



NEWSLINE

Montana Department of Transportation
mdt.mt.gov



December 2022

Alternative Contracting for MDT Projects a Priority for 68th Legislative Session

As 2022 winds down, MDT staff are working on legislative concepts to present during the upcoming 68th Legislative Session (scheduled to start on January 2, 2023). One of the key concepts MDT will pursue is Alternative Contracting, specifically Progressive Design Build and Construction Manager/General Contractor (CM/GC).

With Progressive Design Build, the department procures professional services, based on qualifications, from a contractor/designer team to complete project design. Early contractor and designer collaboration promotes innovation and reduces cost through early risk mitigation. Upon completion of the design or individual design packages, the contractor and agency negotiate a price that is corroborated by an Independent Cost Estimator. Project delivery is expedited through a tailored design approach. Early construction can begin before the final design is completed. This allows for accelerated delivery, which can speed up the design and construction schedule by as much as two years.

With CM/GC, the department procures professional services on qualifications or best-value basis from a construction manager. Design services are contracted separately from the construction manager. The designer collaborates with the construction manager to implement innovative solutions to mitigate risk. Upon completion of the design or design packages, the contractor and agency negotiate a price that is corroborated by an Independent Cost Estimator. The contractor's input in the design phase focuses on rapid decision-making and shortens the design period. Early construction can begin before the final design is completed. Rapid decision-making and early construction allow for the design and construction schedule to be shortened by as much as one year.

To learn more about Alternative Contracting, email mdtalternativecontracting@mt.gov or visit www.mdt.mt.gov/business/contracting/alternative.aspx.



The Trout Creek bridge rehabilitation project (formally known as the Clark Fork River Bridge—1 Mile Northwest of Trout Creek and completed in late 2020) was the first in MDT history to use the CM/GC contracting method.

MDT Corridor Study Recognized with Excellence in Planning Award

MDT and Robert Peccia and Associates (RPA) were recently recognized at the Joint Engineers Conference as recipients of the Excellence in Planning Award for the US Highway 191 (US 191) Four Corners to Beaver Creek Corridor Study. RPA led this planning study for MDT, in collaboration with the Federal Highway Administration (FHWA), local jurisdictions, resource agencies, and the public.

The purpose of the corridor study was to develop a comprehensive long-range plan for managing the corridor and determine what improvements can be made to address identified needs while considering public and agency input, environmental considerations, and financial feasibility. The study identified feasible improvement options to address safety, operational, and geometrical concerns within the study area.

Initiated in August 2019, the study team overcame challenges associated with the COVID-19 pandemic to still deliver a final report by October 2020. The team quickly adapted techniques related to public involvement, stakeholder meetings, and collaboration methods to meet the challenges the pandemic presented.

Congratulations to MDT's Statewide & Urban Planning and Butte District staff, as well as RPA, for this well-deserved recognition! To learn more about the study, visit www.mdt.mt.gov/pubinvolve/us191/.



The award-winning study focuses on the US 191 corridor between Four Corners to Beaver Creek in Gallatin County.



Federal Surface Transportation Program Status

On September 30, 2022, the President signed a continuing resolution to maintain vital federal funding through December 16, 2022. This continuing resolution is a temporary measure to afford Congress time to enact the federal fiscal year (FFY) 2023 funding bills before the end of the calendar year. For surface transportation programs, the second year of funding authorized under the Infrastructure Investment and Jobs Act (IIJA) began on October 1, 2022, the beginning of FFY 2023. General Fund programs like the Bridge Formula Program (BFP) and the National Electric Vehicle Infrastructure (NEVI) Formula Program that received advance appropriations under IIJA should remain unaffected under this continuing resolution, but Highway Trust Fund programs will be subject to the prorated obligation limitation through December 16, 2022.



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MDT Using Nextdoor for Public Involvement, Communication and Recruitment Efforts

As part of a continued focus on informing and educating the traveling public, MDT is now on the Nextdoor network. Public agencies that provide emergency support and response (like MDT) are given free access to the platform to communicate directly with desired communities or locations. The application has been a successful public involvement and communication tool for MDT in the last year; particularly when providing updates to residents and communities impacted by the June 2022 flooding. The department is also using Nextdoor as an additional way to promote job postings to local audiences.

To see more from MDT and other state agencies, visit <https://nextdoor.com/agency-detail/mt/helena/state-of-montana/>. To create your own free personal account and access information posted in your community, visit https://nextdoor.com/choose_address/.



New Bridge Bureau Chief

Andy Cullison was recently selected as MDT's new Bridge Bureau Chief in the Highways & Engineering Division. Andy attended Montana State University (MSU) in Bozeman, graduating first with a Bachelor of Science in Civil Engineering in 2010, then with a Master of Science in Civil Engineering in 2011. His first job out of college was working for the consulting firm CTA Architects & Engineers in Billings as a Structural Engineer in Training, followed by the role of Bridge Design Engineer for Morrison-Maierle Inc. in Helena. Andy joined Team MDT in 2017 as the department's Bridge Condition and Operations Engineer. From there, Andy held the roles of Missoula Bridge Area Engineer and MDT Bridge Management Engineer, before taking on his current leadership role overseeing MDT's Bridge Bureau. When asked about his most memorable MDT project so far, Andy says the Higgins Avenue (Beartracks) Bridge project in Missoula stands out in his career.



Andy Cullison, MDT Bridge Bureau Chief

Fun Fact: Outside of working for MDT, Andy loves spending time with his kids! Birthday celebrations in the Cullison household exceed the usual party games, as Andy designs complex treasure hunts (complete with maps and puzzles) and other activities for his kids based on their favorite adventure movies.

Contact Andy at 406-444-6260 or acullison@mt.gov.

Applications for Montana Trails Grants Due January 31

Recreational Trails Program (RTP): The RTP is a federally funded grant program that awards about \$1.5 million annually. Eligible activities include construction or maintenance of motorized and non-motorized trails or trail-related facilities, purchase of trail equipment, and development of trail education or ethics programs. Find more information and resources to assist with applying for this grant online:

<https://fwp.mt.gov/aboutfwp/grant-programs/recreational-trails>.

Montana Fish, Wildlife & Parks (FWP) will accept applications for this grant through January 31, 2023, via the online system:

<https://funding.mt.gov/login.do>

Trails Stewardship Program (TSP): The TSP is a state funded grant program through the passage of Senate Bill (SB) 24 in 2019 and the collected tax revenue from recreational marijuana sales in Montana. The TSP has awarded about \$2.6 million in the first two grant cycles, funding over 70 trail access and improvement projects across the state. Eligible activities fall under three project categories: new trail and shared-use path construction, rehabilitation and maintenance, and trailside and trailhead facilities construction. Find more information and resources to assist with applying for this grant online:

<https://fwp.mt.gov/aboutfwp/grant-programs/trail-stewardship>

FWP will accept applications for this grant through January 31, 2023.

