

June 2020

Transit Systems in Montana Receive CARES Act Funding to Provide Essential Services



On Friday, March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provides emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.

As a result of the CARES Act, Montana received \$35.4 million in rural funds and \$14.3 million in urban funds to support general public transportation. These funds are to be used to prevent, prepare for, and respond to COVID-19. The Montana Department of Transportation (MDT) immediately started to fund essential services in each of the communities across Montana with a general public transit system. This assistance came in the form of 100% federal operating and capital dollars to provide the much-needed transportation to citizens of Montana for medical, nutritional, and other lifeline services.

MDT will continue to advance these funds to help Montana's transit systems recover from the effects of COVID-19 or until this pandemic comes to an end. If you have any questions or need additional information please contact David Jacobs at dajacobs@mt.gov or 444-9192.

Airports in Montana Receive CARES Act Funding

The CARES Act signed on March 27, 2020, provided the FAA with \$10 billion in funding to issue grants to airports for prevention, preparation, and response to the impacts of COVID-19. Montana will split \$73,821,822 between 71 federal-aid airports with distributions ranging from \$1,000 to nearly \$17.9 million. The funding will support continuing operations and replace lost revenue resulting from the sharp decline in passenger traffic and other airport business due to the COVID-19 public health emergency. The funds are available for airport capital expenditures, airport operating expenses (including payroll and utilities), and airport debt payments. In addition, the CARES Act will provide funding that eliminates the need for local match of Federal Fiscal Year 2020 (FFY20) airport projects. This provision of the CARES Act effectively funds 100% of FFY20 federal-aid airport improvement projects.

In addition to the direct benefits of the CARES Act, Montana's airports (both federal-aid and non-federal-aid) will benefit from a "domino effect" that will boost the state-funded Airport Grant Account for state fiscal year 2022 (SFY22). Montana's Administrative Rule states, "Grants may be awarded for up to and including 100% of an applicant's share of total project cost regardless of assistance from federal sources." This means, Montana airports that receive 100% funding for an airport project will not be eligible to receive any SFY21 Airport Grant Account funds since the projects will now be entirely funded by the federal government. This will eliminate the distribution of an estimated \$2.3 million of previously awarded Airport Grant Account funding and, instead, retain those funds in the Airport Grant Account for distribution next year. Although aviation fuel tax revenues are anticipated to significantly decline and negatively impact the Airport Grant Account, the "domino effect" will provide an unexpected boost to the Airport Grant Account and allow airports to maximize the leveraging of federal funding in FFY21.



Federal Surface Transportation Program Status

MDT has received full funding for FY 2020 and is on track to deliver all planned projects and programs, even amidst the uncertainty caused by global events. The US House of Representatives has released plans for another COVID-19 stimulus package, which could provide revenue and much needed investment in critical infrastructure for the movement of goods across the nation. The importance of this funding is much more heightened in these times in terms of public health, safety and the nation's economy. There is good news on this front; recently, the House Transportation & Infrastructure Committee released its draft reauthorization bill that defines its proposed policy and program framework. However, the bill is a first step in a long process and there continues to be uncertainty due to expiration of the long-term transportation authorization bill in September 2020 and the need for continued long-term stability in transportation funding. MDT is continuing to support Montana's congressional delegation in its efforts to protect and represent rural state transportation needs.

