

Sequestration: Impacts of 2013 Continuing Resolution on Transportation Programs



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

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