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Welcome to the 2022 Fact Book! I’m proud to introduce the 10th edition of this biennial publication and believe you’ll find it an excellent resource for understanding our many roles and responsibilities. Team MDT has experienced successes and overcome challenges, showcasing our resiliency and teamwork in times of uncertainty. While a much longer letter is required to fully recognize these accomplishments, I hope you’ll enjoy these highlights:

In 2021, department leadership worked together to update MDT’s Mission and Vision, paving the way for future success as B.U.I.L.D.E.R.S. of both infrastructure and partnerships. At our core, we are Business focused, we Unify the organization, we Innovate at all levels, we Lead by example, we are Dedicated to MDT, we Empower our employees, we Respect each other, and we Serve Montana with pride.

It was also an important year for national infrastructure, with the passage of the Infrastructure Investment & Jobs Act (IIJA) - a once-in-a-lifetime federal investment in Montana’s infrastructure. Despite uncertainties, we look to the future and possibilities this historic legislation presents. Also on the national horizon are emerging transportation modes, including electric vehicles (EVs) and related impacts to gas tax revenue, and automated vehicles (AVs) in commercial transportation. While we don’t have all the answers, Team MDT consists of diverse talent, ready to roll up our sleeves and work to keep Montana moving forward.

“Building bridges” holds dual meaning for Team MDT. Montana’s physical bridges literally connect us, and thanks to IIJA, we look to address statewide needs facing these structures so we can remain connected. “Building bridges” also means prioritizing our relationships at industry, local, tribal, State, and Federal levels. Team MDT has strengthened connections with partners like the Montana Contractors Association (MCA), collaborating to continue to deliver transportation projects statewide. We also coordinated with fellow agency, Department of Environmental Quality (DEQ), resulting in first-round federal approval for Montana’s inaugural EV Infrastructure Deployment Plan. When natural disasters impacted infrastructure, we worked with partners to repair and restore access for communities and industries. There are many examples of this commitment to teamwork, including reconstruction after wildfires and repairs and cleanup from historic flooding, but the common thread is our shared goal of Montana moving forward. After all, these are our communities!

From work zones to plowing, safety touches every aspect of our work and is critical to delivering MDT’s Mission. Vision Zero continues to be our goal - one every Montanan can share. To that end, we’ve shifted how and where we speak about safety as a department to better connect with all travelers. Examples include creative, year-round messaging on social media, infusing humor into reminders posted on roadside variable message signs (VMS), and partnering with industry experts to develop cohesive, measurable behavioral marketing campaigns. Looking to the future, let’s continue Montana’s proud tradition of caring for one another by being vigilant about roadway safety.

In closing, it’s our privilege to serve Montana, and we look forward to continuing our commitment to customer service. Our door is always open for conversation, collaboration and improvement. Together, we’ll keep Montana moving forward!

Serving you with Pride.

Malcolm D. Long
Director

Our Mission

MDT’s mission is to plan, build, operate, and maintain a safe and resilient transportation infrastructure to move Montana forward.

Scan the QR code to learn more about MDT’s Mission, Vision & Goals.

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
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.

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

National highway and street construction costs increased by about **28%** between 2012 and 2021. The nation’s consumer price index (CPI) was up about 22% 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, 2020, 2022 and 2023, resulting in a total increase of 6 cents per gallon for gasoline and 2 cents per gallon for diesel.

Since 2013, **annual vehicle miles traveled** has increased by an average of **1.5% per year**.

Montana’s 2022 federal funding is approximately **1.5 times** the amount from 20 years ago. **Federal funds** generally require a match of around **13%**.

Since 2013, 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 **366 projects** totaling nearly **$1.4 billion**.

MDT administers funding and planning programs to help local communities and governments address their transportation needs. Between 2013 and 2022, over **$1.5 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.
MDT is funded primarily through State and Federal special revenue. MDT receives no money from the State General Fund.

State revenue must be available to match federal funds for highway construction and maintenance. Source: SABHRS Financials (MDT Administration Division)

The annual funding split varies but is typically 87% federal to 13% state.
Source: MDT Administration Division
**State Special Revenue Accounts Sources State FY 2022**

- **Diesel Tax**: 25%
- **GVW**: 11%
- **Indirect Cost Recoveries**: 12%
- **Other Revenue Sources**: 2%
- **Gasoline Tax**: 50%

**Includes:**
- Highway State Special Revenue Account (HSSRA) restricted/non-restricted and Bridge & Road Safety and Accountability Act (BaRSAA) Revenue
- Indirect Cost Recoveries
- Other, Includes Interest
- Gasoline Tax

- **Diesel Tax**: $89,021,826
- **GVW Fees**: $41,520,239
- **Indirect Cost**: $42,068,017
- **Other, Includes Interest**: $7,849,428
- **Gasoline Tax**: $183,402,393

**$363,861,903 — Total Revenue**

Note: Net of fuel tax refunds

Source: MDT Administration Division

---

**State Special Revenue Accounts Distributions State FY 2022**

- **MDT Expenditures**
  - General Operations: $33,124,495
  - Construction: $86,371,374
  - Maintenance: $131,102,746
  - Motor Carrier Services: $7,525,392
  - Transportation Planning: $5,729,936
  - Dept. of Administration Architecture & Engineering Long Range Building: $1,371,132
  - Dept. of Administration Architecture & Engineering Long Range IT: $2,469,066
  - Dept. of Administration Architecture & Engineering Long Range Building MDT: $902,512
  - DOJ - Forensic Science: $3,536