Paving the Way for the Future—Good Roads Day

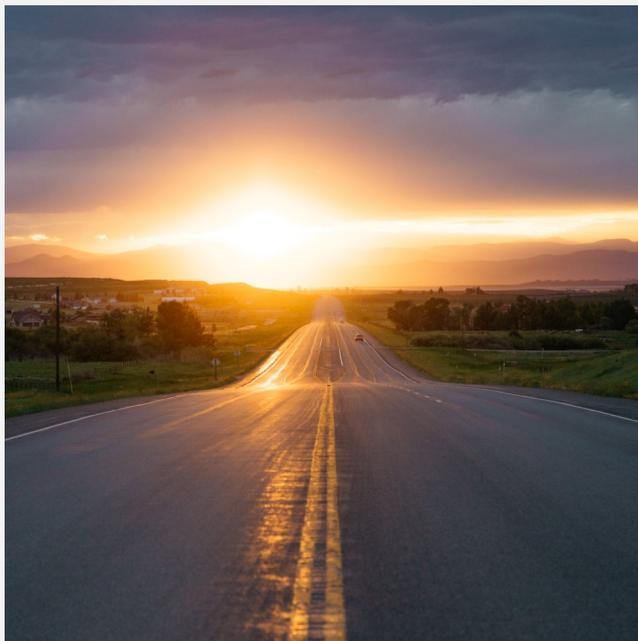
Through times of growth as well as uncertainty, Montana's transportation infrastructure plays a vital role in providing access to essential services across the state. Roads to hospitals and emergency services, public transit, rest areas for weary travelers and commercial carriers and airport service in rural communities are just a few examples of how this infrastructure supports our state (particularly in unprecedented times like these). Transportation is also crucial to the economic well-being and vitality of our state as a whole—providing access to shopping, dining, local attractions, outdoor recreation and public lands and facilities. Simply put, transportation connects us to each other and the things we need.

The third Tuesday in June – this year June 16th – marks Good Roads Day. This important date was designated by the Montana Legislature in 1947, whereby the people of the state are asked to contribute toward the improvement and safety of public highways. For MDT, building “good roads” takes time and means a continuous planning process that is underway long before ground is ever broken on a project. It can take 8 years to complete a road project, but long-range planning starts some 1 to 20 years prior to project start.

As transportation needs outpace revenue 3 to 1, MDT focuses on safety and preserving and maintaining transportation infrastructure as top priorities; in other words, keeping Montana's good roads in good order. In Montana, the average driver contributes about \$180-\$260* a year to maintaining and constructing Montana highways while federal funds pay for about 87% of highway construction costs. That's less than the price of one morning coffee order per week. This funding is not keeping pace with rising costs, aging infrastructure, and increasing demand, making it tougher to preserve and maintain Montana's roads and bridges.

Why are good roads important to you? Join MDT in reflecting on what transportation contributes to you and your community and share your message with us on social media using the hashtag #GoodRoads on Facebook (facebook.com/montanadot) or Instagram (instagram.com/mtdot).

**A driver averaging 12,500 miles a year, with a vehicle averaging 21 miles per gallon, contributes about \$3.50 a week or \$182.50 annually to fuel taxes.*



Good Roads Day is the third Tuesday in June

New Great Falls District Administrator

Jim Wingerter is the new Great Falls District Administrator. Jim graduated from Billings Senior High in 1979 and Montana State University in 1984 with a Civil Engineering Degree. He spent 16 years in the insurance business before joining MDT in 2000 as a field inspector in Conrad. Jim built the Construction Traffic Control Engineer position into a nationally recognized resource and served as the Great Falls District Construction Operations Engineer and the Missoula District Construction Engineer. Contact Jim at 454-5897 or jwingerter@mt.gov.



Jim Wingerter, Great Falls District Administrator

New Statewide & Urban Planning Supervisor

Katie Potts is the new Statewide & Urban Planning Supervisor. Katie graduated from the University of Montana in 2008 and immediately began working for MDT as a summer Intern. The internship transitioned into a career in which she has held several positions with the department; most recently as the Butte and Billings Area Planner. Katie is excited to continue her career in the Statewide & Urban Planning Section. Contact Katie at 444-9238 or kpotts@mt.gov.



Katie Potts, Statewide & Urban Planning Supervisor

Summer Travel Resources

Summer in Montana is short, and MDT has the tools to help you spend less time on the road and more time enjoying our beautiful state. No matter your travel destination or mode of transportation, you can plan the best route to get you there with MDT's travel resources.

To access the MDT Traveler Information web page—including the interactive Travel Info map and information on downloading the MDT TravInfo mobile app—scan the QR Code at right with your mobile device or visit mdt.mt.gov/travinfo/. Travelers can also call 511 from anywhere in state.



Work Zone Safety Tips

Road work is ramping up, which can mean some delays, slower travel, and rougher surfaces in construction zones. MDT tries to minimize the inconvenience of construction and asks motorists to play a part in keeping themselves and workers safe.

