SJ 19: INTERIM STUDY OF PUBLIC TRANSPORTATION

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DRAFT FINAL REPORT TO THE 70TH MONTANA LEGISLATURE

Transportation Interim Committee (TIC)
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This report is a summary of the work of the Transportation Interim Committee (TIC), specific to the TIC's 2025-2026 public transportation study as outlined in the TIC's 2025-2026 work plan and Senate Joint Resolution 19 (2025). Members received additional information and public testimony on the subject, and this report is an effort to highlight key information and the processes followed by the TIC in reaching its conclusions. To review additional information, including audio minutes, and exhibits, visit the TIC website: https://committees.legmt.gov/#/nonStandingCommittees/32

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INTERIM STUDY ON PUBLIC TRANSPORTATION

INTRODUCTION

Legislative Council assigned Senate Joint Resolution 19, a joint resolution requesting a study of ways to improve public transportation, to the Transportation Interim Committee (TIC) at the Council's June 10, 2025, meeting. SJ 19 was ranked 27th of 36 study resolutions in the post-session legislator poll. This study resolution was sponsored by Sen. Andrea Olsen.

SJ 19 STUDY RESOLUTION

SJ 19 directed the committee to:

- investigate ways to improve passenger transportation and public transit services in the state;
- consider the establishment of a passenger transportation commission;
- review applicable laws;
- allow for the use of autonomous vehicles; and
- provide for public safety.

STUDY STRATEGY

Based on the work plan discussions in the first two meetings, TIC adopted an SJ 19 Study Strategy at its November 2025 meeting, to include:

- panels of experts;
- perspectives from other states; and
- a statewide online public survey of Montanans.

NOTE ABOUT TERMINOLOGY

It's important to note that some forms of transportation discussed in this report, such as dial-a-ride paratransit services or commercial rideshare services, are not considered "public transportation" under state or federal law and may not receive public funding via citizens' tax dollars. However, the committee conducted its study to glean a better understanding of ***how the public transports themselves***. The goal was to understand the reality of how Montanans get from place to place under the Big Sky – with or without the use of personal vehicles.

See **Appendix B** for a glossary of public transportation terminology and definitions.

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COMMITTEE FINDINGS & RECOMMENDATIONS

After considering varied testimony and evidence over the course of the interim, the committee adopted the following conclusions.

FINDINGS AND RECOMMENDATIONS

1. Public response indicates a broad desire for increased public transportation statewide.
    a. Implement a Public Transportation and Passenger Transit entity (such as an advisory board or a commission), to continue the work of SJ 19 and improve transit service delivery to Montanans.
    b. Create a dedicated funding source for public transportation.
2. Montana citizens who report the highest usage of public transportation tend to be young (ages 18-34) and lower-paid (under $70k annual household income).
    a. Require "free fare" public transportation in cities above a certain population threshold (*to be determined by the entity specified in 1a*).
    b. Require cost-adjusted fares for young and low-income citizens.
3. Existing fixed-route public transportation is under-utilized due to route schedules misaligned with the standard workday, or route stop locations that don't reach desired destinations.
    a. Require public transportation to be provided between the hours of 6am-9am and 3pm-6pm in order to be eligible for state funding.
    b. Implement weekend and late-night public transportation services.
    c. Require route stop locations within a given distance (*to be determined by the entity specified in 1a*) from a city's highest concentration of population.
4. Existing public transportation services are not interconnected enough for users to get to their "last-mile" destination.
    a. Implement shuttle or short-route services to and from areas of high demand, such as shopping centers or hospital clinics.
5. Citizens in rural counties overwhelmingly cite a lack of access to public transportation.
    a. Consider requiring each county to coordinate publicly available transportation such as van pool or dial-a-ride, available on a weekly basis to a nearby center of commerce.
6. Recreation access is the most frequent and the most desired use of public transportation, both by Montana residents and by tourists visiting the state.
    a. Implement regular public transportation to and from the two National Parks, and the State Parks, in Montana.
7. Shared-use pathways are utilized positively by Montanans, but could use some improvements.
    a. Identify gaps in connectivity between shared-use pathways and areas of high risk, then build additional infrastructure to protect citizens.

PROPOSED LEGISLATION

PD 07 – RAILPLAN: Require MDT to update the state rail plan every 4 years

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GROUND-BASED PUBLIC TRANSPORTATION

TRAVEL BY ROADWAY

"A long stretch of road will teach you more about yourself than a hundred years of quiet introspection."
- Patrick Rothfuss

Montanans are no strangers to long drives on the open road. Some jokingly refer to the Big Sky State as "one small town with very long streets" or the long hours in the car as "windshield time." But roadways are not just for cars: trucks, buses, bikes, motorcycles, scooters, and even horses get from one location to another via Montana's expansive network of roads.

In September 2025, TIC conducted a panel discussion[1] that included representation from the MT Association of Counties (MACo), the Gallatin County Urban Transportation District, BSPRA, Mountain Line in Missoula, Butte-Silver Bow Transit, Billings MET Transit, the MT Transit Association (MTA), the Veterans Transportation Service (VTS), the EAS Task Force, and employees of the MDT Statewide Planning and Modal Operations division. The broad discussion covered modalities and usage of existing public transit services (largely roadway-based), funding for those services, interactions between tourism and public transit, and ongoing plans for public transit expansion. MDT also provided a Map of Public Transportation Services (2023), which is maintained on their website.[2]

BUSES (CLASS A MOTOR CARRIERS)

The September 2025 panelists from the Gallatin County Urban Transportation District, Mountain Line, Butte-Silver Bow Transit, and Billings MET Transit described their communities' existing fixed-route services, their costs of operation, and brief information about Federal Transit Administration (FTA) funds such as section 5303 (metropolitan planning),[3] section 5307 (urbanized area),[4] or section 5339 (buses and bus facilities)[5].



Figure 11 (left): TIC members gather in front of a Streamline bus before visiting multiple sites in the Bozeman/Belgrade area on May 11th, 2026.

The May 2026 travel meeting in Bozeman was assisted by the Streamline bus service transporting TIC members between site visit locations. During each transport, TIC

[1] The discussion begins at roughly 05:02:25 in the recording: https://streaming-video.legmt.gov/browse/item/4a6dd8a4-81cd-4be3-8c2d-5f53959855a4?videoPlayback=true
[2] https://www.mdt.mt.gov/TRAVINFO/public-trans.aspx
[3] https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304
[4] https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
[5] https://www.transit.dot.gov/funding/grants/busprogram

members were able to view the designated bus routes, the downtown Streamline transfer station, and the ADA accessibility features of a Streamline bus.

In July 2026, Jefferson Transit provided an overview of their recent study and related efforts to improve the existing public transportation bus services in rural Jefferson County, WA, which faces similar geographic and demographic challenges to Montana.

PASSENGER VEHICLES

The September 2025 panel included input from the Montana Transit Association (MTA), which provided context and information about county and community transit programs. Programs highlighted included: vanpool commuter programs, Councils on Aging transportation programs for seniors, and dial-a-ride services for community members. Programs like these help citizens to reach centers of commerce and help stimulate local economies.

In November 2025, Chair Russ Tempel and Sen. Denley Loge described a site visit to an Autonomous Vehicle (AV) facility in Arizona, including pictures and video of the AV in operation. This overview included a caution that overly restrictive policies may prevent AV exploration and/or innovation in the state.

In March 2026, staff from the Utah Department of Transportation (UDOT) presented to TIC about AV Technology and State Implementation in Utah and across the nation. Utah has taken a permissive approach to allowing AV testing in their state, and does not collect data on those AV operations.

A July 2026 panel discussion with the Departments of Transportation in Minnesota and Texas provided overviews of those states' approaches to AVs; both have a panel of experts in Connected and Autonomous Vehicles (CAV) who are involved in studies, analysis, and assorted pilot projects. Minnesota noted that AV shuttle programs and platooning likely wouldn't continue in the state after the pilot projects ended. Staff from Ohio Congressman Bob Latta's office provided a short overview of the SELF DRIVE Act currently making its way through Congress, which seeks to establish a nationwide AV Safety Case framework.

SHARED-USE PATHWAYS

TIC hosted a panel discussion in January 2026which included representatives from Ability Montana, Disability Rights Montana (DR-MT), the National Federation of the Blind of Montana, North Central Independent Living Services (NCILS), the Rails to Trails Conservancy, Bike Walk Montana, and the Rural Institute for Inclusive Communities at the University of Montana. The discussion focused on the crucial need for public transportation for citizens with accessibility or mobility needs, and the need for *interconnected* transportation services and pathways so that users can get to their "last-mile" destination. According to the USDOT,[6] over 25% of Americans do not have a driver's license and must rely on other forms of transportation besides a personal vehicle.

[6] https://www.fhwa.dot.gov/policyinformation/statistics/2023/dv1c.cfm

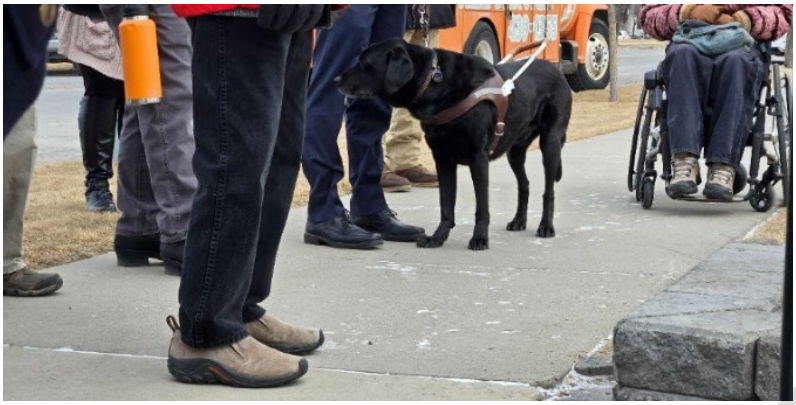


Figure XX (left). During the January 2026 meeting, the TIC engaged in an "Inclusive, Interdisciplinary Walk and Move Audit" across the Capitol Complex. A wheelchair user and a guide dog team joined the walk, highlighting how gaps in infrastructure planning cause downstream effects to users of all different levels of ability.

TRAVEL BY RAIL

"The United States as we know it today is largely the result of mechanical inventions, and in particular of agricultural machinery and the railroad." - John Moody

The nearly 2800 miles of Class I rail lines in the state are used for two primary purposes: the movement of freight, and the movement of people. Railroads, and rail authorities, are regulated under the Public Service Commission (PSC) pursuant to section 69-1-102, MCA, and section 69-14-102, MCA.

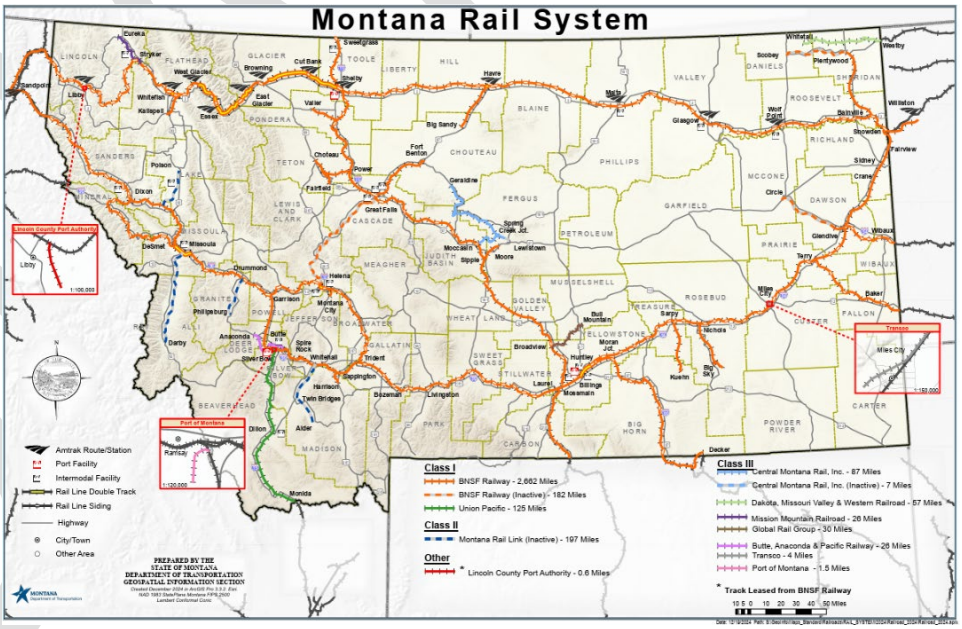


Figure XX (right). A map of Montana's Rail System produced by MDT's Geospatial Information Section in December 2024.

Since the passage of House Bill 941 in 1993, Montana law allows counties to jointly create rail authorities pursuant to Title 7, Chapter 14, Part 16. In 2020, twelve counties passed a joint resolution to establish the Big Sky Passenger Rail Authority (BSPRA)[7] to coordinate efforts to reestablish passenger rail service across southern Montana.

[7] https://bigskyrailmt.gov/

PASSENGER RAIL

Currently, the only passenger rail in Montana is the Amtrak Empire Builder[8], a daily route connecting Chicago, Minneapolis, Portland, and Seattle, with 12 stations along the Hi-Line corridor and through Glacier National Park.

In December 2023, BSPRA was accepted into the Federal Railroad Administration's (FRA) Corridor Identification and Development (CID) program to begin planning and designing new passenger rail service on the former North Coast Hiawatha route, now referred to as the Big Sky North Coast Corridor.

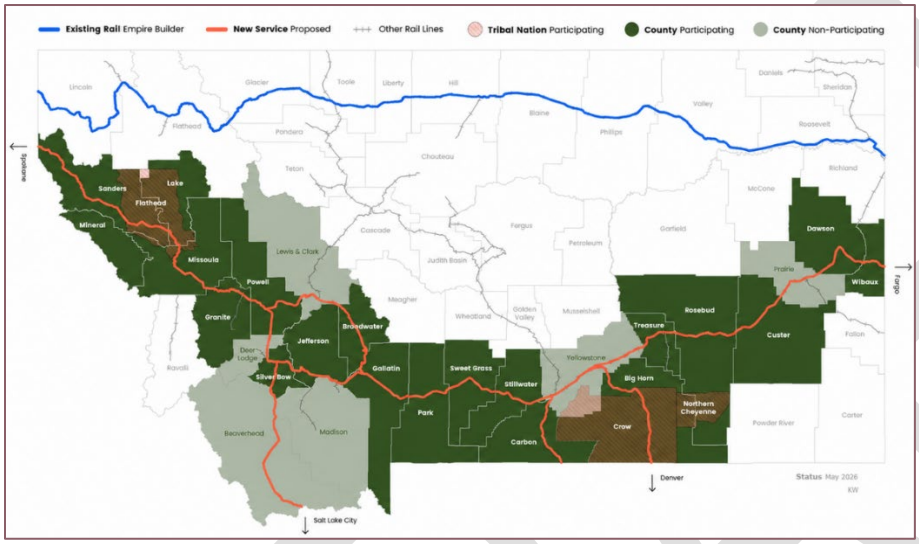


Figure XX (left). As of May 2026, BSPRA membership is comprised of 20 member counties along the proposed new service route.

Corridor development under CID occurs in three steps:[9]

1. Corridor Development Initiation and Scope, Schedule, and Cost Estimate for Preparing a Service Development Plan
2. Service Development Plan
3. Project Development

BSPRA projects that Step 1 will be completed, and Step 2 begun, by the end of 2026.[10]

In November 2026, Rep. Denise Baum and Sen. Andrea Olsen provided information and reflections from the Pacific NorthWest Economic Region (PNWER) Economic Forum and Rail Summit[11] and the BSPRA Annual Conference.[12] MDT staff provided an overview of Montana's State Rail Plan, including a comparison of the Rail Plan to the Freight Plan, which is a separate, similar, plan required by the Federal Highway Administration (FHWA).

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[8] https://www.amtrak.com/empire-builder-train
[9] https://www.federalregister.gov/documents/2022/12/20/2022-27559/notice-of-solicitation-of-corridor-proposals-and-funding-opportunity-for-the-corridor-identification
[10] https://bigskyrailmt.gov/s/BSPRA_Fast_Facts-020226.pdf
[11] https://www.pnwer.org/2025-forum.html
[12] https://bigskyrailmt.gov/2025-bspra-annual-conference

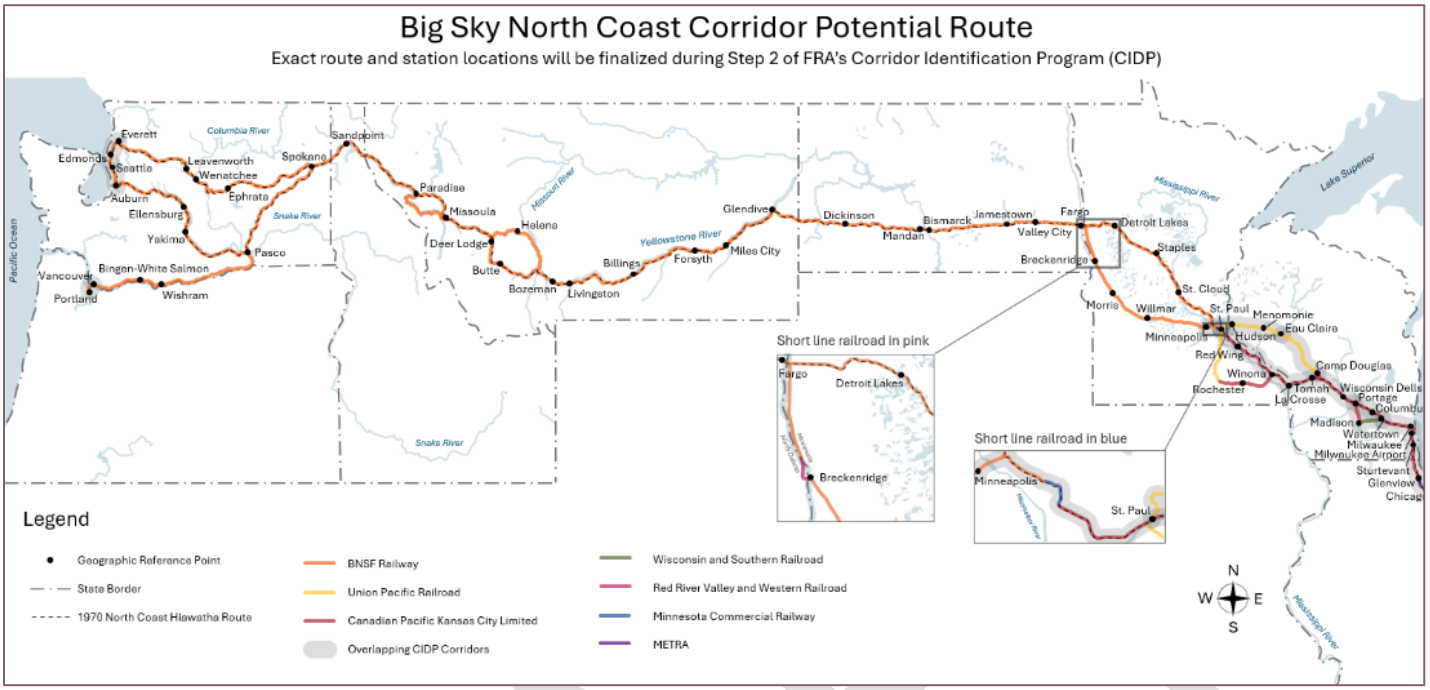


Figure XX (above). A potential route for the Big Sky North Coast Corridor long-distance route is shown, connecting Chicago, Minneapolis, Fargo, Bismarck, Glendive, Miles City, Billings, Bozeman, Missoula, Sandpoint, and Spokane. Exact route and station locations will be finalized during Step 2 of the CID program.

FREIGHT RAIL

Montana's railroads cannot be discussed without mentioning freight. Additional passenger rail would likely utilize existing freight infrastructure. While it may not directly relate to public transportation, freight rail infrastructure is a crucial component of Montana's economy, allowing products like agricultural commodities, manufactured parts, and petroleum products to be shipped all over the country. Any updates to rail infrastructure or services must consider the impacts on, and potential partnership with, freight rail.

In January 2026, concerned agricultural producers provided information and commentary on a proposed merger between the Union Pacific and Norfolk Southern railroads, and its downstream effects on freight shippers in Montana. BNSF Railway Company was also in the room to provide information and perspective on the merger's predicted effects. A committee letter was sent to the Surface Transportation Board (STB) in March 2026.

PROPOSED LEGISLATION

The committee considered **PD 07 – RAILPLAN:** Require MDT to update the state rail plan every 4 years. The proposed frequency and regular review timeline would keep rail information up-to-date, and may positively affect Montana's eligibility for federal funding such as the CID project.

FUNDING FOR GROUND-BASED PUBLIC TRANSPORTATION

SECTION 5311: FORMULA GRANTS FOR RURAL AREAS

PURPOSE

Supports public transportation in rural areas (populations under 50,000) to improve mobility for residents who rely on transit to access jobs, healthcare, education, and other essential services, and must be open to the public. MDT does not provide any direct transit services; rather, the department acts as a pass-through entity for grants which it monitors to ensure federal compliance.

PROGRAM STRUCTURE

Primary Recipients: U.S. States and federally recognized Indian Tribes.

Subrecipients: Local government authorities, nonprofit organizations, public transportation operators, and intercity bus (ICB) providers. MDT currently has 35 subrecipients for 5311 grants.

- *Note:* ICB providers must receive **at least 15%** of the annual apportionment

MDT'S ROLE

MDT acts as a passthrough agency for FTA funds by administering funding and insuring compliance for local providers.

ELIGIBLE USES & FEDERAL SHARE

Category	Federal Share	Eligible Use
Vehicles	86.58%	Includes ICB
Operating Assistance	54.11%	Fuel, driver wages
Admin & Preventative Maintenance	80%	Advertising, insurance, oil changes
State Administration	100%	Max 10% of apportionment
RTAP (5311(b)(3))	100%	Training/technical support for rural recipients

ADDITIONAL ELIGIBLE USES

- Facilities and equipment
- Planning and technical assistance
- Mobility management programs
- Job access and reverse commute projects
- Emergency medical transportation

FUNDING HISTORY

- FFY 2019–2021 Average: $11.7 million/year
- FFY 2022–2025 Average: $14.6 million/year

TRANSADE: TRANSPORTATION ASSISTANCE FOR THE DISABLED AND ELDERLY

PURPOSE

Provides state-funded operating assistance to transit providers serving elderly and disabled populations.

FUNDING SOURCE

Montana special revenue from the rental vehicle tax (section 7-14-112, MCA).

KEY FEATURES

- Primarily used to offset local match requirements on operating contracts
- TransADE has also been used to cover vehicle cost increases due to procurement delays (e.g., COVID-19 impacts)
- Allocations are based on census and ridership data per Montana statute
- ICB providers are not eligible

AVERAGE ANNUAL REVENUE

Approximately $2.5 million over the past three years (2023-25).

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OTHER MODES OF PUBLIC TRANSPORTATION

TRAVEL BY WATER

"Have you also learned that secret from the river; that there is no such thing as time? That the river is everywhere at the same time, at the source and at the mouth, at the waterfall, at the ferry, at the current, in the ocean and in the mountains, everywhere and that the present only exists for it, not the shadow of the past nor the shadow of the future." - Hermann Hesse

Historically, rivers and streams acted as built-in routes for humans to explore and navigate the countryside. Rivers remain important landmarks and continue to act as a mode of transportation in the modern age.

North-central Montana is home to the Upper Missouri River Breaks national monument, established in 2001, and spanning 149 miles of the upper Missouri river. To cross the Missouri river and access the monument, a driver must either find a bridge or take one of the 3 county ferries available.

Montana law empowers boards of county commissioners to operate ferries within their county and allows for adjacent counties to jointly administer a ferry (7-14-2801, MCA). Ferry costs may be supported by county taxes, subject to 15-10-420, MCA.



Figure XX (left): Virgelle Ferry viewed from the riverbank, ready for passengers.



Figure XX (right): "Buzzer box" to call for ferry service. Buzzers are located on both the North and South sides of the river.

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	Carter Ferry	McClelland-Stafford Ferry	Virgelle Ferry
Location	Located in Chouteau County near Fort Benton, MT. **Address:** Ferry Road – take Highway 87 to Carter, then drive down Ferry road to reach the riverbank. There is a buzzer on the riverbank that can be used to call the ferry operator.	Located north of Winifred, MT, between Blaine County and Fergus County – the Missouri river acts as the county boundary line. **Address:** Located on Lloyd Road in Blaine County, or Stafford Ferry Road in Fergus County. Follow either road down to the riverbank.	Located in Chouteau County near Virgelle, MT. **Address:** 8337 Virgelle Ferry Road North – Virgelle, MT 59460
Contact	**Phone:** (406) 734-5335	**Phone:** (406) 462-5513	**Phone:** (406) 378-3194 or press the buzzer to call the ferry operator
Seasonal Hours	**Hours:** Mon-Sat 7am-7pm Sun 9am-5pm **Season:** Operates Easter through Thanksgiving, depending on weather / water flow / ice dams	**Hours:** Mon-Sat 7am-7pm Sun 9am-5pm **Season:** Operates Memorial Day through Halloween, depending on weather / water flow / ice dams	**Hours:** Mon-Sat 7am-7pm Sun 9am-5pm **Season:** Operates Easter through Thanksgiving, depending on weather / water flow / ice dams
Costs	**Costs to operate:** Insurance, operations & maintenance, ferry operator salary	**Costs to operate:** Insurance (6 months), operations & maintenance, ferry operator salary. Blaine and Fergus Counties have a cooperative agreement in place; both counties pay an equitable portion of the costs, and each county is responsible for construction and repairs on their own side of the river.	**Costs to operate:** Insurance, operations & maintenance, ferry operator salary (Uses MACo self-insurance)
Other Notes	**Customers:** Locals, tourists, hunters, anglers **Notes:** Cell reception is inconsistent depending on cell service carrier. There is a new cell tower in Carter, MT that has improved cell reception in some areas.	**Customers:** Tourists, hunters, anglers **Notes:** Locals on the North side of the river (Blaine County) know this as the McClelland ferry, while on the South side of the river (Fergus County) the locals call it the Stafford ferry. The different names date back to the original landowners when the ferry was put into use in 1921. The North side of the river (Blaine County) has some campground spaces with fire rings and concrete picnic tables available. Cell service and radio signal are limited.	**Customers:** Locals, farmers, tourists, hunters, anglers **Notes:** Cell service is limited depending on cell service carrier. The Upper Missouri River Breaks land formations cause some interference with cell reception. At the Coal Banks landing near the ferry launch, there are some picnic tables and fire rings available for use.



