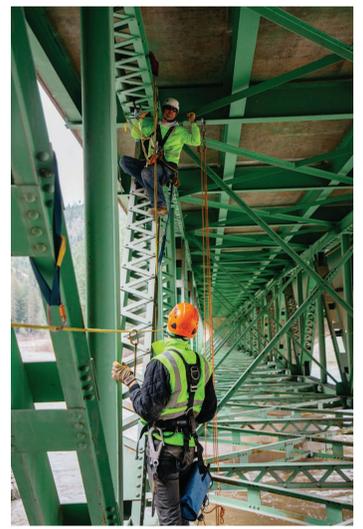
communication specialists
chemists
hydrologists
snowplow operators
motor carrier enforcement officers
fiscal specialists
carpenters

human resource professionals
mechanics
commercial vehicle safety inspectors
finance and accounting professionals
computer programmers and IT specialists
GIS experts
...too many to name!

TOGETHER, we work to ensure a transportation infrastructure that gets Montanans to their jobs, healthcare, shopping, recreation, and daily activities without giving roads, bridges, and transportation in general a second thought.

PRIMARY RESPONSIBILITIES

Highway Traffic Safety Education and Engineering
Road and Bridge Design and Construction
Highway, Bridge, and Rest Area Maintenance
Motor Fuel Tax Collection and Enforcement
Vehicle Safety, Weight and Dimension Law Enforcement
State Motor Pool Management
Materials Design and Testing
Property Acquisition
Fiscal Programming and Accounting
Contract Administration
Outdoor Advertising Control Act Enforcement
Public Transportation, Rail Programs, Studies, and Planning
General Aviation Airport Planning
Air Search and Rescue
Winter Road Plowing and Maintenance



QUICK FACTS

Montana Transportation System = Jobs and Economy

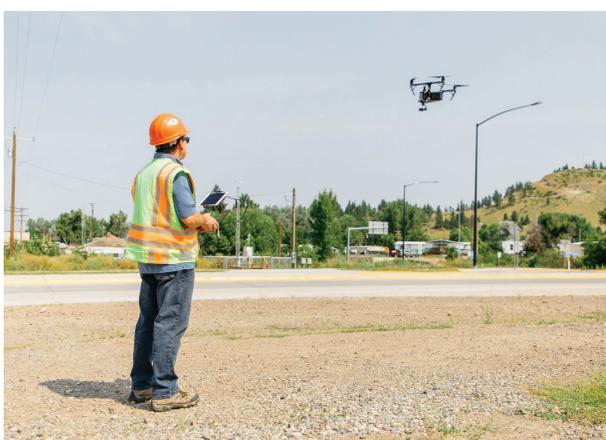
- Since 2009, design and construction of transportation related infrastructure has resulted in more than \$3.4 billion in payments to contractors, consultants, and utility companies.
- Over the past four years MDT awarded 447 construction projects totaling nearly \$1.2 billion.
- In 2018, MDT assisted Montana cities and counties by awarding nearly \$1,125,000 of life-saving ambulances and emergency gear and another \$2.26 million worth of transportation equipment to improve air quality.
- Aeronautics has approximately \$2.5M in grants and loans available in fiscal year 2021, and about about \$1.7M thereafter for airport-related improvements.
- MDT plows on average more than 4 million miles per year statewide.
- MDT Motor Carrier Services works to protect Montana roadways from overweight vehicle damage and ensures drivers and commercial vehicles are operating safely.

Safety

- As part of Vision Zero, MDT led the development of the Montana Comprehensive Highway Safety Plan. The work completed as part of this plan has contributed to a 46% decrease in fatalities and serious injuries since 2007.
- Since 2008, MDT upgraded 13 rest areas. The rest areas serve as safe stopping opportunities along Montana's highways for the traveling public and commercial carriers.

Non-Highway

- MDT owns and/or operates 16 airports; owns one railroad operated by Central Montana Railroad; and administers federal funds for 41 of Montana's 44 general public transit providers.
- In the past five years, MDT has worked with railroads to improve 47 railroad-highway grade crossings.
- Transit ridership has increased by 28% since 2010.



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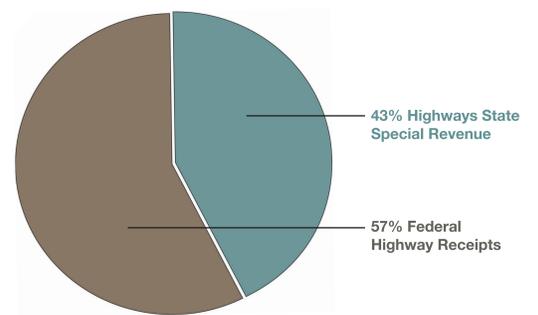
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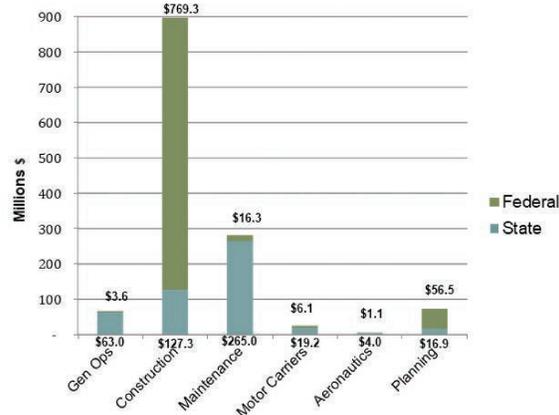
Funding the Transportation System

More than half of MDT's \$650 million annual budget is funded by Federal sources.

MDT Revenue by Category 2018



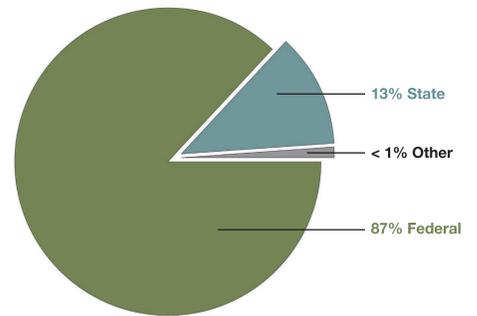
MDT 2021 Biennium Budget Request (in millions - HB2)



Federal funds pay for about **87%** of MDT's highway construction.

State funds primarily match federal funds and support snow plowing, chip sealing, and other highway maintenance.

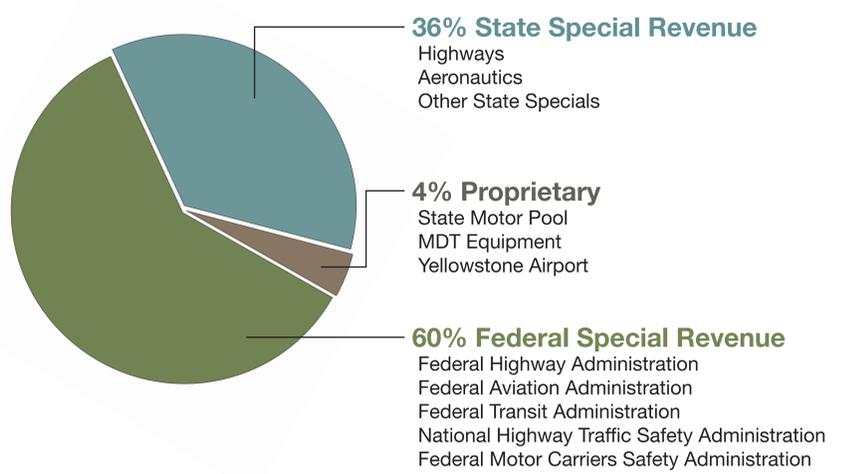
MDT Highway Construction Program Revenue State FY 2018



Most federal funds in MDT's budget are used for constructing transportation infrastructure that directly and indirectly supports Montana businesses and jobs.

In addition to federal sources, MDT relies on the Highway State Special Revenue Fund and other programs.

2018 MDT Funding Revenues



\$400 million annually Montana's federal highway formula share = 1% of the nation's highway funds

MONTANA receives **\$2.58** for every **\$1.00** MONTANA contributes to the Federal Highway Trust Fund

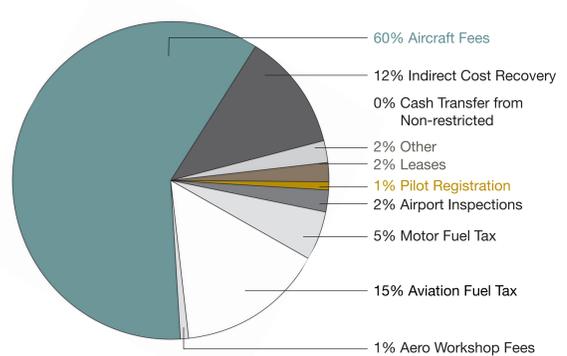
MDT receives no money from the General Fund.