In work zones, please:

- Stay extra alert and give your full attention to driving.
- Obey road signs and follow instructions from work zone flaggers.
- Turn on headlights so workers and motorists see your vehicle.
- Do not tailgate.
- Do not drive faster than the posted speed.
- Do not change lanes in work zones, unless instructed to do so.



Summer road work means better roads ahead!

Thanks to MDT!

"We have traveled extensively by road in the lower 48, Canada, and Alaska. We have traveled all the interstate highways and many other federal and state routes. Montana highways are among the best we've encountered and we feel very safe at the posted speed limits. This is quite a feat given the extremes in conditions the road infrastructure is exposed to. Please extend our appreciation for the work you and all members of the MDT team do to provide all citizens with such a good system." - David M.

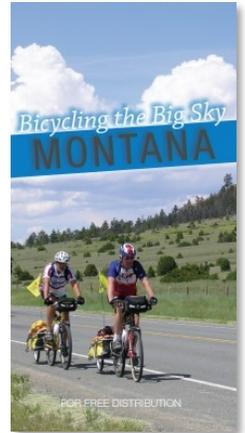
(Comment sent to MDT May 14, 2020)

Bicycling the Big Sky Map Updated for 2020

Gear up for summer adventure with MDT's updated *Bicycling the Big Sky* pocket map. This helpful resource is a companion to the Official State Highway Map and includes highway information for bicyclists, state laws and regulations pertaining to bicyclists and safety tips for sharing the road.

Summer means road work, and active construction projects may impact or restrict travel. Before planning a trip by bicycle or motor vehicle, plan ahead and #KnowBeforeYouGo by referencing MDT's Travel Info Map or app for current conditions and project information.

Additional bicycle and pedestrian safety resource materials are available upon request and include pamphlets on Montana bicycle and pedestrian laws, Share the Road bumper stickers, Walk and Ride Safe brochures for parents and children, helmet fitting information, the A to Z by Bike booklet, and traffic safety coloring books. You can request print copies of the map and other resources from MDT by email at mdtbikeped@mt.gov.



To view an electronic copy of the *Bicycling the Big Sky Map* and additional bicycle and pedestrian program information, scan the QR Code at right with your mobile device or go to mdt.mt.gov/travinfo/bikeped/.



Pedestrian crossing in downtown Bozeman



VISION ZERO
zero deaths · zero serious injuries
MONTANA DEPARTMENT
OF TRANSPORTATION

Vision Zero—100 Deadliest Days of Summer

Montanans have experienced unusual times this past spring. With restrictions on activities and travel, many of us found ourselves staying close to home and limiting our driving. Montana saw a decrease of almost 20% in daily vehicle miles traveled from the beginning of March through May 19, 2020, compared to spring of 2019. As these restrictions are lifted and the weather improves, MDT is urging travelers to remember the serious nature of driving and join the commitment to Vision Zero – zero deaths and zero serious injuries on Montana roadways.

Memorial Day to Labor Day is known as the “100 Deadliest Days of Summer” due to increased traffic deaths nationwide. At other times of the year, the nation often travels less – either by choice or limiting factors such as season or weather conditions, and travelers stay closer to home and use increased caution while driving. However, summer months bring clear roadways and better weather, lowering drivers’ guards. Combined with an increase in traffic volumes, these conditions lead to increased crashes and deaths involving cars, trucks, motorcycles, ATVs, pedestrians, and bicycles.

As of June 8, 2020, 53 deaths have occurred on Montana roads. While this number is trending lower than last year, with the nicer weather, travel is picking up across the state. Montanans need to do their part in staying safe whether traveling across town or the state. Montana’s daily vehicle miles traveled (DVMT) is typically 22% higher than average during the 100 Deadly Days of Summer time period.

“No death on Montana roadways is acceptable,” Director of the Montana Department of Transportation Mike Tooley said. “Folks are out enjoying our beautiful state and great weather, but people are dying. It is everyone’s responsibility to stay vigilant while on the road. Crashes are preventable, and so is the pain of losing a loved one.”