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MDT Provides \$6.4 Million in Capital Investments to Local Transit Providers

MDT is investing \$6.4 million in local transit equipment and infrastructure. Vehicles ranging from 5-passenger ADA equipped mini conversion vans to 55-passenger ADA coach buses will be added to fleets around the state. Infrastructure projects include one new transit bus storage facility in Havre and some facility upgrade improvements in Butte. Eighteen local transit providers will benefit from these capital investments. Applications are awarded based on funding availability, and through a competitive process where requests are ranked by greatest need. MDT has concentrated on a coordinated process that encourages agencies in Montana to work together and pool resources to better serve the transportation needs of their communities. Reliable transportation is important to quality of life in a large state like Montana. For questions or to request additional information on transit funding, please contact Adam Kraft at 406-444-6120 or akraft@mt.gov.



Minivans and ADA Conversion Vans are very popular around the state for transporting smaller groups of people to their medical appointments. Photo provided courtesy of Flathead Eagle Transit in Kalispell, Mont.

Letter from the Director

Greetings, Newsline readers! As 2022 comes to a close, I can't help but reflect on the last year (or two) with gratitude for the opportunity to continue to lead such a hard-working, innovative, diverse and talented staff. Team MDT has experienced successes and overcome challenges, showcasing our resiliency and teamwork in times of uncertainty. I'd need a much longer letter to fully recognize these accomplishments, but I hope you'll enjoy some of my favorite highlights and join me in celebrating the continued journey.

In 2021, department leadership worked together to update MDT's Mission and Vision, paving the way for future success as **B.U.I.L.D.E.R.S.** of both infrastructure and partnerships. At our core, we are **Business focused**, we **Unify the organization**, we **Innovate at all levels**, we **Lead by example**, we are **Dedicated to MDT**, we **Empower our employees**, we **Respect each other**, and we **Serve Montana with pride**. It was also an important year for national infrastructure, with the passage of the Infrastructure Investment & Jobs Act (IIJA) - a once-in-a-lifetime federal investment in Montana's infrastructure. Despite uncertainties, we look to the future and the possibilities this historic legislation presents. Also on the national horizon are emerging transportation modes, including electric vehicles (EVs) and related impacts to gas tax revenue, and automated vehicles (AVs) in commercial transportation. We don't have all the answers, but I'm confident Team MDT is more than equipped to roll up our sleeves and continue our work to keep Montana moving forward.

Today, "building bridges" holds dual meaning for Team MDT. Montana's physical bridges literally connect us, and thanks to IIJA, we look to address statewide needs facing these structures so we can remain connected. "Building bridges" also means prioritizing our relationships at industry, local, tribal, State, and Federal levels. Team MDT has strengthened connections with partners like the Montana Contractors Association (MCA), collaborating to continue to deliver transportation projects statewide. We also coordinated with fellow agency, Department of Environmental Quality (DEQ), resulting in first-round federal approval for Montana's inaugural EV Infrastructure Deployment Plan. When natural disasters impacted infrastructure, we worked with partners to repair and restore access for communities and industries. There are many examples of this commitment to teamwork, including reconstruction after wildfires and repairs and cleanup from historic flooding, but the common thread is our shared goal of Montana moving forward. After all, these are **our communities!**

From summer work zones to winter plowing, safety touches every aspect of our work and is critical to delivering MDT's Mission. Vision Zero continues to be our goal - one every Montanan can share. To that end, we've shifted how and where we speak about safety as a department to better connect with **all** travelers. Examples include creative, year-round messaging on social media, infusing humor into reminders posted on roadside variable message signs (VMS), and partnering with industry experts to develop cohesive, measurable behavioral marketing campaigns. Looking to the future, let's continue Montana's proud tradition of caring for one another by being vigilant about roadway safety.

On behalf of Team MDT, it's our privilege and honor to serve Montana, and we look forward to continuing our commitment to customer service. Our door is always open for conversation, collaboration and improvement. Together, we'll keep Montana moving forward!



Serving you with Pride.

Malcolm D. Long,
Director

Pictured above from left to right, from Team MDT at the Bozeman Recruitment Fair in October 2022: Caitlyn Murphy, Director Long, Chad Welborn, and Angela Murolo

Transit and Highway Traffic Safety Grant Applications Due March 1, 2023

Transit applications will only be accepted through the BlackCat Transit Data Management System:

<https://secure.blackcattransit.com/Login.aspx?site=mtdot>

Register in the system and apply when the opportunity becomes available on January 3, 2023.

Highway Traffic Safety applications will only be accepted through the Montana Grant and Loans web-based system:

<https://funding.mt.gov/index.do>

Register in the system and apply when the opportunity becomes available on January 3, 2023.

For information regarding:

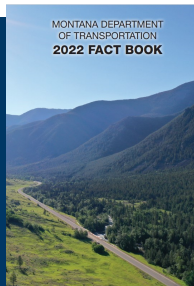
Transit grants, contact Adam Kraft at 406-444-6120 or akraft@mt.gov.

Highway Traffic Safety grants, contact Kevin Dusko at 406-444-7411 or kedusko@mt.gov.

COMING SOON!

Find Montana transportation facts—from aeronautics to transit—in the 2022 MDT Fact Book, available online in early 2023:

www.mdt.mt.gov/publications/brochures.aspx



2022 Project Highlights and Progress

Each year, winter's arrival in Montana signals an end to construction and road work until spring and warmer temperatures arrive. While "construction season" can bring challenges to summer and fall travel, warm weather provides a limited opportunity for crews to advance or complete these much needed improvements to our roadways, improvements that will provide for safer, more efficient travel and Montana's economic vitality for years to come. MDT and our construction partners would like to extend sincere thanks to our customers—you, the traveling public of Montana. Thank you for your continued patience and support, and for helping make this another successful construction season. We look forward to 2023 and continuing to build better roadways for all of Montana. Learn more about the district projects featured in this issue, as well as other active and upcoming projects around the state, online: <https://mdt.mt.gov/pubinvolve/>

Missoula District

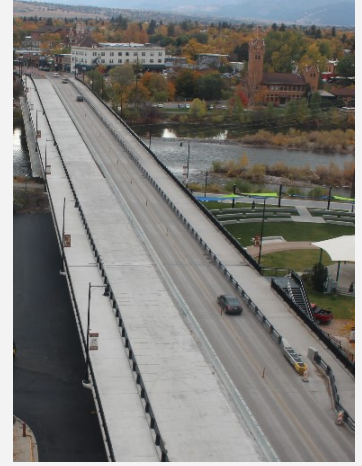
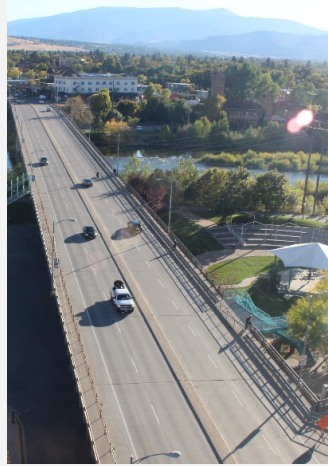
Project: Higgins Avenue Bridge Rehabilitation

Background: The Higgins Avenue (Beartracks) Bridge is a key connector for all modes of transportation and provides access to the heart of downtown for students, residents, and visitors to Missoula. MDT prioritized rehabilitation of the bridge to keep it in safe condition for all travelers and extend the life of the bridge. An enlarged shared-use path was needed to accommodate the increased number of bicyclists and pedestrians using the bridge every day. The work included repair or replacement of many structural components, including the concrete deck, steel superstructure, and concrete supports. The bridge deck was also widened to accommodate more pedestrian usage. With support from the Montana Transportation Commission, a bridge dedication ceremony as held by Missoula County and the Confederated Salish & Kootenai Tribes (CSKT) in the fall of 2022, renaming the structure "Beartracks Bridge." Learn more about this project at <https://mdt.mt.gov/pubinvolve/higginsbridge/>.

