

Funding Table: Comparing 2012, MAP-21 and 2014 transportation funding

Program	FY12 Appropriations	MAP-21 Authorization	FY14 Appropriation* (includes sequestration)
Federal Aid Highways	\$39.1 billion	\$39.7 billion	\$39.7 billion
Transit Formula Grants	\$8.36 billion	\$8.5 billion	\$8.5 billion
Transit Capital Grants	\$1.955 billion	\$1.9 billion	\$1.75 billion
Amtrak Capital	\$952 million	N/A	\$874 million
Amtrak Operating	\$466 million	N/A	\$428 million
TIGER	\$500 million	N/A	\$459 million
Projects of National & Regional Significance (PNRS created in MAP-21)	N/A	\$500 million	\$0

*FY2014 amounts are those that would be provided if the partial-year CR is extended for the full year, and assumes a cut of 8.2% due to sequestration for general fund programs.

Source: <http://t4america.org/blog/2013/09/30/shutdown-or-no-fy2014-will-see-more-cuts-for-transportation/>

Transportation programs funded by the general fund are subject to the same cuts as most other federal discretionary programs under sequestration. This includes the highly oversubscribed TIGER program of competitive grants, and Amtrak. These programs were already cut by about 5 percent in FY13 compared to their FY2012 level, and will be cut by at least 7 percent and possibly more than 8 percent in a continuing resolution due to the sequestration requirements (the Office of Management and Budget will determine the exact percentage later this year).

DOT's TIGER competitive grant program lost \$25 million in FY2013 and could lose as much as \$41 million in FY2014 due to sequestration. The sequester cuts come on top of cuts already made to the TIGER program over the years since 2010