SJ 19: INTERIM STUDY OF PUBLIC TRANSPORTATION

TRANSPORTATION INTERIM COMMITTEE
BECCA BROWN – MAY 2026

PUBLIC SURVEY OF MONTANANS

The Transportation Interim Committee published an anonymous survey, via the SurveyMonkey platform, 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 A**.

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.

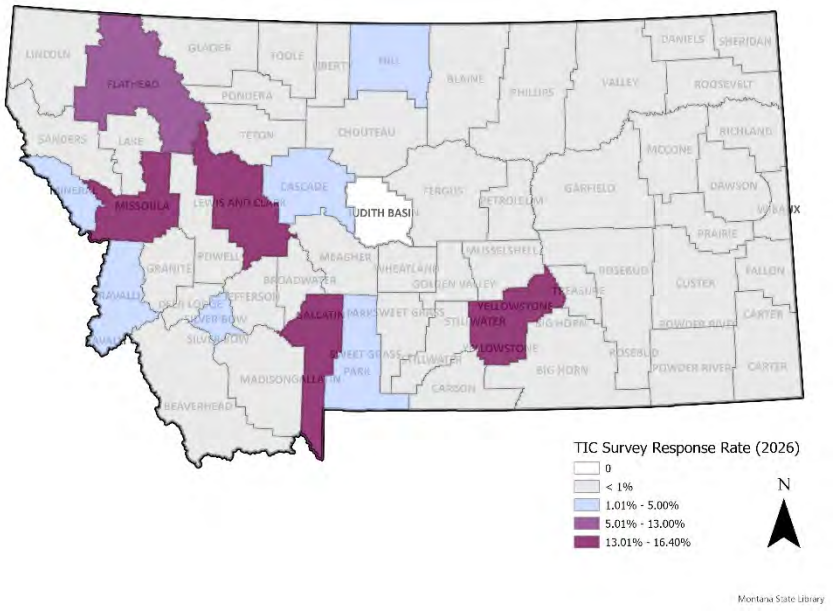


Figure 1 (left): Shaded area map showing proportion of survey responses from each county in Montana.

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

Figure 3 (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**

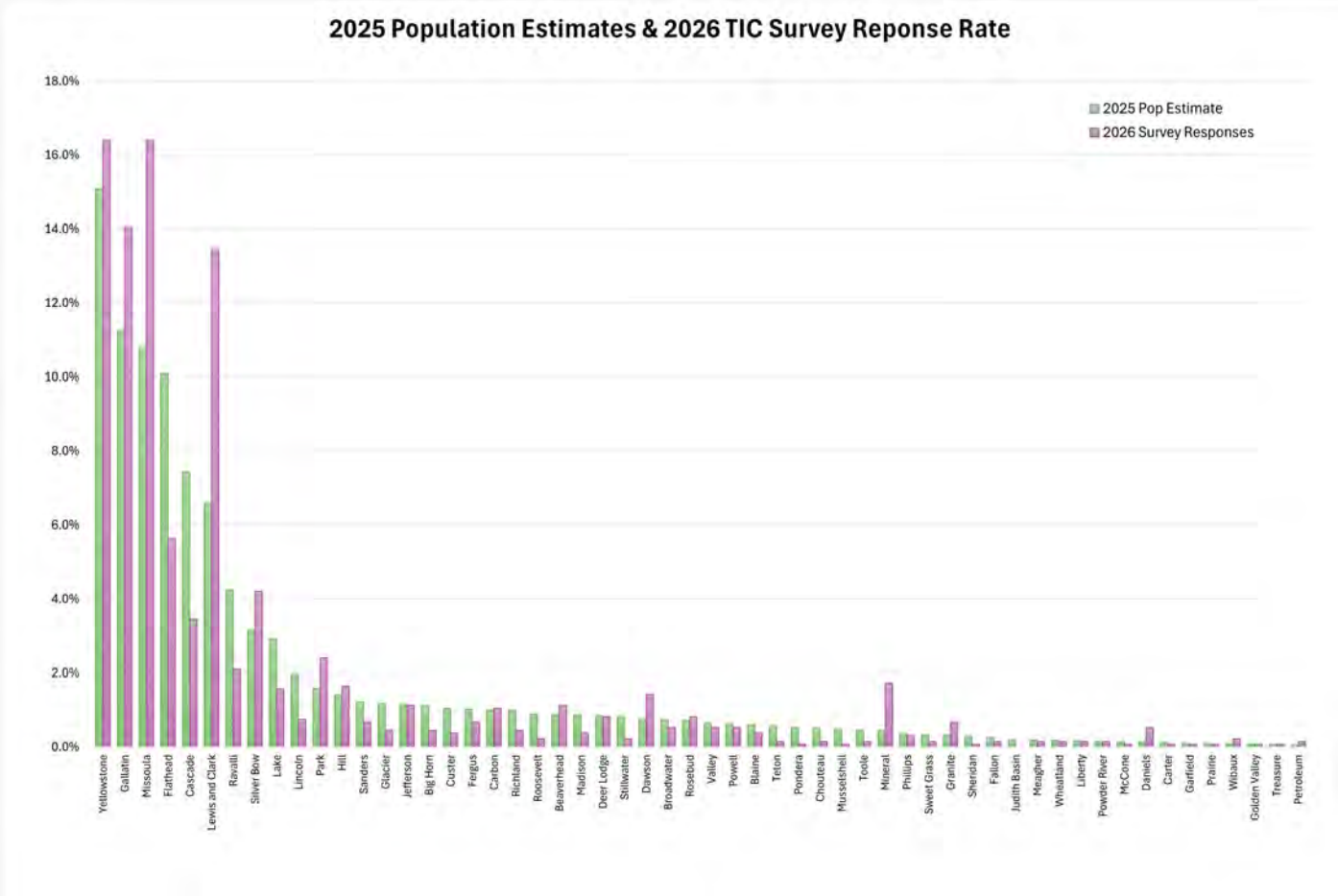


Figure 4 (above): The chart shows survey responses by county compared to 2025 population estimates (using the latest figures from the U.S. Census Bureau's Population Estimates Program) in order to see how survey responses compared to the actual proportion of Montana's population.

