

# Montana | December 2008



## Transportation Facts

Montana

Department of Transportation



**Montana | December 2008**  
**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)





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Greetings,

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

This publication provides an overview of the Department's responsibilities as well as facts and figures related to Montana's highway system, public transportation, rail system, and air service.

The publication also includes information on funding sources, an overview of how road construction projects are developed, plus important crash statistics and related safety issues.

Please feel welcome to contact us for additional information. Our web address is [www.mdt.mt.gov](http://www.mdt.mt.gov) and my phone number is (406) 444-6201.

Serving you with pride,



Jim Lynch  
Montana Department of Transportation Director



## Mission Statement/Primary Responsibilities

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### MDT's Mission Statement

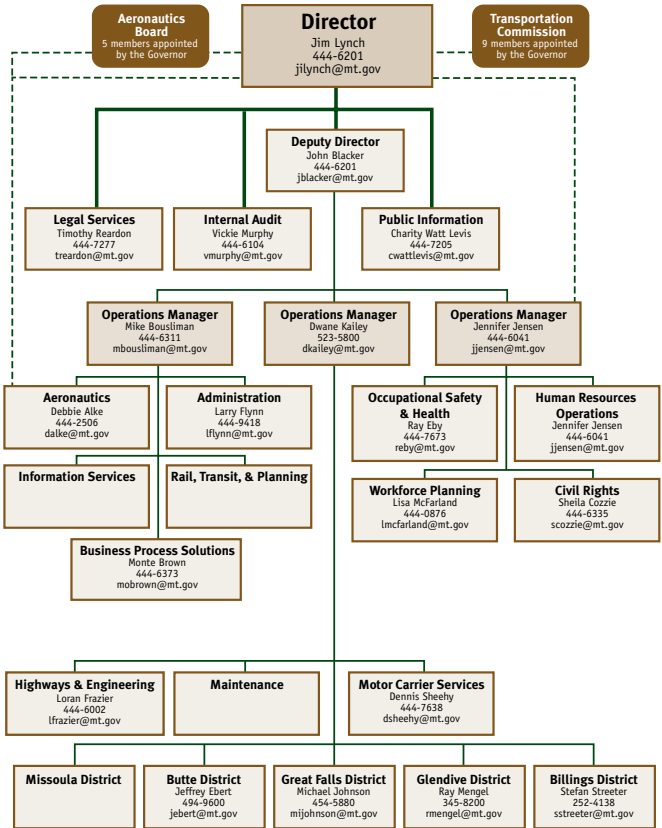
MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

### Primary Responsibilities

The 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

ph 444-6201 fx 444-7643  
TTY 444-7696 or 800-335-7592  
[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

ph 444-3423 fx 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

ph 444-2506 fx 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)

#### Motor Carrier Services

2550 Prospect Avenue  
PO Box 4639  
Helena, MT 59604-4639

ph 444-6130 fx 444-7670  
[www.mdt.mt.gov/mdt/  
organization/mcs.shtml](http://www.mdt.mt.gov/mdt/organization/mcs.shtml)

## Department Contact Information

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### More Information

#### Construction Project Bids

Chris Clearman 444-6213

Suzy Price 444-6211

Kevin Christensen 444-6008

[www.mdt.mt.gov/business/contracting/current\\_letting.shtml](http://www.mdt.mt.gov/business/contracting/current_letting.shtml)

#### Online Motor Carrier Permitting

[www.mdt.mt.gov/business/mcs/permit\\_online.shtml](http://www.mdt.mt.gov/business/mcs/permit_online.shtml)

For additional information, phone  
444-7262

Mon - Fri 8 am to 5 pm

#### 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 345-8254

#### Bicycle/Pedestrian Information

444-9273

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

#### Highway Map Orders

444-6119

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

	District Administrator	Maintenance Chief
<b>District 1</b>	vacant	Doug Moeller 523-5803
<b>District 2</b>	Jeffery Ebert 494-9600	Kam Wrigg 494-9627
<b>District 3</b>	Mick Johnson 454-5887	Dave Hand 454-5889
<b>District 4</b>	Ray Mengel 345-8212	Jack Peaslee - Bill Juve 233-3622 653-6709
<b>District 5</b>	Stefan Streeter 657-0268	Randy Roth 657-0217

## Contact Information

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### Other Contacts

#### Federal Highway Administration

Montana Division Office  
585 Shepard Way  
Helena, MT 59601

ph 449-5303 fx 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	889-3737
Port of Chief Mountain	653-3152
Port of Piegan	724-3212
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

### Tourist Information

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



## Road and Travel Information

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### **Travel Info**

For road and weather information  
dial 511 (in state) or 800-226-7623.  
You may also visit our 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 particular area.

The 511 system also provides tourism information for Glacier National Park and Travel Montana.

**Glacier Park** 1-406-888-7800  
**Yellowstone Park** 1-307-344-7381

## Other States' Road & Travel Numbers

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**Idaho** 1-888-IDA-ROAD  
1-888-432-7623  
**North Dakota** 1-866-696-3511  
**South Dakota** 1-866-MYSD511  
1-866-697-3511  
**Wyoming** 1-888-996-7623

## Montana Transportation Commission Members

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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
- Allocating federal-aid highway funds
- 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

## Transportation Commission Members

---

### District 1

Kevin Howlett  
PO Box 153  
Arlee, MT 59821  
745-3525  
yconko@thhs.cskt.org  
Term expires: 1-Jan-2011

### District 2

Rick Griffith  
135 Rye  
Butte, MT 59701  
494-3771 ext. 8 or 1  
rickg@butteairport.com  
Term expires: 1-Jan-2009

### District 3

Diann Seymour-Winterburn  
4385 Wylie Drive  
Helena, MT 59602  
227-1235  
dewinterburn@hotmail.com  
Term expires: 1-Jan-2009

### District 4

Nancy Espy (Chair)  
PO Box 326  
Broadus, MT 59317  
436-2588  
espy@midrivers.com  
Term expires: 1-Jan-2011

### District 5

Barb Skelton  
7256 Highway 3  
Billings, MT 59601  
245-4076  
skelgatz@earthlink.net  
Term expires: 1-Jan-2009

## Montana Aeronautics Board

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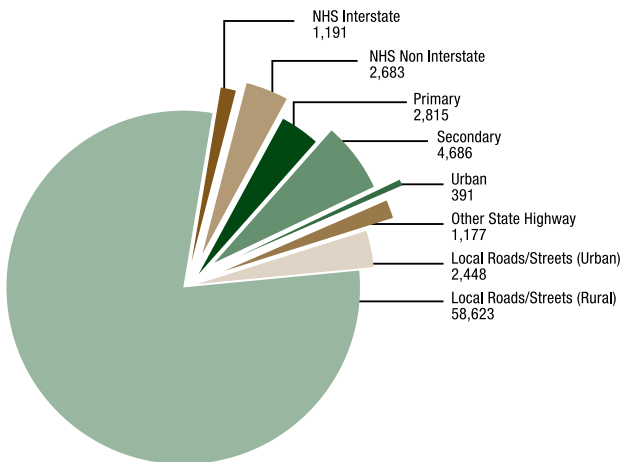
The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor for a four-year term. The Board acts in an advisory capacity to the department and has statutory authority over allocation of airport development loan and grant funds and pavement preservation grant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