State funds are a critical match to **maximize** federal funding.

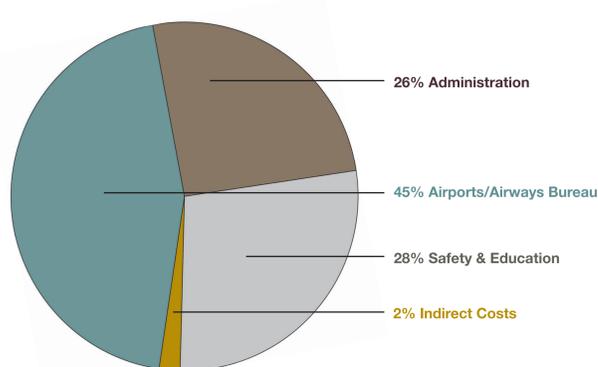
AVIATION

Aviation fuel tax - 5¢ per gallon allocated as follows: 4.5¢ dedicated to airport grants and 0.5¢ dedicated to operations.

Aeronautics State Special Revenue Sources



Aeronautics State Special Revenue Uses



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Funding the Transportation System

USER FEES

are the primary source of revenue for the Highway State Special Revenue Fund.

Gas & Diesel Tax—Gross Vehicle Weight Fees and Permits—Indirect costs for MDT administered programs and projects

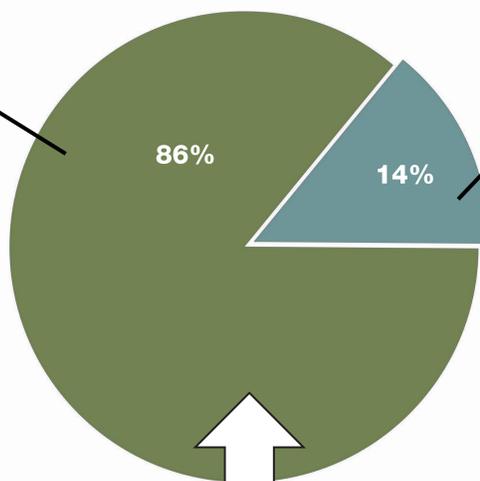
Over the next 10 years, transportation needs are projected to outpace revenue by nearly 3 to 1.

Highways State Special Revenue Restricted Expenditures State FY 2018

MDT Expenditures

- General Operations
\$30,614,567
- Construction
\$57,101,747
- MDT - BaRSAA
\$3,300,228
- Maintenance
\$119,442,956
- Motor Carrier Services
\$6,971,596
- Transportation Planning
\$3,784,520
- Tribal Refunds
\$5,370,647
- Local Government
\$16,816,000
- Dept. of Administration
Architecture & Engineering
Long Range Building
\$2,927,739
- Distributors' Admin Allowance
— 1% of Gas/Diesel Tax
\$2,287,016

\$248,617,016
(2% decrease from 2016)



Distributions

- Local Government - BaRSAA
\$3,551,550
- Fish, Wildlife, & Parks
Long Range Building & Administration
\$1,687,327
- Dept. of Justice
Montana Highway Patrol
\$34,502,692
- Dept. of Justice
Motor Vehicle Division
\$252,793
- Dept. of Justice
IT Division
\$3,166

\$39,997,528
(5% decrease from 2016)

Revenue	
Diesel Tax	\$83,089,709
Gasoline Tax	\$170,939,840
GVW Fees	\$27,024,672
Indirect Cost	\$44,841,240
Other, Includes Interest	\$5,362,068

\$331,257,529—Total Net Revenue

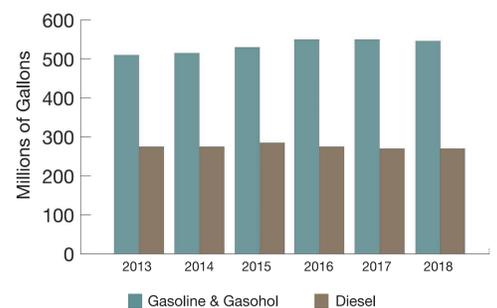
\$288,614,544—Total Expenditures

Fuel Tax

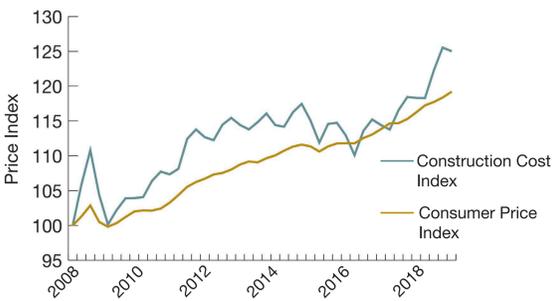


While vehicle miles traveled has increased, so has vehicle fuel efficiency so revenue to MDT has remained relatively unchanged.

Motor Fuel Consumption in Montana



Construction Expenditure Impacts of Inflation



National highway and street construction costs increased by about 18% between 2008 and 2017. The nation's consumer price index (CPI) was about 16% during the same period.

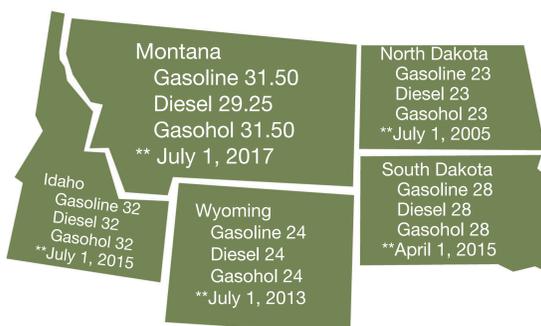
Increased costs, flat funding, aging system, increasing travel demands
=
\$14 billion needed over the next decade
to avoid
rougher roads, new needs going unmet, and tough transportation decisions.

Cost to Drive . . .

In Montana, a driver on average contributes about \$4.00 to \$5.00 a week in fuel taxes for maintaining and constructing Montana highways.

Compared to Average Cost of . . .

Gallon of Milk	\$3.99
Latte	\$4.50
Pound of Hamburger	\$4.29
4 Movie Tickets & Popcorn	\$64.00
Annual Electric Bill	\$1,200.00
Annual Cell Phone Bill (family of four)	\$2,000.00



Fuel taxes in neighboring states have been increasing in recent years. These states also receive other revenue sources in addition to fuel tax.



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Preserving the Transportation System

Funding has been flat for years, while construction costs, inflation, an aging infrastructure, and increasing travel demands make it tougher to preserve and maintain Montana's roads and bridges.

\$1 Billion
Montana falls behind each year

It's starting to show in deteriorating pavement conditions, increasing number of bridges needing replaced, project delays, and fewer needs being met.

Priority
Preserving Montana's transportation assets, such as pavement and bridges.

MDT's 20-year policy plan, **TranPlanMT**, provides policy direction for making investment decisions.

Performance Programming Process (P3)

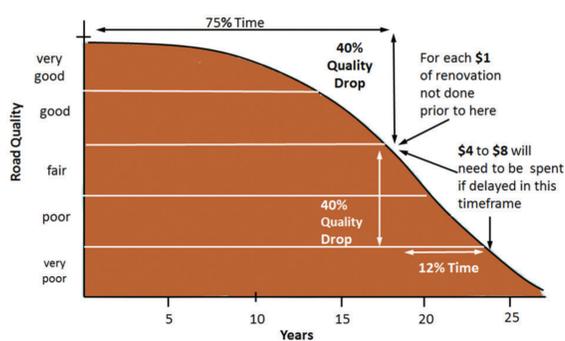
Helps MDT predict what occurs with various mixes of project types. Performance is tracked for ride quality, traffic volume, bridge deck condition, crashes, plus more.

MDT's asset management process, **P3**, is used to determine the best system-wide mix of resurfacing, rehabilitation, and reconstruction projects. TranPlanMT policy direction plus data about the assets help evaluate alternatives for a **cost effective, optimal distribution of funds** to meet performance goals for pavement, bridge condition, and safety.

Funding is distributed by district, highway system, and type of work. Then, specific projects are selected for the Statewide Transportation Improvement Program.

When surveyed, Montanans ranked maintaining pavement condition as a priority to improve the system.

Road Deterioration vs. Time



Right treatment at the right time to make the most of every dollar

Resurfacing and rehabilitation projects can extend the life of the asset and delay the need for reconstruction.

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.

