

## Montana Earns Four Transit Awards



*Pictured on the left is the new Billings Transfer Facility. In the forefront is the environmentally friendly solar panel that helps offset energy costs.*

*Pictured on the right, the Squeaky Clean Award goes to...(left to right) Tom Stuber, Adam Kraft, Steven Potuzak, Kenn Winegar, and David Jacobs of the MDT Transit Section.*



Montana received four of the eight awards presented at the Federal Transit Association Region VIII Conference in association with the South West Area Transit Association (SWATA) Conference in February. The city of Billings won the Pacesetter Project award for their downtown transfer project. This was the first transit center in the nation to win the Platinum LEED (Leadership in Energy and Environmental Design) certification. This facility was featured in the U.S. Secretary of Transportation's blog on Earth Day.

Streamline, Bozeman's transportation service, received an award for the best bus wrap. Bus wraps are graphics on a bus for advertisement purposes. This award was voted on by all present at the regional conference. The Missoula Urban Transportation District received the third award for the "Squeaky Clean Grantee". The Federal Transit Administration (FTA) reviews states and urban areas every three years for compliance with federal laws and guidelines. For the last two review cycles, Missoula has received no findings.

MDT received the fourth award for Montana and was the only state department of transportation to receive an individual award. Much like Missoula, MDT received the Squeaky Clean Grantee Award for state DOTs. MDT averaged only two findings per FTA review since 2000. FTA stated that the Transit staff is incredibly well organized and proactive. FTA also mentioned that Montana is a good example of a state devoting sufficient staff resources to transit.



*Streamline in Bozeman received an award for the best bus wrap.*



## Transportation Reauthorization Status

SAFETEA-LU, the last long-term transportation authorization bill, expired on September 30, 2009. Since then, Montana and the other states have been managing transportation programs under short-term funding extensions; the current extension will expire on June 30. Recently, the federal surface transportation authorization process moved into conference committee discussions, which is a crucial step forward. Though this is good news, passage of a multi-year funding bill in the near term is still questionable.

To reach this point, both the House and Senate passed their own versions of a new transportation bill and entered conference committee in early May. Conference committee is the step in the bill passage process where senators and representatives begin negotiations toward developing a common bill to be considered for passage. Reports of progress made in conference so far vary, but considering the date and the House and Senate calendars, it's unlikely that a full bill could be completed, approved, and submitted to the President for signature by the end of June.

It's likely that there will be another funding extension to keep the program moving, though the length of an extension is uncertain. MDT's staff will continue to support our delegations' efforts to protect Montana's position and share of the national program.

# MDT Historian Jon Axline Honored for Outstanding Volunteer Service



Jon Axline and Ed Deal receive award. Pictured left to right are Lt. Governor John Bohlinger, Jon Axline-MDT, Ed Deal-MT Tech and Montana First Lady Nancy Schweitzer.

The Montana Bureau of Mines & Geology in Butte and Jon Axline, MDT historian in Helena, are the 2012 recipients of a First Lady Math & Science Award for creating Montana's Geological Road Signs.

Montana's Geologic Road Signs are a cornerstone of the Governor and First Lady's Math &

Science Initiative, reflecting the Governor and First Lady's personal interest in Montana's geologic history. MDT and its historian, Jon Axline, participated in this process and developed a series of roadside geological markers that have grown to over 50

signs installed along Montana's highways. Each interpretive sign shares Montana's geologic and paleontological wonders with families, students, and tourists as they travel across the state. The Montana Bureau of Mines and Geology at Montana Tech contributed technical expertise by identifying geologic features and providing content for the signs.

Bureau staff and Jon often traveled many miles to remote areas of the state, to join the First Lady in sharing the fascination of geology with Montana's schoolchildren. These geologists used rocks, maps, and stories to make geology come alive and serve as role models of successful scientists in Montana.

Jon has been with MDT for more than 22 years and specializes in the history of transportation in Montana.