---

Tricia McKenna (Chair) PO Box 11532 Bozeman, MT 59719 587-5166 tcub@montanadsl.net Term expires: Jan 2009 Represents: Chamber of Commerce	(817) 939-7321 robbzn@msn.com Term expires: Jan 2011 Represents: Airlines
Ted Schye (Vice Chair) PO Box 184 Fort Peck, MT 59223 228-4686 tedschye@yahoo.com Term expires: Jan 2009 Represents: Montana Pilots' Association	Fred Leistiko PO Box 7905 Kalispell, MT 59904 250-3065 fleistiko@centurytel.net Term expires: Jan 2009 Represents: Airport Manager
Roger Lincoln (Secretary) 15176 Hingham Road North Gilford, MT 59525 262-4953 rmbalinc@ttc-cmc.net Term expires: Jan 2009 Represents: Assoc. of Aerial Applicators	Chuck Manning PO Box 784 Lakeside, MT 59922-0784 751-3482 chuck.manning@gmail.com Term expires: Jan 2011 Represents: Education
Bill Hunt, Jr., Attorney PO Box 731 Shelby, MT 59474 434-3900 bhunt@3rivers.net Term expires: Jan 2009 Represents: League of Cities/Towns	A. Christopher Edwards 1601 Lewis Avenue, Suite 206 Billings, MT 59101 256-8155 chris@edwardslawfirm.org Term expires: Jan 2011 Represents: Fixed Based Operator
Robert Buckles 1037 Boylan Road #10 Bozeman, MT 59715	Fred Lark 414 East Boulevard Lewistown, MT 59457 707-5275 lark@lewistown.net Term expires: Jan 2011 At Large Member

## Centerline Road Mileage 2008



Source: MDT Road Inventory & Mapping Section

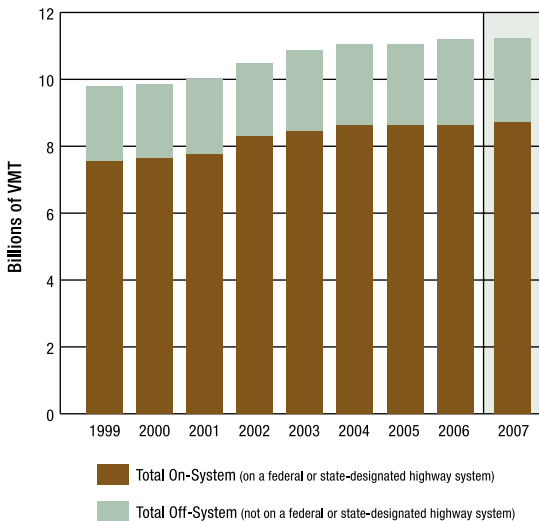
Billings has the most public road mileage of any incorporated city in Montana with 510 miles.  
Rexford has the least with 1.4 miles.

The busiest spot on Montana's roadways is on Main Street in Billings between Airport Road and Lake Elmo Drive where annual average daily traffic was 52,150 vehicles per day in 2007.

Of Montana's 56 counties, Yellowstone County had the most daily vehicle miles traveled in 2007, with 2,256,467; Petroleum County had the least with 26,486.

In 2007, 78.1% of Montana's on-system highway vehicle miles traveled were outside of our 15 urban areas.

## Statewide Annual Vehicle Miles of Travel (VMT)



2007	Miles	VMT
On-System	11,766	8.761 billion
Off-System	61,439	2.545 billion

Source: MDT Traffic Data Collection Section

## Montana's Highway Systems

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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.

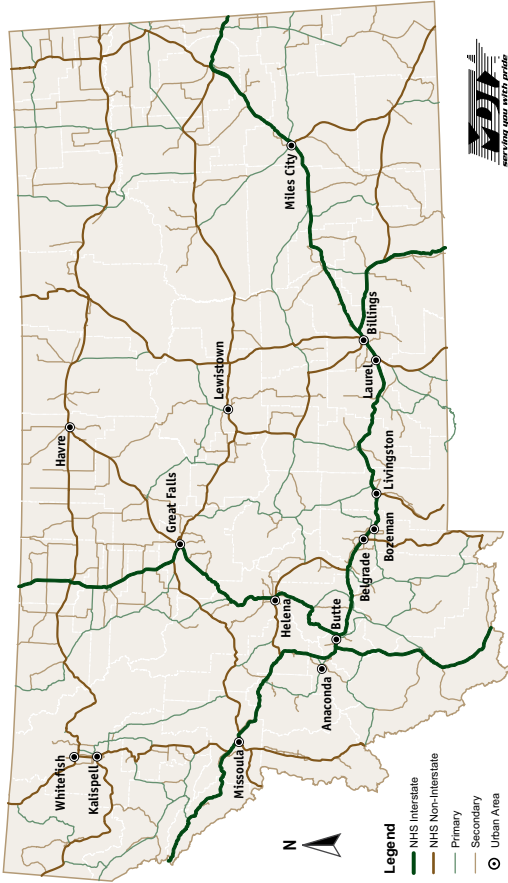
### State-Designated Highway Systems

- 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. They are selected by the Transportation Commission in cooperation with local government authorities.

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

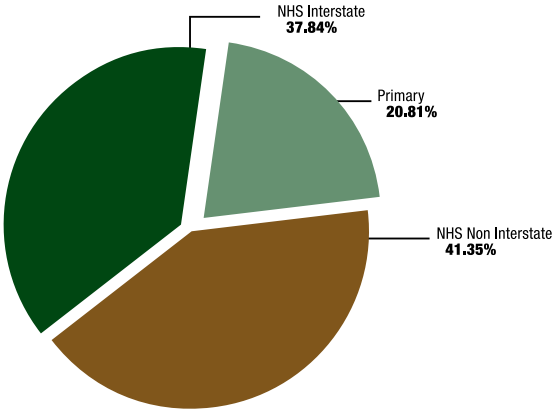
*Source: A Guide to Functional Classification, MDT Rail, Transit & Planning Division, 2004.*

# Highway System



## Passenger Car Traffic by System 2007

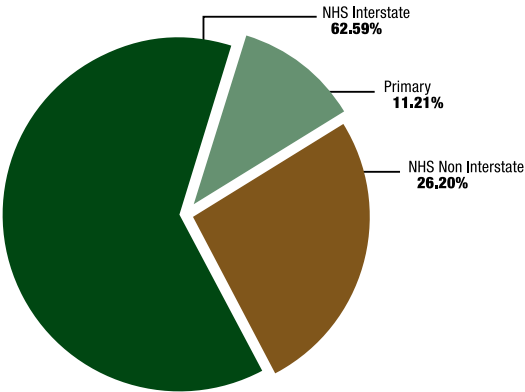
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Source: MDT Traffic Data Collection Section

## Commercial Truck Traffic by System 2007

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Source: MDT Traffic Data Collection Section



## Population Per NHS Mile

State	Population	NHS Miles	Pop Per Mile
Wyoming	522,830	2,955	177
North Dakota	639,715	2,728	234
<b>Montana</b>	<b>957,861</b>	<b>3,875</b>	<b>247</b>
South Dakota	796,214	2,939	271
Idaho	1,499,402	2,366	634
Utah	2,645,330	2,137	1,238
Colorado	4,861,515	3,565	1,364
<u>United States</u>	<u>305,986,357</u>	<u>163,062</u>	<u>1,877</u>
Washington	6,468,424	3,420	1,891
Hawaii	1,283,388	352	3,646
California	36,553,215	7,631	4,790

