

Spending on Transportation Projects in

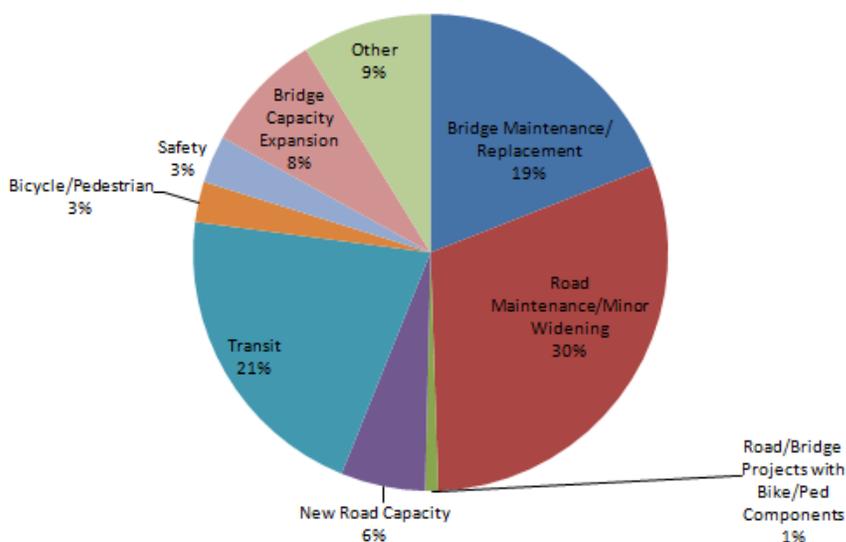
Minnesota



An examination of Minnesota's 2011-2014 Statewide Transportation Improvement Plan reveals that road maintenance/minor widening projects account for the largest chunk of planned spending (30 percent). Transit projects account for 21 percent of the proposed spending,* and bridge maintenance/replacement follow (19 percent). Various miscellaneous projects, categorized as "other," make up 9 percent of proposed spending. Planned spending on bridge capacity expansion projects makes up 8 percent of the STIP, and new road capacity projects account for 6 percent of the STIP spending. Bicycle/pedestrian projects and safety projects each account for 3 percent of the total funds. Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) make up 1 percent of the planned expenditures.

Proposed Spending, FY 2011-2014

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	1,197.87
Road Maintenance/Minor Widening	1,911.92
Road/Bridge Projects with Bike/Ped Components	55.62
New Road Capacity	359.89
Transit	1,317.59
Bicycle/Pedestrian	173.47
Safety	202.20
Bridge Capacity Expansion	514.75
Other	551.06
Total	\$6,284.37



* The transit component includes the construction of a St. Paul multimodal transit facility (\$127 million).

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

TRI-STATE TRANSPORTATION CAMPAIGN