Geological sign, located on Secondary Highway 282 on the Flathead Reservation, tells the story of the Glacial Lake Missoula ripple marks.

## 2011 TranPlan 21 Statewide Public Involvement and Stakeholder Survey Results Available

MDT administers public involvement telephone and stakeholder surveys every two years as part of the TranPlan 21 (MDT's long-range transportation policy plan) public involvement process. The surveys are conducted by the University of Montana through a statistically valid, random telephone survey and identify changes in public and key transportation stakeholder groups' opinions on emerging issues resulting from MDT policies and programs.

According to the most recent 2011 Biennial TranPlan 21 Public Involvement Survey, Montanans want more facilities, equipment, or services for the following items:

- ◆ City streets.
- ◆ Major highways other than interstates.
- ◆ Rest areas.
- ◆ Pedestrian walkways.

Montanans viewed nearly all problems studied as small. Only one problem was viewed as moderately severe, which was road pavement condition.

Montanans indicated that the highest priority on possible actions to improve the transportation system are:

- ◆ Maintain road pavement condition.
- ◆ Improve physical condition of highways other than interstates.
- ◆ Keep the public informed about transportation issues.
- ◆ Take appropriate measures with roadside vegetation.
- ◆ Support preserving existing rail service.

Because the 2011 survey includes many of the same questions as similar surveys since 1994, MDT is able to track historic trends in public satisfaction. Following are some examples:

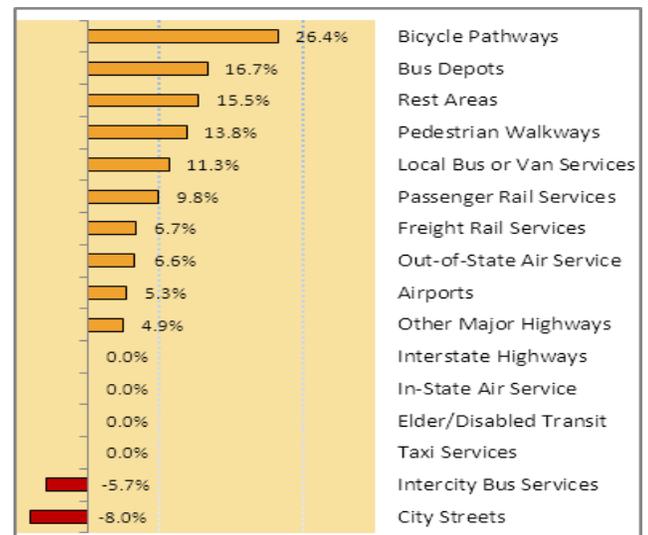
- ◆ Overall system satisfaction has improved.
- ◆ Satisfaction with the physical condition of all system components is the highest it has been since inception of the surveys.
- ◆ Perceived system problems continue to be rated as small or medium problems.
- ◆ Possible system improvements remain rated medium priorities.

- ◆ MDT average performance and customer service grades declined slightly from 2009, but are still higher than all other years.

In addition to the public telephone survey, MDT's transportation stakeholder survey continues to be compared to past public and stakeholder surveys. Opinions of the stakeholder surveys closely match the public opinions. The complete results of the 2011 public telephone and stakeholder surveys are available online at:

- ◆ [http://www.mdt.mt.gov/publications/docs/surveys/2011\\_tranplan21\\_public\\_involvement.pdf](http://www.mdt.mt.gov/publications/docs/surveys/2011_tranplan21_public_involvement.pdf)
- ◆ [http://www.mdt.mt.gov/publications/docs/surveys/2011\\_tranplan21\\_stakeholder.pdf](http://www.mdt.mt.gov/publications/docs/surveys/2011_tranplan21_stakeholder.pdf)

The chart below shows the percent of change in public satisfaction with Montana's system components from 2001-2011.



For more information, contact Doug McBroom at 444-7289 or [dmcmbroom@mt.gov](mailto:dmcmbroom@mt.gov).

