

MONTANA DEPARTMENT OF TRANSPORTATION **2020 FACT BOOK**






VISION ZERO
zero deaths · zero serious injuries

MONTANA DEPARTMENT
OF TRANSPORTATION

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MDT has achieved many notable successes and overcome challenges to continue to provide excellence in transportation to the traveling public. Here are a few recent highlights:

Vision Zero

Vision Zero continued to be MDT's top goal, with statewide work to support the four focus areas: education, enforcement, engineering, and emergency medical response. Reaching zero deaths and serious injuries on Montana roadways is the only acceptable future and will take the commitment of safety partners and every person traveling the roadways. Montana's 2019 observed seat belt usage rate was 89%, but 56% of the vehicle occupants who died in 2019 (132 deaths) were unrestrained.

Doing More with Less

"Keeping Good Roads Good" by vigilantly investing in infrastructure continued to be the focus for MDT projects and maintenance efforts. For every dollar spent preserving roads, \$4 to \$8 were saved in future costly reconstruction, and MDT earned national recognition for one such project in Roosevelt County (our fifth Pavement Preservation Award).

More than half of MDT's annual budget to plan, build, maintain, operate our highway system and service our aviation community comes from federal sources. A one-year extension of the FAST Act in 2020 allowed some stability, but a lack of a long-term federal funding solution for transportation leaves uncertainty across the country.

Innovation

MDT's resources and tools for the traveling public advanced over the last two years with the addition of the Active Projects Map (statewide project information) and Bridge Load Posting Program (includes an interactive map. MDT will launch the Automated Routing System (ARS) to motor carrier customers, which interfaces with the traveler information page and Structure Management System to generate routes that avoid size restrictions and construction zones. Operation of a Transportation Management Center (TMC) was initiated, providing 24-7 support for field maintenance staff, a central point of contact for first responders, and public travel updates.

Technology allowed MDT to continue public involvement (PI) safely and efficiently in 2020. In partnership with consultants and contractors, MDT hosted successful virtual PI events, including open houses for projects and studies, statewide. The challenge of COVID-19 presented an opportunity to transform the PI process, allowing the public to participate and comment conveniently.

Vitality, Mobility & Accessibility

MDT is in the process of distributing over \$73 million in federal aid to 71 airports and over \$35 million in federal aid to rural transit providers, while urban public transit providers received over \$14 million in direct funding. These CARES Act funds helped mitigate lost revenue for airports due to COVID-19, and helped

communities maintain essential transportation services – particularly for the elderly and disabled.

2020 marked the 30th anniversary of the American's with Disabilities Act (ADA). After a 37% increase in ADA compliant ramps during the 2018-2019 construction season, MDT continued efforts to improve accessible infrastructure on a variety of projects statewide, and was recognized nationally during the America's Transportation Awards for one such project that included ADA improvements for the city of Missoula.

Serving you with Pride.

Our Mission

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



Quality



Safety



Cost Effectiveness



Sensitivity to Environment



Economic Vitality

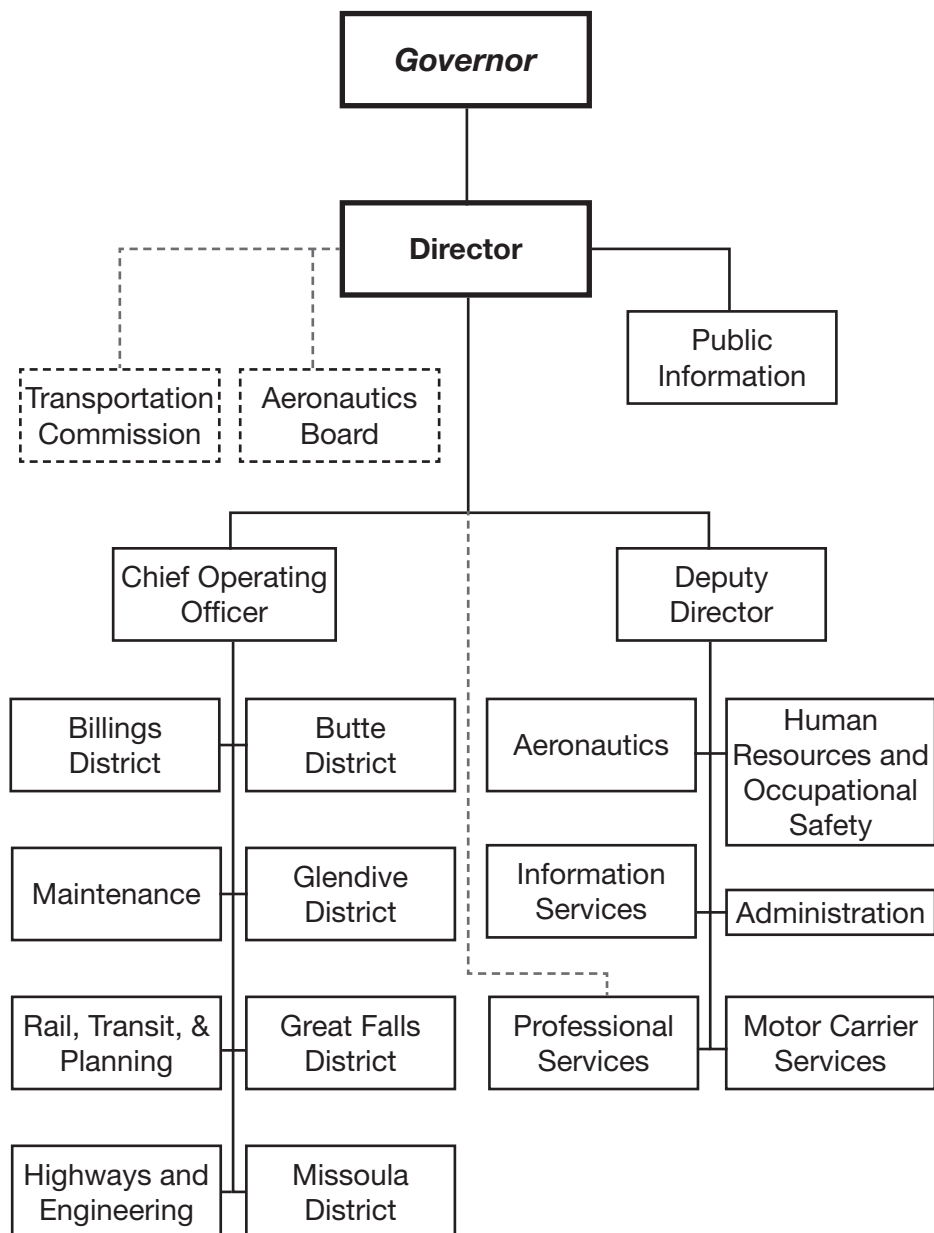
Responsibilities

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

- Planning and design
- Highway traffic safety
- Road/bridge design and construction
- Contract administration
- Materials design and testing
- Highway, bridge, and rest area maintenance
- Fiscal programming and accounting
- Motor fuel collection and enforcement
- Vehicle weight and dimension law enforcement
- Outdoor Advertising Control Act enforcement
- Management of the state motor pool
- Property acquisition
- Public transportation and rail programs
- General aviation airport planning
- Air Search and Rescue



MDT Organizational Chart



Montana Transportation Commission

The Transportation Commission is a quasi-judicial board consisting of five members, each of whom is appointed by the Governor to 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

Please see MDT Contacts for contact information, page 80.



Montana Aeronautics Board

The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor to a four-year term. The board acts in an advisory capacity to MDT and has statutory authority over allocation of airport development loan and 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.

Please see MDT Contacts for contact information, page 81.



Funding & Needs



\$\$\$\$\$

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



National highway and street construction costs increased by about **20%** between 2010 and 2019. The nation's consumer price index (CPI) was up about 19% during the same period.

Montana state fuel tax rates increased for the first time since 1994 on July 1, 2017 (HB473). Incremental increases occurred in state fiscal years (FY) 2018 and 2020, and will continue in 2022 and 2023, resulting in a total increase of 6 cents per gallon of gasoline.



76% of **annual vehicle miles traveled** occurred on MDT routes in 2019.

Since 2011, **annual vehicle miles traveled** has increased by an average of **1.3% per year**.



Montana's 2020 federal funding is approximately **2.5 times** the amount from 20 years ago. **Federal funds** generally require a **match of around 13%**.

Since 2011, design and construction of transportation-related infrastructure has resulted in over **\$3.5 billion in payments to contractors, consultants, and utility companies**.

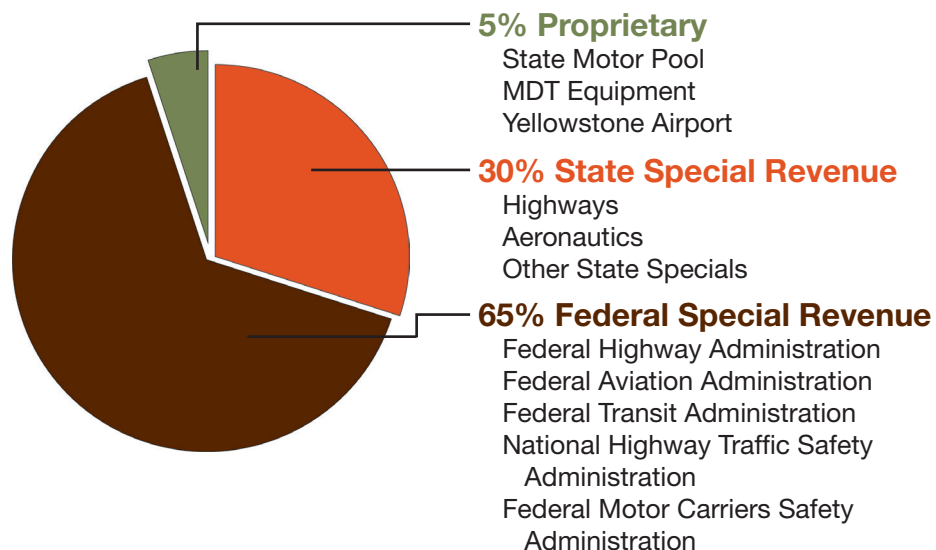


Over the last four state fiscal years, MDT awarded **510 construction projects** totaling over **\$1.3 billion**.

MDT administers funding and planning programs to help local communities and governments address their transportation needs. Between 2011 and 2020, 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 pavement preservation, transportation alternatives, and fuel tax allocations.

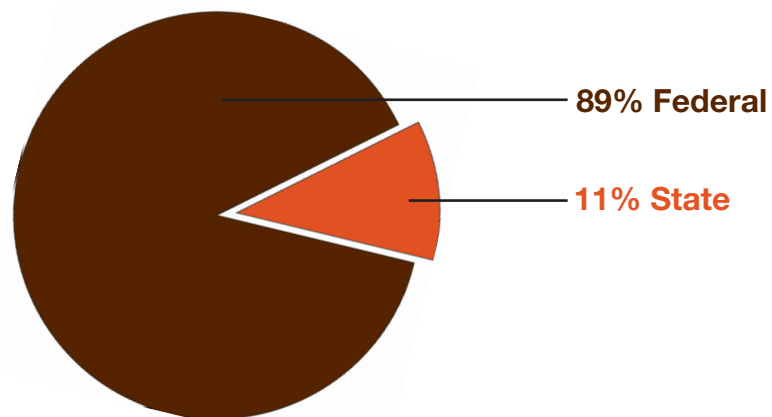


2020 MDT Funding Revenue



0% MDT is funded primarily through State and Federal special revenue.
MDT receives no money from the State General Fund.

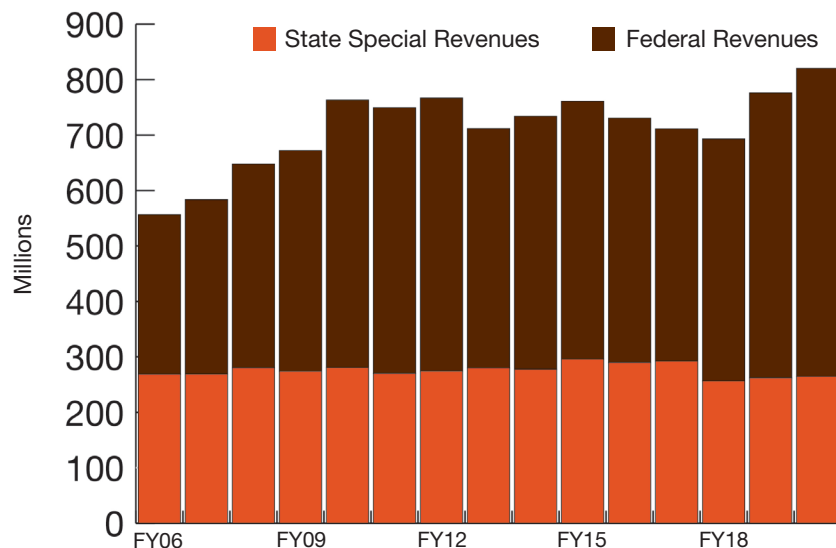
MDT Highway Construction Program Revenue State FY 2020



\$ The annual funding split varies but is typically 87% federal to 13% state.

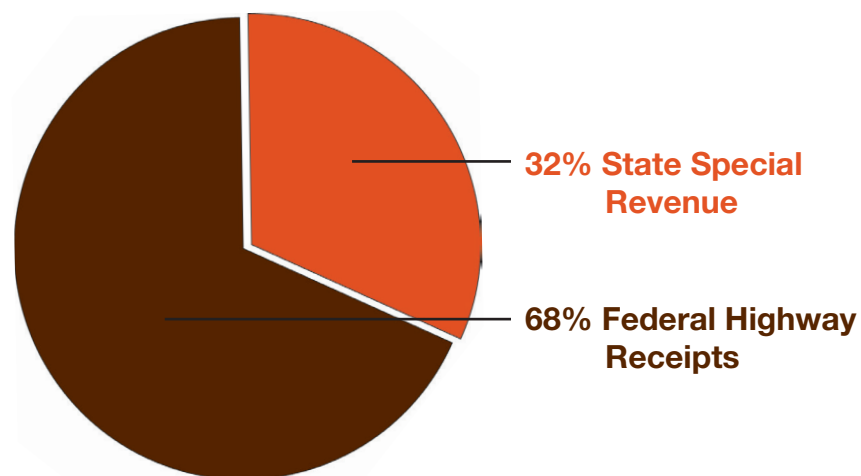
Source: MDT Administration Division

State & Federal Highway Fund Revenue



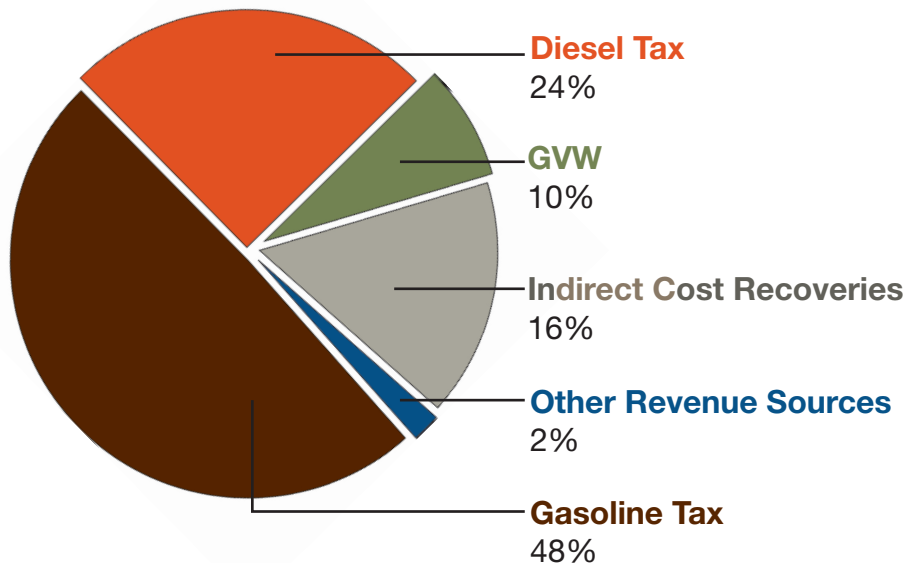
State revenue has been flat, but must be available to match federal funds for highway construction and maintenance.

MDT Revenue by Category State FY 2020



Source: MDT Administration Division

State Special Revenue Accounts Sources State FY 2020



Includes: Highway State Special Revenue Account (HSSRA) restricted/non-restricted and Bridge & Road Safety and Accountability Act (BaRSSA) Revenue

Diesel Tax
\$84,015,040

GVW Fees
\$36,007,672

Indirect Cost
\$54,513,872

Other, Includes Interest
\$8,747,940

Gasoline Tax
\$167,285,622

\$350,570,146 — Total Revenue

Note: Net of fuel tax refunds
\$273,907,196 - MDT share of total revenue
Source: MDT Administration Division

State Special Revenue Accounts Distributions State FY 2020

MDT Expenditures

General Operations	\$30,957,559
Construction	\$82,098,266
Maintenance	\$129,417,620
Motor Carrier Services	\$7,663,949
Transportation Planning	\$5,482,295
Dept. of Administration Architecture & Engineering Long Range Building	\$591,278
Long Range IT	\$1,367,621
Long Range Building MDT	\$1,260,202
DOJ - Forensic Science	\$394,736
Total	\$259,233,526

Due to the changes from HB 473, multiple new funds were created, removing them from the Highway State Special Revenue Account (HSSRA) expenditures.