While higher speeds and traffic volumes can contribute to the severity of highway crashes, drivers need to remember that crashes – including severe and fatal crashes – don’t just happen on the highway. When traveling in town, on unpaved roads, as well as on the highway, all drivers, riders, bicyclists and pedestrians must take care to be safe. Drivers should always:

- Follow posted speed limits.
- Be rested and give full attention to driving.
- Keep their vehicle in safe running condition.
- Scan their travel area for safety hazards such as wildlife and debris. Expect the unexpected.
- Buckle up and drive sober.
- Share the road. Watch for motorcyclists, pedestrians and bicyclists.

MDT is committed to safe engineering and maintaining Montana highways. For more information about Vision Zero, contact Janet Kenny at 444-7417 or jakenny@mt.gov.

Drive Aware and Watch for Motorcycles

Every year during the month of May, MDT promotes the national safety message of Motorcycle Safety Awareness Month. Increasing driver awareness of motorcycles, their driving practices, and safety challenges can all help reduce the number of crashes. Drivers should be aware throughout the riding season into the fall when motorcyclists are typically out.

Motorcycle crashes involving another motor vehicle continue to account for nearly half of all motorcyclist fatalities in the United States. Motorcyclists are inherently at more risk than motor vehicle operators because motorcycles lack many of the standard safety features of automobiles. From a statistical perspective, motorcyclists are 27 times more likely to die in a crash than other motorists.

“Motorcycles are some of the most vulnerable vehicles on the road,” said Jim Morrow, director of Montana Motorcycle Rider Safety (MMRS). “It is very important for drivers to remember that a motorcycle has all the rights of the road as any other motorist.”

MDT and the National Highway Traffic Safety Administration (NHTSA) offer these tips to drivers on how to prevent a fatal crash with a motorcycle:

- Keep your full attention on driving and avoid distractions.
- Allow the motorcycle the full width of a lane at all times.
- Always signal when changing lanes or merging with traffic.

- If you see a motorcycle with a signal on, be careful and always ensure that the motorcycle is turning before proceeding.
- Check all mirrors and blind spots for motorcycles before changing lanes or merging with traffic, especially at intersections.
- Always allow more follow distance—three to four seconds—when behind a motorcycle, which gives them more time to maneuver or stop in an emergency.

Tips for motorcycle riders:

- Take a motorcycle safety course (motorcycle.msun.edu).
- Wear reflective or brightly colored protective gear and a DOT-compliant helmet.
- Obey all traffic laws and be properly licensed.
- Use hand and turn signals at every lane change or turn.
- Ride in the middle of the lane where you will be more visible to drivers.
- Use caution and slow down when approaching left turns or intersections.
- Observe speed limits.
- Never ride distracted or impaired.

Contact Jim Morrow, Montana Motorcycle Rider Safety Director, at 1-800-922-BIKE (2453) or visit the website at motorcycle.msun.edu/ for more information.



Emergency Medical Services Grant Applications Due June 30, 2020

MDT has opened the State Fiscal Year 2020 grant round for applications for the Emergency Medical Services Grants to enhance traffic safety in Montana. Grant applications are **due by June 30, 2020**. The purpose of the program is to provide grants to mostly volunteer, Medicare-level billing providers for emergency response vehicles, ambulances, medical care equipment, communications equipment, and training. Approximately \$1 million is granted annually by the program. Grant recipients are required to provide a 10-percent match for any grant funds received. Applications will only be accepted online through the Montana Grants and Loan Web grants system at fundingmt.org/index.do. Applicants need to register and submit applications through the web-based system. For program eligibility and the application process, see MDT's website at mdt.mt.gov/business/grants_ems.shtml. For more information, contact Chad Newman at chnewman@mt.gov or 444-0856.

Share the Road—Pedestrian and Bicycle Safety

Looking around, it seems more and more people are enjoying the weather and passing the time walking or bicycling. At MDT, we want all modes of transportation to safely coexist. So, drivers—let's share the road and make sure everyone gets to their destination, safely.