\$1 spent on preservation **will save** **\$4 - \$8** in costly reconstruction



Bynum South



Garrison Junction Project



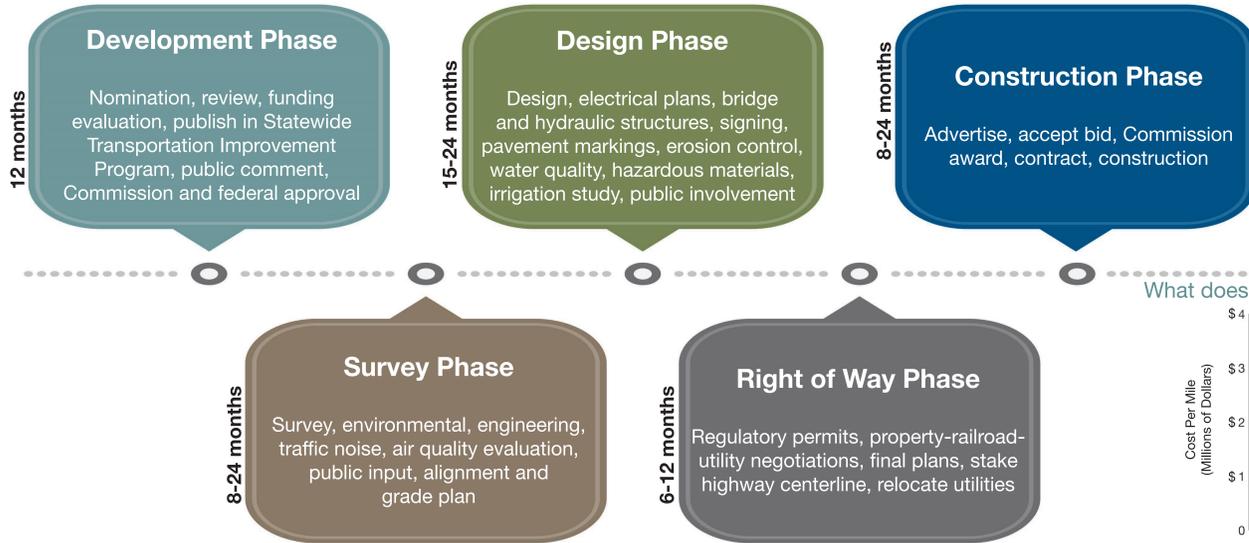
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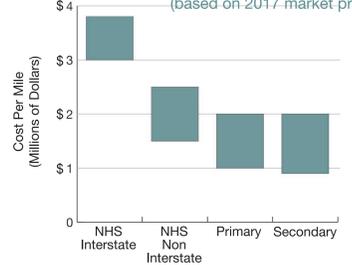


Building the Infrastructure

THE LONG ROAD TO CONSTRUCTION



What does it cost per mile to build a road? (based on 2017 market prices)

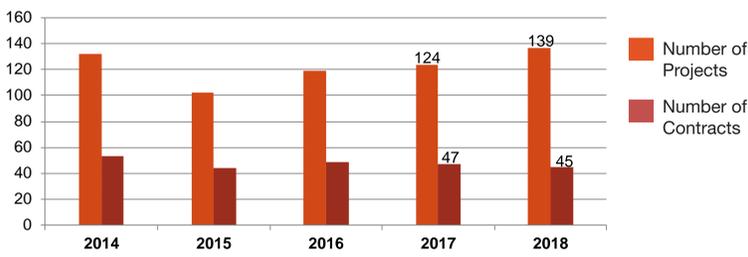


MDT's construction program supports Montana businesses and jobs.

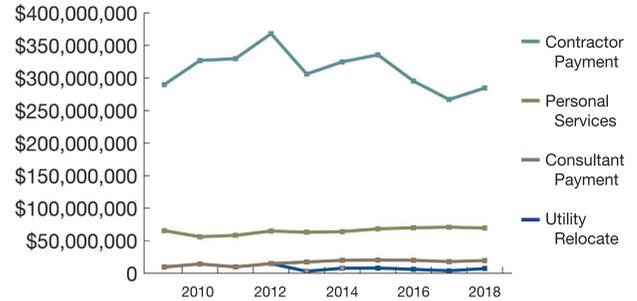
MONEY INTO THE ECONOMY

Over the years, more funding has gone to contractors, while staffing levels throughout the department decreased. Since 2009, design and construction of transportation-related infrastructure has resulted in more than \$3.4 billion in payments to contractors, consultants, and utility companies.

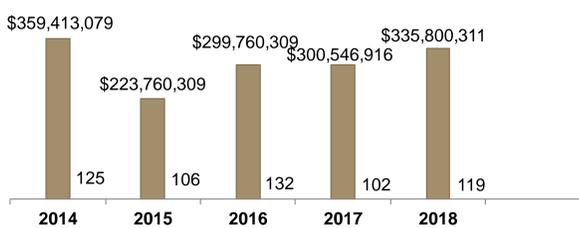
Construction Projects Awarded



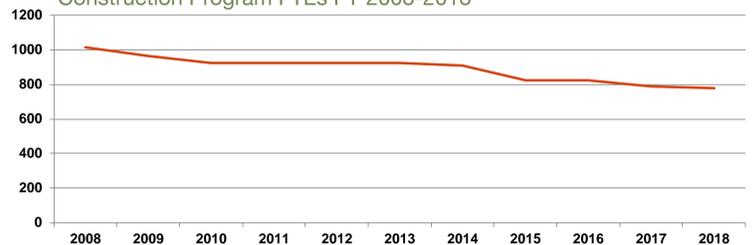
Contractor Payments FY 2008-2018



Construction Projects and Award Amounts



Construction Program FTEs FY 2008-2018



NEEDS

- The 2018 estimated 10-year need is about \$14 billion. Annual construction funding is about \$470 million.
- Of the approximately 17 million square feet of state highway bridges
 - 25% are in a state of decline (deck, superstructure and substructure all in fair to poor condition)
 - 5% of the deck area is in poor condition and needs deck rehabilitation
 - 5% have deck and superstructure deterioration or substructure conditions that require major rehabilitation
 - 3% need replacement
- Over the next 10 years, transportation needs are projected to outpace available revenue by nearly 3 to 1.

Montana generally spends about 87 cents of federal funds for every 13 cents from the Highway Special Revenue Account to build highway infrastructure.

VALUE ANALYSIS PROGRAM

MDT conducts a systematic review of complex, unique, and high cost projects to generate alternatives that provide the needed function at the lowest overall cost. Since this nationally recognized program was implemented, 69 studies have been conducted saving an estimated \$119 million.

MDT uses corridor planning studies to determine essential needs and cost-effective improvement options before embarking on costly environmental reviews of alternatives that are not viable.



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Maintaining the Transportation System

THE PEOPLE

MDT's Maintenance employees are the backbone of the department and are probably the ones seen most often on the roads.

About **734 FTEs** together maintain Montana's **25,000 lane miles of roadway** using over **4,600 pieces of equipment**.



MDT has 125 maintenance crews located throughout the state. MDT crews plow over 4 million miles of road - that's 8 trips to the moon and back or 160 times around the earth's equator.



THE JOB

Roadway Maintenance

- Thin Lift Overlay
- Crack Sealing
- Chip Sealing
- Sweeping
- Bridge Maintenance & Repair

Winter Maintenance

- Plow, Sand, De-icing
- Snow Removal
- Winter Roadway Inspections

Traffic Safety

- Roadway/Sign Lighting
- Pavement Striping
- Contracted Pavement Striping

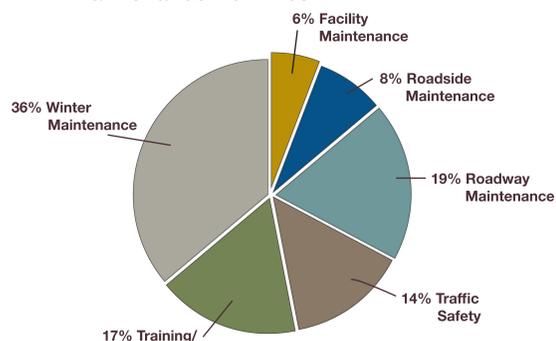
Facility Maintenance

- Rest Area Maintenance
- Building Repair and Maintenance

Roadside Maintenance

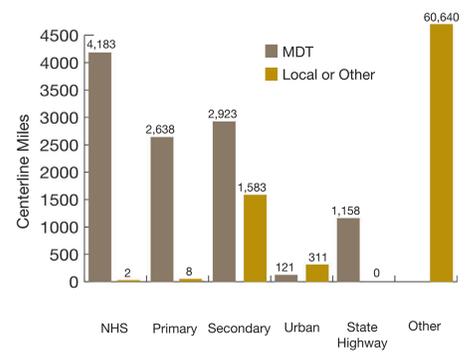
- Vegetation Control
- Cleaning Drainages
- Litter Pickup

Percentage Of Expenses Performing Maintenance Activities

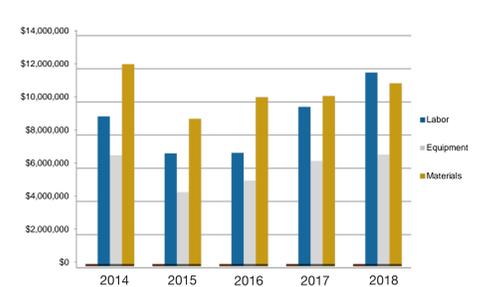


2016 MDT Routes	Centerline Miles	AVMT
12,943	12,943	9.6 billion

Maintenance Responsibility by System



5-Year Winter Maintenance Cost Analysis



MDT fabricates 16-25 plow trucks each year. Building our own plows **saves \$83,000 per truck** and allows for better quality assurance. Total cost for MDT to build a snowplow (including labor, materials, and equipment) is \$162,000. Purchasing the same vehicle would cost \$245,000.



