



1ST QUARTER U.S. FEDERAL POLICY BRIEFING

FEBRUARY 26, 2025

For technical assistance
during the webinar:

Send a chat message to
APBP Staff

UPCOMING 2025 WEBINARS



Innovative Design and Implementation in Mobility Projects: Exploring Quick-Build and Phased Delivery



Advisory Bike Lanes: What We Can Learn from Dutch Experience



Strategies to Improve Pedestrian Safety in Darkness

Visit

www.apbp.org/webinars

to view webinar titles, speakers, full descriptions, and pricing details for the 2025 series

APBP Policy Statements can be found at:
apbp.org > Resources > Policy Statements
apbp.org/policy-statements

2025 VIRTUAL EVENT

SAVE THE DATE

September 23-24, 2025

Call for proposals opens in March

APBP members: Interested in helping?

Join the Planning Committee 



JOIN APBP



INFLUENCE

APBP provides a collective voice on governmental issues that affect walking and bicycling.



COLLABORATE

Get a front row seat to the dissection of technical issues to help you work smarter, not harder.



IMPROVE AND IMPACT

Associate with colleagues who recognize the built environment is designed in ways that both reflect and signal racism and are taking action to create change.



LEAD

Take advantage of opportunities to lead chapters and serve on national committees that advance our industry and the association.



LEARN

APBP provides opportunities to share real-life projects, working examples, and lessons learned to increase knowledge.



GUIDE

Get guidance and support from formal policy statements on topics relevant to your work.



ENGAGE

Network with an on-call community of passionate practitioners from across North America via our member community.

Visit

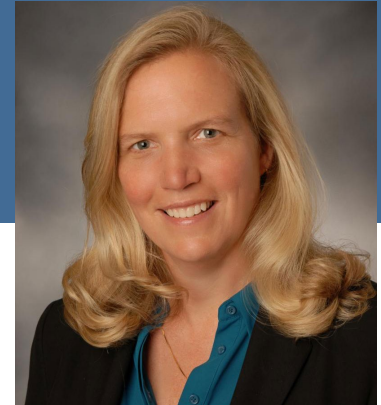
apbp.org/membership

to view member benefits and join!



apbp ASSOCIATION OF PEDESTRIAN & BICYCLE PROFESSIONALS
Expertise for Active Transportation

TODAY'S WEBINAR PRESENTER



Caron Whitaker

- Caron works both as APBP's Policy Specialist and does government relations for the League of American Bicyclists.
- Prior to these positions, she served as the Campaign Director for America Bikes where she coordinated and implemented America Bikes federal policy agenda. Before that, she worked for the National Wildlife Federation on smart growth, international policy, and community engagement.
- In addition, Caron served as a Community Land Use Planner for the State of North Carolina Division of Coastal Management, providing technical assistance to local governments and staffing a stakeholders' council responsible for revising state planning regulations. She has a Masters in Environmental Management from Duke University, Nicolas School of the Environment and a Bachelors of Arts from Williams College.



FEDERAL POLICY UPDATE: The uncertain future for multimodal transportation

CARON WHITAKER
POLICY SPECIALIST
CARON@CLWCONSULTING.NET

TRIPLE THREAT TO BICYCLING AND WALKING FEDERAL INVESTMENT

THREAT	TIMELINE
Administration efforts to reduce spending/ programming	Immediate and ongoing
Congress- Transportation reauthorization	Now- September (House)
Congress- Reconciliation process	March- September

TIMELINE

- **This week-** House to vote on Reconciliation instructions
- **This week-** DOT to stop funding where not 'statutorily required'
- **Early March-** Congress to have Budget resolution with directions to committees for cut spending, raise revenue
- **March 14-** Current budget CR runs out
- **May 7-** US Agencies to 'de-prioritize' regulation enforcement inconsistent with Administrative policy (working with DOGE)
- **June 30-** House goal for Transportation reauthorization bill draft.
- **September 30, 2025-** FY 2025 reconciliation opportunity expires
- **December 31, 2025-** 2017 individual Tax cuts expire
- **September 30, 2026-** IIJA expires
 - FY 2026 reconciliation opportunity expires



