

# Montana | December 2014



## Transportation Facts

Montana  
Department of  
Transportation

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

Find the Fact Book online at:  
[http://www.mdt.mt.gov/publications/docs/  
brochures/factbook.pdf](http://www.mdt.mt.gov/publications/docs/brochures/factbook.pdf)



## MDT's Mission Statement

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



MDT's Strategic Business Plan

**Unity, Transparency,  
Cost Effectiveness**

**#VisionZeroMT**  
zero deaths | zero serious injuries

TranPlan 21 Policy Goals & Actions

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## Message from MDT Director

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

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

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

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

Serving you with pride,



Mike Tooley  
Montana Department of Transportation Director



## Primary Responsibilities

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### Primary Responsibilities

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

road/bridge design and construction



contract administration



materials design and testing



property acquisition



fiscal programming and cost accounting



motor fuel collection and enforcement



enforcement of vehicle weight and dimension laws and  
the Outdoor Advertising Control Act



management of the state motor pool



highway, bridge and rest area maintenance



public transportation and rail programs and planning

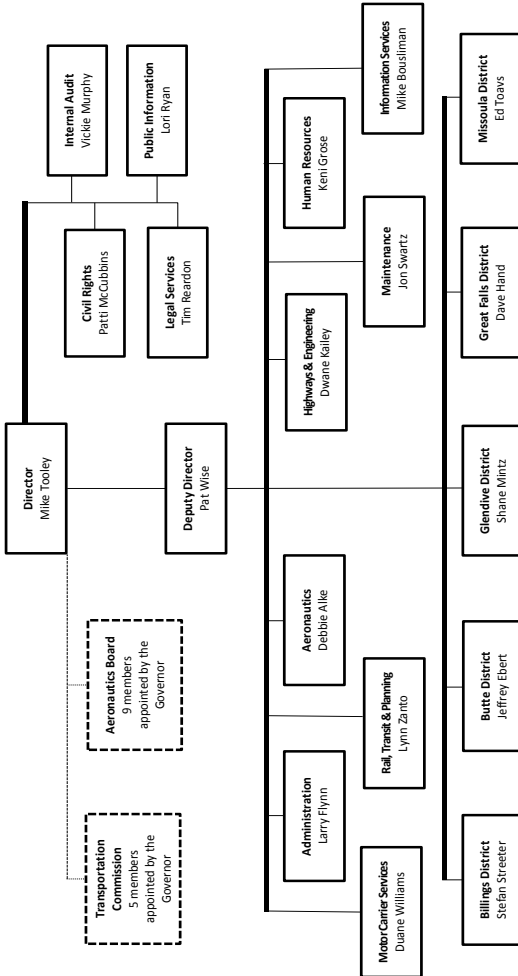


general aviation airport planning



highway traffic safety

# MDT Organizational Chart





## Department Contact Information

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### **Helena Headquarters**

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

### **Helena Annexes**

#### **Rail, Transit and Planning**

2960 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
phone 444-3423 fax 444-7671  
[www.mdt.mt.gov/mdt/  
organization/railtran.shtml](http://www.mdt.mt.gov/mdt/organization/railtran.shtml)

#### **Aeronautics**

2630 Airport Road  
PO Box 200507  
Helena, MT 59620-0507  
phone 444-2506 fax 444-2519  
[www.mdt.mt.gov/mdt/  
organization/aeronautics.shtml](http://www.mdt.mt.gov/mdt/organization/aeronautics.shtml) or  
[www.mdt.mt.gov/aviation](http://www.mdt.mt.gov/aviation)

## Department Contact Information

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### More Information

#### Construction Project Bids

[www.mdt.mt.gov/business/contracting/](http://www.mdt.mt.gov/business/contracting/)  
444-6215

#### Motor Carrier Services

##### Ports of Entry

Billings EB 657-0204

Billings WB 657-0203

Broadus 436-2531

Coutts, Canada (403) 344-5063

Culbertson 787-5323

Dietz, WY (307) 674-2350

Haugan 678-4257

Lima 276-3429

Wibaux 795-9972

#### Online Motor Carrier

##### Permitting

[www.mdt.mt.gov/business/mcs/permits.shtml](http://www.mdt.mt.gov/business/mcs/permits.shtml)  
444-7262

#### Bicycle/Pedestrian

##### Information

[www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml)  
444-9273

#### Highway Map Orders

[www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml)  
444-6119

District	Administrator	Maintenance Chief
District 1 Missoula	523-5802	Missoula Area 523-5803 Kalispell Area 751-2010
District 2 Butte	494-9600	Butte Area 494-9627 Bozeman Area 556-4704
District 3 Great Falls	454-5887	Great Falls Area 454-5889 Havre Area 262-5504
District 4 Glendive	345-8212	Glendive/Miles City 233-3622 Wolf Point Area 653-6709
District 5 Billings	657-0268	Billings Area 657-0217 Lewistown Area 538-1301

## Other Contact Information

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### Federal Highway Administration

Montana Division Office  
585 Shepard Way, Suite 2  
Helena, MT 59601  
phone 449-5300 fax 449-5314  
[www.fhwa.dot.gov/mtdiv/index.htm](http://www.fhwa.dot.gov/mtdiv/index.htm)

### Montana/Canada Ports of Entry

*Port of Roosville	889-3865
Port of Chief Mountain	(403) 653-3152
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 Whitetail	779-3531
*Port of Raymond	895-2664

\*Open 24 hours

### Neighboring States Road & Travel Numbers

<b>Idaho</b>	888-IDA-ROAD 888-432-7623
<b>North Dakota</b>	866-696-3511
<b>South Dakota</b>	866-MYSD511 866-697-3511
<b>Wyoming</b>	888-996-7623 888-WYO-ROAD

### Tourist Information

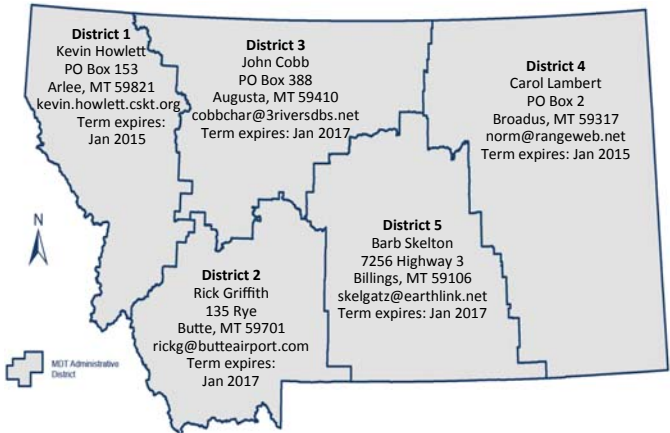
800-VISITMT (847-4868) TTY 841-2702  
[www.visitmt.com](http://www.visitmt.com)

## Montana Transportation Commission

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

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

To reach commission members: Phone 444-6201, fax 444-7643, or website <http://www.mdt.mt.gov/pubinvolve>.



## Montana Aeronautics Board

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The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor for a four-year term. The Board acts in an advisory capacity to the department and has statutory authority over allocation of airport development loan and grant funds, and pavement preservation grant funds. The nine members represent various facets of the industry, and at least one member of the Board must be an attorney licensed to practice law in Montana.

### Aeronautics Board Members

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

Represents: Montana Pilots' Assoc.

