

## Respect the Cage – Buckle Up

### Story of a Montana family promotes seat belt use through a life-saving exhibit

by Jim Lynch, MDT Director



Director Lynch celebrates his Buckle Up win over Yellowstone County Commissioner Bill Kennedy.

impaired driving in Montana. Once I sat inside the safety cage of a fatal crash vehicle, it took only a moment to realize that personal experience is a powerful tool to motivate change in saving lives.

I have been deeply affected by the stories of families torn apart by traffic crashes. One such story is that of two young men who left a bar together, best friends with families and bright futures. Within minutes, the car left the road and rolled several times. The unbelted passenger was ejected. He died from his injuries. The belted driver was unharmed.

Bad decisions changed the lives of these men and their families forever. If they hadn't been drinking, this crash would not have happened. If the passenger had "respected the cage" and had been wearing his seat belt, he would be alive today.

The car was crushed end-to-end, but within the safety cage there was room at the head, feet, and sides of the safety cage. There was room to live. This notion of having room to live within the safety cage of a vehicle prompted MDT to develop a "Room to Live" campaign, which features an 11-minute video of this tragic story.

The video has been seen by thousands of people around the

### Room to Live

Vehicles are built with a reinforced safety cage to protect the occupants in a crash. Within that cage is your best chance to survive—because there is "room to live" **IF** you stay in the vehicle properly buckled up.

To view a true Montana story that highlights this fact, go to [www.mdt.mt.gov](http://www.mdt.mt.gov) and click on the **Room to Live** DVD.

The DVD is also available free of charge by contacting MDT at 444-6201 or [cricchem@mt.gov](mailto:cricchem@mt.gov).



*Room to Live*  
Think seatbelts are  
a  
personal choice?

As the director of the Montana Department of Transportation and the Governor's Representative for Highway Safety, one of my goals is to save lives through increasing seat belt use and eliminating

nation since it was produced in 2008. This summer, we went one step further. Through the cooperation of the two families, MDT acquired the crash car and assembled a display comprised of the vehicle in a trailer with the ability to play the Room to Live video. Also displayed is a rollover simulator.

The rollover simulator is a pickup truck cab on a two-axle trailer. The cab spins to simulate a rollover crash and a crash dummy demonstrates what happens to an unbelted vehicle occupant in a rollover. Additionally, there is a "Buckle-up Battle" along with prizes and giveaways. Two pickup trucks, wrapped in "Respect the Cage – Buckle Up" graphics, pull the trailers carrying the crashed vehicle and the rollover simulator. Throughout the summer, MDT staffers spoke with nearly 48,000 people and many more viewed the exhibit. There was also extensive media coverage.

We all make decisions based on personal experience. Unfortunately, a crash while not wearing a seatbelt will likely be a person's last experience. That is why the Respect the Cage display is so important. It makes the experiences of others real and the consequences of drinking and driving real, so that we can learn from others as though it had happened to us.

We will continue to take the Respect the Cage exhibit on the road, delivering the important message of never driving impaired and always buckling up. To find out more about bringing this display to your community, contact Priscilla Sinclair of the MDT Highway Traffic Safety Bureau at [psinclair@mt.gov](mailto:psinclair@mt.gov) or 444-7417.



MDT staffer (left) speaks with a fair-goer about the importance of never driving impaired and always buckling up.



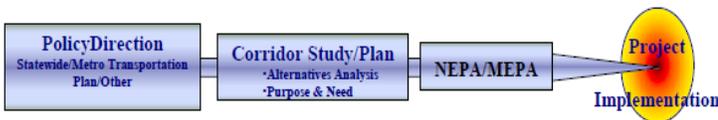
Fair-goers watch what happens to an unrestrained dummy inside the truck cab during a rollover simulation.

# MDT Receives TRB Award for Corridor Planning

MDT and partnering agencies recently received a 2009 Inter-agency Partnership Award from the Transportation Research Board (TRB) for the Libby North Corridor Planning Study.