Bid: \$16.5 million

Contractor: Sletten Construction

Status: Construction began in October of 2020 and will be completed in the spring of 2023.



Pictured to the left is the old Higgins Avenue structure in Missoula, Mont., compared to the nearly completed structure pictured to the right in the fall of 2022.

MDT's Active Projects Map

Enjoy access to statewide project information at your fingertips with MDT's Active Projects Map. Scan the QR code to the right using your mobile device to access the mobile-friendly map, or visit <https://mdt.mt.gov/pubinvolve/active-projects.aspx>.



Butte District

Project: I 90 Quinn Creek Road Bridges

Background: The Interstate Highway 90 (I 90) Quinn Creek Road Structures project includes the removal and replacement of two bridges carrying I 90 eastbound/westbound (EB/WB) traffic over Quinn Creek Road (located on Bozeman Hill Pass in Park County). The bridges were replaced using crossovers, and an Accelerated Bridge Construction (ABC) plan. Under the ABC plan, two primary tools were used to expedite construction. The first was the design of the construction, which called for forming and placing the new deck superstructure (top portion of the bridge) off of the alignment and sliding it into place once the new substructure (bridge base) was completed. This saved time by allowing multiple operations to occur simultaneously and eliminated time to cure the deck from the project's critical path. A + B bidding was also used, which incentivizes contractors to minimize construction time and reduces the daily costs to the traveling public. Daily road user costs were calculated to be \$10,000 per day. The contractor was able to complete Unit One work and return the bridges to normal traffic flow nine days ahead of the calendar date completion for a total of \$90,000 incentive on this project. Learn more about this project at <https://mdt.mt.gov/pubinvolve/i90quinncreek/>.

Bid: \$5.77 million

Contractor: Sletten Construction

Status: This project is active, and construction will resume in 2023.



Project camera photos show the progress during the 2022 construction season on the I-90 Quinn Creek Road structures between Bozeman and Livingston, Mont.



WATCH NOW:

Check out the project video for the I 90 Quinn Creek Road Bridges on MDT's YouTube channel:

www.youtube.com/watch?v=TH0L_v5ijKpg

2022 Project Highlights and Progress (cont.)

Great Falls District

Project: Belt - North & South Phase 3

Background: The Belt – North & South Phase 3 project addresses congestion, geotechnical, drainage, bridge, and safety issues on US Highway 89 (US 89), from mileposts (MP) 70 to 74 in the Belt area. This is the last of four projects completed in the corridor from Great Falls to Belt over the past 20 years. As of fall 2022, the prime contractor has finished the first lift of paving and striping throughout the project, and construction is expected to be completed next year. Learn more about this project at

<https://mdt.mt.gov/pubinvolve/armingtonjunction/>.

Bid: \$19.4 million

Contractor: Riverside Contracting Inc.

Status: This project is expected to be completed in 2023.



Pictured at top left is the summer 2022 construction progress on the project near Belt, Mont. The photo to the right shows the construction of the new roundabout at Armington Junction.



Glendive District

Project: Little Dry Creek – East

Background: This project was the first of five reconstruction projects on the Montana Highway 200 (MT 200) corridor between Jordan and Brockway. MT 200 is an important east-west route through the middle of the state, serving transportation system users that include passenger vehicles, commercial trucks, and bicycles. The 7.2-mile-long project begins approximately 26 miles east of Jordan and ends approximately 2 miles west of the Flowing Wells Rest Area. Project features include 6-foot shoulders, rumble strips, new drainage structures, signage, and pavement markings. Learn more about this project at

<https://mdt.mt.gov/pubinvolve/hwy200jordan/>.

Bid: \$14.6 million

Contractor: Wickens Construction

Status: This project was completed in 2022.



The project was completed in 2022, with improvements to MT 200 that include rumble strips, widened shoulders and pavement markings (as shown in the picture above).

Billings District

Project: I 90 Yellowstone River - Billings

Background: This project will widen and reconstruct Interstate Highway 90 (I 90) in Billings between the North 27th Street Interchange and the Lockwood Interchange from two lanes to three lanes. This project includes reconstruction of the 1,000-foot-long bridges over the Yellowstone River and the Talen Energy railroad spur line. The existing roadway and bridges were originally constructed in the 1960s. Improvements were designed to meet safety, traffic operations, and future capacity needs. The existing bridges over the railroad are being replaced with a buried arch structure. During construction, two-lane, two-way traffic will be maintained. During winter shut down, the interstate will reopen to four lanes of traffic. Learn more about this project at

<https://mdt.mt.gov/pubinvolve/i90yellowstone/>.

Bid: \$72.2 million

Contractor: Sletten Construction

Status: Construction began in the fall of 2021 and will be completed in phases that includes winter shutdown periods. One side of the interstate will be reconstructed in each summer construction season.

The entire project is tentatively scheduled to be complete in 2024.



Pictured at top left and bottom right: Drone footage of the construction site shows progress on the Yellowstone River and railroad overpass structures in Billings, Mont.



Make Safety Your Priority this Holiday Season! Always Drive Sober and Buckle Up

The holidays are a time for many people to celebrate with family and friends. Whether just across town or across the entire state, the months of November and December are a busy time for travel. The holiday season is also known for being a deadly time of year when it comes to impaired driving.

According to the National Highway Traffic Safety Administration (NHTSA), during the 2016-2020 December months, there were more than 4,400 people killed in drunk-driving-related crashes across the country. Alcohol impairment continues to be a factor in about a third of all crash fatalities nationwide.

Over the last ten years in Montana (2011-2020), 28% of crash fatalities during the Christmas holiday period (December 15 – January 3) involved a driver impaired by alcohol (BAC* > 0.079).

As part of the statewide, year-round effort to curb impaired driving, MDT supports law enforcement with grants to increase patrols as part of the Selective Traffic Enforcement Program (STEP). The Montana Highway Patrol and local law enforcement will be participating in mobilization patrols from Thanksgiving through Christmas and into the New Year to keep Montana's roads free of impaired drivers and to encourage all drivers to buckle up and drive sober or find a sober ride as they celebrate the season (*see Montana Traffic Safety Dates to Remember call-out on page 7*).

