About MDT

MONTANA DEPARTMENT OF TRANSPORTATION MISSION

MDTõS 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

HIGHWAY TRAFFIC SAFETY
ROAD/BRIDGE DESIGN AND CONSTRUCTION
HIGHWAY, BRIDGE, AND REST AREA MAINTENANCE
MOTOR FUEL TAX COLLECTION AND ENFORCEMENT
VEHICLE WEIGHT AND DIMENSION LAWS ENFORCEMENT
STATE MOTOR POOL MANAGEMENT
MATERIALS DESIGN AND TESTING
PROPERTY ACQUISITION
FISCAL PROGRAMMING AND COST ACCOUNTING
CONTRACT ADMINISTRATION
OUTDOOR ADVERTISING CONTROL ACT ENFORCEMENT
PUBLIC TRANSPORTATION AND RAIL PROGRAMS AND PLANNING
GENERAL AVIATION AIRPORT PLANNING
AIR SEARCH AND RESCUE

Montana Aeronautics Board

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:
Tricia McKenna, Chair
Chris Edwards, Vice Chair
Robert Buckles
Bill Hunt, Jr.
Fred Lark
Fred Leistiko
Roger Lincoln
Dan Hargrove
Walt McNutt

MAINTAINS 25,000 LANE MILES

OWN AND OPERATE 15 AIRPORTS

OWN 1 RAILROAD OPERATED BY CENTRAL MONTANA RAILROAD

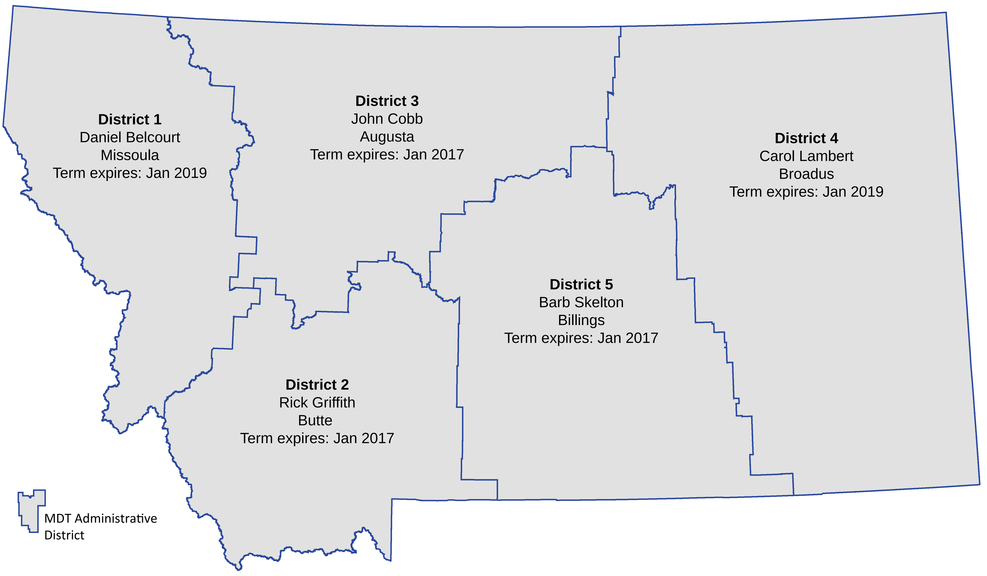
ADMINISTER FEDERAL FUNDS FOR 40 TRANSIT PROVIDERS

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:

- 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



MONTANA DEPARTMENT OF TRANSPORTATION

Fund it

On the road...

MDT is funded primarily through
State and Federal special revenue sources.

The **Highways State Special Revenue Account** and reimbursements received from Federal agencies such as the Federal Highway Administration for highway construction and related activities are the main sources.
Another major state special revenue account managed by MDT is the **Aeronautics Fund.**

MDT's funding sources, totaling about $700 million annually, are used to:
- plan, build, maintain and operate Montana's highway infrastructure
- service Montana's aviation community
- administer motor carrier size and weight and
- administer motor fuels tax programs

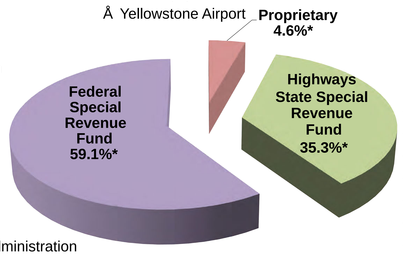
and more.

MDT has just more than 2,100 Full Time Equivalents (FTEs)

Primary Revenue Sources

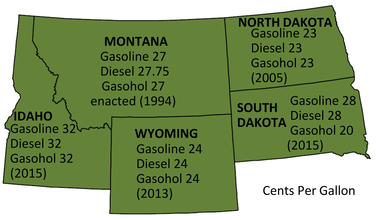
Federal Special Revenue Funds
- Federal Highway Administration (FHWA)
- Federal Aviation Administration (FAA)
- Federal Transit Administration (FTA)
- National Highway Traffic Safety Administration (NHTSA)
- Federal Motor Carrier Safety Administration (FMCSA)

Proprietary Funds
- State Motor Pool
- MDT Equipment
- Yellowstone Airport



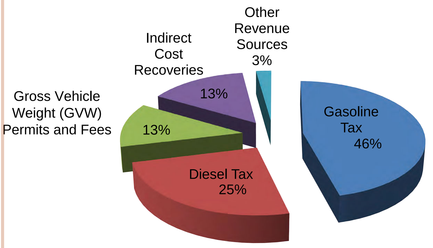
Highways State Special Revenue Account
- Highways
- Restricted/Non-restricted
- Aeronautics
- Administration/Grants/Loans/Pavement Preservation
- Other State Special
- Unified Carrier Registration (UCR)
- TransADE
- DUI Prevention
- FTA Local match

Fuel Tax Rates for Surrounding States are Comparable



Cents Per Gallon

MDT Revenue Sources



MDT receives no money from the General Fund.

