

**Annual Vehicle Miles of Travel
All Systems, Urban & Rural
(in Billions)**

Year	Interstate	NI-NHS	Primary	Secondary	Urban	On-System Total	State Highway	Local	Off-System Total*	Statewide Total
1966	0.800		1.510	0.429		2.739				3.838
1967	0.852		1.581	0.453		2.886				4.080
1968	Unavailable									
1969	0.875		1.734	0.489		3.098				4.439
1970	0.958		1.842	0.544		3.344				4.867
1971	1.043		2.007	0.565		3.615				5.079
1972	1.181		2.095	0.602		3.878				5.373
1973	1.181		2.117	0.630		3.928			1.761	5.689
1974	1.174		1.930	0.472	0.430	4.006			1.817	5.823
1975	1.184		1.933	0.471	0.434	4.022			1.701	5.723
1976	1.290		2.202	0.362	0.532	4.386			1.742	6.128
1977	1.393		2.350	0.372	0.622	4.737			1.774	6.511
1978	1.497		2.427	0.423	0.610	4.957			2.064	7.021
1979	1.442		2.635	0.428	0.602	5.107			1.596	6.703
1980	1.410		2.359	0.405	0.639	4.813			1.794	6.607
1981	1.443		2.552	0.433	0.645	5.073			1.930	7.003
1982	1.435		2.518	0.417	0.631	5.001			1.667	6.668
1983	1.487		2.661	0.440	0.671	5.259			1.920	7.179
1984	1.525		2.685	0.469	0.705	5.384			1.982	7.366
1985	1.599		2.695	0.472	0.626	5.392			2.178	7.570
1986	1.632		2.709	0.486	0.637	5.464			2.273	7.737
1987	1.719		2.743	0.510	0.664	5.636			2.398	8.034
1988	1.788		2.787	0.517	0.651	5.743			2.372	8.115
1989	1.899		2.890	0.531	0.677	5.997			2.252	8.249
1990	1.986		2.934	0.541	0.683	6.144			2.187	8.331
1991	1.962		2.892	0.531	0.677	6.062			2.253	8.315
1992	2.114		3.113	0.558	0.719	6.504			1.997	8.501
1993	2.115		3.195	0.578	0.770	6.658			2.048	8.706
1994	2.156		3.256	0.605	0.809	6.826			2.291	9.117
1995	2.281	2.409	1.183	0.632	0.775	7.280			2.119	9.399
1996	2.308	2.361	1.169	0.639	0.784	7.261			2.159	9.420
1997	2.350	2.339	1.141	0.653	0.802	7.285			2.037	9.322
1998	2.427	2.337	1.175	0.679	0.832	7.450			2.043	9.493
1999	2.417	2.401	1.202	0.704	0.832	7.556			2.228	9.784
2000	2.436	2.434	1.214	0.722	0.835	7.641			2.214	9.855
2001	2.480	2.508	1.205	0.733	0.822	7.748			2.263	10.011
2002	2.736	2.638	1.303	0.717	0.889	8.283			2.203	10.486
2003	2.737	2.733	1.342	0.741	0.902	8.455			2.442	10.897
2004	2.829	2.774	1.363	0.763	0.908	8.637			2.540	11.177
2005	2.814	2.776	1.362	0.768	0.916	8.636			2.491	11.127
2006	2.833	2.761	1.367	0.766	0.910	8.637			2.628	11.265
2007	2.905	2.776	1.381	0.770	0.930	8.761			2.545	11.306
2008	2.686	2.592	1.303	0.753	0.916	8.250			2.532	10.782
2009	2.787	2.681	1.322	0.770	0.941	8.501			2.509	11.010
2010	2.750	2.723	1.326	0.804	0.944	8.547			2.638	11.185
2011	2.810	2.706	1.326	0.814	0.945	8.602			3.064	11.666
2012	2.954	2.794	1.356	0.771	0.945	8.824			3.034	11.858
2013	3.030	3.373	1.009	0.658	0.815	8.884	0.247	2.872	3.119	12.003
2014	3.053	3.432	1.042	0.653	0.844	9.026	0.209	2.921	3.130	12.156
2015	3.070	3.469	1.027	0.673	0.870	9.109	0.219	3.011	3.230	12.339
2016	3.182	3.612	1.065	0.620	0.862	9.340	0.220	3.005	3.225	12.565
2017	3.276	3.628	1.067	0.613	0.846	9.431	0.217	2.997	3.214	12.645
2018	3.264	3.702	1.104	0.600	0.859	9.529	0.194	2.977	3.171	12.700
2019	3.276	3.733	1.137	0.623	0.857	9.626	0.218	3.049	3.267	12.892
2020	3.056	3.452	1.094	0.588	0.789	8.979	0.202	2.911	3.113	12.092

* MDT collects traffic data on approx. 6,200 miles of Off-System (i.e. State Highway & Local) roadways and applies default AADTs to the remaining 57,020 miles. Due to the difficulty in deriving default AADTs for a road network of this size, the derived Off-System AVMT is not statistically sound.

1995: Roadways realigned due to designation of the National Highway System (NHS) on Nov 28, 1995. Portions of the former Federal-Aid Primary and Urban Systems became part of the NHS therefore there is no longer a direct comparison of historical AVMTs.

1997: Local AVMT was adjusted to reflect additional counts in Billings, Kalispell, and Butte.

2006: Over 3,000 miles of Off-System roads were added to the TIS network.

2010: Program modifications and database re-alignments due to implementation of spatial road network.

2011: Programming and database modifications incorporated 1,400+ Off-System AADTs into Off-System VMT calculation

2012: On October, 1, 2012, Section 1104 of MAP-21 added to the NHS those roads that were, at the that time, functionally classified as principal arterials but not yet on the NHS resulting in a VMT shift between highway systems.

2013: New 2010 Census based urban boundaries are in place. Montana now has 16 urban areas and 3 urbanized areas.

2016: Implementation of new traffic processing software. Adjustment factors are now based on current year's traffic data rather than an average of the 3 previous years. A drop in the Secondary AVMT is due to the prior year's oil region activity influencing the 2015 traffic data due to the 3-year averaging methodology. Average Day of Week by month factoring replaces Average Weekday (Monday-Thursday) methodology.

2020: Covid-19 came to the U.S. Traffic data was collected and factored based off of actual 2020 data.