Nonmotorized Travelers: Stay Safe and Visible this Winter!

Montana's winter season mixed with the end of daylight savings time means longer dark conditions and limited visibility. According to the National Highway Traffic Safety Administration (NHTSA), during the months of September to November, 31% of national pedestrian fatalities occurred from 6 to 8:59 p.m. The next largest group was 21%, during the hours of 9 to 11:59 p.m.

Pedestrians and bicyclists can reduce their risk of injury during low-light and dark hours by increasing their visibility to drivers. Pedestrians are encouraged to use a flashlight and wear reflective materials such as safety vests, reflective strips on jackets, backpacks, or shoes, or even a reflective bracelet to alert drivers to their presence. A good set of bicycle lights (e.g., headlight, rear flasher) will significantly boost the visibility of bicyclists. In any season, pedestrians and bicyclists should always stay alert and be predictable.

Drivers can do their part by slowing down, staying alert, and looking out for pedestrians and bicyclists, particularly during low-light or dark hours. Drivers should also recognize that every intersection is a crosswalk (even if it's not marked) and be prepared to yield to pedestrians. Being extra watchful for bicyclists, walkers, and mobility device users this winter will help to keep Montanans safe on our roads.

MDT encourages everyone to stay safe throughout the year, and to keep enjoying the benefits of non-motorized travel! Additional pedestrian and bicycle safety resources can be found at www.mdt.mt.gov/travinfo/bikeped/, or by contacting MDT's Bicycle and Pedestrian Coordinator at mdtbikeped@mt.gov.



Don't be in the dark about nonmotorized travel safety this winter! Stay safe and visible while out walking, running or bicycling.

You can do your part to ensure a safe and happy holiday for all. If you are hosting a celebration, serve alcohol responsibly and make sure your guests have safe, sober transportation home or a place to stay for the evening. As a party guest, it's also your responsibility to plan ahead if you'll be drinking. Whether it's a designated driver, calling a cab, using a ride share service, or staying with family or friends for the night, be safe and remind your loved ones to do the same. If you see or suspect drunk driving on the road, call 911.

Remember, the best defense in any motor vehicle crash is wearing a seat belt, so buckle up—every trip, every time, every person. There is no good excuse not to wear a seat belt!

MDT encourages drivers to drive sober, buckle up and avoid unsafe behaviors this holiday season and every day of the year, and to make Vision Zero their goal. For more information, please visit www.mdt.mt.gov/visionzero/, or contact Janet Kenny at 406-444-7417 or jakenny@mt.gov.

*BAC = Blood Alcohol Content



MDT and FCCLA Continue Safety Partnership with Distracted Driving Grant

MDT has promoted a teen peer-to-peer program for the last seven years. Partnering with Family, Career and Community Leaders of America (FCCLA), funding is provided for a peer-to-peer teen traffic safety program, promoting safe driving habits among teen drivers.

In 2022, MDT applied for and received a grant* from the Governor's Highway Safety Association (GHSA) and General Motors (GM) to educate teens on the dangers of distracted driving. This grant will enhance MDT's partnership with FCCLA by inviting students across the state to develop and launch local distracted driving campaigns in their communities. FCCLA has a strong history of promoting traffic safety messages in rural areas across Montana, which are not immune from the distracted driving problem.

The total grant funding awarded to Montana is \$30,000. MDT accepted applications from Montana's FCCLA chapters through the fall, and awarded funding to chapters in November 2022. From November through March 2023, chapter members will create their own distracted driving education material and determine how to deliver their messages locally.

All projects must be completed by March 1, 2023, with the chapters submitting a final report to MDT. After a review of the FCCLA progress reports, MDT will award prizes, to the top three projects of \$2,500, \$1,500, and \$1,000, respectively.

Watch for future news and information about the creative ideas as designed by teens to educate their peers on the dangers of distracted driving. For more information on this grant and MDT's partnership with FCCLA, contact Sheila Cozzie at 406-444-7301 or scozzie@mt.gov.

*Read more about the national GHSA/GM grant funding in the news release (distributed October 18, 2022): www.ghsa.org/about/news/GHSA/GM/Distracted-Driving-Grants22

Montana Traffic Safety Dates

⇒ December 17, 2022—January 2, 2023*

Winter Holiday Drive Sober Enforcement

Note: A combined total of 575 hours were worked during the federal fiscal year 2021 (FFY21) Thanksgiving and Winter Mobilizations by 14 participating agencies. A total of 1,114 citations and warnings were issued during the two mobilizations. For more information, contact Spencer Harris at 406-444-0856 or sharris@mt.gov.

⇒ February 12, 2023

Super Bowl LVII—Fans Don't Let Fans Drive Drunk

⇒ March 13-19, 2023*

St. Patrick's Day—Buzzed Driving is Drunk Driving

⇒ April 17-21, 2023

National Work Zone Awareness Week

⇒ May 1-31, 2023

Motorcycle Safety Awareness Month

⇒ May 3, 2023

National Bike & Roll to School Day: www.walkbiketoschool.org/

⇒ May 15-June 5, 2023*

Click It or Ticket Law Enforcement Seat Belt Mobilization (2023 STEP)

***Selective Traffic Enforcement Program (STEP) Mobilization Periods**

Don't Crowd the Plow!

While driving, be on the lookout for snowplows and give the operators room to work. Many plows are hit by private vehicles each winter. This can cause serious harm to travelers and their vehicles, plus the plow truck and plow operator are taken out of service immediately following the incident. Drive safely this winter and keep these tips in mind:

- **Don't crowd the plow.** Plow drivers have limited visibility, so never assume your vehicle is in their view. When approaching an oncoming plow, don't crowd the centerline of the road so they have space to safely pass in their travel lane.
- **Maintain a safe distance behind the snowplow.** Plows do more than just remove snow! They may also be spreading sand or deicer on the road, so give them plenty of space to do the work needed to clear roads for travel.
- **Be patient, and never pass a plow in a white out.** The plow driver will pull over when it is safe to do so, allowing vehicles to pass. When you do pass a plow, slow down and prepare for the road conditions ahead. The road in front of the plow is likely not as clear as the road behind it.
- **Slow down.** Plows are large vehicles—particularly MDT's TowPlow configurations—and move slower than highway speeds. Due to their size, speed and winter weather, it is often difficult to judge distance when approaching the plow, so motorists should slow down immediately when approaching a plow from the rear to stay back a safe distance.
- **Be aware that, where there is one plow working, others may be nearby.** The snow cloud created by one plow may obscure presence of additional plows in adjacent lanes.

Find more plow safety information and winter driving tips at <https://mdt.mt.gov/visionzero/people/winterdriving.aspx>.