Distributions

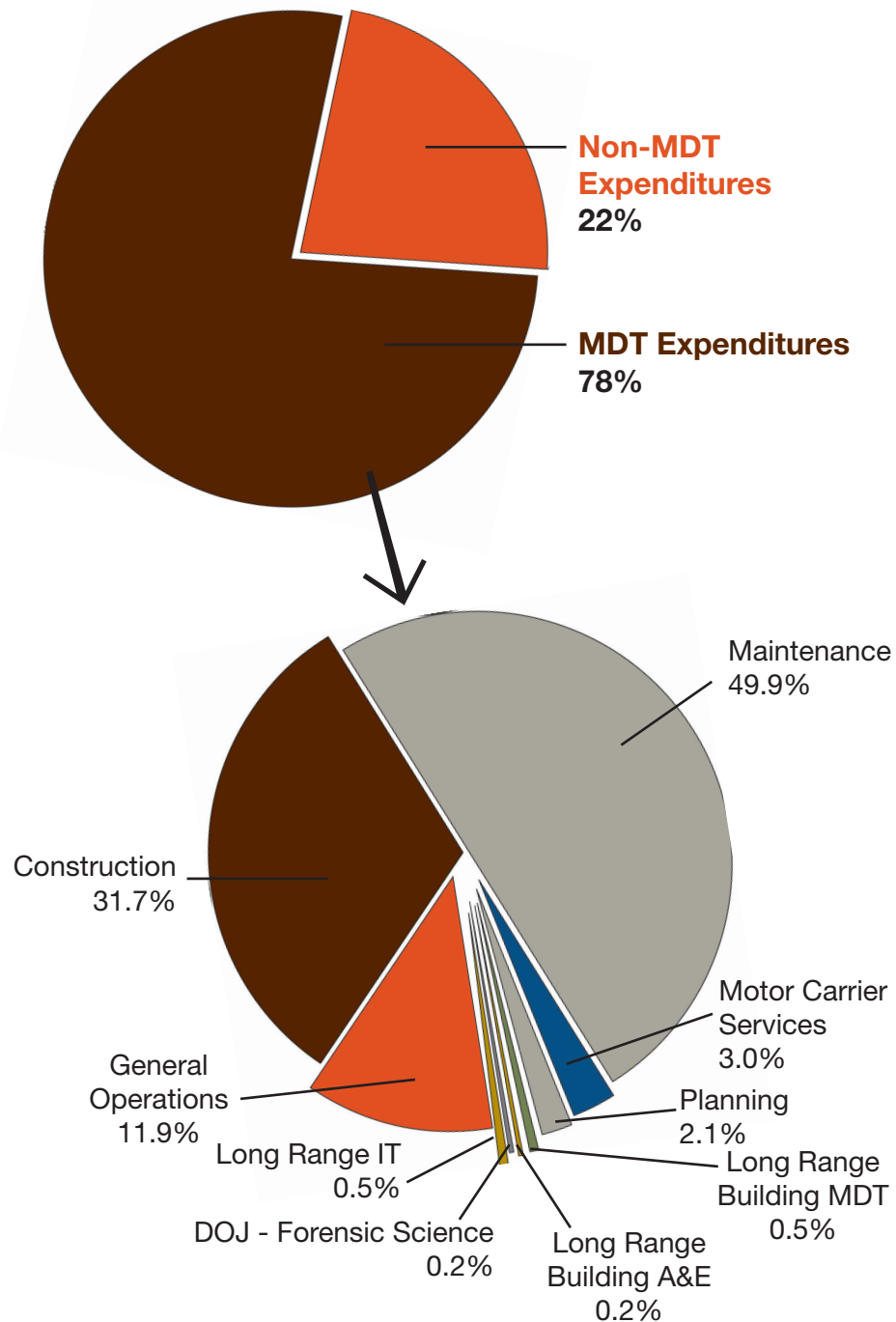
Local Government - BaRSAA	\$19,278,004
Local Government/LTAP	\$16,816,000
Dept. of Justice Montana Highway Patrol	\$30,793,792
Fuel Tax Refunds	\$2,221,805
Tribal Motor Fuels	\$5,226,793
Total	\$74,336,394

These are all funded by fuel tax revenue. Fuel tax refunds includes gas & diesel refunds and International Fuel Tax Agreement (IFTA).

\$333,569,920 — Total Expenditures

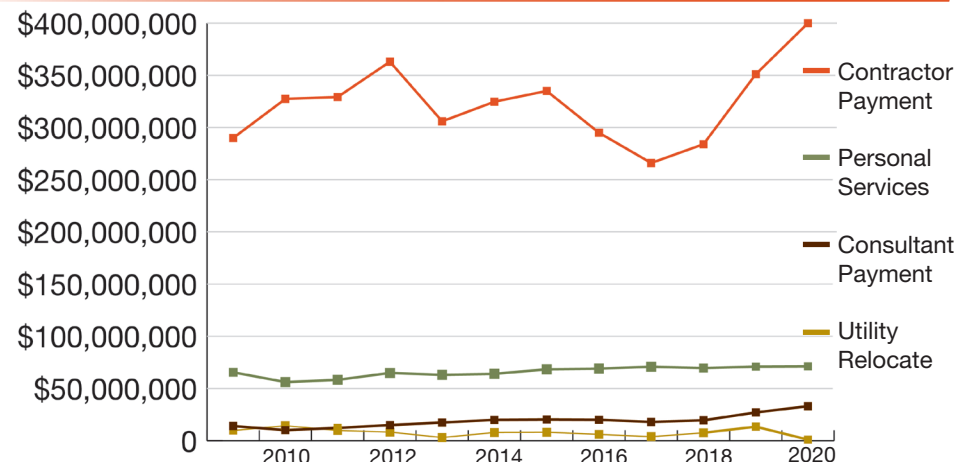
Includes: Highway State Special Revenue Account (HSSRA) restricted/non-restricted and Bridge & Road Safety and Accountability Act (BaRSSA) Revenue

State Special Revenue Accounts Distributions State FY 2020



Source: MDT Administration Division

Contractor Payments State FY 2009-2020

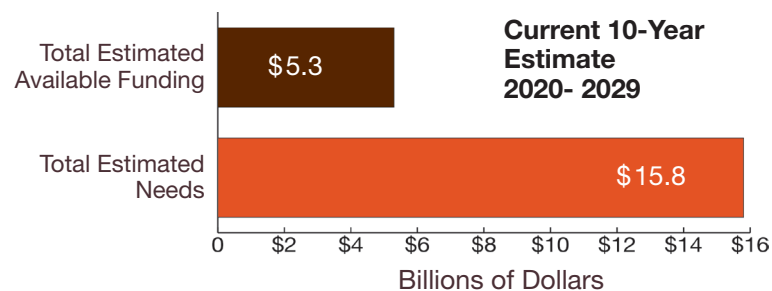


For over a decade, more funding has gone to contractors, while staffing levels throughout the department decreased. Since 2011, design and construction of transportation-related infrastructure has resulted in nearly \$3.5 billion in payments to contractors, consultants, and utility companies.



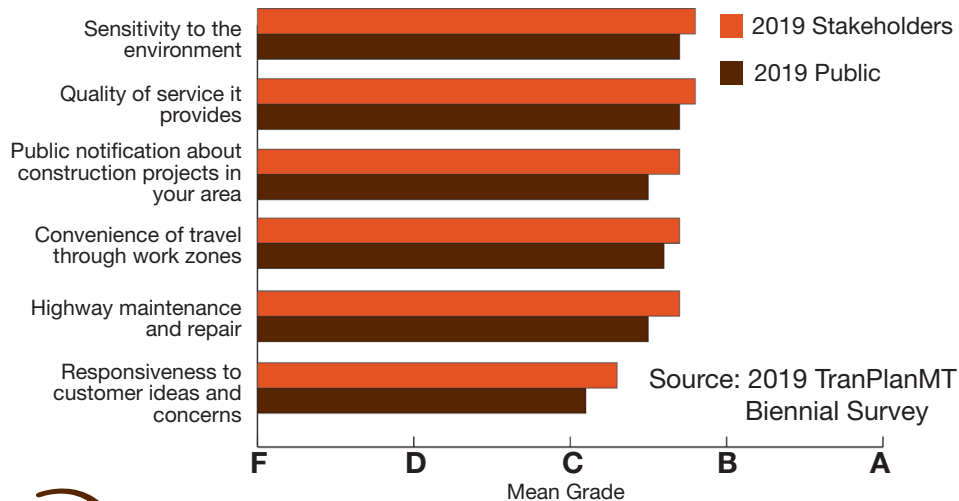
MDT operates the federal **Disadvantaged Business Enterprise (DBE) Program**, which encourages and supports participation of small, disadvantaged firms in transportation contracts. Based on the current goal, 6.5% of funding to contractors and consultants is expected to go towards DBE participation.

10-Year Needs Versus Funding



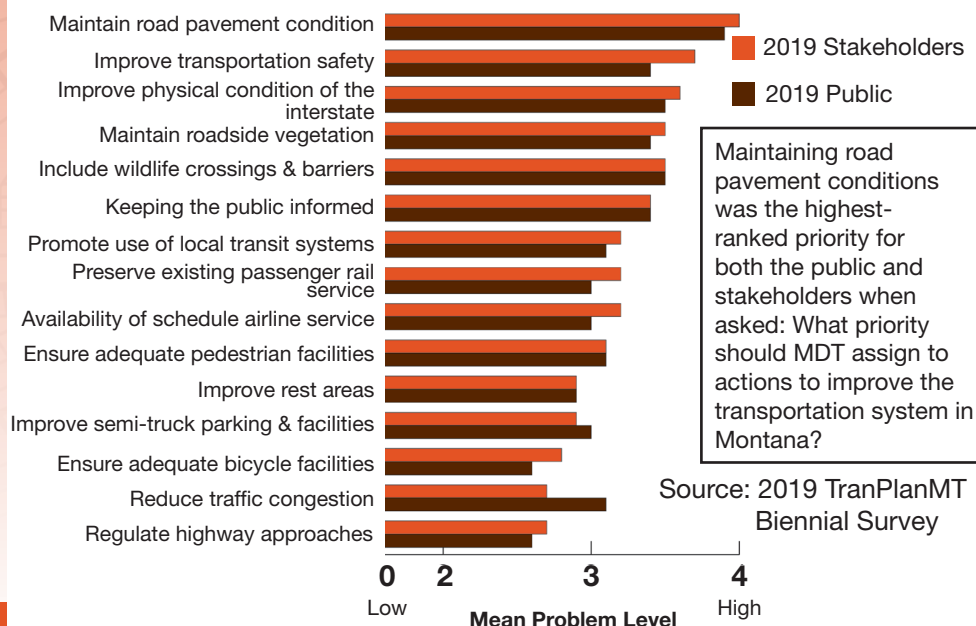
Combined increased costs, flat funding, an aging system, and increasing travel demands means needs are dramatically outpacing funding. Over ten years, available funds will cover just over \$5 billion of the nearly \$16 billion in projected transportation needs in Montana.

Customer Service & Performance Grades 2019



- B-** Stakeholders graded all items in the B- to C+ range and generally gave MDT slightly higher grades than the public. Public grades increased most notably in the 2019 survey in response to public notification about construction projects and highway maintenance/repair. Stakeholder grades increased most notably in the 2019 survey in response to quality of service and sensitivity to the environment.
- C+**

Actions to Improve Transportation System



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 highway and bridge projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System.
- National Highway (NH)****
NH funds can be used for highway and bridge projects on the interstates and other principal arterial routes on the National Highway System (NHS).
- National Highway System Bridge Program (NHPB)****
This program helps pay for construction, rehabilitation, replacement, preservation, and protection projects on bridges on the NHS.

Surface Transportation Block Grant Program (STBGP)

Funds in this program can be used to preserve or improve any highway that is eligible under state law and not functionally classified as a local or rural minor collector.

- 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; to improve operations; and for bicycle and pedestrian facilities.
- STP On-System/Off-System Bridge****
This program helps pay for rehabilitation and replacement bridge projects on and off the state highway system.

*Federal Share: 91.24%, State Share: 8.76%

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

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

Source: Statewide Transportation Improvement Program 2020-2024

Urban areas are designated by a population of 5,000 or more, as determined by the U.S. Census Bureau.

Funding Programs

Urban Pavement Preservation Program (UPP)**

This program funds pavement preservation work on the Urban Highway System based on system needs identified by local Pavement Management Systems.

Transportation Alternatives**

This program, through a competitive process, provides assistance to local governments, tribal entities, transit providers, resource agencies and/or school districts for community projects like ADA upgrades, pedestrian and bicycle improvements, and other eligible uses under Title 23 USC.

National Highway Freight Program (NHFP)*

In 2016, the FAST Act established the NHFP to improve the efficient movement of freight. To be eligible for this program, projects must be on the National Highway Freight Network.

Highway Safety Improvement Program (HSIP) ***

The HSIP funds safety improvements at locations on public roads with an identified crash trend. Proposed projects are prioritized according to a benefit/cost analysis.

Rail/Highway Crossing (RRP/RRS)**

A portion of HSIP funds are designated to improve safety at railroad crossings via the installation of protective devices or elimination of hazards.

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. The Transportation Commission 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.

Rural & Elderly & Disabled, Bus and Bus Facility

Federal Transit Administration (FTA) funding is passed through MDT to communities for operations, administration, maintenance, capital, and planning for transit services.

Urban Transit

Metropolitan Planning Organizations receive funds directly from FTA for transit services. MDT provides additional planning and capital funding.

National Highway Traffic Safety Administration Grants

NHTSA funding is used to promote behavioral traffic safety programs. Grants are provided to state and local agencies for highway safety programs.

Federal Lands Transportation Program

Federal land agencies receive funds from this program to improve access within the federal estate such as national forests and national recreation areas on infrastructure owned by the federal government.

Tribal Transportation

This program provides funds to the Bureau of Indian Affairs to improve access to tribal lands, their resources, and infrastructure where a tribal government has jurisdiction and maintenance responsibility.

Federal Lands Access Program**

The Federal Highway Administration Western Federal Lands Highway Division coordinates funds from this program to improve access to federal lands, their resources, and infrastructure where a state, local, or tribal government has jurisdiction or maintenance responsibility.

State Funded Construction (SFC)

The Highways State Special Revenue Account (HSSRA) funds may be used for State Funded Construction program projects not eligible for federal aid. Primarily, HSSRA funds are used to match federal funds and maintain state highways.

*Federal Share: 91.24%, State Share: 8.76%

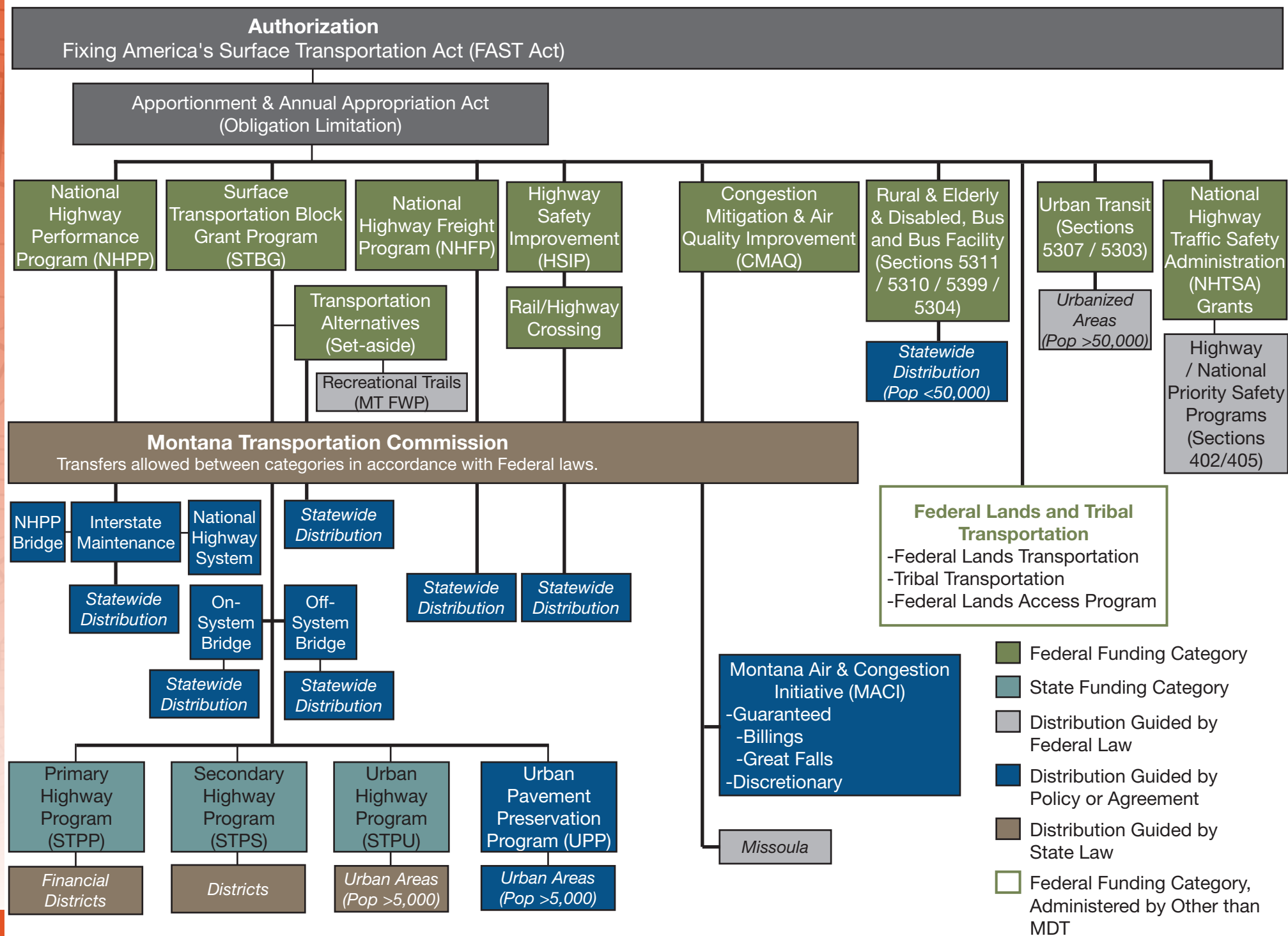
** Federal Share: 86.58%, State Share: 13.42%

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Source: Statewide Transportation Improvement Program 2020-2024

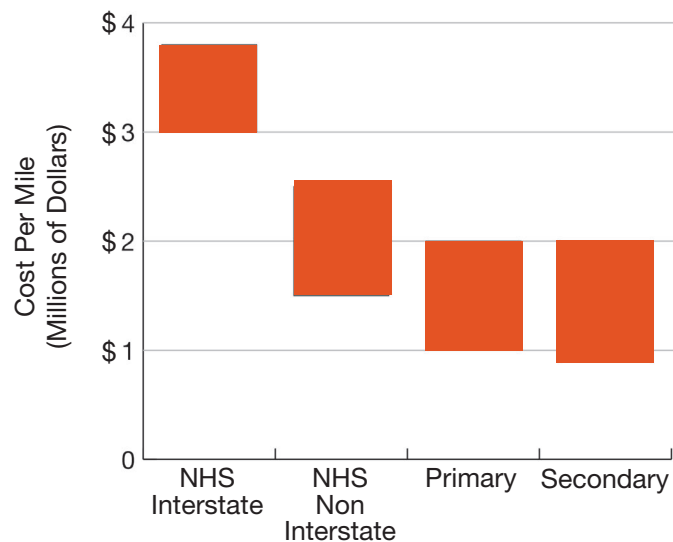
Urban areas are designated by a population of 5,000 or more, as determined by the U.S. Census Bureau.