Figure XX (right): Taken from onboard the Virgelle ferry, this image shows the view looking West.

TRAVEL BY AIR

"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return." - Leonardo da Vinci

Since the Wright brothers' first controlled, sustained flight of an engine-powered, heavier-than-air aircraft in 1903, the field of aviation and aerospace has exploded and expanded. Air travel today includes things like propeller-driven airplanes, jets, gliders, helicopters, and hot-air balloons.



Figure XX (above): BZN president & CEO Brian Sprenger addresses the TIC, joined by several airport authority board members, while construction on the main terminal continues in the background.

In 2026, MDT conducted an Economic Impact Study (EIS) [13] of Montana's airports, to quantify the value of aviation to the state. There is a brochure on the MDT EIS webpage for each airport in Montana, specifying the airport's benefits to its community including jobs, payroll, economic impact, and qualitative impacts.

[13] https://mdt.mt.gov/aviation/economic-impact-study.aspx

ESSENTIAL AIR SERVICE (EAS)

After the passage of the Airline Deregulation Act in 1978, the Essential Air Service (EAS) program was implemented to guarantee a continued minimum level of two scheduled round trips per day to eligible communities. The EAS program is administered through the U.S. Department of Transportation (USDOT) via contracted subsidies directly to the airlines serving each community. As of Fall 2024, USDOT provided EAS to 65 communities in Alaska and 112 communities in the 48 contiguous states, Hawaii, and Puerto Rico.[14] In Montana, those communities are:

- Butte – Bert Mooney Airport (BTM) – 2 round trips per day
- Glasgow – Wokal Field (GGW) – 2 round trips per day
- Glendive – Dawson Community Airport (GDV) – 2 round trips per day
- Havre – Havre City-County Airport (HVR) – 2 round trips per day
- Sidney – Sidney-Richland Airport (SDY) – 5 round trips per day
- Wolf Point – L.M. Clayton Airport (OLF) – 2 round trips per day
- West Yellowstone – Yellowstone Airport (WYS) – 2 round trips per day

Additionally, Montana has an Essential Air Service Task Force, comprised of all 7 EAS recipient airports in the state. MDT's Aeronautics Division provides non-financial administrative support to assist the task force.

HOT AIR BALLOONS

During the May 2026 travel meeting, TIC visited Endeavor Ballooning in Bozeman, the only hot air balloon operator in the state of Montana. Balloon operators are licensed pilots and must be certified as commercial pilots before taking unlicensed riders up in a balloon. Endeavor welcomed the TIC to the facility to learn how balloon operators are licensed, to view how balloons are stored and maintained, and to see how a balloon gets inflated – a process that requires at least 3 people to prevent the balloon from floating away!

Figure XX (right) Endeavor Ballooning owner Colin Graham (and son Declan) stands in a basket and controls burners to inflate a hot air balloon while the TIC stands in the foreground. Pictured left to right: Becca Brown, Sen. Denley Loge, Sen. Gregg Hunter, Rep. Denise Baum, MDT Deputy Director Larry Flynn, Rep. Curtis Cochran, Rep. Greg Kmetz, Sen. Russ Tempel, Rep. Sidney "Chip" Fitzpatrick.



[14] https://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/essential-air-service

PUBLIC SURVEY OF MONTANANS

The TIC published an anonymous online survey to gather data directly from Montanans regarding current public transportation availability and usage. The survey was open from February 23, 2026 to April 10, 2026, and received 1,330 responses from a total of 55 counties. A copy of the survey can be found in **Appendix E**.

DEMOGRAPHICS OF SURVEY RESPONSES

The first four survey questions gathered general demographic information: county and town of residence, age range, and approximate annual household income.

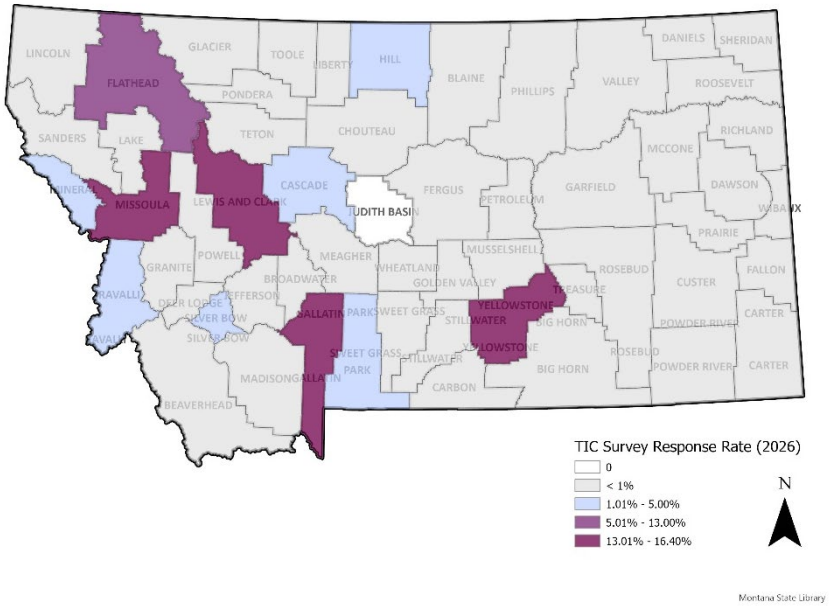


Figure X (left). Shaded area map showing proportion of survey responses from each county in Montana.

Age Range	Rural	Urban	Grand Total
18-24	8	35	**43**
25-34	53	143	**196**
35-44	94	151	**245**
45-54	79	127	**206**
55-64	113	143	**256**
65+	170	214	**384**
Grand Total	**517**	**813**	**1330**

Figure X (right). Age range as reported by survey respondents, broken down to rural vs urban. (*Zero respondents were under 18*)

Figure X (below). Estimated annual household income as reported by survey respondents, broken down to rural vs urban.

Approx. Annual Household Income	Rural	Urban	Grand Total
Under $25,000	31	66	**97**
Between $25,000 and $49,999	87	116	**203**
Between $50,000 and $69,999	77	133	**210**
Between $70,000 and $99,999	145	177	**322**
Over $100,000	177	321	**498**
Grand Total	**517**	**813**	**1330**

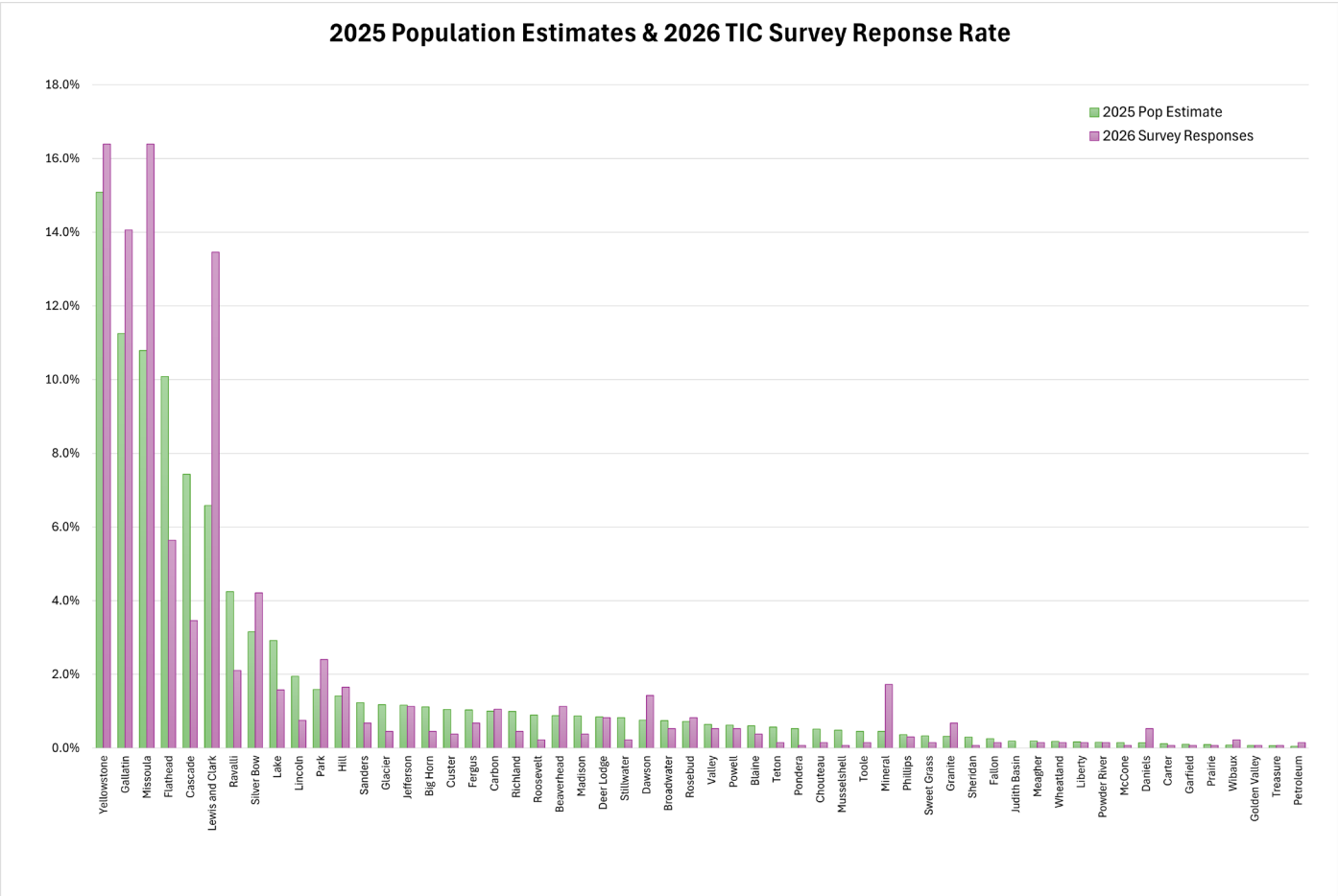


Figure X (above). The chart shows survey responses by county compared to 2025 population estimates (using the latest figures from the U.S. Census Bureau's Population Estimates Program) in order to see how survey responses compared to the actual proportion of Montana's population.

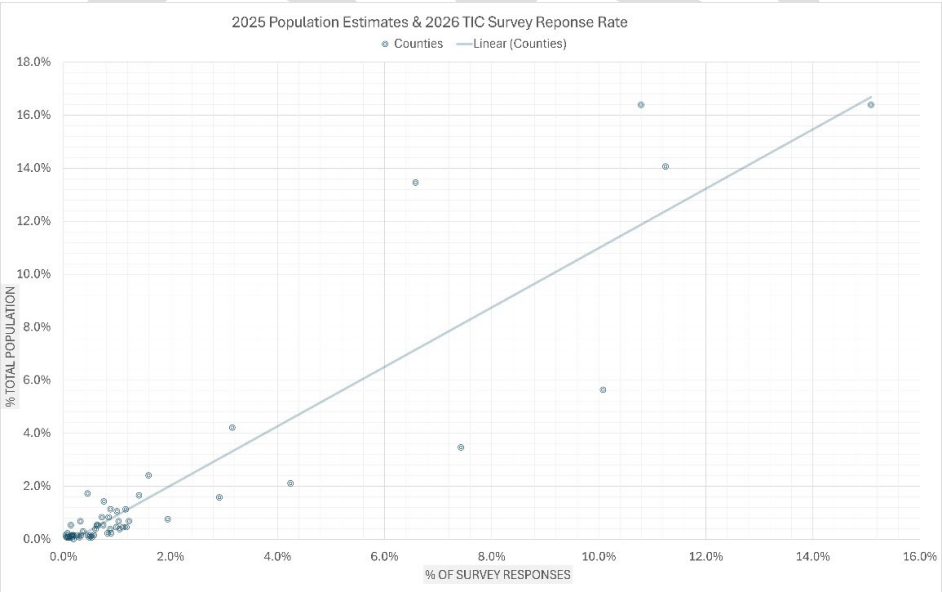


Figure X (left). Analysis found that the number of survey responses from a given county was highly correlated with the projected 2025 population of that county (84%), with only a few outlier counties.

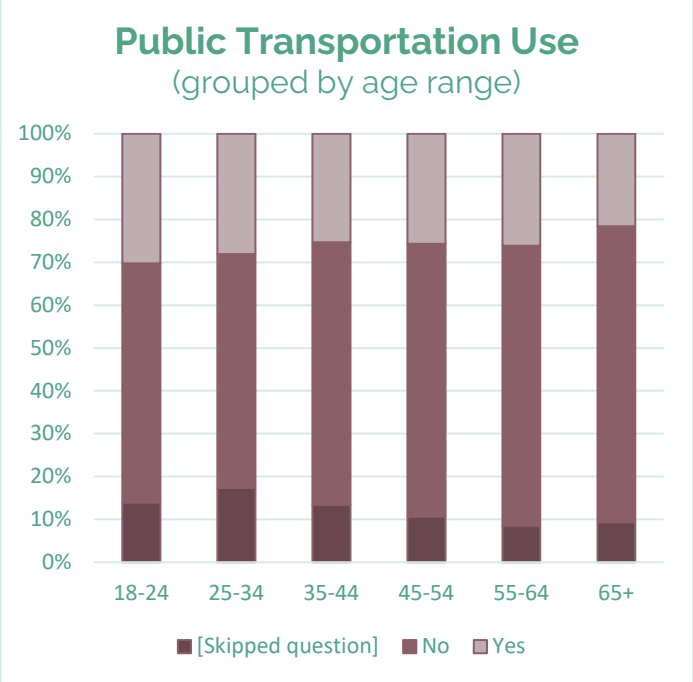
This analysis shows that the survey data was collected from a fairly representative sample of Montanans.

CURRENT USAGE

One purpose of conducting the survey was to understand how public transportation is currently being utilized across the state.

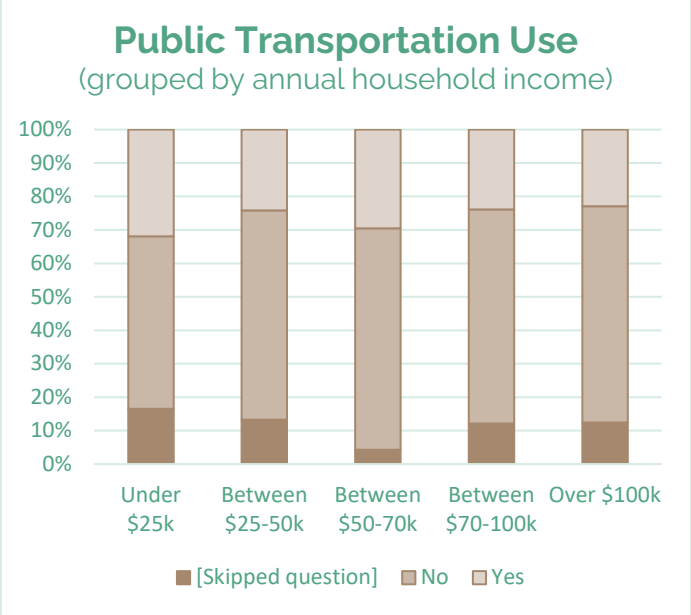
Figure X (right) shows that usage of public transportation is higher in urban counties than rural (survey question 7).

Do you currently use public transportation?	Rural	Urban	Grand Total
[Skipped question]	58	95	**153**
No	382	462	**844**
Yes	77	256	**333**
Grand Total	**517**	**813**	**1330**



To drill down further, responses have been grouped by age range in **Figure X (left)**.

For another perspective, question 7 responses are grouped by annual household income level in **Figure X (below)**.



When asked to explain their public transportation usage, respondents highlighted a range of benefits, as well as some concerns.

Many cited challenging route schedules that are misaligned to the standard 8am-5pm workday, or route locations that don't reach respondents' residential areas. Respondents in rural counties overwhelmingly noted a lack of access to publicly available transportation.

Also cited were multiple concerns with accessibility challenges for those living with disabilities. Other concerns included personal safety and low reliability when using existing public transportation services. Respondents who use public transportation noted the environmental benefits, and their personal cost savings, as positive aspects. Other respondents expressed appreciation for the availability of multiuse paths in their communities for walking or biking.

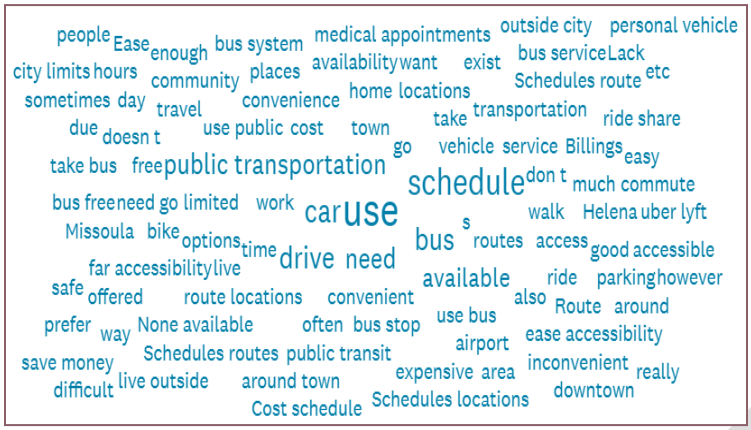


Figure X (left) shows a "word cloud" generated from the 100 most frequently used words in responses to survey question 8 (see **Appendix E**).

When asked which forms of public transit they currently use, respondents indicated buses and rideshares are the most common. The data shows Essential Air Service (EAS) is highly utilized as well.

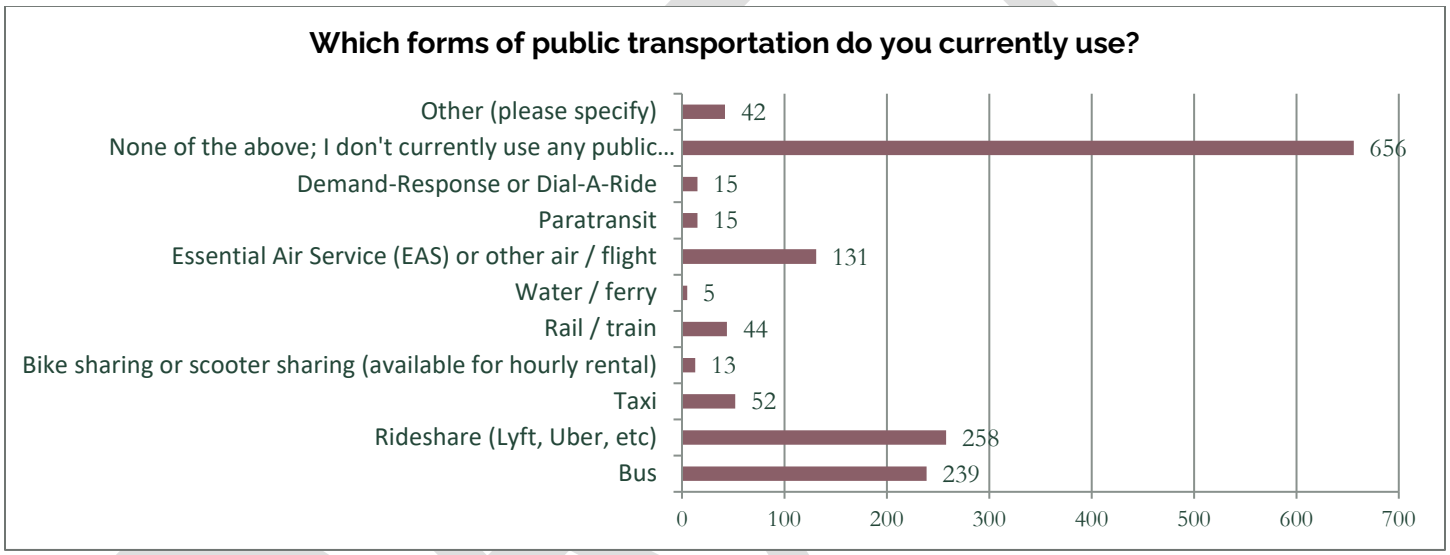


Figure X (above) shows how respondents currently utilize public transportation (survey question 9, **Appendix E**).

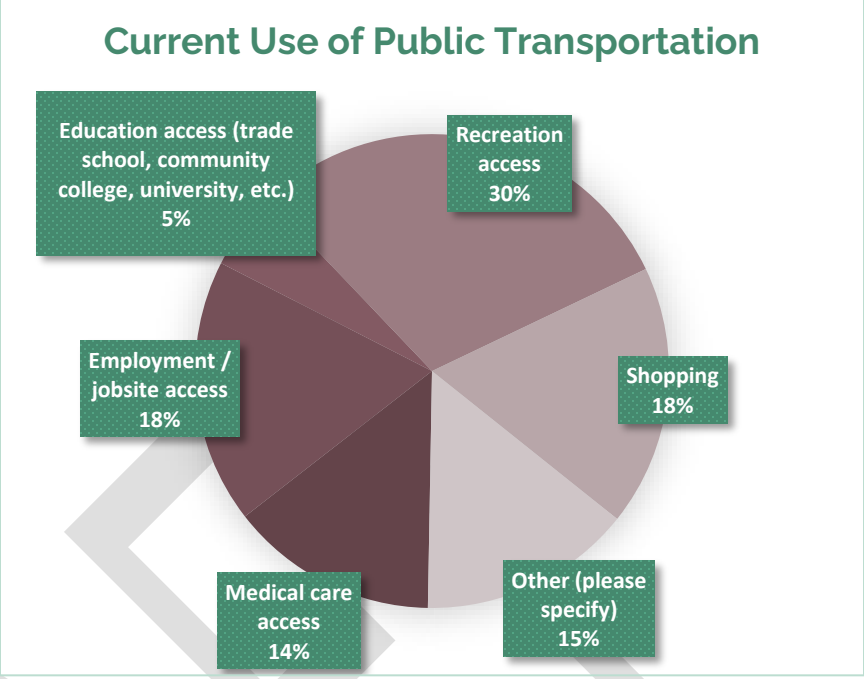
Comments from respondents indicated a desire for expanded passenger rail service, reflecting an interest in more cross-state travel options. Other comments highlighted a need for improved transit information, better bicycle and pedestrian infrastructure, and more accessible options for seniors and people living with disabilities. A few comments mentioned the importance of transit availability for Montana's tourism economy.

DID YOU KNOW?

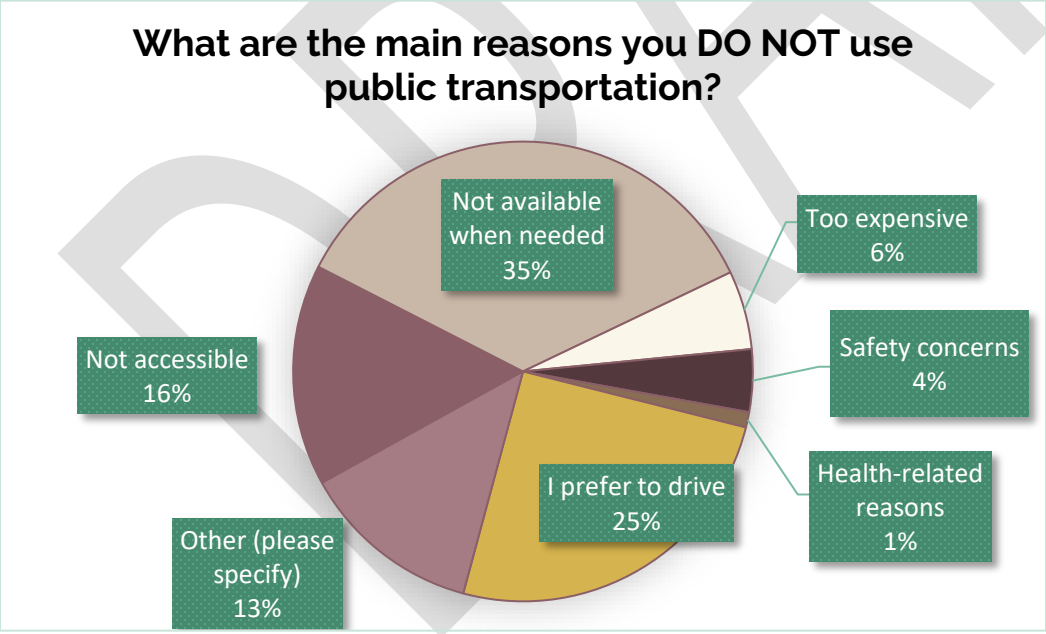
In 2024, over 13 million nonresidents visited the state, contributing an estimated $6.1 billion to Montana's economy[15].

[15] Grau, Kara. (2025). 2024 Estimates - Nonresident Visitation, Expenditures, and Economic Contribution. Institute for Tourism and Recreation Research, University of Montana. Missoula, Montana. 13p.

Figure X (right) shows a large proportion of respondents indicated they use public transit to access recreation, while other common uses include access to employment and shopping hubs.