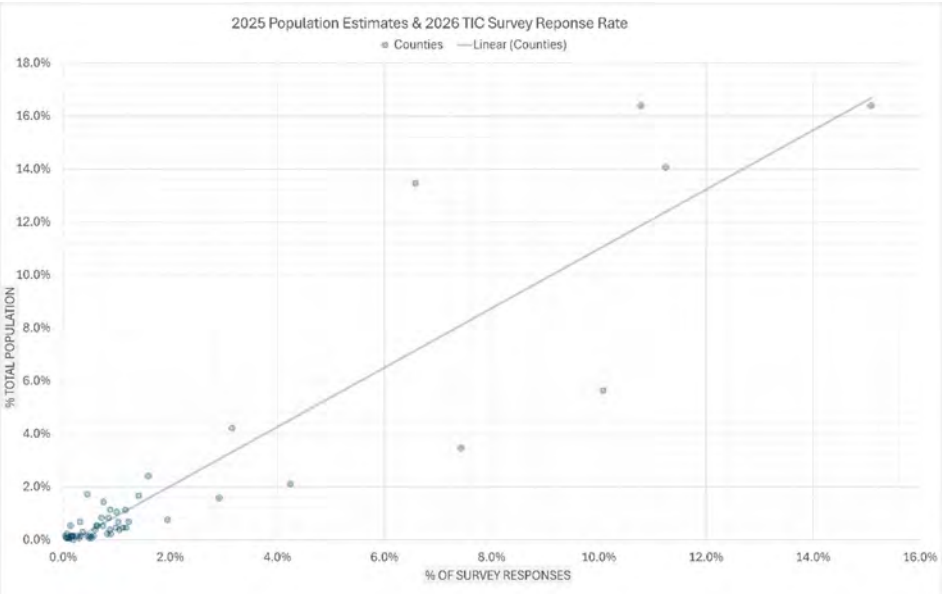


Figure 5 (left): Analysis found that the number of survey responses from a given county was highly correlated with the projected 2025 population of that county (84%), with only a few outlier counties.

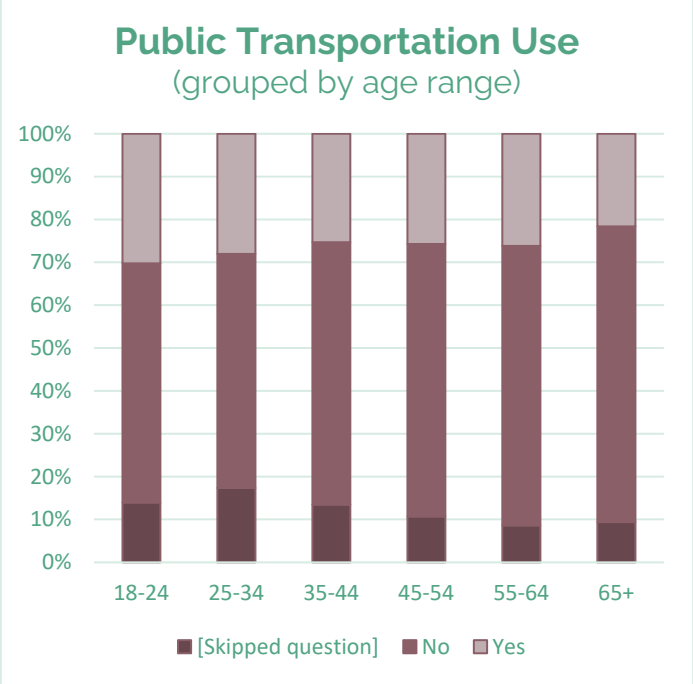
This analysis shows that the survey data was collected from a fairly representative sample of Montanans.

CURRENT USAGE

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

Figure 6 (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**

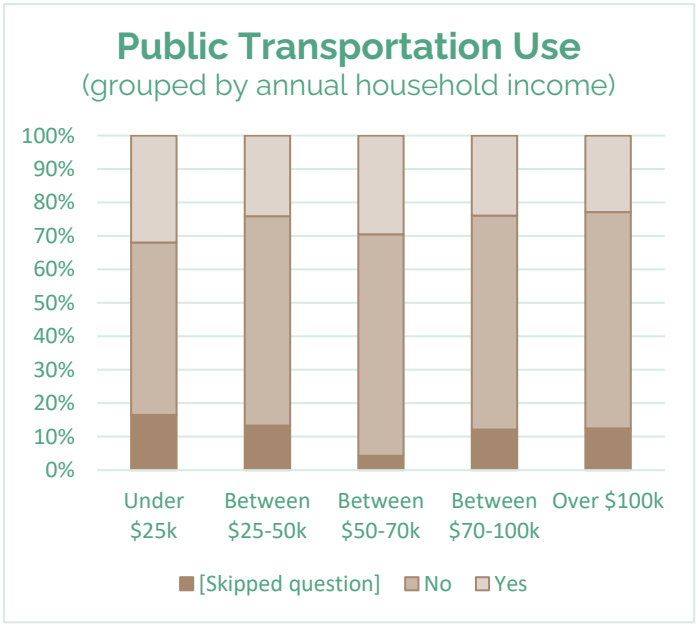


When asked to explain their public transportation usage, respondents highlighted a range of benefits, as well as some concerns.

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.

To drill down further, responses have been grouped by age range in **Figure 7 (left)**.

For another perspective, question 7 responses are grouped by annual household income level in **Figure 8 (below right)**.



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

When asked which forms of public transportation are being used, survey respondents indicated bus routes and rideshare services like Uber and Lyft as the highest usage, with Essential Air Service (EAS) identified as another highly-utilized service.

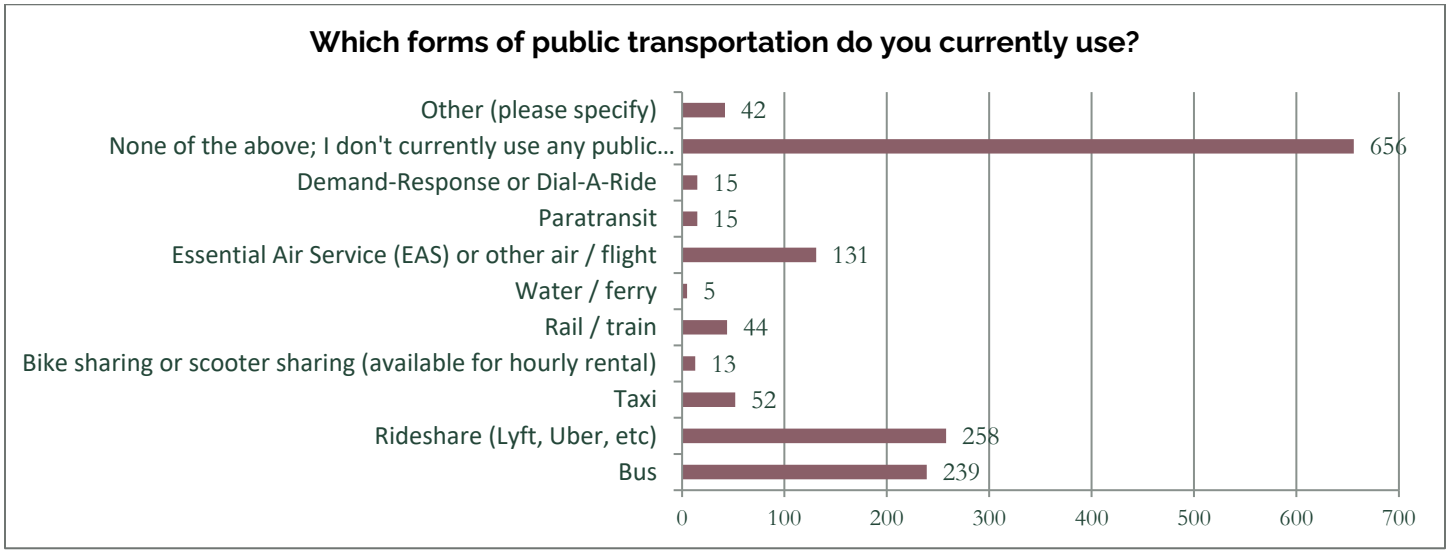


Figure 10 (above) shows how respondents currently utilize public transportation (survey question 9, **Appendix A**).