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

Represents: Airlines

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

Represents: Fixed Based Operator

Fred Leistiko  
PO Box 7905  
Kalispell, MT 59904  
fleistiko@centurytel.net  
Term expires: Jan 2017

Represents: Airport Manager

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

Represents: Assoc. of Aerial  
Applicators

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

Represents: Education

Bill Hunt, Jr., Attorney  
PO Box 731  
Shelby, MT 59474  
bhunt@3rivers.net  
Term expires: Jan 2017

Represents: League of Cities/  
Towns

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

Represents: Chamber of Commerce

Fred Lark  
620 NE Main Street  
Lewistown, MT 59457  
lark@lewistown.net  
Term expires: Jan 2015  
At Large Member

## Road and Travel Information

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For road and weather information dial 511 (in state) or 800-226-7623. MDT's new mobile application can be downloaded from our traveler information website at [www.mdt511.com](http://www.mdt511.com). This system provides road conditions, construction information, road closures, chain requirements, and route-specific weather forecasts for more than 8,000 miles of state-maintained highways. Travelers are able to select a specific route and segment of interest or select a regional report for a summary of conditions in that area. The 511 system also provides tourism information for Glacier National Park, Yellowstone National Park, and Travel Montana.

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

### Cameras/Road Weather Information System

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

### iPhone, iPad or Android Users

MDT's travel info mobile app is available in [Google play](#), the [App Store](#) or on [Amazon](#). The app includes roadway conditions, cameras, travel alerts, construction details, and more.

**Android**



**iPhone**



**Amazon**



The Android version of the app can also be [downloaded here](#). Don't have Android or iOS? Use the online content and get the latest road condition information at <http://roadreport.mdt.mt.gov/travinfomobile/>.

# Montana's Comprehensive Highway Safety Plan

## Vision:

**Vision Zero**—Zero fatalities, zero serious injuries—all highway users arrive safely at their destinations.

## Interim Goal:

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

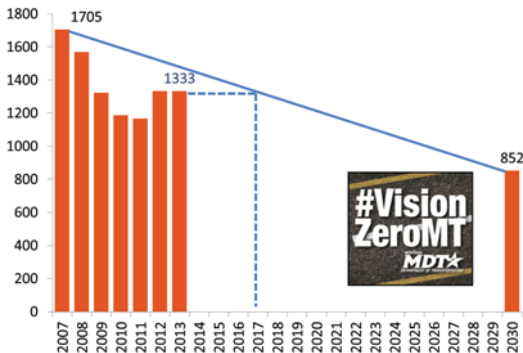
## Emphasis Areas:

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

- Engineering
- Enforcement
- Education
- Emergency Medical Services

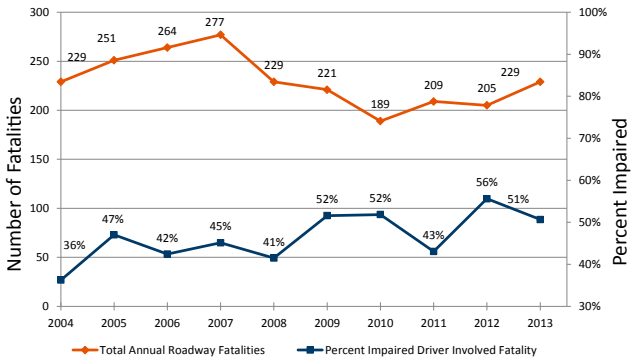
## Montana Safety Goal =Zero Fatalities, Zero Serious Injuries

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



Source: MDT Highway Traffic Safety

## Fatalities and Alcohol/Drug Involved Fatalities



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

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

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

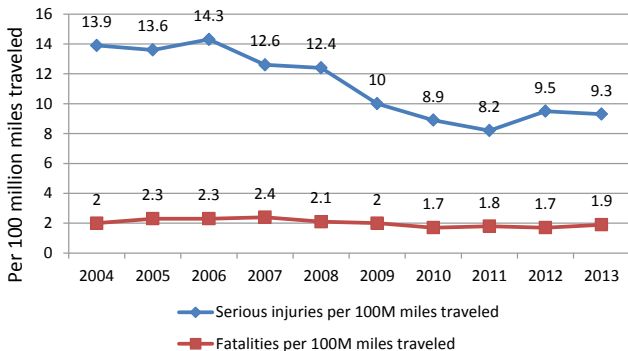
Alcohol and drug-related crashes in Montana accounted for 9.6% of all reported traffic crashes in 2013 and 51% of all fatalities.

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

Source: MDT Highway Traffic Safety



## Statewide Fatality, Injury & Crash Rates



Source: MDT Highway Traffic Safety

In the last ten years (2004-2013) in Montana:

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

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

55% of Montana roadway fatalities involved unrestrained occupants.

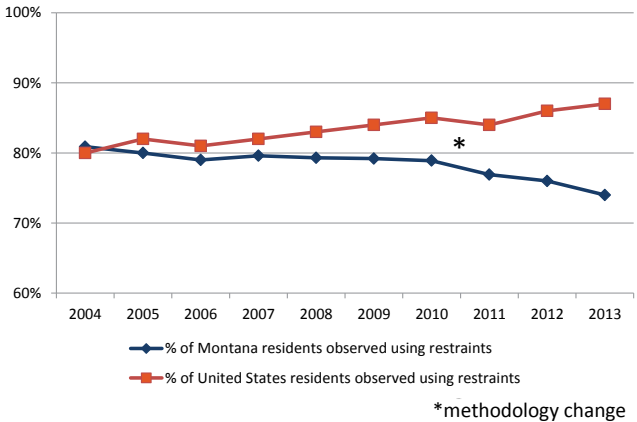
82% of fatalities and serious injuries occurred on rural area roadways.

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

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

Source: MDT Highway Traffic Safety

## Seat Belt Usage



Source: MDT Highway Traffic Safety

In the last ten years (2004-2013) in Montana:

76% of rural crashes involved single-vehicles in Montana while 87% of urban crashes involved two or more vehicles.

40% of all roadway fatalities were ejected or partially ejected from the vehicle.

32% of all fatalities and serious injuries occurred in crashes involving an impaired driver.

58% of all drivers in crashes were male.

Source: MDT Highway Traffic Safety

## 2013 Traffic Crashes Fast Facts

Montana experienced 20,385 traffic crashes involving:

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

Also:

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

*Source: MDT Safety Management*



An MDT Motor Carrier Services law enforcement officer inspects the vehicle for safety.

## Montana's Highway Systems

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

### Federally-Designated Highway Systems

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

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

On System

### State-Designated Highway Systems

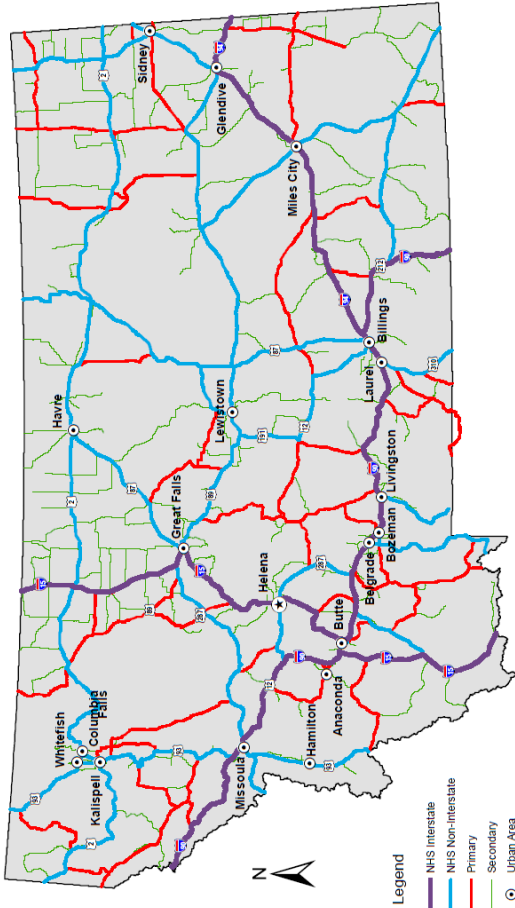
- Primary Highway System routes are either principal or minor arterials designated by the Transportation Commission.
- Secondary Highway System routes are either minor arterials or major collectors designated by the Transportation Commission after consulting with boards of county commissioners.
- Urban Highway System routes are urban arterials or collectors in or near incorporated cities with populations over 5,000 and within urban boundaries. They are selected by the Transportation Commission in cooperation with local government authorities.
- State highways which are not located on a defined highway system, but are on the state maintenance system.

