

NORTHWEST MUNICIPAL CONFERENCE
1616 East Golf Road
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
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*Affiliate Member

TRANSPORTATION COMMITTEE
Wednesday, September 28, 2011

9:00 a.m.

NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

AGENDA

- I. Call to Order**
- II. Approval of the May 26, 2011 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. 2011-2012 NWMC Transportation Committee**
 - A. Transportation Committee Roster (Attachment B)**

On September 14, the NWMC Board approved the Transportation Committee roster for 2011-2012. The roster is attached.
Action requested: Informational
 - B. Proposed Transportation Committee Schedule (Attachment C)**

The Transportation Committee traditionally meets on the fourth Thursday of each month (September through May). Staff has prepared the attached draft schedule for the committee's consideration.
Action requested: Approve proposed schedule
 - C. 2011-2012 Transportation Issues (Attachment D)**

Staff will provide a brief overview of transportation issues that are expected to be relevant and may warrant committee attention during 2011-2012. Staff will solicit additional issues from the committee and discuss if any items warrant consideration as NWMC legislative priorities.
Action requested: Discussion
- IV. Federal Surface Transportation Authorization (Attachment E)**

The current federal surface transportation bill (SAFETEA-LU) expired two years ago, but is still in effect due to a series of short-term extensions. Staff will report on the current extension and prospects for a multi-year authorization.
Action requested: Informational
- V. CMAP Report**

Staff will provide an update on relevant activities from CMAP's committees.
Action requested: Informational
- VI. Other Business**

VII. Next Meeting

The next committee meeting is scheduled for October 27 at 9:00 a.m. at the NWMC offices.

Action requested: Informational

VIII. Adjournment

TRANSPORTATION COMMITTEE

DRAFT MINUTES

Thursday, May 26, 2011

9:00 a.m.

NWMC Offices

1616 East Golf Road

Des Plaines, IL 60016

Members Present:

Arlene J. Mulder, Mayor, Village of Arlington Heights, Acting Chair

Mike Allison, Manager, Village of Vernon Hills

Tim Frenzer, Manager, Village of Wilmette

Al Larson, Mayor, Village of Schaumburg

Louella Preston, Trustee, Village of Niles

Paul Schneider, City Engineer, City of Evanston

Greg Summers, Director of Engineering and Building, Village of Barrington

Others Present:

Bunny Anderson, Illinois Tollway

Bill Baltutis, TMA of Lake-Cook

Mike Hankey, Village of Hoffman Estates

Marnie Hooghkirk, IDOT

Mike Pagones, Village of Arlington Heights

Andy Plummer, RTA

Andre Santos, Traffic Control Corp.

Joy Schaad, CMAP

Chris Staron, NWMC

Brad Thompson, RTA

Mike Walczak, NWMC

I. Call to Order

Chair Nelson called the meeting to order at 9:00 a.m.

II. Approval of the April 28, 2011 Meeting Minutes

The April 28, 2011 meeting minutes were approved on a motion from Trustee Preston, seconded by Mr. Allison. Mayor Larson abstained.

III. RTA Planning

Mr. Plummer reported that the Free Rides for Seniors program is going to be changing and RTA is working to make it a smooth transition. He noted that checking the circuit breaker enrollment with the Department of Aging has been a challenge. He announced that free rides for all seniors will end on September 1.

He reported that RTA is opposing SB 2194, which RTA believes will codify a loophole in the sales tax system. He informed the committee that Batavia found a number of sales tax rebate agreements for businesses that set up satellite offices in Kankakee. He said that the RTA is proposing SB 397 in order to close the loophole. Mr. Allison said that Vernon Hills has looked at SB 397 and believes that it makes these sales tax agreements more difficult, but does not completely fix the problem. He said that municipalities and the RTA need to work together to

figure out the appropriate way to fix the problem, noting that it is very complex. Chair Mulder said that the situation is very difficult for the transit providers and may encourage additional companies to employ the same tax avoidance strategies. Mr. Allison said that internet sales make this a very difficult issue and suggested a summit to discuss the issue. Mr. Plummer said that he would be willing to discuss the idea of a summit with the RTA leadership and suggested that the Metropolitan Mayors Caucus might be the appropriate venue.

