

Spending on Transportation Projects in

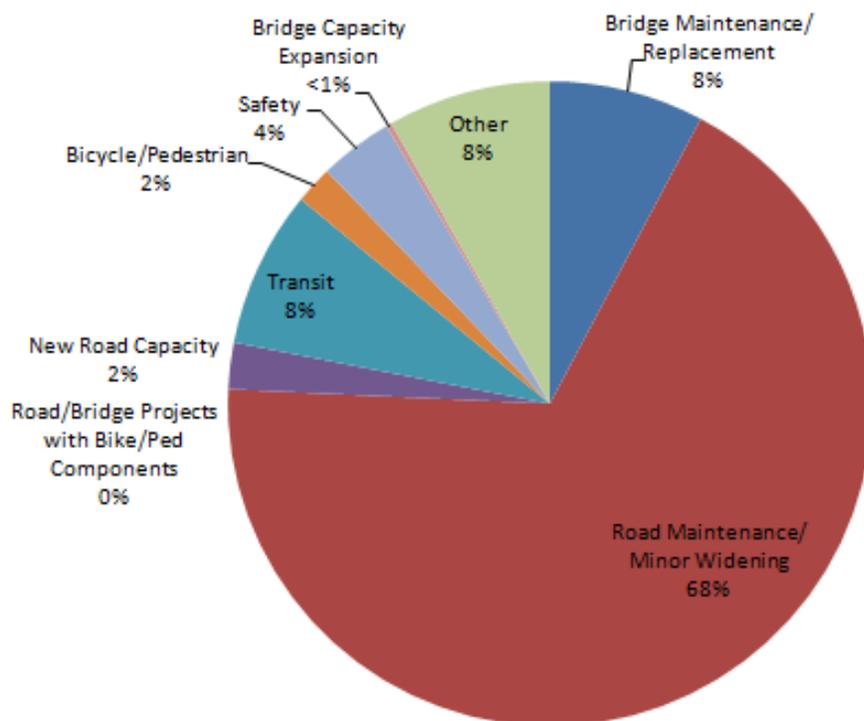
North Dakota



An examination of North Dakota's 2011-2014 Statewide Transportation Improvement Program reveals that road maintenance/minor widening projects account for the largest chunk of the planned spending (68 percent). Transit funding, bridge maintenance/replacement projects, and projects classified as "other" follow, each at 8 percent of the planned spending. Safety projects account for 4 percent of the STIP. New road capacity projects make up 2 percent of the spending, as do bicycle/pedestrian projects. Bridge capacity expansion projects make up less than 1 percent of the spending, and the STIP does not identify any road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway).

Proposed Spending, FY 2011-2014

| Project Type | Cost (\$millions) |
|---|-------------------|
| Bridge Maintenance/Replacement | 107.19 |
| Road Maintenance/Minor Widening | 940.46 |
| Road/Bridge Projects with Bike/Ped Components | 0 |
| New Road Capacity | 32.25 |
| Transit | 109.05 |
| Bicycle/Pedestrian | 26.23 |
| Safety | 51 |
| Bridge Capacity Expansion | 4 |
| Other | 113.40 |
| Total | \$1,383.58 |



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