- **Distributions**
  - Local Government - BaRSAA: $22,768,135
  - Local Government/LTAP: $16,816,000
  - Dept. of Justice Montana Highway Patrol: $33,181,199
  - Fuel Tax Refunds: $2,337,431
  - Tribal Motor Fuels: $7,114,095

- **$350,817,051 — Total Expenditures**

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

These are all funded by fuel tax revenue. Fuel tax refunds includes gas & diesel refunds and International Fuel Tax Agreement (IFTA).
For over a decade, more funding has gone to contractors, while staffing levels throughout the department decreased. Since 2013, design and construction of transportation-related infrastructure has resulted in over $3.5 billion in payments to contractors, consultants, and utility companies.

Combined increased costs, funding uncertainties, an aging system, and increasing travel demands means needs are dramatically outpacing funding. Over ten years, available funds will cover about $6.5 billion of the $16.9 billion in projected transportation needs in Montana.
Stakeholders graded all items in the B- to C+ range and generally gave MDT slightly higher grades than the public. The majority of stakeholders and public respondents gave grades of As or Bs for overall quality of service.

Maintaining road pavement conditions was the highest-ranked priority for both the public and stakeholders when asked: What priority should MDT assign to actions to improve the transportation system in Montana?

Source: 2021 TranPlanMT Biennial Surveys

Stakeholders graded all items in the B- to C+ range and generally gave MDT slightly higher grades than the public. The majority of stakeholders and public respondents gave grades of As or Bs for overall quality of service.

**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)**
  This program finances highway and bridge projects to rehabilitate, restore, resurface, and reconstruct Non-Interstate National Highway System (NI-NHS) routes.
- **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 primarily used to resurface, rehabilitate or reconstruct roads and bridges on the Primary Highway System.
- **Surface Transportation Program Secondary (STPS)**
  STPS funds are distributed by formula and are used to resurface, rehabilitate and reconstruct roadways and bridges on the Secondary Highway System.
- **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.

**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)**
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 (FLTP)
This program provides funding for projects that improve access within the federal estate, such as national forests and national recreation areas, on infrastructure owned by the federal government.

Tribal Transportation Program (TTP)
The FHWA Office of Tribal Transportation administers this program and provides stewardship and oversight for direct funding agreements with federally recognized Tribes. The program provides funding for projects that improve access to and within tribal lands.

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 Lands Access Program (FLAP)
This program provides funding for projects that improve access to the Federal estate on infrastructure owned by states and local governments. Transportation facilities that provide access to any Federal lands are eligible for this comprehensive program. Funds are distributed by formula based on recreational visitation, Federal land area, Federal public road mileage, and the number of Federal public bridges.

The following new programs were established in 2022 through the Infrastructure Investment and Jobs Act (IIJA):

Bridge Formula Program (BFP)
This program is intended to replace, rehabilitate, preserve, protect, and construct highway bridges. This funding may be utilized on any on-system or off-system public bridge.

National Electric Vehicle Infrastructure (NEVI) Formula Program
This program provides funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program
This program provides funding to states to make the surface transportation infrastructure more resilient to the effects of extreme weather and natural disasters.

Carbon Reduction Program (CRP)
This program provides funds for projects designed to reduce transportation emissions (defined as carbon dioxide (CO2) emissions from on-road highway sources).

Source: Statewide Transportation Improvement Program (STIP) 2022-2026

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

**Authorization**
Infrastructure Investment and Jobs Act (IIJA)

Apportionment & Annual Appropriation Act
(Obligation Limitation)

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- National Highway Freight Program (NHFP)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Carbon Reduction Program (CRP)
- Highway Safety Improvement (HSIP)
- PROTECT Formula Program
- National Electric Vehicle Infrastructure Formula Program (NEVI)
- Rural & Elderly & Disabled, Bus and Bus Facility
  (Sections 5311 / 5310 / 5399 / 5304)
- Urban Transit (Sections 5307 / 5303)
- National Highway Traffic Safety Administration (NHTSA) Grants

**Montana Transportation Commission**
Transfers allowed between categories in accordance with Federal laws.

- Interstate Maintenance
- National Highway System
- Statewide Distribution
- Off-System Bridge
- Missoula
- Montana Air & Congestion Initiative (MACI)
  - Guaranteed
  - Billings
  - Great Falls
  - Discretionary

**Federal Lands and Tribal Transportation**
- Federal Lands Transportation
- Tribal Transportation
- Federal Lands Access Program

**Distribution Category**
- Federal Funding Category
- State Funding Category
- Distribution Guided by Federal Law
- Distribution Guided by Policy or Agreement
- Distribution Guided by State Law
- Federal Funding Category, Administered by Other than MDT

**Financial Districts**
- Urban Areas (Pop >5,000)
- Urban Areas (Pop >5,000)

**Districts**
- Primary Highway Program (STPP)
- Secondary Highway Program (STPS)
- Urban Highway Program (STPU)
- Urban Pavement Preservation Program (UPP)

**Statewide Distribution**
- Bridge Formula Program (BFP)
- Statewide Distribution (Pop <50,000)
- Statewide Distribution (Pop >50,000)
What Does It Cost to Improve MT Roads?