The award recognizes efforts that enhance communication and cooperation between agencies to make the environmental review process of project delivery more efficient and effective. MDT cooperated with Lincoln County, USDA Forest Service, and Federal Highway Administration to complete the Libby North Corridor Study. This was one of Montana's first corridor planning studies developed through a new process to bridge the gap between its statewide long-range transportation policy plan and project-level National Environmental Policy Act (NEPA) processes. With increasingly complex environmental challenges, interagency partnerships and coordination is critical to delivering transportation projects that meet mobility, safety, environmental and economic needs.

Environmentally complex issues in the Pipe Creek Road area, north of Libby, prompted this study. It was uncertain if any project was possible on this Secondary Highway due to its environmentally challenging location: (1) parallel to Pipe Creek (Bull Trout Critical Habitat); (2) within the Kootenai National Forest



and Grizzly Bear Habitat Distribution Area; and (3) just outside the Cabinet-Yaak Grizzly Bear Recovery Zone. If this project was developed under traditional methods, beginning with the formal NEPA compliant environmental review, a costly Environmental Impact Statement (EIS) was likely. Concerned that any reconstruction would be insurmountable and unfundable due to environmental sensitivities, MDT and the County reassessed the corridor at the planning level to obtain a better understanding of corridor limitations and needs, and determine what improvements, if any, could be pursued. Working with many stakeholders and agencies, including the US Fish Wildlife Service and MT Department of Fish Wildlife & Parks, the study identified recommendations for improving safety, maintaining the scenic character of the corridor and minimizing impacts to threatened and endangered species. The Libby North Corridor Study shows how partners can work together to find a solution to meet the basic needs of the roadway, public, and the environment within funding constraints.

Corridor planning complements NEPA and ensures decisions are made at the appropriate level, while considering low-cost improvement options and available funding. The process provides a means for early and continuous involvement of appropriate agencies, businesses, and the public to reduce the cost of the environmental process and speed project delivery. MDT adopted a formal process for these studies in May 2009. The full process can be viewed at [www.mdt.mt.gov/publication/docs/brochures/corridor\\_study\\_process.pdf](http://www.mdt.mt.gov/publication/docs/brochures/corridor_study_process.pdf). For more information on current and completed corridor studies, please contact Zia Kazimi at 444-7252 or [zkazimi@mt.gov](mailto:zkazimi@mt.gov), or view the Website at [www.mdt.mt.gov/pubinvolve/active\\_projects.shtml#corridor](http://www.mdt.mt.gov/pubinvolve/active_projects.shtml#corridor).

# American Recovery and Reinvestment Act Money for Montana

On February 17, President Obama signed into law the American Recovery and Reinvestment Act (ARRA). This legislation provides over \$227 million for Montana's surface transportation infrastructure. It is contributing to Montana's economy by supporting transportation-related jobs and making long-term improvements to our roads, bridges, and transit system.



Of the \$227 million, \$211 million in ARRA funds is directed to highway infrastructure projects. Unlike many states, MDT didn't simply apply the ARRA funds to the earliest and easiest projects to deliver, but selected projects using MDT's Performance Programming Process (P<sup>3</sup>). This asset management system ensures the best use of these additional funds and aligns with Montana's long-term highway needs and goals.

As of September, MDT has awarded 56 contracts for ARRA-funded work for a total of \$119.6 million. There are signed contracts with 27 prime contractors and 71 subcontractors, and MDT expended \$30.3 million for work billed to date. With the upcoming lettings, MDT will easily obligate all of the

... Continued on next page



Transit agency representatives hold ARRA signs to be posted at construction sites. From front to back, left to right: Marlene Grimm, Jodi Berry, Rodney Keith, Gary Keeler, Rob Klatt, Dave Polansky, Corky Sias, Arlene Templer, Ed Robinson, Deb Brandon, Richard Schultz, and Lee Hazelbaker, Kory Kennaugh, Gary Carpenter, Tom Stuber, David Jacobs, and Kenn Winegar.

**ARRA Money for Montana** *continued from previous page*

ARRA highway funds by the March 2, 2010 deadline and be positioned to receive any available redistribution funds.