Off System

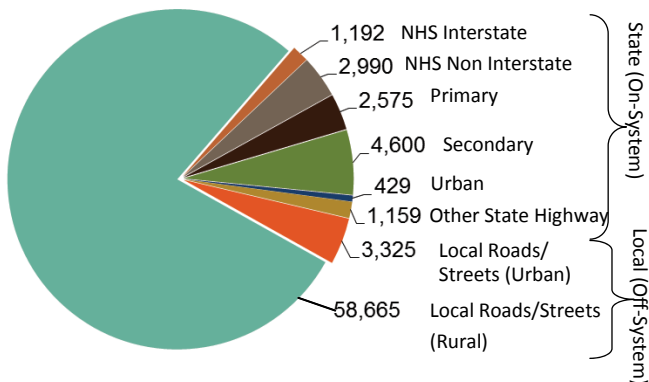
- Local roads provide basic access between residential and commercial properties, connecting with higher order roadways.

Source: *A Guide to Functional Classification*, MDT Rail, Transit & Planning Division, 2010.

# State Highway System



## Centerline Road Mileage 2013



Source: MDT Road Inventory & Mapping Section

Montana's public road miles consist of 74,935 miles, while 12,945 miles are on the state highway system.

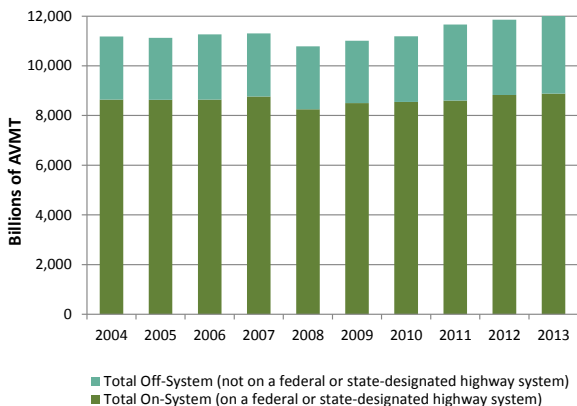
Billings has the most public road mileage of any incorporated city in Montana with 567 miles. Rexford has the least with 1.5 miles.

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

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

In 2013, 71.8% of Montana's on-system highway vehicle miles traveled were outside of the state's 19 urban areas.

## Statewide Annual Vehicle Miles of Travel (AVMT)



2012	Centerline Miles	AVMT
On-System	12,920	9.1 billion
Off-System	61,985	2.7 billion
2013	Centerline Miles	AVMT
On-System	12,945	9.1 billion
Off-System	61,990	2.9 billion

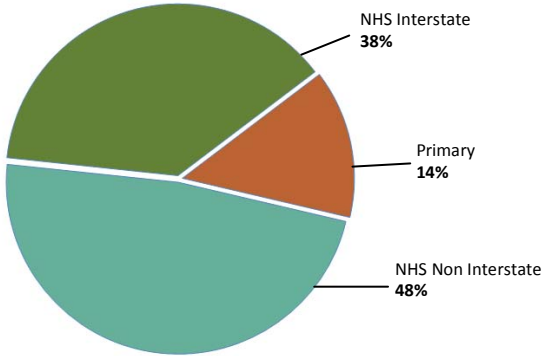
AVMT = Annual Vehicle Miles Traveled

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

*Source: MDT Traffic Data Collection Section  
and MDT Road Inventory & Mapping Section*

## Passenger Car Traffic by System 2013

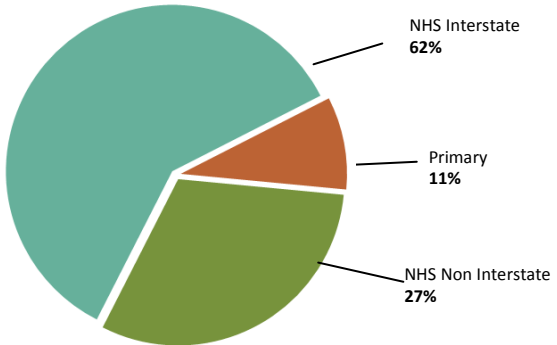
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Source: MDT Traffic Data Collection Section

## Commercial Truck Traffic by System 2013

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Source: MDT Traffic Data Collection Section



## Population Per NHS Mile

State	Population	NHS Miles	Pop Per NHS Mile
Wyoming	576,412	3,127	184
North Dakota	699,628	3,693	189
South Dakota	833,354	3,724	224
<b>Montana</b>	<b>1,005,141</b>	<b>4,182</b>	<b>240</b>
Idaho	1,595,728	2,768	576
Colorado	5,187,582	4,829	1,074
Utah	2,855,287	2,614	1,092
United States	313,914,040	222,946	1,408
Washington	6,897,012	4,600	1,499
California	38,041,430	14,217	2,676
Hawaii	1,392,313	445	3,129

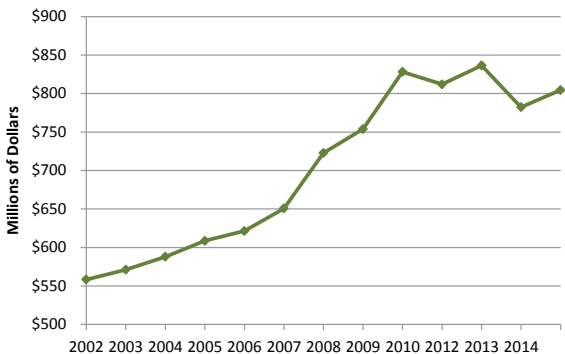
*Source: Annual Estimates of Population 2012 & US Census Bureau 2012*

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

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



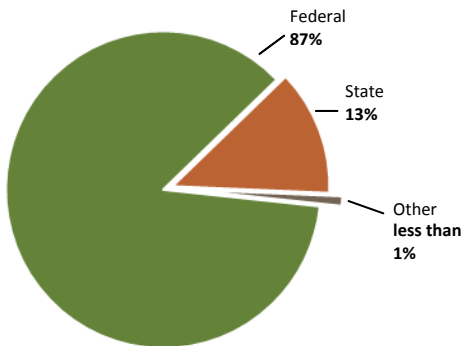
## MDT Total Revenue 2002 Through 2014



Note: GARVEE bond proceeds (not segregated) were received in 2005 and 2008 in addition to regular revenue received. American Recovery and Reinvestment Act Funds were received in 2009-2012. FY 2012 does not include the GARVEE bond refunding.