Pedestrian safety tips:

- Be predictable. Use crosswalks and follow pedestrian crossing signals.
- Be visible. Pedestrians are much smaller than vehicles and harder for a driver to see. Wear brightly colored and reflective clothing.
- Avoid distractions when walking, especially while crossing the street.
- Remember that, as a pedestrian, your eyes and ears are your best tools for staying safe. Put down your phone and avoid wearing headphones.
- Look left, right, then left again before entering the roadway.
- Stay on sidewalks whenever possible. If a sidewalk is not available, be sure to walk on the side of the road facing traffic.
- Know and follow all traffic rules, signs and signals. You need to be aware of the rules vehicles around you must follow to properly anticipate what drivers will do. This will help increase your safety.
- Never assume a driver will give you the right of way. Make every effort to make eye contact with the driver of a stopped or approaching vehicle before entering the roadway.



Pedestrian safety is for everyone!

Bicyclist safety tips:

- Be sure to check your equipment for proper fit, maintenance, and tire pressure.
- Plan to be seen. That means wearing bright clothing and using lights when riding at night.
- Always wear a helmet and ride in the same direction as vehicular traffic.
- Bicyclists are required to follow all traffic laws. That means riding in the same direction as traffic, using hand signals for turns and obeying traffic signs and signals.

Look for bicyclists hand signals

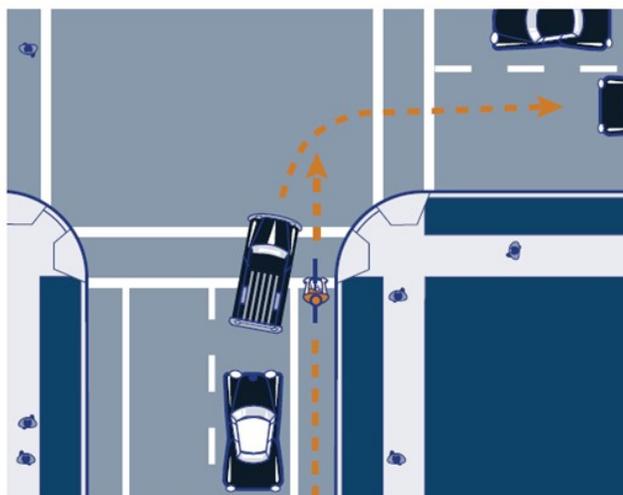


Driver safety tips:

- Stay off your phone and be aware. Distracted driving is a leading cause of crashes, including those with bicyclists and other vulnerable road users.
- Make eye contact with bicyclists and pedestrians waiting to cross at intersections before making turns.
- Always yield to pedestrians in a crosswalk. When approaching a crosswalk, reduce your speed and be prepared to stop. When you are stopped at a crosswalk, allow enough room between your vehicle and the crosswalk so other drivers can see the pedestrians you have stopped for. Do not pass vehicles stopped at a crosswalk; they have stopped to allow pedestrians to pass or make sure the way is clear.
- Check twice before passing and give bicyclists a safe buffer when passing. If you do not have room to safely pass a bicyclist, slow down and wait to pass. When you are following a bicyclist, don't tailgate; allow yourself plenty of space in case you need to stop suddenly.
- Understand bicyclists are different but equal. A car weighs 2 tons or more, while the average bicycle is 20 lbs. Give bicyclists space and recognize they are more vulnerable to injury in a crash. Bicyclists are allowed on all roads in Montana unless explicitly prohibited by signage.
- Look before you leave your vehicle. Bicyclists fear getting "doored." Before you open your door look into the side-view mirror to see if a bicyclist is approaching.
- Watch out for road hazards. Bicyclists may swerve to take the lane to avoid a road hazard. Be aware of upcoming drainage grates, parked cars, surface condition hazards (i.e. water, loose gravel, uneven pavement), railroad tracks, or debris.

Avoid the right hook

Check your blind spot before every right turn.