The graph shows estimated per mile reconstruction costs by system based on January 2022 market prices.

Increasing Highway Construction Costs

National highway and street construction costs increased by about 28% between 2012 and 2021.

The nation’s consumer price index (CPI) was up about 22% during the same period.

Despite year-to-year fluctuations, CPI outpaced national highway and street construction costs consistently until 2021. From 2012 to 2020, CPI grew by about 14%, while construction costs grew by about 12%. Since the start of 2021, CPI has been up by about 8%, while construction costs have increased by about 16%. This national trend, primarily the result of supply chain disruptions and high energy and material prices related to construction, directly impacts the cost of highway and street construction in Montana.

Sources: Global Insights 2022 and Bureau of Labor Statistics
**Motor Fuel Consumption in MT Remains Flat**

![Graph showing motor fuel consumption in Montana from 2017 to 2021, with categories for gasoline & gasohol and diesel.](image)

Sources: FHWA Highway Statistics and MDT Motor Fuel Tax Section

**Funds Raised per Cent of State Gas Tax & Tax Rate**

![Bar chart showing funds raised per cent of state gas tax for various states.](image)

*Net state gas tax receipts and tax rates represent most current, final data from the 2020 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**

- **Montana**
  - Gasoline: 33 cents
  - Diesel: 29.75 cents
  - Gasohol: 33 cents
  - **July 1, 2022**

- **North Dakota**
  - Gasoline: 23 cents
  - Diesel: 23 cents
  - Gasohol: 23 cents
  - **July 1, 2005**

- **Idaho**
  - Gasoline: 32 cents
  - Diesel: 32 cents
  - Gasohol: 32 cents
  - **July 1, 2015**

- **South Dakota**
  - Gasoline: 24 cents
  - Diesel: 24 cents
  - Gasohol: 24 cents
  - **April 1, 2015**

- **Wyoming**
  - Gasoline: 24 cents
  - Diesel: 24 cents
  - Gasohol: 24 cents
  - **July 1, 2013**

- **Idaho**
  - Gasoline: 32 cents
  - Diesel: 32 cents
  - Gasohol: 32 cents
  - **July 1, 2015**

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.

State rates shown above are in cents (per gallon).

**US Gasoline Cost Comparisons 1994 vs 2022**

- **1994 Gas Price**
  - Average Price per Gallon: $1.08

- **2022 Gas Price**
  - Average Price per Gallon: $3.82

- **Montana Gas Tax**: $0.328 per gallon
- **Federal Gas Tax**: $0.184 per gallon

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

Source: MDT Multimodal Planning & Communications

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

Source: Federation of Tax Administrators Website January 2022

**Moving Montana Forward**

**Funds Raised per Cent of State Gas Tax & Tax Rate**

- **California**
  - Gasoline: 51 cents
  - Diesel: 38 cents

- **Florida**
  - Gasoline: 38 cents
  - Diesel: 25 cents

- **New York**
  - Gasoline: 22 cents
  - Diesel: 33 cents

- **Colorado**
  - Gasoline: 49.4 cents

- **Montana**
  - Gasoline: 35 cents

Source: FHWA Office of Highway Policy Information: fhwa.dot.gov/policyinformation/
Cost to Drive . . .
In Montana, a driver on average contributes about $5 to $6 a week in fuel taxes for maintaining and constructing Montana highways.

Compared to Average Cost of . . .

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 gal. of Milk</td>
<td>$4.15</td>
</tr>
<tr>
<td>1 lb. of Hamburger</td>
<td>$5.00</td>
</tr>
<tr>
<td>Monthly Streaming Service</td>
<td>$8.00</td>
</tr>
<tr>
<td>4 Movie Tickets &amp; Popcorn</td>
<td>$47.00</td>
</tr>
<tr>
<td>Annual Electric Bill</td>
<td>$1,400.00</td>
</tr>
<tr>
<td>Annual Cell Phone Bill (family of four)</td>
<td>$1,900.00</td>
</tr>
</tbody>
</table>


Customer Responses to Reductions if Overall Funding Decreases

The majority of stakeholders (64%) and the public (60%) 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: 2021 TranPlanMT Biennial Surveys
The goal of Vision Zero is to eliminate deaths and serious injuries on Montana’s roadways through:

**Education** through public information and traffic safety outreach campaigns,

**Enforcement** of Montana’s traffic laws through the presence of law enforcement,

**Engineering** of Montana’s roadways to ensure best practices are implemented and maintained with safety as the priority, and

**Emergency Medical Services** (EMS) to support emergency and medical services including pre-hospital trauma life support, advanced trauma life support, and response training; promote traffic incident management; and ensure the acquisition of necessary equipment and emergency vehicles to enhance the survivability of a serious crash.

