

MONTANA (Sen. Tester and Daines)

Current Condition of Transportation: ASCE grade of C

- 46% of major roads are in poor to mediocre condition.¹
 - Costs each Montanan motorist approximately \$484 per year in extra maintenance.²
 - A total of 1,045 people died on MTs highways from 2009 to 2013.³
- Vehicle travel has increased by 44% from 1990-2013 while the state population grew by 26% in that time.⁴
- Congestion costs American motorists \$121b a year in wasted time and fuel costs.⁵

Commerce:

- 59% of the \$60b in goods shipped within MT (to and from) traveled by truck across the state's vast highway infrastructure.⁶

Need for Federal Investment:

- Nearly 90% federal share of Montana Highway Capital Program⁷
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.⁸
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.
- Montana is larger than the combined area of 10 North Atlantic states, yet it has only 2% of the combined population of those states. How are they expected to pay for surface transportation infrastructure without federal involvement?
- It is farther by highway from Yaak to Alzada (774 miles) than it is from Washington D.C. to Chicago, Denver to Las Vegas, Seattle to Reno, Atlanta to Chicago, Jacksonville to Washington D.C., or San Francisco to Salt Lake City.

DRIVE Act —————→ *What this does for Montana*

Prioritize bridge reconstruction and safety:

- Increased bridge set aside funding for:
 - MT's 400 structurally deficient bridges⁹
 - 17% of bridges are structurally deficient or functionally obsolete

¹ ASCE

² Ibid.

³ FHWA

⁴ TRIP.

⁵ Ibid.

⁶ ASCE

⁷ ARTBA

⁸ AASHTO and FHWA

⁹ FHWA

Improving Commerce:

- In the first 3 years of the DRIVE Act, MT will receive \$54,761,923 in addition to growth of the existing programs for freight.
- Prioritizes federal spending on the interstate for projects in the national economic interest

Long-Term 6-Year Certainty:

- Total share for first 3 years of DRIVE Act: \$1,809,948,340 that the state would not get otherwise.
- 425 projects at risk with lack of federal involvement.¹⁰
- Critical Projects:¹¹
 - **Kalispell Bypass Project:** Phase 2 of the project, connecting northern Kalispell to the south, is critical for mobility in the area¹²
 - **Highway 93 Reconstruction West of Whitefish:** second phase is in progress, while third phase will still need federal funding for completion. Will deliver a wider highway better suited to the needs of the region¹³
 - US-93 (ID to Canada) Addressing deteriorating pavement, safety improvements, horizontal and vertical alignment problems
 - I-15 (Idaho to Canada) Addressing deteriorating pavement, safety improvements, horizontal and vertical alignment problems
 - I-90 (ID to WY) Addressing deteriorating pavement, safety improvements, horizontal and vertical alignment problems
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase MT's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on MT's ability to properly plan and budget for transportation projects.
- DRIVE gives MT the ability to prepare for the next 50 years. With a focus on innovation, MT can better deploy technology to improve the state transportation network.

¹⁰ AASHTO

¹¹ Ibid.

¹² <http://www.nbcmontana.com/news/governor-talks-future-of-kalispell-bypass-project/33116888>

¹³ (<http://flatheadbeacon.com/2015/04/06/work-resumes-on-highway-reconstruction-west-of-whitefish/>)