The majority of funds for road maintenance, including winter road clearing, comes from the Highways State Special Revenue Account.

TECHNOLOGY

Cameras/Road Weather Information System

Montana's Road Weather Information System (RWIS) consists of 73 sites in strategic locations to provide accurate, real time weather information. MDT relies on RWIS to monitor changing conditions and respond accordingly. The information is available to the public at MDT511.com.

Snowplow Cameras

Twelve MDT snowplows are equipped with cameras that provide travelers with images of current conditions.

The "plow-cam" images are available on MDT's Travel Info website and mobile app when the snowplows are in service. The images are taken approximately every half mile and available for viewing for up to 30 minutes.

Images allow MDT and Montana travelers another resource for assessing road conditions.



MOTOR POOL PROGRAM

The Motor Pool Program provides safe and reliable vehicles to all state employees who travel to conduct official state business.

176 vehicles are based in Helena and 831 vehicles are located across the state.

Over 12 million miles were driven in SFY 2018 – an average of 12,000 miles per vehicle.



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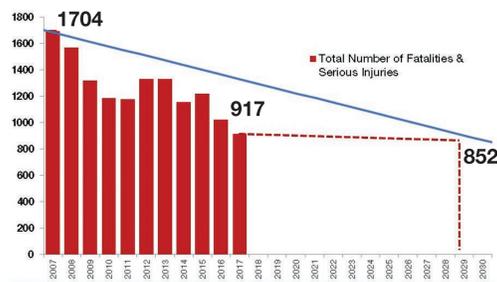
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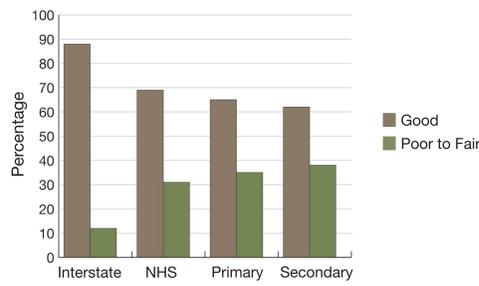
Monitoring Performance

MDT uses data collection and customer feedback to monitor performance. Performance goals and measures guide MDT decisions to best deliver the transportation system Montanans need.

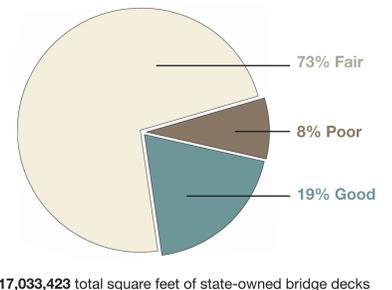
CHSP Interim Safety Goal



Historic Pavement Condition by System



State-Owned Bridge Condition by Area



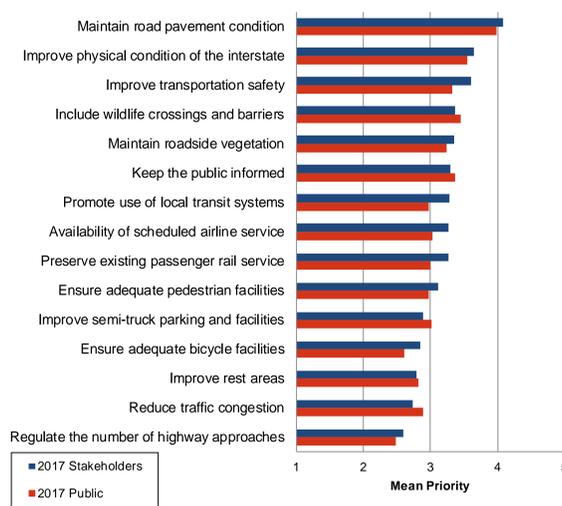
PUBLIC INVOLVEMENT AND STAKEHOLDER SURVEY

A main component of MDT's ongoing planning process is biennial public involvement and stakeholder surveys. These identify changes in public and stakeholder perceptions of the current condition of the transportation system and possible actions that could improve the system. Some 2017 results:

Actions to Improve Transportation System

Question:

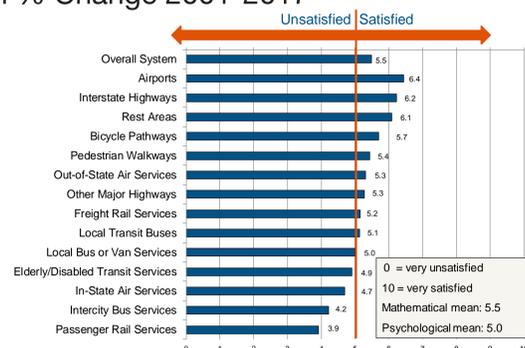
What priority should MDT assign to actions to improve the transportation system in Montana?



Public Satisfaction % Change 2001-2017

Question:

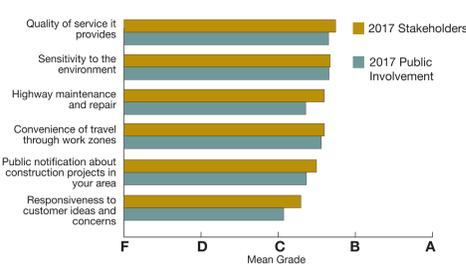
How would you rate your satisfaction with the availability of service?



MDT Customer Service Grades – Public & Stakeholder Groups

Question:

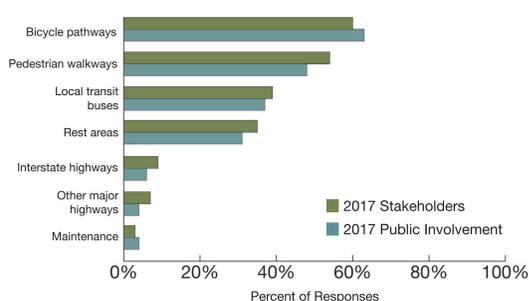
Grade MDT on its performance using the A through F scale, where A is excellent, B is good, C is average, D is poor, and F is failing.



Customer Responses to Reductions if Overall Funding Decreases

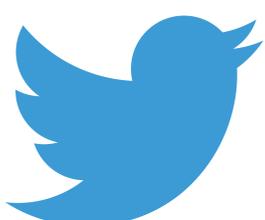
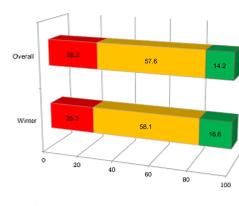
Question:

If funding for Montana's transportation systems decreases, which of the following should be funded at a lower level?



Overall Maintenance Rating

MDT's 2017 Highway Maintenance customer satisfaction survey included questions on individuals' views related to overall Interstate and Highway maintenance. For both overall and winter months, 70% gave MDT an excellent/good satisfaction rating.



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Supporting Mobility and Economic Vitality

MOTOR CARRIER SERVICES

MDT's Motor Carrier Services Division (MCS) protects taxpayers' investment in Montana's highway system and ensures the safety of the traveling public by:

- Enforcing commercial and agricultural vehicle laws and regulations
- Enforcing commercial vehicle driver and safety laws
- Providing services and permits for commercial motor carriers to operate legally in Montana, interstate, and internationally
- Providing safety programs to reduce commercial vehicle-involved crashes, fatalities, and injuries
- Providing training on compliance with motor carrier safety and hazardous materials regulations
- Detecting and investigating illegal use of red dyed diesel (fuel tax evasion)

MCS officers also provide customs inspections, assist in aquatic invasive species prevention, and offer peace officer assistance to other Montana law enforcement agencies on request.

GVW fees contribute more than \$27 million to the Highways State Special Revenue Fund in FY 2018.

Fast Facts

In SFY 2018:
Weighed more than **1 million trucks**

Conducted **27,319 commercial vehicle safety inspections**

Issued over **70,863 permits, fuel licenses and vehicle registrations**

MCS personnel issued **47,957 permits.**

Online users self-issued **22,906 permits.**

Conducted nearly **300 safety audits** on new motor carriers.

Issued **more than 5,000 citations** for violations of vehicle size and weight, motor fuel and safety laws.

Checked or made contact with **almost 1.2 million trucks and drivers.**



KEEPING PEOPLE AND FREIGHT MOVING IN WINTER

Road and Travel Information

Get current road and weather conditions, construction information, road closures, chain requirements, incident information, camera/RWIS images, and snowplow camera images at www.mdt511.com, by dialing 511 (in state) or 800-226-7623, and downloading MDT's mobile app, MDT Travel Info.