As part of Vision Zero, MDT led the development of the Montana Comprehensive Highway Safety Plan (CHSP). Safety initiatives implemented as part of this plan have contributed to a **45% decrease** in fatalities and serious injuries since the plan’s inception in 2007.

$1.75 million is the **average economic cost** per motor vehicle fatality.

Since 2008, MDT upgraded 16 rest areas. Rest areas serve as safe stopping opportunities along Montana’s highways for the traveling public and commercial carriers.

---

*Source: National Safety Council (NSC) 2020 Cost Calculations: https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs*
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:
To reduce crash frequency and severity, the following critical crash factors or crash trends have been identified as having the greatest influence:

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

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

Data Source: MDT - Safety Information Management System, 2020 Crash Data

In the last ten years (2011-2020):

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

Impaired driver involved crashes have accounted for
- 61% of all roadway fatalities and
- 34% of all serious injuries.

Unrestrained occupants in vehicles with seat belts accounted for
- 49% of all roadway fatalities and
- 30% of all serious injuries.

Statewide Fatality & Injury Rates

Fatality Rate
Serious Injury Rate
Per 100 Million Miles Traveled

Source: MDT Highway Traffic Safety

1.79 1.74 1.91 1.58 1.84 1.51 1.47 1.43 1.43 1.76
8.2 9.6 9.2 8.0 8.2 6.6 5.8 6.0 5.5 6.0
0 2 4 6 8 10 12
Source: MDT - Safety Information Management System, 2020 Crash Data

Impaired driver involved crashes in Montana accounted for 10% of all reported roadway crashes in 2020, but 66% 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 2020, 99% of impaired driver involved roadway deaths occurred in rural areas.

In 2020, 77% of impaired driver involved roadway deaths included a male driver.

Note: BAC = Blood Alcohol Content; Impaired Driver = Driver with a BAC above 0.079
Montana roads open to public travel consist of 73,571 miles, including 12,916 miles of MDT routes.

**Billings** has the most public road mileage of any incorporated city in Montana with 731 miles. **Rexford** has the least with 1.4 miles.

The **busiest spot** on Montana roadways is **Main Street** in Billings between Airport Road and Hilltop Road, where annual average daily traffic was **45,079 vehicles per day** in 2021.

Of Montana’s 56 counties, **Yellowstone County** had the **most daily vehicle miles traveled** on MDT routes with **2,794,690** in 2021. **Petroleum County** had the **least** with **33,057**.

In 2021, **73%** of **highway vehicle miles traveled** on MDT routes were **outside** the state’s 19 urban areas.

### Centerline Road Mileage 2021

- **1,193** NHS Interstate
- **2,992** Non-Interstate
- **2,657** NHS Primary
- **4,500** Secondary
- **431** Urban
- **1,143** State Highway
- **3,491** Local Roads/Streets (Urban)
- **57,164** Local Roads/Streets (Rural)

**Source:** MDT Geospatial Information Section
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 or more, 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
Statewide Annual Vehicle Miles Traveled (AVMT)

<table>
<thead>
<tr>
<th>Year</th>
<th>Centerline Miles</th>
<th>AVMT</th>
<th>Percent of AVMT</th>
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</thead>
<tbody>
<tr>
<td>2020</td>
<td>MDT Routes</td>
<td>12,916</td>
<td>9.2 billion</td>
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<tr>
<td></td>
<td>Other</td>
<td>60,571</td>
<td>2.9 billion</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Centerline Miles</th>
<th>AVMT</th>
<th>Percent of AVMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>MDT Routes</td>
<td>12,916</td>
<td>10.2 billion</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>60,655</td>
<td>3.3 billion</td>
</tr>
</tbody>
</table>

AVMT = Annual Vehicle Miles Traveled

76% of AVMT is on the 12,916 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 2021

- 47% NI-NHS
- 15% Primary
- 38% Interstate

Commercial Truck Traffic on NHS & Primary Systems 2021

- 64% Interstate
- 27% NI-NHS
- 9% Primary

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

<table>
<thead>
<tr>
<th>State</th>
<th>Population*</th>
<th>NHS Miles**</th>
<th>Population Per NHS Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wyoming</td>
<td>578,803</td>
<td>3,061</td>
<td>189</td>
</tr>
<tr>
<td>North Dakota</td>
<td>774,948</td>
<td>3,722</td>
<td>208</td>
</tr>
<tr>
<td>South Dakota</td>
<td>895,376</td>
<td>3,725</td>
<td>240</td>
</tr>
<tr>
<td>Montana</td>
<td>1,104,271</td>
<td>4,185</td>
<td>264</td>
</tr>
<tr>
<td>Idaho</td>
<td>1,900,923</td>
<td>2,573</td>
<td>739</td>
</tr>
<tr>
<td>Utah</td>
<td>3,337,975</td>
<td>2,818</td>
<td>1,185</td>
</tr>
<tr>
<td>Colorado</td>
<td>5,812,069</td>
<td>4,908</td>
<td>1,184</td>
</tr>
<tr>
<td>Washington</td>
<td>7,738,692</td>
<td>4,557</td>
<td>1,698</td>
</tr>
<tr>
<td>California</td>
<td>39,237,836</td>
<td>14,400</td>
<td>2,725</td>
</tr>
<tr>
<td>Hawaii</td>
<td>1,441,553</td>
<td>455</td>
<td>3,168</td>
</tr>
<tr>
<td>United States</td>
<td>331,893,745</td>
<td>220,515</td>
<td>1,505</td>
</tr>
</tbody>
</table>

*Source:* U.S. Census Bureau Annual Estimates of Population (as of July 1, 2021): [https://www.census.gov/](https://www.census.gov/)

**Source:** FHWA Highway Statistics 2020, Table HM-41: [https://www.fhwa.dot.gov/policyinformation/](https://www.fhwa.dot.gov/policyinformation/)

Montana is larger than the combined area of 10 North-Atlantic states, yet it has only 2% of the combined population of those states.