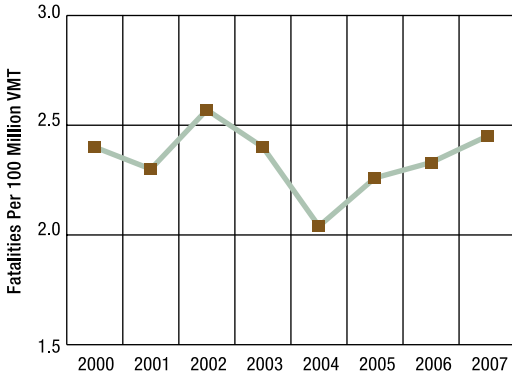
*Source: Highway Statistics 2006*

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



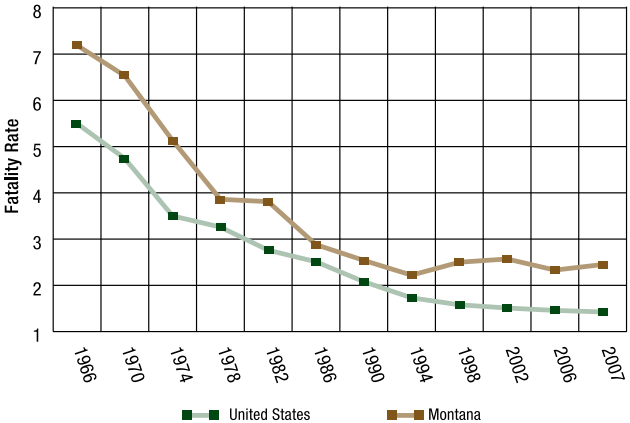
It is farther by highway from Yaak to Alzada (774 miles) than it is from Washington D.C. to Chicago, Denver to Las Vegas, Seattle to Reno, Atlanta to Chicago, Jacksonville to Washington D.C., or San Francisco to Salt Lake City.

## Fatality Rates



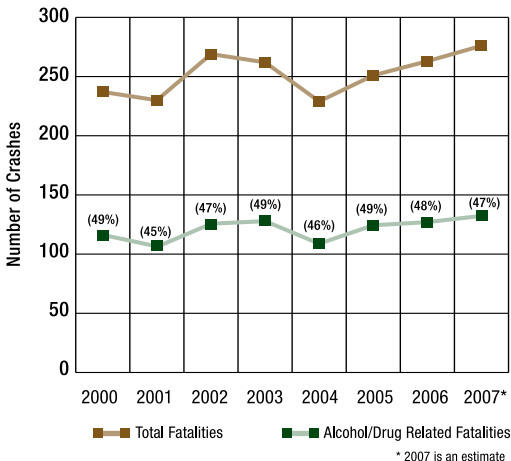
Source: MDT Highway Traffic Safety

## Montana vs. US Fatality Rates



Source: MDT Highway Traffic Safety

## Fatal Crashes and Alcohol/Drug Involved Fatal Crashes



Source: MDT Highway Traffic Safety

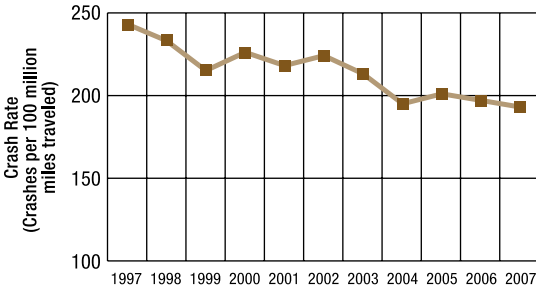
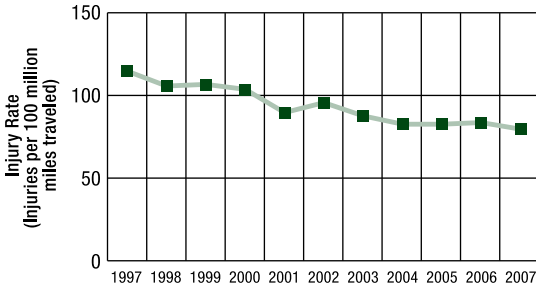
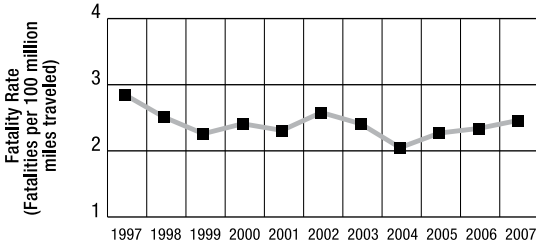
The number of drivers aged 55 and older involved in crashes in Montana has increased over the last 10 years.

Alcohol and drug-related crashes in Montana accounted for 10.4% of all reported traffic crashes in 2007 and 47% of all fatalities.

Drivers aged 18 to 24 are most likely to be involved in alcohol or drug-related crashes.

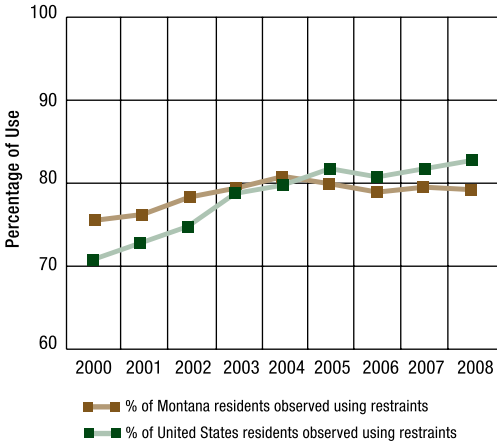
A motor vehicle crash is considered to be alcohol-related if at least one driver involved in the crash is determined to have had a blood alcohol concentration (BAC) of 0.01 g/dL or higher. The term 'alcohol-related' does not indicate that a crash or fatality was caused by the presence of alcohol.

## Statewide Fatality, Injury & Crash Rates



Source: MDT Highway Traffic Safety

## Seat Belt Usage



In 2007, 73.2% of rural crashes involved single-vehicle crashes in Montana while 88% of urban crashes involved two or more vehicles.

45%-50% of Montana occupant fatalities are caused by ejections from the vehicle.

In 2007, economic loss due to crashes in Montana was \$662 million; of this amount, \$178 million was due to alcohol-related crashes.

Male drivers are more likely to be involved in crashes than female drivers; however, the number of female drivers involved in crashes has increased over the past 20 years.

## 2007 Traffic Crashes Fast Facts

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Montana experienced 21,829 traffic crashes involving:

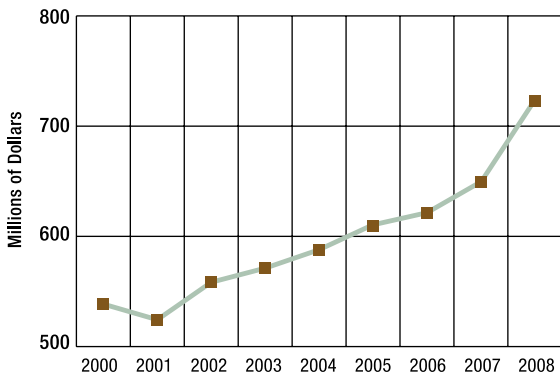
- **35,502 drivers**
- **1,223 trucks**
- **522 motorcycles**
- **60 school buses**
- **85 non-school buses**
- **6,534 14 to 20 year-old drivers**
- **11,268 occurred in Montana's towns or cities**
- **9,067 non-fatal injuries**
- **277 fatalities**

**ALSO:**

- **More crashes occurred on Fridays  
and in November**
- **Most fatal crashes were rollovers**
- **Most rollover fatalities were due to ejections**
- **Most ejections were due to non-use of seatbelts**

*Source: Montana Accident Reporting System with Montana Highway Patrol - 2007*

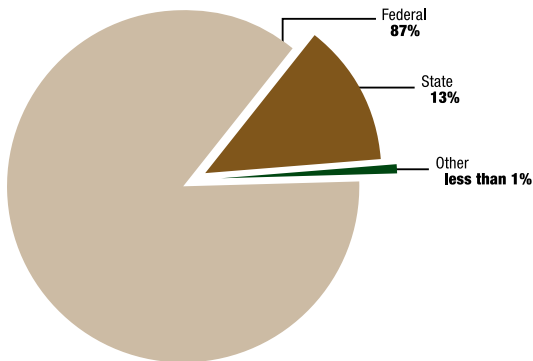
## MDT Total Revenue



Note: GARVEE bond proceeds (not shown) were received in 2005 and 2008 in addition to regular revenue received.