Traffic Safety Culture Pooled Fund

In 2014, MDT initiated the Traffic Safety Culture Pooled Fund (TSC-TPF). The first Phase ran from Federal Fiscal Year (FFY) 2015 through Federal Fiscal Year 2019. Fourteen state DOTs (CA, CT, IA, ID, IL, IN, LA, MT, NH, NV, TX, UT, VT, and WA) contributed \$1,194,000 over this five-year period. This pooled fund resulted in 10 projects, as well as a management support contract. The following projects were funded:

- Driving After Cannabis Use (complete)
- Exploring Traffic Safety Citizenship (complete)
- Guidance for Evaluating Traffic Safety Culture Strategies (active)
- Guidance on Messaging to Avoid Reactance and Address Moral Disengagement (active)
- Guidance to Promote Workplace Policies and Family Rules to Reduce Cell Phone Use While Driving and Promote Engaged Driving (active)
- Key Information for DUIC Policy (complete)
- Proactive Traffic Safety: Empowering Behaviors to Reach our Shared Vision of Zero Deaths and Serious Injuries (complete)
- Traffic Safety Culture Primer (complete)
- Traffic Safety Cultures and the Safe Systems Approach (complete)
- Understanding Law Enforcement Attitudes and Beliefs about Traffic Safety (complete)

A follow-on Traffic Safety Culture: Phase 2 pooled fund was recently initiated to run FFY 2020-FFY 2024. Currently, 19 states are committed to providing \$1,390,000 over the five-year period. Projects for this second phase are yet to be determined. For more information, please visit mdt.mt.gov/research/projects/trafficsafety.shtml or contact Susan Sillick at ssillick@mt.gov or 444-7693.

Updates on the Montana Wildlife and Transportation Steering Committee

The Steering Committee continues to make progress on many of the recommendations resulting from the Montana Wildlife and Transportation Summit held in Helena in December 2018. The Committee has adopted a charter and developed a 2020 workplan. The Committee is working on the top priorities of the workplan:

- Organize a Data & Information Workgroup to identify information needs and consider how partners can best share and use information for wildlife and transportation efforts;
- Explore a unified communications strategy on wildlife and transportation issues; and
- Investigate alternative funding opportunities and constraints for wildlife and transportation projects, such as research and wildlife accommodations.

The Summit Planning Committee became the Planning and Implementation Team (PIT Crew) following the Summit. The PIT Crew supports and coordinates work as directed by the Montana Wildlife and Transportation Steering Committee. Please visit the website for the most current information and updates related to collaborative work on wildlife and transportation challenges and opportunities in Montana: mdt.mt.gov/pubinvolve/mwt/.

Volunteers Serve Over 1,800 Meals to Commercial Drivers in Billings

As a thank-you to all the commercial drivers keeping Montana and our country running, several pilot car services (Big Sky Pilots) handed out over 500 meals to truckers on April 6th and 7th as they passed through the Billings weigh stations. Precautions were taken by all to keep everyone safe in wake of the COVID-19 pandemic – wearing gloves and changing them often, use of hand wipes and hand sanitizers, and all wore hi-visibility vests and jackets for visibility.

On April 17th, volunteers returned to serve over 800 hamburgers and hot dogs. Food and supplies were donated by Montana Beef Council, Sysco, Sweetheart Bakery, Sam's Club, Walmart, Frito Lay, Silver Tip Propane and U-Haul.



Volunteers serve meals to drivers stopping at the weigh stations near I-90

Brockway Ford Bridge: The Last of Its Kind

By Jon Axline, MDT Historian

Montana is the Last Best Place, and it's also a place of lasts and one-of-a-kinds. For bridges this seems particularly true. The Dearborn River High Bridge is the only one of its kind remaining in the United States. The Pugsley Bridge, the subject of a future *Newsline* article, is the only cable stay bridge of that design in Montana, and quite possibly the world. Wooden truss bridges were once a common sight in Montana. But now, perhaps only one remains — the Brockway Ford Bridge in Musselshell County.

The first bridges in Montana were timber bridges built by entrepreneurs looking to make money by charging tolls to use the structures. Even after the territorial legislature abolished the toll system in 1870, the counties continued to build timber bridges, mostly with materials close at hand. That's why in northwestern Montana historic photographs show an abundance of bridges built of logs. In other parts of the territory, however, the counties used wood processed at local sawmills to build bridges. All that began to change in the 1880s with the arrival of the railroad, which provided access to steel mills in the Midwest. The first steel bridge in Montana crossed the Missouri River at Fort Benton. Built in 1888, the bridge still stands.

