

Spending on Transportation Projects in

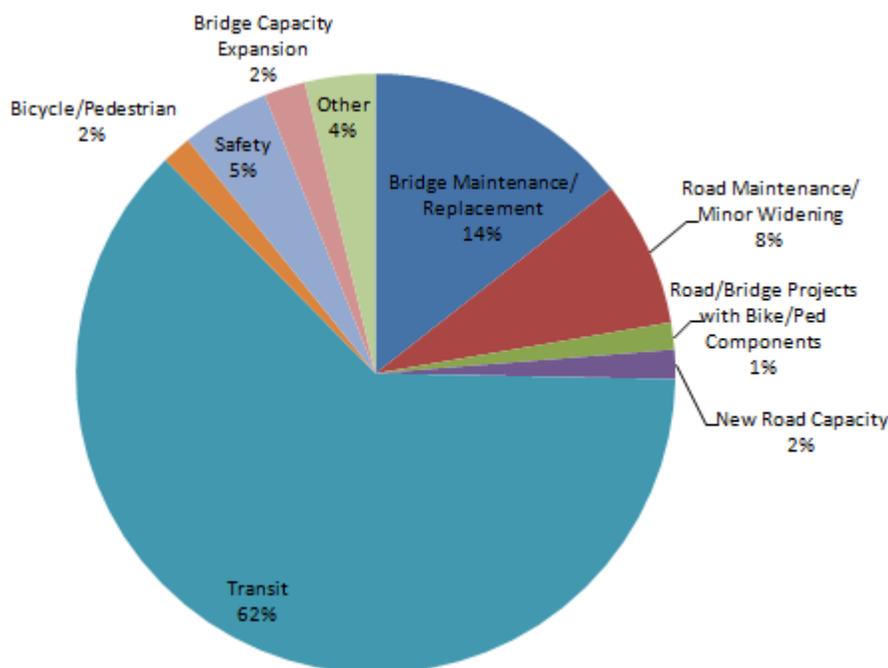
New York



An examination of New York's 2011-2014 Statewide Transportation Improvement Program reveals that transit projects account for the largest chunk of planned spending (62 percent).* Bridge maintenance/replacement projects comprise 14 percent, and road maintenance/minor widening projects follow at 8 percent. Safety projects account for 5 percent of the STIP. Projects classified as "other" make up 4 percent. Bridge capacity expansion projects account for 2 percent, as do new road capacity projects and bicycle/pedestrian projects. Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) make up 1 percent of the planned spending.

Proposed Spending, FY 2011-2014

Project Type	Cost (\$Millions)
Bridge Maintenance/Replacement	3,778.02
Road Maintenance/Minor Widening	2,013.38
Road/Bridge Projects with Bike/Ped Components	382.67
New Road Capacity	404.15
Transit*	16,162
Bicycle/Pedestrian	404.53
Safety	1,223.44
Bridge Capacity Expansion	571.92
Other	1,047.28
Total*	\$25,987.39



* Transit total includes \$1 million in transit operating assistance from the STP Large Urban fund with non-federal match and \$18.23 in grouped transit capital and operating assistance (federal aid and non-federal aid).

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

TRI-STATE TRANSPORTATION CAMPAIGN