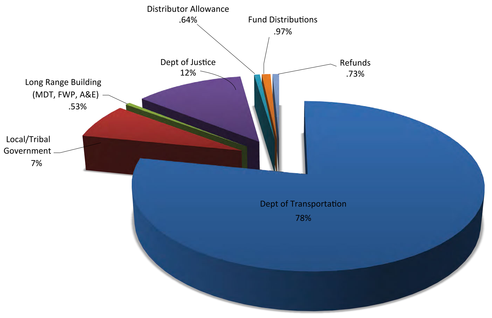
Primary Users of Highway Revenue

Department of Transportation
- State Match for Federal Aid Construction and Preconstruction Programs (approx. 13% state match rate)
- Winter Maintenance
- Pavement Preservation
- Motor Carriers Services
- Administrative Costs

Department of Justice
- Highway Patrol
- Motor Vehicle Division
- Centralized Services
- Information Technology Service
- Forensic Science
- Criminal Investigation
- Law Enforcement Academy

Local/Tribal Governments
- Statutory Distribution of fuel tax to cities and counties
- Revenue Sharing Agreements with all Tribes

Other Distributions
- Long Range Building Appropriation to Fish Wildlife & Parks
- Petroleum Distributors
- Refunds for off-road use
- Statutory distribution for off-road use
- State park facilities for motor boats
- Snowmobile facilities, safety, education, and enforcement
- Off-highway vehicle facilities, safety, education, and damage repair
- Aviation facilities and safety



Highways State Special Revenue Account Distribution

The Highways State Special Revenue Account is Constitutionally Restricted for:
- Payment of obligations incurred for construction, reconstruction, repair, operation, and maintenance of public highways, streets, roads, and bridges.
- Payment of county, city, and town obligations on streets, roads, and bridges.
- Enforcement of highway safety, driver education, tourist promotion, and administrative collection costs.

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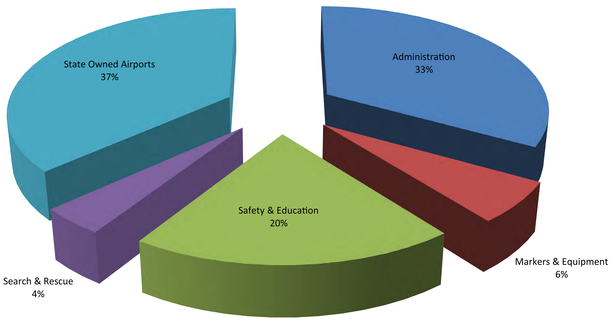
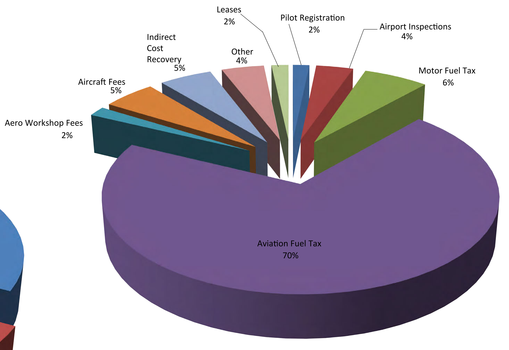
On the road... Fund it

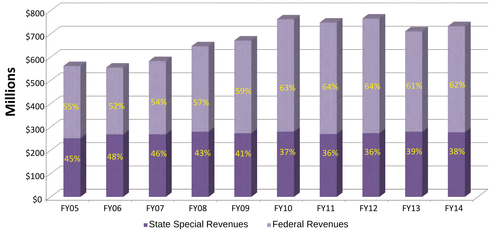
FY 2014 Aeronautics State Special Revenue Uses



FY 2014 Aeronautics State Special Revenue Sources

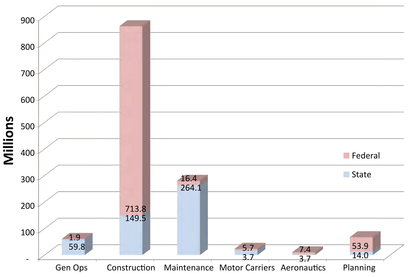


MDT State & Federal Revenue Comparison FY05 through FY14



More than half of MDT's funding is from Federal sources

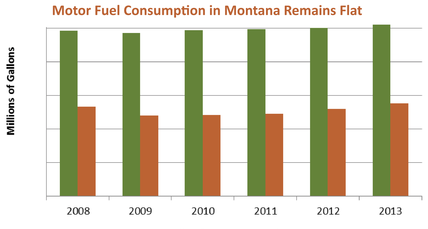
MDT 2017 Biennium Budget



MDT vigilantly invests in transportation infrastructure so that Montanans can get to their jobs, healthcare,shopping, recreation, and daily activities without giving roads and bridges a thought. MDT focuses on preserving highway assets first, because reconstructing infrastructure costs much more. Over the next decade, available funds will cover less than a third of the projected $15.8 billion in Montana transportation needs.

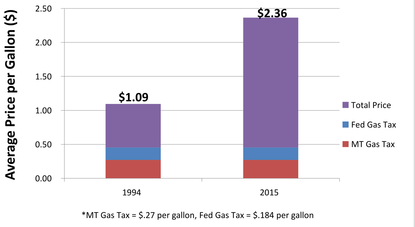
If funding on a state and federal level do not increase, Montanans need to be prepared for rougher roads, new needs going unmet, and tough transportation decisions in local communities.

Motor Fuel Consumption in Montana Remains Flat



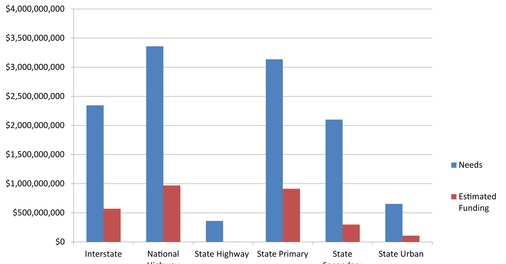
Source: FHWA Highway Statistics 2013 and MDT Motor Fuel Tax Section

US Gasoline Cost 1994 vs 2015



Unmet Needs

10 Year Estimated Need by System vs. Estimated Funding



Fuel Tax Cost Comparisons

Cost to Drive . . .

In Montana, a driver on average contributes about $3.50 to $5.00 a week in fuel taxes for maintaining and constructing Montana highways.

Compared to Average Cost of . . .

Gallon of Milk $3.99
Latte $4.00
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

As of 12/2004

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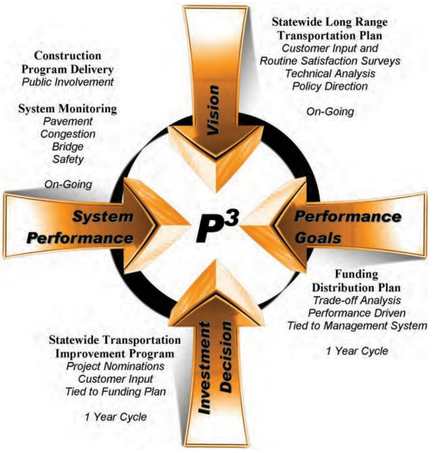
On the road... Plan it

MDT TAKES GREAT PRIDE IN DOING THE BEST WE CAN WITH LIMITED DOLLARS

PERFORMANCE PROGRAMMING PROCESS - P3

MDTõs asset management system to maximize the life of Montanaõs highway system (the asset) in the most cost effective way



Fund Allocation Within the Transportation Planning Umbrella

TranPlanMT
Moving Montana Forward. Together.

