MDT has achieved many notable successes and overcome challenges to continue to provide excellence in transportation to the traveling public. Here are a few highlights from 2018:

• As bridges across the nation age, MDT’s proactive asset management approach included bridge deck preservation along with improvements for operation and safety. Some important projects recently completed or underway are on US 2 - the Hungry Horse Bridge; on I-90 - the West Laurel Interchange and Broadus Interchange; and on I-15 - the Rarus structures in Butte and structures in Helena.

• Vision Zero continued to be MDT’s top goal. This means that zero deaths and zero serious injuries is the only acceptable future on Montana roads. It is not only a goal for MDT and other safety partners, but for every person in our state. Fatal and serious injuries on Montana roads decreased over 30% from 2013-2017.

• Funding continued to be a challenge for MDT. The gasoline and diesel tax rate increase enacted by the 2017 Legislature allows MDT to continue to match the federal construction funding and deliver the 2018 program as planned. However, the increase does not provide enough funding long term for MDT to expand infrastructure or implement a more robust state-funded construction program. MDT will continue to diligently manage its funding to preserve the safety and condition of Montana’s roads and bridges.

• Seat belt usage in the state increased to 87%. Unfortunately, 58% of the people who die on Montana roadways are not wearing seat belts in their vehicles. The impact that a primary law could have on reducing those deaths is supported by MDT and safety partners including representatives from enforcement, education, emergency services, and engineering who are part of the Vision Zero initiative.

• MDT expanded the availability of road condition information for traveler safety by adding additional dash cameras on snowplows and making images available for public viewing through the Travel Information website and mobile app. Additional tow plows were also added to the fleet for more efficient winter maintenance.

• The public and stakeholders continued to prioritize pavement preservation as the top priority for the state’s transportation system. Through implementation of Montana’s long-range transportation plan, TranPlanMT, MDT continues to advance the priority for pavement and other transportation assets by providing the right roadway treatment at the right time to preserve the condition and performance of the transportation system.

• Diligent fund management and program planning allowed MDT to mobilize resources quickly and effectively for over $20 million of repair work at 16 roadway sites due to spring 2018 flooding. Proper fund management and program planning allowed MDT to deliver the planned construction program with little impact from these emergency projects.

• In the past two years, MDT Aeronautics Division has received 47 requests for financial assistance from Montana public-use airports. Aeronautics was able to provide almost $1,180,000 of the $3,450,000 requested for projects ranging from runway maintenance to airport safety improvements.

Serving you with pride,

Mike Tooley
Director
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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:

- highway traffic safety
- road/bridge design and construction
- contract administration
- materials design and testing
- property acquisition
- 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
- highway, bridge, and rest area maintenance
- public transportation, rail programs, and planning
- 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 76.

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 and pavement preservation grant funds. The nine members represent various facets of the industry, and at least one member of the board must be an attorney licensed to practice law in Montana.

Please see MDT Contacts for contact information, page 77.
Funding & Needs

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

National highway and street construction costs increased by about 18% between 2008 and 2017. The nation’s consumer price index (CPI) was up about 16% during the same period. Source: HIS Markit, 2018

Montana state fuel tax rates increased July 2017 for the first time since 1994.

Since 2008, annual vehicle miles traveled has increased by an average of 1.8% per year.

Montana’s 2018 federal funding is approximately 2.5 times the amount from 20 years ago. Federal funds generally require a match of around 13%.

Since 2009, design and construction of transportation-related infrastructure has resulted in more than $3.4 billion in payments to contractors, consultants, and utility companies.

Over the last four years, MDT awarded 447 construction projects totaling nearly $1.2 billion.

MDT administers funding and planning programs to help local communities and governments address their transportation needs. Between 2009 and 2018, over $1 billion has been expended in 19 urban areas for infrastructure projects, maintenance, highway traffic safety, emergency medical services equipment, air quality projects, urban pavement preservation, transportation alternatives, and fuel tax allocations.
2018 MDT Funding Revenue

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

4% Proprietary
- State Motor Pool
- MDT Equipment
- Yellowstone Airport

36% State Special Revenue
- Highways
- Aeronautics
- Other State Specials

60% Federal Special Revenue
- Federal Highway Administration
- Federal Aviation Administration
- Federal Transit Administration
- National Highway Traffic Safety Administration
- Federal Motor Carriers Safety Administration

