



AIS Prevention Report 2025

Aquatic invasive species (AIS) can cause significant damage to fisheries, water-based infrastructure, hydropower generation, irrigation, and recreation. Preventing the introduction of AIS avoids expensive mitigation costs, preserves recreation opportunities, and protects fisheries habitat. The primary vector of introduction of AIS is through the transport of trailered watercraft and water-based equipment. To address this risk of AIS movement, a network of watercraft inspection stations has been established across Montana to intercept and inspect watercraft as they travel into and across the state. Montana Fish Wildlife & Parks along with tribes, conservation districts, counties, cities, and state and federal partners coordinate closely together to manage watercraft inspection stations to ensure all boats are clean, drained, and dry prior to launch.

2025 Highlights

- ▶ 125,928 inspections conducted by Montana FWP and partners.
- ▶ Intercepted 38 zebra and quagga mussel-fouled watercraft, 21 were destined to launch in Montana.
- ▶ Conducted interviews at Fort Peck and Flathead Lake boat ramps to gather information on boater compliance and potential gaps.
- ▶ Expanded quality control at inspection stations with additional staff.
- ▶ Expanded partner involvement in management and operation of watercraft inspection stations.



AIS are primarily transported on watercraft by “hitchhiking,” enabling movement between waterbodies. AIS accomplish this by attaching to a watercraft, becoming entangled on boat motors and trailers, or through transport in standing water. Watercraft inspection addresses this issue, ensuring all watercraft are cleaned, drained and dry. Inspection stations also serve as a great opportunity to educate boaters. Boaters learn how to ensure their watercraft are free of aquatic species every time they leave the water to help protect Montana from the impacts of AIS.

INTRODUCTION

Montana Fish Wildlife & Parks is the lead agency in Montana for addressing aquatic invasive species (AIS). FWP, Montana Department of Agriculture (MDA), Montana Department of Natural Resources and Conservation (DNRC), and Montana Department of Transportation (MDT) collectively are responsible for the implementation of the Montana AIS Management Plan. Roles and responsibilities for implementation of the plan are outlined through a memorandum of understanding (MOU) between agencies. The goal of the plan is to minimize the harmful impacts of AIS by limiting or preventing their spread. This is achieved through coordination and collaboration between partner agencies and stakeholder groups; prevention of new AIS introductions; early detection and monitoring of invasive aquatic plants, animals, and pathogens; control and eradication of new and established AIS populations; and outreach and education efforts. This report focuses on prevention efforts to stop new AIS introductions in the state and how that is primarily accomplished through watercraft inspection.

FWP has been operating watercraft inspection stations since 2004. Operations expanded in 2017 following the detection of dreissenid mussels in Tiber Reservoir, resulting in additional watercraft inspection stations, expanded hours of operation, and increased staff. FWP also began contracting with partners to operate watercraft inspection stations, allowing for local management and oversight. In 2025, five stations were managed by FWP staff, and twelve stations were contracted through partners around the state. FWP regional offices also serve as a resource for inspecting watercraft for boaters that do not encounter an open station. Glacier National Park, Yellowstone National Park, the City of Whitefish, CSKT, the Blackfeet Nation, and the Swan Lakers also operate watercraft inspection stations in the state. These operations do not receive state funding but coordinate closely with FWP to ensure consistent and effective operations.

Stations inspect watercraft and equipment for aquatic organisms, standing water, and illegal bait and fish. The inspection process adheres to a systematic approach following the acronym HEAD: **h**ull and trailer, **e**ngine and gimbal area, **a**nchor and interior compartments, and **d**rain all water. This process is followed across the state to provide consistency and ensure that every part of a watercraft is inspected for AIS. Inspectors at stations also educate boaters on state AIS requirements. Inspection stations inform the public about Montana inspection requirements, the potential impacts of a new AIS introduction, and inform boaters of how they can clean, drain and dry their own watercraft to help protect our waters from the impacts of AIS.

2025 ACCOMPLISHMENTS

Accomplishments during the 2025 watercraft inspection season include:

- Over 120,000 watercraft inspections conducted by FWP and partners in Montana.
- Intercepted 38 zebra and quagga mussel-fouled watercraft and over 1,000 watercraft transporting aquatic plants.
- BIG (Boater Information Gathering) projects were completed at Flathead Lake and Fort Peck to educate boaters, provide inspections, and identify gaps. 8,464 boater interactions were made at Flathead Lake and 1,366 at Fort Peck.
- Continued and strengthened partnerships for the operation of 12 watercraft inspection stations state-wide to enhance capacity and local community buy-in. This was made possible through contracts with the Confederated Salish and Kootenai Tribes (Ravalli and Thompson Falls), the Blackfeet Nation (Browning),

The Little Shell of the Chippewa Tribe (Hell Creek BIG project), Missoula County (Clearwater Junction), Garfield Conservation District (Wibaux and Flowing Wells), McCone Conservation District (Nashua), Bighorn Conservation District (St. Xavier and Hardin), Beaverhead Conservation District (Dillon), Powder River Conservation District (Broadus), Flathead Conservation District (BIG project), and Lincoln Conservation District (Eureka).