P3 Policy Direction Comes From
TranPlanMT ï 20 year policy goals and actions based on extensive and ongoing public and stakeholder involvement

Key Policy Areas:
Access Management & Land Use Coordination
Bicycle and Pedestrian Transportation
Economic Development
Public Transportation
Roadway System Performance
Traveler Safety

Å MDT and the Transportation Commission rely on P3 to help determine the best system-wide mix of funding for work types--**Resurfacing, Rehabilitation,** and **Reconstruction**.

Å P3 starts with direction from the public and stakeholders, captured in TranPlanMT, Montanaõs long range transportation policy plan, and biennial surveys.

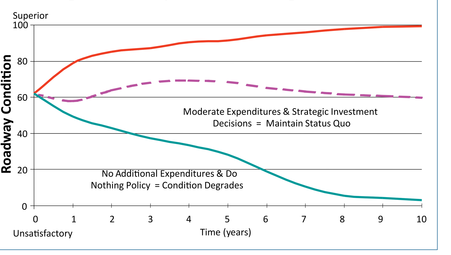
Å **P3 allows MDT to develop and implement an optimal - fiscally constrained highway funding plan**. This process annually evaluates investment alternatives through trade-off analysis to determine a cost effective distribution of funds that achieves highway performance goals for **pavement, bridge, congestion** and **safety**.

Å Funding is distributed by **district**, **highway system**, and **type of work**.

Major features of asset management:
Å Goals linked to policy objectives
Å Performance measures are measurable
Å Analysis and evaluation are data driven
Å Results inform investment decisions
Å Monitoring and feedback

Asset Management Predicts Performance

Montana must continue to increase investment in our roads – even moderately – if performance is to remain in acceptable ranges. The blue-green line shows how the highway system would degrade if an adequate level of funding is not maintained.



P3 Provides Ideal Project Mix
Resurfacing and Rehabilitation Stretch Resources
Reconstruction Work Needed When Useful Life is Over
Ideal Mix = Best Package to Meet Performance Goals

Reconstruction

Resurfacing

MDTõs strategy of the ñright treatment at the right timeò is key to preserving our infrastructure investment.

Å P3 provides a way to demonstrate what is likely to occur at various project mix funding scenarios.

Å Proposed projects must address a specific transportation need and contribute to the overall transportation system performance goals.

Å MDT tracks the actual performance of the highway system after the investments are made to hone the predictive capacity of the management systems and MDTõs overall accountability. Ride quality, traffic volume, bridge deck condition, and crashes are just a few of the many characteristics tracked.

Å P3 provides a mechanism to monitor predicted versus actual performance and a way to fine-tune investments over time.

P3 maximizes the bang for the buck in highway work ensuring funding goes to the highest and most cost-effective needs statewide.

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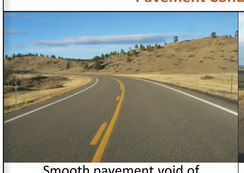
On the road... Plan it

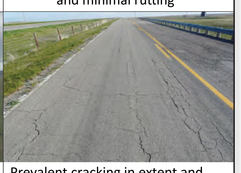
Pavement Condition Analysis



Smooth pavement void of cracking distress and rutting

Visible traffic wear with Low severity cracking and minimal rutting

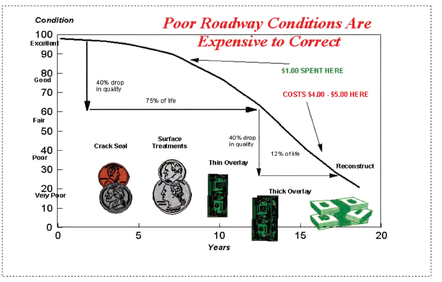
Moderate cracking in extent and severity, slight rutting and aggregate loss



Prevalent cracking in extent and severity, heavy rutting, patching

Asset Management Results

"The Right Treatment at the Right Time"



How are we doing...

GOAL AREAS:

- Pavement Condition
- Bridge Condition
- Congestion
- Safety

RESULTS:

- Goals achieved
- Equality of Pavement Condition Achieved
- Understanding of -
  - Condition of our Assets
  - Consequences of Investing or Not Investing
- Optimal Fund Plan
- Accountability & Conformity with State Statues

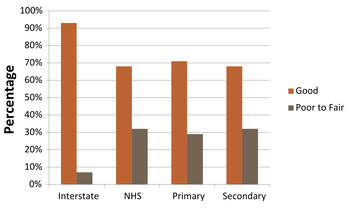
PEW Center on the States and the Rockefeller Foundation cited Montana as leading the way in having essential tools needed to help decision makers choose more cost effective transportation funding and policy options. (2011)

P3 received national recognition through:

- **2008 National Transportation Planning Excellence Awards**
- **2011 Report on the Performance of State Highway Systems**

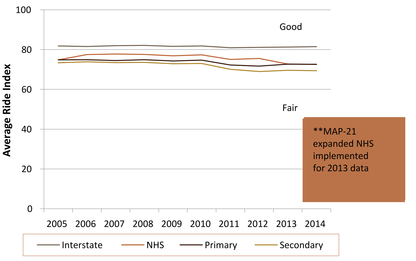
PAVEMENTS

2014 State Highway Overall Pavement Condition Summary



Majority of pavement is in good condition.

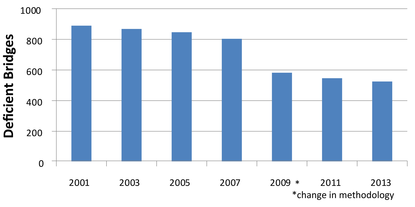
MDT Ride Condition Summary



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.

BRIDGE

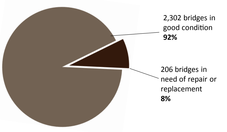
Deficient Bridges On and Off State Highway System



Number of deficient bridges is decreasing.
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.)

2014 State Highway Bridges in Need of Repair or Replacement

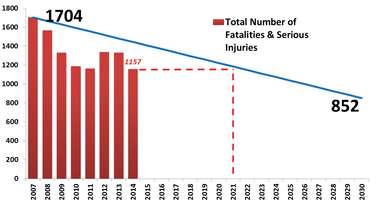
Total State Highway Bridges: 2,508



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

SAFETY

Montana's Highway Safety Goal
Annual Fatalities and Serious Injuries
Reduce fatalities and serious injuries in Montana by half in two decades, from 1,705 in 2007 to 852 by 2030



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On the road... Build it

HOW LONG DOES IT TAKE TO BUILD A ROAD?