STAFF NOTE

It's important to note that some forms of transportation discussed in this survey, such as the dial-a-ride paratransit services or the 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 SJ 19 study to glean a better understanding of how the public transports themselves. For the purposes of gaining a broader perspective, the term "public transportation" has been used to encompass a larger group of transportation options. The goal is to understand the reality of how Montanans get from place to place under the Big Sky – with or without personal vehicles.

CURRENT USAGE (CONT'D)

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[1].

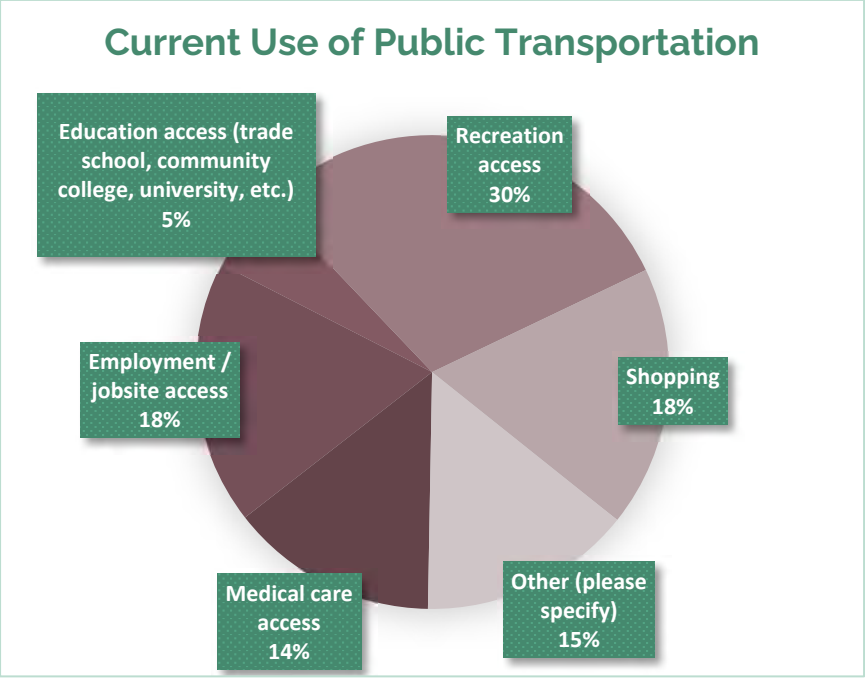
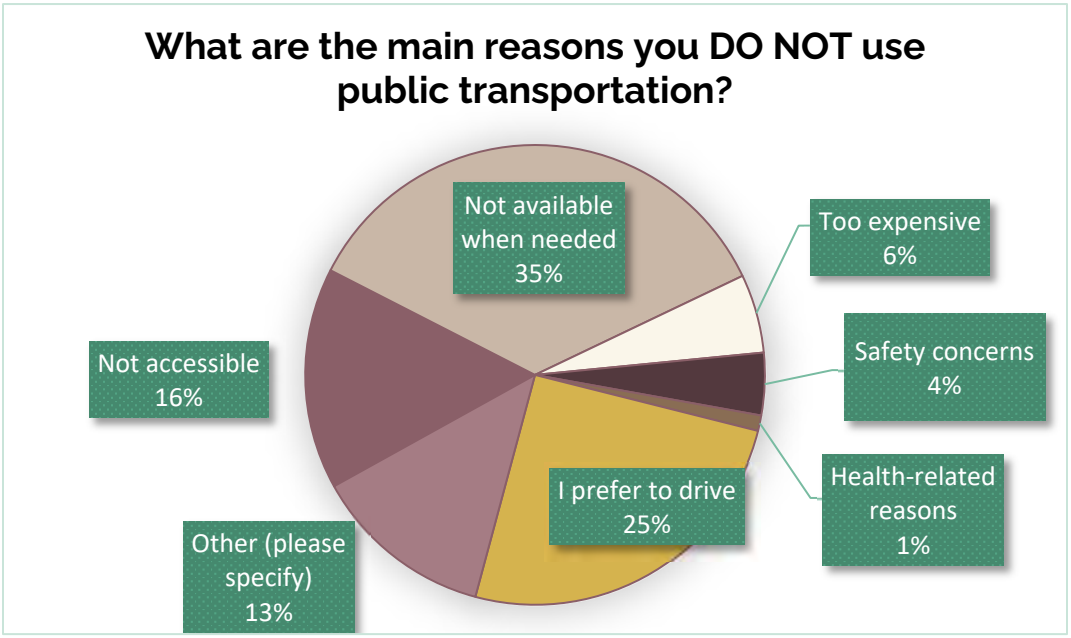


Figure 11 (above right) shows a large proportion of respondents indicated they use public transit to access recreation, while other common uses include access to employment and shopping hubs.

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; seen in **Figure 12 (below)**.



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.

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

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 13 (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 14 (below)** shows that respondents also indicate a high rate of walking or biking around their local community.