Funding Flow for Federal Funds



What Does It Cost to Improve MT Roads?

The graph shows estimated per mile reconstruction costs by system based on January 2020 market prices.



Source: MDT Project Analysis Unit

Increasing Highway Construction Costs

National highway and street construction costs increased by about **20%** between 2010 and 2019.

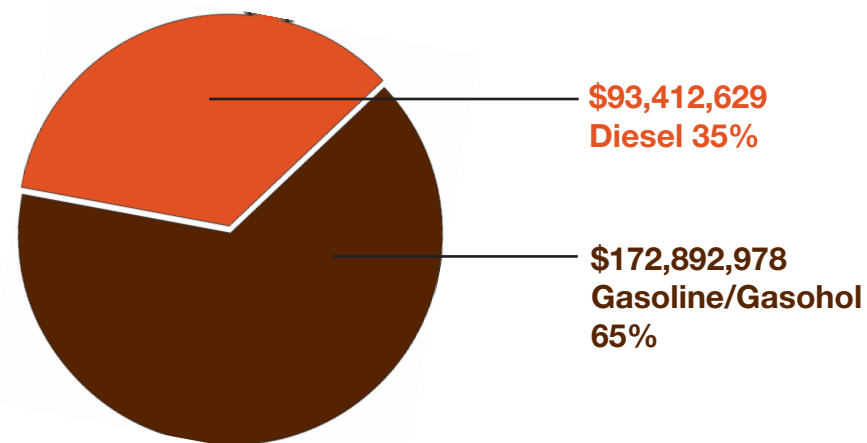
The nation's consumer price index (CPI) was up about 19% during the same period.

Despite fluctuation from year to year, national highway and street construction costs have consistently outpaced CPI over the last 10 years. This trend ultimately impacts the cost of highway construction in Montana.



Sources: Global Insight 2020 and Federal Reserve Economic Data 2020

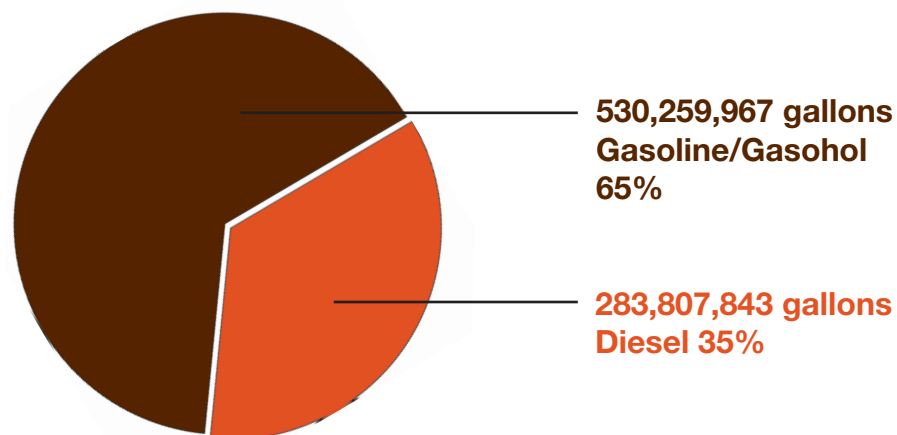
Gross MT Motor Fuel Tax Receipts State FY 2020



One cent in gas tax will generate about \$5 million.
One cent in diesel tax will generate about \$2.5 million.

Source: Statewide Accounting, Budgeting and Human Resources System

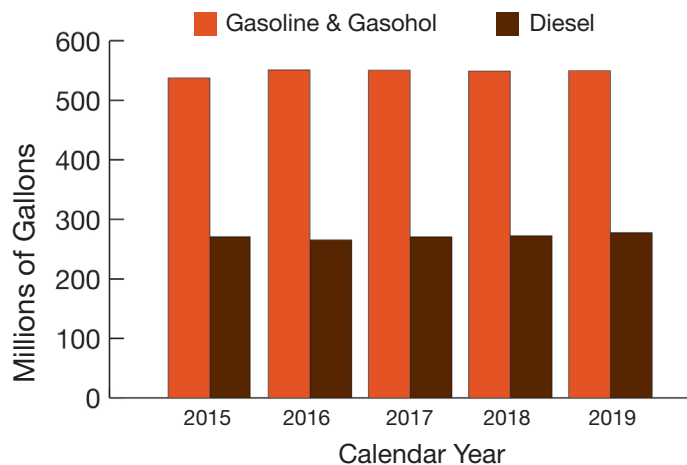
Fuel Consumption State FY 2020



Since 2018, gasoline consumption decreased 3% and diesel increased by a little over 1%.

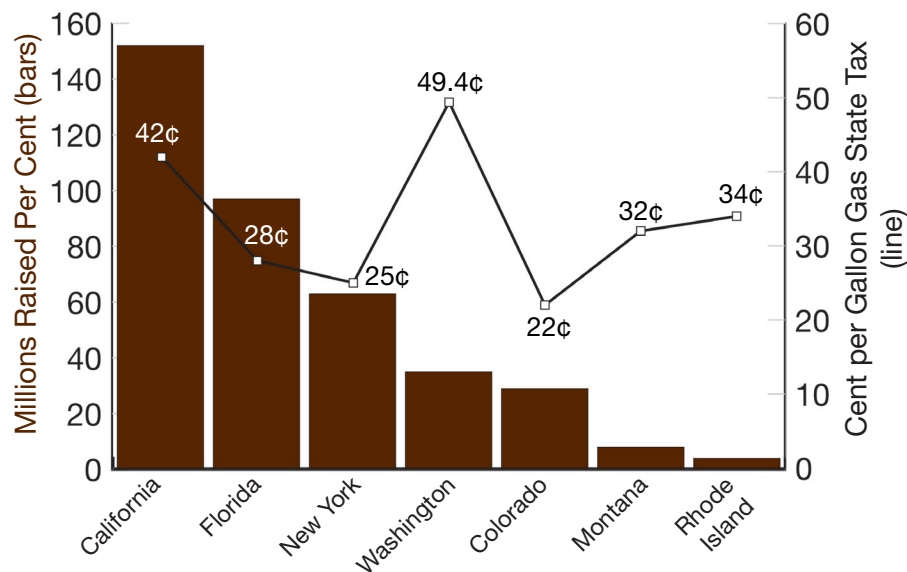
Source: 551 FHWA report for FY 2020

Motor Fuel Consumption in MT Remains Flat



Sources: FHWA Highway Statistics and MDT Motor Fuel Tax Section

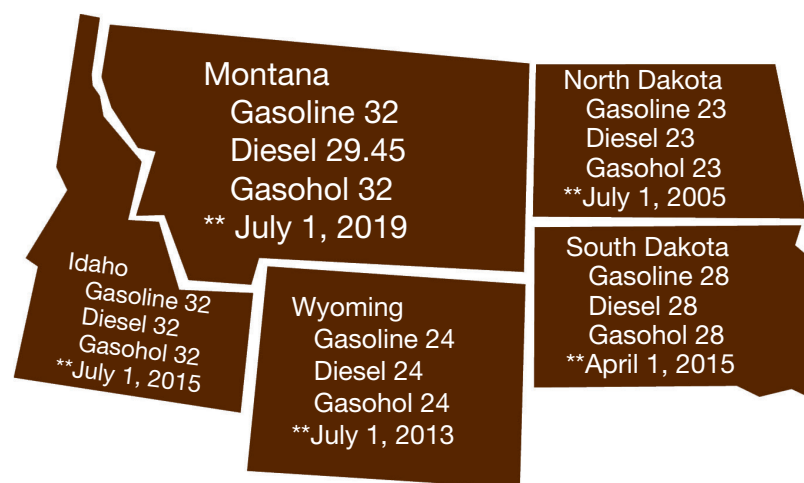
Funds Raised per Cent of State Gas Tax & Tax Rate



*Net state gas tax receipts and tax rates represent most current, final data from the 2018 FHWA Highway Statistics MF-205 and MF-1 tables, respectively.

Source: FHWA Office of Highway Policy Information:
fhwa.dot.gov/policyinformation/

State Fuel Tax Rates for Surrounding States

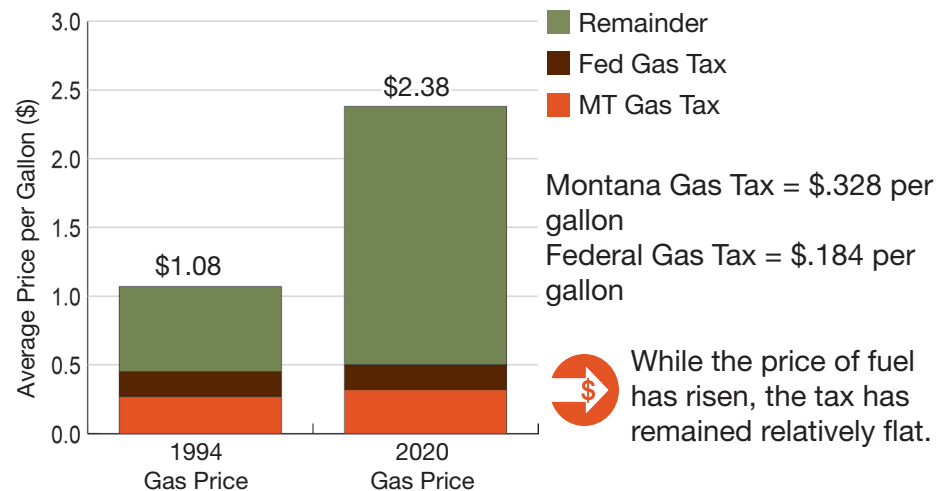


While fuel taxes in neighboring states haven't increased in recent years, these states also receive other revenue sources in addition to the fuel tax. MDT receives no money from the State General Fund.

**date of last fuel tax increase

Source: Federation of Tax Administrators Website January 2020

US Gasoline Cost Comparisons 1994 vs 2020



While the price of fuel has risen, the tax has remained relatively flat.

Source: MDT Multimodal Planning & Communications

State and Federal Fuel Tax Cost Comparisons

Cost to Drive . . .

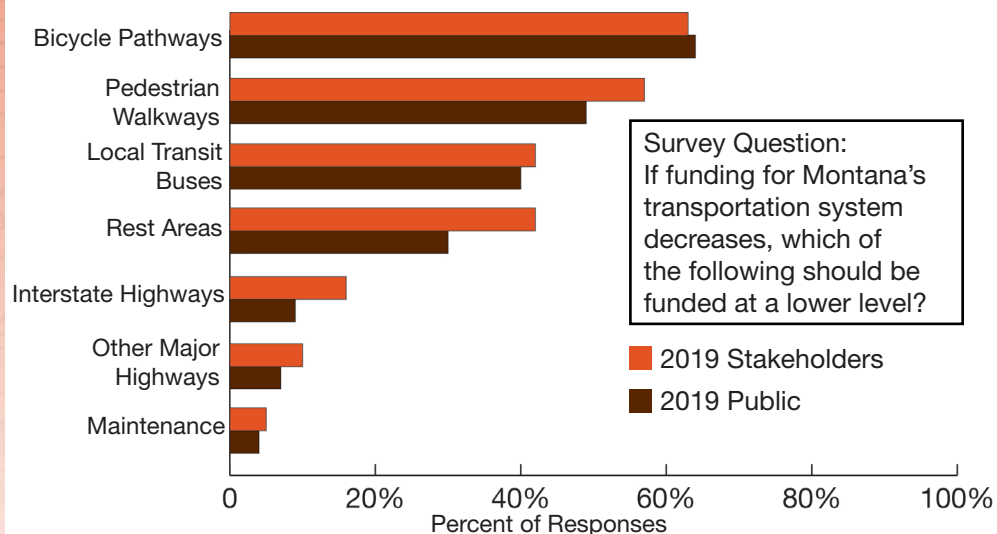
In Montana, a driver on average contributes about \$4 to \$5 a week in fuel taxes for maintaining and constructing Montana highways.

Compared to Average Cost of . . .

1 gal. of Milk	\$ 3.41
1 lb. of Hamburger	\$ 4.31
Latte	\$ 4.75
4 Movie Tickets & Popcorn	\$ 45.00
Annual Electric Bill	\$1,200.00
Annual Cell Phone Bill (family of four)	\$1,600.00

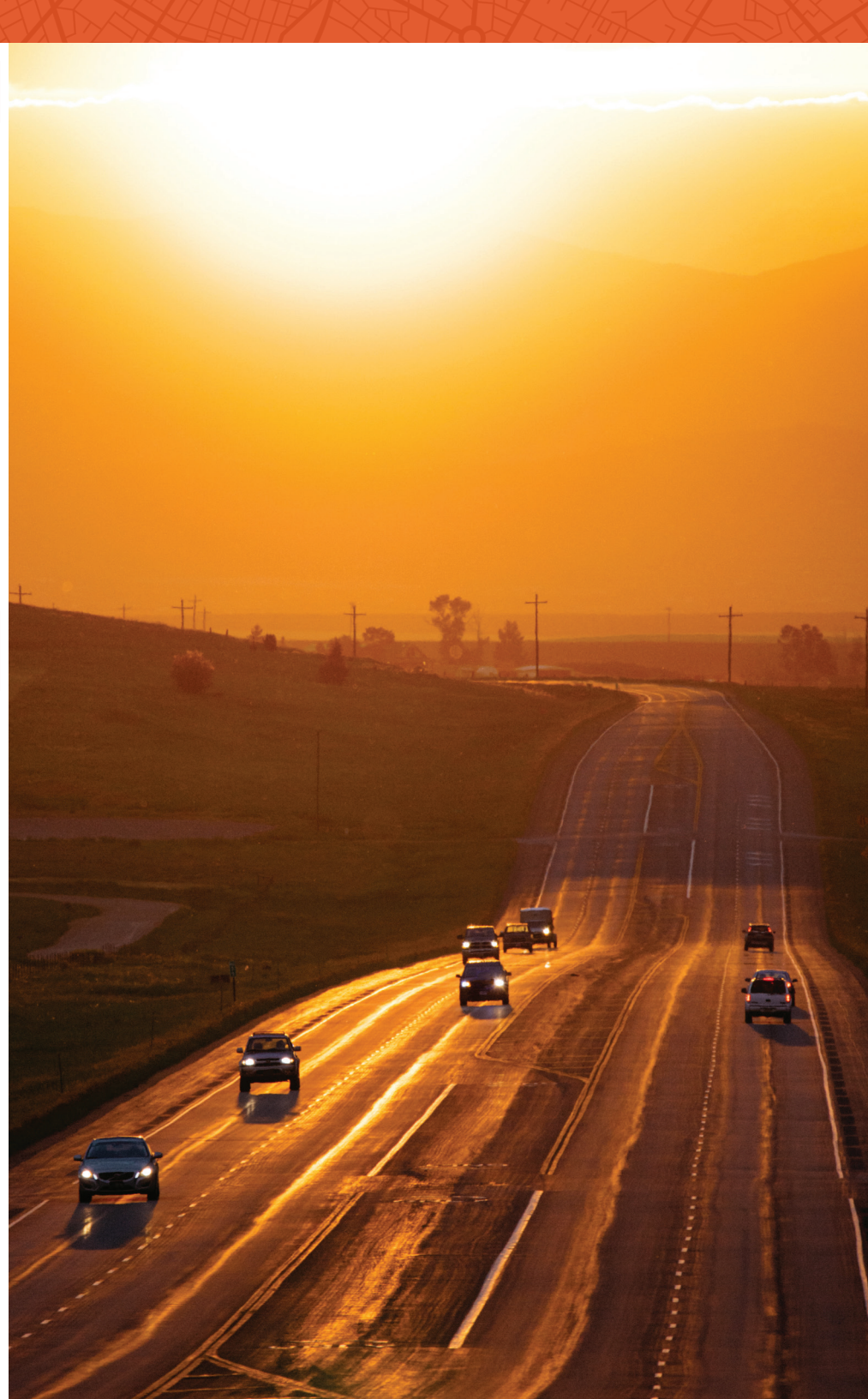
Source: MDT Multimodal Planning & Communications

Customer Responses to Reductions if Overall Funding Decreases



The majority (over 51%) of stakeholders and the public would reduce funding for bicycle pathways first. Both stakeholders and the public agreed that Maintenance should be prioritized and be funded at or above the current level if funding decreases.

Source: 2019 TranPlanMT Biennial Survey





In 2019:
Montana experienced over **22,319 traffic crashes**
165 of these crashes were fatal and **184 people died.**

The goal of Vision Zero is to eliminate deaths and serious injuries on Montana highways through:

- 1) Education and public safety campaigns,
- 2) Enforcement of Montana seat belt, child restraint, and impaired driving laws,
- 3) Engineering of highway safety improvements,
- 4) Reduce response time to enhance patient outcome and reduce risk of severe injuries involving emergency responders and medical service providers.