MDT Highway Construction Program Revenue State FY 2018

87% Federal

13% State

<1% Other

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 2018

43% State Special Revenue

57% Federal Highway Receipts

Source: MDT Administration Division
State Special Revenue Accounts

Sources State FY 2018

- Diesel Tax: 25%
- GVW: 8%
- Indirect Cost Recoveries: 13%
- Other Revenue Sources: 2%
- Gasoline Tax: 52%

**Total Revenue**: $331,257,529

Note: Net of fuel tax refunds

Source: MDT Administration Division

---

State Special Revenue Accounts

Distributions State FY 2018

**MDT Expenditures**

- General Operations: $30,614,567
- Construction: $57,101,747
- MDT - BaRSAA: $3,300,228
- Maintenance: $119,442,956
- Motor Carrier Services: $6,971,596
- Transportation Planning: $3,784,520
- Tribal Refunds: $5,370,647
- Local Government: $16,816,000
- Dept. of Administration: $2,927,739
- Dept. of Justice: $34,502,692
- Dept. of Justice: $252,793
- Dept. of Justice: $3,166

**Total Expenditures**: $288,614,544

(5% decrease from 2016)

**Distributions**

- Local Government - BaRSAA: $3,551,550
- Fish, Wildlife, & Parks: $1,687,327
- Dept. of Justice: $39,997,528

(5% decrease from 2016)

Note: HSSRA non-restricted is excluded.
State Special Revenue Accounts
Distributions State FY 2018

Non-MDT Expenditures 14%
MDT Expenditures 86%

Motor Carrier Services 2.8%
Planning 1.5%
General Operations 12.3%
Maintenance 48%
Construction 24.3%
1% Distributor’s Admin Allowance 0.9%
Local Government 6.8%
Tribal Refunds 2.2%

Source: MDT Administration Division

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

10-Year Needs
Versus Funding

Contractor Payments
State FY 2009-2018

$400,000,000
$350,000,000
$300,000,000
$250,000,000
$200,000,000
$150,000,000
$100,000,000
$50,000,000
$0

2010 2012 2014 2016 2018

 Contractor Payment
Personal Services
Consultant Payment
Utility Relocate

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 approximately $5 billion of the projected $14 billion in Montana transportation needs.
Stakeholders graded all items in the B- to C+ range and generally gave MDT slightly higher grades than the public.

**Transportation System Concerns**

Road pavement conditions remain the public’s highest-ranked transportation system concern when asked: Do you think these areas are a possible problem with transportation in Montana?

- **Road pavement condition**
- **Traffic congestion**
- **Vehicle damage**
- **Timely resolution to safety issues**
- **Debris on roadways**
- **Number and condition of rest areas for major roads**
- **Impacts on the environment**
- **Air quality impacts from the highway**
- **Freight and economic vitality**
- **Ability to manage emergency situations**
- **Too many access points onto major roads**
- **Adequate road signs**

**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.
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%  
*** Federal Share: 90%, State Share: 10%  
Source: Statewide Transportation Improvement Program 2017-2021
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 2017 market prices.

Increasing Highway Construction Costs

National highway and street construction costs increased by about 18% between 2008 and 2017.

The nation’s consumer price index (CPI) was up about 16% during the same period.

Sources: Global Insight 2018 and Federal Reserve Economic Data 2018
**Gross MT Motor Fuel Tax Receipts State FY 2018**

- **$89,293,330**
  - Diesel 34%

- **$176,771,969**
  - Gasoline/Gasohol 66%

Source: Statewide Accounting, Budgeting and Human Resources System

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

**Fuel Consumption State FY 2018**

- **546,159,927 gallons**
  - Gasoline/Gasohol 67%

- **270,306,215 gallons**
  - Diesel 33%

Source: 551 FHWA report for FY 2018

Gasoline and diesel consumption increased almost 1% more than 2016.

**Motor Fuel Consumption in MT Remains Flat**

- Source: FHWA Highway Statistics and MDT Motor Fuel Tax Section

**2017 Funds Raised per Cent of State Fuel Tax & Tax Rate**

- Source: FHWA Highway Statistics 2017

- **California**: 28¢
- **Florida**: 17¢
- **New York**: 49.4¢
- **Washington**: 31.5¢
- **Colorado**: 33¢
- **Montana**: 33¢
- **Rhode Island**: 0¢

One cent in gas tax will generate about $5 million. One cent in diesel tax will generate about $2.5 million.
Fuel taxes in neighboring states have been increasing in recent years. These states also receive other revenue sources in addition to fuel tax. MDT receives no money from the State General Fund.