- Five watercraft inspection stations were managed and operated by FWP staff.
- Coordinated with partners on other non-FWP funded stations including Glacier and Yellowstone national parks, the City of Whitefish and the Swan Lakers.
- Trained over 200 watercraft inspectors with a revised curriculum and training manual that included more practical and hands-on material to better simulate what is experienced in the field.
- Partnered with local boat dealers to enable them to provide education and watercraft inspections for their customers. Partners in the boating industry also provided detailed, hands-on training to watercraft inspectors at both pre- and mid-season trainings.
- Extended season of operation at most stations (almost nine months) with on-call inspections at Broadus and Nashua for an extended period during shoulder hunting seasons.
- Incorporated printing, emailing, and texting inspection receipts at stations.
- Enhanced quality control at stations with increased staff and oversight (roving site lead).
- Continued to expand and improve operation of on-demand decontamination units at most of the watercraft inspection stations.

WATERCRAFT INSPECTION STATION LOCATIONS

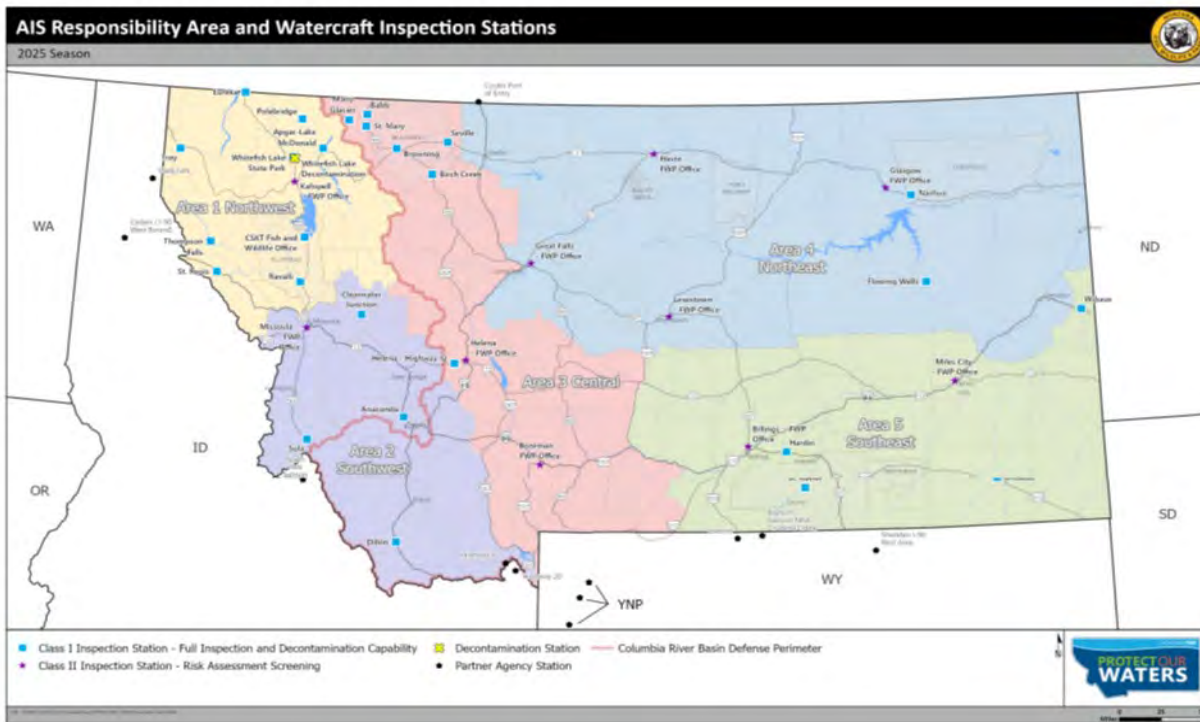


FIGURE 1: WATERCRAFT INSPECTION STATION LOCATIONS AND REGIONAL SUPERVISOR AREAS OF RESPONSIBILITY

Watercraft inspection stations are established in locations to address watercraft that present the highest risk of transporting AIS. Stations are located on high-traffic corridors entering the state, crossing west over the Continental Divide, and at other strategic locations to intercept high risk boat traffic.