US DOT

PAUSE ON TRANSPORTATION FUNDING

Pause on Transportation funding

- Started with an EO on January 20th pausing all transportation funding
 - Stakeholder advocacy with OMB
 - Only on hold until the adm. knows which programs it wants to cut
- AASHTO/ others pushed back.
- DOT released almost all formula funding (except climate programs)
- Pause remained on discretionary

- **Feb 10th - Court has ordered the Administration to release funds.**
 - Obligated funds seem to be available.
 - Some movement on awarded programs (RAISE)

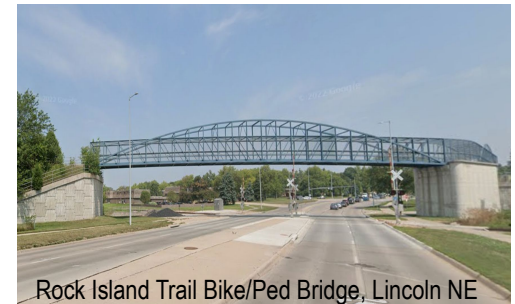
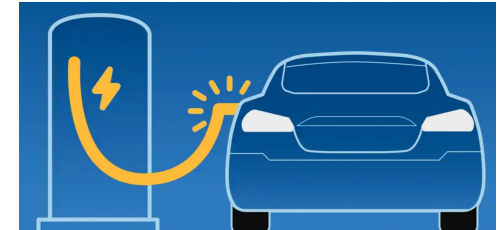
PAUSED FUNDING

10% of Federal funding is discretionary grants

- Safe Streets for All, RAISE/ BUILD, RC
- “Good” vs. “Bad”

Formula funding -

- Most has been turned back on
- Climate title programs were on hold longer
 - Carbon Reduction Program
 - PROTECT
 - NEVI / CFI - electric vehicle charging program



Rock Island Trail Bike/Ped Bridge, Lincoln NE

OBLIGATION RATES- DISCRETIONARY

AGENCY	PROGRAM	OBLIGATION RATE
Office of the Secretary	NII- RAISE grants	16%
	Safe Streets for All	10%
	SMART grants	37%
	Reconnecting Communities	
FHWA	ATIIP	0%
FTA	Capital Investment Grants	55%

OBLIGATION RATES- FORMULA

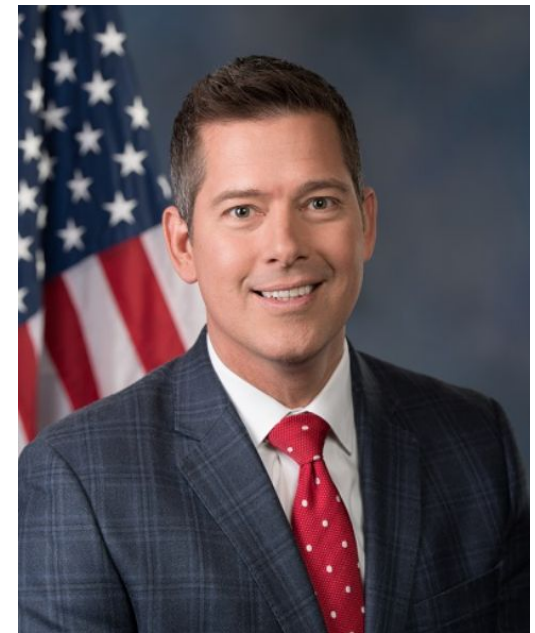
AGENCY	PROGRAM	PERCENT OBLIGATED
FHWA	Federal Aid Highway (HTF)	90%
	Supplemental	30%
FTA	Transit formula programs (HTF)	54%
	Supplemental	45%
NHTSA	Highway Safety Grants (HTF)	99%
	Supplemental	68%

