

# Sequestration: Impacts of 2013 Continuing Resolution on Transportation Programs



	2012 funding levels	Senate: Draft 2013 proposal (112 <sup>th</sup> Congress)	MAP-21 authorized	2013 CR (implements sequestration)	Difference: 2013 vs. 2012 funding levels
Federal-Aid Highways	<b>\$39.1B</b>	\$39.1B	\$39.7B	<b>\$39.7B</b>	<b>\$600M</b>
Transit Formula Grants	<b>\$8.36B</b>	\$8.36B	\$8.5B	<b>\$8.5B</b>	<b>\$10M</b>
Transit Capital Grants (New Starts)	<b>\$1.955B</b>	\$2B	\$1.9B	<b>\$1.86B</b>	<b>-\$95M</b>
High Speed Rail/High Performance Passenger Rail	<b>\$0 (HSR)</b>	\$100M from PRIIA	PRIIA has jurisdiction	<b>\$0</b>	<b>\$0</b>
Amtrak Capital*	<b>\$952M</b>	\$1.05B	PRIIA has jurisdiction	<b>\$904M</b>	<b>-\$48M</b>
Amtrak Operating*	<b>\$466M</b>	\$400M	PRIIA has jurisdiction	<b>\$442.5M</b>	<b>-\$23.5M</b>
TIGER	<b>\$500M</b>	\$500M	Not authorized	<b>\$475M</b>	<b>-\$25M</b>
Partnership for Sustainable Communities Grants	<b>\$0</b>	\$50M		<b>\$0</b>	<b>\$0</b>
TOD Planning Grants	<i>Created under MAP-21</i>		\$10M	<b>\$10M</b>	<b>\$10M</b>
Projects of National and Regional Significance (PNRS)	<i>Did not exist – created under MAP-21</i>		\$500M	<b>\$0</b>	<b>\$0 (or -\$500M from MAP-21)</b>

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<i>Hurricane Sandy</i> FTA Emergency Transit Funding	<b>\$10.9B</b>			<b>\$10.35B</b>	<b>-\$545M</b>
<i>Hurricane Sandy</i> Amtrak Emergency Funds	<b>\$118M</b>			<b>\$112M</b>	<b>-\$6M</b>
<i>Hurricane Sandy</i> FHWA Emergency Highway Funds	<b>\$2B</b>			<b>\$1.9B</b>	<b>-\$100M</b>