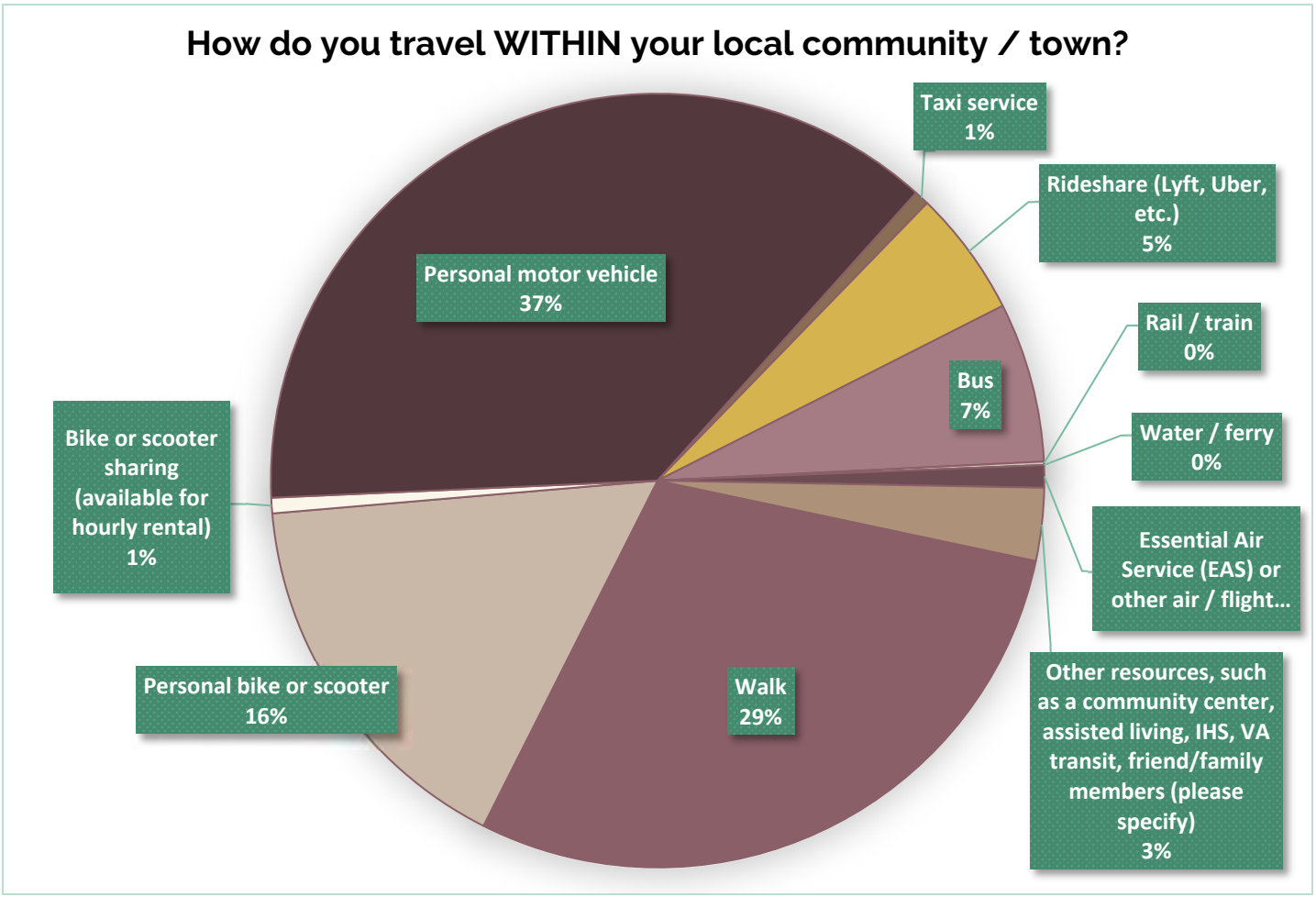
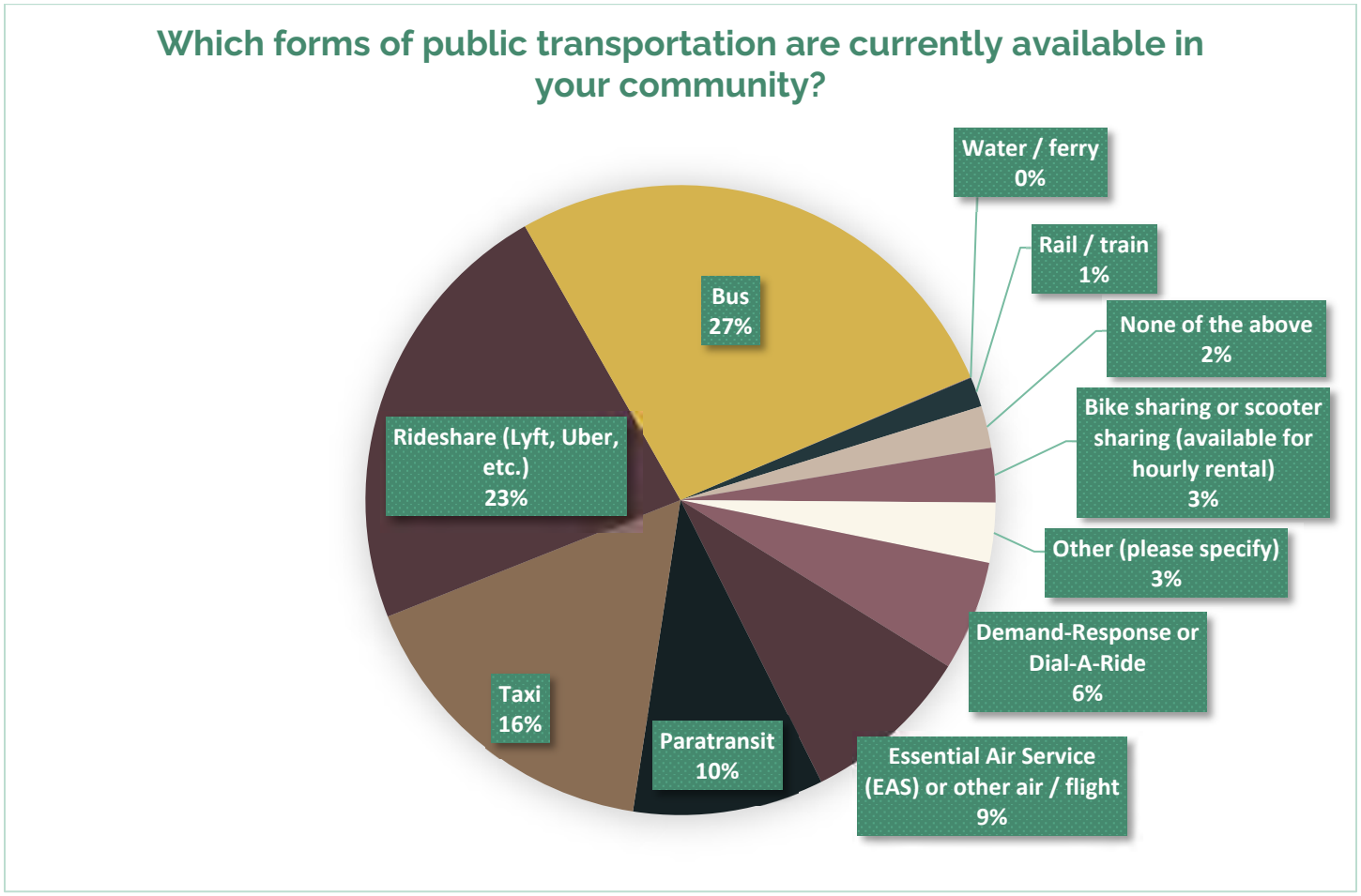


Figure 15 (below): Survey respondents who have public transportation in their community identified bus systems, rideshare, and taxi services most frequently. Smaller proportions of respondents reported having access to paratransit, Essential Air Service (EAS), and demand-response services.



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

Figure 16 (right) shows a "word cloud" of the most common terms in responses to survey question 21.



Many responses noted the existence of multiuse pathway(s) 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 17 (above): Overall, a minority of survey respondents report using public transport to leave their communities.