**date of last fuel tax increase
Source: Federation of Tax Administrators Website January 2018

US Gasoline Cost Comparisons
1994 vs 2018

Montana
Gasoline 31.50
Diesel 29.25
Gasohol 31.50
**July 1, 2017

North Dakota
Gasoline 23
Diesel 23
Gasohol 23
**July 1, 2005

Idaho
Gasoline 32
Diesel 32
Gasohol 32
**July 1, 2015

Wyoming
Gasoline 24
Diesel 24
Gasohol 24
**April 1, 2015

South Dakota
Gasoline 28
Diesel 28
Gasohol 28
**April 1, 2015

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

Source: MDT Rail, Air Quality & Studies

Customer Responses to Reductions if Overall Funding Decreases

Survey Question:
If funding for Montana’s transportation system decreases, which of the following should be funded at a lower level?

Remainder
Fed Gas Tax
MT Gas Tax

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

Source: 2017 TranPlanMT Biennial Survey

State and Federal Fuel Tax Cost Comparisons

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

Compared to Average Cost of...
- Gallon of Milk: $3.99
- Latte: $4.50
- Pound of Hamburger: $4.29
- 4 Movie Tickets & Popcorn: $64.00
- Annual Electric Bill: $1,200.00
- Annual Cell Phone Bill (family of four): $2,000.00

Source: MDT Rail, Air Quality & Studies

Funding & Needs

Remainder
Fed Gas Tax
MT Gas Tax

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

Source: MDT Rail, Air Quality & Studies
Montana experienced over 23,000 traffic crashes in 2017; 169 of these crashes were fatal and 186 people died.

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

1) Education and public information campaigns,
2) Enforcement of Montana seat belt and impaired driving laws,
3) Engineering of Montana highways for safety,
4) Emergency medical response adequately funded and equipped to respond to vehicle crashes.

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 46% decrease in fatalities and serious injuries since the plan’s inception in 2007.

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


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

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

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

In the last ten years (2008-2017):

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

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

Unrestrained occupants in vehicles with seat belts accounted for
- 65% of all roadway fatalities and
- 39% of serious injuries.
Fatalities and Alcohol/Drug Involved Fatalities

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

Montana saw an annual **4% increase** in roadway crashes involving drivers age 65 and older from 2008 to 2017.

From 2008-2017, **27%** of Montana drivers age 18-40 were involved in **70%** of all Montana's impaired driver involved crashes.

Impaired driver involved crashes in Montana accounted for **10%** of all reported roadway crashes in 2017, 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 or drugs.

---

Seat Belt Usage

* NHTSA methodology change

Source: MDT Highway Traffic Safety

From 2008-2017 in Montana:

- **65%** of fatalities in vehicles with seat belts were unrestrained.
- More than **3 out of 4** people ejected during a fatal crash died from their injuries.
- Nearly **400** ejected fatalities occurred.

**$1.5 million** is the average cost per motor vehicle fatality.

Source: MDT Highway Traffic Safety
Intro to Montana’s System Extent

Montana roads open to public travel consist of 73,567 miles, including 12,927 miles of MDT routes.

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

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

Of Montana’s 56 counties, Yellowstone County had the most daily vehicle miles traveled on MDT routes with 2,712,116 in 2017. Petroleum County had the least with 32,760.

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

Centerline Road Mileage 2017

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

Federally-Designated Highway Systems

The National Highway System (NHS) includes the Interstate System as well as other roads important to the nation’s economy, defense, and mobility.

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

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

State-Designated Highway Systems

Primary Highway System routes are either principal or minor arterials designated by the Transportation Commission.

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

Urban Highway System routes are urban arterials or collectors in or near incorporated cities with populations over 5,000 and within urban boundaries. 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 provide basic access between residential and commercial properties, connecting with higher order roadways.


Source: MDT Geospatial Information Section
State Highway System

Statewide Annual Vehicle Miles of Travel (AVMT)

<table>
<thead>
<tr>
<th>Year</th>
<th>Centerline Miles</th>
<th>AVMT</th>
<th>Percent of AVMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>MDT Routes</td>
<td>12,943</td>
<td>9.6 billion</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>60,668</td>
<td>3.0 billion</td>
</tr>
<tr>
<td>2017</td>
<td>MDT Routes</td>
<td>12,927</td>
<td>9.6 billion</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>60,640</td>
<td>3.0 billion</td>
</tr>
</tbody>
</table>

AVMT = Annual Vehicle Miles Traveled

76% of AVMT is on the 12,927 miles of state highway system.