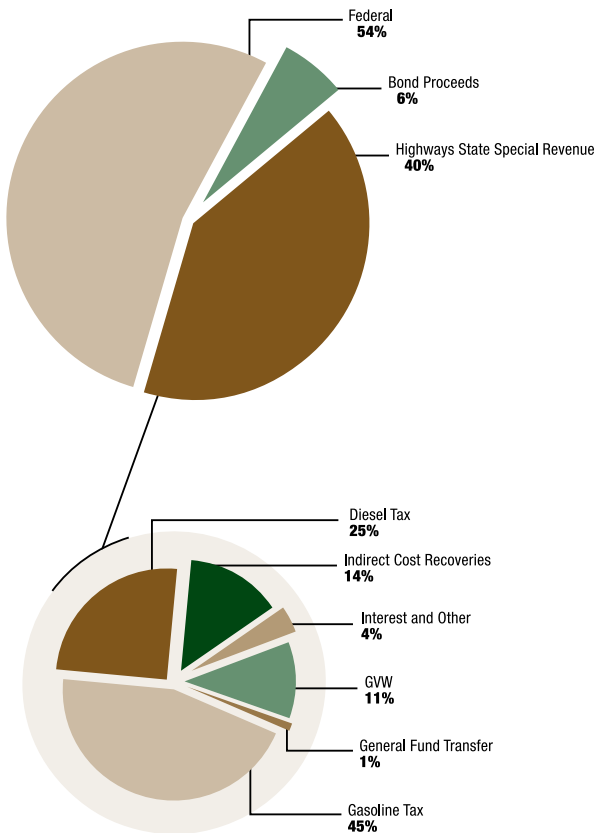
Source: MDT Administration Division

## MDT Highway Construction Program Revenue FY 2008



Source: MDT Administration Division

## MDT Revenue by Category FY 2008

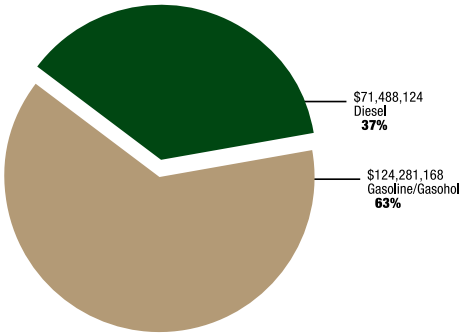


Source: MDT Administration Division



## Gross Motor Fuel Tax Receipts State FY 2008

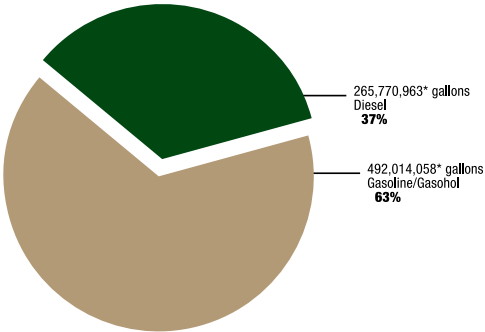
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Source: MDT Revenue Status Report, Highways State Special Revenue FY 2007

## Fuel Consumption State FY 2008

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\* As reported on the 551 FHWA report for FY 2008.

## Highways State Special Revenue Sources FY 2008

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**Diesel Tax**  
\$71,488,124.16