## Toavs Named Missoula District Administrator



**E**d Toavs was recently named Missoula District Administrator. In this position he will oversee the Missoula District operations.

Ed was born and raised in Columbia Falls where he worked at his dad's automotive shop and spent time helping out on the family farm. After graduating from Columbia Falls High School, he attended the University of Idaho, earning a degree in civil engineering.

In May 1994, Ed began his MDT career working in construction in the Kalispell area. In the fall of 2002, he was promoted to the Great Falls Operations Engineer

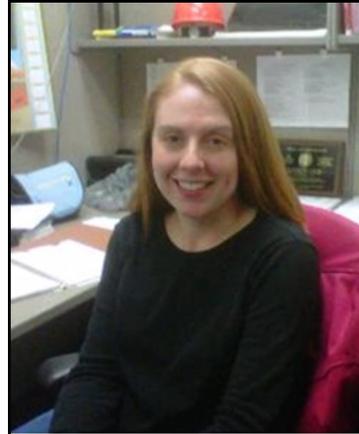
*Ed Toavs, MDT Missoula District Administrator*

position and spent over six years working in the Great Falls District, as well as filling a temporary assignment in the Glendive District.

Ed was promoted to the Missoula District Construction Engineer at the beginning of 2009 and then accepted the position of Missoula District Administrator in January of this year. He is a registered engineer in the state of Montana and has had great support from his wife of fifteen years, Tracy, and their four children.

Ed can be contacted by e-mail at [etoavs@mt.gov](mailto:etoavs@mt.gov) or by phone at 523-5800.

## Smith Named CTEP Project Manager



*Jacquelyn Smith, new MDT CTEP Project Manager*

**W**elcome Jacquelyn Smith, the new Community Transportation Enhancement Program Project Manager. Jacquelyn began her duties in CTEP in late February 2012, taking over for Phil Inman who moved to MDT's Right-of-Way Utilities Section.

She graduated from Montana State University – Bozeman in 2004 with a degree in civil engineering. During college, she worked for the Department of Natural Resources and Conservation and Maxim Technologies, Incorporated.

Jacquelyn started with MDT the fall of 2004 in Helena Road Design, Butte District crew. After a year in Helena, she transferred to the Missoula District Office working in road design and construction. She was in Missoula for six years prior to accepting the CTEP Project Manager position in Helena.

She brings a wide background in project design, as well as hands-on project management experience to CTEP. She also brings a cheerful smile and great enthusiasm for her job.

Jacquelyn can be reached at 444-6118 or [jasmith@mt.gov](mailto:jasmith@mt.gov).

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For conference details and updates go to [www.trbtoolsofthetrade.org](http://www.trbtoolsofthetrade.org)

# Work Zone Safety Reminders

Staying alert and observing posted signage are vital for safe travel through highway work zones. The majority of crashes in work zones happen on straight roads, during daylight hours and in clear weather conditions. For these reasons, MDT urges everyone to pay extra attention when driving through a work zone. Even when a work zone looks inactive, it is vital that motorists follow posted signs. Work may not be underway, but conditions may present hazards that are not readily apparent and require slower speeds and extra caution.

This summer, remember to plan ahead and add extra time to your travel itinerary. Dialing 511 or visiting <http://mdt511.com> before you depart may save the stress of encountering unexpected detours and delays, and may help determine an alternate route to avoid construction.

Find out projects coming to your area by checking [http://www.mdt.mt.gov/travinfo/docs/tcp\\_montana\\_map.pdf](http://www.mdt.mt.gov/travinfo/docs/tcp_montana_map.pdf).

MDT suggests following these safety tips when driving through work zones:

- ◆ Remain calm and patient — work zones are designed for safety, and the purpose of the project is to improve the road for future travel.
- ◆ Pay attention to signs and obey road crew flaggers.
- ◆ Be alert, expect the unexpected, and avoid distractions.
- ◆ Follow posted speeds, even when crews are not present.
- ◆ Give large trucks extra room.
- ◆ Don't tailgate.
- ◆ Keep headlights on, even when you are stopped.
- ◆ Remember, fines double in work zones in Montana.