As part of Vision Zero, MDT led the development of the Montana Comprehensive Highway Safety Plan (CHSP). The work completed as part of this plan has contributed to a **52% decrease** in fatalities and serious injuries since the plan's inception in 2007.

Since 2008, MDT upgraded 15 rest areas. The rest areas serve as safe stopping opportunities along Montana's highways for the traveling public and commercial carriers.

REST
AREA



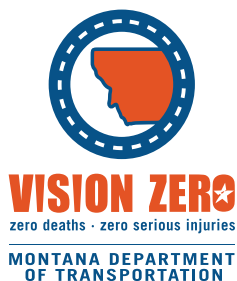
Montana's Comprehensive Highway Safety Plan

Vision:

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

Interim Goal:

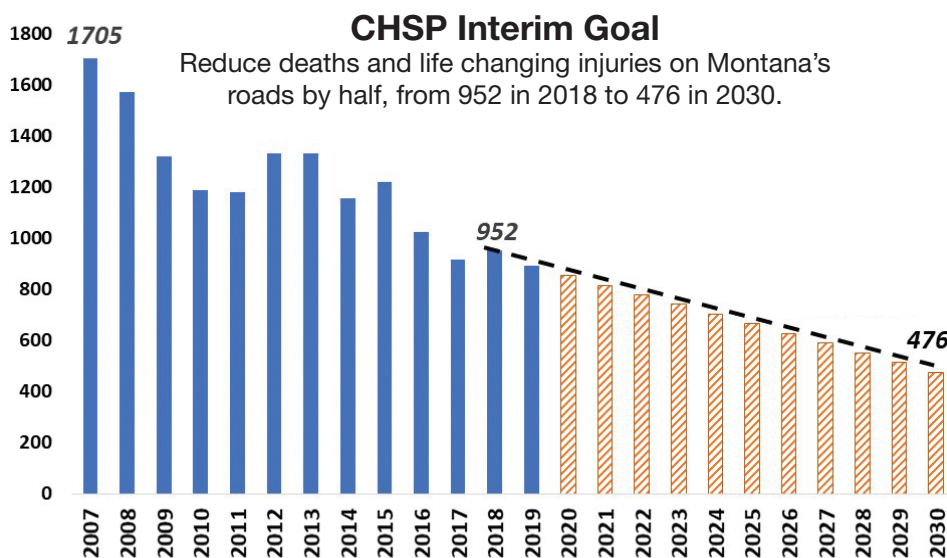
Reduce deaths and life changing injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030.



Emphasis Areas:

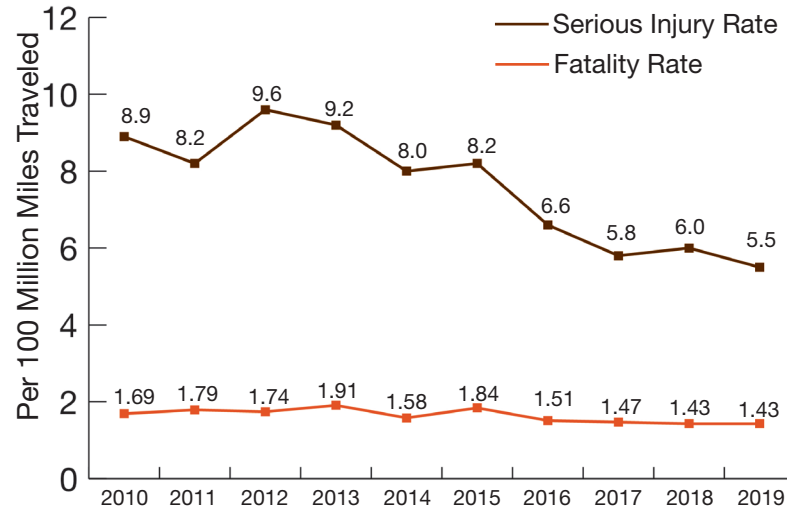
Crash factors contributing to the largest numbers of severe crashes and how these factors overlap are carefully considered when identifying Emphasis Areas. Critical crash factors or crash trends that will have the biggest influence on reducing crash frequency or severity are:

- Roadway Departure and Intersection Related Crashes,
- Impaired Driving,
- Unrestrained Vehicle Occupants, and
- Emergency Response – After-Crash Care.



Source: Data Analyst, Traffic Safety Section, MDT - 2019 Preliminary Crash Data

Statewide Fatality & Injury Rates



Source: MDT Highway Traffic Safety

In the last ten years (2010-2019):

Roadway departure crashes have accounted for



67% of all roadway fatalities and

55% of serious injuries.

Impaired driver involved crashes have accounted for



60% of all roadway fatalities and

33% of serious injuries.

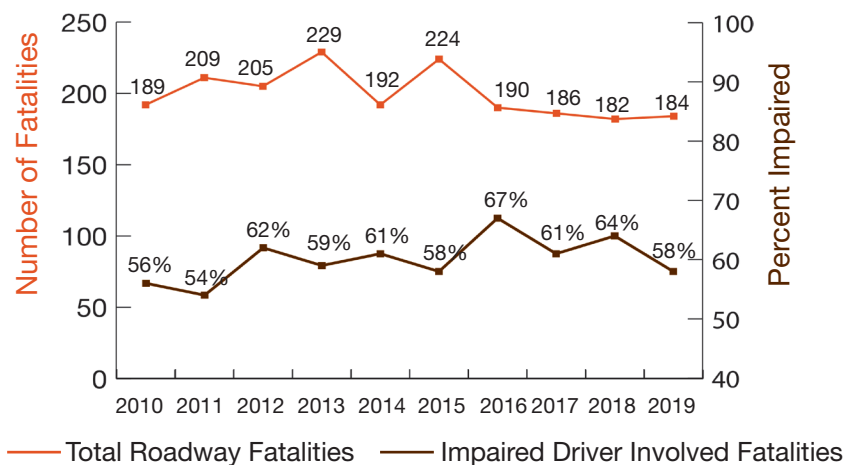
Unrestrained occupants in vehicles with seat belts accounted for



49% of all roadway fatalities and

29% of serious injuries.

Fatalities & Alcohol/Drug Involved Fatalities



Sources: Federal Fatality Analysis Reporting System (FARS) and MDT Highway Traffic Safety



Impaired driver involved crashes in Montana accounted for **9%** of all reported roadway crashes in 2019, but **58%** of all **roadway crash fatalities**.



A motor vehicle crash is considered to be an **impaired incident** if **at least one driver involved** in the crash is determined or suspected to be **impaired by alcohol and/or drugs**.

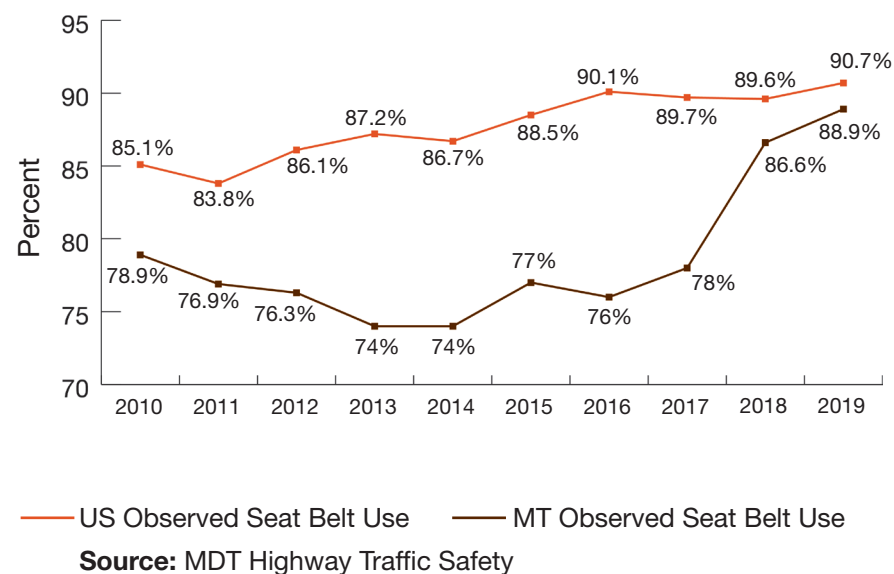


In 2019, **91% of impaired driver involved roadway deaths** occurred in **rural crashes**.



71% of impaired driver involved roadway deaths in 2019 involved a **male impaired driver**.

Seat Belt Usage



From 2010 - 2019 in Montana:



82% of of vehicle occupant deaths occurred in roadway departure crashes.



More than **3 out of 4** people ejected during a fatal crash died from their injuries.



Nearly **700** ejected fatalities occurred.



\$1.66 million is the **average economic cost*** per motor vehicle fatality.

Source: MDT Highway Traffic Safety

***Source:** National Safety Council (NSC) 2018 Cost Calculations: <https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs>

Intro to Montana's System Extent



Montana roads open to public travel consist of 73,648 miles, including **12,923** miles of MDT routes.

Billings has the most public road mileage of any incorporated city in Montana with **600** miles. **Rexford** has the least with **1.5** miles.

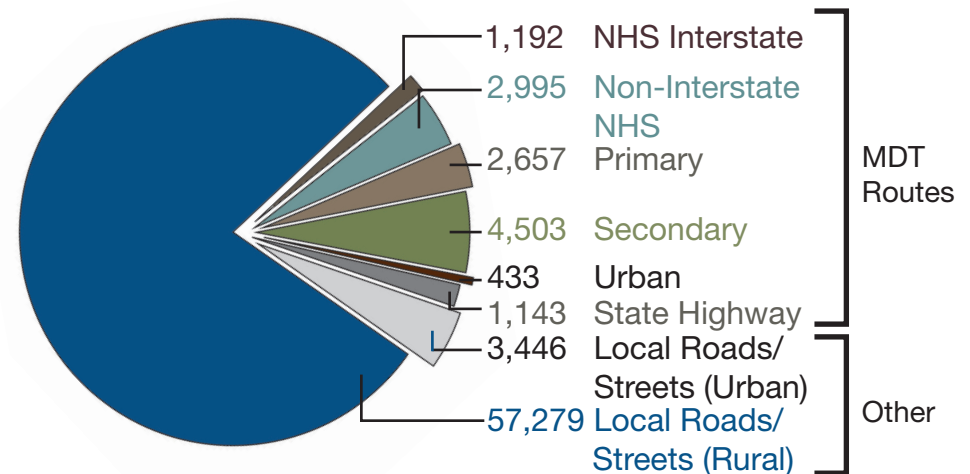
The **busiest spot** on Montana roadways is **Reserve Street** in Missoula between River Road and Mullan Road where annual average daily traffic was **42,130 vehicles per day** in 2019.

Of Montana's 56 counties, **Yellowstone County** had the **most daily vehicle miles traveled** on MDT routes with **2,682,516** in 2019.

Petroleum County had the **least** with **32,351**.

In 2019, **72.5%** of **highway vehicle miles traveled** on MDT routes were **outside** the state's 19 urban areas.

Centerline Road Mileage 2019



Source: MDT Geospatial Information Section

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.

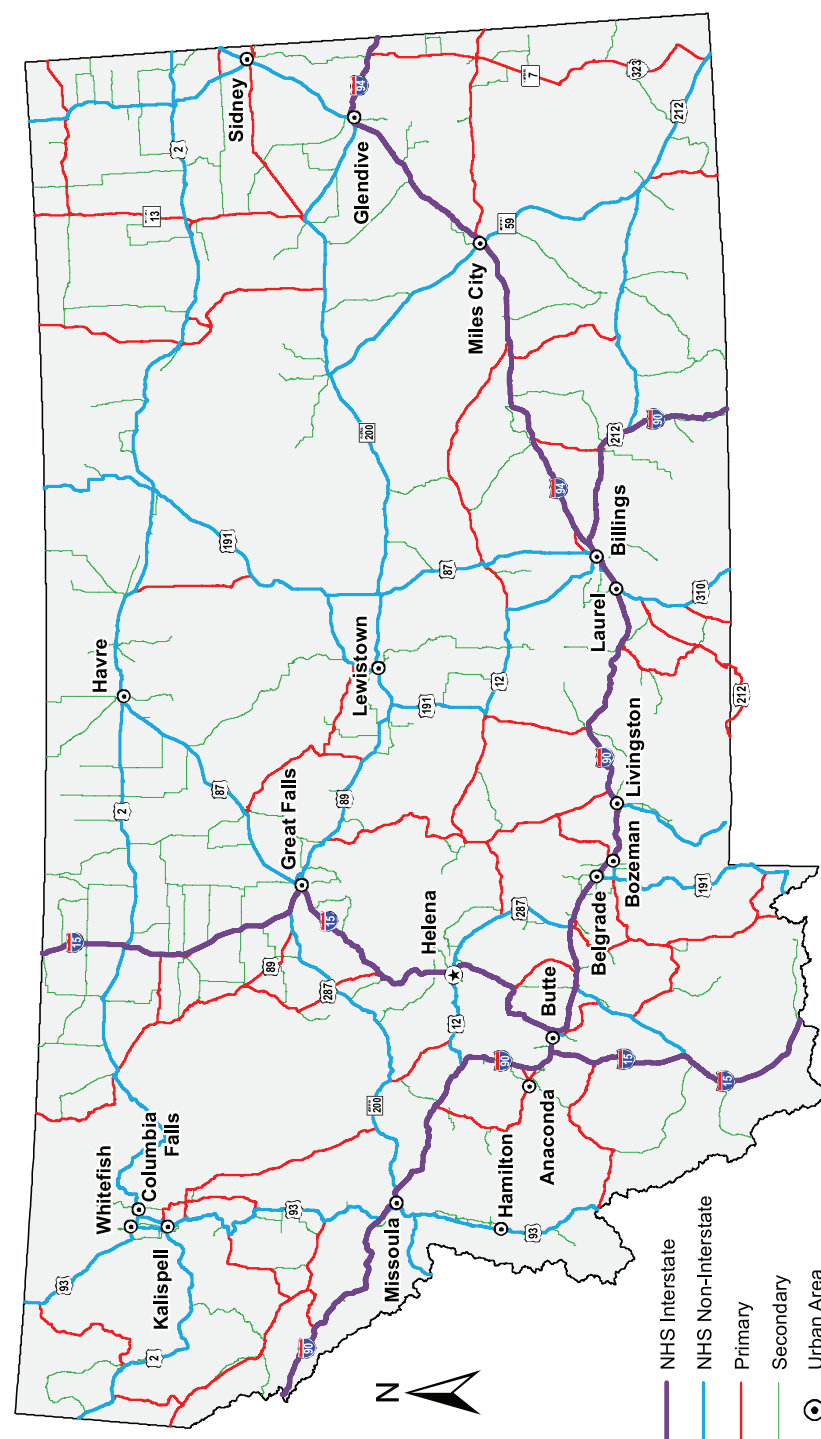
Urban Highway System routes are urban arterials or urban major collectors in or near incorporated cities with populations of 5,000 and within urban boundaries. These are selected by the Transportation Commission in cooperation with local government authorities.

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

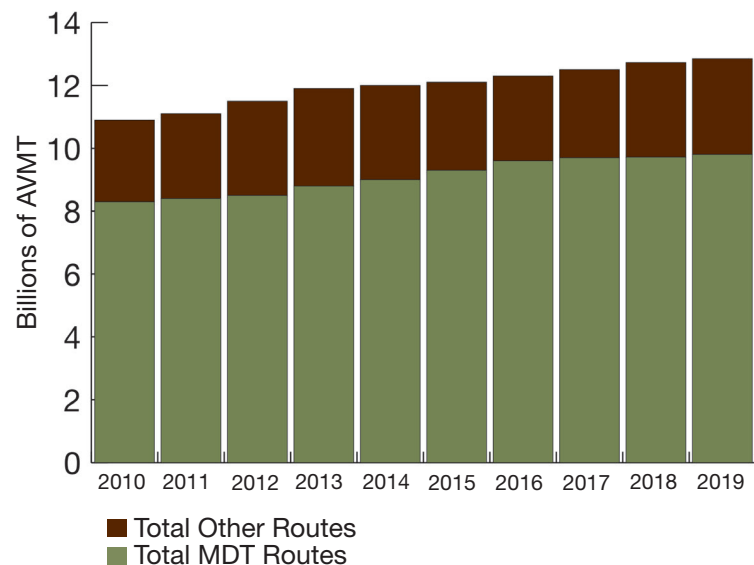
Local roads encompass all remaining urban streets and rural roads that are not designated to any of the systems noted above and are the responsibility of the respective road authority (i.e. city, county, tribal, land management agency, etc.)

Source: Guide to Functional Classification, Highway Systems and Other Route Designations in Montana (2017), MDT Rail, Transit and Planning Division

State Highway Systems



Statewide Annual Vehicle Miles of Travel (AVMT)



2018	Centerline Miles	AVMT	Percent of AVMT
MDT Routes	12,929	9.7 billion	77%
Other	60,644	3.0 billion	23%

2019	Centerline Miles	AVMT	Percent of AVMT
MDT Routes	12,923	9.8 billion	76%
Other	60,725	3.0 billion	24%

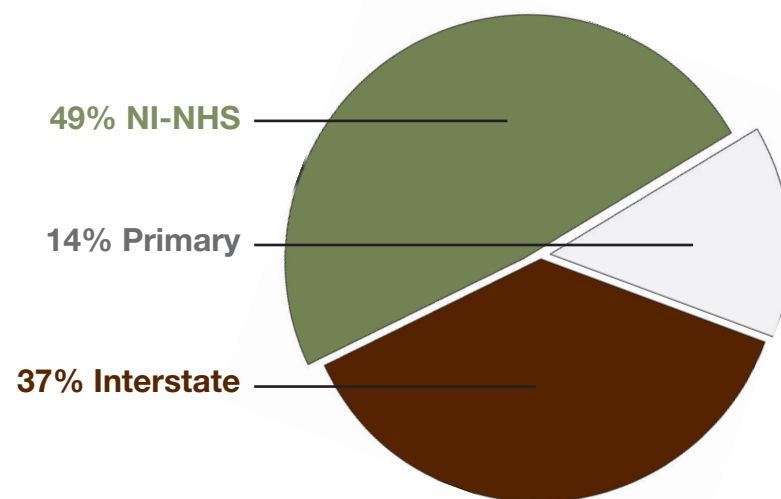
AVMT = Annual Vehicle Miles Traveled

76% of AVMT is on the 12,923 miles of MDT routes*.