Mr. Plummer went on to present on the bus rapid transit (BRT) initiatives on which the RTA is working. He said that Pace has an arterial rapid transit proposal for Milwaukee Ave. and RTA is conducting a Cermak Rd. BRT market analysis. He noted that the region is also experimenting with bus-on-shoulder on I-55 for a two-year pilot period.

IV. RTA Technical Initiatives

Mr. Thompson reported on the RTAMS website and the information available to the general public. He demonstrated how to use the website to get general overviews, route specific information, information about funding program, capital projects and sales tax revenues. He noted that the website still uses 2000 demographic data but explained that the RTA is working on incorporating the 2010 census data. He demonstrated the interactive map.

V. Accessibility Guidelines for Shared Use Paths

Mr. Staron reported that the attached comment letter has been approved by the NWMC Bicycle and Pedestrian Committee. He noted that there are existing accessibility guidelines for sidewalks and trails and the Access Board is in the process of making rules for shared use paths. He explained that the Access Board asked for comments related to specific questions. Mr. Staron briefly went through the comments, saying that the Bicycle and Pedestrian Committee wanted the standards to be similar to sidewalk standards while allowing room for local engineering judgment when necessary. The Committee discussed the equestrian issue and Mr. Staron responded that the Bicycle and Pedestrian Committee did not feel that Shared Use Paths should be designed for equestrian use because that is a recreational use that should be restricted to trails.

On a motion from Mayor Larson, seconded by Mr. Schneider, the committee unanimously voted to approve the comment letter.

VI. Planning Liaison Scope of Services and Budget

Mr. Walczak reported that the Transportation Committee must annual approve the Planning Liaison scope of services and budget as part of the federal UWP grant procedures that funds the transportation services provided through the NWMC.

On a motion from Trustee Preston, seconded by Mr. Allison, the committee unanimously voted to approve the scope of services and budget.

VII. CMAP Report

Ms. Schaad reported that CMAP is assembling a best practices database. She further reported that the Council of Mayors Executive Committee recently met and reviewed STP expenditures, advance funding requests and CMAQ programming. She informed the committee that the CMAQ air quality rankings are expected in July along with a preliminary program. She reported on the large unobligated CMAQ balance. The committee briefly discussed the issue and potential incentive solutions.

Mayor Larson asked about the status of federal funding. Ms. Schaad responded that CMAP continues to monitor the reauthorization debate, which will become an issue closer to September when the latest extension expires.

VIII. Other Business

Mr. Walczak reported that the I-90 study group will be meeting over the summer and anticipates completing a report by the end of August. Ms. Anderson reported that the Tollway is looking at current and future needs.

IX. Next Meeting

Chair Mulder reported that the next NWMC Transportation Committee is scheduled for 9:00 a.m. on September 22.

IX. Adjournment

On a motion from Mayor Larson, seconded by Mr. Summers, the committee unanimously voted to adjourn.

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Attachment B

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Schaumburg
Skokie
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Vernon Hills
Wheeling
Wilmette
Winnetka

To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
Chris Staron, Program Associate for Transportation

Date: September 28, 2011

Subject: **Transportation Committee Membership for 2011-2012**

- Sandra E. Frum, Chair, President, Village of Northbrook
- Arlene J. Mulder, Mayor, Village of Arlington Heights
- Greg Summers, Director of Engineering and Building, Village of Barrington
- Jeffrey Berman, Trustee, Village of Buffalo Grove
- Erik Morimoto, Director of Engineering and Building, City of Crystal Lake
- Martin Moylan, Mayor, City of Des Plaines
- Jane Grover, Trustee, City of Evanston
- William McLeod, Mayor, Village of Hoffman Estates
- Michael E. Janonis, Manager, Village of Mount Prospect
- Louella Preston, Trustee, Village of Niles
- David F. Schmidt, Mayor, City of Park Ridge
- Tom Rooney, Mayor, City of Rolling Meadows
- Al Larson, President, Village of Schaumburg
- George Van Dusen, Mayor, Village of Skokie
- Michael S. Allison, Manager, Village of Vernon Hills
- Tim Frenzer, Manager, Village of Wilmette
- Richard Kates, Trustee, Village of Winnetka