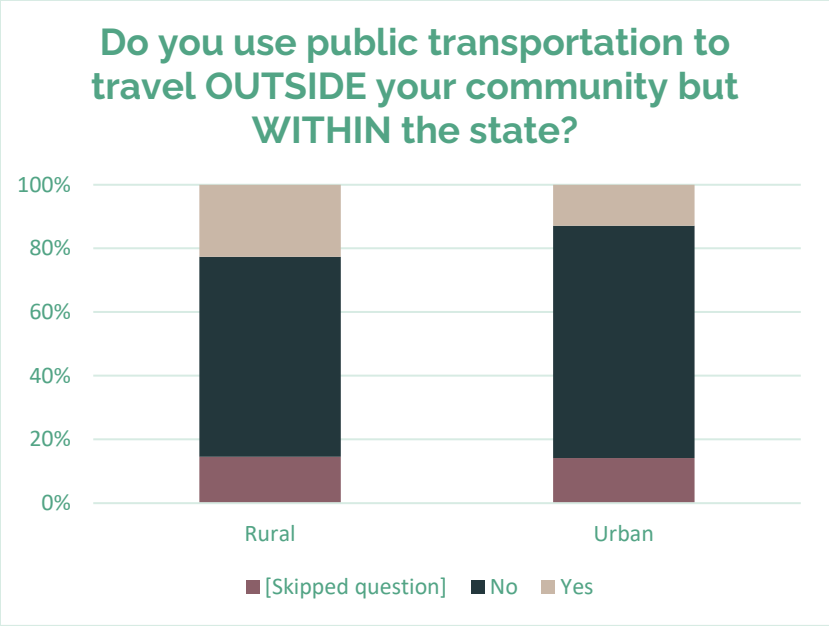


Figure 18 (left): Rural survey respondents report using public transportation services to leave their community more frequently than urban respondents.

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?

Figure 19 (below): 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.

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**

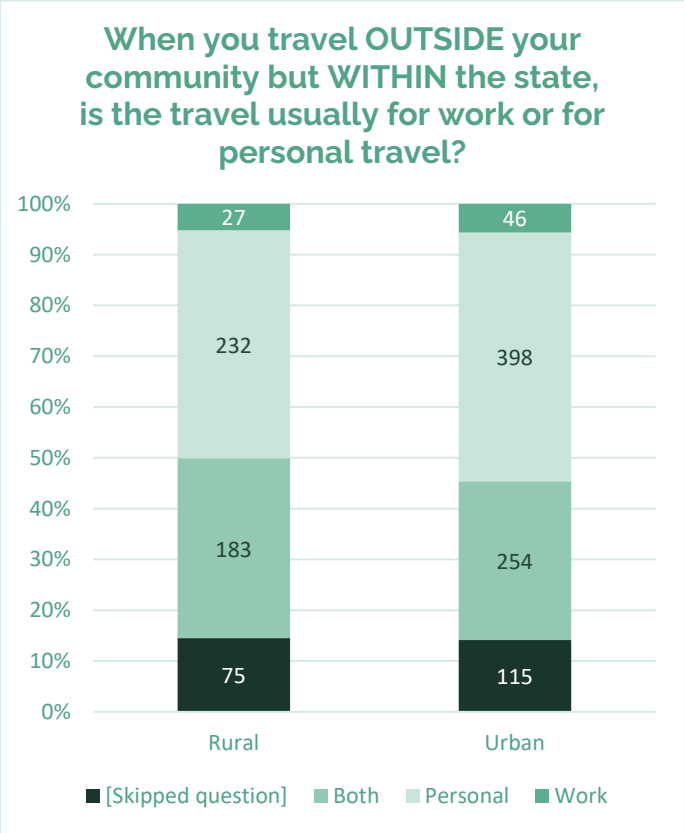
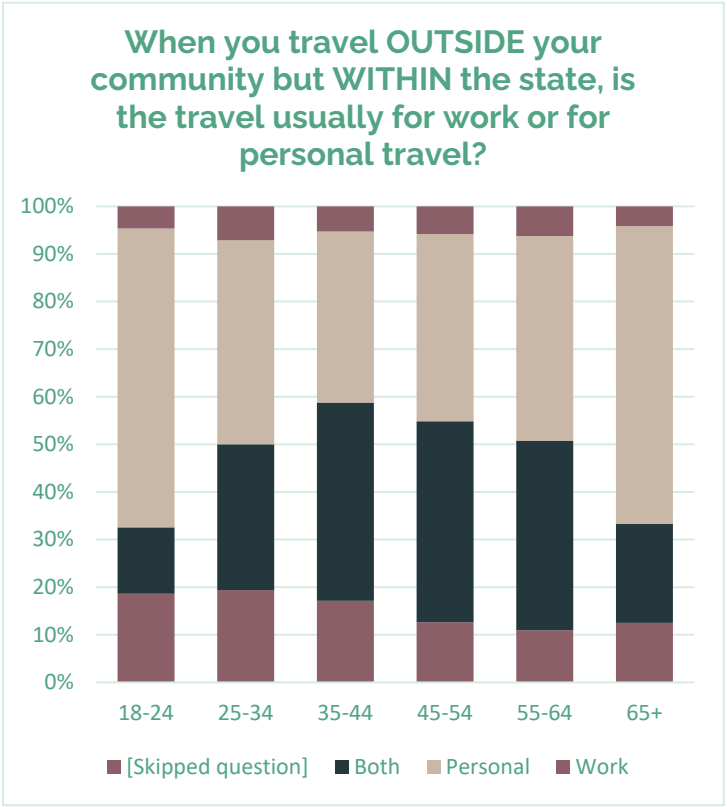


Figure 20 (top left) shows that rural respondents travel outside their communities for "Both" work and personal reasons more frequently in proportion to urban respondents. A larger proportion of urban respondents travel outside of their communities for personal reasons.

Figure 21 (middle right) shows that the age group most often traveling outside their community for work purposes are the respondents between 25-34 years old.



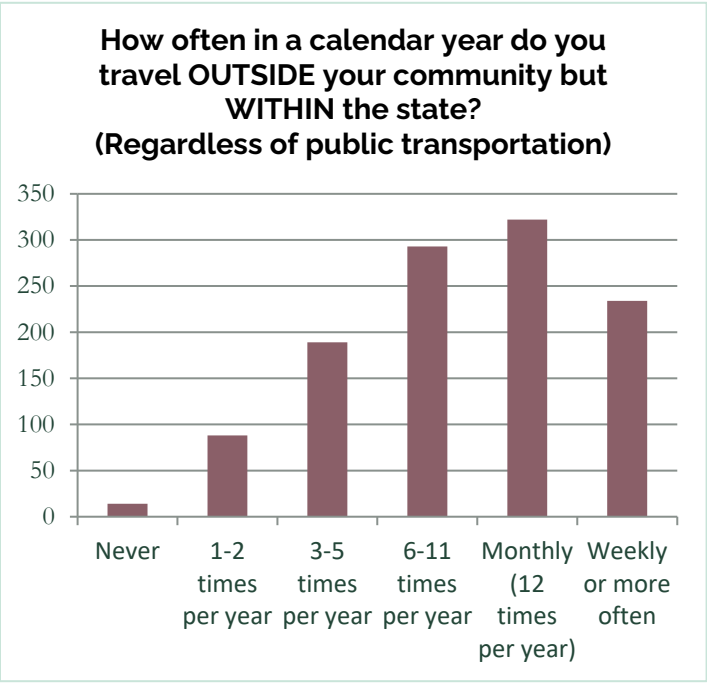


Figure 22 (bottom left): A majority of respondents report traveling outside their communities but within the state of Montana at least once per month.

