# MCS Officer Enforce Moving Violations on CMVs

MCS Officers do not currently have authority to enforce moving violations under § 61-8, MCA, resulting in, MCS officers being limited in assisting short staffed local agencies such as the counties on the US 212 corridor. MCS Enforcement Officers' ability to enforce moving violations on CMVs would provide Montana taxpayers with a full return on investment for the cost of training for these law enforcement officers while achieving improved safety for large vehicles on Montana highways.

MCS Officers are responsible for the safety and oversight of CMV operations in Montana and are subject matter experts for CMV requirements and safety.

CMV serious injury and fatalities crashes continue to increase in Montana.

Montana has over 5,000 bridges and an ageing infrastructure that MCS Enforcement is tasked to protect.

MCS Officers are fully sworn and fully trained law enforcement officers.

**PROPOSAL**
To utilize MCS Officers in the enforcement of § 61-8, MCA, code violations on CMVs falling within their inspection authority.

MONTANA
Department of Transportation

# Clarify MCS Authority to Require Weigh Station Stops

Currently, § 61-10-141, MCA, does not indicate driver penalties for failing to be weighed and inspected, only vehicle penalties. As it sits, this statute was removed from the 2026 Supreme Court Bond Schedule due to this language and officers are unable to penalize those who choose not to enter an open weigh station.

§ 61-10-141, MCA, authorizes the department's Motor Carrier Services Enforcement Bureau to weigh vehicles; this bill is intended to clarify that the driver, not the vehicle, is responsible for obeying the action of following the direction to be weighed. This proposed legislation would help enforce the state's commitment to lowering highway fatal and serious injury crashes.

**PROPOSAL**
Changes to statute text would compel CMV drivers to enter weigh stations for the purpose of weighing and inspecting, or risk penalty.

MONTANA
Department of Transportation

# Death Benefit Leave Payout

Currently, upon termination of employment exempt comp time is not paid out, and sick leave is paid out at 25%. §§ 2-18-617 and 2-18-618, MCA.

Revise §§ 2-18-617 and -618, MCA, to include a stipulation for employees killed through a workplace fatality.

Employees killed through a workplace fatality. will have 100% of their comp and sick time paid out.

**PROPOSAL**
Provide for a payout of 100% of exempt comp time and 100% of sick leave for employees involved in workplace fatalities.

MONTANA
Department of Transportation

Provided to the TIC 9/11/2026

# Remove the Transportation Commission's Authority to Adopt Outdoor Advertising Control Administrative Rules

This proposal transfers responsibility for Outdoor Advertising Control program rulemaking from the Transportation Commission to MDT. The proposal updates relevant statutes to give MDT authority to adopt and administer the administrative rules governing outdoor advertising, permit requirements, and program fees. It preserves the requirement that Montana's program remain consistent with applicable federal law and MDT's agreements with the U.S. Secretary of Transportation. Existing rules, permits, approvals, and pending matters remain valid and continue without interruption during the transition.

**PROPOSAL**
Authorize MDT, rather than the Transportation Commission, to adopt administrative rules for outdoor advertising control.

MONTANA
Department of Transportation

# Aircraft Registration Stickers

Aircraft registration decals are no longer necessary due to registrations being electronic and immediately searchable by staff. This removes the burden from aircraft owners needing to place the decal on their aircraft each year and will save the department time and money by not producing or mailing decals anymore.

Remove the statutory requirement contained in § 67-3-204, MCA, that requires MDT to issue a decal. Remove the statutory requirement contained in § 67-3-204, MCA, that requires the aircraft owner to display said decal on their aircraft.

**PROPOSAL**
Remove statute requiring MDT to issue an aircraft registration decal annually to aircraft registered in Montana.

MONTANA
Department of Transportation

# Official State Highway Map

The number of memorials and special designations created by the Legislature continues to grow. These labels do not help travelers navigate, compete for limited space, make the printed map harder to read, and take more staff time to fit into each new edition.

The bill would clarify or modify requirements to place these designations on the printed highway map, by defining two separate maps with distinct purposes. The designations, locations, signs, plaques, and funding requirements would remain unchanged. Future memorial bills would direct recognition to the dedicated Montana Memorial Highways and Special Designations Map. The printed Official State Highways Map will contain a QR code or other link to the Montana Memorial Highways and Special Designations Map.

**PROPOSAL**
Clarify and modify requirements in state law that memorial highways and other special designations appear on the printed Montana Official State Highway Map.