Almost \$11.3 million in ARRA funds were also awarded for rural transit. Small urban transit systems in Billings, Missoula and Great Falls received approximately \$4.3 million for capital investments. Montana transit communities will benefit through the construction of facilities and vehicle purchases. Facilities will provide construction jobs for local communities and long-term protection of transit fleet.

On August 20, representatives from transit agencies participated in a day-long training that covered Disadvantage Business Enterprises, Equal Opportunity and ARRA funding. With ARRA funding comes a significant amount of reporting on costs and employment.

Following is a list of Transit construction projects:

- Helena – Facility to store vehicles, create office space, provide light maintenance and intercity services and local transfer.
- Butte – Building to store vehicles.

- Bozeman – Facility to store vehicles, create office space and provide light maintenance.
- Kalispell – Building to store vehicles and light maintenance.
- Shelby – Renovate a building for vehicles.
- Richland – Construct two bus ports.
- Broadus – Facility to store vehicles and create office space.
- Chester – Facility to store vehicles and create office space.
- Hamilton – Install heater in existing bus storage facility.
- Browning – Upgrade maintenance facility.
- Pablo – Install underground gas storage tank and construct passenger shelters at various locations.
- Big Sky – Shelters at various locations.
- West Yellowstone – Facility for vehicles and office space.

ARRA funds will also purchase 60 transit vehicles for rural systems. For more information on MDT's Highway Infrastructure and Transit projects, visit MDT's Recovery Web site at <http://www.mdt.mt.gov/recovery/>.

## CTEP Spotlight

# City of Deer Lodge and Powell County Residents Enjoy New Pathway

Residents of the city of Deer Lodge are enjoying a newly constructed multi-use pathway on the south end of Deer Lodge. The new path is part of improvements made to Arrow Stone Park, a natural area on the east side of the Clark Fork River. The project included construction of new 8-foot wide paved pathway sections, as well as upgrading and paving existing gravel sections. The pathway provides another link in the trail system that connects the city with the South Frontage Road. Future plans include extending the facility to the south into an area between the frontage road and the Interstate 90 corridor.

As a scenic bonus, users of the pathway can stop to enjoy the view of the river and adjacent Clark Fork River Valley from an overlook platform, a unique feature constructed on the bank of the river as a part of the project. Other items in the project include fencing, retaining walls, and seeding of disturbed areas. All work was done in compliance with the Americans with Disabilities Act.

The project was spearheaded by Powell County Planner Ron Hanson, and funding for the nearly \$200,000 project came from Powell County's Community Transportation Enhancement Program (CTEP) allocations and matching funds. Great West Engineering, Inc. of Helena provided the project design and construction management services. The construction contractor was Deer Lodge Asphalt of Deer Lodge.

For more information on CTEP, contact Mike Wherley at 444-4221 or visit [www.mdt.mt.gov/business/ctep](http://www.mdt.mt.gov/business/ctep).



*Left to right, top to bottom—newly constructed retaining wall and path, foot-bridge, pathway intersection, and overlook platform. The pathway is located in Arrow Stone Park on the south end of Deer Lodge.*

## Transit Tales

# Safe Routes to School Funding is Available

Safe Routes to School (SRTS) money is making schools near you safer for children who walk or bicycle to school. Montana's (SRTS) is a federally-funded reimbursement program, administered by MDT. This program provides that can provide financial support to school activities that promote safe routes for school children in kindergarten through 8th grade who walk or bike to school. Schools can use SRTS money to support road awareness education, promote community walk-to-school days, fix sidewalks around a school, or publish a newsletter.

Find out what your schools are doing to promote walking and biking to school. The next application deadline for Montana's SRTS funding is December 31, 2009. Contacting the SRTS coordinator early in the process to discuss potential projects is recommended. For an application or more information, contact Montana's SRTS coordinator Mark Keeffe at [keeffe@mt.gov](mailto:keeffe@mt.gov) or 444-9273, or at [mdtsrts@mt.gov](mailto:mdtsrts@mt.gov) or visit [www.mdt.mt.gov/pubinvolve/saferoutes/](http://www.mdt.mt.gov/pubinvolve/saferoutes/).



