

Commission Briefing Paper 6D-01

Current Capital Funding: Guide to Charts

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Introduction

This document is intended to serve as a reference guide to a set of charts and tables on current capital funding sources and uses for surface transportation infrastructure, broken out by modal share. The statistics provided for each mode are the latest available based on currently published statistics.

Table 1 describes current funding for capital expenditures by source and by mode. The highway figures identified here are higher than those included as part of the Current Sustainable funding figure identified for each of the individual scenarios in Papers 6B-01 through 6B-05. Those scenarios focus on capital expenditures for Federal-aid highways by all levels of government, and exclude amounts currently expended by States and local governments for lower-ordered systems that are not generally eligible for Federal aid.

Table 1
Current Funding for Capital Expenditures by Source and Mode

	Highway	Transit	Intercity Pass Rail	Freight Rail	All Modes
Total Funding	75.1	11.8	0.6	13.8	102.7
Federal	32.1	4.6	0.5		38.4
State and Local	37.7	7.2	0.1		46.6
Tolls/Private	5.4			12.4	17.8

Exhibit 1 shows sources of capital funding for all of the modes reflected in Table 1 combined. The amounts identified as “Tolls/private” reflect capital expenditures by State and local highway toll authorities and private investment by freight railroads. State and local government capital investment combined (excluding toll authorities) exceeds the amount of Federal capital investment.

Exhibit 2 shows current capital expenditures by mode. A majority of current capital investment occurs on highways, with freight rail, transit, and intercity passenger rail representing smaller portions of total capital investment.

Exhibit 1
Sources of Capital Funding (All Modes)

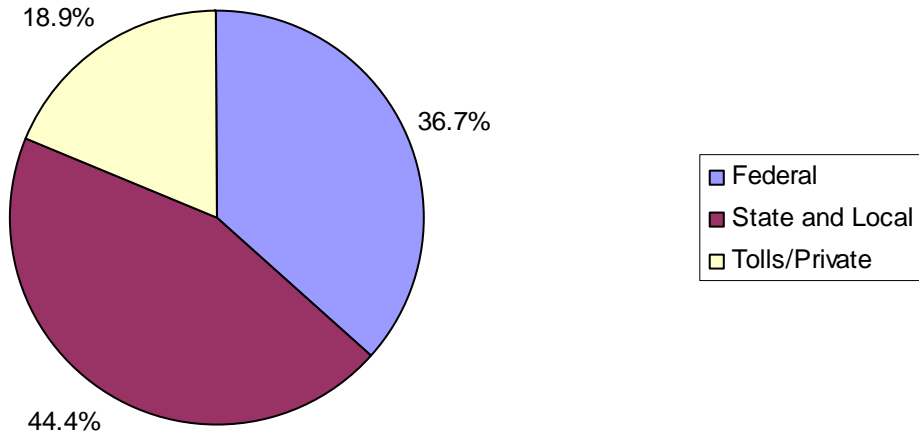


Exhibit 2
Current Capital Expenditures by Mode

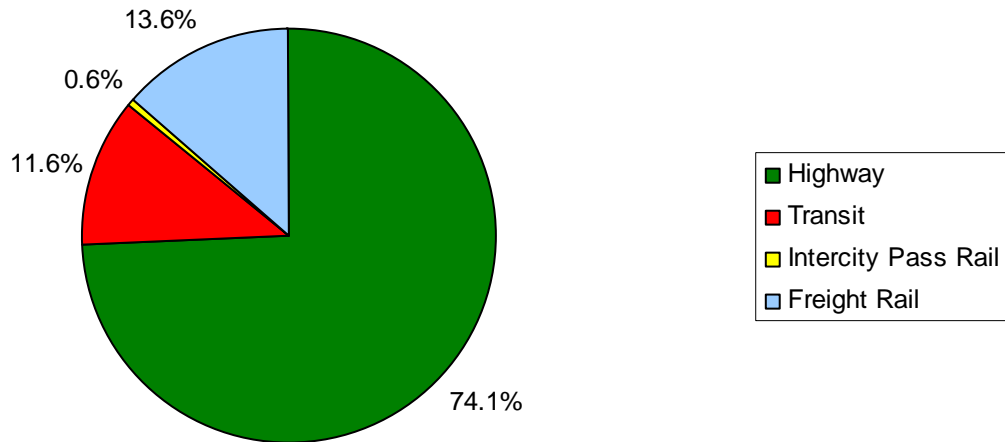


Exhibit 3 identifies current capital expenditures by mode by type of improvement. Of the \$92 billion of estimated total capital investment, approximately 41 percent was utilized for capacity expansion projects. Approximately 52 percent was used for the rehabilitation of existing transportation assets. (The remaining 6 percent represents highway expenditures classified as “other”, including capital investments in safety enhancements, traffic control facilities, and environmental enhancements. Comparable spending data for other modes are not available separately, and would instead be reflected in either the rehabilitation of capacity expansion figures for that mode).

The rehabilitation of existing highways represents the largest piece of this pie, followed by the addition of new highway capacity.