## Respect the Cage Schedule

Respect the Cage is a traveling safety display simulating a roll-over crash with a crash dummy demonstrating what happens to an unbelted occupant during a rollover.

- June 9:** Benefis Health Care Fair, Great Falls Fairgrounds
- June 14:** Drivers Ed, Capital High, Helena
- June 15:** Drivers Ed, Sentential High, Missoula
- June 15:** Drivers Ed, Drummond and Philipsburg students at Drummond High
- June 16:** Territorial Days, Deer Lodge
- June 20:** Drivers Ed, Livingston & Bozeman High
- June 21:** Anaconda Job Corp
- June 22:** Drivers Ed, Capital High
- June 23:** Celebration Days, Colstrip
- June 25:** Drivers Ed, Butte High
- June 29:** LaFarge Safety Fest, and Drivers Ed, Big Sky High, Missoula
- July 2:** Drivers Ed, Havre High
- July 10:** Drivers Ed, Butte High
- July 20-21:** Hill County Fair
- July 25:** Drivers Ed, Belgrade and Bozeman High
- August 3-4:** Richland County Fair, Sidney



## 2012 National Child Passenger Safety Training

June 6-9—Billings

July 17-20—Great Falls

July 30-August 2—Helena (closed class)

September 25-26—Technician & instructor update

Become a certified child passenger safety technician. Use your new skills to teach parents and caregivers about proper car seat safety for their children. More information can be found at [http://www.mdt.mt.gov/in\\_the\\_spotlight](http://www.mdt.mt.gov/in_the_spotlight). For information about seat belt use and child passenger safety, go to <http://buckleup.mt.gov>.

## Safety Tips for Motorcycle and Motor Vehicle Drivers

Spring in Montana means the beginning of motorcycle season. Motorcycle crashes represent a relatively small proportion of Montana's total crashes, but often result in serious injuries or fatalities. As weather improves, expect to see more motorcyclists on the roads.

Safety tips for motorcyclists:

- ◆ Have the proper motorcycle endorsement.
- ◆ Regardless of experience, take a motorcycle education course.
- ◆ Wear the proper protective gear, even on rides around town.
- ◆ Use your signals and signs.
- ◆ Make sure the headlight is working.
- ◆ Never assume a vehicle sees you.
- ◆ Proceed cautiously at intersections.
- ◆ Be aware of weather conditions.
- ◆ Give operating your motorcycle your full attention, and ride sober.

Safety tips for motor vehicle drivers:

- ◆ Be aware that it is motorcycle season.
- ◆ Look twice for motorcycles before turning or changing lanes.
- ◆ Remember a motorcycle's smaller size can make it appear farther away than it is and difficult to judge its speed.
- ◆ Use your turn signals.
- ◆ Leave plenty of room between your vehicle and a motorcycle traveling in front of you, especially when roads are wet or visibility is limited.
- ◆ Be prepared for motorcyclists to adjust position within a lane.
- ◆ Give driving your full attention and drive sober.

For more information on motorcycle rider training courses, visit the Montana Motorcycle Rider Safety site at <http://motorcycle.msun.edu/brc.htm>.

# Memorial Day “Click It, Don’t Risk It” Campaign

With travelers taking to the roads during the Memorial Day weekend, MDT reminded motorists to be extra cautious while traveling. During the National May Mobilization Seat Belt Campaign (May 21 – June 3), Montana law enforcement agencies stepped up their efforts to encourage motorists to *Click It, Don’t Risk It* by buckling up and making sure children were properly restrained in child safety seats. The traffic safety partners involved in the campaign are dedicated to educating the public that buckling seat belts saves lives. Seat belt use is the most effective way to



reduce the risk of dying in a motor vehicle crash and prevent serious injuries.