# MDT Transit to Host Fall Management Workshops

The MDT Transit Section will host the 2009 Fall Transit Management Workshops in Helena on October 13-14 and in Billings on October 27-28. Polycom video conferencing will be available for the Helena workshop at sites in the Kalispell, Havre, and Wolf Point MDT offices. Topics include:

- National transit database reporting
- American Recovery & Reinvestment Act (ARRA) reporting
- Medicaid transportation
- Performance measures
- Risk management training
- FY 2011 coordination plan/application and other federal and state requirements



Register at <http://www.mdt.mt.gov/>. The workshop is displayed under the heading "In the Spotlight." Contact David Jacobs at 444-9192 or [dajacobs@mt.gov](mailto:dajacobs@mt.gov) for more information.



# Montanans Urged to Walk to School October 7, 2009

October 7 is International Walk-to-School Day. This event promotes walking to school as a way to enhance the general health of kids, to improve the air quality and environment near schools by reducing traffic congestion, and to create safe routes for walking and biking to school.

Several schools in Montana have already signed up to take part and there is still time to have your school participate in this fun and important activity. Registration is available on-line at [www.walktoschool.org/index.cfm](http://www.walktoschool.org/index.cfm). Questions and comments can be directed to MDT Safe Routes to School Coordinator Mark Keeffe at [mkeeffe@mt.gov](mailto:mkeeffe@mt.gov) or 444-9273 or [mdtsrts@mt.gov](mailto:mdtsrts@mt.gov).



# Montana's State Rail Plan is Available

The 2009 Montana State Rail Plan is available for public review and comment on MDT's Web site at <http://www.mdt.mt.gov/pubinvolve/railplan.shtml>. This publication updates the 2000 Rail Plan and provides current rail system information while also looking at recent state and federal rail planning requirements.

Major elements of the rail plan include:

- Montana rail competition
- Intermodal service
- State freight trends
- Coal transport
- Passenger rail service – Amtrak Empire Builder route
- Analysis of passenger rail along the southern route

*Note: MDT is working with Amtrak to complete this portion of the plan, and it will be posted as a separate document for public review when completed.*

- Lines at risk for abandonment
- Grain facility consolidation impact analysis

For additional information on the rail plan, contact Zia Kazimi at 444-7252 or [zkazimi@mt.gov](mailto:zkazimi@mt.gov), or for the status of the southern route passenger rail analysis, contact Janet Kenny at 444-7294 or [jkenny@mt.gov](mailto:jkenny@mt.gov).

# American Kestrels Nest in Boxes Attached to MDT Signs



In the spring of 2008, the MDT Ronan Maintenance Section started a collaborative Kestrel Nesting Box Program with the Confederated Salish Kootenai Tribe (CSKT) Wildlife Management Program. MDT's Environmental Services provides the boxes, MDT's Ronan Maintenance crews install them, and CSKT arranges maintenance.

American Kestrel also known as sparrow hawks don't even notice the 12 wooden boxes attached to the back of signs along US Highway 93 between Arlee and Elmo, but to a handful of winged travelers, these boxes are home and a place to raise a family for the summer.

The American Kestrel is one of the most common and colorful birds of prey in North America. Kestrels, sometimes referred to as sparrow hawks, are cavity nesters that rarely inhabit typical bowl-shaped stick nests. Instead, they select a natural hole in a tree, a woodpecker's hole, a cavity in a cliff, an enclosed space in a tall building, or a nesting box for their home. Kestrels are small falcons, about the size of a dove. They weigh from three to five ounces and are native to Montana. They feed on large insects and mice and occasionally small birds. Kestrels are the smallest and most colorful raptors in North America. They are graceful, fast, and powerful fliers known for their remarkable ability to hover. Even though the American Kestrel remains fairly common, shrinking habitats, clearing of dead trees and invasions of European Starlings have left many struggling to find suitable nesting and forage areas.