DUFFY MEMO #1- CURRENT PROGRAMS

Implementing EOs addressing Climate, Diversity and Gender

(Jan 28th)

- 10 days to identify any programs, etc. that promote DEIA or “Green New Deal”
- 10 days for General Counsel to find options to stop all funding for identified activities that is not ‘statutorily required’ (2/25)



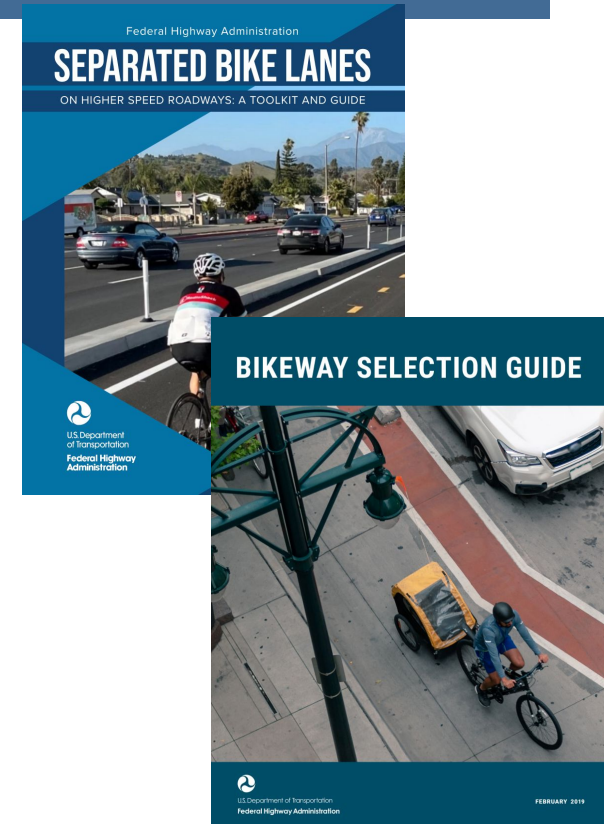
DUFFY MEMO #1- WHAT'S STATUTORILY REQUIRED

IIJA programs- HTF and Advanced appropriations

- Formula programs
- Discretionary programs - based on DOT new priorities

What's not Statutorily required

- National Roadway Safety Strategy
- DEI task forces, policies and programs started by DOT
- Technical assistance for SSFA, demonstration projects= planning, etc.
- Every Day Counts initiatives
- Safety manuals, reports promoting multimodalism, etc.
- Conferences, **research**, etc.



STATUTORILY REQUIRED?

POLITICO PRO

Trump administration moves to suspend national EV charger rollout

By James Bikales

02/06/2025 08:04 PM EST

The Trump administration on Thursday moved to halt a \$5 billion initiative to build electric vehicle charging stations by instructing states not to spend federal funds previously allocated to them under the Biden administration program.

States with an approved plan can continue obligated projects (not awarded)

- FY 24 and 25 funds cannot be obligated

What about Carbon Reduction Program?

DUFFY MEMO #3- FUTURE FUNDING PRIORITIES

Principles to govern the implementation and administration of all DOT policies, programs, guidance, and other activities.

- Solid cost benefit analysis (including of smaller projects)
- Good for families
- NOT just local; must meet the federal interest

PROJECT, GOALS, PROGRAM PRIORITIES

Shall prioritize projects and goals that:

- a. utilize user-pay models;
- b. direct funding to local opportunity zones where permitted;
- c. [be good for families] preference to communities with marriage and birth rates higher than the national average;
- d. prohibit recipients of DOT support or assistance from imposing vaccine and mask mandates; and
- e. require local compliance or cooperation with Federal immigration enforcement and with other goals and objectives specified by the President of the United States or the Secretary.”

'IT'S THE FALL THAT'S GONNA KILL YOU'

Federal program

- Should not fund local priorities- only national priorities
- User pay/ User benefit
(Highway Trust Fund)

These arguments have been used to say NO ELIGIBILITY for Federal funding for bike/ped

How does the memo effect formula funding?