#KnowBeforeYouGo with MDT's Traveler Information Application

Winter has arrived in Montana, and MDT has tools to help plan for conditions so you can reach your destination safely – MDT's traveler information system (MDT 511) and mobile applications. The new application was launched in 2021, with notable features that include:

- Clickable roadways to display conditions
- Ability to save favorite cameras or roadways
- Enhanced map layers
- Trip planning with a driving directions tool
- Weather forecasts
- Details on rest areas, sign messages, construction projects and alerts
- "My 511" email sign-up for direct alerts and condition updates on selected routes or roadways

The website can be found at www.511mt.net. Mobile apps for Android and iOS can be found in the respective app stores. By default, three information layers (Road Conditions, Incidents & Events, and RWIS Cameras/Weather Information) are enabled on the app for first-time users, but you can toggle them on or off using the setting toggles located at the upper right corner of the map. If you find you don't like the map-style navigation, you can use searchable lists at the top of the page.

Safety is a top priority for MDT, and these features and custom updates will allow all travelers to be better prepared for delays or incidents so they can plan their trip accordingly.

To access the MDT Traveler Information application—including the interactive map and information on downloading the mobile app—scan the QR Code to the right with your mobile device, or visit www.mdt.mt.gov/travinfo/. Travelers can also call 511 from anywhere in Montana.



Stay safe this winter—slow down and give snowplows plenty of space to clear Montana's roads for travel!



Working Toward Vision Zero: Montana's 2022 Annual Transportation Safety Meeting

After two years of holding the meeting virtually, approximately 75 people attended the 15th Annual Transportation Safety meeting in person on October 11 & 12, 2022, hosted by MDT in Helena at the Delta Colonial Hotel. Attendees included representatives from safety planning and engineering, educators, enforcement, emergency and medical services (EMS), and occupant protection and DUI task forces, among other safety partners and stakeholders.

MDT Deputy Director, Julie Brown, facilitated the meeting, focusing on the importance of building networks to reduce roadway fatalities and serious injuries. There is a need to renew efforts to collaborate, coordinate, and communicate safety messaging and Vision Zero statewide, and connect with local safety organizations, county officials, and local business partners.

The rural nature of Montana was discussed, along with the importance of the "golden hour" for those requiring emergency response. The 746-mile distance from Yaak to Alzada is roughly the equivalent of driving from Helena to Denver. Crash survival and injury severity outcomes are often dependent on the availability of local community resources and timely response.

99%
of impaired driver involved deaths occurred in rural areas.

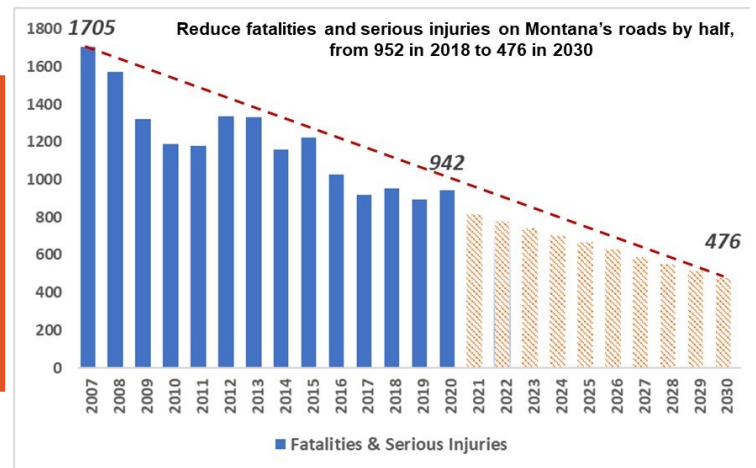
Emergency Response-After-Crash Care Emphasis Area (EA) co-chairs, EMS and Trauma Systems Sections with the Department of Public Health & Human Services spoke on the need for emergency medical technicians within local communities, the need for response equipment and vehicles, the need for quality data, and ongoing dispatch training.

Improving post-crash care and patient outcomes involves improving data quality and linking EMS and other data registries like motor vehicle crashes, law enforcement data, hospital, fatality, traffic safety, and demographic data. State and tribal governments are encouraged at the state and national level to acknowledge and fund EMS as an essential service.

Montana's federal partners, Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), and Federal Motor Carrier Safety Administration (FMCSA) shared safety priorities and acknowledged the work of Montana safety partners to implement proactive strategies, including wildlife crossings, implementing safety strategies and countermeasures, focusing on problem areas, the White Cross program, variable message signs (VMS), coordination with tribal communities, positive messaging, education, and enforcement operating around large vehicles.

Safety partners evaluate progress in reaching Vision Zero by reviewing the status of the Comprehensive Highway Safety Plan (CHSP) interim goal, which is to halve fatalities and serious injuries from 1,705 in 2007 to 852 by 2030. In 2020, Montana experienced 942 fatalities and serious injuries on its roadways:

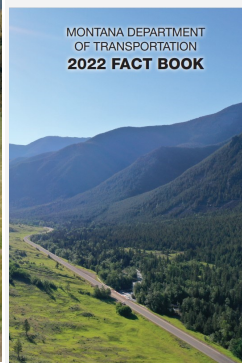
CHSP Interim Goal



The EAs reported on successes and challenges at the meeting. The Unrestrained Vehicle Occupant EA presented on "The Cost of Unrestrained Vehicle Occupant Fatalities and Montana's Proactive Approach." The Impaired Driving Prevention EA focused on the "Impacts of Polysubstance Use When Driving." The Roadway Department & Intersection Crashes EA co-chairs shared presentations entitled "Implementing Innovative Intersections to Improve Safety" and "Countermeasures, Best Practices and Safety Research," focusing on developing and improving standards, analyzing results for continuous improvement, and reducing the risk of severe injury crashes moving forward.

For more information on the CHSP or the emphasis area safety efforts, please contact Pam Langve-Davis at 406-444-7646 or plangvedavis@mt.gov, or visit the Vision Zero CHSP website at www.mdt.mt.gov/visionzero/plans/chsp.shtml. All 2022 annual meeting presentations are available at www.mdt.mt.gov/visionzero/plans/chsp-meetings.aspx.

Did you know? As part of the Vision Zero goal, MDT led the development of the CHSP for Montana. Since the plan's inception in 2007, safety initiatives implemented as part of this plan have contributed to a **45% decrease** in fatalities and serious injuries.



MDT upgraded 16 rest areas since 2008. Rest areas serve as safe stopping opportunities along Montana's highways for the traveling public and commercial carriers.

According to 2020 calculations from the National Safety Council (NSC), **\$1.75 million is the average economic cost per motor vehicle fatality.**

Find more Montana transportation-related facts in the MDT Fact Book—2022 edition coming soon!

www.mdt.mt.gov/publications/brochures.aspx



Speed Limits: Understanding the Signs

Picture this: You are driving on a rural Montana roadway that transitions from relatively flat and straight terrain to curvy and hilly as it enters a canyon, foothills or mountains. You've probably noticed that many of these roadways have a posted speed limit (the black-on-white signs) of 70 mph, however, some curves in these areas can't safely be negotiated at 70 mph. That's where the black-on-yellow curve warning signs come in. These are the signs you'll see in advance of sharp curves, intended to advise drivers of what speed allows them to comfortably negotiate the curve. Several years ago, MDT completed projects which upgraded all curve signs on state routes to match the latest national design standards.