The AIS supervisors by their areas of responsibility are:

- Vacant – Region 1, northwest
- Paul Bramblett – Region 2, southwest
- Andrew Rivers – Region 3, central
- Carly Chapman – Region 4, northeast
- Todd Anderson – Region 5, southeast

AIS supervisors serve as the primary AIS contact in their regions of operation. Their duties include hiring, training, managing staff, station logistics, expanding partnerships, quality control, compliance, education and outreach, and equipment maintenance.

WATERCRAFT INSPECTION STATION TOTALS

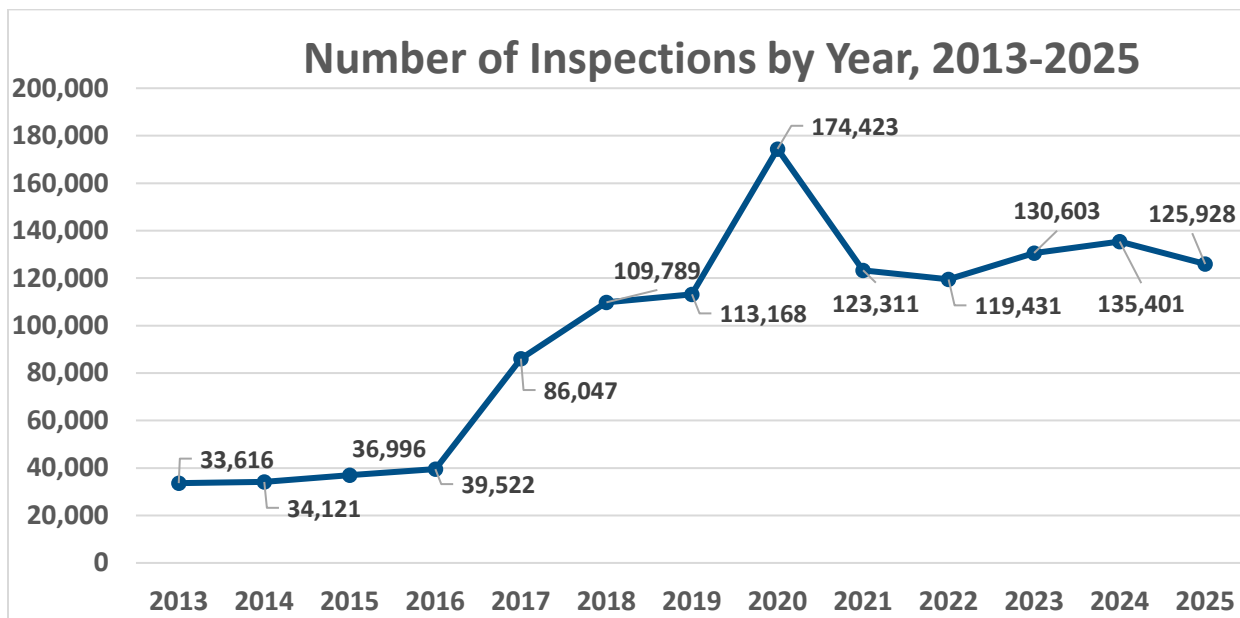


FIGURE 2: TOTAL INSPECTIONS BY YEAR

In Montana, 125,928 watercraft inspections were completed during the 2025 season (Figure 3, Appendix I). Of that total, FWP and its contracted partners inspected 32,481 and 83,520 watercraft, respectively. Other privately funded groups also provided inspections including 7,454 from Glacier National Park, 1,683 from the City of Whitefish, and 790 from the Swan Lakers (Figure 3). Stations operated from March 8 to Oct. 26 in 2025 with most stations operating between April and October. The 2025 season had total inspection numbers slightly less than those observed in 2024.

