CBO PAPERS

TRENDS IN PUBLIC
INFRASTRUCTURE OUTLAYS
AND THE PRESIDENT'S
PROPOSALS FOR INFRASTRUCTURE
SPENDING IN 1993

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NOTES

All years are in fiscal years.

All figures in the section "Trends in Public Spending for Infrastructure" are in 1990 dollars.

All figures in the section "The President's 1993 Budget Proposals for Infrastructure" are in nominal dollars.

Data on state and local outlays are available through 1989; data on federal outlays are available through 1991.

PREFACE

The federal role in financing public infrastructure has changed markedly in the last few decades. At the request of the Senate Committee on the Budget, this paper examines historical trends in federal, state, and local expenditures for eight types of infrastructure. The paper also compares the President's 1993 budget proposals for federal infrastructure spending with recent spending trends.

The paper was written by Michael Deich under the supervision of Jan Paul Acton and Elliot Schwartz. Cassandra Thomas collected the data, with guidance from Mark Dayton and assistance from Aimee Hamilton, all formerly with the Congressional Budget Office (CBO). The author is grateful to many people for their substantial contributions to this paper. Within CBO, Marge Miller provided extensive assistance with the data collection; help was also received from Kim Cawley, Patricia Conroy, Tom Cuny, Theresa Gullo, Douglas Hamilton, Mark McMullen, Heather Miller, Mitch Rosenfeld, Michael Simpson, and Patricia Wahl. Outside of CBO, Phil Barbato, Larry Hush, Regina McElroy, and Fred Williams greatly facilitated the compiling of data on federal spending and provided helpful critiques of the resulting data set. Comments were also received from Nancy Boggs, Hugh Connally, Betty Keegan, Jim Maas, Darryl Mach, Kate Moore, Ed Oppenheimer, and LaJuana Wilcher. Henry Wulf of the Bureau of the Census expedited the collection of data on state and local spending.

Sherry Snyder edited the manuscript, and Chris Spoor provided editorial assistance. Gwen Coleman and Donna Wood prepared the many drafts. Angela Z. McCollough prepared the paper for publication.

Robert D. Reischauer
Director

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INTRODUCTION

The production and distribution of private economic output, as well as the nation's quality of life, depend on public transportation and environmental facilities such as highways, airports and airways, mass transit, and water supply and wastewater treatment plants. These public facilities, known as infrastructure, form a significant fraction of the economy's total stock of capital. In 1990, the stock of public infrastructure capital was valued at about $1.5 trillion compared with private nonresidential capital equal to $5.3 trillion.[1] The cost of constructing, maintaining, and operating public infrastructure facilities is substantial. During the 1980s, annual spending for infrastructure by all levels of government averaged $126 billion in 1990 dollars.

This paper examines trends in spending for infrastructure by all levels of government over the last 35 years, and reviews the President's proposals for federal spending on infrastructure in 1993. The patterns in spending differ greatly between capital outlays (primarily the construction or rehabilitation of facilities) and noncapital outlays (primarily the operation and maintenance of facilities); between federal outlays and state and local spending; and among outlays for different types of infrastructure. The paper also reviews the extent to which data on trends in spending can inform policy choices about how much the nation should spend.

The data used in this analysis have been compiled by the Congressional Budget Office from data supplied by the Office of Management and Budget and the Bureau of the Census. One difficulty in compiling these data is simply defining infrastructure. This paper defines infrastructure as facilities that provide a foundation or basic framework for the national economy and in which government policy plays a significant financing role. Specifically, this paper assesses government spending in eight areas: highways, mass transit, rail, aviation, water transportation, water resources, water supply, and wastewater treatment facilities. This definition excludes some facilities that might reasonably be considered infrastructure: facilities whose primary mission is to develop human capital or further research and development (such as schools, government science agencies, and public housing) and facilities in areas where public expenditures remain small (such as telecommunications and electric power facilities).

1. See John C. Musgrave, "Fixed Reproducible Tangible Wealth in the United States, Revised Estimates," *Survey of Current Business* (January 1992); and unpublished data from the Bureau of Economic Analysis.

The data presented here are both more comprehensive and more detailed than those published previously.[2] They break down federal spending into more detailed infrastructure categories and further divide data on total spending between outlays for capital and outlays for all other purposes. An appendix lists all of the data and describes the methods and sources used to compile them.

TRENDS IN PUBLIC SPENDING FOR INFRASTRUCTURE

Total public spending for infrastructure rose in real terms throughout much of the 1956-1989 period (see Table 1).[3] Following passage of the 1956 Federal-Aid Highway Act, public infrastructure spending rose an average of 2.9 percent annually through 1972. Spending then grew little for the next six years. Since 1978, public infrastructure outlays have risen an average of 2.6 percent per year. Underlying this simple pattern of aggregate outlays, however, are very different paths for capital and noncapital outlays, for spending at each level of government, and for outlays by type of infrastructure. The trends discussed below reflect three themes:

- *Capital outlays have been far more volatile than noncapital outlays.* Throughout the 1956-1989 period, total noncapital spending rose steadily (see Table 2). Capital outlays, in contrast, fluctuated at each level of government and for most programs. Aggregate capital outlays rose 3.2 percent annually between 1956 and 1972, fell an average of 2.7 percent each year between 1972 and 1978, and have risen since then at an average rate of 2.9 percent. Had capital outlays grown at an annual 3.2 percent rate throughout the 1973-1989 period, total spending during this period would have been 40 percent higher than it actually was.

- *During the last three decades, priorities for infrastructure spending have changed far more at the federal level than at the state level.* Federal infrastructure spending swung sharply from highways and water resources in the 1960s to wastewater treatment,

2. See Musgrave, "Fixed Reproducible Tangible Wealth in the United States"; Congressional Budget Office, *Trends in Public Investment* (December 1987); *Budget of the United States Government, Fiscal Year 1993*, "Historical Tables"; and Department of Commerce, *Government Finances*, various years.

3. All figures in this section reflect spending in 1990 dollars.

TABLE 1. PUBLIC SPENDING FOR INFRASTRUCTURE, 1956-1989
(In millions of 1990 dollars)

Year	Total	Federal	State and Local[a]
1956	65,723	11,265	54,458
1957	68,608	12,231	56,378
1958	69,899	14,266	55,632
1959	77,226	21,092	56,134
1960	77,027	23,322	53,705
1961	81,523	23,514	58,009
1962	82,746	24,151	58,596
1963	86,933	25,386	61,547
1964	88,600	27,737	60,863
1965	91,833	29,725	62,108
1966	94,507	29,377	65,130
1967	95,952	29,172	66,779
1968	96,747	29,701	67,046
1969	97,973	28,870	69,102
1970	96,925	28,308	68,617
1971	100,972	30,931	70,041
1972	104,338	30,844	73,494
1973	104,360	32,979	71,382
1974	102,610	33,050	69,560
1975	105,712	33,859	71,852
1976	106,481	39,421	67,060
1977	107,418	42,348	65,070
1978	107,918	40,453	67,465
1979	113,614	41,531	72,083
1980	117,104	44,128	72,976
1981	117,928	42,647	75,281
1982	113,516	36,900	76,616
1983	115,373	35,228	80,145
1984	119,222	37,381	81,841
1985	124,656	38,436	86,220
1986	131,838	39,967	91,871
1987	136,902	36,037	100,866
1988	140,468	36,524	103,944
1989	142,493	35,499	106,994

SOURCE: Congressional Budget Office.

a. State and local outlays net of federal grants and loans.

TABLE 2. PUBLIC CAPITAL AND NONCAPITAL SPENDING FOR INFRASTRUCTURE, 1956-1989 (In millions of 1990 dollars)

Year	Total	Capital	Noncapital
1956	65,723	33,158	32,566
1957	68,608	34,505	34,104
1958	69,899	36,481	33,418
1959	77,226	40,838	36,388
1960	77,027	39,659	37,368
1961	81,523	42,376	39,147
1962	82,746	44,662	38,084
1963	86,933	46,759	40,174
1964	88,600	48,529	40,071
1965	91,833	50,110	41,723
1966	94,507	51,211	43,296
1967	95,952	52,187	43,764
1968	96,747	52,415	44,332
1969	97,973	52,966	45,006
1970	96,925	50,343	46,582
1971	100,972	52,147	48,826
1972	104,338	54,745	49,593
1973	104,360	54,090	50,270
1974	102,610	51,387	51,223
1975	105,712	50,345	55,366
1976	106,481	50,451	56,030
1977	107,418	48,167	59,251
1978	107,918	46,374	61,545
1979	113,614	49,731	63,883
1980	117,104	51,291	65,813
1981	117,928	48,129	69,799
1982	113,516	45,512	68,004
1983	115,373	46,374	69,000
1984	119,222	48,330	70,892
1985	124,656	52,397	72,259
1986	131,838	57,416	74,422
1987	136,902	60,686	76,216
1988	140,468	62,982	77,486
1989	142,493	63,263	79,230

SOURCE: Congressional Budget Office.

transit, and water supply in the 1970s, and then returned to highways and aviation in the 1980s. State and local spending, in contrast, was distributed across programs with little change until the 1980s, when outlays for transit, aviation, and wastewater treatment facilities increased far more quickly than spending for highways and water resources. Trends in federal and state spending do not always appear closely linked, at least in the aggregate data.[4]

- *Although the federal government plays a substantial role in providing infrastructure, state and local governments remain the dominant source of funds.* Between 1956 and 1989, state and local governments averaged nearly 70 percent of total public spending for infrastructure. As a rule, trends in aggregate infrastructure spending follow trends in state and local outlays.

Federal Infrastructure Outlays

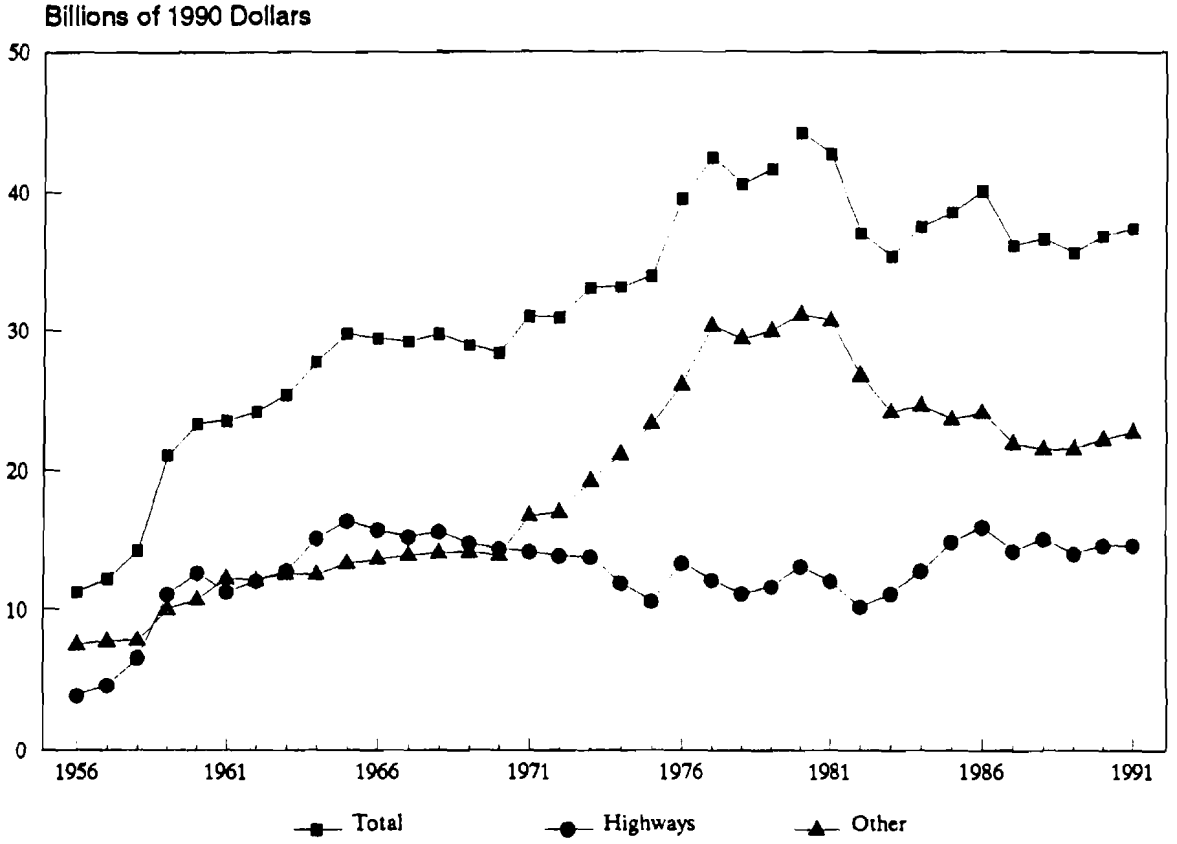
In 1956, federal infrastructure spending totaled $11.3 billion. Approximately 55 percent of this amount went to water transportation and resources, 35 percent went to highways, and 10 percent went to aviation.

Passage of the 1956 Federal-Aid Highway Act marked the beginning of a vastly expanded federal role in the provision of infrastructure. Total infrastructure spending rose from $11.3 billion in 1956 to $23.3 billion in 1960 and $29.7 billion in 1965. While spending increased in all federal infrastructure programs, nearly 70 percent of the increase in the total infrastructure budget was attributable to highway spending, which rose from $3.8 billion in 1956 to $12.6 billion in 1960 and to $16.4 billion in 1965 (see Figure 1 and Table A-8).

Federal spending for infrastructure reached major turning points in 1965, in 1970, and in 1980. Between 1965 and 1970, federal infrastructure spending declined in real terms, largely in response to a slight falloff in outlays for highways and water resources (aviation outlays continued to rise). Highway spending continued to fall through 1975, after which it fluctuated around an average of just under $12 billion through 1982. But after 1970,

4. For a review of the empirical evidence on how federal grant programs influence state and local spending decisions, see Congressional Budget Office, *Federal Policies for Infrastructure Management* (June 1986).

Figure 1.
Federal Spending for Highways and Other Types of Infrastructure, 1956-1991



SOURCE: Congressional Budget Office using data from the Office of Management and Budget and the Bureau of the Census.

the decline in highway outlays was offset by increases in other infrastructure programs. Through most of the 1970s, total federal infrastructure spending rose, reflecting large increases in the budget for wastewater treatment, mass transit, and water supply.

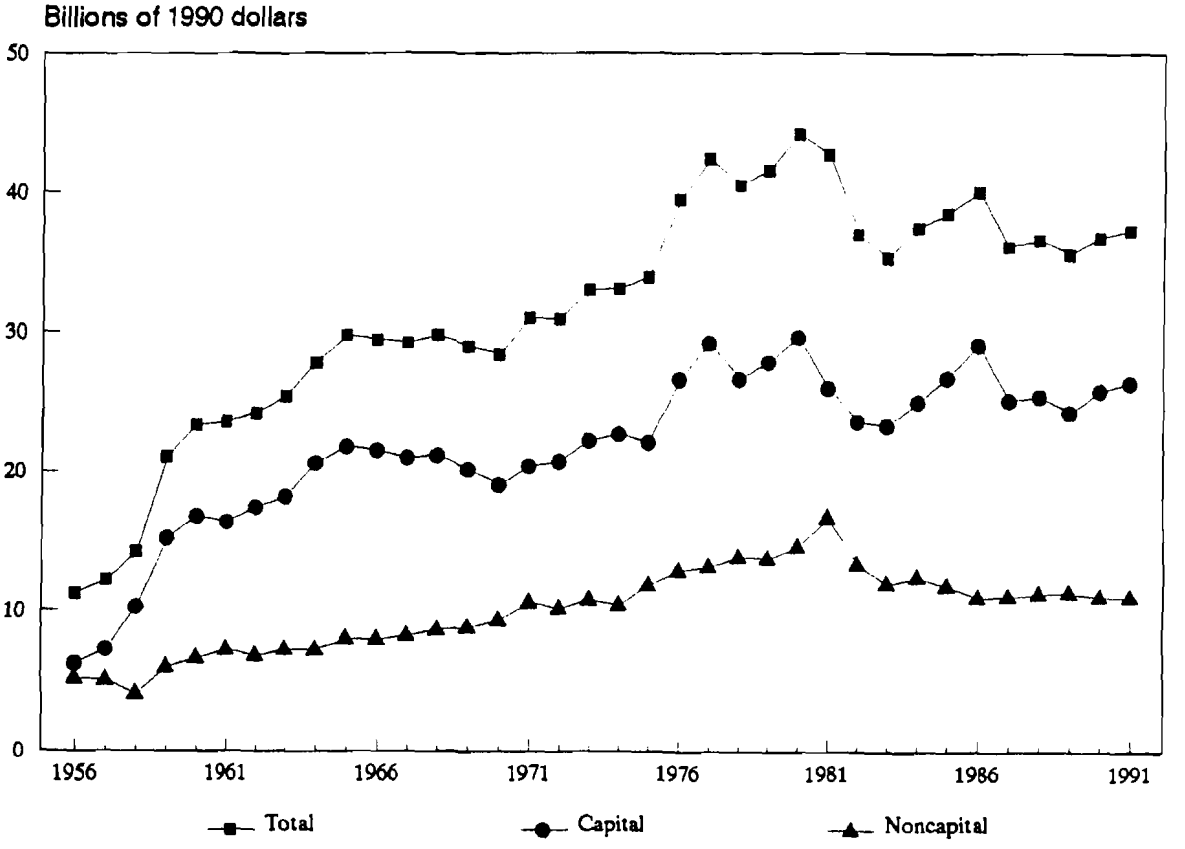
After 1980, overall spending fell sharply for three years, but has fluctuated around $37 billion annually since then. During the 1980s, cutbacks in the wastewater treatment, transit, and water programs were roughly matched by spending increases for highways and aviation. Inflation-adjusted outlays in 1991 were $37.2 billion, equal to the average annual spending between 1981 and 1991 but 15 percent less than was spent in 1980.

Since 1956, federal spending for infrastructure has taken the form of direct outlays and grants-in-aid or loans to states and localities. As a rule, federal support for each type of infrastructure has been provided nearly exclusively as either a grant or through direct spending. In five areas--highways, transit, airport development, wastewater treatment, and water supply--grants or loans to states and localities account for more than 95 percent of federal outlays.[5] Nearly all of this indirect spending subsidizes capital outlays: more than 95 percent of federal grants for highways, airport development, wastewater treatment, and water supply, and more than 85 percent of federal grants for mass transit, subsidize state and local capital expenditures. Federal expenditures in the remaining infrastructure categories--water transportation and resources, airways, and rail--occur largely as direct outlays. Only 30 percent of direct federal outlays in these categories are for capital goods. Capital outlays account for approximately 40 percent of spending for water transportation and resources, and about 25 percent of spending for airways and rail.

Federal Capital Outlays. For the last 30 years, changes in total federal infrastructure outlays have largely reflected changes in outlays for capital (see Figure 2 and Table A-8). This has been true in part because capital spending has accounted for between 65 percent and 70 percent of total federal infrastructure outlays. Moreover, capital spending has been far more volatile than noncapital spending.

5. Federal spending for aviation consists of outlays for airport development and outlays for all other aviation purposes, including primarily air traffic control, aviation safety, and aeronautical research and development. In 1990, federal outlays for airport development totaled $1.2 billion; all other federal outlays for aviation totaled $6.0 billion.