**General Fund**  
\$3,096,301.20

**Gasoline Tax**  
\$124,281,168.93

**GVW Fees**  
\$30,313,797.91

**Indirect Cost**  
\$40,184,678.84

**Interest**  
\$192,048.80

**Other**  
\$11,046,085.53

**Total**  
**\$280,602,205.37**

*Source: MDT Administration Division*

## Highways State Special Revenue Expenditures FY 2008

### MDT Expenditures

#### General Operations

\$21,181,010.14

#### Construction- State Match & Overhead

\$77,662,472.80

#### Construction- State Funded

\$3,826,896.00

#### Maintenance

\$96,447,687.00

#### Motor Carrier Services

\$6,232,860.00

#### Transportation Planning

\$2,883,624.61

#### Tribal Refunds\*

\$3,772,613.51

#### Local Government\*

\$16,766,000.00

#### Bond Principal and Interest

\$411,000.00

#### Long Range Building - MDT

\$1,072,583.05

#### Distributors' Admin. Allowance

##### 1% of Gas/Diesel Tax\*

\$2,040,290.81

#### Other

\$1,991,939.13

#### **\$234,288,977.05 Total**

-\$22,578,904.32 Less Refunds and Allocations\*

#### **\$211,710,072.73 Total**

### Non-MDT Expenditures

#### Long-Range Building - FWP

\$970,511.00

#### Dept. of Justice - Montana Highway Patrol

\$21,261,084.21

#### Dept. of Justice - Motor Vehicle Division

\$4,673,092.35

#### Dept. of Justice - MHP Prisoner Transport Costs

\$788,342.02

#### Dept. of Justice - Centralized Services Division

\$566,766.68

#### Dept. of Justice - IT Division

\$57,983.96

#### Dept. of Justice - Legal Services Division

\$86,900.00

#### Long-Range Building - A&E

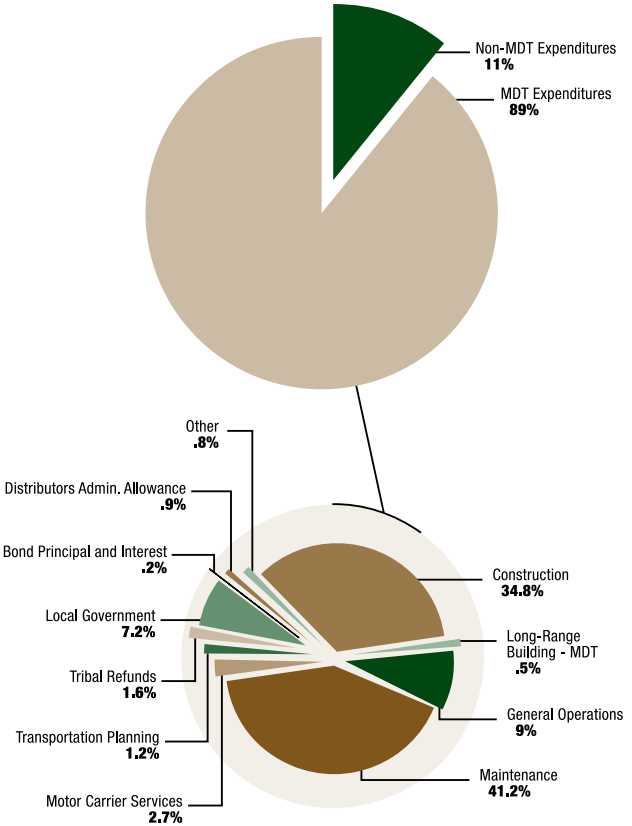
\$204,892.32

**\$28,609,572.54 Total**

**Total**  
**\$262,898,549.59**

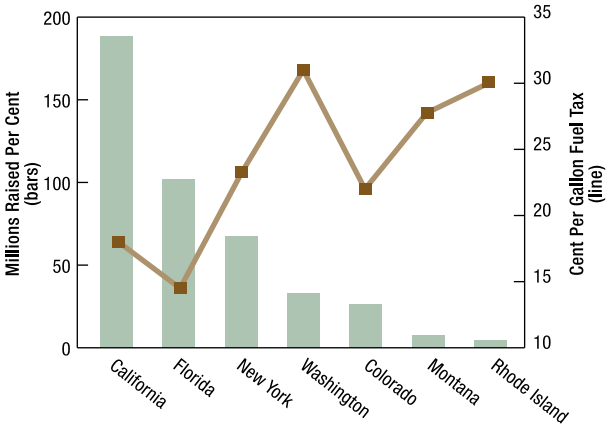
Source: MDT Administration Division

# Highways State Special Revenue Expenditures FY 2008



Source: MDT Administration Division

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



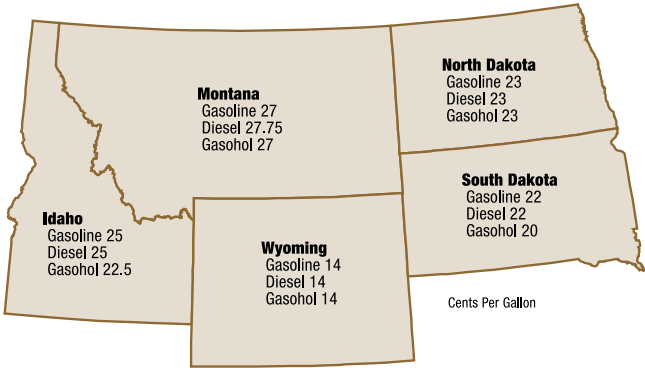
Source: FHWA Highway Statistics 2006

Montana's first Highway Commission was created in 1913. It included three members and had a yearly budget of \$5,000. At that time, prison inmates constructed roads.

Montana had 1.44 vehicles (private and commercial) per driver in 2006. Only two other states: Iowa (1.62) and North Dakota (1.49) had more vehicles per driver than Montana.

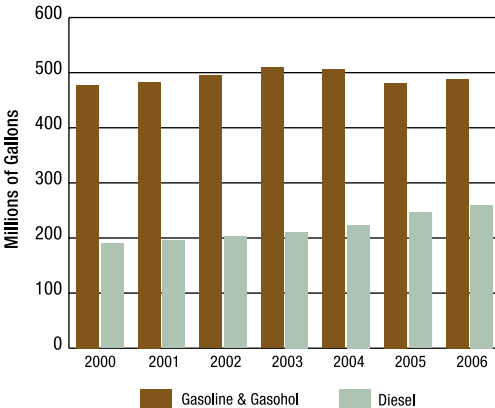
Flathead County has the most public road mileage of any county in Montana with 2,912 miles. Treasure County has the least with 305 miles.

## Gasoline, Diesel, & Gasohol Fuel Tax Rates Per Gallon



Source: FHWA Highway Statistics 2006/MDT Motor Fuels Tax Division

## Motor Fuel Consumption on Montana Highways



Source: FHWA Highway Statistics 2006



## Funding Programs

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### **Interstate Maintenance (IM)\***

This program finances projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System. (FFY 2009 federal funding allocation: \$36.5 million)

### **National Highway (NH)\*\***

National Highway funds can be used for Interstate Highway and other principal arterial routes on the National Highway System (NHS). (FFY 2009 federal funding allocation: \$108.9 million)

### **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. (FFY 2009 federal funding allocation: \$55.2 million)

- **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. (FFY 2009 federal funding allocation: \$25 million)

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

This program provides funds for improvements on the Urban Highway System in Montana's 15 urban areas. Funds are typically used to resurface, restore, and rehabilitate existing facilities; improve operations; and for bicycle and pedestrian facilities. (FFY 2009 federal funding allocation: \$9.4 million)



## Funding Programs

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- **Surface Transportation Program for Other Routes (Off-System) (STPX)\*\***  
"Other routes" includes highways the state maintains that are not minor collectors or local roads and are not on a defined highway system. (Not funded for FFY 2009)
- **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. (FFY 2009 federal funding allocation: \$11 million)
- **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. (FFY 2009 federal funding allocation: \$3.5 million)
- **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. These funds are distributed based on need. (Not funded for FFY 2009)
- **Surface Transportation Enhancement Program (STPE)\*\***  
In Montana, this program is known as the Community Transportation Enhancement Program (CTEP). A partial list of projects eligible for STPE funding includes bicycle and pedestrian facilities, historic preservation, and scenic beautification. This unique Montana program allocates funds to local and tribal governments according to a formula based on population. Projects are selected by local and tribal officials. (FFY 2009 federal funding allocation: \$5.4 million)

## Funding Programs

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### **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. (FFY 2009 federal funding allocation: \$11.1 million)

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.

### **Bridge Replacement and Rehabilitation Program (BR)\*\***

This program helps pay for rehabilitating and replacing deficient bridges. (FFY 2009 federal funding allocation: \$26 million)

### **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: 91.24%*  
*State Share: 8.76%*

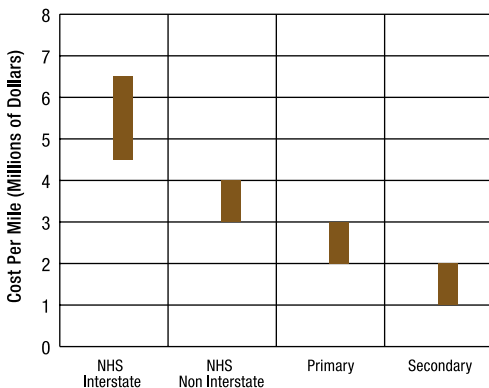
\*\* *Federal Share: 86.58%*  
*State Share: 13.42%*

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

*Sources: STIP 2008-2012, Montana Department of Transportation, Statewide Transportation Improvement Plan, Final Version, July 2008*

## 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 2008. It should also be noted that the price of building a road varies with the terrain. It costs more to build roads in the mountainous areas of western Montana than in the prairies of eastern Montana.



Source: MDT Project Analysis Bureau

### Increasing Highway Construction Costs

Highway and street construction costs increased by 72% from 2004 thru 2008, compared to the general inflation of 18% in the same period.

Source: BLS, PPI Highway and Street Construction; CPI-U. Jan 2004-Sept 2008

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

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

### **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 sends out news releases and holds public hearings. 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 also holds formal public hearings.

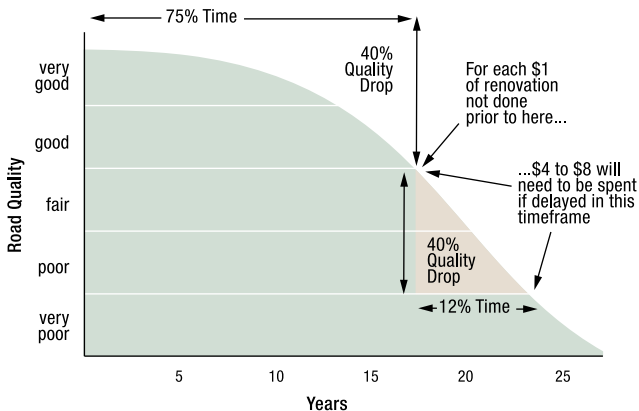
### **Right-of-Way Phase – 6 to 12 months**

In this phase, MDT's Right-of-Way Bureau 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 contract, and construction begins.