Did You Know?

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.
Montana's Highway Systems & Facilities

Rocks
Timely maintenance is the key to getting the maximum life from pavement. 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

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

Sources: MDT Multimodal Planning & Communications
Ride index, a measurement of road "smoothness," is just one index considered in overall pavement condition.

**Source:** MDT Pavement Analysis Section

**Performance Goal:**
Maintain average ride index in the desirable (Fair/Good) range with less than 3% of miles in unsatisfactory (Poor) condition.

**Note:** Due to collection equipment issues, 2021 Secondary pavement data reported on this page does not reflect the entire system.

**MDT Ride Condition Summary**

**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 2020, **800,000 maps** were printed with an anticipated 800,000 to be printed in 2023.

In state fiscal year (SFY) 2022, MDT crews spread **159,250 cubic yards of sand** and **6,387,454 gallons of chemical deicer.**

Montana maintains **25,066 actual lane miles.**
MDT is responsible for inspecting and load rating all state-owned and locally-owned bridges in Montana. This equates to more than 4,400 National Bridge Inventory (NBI) bridges, as well as other structures, and nearly 21 million square feet of deck area*.

Did you know? The NBI is maintained by the Federal Highway Administration (FHWA) and includes structures that are 20 feet or greater in length. Smaller structures are called “non-NBI” bridges (i.e., stockpasses and culverts), but still play a vital role in MDT’s bridge program, planning, and public safety and convenience.

MDT implemented a revised Bridge Load Posting Program in 2020, as bridge load posting is a matter of public safety and helps safeguard vital transportation infrastructure. A posted bridge is safe to use, but the weight of certain vehicles must be limited accordingly to prevent overload and damage, maintain structural integrity, and preserve bridge longevity.

To assist the traveling public in understanding the program, MDT offers a program web page equipped with educational resources 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 locally-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

<table>
<thead>
<tr>
<th>System</th>
<th>NBI Bridge Information</th>
<th>Total Bridge Count** (NBI and Non-NBI)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bridge Count*</td>
<td>Deck Area*, ft²</td>
</tr>
<tr>
<td>Interstate</td>
<td>827</td>
<td>7,308,679</td>
</tr>
<tr>
<td>NI-NHS</td>
<td>532</td>
<td>4,328,991</td>
</tr>
<tr>
<td>Primary</td>
<td>426</td>
<td>1,990,728</td>
</tr>
<tr>
<td>Secondary</td>
<td>375</td>
<td>1,640,686</td>
</tr>
<tr>
<td>Urban</td>
<td>29</td>
<td>400,535</td>
</tr>
<tr>
<td>Other</td>
<td>217</td>
<td>1,065,976</td>
</tr>
<tr>
<td>State-Owned Total</td>
<td>2,405</td>
<td>16,735,494</td>
</tr>
<tr>
<td>Local Urban</td>
<td>109</td>
<td>323,795</td>
</tr>
<tr>
<td>Local Non-Urban</td>
<td>1,937</td>
<td>3,710,566</td>
</tr>
<tr>
<td>Locally-Owned Total</td>
<td>2,046</td>
<td>4,034,362</td>
</tr>
<tr>
<td>Total</td>
<td>4,452</td>
<td>20,769,856</td>
</tr>
</tbody>
</table>

*Editor's Note: Prior editions of the Fact Book report only NBI bridges in this table. Please keep this in mind when comparing historical count and deck area data from this publication.

**Non-NBI structures are not considered “bridges,” but are a critical component of Montana’s roadway infrastructure and the safety of the traveling public.

### Condition of State-Owned NBI Bridges by System by Deck Area

- **Interstate**: 827, 18.6%, 7,308,679, 35.2%, 1,094
- **NI-NHS**: 532, 11.9%, 4,328,991, 20.8%, 618
- **Primary**: 426, 9.6%, 1,990,728, 9.6%, 509
- **Secondary**: 375, 8.4%, 1,640,686, 7.9%, 426
- **Urban**: 29, 0.7%, 400,535, 1.9%, 33
- **Other**: 217, 4.9%, 1,065,976, 5.1%, 270

80.6% 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

- **72% Fair**
- **21% Good**
- **7% Poor**

16,735,494 total square feet of state-owned bridge decks

### Locally-Owned Overall Bridge Condition* by Deck Area

- **59% Fair**
- **35% Good**
- **6% Poor**

4,034,362 total square feet of locally-owned bridge decks

*Note: Graph data reflects NBI bridges and conditions only.