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Wilmette

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Attachment C

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Wheeling
Wilmette
Winnetka

To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
Chris Staron, Program Associate for Transportation

Date: September 28, 2011

Subject: **Transportation Committee – Proposed Meeting Dates for 2011-2012**

All meetings will begin at 9:00 a.m.

Wednesday, September 28, 2011
Thursday, October 27, 2011
Thursday, November 17, 2011
Thursday, December 22, 2011 (if necessary)
Thursday, January 26, 2012
Thursday, February 23, 2012
Thursday, March 22, 2012
Thursday, April 26, 2012
Thursday, May 24, 2012

All meetings are scheduled to be held at NWMC Offices. If additional space is necessary, a room will be rented at the Business Conference Center at Oakton Community College.

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Wilmette

Vice-President
William D. McLeod
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Attachment D

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To: NWMC Transportation Committee

From: Mike Walczak, Program Manager for Transportation
Chris Staron, Program Associate for Transportation

Date: September 28, 2011

Subject: **Transportation Issues for 2011-2012**

Federal Issues

Surface Transportation Authorization:

The current federal surface transportation bill (SAFETEA-LU) expired two years ago, but is still in effect due to a series of short extensions. Two longer term proposals are currently being floated. The House version, supported by John Mica (R-FL) is a six year bill that would rely on projected gas tax receipts. Under current estimates this would represent a 30% drop in funding for highway and transit programs. The Senate version of Barbara Boxer (D-CA) and James Inhofe (R-OK) is a two year bill, which would largely keep the same funding levels, leaving a \$12 billion funding gap. Both packages call for program consolidation, speedier project delivery and more innovative funding strategies, but not for increases to the gas tax or more substantial changes to the way transportation is funded. Because federal funding plays such a large role in state and local funding (STP, CMAQ, ITEP, etc), changes to funding levels or consolidation of programs will affect NWMC municipalities.

American Jobs Act:

Introduced by President Obama at the beginning of September, this proposal includes \$447 billion in tax cuts, infrastructure spending and the extension of unemployment benefits. For transportation, the bill would direct \$50 billion to the construction of highways, transit, rail and aviation. Another measure would deposit \$10 billion into an infrastructure bank. Both funds would identify and sponsor the projects most likely to spur job growth as quickly as possible. If this proposal advances as legislation, the NWMC will be interested in the allocation of transportation funding.

Illinois Tollway

With the approval of the Tollway's capital plan in August, a number of NWMC area projects will be moving forward in the near future, headlined by the Elgin O'Hare West Bypass (EOWB) and the I-90 (Jane Addams Tollway) reconstruction/widening. The Tollway is funding projects in the plan primarily through higher toll rates (effective January 1, 2012) on passenger vehicles.

Elgin O'Hare West Bypass:

The Tollway capital plan includes the Elgin O'Hare West Bypass (EOWB) project; however, even with the Tollway's financial commitments, the EOWB project still has a funding gap. The Governor's EOWB Advisory Council considered additional funding options, including a special taxing district surrounding the roadway, but made no final recommendations as to the appropriate funding mix. Local input to any funding mechanism was agreed upon by the Council. Of interest to the NWMC is how the Tollway ultimately funds this project and ensuring that the Tollway builds a municipal accepted project (for example: appropriate interchanges).