Figure 2.
Federal Capital and Noncapital Spending for Infrastructure, 1956-1991



SOURCE: Congressional Budget Office using data from the Office of Management and Budget and the Bureau of the Census.

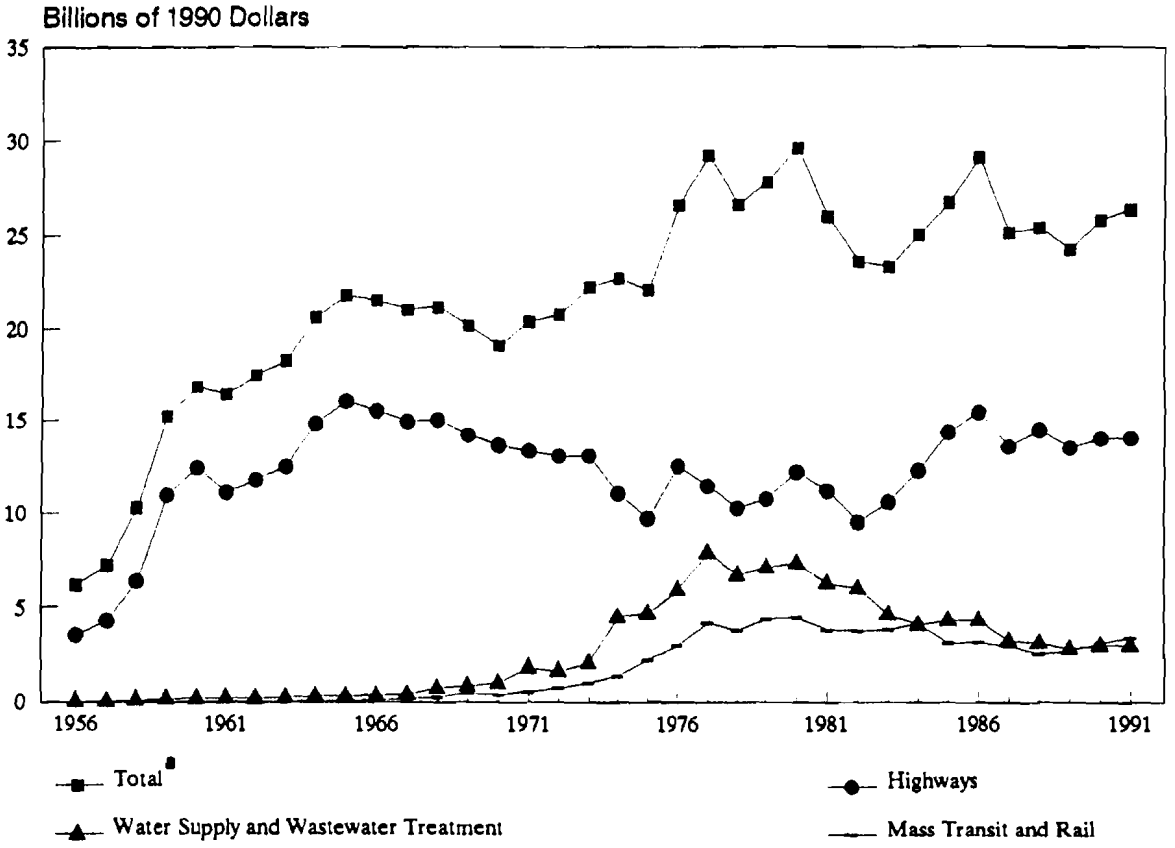
In 1956, federal capital spending for infrastructure totaled $6.2 billion (in 1990 dollars). More than 55 percent of this amount was spent on highways, and most of the remainder was spent on water transportation and resources. After 1956, capital spending grew quickly, rising to $16.8 billion in 1960 and $21.8 billion in 1965. Although spending increased in all infrastructure programs, fully 80 percent of the increase in total capital spending was attributable to highway outlays, which rose from $3.5 billion in 1956 to $12.4 billion in 1960 and to $16.0 billion in 1965 (see Figure 3 and Table A-8).

Between 1965 and 1970, capital spending for infrastructure declined. This decline reflected lower capital outlays for highways and water resources, which together fell 20 percent in real terms (capital outlays for aviation rose slightly). Capital spending for highways continued to fall through 1975, after which it fluctuated around an average of slightly more than $11 billion through 1982. After 1970, however, the decline in capital outlays for highways was offset by dramatic increases in outlays for other infrastructure programs.

Total federal capital spending for infrastructure rose through much of the 1970s, principally because of large increases in the budget for wastewater treatment, mass transit, rail, and water supply. As spending for highways and water resources fell in the late 1960s and early 1970s, spending in other infrastructure areas began to rise sharply. Between 1970 and 1977, annual federal capital spending for wastewater treatment and water supply projects rose from $1.0 billion to $7.9 billion. Annual capital spending for transit rose from $0.4 billion to $2.5 billion. Capital outlays for Amtrak (passenger rail) and for Conrail (rail freight) increased from an average of less than $0.1 billion annually during the first half of the 1970s to more than $1.5 billion annually during the latter half of the decade. Together, capital spending for transit, rail, wastewater treatment, and water supply rose from $1.4 billion in 1970 to $11.8 billion in 1980. As a percentage of total capital spending for infrastructure, outlays in these categories rose from 7 percent in 1970 to more than 40 percent in 1980; capital spending for highways and water resources fell from 87 percent in 1970 to less than 55 percent in 1980.

During the 1980s, capital spending fell for many of the program areas that had gained markedly in the 1970s. Annual federal capital spending for water supply and wastewater treatment programs fell from $7.3 billion in 1980 to $3.0 billion in 1990. Between 1980 and 1991, Conrail was restored to profitability and sold to the private sector, and capital grants to Amtrak were reduced by approximately 20 percent. Although capital spending for

Figure 3.
Federal Capital Spending for Selected Types of Infrastructure, 1956-1991



SOURCE: Congressional Budget Office using data from the Office of Management and Budget and the Bureau of the Census.

a. Includes capital outlays for all types of infrastructure.

transit continued to rise in the early 1980s, it then fell from $3.7 billion in 1984 to $3.2 billion in 1991. Taken together, capital spending for wastewater treatment, water supply, rail, and transit fell from $11.8 billion in 1980 to $6.3 billion in 1991. As a percentage of federal capital spending for infrastructure, outlays in these four areas dropped from 40 percent to about 25 percent.

Federal Noncapital Outlays. In total, noncapital outlays for infrastructure rose steadily from $5.1 billion in 1956 to $16.7 billion in 1981; they declined fairly steadily thereafter to $10.9 billion in 1991. Behind this simple pattern lie very different paths for individual infrastructure programs (see Figure 4 and Table A-8).

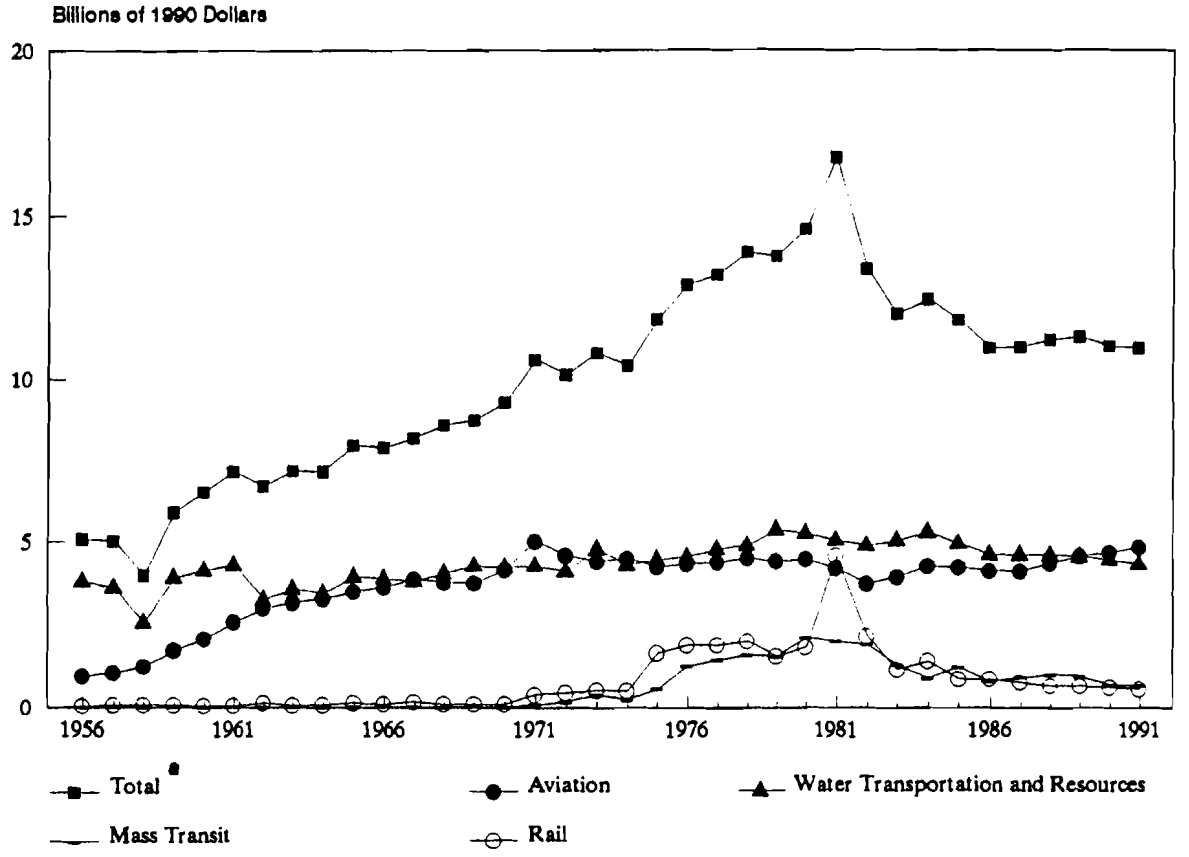
Throughout the 1956-1991 period, more than 80 percent of noncapital spending was for aviation, water transportation, and water resources. Most noncapital spending for aviation is used to pay for the Federal Aviation Administration's operating expenses. In 1990 dollars, outlays for this account have risen steadily from approximately $2.0 billion in 1960 to $3.8 billion in 1991. Similarly, noncapital expenditures for water transportation and water resources together have fluctuated between $4.0 billion and $5.4 billion throughout that period. These outlays have paid for the Merchant Marine, Coast Guard, inland waterways and harbors, and multipurpose dams. Noncapital outlays for other programs have been small (highways) or nonexistent (water supply and wastewater treatment).

From 1956 through 1991, the biggest changes in federal noncapital outlays occurred with mass transit and rail. Federal operating assistance to local mass transit rose sharply in the latter half of the 1970s, but has declined steadily since 1980. Federal noncapital outlays for rail also rose sharply in the latter half of the 1970s. Grants were large both for Amtrak operating assistance and for Conrail. Rail outlays fell steadily through the 1980s as Conrail was restored to profitability and sold to the private sector and grants to Amtrak were reduced.

State and Local Infrastructure Outlays

Despite substantial federal spending, infrastructure remains largely the province of states and localities. From 1956 through 1989, net state and local outlays averaged nearly 70 percent of total public infrastructure outlays. The state and local share of total spending followed a simple "U" pattern in this period, falling steadily from 80 percent in 1956 to 60 percent in 1978,

Figure 4.
Federal Noncapital Spending for Selected Types of Infrastructure, 1956-1991



SOURCE: Congressional Budget Office using data from the Office of Management and Budget and the Bureau of the Census.

a. Includes noncapital outlays for all types of infrastructure.

and then rising steadily to 75 percent in 1989--a level not seen since before 1960. As a rule, trends in aggregate infrastructure outlays--both capital and noncapital--follow trends in state and local spending.

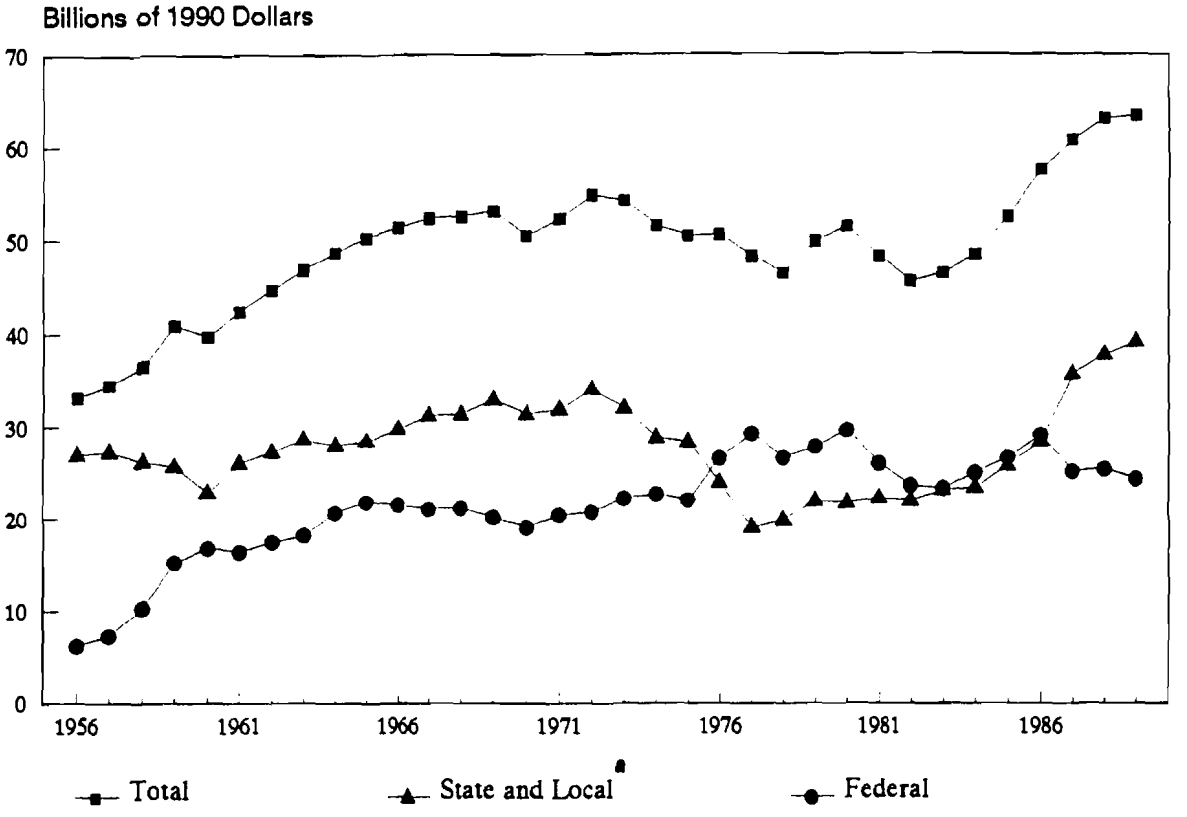
Capital Outlays. Changes in state and local capital spending (net of federal grants) have been so great relative to the changes in federal capital outlays that the trends in capital spending by all levels of government reflect changes at the state and local level (see Figure 5 and Tables A-7, A-8, and A-11). Between 1956 and 1972, net state and local capital outlays rose from $27 billion to $34 billion, then declined over the next six years to $19.8 billion in 1978. Since 1982, state and local capital spending has risen quickly, reaching a high of $39 billion in 1989.

Between 1956 and 1989, the state and local share of total public capital spending for infrastructure also followed a simple "U" pattern. In 1956, state and local spending accounted for 80 percent of capital spending for infrastructure by all levels of government. By 1960, that share had fallen to 60 percent. The state and local share fell again from 60 percent in 1973 to 40 percent in 1977, before rising back to 60 percent by 1989.

Throughout much of the 1956-1989 period, changes in state and local capital spending were distributed fairly evenly across different types of infrastructure. Each of the eight infrastructure categories followed the same general pattern, with spending rising at roughly the same rate in the late 1950s and 1960s, declining sharply during the 1970s, and then rising fairly steadily during the 1980s. The distribution of state and local outlays among infrastructure categories changed little until the 1980s, when outlays for transit, aviation, and wastewater treatment facilities increased far more quickly than spending for highways and water resources. Between 1978 and 1989, the portion of state and local capital spending for infrastructure that went to highways fell from 67 percent to 52 percent.

Noncapital Outlays. Throughout the 1956-1989 period, net state and local spending accounted for 75 percent to 85 percent of noncapital spending on infrastructure by all levels of government. State and local noncapital spending has risen steadily throughout the period (see Figure 6 and Tables A-7, A-8, and A-11). As a percentage of net state and local spending for infrastructure, noncapital outlays rose from 50 percent between 1956 and 1972 to 65 percent between 1973 and 1989. Noncapital spending fell from 65 percent of total outlays in 1986 to 55 percent in 1989 as states and localities picked up capital spending.

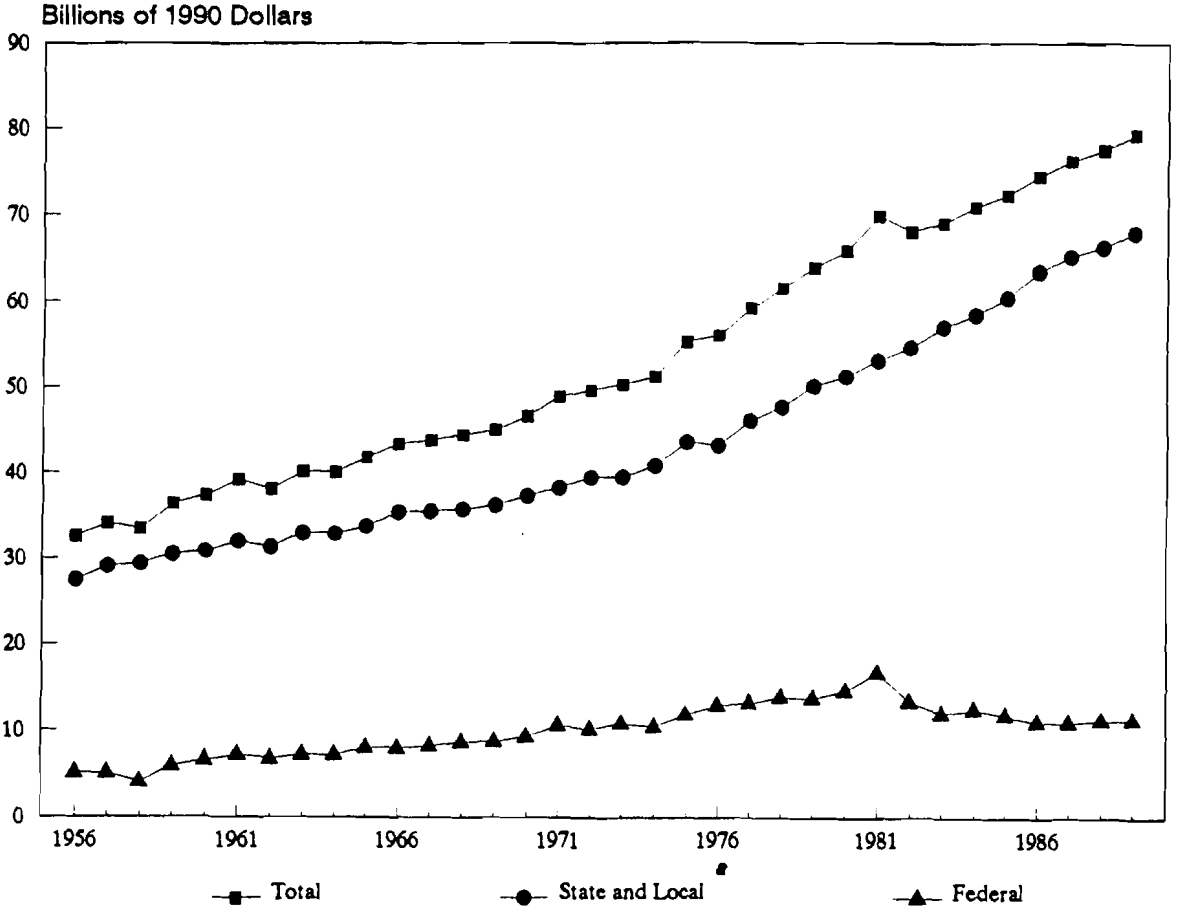
Figure 5.
Public Capital Spending for Infrastructure, 1956-1989



SOURCE: Congressional Budget Office using data from the Office of Management and Budget and the Bureau of the Census.

a. Net of federal grants and loans.