LONG-RANGE PLANNING

DEVELOPMENT PHASE
12 Months
Project Nominations
Analysis based on statewide plans and performance objectives
Public involvement
Approvals (Commission, STIP, Conformity, FHWA)

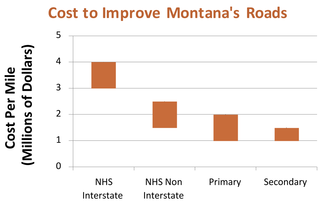
SURVEY PHASE
8-24 Months
Environmental Begins
Engineering, Traffic Noise & Air Quality Studies

DESIGN PHASE
15-24 Months
Final Environmental Document
Electrical plans, bridge & hydraulic structures
Signing, Pavement Markings, Erosion Control

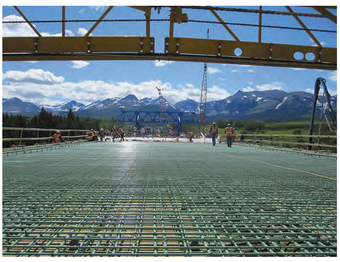
RIGHT-OF-WAY & FINAL DESIGN PHASE
6-12 Months
Obtain Regulatory Permits
Negotiate property owner, railroad, utility company agreements
Stake highway centerline

CONSTRUCTION PHASE
8-24 Months
Advertise, Bid, Award, Construct

It can take 8 years to complete
a major road/bridge project,
with long-range planning starting some years prior

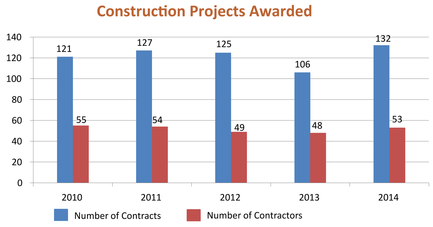


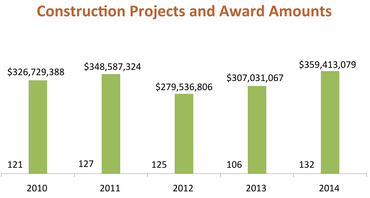
Estimated construction costs per mile by system based on market prices as of February 2013. It costs more to build roads in the mountainous areas of Western Montana than the prairies of Eastern Montana



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





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On the road... Build it

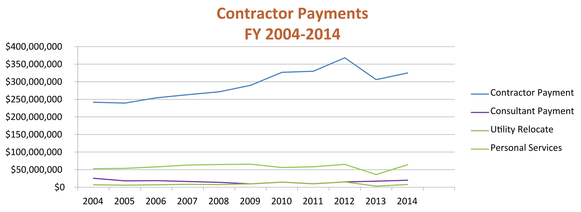
VALUE ANALYSIS PROGRAM

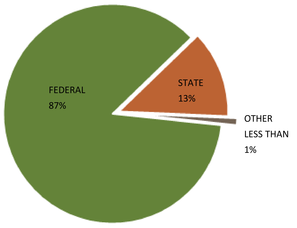
Creative Cost Savings

MDT has been operating a Value Analysis program since 2005 to address escalating project costs, funding constraints, and federal requirements. This is a formal, systematic process where a multi-disciplinary team essentially reviews a project and generates alternatives that provide the needed function at the lowest overall cost. Projects $8 million or more, and of average or greater complexity, have unique design features or special constraints, are urban construction, or special programs or processes go through MDT's Value Analysis. Since this nationally recognized program was implemented, 54 studies have been conducted. Actual cost savings from accepted recommendations are estimated to be nearly $91.2 million.

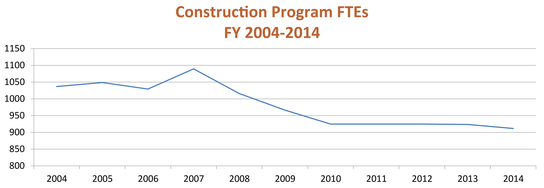
Construction Program

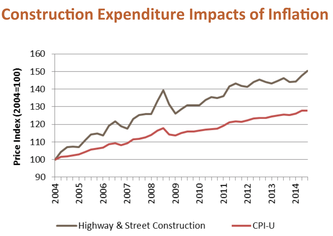
MDT's construction program has increased over the past ten years.
More funding has gone to contractors and consultants, while staffing levels at MDT have decreased.





MDT Highway Construction Program
Revenue State FY 2014





MDT strives to improve our processes and materials used.
Some of these improvements include safety, innovative contracting,
Green technology and materials, and Experimental Features Program.

Safety – an MDT priority
Integrate Comprehensive Highway Safety Plan
Road Safety Audits
Installation of TAPCO BlinkerBeam & BlinkSync Dynamic LED Curve Warning System

Innovative Contracting-
Design Build- started in 2004 with three pilot projects in 2005-2006. Nineteen projects delivered since 2007 Legislative approval.
Project range from a $20 million interstate reconstruction to a $500,000 rest area rehab

MDT is requesting legislative authority for Construction Manager/General Contractor project delivery to meet FHWA Every Day Counts initiative and deliver projects more quickly and economically.

Green Technology -
Warm mix asphalt pavements
Use of recycled asphalt pavement (RAP), recycled glass, and fly ash

Experimental Features Program -
Experimental projects involve the deployment or field evaluation of new (to MDT) materials and/or methods in association with construction or maintenance projects.

Innovative Contracting

A tool to accelerate project delivery

MDT currently uses two methods for project delivery: design-bid-build and design-build (design and construction conducted simultaneously).

MDT is pursuing legislative authority other state agencies have to use alternative project delivery such as Construction Manager/General Contractor (CMGC).

Benefits:

- Integrated team approach to planning, design, and construction
- Owner has a separate contract with design engineer and contractor
- Design and construction overlap leading to accelerated project delivery
- CMGC project delivery engages construction expertise early in the design and enhances constructability
- Early collaboration between MDT, designer, and contractor reduces contract disputes
- Increases control of scope, schedule, cost, and risk
- Control and risk are split more evenly between MDT and contractor
- Effectively used in Utah, Florida, Arizona, Alaska, Oregon, and others
- **Support from Montana Contractors' Association and American Council of Engineering Companies**

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On the road... Maintain it

MDT's Maintenance Program is responsible for 25,000 lane miles of roadway. Operating from close to 150 facilities across the state, the maintenance program is responsible for winter road maintenance, signage, highway preventative maintenance, structures in the highway right-of-way, the state Motor Pool, traveler information, and much more.

