



2ND QUARTER U.S. FEDERAL POLICY BRIEFING

JUNE 11, 2025

For technical assistance
during the webinar:

Send a chat message to
APBP Staff

UPCOMING 2025 WEBINARS



Micromobility Successes and Challenges: An Overview of Safety, Access, and Enforcement



Understanding the Bike-Train Connection: Best Practices & How to Collect Data on Experiences



Documenting Pedestrian Infrastructure; Lessons from the Maryland Sidewalk Data Collaboration

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 SUMMIT

**SAVE THE
DATE**

Registration Opens
in July



Virtual Summit:

A Path to Progress

September 25-26, 2025

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

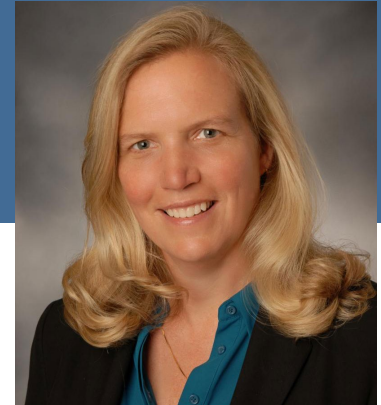
apbp.org/membership

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

AGENDA

USDOT

- Delayed projects and legal cases

Other DOT actions

- Staff depletion
- Duffy on bikes
- Bridge Access

Congress

- Pushback on Administration
- Reauthorization
- Reconciliation

Budget



ated bike lane using a concrete curb in Austin, TX, USA that considers context in selection of facility type. Source: City of Au.



US DOT- Delayed projects and court cases

PAUSE ON TRANSPORTATION FUNDING

January 20th Pause on Transportation funding

- EO pausing all transportation funding
 - Almost all formula funds were allowed to move forward
 - Climate and discretionary grants put on hold

March 11th Memo- Review on all projects with DEI concerns, Bike facilities, EV charging

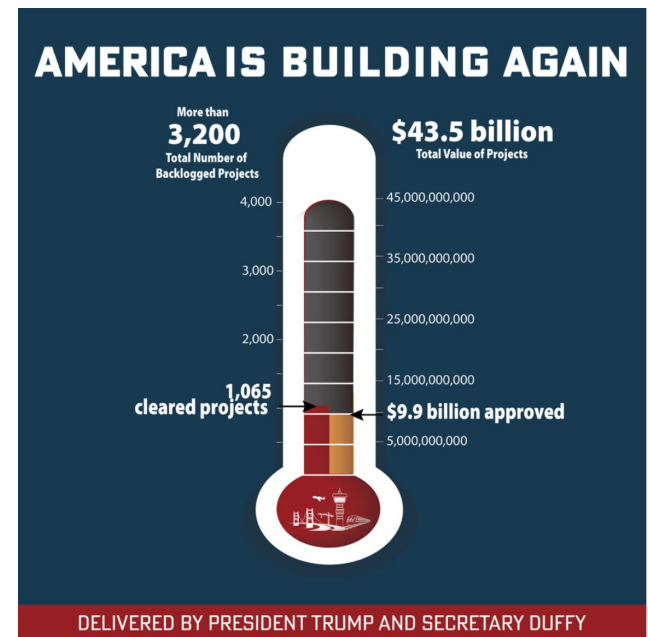
April 24th- Follow the Law letter to all grantees

- Duffy warned DOT could hold up funds for
 - Sanctuary cities,
 - potentially states that issue drivers' licenses for undocumented
 - Grantees that had DEI policies
 - Projects that had DEI benefits
 - Anything 'no longer considered in the public interest'
 -

529 NEW GRANTS UNDER CONTRACT

Includes 255 SSFA Projects

- Office of the Secretary of Transportation
 - BUILD-- 2 projects (\$45 million)
 - SSFA – 255 projects (\$69 million)
- Federal Highway Administration
 - PROTECT- 32 projects (\$369 million)
- Federal Transit Administration
 - ASAP- 10 projects (\$365 million)
 - Buses /Bus Facilities Competitive- 41 projects (\$175 million)
 - Low No Bus program - 26 projects (\$187 million)
 - Tribal Transit Competitive Program- 43 projects (\$16 million)



DEVIL IS IN THE DETAILS...