Figure 6.
Public Noncapital Spending for Infrastructure, 1956-1989



SOURCE: Congressional Budget Office using data from the Office of Management and Budget and the Bureau of the Census.

a. Net of federal grants and loans.

THE PRESIDENT'S 1993 BUDGET PROPOSALS FOR INFRASTRUCTURE

Under the President's budget proposals for 1993, budget authority for federal infrastructure programs would rise 6 percent, from $44.5 billion in 1992 to $47.1 billion in 1993.[6] The increase in overall budget authority masks widely different outcomes for individual programs. Budget authority would rise for just two types of infrastructure: highways, which would receive an increase of 14 percent, and aviation, which would receive a 7 percent increase. Budget authority for all other infrastructure modes would decline. In percentage terms, rail would be hardest hit; budget authority for rail programs would decline by 50 percent (see Table 3).

Total budget authority shown for federal infrastructure programs under the President's budget would be 4.9 percent lower than the budget authority estimated for these programs in the Congressional Budget Office's (CBO's) baseline projections.[7] The budget authority requested in the President's budget is lower than that in the CBO baseline for every infrastructure category except aviation, which would receive 3 percent more under the President's budget than in the CBO baseline. Relative to the CBO baseline, the President's budget cuts budget authority the most in rail (55 percent) and transit (22 percent). Other infrastructure categories are cut between 1 percent and 5 percent.

Under the President's 1993 budget proposals, federal outlays for infrastructure would rise from $41.1 billion to $42.5 billion. This increase would be $1.1 billion less than that shown in CBO's baseline estimates of federal outlays (see Table 4). The proposals would put outlays at or below the baseline in every infrastructure category except aviation, which would be

6. Trends in outlays accurately capture changes in the level of public resources devoted to infrastructure over extended periods of time. Outlays do not do as good a job of tracking year-to-year changes, for outlays in any given year may reflect government resources that were committed over a number of prior years. Budget authority is probably a better measure of the resources that may be committed in a given year. Because this section describes the President's budget proposals for 1993, it focuses on changes in budget authority rather than outlays.

   Unless otherwise noted, none of the figures in this section have been adjusted for inflation.

7. CBO's baseline projections show the likely path of spending if current laws remain unchanged. They are not a projection of budget outcomes, but are useful for comparing the effects of different policies. See Congressional Budget Office, *The Economic and Budget Outlook: Fiscal Years 1993-1997* (January 1992).

1 percent greater than the baseline estimate. The decline in spending would be greatest for transit and rail: transit spending in 1993 would be 10 percent less than baseline spending levels, and rail outlays would be 38 percent less.

Highways. The President's budget proposals would increase budget authority for highways by 14 percent, from $18.5 billion in 1992 to $21.0 billion in 1993. The CBO baseline shows budget authority for highway programs of $21.7 billion for 1993, about 3 percent more than in the President's budget.

TABLE 3. BUDGET AUTHORITY FOR FEDERAL INFRASTRUCTURE PROGRAMS, 1991-1993 (In millions of nominal dollars)

Type of Infrastructure	Actual 1991	Estimated 1992	President's Budget Proposal for 1993	CBO Baseline 1993	Difference Between President's Proposal and Baseline	
					Amount	Percentage
All Types	37,907	44,507	47,119	49,548	-2,429	-4.9
Highways	14,866	18,451	20,992	21,660	-668	-3.1
Transit	3,311	3,819	3,777	4,855	-1,078	-22.2
Rail	919	971	480	1,056	-576	-54.5
Aviation	8,932	10,018	10,754	10,447	307	2.9
Water Transportation and Resources	6,396	7,868	7,762	8,132	-370	-4.5
Water Supply and Wastewater Treatment	3,483	3,381	3,354	3,399	-45	-1.3

SOURCE: Congressional Budget Office.

Budget authority for highways in the CBO baseline is about $0.5 billion more than the amount authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Most of this added budget authority is for highway demonstration projects that were included in the 1992 Department of Transportation Appropriations Act but were not authorized by ISTEA.

The President's budget calls for an increase in highway outlays, from $16.4 billion in 1992 to $17.6 billion in 1993. Highway outlays under the President's budget would be $0.3 billion less than baseline spending levels, and $0.6 billion less than if obligations equaled the level provided by ISTEA in that year.

TABLE 4. FEDERAL OUTLAYS FOR INFRASTRUCTURE, 1991-1993
(In millions of nominal dollars)

Type of Infrastructure	Actual 1991	Estimated 1992	President's Budget Proposal for 1993	CBO Baseline 1993	Difference Between President's Proposal and Baseline	
					Amount	Percentage
All Types	38,294	41,095	42,508	43,645	-1,136	-2.6
Highways	14,862	16,410	17,580	17,828	-248	-1.4
Transit	3,912	3,799	3,455	3,823	-368	-9.6
Rail	807	871	638	1,034	-396	-38.3
Aviation	8,184	8,907	9,807	9,692	115	1.2
Water Transportation and Resources	7,514	8,006	7,865	8,104	-239	-2.9
Water Supply and Wastewater Treatment	3,015	3,103	3,163	3,164	0	0

SOURCE: Congressional Budget Office.

Mass Transit. Budget authority for mass transit programs would fall under the President's budget by 1 percent between 1992 and 1993. The decline would be much larger relative to the CBO baseline, which shows budget authority levels of $4.9 billion, or 22 percent more than in the President's budget. Budget authority for mass transit in both CBO's baseline and the President's budget is less than was authorized by ISTEA. Under ISTEA, budget authority for transit would rise from $3.8 billion in 1992 to $5.2 billion in 1993, and then continue at $5.1 billion each year before rising to $7.25 billion in 1997.

Outlays for mass transit reached $3.9 billion in 1991, their highest level in 10 years. Transit outlays will fall to $3.8 billion in 1992. Under the President's budget proposal, they would fall another 9 percent in 1993, to $3.5 billion, approximately 10 percent less than the outlays shown in the CBO baseline.

Rail. Under the President's budget proposal, budget authority for rail programs would be reduced by 50 percent between 1992 and 1993. The principal changes to rail programs include reducing or eliminating funds for Northeast Corridor Improvement Grants and for Amtrak operating subsidies. The Administration also calls for spending $28 million to continue studies of the safety of magnetic levitation (maglev) trains. No obligations would be allowed for the $45 million in budget authority provided by ISTEA for building a prototype maglev train or the $5 million for research on other high-speed rail. Outlays for rail would total $0.6 billion under the President's budget, compared with $1.0 billion in the CBO baseline.

Aviation. The authorization for programs of the Federal Aviation Administration expires at the end of fiscal year 1992. The President's budget proposal calls for no structural changes in these programs but would increase total budget authority for aviation by 7 percent. In 1993, budget authority would rise by 13 percent for air traffic control (ATC) modernization, would rise by 6 percent for both ATC operations and research and development, and would be held fixed for airport improvement (AIP) grants. The freeze in AIP grants is motivated in part by the fact that, as of this year, major airports are expected to begin raising a substantial amount of their funds through per-passenger fees known as passenger facility charges.

Outlays for aviation have risen steadily in the last few years, from $7.2 billion in 1990 to $8.9 billion in 1992. The President's proposal would increase aviation outlays to $9.8 billion in 1993, an amount just over 1 percent larger than the outlays shown in the CBO baseline.

Water Transportation and Resources. Under the President's budget, water transportation and water resource programs would receive budget authority of $7.8 billion in 1993, down about $0.1 billion from 1992 and just over 4.5 percent less than the budget authority shown in the CBO baseline. Outlays for these programs in 1993 would be $7.9 billion under the President's budget, about $240 million less than the baseline estimate for that year. Most of the spending reduction occurs in Bureau of Reclamation programs.

Water Supply and Wastewater Treatment. Under the President's budget, federal water supply and wastewater treatment programs would receive budget authority in 1993 that was only marginally less than the $3.4 billion in budget authority they received in 1992. Federal grants for the construction of municipal wastewater treatment plants account for more than 90 percent of spending in this area. Under the President's budget, budget authority for construction grants would rise by $100 million. The President's budget shows outlays for wastewater treatment and water supply of $3.2 billion in 1993, an amount $60 million greater than 1992 levels and equal to baseline outlays.

DO HISTORICAL TRENDS SUGGEST HOW MUCH SHOULD BE SPENT NOW?

In general, spending more for infrastructure requires diverting resources from other uses. Benefits from government outlays are not easy to quantify, but a simple rule can be used to weigh the trade-offs among different types of spending: greater public investment will increase aggregate welfare as long as the extra dollar invested yields benefits that are greater than those derived from alternative uses of the funds. The added spending, in other words, must yield not only a positive return, but a return greater than that which can be achieved by using the funds for some other purpose.

Applying this rule requires information about both the costs and the benefits of public outlays.[8] Data on outlays show how much public infrastructure has cost, but they give no measure of the associated benefits. Some analysts have argued that trends in spending--in particular, trends in the ratio of public infrastructure spending to gross domestic product (GDP)--might inform decisions about how much to spend for infrastructure. The rationale behind their argument is that this ratio offers a rough measure of

8. For a survey of direct evidence on the costs and benefits of infrastructure spending, see Congressional Budget Office, *How Federal Spending for Infrastructure and Other Public Investments Affects the Economy* (July 1991).

the returns that could be expected from infrastructure.[9] Since 1960, public capital spending as a percentage of GDP has declined fairly steadily (see Table 5). The importance of this statistic is unclear.

One interpretation of the falling investment ratio is that the nation has steadily underinvested in infrastructure during the last 30 years. In this view, the investment levels that prevailed in the 1960s were optimal, and the subsequent decline in spending has led to a relative scarcity of public capital. As public capital has become relatively scarce, the return to added public capital spending has risen relative to the return from investment in private capital. If this interpretation is correct, cost-benefit studies should reflect the higher rates of return now available on additional public investment. The limited cost-benefit evidence that is available, however, shows high rates of return only on carefully targeted infrastructure outlays, not on across-the-board increases in public capital spending.[10]

Other interpretations suggest that a decline in the ratio of public capital to GDP is not itself evidence that public investment is too low. For one thing, the optimal level of infrastructure investment relative to GDP will depend on the efficiency of infrastructure use. Policies that lead to more efficient use of infrastructure will reduce the amount of infrastructure needed per dollar of GDP. Infrastructure policies that enhance efficiency include:

- Using bus fleets rather than rail systems in all but the most densely populated localities;
- Establishing lanes for high-occupancy vehicles to increase roadway capacity during commuting hours;
- Consolidating small water supply systems into regional systems that can reduce the unit cost of drinking water by a factor of 10; and
- Imposing fees for use of the air traffic control system, similar to peak-period landing fees already used at some airports, to

9. See National Council on Public Works Improvement, *Fragile Foundations: A Report on America's Public Works* (February 1988), for a discussion of other measures that have been used as proxies for the net benefits of public investment.

10. See Congressional Budget Office, *How Federal Spending for Infrastrucuure and Other Public Investments Affects the Economy*.

TABLE 5. PUBLIC SPENDING FOR INFRASTRUCTURE AS A PERCENTAGE OF GROSS DOMESTIC PRODUCT, 1956-1989

Year	Total	Capital	Noncapital
1959	3.20	1.98	1.22
1960	3.09	1.84	1.25
1961	3.20	1.90	1.30
1962	3.11	1.88	1.23
1963	3.18	1.91	1.27
1964	3.08	1.87	1.21
1965	3.01	1.81	1.20
1966	2.92	1.74	1.18
1967	2.93	1.74	1.20
1968	2.83	1.65	1.18
1969	2.81	1.62	1.19
1970	2.86	1.59	1.27
1971	2.97	1.65	1.32
1972	2.92	1.62	1.30
1973	2.73	1.46	1.27
1974	2.71	1.43	1.28
1975	2.94	1.53	1.40
1976	2.84	1.44	1.39
1977	2.74	1.30	1.44
1978	2.62	1.21	1.42
1979	2.72	1.31	1.41
1980	2.87	1.41	1.47
1981	2.80	1.27	1.53
1982	2.72	1.19	1.53
1983	2.66	1.14	1.52
1984	2.56	1.09	1.47
1985	2.62	1.15	1.47
1986	2.70	1.22	1.48
1987	2.71	1.23	1.48
1988	2.67	1.22	1.45
1989	2.63	1.18	1.45

SOURCE: Congressional Budget Office.

increase the amount of traffic that the aviation system can handle.

These and other innovations would improve the productivity of public works capital and reduce the amount of investment needed to provide a given level of infrastructure services. But these innovations may come at the expense of some of the social goals set for infrastructure. For example, fees that promote the efficient use of infrastructure may have undesired distributional effects.[11]

In addition, the optimal level of investment in public works should be expected to vary with the structure of the economy. The observed decline of infrastructure investment relative to GDP reflects, to some extent, the growing importance of services in the economy. For each dollar of GDP generated, the service and financial sectors require fewer transportation services and generate less pollution (thus requiring less environmental infrastructure) than does the manufacturing sector. As the relative importance of the service and financial sectors continues to grow, a smaller proportion of GDP needs to be devoted to infrastructure investment. Similarly, since the size of the country does not grow along with the size of the economy, economic activity may become more concentrated and thus reduce the average distance that goods must move. These changes could in turn change the need for new transportation infrastructure from long-haul to short-haul and reduce the amount of transportation infrastructure required per dollar of GDP.

Finally, the country may not need as much new infrastructure investment as it once did. The relative decline in investment since the 1960s may reflect a transition from an era of construction to an era of management in public works. New interstate highway construction, for example, generally provides a lower rate of return than does maintenance of the existing system. A Bureau of Reclamation study recently concluded that, in many instances, the bureau could ensure adequate water supplies most efficiently by concentrating on water management and conservation rather than on construction. In many instances, public objectives may be achieved more efficiently by improving management practices than by raising new construction outlays to the level of the 1960s. In short, the changing nature of infrastructure needs makes past investment levels a poor guide to

11. A discussion of the trade-offs between using infrastructure to achieve various social goals and using infrastructure to reflect economic efficiency can be found in Congressional Budget Office, *Paying for Highways, Airways, and Waterways: How Can Users Be Charged?* (forthcoming).

future spending. More useful guidance can be found in properly conducted cost-benefit analyses of specific infrastructure projects or classes of projects.

CONCLUSION

Adjusted for inflation, public infrastructure outlays have risen throughout the 1956-1989 period, but not as rapidly as total output in the economy. Noncapital spending rose steadily throughout the period. Capital outlays, in contrast, rose sharply through 1970, fell through 1978, and have risen since then. Changes in infrastructure spending, both capital and noncapital, largely follow changes in state and local outlays, which account for 75 percent of total public infrastructure outlays.

Under the President's budget proposals for 1993, budget authority for federal infrastructure programs would rise 6 percent (with no adjustment for inflation), from $44.5 billion in 1992 to $47.1 billion in 1993. The rise in overall budget authority would come from increases for highways (14 percent) and aviation (7 percent). Budget authority for all other types of infrastructure would decline. Relative to the CBO baseline, the President's budget would lower budget authority for every category of infrastructure except aviation.

The CBO baseline shows federal outlays for infrastructure of $43.6 billion in 1993. After adjusting for inflation, this amount would represent a 14 percent increase over federal infrastructure spending in 1990. The President's budget proposal calls for total federal infrastructure outlays of $42.5 billion in 1993. Under both the CBO baseline and the President's budget, most of the increase in infrastructure spending during the 1990-1993 period would be for highways and aviation. Limited evidence from cost-benefit studies suggests that these infrastructure categories are likely to provide the greatest economic (as distinct from social) returns.

APPENDIX

SOURCES AND DEFINITIONS FOR INFRASTRUCTURE DATA

The Congressional Budget Office's (CBO's) infrastructure data base lists federal and nonfederal public outlays for the period 1956 through 1989 by type of infrastructure and by type of spending. All of the data are available in both nominal dollars (Tables A-1 through A-6) and 1990 dollars (Tables A-7 through A-12).

TYPES OF INFRASTRUCTURE

Data are provided for eight types of infrastructure: highways, mass transit, rail, aviation, water transportation, water resources, water supply, and wastewater treatment. The data on federal outlays have been assigned to these categories based on federal budget functions and accounts. The general definitions are noted below.

- Highways. Spending for budget subfunction 401, except for outlays attributed to mass transit and rail, together with a Bureau of Indian Affairs road construction account. This spending consists primarily of outlays by the Federal Highway Administration and the National Highway Traffic Safety Administration.

- Mass Transit. Federal funding for the Federal Transit Administration and the Washington Metropolitan Area Transit Authority.

- Rail. Spending by the Federal Railroad Administration, the U.S. Railway Association, and certain Interstate Commerce Commission outlays.[1]

- Aviation. Spending for budget subfunction 402, including outlays for the Federal Aviation Administration and outlays by

1. The Interstate Commerce Commission (ICC) handles cases for both rail and motor carriers. In the absence of better information about the distribution of ICC spending, the ICC "Salaries and Expenses" account has been divided evenly between rail and highways. Other ICC spending is attributed to rail.

the National Aeronautics and Space Administration for general air transportation.

- Water Transportation. Spending for budget subfunction 403, which consists primarily of outlays by the Maritime Administration and the Coast Guard. Note that these data do not include navigation spending by the Army Corps of Engineers because all Corps spending comes under budget subfunction 301.

- Water Resources. Spending for budget subfunction 301, consisting primarily of outlays by the Army Corps of Engineers and the Bureau of Reclamation. Note that navigation outlays by the Army Corps of Engineers are included here rather than under water transportation.

- Water Supply. Water-related outlays by the Rural Water and Waste Disposal Grants and the Rural Development Insurance Fund (both are programs of the Farmers Home Administration), and the Water and Sewer Basic Grants program (in the Department of Housing and Urban Development).

- Wastewater Treatment. Environmental Protection Agency grants for the construction of municipal wastewater treatment plants, plus wastewater-related outlays of the three accounts in water supply.

All data on state and local expenditures are from similar categories in the Census Bureau's *Government Finances* series.