*Source: MDT Bridge Bureau*
MDT assembles 15-20 snowplow trucks per year -- saving $80,000 per truck and guaranteeing excellent quality assurance.

MDT maintains over 25,000 lane miles of highway and plows on average over 3.8 million miles per year statewide - the equivalent of driving around the world 160 times or 8 trips to the moon.
Source: MDT Data and Statistics Bureau

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

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’s 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 (RWIS)**
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 511mt.net.
MDT Motor Carrier Services (MCS) works to protect Montana roadways from overweight vehicle damage and ensure drivers and commercial vehicles operate safely.

In State Fiscal Year 2022:

- MDT weighed 1,186,230 trucks.
- Statewide, Montana safety inspectors and peace officers conducted 33,422 commercial vehicle safety inspections.
- MDT issued 77,154 permits, netting $8,319,839 in revenue; 45,063 permits were self-issued by customers online, netting $4,268,456 or 51.3% of total permit revenue.
- MDT registered 10,031 Montana-based trucks 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 (or more)**: 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 406-444-7262.

*Source:* MDT Motor Carrier Services
Transportation Modes

**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 guides the department’s efforts to provide an accessible transportation system within the state of Montana. During the 2020-2021 construction season, MDT upgraded 854 ADA ramps on MDT-owned and -maintained routes.

**Transit**

In State FY 2022...
Montana transit providers traveled more than 6 million miles providing public transportation. This is equivalent to 10,870 trips across Montana (or 12.74 trips to the moon and back).

15% of all rides provided were to the elderly and disabled. Out of 2,994,597 total rides, Montana transit operators provided over 456,806 rides to elderly and disabled citizens to meet medical, nutritional, and employment needs.

Montana transit providers traveled more than 6 million miles providing public transportation. This is equivalent to 10,870 trips across Montana (or 12.74 trips to the moon and back).

15% of all rides provided were to the elderly and disabled. Out of 2,994,597 total rides, Montana transit operators provided over 456,806 rides to elderly and disabled citizens to meet medical, nutritional, and employment needs.

Transit, Nonmotorized & Rail
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.

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.

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.

Urbanized Area Formula Grants
Section 5307
The Urbanized Area Formula Funding program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.
## State FY 2022 Transit System Ridership

### Public Rural Provider

<table>
<thead>
<tr>
<th>Position</th>
<th>Provider</th>
<th>Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Big Sky Transportation District</td>
<td>208,600</td>
</tr>
<tr>
<td>2</td>
<td>Butte Silver Bow County</td>
<td>136,958</td>
</tr>
<tr>
<td>3</td>
<td>Carter County</td>
<td>1,173</td>
</tr>
<tr>
<td>4</td>
<td>Chippewa Cree Tribe</td>
<td>1,233</td>
</tr>
<tr>
<td>5</td>
<td>Confederated Salish and Kootenai Tribes</td>
<td>6,702</td>
</tr>
<tr>
<td>6</td>
<td>Custer County</td>
<td>14,439</td>
</tr>
<tr>
<td>7</td>
<td>Daniels Memorial Healthcare Center</td>
<td>1,189</td>
</tr>
<tr>
<td>8</td>
<td>City of Dillon</td>
<td>5,817</td>
</tr>
<tr>
<td>9</td>
<td>City of Helena</td>
<td>33,345</td>
</tr>
<tr>
<td>10</td>
<td>City of Laurel</td>
<td>1,618</td>
</tr>
<tr>
<td>11</td>
<td>Fallon County (COA)</td>
<td>5,587</td>
</tr>
<tr>
<td>12</td>
<td>Fergus County (COA)</td>
<td>20,153</td>
</tr>
<tr>
<td>13</td>
<td>Flathead County</td>
<td>55,718</td>
</tr>
<tr>
<td>14</td>
<td>Fort Peck Tribes</td>
<td>8,541</td>
</tr>
<tr>
<td>15</td>
<td>Garfield County (COA)</td>
<td>5,497</td>
</tr>
<tr>
<td>16</td>
<td>Glen-Wood, Inc.</td>
<td>27,506</td>
</tr>
<tr>
<td>17</td>
<td>HRDC/Galavan/Streamline</td>
<td>107,580</td>
</tr>
<tr>
<td>18</td>
<td>Lake County (COA)</td>
<td>3,394</td>
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<tr>
<td>19</td>
<td>Liberty County</td>
<td>5,336</td>
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<tr>
<td>20</td>
<td>Liberty Place, Inc.</td>
<td>15,578</td>
</tr>
<tr>
<td>21</td>
<td>Lincoln County Transportation Service</td>
<td>7,645</td>
</tr>
<tr>
<td>22</td>
<td>Mineral County Pioneer Council</td>
<td>1,791</td>
</tr>
<tr>
<td>23</td>
<td>Opportunity Link, Inc.</td>
<td>37,408</td>
</tr>
<tr>
<td>24</td>
<td>Park County</td>
<td>4,646</td>
</tr>
<tr>
<td>25</td>
<td>Phillips Transit Authority</td>
<td>15,321</td>
</tr>
<tr>
<td>26</td>
<td>Powder River County</td>
<td>2,787</td>
</tr>
<tr>
<td>27</td>
<td>Powell County Executive Board on Aging</td>
<td>5,995</td>
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<tr>
<td>28</td>
<td>Ravalli County (COA)</td>
<td>8,786</td>
</tr>
<tr>
<td>29</td>
<td>Red Lodge Area Community Foundation</td>
<td>2,128</td>
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<tr>
<td>30</td>
<td>Richland County</td>
<td>21,331</td>
</tr>
<tr>
<td>31</td>
<td>Rosebud Community Hospital</td>
<td>1,985</td>
</tr>
<tr>
<td>32</td>
<td>Sanders County Council on Aging</td>
<td>17,972</td>
</tr>
<tr>
<td>33</td>
<td>Toole County</td>
<td>4,153</td>
</tr>
<tr>
<td>34</td>
<td>UTD of Dawson County</td>
<td>11,964</td>
</tr>
<tr>
<td>35</td>
<td>Valley County</td>
<td>44,678</td>
</tr>
<tr>
<td>36</td>
<td>West Yellowstone Foundation</td>
<td>377</td>
</tr>
</tbody>
</table>