Elimination of bicycle facilities?

- Project name
- Funding source
- Grant recipient agency
- Grant amount
- Date funding was pulled, and
- Any other information you might have on it
(for example, a local news article or letter from USDOT)



Please send examples to myself or Policy Committee Chairs
Spencer Finch or Conor Murphy

Sustainability Institute vs. Trump Administration

Lawsuit against Trump freeze on grant funding

- Plaintiff's won permanent injunction on 32 of 38 grant awards
- Included Nashville's ATIP grant

Current posture

- Government is appealing but
- provided proof
 - DOT advised to release any funding holds
 - DOT instructed to contact Nashville to continue the grants process/finalize the grants and make funds available.
 -

King County vs. Turner (FTA and HHS)

Multiple Communities sued over Ex. Orders

- Required compliance of DEI, Immigration, Gender EOs
- “Arbitrary and Capricious”

Judge awarded Temporary Restraining order

- There was harm (threat to lose funds implied)
- Congress had laid out in Statute- grant criteria and requirements

Plaintiffs have sued for second restraining order due to lack of progress on grants/ case

California vs. USDOT

20 State AGs sue DOT about new contract language

- Requires compliance with DEI and immigration policy (ICE)
- including detaining undocumented immigrants who haven't committed a crime
- Duffy letter- threatened to cut off funding
"over a failure to cooperate on federal immigration enforcement efforts or for maintaining diversity, equity and inclusion programs"

States file for a permanent injunction

- allege this violates constitutional protections for separation of powers

Similar case against FEMA/ Homeland Security

TBD (New case by Somerville and Chelsea, MA?)

DOT

Staff depletion

Duffy on Bikes

Bridge access

STAFF CUTS AND REORGANIZATION

OFFICE OF THE SECRETARY -18%

FEDERAL HIGHWAYS ADMINISTRATION -25%

FEDERAL TRANSIT ADMINISTRATION -25%

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION - 25%

-Eno Center for Transportation

These numbers are pre- second early retirement offer.

DUFFY ON BIKES

Confirmation hearing -

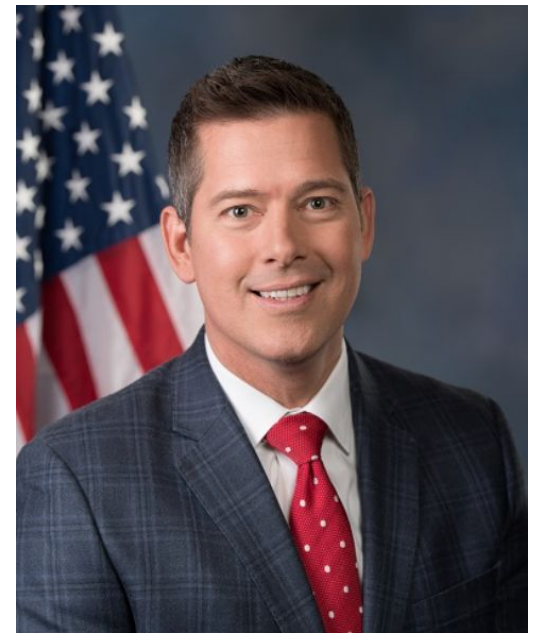
“ I Love bikes, people can get around faster on bikes”

Talking about congestion pricing-

‘Bike lanes cause congestion. They pull money away from vehicle travel.’

Budget hearing -

‘Biden forced local governments to include bike lanes in projects, we are taking them out of grant agreements.’