MDT's travel info mobile app is available in Google play, the App Store, Amazon, and at mdt511.gov.



Travel Info 2018:

229,377 calls received on 511

8 million views on the traveler website for road information

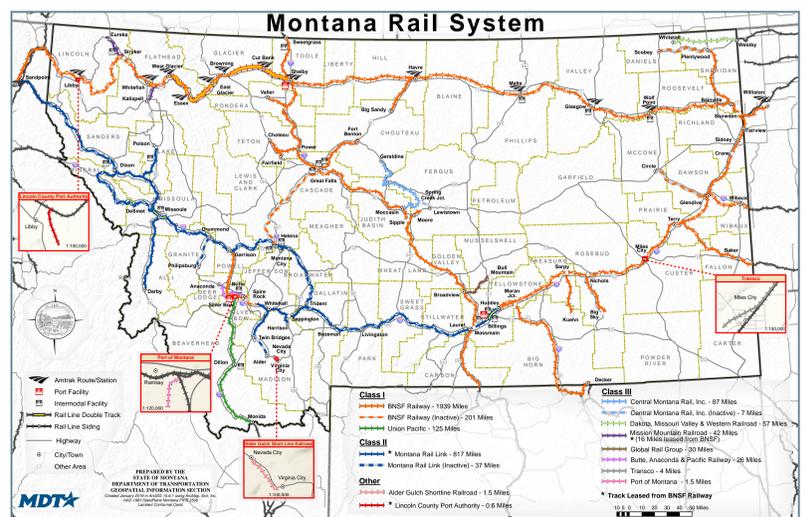
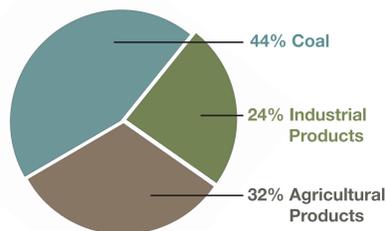
2.6 million map visits on the traveler website

20,000+ mobile application downloads

FREIGHT IN MONTANA

	By \$ Value (2015)	By Weight (2015)
To Montana:		
Truck	67%	51%
Rail	9%	26%
Pipeline	7%	21%
Multiple Modes	16%	2%
Other	1%	0%
From Montana:		
Truck	45%	20%
Rail	14%	50%
Pipeline	28%	27%
Multiple Modes	9%	3%
Other	4%	0%
Within Montana:		
Truck	53%	50%
Rail	4%	7%
Pipeline	41%	43%
Multiple Modes	2%	0%
Other	0%	0%

BNSF reported the following product mix shipped from Montana (based on 2017 carloads):



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Supporting Mobility and Economic Vitality

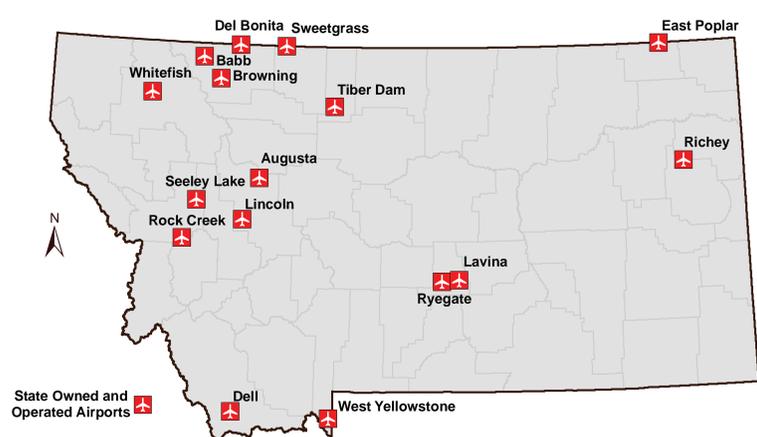
AERONAUTICS DIVISION

The MDT Aeronautics Division is responsible for providing for the protection and promotion of safety in aeronautics.

- The Division facilitates the maintenance of airports and the various components of airport infrastructure, including visual and electronic navigational facilities and flying aids.
- Educational efforts and programs, registering aircraft and pilots in accordance with Montana laws, and coordination and supervision of civilian air search and rescue operations are important components of safety.
- MDT Aeronautics also administers a loan and grant program to municipal governments to fund airport development and improvement projects.



State Owned Airports



Fast Facts

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 over 4,000 registered aircraft and approximately 3,300 pilots.

Montana has 124 public-use airports (16 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.

In 2018, scheduled airlines carried over 4 million passengers to and from Montana and spent over \$50 million in airport development projects.

Airport Loan and Grant Program

This program provides nearly \$2,200,000 annually in loan/grant funds to airports.

The State Aviation System Plan

The Federal Aviation Administration (FAA) system plan provides funding for multiple studies including pavement condition indexes, standards review, inventory and forecasting, and others.

Safety Inspections

Safety inspections are conducted for all public use airports every three years.

Re-Sale Program

MDT procures and re-sells items ranging from runway marking cones to runway lighting supplies and fixtures.

16 State Owned/Operated Airports

Fifteen are general aviation/recreational runway airports and one seasonal commercial service airport near West Yellowstone. The Yellowstone airport receives scheduled Essential Air Service by SkyWest Airlines and is a base for the U.S. Forest Service Interagency Fire Control Center, including smokejumpers and retardant aircraft for the Park and all southwestern Montana.



DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

The DBE Program supports the participation in transportation contracts by companies owned and controlled by socially and economically disadvantaged individuals. Currently, 178 firms are certified to participate in federally funded contracts; 111 of which can perform highway related work. Business assistance and training on preparing business plans, small business contracting, and other topics are also provided. In 2018, MDT achieved 5.10% participation on federally funded contracts, equating to over \$17 million of federal funding to DBE firms.



Montana Department of Transportation

ON-THE-JOB TRAINING SUPPORTIVE SERVICE (OJT/SS)

OJT/SS is a federally funded program that encourages increased participation of women, minorities, and disadvantaged individuals in the highway construction industry.

MDT in partnership with Fort Peck Community College and Salish Kootenai College provides truck driving and heavy equipment operation training. Students earn industry-recognized credentials to gain full-time employment in highway construction.

MDT in partnership with Blackfeet Community College (BCC), were one of seven recipients nationwide, to receive a Ladders of Opportunity Pilot grant focused on highway construction workforce development training. The program's goal is to train 45 community members in CDL, heavy equipment, and flagging over the course of the three year project.

To address the needs of a diverse workforce and promote greater awareness of career opportunities within the transportation industry, MDT also works with partners to host the National Summer Transportation Institute program, which introduces middle school and high school students to transportation careers.



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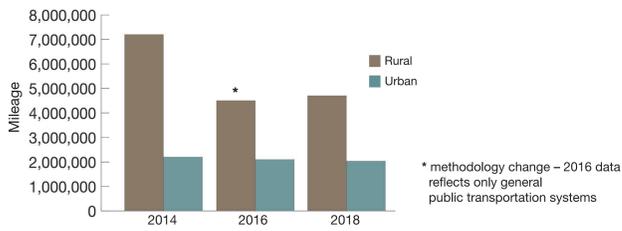


Delivering Accessibility and Connectivity

TRANSIT

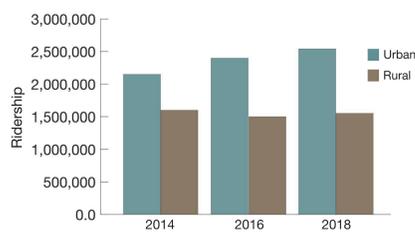
In FY 2018, Montana transit providers traveled more than 9.6 million miles providing public transportation. That is equivalent to 15,893 trips across Montana (or 20 trips to the moon and back).

State FY 2018 Annual Transit Mileage

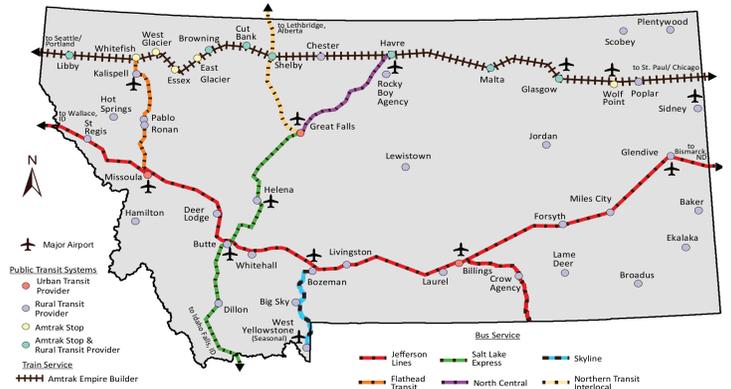


In FY 2018, Montana transit operators provided over 1.2 million rides to elderly and disabled citizens to meet medical, nutritional, and employment needs.