### Public Urban Provider (direct FTA funding)

<table>
<thead>
<tr>
<th>Position</th>
<th>Provider</th>
<th>Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Great Falls Transit</td>
<td>299,139</td>
</tr>
<tr>
<td>2</td>
<td>Met Transit - Billings</td>
<td>337,450</td>
</tr>
<tr>
<td>3</td>
<td>Mountain Line - Missoula</td>
<td>875,199</td>
</tr>
</tbody>
</table>

### Specialized (elderly & disabled transit, intercity bus vanpool)

<table>
<thead>
<tr>
<th>Provider</th>
<th>Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>627,878</td>
</tr>
</tbody>
</table>

**TOTAL:** 2,994,597

## State FY 2022 Transit Ridership Trends

Data reflects General Public (GP), intercity and vanpool transportation. 2022 data reflects decreased ridership due to COVID-19 pandemic.

## State FY 2022 Annual Transit Mileage Trends

Data reflects General Public (GP), intercity and vanpool transportation. 2022 data reflects decreased ridership due to COVID-19 pandemic.

*Source: MDT Transit Section*
In 2021, Montana had approximately 3,135 miles of active mainline track. The state is served by two Class I railroads, two Class II railroads, five Class III railroads, and one tourist railroad. The primary products shipped out of Montana (in 2020) by rail were coal, petroleum products, cereal grains, agricultural products, and wood products. Source: Freight Analysis Framework Version 5, Summary Statistics by Commodity

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

<table>
<thead>
<tr>
<th></th>
<th>By $ Value (2020)</th>
<th>By Weight (2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>To Montana:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck</td>
<td>72%</td>
<td>65%</td>
</tr>
<tr>
<td>Rail</td>
<td>2%</td>
<td>9%</td>
</tr>
<tr>
<td>Pipeline</td>
<td>5%</td>
<td>26%</td>
</tr>
<tr>
<td>Multiple Modes</td>
<td>21%</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>From Montana:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck</td>
<td>46%</td>
<td>19%</td>
</tr>
<tr>
<td>Rail</td>
<td>8%</td>
<td>24%</td>
</tr>
<tr>
<td>Pipeline</td>
<td>26%</td>
<td>33%</td>
</tr>
<tr>
<td>Multiple Modes</td>
<td>18%</td>
<td>24%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Within Montana:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck</td>
<td>60%</td>
<td>46%</td>
</tr>
<tr>
<td>Rail</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Pipeline</td>
<td>34%</td>
<td>44</td>
</tr>
<tr>
<td>Multiple Modes</td>
<td>4%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Source: Freight Analysis Framework 5, Summary Statistics

In 2021, BNSF reported* the following product mix shipped from Montana (based on carloads).

- **79% Industrial Products**
- **21% Agricultural & Coal Products**

Source: BNSF Montana State Fact Sheet 2022

* In previous years, BNSF reported coal and agricultural products separately but combined them in their 2021 reporting

**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 2021, the Empire Builder recorded 67,066 boardings and alightings in Montana with Whitefish accounting for 45% of those passengers. Source: Amtrak Fact Sheet 2022, 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) and Dakota, Missouri Valley & Western (DMVW)
- **Class III Railroads**—Central Montana Rail (CMR), Butte, Anaconda and Pacific Railway (BA&P), Mission Mountain Railroad (MMT), Global Rail Group, and Transco

- **Tourist Railroad**—Alder Gulch Short Line Railroad

In the past five years, MDT has worked with railroads to construct safety improvements at 63 rail-highway grade crossings.

BNSF, the largest rail operator within the state, operated on 2,579 miles of track within Montana and transported approximately 1.6 million carloads of freight within the state in 2021. Of these carloads, 285,147 originated within the state and 30,916 terminated within the state. Source: BNSF Montana State Fact Sheet 2022
Montana has over 5,000 registered aircraft and approximately 3,000 pilots.

Montana has 125 public-use airports (15 owned and/or operated by MDT) and more than 350 private-use airports.

The Aeronautics Air Search and Rescue Program has more than 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 125 public-use airports in Montana, 68 receive federal funding.