- DOT reviewing planning docs



ADMINISTRATION IMPLICATIONS - TIGER, BUILD, RAISE, BUILD(?)

	Obama (09-16)	Trump (17-20)	Biden (21-24)
Road/ Bridges	33.9%	72%	52.4%
Mass Transit	28%	9.1%	17.5%
Bike/Ped	6.2%	0% (1.3%)	21.3%
Rail	20.4%	7.4%	3.9%
Other (ports, airports, etc)	11.5%	11.4%	5.2%
TOTAL \$\$	\$5,018,760,949	\$3,808,708,780	\$6,663.062,878
Total \$ Bike/Ped	\$310,946,765	(\$51,385,118)	\$1,416,756,515

SAFETY, SAFETY, SAFETY

Redefine existing work

- Update grant proposals (focus on safety)
- Hit Administration goals
- Acronyms in title

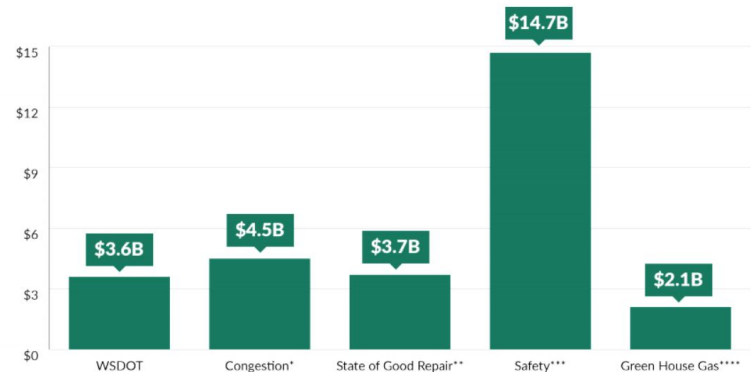
Cost -Benefit analysis

- Use safety numbers-Roger Millar
- School lines, congestion costs

Connect to Federal Goals

- Safety costs
- Crash cost in delays of goods and services
-

Annual cost to Washington taxpayers



Safety impacts cost Washingtonians \$14.7 billion per year compared to the \$3.6 billion WSDOT budget

<https://www.seattlebikeblog.com/2021/01/14/roger-millar-safety-impacts-cost-washington-nearly-15-billion-per-year/>

SSFA MANDATED TO COME OUT IN MARCH

Current grants

- Plans cover ~ 75 % of the nation's population.
- ~50% awards are new DOT grant recipients
- Almost 50% are in rural communities
- 44% have populations under 50,000.
- Over 97% of 2022 recipients and
- 57 percent of 2023 recipients
 - have grant agreements in place.



A group of capacity builders during an ice breaker session at the TCN Capacity Builders Convening in November 2023 at HUD Headquarters (U.S. DOT Volpe Center photo)



MORE ADMIN POLICY

FHWA ADDS EXTRA LAYER OF REVIEW FOR STIP UPDATES

All federally funded projects must be in STIP

- **FHWA**- “Extra layer of review added”
 - Consistency with Administration’s objectives
- **States/ MPOs** - significant slow down of approval of changes
 - Concerned that staff loss + review will throw project development off schedule
 - Discretionary grants not in plan, may be paused b.c of this.

Slowing project delivery

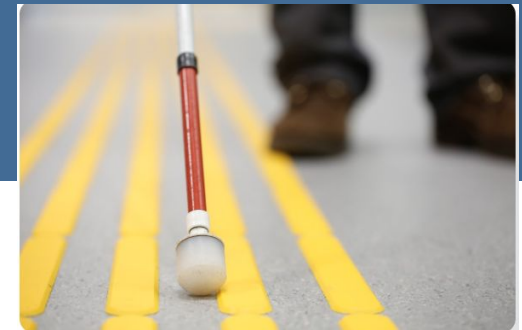
- Unclear if MPO with an approved TIP can move forward if state’s process under review

AASHTO and Local Officials Transportation Coalition pushing back.