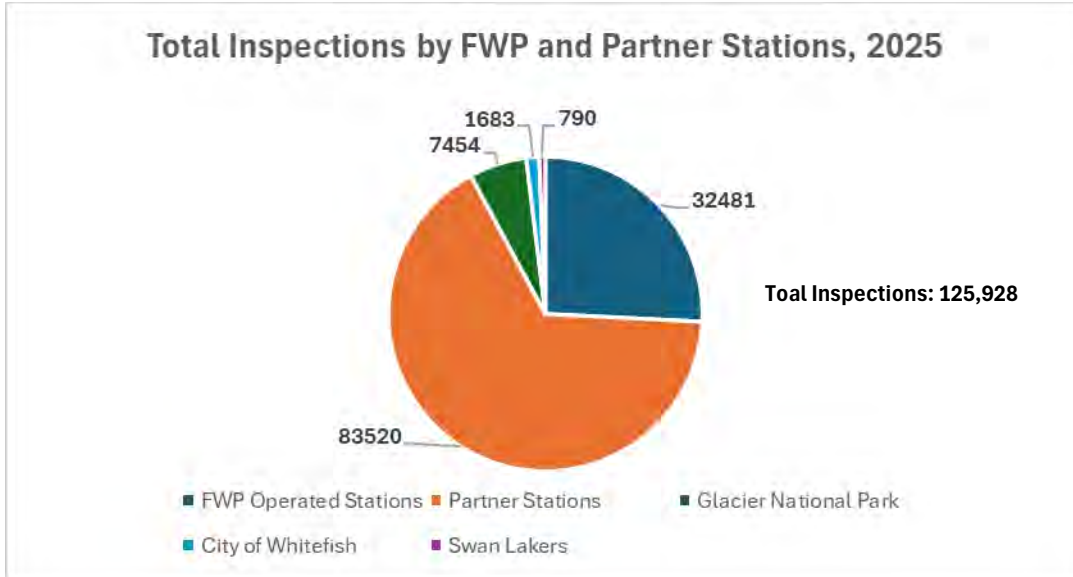
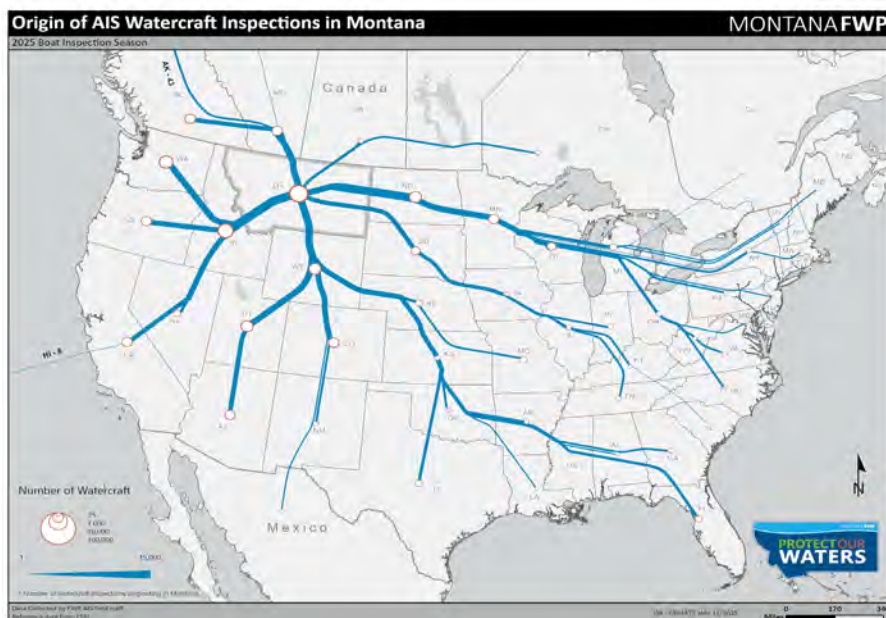


FIGURE 3: 2025 INSPECTIONS BY SOURCE, (FWP AND PARTNERS).

ORIGIN OF WATER USERS, RELATIVE RISK, AND BOATER MOVEMENT

The origin of watercraft and their subsequent movement is valuable information that helps guide the placement of watercraft inspection stations and helps determine risk of AIS transport. Figure 4 highlights AIS risk as it relates to origin by state and next launch in Montana. Watercraft traveling from eastern states tend to come from areas where zebra mussels, quagga mussels, and invasive aquatic plants are prevalent, such as the Great Lakes region.



Watercraft coming from southwestern states can transport quagga mussels from the lower Colorado River System, such as Lakes Havasu, Mead, and Powell. Watercraft that last launched in-state also present a risk of transporting AIS to new waterbodies and must be cleaned, drained, and dry as well. Table 1 shows AIS and standing water identified by station for watercraft that last launched out of state and were destined to launch in Montana, totaling 17,131 inspections. These boats represent high risk for AIS transport.

FIGURE 4: ORIGIN OF LAUNCH FOR BOATERS PRIOR TO LAUNCHING IN MONTANA. THIS REPRESENTS HOW FAR ORIGIN OF RISK EXTENDS ACROSS THE COUNTRY.