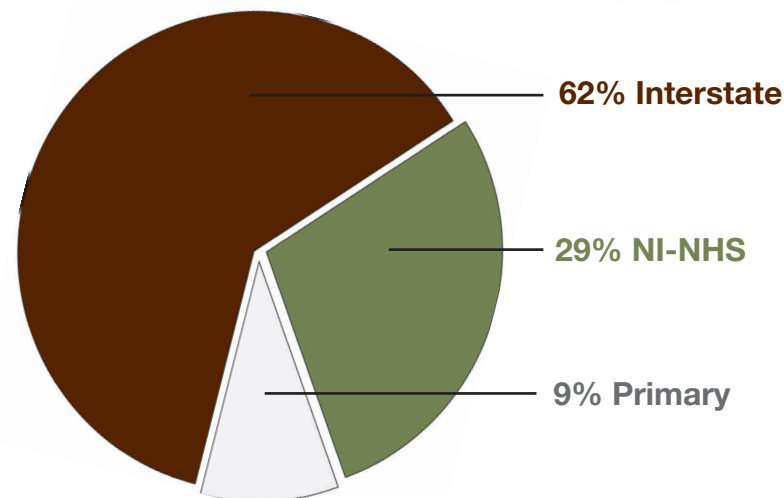
*MDT routes include National Highway System (NHS), Primary, Secondary, Urban and State Highways. NHS encompasses Interstate and Non-Interstate (NI-NHS).

Sources: MDT Traffic Data Collection Section and MDT Geospatial Information Section

Passenger Car Traffic on NHS & Primary Systems 2019



Commercial Truck Traffic on NHS & Primary Systems 2019



The NHS and Primary road systems represent **53%** of MDT route mileage, yet these two systems carry **83%** of the traffic. Maintaining the condition and performance of Montana's NHS and Primary road network is vital to traffic mobility, traffic safety, and the quality of life in Montana.

Source: MDT Traffic Data Collection Section

Population Per NHS Mile

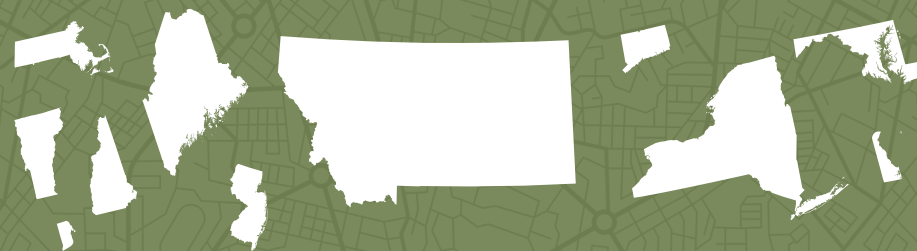
State	Population*	NHS Miles**	Population Per NHS Mile
Wyoming	578,759	3,066	189
North Dakota	762,062	3,722	205
South Dakota	884,659	3,725	237
Montana	1,068,778	4,187	255
Idaho	1,787,065	2,693	664
Utah	3,205,958	2,816	1,140
Colorado	5,758,736	4,908	1,173
Washington	7,614,893	4,560	1,670
California	39,512,223	14,095	2,803
Hawaii	1,415,872	455	3,112
United States	328,239,523	219,455	1,496

***Source:** U.S. Census Bureau Annual Estimates of Population (as of July 1, 2019): <https://www.census.gov/>

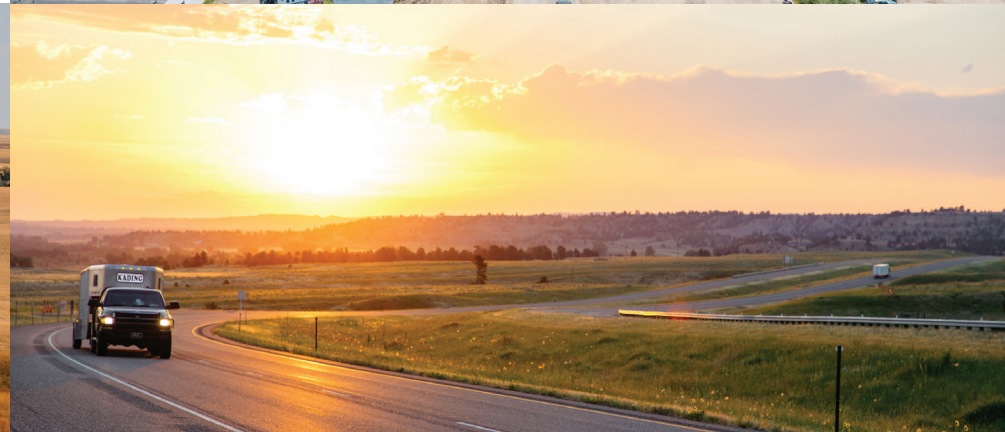
****Source:** FHWA Highway Statistics 2019, Table HM-41: <https://www.fhwa.dot.gov/policyinformation/>

Did You Know?

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, MT to Alzada, MT (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.



Roads



Building a Good Road Takes Time

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

1

Development Phase - 12 months

Nomination, review, funding evaluation, publish in Statewide Transportation Improvement Program, public comment, Commission and federal approval

2

Survey Phase - 8-24 months

Survey, environmental, engineering, traffic noise, air quality evaluation, public input, alignment and grade plan

3

Design Phase - 15-24 months

Design: electrical plans, bridge and hydraulic structures, signing, pavement markings, erosion control; studies on water quality, hazardous materials, and irrigation; public involvement

4

Right-of-Way Phase - 6-12 months

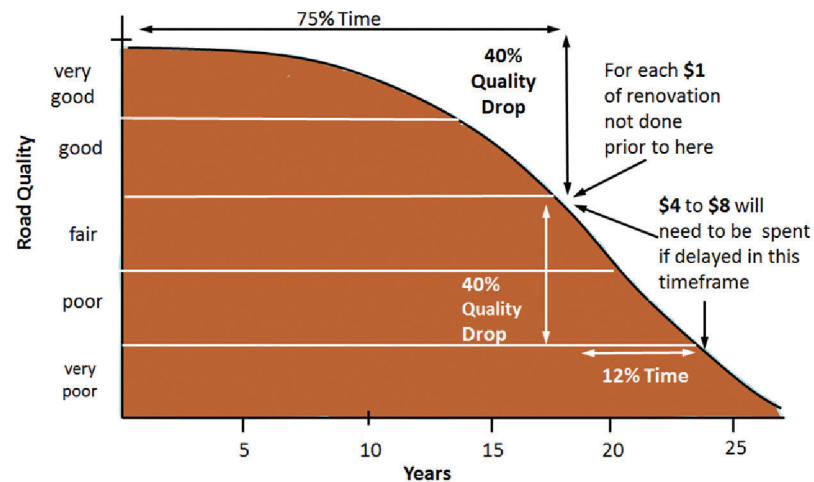
Regulatory permits, property-railroad utility negotiations, final plans, stake highway centerline, relocate utilities

5

Construction Phase - 8-24 months

Advertise, accept bid, Commission award, contract, construction

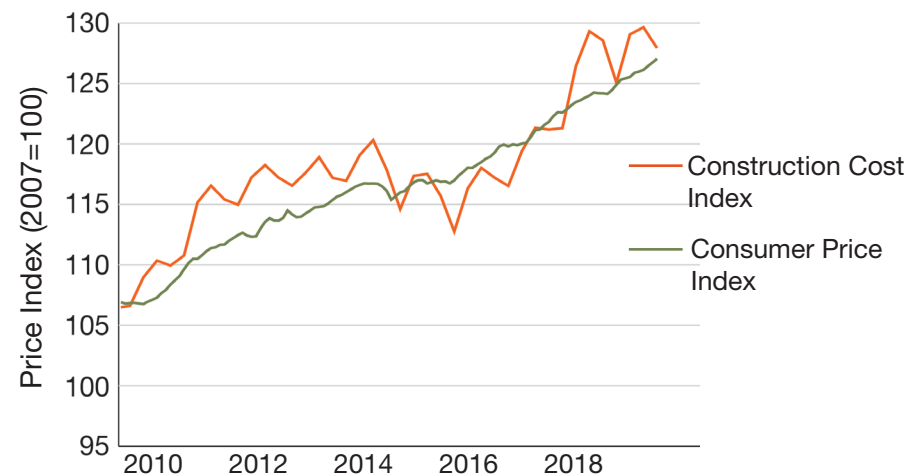
Road Deterioration vs. Time



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: pavementinteractive.org/article/pavement-life-cycle

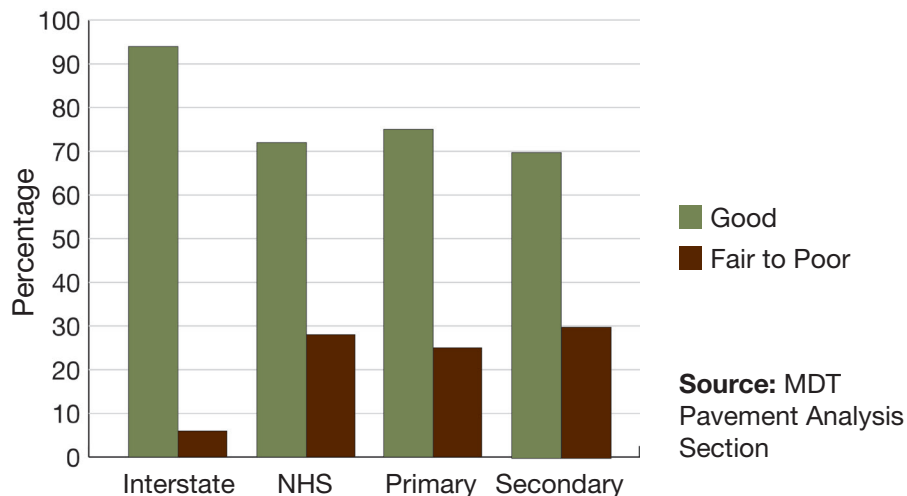
Construction Expenditure Impacts of Inflation



The consistent rise in national roadway construction costs reinforces the importance of **timely preventative maintenance**.

Sources: MDT Multimodal Planning & Communications

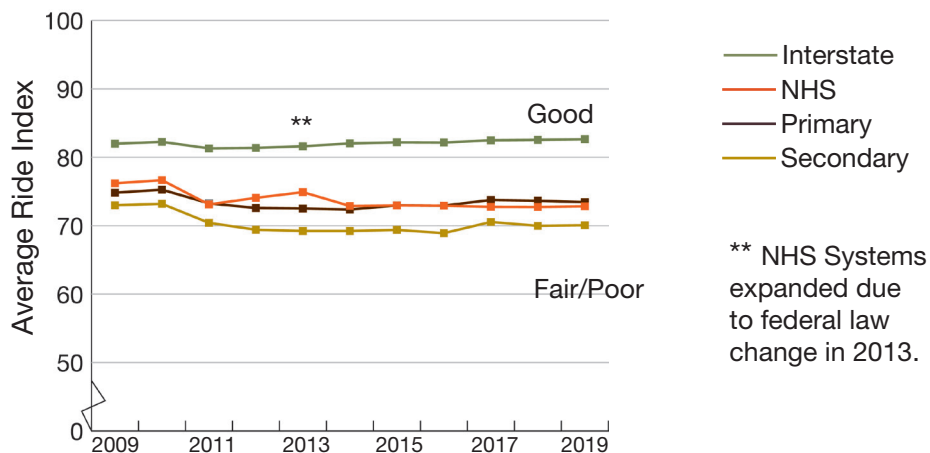
2019 State Highway Overall Pavement Condition



MDT Ride Condition Summary

Performance Goal:

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



Ride index, a measurement of road "smoothness," is just one index considered in the overall pavement condition.

Source: MDT Pavement Analysis Section

Pavement Condition Analysis

Good



Visible traffic wear with low severity cracking and minimal rutting

Fair



Moderate cracking in extent and severity, slight rutting and aggregate loss

Poor



Prevalent cracking in extent and severity, heavy rutting, patching

Did You Know?

MDT produces the official Montana Highway Map in cooperation with Montana Office of Tourism and Business Development. In 2019, **1.2 million maps** were printed with an anticipated 1.2 million to be printed in 2020-2021.

In state fiscal year (SFY) 2020, MDT crews spread **184,329 cubic yards of sand** and **7,941,978 gallons of chemical deicer**.

Montana maintains **25,066 actual lane miles**.



Bridges



MDT is responsible for inspecting and load rating all State and Locally Owned bridges in Montana. This equates to more than 4,489 bridges and other structures, and over 21 million square feet of deck area*.



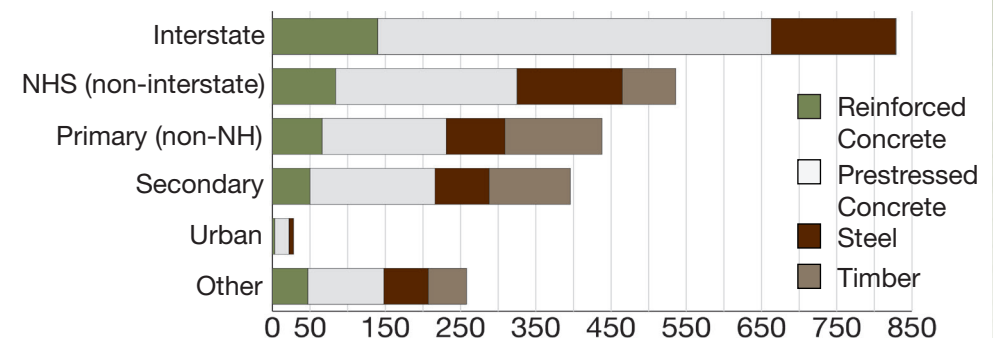
In 2020, MDT implemented a revised **Bridge Load Posting Program**. Bridge load posting is a matter of public safety and will help MDT safeguard vital transportation infrastructure. Based on recent safety based bridge engineering evaluations, new vehicle types, and updated guidance from the Federal Highway Administration (FHWA), the new load postings will indicate the maximum amount of weight that can legally cross a bridge for different vehicle types. A posted bridge is safe to use, but the weight of certain vehicles must be limited accordingly to prevent overload and damage, maintain integrity of the bridge, and safeguard bridge longevity.

Fun Fact: There are roughly 440 timber bridges in-service today on MDT routes. Many are more than 70 years old, dating back to the New Deal (1933) when over 1,200 were constructed across Montana.

To assist the traveling public in understanding the program, MDT has developed a program web page equipped with educational brochures and an interactive **Load Posting Map**.



Number of State Owned Bridges by System by Bridge Type

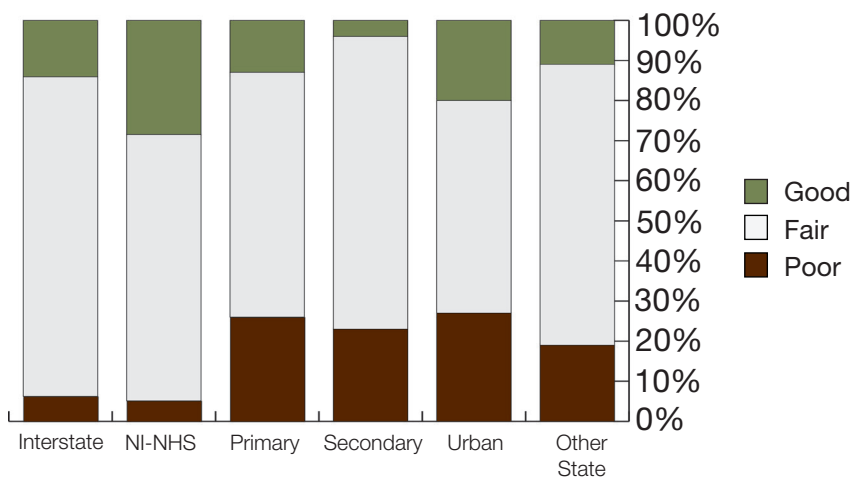


The total bridge deck area in Montana represents both state owned and local owned bridge decks by square footage (ft²). "Other" is a category for bridges on state owned/maintained routes not identified with a system. These are State Highways and State maintained local routes. Source: MDT Bridge Bureau

Bridge Count by System & Deck Area

System	Bridge Count		Deck Area, ft ²	
Interstate	817	18.2%	7,324,771	34.7%
NI-NHS	530	11.8%	4,206,989	19.9%
Primary	438	9.8%	2,253,261	10.7%
Secondary	393	8.8%	1,648,154	7.8%
Urban	28	0.6%	397,038	1.9%
Other	267	6.0%	1,318,518	6.2%
State-Owned Total	2,473	55.2%	17,148,730	81.1%
Local Urban	41	0.9%	179,917	0.9%
Local Non-Urban	1,963	43.8%	3,808,682	18.0%
Local-Owned Total	2,004	44.8%	3,988,599	18.9%
Total	4,477	100%	21,137,330	100%

