

Spending on Transportation Projects in

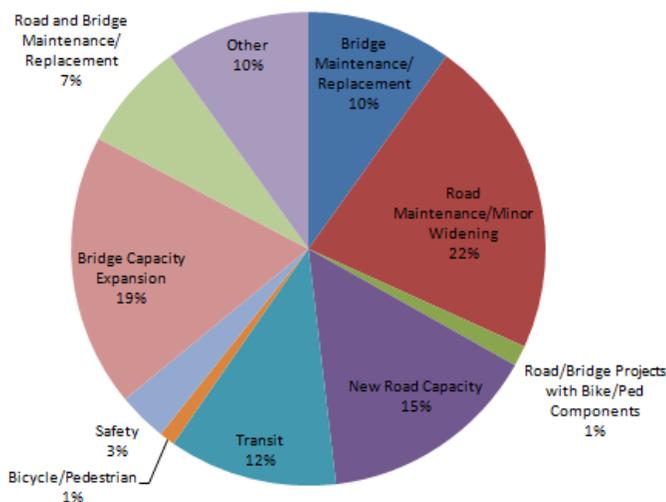
Alaska



An examination of Alaska's 2011-2013 Statewide Transportation Improvement Program* reveals that road maintenance/minor widening projects account for the largest chunk of planned spending (22 percent). Bridge capacity expansion projects follow at 19 percent of the STIP. This category includes \$540 million for the Knik Arm Bridge, a planned public-private partnership. New road capacity projects make up 15 percent of the STIP's spending; this category includes the Knik Arm Crossing access roads (\$173 million) as well as the Juneau Access Project (\$48 million), a project currently on hold due to litigation. Transit projects make up 12 percent of the STIP's spending. Bridge maintenance/replacement projects and projects classified as "other" each make up 10 percent, and road and bridge maintenance projects ** comprise 7 percent of the planned spending. Safety projects account for 3 percent, and bicycle/pedestrian projects comprise 1 percent. Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) also make up 1 percent of the STIP.

Proposed Spending, FY 2011-FY2013*

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	299.56
Road Maintenance/Minor Widening	660.66
Road/ Bridge Project with Bike/Ped Components	42.65
New Road Capacity	453.08
Transit	348.64
Bicycle/Pedestrian	32.36
Safety	101.25
Bridge Capacity Expansion	562.91
Road and Bridge Maintenance/Replacement **	223.34
Other	300.40
Total	\$3,024.85



* The Alaska DOT provided information for 2011-2013.

** Certain projects, due to environmental and logistical reasons, include both bridge and road components; the analysis classifies projects that could not be broken into either category as road and bridge maintenance/replacement.

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. States are required to list all transportation projects that receive federal aid in the STIP, though many states also include projects that only receive state dollars as well. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities of state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Alaska from 50states.com. This project was made possible by support from the Rockefeller Foundation.