As we hit the half-year mark, preliminary Montana Highway Patrol reports indicate a continued increase in fatalities due to lack of seat belt use. MDT and law enforcement would like to prevent even more deaths on Montana roads by combining high-visibility enforcement with heightened public awareness campaigns such as *Click It, Don’t Risk It*.

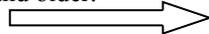
When you travel, make sure you have a buckled, alert, and sober driver behind the wheel. No one is safe in a motor vehicle unless everyone is buckled up – *Click it, Don’t Risk It*.

In the past five years, roughly 67% of vehicle occupant fatalities did not use or improperly used a safety belt.

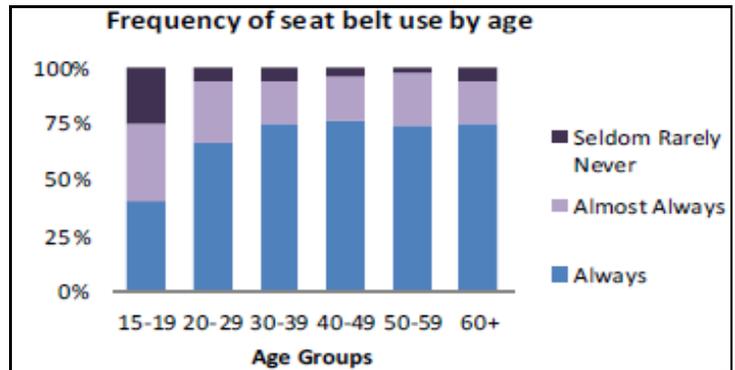
## Montana 2012 Seat Belt Survey Results

In February 2012, the Montana Seat Belt Workgroup conducted a survey of Montanans aged 15 years and older. The goal of the survey was to learn about attitudes toward seat belt use. A total of 1,832 individuals responded—following are some of the findings:

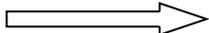
The majority of respondents (93%) reported *always* or *almost always* wearing a seat belt when riding or driving a vehicle. Of the 7% who indicated *seldom*, *rarely*, or *never* wearing a seat belt, their primary reasons were *lack of habit* and *just driving in town*. Younger individuals reported *always* wearing a seat belt less frequently than individuals aged 20 years and older.



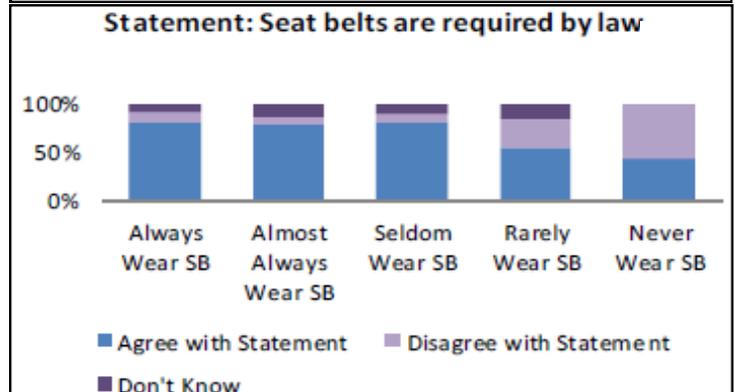
**Consider this:** Young drivers have less driving experience and are more likely to be involved in a crash than older, more experienced drivers. Seat belt use is an effective way to ensure young drivers live to become experienced drivers.



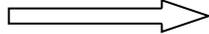
When asked whether buckling up is the law in Montana, those who don’t regularly buckle up were more likely to believe that seat belts are *not* required by law.