Station	Zebra / Quagga Mussels	Animals Found (Not Mussels)	Plant Decontaminations	Standing Water Decontaminations	Total First Inspections, launching in MT	% Watercraft Last Launched Out of State, Next Launching in MT	% MT Residents Last Launched Out of State, Next Launching in MT
<i>Border Stations</i>							
Nashua (MCCD)	1	1	6	251	1975	31%	36%
St.Regis	0	2	134	210	3251	83%	34%
Dillon (BCCD)	10	11	51	479	2979	82%	31%
Eureka	0	3	118	277	1827	43%	29%
Hardin (BCCD)	4	2	19	950	5718	13%	36%
Troy	0	3	39	105	6369	22%	28%
Broadus (PRCD)	5	2	12	58	649	81%	27%
Wibaux (GCCD)	10	4	19	354	1355	86%	40%
<i>Continental Divide Stations</i>							
Anaconda	4	16	148	544	6444	14%	43%
Browning (Blackfoot Nation)	0	1	9	21	4327	17%	14%
Clearwater Junction (MSLA County)	0	3	118	479	27726	3%	48%
Highway 12 Helena	1	1	138	466	5536	5%	56%
Sula	0	0	8	44	1532	50%	47%
<i>Interior Stations</i>							
St.Xavier (BCCD)	0	0	0	43	2793	8%	24%
Flowing Wells (GCCD)	0	0	5	443	1969	14%	34%
Ravalli (CSKT)	1	1	26	342	13828	11%	41%
Thompson Falls (CSKT)	0	4	185	598	4677	11%	44%
Swan Lakers					790		
Whitefish Lake (City of Whitefish)	0	0	5	135	1683		
<i>Parks</i>							
Glacier National Park					7,454		
<i>Regional Offices</i>							
Regional Offices	2	0	14	38	659	88%	51%
Totals	38	54	1054	5837	103541	17%	34%

TABLE 1: AIS AND STANDING WATER IDENTIFIED BY STATION FOR WATERCRAFT THAT LAST LAUNCHED OUT OF STATE AND WERE DESTININED TO LAUNCH NEXT IN MONTANA.

IN-STATE AND OUT-OF STATE BOATS

Inspection stations at the state borders see a high number of out-of-state watercraft (determined by the state where the boat was last launched) that present a high risk of AIS transport and introduction. In Figure 5, almost half of the motorized out-of-state boats from areas of concern that are next launching in Montana are boaters with Montana zip codes. This means that outreach and education to clean, drain, and dry watercraft is crucial no matter where a boater resides. Since many Montana residents travel out of state to recreate, the last launch location is a good metric for determination of risk. Internal stations see far less out-of-state traffic but provide another level of protection for high-risk boats that miss an inspection at the border. These stations also help prevent in-state movement of AIS such as Eurasian watermilfoil, New Zealand mudsnails, Corbicula clams, faucet snails, illegal bait/live fish, and pathogens.

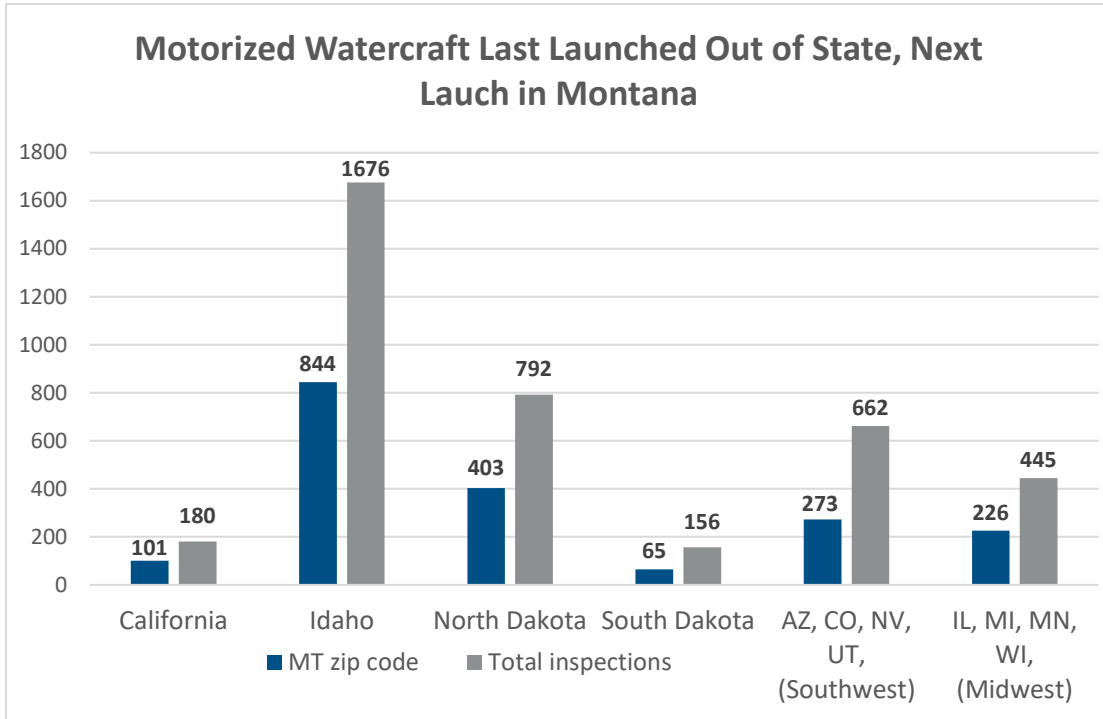


FIGURE 5: ORIGIN OF MOTORIZED WATERCRAFT PRIOR TO LAUNCHING IN MONTANA. NEARLY HALF OF OUT-OF-STATE LAUNCHES IN AREAS OF CONCERN WERE FROM MONTANA RESIDENTS

AIS INTERCEPTED

Out of the 125,928 inspections during the 2025 field season, 7,460 watercraft were considered not clean, drained, and dry. Standing water (water in bilges, live wells, etc.) was the most common factor identified, followed by ballast boats requiring decontamination, and vegetation found. Standing water is a concern due to its ability to transport mussel veligers (juvenile life stage), disease-causing pathogens, and plant fragments.