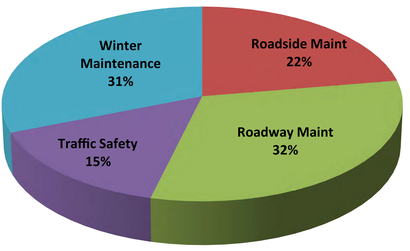
Roadway Maintenance
- Thin Lift Overlay
- Crack Sealing
- Chip Sealing
- Sweeping
- Bridge Maintenance & Repair

Winter Maintenance
- Plow, Sand, De-icing
- Snow Removal
- Winter Roadway Inspections

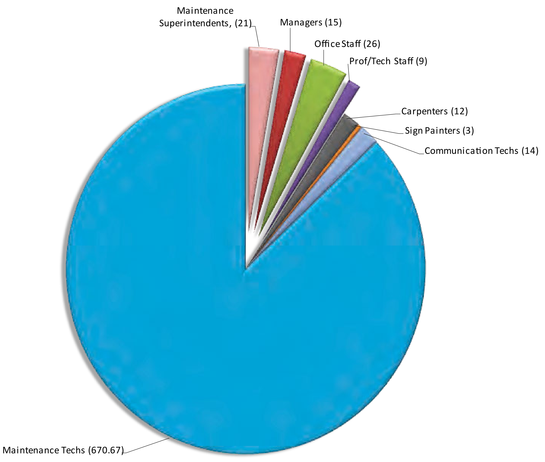
Traffic Safety
- Roadway/Sign Lighting
- Pavement Striping
- Contracted Pavement Striping

Roadside Maintenance
- Vegetation Control
- Cleaning Drainages
- Litter Pickup
- Rest Area Maintenance

Maintenance Expenses by Activity



The majority of Maintenance employees are out taking care of the roads.
770.67 Total FTE



MDT Travel Information
Dial 511(in state) or 800-226-7623
Go to mdt511.com
Or download the mobile app

Traveler Information
mdt511.com and 511

323,945 called 511
7,949,164 views on the traveler website
503,627 map visits
8,053 mobile app downloads
(FY 2014)

511 Montana Travel Info

MDT's traveler information and mobile app provide road conditions, construction information, road closures, chain requirements, incidents, and other detailed information for state-maintained highways.

The 511 system provides route specific information, weather forecasts, regional summary reports, and tourism information for Glacier National Park, Yellowstone National Park, and Travel Montana.

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 **Am** **iPhone**

Use the online content and get the latest road condition information at http://roadreport.mdt.mt.gov/travinfomobile/.

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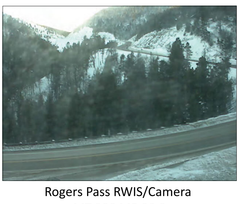
On the road... Maintain it



Rogers Pass RWIS/Camera
MT 200 MP 90.8

Cameras/Road Weather Information System

Montana's Road Weather Information System (RWIS) consists of 73 sites across the state. RWIS provides real time information via standard communication tools (phone lines and computer network). These sites are located in strategic locations to provide accurate real time weather information and can be accessed at MDT511.com

In fiscal year 2014, MDT crews covered more than 4.1 million miles of road while plowing, sanding, and applying deicing chemicals.
That's equivalent of 8.5 trips to the Moon and back or almost 168 trips around the equator.

MDT has 125 maintenance crews located throughout the state.

The TowPlow

MDT has started adding TowPlows to the fleet.

A TowPlow is a steerable, trailer-mounted plow that is pulled behind a snowplow truck.

The TowPlow can be rotated to one side of the truck, which doubles the plow width of a tandem-axle snowplow truck.

The 26-foot-wide plow gives the operator the ability to move snow efficiently and safely from two lanes of roadway in one pass.

The efficiency of clearing double the lanes with half the resources is increasingly important as Montana's highway system expands.

Eight TowPlows are now in the areas of Lookout Pass, Kalispell, Helena, Townsend, Bozeman, Great Falls, Billings, and Glendive.

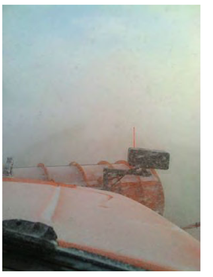
CHALLENGES:

- Rising Customer Expectations
- Increasing Operation Costs
- Environmental Stewardship
  - Air & Water Quality
  - Wildlife

MDT Maintenance

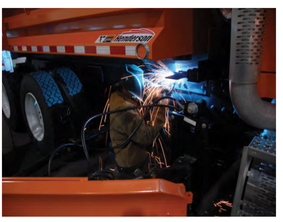
BENEFITS:

- Safety
- System Preservation
- Commerce
- Environment



We build our snowplows in Helena

MDT fabricates 25 plow trucks each year.
Building our own plows saves $70,000 per truck and allows for better quality assurance.
Total cost for MDT to build a snowplow (including labor, materials, and equipment) is $145,000.
Purchasing the same vehicle would cost approximately $215,000.



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On the road... Operate It

Motor Carrier Services Division (MCS)

MDT's Motor Carrier Services Division (MCS) protects taxpayers' investment in Montana's highway system and ensures the safety of the traveling public by:

- Enforcing commercial and agricultural vehicle laws and regulations
- Enforcing commercial vehicle-driver and safety laws
- Providing services and permits for commercial motor carriers to operate legally in Montana, interstate, and internationally
- Providing safety programs to reduce commercial vehicle-involved crashes, fatalities, and injuries
- Providing training on compliance with motor carrier safety and hazardous materials regulations
- Detecting and investigating illegal use of red dyed diesel (fuel tax evasion)

MCS officers also provide customs inspections, assist in aquatic invasive species prevention, and peace officer assistance to other Montana law enforcement agencies on request.

Budget of approximately $11.7 M per fiscal year (2014-15)

FUNDING SOURCES:

- State Special Revenue
- Unified Carrier Registration
- Federal Grants

REVENUE GENERATED:

- Over $35 million annually

- 134 FTE – including 97 uniformed peace officers to enforce size and weight, motor fuel, and safety laws
- 64 weigh station officers
- 26 mobile patrol officers operating in 33 pickups and specialized mobile vans and trailers
- 10 safety inspectors to review, audit, and inspect Motor Carriers, vehicles, and drivers
- 18 permanently staffed and 11 intermittently staffed weigh stations

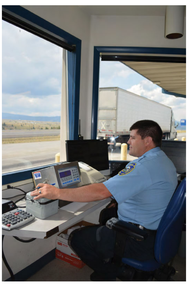
MCS works to protect Montana roadways from vehicle overweight damage and ensure drivers and commercial vehicles are operating safely.

In 2014:

- 915,000+ trucks weighed
- 160 Motor Carrier compliance reviews conducted
- 402 Motor Carrier safety audits conducted
- 20 training seminars provided across Montana to educate Motor Carriers and their drivers
- 38,500 driver and vehicle inspections conducted
- 5,600 citations issued for violations of vehicle size and weight, motor fuel, and safety laws
  - 40% for safety violations
  - 60% for size, weight, motor fuel, and credentials violations
  - 6,700+ vehicles and drivers placed out-of-service for serious safety violations, including 64 drivers for alcohol violations and 4 for drugs
  - 244 fuel tanks (mostly in light vehicles) checked at two random check stations to detect fuel tax evasion (illegal use of red dyed diesel)
  - 966 hours (July-Oct.) spent monitoring fuel stations for misuse of dyed diesel

Commercial Vehicle Credentialing in 2015

Issued 87,181 permits, fuel licenses, and vehicle registrations. Of those, 9,099 were self-issued online.