Survey respondents cited a few common concerns when asked why they do not use public transportation. The largest concern was that public transportation, if available at all, is not available at the times when it is needed; see **Figure X (below left)**.



Respondents comments indicated that the lack of availability applies to both ***time*** and ***location***. Either the available routes are not run frequently enough to be considered reliable, or the route does not reach a desired location. Both concerns may be addressed by expanding existing services, rather than implementing new programs.

LOCAL COMMUNITY LENS

The TIC wanted to understand how average Montanans utilize public transportation in their local communities.

Does your local community offer public transportation?	Rural	Urban	Grand Total
[Skipped question]	58	95	**153**
I'm not sure	31	18	**49**
No	185	11	**196**
Yes	243	689	**932**
Grand Total	**517**	**813**	**1330**

Figure X (left) shows awareness of whether local public transportation is available.

While it may be unsurprising to see that the majority of survey respondents travel by personal motor vehicle, **Figure X (below)** shows that respondents also indicate a high rate of walking or biking around their local community.

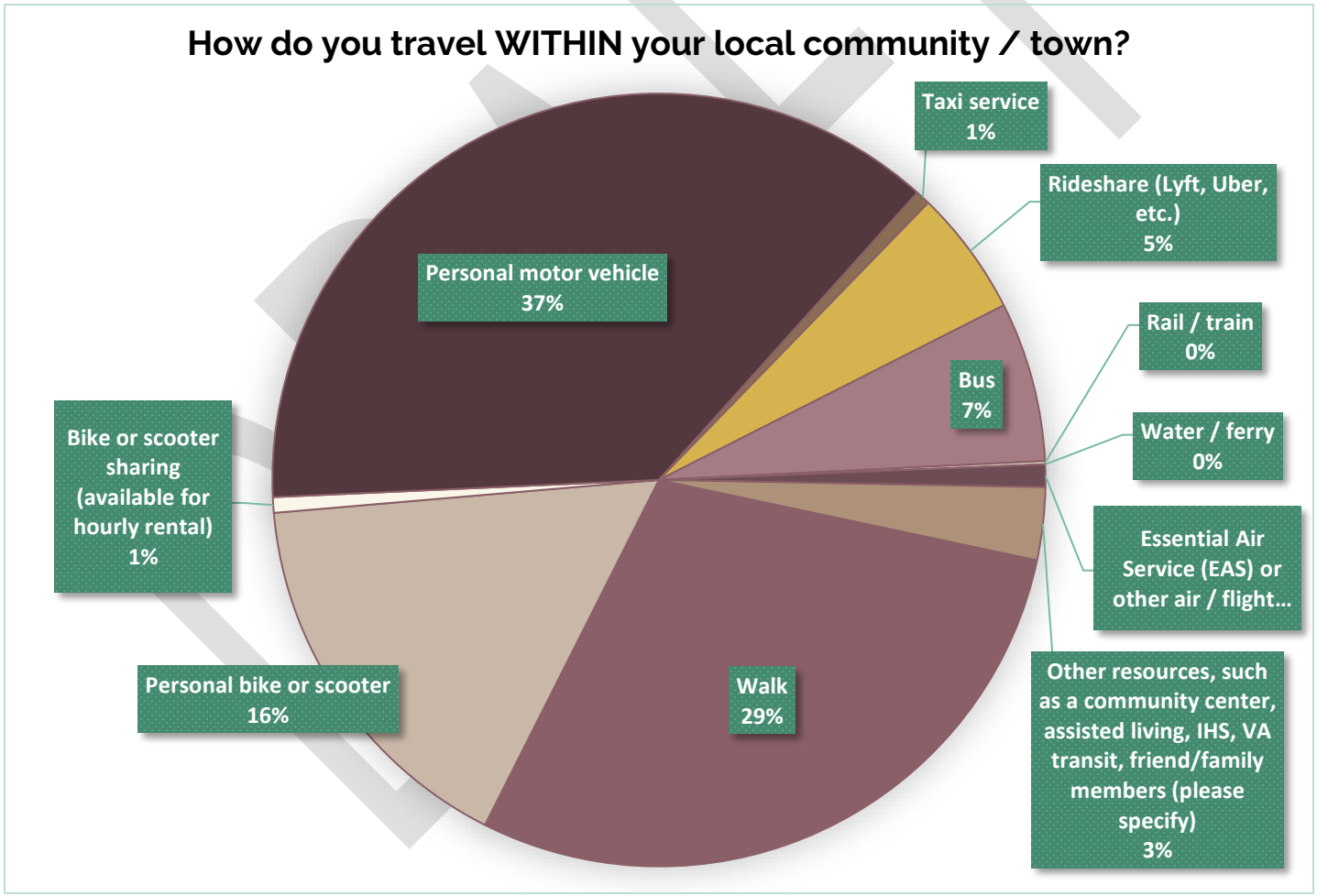
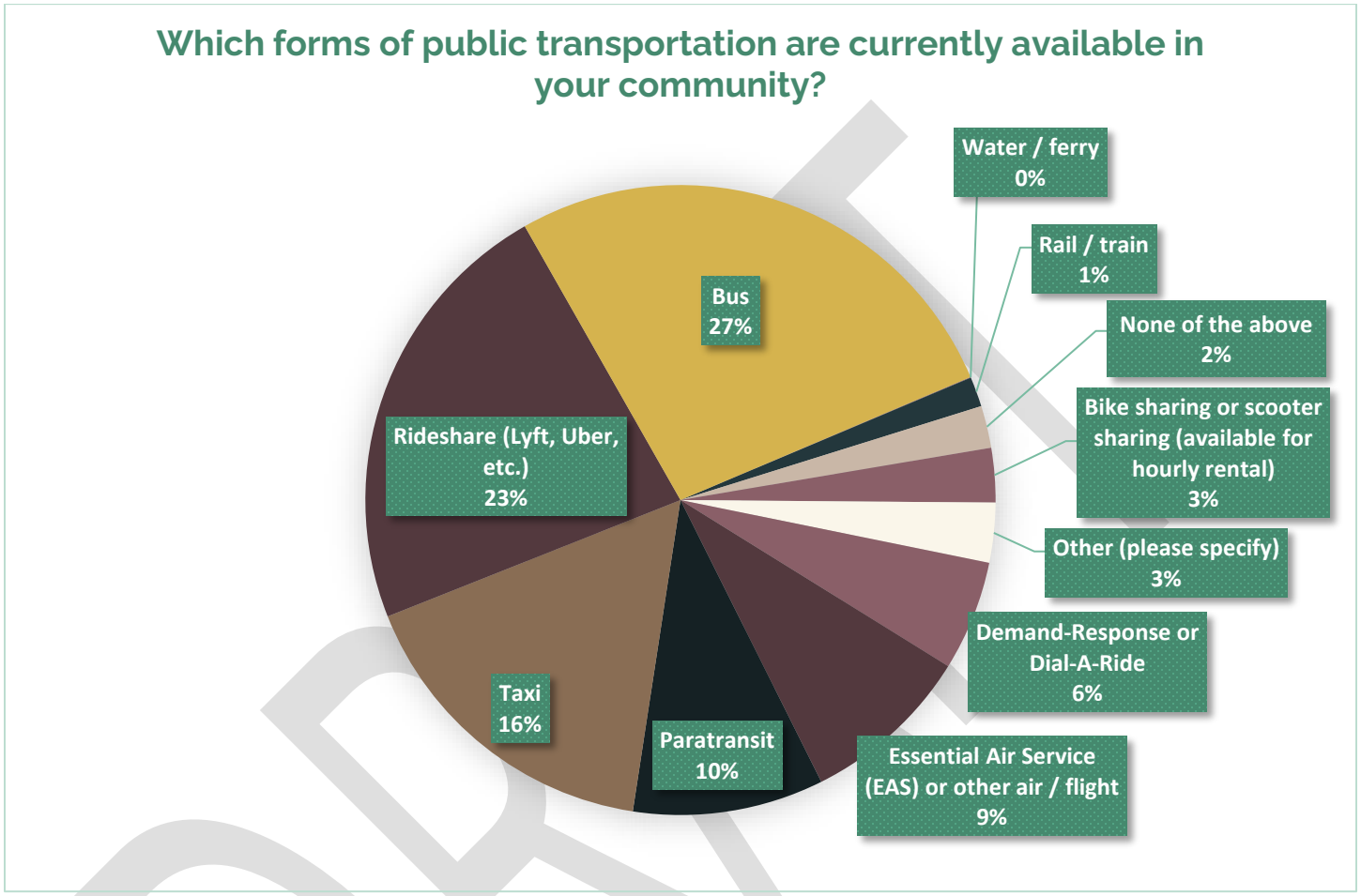


Figure X (below). Survey respondents who have public transportation in their community identified bus systems, rideshare, and taxi services most frequently. Smaller proportions of respondents reported having access to paratransit, Essential Air Service (EAS), and demand-response services.



When it comes to multiuse pathways in a community, respondents generally have a positive tone.

Figure X (right) shows a "word cloud" of the most common terms in responses to survey question 21.



Many responses noted the existence of shared-use paths, multiuse pathways, or trail systems in the local community, especially in larger towns. Comments highlight the trails' benefits for accessibility, recreation, and even commuting. Some comments do indicate gaps in connectivity, incomplete networks, or limited infrastructure that makes travel challenging or unsafe in certain areas. Overall, responses indicate appreciation for multiuse pathways, and show a clear desire for improved infrastructure and connectivity to better serve community needs.

STATEWIDE LENS

After gaining a better understanding of local community needs and resources, the TIC sought to understand how Montanans travel outside of their communities, but within the state.

Do you use public transportation to travel OUTSIDE your community but WITHIN the state?	Rural	Urban	Grand Total
[Skipped question]	75	115	**190**
No	325	593	**918**
Yes	117	105	**222**
Grand Total	**517**	**813**	**1330**

Figure X (above). Overall, a minority of survey respondents report using public transport to leave their communities.

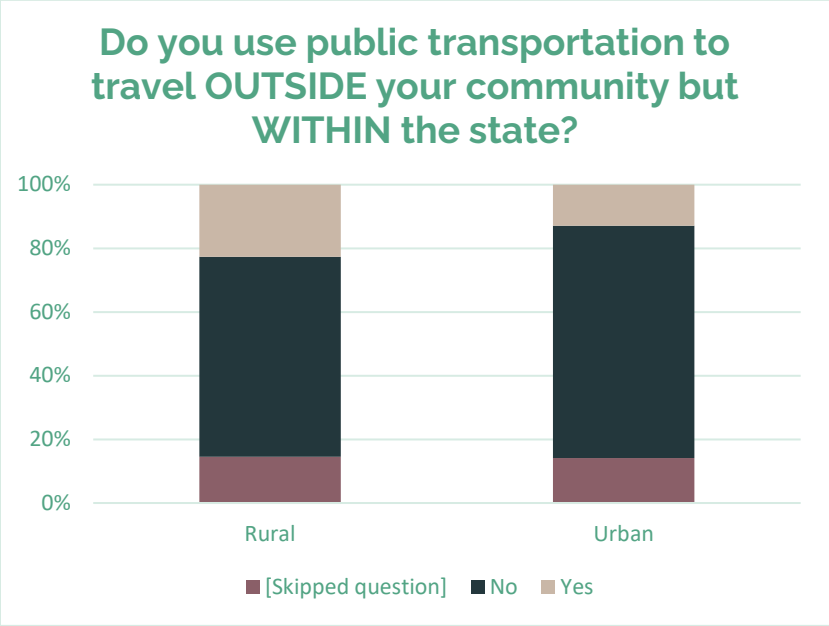


Figure X (left). Rural survey respondents report using public transportation services to leave their community more frequently than urban respondents.

Does this mean that rural counties have proportionally more access to public transportation?
Or that respondents in urban counties use their personal vehicle if they want to travel outside of their communities?

Are public transportation options in rural counties leaving the community in higher rates because they are needed to connect to the centers of commerce elsewhere?

When you travel OUTSIDE your community but WITHIN the state, is the travel usually for work or for personal travel?	Rural	Urban	Grand Total
[Skipped question]	75	115	**190**
Both: I travel outside my community equally for both work and personal reasons.	183	254	**437**
Personal: When I travel outside my community but within MT, it's usually personal travel.	232	398	**630**
Work: When I travel outside my community but within MT, it's usually for work.	27	46	**73**
Grand Total	**517**	**813**	**1330**

Figure X (above). Respondents were asked whether leaving their community was usually for work travel, personal travel, or approximately equal for both. A majority of respondents said their travel is personal.

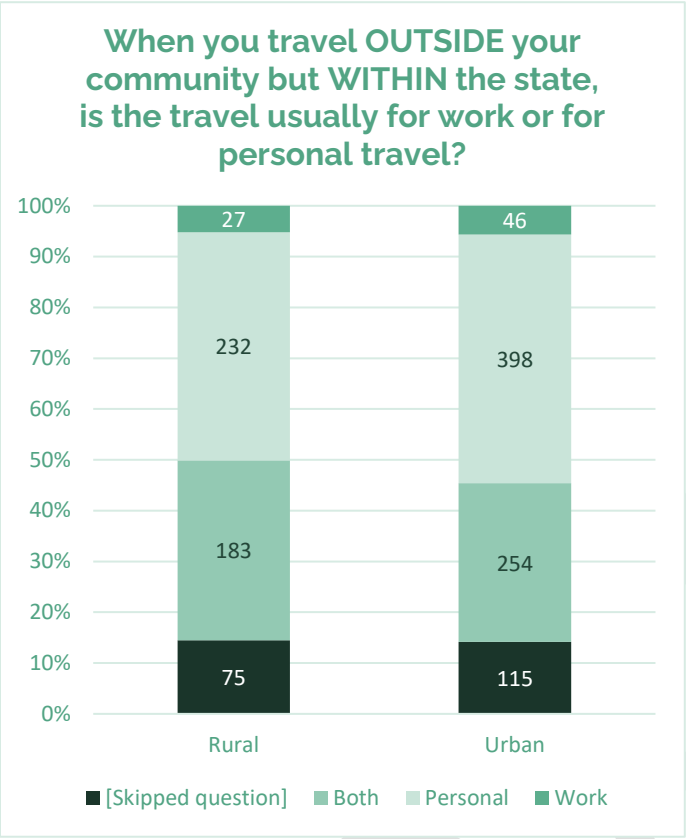
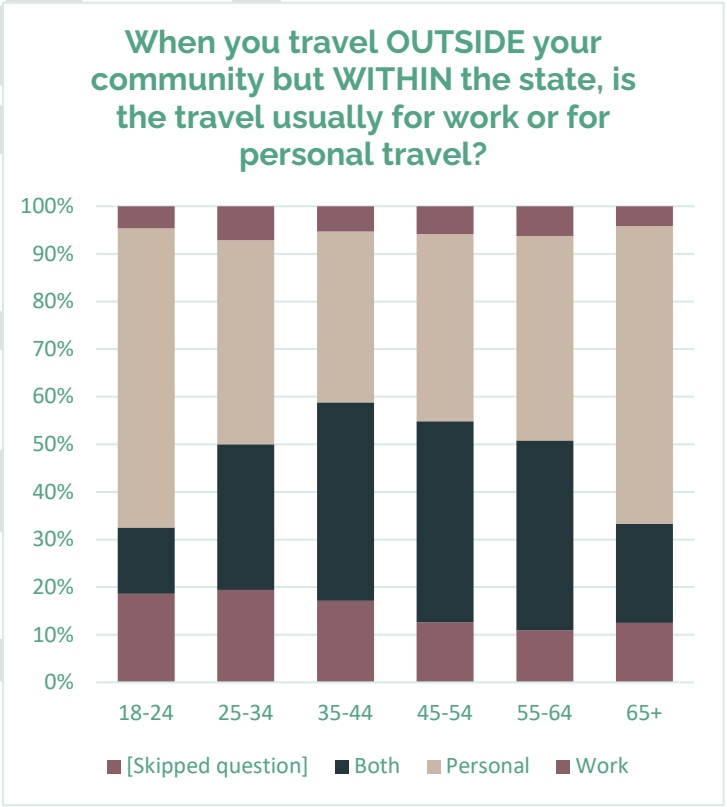


Figure X (top left) shows that rural respondents travel outside their communities for "Both" work and personal reasons more frequently in proportion to urban respondents. A larger proportion of urban respondents travel outside of their communities for personal reasons.

Figure X (middle right) shows that the age group most often traveling outside their community for work purposes are the respondents between 25-34 years old.



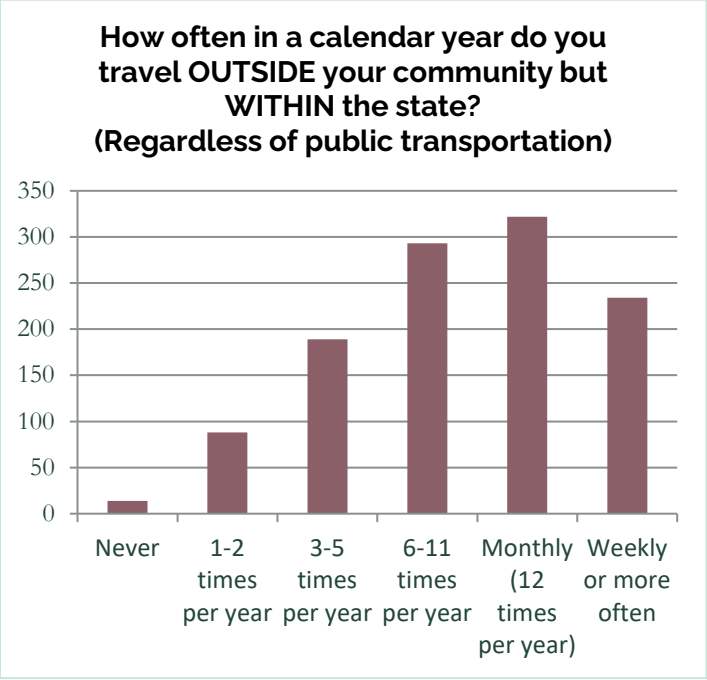


Figure X (bottom left). A majority of respondents report traveling outside their communities but within the state of Montana at least once per month.

Figure X (below). When survey respondents travel outside of their communities, the majority use a personal vehicle.

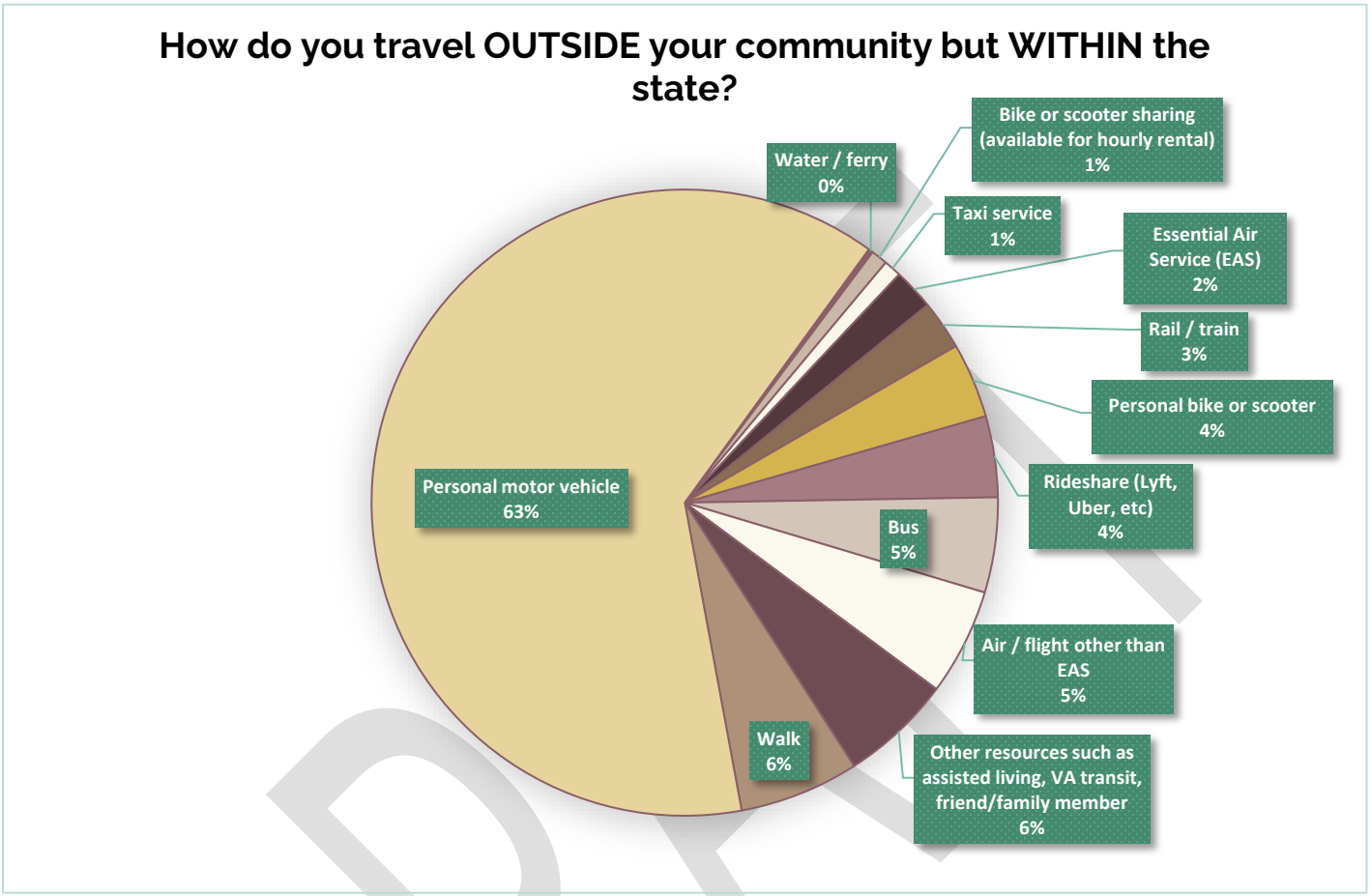
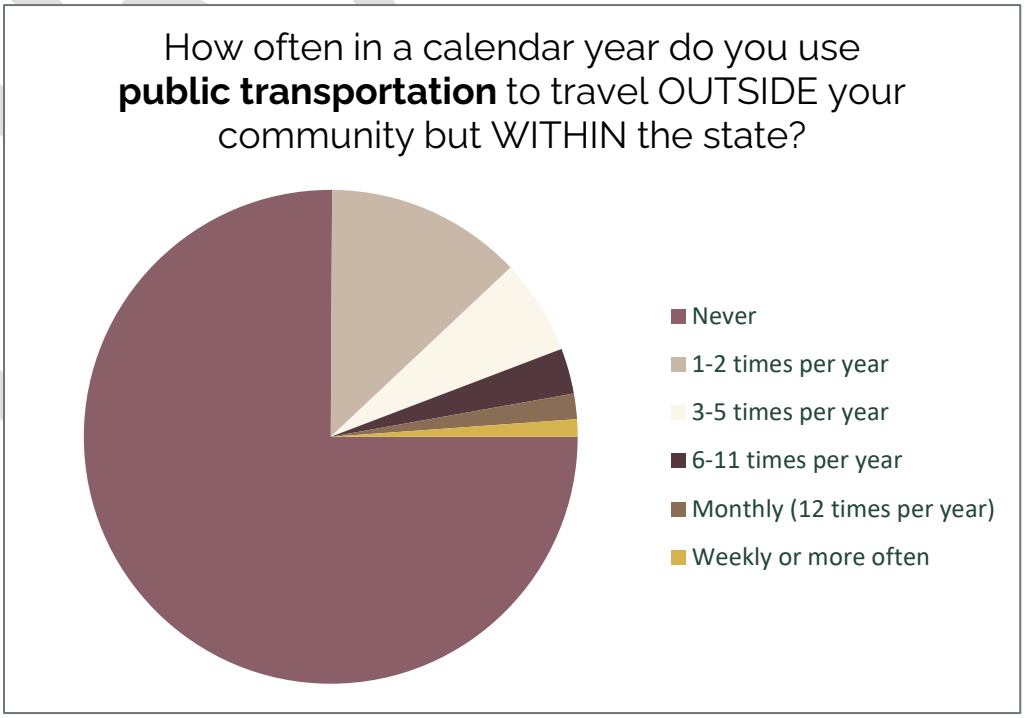


Figure X (right). Few survey respondents use public transport to travel outside their communities. When it does happen, survey respondents indicate it is infrequent, often a "one-off" event.

Rural survey respondents reported using public transportation to travel outside their communities more frequently in proportion to their urban counterparts.



Are the different modes of public transportation services CONNECTED enough to get you to a destination OUTSIDE your community but WITHIN the state?	Rural	Urban	Grand Total
[Skipped question]	75	115	**190**
N/A, I don't know, or I don't use public transportation.	131	207	**338**
No, I cannot get from my community to another destination using only public transportation.	252	415	**667**
Yes, I can get from my community to another destination using only public transportation.	59	76	**135**
Grand Total	**517**	**813**	**1330**

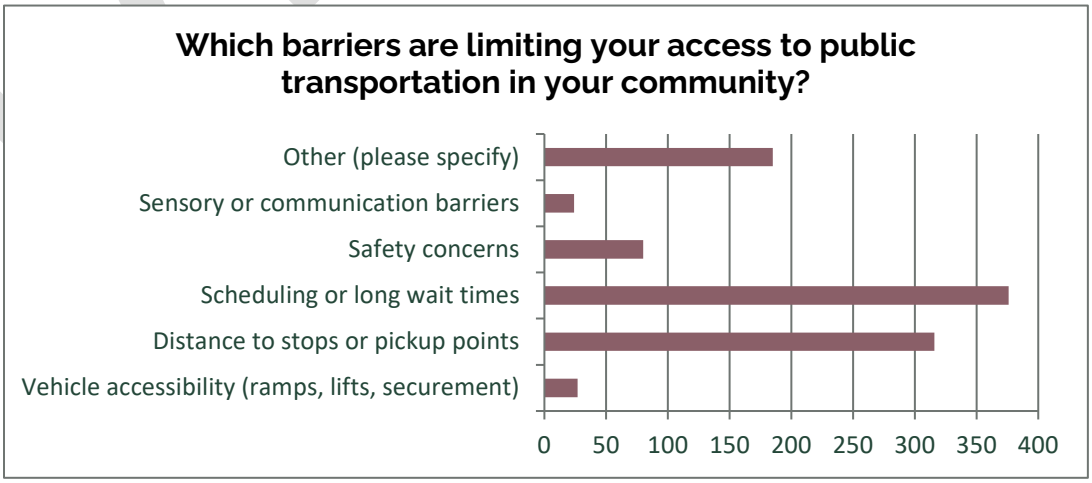
Figure X (above). When asked whether existing public transportation services are interconnected enough, few respondents agreed. The majority of respondents indicated a lack of connectivity between services, known as "last-mile" connectivity.