In 2021, scheduled airlines carried nearly 4.8 million passengers to and from Montana. Montana airports spent over $138 million on airport development projects in 2021.

If you flew the border of the state of Montana, you would have flown the equivalent distance from Helena, Montana, to Pensacola, Florida.
State FY 2022 Aeronautics State Special Revenue Uses

- 37% Airports & Airways
- 36% Safety & Education
- 20% Administration
- 7% Resale
- 16% Aviation Fuel Tax
- 67% Aircraft Registration
- 4% Motor Fuel Tax
- 4% Other
- 2% Airport Inspections
- 1% Hangar Lease
- 1% Pilot Registration

State FY 2022 Aeronautics State Special Revenue Sources

- 67% Aircraft Registration
- 16% Aviation Fuel Tax
- 5% Resale Program
- 4% Motor Fuel Tax
- 4% Other
- 2% Airport Inspections
- 1% Hangar Lease
- 1% Pilot Registration

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 2022

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 $0.045 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.
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 2021 to summarize PCI conditions. The following charts summarize some of the information collected during these studies.
2021 Commercial & Essential Air Service Enplanements

- 16% Missoula
- 40% Bozeman
- 17% Kalispell
- 6% Great Falls
- 3% Helena
- 2% Essential Air Service Cities
- 33% Butte
- 27% Yellowstone
- 16% Sidney
- 4% Glendive
- 7% Wolf Point
- 7% Glasgow

Source: MDT Aeronautics Division

State-Owned and/or Operated Airports

- Scobey Border Int’l (East Poplar)
- Ross Int’l (Sweetgrass)
- Whitestone Int’l (Del Bonita)
- Star-Browning (Browning)
- Seeley Lake
- Rock Creek (Clinton)
- Del Flight Strip (Del)
- Lavina
- Rygate
- Yellowstone (West Yellowstone)
- Richey
- Augusta
- Whitefish

Transportation Modes

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State-Owned and/or Operated Airport (Airport Nickname)

Source: MDT Aeronautics Division
Facility Locations & Contacts

Helena Headquarters
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
phone 406-444-6200 fax 406-444-7643
tty 800-335-7592
mdt.mt.gov

Aeronautics
2630 Airport Road
PO Box 200507
Helena, MT 59620-0507
phone 406-444-2506 fax 406-444-2519
mdt.mt.gov/aviation

Motor Carrier Services
Ports of Entry
Billings East Bound:
406-657-0204
Billings West Bound:
406-657-0203
Broadus: 406-436-2531
Coutts, Canada:
403-344-5063
Culbertson: 406-787-5323
Dietz, WY: 307-674-2350
Haugan: 406-678-4257
Lima: 406-276-3429
Wibaux: 406-795-9972

Other Weigh Stations
Armington Jct: 406-738-4261
Butte: 406-533-3699
Clearwater: 406-244-5460
Havre: 406-265-9033

Construction Project Bids
mdt.mt.gov/business/contracting
406-444-6215
406-444-6212

Bicycle/Pedestrian Information
mdt.mt.gov/travinfo/bikeped
406-444-9273

Online Motor Carrier Permitting
mdt.mt.gov/business/mcs/permits.aspx
406-444-7262

Highway Map Orders
mdt.mt.gov/contact/document-orderform.aspx
406-444-3423

Facility Locations & Contacts

District
District 1 Missoula
District 2 Butte
District 3 Great Falls
District 4 Glendive
District 5 Billings
Administrator
406-523-5802
406-494-9635
406-454-5897
406-345-8212
406-657-0229
Maintenance Chief
Missoula 406-523-5803
Butte 406-494-9628
Great Falls 406-454-5889
Glendive/Miles City 406-345-8212
Billings 406-657-0217
Kalispell 406-751-2010
Bozeman 406-556-4704
Havre 406-262-5504
Lewistown 406-538-1301

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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.aspx 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 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.aspx or scan the QR code with your mobile device to view current contact information for the Aeronautics Board.
Federal Highway Administration
585 Shephard Way, Suite 2
Helena, MT 59601
Phone: 406-441-3900
Fax: 406-449-5314
Website: https://www.fhwa.dot.gov/mtdiv/

Montana/Canada Ports of Entry
Port of Roosville*  406-889-3865
Port of Chief Mountain 403-653-3152 5/15 to 10/1
                      406-732-5572 10/2 to 5/14
Port of Piegan 406-732-5572
Port of Del Bonita 406-336-2130
Port of Sweet Grass* 406-335-9610
Port of Whitlash 406-432-5522
Port of Wild Horse 406-394-2371
Port of Willow Creek 406-398-5512
Port of Turner 406-379-2651
Port of Morgan 406-674-5248
Port of Opheim 406-724-3212
Port of Scobey 406-783-5375
Port of Raymond* 406-895-2664
  *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-MYSDF511 or 866-697-3511
Wyoming 888-WYO-ROAD or 888-996-7623

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

Follow Us
facebook.com/montanadot
twitter.com/mdtroadreport
youtube.com/user/montanadot
instagram.com/mtdot

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
406-444-6200
Fax: 406-444-7643
Website: mdt.mt.gov

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.