Cavity-nesting raptors such as the American Kestrel do not build nests of their own. They rely on natural sites or those created by other birds or animals, including humans. Even when hunting habitat and prey are available, the lack of a nest site can be the major reason for the non-productivity in that area.

Pairs nesting in boxes on signs have much higher nesting success than pairs using boxes in trees. Sawdust and wood shavings are suitable nesting materials for the eggs. Males and females defend the nest against intruders, with the male maintaining a small core territory.

Nesting boxes on the back of MDT signs are prime real estate for kestrels, allowing them to breed in areas formerly



The American Kestrel is one of the most common and colorful birds of prey in North America. They have a remarkable ability to hover. devoid of nest sites.

These nest boxes provide high, predator-proof locations with clear views where kestrels perch or hover to hunt their prey. In the fall, when the birds have gone, the nesting material is replaced with a new layer of wood shavings. A low or no-cost way of attaching the boxes to the metal H-shaped post is by using slide rail and brackets that have been discarded. The average box can be put up in about 15 minutes, depending on the terrain.

Other states have successfully implemented this type of Kestrel Nest Box Program. Iowa started a Kestrel Nest Box Program in 1983. Nest boxes now occur on nearly every mile of I-35 from Missouri to Minnesota, and this corridor represents the nation's first statewide kestrel trail along an interstate system. Rhode Island, Nebraska, and Idaho have also adopted the Kestrel Nest Box Program.

For more information, contact Mark Trim at [mtrim@mt.gov](mailto:mtrim@mt.gov) or 644-2220.

*Editor's note: Information was used from the Iowa Dept. of Transportation, Natural Resource Conservation Service, U.S. Geological Survey, and the Montana Field Guide.*



Left to right—nesting box mounted on the back of a MDT highway sign along US 93. Discarded slide rails and brackets are made useful as clamps for the bird nests. Photos by Mark Trim.

# The Maintenance of Early Highways: 1921-1942

by Jon Axline, MDT Historian

MDT's maintenance crews have historically been the most visible part of the agency's work force. A copy of the Maintenance Department's Manual of Instructions for 1935 was recently forwarded to me by MDT's former Maintenance Division Chief, John Blacker. The small, green, 188-page handbook outlines the basic procedures and philosophy of the department during the 1930s. One finds, however, that although the technology and equipment have changed over the past 74 years, the basic goal of the division to care for and maintain the state's roads and bridges have not changed and neither have its principles.

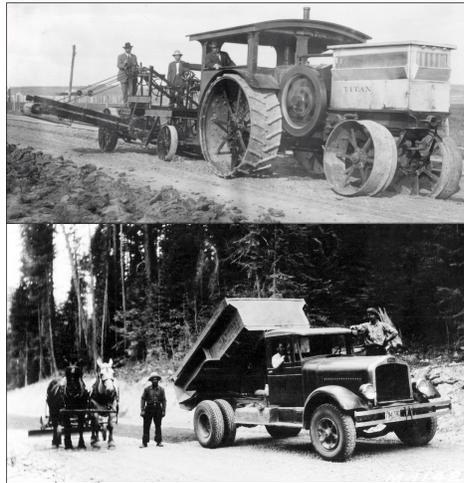
Maintenance has been around almost as long as there has been an MDT. Responding to pressure from Montana Good Roads groups, state highway commissioners formed a maintenance department in April 1921 and placed it under the supervision of civil engineer Phillip Poore. The Federal Aid Road Act of 1916 mandated that the states maintain roads paid for with federal funds. The U.S. Government, however, allocated no money to them to pay for the upkeep of the roads it had funded. Consequently, the counties still largely maintained the roads, sometimes with technical information provided by the highway department. The new Maintenance Department had no funds with which to carry out its mission. Instead, the commissioners instructed Poore to "contact the various counties having Federal Aid roads, selling them our goodwill and prevailing upon them to maintain such sections."