MONTANA
Department of Transportation

Provided to the TIC 9/11/2026

# Increase the Threshold When Real Property Goes To Auction

The current threshold forces many low-risk transactions through a time-consuming and costly auction process. MDT owns many excess parcels that are bordered by a single property owner. If the estimated value of a parcel is less than $10K MDT can sell the parcel to the adjacent landowner. If the estimated value of a parcel is above $10K MDT must sell the parcel at public auction, which includes a minimum of 4-weeks of public notice and can create a landlocked parcel.

Current Federal Valuation Limits - under current federal regulations, if the anticipated value of the proposed acquisition proposed is under $15,000 MDT can acquire the property without an appraisal, and if estimate of the value is between $15,000 and $35,000 MDT must offer the property owner the option of having an appraisal but may proceed without an appraisal if the property owner agrees.

Inventory and Legal Risk - to avoid creating landlocked parcels, MDT retains and manages an inventory of parcels that only have value to the adjacent landowner creating land management obligations for MDT and preventing any productive use of those parcels.

Efficiency and Cost Savings -increasing the threshold to $35,000 will streamline the disposal of excess properties not needed for highway or MDT purposes.

**PROPOSAL**
Raise the auction threshold of real estate from $10,000 to $35,000, allowing for more transactions to be completed through the direct sale process rather than the public auction process.

MONTANA
Department of Transportation

# Eliminate § 69-14-620, MCA, Establishment of Railroad Quiet Zones

Given this federal preemption, § 69-14-620, MCA, is redundant and potentially misleading, as it implies a state-level authority over quiet zone establishment that is already fully governed by federal regulations.

Montana Code Annotated 69-14-620 outlines the process by which local governments in Montana, specifically municipalities or county commissions, may petition the U.S. Department of Transportation to establish "quiet zones" at railroad crossings.

A quiet zone is defined as a segment of railroad where train horns and bells are not routinely sounded. The statute requires that local authorities consult with railroad operators and submit a plan detailing how they will implement the supplemental safety measures mandated under 49 USC § 20153(c), before a quiet zone can be approved by the US DOT Secretary.

49 CFR Part 222, issued by the Federal Railroad Administration, comprehensively governs the use of locomotive horns at public highway-rail grade crossings

**PROPOSAL**
Repeal § 69-14-620, MCA, to eliminate unnecessary duplication and clarify that quiet zone authority lies solely within the framework of 49 CFR Part 222.

MONTANA
Department of Transportation

Provided to the TIC 9/11/2026

# IRP License Plate Fee Alignment

Current statute authorizes DOJ to charge MDT up to $12.00 per license plate, with actual costs fluctuating based on the price of tin and other production inputs. However, MDT may only charge customers a fixed $2.00 fee, creating a structural deficit. DOJ contracts with Montana Correctional Enterprises for plate manufacturing, making DOJ's invoiced cost the accurate and appropriate reference point. Aligning MDT's fee with DOJ's actual charge eliminates the recurring shortfall.

The proposal eliminates MDT's annual revenue loss—estimated between $40,000 and $95,000—and allows the Department to redirect an estimated $45,000 to $90,000 in recovered funds to other transportation programs.

**PROPOSAL**
MDT would replace the fixed $2.00 customer fee with a flexible fee that matches the cost invoiced by DOJ at the time of purchase, not to exceed $12.00.

MONTANA
Department of Transportation

# Limited Speed-Enforcement Camera Pilot Program in Highway Work Zones

Authorize a narrow, closely supervised pilot program allowing the Department, in coordination with the Montana Highway Patrol (MHP), to use license plate reader (LPR) technology for automated speed enforcement in a limited number of active highway work zones.

This is a targeted worker and public safety measure and directly advances the Administration's priority of protecting Montana's highway workforce and traveling public while upholding Montana's strong privacy protections.

Experience from other states with similar automated work zone speed-enforcement programs indicates the pilot could deliver measurable safety gains:

- A 40% to 67% reduction in work zone fatalities.
- Up to a 38% reduction in the share of vehicles speeding in work zones, with a 47% drop in "excessive" speeding of 11+ mph over the limit.
- Up to an 80% reduction in speeding violations within enforced work zones.
- Reduced risk to MHP officers, who will no longer need to be physically present to provide continuous, 24/7 enforcement.
- A data-driven record, through the required biennial report, to evaluate whether the program should be continued, expanded, or modified.

**PROPOSAL**
Amend § 46-5-117, MCA, to carve out an exception to Montana's general prohibition on license plate reader use, while preserving the statute's existing privacy and due-process safeguards. protections.

MONTANA
Department of Transportation

Provided to the TIC 9/11/2026