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

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
How Long Does It Take to Build a Road?

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

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

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

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

**Right-of-Way Phase – 6 to 12 months**
In this phase, MDT obtains regulatory permits and negotiates agreements with property owners and railroad and utility companies. Final plans are produced and the process to stake the centerline and relocate utilities begins.

**Construction Phase – 8 to 24 months**
Finally, MDT advertises for bids. Once the department accepts a bid, it must determine if the contractor has met all requirements. If it has, the Transportation Commission awards the contract, and construction begins.

---

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

Source: MDT Rail, Transportation and Planning Consumer Price Index

---

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
2017 State Highway Overall Pavement Condition Summary

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.

Source: MDT Pavement Analysis Section

Did You Know?
MDT produces the official Montana Highway Map in cooperation with Montana Office of Tourism and Business Development. In 2017, 600,000 maps were printed with an anticipated 700,000 to be printed in 2018-2019.

In fiscal year 2018, MDT crews spread 224,452 cubic yards of sand and 10,168,833 gallons of chemical (deicer and brine).

Montana maintains 25,066 actual lane miles.
**Bridge Count by System and Deck Area**

<table>
<thead>
<tr>
<th>System</th>
<th>Bridge Count</th>
<th>Deck Area, ft²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>817</td>
<td>7,240,611</td>
</tr>
<tr>
<td>NH (Non-IM)</td>
<td>527</td>
<td>4,123,494</td>
</tr>
<tr>
<td>Primary (Non-NH)</td>
<td>446</td>
<td>2,252,971</td>
</tr>
<tr>
<td>State Secondary (Non-NH)</td>
<td>392</td>
<td>1,642,979</td>
</tr>
<tr>
<td>State Urban (Non-NH)</td>
<td>29</td>
<td>419,808</td>
</tr>
<tr>
<td>Other State</td>
<td>278</td>
<td>1,353,560</td>
</tr>
<tr>
<td>State Owned Total</td>
<td>2,489</td>
<td>17,033,423</td>
</tr>
<tr>
<td>Local Urban</td>
<td>41</td>
<td>180,564</td>
</tr>
<tr>
<td>Local Non-Urban</td>
<td>1,941</td>
<td>3,731,249</td>
</tr>
<tr>
<td>Local Owned Total</td>
<td>1,982</td>
<td>3,911,813</td>
</tr>
<tr>
<td>Total</td>
<td>4,471</td>
<td>20,945,236</td>
</tr>
</tbody>
</table>

81.3% 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

Note: On January 1, 2018, FHWA implemented definitions for Good, Fair, and Poor bridges which are different than what MDT used for the 2016 Fact Book.

**State Owned Overall Bridge Condition by Area**

- 73% Fair
- 19% Good
- 8% Poor

17,033,423 total square feet of state-owned bridge decks

**Local Owned Overall Bridge Condition by Area**

- 59% Fair
- 36% Good
- 5% Poor

3,911,813 total square feet of locally owned bridge decks

Source: MDT Bridge Bureau
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 25 snowplow trucks per year, saving $70,000 per truck and guaranteeing excellent quality assurance.
Maintenance Areas and Section House Locations

Maintenance Responsibility by System

Source: MDT Data and Statistics Bureau

MDT has 125 maintenance crews located throughout the state.
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 66 cameras and 72 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.
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 2018:

MDT weighed 1,017,423 trucks.

Statewide, Montana safety inspectors and peace officers conducted 27,319 commercial vehicle safety inspections.

MDT issued 70,863 permits, netting $6,465,687 in revenue; 22,906 permits were self-issued by customers online, netting $2,221,397 or 34.4% of total permit revenue.

MDT registered 9,369 Montana-based Power Units (tractor or truck used to pull a trailer) through the International Registration Plan (IRP).
Truck Size and Weight Limits

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

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
In FY 2018...

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

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

Transit ridership has increased by 28% since 2010.

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.