The speed shown on these signs is the result of a consistent, scientific process to measure the expected forces on the vehicle, such as centripetal force. Centripetal force is the force a vehicle occupant experiences while negotiating a turn as a result of the steering wheel shifting the vehicle's line of travel. The curve speed advisory sign displays a recommended speed that will help with negotiating the curve comfortably and safely. However, these signs don't take into account current weather and all vehicle types. Additional speed reduction might be required for heavy trucks or for weather conditions like ice or snow.

The curve signs may also be accompanied by curve chevron signs (the yellow signs that look like "Vs" put on their sides) to further communicate to drivers that an especially sharp curve is just ahead. Curve warning signs and chevrons are just a fraction of the many types of yellow warning signs you'll encounter on Montana's roadways. Warning signs are a useful way to communicate to drivers that road conditions ahead may warrant action for safe and comfortable driving, but they are not regulatory like black-on-white speed limit signs. So, while curve warning signs aren't technically displaying the speed limit, the next time you encounter an advisory curve sign, heed the suggested speed to help you stay safe while traveling Montana's roadways!

For more information, contact Nick Tholt, Traffic Signing Supervisor, at 406-444-9247 or ntholt@mt.gov.



Slow Down and Move Over, Montana!

Winter driving in Montana requires extra preparation and vigilance. Planning ahead and making the right choices behind the wheel not only help you arrive safely as a driver, but also help keep those who work on our roads out of harm's way.

First responders, tow truck operators, maintenance workers (including snowplow drivers), law enforcement, and Motor Carrier Services (MCS) officers travel our roadways to provide aid, emergency care, regulation, and safer routes for the rest of us. In 2021, the statutory revisions (passed by the State Legislature) to Montana's "Move Over" law went into effect, including changes in fines and penalties for "reckless endangerment of emergency or highway workers." You can find the current statutes in Montana Code Annotated (MCA):

<https://leg.mt.gov/bills/mca/index.html> (Refer to MCA 61-8-346; 61-8-715; 61-8-803)

Whether you're driving for your daily commute or traveling to winter fun, these tips will help ensure you and others along your journey arrive alive:

- Stay alert and focus on the road ahead.
- Use your vehicle lights during low-light times of day and during inclement weather to ensure you can see what's ahead, and that other road users can see you.
- Slow down and adjust your speed for current weather and road conditions. The speed limit is not always a safe driving speed in winter.
- Plan ahead. Check the weather and travel conditions before leaving, and allow extra time to get to your destination.



Slow down and move over—it's the law! Help protect those who work to keep our roadways safe, including MCS patrol officers and maintenance workers.

Transportation Representatives and First Responders Join Governor Gianforte for Safety Week Proclamation Signing

On November 7, 2022, the Governor's Office invited MDT, the Montana Highway Patrol (MHP), the Montana Tow Truck Association, Move Over Montana, the Montana Trucking Association, and other first responder representatives to a proclamation signing in coordination with the Federal Highway Administration's (FHWA) annual Crash Responder Safety Week (CRSW) that took place November 14-18, 2022. This safety week is an annual opportunity to increase public awareness and engagement in protecting those who call the road or roadside their workplace. The national theme for 2022 was "Respect Our Roadside Heroes."



Montana Aircraft and Pilot Registration

Montana does not tax aircraft, but the state does assess an annual aircraft registration fee in lieu of tax. In addition to aircraft registration, pilot registration is also required. The fees for each are set by the Montana State Legislature, and are determined according to the type and age of the aircraft. Pilot registration fees are uniform and fixed.

Aircraft customarily kept in Montana, as well as any aircraft with a Montana address on its Federal Aviation Administration (FAA) registration, must be registered with the Montana Aeronautics Division on or before March 1 every year.

Montana pilot registration is \$10 and includes a Montana Airport Directory, subscription to the monthly *Montana and the Sky* newsletter, and an annual pilot registration card.

Registered pilot information is collected to aid in the event of a search and rescue case, as it can help the division locate and contact pilots more quickly during an emergency.

The division will begin its annual aircraft and pilot renewal period in early December.

For more information on division programs, exceptions, and other Montana Aeronautics Division information, visit www.mdt.mt.gov/aviation.



Did you know? Montana has over 5,000 registered aircraft and approximately 3,000 pilots. The state has 125 public-use airports (15 owned and/or operated by MDT) and over 350 private-use airports.



Find more aeronautics and other Montana transportation-related facts in the MDT Fact Book—2022 edition coming soon!

www.mdt.mt.gov/publications/brochures.aspx

MDT Research Team, Staff Honored with National Awards from AASHTO



Pictured above: Director Long (far left) and Chief Engineer Dustin Rouse (far right) pose with the Trail Creek Structures project team and their prestigious award.

Presidential Award—Research

The Trail Creek Structures project team received the 2022 American Association of State Highway and Transportation Officials (AASHTO) President's Award for Research. The team of Tyler Stefan, Montana Department of Transportation (MDT), Lenci Kappes (MDT), Jeff Harrison (MDT), Sue Sillick (MDT), Dr. Michael Berry, Montana State University (MSU), Dr. Kirsten Matteson (MSU), Tyler Baumberger, Dick Anderson Construction (DAC), Adam McGowan (DAC), and Ashley Davis (DAC) was recognized for their research and innovation using Accelerated Bridge Construction (ABC) and the use of Ultra High Performance Concrete (UHPC) to complete the Trail Creek Structures project in 96 hours, reducing impacts to the traveling public and environment. Congratulations to the team for this much-deserved honor! To learn more about the project, visit www.mdt.mt.gov/pubinvolve/hwy43/.



Pictured above, from left to right: Dustin Rouse, Dave Gates and Director Long

Transportation Vanguard Award

Dave Gates, Butte District Preconstruction Engineer, was recognized for his nomination for the 2022 American Association of State Highway and Transportation Officials (AASHTO) Transportation Vanguard award. Nomination for this award is one of the highest honors a young transportation professional can receive. Young leaders like Dave exemplify a commitment to excellence in implementing innovative technologies and processes. Dave has been recognized as an innovative leader at MDT, epitomizing the ideals of a true vanguard in the transportation field. Congratulations to Dave for this much-deserved honor!

A Road Through Time: US Highway 91 in Wolf Creek Canyon (Part 2)

By Jon Axline, MDT Historian

The automobile age caused big changes to the road through the Wolf Creek Canyon in the twentieth century. The winding, dirt-surfaced, county road through the canyon was treacherous for motorists - a real adventure for those willing to make the trip to Wolf Creek and Craig from Helena. It was dusty in the summer, a mud bog during the spring thaw, and impassable during the winter. The Great Northern Railway's branch line was the only direct year-round connection between Helena and Great Falls. Even the spectacular scenery of the canyon failed to make up for the frustration motorists felt as automobiles became more common on Montana's roads.