The following year, in 1922, the state of Montana assumed full responsibility to maintain Montana's Federal Aid highways. The old Montana Highway Department instituted the "patrol" system, which is the basis of today's MDT Maintenance Division. Under the new system, highway maintenance fell under the administration of a maintenance chief headquartered in Helena. He supervised maintenance engineers located in each of the five administrative districts. Those men functioned as assistants to the district engineers and delegated responsibilities to maintenance superintendents who managed territories within the districts. The territories were then divided into sections, which were managed by section men or, as they were called in the 1920s and 1930s, patrolmen. Each section man was responsible for ten miles of highway. Along with the engineers and section men, the maintenance chief also supervised an equipment superintendent and an assistant bituminous engineer. Maintenance of Montana's highways was paid for with gas tax revenues. With a few changes, this is still the basic organization of MDT's Maintenance Division.

The section men were (and are) the backbone of the highway department and were described in 1935, as the "keystone of the organization." In addition to a pick and shovel, the section men were assigned a horse-drawn grader or a horse-drawn drag "which was the only known type of maintenance at

[that] time and was satisfactory for the proper maintenance of unsurfaced or graveled roads." More often than not though, the section man had to borrow tools, machinery, and equipment from the counties or wherever he could find them. The work was seasonal as the department did not have a year-round maintenance program. Instead, the men worked from late May or early June until around the first of November when they were laid-off. Since most of the men came from the areas in which they worked, it meant they knew their section "intimately and guarded it from destruction and encroachment." The section men were not under constant supervision and had to rely on their own skills and initiative to maintain the state's roads.

The highway department initially did not have funds to maintain all of the state's highways. In 1922, the department allocated \$60,000 for the maintenance of only 583 miles of highway in 31 counties. Snow removal was virtually non-existent as gas tax revenues did not provide enough money to conduct an active snow removal program during the winter months. Increasingly, however, maintenance took a bigger and bigger chunk of the



department's annual budget as it improved more highway miles. In 1927, the state legislature enacted the Good Roads Initiative, which had been passed by voters the previous November. Because of the new law, the highway department reorganized and expanded its program to include a more proactive maintenance agenda, including snow removal. That year, the department spent \$737,000 on maintenance of the state's roads, including \$135,000 for the purchase of new equipment. By 1930, the maintenance budget surpassed \$1 million and included snow removal.

The Great Depression was a time of transformation for Montana as increased federal spending in the state (President Franklin Delano Roosevelt's version of ARRA), meant more money invested in its highway system. The 1935 Maintenance manual outlined the role of the department in a time of transition. Directed primarily at the section men in the field, the handbook provided guidance on how to code expenses, when to submit reports, what color to paint highway department vehicles (Highway Red), and, importantly, reminded the men of their high profile as the department's representatives in the field: "Through his work the public forms its impression of the highway organization, and whether its favorable or otherwise depends upon his personal conduct and efficiency in the management of his forces and equipment." They were encouraged to be "helpful and courteous" to the public and to attend to their duties in a "sober, conscientious, and industrious manner." The authors of the handbook, Chief Engineer Dan McKinnon and Maintenance Engineer Edward Donohue, stated that the manual was based on past experiences and results, but "we do not necessarily consider them perfect, nor do we want employees to become automatons, guided solely by this 'Bible.'"

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**Maintenance** *continued from previous page*

The Maintenance Department's responsibilities expanded dramatically the year after the publication of the manual. In 1936, the highway commission granted it authority to keep the main highways open year-round, except where light traffic did not justify the expenditure. It purchased new snow plow equipment, including five new Sno-Go plows, the Cadillac of snow plows. The section men were also responsible for maintaining the tourism infrastructure that the commission established in 1935. This included the highway markers, roadside picnic areas, ports of entry stations, and roadside drinking fountains. Because of the expanded program, section houses were built on mountain passes in "storm areas" for snow removal operations

and to provide havens for motorists who might become stranded on the passes during winter snowstorms. The first section house, authorized by the highway commission in 1935, was constructed on MacDonald Pass west of Helena and still stands.

By 1942, the Maintenance Department took care of 5,200 miles of highways and had become "a modernly equipped and well-trained organization." Indeed, the maintenance program had become exactly what McKinnon and Donohue had envisioned in the 1935 manual, an organization that was efficient, intelligent, and diplomatic with an "esprit-de-corps unequalled by any other state in the Union."