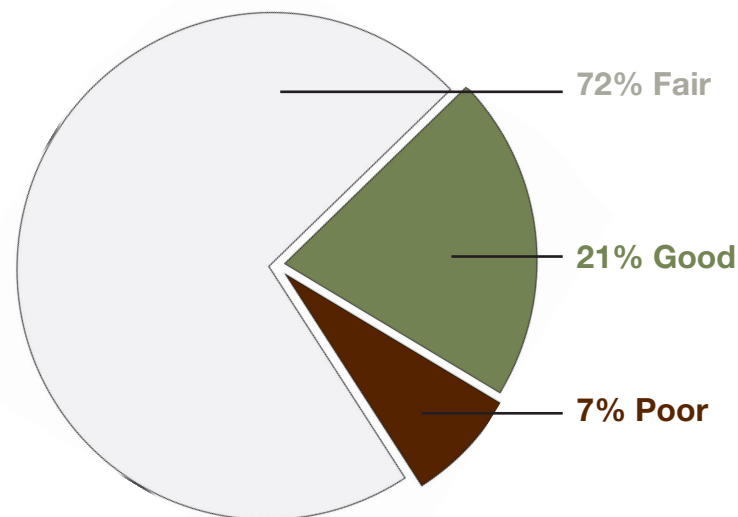
Condition of State Owned Bridges by System by Deck Area



81.1% of bridge deck area in Montana is state-owned
NHS Bridge Performance Goal: State of Good Repair = 25% or more in Good Condition, 3% or less in Poor Condition

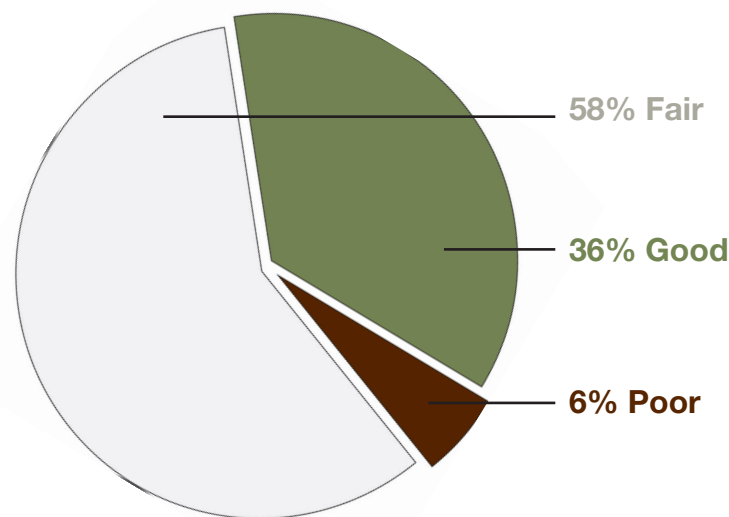
Source: MDT Bridge Bureau

State-Owned Overall Bridge Condition by Deck Area



17,148,730 total square feet of state-owned bridge decks

Local-Owned Overall Bridge Condition by Deck Area



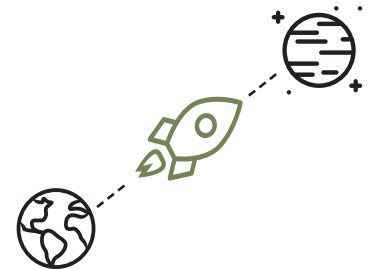
3,988,599 total square feet of locally owned bridge decks

Source: MDT Bridge Bureau

Maintenance



MDT maintains over **25,000 lane miles of highway** and plows on average over 4 million miles per year statewide - the equivalent of driving around the world 160 times or 8 trips to the moon.

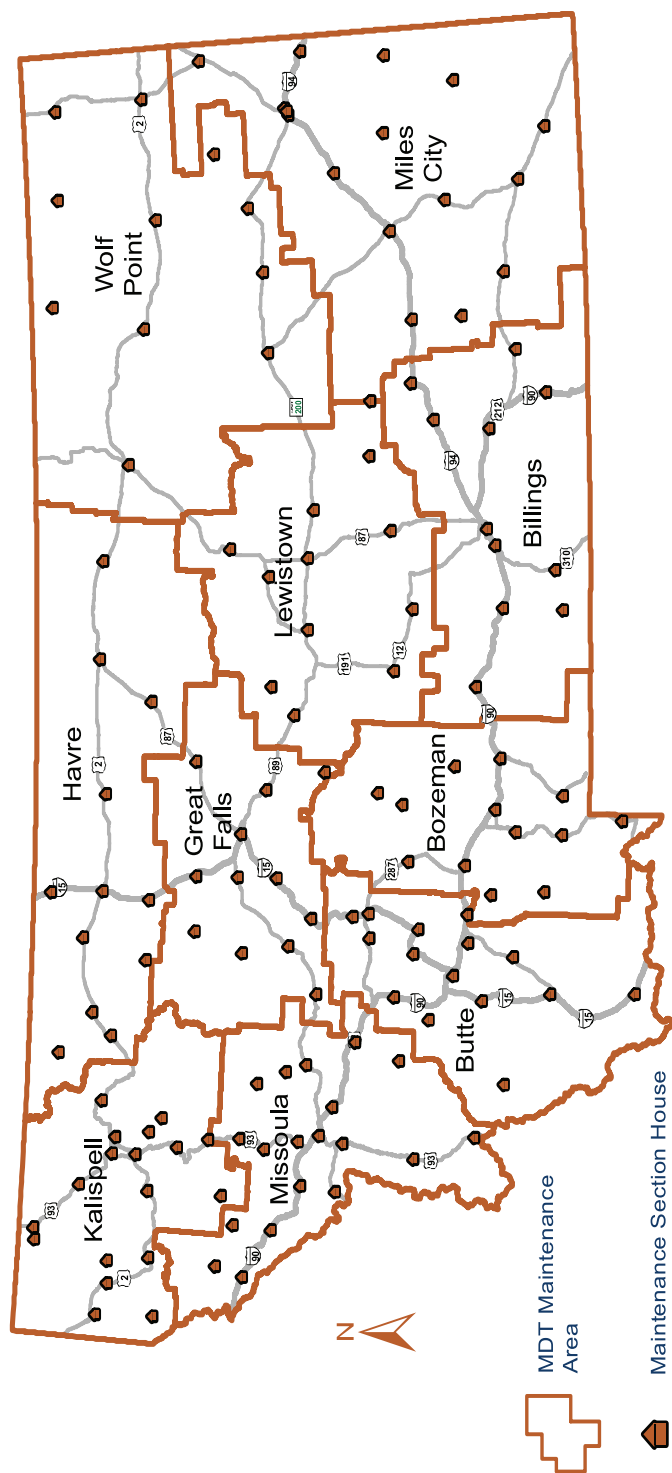


MDT assembles **15-20 snowplow trucks per year --**

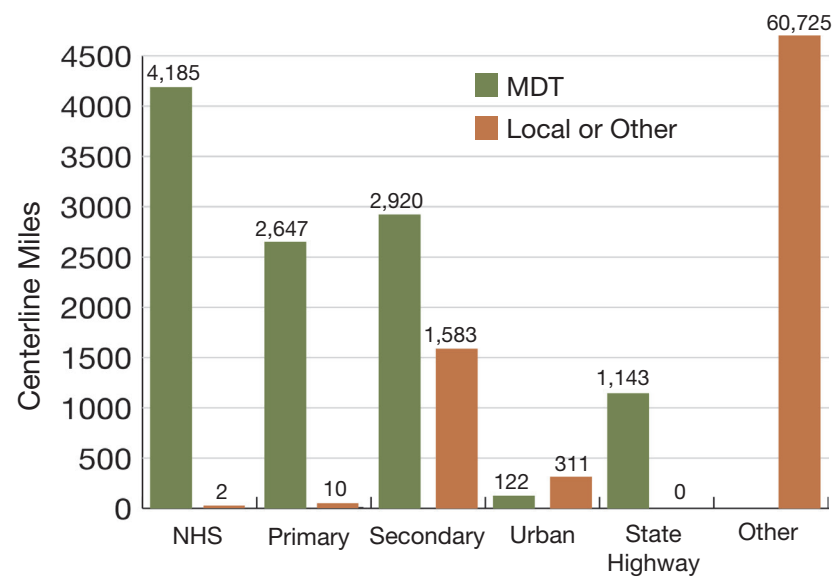
-- saving **\$80,000 per truck** and guaranteeing excellent quality assurance.



Maintenance Areas & Section House Locations



Maintenance Responsibility by System



Source: MDT Data and Statistics Bureau

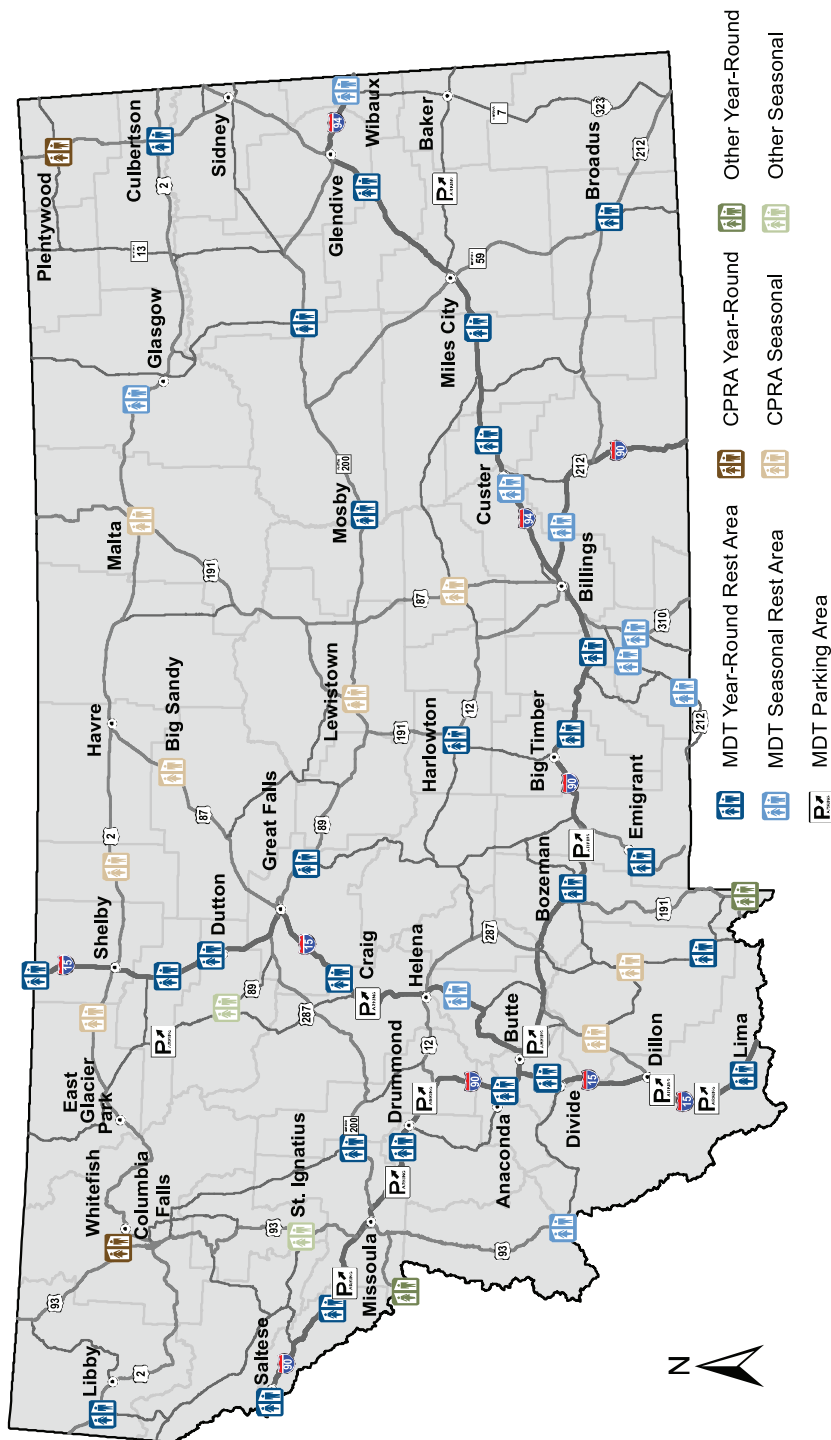


MDT has **116 maintenance crews** located throughout the state.



Rest Areas

MDT is responsible for 35 rest areas and 10 parking areas. 9 rest areas are seasonal and 26 are open year-round. 10 parking areas are open year-round. Other entities maintain additional rest areas and city park rest areas.



Road & Travel Info

For road and weather information in Montana, travelers can visit MDT's website at mdt511.com, dial 511 (in state) or 800-226-7623, and access MDT's mobile application: MDT Travel Info. MDT Traveler Information Systems provide road conditions, construction information, road closures, chain requirements, incident information, weather forecasts, camera/Road Weather Information System (RWIS) images, and snowplow camera images.

Tourism information for Glacier National Park and Yellowstone National Park is also available, as well as access to information for surrounding states.

Glacier Park 406-888-7800

Yellowstone Park 307-344-7381

Cameras/Road Weather Information System

Montana's RWIS consists of 72 cameras and 73 Remote Weather Sites across the state. RWIS provides real-time information via standard communication tools (phone lines and computer networks) statewide. These sites are in strategic locations to provide accurate, real-time weather information and can be accessed at rwis.mdt.mt.gov and through the Travel Info Map or mobile app, MDT Travel Info.

iPhone, iPad or Android Users

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

Android



iPhone



Amazon



Motor Carrier Services



MDT Motor Carrier Services works to **protect Montana roadways** from overweight vehicle damage and ensure drivers and commercial vehicles operate safely.

In State Fiscal Year 2020:



MDT weighed **1,187,021 trucks**.



Statewide, Montana safety inspectors and peace officers conducted **28,560** commercial vehicle **safety inspections**.



MDT issued **68,216 permits**, netting \$6,737,365 in revenue; 34,321 permits were self-issued by customers online, netting \$3,362,617 or 49.9% of total permit revenue.



MDT registered **10,849 Montana-based Power Units** (tractor or truck used to pull a trailer) through the International Registration Plan (IRP).

Truck Size & 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

The maximum length for a single unit vehicle is 55 feet. No vehicle combination may consist of more than three individual trailers. (Vehicle combinations with three trailers may only operate on the Interstate highway system in Montana, if properly permitted.)

Legal Axle Weights

Single Axle (single tire)	11,000 lbs
Single Axle (dual tire)	20,000 lbs
Tandem Axle	34,000 lbs
Triple Axle	Federal 30B Bridge Formula
Gross Weight	132,000 lbs (Maximum allowable gross vehicle weight is determined using Federal 30B Bridge Formula.)

For oversize or overweight load information, call 444-7262.

Notice: Information subject to change.

Source: MDT Motor Carrier Services



Transit, Bicycle, & Rail



Transit



In State FY 2020...

Montana **transit providers** traveled more than **8 million miles** providing public transportation. This is equivalent to 14,286 trips across Montana (or 17 trips to the moon and back).



25% of all rides provided were to the elderly and disabled. Out of 3,667,064 total rides, Montana transit operators provided over **907,000 rides** to **elderly and disabled citizens** to meet medical, nutritional, and employment needs.

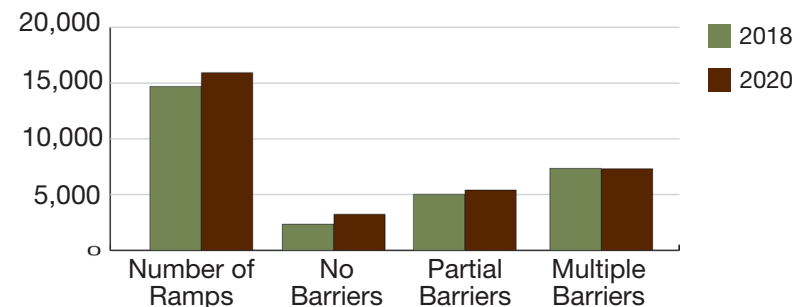
Non-Motorized Travel & Transportation

Bicycles are **considered a vehicle**, and bicyclists should obey the **same vehicular and traffic laws** that apply to other operators. Bicyclists should obey all traffic laws and traffic control devices. All public roads are open to cyclists.

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

MDT's ADA Transition Plan directs the department's efforts to provide an accessible transportation system within the state of Montana. During the 2018-2019 construction season, MDT upgraded 875 ADA ramps on MDT-owned and -maintained routes. This was a 37% increase in the number of compliant ramps.

ADA Curb Ramp Compliance



Transit Funding Programs

Capital Assistance for the Elderly and Persons with Disabilities and General Public

Sections 5310 and 5311

This MDT-administered program provides capital equipment for transportation services that meet special needs of the elderly, persons with disabilities, and the general public. Montana currently has 70 recipients of this funding with an inventory of 515 vehicles under lien by MDT.

Successful applicants for Section 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 (Billings, Great Falls, and Missoula). 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. 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)

The 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 5303/5304

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 uses Section 5304 funds to assist transit agencies in rural areas with transit planning and technical support. Montana's three urbanized areas receive Section 5303 funds for planning.

Bus and Bus Facilities Infrastructure Investment Program

Section 5339

The Bus and Bus Facilities Infrastructure Investment 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.