TYPES OF SPENDING

Federal outlays are divided into a number of categories.[2] First, federal outlays are split between direct and indirect spending. Indirect federal spending includes grants and loans to state or local government entities; direct spending includes all other federal outlays. State and local outlays are

2. The federal government also supports public infrastructure investment by exempting from income tax the interest that states and localities pay on bonds issued to finance their infrastructure projects. CBO's data do not include the value to states and localities of this tax exemption.

shown both including and excluding grants and loans from the federal government.

Federal outlays (both direct and indirect) and state and local outlays (both gross and net of federal grants) are further divided between capital and noncapital spending. Capital spending includes outlays for construction and rehabilitation of structures and for the purchase of structures, major equipment, and land. All other outlays are considered noncapital spending.

DEFLATORS

The CBO estimates of real infrastructure spending use separate deflators for federal and nonfederal spending and for capital and noncapital outlays. Direct federal capital outlays are adjusted for inflation with the variable-weighted deflator for federal nondefense purchases of structures and durable goods. Because this deflator is not available before 1972, CBO estimates its growth over the 1956-1971 period with the growth rate of the deflator for total federal purchases of durable goods and structures, which includes both defense and nondefense outlays. Both indirect federal capital outlays and all state and local capital outlays are adjusted for inflation by the variable-weighted deflator for state and local purchases of durable goods and structures.

Direct federal outlays for noncapital items are priced using the variable-weighted deflator for federal nondefense purchases of services and nondurable goods (and excluding the inventory change of the Commodity Credit Corporation). Because this deflator is not available before 1972, CBO estimates its growth before then with the growth rate of the deflator for total federal purchases of nondurable goods and services. Both indirect federal outlays and all state and local outlays for noncapital items are priced using the variable-weighted deflator for state and local government purchases of nondurable goods and services.

For the years 1960 through 1991, the deflators reflect the benchmark revision of the national income and product accounts (NIPAs) made by the Bureau of Economic Analysis in December 1991. The revised data are not yet available for years before 1960. The deflators for 1956 through 1959 therefore reflect the price changes shown in the unrevised NIPA data.

SOURCES FOR FEDERAL SPENDING DATA

Most of the data for 1980 to the present have simply been assembled from an Office of Management and Budget (OMB) data base that divides federal spending into the categories described above. The OMB data sort spending into the appropriate categories at the subaccount level. In a few instances, these data conflict with those shown in various parts of the budget. In those cases, the data from the budget were used.

The data for years before 1980 come primarily from unpublished OMB historical data and from the budget for various years. OMB's historical data show federal spending for individual budget accounts broken down into grant and nongrant spending. By definition, grant outlays are indirect spending; nongrant outlays can be either direct or indirect.

The historical data do not separate outlays into capital and noncapital expenditures. The data on capital expenditures were taken from the budget, in particular the "Historical Tables," the "Special Analyses," and the "Appendix" for various years. Because of apparent inconsistencies in the principal data sources, spending data for both the aviation and the rail categories were taken from the federal budget's appendix and classified by type of spending on an account-by-account basis.

CAVEATS ABOUT THE FEDERAL DATA

The federal spending data include all programs whose primary purpose is to provide infrastructure services. During the 1970s and early 1980s, however, a significant fraction of total federal infrastructure outlays were channeled through programs that included public works investment as only one of many purposes. These multipurpose programs included General Revenue Sharing, Community Development Block Grants, the Economic Development Administration, the Appalachian Regional Commission, the Model Cities program, and others. Not much information exists on the extent to which these programs supported infrastructure services of different types.

MAKING FISCAL YEARS CONFORM

Most state and local governments use fiscal years that start on July 1.[3] The federal fiscal year started on the same date through fiscal year 1976. Federal fiscal year 1976 was followed by a "transition quarter," after which the federal fiscal year began on October 1. The mismatch between fiscal years creates a small error in the measurement of state and local spending net of federal grants for any specific year. To make state and local data more comparable with federal outlays, the state and local data for all years after 1976 have been adjusted to reflect federal fiscal years. The adjustment assigns 25 percent of the spending in each state and local fiscal year to the preceding federal fiscal year. For example, 25 percent of state and local outlays for state and local fiscal year 1990 are assumed to occur in federal fiscal year 1989, with the remainder of state and local outlays assumed to fall in federal fiscal year 1990. This procedure will reduce the error caused by the inexact match between the two types of fiscal years.

3. See Bureau of the Census, *Government Finances: 1989-1990* (December 1991), p. viii, for more details.

TABLE A-1. INFRASTRUCTURE SPENDING BY FEDERAL, STATE, AND LOCAL GOVERNMENTS, 1956-1989 (In millions of nominal dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	11,600	12,890	13,960	15,825	15,879	17,008	17,763	19,191	19,966	21,181	22,459	23,882
Capital	6,898	7,742	8,673	9,793	9,464	10,082	10,753	11,535	12,093	12,728	13,363	14,148
Other	4,702	5,149	5,288	6,032	6,415	6,926	7,010	7,656	7,873	8,453	9,095	9,735
Highways	6,999	7,857	8,577	9,609	9,460	9,867	10,422	11,220	11,730	12,300	12,813	13,974
Capital	4,654	5,211	5,761	6,641	6,340	6,476	6,998	7,521	7,974	8,342	8,617	9,460
Other	2,345	2,646	2,816	2,968	3,120	3,391	3,424	3,699	3,756	3,958	4,196	4,514
Mass Transit	580	596	628	647	683	688	704	820	873	1,043	1,029	1,197
Capital	109	120	134	102	94	120	90	162	155	242	216	324
Other	471	476	494	545	589	568	614	658	718	801	813	873
Rail	8	11	14	13	10	11	26	12	15	29	26	41
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	8	11	14	13	10	11	26	12	15	29	26	41
Aviation	334	431	548	748	856	1,081	1,133	1,159	1,175	1,286	1,332	1,443
Capital	129	192	307	337	356	467	416	356	322	343	322	351
Other	205	239	241	411	500	614	718	802	854	942	1,010	1,092
Water Transport[a]	620	552	611	677	744	862	908	941	935	993	1,012	1,068
Capital	143	173	251	209	193	297	366	343	311	303	346	359
Other	477	379	360	468	551	565	542	599	625	689	666	708
Water Resources[a]	898	1,102	1,178	1,521	1,342	1,505	1,445	1,643	1,721	1,737	2,128	2,239
Capital	562	653	809	918	871	1,006	1,084	1,229	1,289	1,253	1,449	1,530
Other	336	449	369	603	471	499	361	414	432	485	679	709
Water Supply	1,327	1,436	1,472	1,600	1,681	1,892	1,852	1,932	2,001	2,227	2,411	2,286
Capital	712	748	761	878	843	990	913	905	948	1,138	1,211	1,055
Other	615	688	711	722	838	902	939	1,027	1,053	1,089	1,200	1,231
Sewage Treatment	835	906	933	1,011	1,103	1,103	1,272	1,464	1,515	1,567	1,707	1,635
Capital	589	644	649	708	767	726	886	1,019	1,095	1,107	1,202	1,069
Other	246	262	284	303	336	377	386	445	420	460	505	566

(Continued)

TABLE A-1. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	25,194	27,009	28,878	32,601	35,283	36,782	39,508	46,593	50,164	13,065	54,036	58,531
Capital	14,662	15,563	16,078	18,099	19,568	19,705	20,812	24,315	25,545	6,226	25,649	26,910
Other	10,532	11,446	12,800	14,502	15,715	17,077	18,696	22,279	24,618	6,839	28,387	31,621
Highways	14,584	15,542	16,571	18,264	19,226	18,811	20,195	22,847	24,235	5,880	23,691	25,923
Capital	9,731	10,292	10,780	11,906	12,367	11,500	12,210	13,712	14,271	3,159	12,705	13,641
Other	4,852	5,250	5,791	6,358	6,859	7,312	7,986	9,135	9,964	2,721	10,987	12,281
Mass Transit	1,453	1,633	1,623	1,892	2,195	2,814	3,031	4,003	4,272	1,346	5,445	5,618
Capital	443	559	366	446	495	920	926	1,203	1,339	420	1,613	1,460
Other	1,010	1,074	1,257	1,446	1,700	1,894	2,105	2,800	2,933	925	3,832	4,158
Rail	28	29	30	119	152	187	243	929	1,460	211	1,895	1,938
Capital	0	0	0	0	0	0	47	205	568	27	931	848
Other	28	29	30	119	152	187	196	724	891	184	964	1,090
Aviation	1,523	1,824	2,294	2,807	3,079	3,346	3,274	3,544	3,763	890	3,866	4,369
Capital	386	569	804	898	1,141	1,343	1,036	1,094	1,029	203	868	1,072
Other	1,137	1,255	1,490	1,909	1,939	2,003	2,238	2,451	2,735	686	2,998	3,297
Water Transport[a]	1,246	1,317	1,339	1,530	1,615	1,807	1,937	2,166	2,241	604	2,491	2,607
Capital	478	482	425	502	523	623	682	757	653	161	672	741
Other	768	836	914	1,028	1,092	1,184	1,254	1,409	1,588	443	1,819	1,867
Water Resources[a]	2,211	2,105	2,034	2,336	2,478	2,659	2,688	3,214	3,414	978	3,893	4,193
Capital	1,420	1,230	1,117	1,357	1,482	1,456	1,551	1,834	1,901	584	2,233	2,183
Other	792	875	917	979	997	1,203	1,137	1,380	1,513	394	1,660	2,009
Water Supply	2,417	2,665	2,821	3,007	3,278	3,555	4,083	4,797	5,220	1,399	5,711	6,323
Capital	1,097	1,225	1,201	1,247	1,358	1,435	1,743	2,111	2,208	512	2,071	2,281
Other	1,320	1,440	1,620	1,760	1,920	2,120	2,340	2,686	3,012	887	3,640	4,042
Sewage Treatment	1,732	1,895	2,167	2,646	3,259	3,604	4,080	5,262	5,937	1,763	7,074	7,556
Capital	1,107	1,207	1,385	1,744	2,202	2,428	2,640	3,569	3,955	1,165	4,587	4,679
Other	625	688	782	902	1,057	1,176	1,440	1,693	1,982	598	2,488	2,877

(Continued)

TABLE A-1. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
All Categories	67,785	77,764	84,757	85,749	90,490	96,527	105,789	115,447	123,046	130,866	138,034
Capital	32,619	38,088	38,429	37,481	38,683	41,152	46,429	52,115	55,709	59,700	62,015
Other	35,166	39,676	46,328	48,268	51,807	55,376	59,360	63,332	67,337	71,166	76,019
Highways	30,014	34,035	34,967	35,409	37,679	41,112	46,363	50,369	53,439	56,571	59,104
Capital	16,529	19,264	19,118	18,338	19,083	21,200	24,634	27,181	29,125	31,927	33,047
Other	13,484	14,771	15,850	17,071	18,595	19,912	21,728	23,188	24,315	24,645	26,057
Mass Transit	6,529	7,924	9,791	11,316	12,560	13,260	13,852	14,697	15,562	16,293	17,142
Capital	1,694	2,095	2,731	3,208	3,679	3,863	3,830	3,904	4,095	4,106	4,683
Other	4,835	5,829	7,061	8,109	8,881	9,397	10,021	10,793	11,467	12,187	12,459
Rail	2,059	2,405	3,715	2,154	1,342	1,558	1,072	908	829	598	623
Capital	1,155	1,246	451	521	426	433	336	136	148	0	-6
Other	904	1,158	3,265	1,633	916	1,125	736	772	681	598	629
Aviation	4,853	5,693	6,118	6,089	6,704	7,346	7,979	8,846	9,598	10,523	11,423
Capital	1,317	1,720	1,760	1,742	1,888	2,183	2,454	3,101	3,604	4,065	4,204
Other	3,536	3,973	4,358	4,347	4,816	5,163	5,524	5,744	5,993	6,458	7,219
Water Transport[a]	3,040	3,480	3,856	4,082	4,390	4,370	4,740	5,672	5,207	4,942	4,823
Capital	947	1,199	1,288	1,188	1,296	1,161	1,514	2,559	1,721	1,349	1,064
Other	2,093	2,281	2,568	2,893	3,093	3,209	3,226	3,112	3,486	3,593	3,759
Water Resources[a]	4,901	5,656	5,728	5,539	5,749	5,992	6,451	6,628	7,103	8,699	9,440
Capital	2,400	2,827	2,728	2,936	2,865	3,063	3,249	3,233	3,457	3,833	4,194
Other	2,502	2,830	3,000	2,603	2,884	2,929	3,202	3,395	3,645	4,866	5,247
Water Supply	7,386	8,515	9,613	10,339	10,946	11,308	12,919	14,660	16,106	16,757	18,140
Capital	2,860	3,447	3,760	3,722	3,725	3,618	4,403	5,355	6,028	6,132	6,497
Other	4,526	5,068	5,853	6,617	7,221	7,689	8,516	9,305	10,078	10,625	11,642
Sewage Treatment	9,070	10,200	11,042	10,914	11,308	11,683	12,466	13,696	15,228	16,506	17,356
Capital	5,782	6,432	6,664	5,893	5,771	5,729	6,060	6,672	7,555	8,311	8,346
Other	3,287	3,768	4,378	5,021	5,538	5,954	6,407	7,024	7,674	8,195	9,010

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-2. TOTAL FEDERAL SPENDING FOR INFRASTRUCTURE, 1956-1991 (In millions of nominal dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	2,161	2,508	3,200	4,823	5,324	5,361	5,641	6,113	6,786	7,411	7,532	7,733
Capital	1,338	1,680	2,493	3,697	4,066	3,969	4,307	4,619	5,242	5,629	5,712	5,805
Other	823	828	707	1,125	1,258	1,391	1,335	1,494	1,544	1,782	1,821	1,928
Highways	776	995	1,528	2,630	2,973	2,645	2,848	3,093	3,710	4,096	4,044	4,069
Capital	729	950	1,511	2,601	2,927	2,610	2,789	3,026	3,641	4,016	3,998	4,000
Other	47	45	17	29	46	35	59	66	69	81	46	70
Mass Transit	0	0	0	0	0	0	1	4	6	12	21	45
Capital	0	0	0	0	0	0	0	2	5	11	16	42
Other	0	0	0	0	0	0	1	2	1	1	5	3
Rail	8	11	14	13	10	11	26	12	15	29	26	41
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	8	11	14	13	10	11	26	12	15	29	26	41
Aviation	180	220	316	497	571	724	818	851	882	941	961	1,042
Capital	27	45	96	164	170	218	221	185	169	153	119	127
Other	153	175	220	333	401	506	598	666	713	788	842	915
Water Transport[a]	420	365	392	436	508	569	617	655	646	717	695	749
Capital	37	66	113	56	57	104	181	151	138	144	153	175
Other	383	299	279	380	451	465	435	504	508	573	541	574
Water Resources[a]	777	916	931	1,211	1,222	1,368	1,290	1,447	1,460	1,546	1,704	1,685
Capital	545	616	754	840	872	993	1,074	1,203	1,223	1,235	1,344	1,360
Other	232	299	177	371	350	374	216	244	238	310	360	325
Water Supply	0	0	0	0	0	0	0	0	0	0	0	13
Capital	0	0	0	0	0	0	0	0	0	0	0	13
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	3	19	36	40	44	42	52	66	70	82	89
Capital	0	3	19	36	40	44	42	52	66	70	82	89
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-2. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	8,159	8,358	8,824	10,427	10,916	12,011	13,191	15,780	19,477	5,241	22,208	22,870
Capital	6,017	6,006	6,138	7,104	7,464	8,111	9,158	10,644	13,473	3,767	15,577	15,436
Other	2,142	2,353	2,686	3,324	3,453	3,900	4,033	5,135	6,003	1,474	6,631	7,434
Highways	4,298	4,286	4,542	4,869	4,915	5,004	4,806	5,058	6,712	1,807	6,395	6,393
Capital	4,153	4,140	4,332	4,621	4,645	4,748	4,480	4,692	6,319	1,671	6,071	5,943
Other	145	146	210	248	270	257	326	366	393	136	325	449
Mass Transit	69	148	124	212	316	491	590	1,106	1,492	339	2,000	2,177
Capital	66	141	119	187	259	358	503	864	946	265	1,307	1,358
Other	3	7	5	25	57	133	87	242	546	74	693	819
Rail	28	29	30	119	152	187	243	929	1,460	211	1,895	1,938
Capital	0	0	0	0	0	0	47	205	568	27	931	848
Other	28	29	30	119	152	187	196	724	891	184	964	1,090
Aviation	1,084	1,206	1,408	1,807	1,908	2,159	2,216	2,387	2,531	578	2,786	3,243
Capital	135	187	196	225	340	565	467	533	495	79	559	810
Other	949	1,019	1,212	1,582	1,568	1,595	1,749	1,854	2,036	499	2,227	2,433
Water Transport[a]	841	857	895	1,027	1,094	1,211	1,316	1,430	1,542	415	1,741	1,787
Capital	214	190	167	199	218	276	332	338	303	73	330	363
Other	627	667	729	828	876	934	984	1,092	1,238	342	1,411	1,424
Water Resources[a]	1,644	1,591	1,514	1,768	1,948	2,221	2,200	2,608	2,742	804	3,213	3,431
Capital	1,253	1,106	1,013	1,247	1,419	1,427	1,510	1,751	1,843	565	2,201	2,212
Other	391	485	501	521	530	794	691	857	899	239	1,012	1,219
Water Supply	55	81	101	110	127	35	173	211	370	109	422	465
Capital	55	81	101	110	127	35	173	211	370	109	422	465
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	141	162	210	515	456	703	1,647	2,051	2,628	978	3,757	3,437
Capital	141	162	210	515	456	703	1,647	2,051	2,628	978	3,757	3,437
Other	0	0	0	0	0	0	0	0	0	0	0	0