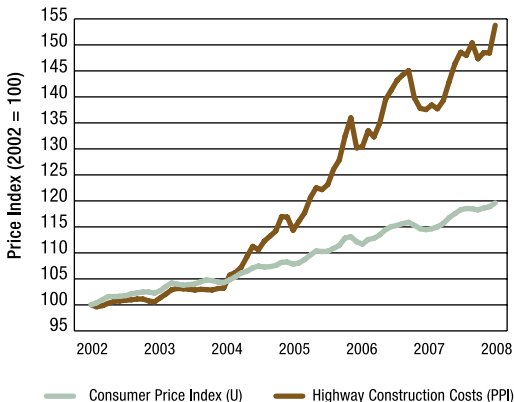
## Road Deterioration vs. Time



Timely maintenance is the key to getting the maximum life from our pavements. For every dollar not spent on timely preventive maintenance, \$4 to \$8 will be needed for complete reconstruction a few years later.

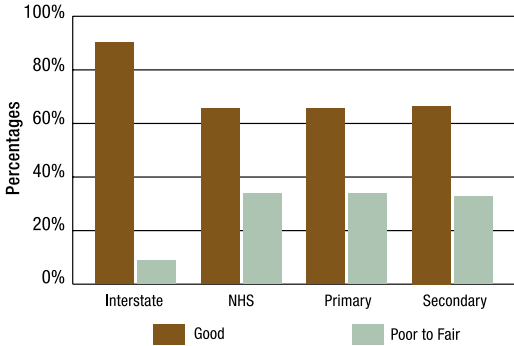
Source: MDT Pavement Management System

## Construction Expenditure Impacts of Inflation



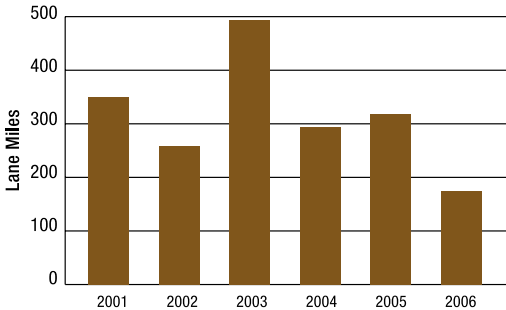
Source: MDT Rail, Transportation and Planning

## 2008 State Highway Physical Condition



Source: MDT Pavement Management System

## Yearly Rehabilitation\* Lane Miles

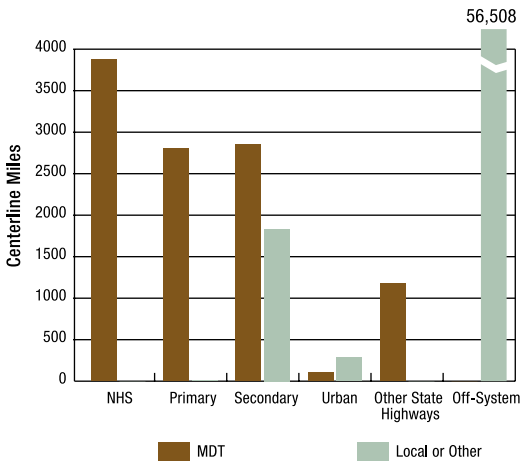


\*Rehabilitation extends the useful life of a highway through pavement structure improvement. Preservation work does not include construction or pavement preservation. Projects are classified as either minor or major rehabilitation. A minor rehabilitation project may mill less than or equal to 60-mm without exposing gravel base, then overlay 60 – 90 mm. A major rehabilitation project may mill more than 60 mm or may expose base gravel which can then be treated or modified.

Asphalt rehabilitation projects may also include widening/overlay, recycle/relay and pulverize/overlay.

Source: MDT Pavement Management System

## Maintenance Responsibility by System



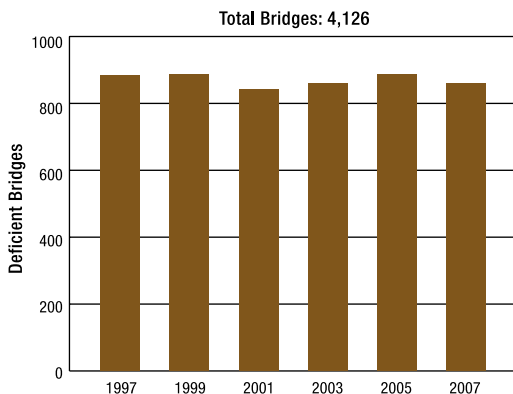
Source: MDT Data and Statistics Bureau

MDT produces the official Montana Highway Map in cooperation with Travel Montana. Nearly 2 million copies of the 2007-2008 map were printed.

MDT has 127 maintenance crews located throughout the state. Each winter MDT crews cover about 3 million miles of road while plowing, sanding, and applying deicing chemicals – the equivalent of driving around the world 120 times.

In fiscal year 2007, MDT crews spread 239,180 cubic yards of sand and 3,782,691 gallons of deicer.

## Deficient Bridges On and Off the 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

## 2008 Bridges on State Highway System by Functional Classification as of 8/6/08

Functional Classification	Total Bridges	Rehabilitation Needed	Replacement Needed
Principal Arterials (Interstate)	804	81	0
Other Principal Arterials	431	28	13
Minor Arterials	507	29	20
Collector	471	41	7
Local	214	8	8
<b>Total</b>	<b>2,427</b>	<b>187</b>	<b>48</b>

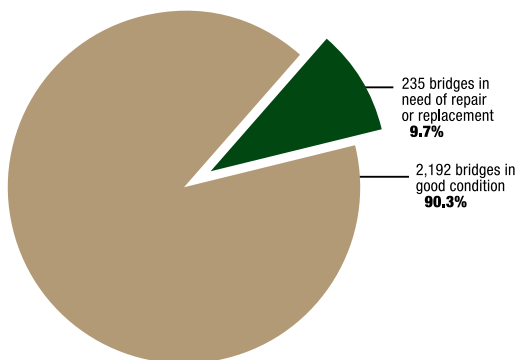
Source: MDT Bridge Bureau



## 2008 State Highway Bridges in Need of Repair or Replacement

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Total State Highway Bridges: 2,427

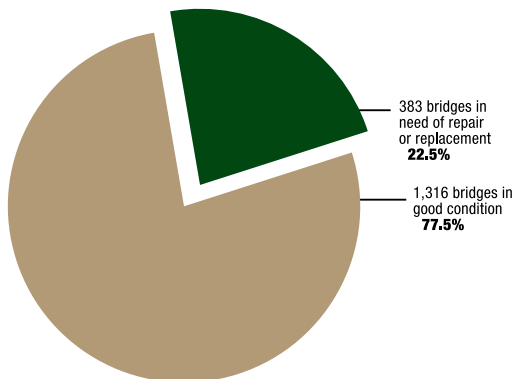


Source: MDT Bridge Bureau

## 2008 Non-State Highway Bridges in Need of Repair or Replacement

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Total Non-State Highway Bridges: 1,699



Source: MDT Bridge Bureau

## 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 95 percent 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 primarily funded by a two cents per gallon tax on general aviation fuel. On average, approximately \$350,000 is available each year for grants.