ADA ACCESSIBILITY

When discussing how Montanans are able to move throughout their communities and the state, it is crucial to consider options for citizens who have mobility challenges or accessibility needs.

Do accessibility barriers limit your ability to use public transportation in your community?	Rural	Urban	Grand Total
[Skipped question]	58	95	**153**
N/A, I do not use public transportation, or there is no public transportation available in my community.	239	203	**442**
No, there are no accessibility barriers to limit my ability to use public transportation.	153	387	**540**
Sometimes, there are some barriers preventing my access to public transportation.	30	73	**103**
Yes, I am limited due to accessibility barriers.	37	55	**92**
Grand Total	**517**	**813**	**1330**

Figure X (above) and **figure X (right)** show an overview of the responses regarding accessibility barriers limiting the use of public transportation.



Do you own a personal motor vehicle?	Rural	Urban	Grand Total
[Skipped question]	58	95	**153**
I don't own a vehicle, but **I do have access to one** for personal use.	6	15	**21**
No, I do not own or have access to a motor vehicle.	10	35	**45**
Yes, I own a personal motor vehicle.	443	668	**1111**
Grand Total	**517**	**813**	**1330**

Figure X (left). Respondents indicated whether they have access to a personal vehicle for travel.

Respondent comments on these questions indicate a high reliance on personal vehicles, due to limited alternatives like public transit, accessibility barriers to the available alternatives, and inadequate infrastructure for walking, biking, or rolling.

Common concerns include safety, affordability, and gaps in service. Overall, comments point to a need for more options, improved accessibility, and improved reliability in existing transportation.

Respondents' comments about expanding accessibility within public transportation centered around several themes, listed here in alphabetical order.

- Accessible vehicles require a ramp or lift, proper securement, and a trained, certified driver.
- Interconnectedness and "last-mile" access is crucial when it comes to medical appointments in other towns.
- Lighting and wind shelters are necessary at bus stops for the safety and visibility of riders.
- Medical specialists and critical services are "few and far between" in Montana, centralized in a few cities.
- Sidewalks and multiuse paths are vital to wheelchair users, and need to be maintained.
- Signage, auditory signaling, and information sharing can all be improved.
- Weekend and late-night availability would provide more flexibility for riders.

Common terms from respondents' text answers are compiled in a "word cloud" in **Figure X (below)**.



AFFORDABILITY

Survey question 19 asked respondents: Is the public transport in your community affordable?

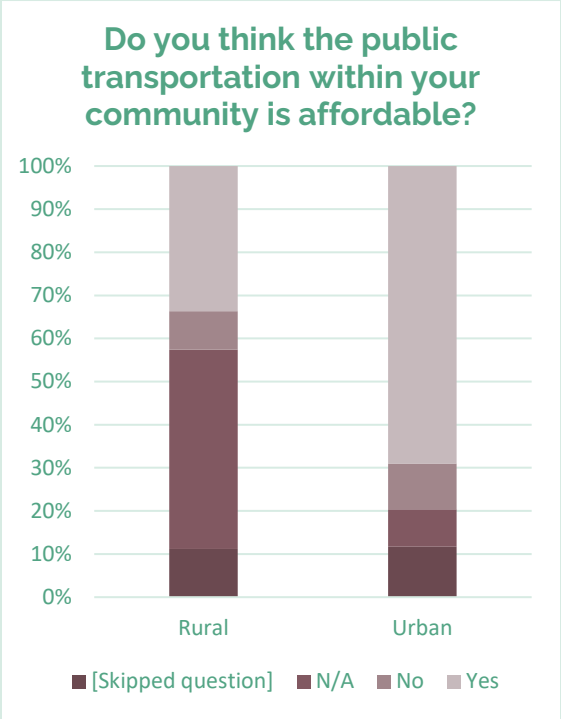


Figure X (left) shows that proportionally, urban survey respondents are more likely to feel that their public transportation opportunities are affordable.

Figure X (middle right) shows the same data, grouped by annual household income level. Households under $25k/year report affordability concerns at a higher rate than other income levels.

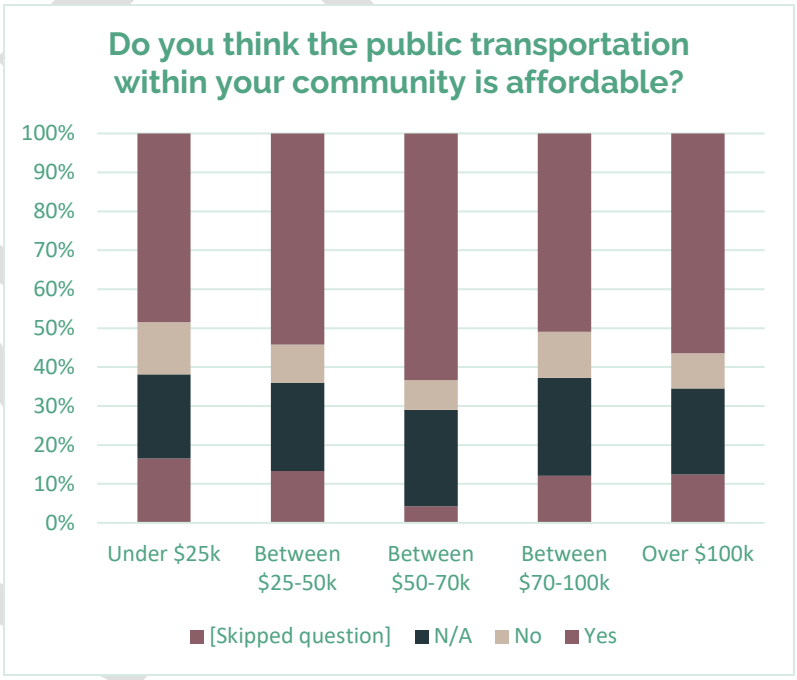




Figure X (left). Respondent comments about the affordability of public transportation noted high costs for rideshare services, limited subsidies for publicly available transportation, and limited services for the special needs of certain populations. Some comments do mention the existence of free or low-cost transit nearby, but express concerns such as limited route coverage, infrequent service, or difficulty in finding information.

DESIRED SERVICES

Another function of the public survey was to determine what Montanans want from public transportation.

Respondents' comments largely focused on expanding intercity passenger rail and developing a broader rail network across Montana. A few comments mentioned the importance of bicycle infrastructure and last-mile interconnectivity of services.

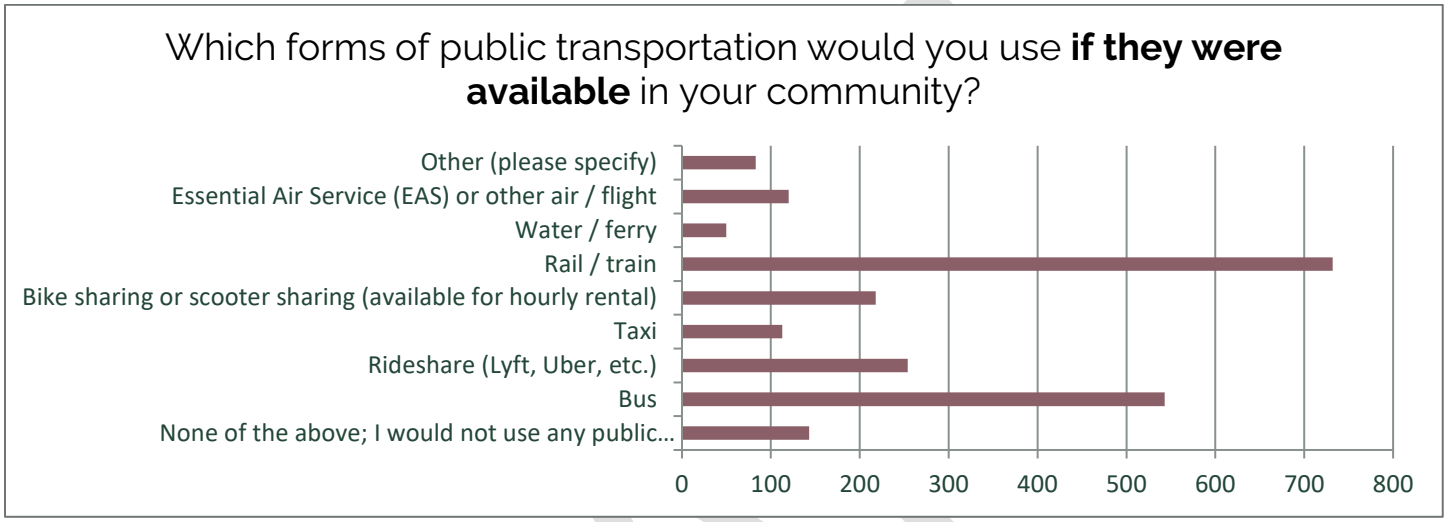


Figure X (above) shows responses to survey question 13, indicating a high level of interest in passenger rail as well as bus routes.



Figure X (left) shows a "word cloud" of the 100 most frequently used words in text responses to survey question 14.

Figure X (below). While a portion of survey respondents indicated no plans to ever use public transportation, there were many others who would use public transportation for things like recreational access and shopping.

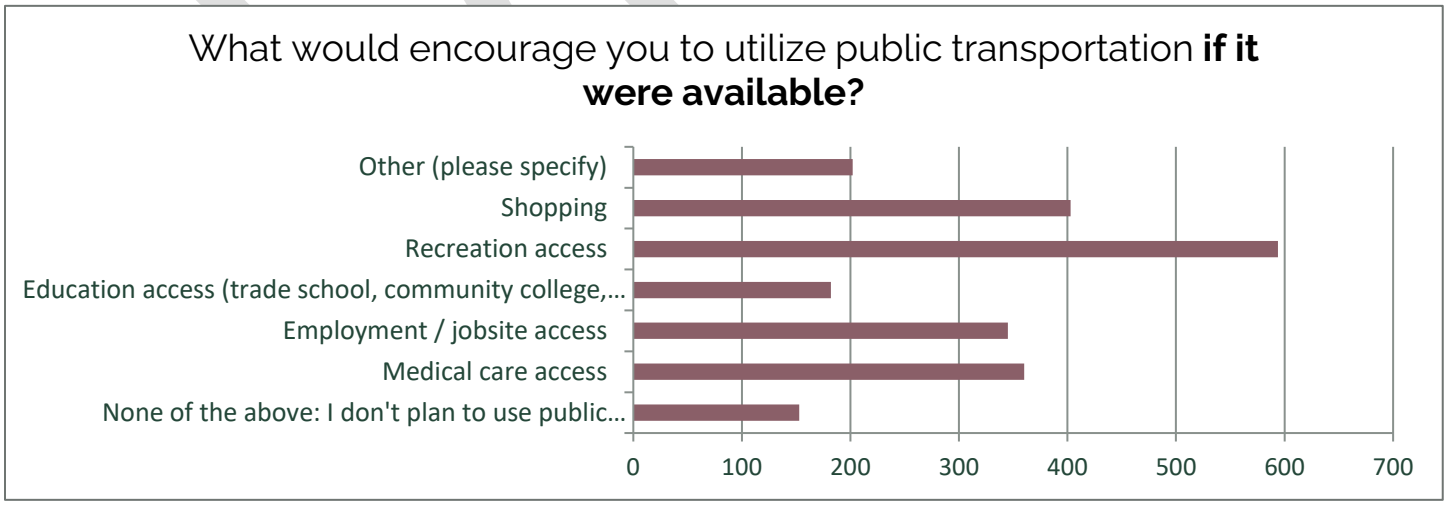




Figure X (left). Comments from respondents indicated a variety of reasons someone would use public transit, like visiting family members in another town, or running errands on the weekends.

Common threads throughout these comments show a broad desire for intrastate travel through better connectivity between existing systems, increased frequency of services, and expansion to unserved areas.

Figure X (right). Survey respondents had a range of suggestions for improving public transportation in Montana. The most common themes included:

- Increase the frequency (days and hours) of existing services
- Improve the interconnectivity between communities
- Expand local transit options to underserved communities
- Improve the safety, accessibility, and information-sharing of existing services

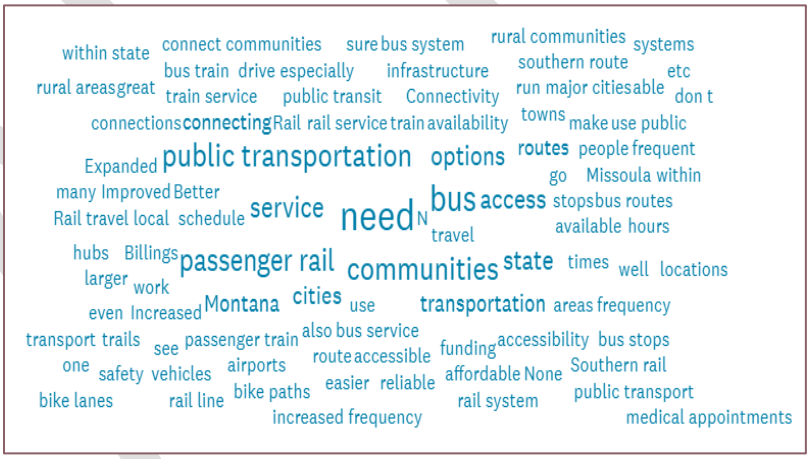
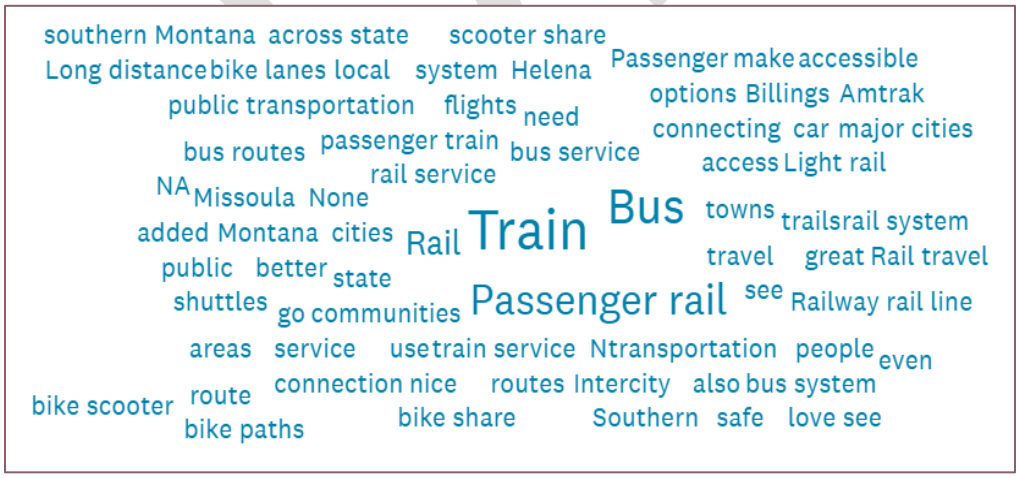


Figure X (below). When asked which specific transportation services were desired, most respondents expressed strong interest in expanded passenger rail service, not only to the towns along the southern route, but also to Montana's national parks. Some requested expanded bus routes and better connections for rural areas. Others pointed to improving bike and pedestrian infrastructure.



Overall, comments expressed a clear interest in broader, more accessible, and multimodal transit options across the state.

The survey's final question asked respondents to consider a hypothetical future:

If passenger rail service were restored through southern Montana along the former North Coast Hiawatha route (Glendive, Miles City, Forsyth, Billings, Livingston, Bozeman, Helena, Missoula), how would this expanded availability of passenger rail impact you, your family, and/or your community?



Figure X (left). Responses to this question highlighted improved travel accessibility, especially for those unable to drive, and enhanced connections for families and communities.

Many listed benefits such as safer and more affordable travel, reduced reliance on personal vehicles, and increased opportunities for in-state and long-distance trips. Some comments emphasized the importance of making the rail service reliable and efficient, as well as accessible to all users.

A few responses expressed practical concerns about public funding, limitations with the route, or the value compared to other transit options.

Survey respondents were given multiple "text box" opportunities to suggest locations for the TIC to visit, or to share insights with the TIC. The individual suggestions have been provided to TIC members, and an alphabetical non-exhaustive list of topics is below.

- Alternative fuels
- Bedroom communities
- Cleanliness and security of existing systems
- Commuter rail service
- Event centers that provide shuttle services
- Interconnectivity between transportation services
- Overseas examples of transit systems
- Public trail systems
- Railroad towns
- Rural communities, transportation "deserts"
- Shuttle and "short line" services
- Tourism impacts
- Transit Oriented Development (TOD)
- Tribal involvement
- Urban pedestrian and bicycle infrastructure

The complete survey is located in **Appendix E** for reference.

CONCLUSION

Between September 2025 – September 2026, TIC spent a full year examining public transportation in Montana and several regional neighbor states. The study was a standing agenda topic at each meeting, and TIC obtained significant information through:

- panel discussions with Montana experts;
- presentations from regional neighbor states;
- a statewide anonymous online survey, which collected 1330 responses in 6 weeks (see **Appendix E**);
- multiple site visits during the May 2026 travel meeting;
- a staff-compiled ArcGIS map of available public transportation services in Montana (see **Appendix C**); and
- a staff summary of Montana statutes governing transportation services (see **Appendix D**).

TIC has made no specific legislation recommendations pursuant to SJ 19, but considered **PD 07 – RAILPLAN:** Require MDT to update the state rail plan every 4 years as part of its overall interim work.

More information and resources can be found on the TIC webpage:
https://www.legmt.gov/committees/interim/tic/studies-topics/#SJ-19

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APPENDIX A:
TRANSPORTATION INTERIM COMMITTEE MEMBERS

Before the close of each legislative session, House and Senate leadership appoint lawmakers to interim committees. The members of the Transportation Interim Committee, like most other interim committees, serve one 20-month term. Members who are reelected to the Legislature, subject to overall term limits and if appointed, may serve again on an interim committee. This information is included in order to comply with 2-15-155, MCA.

SENATE MEMBERS

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Transportation Interim Committee Staff:

Joe Carroll, Attorney | Becca Brown, Legislative Research Analyst | Maddelyn Pennington, Research Assistant

APPENDIX B:
TERMINOLOGY OF PUBLIC TRANSPORTATION

When discussing public transportation and other transportation options, some industry-recognized terminology is used. To avoid confusion with "jargon", selected terms are defined below, listed in alphabetical order.

- **CHARTER SERVICE** – contracted service for specific events (such as a shuttle, intercity, fixed-route setup, or other forms); public operators are generally prohibited from running charter service unless certain criteria are met (*noncompete provisions*)
- **CLOSED DOOR SERVICES** – typically programs for people with developmental disabilities, which provide transportation services to their clients (*Section 5310*)
- **DEVIATED FIXED ROUTE** – similar to fixed route, but can deviate short distances from the designated route for pickups or drop-offs
- **DIAL-A-RIDE or DEMAND-RESPONSE** – these terms are used interchangeably within the transit world; a user schedules a ride (usually at least one day before), gets picked up at a specified origin, is dropped off directly at their destination; generally publicly funded
- **FERRY** – ferry service is specifically recognized as a form of public transit within certain considerations; most are boats operating on state waterways; ferry service may or may not charge fares
- **FIXED ROUTE** – large buses (such as Jefferson Transit or Greyhound Bus) driving on designated routes, stopping at marked bus stops and terminals; generally publicly funded (*Section 5307*)
- **INTERCITY** – passenger transportation services *between* cities; intercity trips *can* occur on demand-response or dial-a-ride systems, but differ fundamentally in that intercity service usually sells tickets for a designated trip between terminus points; operational support is generally not provided via public funding, but intercity systems may qualify for limited federal capital support (S*ection 5311*)
- **ON-DEMAND or MICRO-TRANSIT** – generally referring to Uber, Lyft, and other private for-hire operators; riders typically book rides via proprietary apps; public operators occasionally partner with these services for "last mile" feeder operations
- **PARATRANSIT** – demand-response service for individuals whose disabling condition inhibit that person's ability to use fixed-route bus; paratransit service is required of any fixed-route operator and must compliment fixed-route systems by serving roughly the same area (*3/4 mile on either side of an established fixed route*) and same operating schedules; trip length and durations should be similar to fixed route trips; generally publicly funded (*TransADE*)
- **PARK-AND-RIDE** – generally used in conjunction with fixed-route systems, vanpools, rail systems, etc.; an individual drives their vehicle to a designated terminus or stop location, parks their vehicle, and completes their trip using the public transit option; *may* occur with demand response systems; may or may not be publicly funded depending on the provider; MDT has created and maintains many Park-and-Rides along the HWY 93 and I-90 corridors
- **RIDESHARE** – generally referring to operations such as vanpooling (*Section 5311, or CMAQ*) and carpooling
- **SCHOOL BUS SERVICE** – bus service specifically designed to serve school-aged students (K–12); generally, public operators are limited from also providing school bus service unless specific criteria are met, much like charter service. Many public transit providers operate service for HeadStart (Pre-K) programs

DRAFT

- **SHUTTLE SERVICE** – generally, a dedicated service for a specific provider or commercial activity that may or may not be a private operator (i.e. can support private operations such as a hotel or convention center, or public operations like airports), generally travel between designated destinations; limitations on public providers being able to operate these services (*noncompete*)
- **TAXI SERVICE** – traditional taxi service; users can schedule a ride, hail a parked cab, etc.; generally private operators; taxi service can sometime encompass other forms of transportation, such as shuttles; public operators occasionally partner with taxi systems for "last-mile" feeder operations or after-hours operations

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APPENDIX C:
MAP OF PUBLIC TRANSPORTATION SERVICES

Staff compiled available data on transportation services available statewide into a spreadsheet, then used that data to populate an interactive ArcGIS map of services.

The map is available on the TIC webpage here: https://www.legmt.gov/committees/interim/tic/studies-topics/#SJ-19

It is also available on ArcGIS Online here:
https://montana.maps.arcgis.com/apps/instant/basic/index.html?appid=d6f8bb16e4314698b9dc116ff1cfe2c7

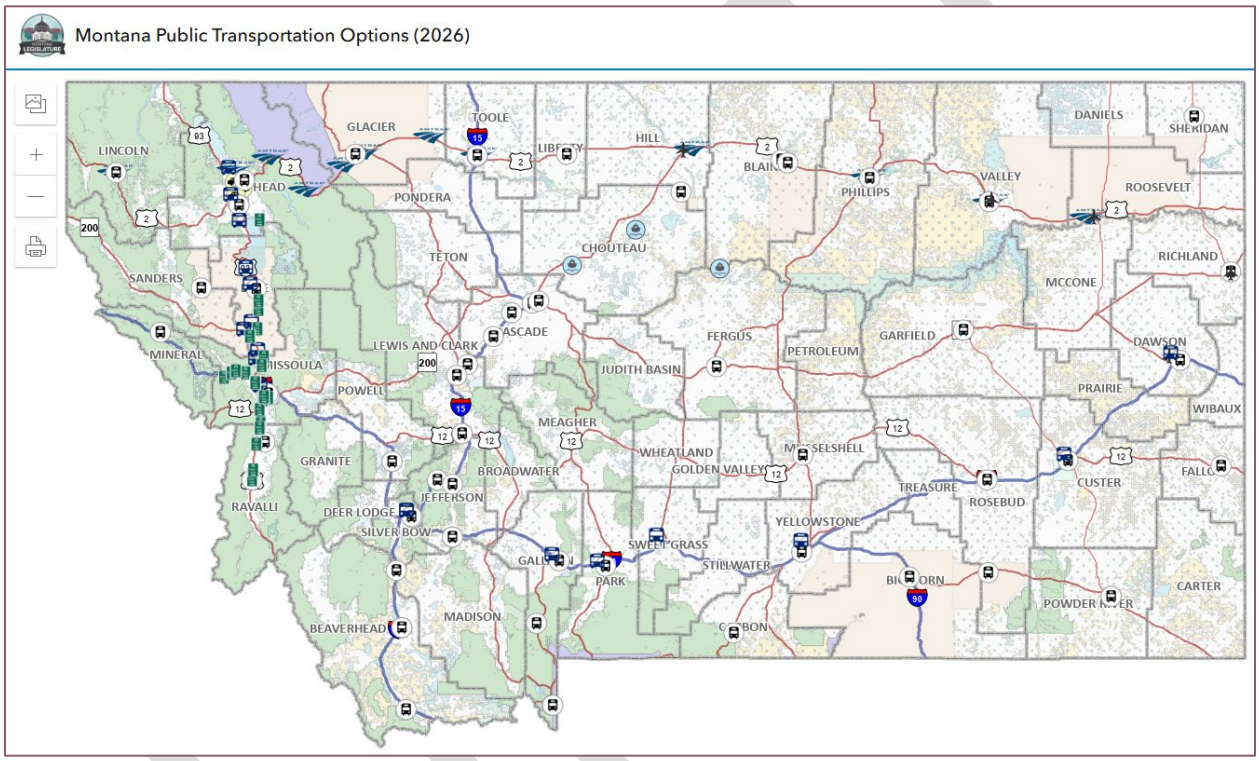


Table data is shown on the following pages, listed in alphabetical order.