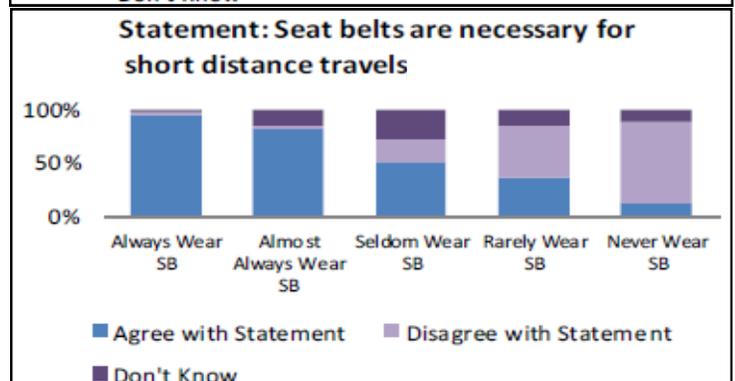
**Consider this:** Montana has a seat belt law; it is a secondary enforcement provision, which means an officer cannot stop a vehicle with an unbelted occupant unless some other violation is observed. When stopped for some other violation, a driver can be ticketed for unbuckled occupants. Unbuckled individuals are not only putting themselves and others at risk for an injury (or worse), they are also breaking the law by not buckling up.



Individuals who reported they *always* or *almost always* wear a seat belt, more frequently agreed with the statement *Seat Belts Are Necessary for Short Distance Travels* than those who *rarely* or *never* wear a seat belt.



**Consider this:** Even at low speed, crash forces (your weight times the speed at which you are traveling) can cause significant injury. At just 35 mph, you’ll be thrown with the same force as hitting the ground after falling from a four-story building.



## MDT Research Project Highlights

Recently, the Research Review Committee (RRC) approved and contracted five new research projects. They include the following:

Oil Boom Effect on Montana's Transportation System- contracted to North Dakota State University.

Eastern Montana is experiencing rapid oil and gas development, similar to neighboring western North Dakota, which resulted in large-scale infrastructure needs. Given the recent history of western North Dakota and escalating activity levels in Montana, MDT must develop an understanding of the impacts of oil development and production on the future demands and impacts on Montana's highway system and traffic patterns. The general objectives of this project are to develop a comprehensive forecasting tool that MDT can use to predict truck traffic in oil development regions and identify additional oil and gas developments in Montana that may have potential impact on Montana's transportation infrastructure. Find out more on this project at [www.mdt.mt.gov/research/projects/pave/oil.shtml](http://www.mdt.mt.gov/research/projects/pave/oil.shtml).

Portable Median Barrier (PMB) and Condition Transition Plan- contracted to Western Transportation Institute.

This project includes a synthesis of past research and information on PMB, with a focus on corrosion of the connection system, maintenance of connection systems, corrosion mechanisms, experiences of other states with PMB, and potential approaches for developing a transition plan for barrier (or similar infrastructure) replacement. Two primary tasks will help to meet these objectives: a literature review and a survey of state practice. The result of this work will be a synthesis document that will aid MDT in characterizing and addressing PMB corrosion in current and future PMB deployments and in developing a transition plan to implement identified solutions. Find out more on this project at [www.mdt.mt.gov/research/projects/safety/median.shtml](http://www.mdt.mt.gov/research/projects/safety/median.shtml).

Re-evaluation of Montana's Air Quality Program- contracted to TranSystems Corporation.

The ultimate goal of this research project is to develop practical refinements to MDT's current method for determining Montana's Air Quality Program projects, recommendations to improve and implement the Montana Air Quality and Congestion Initiative (MACI) program, and to keep the program oriented to high-value investments for Montana communities. This research effort will include a synthesis of relevant studies and determine current practices appropriate for Montana through a review of past MDT projects and processes, along with consultation and communication with other resource/regulatory agencies. The improved project assessment and funding priority outcomes may provide cost savings due to development of proactive projects that could prevent a non-attainment status, and fund trans-

portation projects that provide the highest air quality to cost benefit. Find out more on this project at <http://www.mdt.mt.gov/research/projects/planning/cmaq.shtml>.

Evaluating Wildlife-Vehicle Collisions and Habitat Connectivity in the Madison Valley- contracted to Western Transportation Institute.