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

A person operating a bicycle on a roadway at less than the normal speed of traffic shall ride in the right-hand lane of the roadway, far enough to the right as judged safe by the bicyclist to facilitate the movement of overtaking vehicles unless other conditions make it unsafe to do so. (MCA 61-8-605)

All public roads are open to cyclists.

Based on 2017 estimated letting dates, MDT upgraded 742 ADA ramps on MDT-owned and -maintained routes.

Curb Ramps & Pedestrian Signals

Approximately 16 percent of pedestrian signals and curb ramps within MDT right-of-way were ADA compliant and had no identified barriers to accessibility, 34 percent had partial barriers noted, while 50 percent had multiple barriers.
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 67 recipients of this funding with an inventory of 232 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. Montana has 36 transit providers that receive this funding. Rural general public transit systems must have a coordinated or consolidated system in their community or service area.

Transportation Assistance for the Disabled and Elderly (TransADE)
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 2018 Transit System Ridership

#### Public Rural Provider

<table>
<thead>
<tr>
<th>Provider</th>
<th>Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big Dry Transit</td>
<td>1,463</td>
</tr>
<tr>
<td>Big Sky Transportation District</td>
<td>220,133</td>
</tr>
<tr>
<td>Bitterroot Bus</td>
<td>11,842</td>
</tr>
<tr>
<td>Blackfeet Nation Dept of Transportation</td>
<td>23,194</td>
</tr>
<tr>
<td>Butte Silver Bow Transit</td>
<td>222,728</td>
</tr>
<tr>
<td>City of Dillon</td>
<td>10,803</td>
</tr>
<tr>
<td>Confederated Salish &amp; Kootenai Tribes</td>
<td>47,217</td>
</tr>
<tr>
<td>Crow Nation Transit</td>
<td>Unavailable</td>
</tr>
<tr>
<td>Dahl Memorial Healthcare - Carter Chapter</td>
<td>863</td>
</tr>
<tr>
<td>Daniels County Transportation</td>
<td>1,533</td>
</tr>
<tr>
<td>Dawson County Urban Transportation</td>
<td>16,981</td>
</tr>
<tr>
<td>Fallon County Council on Aging (COA)</td>
<td>6,905</td>
</tr>
<tr>
<td>Fergus County Council on Aging (COA)</td>
<td>16,374</td>
</tr>
<tr>
<td>Flathead - Eagle Transit</td>
<td>99,122</td>
</tr>
<tr>
<td>Fort Peck Transportation</td>
<td>51,073</td>
</tr>
<tr>
<td>Glen-Wood, Inc. - Quality Transit</td>
<td>49,173</td>
</tr>
<tr>
<td>Capital Transit</td>
<td>85,532</td>
</tr>
<tr>
<td>HRDC/Galavan/Streamline</td>
<td>448,844</td>
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<tr>
<td>Lake County Council on Aging (COA)</td>
<td>5,285</td>
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<tr>
<td>Laurel Transit Authority</td>
<td>2,085</td>
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<tr>
<td>Liberty County Council on Aging (COA)</td>
<td>11,550</td>
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<tr>
<td>Lincoln County Transportation Service</td>
<td>13,659</td>
</tr>
<tr>
<td>Mineral County Pioneer Council</td>
<td>1,163</td>
</tr>
<tr>
<td>North Central MT Transit</td>
<td>18,528</td>
</tr>
<tr>
<td>Northern Cheyenne Transit (direct FTA funding)</td>
<td>Unavailable</td>
</tr>
<tr>
<td>Park County</td>
<td>1,290</td>
</tr>
<tr>
<td>Phillips County Transit Authority</td>
<td>25,028</td>
</tr>
<tr>
<td>Powder River Transportation</td>
<td>2,882</td>
</tr>
<tr>
<td>Powell County Public Transit</td>
<td>4,332</td>
</tr>
<tr>
<td>Richland County Transportation</td>
<td>31,030</td>
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<tr>
<td>Rosebud Transportation</td>
<td>2,156</td>
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<tr>
<td>Sanders County Council on Aging (COA)</td>
<td>15,921</td>
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<tr>
<td>Toole County Transit</td>
<td>13,257</td>
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<tr>
<td>Valley County Transit</td>
<td>55,062</td>
</tr>
<tr>
<td>West Yellowstone Foundation</td>
<td>1,273</td>
</tr>
<tr>
<td>Whitehall Senior Citizens</td>
<td>32,899</td>
</tr>
</tbody>
</table>

#### Public Urban Provider (direct FTA funding)

<table>
<thead>
<tr>
<th>Provider</th>
<th>Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>Great Falls Transit</td>
<td>446,324</td>
</tr>
<tr>
<td>Met Transit - Billings</td>
<td>500,980</td>
</tr>
<tr>
<td>Mountain Line - Missoula</td>
<td>1,594,158</td>
</tr>
</tbody>
</table>

#### Specialized - i.e. elderly and disabled transit

**TOTAL:** 4,846,937

### State FY 2018 Transit Ridership Trends

Transit ridership has increased by **11%** since 2014.