Zebra or quagga mussels were found on 38 boats over the course of the season. Adult mussels have the ability to survive out of water for up to 30 days, allowing for transport over long distances. Once intercepted, mussel-fouled watercraft are subject to an on-site decontamination, enforcement follow-up and a 30-day dry time. At the conclusion of the dry time a follow-up inspection/decontamination from FWP supervisory staff is required before being permitted to launch.

Figures 6 and 7 highlight origin for mussel-fouled watercraft intercepted in Montana. The majority of mussel-fouled vessels intercepted originate from the Midwest and Great Lakes states, and the Southwest and Lower Colorado River system. These boats are often purchased in areas that have established mussel populations and are transported to Montana and other western states and provinces. In 2025, 38 mussel-fouled watercraft were intercepted, and 15 of those were recently purchased. Out of the 38 fouled watercraft, 21 (over 50 percent) were destined to next launch in Montana and 4 of those launched in a mussel-positive waterbody within 30 days. From 2017 – 2025, 128 of the 336 (38 percent) mussel-fouled vessels intercepted in the state were destined to next launch in Montana.

Positive Waterbodies

Station	Total Watercraft	Launched in Last 30 days	% in Last 30 days
Anaconda	57	28	49%
Billings - FWP Office	4	3	75%
Bozeman - FWP Office	1	0	0%
Broadus	101	66	65%
Browning	35	20	57%
Clearwater Junction	46	25	54%
Dillon	281	157	56%
Eureka	4	3	75%
Flathead Lake	6	4	67%
Flowing Wells	38	26	68%
Great Falls - FWP Office	3	0	0%
Hardin	100	52	52%
Helena - FWP Office	1	0	0%
Helena - Highway 12	17	5	29%
Kalispell - FWP Office	13	6	46%
Miles City - FWP Office	1	0	0%
Nashua	41	25	61%
Ravalli	89	40	45%
St. Regis	19	11	58%
St. Xavier	5	2	40%
Sula	23	11	48%
Thompson Falls	4	2	50%
Troy Rest Area	11	1	9%
Wibaux I-94 Westbound	244	184	75%

The majority of the risk Montana sees comes from the Midwest and the Southwest. However, recent positive detections in the Dakotas as well as Idaho increase the threat from neighboring states. Table 2 highlights risk observed at individual stations from boats coming from mussel-positive waterbodies. Tables 3 and 4 show traffic from watercraft last launched on positive waterbodies coming to Montana by source and destination. As noted previously, an invasive mussel has the potential to live up to 30 days out of water, presenting an even greater risk of a new introduction.

TABLE 2: TRAFFIC FROM WATERCRAFT LAST LAUNCHED IN MUSSEL-POSITIVE WATERBODIES.

Waterbody	Total Watercraft	Launched in Last 30 Days	% in Last 30 Days	Waterbody	Total Watercraft	Launched in Last 30 days	% in Last 30 days
Snake River	124	76	61%	Flathead Lake	188	104	55%
Lake Havasu	91	48	53%	State of Montana	186	104	56%
Colorado River	66	33	50%	Fort Peck Lake	158	124	78%
Lake Powell	54	41	76%	Missouri River	56	37	66%
Lake Oahe	44	36	82%	Glacier National Park	41	19	46%
Pactola Reservoir	42	37	88%	Hebgen Lake (*data from ID)	39	unknown	unknown
Mississippi River	40	24	60%	Yellowstone River	34	21	62%
Lake Superior	32	12	38%	Canyon Ferry Reservoir	32	24	75%
Lake Mead	30	9	30%	Clark Fork River	26	16	62%
Lake Pleasant	29	15	52%	Seeley Lake	24	13	54%
Lake Michigan	18	12	67%	Whitefish Lake	24	17	71%
Snake River - Twin Falls	16	3	19%	Two Medicine Lake	19	11	58%
Leech Lake	15	12	80%	Clark Canyon Reservoir	17	13	76%
Wisconsin River	13	9	69%	Flathead River	15	3	20%
Lake Mohave	13	12	92%	Holter Lake	15	8	53%

TABLE 3: TOP 15 MUSSEL-POSITIVE WATERBODY ORIGINS PRIOR TO LAUNCHING IN MONTANA.

