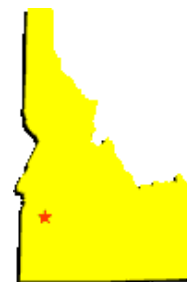


Spending on Transportation Projects in

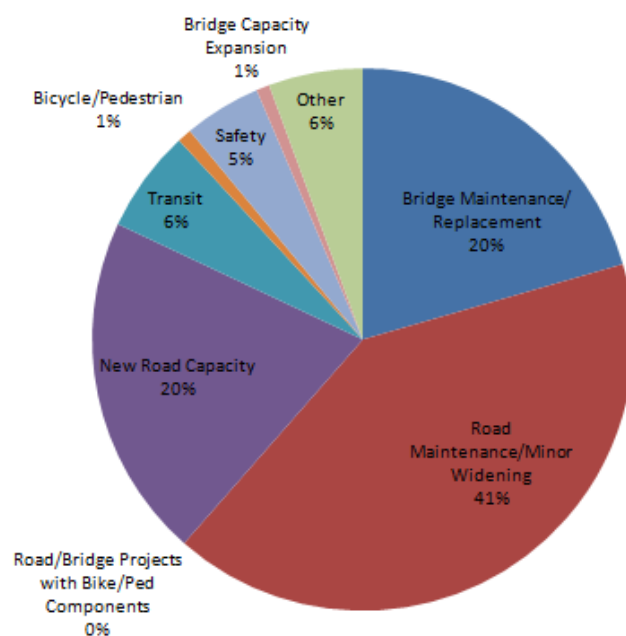
Idaho



An examination of Idaho's 2011-2014 Statewide Transportation Improvement Program reveals that road maintenance/minor widening projects make up the largest chunk of planned spending (41 percent). Bridge maintenance/replacement projects and new road capacity projects each comprise 20 percent of the STIP. Projects classified as "other" make up 6 percent of the state's proposed spending, and include administrative costs, unspecified planning and research projects and environmental services. Transit spending also makes up 6 percent of the proposed expenditures and safety projects 5 percent. Both bridge capacity expansion projects and bicycle/pedestrian projects account for 1 percent of the state's spending.

Proposed Spending, FY 2011-2014

Project Type	Cost (\$Millions)
Bridge Maintenance/Replacement	265.46
Road Maintenance/Minor Widening	529.92
Road/Bridge Projects with Bike/Ped Components*	0
New Road Capacity	265.47
Transit	79.21
Bicycle/Pedestrian	10.95
Safety	59.65
Bridge Capacity Expansion	10.20
Other	72.91
Total**	\$1,293.77



* The published STIP includes a number of locally-funded road/bridge projects with bike/ped components, but these projects were not shown in the document provided to TSTC by the Idaho Transportation Department because they are local projects.

** Total includes \$254.97 million in GARVEE funds.

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 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 Idaho from 50states.com. This project was made possible by support from the Rockefeller Foundation.