Wildlife-vehicle collisions (WVCs) along US Highway 287 and MT 87 can create a public safety risk and a habitat connectivity issue, which has generated some public concern in the Madison Valley. However, the patterns and effects of WVCs and wildlife movements across this highway corridor have not been studied in depth. Proactively investigating the effect of this highway corridor on wildlife conservation will provide timely information that can be used by MDT in collaboration with resource management agencies and local landowners to guide land use conservation decisions as well as guide possible WVC mitigation efforts. A major outcome of this project will be a GIS database of the study area that has the potential to increase efficiency and effectiveness for MDT and other agencies. Find out more on this project at [www.mdt.mt.gov/research/projects/env/madison\\_valley.shtml](http://www.mdt.mt.gov/research/projects/env/madison_valley.shtml).

A Peer-to-Peer Traffic Safety Campaign Program- contracted to Western Transportation Institute.

The purpose of this project is to create a peer-to-peer driver's safety program designed for high school students between the ages of 15 and 18. This project will build upon an effective outreach effort in Texas entitled Teens in the Driver Seat (TDS), the nation's first peer-to-peer driving safety program run by teens for teens. This project will provide an opportunity to evaluate the TDS program in a Montana-specific application and will serve as a model for subsequent implementation of its best practices in communities across the state. It will focus on encouraging young people to be responsible for their own driving and the safety of their passengers in the context of the five most risky behaviors contributing to teen driver fatalities: driving at night, speeding, distractions (cell phones, texting, other teens in the car, etc.), lack of seat belt use, and alcohol use. This increased awareness will be accomplished using a peer-to-peer approach where high school students will create and disseminate safety messages. The findings from this study will inform teens, parents of teens, driving instructors, legislators, and the public regarding the effectiveness of a peer-to-peer approach to traffic safety for Montana's teen driving population. Find out more on this project at [www.mdt.mt.gov/research/projects/safety/peer\\_to\\_peer.shtml](http://www.mdt.mt.gov/research/projects/safety/peer_to_peer.shtml).

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

# In the Beginning...Montana Roads and the Montana State Highway Commission

By Jon Axline, MDT Historian

2013 is the centennial year for the Montana Department of Transportation. Unquestionably, MDT has had a tremendous impact on the state and its history. To celebrate the department's colorful and important history, a series of articles about MDT's first decade will appear in the Newsline over the year, culminating December 2013 with FAQs about MDT's history.

At the dawn of the automobile age, public agitation for better roads reached a climax in Montana. Good roads were a common topic at Montana legislatures beginning in the 1890s. State lawmakers and special interest groups unsuccessfully supported efforts that would give the federal and state governments greater roles in the improvement of roads in the state. But it wasn't until late 1912 that it became common knowledge among Montanans that the Thirteenth Legislature in 1913 was serious about enacting significant road legislation.

On January 25, 1913, Flathead County State Senator Fred Whiteside introduced Senate Bill No. 90, "An Act to establish a Montana State Highway Commission" into the state legislature. The Senate forwarded the bill to the Committee on Roads, Highways and Bridges, where it was tabled on February 14. The Committee, however, had already submitted a revised bill, Senate Bill No. 157, creating a highway commission. That bill passed the Senate on a 28-0 vote on February 24; Governor Sam Stewart signed it into law two weeks later on March 13. The bill marked the culmination of many years of efforts by Good Roads enthusiasts, farmers, and motorists in the state to create some form of centralized control over road building in Montana. Unfortunately, the law lacked any real authority. The newly-formed Montana State Highway Commission functioned in a purely advisory capacity. The creation of the highway commission coincided with the enactment of the first Motor Vehicle Law, which required all vehicle owners to register their vehicles with the Secretary of State. The state and counties used funds obtained by vehicle licensing to raise "revenue for the constructing, maintenance, and improvements of public highways."