State FY 2020 Transit System Ridership

Public Rural Provider

	Rides
1 Big Dry Transit	4,611
2 Big Sky Transportation District	154,521
3 Bitterroot Bus	10,190
4 Blackfeet Nation Dept of Transportation	13,987
5 Butte Silver Bow Transit	188,378
6 City of Dillon	8,194
7 Confederated Salish & Kootenai Tribes	35,328
8 Custer County	7,801
9 Dahl Memorial Healthcare - Carter Chapter	812
10 Daniels County Transportation	956
11 Dawson County Urban Transportation	15,008
12 Fallon County Council on Aging (COA)	4,844
13 Fergus County Council on Aging (COA)	18,098
14 Flathead - Eagle Transit	88,395
15 Fort Peck Transportation	25,277
16 Glen-Wood, Inc. - Quality Transit	26,034
17 Capital Transit	64,835
18 HRDC/Galavan/Streamline	231,490
19 Lake County Council on Aging (COA)	4,208
20 Laurel Transit Authority	1,399
21 Liberty County Council on Aging (COA)	10,538
22 Lincoln County Transportation Service	7,705
23 Mineral County Pioneer Council	1,180
24 North Central MT Transit	18,739
25 Park County	3,083
26 Phillips County Transit Authority	17,778
27 Powder River Transportation	2,363
28 Powell County Public Transit	4,076
29 Richland County Transportation	25,156
30 Rosebud Transportation	1,183
31 Sanders County Council on Aging (COA)	9,940
32 Toole County Transit	12,271
33 Valley County Transit	51,330
34 West Yellowstone Foundation	1,181
35 Whitehall Senior Citizens	20,593

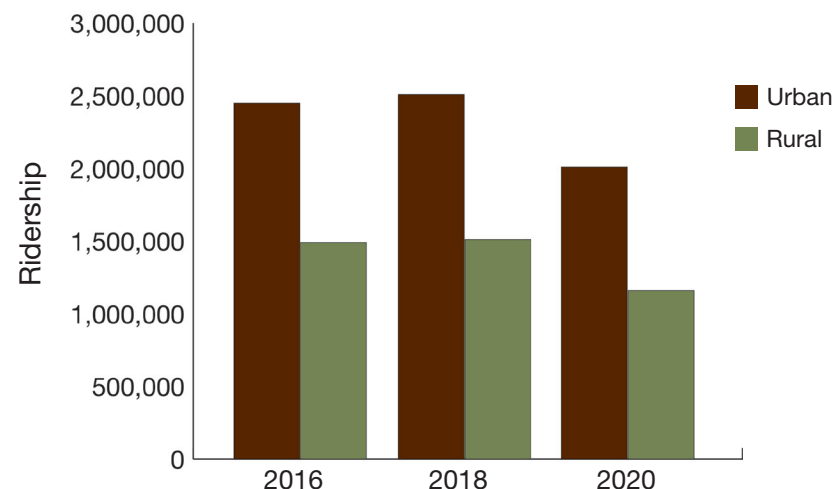
Public Urban Provider (direct FTA funding)

1 Great Falls Transit	337,801
2 Met Transit - Billings	408,560
3 Mountain Line - Missoula	1,263,639

Specialized - i.e. elderly and disabled transit 492,819

TOTAL: 3,594,301

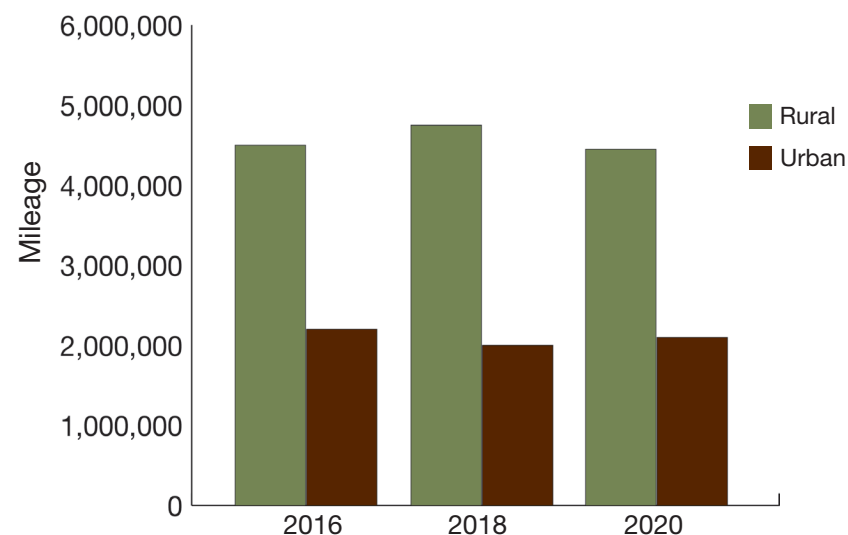
State FY 2020 Transit Ridership Trends



Data reflects General Public (GP), intercity and vanpool transportation. 2020 data reflects decreased ridership due to COVID-19 pandemic.

Source: MDT Transit Section

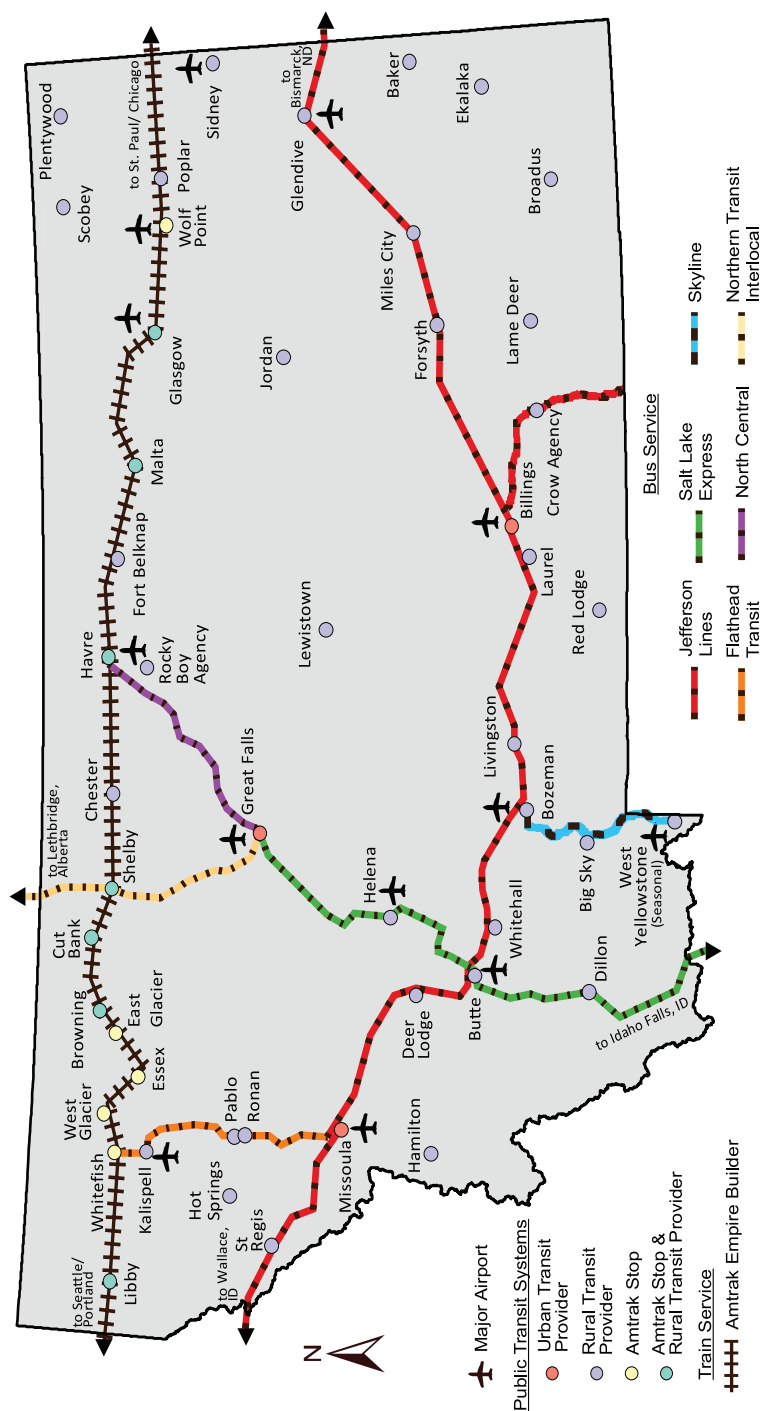
State FY 2020 Annual Transit Mileage Trends



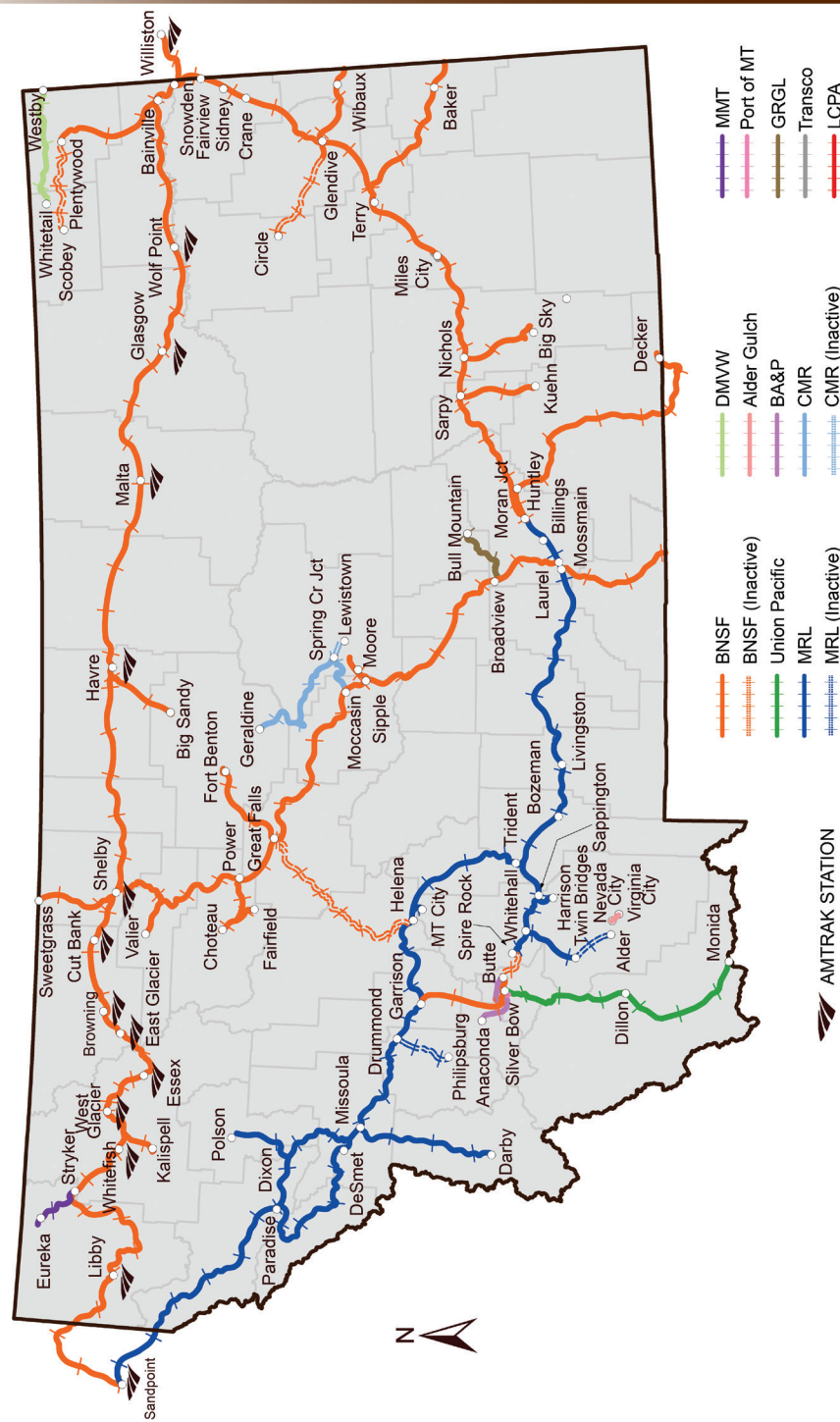
Data reflects General Public (GP), intercity and vanpool transportation. 2020 data reflects decreased ridership due to COVID-19 pandemic.

Source: MDT Transit Section

Intercity & Local Transit Services Map



Railway Map



Rail Infrastructure & Volumes

In 2019, Montana had approximately **3,135 miles of active mainline track**. The state is served by two Class I railroads, BNSF Railway (BNSF) and Union Pacific, one Class II railroad, seven Class III railroads, one plant railroad, and one tourist railroad. The primary products shipped out of Montana by BNSF are coal, farm products, petroleum products, and wood products.

Source: BNSF Railway: Class 1 Railroad Annual Report, 2019

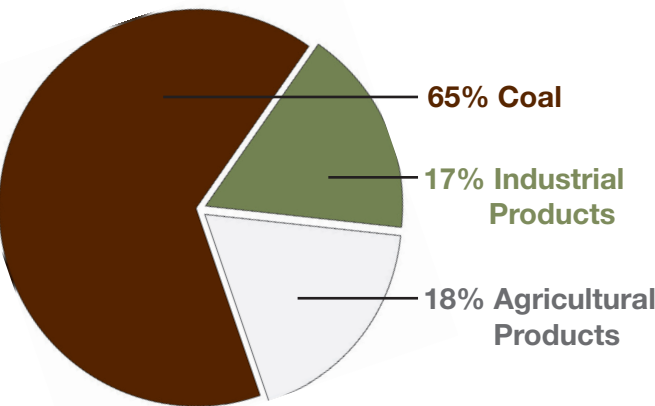
Goods are transported to, from, and within Montana as follows:

	By \$ Value (2018)	By Weight (2018)
To Montana:		
Truck	64%	52%
Rail	7%	20%
Pipeline	9%	26%
Multiple Modes	19%	2%
Other	1%	0%
From Montana:		
Truck	44%	20%
Rail	13%	50%
Pipeline	30%	27%
Multiple Modes	9%	3%
Other	4%	0%
Within Montana:		
Truck	57%	57%
Rail	4%	8%
Pipeline	36%	35%
Multiple Modes	3%	0%
Other	0%	0%

Source: Freight Analysis Framework 4 Summary Statistics, 2018

BNSF operates on 2,565 miles of track in Montana. In 2019, nearly **1.9 million carloads of freight** were transported within the state. Of these carloads, 324,800 were from Montana to out-of-state destinations and 36,226 were inbound to Montana.

In 2019, BNSF reported the following product mix shipped from Montana (based on carloads).



In the past five years, MDT has worked with railroads to construct safety improvements at **53** rail-highway grade crossings.

Source: BNSF Montana State Fact Sheet 2019

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 2019, the Empire Builder recorded **121,352 boardings and alightings** in Montana with Whitefish accounting for 46% of those passengers.

Source: Amtrak Fact Sheet 2019, State of Montana

Montana Railroads

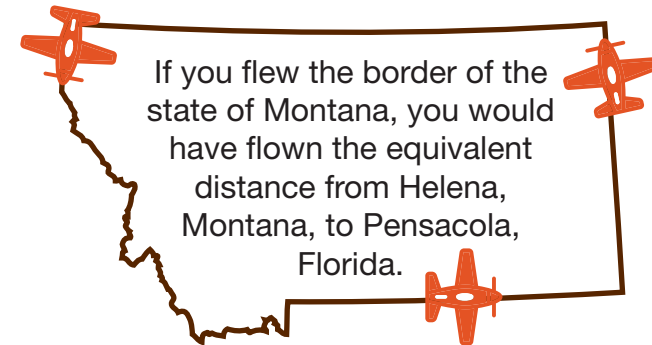
Class I Railroads—BNSF Railway and Union Pacific (UP) (branch line from Idaho to Silver Bow)

Class II Railroads—Regional—Montana Rail Link (MRL)

Class III Railroads—Central Montana Rail (CMR), Butte, Anaconda and Pacific Railway (BA&P), Mission Mountain Railroad (MMR), Global Rail Group, Port of Montana, Dakota, Missouri Valley & Western (DMVW), and Transco

Tourist Railroad—Alder Gulch Short Line Railroad

Plant Railroad—Lincoln County Port Authority



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 **4,500 registered aircraft** and approximately **3,300 pilots**.

Montana has **126 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 **350 Montana volunteer pilots** and aircraft to assist in its mission.



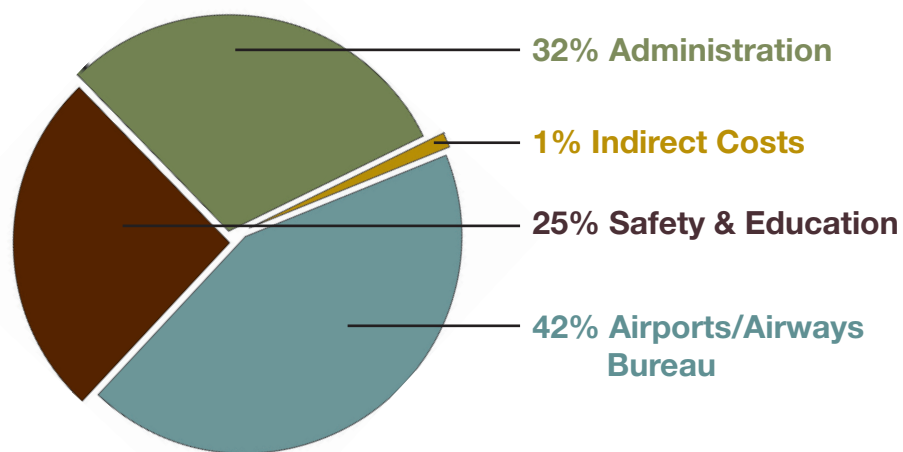
Aeronautics has approximately **\$2,200,000 in grants and loans** available annually for airport-related improvements.

Of the 126 public-use airports in Montana, **63** receive **federal funding**.

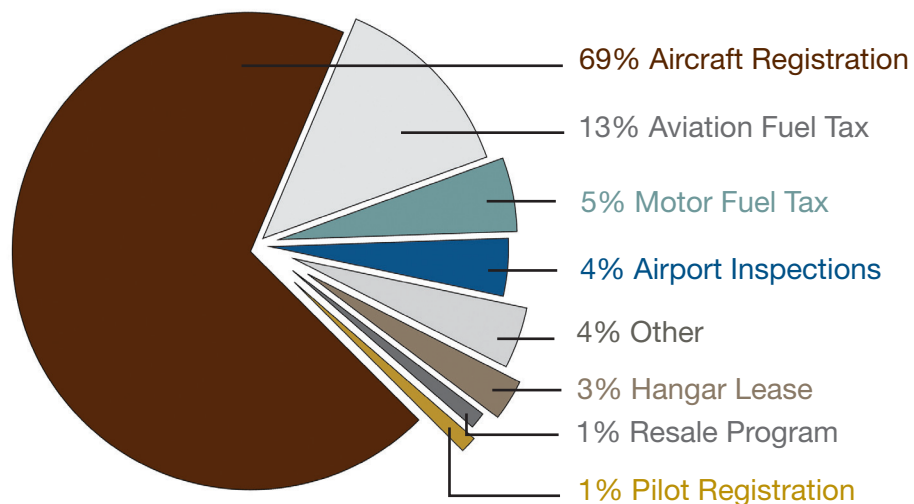


In 2019, scheduled airlines carried nearly **5 million passengers to and from Montana**. Montana airports spent over \$52 million in airport development projects in 2019.

