

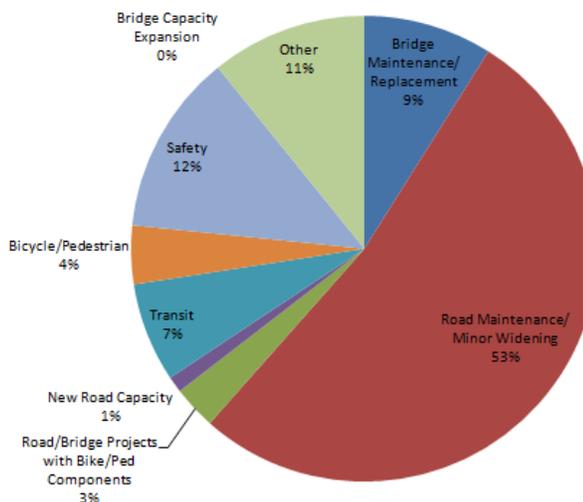
Montana



Montana’s 2010-2014 Statewide Transportation Improvement Program uses broad categories to estimate the cost for all non-transit projects.* Assigning approximate amounts to each estimate category** reveals that road maintenance/minor widening projects account for the largest chunk of planned spending (53 percent). Safety projects follow at 12 percent of the STIP. Projects classified as “other” account for 11 percent and bridge maintenance/replacement makes up 9 percent of the STIP. Transit projects comprise 7 percent, and bicycle/pedestrian projects 4 percent. Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) make up 3 percent of the planned spending. At an estimated \$14.5 million,** new road capacity projects make up 1 percent of the planned spending. No bridge capacity expansion projects were identified.

Proposed Spending, FY 2010-2014

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	116.0
Road Maintenance/Minor Widening	682.5
Road/ Bridge Project with Bike/Ped Components	39.0
New Road Capacity	14.5
Transit	89.3**
Bicycle/Pedestrian	52.5
Safety	163.0
Bridge Capacity Expansion	0
Other	140.5
Total	\$1,297.3 **



* These broad estimate categories for all non-transit project costs are: <\$1million, \$1-5 million, and >\$5million.

** In order to complete the analysis, TSTC assigned costs to the state’s estimations as follows: projects listed as <\$1 million were assigned \$500,000; projects listed as \$1-5 million were assigned \$2.5 million; and projects listed as >\$5million were assigned \$5 million. Transit project costs were not estimated in the STIP. For transit projects, TSTC used the cost provided in the STIP.

These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at Trackstatedollars.org. The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. This analysis examines all projects listed in the STIP. States are required to list all transportation projects that receive federal aid, though many states also include projects that only receive state dollars. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities or through state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Montana from 50states.com. This project was made possible by support from the Rockefeller Foundation.