The new law specified that all highway commissioners be civil engineers. When the Montana State Highway Commission held its first meeting on April 4, 1913 in Helena, it consisted of Robert D. Kneale, Archibald W. Mahon, and George R. Metlen. Kneale was a professor of Engineering at the Montana State Agricultural College in Bozeman, while Mahon was the State Engineer. Metlen, a civil engineer from Beaverhead County, served as the commission's first secretary and contact person with the counties. He was also the only member of the commission to receive a salary – \$3,500 per year. The legislature allocated \$5,000 for the administration of the highway commission, but no money to design or build roads.

Under the terms of the legislation that created the commission, it could only "give [the counties] such advice, assistance, and super-

vision with regard to the road construction, improvement, and maintenance throughout the state as time and conditions would permit." The law encouraged the counties to work with the new highway commission, but did not make it mandatory they do so.



This road is what would become US Highway 87 near Big Sandy. The photo was taken in November 1922.

The commission made recommendations for new roads, developed standards for their construction, and identified material sources. The commissioners designated roads built with state highway fund money as state roads. The commission developed rules and regulations regarding materials for road construction and published pamphlets on the best practices for the use of road machinery, surfacing materials, and drainage. Although the legislature intended the commission as a centralized authority to oversee the development of the state's road system, it,

in fact, had no authority over the counties. The primary responsibility of the first highway commission was to dispense advice and collect data.

Other provisions of the new highway law included the publication of biennial reports for the legislature and the development of county maps and a statewide highway map. The legislature specified that the counties would provide maps to the highway commission so it could designate a state highway system. Many counties, however, were slow in providing the information to the commission, with three, Missoula, Ravalli, and Dawson, refusing to cooperate with the highway commission. It was not until 1914 that the last county maps were made available to the commission and then only because it hired draftsmen to complete them. The maps identified roads of primary and secondary importance, and indicated the state had approximately 67,747 miles of county roads. By necessity, the counties, under the guidance of the highway commission, directed their efforts at highways of primary importance first.

At the first highway commission meeting, commissioners Kneale and Mahon directed George Metlen to investigate the possibility of utilizing convict labor on the construction of state roads. State Penitentiary Warden Frank Conley had been contracting convict labor to the counties to construct roads since 1910. The high quality of their work impressed Metlen, who reported favorably on the use of such labor at the commission's next meeting. Beginning in 1913, the State Prison Board agreed to allow the highway commission to oversee the use of convict labor on state highway projects. Over the next 12 years, prison labor built some 300 miles of roads through some of the most rugged terrain in in western Montana.

*Next issue: Prison Labor on Montana's early highways.*

6,150 copies of this public document were published at an estimated cost of \$0.46 per copy for a total of \$2,818 which includes \$734 for printing and \$2,084 for distribution.

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. Mail comments on proposed projects to MDT at the following address or e-mail them to [mdtnewprojects@mt.gov](mailto:mdtnewprojects@mt.gov).

MDT Project Analysis Manager  
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**Inside this Issue**

Montana Earns Four Transit Awards ..... 1  
 Transportation Reauthorization Status..... 1  
 MDT Historian Jon Axline Honored for Outstanding Volunteer Service..... 2  
 2011 TranPlan 21 Statewide Public Involvement and Stakeholder Survey Results Available ..... 2  
 Ed Toavs Named Missoula District Administrator ..... 3  
 Jacquelyn Smith Named CTEP Project Manager ..... 3  
 Tools of the Trade Conference ..... 3  
 Work Zone Safety, Safety Tips for Motorcycle and Motor Vehicle & Child Passenger Safety Training..... 4  
 Respect the Cage Schedule ..... 4  
 Memorial Day *Click It, Don't Risk It* Seat belt Campaign ..... 5  
 Montana 2012 Seat Belt Survey Results ..... 5  
 MDT Research Project Highlights..... 6  
 Montana Roads and the Montana State Highway Commission –In the Beginning (first of a series) ..... 7

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