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
406 Rides	40 Glacier Ranch Way Apt P4	Kalispell	59901	406-309-1542	book@406rides.com	www.406rides.com	Taxi service	https://www.406rides.com/rates-and-payment	406rides is a local company focused on giving affordable and reliable transportation options for the Flathead Valley.		Authorized by Glacier Park International Airport
Angel Line	414 E. Callender	Livingston	59047	406-222-4668	auditor@parkcounty.org	https://livingstonmontana.com/angel-line-senior-and-disabled-transportation/	Para Transit			Weekdays (Except Holidays) 8:15 a.m.-4:15 p.m. Call One Day in Advance 8:00 a.m.-2:00 p.m.	Rides for Seniors 60 and Over. Disabled of any Age.
ASUM Transportation	32 Campus Dr. UC #115	Missoula	59812	406-243-4599	udash@umontana.edu	www.umt.edu/asum/ot	Fixed Route	Student fees fund UDASH therefore the bus is fare-free and does not require an ID.		All routes run Monday - Friday and connect to the Transit Hub located outside of the Music Building.	ASUM Transportation is the student-operated campus transit agency providing UDASH bus service, campus bike rentals, and education about sustainable transportation options on the UM campus and surrounding areas.
Belmont Bus	615 E Mercury St	Butte	59701	406-723-7773	ButteBelmont@outlook.com	https://belmontseniorcenter.com/	Para Transit		The Belmont Bus offers curb-to-curb service to medical appointments, the Belmont Center, Walmart, and Safeway. This service is available to seniors in Butte and surrounding areas.	Lunch: daily Medical appts: Mon & Weds Shopping: Fri	
Big Dry Transit / Garfield County Transit System	352 Leavitt Ave	Jordan	59337	406-557-2501	athomas@garfieldco.us		Dial-A-Ride	The transportation service does not charge fares, but donations are welcome.	Garfield county, Miles City, Glasgow, Billings	Mon-Fri 8am-5pm	Schedules for out-of-town trips are advertised in the Garfield Gazette, Health Clinic, Nursing Home, Garfield County website, Post office, County Courthouse, Senior Center, and handed out to the community during Home Delivered Meals. We ask that a minimum of 48hrs notice is given to schedule out-of-town trips.
Billings MET Transit - MET Plus (ADA)	1705 Monad Road	Billings	59101	406-657-8218	metplus@billingsmt.gov	https://www.billingsmt.gov/3049/MET-Plus-ADA	Dial-A-Ride				MET Plus (ADA) transit services are designed to provide independence and mobility to those who are not able to navigate the fixed route bus system without assistance, due to a disability that prevents the individual from utilizing the fixed route system. Services are on-demand, origin to destination, and require certification to utilize.

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Billings MET Transit - THE BUS	1705 Monad Road	Billings	59101	406-657-8218	LoganR@billingsmt.gov	https://www.billingsmt.gov/3042/MET	Fixed Route, Para transit	https://www.billingsmt.gov/3075/PAY		5:45 AM - 8:00 PM Monday through Friday 8:00 AM - 5:45 PM Saturdays	
BitterRoot Bus	310 Old Corvallis Road	Hamilton	59840	406-363-7484	rshelton@ravalliccoa.org	https://www.ravalliccoa.org/transportation/	Dial-A-Ride			Our service runs from 8:00 AM to 4:00 PM, Monday through Friday, however, rides must be scheduled at least 24 hours in advance by calling (406) 363-7484.	The Bitterroot Bus offers comfortable, safe and reliable transportation for the young and young at heart in our valley. Our clean vans and courteous drivers offer curb to curb service, offering mobility and independence for our friends and neighbors of all ages. Persons with disabilities can find reliable transportation with one of our two lift equipped vehicles. Just one person using public transportation can reduce carbon emissions by over 20 pounds. We are proud to be able to provide over 200 rides a week to the general public.
Blackfeet Transit	P.O. Box 850	Browning	59417-0850	406-338-5007	wblackman@blackfeetnation.com		Dial-A-Ride		Blackfeet reservation, Browning, Great Falls, Kalispell	8:00am to 4:30pm Monday - Friday	The Blackfeet Transit Program offers a valuable transportation service for older adults in the community, ensuring they can easily access essential destinations. This program allows older adults to schedule shared rides in advance, providing them with the convenience of planned transportation to various locations. With curb-to-curb service, older adults can rely on this program to assist them in reaching their desired destinations safely and efficiently. Riders using the Blackfeet Transit Program are encouraged to schedule their rides several days ahead of time, allowing for a well-coordinated transportation experience. This ensures that older adults can plan their trips accordingly and have peace of mind knowing they have reliable transportation arrangements in place. By offering shared rides, this program not only promotes a sense of community among older adults but also contributes to a more sustainable and accessible transportation option for all participants.

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Boulder Transportation Service	1147 Hwy 55	Whitehall	59759	877-287-3156	teresa@whitehalltransportation.org	http://whitehalltransportation.org	Dial-A-Ride	In Town $5 Out of town based on mileage		Mon-Fri 8:30am-5pm	Services provided by Whitehall Public Transportation
Butte-Silver Bow ADA Transit	155 W Granite St	Butte	59701	406-497-6514	cjohns@bsb.mt.gov	https://www.co.silverbow.mt.us/2108/Dial-A-Ride-Para-Transit-Services	Dial-A-Ride paratransit	Paratransit service fare is free.		Monday through Friday 6:45 am - 6:15 pm Saturday 8:45 am - 4:15 pm	Curb to curb paratransit service is available for people with disabilities who are unable to use The Bus. Passengers must meet the legal and medical requirements of the Americans with Disabilities Act. Please call 406-497-6515 for an application to be sent to you. PCA (Personal Care Attendant) will ride for free; must be approved by Butte-Silver Bow. Provided by Butte-Silver Bow Transit Drivers.
Butte-Silver Bow Transit	126 W. Granite	Butte	59701	406-497-6521	cjohns@bsb.mt.gov	https://www.co.silverbow.mt.us/178/Transit-Services	Fixed Route, Dial-A-Ride Para Transit	Everyone rides for free.	The Bus provides service throughout the Butte urban area including Walkerville and both Montana Tech campuses.	Monday - Friday 6:45 am - 6:15 pm Saturday 8:45 am - 4:15 pm	
Capital Transit (Helena)	1415 N. Montana Ave	Helena	59601	406-447-8080	egolemon@helenamt.gov	https://www.helenamt.gov/Departments/Transportation-Systems/Capital-Transit	Dial-A-Ride	One-way rides anywhere within City limits are a flat rate: $3 when booked one day ahead $5 if booked same-day https://www.helenamt.gov/Departments/Transportation-Systems/Capital-Transit#Fares	Helena, East Helena	Our buses operate within Helena City limits between 6:30 a.m. and 6:00 p.m., Monday-Friday. East Valley/East Helena runs 8am - 10am and 2pm - 4pm. The East Valley/East Helena route is closed on all federal holidays. The Capital Transit office is open Monday – Friday from 8 a.m. to 4 p.m. for scheduling.	Download the Capital Transit App or use the following web link: https://spare-rider-capitaltransit-production.vercel.app/Login?title=Login&authOrganization=%5Bobject%20Object%5D

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Carbon County Area Ride & Transit -CART	P.O. Box 1871	Red Lodge	59068	406-426-4506	david@rlacf.org	https://www.rlacf.org/programs/thrivingnonprofits/fun-run/participating-charities/carbon-county-area-ride-and-transit/	Dial-A-Ride, Fixed Route, Para Transit	CART remains a Fare-Free service! Please consider giving a voluntary recommended donation each time you ride to help us defray costs. Our recommended amounts to donate are: $3/ride for Local rides (anywhere within the county) $10/ride for rides to Billings or Laurel. These amounts are intended to offset the significant costs of operating CART. And keep it in operation! CART is funded by federal grants, RLACF funding, business sponsorships, and individual donations.	Billings, Laurel, Belfry, Bridger, Fromberg, Edgar, Luther, Roberts, Joliet, Red Lodge CART connects every community in Carbon County—Bearcreek, Belfry, Bridger, Fromberg, Edgar, Rockvale, Joliet, Boyd, Roberts, Red Lodge and Luther. Rides within the county are considered "Local Rides." If you live within 3 miles of the paved highways on a county side-road, we will do our best to come get you. The only places we don't currently go are to Roscoe, and around Cooney Reservoir. Call if you're unsure. Our vehicles are NOT 4WD and are low clearance, and so county dirt roads are often off-limits to us, especially in the wintertime.		CART's mission is to provide a low-cost public transportation system that serves all of Carbon County and benefits the health, economic, and social well-being of anyone with transportation challenges—especially the elderly, the disabled, and the isolated—living in our rural communities.
Central MT Shuttle (Fergus County COA)	307 West Watson St	Lewistown	59457	406-535-7486	frontoffice@fccoa.net	https://www.fccoa.net/index.php/cms	Dial-A-Ride		Lewistown, Moore, Grass Range, Winifred Our Shuttle goes to Billings every Tuesday and Great Falls every Thursday for doctors appointments, rides to the airport, etc.	Monday-Friday 7am - 5:45pm	The Central Montana Shuttle provides "origin-to-destination" transportation services for seniors, individuals with disabilities, and the transit-dependent public in Central Montana.

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City of Dillon Bus	125 N. Idaho	Dillon	59725-2616	406-660-4247	areaVbus@dillonmt.org	https://www.dillonmt.org/city-bus		Free bus rides for everyone are made available through grants from the Montana Department of Transportation 's Operating Grant Program and TransADE, as well as generous local donors.	The City Bus travels up to one mile beyond the city limits of Dillon.	Monday through Friday, except Federal Holidays 8:00 a.m. -12:00 p.m. (Last call 11:20 a.m.) 1:00 p.m. - 5:00 p.m. (Last call 4:20 p.m.)	Service dogs are always welcome on the bus, but please refrain from bringing any other pets on board. If you are interested in learning more about the City of Dillon bus, please contact the Director of Operations at (406) 683-4245
Confederated Salish & Kootenai Tribes Transit	P.O. Box 278	Pablo	59855-0278	406-275-2792 406-675-2700 ext. 1030	dhrd.transit@cskt.org corky.sias@cskt.org	https://cskt.org/dhrd/transit/	Dial-A-Ride, Fixed Route	$2.00 one way. Off Reservation rides are $31.00 Round Trip.	Commuter route Arlee-Pablo-Polson Commuter Route Hot Springs-Elmo-Polson-Pablo All off Reservation rides (Missoula or Kalispell) must have a 48hr advance notice and be for Doctor Appointments only. Off Reservation rides need to be completed by 3PM.	Mon-Thu: 6:00am – 5:30pm Fri: 6:00am – 4:30pm Medical Appointments: 8:30AM to 3:00PM Daily Personal Rides: 8:30AM to 3PM Daily	
COR Enterprises	2121 Lampman Drive	Billings	59102	406-248-9115 406-599-7163	cor@corenterprises.com	https://www.corenterprises.com/services/	Para Transit		South Central Montana		To receive services from COR Enterprises and / or the Career Guidance Center, individuals must be eligible through a public agency (i.e. Department of Public Health and Human Services, Vocational Rehabilitation program, etc.) or receive private funding.
Crow Nation Transit	486 Arapoosh Rd	Crow Agency	59022	406-638-2430	Gina.MedHorse@crow-nsn.gov	http://www.crow-nsn.gov/crow-nation-transit.html		One way pass $2 Elders, veterans, handicap, and children under the age of 12 (must be with an adult) are free. Ages 13 – 17 are $1 Bus passes $50 - equivalent to 60 rides. *Must purchase at Transit office.		Routes: 5:30am - 10:38am / 2:53pm - 7:15pm	

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Custer County Transit	1010 Main Street, Ste. 11	Miles City	59301	406-874-2222	cctdispatchers@custercountymt.gov	https://custercountymt.gov/services/custer-county-transit/	Dial-A-Ride	Local $1/stop Out of town Local $10 Billings $25	CCT's local service area is a 2-mile bubble from the center of Miles City, Montana. We offer Out of Town local service outside of this bubble but inside Custer County (These trips need to be coordinated at least 72hrs in advance). Service to Billings two consecutive days per week (Days of the week vary by week please see our current Billings schedule for a list of days)	All rides can only be scheduled with the CCT Dispatch in advance (please book at least 24hrs in advance). Rides cannot be scheduled with the CCT drivers. Rides may only be scheduled by calling dispatch at (406) 874-2222 during business hours of 8AM to 6PM.	https://www.facebook.com/people/Custer-County-Transit/100080079911694/
Davey Coach				406-505-0181	chuckn@daveycoach.com						

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Dawson County Urban Transit	511 E. Slocum St	Glendive	59330-1616	406-377-5024	dawsonut@midrivers.com	https://www.dawsonmt.gov/departments/urban_transportation_bus/index.php	Dial-A-Ride	$1 Disabled & 55+ $3 General Public (under 55) $2 Students No charge for children under 6 *Must be accompanied by an adult & supply a car seat as required by law $5 Airport Transportation *Must be scheduled 24hrs in advance	Rides need to be within the transportation district (this does include all of the City, Highland Park and Forest Park).	Mon-Fri 7:30 am - 5:00 pm Closed holidays	The Urban Transportation District of Dawson County (also known as Dawson Urban Transit) is available to all persons within the District which includes Glendive and the immediate surrounding area. The demand response service is available to the residents and visitors. Located in Glendive, Montana, Dawson Urban Transit operates transit buses with handicap and wheelchair accessibility. We can accommodate one chair on a bus. If the wheelchair is not motorized we require that person to have someone accompany them on the ride. Please let us know at the time you make your reservation if you will be using a wheelchair so we make sure space is available. We can also use the lift if you are having trouble with stairs such as after knee or hip replacement surgery. This bus service is available to all residents and visitors young and not so young within the Dawson Urban Transportation District. It is best to make reservations at least 2 hours in advance . We can book a week in advance or more. Same day service is granted on a space available basis. Special group services may be available, but need to be arranged for in advance to assure a bus will be on hand for the group size and the time period required. Please contact the dispatcher for further information.

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Eastern Montana Industries	P.O. Box 759	Miles City	59301-0759	406-234-3740	emihr@midrivers.com	https://www.facebook.com/pages/Eastern-Montana-Industries/602725846409313?fref=ts	Para Transit				EMI is a non-profit organization dedicated to providing vocational and rehabilitation services to people with disabilities throughout Eastern Montana. They provide group home services, a work shop environment, community living, and community employment services. They also provide a recycling service, sell handcrafted wood furniture, and operate a thrift store called Woods & Goods.
Fallon County COA Transit	P.O. Box 1025	Baker	59313	406-778-3595 For rides call 406-978-9760	brownc@falloncounty.net	https://falloncountymt.gov/council-on-aging/	Dial-A-Ride	Tickets may be purchased directly from the bus driver, or by contacting Carla Brown, Director.	Primarily within Baker city limits, and throughout Fallon county.	Mon-Fri 8am-5pm	We provide transportation to those unable to drive to and from the home for medical, nutritional, social, recreational, shopping or other needs. The transportation program is actually considered public transportation and is open to all members of the community, regardless of age.

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Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Fort Belknap Transportation	656 Agency Main Street	Harlem	59526	406-353-2447 ext 101	ehorsecapture@ftbelknap.org	https://ftbelknap.org/	Dial-A-Ride		Lodgepole, Hays and Fort Belknap Agency Lodgepole to Fort Belknap Agency Chief Nosey Center, Lodgepole 6:50am, 1:00pm Medicine Bear Lodge, Lodgepole 6:55am, 1:05pm Hays Recreation Center 7:15am, 1:25pm Old Hays Housing – Bus Stop on MT Hwy 66 MT Hwy 66 and BIA Rt 129 W Ft. Belknap Qwik Stop, Tribal Office, BIA, IHS, College 7:55am, 2:00pm Fort Belknap Agency to Lodgepole Tribal Office, BIA, IHS, College, Ft. Belknap Kwik Stop 10:50am, 5:00pm Hays Recreation Center 11:20am, 5:30pm Medicine Bear Lodge, Lodgepole 11:40am, 5:50pm Chief Nosey Center, Lodgepole 11:45am, 5:55pm	Monday-Friday	
Galavan HRDC (Bozeman)	1812 N Rouse Ave	Bozeman	59715	406-587-2434	galavan@thehrdc.org communications@Streamlinebus.com	https://streamlinebus.com/paratransit/galavan/	Para Transit	Galavan is a zero-fare door-to-door transportation service for senior citizens and persons with disabilities. A $2.00 donation per ride is encouraged.			To qualify for our Galavan service, you must be 60 years or older or have a disability. Many seniors and people with disabilities are able to use the regular Streamline fixed route system.
Grab A Cab	Flathead county			406-609-7272	grabacabmt@gmail.com	www.grabacabmt.com	Taxi service, airport shuttle		Whitefish, Kalispell, Columbia Falls, and Northwest Montana	Mon-Sun: 24 hours by appointment, phone call, or text	Book online or text for best results

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Great Falls Transit District	3905 N Star Blvd	Great Falls	59405	406-727-0382	admin@gftransit.com	http://www.gftransit.com/	Fixed Route, Para transit	https://www.gftransit.com/fares-and-passes	Great Falls		
Great Plains Veterans Services Center (GPVSC) Transportation Program	46 Veterans Park Road	Box Elder	59521	Call to schedule 877-385-5250 Main office 406-395-5610	info@gpvsc.org	https://www.greatplainsveterans.org/request-a-ride	Closed-door dial-a-ride	Free rides for veterans	45 rural counties in MT	Schedule 48hrs in advance	Great Plains Veterans Services Center (GPVSC) Transportation Program is a dedicated Veteran transportation service operating across 45 rural counties across Montana. We provide safe, reliable, and no-cost rides to Veterans who need access to VA and VA authorized medical appointments. We believe that no Veteran should be left without access to the care and resources they deserve. We are dedicated to bridging the transportation gap for rural Veterans, ensuring they can reach VA hospitals, clinics, and support services—wherever the road may lead.
Huckleberry Express	695 Rising Sun Ln	Stevensville	59870	406-369-3520	huckleberryexpresstaxi@gmail.com	https://www.huckleberryexpresstaxi.com/	Dial-A-Ride		Bitterroot valley and Missoula Airport	Mon-Fri 8am-5pm Sat-Sun CLOSED Rides available on weekends if scheduled prior.	
iRide Vanpool - Missoula Ravalli Transportation Management Association (MRTMA)	2820 S. Higgins Avenue	Missoula	59801	Vanpool 406-327-8515 MRTMA 406-327-8707	mrtma2@montana.com	http://www.mrtma.org/	Rideshare			Mon-Fri 8am-12pm	
Jefferson Lines (Arlee)	92346 Hwy 93	Arlee	59821	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	Mon-Sun 24hrs	
Jefferson Lines (Big Timber)	20A Big Timber Loop Road, Suite C	Big Timber	59011	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	Mon-Sun 24hrs	

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Jefferson Lines (Billings)	1830 4th Ave N	Billings	59101	406-245-5116		https://www.jeffersonlines.com/	Passenger stop, Tickets sold here		Buses run along the I-90 corridor connecting Missoula to Billings	M-W: 11 PM-5:30 AM Thurs-Su: 11 PM-5:30 AM; 10:30 AM-12:30 PM Hol: 11 PM-5:30 AM; 10:30 AM-12:30 PM	
Jefferson Lines (Bozeman)	1500 North 7th Ave	Bozeman	59715	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	Mon-Sun 24hrs	Passenger stop is located off W. Oak Street across from the Walmart Lawn & Garden entrance.
Jefferson Lines (Butte)	1324 Harrison Ave	Butte	59701	406-723-3287		https://www.jeffersonlines.com/	Passenger stop, Tickets sold here		Buses run along the I-90 corridor connecting Missoula to Billings	M-Sun: 12 AM-6 AM M: 3 PM-5 PM Th: 12 PM-3 PM F-Su: 12 PM-5 PM Hol: 12 AM-6 AM	
Jefferson Lines (Evaro)	20750 Hwy 93	Evaro	59821	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	Mon-Sun 24hrs	
Jefferson Lines (Glendive)	1302 W Towne St.	Glendive	59330	406-365-2600		https://www.jeffersonlines.com/	Passenger stop, Tickets sold here		Buses run along the I-90 corridor connecting Missoula to Billings	M-F: 8 AM–5 PM Sa: 8 AM–12 PM Su: Closed Hol: Closed	Passengers board/unboard behind building.
Jefferson Lines (Kalispell)	195 3rd Ave East N	Kalispell	59901	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: 9 AM–6 PM Hol: 9 AM–6 PM	
Jefferson Lines (Lakeside)	7170 Hwy 93 S	Lakeside	59922	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: 12 AM–12 PM Hol: 12 AM–12 PM	
Jefferson Lines (Livingston)	2200 Park St	Livingston	59047	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	Mon-Sun 24hrs	
Jefferson Lines (Miles City)	1120 South Haynes Ave	Miles City	59301	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-F: 5 AM–11 PM Sa-Su: 5 AM–12 AM Hol: Closed	Bus stop is located between McDonald's and Town Pump. Location is under construction, so the drivers are stopping by the fueling station at the Town Pump.

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Jefferson Lines (Missoula)	1660 W Broadway St	Missoula	59808	406-546-2584		https://www.jeffersonlines.com/	Passenger stop, Tickets sold here		Buses run along the I-90 corridor connecting Missoula to Billings	M-Wed: 7 AM–11 AM; 8 PM-10:30PM Thurs: 7 AM–11 AM; 5:00 PM-10:30PM Fri-Su: 7 AM–12:30 AM; 5:00 PM-10:30PM Hol: 7 AM–11 AM; 5:30 PM-10:30PM	
Jefferson Lines (Pablo/Ronan)	51999 US-93	Ronan	59864	406-275-2877		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: 7 AM–9 PM Hol: 7 AM–9 PM	Location attached to Exxon Food Mart
Jefferson Lines (Polson)	49708 Hwy 93	Polson	59860	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: Unstaffed Hol: Unstaffed	
Jefferson Lines (Ravalli)	27330 Hwy 93	Ravalli	59863	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: Unstaffed Hol: Unstaffed	
Jefferson Lines (Saint Ignatius)	240 Mountain View Dr.	Saint Ignatius	59865	406-745-3634		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: Unstaffed Hol: Unstaffed	
Jefferson Lines (Whitefish)	4845 MT-40	Whitefish	59937	858-800-8898		https://www.jeffersonlines.com/	Passenger stop		Buses run along the I-90 corridor connecting Missoula to Billings	M-Su: Unstaffed Hol: Unstaffed	
Kalispell Airport Taxi	1001 S Main St #700	Kalispell	59901	406-253-8081	info@kalispellairporttaxi.com	https://www.kalispellairporttaxi.com/	Taxi service		Kalispell, Whitefish, Columbia Falls, West Glacier, East Glacier, Bigfork, Polson, Seeley Lake, Libby, Missoula, Eureka		A locally owned Airport Taxi Service serving the Flathead Valley and beyond. At Kalispell Airport Taxi, we strive to provide the safest, most reliable ride to your destination.
Lakeside Deliveries		Lakeside	59922	406-212-6897		https://lakesidedeliveriesllc.com/	Airport taxi service		Flathead County		We provide airport taxi service and deliveries throughout the entire Flathead County. Our coverage includes all major airports, hotels, and tourist destinations. WE ARE PET FRIENDLY!!! Easy access to your driver - CALL or TEXT BILLY at 406-212-6897

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Liberty County COA	P.O. Box 13	Chester	59522-0013	406-759-5244	centerglenda@itstriangle.com	http://www.chestercommunitycenter.com/			Chester, Joplin, Great Falls, Shelby, Havre, Fort Benton, Big Sandy	9:00am – 5:00pm Monday – Friday 8:30am – 12:30pm Sunday Closed holidays	Transportation is available to Great Falls every Wednesday for medical, shopping and connections with other modes of transportation. The bus will also make transportation available on the other days of the week as necessary to Shelby, Havre, Fort Benton and Big Sandy.
Lincoln County Public Transportation	P.O. Box 1652	Libby	59923	406-293-8024	lcts2ride@yahoo.com	https://www.lcts2ride.com/			Lincoln county	Mon-Fri 8am-4pm	LCTS is dedicated to serving the residents of Lincoln County. We currently have 8 Vehicles in service to provide our clients with rides to medical appointments, shopping, outings, and other services. LCTS requires 24 hour notice, however if we do have cancellations, we will try to accommodate the best we can for short notices.
Mineral County Pioneer Council Transportation Service	P.O. Box 10	St. Regis	59866	406-552-7003 TTY: 1-800-335-7592 If we don't answer, please leave a message! We'll give you a call back as soon as we're available.	mrtma2@montana.com	https://www.mcpioneercouncil.com/		https://www.mcpioneercouncil.com/routes.html	Serves the entirety of Mineral County providing trips to Missoula, Plains and Superior.	9am-5pm Mon-Fri We ask that you make your request at least 24 hours before you need transportation	Mineral County Pioneer Council (MCPC) is a community organization concerned with access to transportation for our neighbors living in Mineral County, Montana. We are currently the only provider for transportation in the county. MCPC works with the Missoula Ravalli Transportation Management Association to provide transportation options in the rural communities of Mineral County into the Missoula area. Our transportation program serves everyone - seniors, individuals with disabilities, low income, and the unemployed. Rides are given to local medical clinics, specialists in Missoula and life essential services. Our primary objective is to make the service both affordable and reliable.
Mission Mountain Empowerment	35647 South Hills Dr	Polson	59860	406-676-2563		https://mme-mt.org/	Para Transit				