REGULATIONS- EX. ORDER

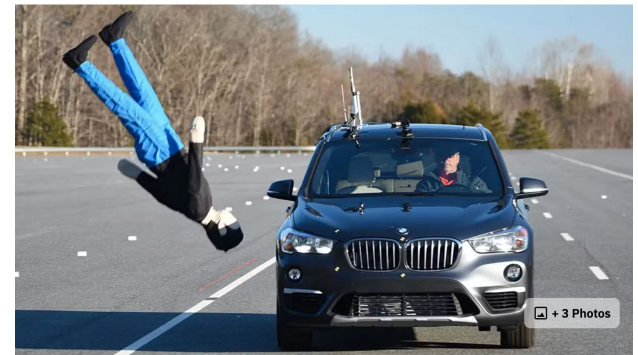
Existing Rules-

- Gives agencies 60 days to review, identify and submit to OMB any rules, regulation or guidance that may :
 - be unconstitutional,
 - not be authorized by statute,
 - stifle business or technological development,or
 - not align with the administration's priorities.
- Orders OMB to develop a plan to “rescind or modify ... as appropriate”
- Directs agencies to terminate or de-prioritize enforcement of said regulations.



Access Board PROWAG

<https://www.access-board.gov/prowag/>



Drive, citing IIHS testing

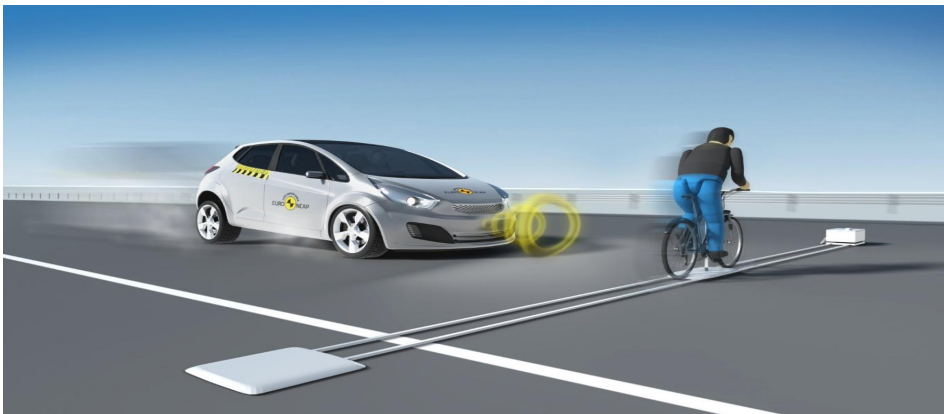
<https://www.drive.com.au/news/bmw-x1-aeb-testing/>

REGULATIONS - WH Policy

For new rules, regulations and guidance:

- The issuing agency must identify at least 10 existing rules, regulations, or guidance documents to be repealed.
- OMB will issue a estimate on costs of the new rule.

White House requires that for fiscal year 2025, the total incremental cost of all new regulations, including repealed regulations, be significantly less than zero.



NEPA PROCEDURES RESCINDED

National Environmental Policy Act- “the what”

- “look before you leap”

Council on Environmental Quality regulations - “the how”

- Since 1978- Set process and procedures for Federal agencies on how to meet NEPA requirements.

2024- Federal District Court struck down NEPA procedures/ CEQ doesn't have authority.

2025- President Trump issues Interim Final Rule - won't fight court decision.

NEPA is still law

- 85 Federal agencies must now determine how to comply with the law

US DOT- making determinations at HQ.