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

## 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 Montana's air carrier airports. Any Montana airport with primary commercial (FAR part 121) air carrier service is automatically offered a pavement preservation grant. The amount available each year is divided evenly among all eligible airports. Pavement preservation grants are for typical pavement preservation and related projects. Typically, the pavement preservation fund has approximately \$80,000 available each year.

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

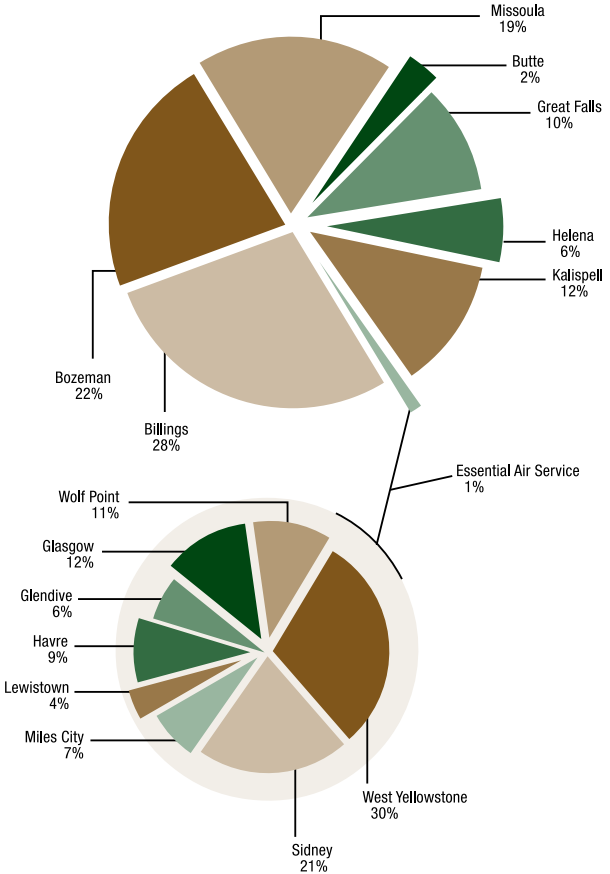
Montana has over 3,900 registered aircraft and over 1,750 registered pilots.

In FY 2007, scheduled airlines carried more than three million passengers to and from Montana airports.

Montana has 14 state-owned airports, 121 public-use airports, and over 350 private-use airports.

The Aeronautics Air Search and Rescue Program has over 300 Montana volunteer pilots and aircraft to assist in their mission.

# 2007 Enplanements Commercial and Essential Air Service



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

*Sections 5309, 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 69 recipients of this funding with an inventory of 160 vehicles. Successful applicants for 5311 funding receive capital equipment that is 86 percent federally funded and matched with 14 percent local funds. Other funds may be available for capital at 80 percent federal and 20 percent 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 percent of operating costs, 70 percent of administration costs, 80 percent of maintenance costs, and 86 percent of capital costs. Remaining funding must come from the local recipient. Montana has 33 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 operating assistance to eligible organizations that provide transportation to the elderly and persons with disabilities. State funds pay 54 percent of the operating costs, 70 percent of administrative costs, and 80 percent of maintenance costs. The remaining funding must come from the local recipient. State law gives preference to applicants that develop a coordinated system in their community or 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 percent of the request with federal funds.

### Metropolitan Planning and State Planning and Research Programs

*Sections 5303 and 5313*

These programs are the principal sources of federal financial assistance to help urban (5303) and rural (5313) 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 5303 funds for planning.

### Job Access Reverse Commute (JARC)

Congress established the JARC program to improve access to employment and employment-related activities for welfare recipients and eligible low-income individuals. The program requires coordination of federally-assisted programs and services in order to make the most efficient use of federal resources. A 50 percent match is required.

## Transit Funding Programs

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### New Freedom

The New Freedom formula grant program provides additional tools to overcome barriers facing Americans with disabilities who are seeking to integrate into the work force and to fully participate in society. Eligible programs must be new as of August 10, 2005, and above and beyond current ADA requirements. The program requires coordination of federally-assisted programs and services in order to make the most efficient use of federal resources. A 50 percent match is required.

*\*Montana's three urbanized areas are Billings, Missoula and Great Falls.*

In FY 2008, Montanan transit providers traveled over 9,900,000 miles providing public transportation. That is equivalent to 16,500 trips across Montana (or 20 trips to the moon and back).

In FY 2008, Montana transit providers gave over 1,500,000 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 36 by FY 2008.

Bicycles are considered a vehicle and bicyclists should obey the same vehicular and traffic laws that apply to other operators.

Bicycles are part of the traffic mix and should be ridden in the same direction as all other traffic.

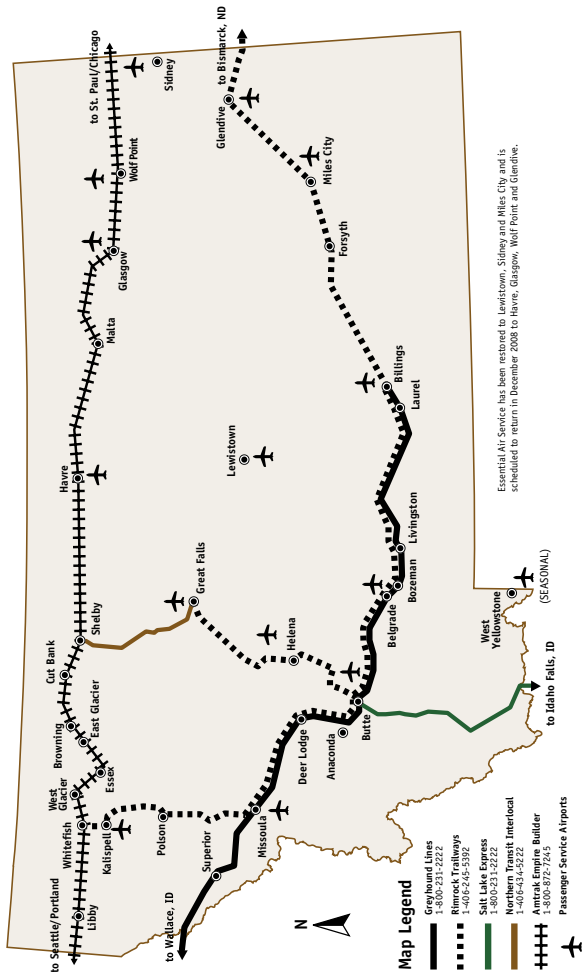
## FY 2008 Annual Transit System Ridership

RURAL		
1	Big Dry Transit	2,331
2	Big Sky Transportation District	104,055
3	Big Sky Transportation District - Link	40,774
4	Bitterroot Bus	8,133
5	Blackfeet Nation Dept of Transportation	29,150
6	Butte Silver Bow Transit	163,492
7	Confederated Salish & Kootenai Tribes	22,147
8	Dahl Memorial Healthcare Assoc. (Carter Charter)	865
9	Daniels County Transportation	1,280
10	Dawson County Urban Transportation	13,062
11	Fallon County COA	6,673
12	Fergus County COA	17,311
13	Flathead - Eagle Transit	57,931
14	Fort Peck Transportation	72,972
15	Glen-Wood, Inc. - Quality Transit	24,082
16	Granite County Medical Center	310
17	Helena Area Transit Service	125,034
18	HRDC/Galavan/Streamline	236,346
19	Lake County COA	5,418
20	Liberty County COA	12,209
21	Lincoln County Transportation Service	52,046
22	Mineral County Pioneer Council	262
23	Northern Transit Inter-Local	2,112
24	Phillips County Transit Authority	36,624
25	Powder River Transportation	6,303
26	Richland County Transportation	30,262
27	Sanders County COA	6,990
28	Sela Senci Center	890
29	Toole County Transit	574
30	Valley County Transit	55,782
31	West Yellowstone Foundation	4,748
32	Whitehall Senior Citizens	29,010
URBAN		
1	Great Falls Transit	438,214
2	Met Transit - Billings	719,973
3	Mountain Line - Missoula	812,520
<b>Total</b>		<b>3,139,885</b>

*Source: MDT Transit Section*



# Intercity Passenger Transportation in Montana



## Montana's Rail Infrastructure and Volumes

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Montana has approximately 3,270 miles of main-line track in 2008 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. 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 by tonnage as follows:

- 44% by truck,
- 8% by rail,
- 47% by pipeline, and
- less than 1% by other.