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Missoula Green Taxi	1098 Toole Ave	Missoula	59802	406-728-8294							
Missoula in Motion / Way to Go Club	435 Ryman St.	Missoula	59802	406-552-6675	mim@missoulainmotion.com	www.missoulainmotion.com	Trip planning assistance				Missoula In Motion (MIM) was founded in 1997. It is a program of the Transportation Division of the City of Missoula's Public Works Department. MIM encourages the many sustainable transportation options available to individuals and workplaces through fiscally responsible strategies and best practice programs.
Montana DAV	PO Box 201	Helena	59624	406-495-2089	Mtadjutant@gmail.com	https://mtdav.org/need-a-ride	Closed-door dial-a-ride				DAV welcomes and trains volunteer drivers. Help veterans in a very real way. You don't have to be a veteran or DAV member to be a volunteer driver. DAV Montana works with drivers to fit the drivers' schedules and preferences.
Mountain Climber	1333 Willow Glen Dr	Kalispell	59901	Ride dispatch: 406-758-5728 TDD: 800-335-7592 Administration: 406-758-2426	mccontactus@flathead county.gov	https://mtnclimber.org/	Rideshare	$1 each way	Kalispell, Columbia Falls, Whitefish	Ride availability is between 7:15 a.m. and 6:00 p.m. Monday through Friday in Kalispell, other coverage areas vary in terms of days and hours of operation. Dispatch hours Mon-Fri 8am-4pm. Rides are provided based on availability at the time of booking.	Mountain Climber is your Flathead County Public Transportation resource. Our missions is to help people get from where they are to where they want to be by providing safe and friendly rides. Everything we do is in service to our community, and our customers. At Mountain Climber we genuinely want to make travel easy and safe for you
Mountain Line Bus Service	200 West Pine St	Missoula	59802	406-721-3333	jhess@mountainline.com	https://mountainline.com/	Fixed Route, Para transit	Zero-fare		https://mountainline.com/your-trip/maps-schedules/	

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Mountain Shuttle	Flathead county	Whitefish		406-212-2149	mountainshuttlemt@gmail.com	www.mountainshuttlemt.com	Taxi and shuttle services in Flathead County Montana.		Our services mainly focus on the extreme Northwestern region of Montana around Glacier Park Intl Airport (FCA, KGPI). We also provide long distance services, such as: Western & Eastern sides of Glacier National Park, Canadian border crossings, and services South to Missoula (Missoula Intl Airport MSO).		For booking transportation anywhere in the Flathead Valley, please call, email or use our online booking system.
Musselshell CCOA	P.O. Box 556	Roundup	59072	406-323-2015	MCCOA@midrivers.com	https://musselshellcounty.org/services/senior-services/	Dial-A-Ride		Local to the Central Commons for meals and some activities. Medical: Roundup Clinic and Billings Appointments		
My Ride Transportation Service	1200 Windmill Drive	Columbia Falls	59912	406-407-4123	myridemt@gmail.com	https://myridemt.com/	Dial-A-Ride				
Northern Cheyenne Transit Program	P.O. Box 308	Lame Deer	59043-0308	406-477-8979		https://www.facebook.com/NCTransportation/	Fixed Route		Transit Bus will be doing the ASHLAND/BIRNEY routes Transit Van will be doing the BUSBY routes	6am-8am 8am-10am 3pm-5pm 5pm-7pm	
Northern Transit Interlocal	226 1st Street South, Suite 101	Shelby	59474	406-470-0727 or 406-873-2207	tctransit@gmail.com	https://northern.rural-transit.com/ https://www.facebook.com/northerntransitinterlocal	Dial-A-Ride		Shelby, Sweet Grass, Great Falls, Conrad, Browning, Kalispell, Valier https://northern.rural-transit.com/system-map/	Office hours Mon-Fri 8am-5pm	

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Opportunity Link/ North Central Montana Transit	3152 US-2	Havre	59501	406-265-4762	susann@opportunitylinkmt.org	http://opportunitylinkmt.org/north-central-montana-transit/	Dial-A-Ride		http://opportunitylinkmt.org/north-central-montana-transit/routesschedule/	North Central Montana Transit offers by appointment only, our in-town curb-to-curb service, as well as ADA accessibility and safe friendly drivers Monday thru Friday 9 am. – 3 p.m. Our newest Green Line travels from Havre to Great Falls, by appointment for Dr. Appts. Appointments do NEED to be scheduled 24 hours in advance due to limited seating	North Central Montana Transit is a public transportation system designed to serve the Hi-Line communities of Hill and Blaine counties and surrounding communities as well as to provide coordinated services with Fort Belknap and Rocky Boy's Transit systems. NCM Transit is operated by Opportunity Link, Inc. and was established in partnership with North Central Montana area organizations including local and tribal government agencies, social service organizations and educational institutions.
Opportunity Resources, Inc.	2821 Russell Street	Missoula	59801	406-721-2930	joshk@ori.mt.org	https://orimt.org/	Para Transit				Opportunity Resources is a 501(c)3 nonprofit organization in Montana dedicated to supporting persons with disabilities. ORI has over 60 years of providing individualized services for hundreds of Western Montana's adults living with a disability. The goal is simple— to support our clients in attaining independence in housing, employment, and as many aspects of their daily lives as possible, while providing all of the support services required to achieve that goal
Phillips Transit Authority	810 S 3rd Street East	Malta	59538	406-654-5301	phillipstransit@itstriangle.com	https://www.maltatransit.com/	Dial-A-Ride	https://www.maltatransit.com/bus-fares	We offer local transportation services throughout Phillips County and beyond	Monday - Friday 7:30 AM - 4:15 PM All out of town trips must be planned and scheduled ahead in advance. 8:00 AM - 12:30 PM Sunday Church Rides Available! * Call before Saturday to schedule a ride or leave a message!	

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Powder River Transportation	P.O. Box 406	Broadus	59317	Phone: (406) 436-2243 Cell: (406) 935-8326	cknapp@prcomt.gov	https://prco.mt.gov/Transportation	Dial-A-Ride				The program is an on-demand service, available to the public between the hours of 8 am - 5 pm. Due to the distance traveled and road conditions, please make appointments from 9:30 am to no later than 1:30 pm. Please allow at least a 24-hour notice to arrange transportation. Transportation for EVERYONE Reasonable rates Discounts for seniors and disabled persons
Powell County Transit	409 Missouri Ave, Ste. 109	Deer Lodge	59722	Dial-A-Ride: 406-846-1888 Office: 406-846-9789	coa2@powellcountymt.gov	https://www.powellcountytransit.org/	Dial-A-Ride	$1 each time the bus/van is boarded. $15 for 20 ride punch card. Fare free travel for aides, children under 12 and rides to and from the Senior Center and the Food Pantry. Hardship punch cards can be applied for once per month for travel within Deer Lodge. Call 846-9789 ext. 1 for hardship eligibility guidelines.	We offer public transportation for all ages both in town (Deer Lodge), and out of town to 4 different cities. Out of town trips are not restricted to Deer Lodge residents. Our policy states that rides can be given to anyone with an origin or destination in Powell County. Have a need and live in a smaller community in Powell County? Give us a call!	Monday – Thursday, 8:30 a.m. to 4:30 p.m. Please call for an appointment to ensure availability of staff members	Powell County Public Transit facilitates access to essential services and resources for our residents through safe, accessible and affordable transportation.
Quality Transit (Glenwood, Inc)	P.O. Box 372	Plentywood	59254	406-765-1018	glenwood1@nemont.net	https://www.glenwoodmt.org/	Dial-A-Ride	We provide free rides from door to door within Sheridan County	Sheridan County	Monday-Friday 7:30am-5:30pm	Call 406.765.1018 to schedule a ride! The goal of Quality Transit is to offer transportation services to all residents of Sheridan County, including seniors, non-seniors, Veterans and people with disabilities. The purpose is to enrich the lives of the citizens of our county by providing them with free and reliable transportation thereby increasing their independence, and assist them in meeting their medical needs.

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Richland County Transit	2190 West Holly Street	Sidney	59270-5172	Phone: 406-433-RIDE (7433) TTY: 800-335-7592		https://www.richland.org/transportation.html	Dial-A-Ride	All rides are free of charge	https://www.richland.org/service-area-schedule--fares.html	Monday-Friday 7:00 am - 6:00 pm	Richland County's ONLY public transit agency. We welcome passengers of ALL ages (passengers under 8 cannot ride unattended) and for all destinations within our service area. RCT is happy to offer FREE rides as we serve all of Richland County's major towns/cities (Sidney, Fairview, Lambert, Savage) at least one time each week.
Rocky Boy Transportation	96 Clinic Rd.	Box Elder	59521	406-395-4490		https://hilinetoday.com/weather/travel-report/rocky-boy-transit-schedule/	Dial-A-Ride		Rocky Boy, Box Elder, Havre	Monday-Friday	
Rocky Mountain Development Council Transportation for Seniors	P.O. Box 1717	Helena	59624-1717	406-447-1680		https://www.rmdc.net/what-we-do/senior-services/transportation.html	Para Transit 55+	Free	Helena city limits	Monday-Friday 8am-1pm	Rocky provides free transportation for Helena area older adults that are 55 years of age or older within Helena city limits. The 13-passenger shuttle is equipped with a wheelchair lift and typically operates Monday-Friday from 8:00 am to 1:00 pm. Call 406-447-1680 at least 24 hours in advance to schedule a ride.
Rosebud Health Care Center Transportation Department	383 North 17th Ave	Forsyth	59327	406-346-4209		https://www.rosebudhcc.org/transportation/	Dial-A-Ride	Fares and destinations posted here: https://www.rosebudhcc.org/transportation/	Destinations and fares posted here: https://www.rosebudhcc.org/transportation/	Days/hours posted here: https://www.rosebudhcc.org/transportation/	Rosebud Health Care Center's Transportation Department provides a rural demand response service available to the public to assist with your transportation needs. We adhere to the posted transportation schedule and ask for a 24-to-48-hour advance notice when scheduling our services. If we receive the same day or last-minute request, we may or may not be able to meet your need based on the day, number of travelers, and the driver's schedule and vehicle availability.

Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Salt Lake Express	1324 Harrison Ave	Butte	59701	800-356-9796 208-656-8824	Kathy.Pope@SaltLakeExpress.com info@saltlakeexpress.com	https://saltlakeexpress.com/	Intercity fixed route bus service		https://saltlakeexpress.com/pickup-locations/route-map/ Salt Lake Express connects you to 135 destinations across 7 states, making it easy to explore the best of the West	Our office is open 24 hours a day, 7 days a week. We are closed only on Christmas and Thanksgiving.	Wheelchair-accessible vehicles are available on any scheduled route upon receiving a reasonable accommodation request. The cost for an accessible vehicle is the same as a standard vehicle; there are no additional charges for accessible services. SLE/MT Coordination Plan 2/24/2025 https://saltlakeexpress.com/wp-content/uploads/sites/4/2025/03/MDT-Transportation-Coordination-Plan-FY25-s.pdf
Salt Lake Express (Basin)	109 Basin Street	Basin	59631	406-225-9995		https://saltlakeexpress.com/destination/basin-mt/	Fixed Route		Bus service on I-15 between Butte and multiple destinations including Idaho Falls, ID, Boise, ID, Jackson, WY, Salt Lake City, UT, St. George, UT, Las Vegas, NV, and more.		Load near front door.
Salt Lake Express (Boulder)	701 North Main Street	Boulder	59632	406-225-4330		https://saltlakeexpress.com/destination/boulder-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load near front door.
Salt Lake Express (Butte)	1324 Harrison Ave	Butte	59701	406-723-3287		https://saltlakeexpress.com/destination/butte-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load near front door.
Salt Lake Express (Cascade)	130 1st Street North	Cascade	59421	406-468-2252		https://saltlakeexpress.com/destination/cascade-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		
Salt Lake Express (Craig Junction)	275 Bridge Street	Wolf Creek	59648	800-337-8528		https://saltlakeexpress.com/destination/craig-junction-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load near front door.
Salt Lake Express (Dillon)	570 N Montana Street	Dillon	59725	406-683-5002		https://saltlakeexpress.com/destination/dillon-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load in front of Safeway near the North Entrance.
Salt Lake Express (Great Falls)	326 1st Ave South	Great Falls	59401	208-656-8824		https://saltlakeexpress.com/destination/great-falls-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load on 4th Street South

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Salt Lake Express (Helena)	1415 North Montana Ave	Helena	59601	208-656-8824		https://saltlakeexpress.com/destination/helena-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load on Bozeman St, at Bus Shelter. Load underneath canopy.
Salt Lake Express (Lima)	108 Bailey St	Lima	59739	406-276-3484		https://saltlakeexpress.com/destination/lima-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load in Northeast corner of parking lot.
Salt Lake Express (Melrose)	120 Main St	Melrose	59743	406-835-2711		https://saltlakeexpress.com/destination/melrose-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load at Exit 93 Melrose Bar and Station.
Salt Lake Express (Ulm Junction)	2 Millegan Rd	Ulm Junction	59485	208-656-8824		https://saltlakeexpress.com/destination/ulm-junction-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load near front door of Convenience Store.
Salt Lake Express (West Yellowstone)	30 Yellowstone Ave	West Yellowstone	59758	208-656-8824		https://saltlakeexpress.com/destination/west-yellowstone-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load near Main Door.
Salt Lake Express (Wolf Creek)	250 Recreation Road	Wolf Creek	59648	208-656-8824		https://saltlakeexpress.com/destination/wolf-creek-mt/	Fixed Route		Multiple destinations throughout ID, UT, MT, NV, WY, WA, AZ		Load in parking lot near picnic table.
Salt Lake Express charter service	1324 Harrison Ave	Butte	59701	208-656-8824 x4	charters@saltlakeexpress.com	http://slecharters.com/	Charter buses		Las Vegas to Great Falls and Everywhere Inbetween		
Sanders County Transportation	203 Main Street	Hot Springs	59845	406-741-2346	transccoa@gmail.com	http://www.ridesct.com/schedules-fares.html	Dial-A-Ride	Varies	Serving all of Sanders county with local rides and trips to Missoula, Kalispell, Polson, Sandpoint, and Kalispell. Hot Springs, Plains, Thompson Falls, Trout Creek, Noxon, Heron	Call 741-2346 to schedule a ride at least 24 hours in advance. NO out of town appointments will be scheduled prior to 10:00 am or after 2:00 pm. Thank you.	

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Skyline Bus (Big Sky Transportation District)	P.O. Box 161104	Big Sky	59716	406-995-6287	info@skylinebus.com	https://skylinebus.com/	Fixed Route, Dial-A-Ride	Skyline offers year-round, zero-fare service throughout Big Sky and a low-fare Link between Big Sky and Bozeman.	Big Sky, Bozeman, Meadow Village, Town Center	The bus runs seven days a week, except during the Shoulder Season, when it runs Mon-Fri. Please refer to the SCHEDULES for exact hours of service for each season and route. Winter Season Schedule: https://skylinebus.com/routes-schedules/winter-schedule/ Shoulder Season Schedule: https://skylinebus.com/routes-schedules/shoulder-season/ Summer Season Schedule: https://skylinebus.com/routes-schedules/summer-schedule/	Skyline is a year-round public transportation system serving the Big Sky community. In addition, Skyline's Link Express provides service between Big Sky and Bozeman. Our fixed route buses provide service between Big Sky and Bozeman, as well as local Big Sky service between the Canyon and Mountain areas. Our Big Sky Connect service offers on demand rides in the Meadow Village and Town Center areas, as well as in the Mountain Village area. Skyline also connects with the Streamline Bus System for travel throughout Bozeman and neighboring communities.
Streamline Bus (Bozeman)	1812 N Rouse Ave	Bozeman	59715	406-587-2434	streamlinebus@thehrdc.org	https://streamlinebus.com/	Fixed Route	Streamline offers zero-fare public transportation service throughout the Gallatin Valley.	Streamline operates four in-town routes in Bozeman. Streamline also offers commuter service to Belgrade and Livingston during the weekdays		
The Arc Western Montana (Missoula Developmental Services Corp.)	1005 Marshall Street	Missoula	59801	406-728-5484	info@thearcwmt.org	https://thearcwmt.org/	Para Transit				The Arc Western Montana provides people with developmental disabilities and their families with the skills, tools, and supports that foster self-determination and inclusion, so they thrive as integrated members in their communities.
Toole County Transit	P.O. Box 246	Shelby	59474	406-450-5177	tctransit@gmail.com	https://northern.rural-transit.com/					

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Valley County Transit	213 9th Street South	Glasgow	59230	406-228-8744	vctransit@valleycountymt.gov						
Venture Shuttles, LLC		Bigfork	59911	406-201-2200	contact@ventureshuttles.com		Dial-A-Ride			Mon-Sat by appointment	
Veterans Transportation Service	3687 Veterans Drive	Fort Harrison	59636	VA 406-442-6410 Rob 406-447-6272	Robert.McAlpin@va.gov	www.vetride.va.gov/ https://www.va.gov/montana-health-care/programs/important-useful-information/	Closed-door dial-a-ride				
West Yellowstone Foundation	P.O. Box 255	West Yellowstone	59758	406-646-1152	ed@wyfmt.org						
Western Montana Area VI Agency on Aging	110 Main Street, Suite 5	Polson	59860	406-883-7284	Abbyl@area6aging.org						
Whitehall Public Transportation	1147 MT-55	Whitehall	59759	406-287-3156		https://www.whitehalltransportation.org/			Whitehall We also have ride services available for the communities surrounding Boulder, MT 1-877-287-3156	Monday - Friday 8:30 AM - 5:00 PM	WPT services a good number of Whitehall residents and senior citizens who would otherwise be isolated without the services we provide. Our focus is first on medical and therapy appointments with trips for other basic life necessities such as nutrition, shopping, recreation/social, education and employment, including Vocational Rehabilitation.
Wild Horse Limousine	175 Hutton Ranch Rd, Ste 103	Kalispell	59901	406-756-2290 After hours: 509-220-0364	reservations@wildhorselimo.com	http://www.wildhorselimo.com/	Luxury transport		Servicing Kalispell City Airport, Glacier Park International, Glacier Jet Center, Missoula International Airport		Wild Horse Limousine delivers the highest quality chauffeured transportation services. We provide transportation services 24-hours a day, 365 days a year by reservation. If you need a reservation within 48 hours, please call our customer service dispatch center: (406) 756-2290.
Windrider - Park County	414 E. Callendar Street	Livingston	59047	406-922-5683	sraddas@parkcounty.org						

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Yellow Cab	1900 1/2 W Broadway St, Ste A	Missoula	59808	406-543-6644							
Virgelle Ferry (Chouteau County)	8337 Virgelle Ferry Road North	Virgelle	59460	406-378-3194		https://visitmt.com/listing/virgelle-ferry-11815	Ferry	Free		Seasonal (April-November) Mon-Sat 7am-7pm Sun 9am-5pm	Note that cell service is poor or inconsistent, depending on your service carrier. When you arrive, ring the buzzer and the ferry operator will come pickup you and your vehicle to ferry you across the river.
Carter Ferry (Chouteau County)		Fort Benton		406-734-5335		https://visitmt.com/listing/carter-ferry-3863	Ferry	Free		Seasonal (April-November)	Note that cell service is poor or inconsistent, depending on your service carrier. Drive up and ring the buzzer, and the ferry operator will come to meet you.
McClelland-Stafford Ferry (Blaine County / Fergus County)		Winifred	59489	406-462-5513			Ferry	Free		Seasonal (Memorial Day - Halloween) Mon-Sat 7am-7pm Sun 9am-5pm	
Lewis & Clark Transfer Center	2820 S Higgins	Missoula	59801	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Rosauers	2350 S Reserve St	Missoula	59801	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
*WalMart South	4000 US-93 BUS	Missoula	59804	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes
*Farmers State Bank in Hamilton	1804 N 1st St	Hamilton	59840	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes
*Woodside Cutoff	5 Woodside Cutoff Rd	Victor	59875	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes
*Super One Food in Stevensville	39 Stevensville Cutoff Rd IW	Stevensville	59870	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes

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*Stokes/Gary and Leo's in Florence	5537 Old Hwy 93	Florence	59833	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes
* Harvest Foods/ Lolo Shopping Center	11300 US-93	Lolo	59847	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes
Petty Creek Fishing Access in Alberton	29985 Southside Rd	Alberton	59820	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
9 Mile Exit	I-90 exit 82	Nine Mile	59846	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Huson Exit	I-90 exit 85	Huson	59846	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Broncs Grocery	16640 Beckwith St	Frenchtown	59834	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Crossroads Truck Center at the Wye	8018 US-93 N	Missoula	59808	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Harvest Foods in Ronan	63802 US-93	Ronan	59864	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Connie's Countryside Cafe in Charlo	68056 US-93	Charlo	59824	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Doug Allard's Trading Post in St. Ignatius	1 Museum Lane PO Box 460	St Ignatius	59865	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Ravalli Community Church in Ravalli	64753 Buffalo St	Ravalli	59863	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Hangin Art Gallery in Arlee	92555 US-93	Arlee	59821	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				

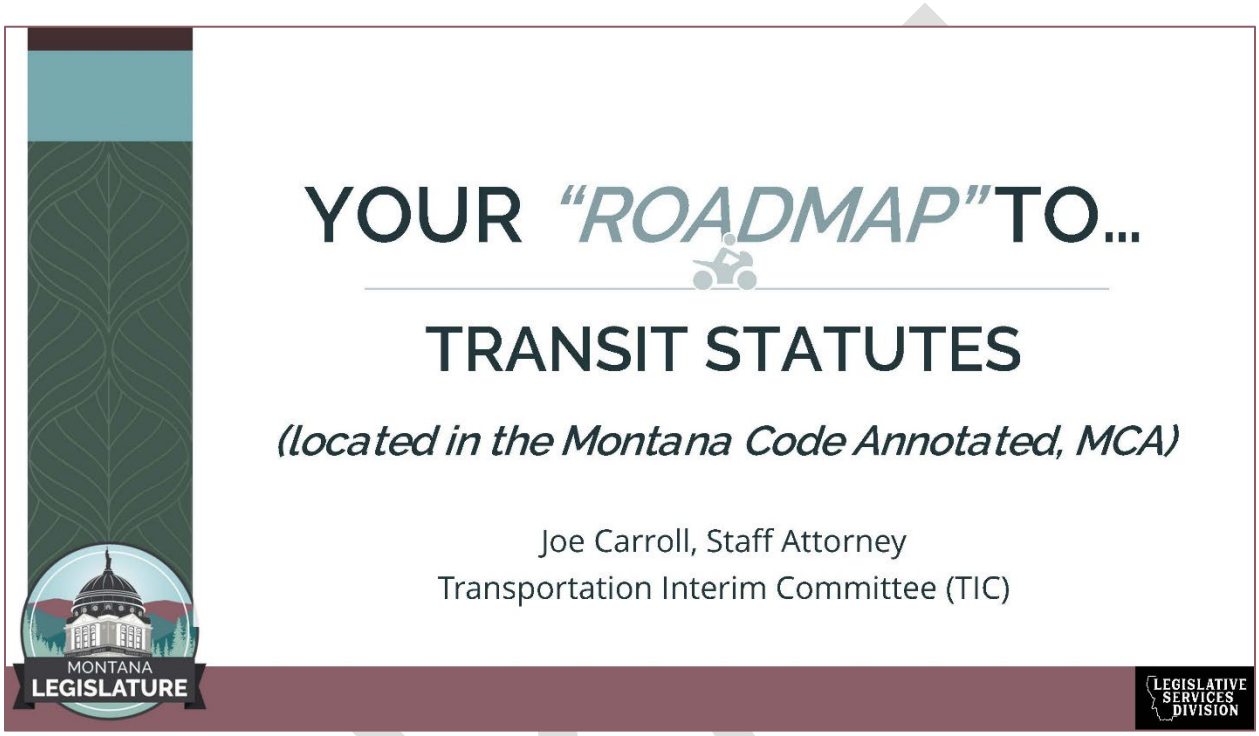
Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Grey Wolf Peak Casino	20750 US-93	Missoula	59808	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
*Crossroads Truck Center at the Wye	8018 US-93 N	Missoula	59808	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				*Current pickup/dropoff location for routes
Old Town Center	8111 Montana Hwy 35	Bigfork	59911	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				
Havre City-County Airport (HVR)	5404 9th St W	Havre	59501	406-265-4671		https://visitmt.com/listing/havre-airport-11364	Essential Air Service (EAS)			2 round trips / day	https://www.globalair.com/airport/havre-city-county-hvr.aspx
Wokal Field-Glasgow Valley County Airport (GGW)	89 Airport Rd	Glasgow	59230	406-228-2719		https://www.valleycountymtairport.com/	Essential Air Service (EAS)			2 round trips / day	
L.M. Clayton Airport (OLF)	7057 MT-25	Wolf Point	59201	406-653-1852		https://ci.wolf-point.mt.us/publicworks/page/airport	Essential Air Service (EAS)			2 round trips / day	
Sidney-Richland Municipal Airport (SDY)	540 Airport Rd	Sidney	59270	406-317-5360	sdyapt@midrivers.com	https://www.sidneymtairport.com/	Essential Air Service (EAS)			5 round trips / day 9am-4pm	
Dawson Community Airport (GDV)	400 Airport Rd	Glendive	59330	406-687-3372			Essential Air Service (EAS)			2 round trips / day	
Yellowstone Airport (WYS)	721 Airport Rd	West Yellowstone	59758	406-646-7631		https://yellowstoneairport.mdt.mt.gov/	Essential Air Service (EAS)				The only state-owned airport with commercial and Essential Air Service
Sheafman Creek	46°20'29.9"N 114°09'00.6"W	Corvallis	59828	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				46°20'29.9"N 114°09'00.6"W coordinates for Sheafman Creek park and ride, no address available
Carlton Creek Road	46°40'29.9"N 114°04'30.2"W	Florence	59833	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				46°40'29.9"N 114°04'30.2"W coordinates for Carlton Creek Road park and ride, no address available