Figure 23 (below): When survey respondents travel outside of their communities, the majority use a personal vehicle.

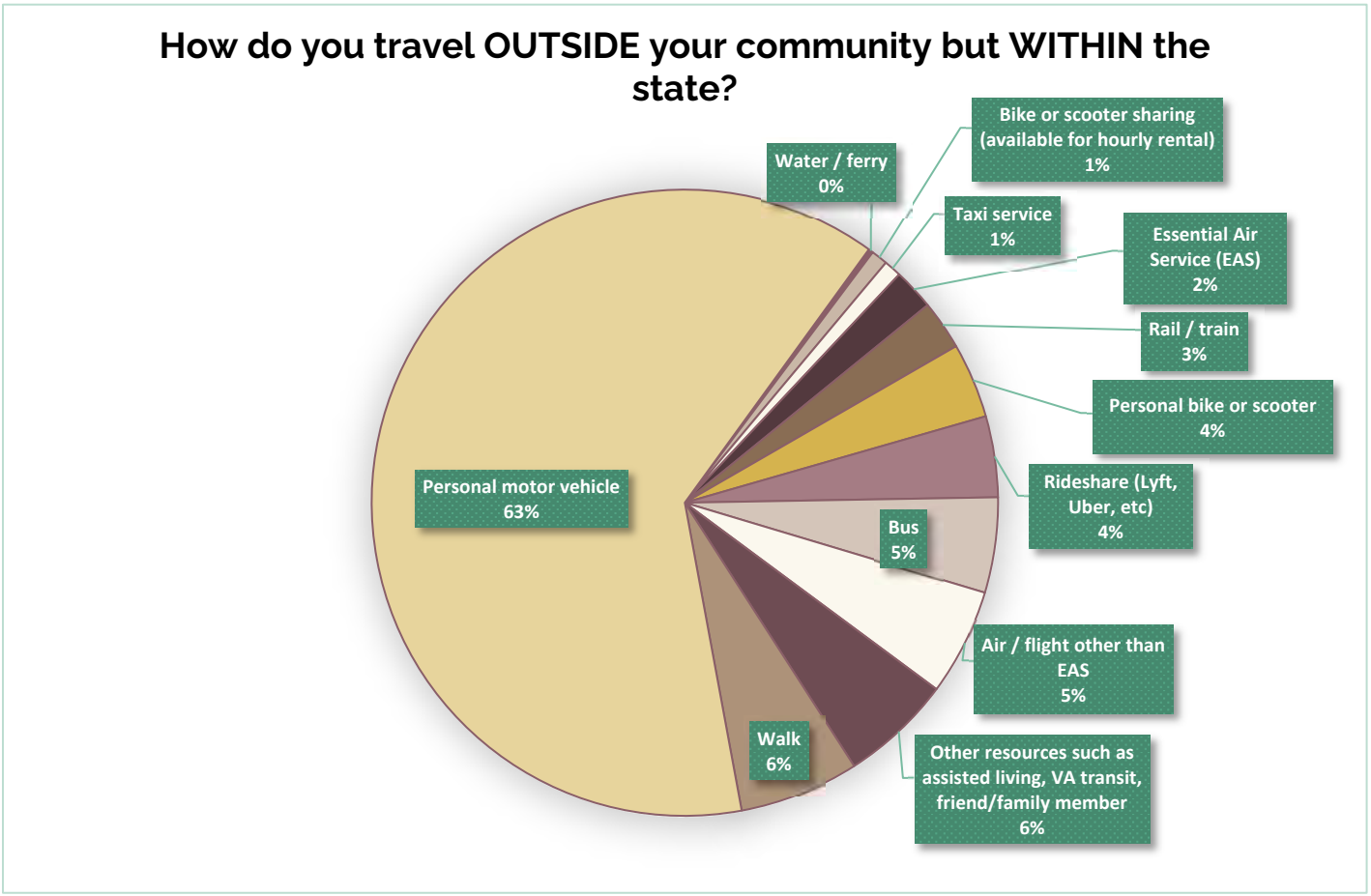
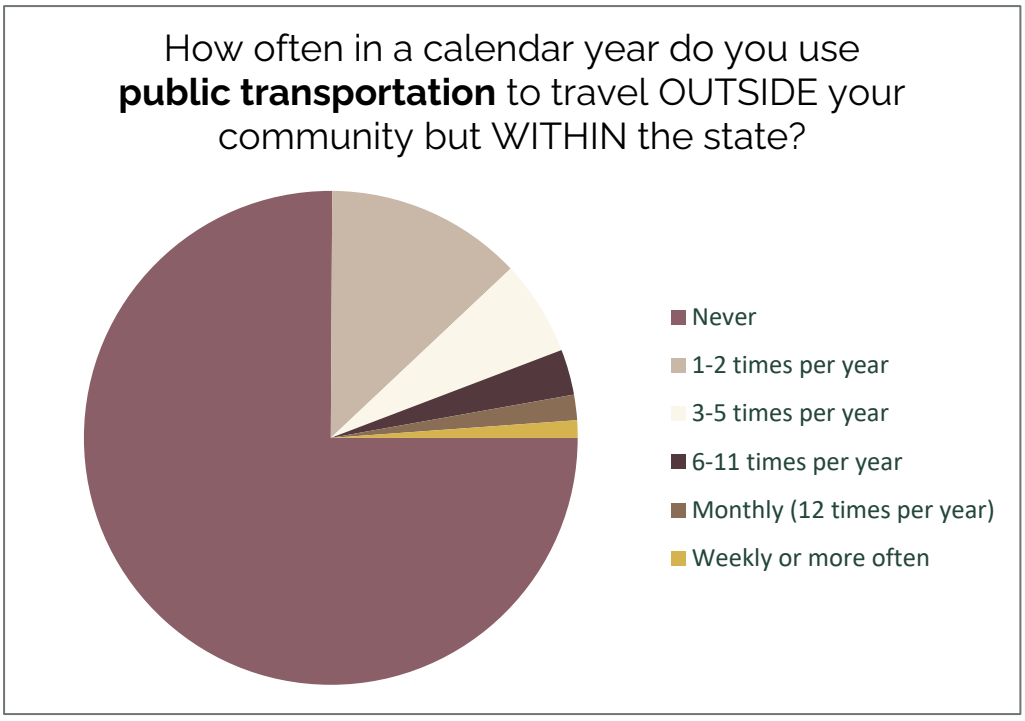


Figure 24 (right): Few survey respondents use public transport to travel outside their communities. When it does happen, survey respondents indicate its infrequency, often a "one-off" event.