Source: MDT Transit Section

### State FY 2018 Annual Transit Mileage Trends

*methodology change – 2016 data reflects only general public transportation systems*

Source: MDT Transit Section
Rail Infrastructure and Volumes

In 2017, 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. BNSF carried over 76% of rail freight in the state by weight, followed by Montana Rail Link with 23%. The primary products shipped out of Montana by rail are coal, grain, petroleum and wood products.

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>To Montana:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck</td>
<td>67%</td>
<td>51%</td>
</tr>
<tr>
<td>Rail</td>
<td>9%</td>
<td>26%</td>
</tr>
<tr>
<td>Pipeline</td>
<td>7%</td>
<td>21%</td>
</tr>
<tr>
<td>Multiple Modes</td>
<td>16%</td>
<td>2%</td>
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<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>45%</td>
<td>20%</td>
</tr>
<tr>
<td>Rail</td>
<td>14%</td>
<td>50%</td>
</tr>
<tr>
<td>Pipeline</td>
<td>28%</td>
<td>27%</td>
</tr>
<tr>
<td>Multiple Modes</td>
<td>9%</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Within Montana:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck</td>
<td>53%</td>
<td>50%</td>
</tr>
<tr>
<td>Rail</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Pipeline</td>
<td>41%</td>
<td>43%</td>
</tr>
<tr>
<td>Multiple Modes</td>
<td>2%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

BNSF operates on 2,569 miles of track in Montana. In 2017, the company handled nearly 1.9 million carloads of freight within the state. Of these carloads, 324,594 were from Montana to out-of-state destinations and 27,973 were inbound to Montana.

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

- 44% Coal
- 24% Industrial Products
- 32% Agricultural Products

In the past five years, MDT has worked with railroads to construct safety improvements at 47 rail-highway grade crossings.

**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 2017, the Empire Builder recorded 125,639 boardings and alightings in Montana with Whitefish accounting for 45% of those passengers.

**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

**Sources:** Amtrak Fact Sheet 2017, State of Montana
BNSF Railway: Class 1 Railroad Annual Report, 2017
Freight Analysis Framework 4 Summary Statistics, 2015
Aeronautics

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

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

Montana has **124 public-use airports** (16 owned and/or operated by MDT) and more than 350 private-use airports.

The **Aeronautics Air Search and Rescue Program** has more than **400 Montana volunteer pilots** and aircraft to assist in its mission.

Aeronautics has approximately **$650,000 in grants** and loans available annually for airport-related improvements.

Of the 124 public-use airports in Montana, **63** receive **federal funding**.

In 2017, scheduled airlines carried over **4 million passengers to and from Montana**, and spent over $52 million in airport development projects.
The Montana Aeronautics Division Loan and Grant Program provides low-interest loans and grants to eligible airports throughout Montana for airport-related improvement projects. Any publicly owned, public-use airport is eligible to apply. Airports may submit retroactive applications for projects that are already started or completed.

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

Grants can fund up to one half of the airport’s share of federal 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 two-cent-per-gallon tax on general aviation fuel. On average, approximately $250,000 is available each year for grants.

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

Aviation fuel tax - $0.04 per gallon; scheduled passenger air carriers eligible for a $0.02 cent rebate. Allocated as follows: $0.02 cents dedicated to airport grants, less air carrier rebates and $0.02 cents dedicated to operations less 25% paid by air carriers that is transferred to the pavement preservation fund.

Source: MDT Aeronautics Division
Pavement Preservation Grants

One quarter of every cent that scheduled passenger air carriers spend on aviation fuel taxes goes into an account devoted entirely to grants for primary commercial service airports. The amount available each year is divided evenly among these airports. Grants are for pavement preservation and related projects. Typically, the pavement preservation fund has approximately $90,000 available each year.