BRIDGES

Title 23 Section 217(e)

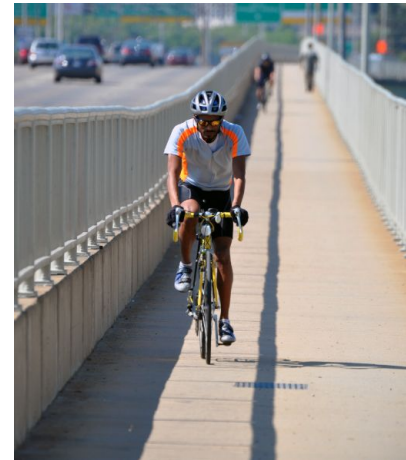
When a Bridge deck is being reconstructed with federal funds,

- If it has bicycle and pedestrian access at both ends of the bridge

And

- If the Secretary to deems it to be within a reasonable cost

Then the reconstructed bridge must include safe accommodation for bicyclists and pedestrians



BRIDGES- BIDEN ADMIN INTERPRETATION

Defined

- Access at both ends of the bridge
 - Trails at either end count as access.
 - Does NOT have to be on the roadway
- Reasonable cost
 - 20% or less of the total cost



The Biden Administration assumed both conditions were met and required sponsor to “show the math” if the claim was that cost was more than 20%

BRIDGE IMPROVEMENT PROGRAM NOFO

All mention of 217(e) stripped from Bridge program

~~The BIP Large Bridge Project grants are subject to requirements for accommodations for bicycles and pedestrians pursuant to 23 U.S.C. 217(e). Under this provision, all projects with Federal financial participation (including under BIP) that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists, as applicable, on the bridge, when both of the following conditions are met: (1) the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge; and (2) FHWA determines that safe accommodation can be provided at reasonable cost.19~~

BIP NOFO - SAFETY AND MOBILITY

Criterion #2: Safety and Mobility

.. The applicant should address

(3) how the project will protect motorized and non-motorized travelers

...The application should address the inclusion of improvements to safety features such as,..
physical bicycle and pedestrian barrier separations.

The application should address whether and, if so how, the project has been or could be designed and operated to **maximize the existing right-of-way for accommodation of non-motorized modes and transit options** that increase safety and connectivity. ..

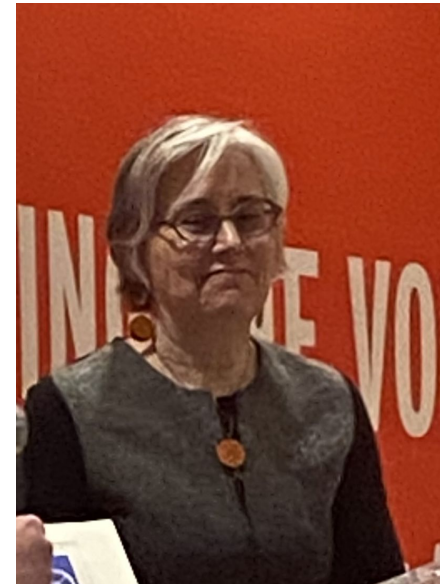
REGULATIONS

US DOT- Reviewed and removed 53 Regulations

- many/most were out of date

Withdrew HSIP Proposed rule that would have

- incorporated Safe System Approach into HSIP
- Created some basic safety requirements for all projects regardless of programmatic funding



E BIKE BATTERY REGULATION

Consumer Product Safety Commission (CPSC)

- APBP signed letter supporting an independent and well-funded agency

April 30th- CPSC passed a proposed regulation setting lithium ion battery standards. The vote passed 3-2 on party line

May 8th- President Trump fired the three Democratic Commissioners who voted for the proposed regulation.