I-90 Corridor Planning:

The Tollway capital plan includes a widening of I-90 (Jane Addams Tollway) to four lanes in each direction; however, the project has a number of unresolved issues. The Tollway Board must consider the proposed managed lane concept in the corridor, which would impose higher tolls for cars using the inside lane to ensure free flow traffic (congestion pricing). The NWMC has also raised concerns about the transition from the proposed four-lane Jane Addams segment to the three-lane Kennedy. Finally, Pace must finalize the proposed transit service (see Pace item below). This project is significant to the NWMC because it is the region's first venture into congestion pricing and the transit implications for the corridor.

IL 53 Extension:

The Tollway capital plan is funding the planning work on the Illinois Route 53 Extension into Lake County; however, the plan did not include construction funding. The NWMC is a long time advocate of the project and has two member municipalities representing the NWMC and the Northwest Council of Mayors on the Blue Ribbon Advisory Council (Buffalo Grove Mayor Jeff Braiman and Arlington Heights Mayor Arlene Mulder). We have urged the Tollway to move forward with the project sooner than the 2026 planning horizon of its capital plan.

Illinois Department of Transportation (IDOT)

2012-2016 Highway Improvement Program:

Program development is underway for IDOT's 2012-2016 Highway Improvement Program. Staff will advise NWMC municipalities of the proposed projects in their area, with special attention paid to projects with regional impacts.

55/45 Split:

In practice, IDOT and the General Assembly distribute money from the Road Fund based on a "55/45 split," where District 1 typically receives around 45 percent of the allocation and other IDOT districts receive 55 percent of the allocation. This split is an ongoing issue of concern. CMAP has been leading the call for a statewide needs-based funding strategy instead of the current arrangement. The issue is viewed as controversial in the General Assembly due to downstate opposition. This issue is significant to NWMC because IDOT's transportation investments in the region are directly linked to this split.

Pace

I-90 Corridor Planning:

In coordination with the planned managed lanes in the I-90 Corridor, Pace is planning to introduce express bus service between high density areas along the corridor. The express bus network would be complimented by feeder routes and call-and-ride service. This project is projected to receive CMAQ funding. Transit service in the I-90 corridor has long been a priority of the NWMC. This project can work to build the transit market for the eventual implementation of the STAR Line.

I-355 Corridor Planning:

Pace is undertaking a new study within the I-355 corridor. The study has resulted in conceptual new routes that Pace wants greater municipal assistance in developing. Pace is examining the link between land use, density, the pedestrian environment and transit service. The I-355 corridor study is considering the municipal role in creating an effective bus route. A number of NWMC communities lie in the corridor Pace is examining.

Metra

STAR Line:

The future of the STAR Line is now tied to the Tollway's I-90 improvements. There will be enough room to accommodate the service in the median in the future; however, additional station area right-of-way will likely be necessary. For Metra to complete the ongoing Alternatives Analysis and enter into preliminary engineering, it must complete a viable financial plan for the project. The region's current capital deficit for transit makes that unlikely in the near future. The potential exists for Pace's aforementioned express bus service to build transit ridership within the I-90 corridor.

Union Pacific-North Line:

Work has resumed on the Union Pacific-North line bridge replacement project. The replacement will be done in two phases of eleven bridges each. The first phase will take until 2015, while the second phase will finish in 2019. Impacts to service are only expected outside of rush hour.

Metra Budget:

As part of its current budget cycle, Metra is considering service reductions, fare increases or both to balance the agency's budget. On October 14, Metra will release its 2012 capital and operating budgets for public comment. In November, Metra will hold public hearings and then approve a final 2012 budget. Of interest to the NWMC is how fare increases and especially service reductions will affect NWMC members.

Other Regional Issues

Implementation of Go To 2040:

The Chicago Metropolitan Agency for Planning (CMAP) continues to work on implementing Go To 2040 regional comprehensive plan adopted in 2010. CMAP has begun local funding programs that assist municipalities in planning in accordance with the principles of Go To 2040.

Bike Plan Implementation:

Work on the Bicycle Signage Plan and Northwest Highway Corridor Bicycle Facilities Plan continues and will be finished by February 2012. With only a small portion of the NWMC Bike Plan regional corridors funded through the Congestion Mitigation and Air Quality (CMAQ) program, staff and the Bicycle and Pedestrian Committee will continue to work with municipalities to pursue alternate sources of funding. This can include funding for engineering on projects on the CMAQ Multi-Year “B” list, which remain eligible to move into the active program if funding becomes available.