In May 1928, the first of several delegations from Great Falls, Cascade, and Helena appeared before the Montana State Highway Commission requesting that a more direct route between Helena and Great Falls be built through the Wolf Creek and Missouri River canyons. Their lobbying efforts proved successful and in January 1929 the highway commissioners designated a new route between Cascade and Wolf Creek as Federal Aid Project No. 172, a component of US Highway 91 (US 91), a 1,431-mile interstate highway between Long Beach, California, and the Canadian border at Sweetgrass, Montana.

Routing a modern highway through the canyon was a difficult task for the highway department's engineers. In addition to the rugged character of the canyon that had caused road builders problems since the gold rush days, the department also had to contend with the Great Northern Railway's line through the canyon. The railroad assigned Carl Hensel to act as the liaison between it, the highway department, and the contractor during the project. He proved difficult to work with. One highway department official said Hensel "cannot stand to be disagreed with on any item without immediately seeking some means of reprisal." Besides causing trouble for the contractor during his tenure on the project, at one point, project engineer Frank Small caught him red-handed stealing rock that belonged to the highway department.

In November 1932, the highway commission awarded a project to Spokane, Washington contractor Sam Orino to "grade and surface a little over 10 miles of the Wolf Creek-Sieben section of US Highway 91." Strict employment regulations attached to the federal relief money caused Orino, the highway department, and federal authorities headaches throughout the project.

During the course of the project, Orino managed to violate most of the federal labor regulations designed to ease the impact of the Great Depression. While Orino's company was based in Washington State, many of his relatives claimed residency in Montana and found their way onto his payroll for the Sieben-Wolf Creek project. Federal relief regulations specifically mandated that the labor was to consist of Montana natives hired from the local National Reemployment Office. The Lewis and Clark County Relief Committee sent men registered on its unemployment rolls to Orino for employment. If the men could prove residency in Montana, the contractor was obligated to hire them - regardless of their skill level. Only the contractor's top foremen and timekeeper could be from out of state.

Orino, who had recently completed construction of the MacDonald Pass road, began work in the Wolf Creek canyon a couple of weeks after winning the contract. Within a short time, he had three steam shovels excavating rock at the south end of the canyon. Because of the "large amount of blasting and considerable heavy construction work," Orino received permission to close the county road through the canyon. The road would be closed until April 1st. The Helena Independent suggested that those wishing to drive to Great Falls from the Capitol City travel east to Harlowton, then north through Judith Gap to Eddie's Corner, and then west on US 87 to Great Falls. Those unwilling to drive the nearly 260 miles could load their vehicles on railcars for the trip between the two cities (there was not yet a road over Rogers Pass). The road closed for the winter in early December 1932.

In March 1933, a Helena labor inspector complained about Orino's employment practices on the project. Orino employed 58 men on

the project, most from Montana as the Federal government required. Some residents, however, groused that not all the men on the job were Montanans and that quite a few were Orino's friends. The contractor denied the charges, to which the inspector replied, "The contractor claims that he has only the word of the employees themselves as to their legal residence, which of course is only an alibi, as most of the employees in question have been with the contractor for several years, and their legal residence must be known by the contractor."

The labor inspector directed that each of Orino's employees provide documentation that they were, indeed, residents of Montana. Of those, four men resigned and three were fired because they were residents of Washington state. The inspector also heard complaints that men not employed on the project were allowed to eat in the company mess tent and those who were employed on the project were required to eat there. Ultimately, the highway commission fined Orino \$500 for violating the provisions of the Federal labor laws.

Despite the labor issues and the difficulties with the Great Northern Railway, work on the project proceeded smoothly. The alignment of the new road closely followed that of the county road through the canyon, incorporating as much of the old route into the new road as possible given the design standards of the day. Extensive blasting took place through the length of the project to straighten the highway and eliminate four at-grade railroad crossings.

Although the highway commission mandated a June deadline to complete the project, weekly road reports in state newspapers indicate that construction continued until August. Because Orino completed the project after the deadline, the commissioners refused to waive the Liquidated Damages clause of the contract because, the commission's Division Engineer wrote, it was "almost impossible ... to disassociate our troubles in connection with enforcing the labor provisions of this contract and its engineering problems. We do not feel that we have received the cooperation of the contractor in spite of his numerous protestations to the contrary."

The contractor completed the project at the same time that Summit Construction Company completed construction of the 7.9-mile segment of US 91 from Wolf Creek to Craig. That segment garnered considerable attention in newspapers as an important and scenic link in the completion of a direct highway between Helena and Great Falls. The equally picturesque segment between Sieben and Wolf Creek got almost no mention in newspapers. The entire 32-mile section of old US Highway 91 (now known as the Recreation Road) is listed in the National Register of Historic Places because of its historic and engineering significance.

To be continued... Stay tuned for Part 3 in the next regular issue (June) of the Newsliner, or read Part 1 of this three-part series in the September 2022 issue:

www.mdt.mt.gov/publications/newsletters/newsliner.aspx



Construction progress along US-91 in Wolf Creek Canyon in the 1930's.

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-5416 or Montana Relay Service at 711.

MDT Wants Your Comments on New Projects

To receive a list of highway projects MDT plans to present to the Transportation Commission, please visit www.mdt.mt.gov/other/webdata/external/planning/proposed_proj.pdf, www.mdt.mt.gov/pubinvolve/stip.shtml, or call (800) 714-7296. You can mail comments on proposed projects to MDT Project Analysis Manager, PO Box 201001, Helena, MT 59620-1001 or email them to mdtstip@mt.gov.

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MDT's mission is to plan, build, operate, and maintain a safe and resilient transportation infrastructure to move Montana forward.

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Transportation Assistance for Montana Communities - 2022

Montana's local governments face numerous challenges in improving and maintaining their transportation infrastructure and services. Transportation needs outpace available funding at all levels. MDT administers many funding and planning programs that help local governments address their local transportation needs. Following are some MDT-administered programs that support local projects:

Planning and Technical Assistance

Systems Impact Analysis Process (SIAP) - MDT's SIAP ensures a coordinated review of major developments and local projects initiated outside of MDT that may significantly and permanently impact the state transportation system. MDT coordinates development reviews with Montana's local governments to ensure their concerns are addressed and provides technical assistance to local governments interested in developing local processes similar to SIAP. For more information, phone 406-444-9233.

Multimodal Transportation Plans – Outside of Billings, Great Falls, and Missoula, there are no federal or state requirements for transportation plans. MDT provides financial and technical support for transportation planning in other Montana communities, including some of our fastest growing cities. These cooperative planning efforts ensure consistency with other community plans and processes. The plans help identify deficiencies, needs, and funding to ensure an efficient, safe, and modern transportation system. For more information, phone 406-444-9238.