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TABLE A-2. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
All Categories	26,057	30,989	32,486	29,451	29,023	31,132	33,643	35,931	32,856	34,135	34,493	36,727	38,294
Capital	18,163	21,890	20,712	19,476	19,496	21,339	23,666	26,364	23,051	24,010	23,714	25,732	26,785
Other	7,895	9,099	11,774	9,975	9,528	9,794	9,977	9,566	9,805	10,125	10,779	10,995	11,509
Highways	7,583	9,639	9,514	8,284	9,208	10,811	13,110	14,420	12,969	14,237	13,731	14,584	14,862
Capital	7,089	9,087	8,927	7,803	8,784	10,384	12,683	13,967	12,434	13,704	13,224	13,993	14,267
Other	495	552	587	482	425	427	427	453	535	533	507	590	596
Mass Transit	2,542	3,307	3,914	3,930	3,759	3,811	3,427	3,399	3,353	3,315	3,593	3,830	3,912
Capital	1,700	2,038	2,593	2,588	2,782	3,113	2,420	2,729	2,551	2,395	2,667	3,142	3,218
Other	842	1,269	1,321	1,341	976	698	1,007	670	802	920	927	688	694
Rail	2,059	2,405	3,715	2,154	1,342	1,558	1,072	908	829	598	623	558	807
Capital	1,155	1,246	451	521	426	433	336	136	148	0	-6	-48	228
Other	904	1,158	3,265	1,633	916	1,125	736	772	681	598	629	606	579
Aviation	3,355	3,723	3,814	3,526	4,000	4,415	4,895	5,287	5,520	5,897	6,622	7,234	8,184
Capital	802	907	807	698	831	1,048	1,291	1,665	1,841	1,976	2,256	2,572	3,094
Other	2,554	2,815	3,007	2,828	3,169	3,368	3,604	3,622	3,679	3,921	4,366	4,661	5,090
Water Transport[a]	1,969	2,229	2,381	2,687	2,969	3,010	3,201	3,964	3,461	3,111	2,916	3,151	3,148
Capital	372	512	455	486	613	543	749	1,660	843	430	126	271	265
Other	1,597	1,717	1,926	2,201	2,356	2,468	2,452	2,305	2,617	2,681	2,790	2,880	2,882
Water Resources[a]	3,853	4,223	4,132	3,948	3,904	4,070	4,122	4,041	3,783	4,034	4,271	4,401	4,366
Capital	2,350	2,634	2,463	2,457	2,218	2,363	2,371	2,296	2,292	2,561	2,710	2,833	2,697
Other	1,503	1,588	1,669	1,490	1,686	1,708	1,751	1,745	1,491	1,473	1,561	1,568	1,669
Water Supply	610	729	738	758	558	541	596	520	14	278	252	441	407
Capital	610	729	738	758	558	541	596	520	14	278	252	441	407
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	4,085	4,736	4,279	4,164	3,283	2,914	3,220	3,392	2,928	2,664	2,485	2,528	2,608
Capital	4,085	4,736	4,279	4,164	3,283	2,914	3,220	3,392	2,928	2,664	2,485	2,528	2,608
Other	0	0	0	0	0	0	0	0	0	0	0	0	0

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-3. DIRECT FEDERAL SPENDING FOR INFRASTRUCTURE, 1956-1991 (In millions of nominal dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	1,400	1,517	1,603	2,094	2,252	2,596	2,719	2,911	2,939	3,170	3,286	3,404
Capital	577	693	903	980	1,009	1,218	1,399	1,448	1,422	1,421	1,512	1,542
Other	823	824	699	1,113	1,243	1,378	1,320	1,462	1,516	1,749	1,774	1,863
Highways	47	41	10	17	32	23	65	70	66	79	43	41
Capital	0	0	0	0	0	0	20	18	15	18	19	16
Other	47	41	10	17	32	23	45	52	51	61	24	25
Mass Transit	0	0	0	0	0	0	1	2	1	1	5	3
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	1	2	1	1	5	3
Rail	8	11	14	13	10	11	26	12	15	29	26	41
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	8	11	14	13	10	11	26	12	15	29	26	41
Aviation	163	199	273	440	514	659	760	800	816	871	907	978
Capital	10	24	53	107	113	153	163	133	104	82	65	63
Other	153	175	220	333	401	506	598	666	713	788	842	915
Water Transport[a]	420	365	392	436	507	569	616	654	644	717	694	749
Capital	37	66	113	56	57	104	181	151	138	144	153	175
Other	383	299	279	380	450	465	435	504	507	572	541	573
Water Resources[a]	762	902	914	1,188	1,189	1,335	1,250	1,373	1,396	1,475	1,611	1,593
Capital	530	603	737	817	839	961	1,035	1,146	1,166	1,177	1,275	1,288
Other	232	299	177	371	350	374	215	227	230	298	336	305
Water Supply	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment.	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-3. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	3,542	3,626	3,815	4,770	5,154	5,760	5,910	7,338	7,876	2,070	9,445	10,067
Capital	1,478	1,333	1,237	1,555	1,805	1,978	2,035	2,326	2,497	702	3,566	3,580
Other	2,063	2,292	2,578	3,215	3,349	3,782	3,874	5,012	5,379	1,368	5,879	6,487
Highways	101	124	144	169	205	196	247	319	328	116	246	356
Capital	15	19	18	18	27	41	56	66	62	20	65	76
Other	85	105	126	151	178	156	192	253	266	96	182	279
Mass Transit	2	6	4	22	53	125	71	242	60	8	94	55
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	2	6	4	22	53	125	71	242	60	8	94	55
Rail	28	29	30	119	152	187	220	760	1,080	206	1,865	1,942
Capital	0	0	0	0	0	0	24	36	189	23	902	852
Other	28	29	30	119	152	187	196	724	891	184	964	1,090
Aviation	1,009	1,102	1,325	1,746	1,802	1,927	1,973	2,095	2,262	553	2,451	2,681
Capital	60	83	113	164	235	332	224	242	227	54	224	248
Other	949	1,019	1,212	1,582	1,568	1,595	1,749	1,854	2,036	499	2,227	2,433
Water Transport[a]	840	856	895	1,026	1,091	1,206	1,312	1,425	1,536	415	1,734	1,781
Capital	214	190	167	199	218	276	332	338	303	73	330	363
Other	626	667	728	827	873	930	979	1,087	1,233	341	1,404	1,417
Water Resources[a]	1,562	1,509	1,417	1,688	1,850	2,119	2,087	2,497	2,609	771	3,054	3,253
Capital	1,189	1,042	939	1,175	1,325	1,329	1,400	1,645	1,716	532	2,045	2,040
Other	373	467	478	513	525	790	687	852	893	239	1,009	1,213
Water Supply	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-3. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
All Categories	10,862	12,225	13,864	12,141	11,787	12,415	12,546	13,415	12,883	13,031	13,444	14,399	15,250
Capital	3,980	4,560	3,611	3,623	3,464	3,419	3,692	4,669	4,027	3,982	3,830	4,288	4,656
Other	6,882	7,665	10,253	8,518	8,323	8,995	8,854	8,746	8,856	9,049	9,615	10,110	10,595
Highways	355	401	385	356	333	301	279	293	385	332	269	409	428
Capital	71	81	73	47	46	24	7	11	21	12	15	30	53
Other	284	320	313	309	287	277	271	282	364	320	255	379	375
Mass Transit	50	78	85	83	50	63	52	45	48	89	44	42	40
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	50	78	85	83	50	63	52	45	48	89	44	42	40
Rail	1,992	2,261	3,642	2,061	1,155	1,457	1,019	878	803	575	606	557	799
Capital	1,090	1,105	381	454	375	334	284	109	124	-22	-20	-48	226
Other	903	1,156	3,261	1,607	780	1,123	735	770	679	597	626	605	574
Aviation	2,799	3,132	3,345	3,188	3,548	3,722	4,107	4,434	4,603	5,072	5,488	6,014	6,643
Capital	245	317	338	360	379	354	503	812	924	1,151	1,122	1,352	1,553
Other	2,554	2,815	3,007	2,828	3,169	3,368	3,604	3,622	3,679	3,921	4,366	4,661	5,090
Water Transport[a]	1,964	2,226	2,381	2,687	2,964	3,000	3,189	3,942	3,439	3,080	2,889	3,125	3,113
Capital	372	512	455	486	613	543	749	1,660	843	430	126	271	265
Other	1,592	1,715	1,926	2,201	2,351	2,457	2,440	2,282	2,596	2,650	2,763	2,854	2,847
Water Resources[a]	3,701	4,126	4,027	3,766	3,737	3,872	3,900	3,823	3,606	3,883	4,149	4,251	4,227
Capital	2,202	2,545	2,365	2,276	2,051	2,164	2,149	2,078	2,115	2,410	2,588	2,683	2,559
Other	1,499	1,580	1,662	1,490	1,686	1,708	1,751	1,745	1,491	1,473	1,561	1,568	1,669
Water Supply	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-4. INDIRECT FEDERAL SPENDING FOR INFRASTRUCTURE, 1956-1991 (In millions of nominal dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	761	991	1,598	2,729	3,072	2,764	2,923	3,203	3,847	4,241	4,247	4,328
Capital	761	986	1,590	2,717	3,057	2,751	2,908	3,171	3,819	4,208	4,200	4,263
Other	0	4	7	12	15	13	15	32	28	33	47	65
Highways	729	954	1,518	2,613	2,942	2,623	2,783	3,023	3,644	4,018	4,001	4,029
Capital	729	950	1,511	2,601	2,927	2,610	2,769	3,008	3,626	3,998	3,979	3,984
Other	0	4	7	12	15	13	14	15	18	20	22	45
Mass Transit	0	0	0	0	0	0	0	2	5	11	16	42
Capital	0	0	0	0	0	0	0	2	5	11	16	42
Other	0	0	0	0	0	0	0	0	0	0	0	0
Rail	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Aviation	17	21	43	57	57	65	58	52	65	71	54	64
Capital	17	21	43	57	57	65	58	52	65	71	54	64
Other	0	0	0	0	0	0	0	0	0	0	0	0
Water Transport[a]	0	0	0	0	1	0	1	0	1	1	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	1	0	1	0	1	1	0	0
Water Resources[a]	15	13	17	23	33	32	39	74	65	71	93	92
Capital	15	13	17	23	33	32	39	57	57	58	69	72
Other	0	0	0	0	0	0	1	17	8	13	24	20
Water Supply	0	0	0	0	0	0	0	0	0	0	0	13
Capital	0	0	0	0	0	0	0	0	0	0	0	13
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	3	19	36	40	44	42	52	66	70	82	89
Capital	0	3	19	36	40	44	42	52	66	70	82	89
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-4. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	4,617	4,733	5,009	5,657	5,763	6,251	7,281	8,441	11,601	3,171	12,763	12,803
Capital	4,538	4,672	4,901	5,548	5,659	6,133	7,123	8,318	10,976	3,066	12,011	11,856
Other	78	61	108	109	104	118	158	123	624	106	752	947
Highways	4,197	4,162	4,398	4,700	4,710	4,808	4,558	4,739	6,384	1,691	6,149	6,037
Capital	4,138	4,121	4,314	4,603	4,618	4,707	4,424	4,626	6,257	1,651	6,006	5,867
Other	59	41	84	97	92	101	134	113	127	40	143	170
Mass Transit	67	142	120	190	263	367	519	864	1,432	330	1,906	2,122
Capital	66	141	119	187	259	358	503	864	946	265	1,307	1,358
Other	1	1	1	3	4	9	16	0	486	65	599	764
Rail	0	0	0	0	0	0	23	169	379	5	30	-4
Capital	0	0	0	0	0	0	23	169	379	5	29	-5
Other	0	0	0	0	0	0	0	0	0	0	0	0
Aviation	75	104	83	61	105	232	243	292	269	26	335	562
Capital	75	104	83	61	105	232	243	292	269	26	335	562
Other	0	0	0	0	0	0	0	0	0	0	0	0
Water Transport[a]	0	0	0	0	3	5	4	5	5	1	7	6
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	3	5	4	5	5	1	7	6
Water Resources[a]	81	82	97	80	98	101	113	111	133	33	159	178
Capital	64	64	74	72	94	98	110	106	127	33	156	172
Other	18	18	22	8	5	3	4	5	6	0	3	7
Water Supply	55	81	101	110	127	35	173	211	370	109	422	465
Capital	55	81	101	110	127	35	173	211	370	109	422	465
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	141	162	210	515	456	703	1,647	2,051	2,628	978	3,757	3,437
Capital	141	162	210	515	456	703	1,647	2,051	2,628	978	3,757	3,437
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-4. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
All Categories	15,195	18,765	18,623	17,310	17,237	18,717	21,097	22,516	19,973	21,103	21,049	22,328	23,044
Capital	14,183	17,330	17,101	15,853	16,032	17,919	19,974	21,695	19,024	20,028	19,884	21,444	22,130
Other	1,012	1,435	1,522	1,457	1,204	798	1,123	820	949	1,076	1,165	885	915
Highways	7,228	9,238	9,129	7,928	8,875	10,510	12,832	14,126	12,584	13,904	13,461	14,174	14,434
Capital	7,018	9,007	8,854	7,755	8,738	10,360	12,676	13,956	12,413	13,692	13,209	13,963	14,213
Other	210	231	275	173	138	150	156	170	171	212	252	211	221
Mass Transit	2,492	3,229	3,829	3,847	3,708	3,748	3,374	3,355	3,305	3,227	3,550	3,788	3,872
Capital	1,700	2,038	2,593	2,588	2,782	3,113	2,420	2,729	2,551	2,395	2,667	3,142	3,218
Other	792	1,191	1,236	1,259	926	635	954	625	754	831	883	646	654
Rail	66	143	73	93	187	100	53	29	26	23	17	2	8
Capital	65	141	70	67	51	98	52	27	24	21	14	0	3
Other	1	2	3	26	136	2	1	2	2	2	2	2	5
Aviation	556	590	469	339	453	694	789	853	917	825	1,135	1,220	1,541
Capital	556	590	469	339	453	694	789	853	917	825	1,135	1,220	1,541
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Transport[a]	5	2	0	0	5	11	12	23	22	31	27	26	35
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	5	2	0	0	5	11	12	23	22	31	27	26	35
Water Resources[a]	151	97	106	181	167	198	222	217	178	151	122	150	139
Capital	148	89	99	181	167	198	222	217	178	151	122	150	139
Other	4	8	7	0	0	0	0	0	0	0	0	0	0
Water Supply	610	729	738	758	558	541	596	520	14	278	252	441	407
Capital	610	729	738	758	558	541	596	520	14	278	252	441	407
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	4,085	4,736	4,279	4,164	3,283	2,914	3,220	3,392	2,928	2,664	2,485	2,528	2,608
Capital	4,085	4,736	4,279	4,164	3,283	2,914	3,220	3,392	2,928	2,664	2,485	2,528	2,608
Other	0	0	0	0	0	0	0	0	0	0	0	0	0

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-5. STATE AND LOCAL SPENDING FOR INFRASTRUCTURE, NET OF FEDERAL GRANTS AND LOANS, 1956-1989 (In millions of nominal dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	9,439	10,382	10,760	11,002	10,554	11,647	12,122	13,078	13,180	13,770	14,926	16,150
Capital	5,560	6,062	6,179	6,096	5,397	6,113	6,446	6,916	6,851	7,099	7,652	8,343
Other	3,879	4,320	4,581	4,906	5,157	5,535	5,675	6,162	6,329	6,671	7,274	7,807
Highways	6,223	6,862	7,049	6,979	6,486	7,221	7,574	8,127	8,020	8,203	8,769	9,904
Capital	3,925	4,261	4,250	4,040	3,413	3,866	4,209	4,495	4,333	4,326	4,619	5,460
Other	2,298	2,601	2,799	2,939	3,073	3,355	3,365	3,632	3,687	3,877	4,150	4,444
Mass Transit	580	596	628	647	683	688	703	816	867	1,031	1,008	1,152
Capital	109	120	134	102	94	120	90	160	150	231	200	282
Other	471	476	494	545	589	568	613	656	717	800	808	870
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	154	211	232	251	285	357	315	307	294	344	371	401
Capital	102	147	211	173	186	249	195	171	153	190	203	224
Other	52	64	21	78	99	108	120	136	141	154	168	177
Water Transport[a]	200	187	219	241	236	293	291	287	290	275	318	319
Capital	106	107	138	153	136	193	185	192	173	159	193	184
Other	94	80	81	88	100	100	106	95	117	116	125	135
Water Resources[a]	120	187	247	310	120	137	156	196	260	192	424	554
Capital	17	37	55	78	(1)	13	10	26	66	17	105	170
Other	104	150	192	232	121	125	146	171	195	174	319	384
Water Supply	1,327	1,436	1,472	1,600	1,681	1,892	1,852	1,932	2,001	2,227	2,411	2,273
Capital	712	748	761	878	843	990	913	905	948	1,138	1,211	1,042
Other	615	688	711	722	838	902	939	1,027	1,053	1,089	1,200	1,231
Sewage Treatment	835	904	914	975	1,063	1,059	1,230	1,412	1,449	1,497	1,625	1,546
Capital	589	642	630	672	727	682	844	967	1,029	1,037	1,120	980
Other	246	262	284	303	336	377	386	445	420	460	505	566

(Continued)

TABLE A-5. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	17,035	18,651	20,054	22,174	24,366	24,772	26,317	30,814	30,687	7,824	31,827	35,661
Capital	8,645	9,558	9,940	10,995	12,104	11,594	11,654	13,671	12,072	2,459	10,072	11,474
Other	8,390	9,093	10,114	11,178	12,262	13,178	14,664	17,143	18,615	5,365	21,755	24,187
Highways	10,286	11,256	12,029	13,395	14,311	13,807	15,390	17,789	17,523	4,073	17,296	19,530
Capital	5,578	6,152	6,448	7,285	7,722	6,752	7,730	9,020	7,952	1,488	6,634	7,698
Other	4,708	5,104	5,581	6,110	6,589	7,055	7,660	8,769	9,571	2,586	10,662	11,832
Mass Transit	1,384	1,485	1,499	1,680	1,879	2,322	2,441	2,897	2,780	1,007	3,445	3,441
Capital	377	418	247	259	236	562	423	339	393	155	306	102
Other	1,007	1,067	1,252	1,421	1,643	1,760	2,018	2,558	2,387	852	3,139	3,340
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	439	618	886	1,000	1,172	1,187	1,058	1,157	1,232	311	1,079	1,126
Capital	251	382	608	673	801	779	569	560	533	124	309	262
Other	188	236	278	327	371	408	489	597	699	187	771	864
Water Transport[a]	406	461	444	504	521	596	621	736	700	189	750	820
Capital	264	292	258	303	305	347	350	419	350	88	342	378
Other	142	169	186	201	216	249	271	317	350	101	408	443
Water Resources[a]	568	514	520	567	530	439	488	606	672	173	681	762
Capital	167	124	104	110	63	30	42	83	58	19	33	-28
Other	401	390	416	458	467	409	446	523	614	155	648	790
Water Supply	2,362	2,584	2,720	2,897	3,151	3,520	3,910	4,586	4,850	1,290	5,289	5,858
Capital	1,042	1,144	1,100	1,137	1,231	1,400	1,570	1,900	1,838	403	1,649	1,816
Other	1,320	1,440	1,620	1,760	1,920	2,120	2,340	2,686	3,012	887	3,640	4,042
Sewage Treatment	1,591	1,733	1,957	2,131	2,803	2,901	2,433	3,211	3,309	785	3,317	4,119
Capital	966	1,045	1,175	1,229	1,746	1,725	993	1,518	1,327	187	830	1,242
Other	625	688	782	902	1,057	1,176	1,440	1,693	1,982	598	2,488	2,877

(Continued)

TABLE A-5. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
All Categories	41,728	46,775	52,271	56,298	61,467	65,395	72,146	79,516	90,191	96,732	103,540
Capital	14,456	16,198	17,717	18,005	19,187	19,813	22,763	25,751	32,658	35,690	38,300
Other	27,272	30,577	34,554	38,293	42,280	45,582	49,383	53,765	57,533	61,041	65,240
Highways	22,430	24,396	25,453	27,125	28,470	30,301	33,252	35,950	40,471	42,335	45,373
Capital	9,441	10,177	10,191	10,535	10,300	10,816	11,951	13,214	16,691	18,222	19,823
Other	12,990	14,219	15,262	16,590	18,171	19,485	21,301	22,736	23,780	24,112	25,550
Mass Transit	3,987	4,617	5,878	7,387	8,801	9,448	10,425	11,298	12,209	12,977	13,549
Capital	(6)	57	138	619	897	749	1,410	1,175	1,543	1,711	2,016
Other	3,993	4,560	5,740	6,767	7,905	8,699	9,015	10,123	10,666	11,267	11,533
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	1,498	1,970	2,304	2,563	2,703	2,930	3,083	3,558	4,078	4,626	4,800
Capital	516	812	953	1,044	1,056	1,135	1,163	1,436	1,764	2,088	1,948
Other	982	1,158	1,351	1,519	1,647	1,795	1,920	2,122	2,314	2,538	2,853
Water Transport[a]	1,071	1,251	1,475	1,394	1,421	1,360	1,539	1,707	1,747	1,831	1,907
Capital	575	687	833	703	684	618	765	900	878	919	938
Other	496	564	642	692	737	741	774	808	869	913	969
Water Resources[a]	1,048	1,434	1,596	1,591	1,845	1,921	2,329	2,587	3,320	4,665	5,169
Capital	50	192	265	478	647	700	878	938	1,165	1,272	1,483
Other	999	1,241	1,332	1,113	1,198	1,221	1,451	1,650	2,155	3,393	3,686
Water Supply	6,775	7,786	8,875	9,581	10,388	10,766	12,323	14,141	16,092	16,478	17,888
Capital	2,249	2,718	3,022	2,964	3,167	3,077	3,808	4,835	6,014	5,853	6,245
Other	4,526	5,068	5,853	6,617	7,221	7,689	8,516	9,305	10,078	10,625	11,642
Sewage Treatment	4,985	5,464	6,763	6,750	8,025	8,769	9,246	10,304	12,301	13,842	14,871
Capital	1,697	1,696	2,385	1,729	2,487	2,815	2,839	3,280	4,627	5,646	5,861
Other	3,287	3,768	4,378	5,021	5,538	5,954	6,407	7,024	7,674	8,195	9,010

SOURCE: Congressional Budget Office.