Source: MDT Administration Division

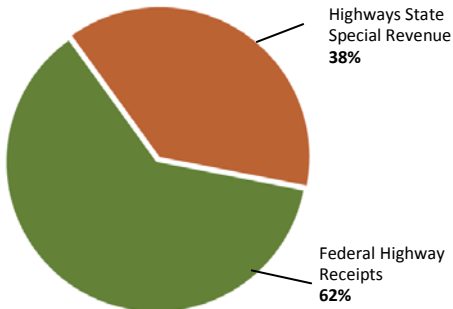
## MDT Highway Construction Program Revenue State FY 2014



Source: MDT Administration Division

## MDT Revenue by Category State FY 2014

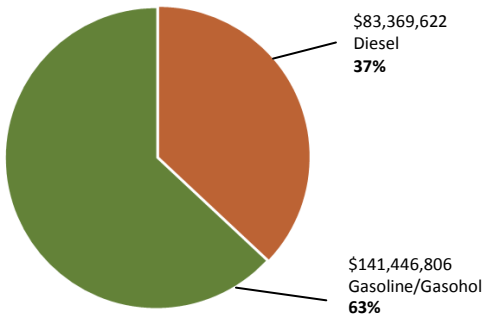
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Source: MDT Administration Division

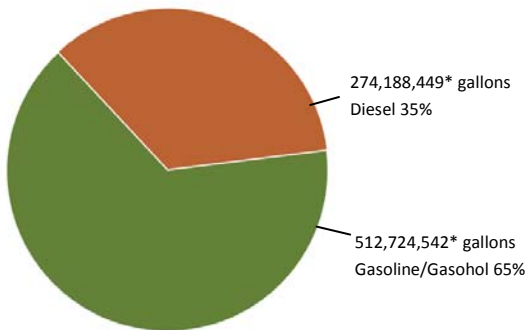
## Gross Motor Fuel Tax Receipts State FY 2014

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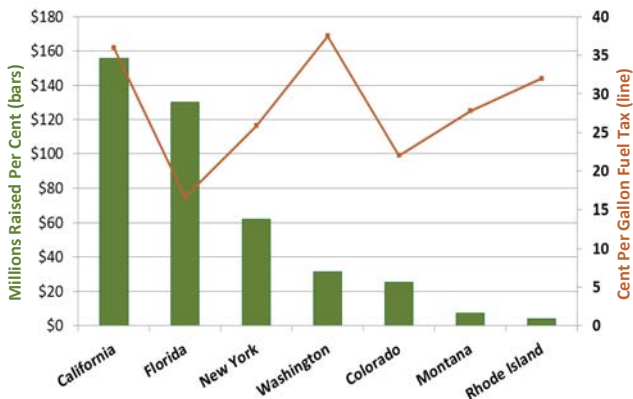
Source: MDT Revenue Status Report, Highways State Special Revenue FY 2014

## Fuel Consumption State FY 2014



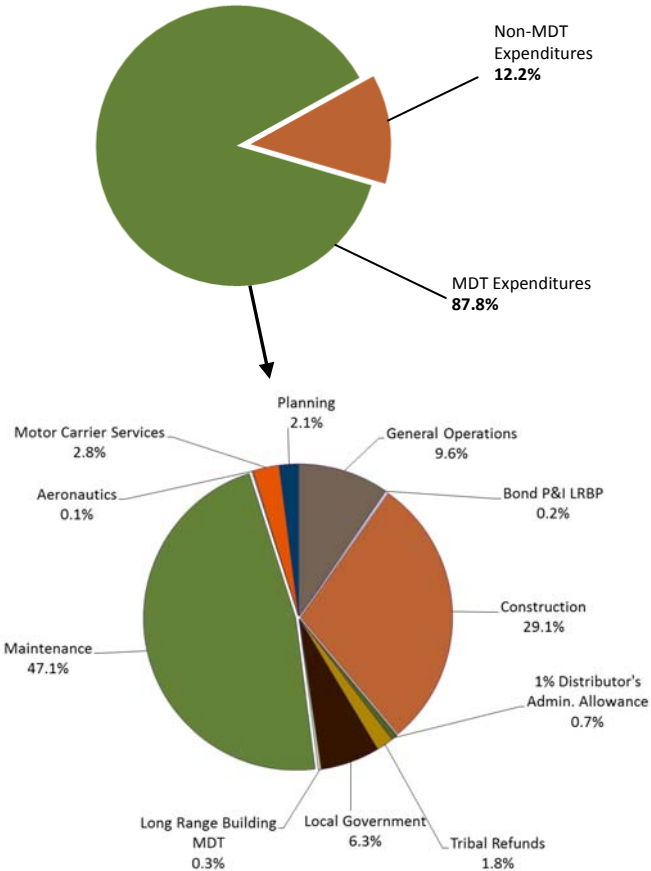
\*As reported on the 551 FHWA report for FY 2014

## Funds Raised Per Cent of State Fuel Tax & Tax Rate



Source: FHWA Highway Statistics 2012

# Highways State Special Revenue Expenditures FY 2014



Source: MDT Administration Division

## Highways State Special Revenue Sources FY 2014

### Diesel Tax

\$72,614,159

### Gasoline Tax

\$133,643,238

### GVW Fees

\$26,327,545

### Indirect Cost

\$37,193,835

### Interest

\$33,220

### Other

\$7,956,921

**\$277,768,918—Total Revenue**



Source: MDT Administration Division

## Highways State Special Revenue Expenditures FY 2014

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### MDT Expenditures

#### General Operations

\$25,590,534

#### Construction

\$74,971,848

#### Maintenance

\$118,833,315

#### Motor Carrier Services

\$7,392,428

#### Transportation Planning

\$4,096,802

#### Tribal Refunds

\$4,730,831

#### Local Government

\$16,766,000

#### Bond Principal and Interest

\$606,500

#### Long Range Building—MDT

\$810,884

#### Distributors' Admin

Allowance—1% of

Gas/Diesel Tax

\$1,961,245

**\$255,760,387**

### Non-MDT Expenditures

#### Fish, Wildlife, & Parks— Long Range Building & Administration

\$651,653

#### Dept. of Justice-

#### Montana Highway Patrol

\$29,070,657

#### Dept. of Justice-

#### Motor Vehicle Division

\$5,798,571

#### Dept. of Justice-

#### Centralized Services Division

\$753,159

#### Dept. of Justice-

#### IT Division

\$259,702

#### Dept. of Administration,

#### Architecture &

#### Engineering— Long Range Building

\$144,358

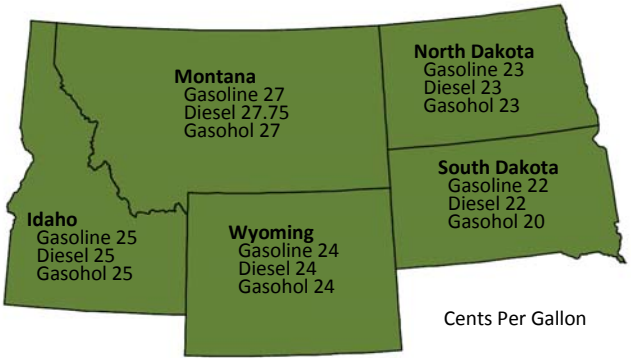
**\$36,678,100**

**\$292,438,487—Total Expenditures**

Note: expenditures outpaced revenues in SFY 2014.

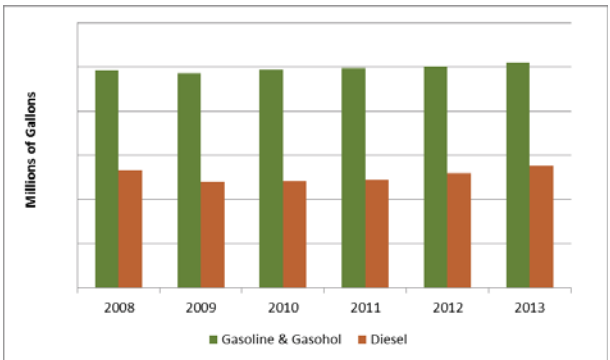
Source: MDT Administration Division

## Fuel Tax Rates for Surrounding States are Comparable



Source: Federation of Tax Administrators Website—July 2013

## Motor Fuel Consumption in Montana Remains Flat



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



## Fuel Tax Cost Comparisons

### Cost to Drive . . .

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

**\$3.50 a week or \$182.50 a year**

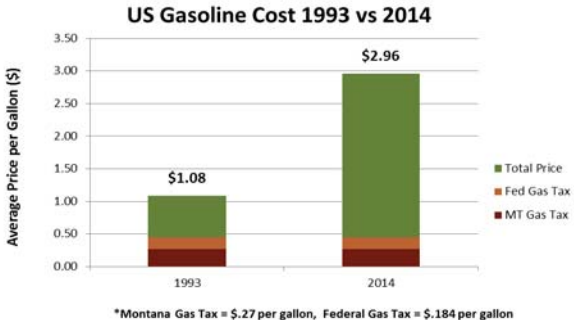
to fuel taxes for maintaining and constructing Montana highways.