## Research Corner Project in the Spotlight

### Disparity/Availability Study Conducted



In April 2007, the state of Montana hired the D. Wilson Consulting Group, LLC to conduct an initial MDT Availability and Disparity Study, as required by Federal Highway Administration.

The study attempted to identify and characterize the following primary objectives:

1. The extent that disadvantaged businesses (minority and women-owned businesses) participate in procuring

federally funded highway, airport, and transit contracts in Montana.

2. Whether Disadvantaged Business Enterprise (DBE) participation represents the availability of minority and women-owned businesses in Montana.

3. Whether discrimination exists, and if found, what transportation mode and group is affected.

4. Whether disadvantaged groups are over or underutilized for federally funded contracts based on their availability.

5. What are the quantifiable differences between DBE availability and participation?

The results of the study are summarized below.

#### Prime Contractor DBE Firms' Participation:

- 3.59 percent for construction contracts
- 10.88 percent for professional services contracts
- 4.11 percent for all business categories combined

#### Prime Contractor DBE Firms Available to Work on MDT Contracts:

- 2.56 percent for construction
- 15.56 percent for professional services
- 3.88 percent for all business categories combined

#### Subcontractor DBE Firms' Participation:

- 7.73 percent for construction contracts
- 0.80 percent for professional services contracts
- 7.24 percent for all business categories combined

#### Subcontractor DBE firms available to work on MDT contracts:

- 1.88 percent for construction
- 6.13 percent for professional services
- 0.85 percent for all business categories combined

All DBE groups were overutilized as subcontractors for construction contracts. All DBE groups were significantly underutilized as subcontractors for professional services contracts. For all business categories combined, Asian Pacific Americans and Hispanic Americans were significantly underutilized as subcontractors, nonminority women were underutilized, and all other DBE groups were overutilized.

The consultant recommends MDT continue operating in a race-neutral environment and implement a small business program. In addition, in the area of construction, the availability of DBEs is so low the consultant recommends MDT focus on assisting DBE businesses to increase capacity and identify new DBE businesses to participate in its program. Also, the construction program should be monitored carefully to ensure that the DBE firms continue to participate at their levels of availability. If the utilization rates decrease below availability, MDT should consider implementing race-conscious measures for the DBE groups affected.

For professional services, MDT has not established subcontract goals on its contracts. The consultant recommends MDT develop a race-neutral goals program to establish base-line data for a period of two years. If the race-neutral program does not increase DBE subcontract participation, MDT should implement a race-conscious program for professional services.

The final report can be found at <http://www.mdt.mt.gov/research/projects/admin/disparity.shtml>. For more information, contact Sheila Cozzie at 444-6335 or [scozzie@mt.gov](mailto:scozzie@mt.gov).

MDT research programs serve to discover, develop, and extend knowledge needed to operate, maintain, and improve the statewide multimodal transportation system.

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MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

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**MDT Wants Your Comments**

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit [http://www.mdt.mt.gov/pubinvolve/docs/trans\\_comm/proposed\\_proj.pdf](http://www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf), or give us a call at 1-800-714-7296. You can mail your comments on proposed projects to MDT at the following address or e-mail them to [mdtnewprojects@mt.gov](mailto:mdtnewprojects@mt.gov).

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**Inside This Issue**

Respect the Cage – Buckle Up ..... 1  
MDT Receives TRB Award for Corridor Planning..... 2  
American Recovery and Reinvestment Act Money for Montana . 2  
CTEP Spotlight - County Residents Enjoy New Pathway ..... 3  
Transit Tales- Safe Routes to School Funding is Available..... 4  
Montanas Urged to Walk to School October 7 ..... 4  
MDT Transit to Host Fall Management Workshops ..... 4  
Montana's State Rail Plan is Available..... 4  
American Kestrels Nest in Boxes Attached to MDT Signs ..... 5  
The Maintenance of Early Highways 1921-1942 ..... 6  
Disparity/Availability Study Conducted..... 7

**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 406-444-7696 or 800-335-7592.

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