MCS officers check or make contact with 1.2 million trucks and drivers annually

- Size and weight checks
- Driver and vehicle safety inspections
- Motor fuel compliance, including dyed fuel checks
- Vehicle registration compliance

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On the road... Safety

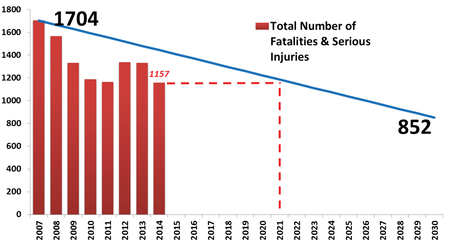
VISION ZERO

Montana's Highway 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

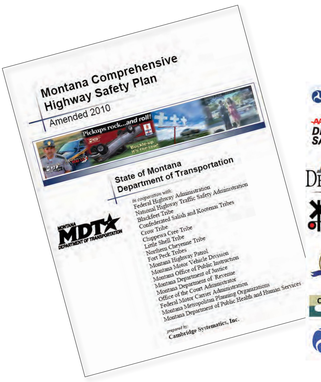
CHSP Interim Safety Goal

Interim Goal= Halve fatalities and
incapacitating injuries in two decades



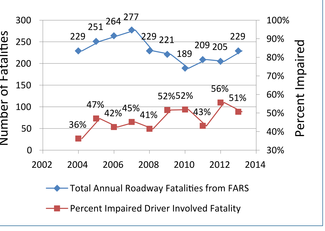
Montana's Comprehensive Highway Safety Plan

MDT developed Montana's Comprehensive Highway Safety Plan in collaboration with other agencies and jurisdictions with roles in highway safety at the state, local, and Federal levels as well as Tribal Nations. The plan identifies emphasis areas and teams of traffic safety advocates to work reducing fatalities and injuries associated with that emphasis.



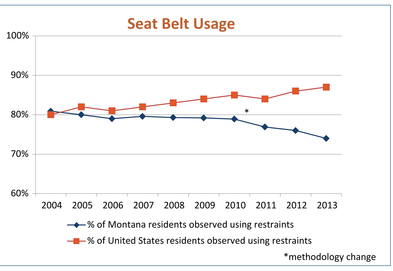
Partners

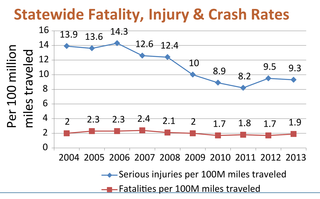
Drivers aged 25 to 35 are most likely to be involved in alcohol or drug-related crashes.



- **26% of Montanans – over 261,000 people – do not buckle up.**
- **An estimated 48 lives were saved by seat belts in Montana in 2011, and 34 more lives could have been saved with 100% seat belt use.**

	Montana	Washington	Oregon
Seat Belt Law	Secondary	Primary	Primary
2013 Observed Use Rate	74%	94.5%	98.2%





ECONOMIC IMPACTS OF HIGHWAY CRASHES

In 2010, the economic costs due to motor vehicle crashes in the U.S. was $277 billion.

- Montana pays $1 billion of these costs.
- About $1,030 for every resident of Montana annually.
- About 75% of the costs are paid by citizens not involved in the crashes.
- Crashes cost Montana employers more than $119 million annually—about $290 per employee. (based on 2000 dollars)

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On the road... Safety

2014 Traffic Crashes Fast Facts
Montana experienced 20,385 traffic crashes involving:

32,010 drivers
1,373 trucks
396 motorcycles
81 school buses

71 non-school buses
8,900 14-25 year-old drivers
10,663 occurred in Montana's towns or cities
7,422 non-fatal injuries
192 fatalities

More crashes occurred on Fridays and in November
2,239 rollover crashes occurred in 2013
86 occupant fatalities were involved in a rollover
72 fatalities were ejected or partially ejected in rollover crashes
Most ejections were due to non-use of seatbelts

In 2014:
There were 149 vehicle occupant fatalities.
Of those fatalities 100 (67%) were not belted.

There were 715 automobile occupant serious injuries.
Of those 246 (34%) were not belted.

Top Contributors to Fatal Highway Crashes in Montana (2005-2014):

- **Roadway Departure – 67% of all Montana Roadway Fatalities**
- **Impaired Driving – 52% of all Montana Roadway Fatalities**
- **Occupant Protection (seat belts) – 67% of fatalities unrestrained vehicle occupants**

In the last ten years (2005-2014) in Montana:

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

39% of all roadway fatalities were ejected or partially ejected from the vehicle.

34% of all fatalities and serious injurines occurred in crashes involving an impaired driver.

56% of all drivers in crashes were male.

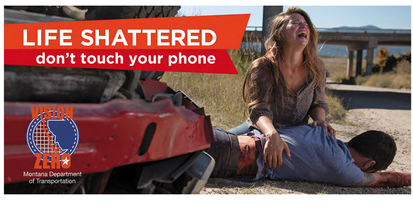
Partners working on 4E's of Safety

Engineering
MDT
County Engineers/DPW
Municipal Engineers/DPW
Maintenance Supervisors
Tribal Engineers/DPW
Transportation Planning

Emergency Response
Dept. of Health and Human Svc. - EMS
Fire Departments
Police Departments
Hospitals
Emergency Care Council
State Trauma Care Committee
Montana Highway Patrol
MDT Maintenance

Education
State Highway Traffic Safety Office
Of. of Public Instruction
Dept. of Health and Human Svc. - Injury Prevention
MT School Boards Association
Colleges
Schools
Tribes
DUI Task Forces
Buckle Up MT Coalition
Motor Vehicle Division Motorcycle Rider Safety
AAA
AARP
Bike/Walk Montana
MT Transit Assoc.

Enforcement
Motor Carrier Svc.
Montana Highway Patrol
County Sheriffs
Municipal PDs
Tribal Police
DUI Courts
Chemical Dependency Prog.
MT Board of Crime Control
Dept. of Revenue Liquor Control
Dept. of Justice
Office of Court Administrator
Motor Vehicle Div.



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In the Air

The MDT Aeronautics Division is responsible for providing for the protection and promotion of safety in aeronautics.

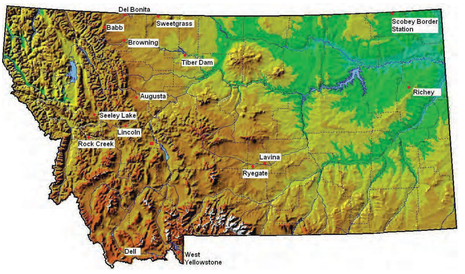
The Division facilitates the maintenance of airports and the various components of airport infrastructure, including visual and electronic navigational facilities and flying aids.

Educational efforts and programs, registering aircraft and pilots in accordance with Montana laws, and coordination and supervision of civilian air search and rescue operations are important components of safety.

