

Spending on Transportation Projects in

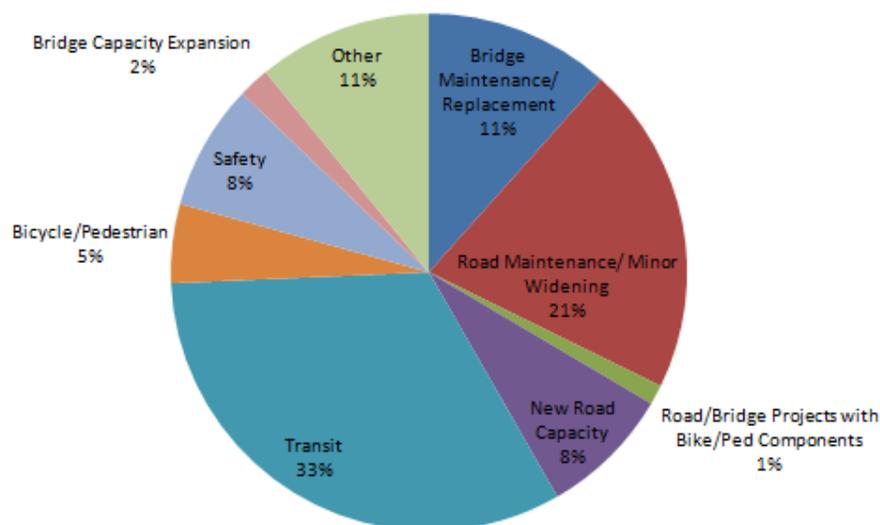
Oregon



An examination Oregon's 2010-2013 Statewide Transportation Improvement Program reveals that transit projects* account for the largest chunk of planned spending (33 percent). Two projects, a new light rail construction project between Portland and Milwaukie and the extension of the streetcar line in Multnomah County, make up 11 percent of the transit component. Road maintenance/minor widening projects follow, at 21 percent of the planned expenditures. Bridge maintenance/replacement projects account for 11 percent of the spending. Projects categorized as "other," which include administrative costs, research and planning for unspecified projects, as well as funds for future unspecified projects, also make up 11 percent. Safety projects and new road capacity projects each make up 8 percent, and bicycle/pedestrian projects 5 percent. Bridge capacity expansion projects account for 2 percent of the STIP, and road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) comprise 1 percent of the STIP.

Proposed Spending, FY 2010-2013

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	460.24
Road Maintenance/Minor Widening	818.53
Road/Bridge Projects with Bike/Ped Components	48.97
New Road Capacity	326.23
Transit*	1,293
Bicycle/Pedestrian	195.74
Safety	312.07
Bridge Capacity Expansion	78.23
Other	432.36
Total*	\$3,965.37



* Transit total does not include \$53 million in non-federal operating 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 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 Oregon from 50states.com. This project was made possible by support from the Rockefeller Foundation.