### Compared to Average Cost of . . .

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

Source: MDT Rail, Air Quality & Studies

## US Gasoline Cost Comparisons 1993 vs 2014



Source: MDT Rail, Air Quality & Studies



## Funding Programs

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### National Highway Performance Program (NHPP)

This program includes Montana's Interstate Maintenance, National Highway, and National Highway Bridge programs.

- **Interstate Maintenance (IM)\***

This program finances projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System.

- **National Highway (NH)\*\***

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

- **National Highway Bridge (NHPB)**

This program helps pay for rehabilitating and replacing bridges on the NHS.

### Surface Transportation Program (STP)

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

- **Surface Transportation Program Primary (STPP)\*\***

STPP funds are used to preserve, restore, or reconstruct roads and bridges on the Primary Highway System.

- **Surface Transportation Program Secondary (STPS)**

Funds in this program may be used to improve highways on the Secondary Highway System. The funds are primarily used to preserve, restore, or reconstruct roads and bridges.

- **Surface Transportation Program Urban (STPU)**

This program provides funds for improvements on the Urban Highway System in Montana's 19 urban areas. Funds are typically used to resurface, restore, and rehabilitate existing facilities; improve operations; and for bicycle and pedestrian facilities.

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

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

### **Surface Transportation Program Bridge (STPB)**

- **STP On System Bridge**

This program helps pay for rehabilitating and replacing bridges on Montana's highways.

- **STP Off System Bridge**

This program helps pay for rehabilitating and replacing bridges on Montana's highways.

### **Highway Safety Improvement Program (HSIP) \*\*\***

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

- **Railroad Protective Devices Program (RRP)\*\*\***

Half of the STPRP funds are used to install new signals, and the remainder is used to upgrade existing signals. Projects are selected by identifying high-hazard sites.

- **Railroad Hazard Elimination Program (RRS)\*\*\***

Money from this program goes to sites where only grade separation will eliminate an identified hazard or where an existing grade separation needs to be rehabilitated or replaced.

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ) \*\***

The federal funds available under this program finance transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, synchronizing traffic signals, bike/pedestrian projects, intersection improvements, travel demand management strategies, and traffic flow improvements.

Federal law allows minimum apportionment states such as Montana, significant flexibility in using CMAQ funds. The Montana Transportation Commission, for example, directs a portion of Montana CMAQ funds to the Montana Air and Congestion Initiative (MACI) Program to improve Montana's air quality and decrease traffic congestion.

## Funding Programs

### Transportation Alternatives\*\*

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

### State Funded Construction (SFC)

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

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

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

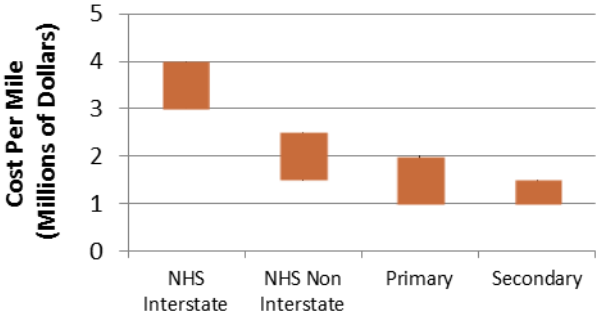
Sources: STIP 2014-2018, Montana Department of Transportation, Statewide Transportation Improvement Plan May, 2014



Animal bridge on Highway 93 near Arlee.

## What Does It Cost to Improve Montana's Roads?

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



*Source: MDT Pavement Analysis Section*

### Increasing Highway Construction Costs

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

*Source: Global Insight 2014 and CPI-U 2014*

## How Long Does It Take to Build a Road?

---

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

### Development Phase – 12 months

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

### Survey Phase – 8 to 24 months

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

### Design Phase – 15 to 24 months

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

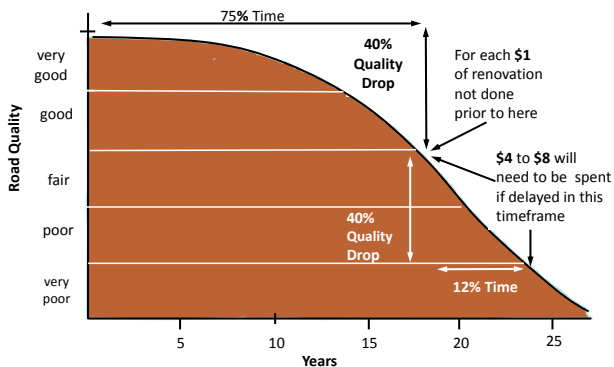
### Right-of-Way Phase – 6 to 12 months

In this phase, MDT obtains regulatory permits and negotiates agreements with property owners and railroad and utility companies. Other bureaus produce final plans, and the process to stake the centerline and relocate utilities begins.

### Construction Phase – 8 to 24 months

Finally, MDT advertises for bids. Once the department accepts the bids, it must determine if the contractor has met all requirements. If it has, the Transportation Commission awards the contracts, and construction begins.

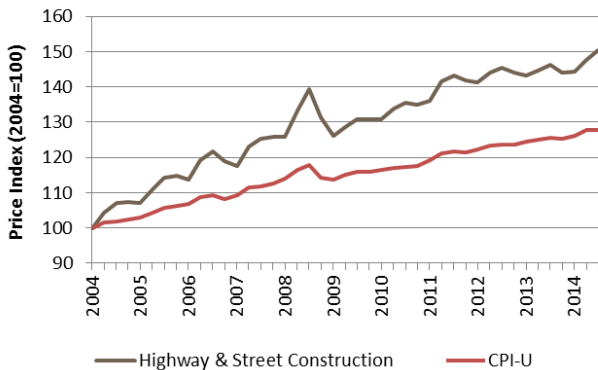
## Road Deterioration vs. Time



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: <http://pavementinteractive.org/article/pavement-life-cycle>

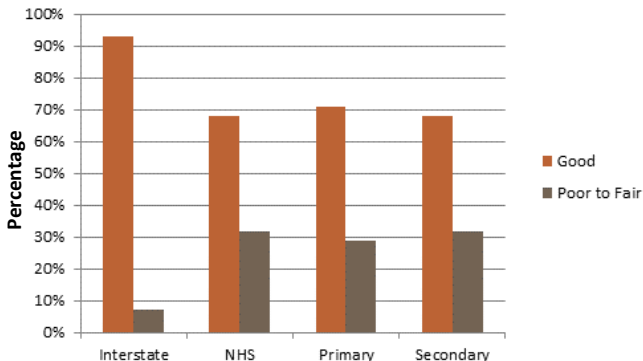
## Construction Expenditure Impacts of Inflation