MDT Aeronautics also administers a loan and grant program to municipal governments to fund airport development and improvement projects.

15 State Owned/Operated Airports

- Yellowstone Airport (Seasonal) receives scheduled Essential Air Service by SkyWest Airlines and is a base for the U.S. Forest Service Interagency Fire Control Center, including smokejumpers and retardant aircraft for the Park and all southwestern Montana.
- 14 General Aviation/Recreational Runways Airports. These airports offer benefits of general aviantion to smaller communities by providing a base for firefighting operations, medical transport, recreational opportunities, and more.



For Airports

Airport Loan & Grant Program
Montana has 120 public use airports and more than 400 private use airports, and MDT provides nearly $660,00 annually in loan/grant funds to airports.

The State Aviation System Plan
The Federal Aviation Administration (FAA) system plan provides funding for multiple studies including pavement condition indexes, standards review, inventory and forecasting, and others.

Safety Inspections for all public use airports every three years.

Re-sale Program
MDT procures and re-sells items ranging from runway marking cones, to runway lighting supplies and fixtures.

Air Search & Rescue (SAR)
The Aeronautics Division is responsible for statewide aerial search and rescue by agreement with the U.S. Air Force Rescue Coordination Center. A Division employee is on call 24/7.
The Division depends on volunteer search pilots and observers and provides equipment, training, fuel, oil, telephone, and worker's compensation coverage. There are 400 volunteers and 300 aircraft in the program.

For Pilots

Unicom's
MDT owns and operates 68 air-to-ground radio stations statewide that allows pilots to talk to various entities on the airport while in flight.

Non-Directional Beacons (NDB's)
MDT coordinates and maintains a federally approved aircraft radio navigation system. MDT owns and maintains 26 NDB stations, which enable aircraft to fly solely by instruments, which is safety critical when flying in harsh weather.

VFR Navigational Beacons
MDT owns and maintains 17 beacons that can be used by pilots to visually reference mountain tops and aid in night navigation.

Search Pilot Clinic
Winter Survival Clinic
Annual Aviation Conference
Montana Airport Directory
Aeronautical Chart for pilots

MDT registers 1,400 pilots and 3,500 aircraft annually

90% of the aircraft fees collected is paid to the State General Fund and 10% retained by the Aeronautics Division

Safety & Education Programs

- Aviation Art Contest for students ages K-12 to raise awareness of the importance of aviation and aerospace in history and the economy.
- Teacher Workshop provides teachers insight to aviation and ways to bring this into the class room.
- Mechanics Refresher Course
- Aeronautics Film Library for schools and pilot groups
- Flight Instructor Refresher Course

Flight Simulators in the Schools Program

Aviation Career Exploration (ACE) introduces high school students to aviation and aerospace careers.

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Buses, Bikes and more

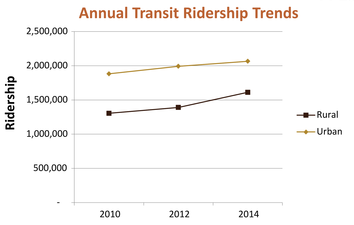
In FY 2014, Montana transit providers traveled more than 9,333,105 miles providing public transportation. That is equivalent to 15,555 trips across Montana (or 20 trips to the moon and back).

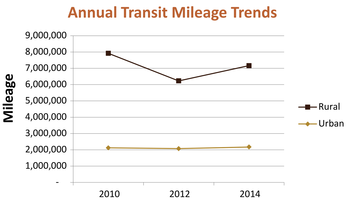
In FY 2014, Montana transit providers gave over 1,536,991 rides to elderly and disabled citizens to meet medical, nutritional, and employment needs.

TRANSIT

MDT manages several transit programs.
Working with local officials and citizens across Montana, these programs have seen revolutionary growth since 2005 in both the number of transit systems and ridership.

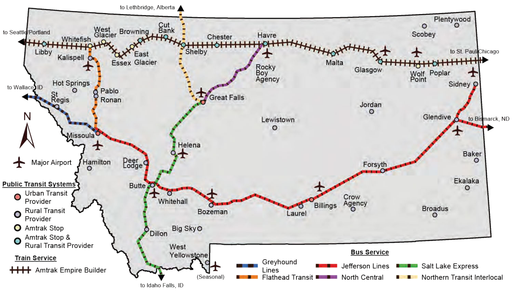
FY 2014 Annual Transit Trends





The number of general public transportation systems in Montana grew from 12 in FY 2005 to 40 by FY 2014.

Intercity Passenger Transportation in Montana



BIKES

All public roads are open to cyclists.

SHARE THE ROAD
MONTANA DEPARTMENT OF TRANSPORTATION

MDT invests in bicycle and pedestrian improvements with major roadway projects and local input.

RAIL

MDT manages several rail programs including the Local Rail Freight Assistance Program and the highway railroad crossing safety programs.

MDT also owns one railroad – the CMR Rail near Lewistown.
Rail policy issues are addressed in TranPlanMT, Montana's statewide multimodal transportation plan.

MDT also maintains a specific state rail plan which was originally developed in the 1970's and was last updated in 2010. The Montana Rail Plan provides important technical information about Montana's rail system including infrastructure, traffic types, and summarizes the status of passenger rail service.

Railways

REST AREAS

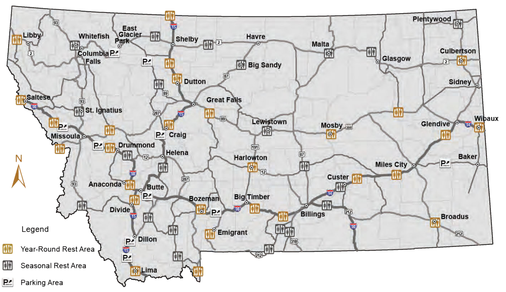
Rest Areas play an important role in highway safety.

Activities such as walking and stretching, using a restroom, stopping for a meal, sleeping, or using a mobile device aid in reducing driver fatigue and potentially reduce fatigue-related crashes.

The Montana Rest Area Plan represents MDT's commitment to preserve and enhance the existing rest area facility system. MDT uses the plan to identify maintenance and improvement projects necessary for Montana's statewide rest areas.

The plan emphasizes building and site preservation to extend the service life of existing structures and utility systems, and identifies improvements to meet parking and building demands.

These efforts emphasize the Statewide Rest Area Prioritization Plan Committee's asset management approach in determining the prioritization of individual rest area projects.