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 2015 to summarize PCI conditions. The charts on the next two pages summarize some of the information collected during the study.
2017 Commercial & Essential Air Service Enplanements

- 19% Missoula
- 13% Kalispell
- 5% Helena
- 9% Great Falls
- 21% Billings
- 30% Bozeman
- 3% Essential Air Service Cities
- 48% Butte
- 7% Wolf Point
- 15% West Yellowstone
- 6% Glasgow
- 4% Glendive
- 5% Havre
- 15% Sidney

Source: MDT Aeronautics Division

State Airports

[Map showing various airports and cities]
## 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

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

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

### District Locations and Contacts

<table>
<thead>
<tr>
<th>District</th>
<th>Administrator</th>
<th>Maintenance Chief</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1 Missoula</td>
<td>523-5802</td>
<td>Missoula 523-5803</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kalispell 751-2010</td>
</tr>
<tr>
<td>District 2 Butte</td>
<td>494-9600</td>
<td>Butte 494-9627</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bozeman 556-4704</td>
</tr>
<tr>
<td>District 3 Great Falls</td>
<td>454-5887</td>
<td>Great Falls 454-5889</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Havre 262-5504</td>
</tr>
<tr>
<td>District 4 Glendive</td>
<td>345-8212</td>
<td>Glendive/Miles City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>345-8253</td>
</tr>
<tr>
<td>District 5 Billings</td>
<td>657-0268</td>
<td>Wolf Point 653-6709</td>
</tr>
</tbody>
</table>

### Motor Carrier Services

#### Ports of Entry
- **Billings East Bound**: 657-0204  
- **Billings West Bound**: 657-0203  
- Broadus: 436-2531  
- Coultts, 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/comment_form.shtml  
444-6119
Montana Transportation Commission

To reach commission members:
Phone 444-6201
Fax 444-7643
Website: mdt.mt.gov/pubinvolve/

District 1
Daniel Belcourt
120 Woodworth Ave
Missoula, MT 59801
danbelcourt@aol.com
Term expires: Jan 2019

District 2
Open

District 3
Greg Jergeson
PO Box 1568
Chinook, MT 59523
gjergeson@gmail.com
Term expires: Jan 2021

District 4
Carol Lambert
PO Box 2
Broadus, MT 59317
norm@rangeweb.net
Term expires: Jan 2019

District 5
Barb Skelton
7256 Highway 3
Billings, MT 59106
skelgatz@gmail.com
Term expires: Jan 2021

Montana Aeronautics Board

Tricia McKenna (Chair)
110 Churn Creek Drive
Bozeman, MT 59715
tricia@gomckenna.net
Term expires: Jan 2021
Represents: Montana Pilots’ Assoc.

A. Christopher Edwards
(Vice Chair)
1648 Poly Drive, Suite 206
Billings, MT 59102
chris@edwardslawfirm.org
Term expires: Jan 2019
Represents: Fixed Based Operator

Roger Lincoln (Secretary)
15176 Hingham Road North
Gilford, MT 59525
rmbalinc@ttc-cmc.net
Term expires: Jan 2021
Represents: Assoc. of Aerial Applicators

Bill Hunt, Jr., Attorney
PO Box 731
Shelby, MT 59474
bhunt@3rivers.net
Term expires: Jan 2021
Represents: League of Cities/Towns

Robert Buckles
1037 Boylan Road #10
Bozeman, MT 59715
robbzn@msn.com
Term expires: Jan 2019
Represents: Commercial Airlines

Jeff Wadekamper
2850 Mercer Loop
Helena, MT 59602
jwadekamper@helenaairport.com
Term expires: Jan 2021
Represents: Montana Airport Management Association

Dan Hargrove
1511 Poly Drive
Billings, MT 59102
Dan.hargrove@rocky.edu
Term expires: Jan 2019
Represents: Aviation Education

Walt McNutt
2699 Niehenke Drive
Sidney, MT 59270
walt@midrivers.com
Term expires: Jan 2021
Represents: Montana Chamber of Commerce

Fred Lark
620 NE Main Street
Lewistown, MT 59457
lark@lewistown.net
Term expires: Jan 2019
Represents: General Public
Other Contacts

**Federal Highway Administration**
Montana Division Office
585 Shepard Way, Suite 2, Helena, MT 59601
Phone 441-3900  Fax 449-5314
fhwa.dot.gov/mtdiv/index.htm

**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

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

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