Value Capture:

The Chicago Metropolitan Agency for Planning (CMAP) has published two reports over the last year regarding the use of value capture for transportation projects.¹ In addition, CMAP’s Go To 2040 regional comprehensive plan calls for pursuing value capture strategies to fund transportation projects. Value capture refers to the practice of implementing a tax or fee on private property near a public improvement to “capture” some of the monetary benefit that property owners gain as a result of the public investment. Given the uncertain roles of federal and state funding for transportation, value capture and other innovative funding mechanisms will likely receive more attention. As previously noted, the Elgin O’Hare West Bypass study considered the use of value capture. Of interest to the NWMC is the fairness in determining the local share and burden for supporting transportation projects.

¹ [Transit Value Capture Analysis for the Chicago Region, December 2010](#)
[Transportation Value Capture Analysis for the CMAP Region, June 2011](#)



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To: NWMC Transportation Committee

From: Christopher Staron, Program Associate for Transportation

Date: September 22, 2011

Subject: **Federal Surface Transportation Authorization Update**

Background:

Earlier this year, Congress extended the current surface transportation authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), through the end of the federal fiscal year (September 30). Earlier this month, Congress passed a six-month extension through the end of January 2012. This extension was the latest in a number of short-term extensions to SAFETEA-LU, which originally expired on September 30, 2009. The revenues coming into the Highway Trust Fund are not sufficient to continue SAFETEA-LU spending levels. This reality has caused the House to look to a modest surface transportation authorization that aims to match expenditures to the Highway Trust Fund receipts.

Current Proposals:

On July 8, House Transportation and Infrastructure Committee Chair John Mica (R-Florida) released a summary of a six-year surface transportation authorization totaling \$230 billion. Representative Mica's proposal would aim to reform federal programs, expedite project delivery and provide more flexibility for states; however the multi-year authorization, which would replace SAFETEA-LU, would dramatically reduce current federal spending on surface transportation. In federal fiscal year 2012, the surface transportation investment would drop from \$41 billion to \$27 billion. The six-year authorization would average \$38.3 billion in federal spending annually. According to estimates, federal funding for public transportation would drop 37 percent (\$181 million in Illinois) under the House proposal. Illinois would see nearly a 36 percent reduction (\$481 million) in roadway funding.

On July 7, Senate Environmental and Public Works Committee Chair Barbara Boxer (D-California) outlined a drastically different surface transportation authorization proposal (MAP-21). Senator Boxer intends to pursue a two-year reauthorization that would essentially continue SAFETEA-LU at existing funding levels and inflation, which totals \$109 billion. Senator Boxer's \$54.5 billion annual average is thirty percent higher than then the House's \$38.3 billion. At the proposed funding level, Senate Democrats estimate a \$12 billion gap between what the Senate bill will spend and receipts in the Highway Trust Fund. Reports from early August suggested that the Senate Finance Committee has found a way to maintain current funding levels, although details of any potential revenues or offsets being discussed

are not public. Revenue enhancements, such as an increase in the gas tax, have met opposition from the Obama Administration and Republicans.

Both House and Senate proposals are far from the \$556 billion six-year authorization proposed by the administration in its budget proposal. While the administration's proposal would show a dramatic increase in the surface transportation investment at the federal level, the proposal provided no details on increased revenues to fund the authorization.

Next Steps:

Congress adjourned in August for summer recess without either chamber introducing or acting on legislation to reauthorize programs funded by the Federal Highway Administration and the Federal Transit Administration. Upon returning to Washington D.C., Congress did pass a six-month extension of SAFETEA-LU.

The extension will once again give Congress time to consider a multi-year authorization. In the interim, the focus will transition to the appropriations process. Although Congress did extend the authorization, Congress must still appropriate the funds for the various surface transportation programs.