Travel Demand Forecasting - MDT develops and maintains state-of-the-art computer models in Montana's larger communities to forecast future travel demand and analyze alternative transportation improvements to accommodate existing and future demand. MDT works with cities, counties, and other government agencies in the development of these models, which help inform decisions about future transportation network needs. For more information, phone 406-444-9193.

Corridor Planning Studies - MDT provides financial and technical support for the development of corridor planning studies. The goal of these studies is to better scope projects before moving into the project development process, achieve the lowest level environmental document while minimizing project delivery costs and time, and provide early opportunities for public and resource agency participation. For more information, phone 406-444-9238.

Safety Planning - This MDT program provides technical and financial assistance to local governments for the development of Community Transportation Safety Plans. Through a coordinated process, safety stakeholders and agencies identify the specific transportation safety issues in a community, develop strategies to address those issues, and determine the responsible agency/individual to monitor implementation of each strategy. Participating communities must demonstrate a commitment to implement and monitor progress. For more information, phone 406-444-7646.

Information and Education

Research Programs - MDT conducts research to discover, develop, and extend knowledge needed to operate, maintain, and improve Montana's multimodal transportation system. Interested parties can propose research topics by March 31 of each year through MDT's annual solicitation process. More information can be found at mdt.mt.gov/research/unique/solicit.aspx, or by phoning 406-444-7203.

State Highway Traffic Safety Programs - These programs provide funds to eligible applicants to promote the use of occupant restraints and prevent impaired driving. For more information, phone 406-444-7417 or visit mdt.mt.gov/visionzero/plans/safetyprg.aspx.

Bicyclist and Pedestrian - MDT's Bicycle and Pedestrian Coordinator serves as MDT's liaison to internal and external bicycle and pedestrian interests. The coordinator provides input and technical support related to the development of bicycle and pedestrian facilities and plans. The Bicycle and Pedestrian Program is a clearinghouse for bicycle and pedestrian safety and educational resources. For more information, phone 406-444-9273.

Data Collection and Management/GIS

MDT collects and maintains information about Montana's transportation system. Available to government entities and the public, this information includes a comprehensive location inventory of roads in Montana, including basic physical attributes such as length, width, and surface type; traffic volume and classification data; and mapping and GIS services and products, including the official Montana State Highway map. For information, phone 406-444-6103.

Additional Support

Most federal-aid funding for projects and programs requires non-federal matching funds. Although not required to do so, the state provides matching funds for most infrastructure projects on the state highway system. Additionally, in times of federal program growth, the state has passed the growth in federal program funding on to programs of importance to local governments through the State-level Urban and Secondary Highway Programs.

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fairly as possible. MDT continues its commitment to support local transportation planning and projects to ensure a safe and reliable transportation system for Montana communities. For more information, visit MDT's Rail, Transit and Planning Division website at mdt.mt.gov/contact/organization/railtran.aspx.

Infrastructure and Capital Assistance

Fuel Tax - Counties and cities receive a portion of state fuel tax receipts based on statutory formulas for construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys. For more information, phone 406-444-6103 or visit mdt.mt.gov/business/fueltax/allocations.aspx.

Bridge and Road Safety and Accountability (BaRSAA) Program - The 65th Montana Legislature passed a fuel tax increase that went into effect on July 1, 2017. A portion of the revenue generated by the increase is allocated to local governments for road construction, reconstruction, and maintenance of roads and bridges. Allocations are available March 1 of each year. For more information, phone 406-444-9131.

Surface Transportation Program-Urban – Federal and state matching funds are allocated to Montana’s urban areas (areas with a population greater than 5,000) for improvements to the Urban Highway System. Priorities are identified at the local level through established planning processes that include the public. Funds are primarily used for street reconstruction, rehabilitation, and traffic operation improvements. For more information, phone 406-444-9238.

Surface Transportation Program-Secondary - Federal funding with state and local matching funds is allocated based on a statutory formula for improvements on Montana’s Secondary Highway System. Capital construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and pavement preservation improvements. For more information, phone 406-444-9194.

Urban Highway Pavement Preservation – Federal and state matching funds are provided for cost-effective treatments to Urban Highway System routes. These improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. Priorities are identified through MDT district and local government consultation and are based on pavement management systems developed and maintained at the local level. For more information, phone 406-444-7259.

Transportation Alternatives – Federal funding with state and local matching funds is provided for transportation alternative projects. Eligible projects include, but are not limited to, pedestrian and bicycle facilities, turnouts, overlooks, and viewing areas; lighting and safety-related infrastructure; projects to achieve ADA compliance; and environmental mitigation and wildlife connectivity. Projects are prioritized through a competitive process in accordance with federal eligibilities and requirements under 23 USC 213. For more information, phone 406-444-6118 or visit mdt.mt.gov/mdt/ta-application.aspx.

Highway Safety Improvement Program (HSIP) – Federal funds are available with state matching funds for infrastructure projects that improve highway safety. These

funds can be utilized for any public road projects such as signing, striping, guardrail installation, slope flattening, and intersection improvements. Projects are prioritized through a competitive process utilizing a benefit-cost analysis. For more information, phone 406-444-9420 or visit mdt.mt.gov/visionzero/plans/.

Off-System Bridge Program – Federal funding with state and local matching funds are allocated for replacement and repair of locally maintained bridges. Construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction and rehabilitation. For more information, phone 406-444-6260.

Montana Air and Congestion Initiative (MACI) – Federal funding with state and local matching funds through this unique MDT program supports strategies to proactively address air quality issues related to carbon monoxide and particulate matter. Projects in eligible air quality nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Eligible projects include the purchase of street sweepers and flush trucks necessary to reduce particulate matter and the funding of intersection improvements and signal synchronization projects to reduce carbon monoxide emissions. For more information, phone 406-444-9238.

EMS Grant Program State funds are available through a competitive process to volunteer emergency medical providers for acquiring or leasing ambulances or emergency response vehicles, training, communication equipment, and medical care equipment. For more information, phone 406-444-0856 or visit mdt.mt.gov/business/grants-ems.aspx.

Montana Essential Freight Rail Loan Program - MDT administers a state program that provides loans for railroad improvements including construction, reconstruction, or rehabilitation of rail lines and related facilities. Eligible parties include railroad owners and operators and certain port authorities. For more information, phone 406-444-9193.

Transit - Federal funding programs administered by MDT support community transit systems with operating, capital, and planning. A locally developed coordination plan is required and must include public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal transit funds. For more information, phone 406-444-6120 or visit mdt.mt.gov/business/grants-transit.aspx.

City Park Rest Areas - State funds are provided to support maintenance activities in communities with existing City Park Rest Area facilities. Proposals for assistance must directly benefit the traveling public. Expenditures must be reviewed and approved by MDT to be eligible for local government reimbursement. For more information, phone 406-444-7653.

Ferry Boat Program - Federal funds are available for Chouteau and Blaine Counties with some involvement with Fergus County for improvements to ferries and facilities. For more information, phone 406-444-9194.