



MEMORANDUM

To: Bicycle and Pedestrian Task Force

From: CMAP staff

Date: March 7, 2012

Re: Federal Transportation Reauthorization Briefing

The current extension of SAFETEA-LU expires on March 31, 2012. The U.S. Senate is considering a \$109 billion, two-year reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). The bill was marked up in the Environmental and Public Works, Commerce, Banking, and Finance Committees between November 2011 and February 2012. The Senate is currently considering amendments to the bill.

The U.S. House of Representatives introduced a \$262 million, 4.5-year bill, the American Energy and Infrastructure Jobs Act (AEIJA), in February 2012. The bill was marked up in the Transportation and Infrastructure, Natural Resources, and Ways and Means Committees in February 2012. In March 2012, in response to widespread opposition to this bill, House leadership suggested it would reduce the size and length of its reauthorization proposal, or drop the bill entirely. The current status of the bill is unclear.

The remainder of this memorandum provides an overview of the bills, the overall funding levels they would provide, and their impact on bicycle and pedestrian funding. Enclosed are two Issue Briefs describing CMAP's overall stance on MAP-21 and AEIJA. For more information on the federal reauthorization process, please visit the CMAP Policy Updates blog.

Overview of MAP-21 and AEIJA

Both the Senate and House proposals seek to accelerate project delivery, promote innovative financing, consolidate federal programs, and incorporate more performance-based criteria in the transportation decision-making process. The House proposal goes further to encourage private participation in transportation finance and project delivery, particularly for transit projects, and in streamlining the project review process. The Senate proposal goes further to provide dedicated revenue streams for freight projects and to fund intercity transportation.

The initial House proposal called for transit, bicycle, pedestrian, and other non-highway projects to be funded from a new Alternative Transportation Account -- reserving the existing

Highway Trust Fund for highway projects. The Alternative Transportation Account would have been funded with a one-time \$40 billion infusion of general revenues. House leadership has since dropped this proposal, which was met with widespread resistance, and has indicated that it would restore transit and other projects to the Highway Trust Fund.

The Senate proposal would maintain current overall funding levels, adjusted for inflation, while the House proposal would simply maintain current spending levels. The House proposal relies in part on revenues from expanded domestic energy production, and the Senate proposal on closing various tax loopholes. Neither the Senate nor House proposal funds its entire reauthorization program.

Overall Funding in MAP-21 and AEIJA

The Congressional Research Service provides an excellent overview of funding apportionments under MAP-21 and AEIJA, current as of February 2012. According to this analysis, MAP-21 would provide an estimated \$39 billion annually for the federal highway program and \$1 billion annually for the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance program. Under MAP-21, Illinois would receive an estimated \$1.37 billion in highway apportionments in FY 2012, and \$1.395 billion in FY 2013. Over half of these apportionments would come from the National Highway Performance Program. AEIJA would provide an estimated \$38 billion annually for the federal highway program, \$1 billion annually for the TIFIA credit assistance program. Under AEIJA, Illinois would receive an estimated \$1.34 billion in annual highway apportionments. Under the recent extensions to SAFETEA-LU, Illinois received \$1.85 billion in FY 2010 and \$1.475 billion in total apportionments in FY 2011. These larger apportionments in part reflect stimulus spending.

Both MAP-21 and AEIJA would provide an estimated \$10.5 billion in annual funding to the Federal Transit Administration.

Bicycle and Pedestrian Funding in MAP-21 and AEIJA

Bicycle and pedestrian projects may be funded under a variety of highway programs, e.g., STP and HSIP, either independently or as part of a larger project¹. Currently, four federal programs fund bicycle and pedestrian projects directly:

- Transportation Enhancements
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- Safe Routes to School
- Recreational Trails

Under MAP-21, a revamped CMAQ core program area would combine the above four programs. National CMAQ funding would be \$3.3 billion annually. Illinois is estimated to receive \$141 million in FY 2012 and \$143 million in FY 2013 in the CMAQ program. In FY 2011,

¹ See <http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm> for a complete list of federal funding programs.

Illinois received a combined \$139 million from the four programs, and the state received a combined \$118 million in FY 2010.

As initially introduced, AEIJA would abolish the Safe Routes to School program and eliminate the set-aside for the Transportation Enhancements program. The CMAQ and Recreational Trail programs would be retained and funded at \$2 billion and \$85 million annually, respectively. Illinois is estimated to receive \$84.5 million annually in the CMAQ program and \$1.5 million annually in the Recreational Trails program. In FY 2010, Illinois received \$76 million in the CMAQ program and \$1.5 million in the Recreational Trails program. In FY 2011, Illinois received \$92 million in the CMAQ program and \$1.8 million in the Recreational Trails program.