Source: MDT Rail, Transportation and Planning

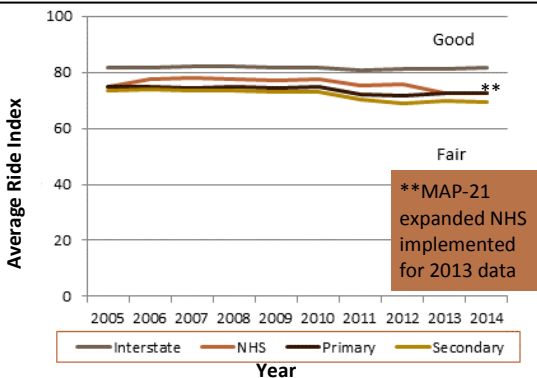


## 2014 State Highway Overall Pavement Condition Summary



Source: MDT Pavement Analysis Section

## MDT Ride Condition Summary



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

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

Source: MDT Pavement Analysis Section

## Pavement Condition Analysis

 <p><b>Excellent</b></p>	 <p><b>Good</b></p>
<p>Smooth pavement void of cracking distress and rutting</p>	<p>Visible traffic wear with low severity cracking and minimal rutting</p>
 <p><b>Fair</b></p>	 <p><b>Poor</b></p>
<p>Moderate cracking in extent and severity, slight rutting and aggregate loss</p>	<p>Prevalent cracking in extent and severity, heavy rutting, patching</p>

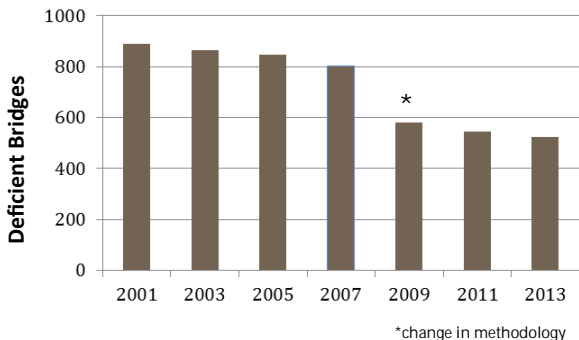
Source: MDT Pavement Analysis

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

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

Montana maintains 25,037 actual lane miles.

## Deficient Bridges On and Off State Highway System



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

Source: MDT Bridge Bureau

## Functional Classification of Bridges On State Highway System

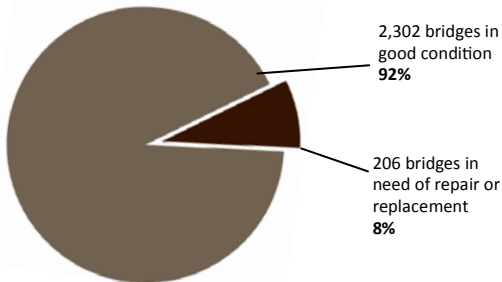
Functional Classification	Total Bridges	Rehabilitation Needed	Replacement Needed
Principal Arterials (Interstate)	839	72	4
Other Principal Arterials	535	35	8
Minor Arterials	501	20	13
Collector	499	35	8
Local	134	5	6
<b>Total</b>	<b>2508</b>	<b>167</b>	<b>39</b>

Source: MDT Bridge Bureau

## 2014 State Highway Bridges in Need of Repair or Replacement

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Total State Highway Bridges: 2,508



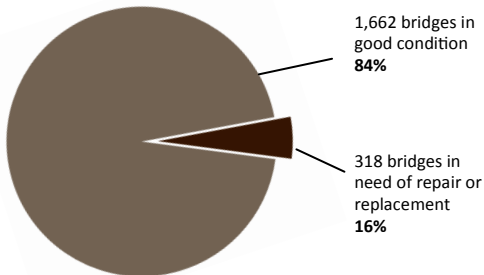
Of 16,612,158 state highway bridge square footage, 11% needs rehabilitation and 2% replacement.

*Source: MDT Bridge Bureau*

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

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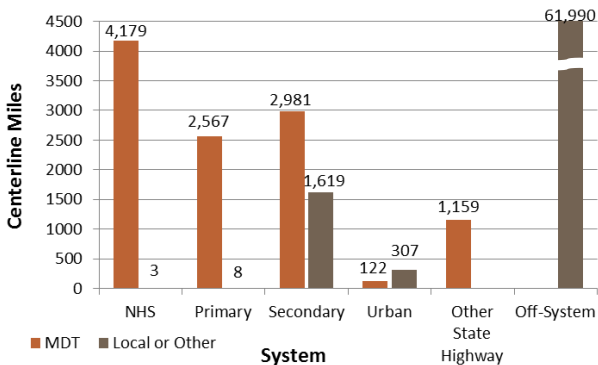
Total Non-State Highway Bridges: 1,980



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

*Source: MDT Bridge Bureau*

## Maintenance Responsibility by System

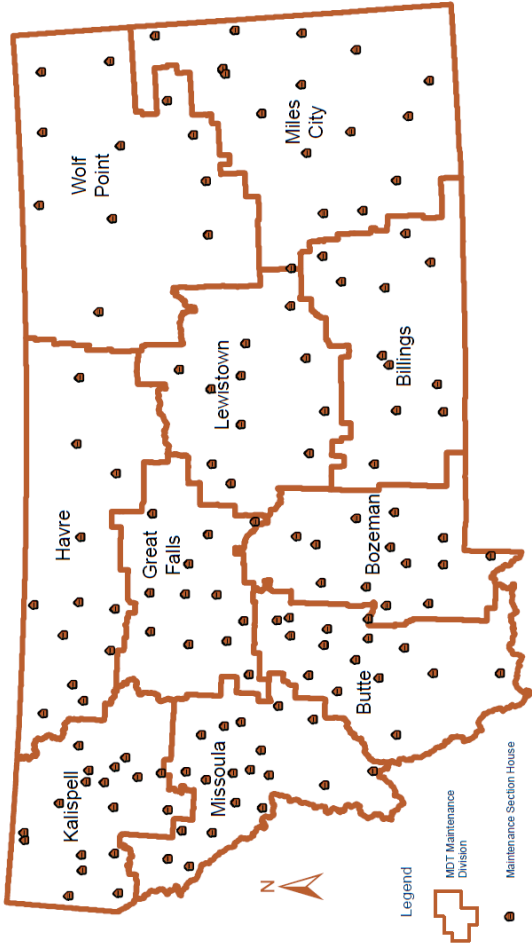


Source: MDT Data and Statistics Bureau



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

# Maintenance Areas and Section House Locations



## **Aeronautics Division Airport Loan and Grant Program**

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

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

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

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

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



Seeley Lake Airport in the summer.

## Aeronautics Division Pavement Preservation Grants

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



Planes tethered at an Aeronautics Search Clinic.

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

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

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

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

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



## Aviation Pavement Management System

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

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

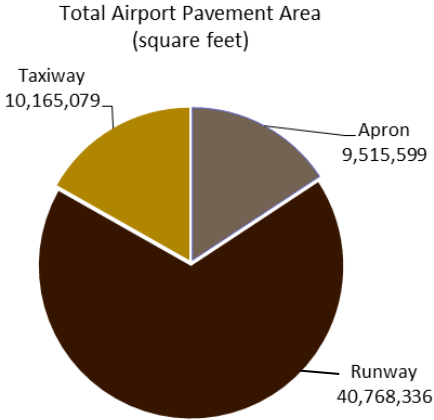
A final report was prepared in 2013 to summarize PCI conditions. The following charts summarize some of the information collected during the study.



Seeley Lake Airport in winter.

## Aviation Pavement Management System

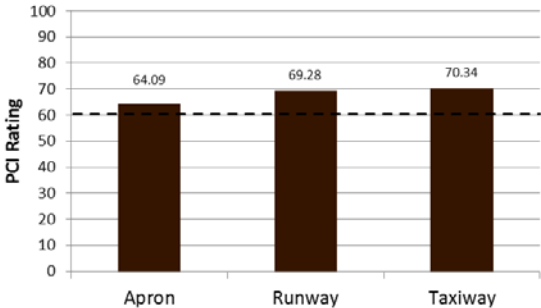
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Source: Stelling Engineers, Inc.