TABLE 4: TOP 15 DESTINATIONS FOR MUSSEL-POSITIVE WATERBODY TRAFFIC IN MONTANA.

BOATER INFORMATION GATHERING (BIG)

The intent of this project is to interact with boaters at waterbodies to ensure statutory inspection before launch requirements are met. Through the BIG project, inspectors interview boaters to determine if they were inspected prior to arriving at the boat ramp. If they require an inspection and did not receive one, the inspector provides an inspection to make the boater compliant with the law. The inspector also identifies the boater's route and time of travel to identify how the boater missed an established inspection station. This helps identify gaps and needs in Montana's watercraft inspection network. The BIG project started at Fort Peck Reservoir in 2022 and was expanded to Flathead Lake in 2024. This provides boater information at Montana's two most popular waterbodies. BIG project fieldwork is conducted through partnerships with the Little Shell of the Chippewa Tribe and Garfield County Conservation District at Fort Peck, and Flathead Conservation District at Flathead Lake.

- 1.) Fort Peck – Out-of-state boaters were interviewed regarding inspection prior to arrival at the lake. Boaters that were inspected were provided with outreach information and released to launch. Boaters that did not receive the required inspection were asked where and what time they entered the state to determine why they did not receive an inspection during their travel to Fort Peck. This information identifies potential gaps in the watercraft inspection network.
 - a. In 2025, the Little Shell of the Chippewa Tribe interviewed boaters through the BIG project at the Hell Creek access, and Garfield Conservation District interviewed boaters at other access points. A total of 135 interviews were conducted, and 1,249 outreach contacts were made (boaters that did not require an inspection).
 - i. The Little Shell of the Chippewa Tribe completed 18 interviews and all boaters, except one, had received inspection prior to getting to the ramp. This boater traveled along highway 310 from Wyoming.
 - ii. Garfield Conservation District interviewed 209 boaters and all boaters, except two, had received inspection prior to arriving at the ramp. One of the uninspected boats was from North Dakota and the other passed by the Broadus station at night when it was closed.
- 2.) Flathead Lake – Inspection before launch is required for boaters entering the Flathead Basin. Boaters were interviewed at several boat ramps on Flathead Lake to determine if they met inspection before launch requirements. In 2025, the Flathead Conservation District completed 1,652 interviews and 6,812 outreach contacts (boaters that did not require an inspection). Interviews identified the following:
 - a. 124 watercraft failed to meet inspection requirements. These watercraft originated from the following locations:

Mcgreggor Lake	19
Out of Basin, (from MT)	18
Kookanusa	15
Thompson Lakes	14
Washington	12
Dickey Lake	8
Colorado	7
Idaho	6
Alberta	5
California	5
Oregon	3
Other states, (1 watercraft each)	12

- b. Many of these boats last launched in Montana outside of the Flathead basin. The Flathead Basin inspection before launch rule requires inspection for these vessels, but the infrastructure is not in place to help facilitate inspections for these watercraft (roadside inspection station). Boats traveling from these areas present low risk for AIS transport with limited to no AIS present in these areas.
- c. Other reasons for missing inspections included: nonmotorized boats inside vehicles (18), night travel (12), failure to stop or see the St. Regis inspection station (9), and Alberta boats traveling through the Caraway point of entry (3).
- d. To address these issues, outreach and education about inspection requirements and the Flathead Basin rule will continue to be a focus through the FWP AIS outreach and marketing plan. The BIG project will also continue in 2026, providing education and boater engagement. Plans to improve compliance at the St. Regis inspection station in 2026 will include updating and adding station signage, utilization of more digital message boards, increased enforcement presence, and ensuring staffing is adequate to maintain operation during daylight hours.

LIVE FISH

As part of the interview process, inspectors ask each boater if they possess live fish. Live fish regulations are in place to prevent the introduction of non-native fish into Montana's waters and to prevent the transport of surface water from one waterbody to the next. It is illegal to transport live fish, including bait fish, into Montana without authorization from FWP, and it is unlawful to possess or transport live fish away from the waterbody in which the fish were taken anywhere in the western and central fishing district. Live nongame fish may be used as bait in certain waters in the central and eastern fishing districts, but not in the western district. In 2025, inspectors found five cases of illegal live fish over the course of the season. Standard protocol for inspection staff is to call a FWP game warden when illegal live fish are found and then respond as directed by the warden.