NOTE: n.a. = not available.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-6. TOTAL STATE AND LOCAL SPENDING FOR INFRASTRUCTURE, 1956-1989 (In millions of nominal dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	10,200	11,373	12,358	13,732	13,627	14,412	15,044	16,281	17,027	18,011	19,173	20,478
Capital	6,321	7,048	7,769	8,813	8,455	8,864	9,354	10,087	10,671	11,307	11,851	12,606
Other	3,880	4,325	4,589	4,919	5,172	5,548	5,690	6,194	6,357	6,704	7,321	7,872
Highways	6,952	7,816	8,567	9,592	9,428	9,844	10,357	11,150	11,664	12,221	12,770	13,933
Capital	4,654	5,211	5,761	6,641	6,340	6,476	6,978	7,503	7,959	8,324	8,598	9,444
Other	2,298	2,605	2,806	2,951	3,088	3,368	3,379	3,647	3,705	3,897	4,172	4,489
Mass Transit	580	596	628	647	683	688	703	818	872	1,042	1,024	1,194
Capital	109	120	134	102	94	120	90	162	155	242	216	324
Other	471	476	494	545	589	568	613	656	717	800	808	870
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	171	232	275	308	342	422	373	359	359	415	425	465
Capital	119	168	254	230	243	314	253	223	218	261	257	288
Other	52	64	21	78	99	108	120	136	141	154	168	177
Water Transport[a]	200	187	219	241	237	293	292	287	291	276	318	319
Capital	106	107	138	153	136	193	185	192	173	159	193	184
Other	94	80	81	88	101	100	107	95	118	117	125	135
Water Resources[a]	135	200	264	333	153	170	195	271	325	263	518	646
Capital	32	50	72	101	32	45	49	83	123	76	174	242
Other	104	150	192	232	121	125	146	188	203	187	343	404
Water Supply	1,327	1,436	1,472	1,600	1,681	1,892	1,852	1,932	2,001	2,227	2,411	2,286
Capital	712	748	761	878	843	990	913	905	948	1,138	1,211	1,055
Other	615	688	711	722	838	902	939	1,027	1,053	1,089	1,200	1,231
Sewage Treatment	835	906	933	1,011	1,103	1,103	1,272	1,464	1,515	1,567	1,707	1,635
Capital	589	644	649	708	767	726	886	1,019	1,095	1,107	1,202	1,069
Other	246	262	284	303	336	377	386	445	420	460	505	566

(Continued)

TABLE A-6. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	21,652	23,384	25,064	27,831	30,129	31,023	33,598	39,255	42,287	10,995	44,591	48,464
Capital	13,184	14,230	14,841	16,544	17,763	17,727	18,776	21,989	23,048	5,524	22,083	23,330
Other	8,468	9,154	10,222	11,287	12,367	13,295	14,822	17,266	19,239	5,471	22,507	25,134
Highways	14,483	15,418	16,427	18,095	19,021	18,615	19,948	22,528	23,907	5,764	23,445	25,567
Capital	9,716	10,273	10,762	11,888	12,340	11,459	12,154	13,646	14,209	3,139	12,640	13,565
Other	4,767	5,145	5,665	6,207	6,681	7,156	7,794	8,882	9,698	2,626	10,805	12,002
Mass Transit	1,451	1,627	1,619	1,870	2,142	2,689	2,960	3,761	4,212	1,337	5,351	5,563
Capital	443	559	366	446	495	920	926	1,203	1,339	420	1,613	1,460
Other	1,008	1,068	1,253	1,424	1,647	1,769	2,034	2,558	2,873	917	3,738	4,103
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	514	722	969	1,061	1,277	1,419	1,301	1,449	1,501	337	1,414	1,689
Capital	326	486	691	734	906	1,011	812	852	802	150	644	824
Other	188	236	278	327	371	408	489	597	699	187	771	864
Water Transport[a]	406	461	444	504	524	601	625	741	705	190	757	827
Capital	264	292	258	303	305	347	350	419	350	88	342	378
Other	142	169	186	201	219	254	275	322	355	102	415	449
Water Resources[a]	649	596	617	648	628	540	601	717	805	206	839	940
Capital	231	188	178	182	157	127	151	189	185	52	188	143
Other	418	408	438	466	472	412	450	528	620	155	651	797
Water Supply	2,417	2,665	2,821	3,007	3,278	3,555	4,083	4,797	5,220	1,399	5,711	6,323
Capital	1,097	1,225	1,201	1,247	1,358	1,435	1,743	2,111	2,208	512	2,071	2,281
Other	1,320	1,440	1,620	1,760	1,920	2,120	2,340	2,686	3,012	887	3,640	4,042
Sewage Treatment	1,732	1,895	2,167	2,646	3,259	3,604	4,080	5,262	5,937	1,763	7,074	7,556
Capital	1,107	1,207	1,385	1,744	2,202	2,428	2,640	3,569	3,955	1,165	4,587	4,679
Other	625	688	782	902	1,057	1,176	1,440	1,693	1,982	598	2,488	2,877

(Continued)

TABLE A-6. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
All Categories	56,923	65,539	70,894	73,608	78,703	84,113	93,243	102,032	110,163	117,835	124,589
Capital	28,639	33,528	34,818	33,858	35,219	37,732	42,737	47,446	51,682	55,718	58,185
Other	28,284	32,012	36,076	39,750	43,484	46,380	50,506	54,586	58,482	62,117	66,405
Highways	29,659	33,634	34,582	35,053	37,346	40,811	46,084	50,076	53,055	56,239	58,835
Capital	16,459	19,183	19,045	18,290	19,038	21,176	24,627	27,170	29,104	31,915	33,033
Other	13,200	14,451	15,537	16,763	18,308	19,635	21,457	22,906	23,951	24,324	25,802
Mass Transit	6,479	7,846	9,707	11,234	12,510	13,197	13,799	14,653	15,514	16,204	17,099
Capital	1,694	2,095	2,731	3,208	3,679	3,863	3,830	3,904	4,095	4,106	4,683
Other	4,785	5,751	6,976	8,026	8,831	9,334	9,969	10,749	11,419	12,098	12,416
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	2,055	2,561	2,773	2,901	3,156	3,624	3,872	4,412	4,995	5,451	5,935
Capital	1,072	1,403	1,422	1,382	1,509	1,829	1,952	2,290	2,681	2,914	3,082
Other	982	1,158	1,351	1,519	1,647	1,795	1,920	2,122	2,314	2,538	2,853
Water Transport[a]	1,076	1,253	1,475	1,394	1,426	1,370	1,551	1,730	1,768	1,862	1,935
Capital	575	687	833	703	684	618	765	900	878	919	938
Other	501	567	642	692	742	752	786	830	891	943	996
Water Resources[a]	1,200	1,530	1,702	1,773	2,012	2,119	2,551	2,805	3,497	4,816	5,291
Capital	198	281	363	659	814	898	1,100	1,155	1,342	1,423	1,605
Other	1,002	1,249	1,339	1,113	1,198	1,221	1,451	1,650	2,155	3,393	3,686
Water Supply	7,386	8,515	9,613	10,339	10,946	11,308	12,919	14,660	16,106	16,757	18,140
Capital	2,860	3,447	3,760	3,722	3,725	3,618	4,403	5,355	6,028	6,132	6,497
Other	4,526	5,068	5,853	6,617	7,221	7,689	8,516	9,305	10,078	10,625	11,642
Sewage Treatment	9,070	10,200	11,042	10,914	11,308	11,683	12,466	13,696	15,228	16,506	17,356
Capital	5,782	6,432	6,664	5,893	5,771	5,729	6,060	6,672	7,555	8,311	8,346
Other	3,287	3,768	4,378	5,021	5,538	5,954	6,407	7,024	7,674	8,195	9,010

SOURCE: Congressional Budget Office.

NOTE: n.a. = not available.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-7. INFRASTRUCTURE SPENDING BY FEDERAL, STATE, AND LOCAL GOVERNMENTS, 1956-1989 (In millions of 1990 dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	65,723	68,608	69,899	77,226	77,027	81,523	82,746	86,933	88,600	91,833	94,507	95,952
Capital	33,158	34,505	36,481	40,838	39,659	42,376	44,662	46,759	48,529	50,110	51,211	52,187
Other	32,566	34,104	33,418	36,388	37,368	39,147	38,084	40,174	40,071	41,723	43,296	43,764
Highways	39,149	41,243	42,511	46,355	45,478	47,140	48,443	50,808	52,009	53,287	53,865	55,926
Capital	22,578	23,456	24,427	27,918	26,836	27,545	29,529	31,020	32,488	33,288	33,447	35,353
Other	16,571	17,787	18,085	18,437	18,642	19,594	18,914	19,788	19,521	20,000	20,418	20,573
Mass Transit	3,866	3,745	3,742	3,818	3,922	3,795	3,774	4,194	4,368	5,019	4,794	5,192
Capital	529	540	568	429	398	510	380	668	632	966	839	1,211
Other	3,337	3,205	3,174	3,389	3,525	3,285	3,394	3,526	3,736	4,053	3,955	3,981
Rail	46	63	76	65	52	54	129	56	70	131	114	171
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	46	63	76	65	52	54	129	56	70	131	114	171
Aviation	1,934	2,342	2,657	3,602	4,126	5,141	5,330	5,307	5,273	5,618	5,668	5,957
Capital	621	854	1,286	1,382	1,463	1,922	1,671	1,393	1,256	1,331	1,220	1,284
Other	1,313	1,488	1,371	2,220	2,663	3,219	3,660	3,913	4,017	4,287	4,448	4,674
Water Transport[a]	3,703	3,091	3,117	3,387	3,725	4,178	4,225	4,243	4,142	4,279	4,217	4,303
Capital	674	746	1,028	860	794	1,220	1,452	1,327	1,194	1,139	1,277	1,264
Other	3,028	2,345	2,089	2,527	2,931	2,959	2,773	2,917	2,948	3,140	2,940	3,040
Water Resources[a]	4,613	5,461	5,425	6,959	5,884	6,519	5,924	6,500	6,746	6,696	8,178	8,269
Capital	2,445	2,643	3,194	3,582	3,353	3,879	4,037	4,412	4,634	4,425	5,060	5,137
Other	2,169	2,818	2,231	3,377	2,532	2,640	1,888	2,087	2,112	2,271	3,118	3,132
Water Supply	7,811	8,000	7,795	8,180	8,583	9,427	9,047	9,236	9,344	10,055	10,545	9,556
Capital	3,454	3,367	3,227	3,691	3,568	4,211	3,854	3,734	3,863	4,542	4,702	3,944
Other	4,357	4,633	4,568	4,489	5,015	5,216	5,193	5,502	5,481	5,513	5,843	5,613
Sewage Treatment	4,600	4,663	4,576	4,860	5,257	5,268	5,875	6,588	6,649	6,747	7,126	6,577
Capital	2,857	2,899	2,752	2,976	3,247	3,088	3,740	4,204	4,462	4,419	4,667	3,996
Other	1,743	1,764	1,825	1,884	2,011	2,180	2,135	2,384	2,186	2,329	2,459	2,581

(Continued)

TABLE A-7. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	96,747	97,973	96,925	100,972	104,338	104,360	102,610	105,712	106,481	27,116	107,418	107,918
Capital	52,415	52,966	50,343	52,147	54,745	54,090	51,387	50,345	50,451	12,109	48,167	46,374
Other	44,332	45,006	46,582	48,826	49,593	50,270	51,223	55,366	56,030	15,007	59,251	61,545
Highways	55,864	56,249	55,276	56,134	56,782	53,503	52,295	51,527	51,308	12,191	47,200	47,704
Capital	35,202	35,331	33,940	34,409	34,756	31,630	30,099	28,377	28,261	6,161	23,959	23,532
Other	20,662	20,918	21,336	21,725	22,025	21,873	22,196	23,150	23,046	6,030	23,241	24,172
Mass Transit	5,908	6,203	5,788	6,232	6,849	8,176	8,130	9,544	9,440	2,874	11,143	10,708
Capital	1,603	1,919	1,152	1,289	1,391	2,531	2,283	2,490	2,652	820	3,041	2,518
Other	4,305	4,284	4,635	4,943	5,457	5,646	5,848	7,055	6,788	2,054	8,102	8,189
Rail	111	106	104	379	444	514	620	2,084	3,009	436	3,602	3,468
Capital	0	0	0	0	0	0	117	424	1,114	52	1,702	1,451
Other	111	106	104	379	444	514	503	1,661	1,894	384	1,900	2,018
Aviation	5,958	6,636	7,698	8,712	8,948	9,296	8,415	8,033	7,971	1,853	7,644	8,053
Capital	1,371	1,924	2,506	2,577	3,173	3,676	2,562	2,266	2,024	394	1,624	1,847
Other	4,587	4,712	5,192	6,135	5,775	5,620	5,853	5,767	5,946	1,459	6,021	6,206
Water Transport[a]	4,741	4,727	4,490	4,740	4,696	5,023	4,977	4,881	4,720	1,250	4,893	4,782
Capital	1,638	1,587	1,299	1,430	1,440	1,698	1,696	1,570	1,277	310	1,248	1,273
Other	3,103	3,140	3,191	3,310	3,256	3,325	3,281	3,311	3,443	940	3,645	3,509
Water Resources[a]	7,899	7,210	6,563	7,018	7,031	7,345	6,899	7,110	7,002	1,954	7,458	7,553
Capital	4,626	3,855	3,301	3,796	3,979	3,930	3,883	3,814	3,667	1,111	4,092	3,739
Other	3,273	3,355	3,262	3,222	3,052	3,415	3,016	3,296	3,335	844	3,367	3,815
Water Supply	9,596	9,952	9,759	9,628	9,998	10,300	10,813	11,194	11,355	2,967	11,614	11,902
Capital	3,969	4,206	3,782	3,604	3,817	3,947	4,297	4,369	4,373	998	3,905	3,935
Other	5,627	5,746	5,977	6,024	6,181	6,353	6,516	6,825	6,982	1,969	7,709	7,967
Sewage Treatment	6,670	6,890	7,246	8,128	9,592	10,203	10,518	11,688	12,428	3,600	13,919	13,742
Capital	4,005	4,144	4,361	5,041	6,189	6,679	6,508	7,386	7,833	2,273	8,651	8,072
Other	2,664	2,745	2,885	3,087	3,403	3,524	4,010	4,302	4,594	1,327	5,268	5,670

(Continued)

TABLE A-7. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
All Categories	113,614	117,104	117,928	113,516	115,373	119,222	124,656	131,838	136,902	140,468	142,493
Capital	49,731	51,291	48,129	45,512	46,374	48,330	52,397	57,416	60,686	62,982	63,263
Other	63,883	65,813	69,799	68,004	69,000	70,892	72,259	74,422	76,216	77,486	79,230
Highways	49,860	50,582	48,250	46,696	48,037	50,539	54,454	57,331	59,330	60,448	60,831
Capital	25,105	25,858	23,936	22,362	22,982	24,999	27,856	29,962	31,759	33,673	33,691
Other	24,755	24,723	24,313	24,334	25,055	25,540	26,598	27,368	27,571	26,775	27,140
Mass Transit	11,454	12,572	14,257	15,477	16,406	16,609	16,602	17,046	17,470	17,569	17,751
Capital	2,572	2,812	3,419	3,912	4,431	4,555	4,331	4,304	4,465	4,331	4,774
Other	8,882	9,760	10,838	11,565	11,975	12,055	12,271	12,743	13,005	13,239	12,977
Rail	3,370	3,554	5,140	2,773	1,641	1,916	1,237	1,029	920	662	652
Capital	1,808	1,714	566	610	490	491	372	149	160	0	-6
Other	1,562	1,840	4,574	2,163	1,152	1,425	865	880	760	662	658
Aviation	8,231	8,732	8,493	8,013	8,408	9,121	9,348	10,047	10,648	11,388	11,841
Capital	2,013	2,320	2,205	2,105	2,250	2,554	2,761	3,413	3,916	4,291	4,298
Other	6,218	6,412	6,288	5,908	6,158	6,567	6,587	6,634	6,732	7,096	7,543
Water Transport[a]	5,128	5,300	5,298	5,322	5,445	5,414	5,521	6,391	5,772	5,383	5,017
Capital	1,456	1,628	1,614	1,423	1,523	1,338	1,691	2,810	1,864	1,425	1,086
Other	3,672	3,672	3,684	3,899	3,921	4,076	3,830	3,581	3,908	3,958	3,931
Water Resources[a]	8,186	8,493	7,810	7,015	7,033	7,216	7,448	7,487	7,846	9,367	9,776
Capital	3,752	3,889	3,425	3,455	3,323	3,486	3,613	3,550	3,738	4,052	4,303
Other	4,433	4,603	4,385	3,560	3,710	3,729	3,835	3,937	4,108	5,316	5,474
Water Supply	12,662	13,119	13,702	13,984	14,227	14,131	15,409	16,891	18,004	18,008	18,749
Capital	4,342	4,627	4,708	4,539	4,487	4,267	4,979	5,903	6,573	6,467	6,624
Other	8,320	8,492	8,994	9,444	9,741	9,864	10,429	10,988	11,431	11,540	12,125
Sewage Treatment	14,824	14,946	15,070	14,354	14,421	14,394	14,699	15,648	16,942	17,667	17,893
Capital	8,781	8,632	8,343	7,187	6,950	6,756	6,852	7,355	8,238	8,765	8,509
Other	6,043	6,314	6,727	7,167	7,470	7,638	7,846	8,293	8,704	8,901	9,384