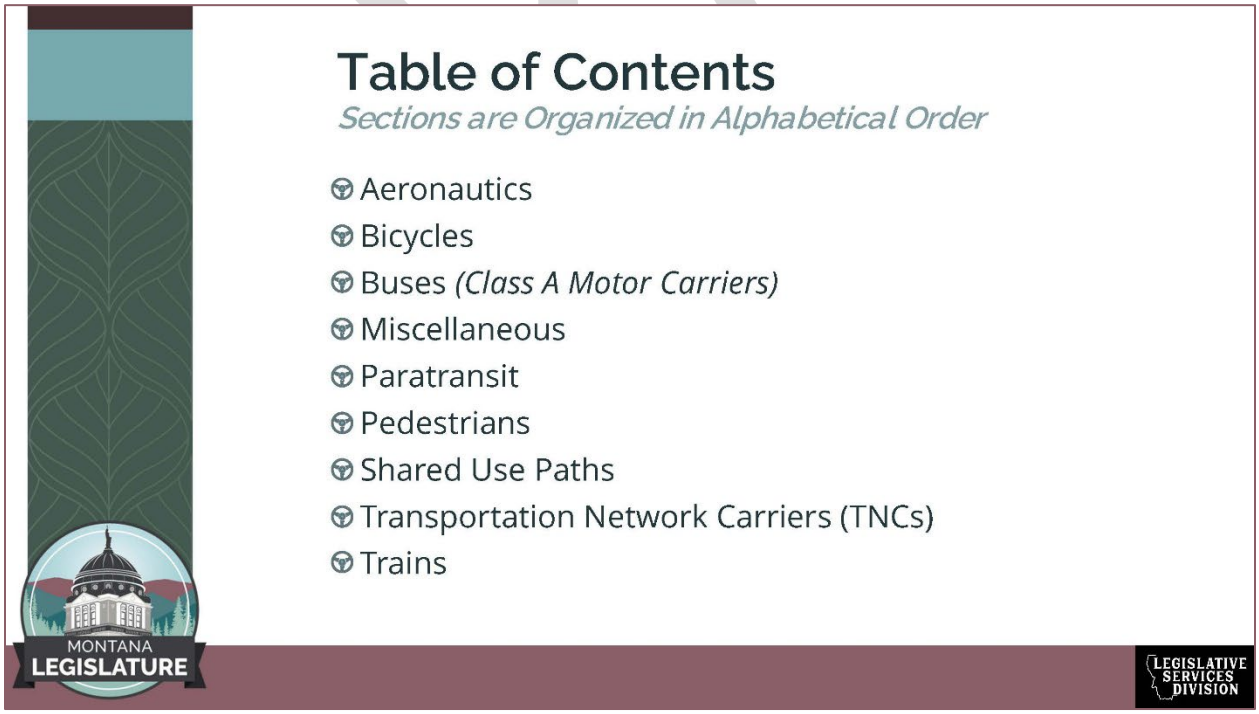
Transit Agency	Street Address	City	ZIP	Phone	Email	Website	Service Type	Cost of Service	Destinations	Hours	Notes
Chief Looking Glass Road	46°39'40.5"N 114°04'30.1"W	Florence	59833	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				46°39'40.5"N 114°04'30.1"W coordinates for Chief Looking Glass Road park and ride, no address available
Jct. Old Hwy 93 & New Hwy 93	46°42'56.6"N 114°04'38.7"W	Lolo	59847	406-327-8515		http://www.mrtma.org/park-and-ride-list.html	Park-and-Ride site				46°42'56.6"N 114°04'38.7"W coordinates for Jct. Old Hwy 93 & New Hwy 93 park and ride, no address available

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APPENDIX D:
STATUTORY CROSSWALK

This document is available on the TIC webpage here: https://www.legmt.gov/committees/interim/tic/studies-topics/#SJ-19





Introduction

- In general, statutes governing transportation can be found in the following Titles of the MCA:
  - Title 60 – Highways and Transportation
  - Title 61 – Motor Vehicles
  - Title 67 – Aeronautics
- As you will see in the following slides, various statutes governing transportation are scattered throughout other Titles of the MCA as well.

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

Aeronautics

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2	**Chapter 15, Part 25** Department of Transportation		2-15-102, MCA	**2-15-2506, MCA Board of Aeronautics** Nine-member board, one person representing the general public		2-15-121, 2-15-2506(3), & 5-5-233, MCA	
7	**Chapter 14, Part 48** Air Transportation	municipalities can acquire & exercise jurisdiction over lots or lands for landing or parking aircraft	No definitions	7-14-4801, MCA			
60							
61							
67	**Chapter 2** Department of Transportation Aeronautical Powers & Duties	provides a basis for state-level regulation of aeronautics	67-1-101, MCA		**67-2-403, MCA** Federal Aid		
	Chapter 10 Municipal Airports	this chapter governs local government airports	67-1-101, MCA		Title 67, Chapter 10, Part 4	**TIC** 5-5-233, MCA	
	Chapter 11 Airport Authorities	this chapter governs municipal and regional airport authorities	67-1-101, MCA	**67-11-201, MCA** provides the general powers of an airport authority **67-11-221, MCA** MDT has most powers of an airport authority in certain areas	Title 67, Chapter 11, Part 3	**TIC** 5-5-233, MCA	
69							

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

Bicycles

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2		no advisory board for transit alternatives but **see 2-5-3406, MCA, State Parks & Recreation Board**					
7	**Chapter 14, Part 41** General Provisions Related to Municipal Trafficways & Public Grounds	provides powers of city councils and town councils regarding sidewalks	No definition section	**7-14-4105(3), MCA** City and town councils can require adjoining owners to clear sidewalks of snow **7-14-4122, MCA** Construction and maintenance of sidewalks and foot pavements **7-14-4123, MCA** Regulation of sidewalks			
60	**Chapter 3, Part 3** Shared-Use Paths	separate, paved path for pedestrians, wheelchairs, bikes, horses, and snowmobiles	**60-3-302, MCA Shared-Use Path Defined** As used in this part, "shared-use path" means a multiuse path that is separated from motorized vehicular traffic by an open space, pavement markings, or a barrier within a highway right-of-way and that is usable for transportation purposes by pedestrians, runners, bicyclists, skaters, equestrians, and other nonmotorized users. A sidewalk, as defined in 61-8-102, is not a shared-use path.		**61-3-321(21)(a), MCA** optional $5 at vehicle registration, allocated pursuant to 60-3-309	**TIC** 5-5-233, MCA	

Bicycles

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
61	**Chapter 8, Part 6** Bicycle Traffic	laws governing use of mopeds, eclectically assisted bicycles, bicycles, and certain other human-propelled wheeled vehicles other than wheelchairs. An e-bike is a bike. Not all laws in this chapter are applicable to all vehicles described above.	**61-8-102, MCA** (b) "Bicycle" means a vehicle propelled solely by human power on which any person may ride, irrespective of the number of wheels, except scooters, wheelchairs, and similar devices. The term includes an electrically assisted bicycle. (g) "Electrically assisted bicycle" means a vehicle on which a person may ride that has two tandem wheels and an electric motor capable of propelling the vehicle and a rider who weighs 170 pounds no faster than 20 miles an hour on a paved, level surface. (n) "Moped" means a vehicle equipped with two or three wheels, foot pedals to permit muscular propulsion, and an independent power source providing a maximum of 2 brake horsepower. The power source may not be capable of propelling the device, unassisted, at a speed exceeding 30 miles an hour on a level surface. The device must be equipped with a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the drive system is engaged.	**61-8-608, MCA** governs bicycles and mopeds on sidewalks.	in general, fines are deposited in the county treasury by justices' courts pursuant to 3-10-601; in the city treasury by municipal courts pursuant to 46-18-235; and in the general fund for criminal cases pursuant to 46-18-235	**TIC** 5-5-233, MCA	
	Chapter 8, Part 10 Driving Under Influence of Alcohol or Drugs	No DUI on bicycles	**61-8-1001 (15), MCA** "Vehicle" has the meaning provided in 61-1-101, except that the term does not include a bicycle.			**TIC** 5-5-233, MCA	
67							
69							

Busses

(Class A Motor Carriers)

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2		no advisory board for transit but **see 5-15-101, MCA, Legislative Consumer Committee**					
7	**Chapter 14, Part 2** Urban Transportation Districts		7-14-202, MCA		**7-14-232, MCA** Mill levy authorized		
	Chapter 14, Part 44 Municipal Bus Services		No definitions		**7-14-4404, MCA** Tax levy for contracts to operate bus service		
60							

Busses

(Class A Motor Carriers)

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
61			**61-1-101, MCA** **As used in this title:** (4) "Bus" means a motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons and any other motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation. (10)(a) "Commercial motor vehicle" means a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the vehicle: [...] (iii) is designed to transport at least 16 passengers, including the driver			**TIC** 5-5-233, MCA	
	Chapter 8, Part 8 Commercial Motor Vehicle Safety					**TIC** 5-5-233, MCA	
67							
69	**Chapter 12** Motor Carriers	PSC supervises buses that are "motor carriers"	69-12-101, MCA	**69-12-201, MCA** PSC supervises and regulates motor carriers **69-12-202, MCA** PSC "shall encourage a system of common carrier motor transportation within the state . . ."		**ETIC** 5-5-230, MCA	

Miscellaneous

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2		5-member transportation commission allocated to MDT	2-15-102, MCA	**2-15-2502, MCA** Transportation Commission		2-15-121, 2-15-2502(7), & 5-5-233, MCA	
7	**Chapter 14, Part 10** Transportation Improvement Authorities		No definition section				
	Chapter 14, Part 11 Port Authorities		No definition section				
	Chapter 14, Part 28 Ferries & Wharves		No definition section				
60	**Chapter 21** Public Transportation	**60-21-101, MCA** MDT can represent Montana regarding public transportation in judicial/administrative forums	60-1-103, MCA			**TIC** 5-5-233, MCA	
61							
67							
69							

Paratransit

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2		no advisory board for paratransit, but **see 2-15-211, MCA, Mental Disabilities Board of Visitors**					
7	**Chapter 14, Part 1** General Provisions Related to Local Government Transportation Services	**7-14-111, MCA** Counties, UTDs, and municipalities may levy property taxes to fund special transportation services for senior citizens and persons with disabilities	No definitions		**7-14-112, MCA** "... senior citizen and persons with disabilities transportation services account in the state special revenue fund ..."		
60	**Chapter 3, Part 3** Shared-Use Paths	separate, paved path for pedestrians, wheelchairs, bikes, horses, and snowmobiles	**60-3-30, MCA Shared-Use Path Defined** As used in this part, "shared-use path" means a multiuse path that is separated from motorized vehicular traffic by an open space, pavement markings, or a barrier within a highway right-of-way and that is usable for transportation purposes by pedestrians, runners, bicyclists, skaters, equestrians, and other nonmotorized users. A sidewalk, as defined in 61-8-102, is not a shared-use path.		**61-3-321(21)(a), MCA** optional $5 at vehicle registration, allocated pursuant to 60-3-309	**TIC** 5-5-233, MCA	

MONTANA LEGISLATURE
LEGISLATIVE SERVICES DIVISION

Paratransit

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
61	**Chapter 5** Driver's Licenses	low-speed restricted driver's license for a person who is physically or otherwise impaired from driving at all speeds	**61-1-101, MCA** (20) driver's license . . . (23) golf cart . . . (31) low-speed electric vehicle . . .	**61-5-122, MCA** Low-speed restricted driver's license **61-8-378, MCA** Low-speed vehicles/golf carts can go on roads with speed limits of 25 mph. Cannot cross roads with speed limits > 45 mph.		**TIC** 5-5-233, MCA	
	Chapter 8, Part 5 Pedestrian Traffic	wheelchair users are classified as pedestrians, shall use sidewalks if practicable, may use roadway and shall stay as far as practicable from centerline	**61-8-102, MCA** **As used in this chapter:** (19) "Pedestrian" means any person on foot or any person in a manually or mechanically propelled wheelchair or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person.	**61-8-506, MCA** Pedestrians on roadways and highways -- wheelchair use on highways **61-8-508, MCA** Intoxicated pedestrians may not use shoulder or roadway **61-8-516, MCA** **Operator of Vehicle to Yield to Blind Pedestrian** On a way of the state open to the public, the operator of a vehicle shall yield the right-of-way to a blind pedestrian who is carrying a visible white cane or who is accompanied by a guide dog.		**TIC** 5-5-233, MCA	

Paratransit

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
61	**Chapter 8, Part 10** Driving Under Influence of Alcohol or Drugs	no DUI on wheelchairs but see 61-8-508 & 61-8-501(5), MCA	**61-8-1001(15),MCA** "Vehicle" has the meaning provided in 61-1-101, except that the term does not include a bicycle. **61-1-101(86), MCA** (a) "Vehicle" means a device in, on, or by which any person or property may be transported or drawn on a public highway, except devices moved by animal power or used exclusively on stationary rails or tracks. (b) The term does not include a manually or mechanically propelled wheelchair or other low-powered, mechanically propelled vehicle that is designed specifically for use by a physically disabled person and that is used as a means of mobility for that person.			**TIC** 5-5-233, MCA	how does the intoxicated pedestrian statute (61-8-508) apply to wheelchair users?
67	**Chapter 10, Part 9** Courtesy Cars for [Municipal] Airports	cars for pilots to get from muni-airports into town	**67-10-902 (2), MCA** "Courtesy car" means a motor vehicle provided by, and titled in the name of, a municipality or third party for the purposes of and pursuant to the conditions set out in this part.	**67-10-903 (3), MCA** The department shall provide preference for the purchase of vehicles that are accessible to persons with disabilities when awarding grants from the courtesy car program. **67-10-904 (8), MCA** In accordance with federal and state nondiscrimination laws and requirements, all vehicles purchased with grant funds from the courtesy car program or vehicles donated to the courtesy car program must be accessible to persons with disabilities or the grantee must provide a vehicle accessible to persons with disabilities on request.	**67-10-904 (1), MCA** MDT grants **67-10-903, MCA** grant money from the department's special revenue account?	**TIC** 5-5-233, MCA	

Pedestrians

(Walking)

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2		no advisory board for transit alternatives, but see 2-15-3406, MCA, State Parks and Recreation Board					
7	**Chapter 14, Part 41** General Provisions Related to Municipal Trafficways and Public Grounds	provides powers of city councils and town councils regarding sidewalks	No definition section	**7-14-4105(3), MCA** City and town councils can require adjoining owners to clear sidewalks of snow. **7-14-4122, MCA** Construction and maintenance of sidewalks and foot pavements **7-14-4123, MCA** Regulation of sidewalks	**7-14-4109(5)(a), MCA** special sidewalk curb and gutter fund. See also 7-14-4110, MCA		
	Chapter 14, Part 47 Pedestrian Malls & Offstreet Parking Facilities	**7-14-4701, MCA** Municipalities may establish pedestrian malls	No definition section	**7-14-4702, MCA** Ability to regulate or restrict motor vehicle traffic on pedestrian malls. **7-14-4711, MCA** Optional creation of improvement district.	**7-14-4703, MCA** Ability of municipalities to pay for pedestrian malls from general funds or proceeds of assessments levied on lands benefitted by establishment of pedestrian mall. **7-14-4713, MCA** Ad valorem taxes in an improvement district **7-14-4714, MCA** Additional provisions for financing an improvement district **7-14-4715, MCA** Improvement districts for pedestrian malls can issue bonds		Are there walking malls besides Helena's? What was Helena's experience with these statutes?

Pedestrians

(Walking)

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
60	**Chapter 3, Part 3** Shared-Use Paths	separate, paved path for pedestrians, wheelchairs, bikes, horses, and snowmobiles	**60-3-302, MCA Shared-Use Path Defined** As used in this part, "shared-use path" means a multiuse path that is separated from motorized vehicular traffic by an open space, pavement markings, or a barrier within a highway right-of-way and that is usable for transportation purposes by pedestrians, runners, bicyclists, skaters, equestrians, and other nonmotorized users. A sidewalk, as defined in 61-8-102, is not a shared-use path.	**60-3-303, MCA** (1) ability of highway commission/MDT/counties/cities to establish shared use paths. (3) transportation commission to average $200,000/yr over 5 years for construction or extension of shared-use paths. **60-3-304, MCA** MDT to maintain inventory of shared-use paths.	**60-3-309, MCA** Allocation of funds **61-3-321(21)(a), MCA** optional $5 at vehicle registration, allocated pursuant to 60-3-309	**TIC** 5-5-233, MCA	
61	**Chapter 8, Part 5** Pedestrian Traffic	laws governing where pedestrians may go and who has the right of way	**61-8-102, MCA As used in this chapter:** (q) "Pedestrian" means any person on foot or any person in a manually or mechanically propelled wheelchair or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person. (x) "Sidewalk" means the portion of a street that is between the curb lines or the lateral lines of a roadway and the adjacent property lines and that is intended for use by pedestrians.	**61-8-102(1), MCA** Pedestrians have right of way at marked crosswalks and at unmarked crosswalks at intersections. Pedestrians must not leave curb suddenly . . . **61-8-508, MCA** Intoxicated pedestrians may not use roadway or shoulder. Who has the right-of-way? Compare 61-8-502; 61-8-503; 61-8-505; 61-8-506; 61-8-509; 61-8-515; and 61-8-516, MCA		**TIC** 5-5-233, MCA	
67							
69							

Shared-Use Paths

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2			see 2-15-102, MCA		**2-15-3406, MCA** **State Parks & Recreation Board** (3) A person appointed to the board must be informed or experienced in the conservation and protection of state parks . . . or outdoor recreation."	see 2-15-124, 2-15-3406, and EQC statute	
7							
23	**Chapter 2, Part 1** Development of Outdoor Recreational Areas	FWP administers the trail stewardship grant program, some of which goes to new shared-use path construction/rehabilitation/ maintenance			**23-2-108, MCA** Trails and recreational facilities account. **23-2-109,MCA** Trails and recreational facilities grant program.	**EQC** 75-1-324, MCA	
60	**Chapter 3, Part 3** Shared-Use Paths	separate, paved path for pedestrians, wheelchairs, bikes, horses, and snowmobiles	**60-3-302, MCA** **Shared-Use Path Defined** As used in this part, "shared-use path" means a multiuse path that is separated from motorized vehicular traffic by an open space, pavement markings, or a barrier within a highway right-of-way and that is usable for transportation purposes by pedestrians, runners, bicyclists, skaters, equestrians, and other nonmotorized users. A sidewalk, as defined in 61-8-102, is not a shared-use path.		**61-3-321 (21)(a), MCA** optional $5 at vehicle registration, allocated pursuant to 60-3-309	**TIC** 5-5-233, MCA	
61	**Chapter 3, Part 3** Registration	$1.37 of an optional $9 fee at vehicle registration goes to the 23-2-108 trails and recrational facilities account		**61-3-321, MCA** Registration fees of vehicles and vessels	61-3-321(19)(a)(iii), MCA	**TIC** 5-5-233, MCA	
67							
69							
70	**Chapter 30** Eminent Domain	Eminent domain is not available for shared-use path projects		**70-30-112, MCA** Eminent domain not to be used for certain recreational purposes			

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

Transportation Network Carriers (*TNCs*)

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2	no advisory board for transit but **see 5-15-101, MCA, Legislative Consumer Committee**						
7							
23							
60							
61							
67							
69	**Chapter 12** Motor Carriers	PSC regulates ride-share companies	see next slide for definitions	**69-12-340, MCA** Class E motor carrier certificate of compliance. **69-12-341, MCA** Fare charged for transportation network carrier services. **69-12-343, MCA** Insurance requirements of transportation network carriers. **69-12-404, MCA** Suspension of certificate by petition. **69-12-406, MCA** Restriction on transportation of certain waste. (Class E's can't haul garbage) 69-12-407, MCA Records and reports. (annual audits by PSC permitted)			

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

LEGISLATIVE SERVICES DIVISION

Transportation Network Carriers (*TNCs*)

Chapter 12. Motor Carriers - Definitions

(8) "Digital network" means any online-enabled application, software, website, or system offered or utilized by a transportation network carrier that enables the prearrangement of rides with transportation network carrier drivers.

(15) "Personal vehicle" means a vehicle that is used by a transportation network carrier driver in connection with providing a prearranged ride and is:

(a) owned, leased, or otherwise authorized for use by the transportation network carrier driver; and

(b) not a taxicab, limousine, or for-hire vehicle.

(16) "Prearranged ride" means transportation provided by a driver to a rider, beginning when a driver accepts a ride requested by a rider through a digital network controlled by a transportation network carrier, continuing while the driver transports a requesting rider, and ending when the last requesting rider departs from the personal vehicle. A prearranged ride does not include transportation provided using a taxicab, limousine, or other for-hire vehicle pursuant to Title 69, chapter 12.

(20) "Transportation network carrier" means an entity that uses a digital network or software application service to connect passengers to transportation network carrier services provided by transportation network carrier drivers. A transportation network carrier may not be deemed to control, direct, or manage the personal vehicles or transportation network carrier drivers that connect to its digital network, except where agreed to by written contract.

(21) "Transportation network carrier driver" or "driver" means an individual who:

(a) receives connections to potential riders and related services from a transportation network carrier in exchange for payment of a fee to the transportation network carrier; and

(b) uses a personal vehicle to provide a prearranged ride to riders upon connection through a digital network controlled by a transportation network carrier in return for compensation or payment of a fee.

(22) "Transportation network carrier rider" or "rider" means an individual or persons who use a transportation network carrier's digital network to connect with a transportation network carrier driver who provides prearranged rides to the rider in the driver's personal vehicle between points chosen by the rider.

(23) "Transportation network carrier services" means the transportation of a passenger between points chosen by the passenger and prearranged with a transportation network carrier driver through the use of a transportation network carrier digital network or software application.

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

Trains

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
2		no advisory board for train travel					
7	**Chapter 14, Part 16** Railway Authorities	A county can create a county rail authority. Counties can jointly create a regional rail authority. Authorities have general powers, powers of eminent domain for railroad purposes, the potential to raise mills, and the ability to issue bonds.	**7-14-1601, MCA** **As used in this part, the following definitions apply:** (1) "Authority" means a rail authority as provided in this part. (2) "Board" means a board of county commissioners. (3) "Common carrier" means a railroad engaged in transportation for hire. (4) "Directors" means the directors of the rail authority.	**7-14-1624, MCA** General powers of authority. **7-14-1625, MCA** Railroad acquisition and operation -- permits -- eminent domain. **7-14-1635, MCA** Contracts for operation and use of facilities.	**7-14-1632, MCA** Mill levy authorized (election required per 7-14-1633, MCA) **7-14-1636, MCA** Bonds and obligations **7-14-1637, MCA** Debt service fund		
	Chapter 14, Part 43 Municipal Regulation of Railways and Street Railroads	Municipalities can grant the right of way to street railroads and enact certain regulations on street railroads.	No definition section	**7-14-4301, MCA** Regulation of railways. **7-14-4302, MCA** . . . lighting for railway right-of-way -- crossings **7-14-4303, MCA** Authorization for and regulation of street railroads			

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

Trains

Title	Chapter/ Part	Concept	Definitions	Specific Provisions	Funds, Accounts, Mills	Interim Committee	Questions/ Issues
60	**Chapter 11** Rail Transportation		see 60-11-103; 60-11-110; 60-11-117, MCA		**60-11-115, MCA** Revolving loan account **60-11-123, MCA** Disposition of revenue from state-owned railroads	**TIC** 5-5-233, MCA	
	Chapter 11, Part 2 Rail Passenger Service		see 60-11-103 , MCA		**60-11-202, MCA** Southern amtrak route account	**TIC** 5-5-233, MCA	
61			**61-1-101, MCA** **As used in this title:** (59) "Railroad" means a carrier of persons or property on cars, other than streetcars, operated on stationary rails. (60) (a) "Railroad train" or "train" means a steam engine or electric or other motor, with or without cars coupled to the engine, that is operated on rails. (b) The term does not include streetcars.			**TIC** 5-5-233, MCA	
67							
69	**Chapter 14** Railroads	PSC supervises railroads	**69-14-102, MCA** As used in this chapter, "railroad" means a corporation, company, or individual owning or operating a railroad in whole or in part in this state. The term also includes express companies, sleeping-car companies, and a rail authority established under Title 7, chapter 14, part 16.			**ETIC** 5-5-230, MCA	

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

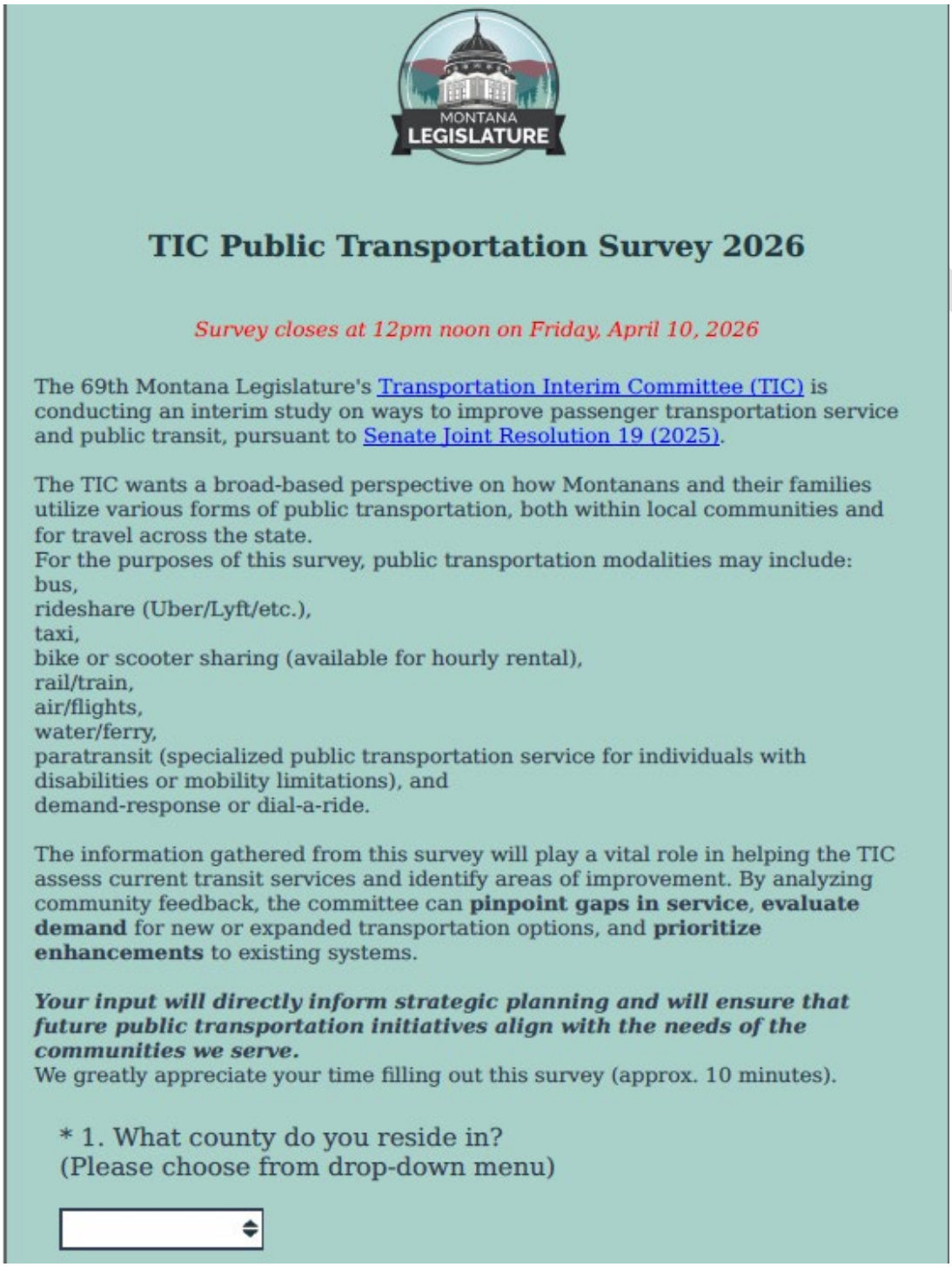
QUESTIONS?