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 25 (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.

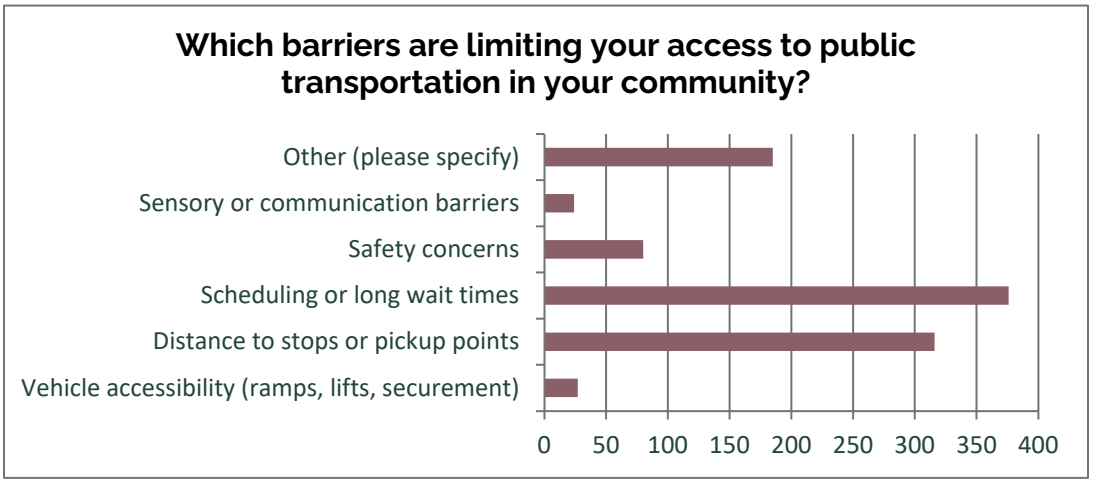
ADA ACCESSIBILITY

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**

The survey asked respondents if there are accessibility barriers limiting the use of public transportation.

Figure 26 (above) and **figure 27 (right)** show an overview of the responses received.



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 28 (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 29 (below)**.



AFFORDABILITY

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

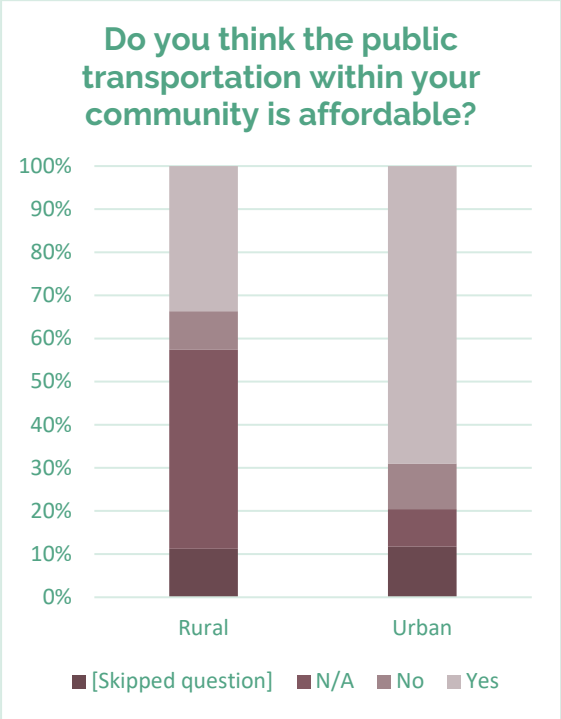


Figure 30 (left) shows that proportionally, urban survey respondents are more likely to feel that their public transportation opportunities are affordable.

Figure 31 (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.

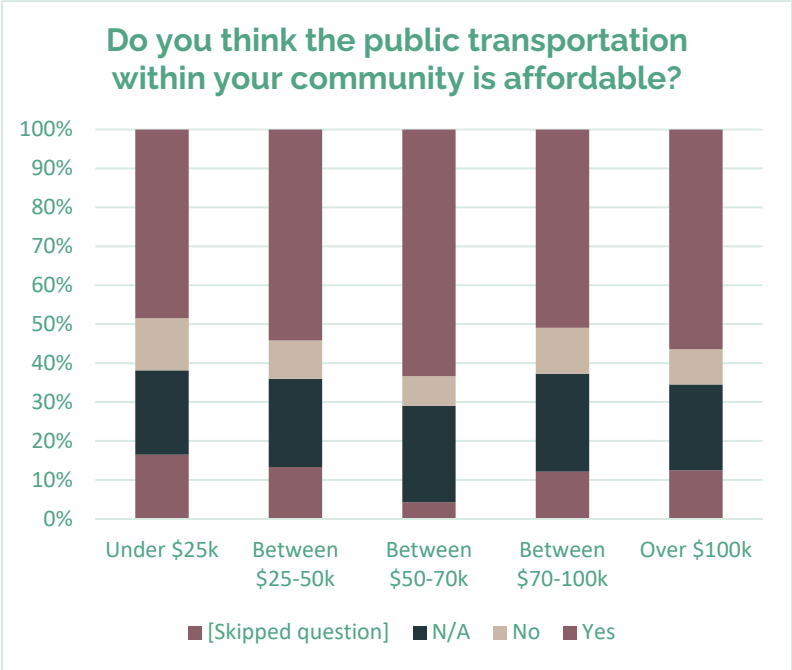




Figure 32 (left): Respondent comments about the affordability of public transportation noted high costs for rideshare services, limited subsidies for publicly available transportation, and limited services for the special needs of certain populations. Some comments do mention the existence of free or 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.