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-8. TOTAL FEDERAL SPENDING FOR INFRASTRUCTURE, 1956-1991 (In millions of 1990 dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	11,265	12,231	14,266	21,092	23,322	23,514	24,151	25,386	27,737	29,725	29,377	29,172
Capital	6,185	7,219	10,282	15,211	16,813	16,375	17,451	18,224	20,608	21,774	21,502	21,002
Other	5,080	5,012	3,985	5,881	6,510	7,138	6,700	7,162	7,129	7,951	7,875	8,170
Highways	3,826	4,548	6,509	11,097	12,640	11,291	12,066	12,801	15,161	16,391	15,726	15,253
Capital	3,536	4,276	6,407	10,934	12,389	11,102	11,761	12,475	14,830	16,020	15,514	14,943
Other	290	272	102	162	250	189	304	326	331	371	212	309
Mass Transit	0	0	0	0	0	0	4	20	25	47	83	171
Capital	0	0	0	0	0	0	0	9	20	44	62	157
Other	0	0	0	0	0	0	4	11	5	3	21	14
Rail	46	63	76	65	52	54	129	56	70	131	114	171
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	46	63	76	65	52	54	129	56	70	131	114	171
Aviation	1,071	1,248	1,627	2,389	2,747	3,457	3,843	3,870	3,917	4,078	4,062	4,314
Capital	126	191	391	654	676	862	847	686	633	571	432	447
Other	945	1,057	1,236	1,735	2,070	2,594	2,996	3,185	3,284	3,507	3,630	3,867
Water Transport[a]	2,524	2,073	2,014	2,198	2,548	2,782	2,855	2,944	2,830	3,056	2,861	3,002
Capital	160	265	443	216	219	399	671	535	489	505	527	576
Other	2,364	1,808	1,571	1,982	2,330	2,383	2,184	2,410	2,341	2,551	2,333	2,426
Water Resources[a]	3,798	4,287	3,959	5,190	5,165	5,743	5,076	5,480	5,465	5,744	6,215	5,883
Capital	2,363	2,476	2,959	3,254	3,357	3,825	3,993	4,306	4,365	4,356	4,651	4,501
Other	1,435	1,811	999	1,937	1,808	1,918	1,082	1,174	1,099	1,389	1,564	1,383
Water Supply	0	0	0	0	0	0	0	0	0	0	0	47
Capital	0	0	0	0	0	0	0	0	0	0	0	47
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	11	82	153	171	188	178	213	271	278	316	332
Capital	0	11	82	153	171	188	178	213	271	278	316	332
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-8. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	29,701	28,870	28,308	30,931	30,844	32,979	33,050	33,859	39,421	10,406	42,348	40,453
Capital	21,135	20,150	19,043	20,367	20,725	22,198	22,661	22,055	26,542	7,312	29,170	26,580
Other	8,566	8,720	9,264	10,564	10,119	10,781	10,389	11,804	12,879	3,094	13,178	13,873
Highways	15,614	14,759	14,381	14,165	13,869	13,789	11,911	10,577	13,372	3,547	12,107	11,104
Capital	15,021	14,208	13,636	13,353	13,052	13,057	11,045	9,711	12,512	3,259	11,446	10,252
Other	593	552	744	811	816	732	866	867	860	289	661	852
Mass Transit	251	510	392	620	896	1,355	1,468	2,343	3,128	679	3,919	3,950
Capital	239	484	375	540	728	985	1,240	1,788	1,874	517	2,465	2,343
Other	12	26	17	80	169	370	228	555	1,255	163	1,454	1,607
Rail	111	106	104	379	444	514	620	2,084	3,009	436	3,602	3,468
Capital	0	0	0	0	0	0	117	424	1,114	52	1,702	1,451
Other	111	106	104	379	444	514	503	1,661	1,894	384	1,900	2,018
Aviation	4,247	4,381	4,758	5,649	5,504	5,931	5,651	5,357	5,294	1,195	5,430	5,897
Capital	462	611	592	633	923	1,534	1,160	1,107	968	151	1,042	1,395
Other	3,785	3,770	4,167	5,016	4,581	4,397	4,491	4,250	4,326	1,044	4,388	4,503
Water Transport[a]	3,182	3,051	2,993	3,178	3,142	3,321	3,360	3,208	3,216	854	3,384	3,257
Capital	682	584	487	554	582	743	833	702	583	139	603	622
Other	2,500	2,467	2,506	2,624	2,560	2,578	2,527	2,506	2,632	715	2,781	2,636
Water Resources[a]	5,587	5,229	4,702	5,135	5,351	6,038	5,554	5,610	5,464	1,575	6,024	6,045
Capital	4,022	3,429	2,975	3,480	3,801	3,848	3,780	3,643	3,552	1,074	4,030	3,787
Other	1,565	1,800	1,727	1,655	1,550	2,189	1,774	1,967	1,912	500	1,995	2,258
Water Supply	200	279	317	317	357	96	427	436	733	212	795	802
Capital	200	279	317	317	357	96	427	436	733	212	795	802
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	509	555	661	1,488	1,281	1,934	4,059	4,244	5,205	1,908	7,086	5,929
Capital	509	555	661	1,488	1,281	1,934	4,059	4,244	5,205	1,908	7,086	5,929
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-8. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
All Categories	41,531	44,128	42,647	36,900	35,228	37,381	38,436	39,967	36,037	36,524	35,499	36,727	37,232
Capital	27,778	29,551	25,947	23,553	23,265	24,966	26,657	29,031	25,075	25,338	24,217	25,732	26,292
Other	13,753	14,577	16,701	13,347	11,964	12,415	11,779	10,937	10,962	11,186	11,282	10,995	10,940
Highways	11,647	13,096	12,037	10,169	11,119	12,788	14,852	15,919	14,159	15,039	14,011	14,584	14,572
Capital	10,769	12,200	11,177	9,514	10,576	12,244	14,342	15,396	13,558	14,454	13,482	13,993	14,005
Other	878	897	860	655	542	543	509	523	600	585	529	590	568
Mass Transit	4,124	4,854	5,265	5,062	4,663	4,566	3,967	3,798	3,690	3,528	3,684	3,830	3,824
Capital	2,582	2,735	3,246	3,157	3,351	3,671	2,737	3,008	2,782	2,526	2,719	3,142	3,159
Other	1,543	2,119	2,018	1,906	1,312	895	1,230	789	908	1,001	965	688	665
Rail	3,370	3,554	5,140	2,773	1,641	1,916	1,237	1,029	920	662	652	558	774
Capital	1,808	1,714	566	610	490	491	372	149	160	0	-6	-48	224
Other	1,562	1,840	4,574	2,163	1,152	1,425	865	880	760	662	658	606	550
Aviation	5,642	5,701	5,224	4,572	4,914	5,480	5,681	5,958	6,100	6,429	6,885	7,234	7,871
Capital	1,230	1,230	1,012	832	978	1,215	1,446	1,830	1,993	2,089	2,312	2,572	3,036
Other	4,412	4,471	4,212	3,740	3,937	4,265	4,235	4,128	4,107	4,340	4,572	4,661	4,835
Water Transport[a]	3,344	3,433	3,269	3,478	3,627	3,734	3,707	4,446	3,829	3,422	3,052	3,151	2,998
Capital	583	706	571	566	700	609	825	1,818	907	455	130	271	260
Other	2,760	2,727	2,698	2,912	2,927	3,125	2,882	2,627	2,922	2,967	2,922	2,880	2,738
Water Resources[a]	6,274	6,155	5,432	4,843	4,638	4,823	4,677	4,505	4,132	4,340	4,426	4,401	4,232
Capital	3,677	3,631	3,093	2,872	2,543	2,661	2,620	2,516	2,467	2,710	2,790	2,833	2,647
Other	2,598	2,523	2,339	1,971	2,094	2,163	2,058	1,989	1,664	1,630	1,635	1,568	1,585
Water Supply	927	979	924	925	672	638	673	573	15	294	257	441	400
Capital	927	979	924	925	672	638	673	573	15	294	257	441	400
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	6,203	6,356	5,357	5,079	3,954	3,437	3,642	3,740	3,192	2,810	2,534	2,528	2,561
Capital	6,203	6,356	5,357	5,079	3,954	3,437	3,642	3,740	3,192	2,810	2,534	2,528	2,561
Other	0	0	0	0	0	0	0	0	0	0	0	0	0

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-9. DIRECT FEDERAL SPENDING FOR INFRASTRUCTURE, 1956-1991 (In millions of 1990 dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	7,573	7,762	7,477	9,594	10,291	11,735	11,793	12,132	12,029	12,762	12,843	12,939
Capital	2,495	2,779	3,539	3,789	3,872	4,673	5,176	5,142	5,043	4,978	5,197	5,066
Other	5,078	4,983	3,937	5,805	6,419	7,063	6,617	6,991	6,986	7,784	7,646	7,873
Highways	290	245	57	88	163	116	301	313	289	333	168	158
Capital	0	0	0	0	0	0	73	65	53	62	65	51
Other	290	245	57	88	163	116	228	248	236	271	103	106
Mass Transit	0	0	0	0	0	0	4	11	5	3	21	14
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	4	11	5	3	21	14
Rail	46	63	76	65	52	54	129	56	70	131	114	171
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	46	63	76	65	52	54	129	56	70	131	114	171
Aviation	989	1,155	1,445	2,150	2,505	3,181	3,599	3,658	3,651	3,796	3,852	4,074
Capital	44	98	209	415	434	587	603	473	367	289	222	207
Other	945	1,057	1,236	1,735	2,070	2,594	2,996	3,185	3,284	3,507	3,630	3,867
Water Transport[a]	2,522	2,071	2,011	2,196	2,545	2,779	2,852	2,942	2,823	3,052	2,859	3,000
Capital	160	265	443	216	219	399	671	535	489	505	527	576
Other	2,362	1,806	1,569	1,980	2,326	2,380	2,181	2,408	2,334	2,548	2,332	2,424
Water Resources[a]	3,726	4,228	3,887	5,094	5,027	5,605	4,908	5,152	5,192	5,447	5,829	5,523
Capital	2,291	2,417	2,888	3,157	3,219	3,687	3,829	4,069	4,134	4,123	4,382	4,232
Other	1,435	1,811	999	1,937	1,808	1,918	1,079	1,083	1,058	1,324	1,446	1,290
Water Supply	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-9. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	12,947	12,586	12,475	14,523	14,604	15,754	15,052	16,332	16,234	4,191	18,100	18,133
Capital	4,716	4,108	3,610	4,331	4,820	5,327	5,104	4,840	4,802	1,332	6,515	6,127
Other	8,232	8,479	8,866	10,193	9,784	10,428	9,948	11,492	11,432	2,859	11,586	12,006
Highways	389	446	486	529	591	538	632	718	685	238	476	647
Capital	49	58	52	49	73	109	139	138	119	38	118	130
Other	340	388	434	480	519	429	492	580	566	200	358	517
Mass Transit	8	22	12	69	156	344	184	555	128	18	186	102
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	8	22	12	69	156	344	184	555	128	18	186	102
Rail	111	106	104	379	444	514	563	1,735	2,258	427	3,546	3,476
Capital	0	0	0	0	0	0	60	74	364	43	1,647	1,459
Other	111	106	104	379	444	514	503	1,660	1,894	384	1,899	2,017
Aviation	3,977	4,025	4,496	5,471	5,207	5,292	5,052	4,753	4,762	1,145	4,798	4,928
Capital	192	255	330	455	626	895	561	503	436	102	410	425
Other	3,785	3,770	4,167	5,016	4,581	4,397	4,491	4,250	4,326	1,044	4,388	4,503
Water Transport[a]	3,180	3,050	2,991	3,176	3,133	3,307	3,348	3,196	3,204	852	3,369	3,245
Capital	682	584	487	554	582	743	833	702	583	139	603	622
Other	2,498	2,466	2,504	2,622	2,551	2,564	2,515	2,493	2,620	713	2,766	2,623
Water Resources[a]	5,282	4,937	4,385	4,898	5,072	5,758	5,274	5,377	5,198	1,510	5,725	5,736
Capital	3,792	3,210	2,741	3,271	3,538	3,579	3,510	3,423	3,300	1,010	3,736	3,491
Other	1,490	1,727	1,644	1,626	1,534	2,179	1,764	1,954	1,898	500	1,988	2,244
Water Supply	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-9. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
All Categories	18,132	18,465	18,898	15,486	14,294	15,225	14,474	15,083	14,216	14,232	14,015	14,399	14,632
Capital	6,240	6,292	4,536	4,219	3,955	3,835	4,070	5,115	4,330	4,215	3,945	4,288	4,569
Other	11,892	12,173	14,363	11,267	10,339	11,391	10,404	9,968	9,886	10,017	10,069	10,110	10,063
Highways	602	620	529	463	409	378	327	334	429	367	282	409	409
Capital	111	111	91	55	52	27	8	12	23	13	15	30	52
Other	491	509	438	408	357	351	319	322	406	355	267	379	356
Mass Transit	86	123	119	109	62	80	62	51	54	98	46	42	38
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	86	123	119	109	62	80	62	51	54	98	46	42	38
Rail	3,268	3,361	5,047	2,655	1,397	1,797	1,177	996	891	638	635	557	766
Capital	1,709	1,525	479	529	428	375	313	119	134	-23	-21	-48	221
Other	1,560	1,836	4,568	2,126	969	1,422	864	877	758	660	656	605	545
Aviation	4,797	4,909	4,636	4,159	4,369	4,661	4,789	5,017	5,100	5,559	5,728	6,014	6,359
Capital	384	437	424	419	432	397	554	889	993	1,219	1,156	1,352	1,524
Other	4,412	4,471	4,212	3,740	3,937	4,265	4,235	4,128	4,107	4,340	4,572	4,661	4,835
Water Transport[a]	3,334	3,429	3,269	3,478	3,620	3,720	3,693	4,419	3,804	3,389	3,023	3,125	2,965
Capital	583	706	571	566	700	609	825	1,818	907	455	130	271	260
Other	2,751	2,723	2,698	2,912	2,920	3,111	2,867	2,601	2,898	2,933	2,893	2,854	2,705
Water Resources[a]	6,043	6,022	5,298	4,622	4,437	4,590	4,427	4,266	3,938	4,181	4,301	4,251	4,096
Capital	3,452	3,512	2,970	2,651	2,342	2,427	2,369	2,277	2,274	2,551	2,666	2,683	2,511
Other	2,591	2,510	2,328	1,971	2,094	2,163	2,058	1,989	1,664	1,630	1,635	1,568	1,585
Water Supply	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-10. INDIRECT FEDERAL SPENDING FOR INFRASTRUCTURE, 1956-1991 (In millions of 1990 dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	3,692	4,469	6,790	11,499	13,031	11,778	12,357	13,253	15,709	16,963	16,534	16,233
Capital	3,690	4,440	6,742	11,422	12,940	11,703	12,275	13,082	15,565	16,795	16,306	15,936
Other	2	29	48	76	91	76	83	171	144	167	228	297
Highways	3,536	4,303	6,452	11,009	12,477	11,174	11,765	12,488	14,872	16,058	15,558	15,095
Capital	3,536	4,276	6,407	10,934	12,389	11,102	11,689	12,410	14,777	15,958	15,449	14,892
Other	0	27	45	75	88	73	76	78	95	100	109	203
Mass Transit	0	0	0	0	0	0	0	9	20	44	62	157
Capital	0	0	0	0	0	0	0	9	20	44	62	157
Other	0	0	0	0	0	0	0	0	0	0	0	0
Rail	0	0	0	0	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Aviation	82	93	182	238	242	276	244	213	266	282	210	240
Capital	82	93	182	238	242	276	244	213	266	282	210	240
Other	0	0	0	0	0	0	0	0	0	0	0	0
Water Transport[a]	2	2	3	2	3	3	3	2	7	3	2	2
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	2	2	3	2	3	3	3	2	7	3	2	2
Water Resources[a]	72	59	71	96	138	138	167	328	273	297	386	361
Capital	72	59	71	96	138	138	164	237	231	233	268	268
Other	0	0	0	0	0	0	3	91	42	64	117	92
Water Supply	0	0	0	0	0	0	0	0	0	0	0	47
Capital	0	0	0	0	0	0	0	0	0	0	0	47
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	0	11	82	153	171	188	178	213	271	278	316	332
Capital	0	11	82	153	171	188	178	213	271	278	316	332
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-10. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	16,754	16,284	15,832	16,408	16,240	17,224	17,998	17,527	23,187	6,216	24,248	22,320
Capital	16,420	16,042	15,433	16,036	15,905	16,871	17,557	17,215	21,740	5,980	22,655	20,453
Other	334	242	399	372	335	353	441	312	1,447	235	1,593	1,867
Highways	15,225	14,313	13,894	13,636	13,277	13,251	11,279	9,860	12,687	3,309	11,631	10,456
Capital	14,972	14,150	13,584	13,304	12,980	12,948	10,905	9,573	12,393	3,221	11,328	10,121
Other	253	164	310	331	297	303	374	286	294	89	302	335
Mass Transit	243	488	379	551	741	1,011	1,284	1,788	3,000	662	3,734	3,848
Capital	239	484	375	540	728	985	1,240	1,788	1,874	517	2,465	2,343
Other	4	4	5	10	13	26	44	0	1,126	145	1,268	1,505
Rail	0	0	0	0	0	0	57	350	751	9	56	-7
Capital	0	0	0	0	0	0	57	350	750	9	55	-8
Other	0	0	0	0	0	0	0	0	0	0	1	1
Aviation	270	356	262	178	296	639	599	604	532	50	632	970
Capital	270	356	262	178	296	639	599	604	532	50	632	970
Other	0	0	0	0	0	0	0	0	0	0	0	0
Water Transport[a]	2	1	1	2	9	14	12	13	12	2	15	12
Capital	0	0	0	0	0	0	0	0	0	0	0	0
Other	2	1	1	2	9	14	12	13	12	2	15	12
Water Resources[a]	305	291	317	237	278	279	281	233	266	64	300	309
Capital	230	219	234	208	263	269	270	220	252	64	293	296
Other	75	73	83	29	16	10	11	13	14	0	6	13
Water Supply	200	279	317	317	357	96	427	436	733	212	795	802
Capital	200	279	317	317	357	96	427	436	733	212	795	802
Other	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	509	555	661	1,488	1,281	1,934	4,059	4,244	5,205	1,908	7,086	5,929
Capital	509	555	661	1,488	1,281	1,934	4,059	4,244	5,205	1,908	7,086	5,929
Other	0	0	0	0	0	0	0	0	0	0	0	0

(Continued)