May 13th- The two remaining Commissioners voted to rescind the proposed rule lithium ion battery standard

GUIDANCE, ETC REMOVED FROM WEBSITE

Since [June 2nd](#), the following documents have been removed:

- [Carbon Reduction Program Guidance](#)
- [Highway Safety Improvement Program NPRM](#)

Other links removed since [February 7th](#), 2025:

- [Highway Safety Improvement Program Special Rules Guidance: Vulnerable Road User, High Risk Rural Roads Rule and Older Drivers and Pedestrians Rule](#)
- [Bridge Formula Program \(BFP\) Implementation Guidance](#)
- [Implementation Guidance for the Surface Transportation Block Grant Program \(STBG\) as Revised by the Infrastructure Investment and Jobs Act](#)
- [Bicycle and Pedestrian Planning, Program, and Project Development Guidance](#)
- [Transportation Alternatives Set-Aside Guidance](#)



CONGRESS

Pushback on Admin

Reauthorization

Rescissions

CONGRESSIONAL BIKE CAUCUS

Dem only letter pushing back on March 11th memo

4 Chairs sent letter asking for a private briefing on bike facilities in existing grant awards.

Bipartisan letter on reauthorization priorities

- TAP + Langenkamp
- SSFA
- ATIIP
- Rec Trails
- Updated NHTSA Bicycle Curriculum

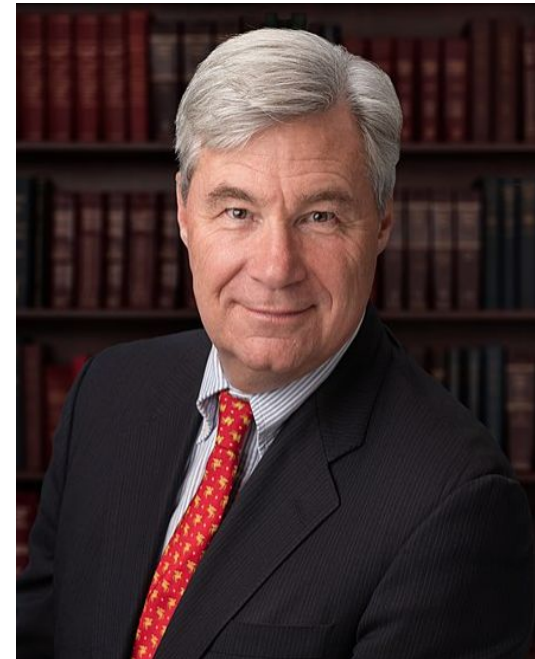


From Top Left- Reps. Mike Thompson (D-CA), Vern Buchanan (R-FL) Ayanna Pressley (D-MA) and Mike McCaul (R-TX)

SENATE PUSHBACK



Senator Brian Schatz (D-HI)



Senator Sheldon Whitehouse (D-RI)

REAUTHORIZATION- BILL THIS YEAR?

Sets 5 years of policy and funding

House

Transportation & Infrastructure

Held hearings on key topics

Has collected priorities from All Representatives

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

Senate-

EPW Committee- Highways

Also collected priorities from all Senators

Hopes to have draft by fall

Commerce Committee- Safety

Starting hearings

Banking Committee- Transit



T&I Chair Sam Graves (R-MO)