For shipments originating in Montana,

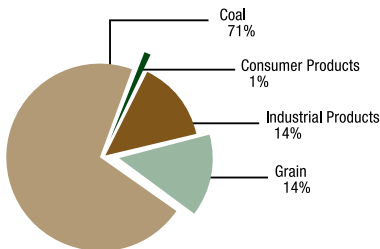
- 9% are shipped by truck,
- 63% by rail,
- 27% by pipeline, and
- 1% by other.

In 2007:

- 53% of Montana's freight rail traffic was through-traffic,
- 42% originated in Montana destined for another state,
- 3% originated in another state destined for Montana,
- <2% originated and terminated in Montana.

BNSF Railway, Montana's largest freight carrier, operates on 1,924 miles of main-line track and in 2007 handled 2,137,895 carloads of freight in Montana. Of these carloads, 42,391 terminated in Montana and 381,102 originated in Montana carrying the following:

## Montana's Rail Infrastructure and Volumes



### 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 2007, the Empire Builder recorded 153,171 boardings and alightings in Montana with Whitefish serving 44% of those passengers. website: [www.amtrak.com](http://www.amtrak.com)

### 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
- Dakota, Missouri Valley & Western (DMVW)

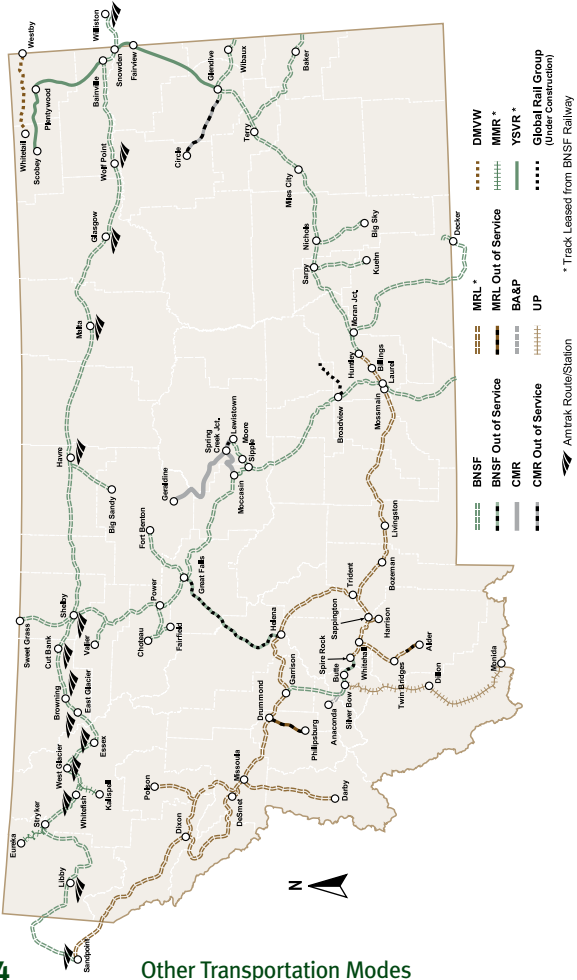
#### Class III Railroads – Local

- Central Montana Rail (CMR)
- Butte, Anaconda and Pacific Railway (BA&P)
- Mission Mountain Railroad (MMR)
- Yellowstone Valley Railroad (YSVR)

#### Sources:

- Montana Amtrak Fact Sheet for 2007, Amtrak Government Affairs, 2008
- BNSF Office of Government Affairs, 2007
- Association of American Railways (AAR) – Railroad Service in Montana - 2008
- Freight Analysis Framework 2.2, state summary information, FHWA, Office of Freight Management and Operations
- Senate Bill 315 Rail Freight Competition Study prepared by R.L. Banks & Associates for the Governor's Office of Economic Opportunity, 2004

# 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 unit is 55 feet.

Semi-trailer, trailer or double semi-trailer combined length in a truck-tractor and semi-trailer, trailer, or double semi-trailer combination including the connecting mechanism is 81 feet.

No combination of vehicles may consist of more than three single 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.*

MDT weighed 809,985 trucks in 2007.

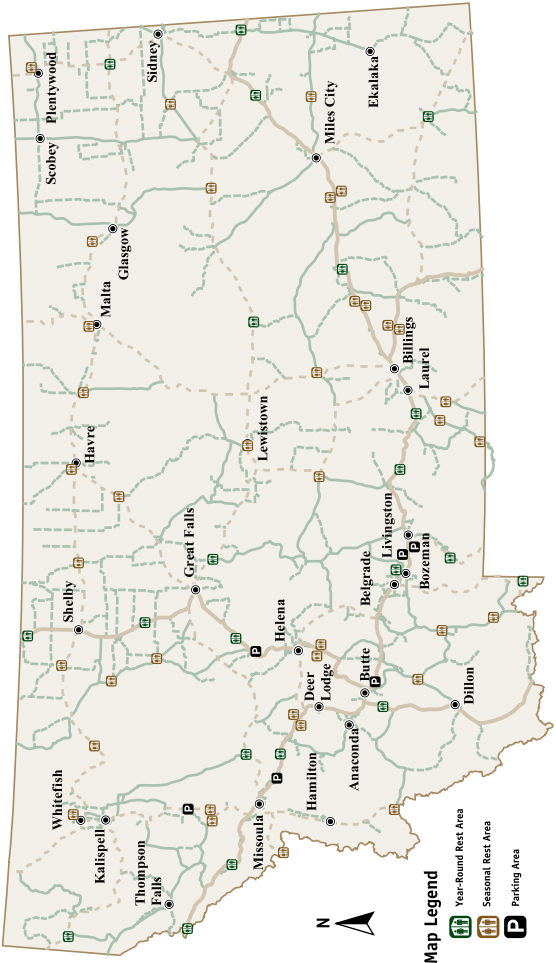
In 2007, Montana safety inspectors and peace officers conducted 34,191 commercial vehicle safety inspections across the state.

3,700 permits were issued in 2007 via the Internet netting \$495,045.

79,408 total permits were issued in 2007 netting \$5,699,240.

9,953 Power Units (tractor or truck used to pull a trailer) were based in Montana and licensed through the International Registration Plan (IRP).

# 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. The 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 the 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:

**Alice Flesch, ADA Coordinator**

(406)444-9229 (voice) or 1-800-335-7592 (TDD)

Montana Relay - 711

P.O. Box 201001

2701 Prospect Avenue

Helena, MT 59620-1001

Office hours: Monday-Friday 8:00 a.m. – 5:00 p.m.

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

1,000 copies of this public document were published at an estimated cost of \$2.15 per copy, for a total cost of \$2,150.00, which includes \$2,150.00 for printing and \$.00 for distribution.