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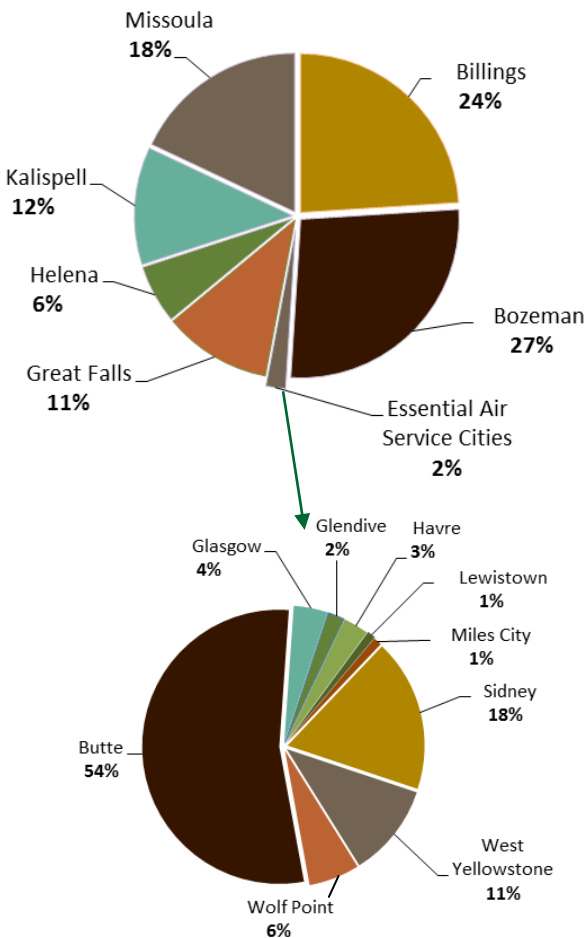
## Aviation Pavement Condition Index (PCI) Value



Rehabilitation vs. maintenance should be evaluated starting at 60.

Source: Stelling Engineers, Inc.

## 2013 Enplanements Commercial and Essential Air Service



Source: MDT Aeronautics Division

## **Transit Funding Programs**

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### **Capital Assistance for the Elderly and Persons with Disabilities and General Public - Capital**

*Sections 5310, and 5311*

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

### **Financial Assistance for Rural General Public**

*Section 5311*

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

### **Transportation Assistance for the Disabled and Elderly**

*(TransADE)*

MDT's TransADE program offers matching funds to eligible organizations that provide transportation to the elderly and persons with disabilities. State funds are used as match to maximize federal funds for each community transit program. Matching funds are allocated to transit providers based on the number of elderly and disabled in the provider's service area.

## Transit Funding Programs

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### **Rural Transit Assistance Program (RTAP)**

RTAP funds support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. All Montana rural transit providers receiving federal transit funding are eligible for RTAP funds. Funds are also available to Montana's public transit operators in urbanized areas as long as activities are primarily designed and delivered to benefit nonurbanized transit providers. This program can fund up to 100% of the request with federal funds.

### **Metropolitan Planning and State Planning and Research Programs**

#### *Section 5304*

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

### **Bus and Bus Facilities**

#### *Section 5339*

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



## FY 2013 Annual Transit Systems Ridership

### RURAL

1	Big Dry Transit	4,413
2	Big Sky Transportation District	156,994
3	Big Sky Transportation District - Link	67,921
4	Bitterroot Bus	13,420
5	Blackfeet Nation Dept of Transportation	Unavailable
6	Butte Silver Bow Transit	167,248
7	City of Dillon	4,764
8	Confederated Salish & Kootenai Tribes	60,081
9	Crow Nation Transit	11,158
10	Dahl Memorial Healthcare Assoc.-Carter Chapter	713
11	Daniels County Transportation	626
12	Dawson County Urban Transportation	16,687
13	Fallon County COA	7,941
14	Fergus County COA	14,485
15	Flathead - Eagle Transit	95,184
16	Fort Peck Transportation	69,845
17	Glen-Wood, Inc. - Quality Transit	40,780
18	Helena Area Transit Service	133,620
19	HRDC/Galavan/Streamline	397,369
20	Lake County COA	4,937
21	Laurel Transit Authority	1,893
22	Liberty County COA	13,602
23	Lincoln County Transportation Service	41,922
24	Mineral County Pioneer Council	440
25	North Central MT Transit	17,990
26	Northern Transit Inter-Local	7,769
27	Phillips County Transit Authority	52,083
28	Powder River Transportation	2,668
29	Powell County Public Transit	3,362
30	Richland County Transportation	46,800
31	Rosebud Transportation	7,351
32	Sanders County DOA	11,311
33	Toole County Transit	5,017
34	Valley County Transit	73,637
35	West Yellowstone Foundation	1,134
36	Whitehall Senior Citizens	56,526

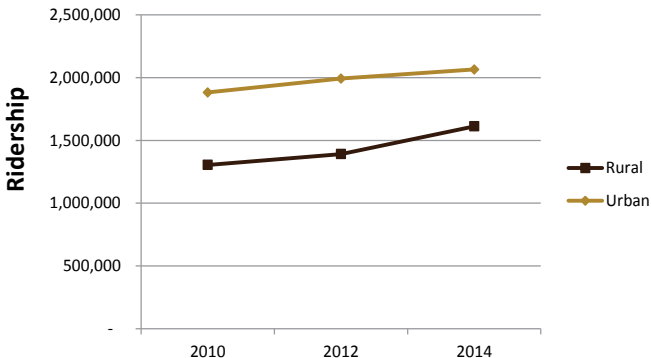
### URBAN

1	Great Falls Transit	470,004
2	Met Transit - Billings	671,804
3	Mountain Line - Missoula	923,377

<b>TOTAL</b>	<b>3,676,876</b>
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## FY 2014 Annual Transit Ridership Trends

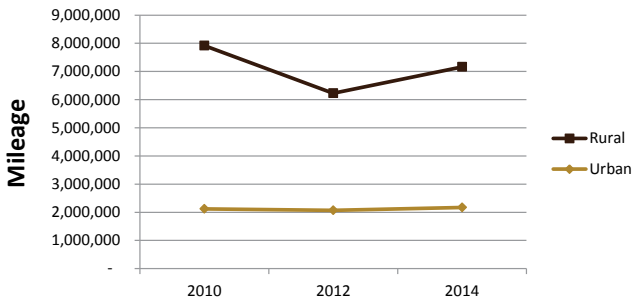
### Annual Transit Ridership Trends



Source: MDT Transit Section

## FY 2014 Annual Transit Mileage Trends

### Annual Transit Mileage Trends



Source: MDT Transit Section

## Transit and Bike Fast Facts



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

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

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

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

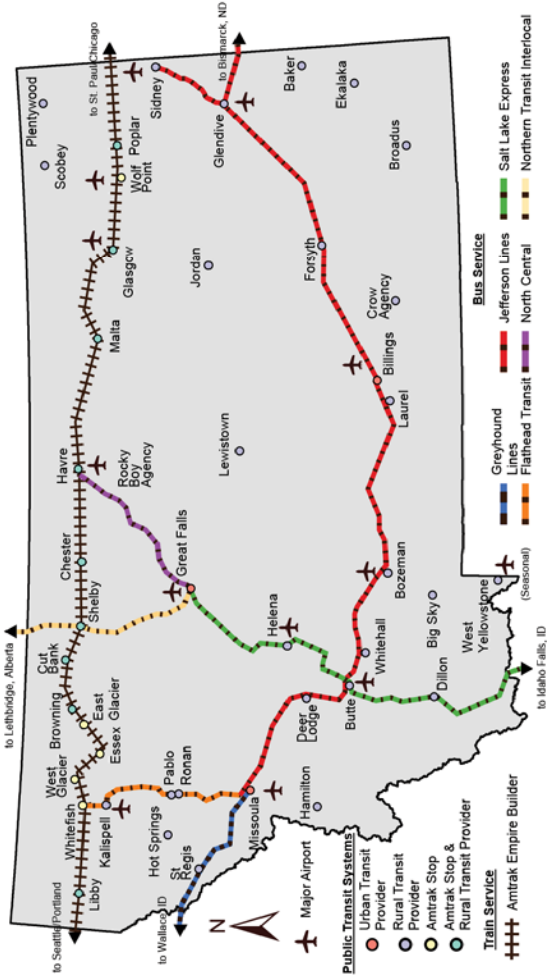
Bicyclists operating in the roadway are part of the traffic mix and shall ride in the same direction as traffic.