State FY 2018 Annual Transit Ridership Trends



Intercity and Local Transit Services



BICYCLES AND PEDESTRIANS

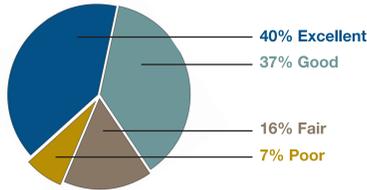
Despite funding changes at the Federal level, MDT continues efforts for multimodal transportation.

MDT spent \$11.1 million on footpath and bicycle trails in SFY 2018. On average MDT spends \$8.8 million annually on footpath and bicycle trails. (Does not include bike lanes, shoulder widening, the cost of planning, right of way acquisition, or utilities moves)

Shared Use Paths

There are over 180 miles of shared use paths in MDT right-of-way.

Percent Rating of Shared Use Paths Based on 2018 Condition



Annual costs for general maintenance and pavement preservation exceed \$1,090,000.

ADA Transition Plan

MDT's Americans with Disabilities Act (ADA) Transition Plan provides guidance for removal of accessibility barriers. A statewide assessment of 16,000 curb ramp locations identified deficiencies in existing right-of-way elements and helps prioritize ADA improvement projects. Funds from multiple sources are used to deliver improvements, including about \$4 million of Congestion Mitigation and Air Quality Improvement Program funds annually. ADA upgrade projects are slated for Glendive, Glasgow, Conrad, Shelby, Big Timber, Hardin and Roundup in 2019.



REST AREAS

Activities such as walking and stretching, using a restroom, stopping for a meal, sleeping, or using a mobile device aid in reducing driver fatigue and potentially reduce fatigue-related crashes.

MDT uses the Rest Area Plan to identify maintenance and improvement projects necessary for Montana's statewide rest areas. The plan emphasizes building and site preservation to extend the service life of existing structures and utility systems and identifies improvements to meet parking and building demands.

Since 2008, MDT upgraded 13 rest areas. The rest areas serve as safe stopping opportunities along Montana's highways for the traveling public and commercial carriers.

MDT owns and maintains 35 rest areas across the state and 10 parking areas.

MDT Owned and Maintained Rest Areas



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Reaching Vision Zero

MONTANA'S COMPREHENSIVE HIGHWAY SAFETY PLAN

Vision

Vision Zero - zero fatalities and zero serious injuries on Montana roadways.

Interim Goal

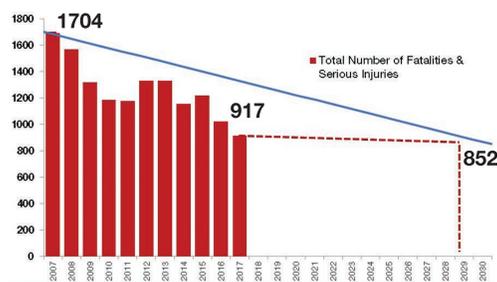
To reduce fatalities and serious injuries in Montana by half in two decades, from 1,704 in 2007 to 852 by 2030.

Emphasis Areas

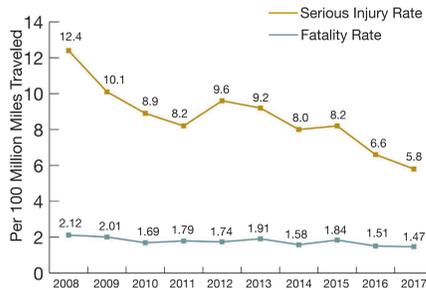
Critical crash factors or crash trends that will have the biggest influence on reducing crash frequency or severity are:

- Roadway Departure and Intersection Crashes;
- Impaired Driving Crashes; and
- Occupant Protection.

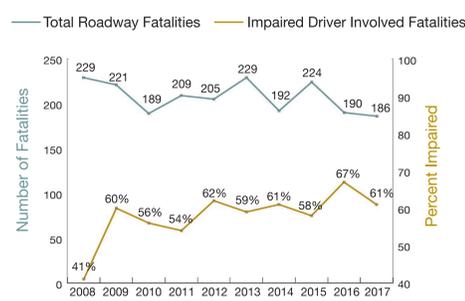
CHSP Interim Safety Goal



Statewide Fatality, Injury & Crash Rates



Fatalities and Alcohol/Drug Involved Fatalities



In the last 10 years (2008-2017):

Roadway departure crashes have accounted for **67%** of all roadway fatalities and **56%** of serious injuries.

Impaired driver involved crashes have accounted for **58%** of all roadway fatalities and **32%** of serious injuries.

Unrestrained occupants in vehicles with seat belts accounted for **65%** of all roadway fatalities and **39%** of serious injuries.



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Unrestrained occupants in vehicles with seat belts have accounted for **65%** of all roadway fatalities and **39%** of serious injuries.

SEAT BELT USAGE

From 2008-2017 in Montana:

- 65% of fatalities in vehicles with seat belts were unrestrained
- More than 3 out of 4 people ejected during a fatal crash died from their injuries
- Nearly 400 ejected fatalities occurred
- \$1.5 million was the average cost per motor vehicle fatality

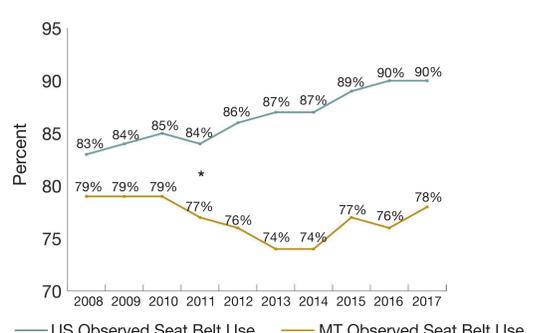
Montana's 2018 observed seat belt usage rate is **87%**.

On Montana roadways In 2017:

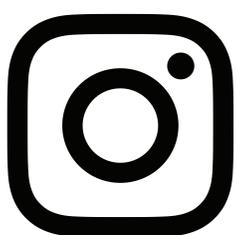
- 186 people died in crashes
- 84 deaths were attributed to not wearing a seat belt (not counting pedestrians, bicyclists and motorcyclists)
- 70% of the unrestrained people ejected from their vehicle suffered fatal or serious injuries
- 76% of the unrestrained people died in crashes on rural roadways
- Nearly 7 of 10 vehicle occupant deaths were ejected from their vehicle.



Seat Belt Usage



* NHTSA methodology change



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Ensuring Environmental Stewardship

MDT identifies and evaluates impacts of transportation construction and maintenance activities on natural, social, and economic resources. Measures are taken to avoid, minimize, or mitigate such impacts in compliance with applicable laws, regulations, and policies. This includes impacts pertaining to fish, wildlife, vegetation, wetlands, water quality, historic, cultural, archaeological, paleontological, hazardous and solid waste, erosion control, air quality, noise, visual, social, and economic.

MAINTENANCE OF VEGETATION

Vegetation helps to prevent erosion and reduces the amount of sediment discharged with highway storm water runoff. MDT Maintenance conducts ongoing vegetation management practices to restore sight distance, control noxious weeds, prevent snow drifting, reduce ice, and to control or prevent slope failure. These practices include mowing, trimming, brush removal, spraying herbicide, and re-seeding.

WILDLIFE CONNECTIVITY

MDT biologists develop habitat connectivity measures incorporated into construction projects. Underpasses, overpasses, at-grade crossings, bridge extensions, culvert installations and modifications, fencing, and removing existing barriers are evaluated. Placement of these features is critical for maintaining traditional wildlife movement patterns, sustainability of wildlife populations, and reducing vehicle-wildlife collisions.

WETLANDS

MDT mitigates impacts to aquatic resources resulting from construction of Montana's highway system. When projects impact aquatic resources, MDT is required to replace these resources. Mitigation sites are developed to replicate the various habitat types and replace functions and values. MDT's continuing development of wetland mitigation has resulted in the restoration, creation, and preservation of over 1,400 acres of wetlands statewide to date.

STORM WATER RUNOFF, EROSION AND SEDIMENT CONTROL

MDT takes actions to address storm water pollution prevention and water resource protection during construction, post construction, and with maintenance activities. Measures are taken to reduce soil erosion and sediment deposit into adjacent waterways and protect the highway facility.

ADOPT-A-HIGHWAY

MDT's "Adopt A Highway" Program encourages public participation in litter pick up along highways. Participants "adopt" two-miles of highway for a two-year period by agreement to pickup litter a minimum of three times a year. This helps keep Montana's scenic character and prevents litter from washing into the storm water drainage systems and receiving waters.