Aeronautics State Special Revenue Uses



Aeronautics State Special Revenue Sources



Aviation fuel tax - \$0.05 per gallon. Allocated as follows: \$0.045 cents dedicated to airport grants, and \$0.005 cents dedicated to Aeronautics operations.

Source: MDT Aeronautics Division from State Fiscal Year 2020

Airport Loan/Grant Program

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 snow removal equipment building construction, etc.

Grants can fund up to 100% of the airport's share of federal National Plan of Integrated Airport Systems 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 four-and-a-half-cent-per-gallon tax on civil aviation fuel. On average, approximately \$1.9 million is available each year for grants.

The Montana Aeronautics Board determines recipients of Aeronautics loans and grants.



Pavement Management System

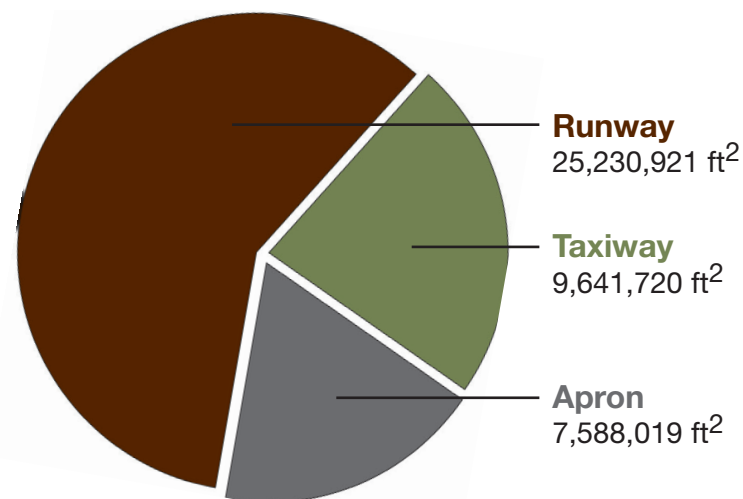
The MDT Aeronautics Division, through a state aviation system planning grant from the Federal Aviation Administration (FAA), develops a pavement management system for Montana's general aviation airports. This is an ongoing process and is updated on a three-year cycle.

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 2019 to summarize PCI conditions. The following charts summarize some of the information collected during these studies.

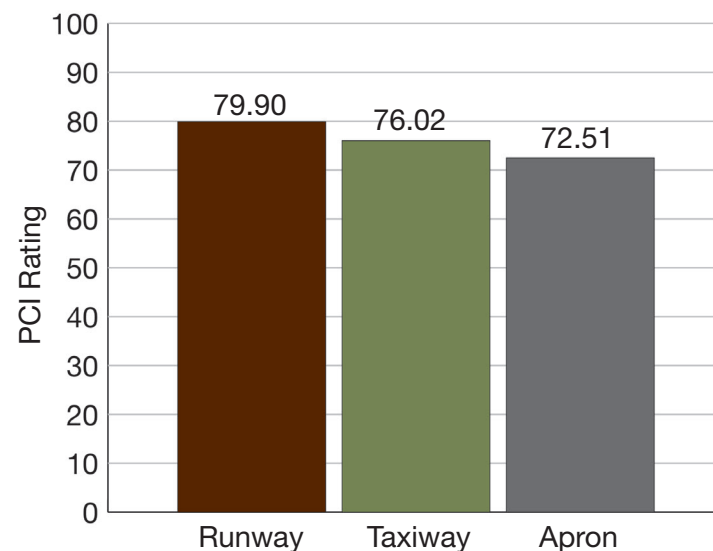


Total Airport Pavement Area



Source: KLJ Engineering

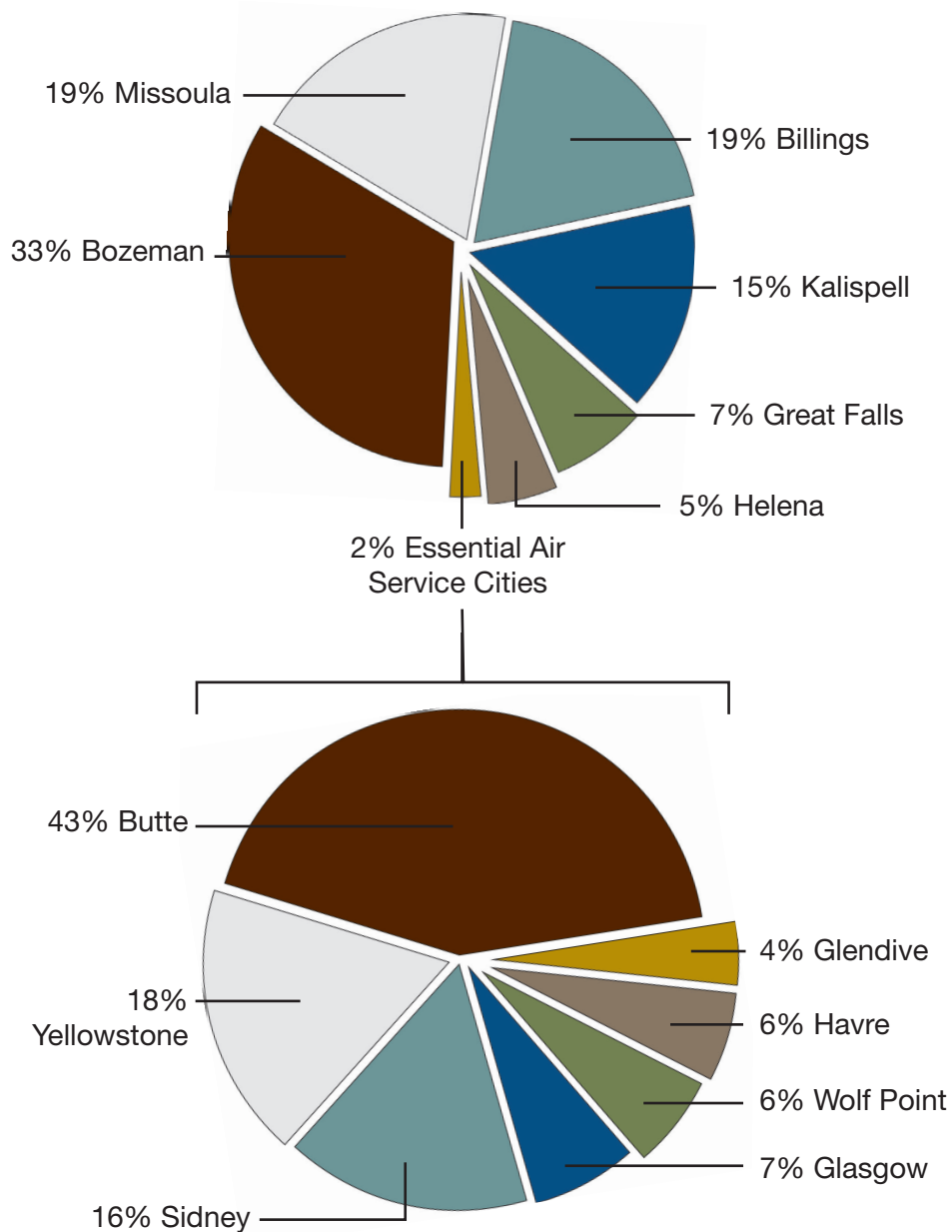
Aviation Pavement Condition Index (PCI) Value



Rehabilitation vs. maintenance should be evaluated starting at 60.

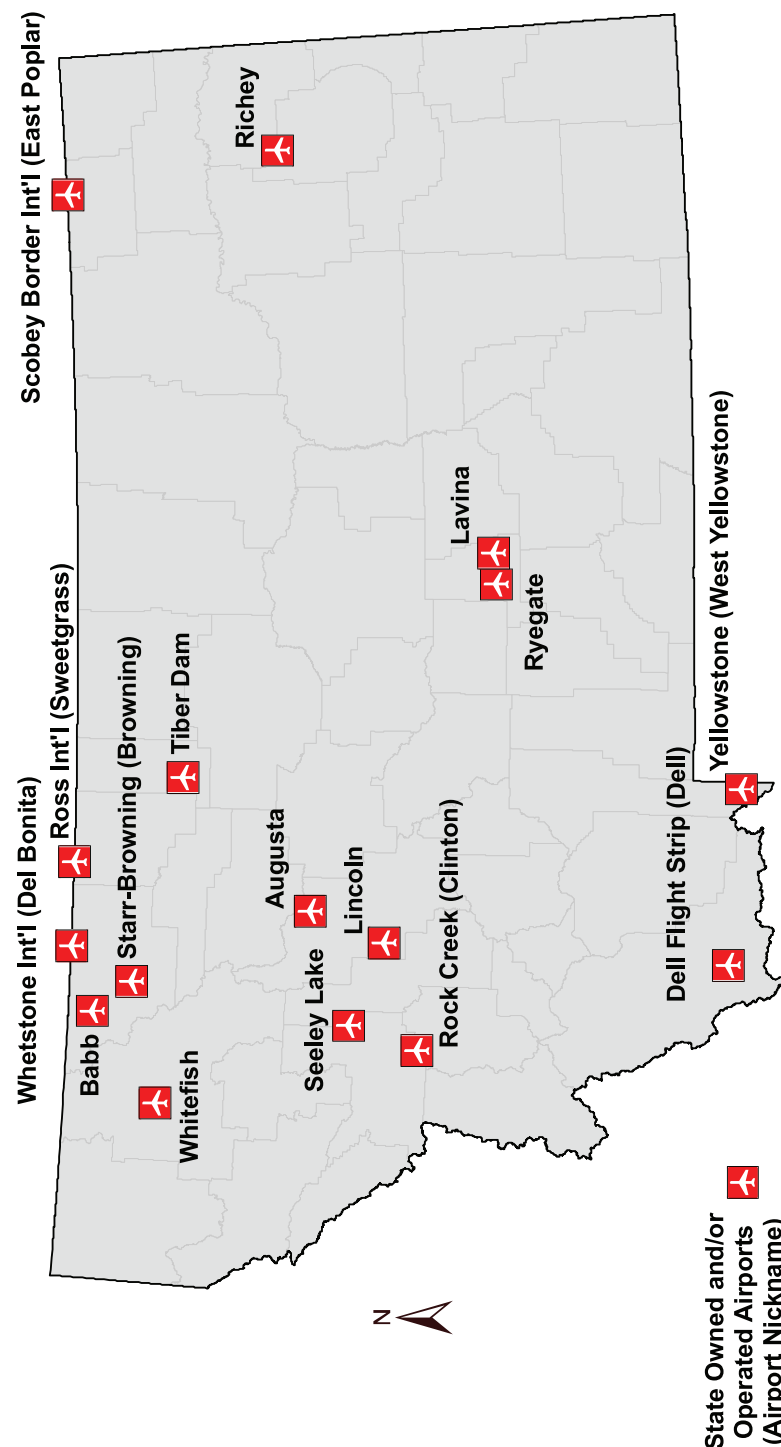
Source: KLJ Engineering

2019 Commercial & Essential Air Service Enplanements



Source: MDT Aeronautics Division

State-Owned and/or Operated Airports



Facility Locations & Contacts



Helena Headquarters

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
phone 444-6201 fax 444-7643
tty 800-335-7592
mdt.mt.gov



Aeronautics

2630 Airport Road
PO Box 200507
Helena, MT 59620-0507
phone 444-2506 fax 444-2519
mdt.mt.gov/aviation

District	Administrator	Maintenance Chief
District 1 Missoula	523-5802	Missoula 523-5803 Kalispell 751-2010
District 2 Butte	494-9600	Butte 494-9627 Bozeman 556-4704
District 3 Great Falls	454-5887	Great Falls 454-5889 Havre 262-5504
District 4 Glendive	345-8212	Glendive/Miles City 345-8253 Wolf Point 653-6709
District 5 Billings	657-0268	Billings 657-0217 Lewistown 538-1301

Motor Carrier Services Ports of Entry

Billings East Bound:
657-0204
Billings West Bound:
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

Other Weigh Stations

Armington Jct: 738-4261
Bozeman: 587-0727
Butte: 533-3699
Clearwater: 244-5460
Havre: 265-9033

Online Motor Carrier Permitting

mdt.mt.gov/business/mcs/
permits.shtml
444-7262

Construction Project Bids

mdt.mt.gov/business/contracting
444-6215

Bicycle/Pedestrian Information

mdt.mt.gov/travinfo/bikeped
444-9273

Highway Map Orders

mdt.mt.gov/mdt/
document-orderform.shtml
444-3423

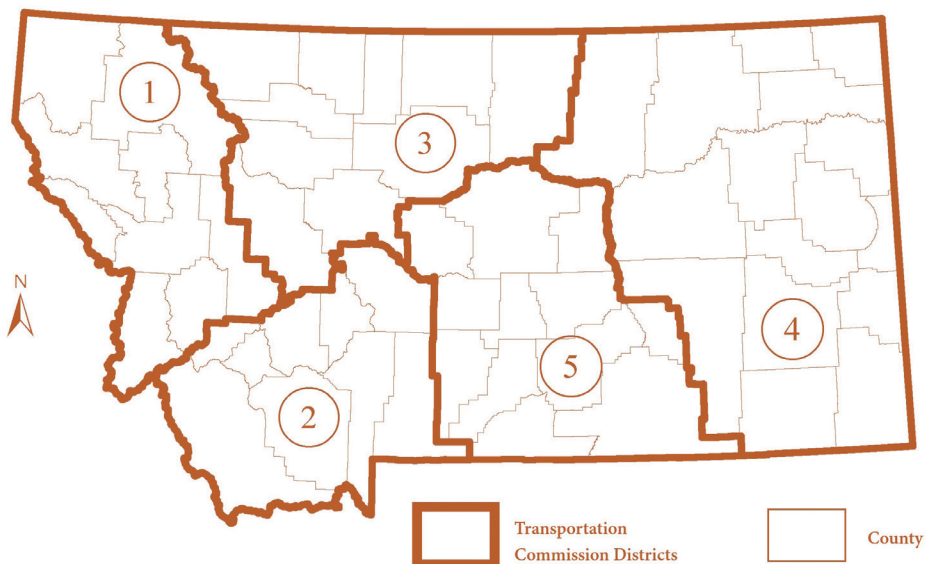
Montana Transportation Commission

Each of the five Montana Transportation Commission board members are appointed by the Governor and confirmed by the Senate for a four-year term. One member each must be appointed from all five of the districts (see map below) and all must serve staggered four-year terms. No two members can live in the same district, no more than three members can be of the same party, and no state elected officials or employees can be appointed to the board. One member appointed from districts 1, 3, 4, or 5 must have knowledge of Indian culture and tribal transportation needs, and must be selected by the governor after consultation with the Montana members of the Montana-Wyoming tribal leaders council. The provision that at least one member of a quasi-judicial board be an attorney (MCA 2-15-124) does not apply to the Transportation Commission.

Statute: MCA 2-15-2502



Commission board members remain in their position until a replacement is appointed and confirmed. Visit mdt.mt.gov/pubinvolve/trans_comm/trans_commissioners.shtml or scan the QR code with your mobile device to view current contact information for the Transportation Commission.



Montana Aeronautics Board

Each of the nine Montana Aeronautics Board members are appointed by the Governor and confirmed by the Senate. There must be

- One member of the Montana Pilots' Association;
- One member of the Montana Chamber of Commerce;
- One representative of the Montana Airport Management Association;
- One member of the Montana County Commissioners Association or the Montana League of Cities and Towns;
- One person actively engaged in aviation education in this state;
- One-person representative of interstate commercial airline operators, who must at the time of appointment, be an employee or official of an interstate commercial airline operator and a resident of this state;
- One person representing the general public;
- One member of the Association of Montana Aerial Applicators; and
- One person who must at the time of appointment be an active fixed base operator in this state, or an official of a fixed base operator in this state, of flying services or flying schools.

Statute: MCA 2-15-2506

Board members remain in their position until a replacement is appointed and confirmed, and the provision that at least one member of a quasi-judicial board be an attorney (MCA 2-15-124) does apply to the Aeronautics Board. Visit mdt.mt.gov/pubinvolve/aeronautics_board/boardmembers.shtml or scan the QR code with your mobile device to view current contact information for the Aeronautics Board.



Other Contacts

Federal Highway Administration

585 Shephard Way, Suite 2
Helena, MT 59601
Phone: 441-3900
Fax 449-5314
Website: fhwa.dot.gov/mtdiv/

Montana/Canada Ports of Entry

*Port of Roosville	889-3865
Port of Chief Mountain	403-653-3152 5/15 to 10/1
	732-5572 10/2 to 5/14
Port of Piegan	732-5572
Port of Del Bonita	336-2130
*Port of Sweet Grass	335-9610
Port of Whitlash	432-5522
Port of Wild Horse	394-2371
Port of Willow Creek	398-5512
Port of Turner	379-2651
Port of Morgan	674-5248
Port of Opheim	724-3212
Port of Scobey	783-5375
*Port of Raymond	895-2664

*Open 24 hours-times are subject to change

Neighboring States Road & Travel Numbers

Idaho	888-IDA-ROAD or 888-432-7623
North Dakota	866-696-3511
South Dakota	866-MYSD511 or 866-697-3511
Wyoming	888-WYO-ROAD or 888-996-7623

Tourist Information

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

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-5416 or Montana Relay Service at 711.

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For access to statewide project information, visit mdt.mt.gov/projects or scan the QR code using your mobile device to access MDT's Active Projects Map.



For more information about the Montana Department of Transportation Fact Book, please contact:

Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
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Website: mdt.mt.gov

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2701 Prospect Avenue

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