Lima rest area

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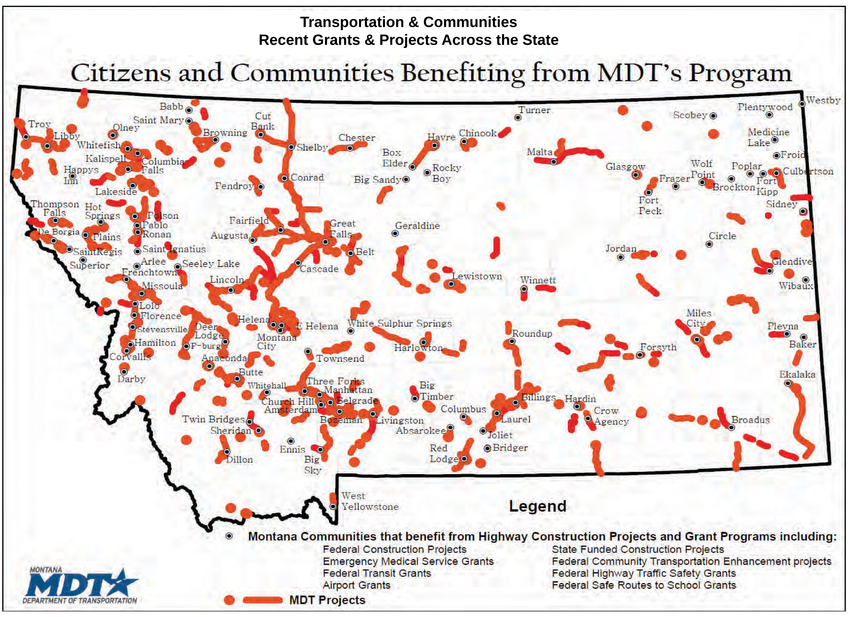
Support for Local Programs

Infrastructure
Urban Highway Program
Transit Programs
Montana Air & Congestion Initiative
Transit Funding
Secondary Highway Program
Fuel Tax Allocations
Transportation Alternatives
Airport Loans & Grants

Planning & Technical Assistance
Multimodal Transportation Plans
Travel Demand Forecasting
Systems Impact Analysis Process
Safety Planning
Data & Mapping

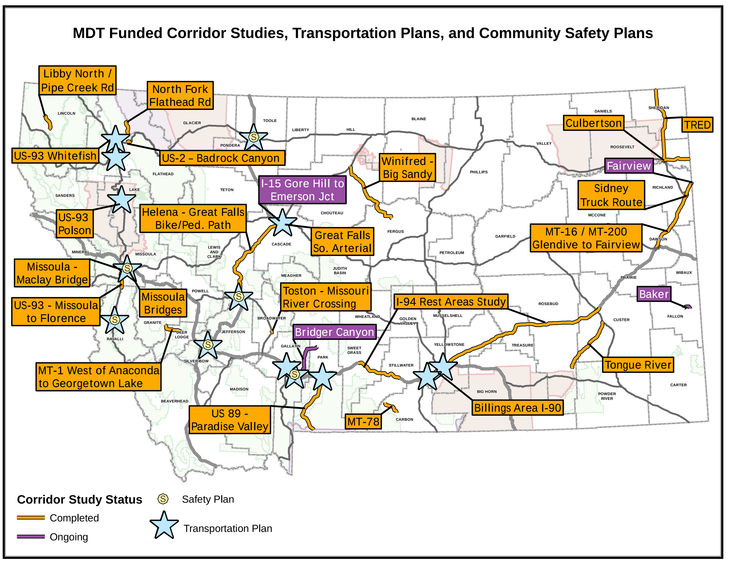
Information & Education
Research Program
Bicycle & Pedestrian Clearinghouse
Training Courses



Every citizen benefits from investment in transportation infrastructure by allowing them to access good jobs, move goods to market, develop economic opportunities, and improve quality of life.

MDT works with communities and local stakeholders to assure that transportation facilities are developed within the context of the community vision and needs as well as the needs of the traveling public.
This is done by balancing project needs, agency, and community values within the available funding.

MDT partners with local and tribal governments on transportation planning across the State.



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Customer Satisfaction

A main component of MDT's ongoing planning process is the biennial public involvement and stakeholder survey. These identify changes in public and stakeholder opinion and opinions on emerging issues. The reports track changes in public opinion resulting from MDT policies and programs. MDT has been conducting these surveys and tracking trends since 1994.

The purpose is to examine Montanans':
Perceptions of the current condition of the transportation system throughout the state and by district
Views about possible actions that could improve the transportation system in Montana
Opinions about the quality of service MDT provides

Complete versions of the surveys can be found at:
http://www.mdt.mt.gov/publications/surveys.shtml

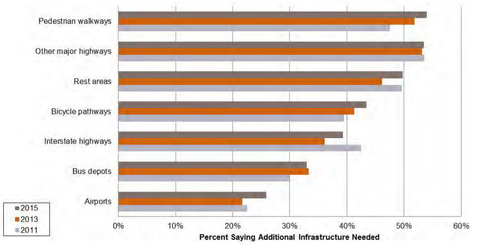
Surveys are conducted by Montana universities

Trends

Comparing 2015 data with previous surveys allows MDT to make decisions on progress.

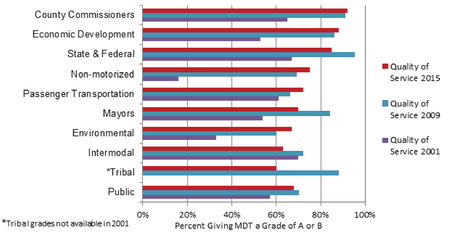
- Overall system satisfaction has improved.
- Perceived system problems continue to be rated as small or moderate problems.
- Possible system improvements remain rated as medium priorities.

Trends in Perceived Need for More Facilities 2015



TranPlan 21 Public Involvement & Stakeholder Surveys

MDT Customer Service Grades – Public & Stakeholder Groups
% A or B Grade: 2001, 2009, 2015

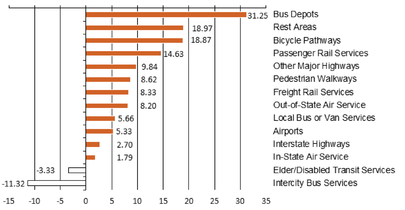


A=Excellent B=Good C=Average D=Poor E=Failing

Both the public and stakeholders top priority is maintaining pavement condition.
Overall, customers rate MDT's service and performance in B to C+ range.

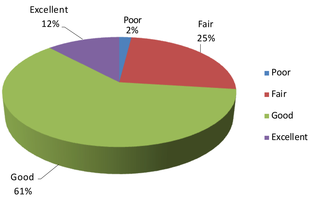
2015 Public Telephone Survey

Public Satisfaction with Select Montana Transportation System Components Percent Change 2001-2015



2012 Maintenance Customer Satisfaction

Overall Interstate and Highway Maintenance Rating



MDT has conducted biennial Highway Maintenance surveys since 1996.
The Road Maintenance section of the survey includes questions
on the individual's views of overall Interstate and Highway maintenance in Montana.
This received a 98% satisfaction rating.

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