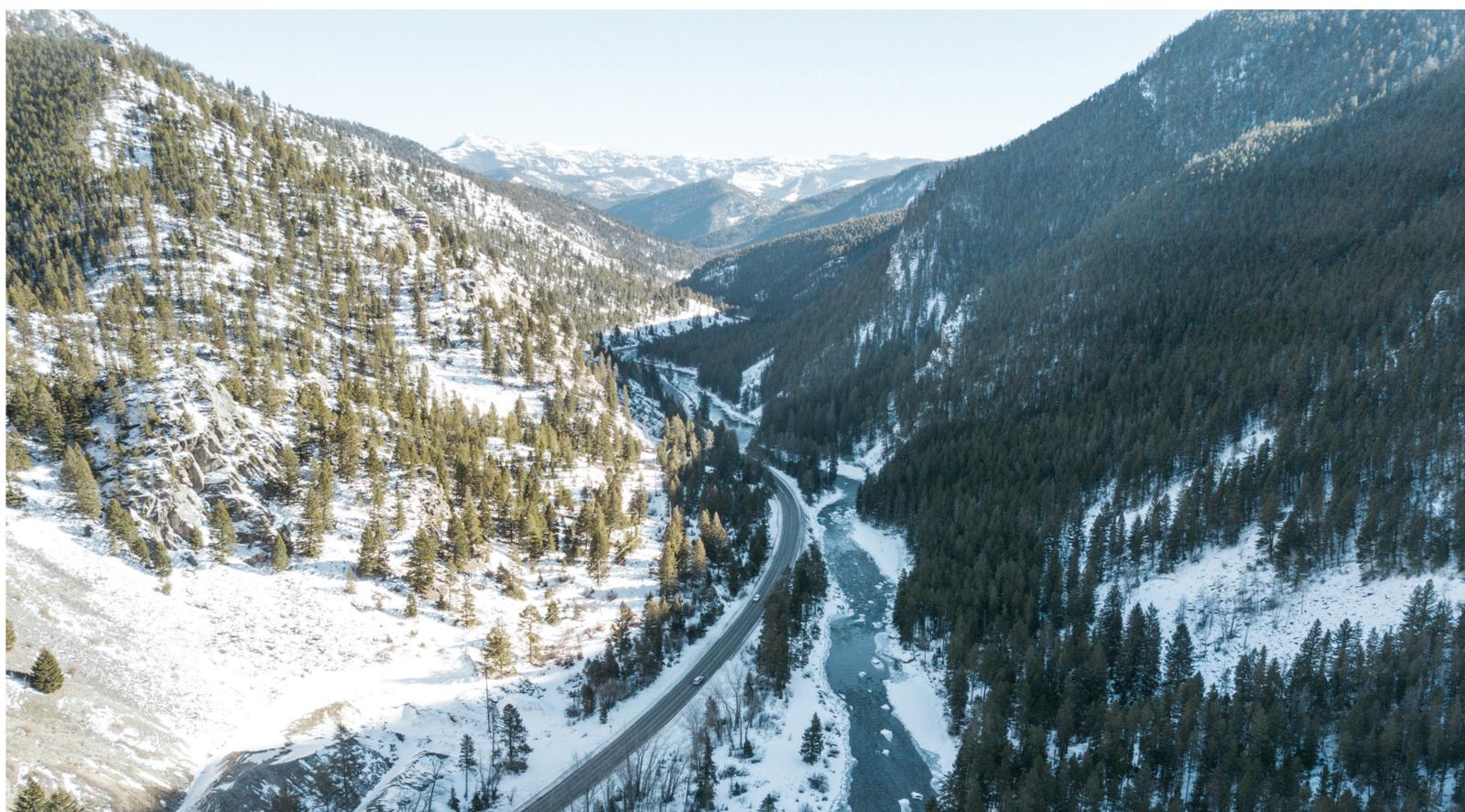
HIGHWAY MAINTENANCE

MDT removes debris, litter, and large animal carcasses and mechanically sweeps roadways, shoulders, and paved ditches. This improves safety, reduces the potential for pollutants to be discharged in storm water, and addresses other air quality and environmental concerns.

MDT continually reviews winter road management activities like snow plowing, ice removal, and applying sanding materials, salt, and chemical deicer, in an effort to improve winter travel safety and cost effectiveness, while reducing adverse environmental effects.

CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT (CMAQ)

Federal funds available under this program are used to finance transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible projects include traffic flow improvements, procurement of equipment to improve air quality (sweepers and flush trucks), and travel demand management strategies. Funds are used to address air quality issues related to carbon monoxide and particulate matter in air quality nonattainment or at-risk areas.



Big Sky, Highway 191



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Assisting Local Communities

MDT administers many funding and planning programs that help communities and local governments address their local transportation needs.

INFRASTRUCTURE

- Urban Highway Program
- Secondary Highway Program
- Transit Programs
- Montana Air & Congestion Initiative
- Fuel Tax Allocations
- Transportation Alternatives
- Off-System Bridge
- Highway Safety Improvement Program
- City Park Rest Area Support
- Emergency Medical Transportation Grants



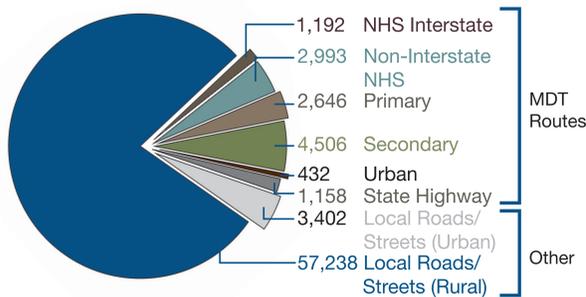
PLANNING & TECHNICAL ASSISTANCE

- Multimodal Transportation Plans
- Community Safety Plans
- Corridor Plans
- Travel Demand Forecasting
- Systems Impact Analysis Process

INFORMATION & EDUCATION

- Research Program
- Bicycle & Pedestrian Clearinghouse
- Highway Safety Grants (Behavioral)
- Training Courses

Centerline Road Mileage 2017



Average vehicle miles traveled in Montana in 2017 were 12.6 billion. 76% of AVMT is on the 12,927 miles of state highway system.

Fast Facts

Montana's public roads consist of 73,567 miles, with 12,927 miles being on the state highway system.

Billings has the most public road mileage of any incorporated city in Montana with 599 miles. Rexford has the least with 1.5 miles.

The busiest spot on Montana's roadways is Main Street in Billings between Airport Road and Hilltop Road where annual average daily traffic was 44,205 vehicles per day in 2017.

Of Montana's 56 counties, Yellowstone County has the most on-system (MDT routes) daily vehicle miles traveled with 2,712,116 in 2017. Petroleum County has the least with 32,760.

In 2017, 72% of highway vehicle miles traveled on MDT routes were outside the state's 19 urban areas.

MDT administers funding and planning programs to help local communities and governments address their transportation needs. Between 2009 and 2018, over \$1 billion has been expended in 19 urban areas for infrastructure projects, maintenance, highway traffic safety, emergency medical services equipment, air quality projects, urban highway pilot improvement, community transportation enhancement, safe routes to school and fuel tax programs.

ASSISTANCE MDT PROVIDED

In 2018, MDT granted funding to 41 transit providers and 5 intercity bus providers. Public transportation was available on all Montana reservations.

Emergency Medical Services Grants

In 2018, 9 communities received emergency medical service equipment totaling more than \$1 million.

\$10.5 million, with 157 Awards since 2010, was awarded to mostly volunteer Montana emergency medical service providers for vehicles, equipment, and training.



ADDITIONAL SUPPORT

Most federal-aid funding for projects and programs require non-federal matching funds. Although not required to do so, MDT provides matching funds for most infrastructure projects on the state highway system. Additionally, in times of federal program growth, the state has passed higher funding on to programs of importance to local governments through the state-level Urban and Secondary Highway Programs.

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fairly as possible. MDT continues its commitment to support local transportation planning and projects to ensure a safe and reliable transportation system for Montana communities.



Traveler Information:
mdt.mt.gov/travinfo

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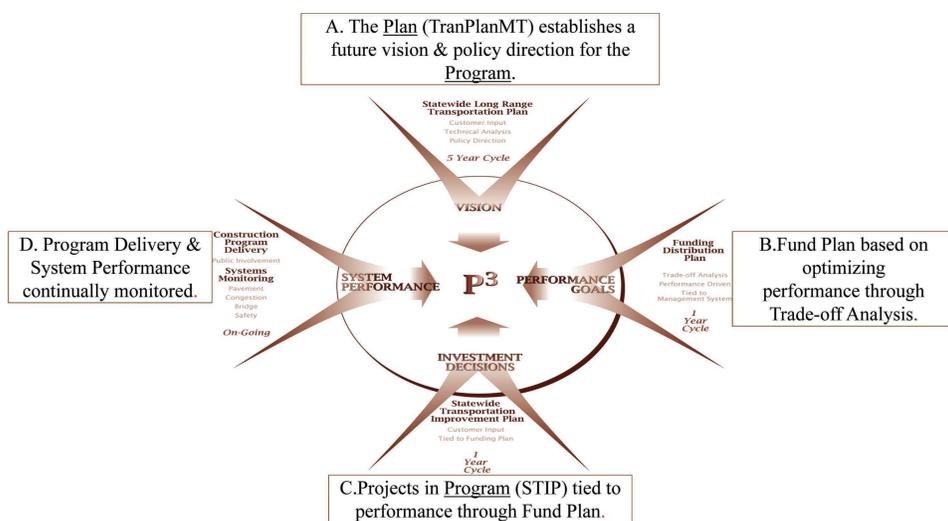
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Shaping the Future

MDT strives to deliver a statewide, interconnected transportation network that includes roadways, airways, airports, railways, traffic safety, and public transit, along with bicycle and pedestrian accommodations. Including the public is vital as the department continues partnering, carefully planning, investing in existing assets, working smarter, and seeking funding solutions that will provide for a reliable transportation system long into the future.