INTERIM FINAL RULE- OPPORTUNITY TO COMMENT

Council on Environmental Quality

- Interpret court order to not require comments before making final decision

Different from the usual Notice of Proposed Rulemaking,

- *“requests comments on this action and related matters to inform CEQ's decision making.”*
 - Comments due March 27th
 - Rule goes into effect April 11
 - Agencies have 12 months to revise procedures

Federal Register URL- <https://rb.gy/arwaiu>
Guidance to agencies-
<https://ceq.doe.gov/docs/ceq-regulations-and-guidance/CEQ-Memo-Implementation-of-NEPA-02.19.2025.pdf>



CONGRESS

REAUTHORIZATION

Sets 5 years of policy and funding

House

Transportation & Infrastructure

- moving faster than usual.
- Already doing hearings by topic.

GOAL- Draft bill by June, through the House by September

Senate-

EPW Committee- Highways

- Starting to plan for hearings

Commerce Committee- Safety

- Waiting for EPW to go first
-

Banking Committee- Transit



T&I Chair Sam Graves (R-MO)

ISSUES ON THE TABLE

- How to pay for reauthorization / HTF solvent (without raising the gas tax)
- Permitting and project delivery/NEPA- Now a bipartisan concern.
- Highest best use of Federal funds
 - Discretionary vs. Formula
 - Smaller/ local vs. interstate commerce
- Autonomous Vehicles



(Underneath the surface- Will Congressional priorities matter)

RECONCILIATION

Reconciliation process

- Legislative process that allows for changes to taxes, spending and the debt ceiling with less procedural hurdles. (no filibuster, less Senate debate)
- Can effect more funding sources
- Longer time frame- but can only affect deficit for that time period

BUT

- Cannot do policy, must be budgetary in nature
- Must be coupled with annual budget resolution.

Congress can only use it one time per Fiscal year

- wasn't used in 2025 yet

CURRENT STATUS

	House	Senate
Current Status		Passed Senate
Size of Deficit Reduction	\$1.5 Trillion in cuts (\$4.5 T in tax cuts)	At least \$4 billion in cuts Up to \$521 billion in spending (does not include tax cuts)
Transportation instructions	Cut \$26 billion/ 10 years Spend \$16 b on Coast Guard	Spend \$1 b to EPW/ Highways Spend \$20 b Commerce (air/rail,safety)

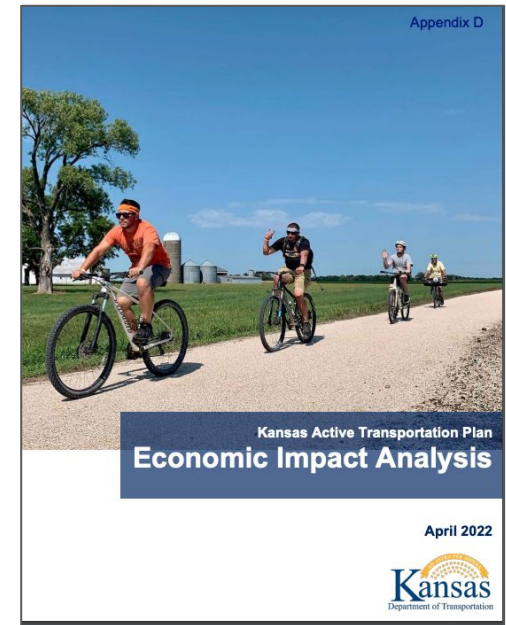
HOW DO WE DEFEND BIKE/PED



Focus in on the benefits and needs at the district level.

- Identify popular and effective projects on the ground
- Economic, safety, congestion, transportation benefits
- Show support for grant awards and projects underway
- What's needed

Projects that need funding

- Local bike plans
- Transportation Improvement Plans
- Grant applications not funded





Our public workforce deserves to be treated with dignity and respect for the unheralded jobs they perform. The absurd weekend email to justify their existence wasn't it,

- Senator Lisa Murkowski

QUESTION & ANSWER



Caron Whitaker

THANK YOU FOR ATTENDING

Please complete the brief survey.

A link will also be emailed to you and is available in the APBP Member Education Center for all webinar participants.

Webinar slides and recordings will be posted within one week in the Member Education Center.