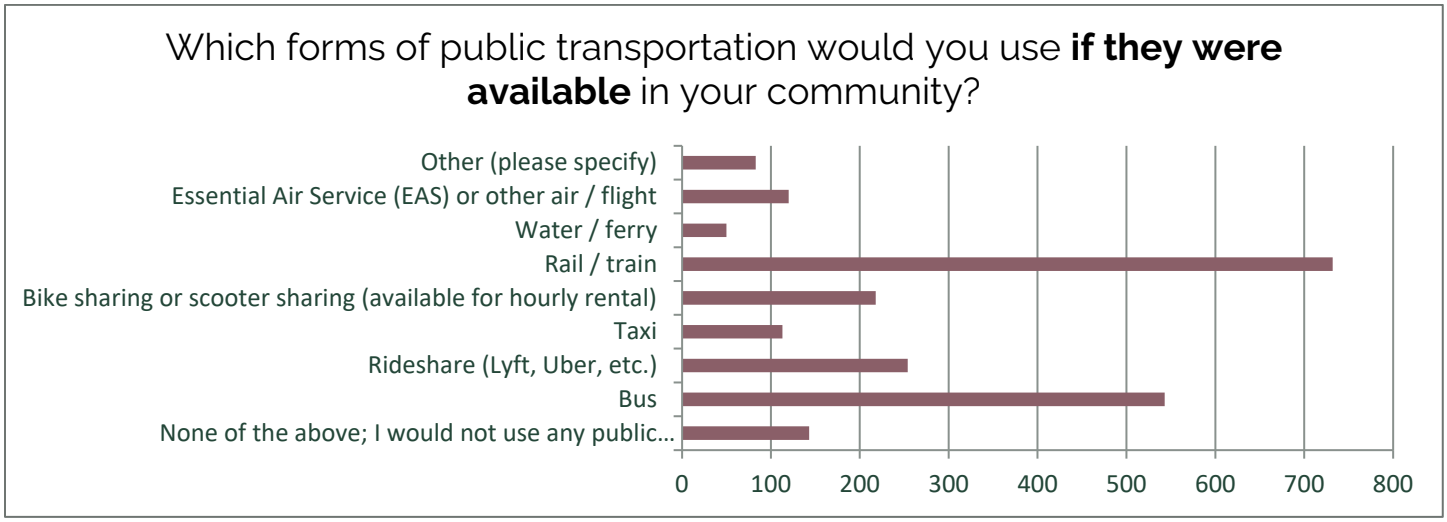


Figure 33 (above) shows responses to survey question 13, indicating a high level of interest in passenger rail as well as bus routes.



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

Figure 35 (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.

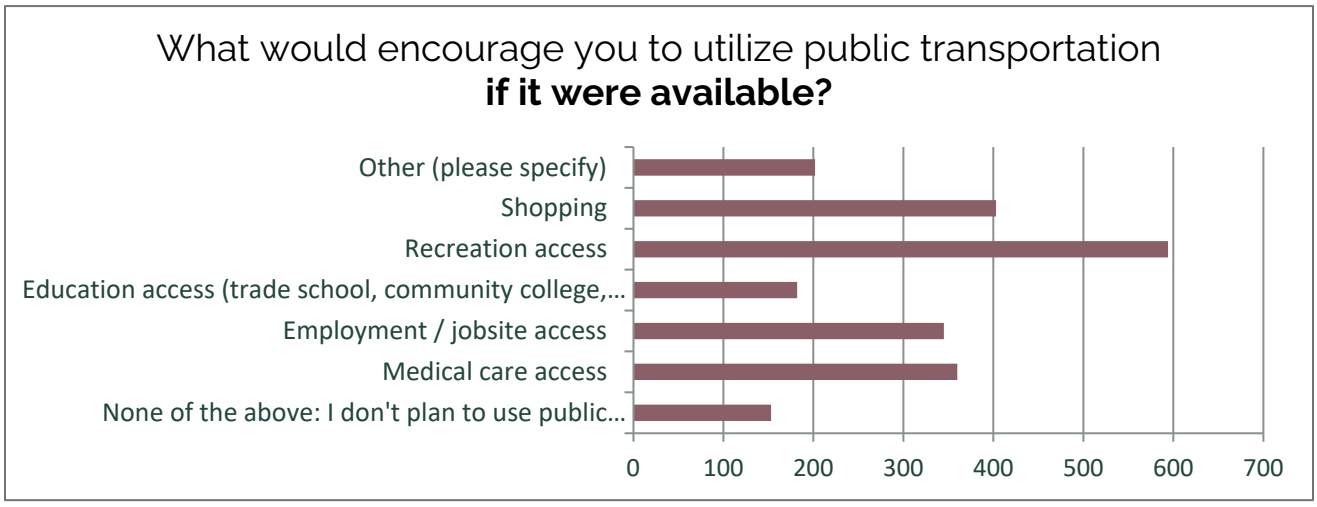




Figure 36 (left): Comments from respondents indicated a variety of reasons someone would use public transit, like visiting family members in another town, or running errands on the weekends.

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 37 (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

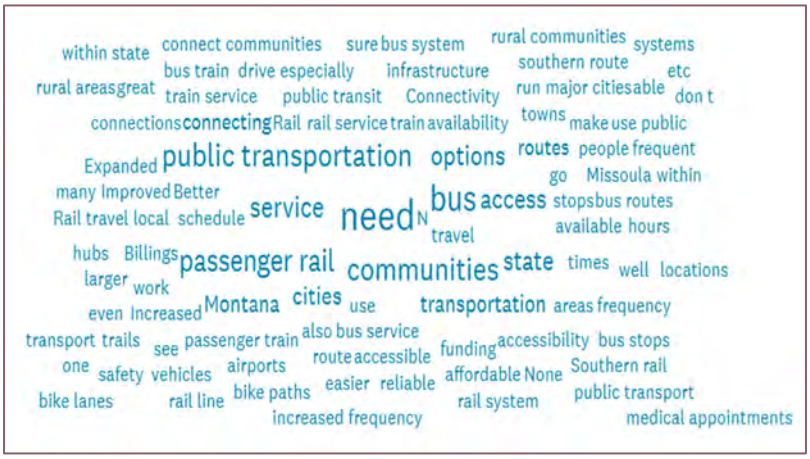
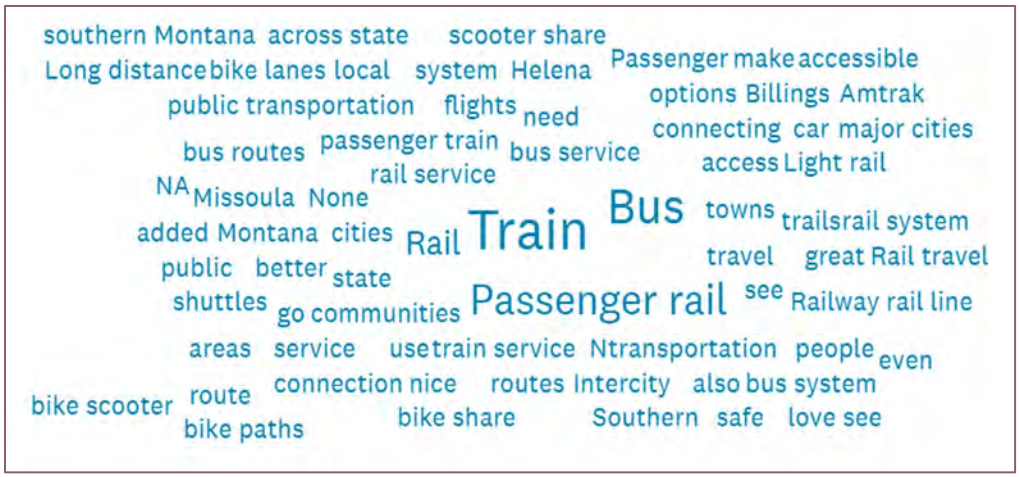


Figure 38 (below): When asked which specific transportation services were desired, most respondents expressed strong interest in expanded passenger rail service, not only to the towns along the southern route, but also to Montana's national parks. Some requested expanded bus routes and better connections 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 40 (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 A** for reference.

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

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)

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