But steel wasn't a material that all counties could easily afford. Most of those types of bridges required bonding approved by local voters to fund them. Timber bridges were cheaper to build and could be fabricated locally, an especially important fact since the United States was experiencing a nationwide economic depression in the 1890s. The only components that needed to be imported from out of state were the metal fittings that held the structures together.

In late June 1893, a group of Roundup, Montana, businessmen petitioned the Yellowstone County commissioners in Billings to build a new bridge across the Musselshell River on the south edge of Roundup. Their argument persuaded the commissioners to direct the county clerk to advertise for the construction of a bridge across the river. The first advertisement requesting bids for the bridge appeared in the June 29, 1893 *Billings Daily Gazette*.

The commissioners opened bids for the bridge on July 22, 1893, at the county courthouse in Billings. Four bridge companies submitted proposals for the structure. County Surveyor Charles Dewar provided the basic specifications for the bridge, but left it to the bridge companies to fine-tune the design. Consequently, each company submitted multiple options for the structure. The submittals primarily concentrated on differences in the abutments and floor systems for the proposed bridge. Two weeks later on August 8, the commissioners awarded the project to the Minneapolis-based S.M. Hewett & Company for its bid of \$6,100. The county placed a deadline of June 6, 1894, to complete the project.

During the winter of 1893/1894, Hewett fabricated the timber components for the bridge. By late April, the company had begun shipping the dissembled truss members to the construction site. Work on the abutments of the structure progressed rapidly until the first week in May when rising water on the Musselshell River caused a delay in the construction of the foundation. Despite the setback, Hewett completed the bridge by the June 6th deadline. On June 14th, Commissioners J. C. Bond and Oscar Gruwell inspected the bridge and accepted it from the contractor. The men told a

Billings Weekly Gazette reporter that they "were well pleased with the work, and are assured that with a little care, the bridge will last twenty years."

Despite the Yellowstone County commissioners' prediction, the commissioners of newly formed Musselshell County began planning for the replacement of the bridge in 1911, just seventeen years after its construction. The flood of new residents to the county because of the 1909 Enlarged Homestead Act and the recent completion of the Milwaukee Road Railroad induced the commissioners to devise an ambitious plan to construct a network of new roads and bridges throughout the county. The commissioners planned to move the timber truss at Roundup thirteen miles downstream to Brockway Ford near the community of Delphia. When the Milwaukee Road Railroad completed its line through the valley in 1908, the ford was an important river crossing for ranchers and homesteaders traveling to railroad stations in the valley.

In late August 1911, Musselshell County contracted with the Security Bridge Company to move the old Roundup bridge to Brockway Ford, where it currently stands. The company proposed \$4,830 for the relocation, which included the construction of new concrete abutments and "two coats of good red paint" for the bridge.

The contractor immediately began preparations to move the bridge. By early October 1911, the company had dismantled the old bridge and shipped it downriver on railroad cars to the Milwaukee Road station at Delphia. The contractor hired a local rancher, Lou Goffena, to move the timber and metal components of the bridge nearly four miles to the construction site. It wasn't until the second week of February 1912 that cement arrived at the construction site for the abutments. The *Roundup Record* declared that having a bridge at the crossing would be "a great thing and something that has been long needed." The Security Bridge Company reassembled the bridge and opened it for traffic in the spring of 1912. In 2003, Musselshell County closed the bridge because of significant structural deficiencies, and the county and MDT intend to replace the bridge sometime in the next few years. The county, recognizing the historic significance of the bridge, intends to salvage part of it and place it on display at a yet-to-be-determined spot.



Brockway Ford Bridge

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call (406)444-3423, TTY (800)335-7592, or the Montana Relay at 711.

MDT Wants Your Comments On New Projects

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit mdt.mt.gov/other/webdata/external/planning/proposed_proj.pdf, 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 e-mail them to: mdtnewprojects@mt.gov.

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Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 800-335-7592.

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MONTANA DEPARTMENT OF TRANSPORTATION

zero deaths • zero serious injuries

VISION ZERO



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