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

All public roads are open to cyclists.



# Intercity Passenger Transportation in Montana



## Montana's Rail Infrastructure and Volumes

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

Goods are transported to Montana (2012, by dollar value) as follows:

- 69% by truck
- 2% by rail
- 21% by multiple modes
- 5% by pipeline
- 3% by other

For shipments originating in Montana (by value):

- 32% by truck
- 13% by rail
- 6% by multiple modes
- 49% by pipeline
- 0% by other

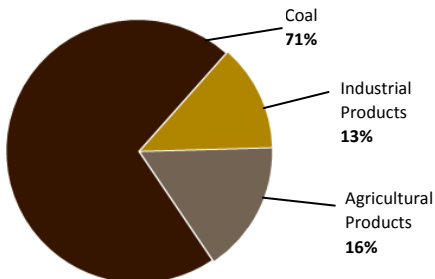
For shipments within the state (by value):

- 81% by truck
- 1% by rail
- 2% by multiple modes
- 15% by pipeline
- 1% by other

BNSF Railway, Montana's largest freight carrier, operates on 1,939 miles of track in Montana. In 2013, the firm handled nearly 1.8 million carloads of freight within the state. Of these carloads, 342,743 were from Montana to out-of-state destinations and 33,936 were inbound to Montana. BNSF reported the following product mix shipped from Montana.

## Montana's Rail Infrastructure and Volumes

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### Passenger Rail Service

Amtrak operates a daily east and west-bound long-distance train (Empire Builder) through Montana, providing passenger service to 12 Montana stations. In 2013, the Empire Builder recorded 145,736 boardings and alightings in Montana with Whitefish accounting for 45% of those passengers.

### Montana Railroads

#### Class I Railroads

Burlington Northern & Santa Fe (BNSF)

Union Pacific (UP) (branch line from Idaho to Silver Bow)

#### Class II Railroads – Regional

Montana Rail Link (MRL)

Dakota, Missouri Valley & Western (DMVW)

#### Class III Railroads

Central Montana Rail (CMR)

Butte, Anaconda and Pacific Railway (BA&P)

Mission Mountain Railroad (MMR)

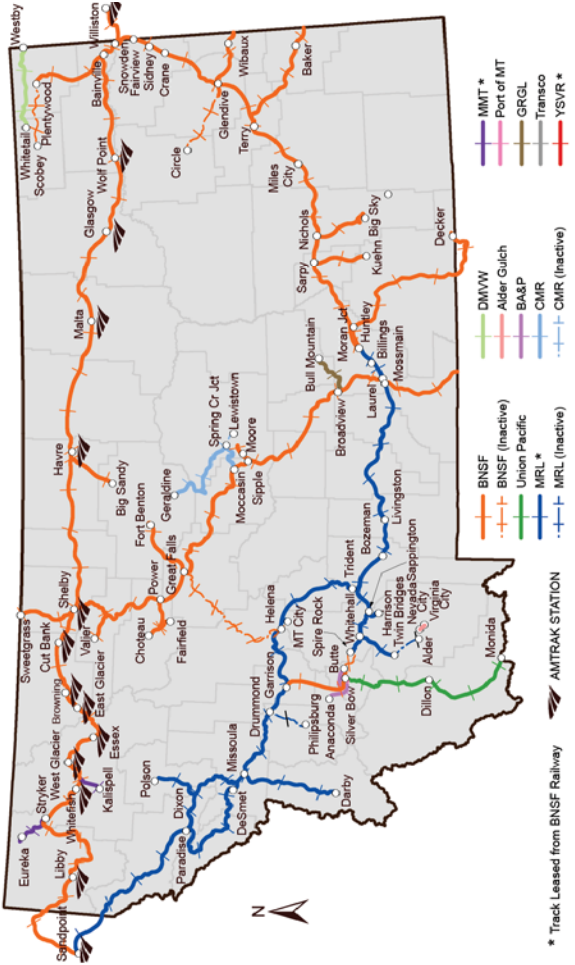
#### Sources:

*Amtrak Government Affairs, 2014*

*BNSF Railway: Montana-Helping Move a State's Economy, 2014*

*Freight Analysis Framework FAF3, US Department of Transportation, 2012*

# Railways



## Truck Size and Weight Limits

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### Truck Size

**Legal Width**..... 8 feet 6 inches

**Legal Height**..... 14 feet

**Legal Length**..... 75 feet; single trailer length may not exceed 53 feet

Maximum length for a single unit vehicle is 55 feet.

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

### Legal Axle Weights

**Single Axle**..... 20,000 lbs

**Tandem Axle**..... 34,000 lbs

**Triple Axle**..... Federal 30B Bridge Formula

**Gross Weight**..... 132,000 lbs

For oversize or overweight load information call 444-7262.

*Notice: Information subject to change. Source: MDT Motor Carrier Services*

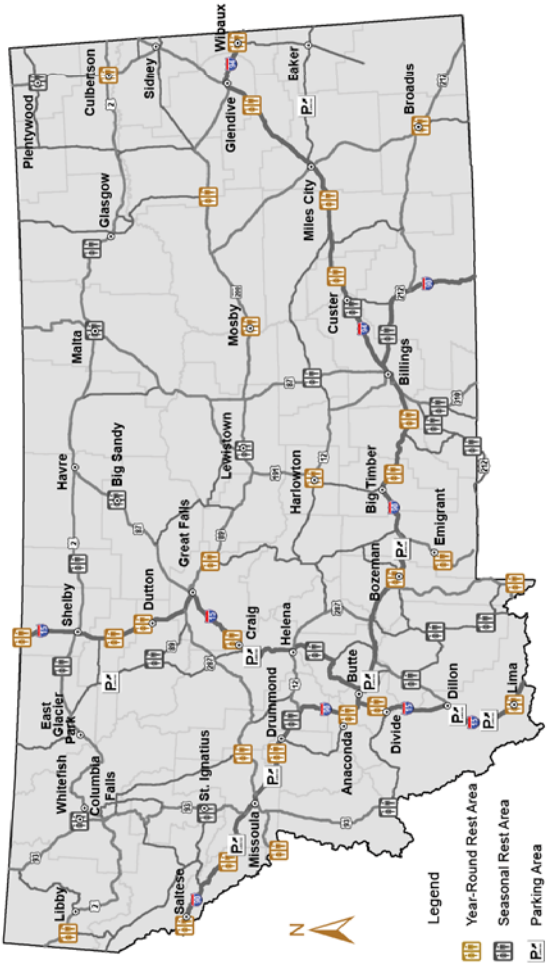
MDT weighed 889,269 trucks in 2013.

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

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

MDT registered 10,928 Montana-based Power Units (tractor or truck used to pull a trailer) through International Registration Plan (IRP) in 2013.

# Rest Areas



Montana Department of Transportation  
ADA/504 Notice of Nondiscrimination

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

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

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

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

1,200 copies this public document were published at an estimated cost of \$2.547 per copy, for a total cost of \$3,056.40 which includes \$0.00 for distribution.