LIVE BAIT OTHER THAN FISH

Inspection stations also inquire about live bait other than minnows and shiners. Live bait are animals such as meal worms, red worms, night crawlers, leeches, maggots, crayfish, reptiles, amphibians, and insects, which may be used as live bait on all waters not restricted to artificial flies and lures. Common violations found at stations usually involve crayfish and leeches. Live crayfish are not allowed to be transported in the western district, and some leeches may not be imported into Montana without authority from FWP through an approved vendor. In 2025, inspectors did not encounter crayfish violations but found six cases of illegal leeches. In all illegal bait cases, inspectors contact an FWP game warden and respond as directed.



Enforcement and compliance

Compliance at watercraft inspection stations for motorized vessels is typically over 95 percent, but ensuring all boats stop at stations is an ongoing challenge. To address this, FWP installs signage, flagging, and lighted message boards to clearly indicate the inspection station and the mandatory requirement to stop. FWP game wardens dedicate time support compliance at inspection stations throughout the season. When wardens are not present at the station, staff are trained to call the Montana Highway Patrol dispatch (1-406-841-7022) or use text chains to contact enforcement when boats fail to stop at the station. Enforcement officers from FWP, state police, or local enforcement then attempt to follow up with that watercraft. FWP wardens issued 30 citations and 148 warnings for failure to stop at inspection stations, and 11 citations and 50 warnings for nonresidents not purchasing the vessel prevention pass in 2025. FWP game wardens also stop boats on the water to ensure boaters have the proper safety equipment, check fishing licenses, ensure out-of-state boaters have a vessel prevention pass, and verify boats have met mandatory inspection requirements. The AIS prevention program works closely with the Law Enforcement Division to direct them to locations with the greatest compliance challenges. From 2017-2025, compliance has continued to improve. Since 2017, there have been 755 citations and 1,659 warnings issued to boaters who have driven by stations, failed to buy a vessel prevention pass, and transferred or possessed invasive species.

SUMMARY

The 2025 watercraft inspection season was highly successful and resulted in 125,928 inspections completed and 38 mussel-fouled boats intercepted. Overall, FWP and partners recruited many outstanding people to serve in watercraft inspector positions across the state and their professionalism and dedication to the AIS issue were instrumental to successful station operation. The prevention program will continue to adjust and improve to become more effective and efficient in 2026.

Expanding knowledge and awareness of the issues surrounding AIS is an important part of AIS prevention. FWP and partners continue to provide strong outreach and education efforts across the state to reinforce the importance of “Clean. Drain. Dry.” and AIS prevention.

Montana FWP wishes to thank all its partners across the state for their passion and support for the AIS issue. A special thanks to Missoula County Weed District, Confederated Salish and Kootenai Tribes, the Blackfeet Nation, the Little Shell of the Chippewa Tribe, Garfield County Conservation District, Beaverhead Conservation District, Glacier National Park, Whitefish Lake Institute, the City of Whitefish, the Swan Lakers, McCone County Conservation District, Bighorn County Conservation District, Lincoln Conservation District, and Powder River Conservation District for their direct involvement in AIS prevention operations.

Appendix I: Summary of watercraft inspections and mitigations by station.

Station	Total Inspections	First Inspections	Sealed Watercraft	Zebra / Quagga Mussels	Animals Found (Not Mussels)	Plant Decontaminations	Standing Water Decontaminations
<i>Border Stations</i>							
Nashua (MCCD)	2,259	2,106	153	1	1	6	251
St.Regis	4,771	4,751	20	0	2	134	210
Dillon (BCCD)	4,373	4,343	30	10	11	51	479
Eureka	2,044	2,025	19	0	3	118	277
Hardin (BCCD)	6,568	6,276	292	4	2	19	950
Troy	7,103	6,844	259	0	3	39	105
Broadus (PRCD)	1,005	983	22	5	2	12	58
Wibaux (GCCD)	2,186	2,175	11	10	4	19	354
<i>Continental Divide Stations</i>							
Anaconda	11,167	8,407	2,760	4	16	148	544
Browning (Blackfeet Nation)	4,645	4,442	203	0	1	9	21
Clearwater Junction (MSLA County)	32,388	28,502	3,886	0	3	118	479
Highway 12 Helena	6,162	6,006	156	1	1	138	466
Sula	2,572	2,537	35	0	0	8	44
<i>Interior Stations</i>							
St.Xavier (BCCD)	3,433	2,806	627	0	0	0	43
Flowing Wells (GCCD)	2,632	2,116	516	0	0	5	443
Ravalli (CSKT)	16,620	14,460	2,160	1	1	26	342
Thompson Falls (CSKT)	5,187	5,080	107	0	4	185	598
Swan Lakers	790						
Flathead Lake	180						
Whitefish Lake (City of Whitefish)	1,683			0	0	5	135
<i>Parks</i>							
Glacier National Park	7,454						
Tongue River Reservoir	13						
<i>Regional Offices</i>							
Regional Offices	693			2	0	14	38
Totals	125,928			38	54	1,054	5,837