TABLE A-10. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
All Categories	23,399	25,663	23,749	21,415	20,935	22,155	23,962	24,884	21,821	22,292	21,485	22,328	22,600
Capital	21,538	23,259	21,411	19,334	19,310	21,131	22,587	23,915	20,745	21,124	20,271	21,444	21,723
Other	1,861	2,404	2,338	2,080	1,625	1,024	1,375	969	1,076	1,168	1,213	885	877
Highways	11,044	12,476	11,508	9,705	10,710	12,410	14,525	15,585	13,730	14,672	13,729	14,174	14,164
Capital	10,658	12,088	11,086	9,459	10,524	12,217	14,334	15,384	13,536	14,441	13,467	13,963	13,952
Other	386	388	422	247	186	192	191	201	194	230	262	211	211
Mass Transit	4,038	4,731	5,146	4,953	4,600	4,486	3,905	3,747	3,637	3,429	3,638	3,788	3,786
Capital	2,582	2,735	3,246	3,157	3,351	3,671	2,737	3,008	2,782	2,526	2,719	3,142	3,159
Other	1,457	1,995	1,900	1,796	1,249	815	1,169	738	855	903	920	646	627
Rail	101	193	93	119	245	119	60	33	29	24	17	2	7
Capital	99	190	87	82	62	116	58	30	26	23	15	0	2
Other	2	3	5	37	183	3	1	3	3	2	3	2	5
Aviation	845	792	587	413	545	818	892	941	1,000	870	1,157	1,220	1,513
Capital	845	792	587	413	545	818	892	941	1,000	870	1,157	1,220	1,513
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Transport[a]	9	4	0	0	7	14	15	27	25	33	28	26	34
Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	9	4	0	0	7	14	15	27	25	33	28	26	34
Water Resources[a]	231	133	134	221	201	234	251	240	194	159	124	150	136
Capital	224	119	123	221	201	234	251	240	194	159	124	150	136
Other	7	14	11	0	0	0	0	0	0	0	0	0	0
Water Supply	927	979	924	925	672	638	673	573	15	294	257	441	400
Capital	927	979	924	925	672	638	673	573	15	294	257	441	400
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage Treatment	6,203	6,356	5,357	5,079	3,954	3,437	3,642	3,740	3,192	2,810	2,534	2,528	2,561
Capital	6,203	6,356	5,357	5,079	3,954	3,437	3,642	3,740	3,192	2,810	2,534	2,528	2,561
Other	0	0	0	0	0	0	0	0	0	0	0	0	0

SOURCE: Congressional Budget Office.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-11. STATE AND LOCAL SPENDING FOR INFRASTRUCTURE, NET OF FEDERAL GRANTS AND LOANS, 1956-1989 (In millions of 1990 dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	54,458	56,378	55,632	56,134	53,705	58,009	58,596	61,547	60,863	62,108	65,130	66,779
Capital	26,973	27,286	26,199	25,627	22,846	26,000	27,211	28,535	27,921	28,336	29,709	31,185
Other	27,485	29,092	29,433	30,507	30,859	32,009	31,384	33,012	32,942	33,772	35,422	35,595
Highways	35,323	36,694	36,002	35,258	32,838	35,849	36,377	38,007	36,848	36,896	38,140	40,673
Capital	19,042	19,180	18,020	16,984	14,447	16,444	17,767	18,545	17,658	17,268	17,934	20,409
Other	16,282	17,514	17,983	18,274	18,391	19,405	18,610	19,462	19,190	19,629	20,206	20,264
Mass Transit	3,866	3,745	3,742	3,818	3,922	3,795	3,770	4,174	4,343	4,972	4,711	5,021
Capital	529	540	568	429	398	510	380	659	611	922	777	1,054
Other	3,337	3,205	3,174	3,389	3,525	3,285	3,390	3,515	3,732	4,050	3,934	3,967
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	863	1,094	1,030	1,213	1,379	1,685	1,487	1,436	1,356	1,540	1,606	1,644
Capital	495	663	895	728	787	1,060	824	708	623	760	788	837
Other	368	431	135	485	592	625	664	729	734	780	818	807
Water Transport[a]	1,178	1,018	1,103	1,189	1,177	1,396	1,370	1,299	1,312	1,224	1,356	1,302
Capital	514	482	585	643	576	821	781	792	705	635	749	688
Other	664	537	518	545	601	575	589	507	607	589	607	614
Water Resources[a]	816	1,174	1,466	1,769	719	776	849	1,020	1,281	952	1,963	2,386
Capital	82	167	235	328	(5)	54	43	106	269	69	409	636
Other	734	1,007	1,231	1,440	724	722	805	914	1,013	882	1,554	1,750
Water Supply	7,811	8,000	7,795	8,180	8,583	9,427	9,047	9,236	9,344	10,055	10,545	9,509
Capital	3,454	3,367	3,227	3,691	3,568	4,211	3,854	3,734	3,863	4,542	4,702	3,896
Other	4,357	4,633	4,568	4,489	5,015	5,216	5,193	5,502	5,481	5,513	5,843	5,613
Sewage Treatment	4,600	4,652	4,494	4,707	5,087	5,081	5,697	6,375	6,378	6,469	6,809	6,245
Capital	2,857	2,888	2,669	2,823	3,076	2,901	3,562	3,991	4,192	4,140	4,350	3,664
Other	1,743	1,764	1,825	1,884	2,011	2,180	2,135	2,384	2,186	2,329	2,459	2,581

(Continued)

TABLE A-11. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	67,046	69,102	68,617	70,041	73,494	71,382	69,560	71,852	67,060	16,709	65,070	67,465
Capital	31,279	32,816	31,299	31,780	34,020	31,892	28,726	28,291	23,910	4,797	18,998	19,794
Other	35,766	36,286	37,317	38,261	39,474	39,489	40,833	43,562	43,151	11,913	46,073	47,671
Highways	40,250	41,490	40,895	41,970	42,913	39,714	40,385	40,950	37,936	8,644	35,093	36,600
Capital	20,182	21,123	20,304	21,056	21,704	18,573	19,054	18,666	15,750	2,902	12,513	13,280
Other	20,069	20,367	20,591	20,914	21,209	21,141	21,330	22,283	22,186	5,742	22,580	23,320
Mass Transit	5,657	5,693	5,396	5,612	5,952	6,821	6,662	7,202	6,312	2,194	7,224	6,758
Capital	1,364	1,435	778	749	663	1,546	1,043	702	778	303	576	176
Other	4,293	4,258	4,618	4,864	5,289	5,275	5,620	6,500	5,533	1,891	6,648	6,582
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	1,711	2,254	2,940	3,063	3,444	3,365	2,764	2,676	2,676	658	2,214	2,156
Capital	909	1,313	1,914	1,944	2,250	2,142	1,403	1,159	1,056	242	582	452
Other	801	942	1,026	1,119	1,194	1,223	1,362	1,517	1,620	415	1,632	1,703
Water Transport[a]	1,559	1,675	1,497	1,562	1,553	1,702	1,616	1,673	1,504	396	1,509	1,524
Capital	955	1,003	812	876	857	955	863	867	693	171	645	651
Other	604	673	685	686	696	747	754	806	811	225	864	873
Water Resources[a]	2,312	1,981	1,862	1,883	1,680	1,307	1,345	1,500	1,538	380	1,434	1,508
Capital	604	426	327	317	178	82	103	172	114	37	62	(49)
Other	1,708	1,555	1,535	1,567	1,502	1,225	1,242	1,329	1,424	343	1,372	1,557
Water Supply	9,396	9,673	9,441	9,311	9,640	10,204	10,385	10,758	10,622	2,756	10,819	11,099
Capital	3,769	3,927	3,464	3,287	3,460	3,851	3,869	3,933	3,640	787	3,110	3,133
Other	5,627	5,746	5,977	6,024	6,181	6,353	6,516	6,825	6,982	1,969	7,709	7,967
Sewage Treatment	6,161	6,335	6,585	6,640	8,311	8,269	6,458	7,444	7,223	1,692	6,833	7,813
Capital	3,497	3,589	3,700	3,552	4,908	4,744	2,448	3,142	2,628	365	1,565	2,143
Other	2,664	2,745	2,885	3,087	3,403	3,524	4,010	4,302	4,594	1,327	5,268	5,670

(Continued)

TABLE A-11. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
All Categories	72,083	72,976	75,281	76,616	80,145	81,841	86,220	91,871	100,866	103,944	106,994
Capital	21,953	21,740	22,182	21,959	23,109	23,364	25,740	28,386	35,611	37,643	39,047
Other	50,130	51,236	53,098	54,657	57,036	58,477	60,480	63,485	65,254	66,301	67,947
Highways	38,214	37,485	36,212	36,528	36,918	37,752	39,602	41,412	45,172	45,409	46,820
Capital	14,337	13,659	12,759	12,848	12,405	12,755	13,514	14,566	18,200	19,219	20,209
Other	23,877	23,827	23,453	23,679	24,513	24,997	26,088	26,846	26,971	26,190	26,610
Mass Transit	7,330	7,718	8,993	10,415	11,744	12,044	12,635	13,248	13,780	14,042	14,067
Capital	(9)	77	173	755	1,080	884	1,595	1,295	1,683	1,804	2,056
Other	7,340	7,641	8,820	9,659	10,663	11,160	11,040	11,953	12,097	12,238	12,011
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	2,589	3,031	3,270	3,441	3,494	3,642	3,667	4,089	4,548	4,959	4,957
Capital	783	1,090	1,193	1,273	1,272	1,339	1,315	1,583	1,923	2,203	1,986
Other	1,806	1,940	2,076	2,168	2,222	2,303	2,352	2,506	2,625	2,756	2,971
Water Transport[a]	1,785	1,867	2,029	1,844	1,818	1,680	1,813	1,946	1,943	1,960	1,966
Capital	873	922	1,043	857	823	729	866	992	957	969	957
Other	911	945	986	987	994	951	948	954	985	991	1,009
Water Resources[a]	1,911	2,338	2,378	2,172	2,395	2,392	2,770	2,982	3,714	5,027	5,351
Capital	76	258	331	583	779	826	993	1,034	1,270	1,342	1,512
Other	1,836	2,080	2,046	1,589	1,616	1,566	1,777	1,948	2,444	3,685	3,838
Water Supply	11,735	12,140	12,778	13,059	13,555	13,493	14,735	16,318	17,989	17,714	18,492
Capital	3,415	3,648	3,784	3,615	3,815	3,629	4,306	5,330	6,558	6,174	6,367
Other	8,320	8,492	8,994	9,444	9,741	9,864	10,429	10,988	11,431	11,540	12,125
Sewage Treatment	8,620	8,590	9,714	9,275	10,466	10,958	11,057	11,909	13,749	14,857	15,359
Capital	2,578	2,276	2,986	2,108	2,996	3,319	3,211	3,616	5,046	5,955	5,975
Other	6,043	6,314	6,727	7,167	7,470	7,638	7,846	8,293	8,704	8,901	9,384

SOURCE: Congressional Budget Office.

NOTE: n.a. = not available.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.

TABLE A-12. TOTAL STATE AND LOCAL SPENDING FOR INFRASTRUCTURE, 1956-1989 (In millions of 1990 dollars)

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
All Categories	58,150	60,847	62,422	67,633	66,736	69,787	70,953	74,801	76,571	79,070	81,664	83,013
Capital	30,663	31,726	32,942	37,049	35,787	37,703	39,486	41,617	43,486	45,131	46,014	47,121
Other	27,487	29,121	29,480	30,584	30,949	32,084	31,467	33,183	33,085	33,939	35,650	35,892
Highways	38,859	40,997	42,454	46,267	45,315	47,023	48,142	50,495	51,719	52,954	53,698	55,769
Capital	22,578	23,456	24,427	27,918	26,836	27,545	29,456	30,955	32,435	33,226	33,383	35,302
Other	16,282	17,541	18,027	18,349	18,479	19,478	18,686	19,540	19,284	19,729	20,315	20,467
Mass Transit	3,866	3,745	3,742	3,818	3,922	3,795	3,770	4,183	4,364	5,016	4,773	5,178
Capital	529	540	568	429	398	510	380	668	632	966	839	1,211
Other	3,337	3,205	3,174	3,389	3,525	3,285	3,390	3,515	3,732	4,050	3,934	3,967
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	946	1,187	1,212	1,452	1,621	1,960	1,732	1,649	1,622	1,821	1,816	1,884
Capital	577	756	1,077	967	1,029	1,336	1,068	920	888	1,042	998	1,077
Other	368	431	135	485	592	625	664	729	734	780	818	807
Water Transport[a]	1,180	1,020	1,106	1,190	1,180	1,399	1,373	1,301	1,319	1,227	1,358	1,303
Capital	514	482	585	643	576	821	781	792	705	635	749	688
Other	666	539	520	547	604	578	592	509	614	592	609	616
Water Resources[a]	887	1,234	1,538	1,865	857	914	1,016	1,348	1,554	1,249	2,349	2,746
Capital	154	226	306	424	134	192	207	343	500	302	677	904
Other	734	1,007	1,231	1,440	724	722	809	1,005	1,054	947	1,672	1,842
Water Supply	7,811	8,000	7,795	8,180	8,583	9,427	9,047	9,236	9,344	10,055	10,545	9,556
Capital	3,454	3,367	3,227	3,691	3,568	4,211	3,854	3,734	3,863	4,542	4,702	3,944
Other	4,357	4,633	4,568	4,489	5,015	5,216	5,193	5,502	5,481	5,513	5,843	5,613
Sewage Treatment	4,600	4,663	4,576	4,860	5,257	5,268	5,875	6,588	6,649	6,747	7,126	6,577
Capital	2,857	2,899	2,752	2,976	3,247	3,088	3,740	4,204	4,462	4,419	4,667	3,996
Other	1,743	1,764	1,825	1,884	2,011	2,180	2,135	2,384	2,186	2,329	2,459	2,581

(Continued)

TABLE A-12. CONTINUED

	1968	1969	1970	1971	1972	1973	1974	1975	1976	TQ[b]	1977	1978
All Categories	83,800	85,386	84,449	86,449	89,734	88,606	87,558	89,379	90,247	22,925	89,318	89,785
Capital	47,699	48,858	46,733	47,816	49,925	48,764	46,284	45,505	45,649	10,777	41,653	40,247
Other	36,101	36,528	37,716	38,633	39,809	39,842	41,274	43,874	44,598	12,148	47,665	49,538
Highways	55,475	55,803	54,790	55,605	56,190	52,965	51,663	50,809	50,623	11,953	46,724	47,056
Capital	35,153	35,273	33,888	34,360	34,683	31,521	29,960	28,240	28,142	6,123	23,841	23,401
Other	20,322	20,530	20,901	21,245	21,507	21,444	21,704	22,570	22,481	5,831	22,883	23,655
Mass Transit	5,900	6,181	5,776	6,163	6,693	7,832	7,947	8,990	9,312	2,856	10,958	10,606
Capital	1,603	1,919	1,152	1,289	1,391	2,531	2,283	2,490	2,652	820	3,041	2,518
Other	4,297	4,262	4,623	4,874	5,302	5,301	5,664	6,500	6,660	2,036	7,916	8,087
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	1,981	2,610	3,202	3,241	3,741	4,004	3,363	3,280	3,209	707	2,846	3,125
Capital	1,179	1,669	2,176	2,121	2,546	2,781	2,002	1,763	1,588	292	1,214	1,422
Other	801	942	1,026	1,119	1,194	1,223	1,362	1,517	1,620	415	1,632	1,703
Water Transport[a]	1,561	1,677	1,499	1,564	1,562	1,716	1,629	1,685	1,516	397	1,524	1,537
Capital	955	1,003	812	876	857	955	863	867	693	171	645	651
Other	605	674	686	688	705	761	766	818	823	226	879	885
Water Resources[a]	2,617	2,272	2,178	2,120	1,959	1,586	1,626	1,733	1,804	444	1,734	1,818
Capital	834	644	561	525	441	351	373	391	367	101	355	247
Other	1,783	1,628	1,618	1,595	1,518	1,236	1,253	1,342	1,438	343	1,378	1,571
Water Supply	9,596	9,952	9,759	9,628	9,998	10,300	10,813	11,194	11,355	2,967	11,614	11,902
Capital	3,969	4,206	3,782	3,604	3,817	3,947	4,297	4,369	4,373	998	3,905	3,935
Other	5,627	5,746	5,977	6,024	6,181	6,353	6,516	6,825	6,982	1,969	7,709	7,967
Sewage Treatment	6,670	6,890	7,246	8,128	9,592	10,203	10,518	11,688	12,428	3,600	13,919	13,742
Capital	4,005	4,144	4,361	5,041	6,189	6,679	6,508	7,386	7,833	2,273	8,651	8,072
Other	2,664	2,745	2,885	3,087	3,403	3,524	4,010	4,302	4,594	1,327	5,268	5,670

(Continued)

TABLE A-12. CONTINUED

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
All Categories	95,482	98,639	99,030	98,030	101,080	103,996	110,182	116,755	122,687	126,236	128,479
Capital	43,491	44,999	43,593	41,293	42,419	44,495	48,327	52,301	56,356	58,767	59,318
Other	51,991	53,640	55,437	56,737	58,661	59,501	61,855	64,454	66,330	67,469	69,160
Highways	49,258	49,961	47,720	46,233	47,628	50,162	54,127	56,997	58,901	60,081	60,549
Capital	24,994	25,747	23,845	22,307	22,929	24,972	27,848	29,951	31,736	33,661	33,676
Other	24,264	24,214	23,875	23,926	24,698	25,189	26,279	27,047	27,165	26,420	26,873
Mass Transit	11,368	12,448	14,139	15,368	16,344	16,530	16,540	16,995	17,417	17,471	17,705
Capital	2,572	2,812	3,419	3,912	4,431	4,555	4,331	4,304	4,465	4,331	4,774
Other	8,796	9,637	10,720	11,456	11,913	11,975	12,209	12,692	12,952	13,141	12,931
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Capital	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Other	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Aviation	3,434	3,823	3,857	3,854	4,040	4,460	4,559	5,030	5,548	5,829	6,113
Capital	1,628	1,883	1,780	1,686	1,818	2,157	2,207	2,524	2,923	3,073	3,142
Other	1,806	1,940	2,076	2,168	2,222	2,303	2,352	2,506	2,625	2,756	2,971
Water Transport[a]	1,794	1,871	2,029	1,844	1,825	1,694	1,828	1,972	1,967	1,994	1,994
Capital	873	922	1,043	857	823	729	866	992	957	969	957
Other	920	949	987	987	1,001	965	962	981	1,010	1,024	1,038
Water Resources[a]	2,142	2,471	2,512	2,393	2,596	2,626	3,021	3,221	3,908	5,186	5,475
Capital	300	377	455	804	980	1,059	1,244	1,273	1,464	1,501	1,637
Other	1,842	2,094	2,057	1,589	1,616	1,566	1,777	1,948	2,444	3,685	3,838
Water Supply	12,662	13,119	13,702	13,984	14,227	14,131	15,409	16,891	18,004	18,008	18,749
Capital	4,342	4,627	4,708	4,539	4,487	4,267	4,979	5,903	6,573	6,467	6,624
Other	8,320	8,492	8,994	9,444	9,741	9,864	10,429	10,988	11,431	11,540	12,125
Sewage Treatment	14,824	14,946	15,070	14,354	14,421	14,394	14,699	15,648	16,942	17,667	17,893
Capital	8,781	8,632	8,343	7,187	6,950	6,756	6,852	7,355	8,238	8,765	8,509
Other	6,043	6,314	6,727	7,167	7,470	7,638	7,846	8,293	8,704	8,901	9,384

SOURCE: Congressional Budget Office.

NOTE: n.a. = not available.

a. Navigation outlays by the Army Corps of Engineers are included in water resources, not in water transport.

b. Transition quarter.