MONTANA LEGISLATURE

LEGISLATIVE SERVICES DIVISION

APPENDIX E:
PUBLIC TRANSPORTATION SURVEY – QUESTIONS LIST

This document is available on the TIC webpage here: https://www.legmt.gov/committees/interim/tic/studies-topics/#SJ-19



MONTANA LEGISLATURE

TIC Public Transportation Survey 2026

Survey closes at 12pm noon on Friday, April 10, 2026

The 69th Montana Legislature's Transportation Interim Committee (TIC) is conducting an interim study on ways to improve passenger transportation service and public transit, pursuant to Senate Joint Resolution 19 (2025).

The TIC wants a broad-based perspective on how Montanans and their families utilize various forms of public transportation, both within local communities and for travel across the state.
For the purposes of this survey, public transportation modalities may include:
bus,
rideshare (Uber/Lyft/etc.),
taxi,
bike or scooter sharing (available for hourly rental),
rail/train,
air/flights,
water/ferry,
paratransit (specialized public transportation service for individuals with disabilities or mobility limitations), and
demand-response or dial-a-ride.

The information gathered from this survey will play a vital role in helping the TIC assess current transit services and identify areas of improvement. By analyzing community feedback, the committee can **pinpoint gaps in service**, **evaluate demand** for new or expanded transportation options, and **prioritize enhancements** to existing systems.

Your input will directly inform strategic planning and will ensure that future public transportation initiatives align with the needs of the communities we serve.
We greatly appreciate your time filling out this survey (approx. 10 minutes).

* 1. What county do you reside in?
(Please choose from drop-down menu)

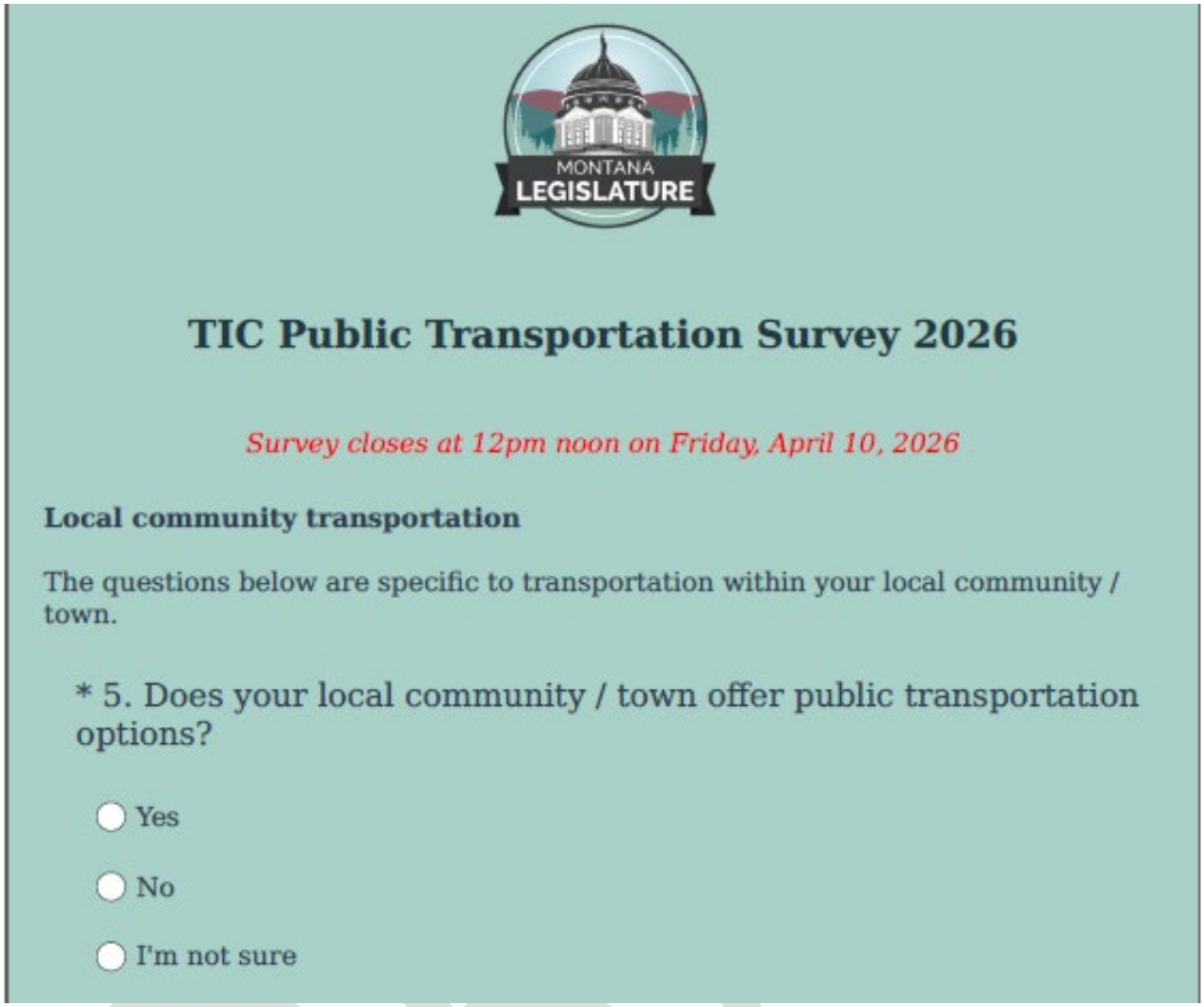
* 2. What community / town do you reside in?
(Please type your answer)

* 3. What is your age group?

- ◯ Under 18
- ◯ 18-24
- ◯ 25-34
- ◯ 35-44
- ◯ 45-54
- ◯ 55-64
- ◯ 65+

* 4. What is your household's approximate annual income?

- ◯ Under $25,000
- ◯ Between $25,000 and $49,999
- ◯ Between $50,000 and $69,999
- ◯ Between $70,000 and $99,999
- ◯ Over $100,000



TIC Public Transportation Survey 2026

Survey closes at 12pm noon on Friday, April 10, 2026

Local community transportation

The questions below are specific to transportation within your local community / town.

* 5. Does your local community / town offer public transportation options?

- ○ Yes
- ○ No
- ○ I'm not sure

DRAFT

6. If you answered yes, please select which forms of public transportation are **currently** available in your community.

- [ ] Bus
- [ ] Rideshare (Lyft, Uber, etc.)
- [ ] Taxi
- [ ] Bike sharing or scooter sharing (available for hourly rental)
- [ ] Rail / train
- [ ] Water / ferry
- [ ] Essential Air Service (EAS) or other air / flight
- [ ] Paratransit
- [ ] Demand-Response or Dial-A-Ride
- [ ] Other (please specify)

- [ ] None of the above

* 7. Do you **currently** use public transportation?

- ◯ Yes
- ◯ No

8. Please indicate the reason(s) WHY you do or do not use public transportation.
(Examples: cost, schedules, route locations, ease of accessibility, etc.)

* 9. Which forms of public transportation do you **currently** use? (Please select all that apply)

- [ ] Bus
- [ ] Rideshare (Lyft, Uber, etc)
- [ ] Taxi
- [ ] Bike sharing or scooter sharing (available for hourly rental)
- [ ] Rail / train
- [ ] Water / ferry
- [ ] Essential Air Service (EAS) or other air / flight
- [ ] Paratransit
- [ ] Demand-Response or Dial-A-Ride
- [ ] Other (please specify)

- [ ] None of the above; I don't currently use any public transportation.

10. (Optional) Please type any comments about your response to the previous question.

* 11. Do accessibility barriers limit your ability to use public transportation **in your community**?

- ( ) Yes, I am limited due to accessibility barriers. (Please explain below)
- ( ) Sometimes, there are some barriers preventing my access to public transportation. (Please explain below)
- ( ) No, there are no accessibility barriers to limit my ability to use public transportation.
- ( ) N/A, I do not use public transportation, or there is no public transportation available in my community.

12. Which barriers are limiting your access to public transportation in your community?
(Please check all that apply)

- [ ] Vehicle accessibility (ramps, lifts, securement)
- [ ] Distance to stops or pickup points
- [ ] Scheduling or long wait times
- [ ] Safety concerns
- [ ] Sensory or communication barriers
- [ ] Other (please specify)

* 13. Which forms of public transportation would you use **if they were available** in your community?

- [ ] Bus
- [ ] Rideshare (Lyft, Uber, etc.)
- [ ] Taxi
- [ ] Bike sharing or scooter sharing (available for hourly rental)
- [ ] Rail / train
- [ ] Water / ferry
- [ ] Essential Air Service (EAS) or other air / flight
- [ ] Other (please specify)
- [ ] None of the above; I would not use any public transportation even if it was available in my area.

14. (Optional) Please type any comments about your response to the previous question.

* 15. How do you travel WITHIN your local community / town? (Please check all that apply)

- [ ] Walk
- [ ] Personal bike or scooter
- [ ] Bike or scooter sharing (available for hourly rental)
- [ ] Personal motor vehicle
- [ ] Taxi service
- [ ] Rideshare (Lyft, Uber, etc.)
- [ ] Bus
- [ ] Rail / train
- [ ] Water / ferry
- [ ] Essential Air Service (EAS) or other air / flight
- [ ] Other resources, such as a community center, assisted living, IHS, VA transit, friend/family members (please specify)

* 16. Do you own a personal motor vehicle?

- ( ) Yes, I own a personal motor vehicle.
- ( ) No, I do not own or have access to a motor vehicle.
- ( ) I don't own a vehicle, but I do have access to one for personal use.

17. If yes, is your personal motor vehicle an accessible vehicle with a ramp or lift?

- ◯ Yes
- ◯ No

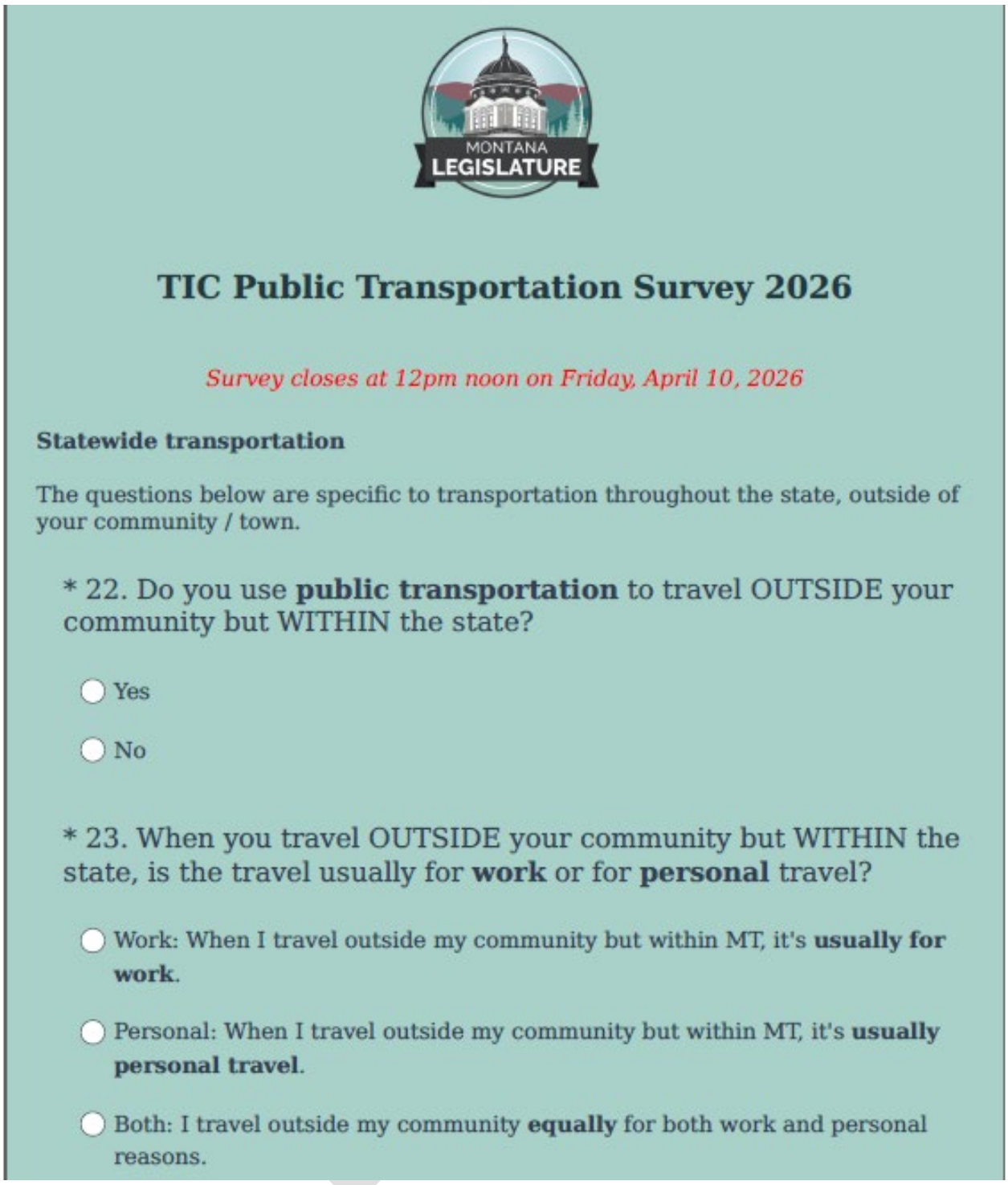
18. (Optional) Please type any comments about your response to the previous question.

* 19. Do you think the public transportation within your community is affordable?

- ◯ Yes, the public transport in my community is affordable.
- ◯ No, the public transport in my community is not affordable. (Please explain below)
- ◯ N/A, I do not have public transport in my community.

20. If you answered NO above, please explain why.

* 21. Are you aware of any multi-use pathways in your community? Are those pathways accessible and connected?
For example, pedestrian pathways or trail systems that are for non-motorized travel, such as walking, biking, or rolling.
(Please type your answer)


MONTANA
LEGISLATURE
TIC Public Transportation Survey 2026
Survey closes at 12pm noon on Friday, April 10, 2026
Statewide transportation
The questions below are specific to transportation throughout the state, outside of your community / town.
* 22. Do you use public transportation to travel OUTSIDE your community but WITHIN the state?
Yes
No
* 23. When you travel OUTSIDE your community but WITHIN the state, is the travel usually for work or for personal travel?
Work: When I travel outside my community but within MT, it's usually for work.
Personal: When I travel outside my community but within MT, it's usually personal travel.
Both: I travel outside my community equally for both work and personal reasons.

* 24. How often in a calendar year do you travel OUTSIDE your community but WITHIN the state?
(*Regardless of public transportation*)

- ○ Never
- ○ 1-2 times per year
- ○ 3-5 times per year
- ○ 6-11 times per year
- ○ Monthly (12 times per year)
- ○ Weekly or more often

* 25. How do you travel OUTSIDE your community but WITHIN the state?
(Check all that apply)

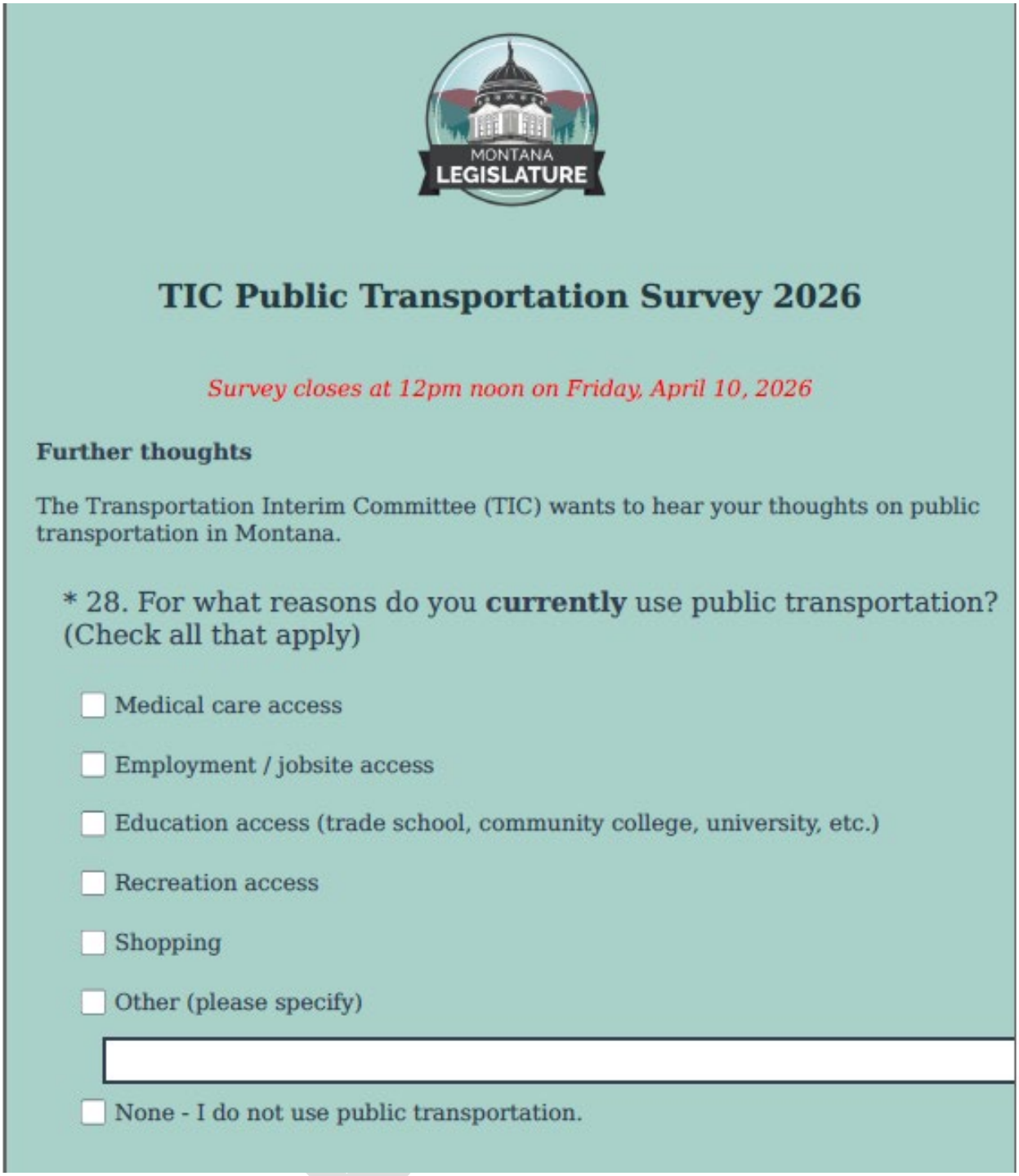
- ☐ Walk
- ☐ Personal bike or scooter
- ☐ Bike or scooter sharing (available for hourly rental)
- ☐ Personal motor vehicle
- ☐ Taxi service
- ☐ Rideshare (Lyft, Uber, etc)
- ☐ Bus
- ☐ Essential Air Service (EAS)
- ☐ Air / flight other than EAS
- ☐ Rail / train
- ☐ Water / ferry
- ☐ Other resources such as assisted living, VA transit, friend/family member (please specify)

* 26. How often in a calendar year do you use **public transportation** to travel OUTSIDE your community but WITHIN the state?

- ◯ Never
- ◯ 1-2 times per year
- ◯ 3-5 times per year
- ◯ 6-11 times per year
- ◯ Monthly (12 times per year)
- ◯ Weekly or more often

* 27. Are the different modes of public transportation services **connected** enough to get you to a destination OUTSIDE your community but WITHIN the state?

- ◯ Yes, I can get from my community to another destination using only public transportation.
- ◯ No, I cannot get from my community to another destination using only public transportation.
- ◯ N/A, I don't know, or I don't use public transportation.



TIC Public Transportation Survey 2026

Survey closes at 12pm noon on Friday, April 10, 2026

Further thoughts

The Transportation Interim Committee (TIC) wants to hear your thoughts on public transportation in Montana.

* 28. For what reasons do you **currently** use public transportation? (Check all that apply)

- [ ] Medical care access
- [ ] Employment / jobsite access
- [ ] Education access (trade school, community college, university, etc.)
- [ ] Recreation access
- [ ] Shopping
- [ ] Other (please specify)
- [ ] None - I do not use public transportation.

* 29. What are the main reasons you **DO NOT** use public transportation?
(Check all that apply)

- [ ] Not accessible
- [ ] Not available when needed
- [ ] Too expensive
- [ ] Safety concerns
- [ ] Health-related reasons
- [ ] I prefer to drive
- [ ] Other (please specify)

* 30. What would encourage you to utilize public transportation **if it were available**?
(Check all that apply)

- [ ] Medical care access
- [ ] Employment / jobsite access
- [ ] Education access (trade school, community college, university, etc)
- [ ] Recreation access
- [ ] Shopping
- [ ] Other (please specify)
- [ ] None of the above: I don't plan to use public transportation

* 31. What do you see as the **most important improvements** that are needed for public transportation service(s) in the state? (Please type your answer)

* 32. What public transportation service(s) do you want to see **added** to your community, or to the state overall? (Please type your answer)

33. Are there specific **locations, destinations, or facilities** you would recommend the TIC visit to better understand opportunities for improving Montana's public transportation network?

34. Do you have any **information, insights, or presentations** you would like to share with the TIC as the committee evaluates opportunities for enhancing public transportation?

35. Do you have any information or suggestions for the TIC to consider, related to **enhancing accessibility and/or mobility** within public transportation?

* 36. The Big Sky Passenger Rail Authority (BSPRA) was accepted into the Federal Rail Administration's Corridor ID program, which will evaluate the restoration of passenger rail service through southern Montana along the former North Coast Hiawatha route (*Glendive, Miles City, Forsyth, Billings, Livingston, Bozeman, Helena, Missoula*).
This would be part of a long-distance route from Chicago to Seattle, which would operate on the current freight rail infrastructure.

How would this expanded availability of passenger rail impact you, your family, and/or your community?

(Please type your answer. Feel free to provide more detail than simply "yes" or "no".)

If you'd like to learn more about the ongoing efforts to restore passenger rail along the southern route, you can contact the Big Sky Passenger Rail Authority (BSPRA) for more information: https://www.bigskyrail.org/
Or, there is general information on the TIC webpage at:
https://www.legmt.gov/committees/interim/tic/studies-topics/#SJ-19

Thank you for taking the time to respond to this survey on public transportation in Montana.
The TIC appreciates your input toward the ongoing study on public transportation.

If you have any further comments or questions, please visit the TIC's webpage at:
https://committees.legmt.gov/#/nonStandingCommittees/32

You can submit public comment in writing, attend TIC meetings virtually, or join the TIC in person in Helena at an interim meeting.

Survey closes at 12pm noon on Friday, April 10, 2026