Safely moving Montanans to work, healthcare, shopping, recreation, and elsewhere alongside raw and finished products being transported in-and out-of state is critical to daily life and a thriving economy.



TRANPLANMT

TranPlanMT is Montana's statewide long-range multimodal transportation plan that sets policy direction for MDT decisions. The plan covers a 20-year horizon and is developed through extensive public involvement, plus data and future trend analysis to ensure MDT goals are aligned to deliver the transportation system Montanans want and need.

TranPlanMT guides MDT's Performance Programming Process (P3), an asset management process, that is used to determine the best system-wide mix of resurfacing, rehabilitation, and reconstruction projects. TranPlanMT policy direction plus data about assets help evaluate alternatives for a cost effective distribution of funds to meet performance goals for pavement, bridge condition, and safety throughout the state.

Funding is distributed by district, highway system, and type of work. Then specific projects are selected for the Statewide Transportation Improvement Program (STIP).



Transportation projects are nominated by the public, local governments, management systems, and MDT districts. MDT reviews those projects with guidance from P3, funding constraints, and other factors before projects are included in the STIP. The STIP is available for public input. Next, input is considered. Finally, the STIP receives approval from the Transportation Commission and federal authorization.

MONTANA TRANSPORTATION COMMISSION

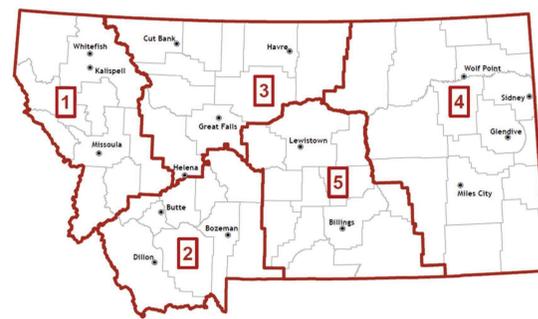
The Transportation Commission is a quasi-judicial board made up of five members appointed by the Governor, each for a four-year term.

The Commission's major duties are:

Current Commissioners:

- 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
- Abandoning of highway right-of-way

- District 1 - Commissioner Tammi Fisher
- District 2 - Commissioner - Mike Hope
- District 3 - Commissioner Greg Jergeson
- District 4 - Commissioner Noel Sansaver
- District 5 - Commissioner Barb Skelton



AERONAUTICS BOARD

The Aeronautics Board is a quasi-judicial board consisting of nine members appointed by the Governor for four-year terms. 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.

Current Board:

- Tricia McKenna (Chair)
Represents: Montana Pilots' Association
- A. Christopher Edwards (Vice Chair)
Represents: Fixed Based Operator
- Roger Lincoln (Secretary)
Represents: Assoc. of Aerial Applicators
- Bill Hunt, Jr., Attorney
Represents: League of Cities/Towns
- Robert Buckles
Represents: Commercial Airlines
- Jeff Wadekamper
Represents: Montana Airport Management Association
- Dan Hargrove
Represents: Aviation Education
- Walt McNutt
Represents: Montana Chamber of Commerce
- Tom Schoenleben
General Public





Bridge and Road Safety and Accountability Act Dollars Bring Positive Results

Since March 1, 2018, MDT and local governments have been putting Bridge and Road Safety and Accountability Act (BaRSAA) funds to work improving roadways across the state. BaRSAA funding is generated by the increased user fee applied to gasoline and diesel fuel passed by the 65th Montana Legislature and made effective July 1, 2017. Here are a few of the projects across the state. A list of BaRSAA projects funded to date can be seen at mdt.mt.gov/roadbridge/

MISSOULA DISTRICT

PROJECT: RUSSELL STREET – MISSOULA

Background: The project scope includes widening the existing three-lane Russell Street to a five-lane facility with raised bike lanes and wide sidewalks. The project begins at the intersection with Broadway Street and extends south to Dakota Street. It is approximately 0.6 miles long and includes a new bridge structure over the Clark Fork River, an upgraded signal at Broadway and Russell, a new signal at Wyoming and Russell, a shared-use path under crossings located at both ends of the new bridge, and a separate undercrossing for the Milwaukee Trail at the south end of the project.

The current project is phase 1 of a three-phase project. The remaining phases include work on Russell Street from Dakota to Mount and improvements on Broadway from Toole to Mullan.

Bid: \$28,769,248

Contractor: Dick Anderson Construction, Inc.

Status: Project start date was April 2018 and expected to be complete January 2020.



BUTTE DISTRICT

PROJECT: RARUS/SILVER BOW CREEK STRUCTURES

Background: This project is located just west of Butte on Interstate 15/90. Work includes four bridge replacements. Two 366-foot bridges span the Butte, Anaconda & Pacific Railroad and Santa Claus Lane, and two 598-foot structures span the Burlington Northern Santa Fe Railroad and Silver Bow Creek. Along with the bridge replacements, an abandoned mine shaft from the Olive Branch Mine is being capped and mine waste material is being removed from the site. Additional work on the project includes grading, new plant mix surfacing, new guardrail, new signing, and bridge rehabilitation.

Bid: \$24,286,177

Contractor: Sletten Construction Company

Status: The project is currently under construction. The first of three phases is near completion. The second bridge of phase 1 is currently under construction with bridge decking taking place. Gravel placement is near completion. Traffic is currently being crossed over and will be in this configuration until the second bridge is complete. Construction will then shut down until next spring when phase 2 of the project will begin. Phase 3 will begin in 2020 and will include chip seal and final pavement markings.





Bridge and Road Safety and Accountability Act Dollars Bring Positive Results

GREAT FALLS DISTRICT

PROJECT: FOX FARM ROAD – GREAT FALLS

Background: This project was prioritized through the Great Falls Metropolitan Planning Organization process. Federal Aid Urban Funds were matched with MDT BaRSAA funds to complete the project funding. The project scope included reconstruction of a narrow road with inadequate sight distance at intersections. This area had a high level of roadway departure crashes, one of MDT's Vision Zero goal emphasis areas in the Comprehensive Highway Safety Plan. The purpose of the project was to reduce the number and severity of crashes by improving the vertical alignment, widening the roadway, and providing smoother side slopes.

The project starts on Fox Farm Road at the Great Falls city limits and continues south for 1.7 miles. The new roadway provides five-foot shoulders and improved vertical alignment to increase sight distance at critical intersections. An additional design goal was to minimize disruption to existing residences close to the road. The project required detailed design to mitigate impacts from grade changes, significant utility relocation, and complex right-of-way.

Bid: \$2,854,212

Contractor: United Materials of Great Falls, Inc.

Status: Paving is complete. Final chip seal and striping will occur in 2019.



GLENDIVE DISTRICT

PROJECT: SIDNEY TO FAIRVIEW

Background: This project widened portions of MT 200 between Sidney and Fairview to accommodate left-turn lanes at county road intersections and a two-mile section of passing lanes. The left-turn lanes and passing lanes were recommendations from the MT 16/MT 200 Glendive to Fairview Corridor Planning Study completed in 2012. The entire roadway also received an overlay to preserve and extend the life of the pavement.

Bid: \$11.2 million

Contractor: Border States Paving, Inc.

Status: Expected to be completed in the spring of 2019.



BILLINGS DISTRICT

PROJECT: WEST OF ROUNDUP-WEST

Background: This project was intended to preserve and extend the life of the existing surface and consisted of plant mix overlay, digouts, road and bridge guardrail, and signing on US 12 west of Roundup. After the project was awarded, two separate locations of the highway became at risk of being lost to erosion from an encroaching Musselshell River. The Scope of Work was amended to include the repair of both of these sites. These Change Orders consisted of repairing the fill slopes and armoring the river bank with riprap for an additional \$1.5 million.

Bid: \$1.3 million

Contractor: Knife River Corporation

Status: The Notice to Proceed was June 2018 and work was completed in October 2018.



VISION ZERO
zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**