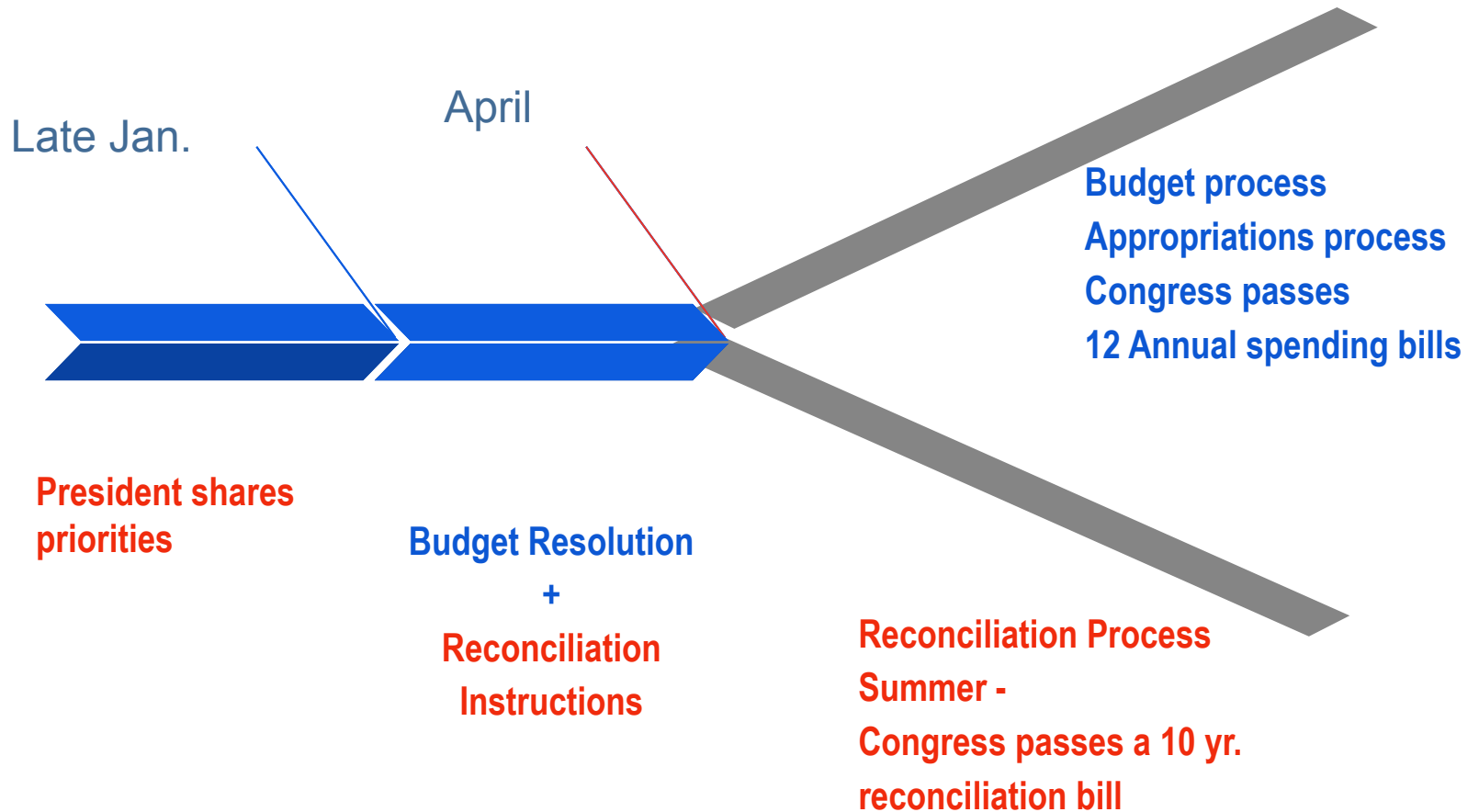
ISSUES ON THE TABLE

- 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
- **Reducing overlapping eligibilities**

*(Underneath the surface-
Will Congressional priorities matter)*



RECONCILIATION / BUDGET TIMELINE



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

119TH CONGRESS
1ST SESSION

H. R. 1

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “One Big Beautiful Bill
3 Act”.

TRANSPORTATION PROVISIONS

| | House | Senate |
|-------------------------------------|---|------------------------|
| Current Status | Passed House (still controversial) | Currently under debate |
| Fees for EVs and hybrid cars | \$250/yr for EV \$100/yr for Hybrid | TBD |
| CAFE Emissions stds | Removes | Same |
| IRA program cuts | Rescinds unobligated funds from NAE Other green transportation/ programs | Same |

IRA PROGRAMS CUT

- Neighborhood Access and Equity programs,
- research in low emission aviation fuels
- Federal building assistance (to reduce GHG)
- Funding for low-carbon building materials
- General Services Administration Emerging technologies
- Environmental Review Implementation funds
- Low Carbon transportation materials grants

OTHER RECONCILIATION PROVISIONS

Ties Broadband funding to moratorium on State AI regulation

- If state enforce laws the state forfeits broadband funding

PHIT Act

- Allows individuals to use pre-tax dollars for gym fees, sports fees, equipment.

Tax changes for NGOs

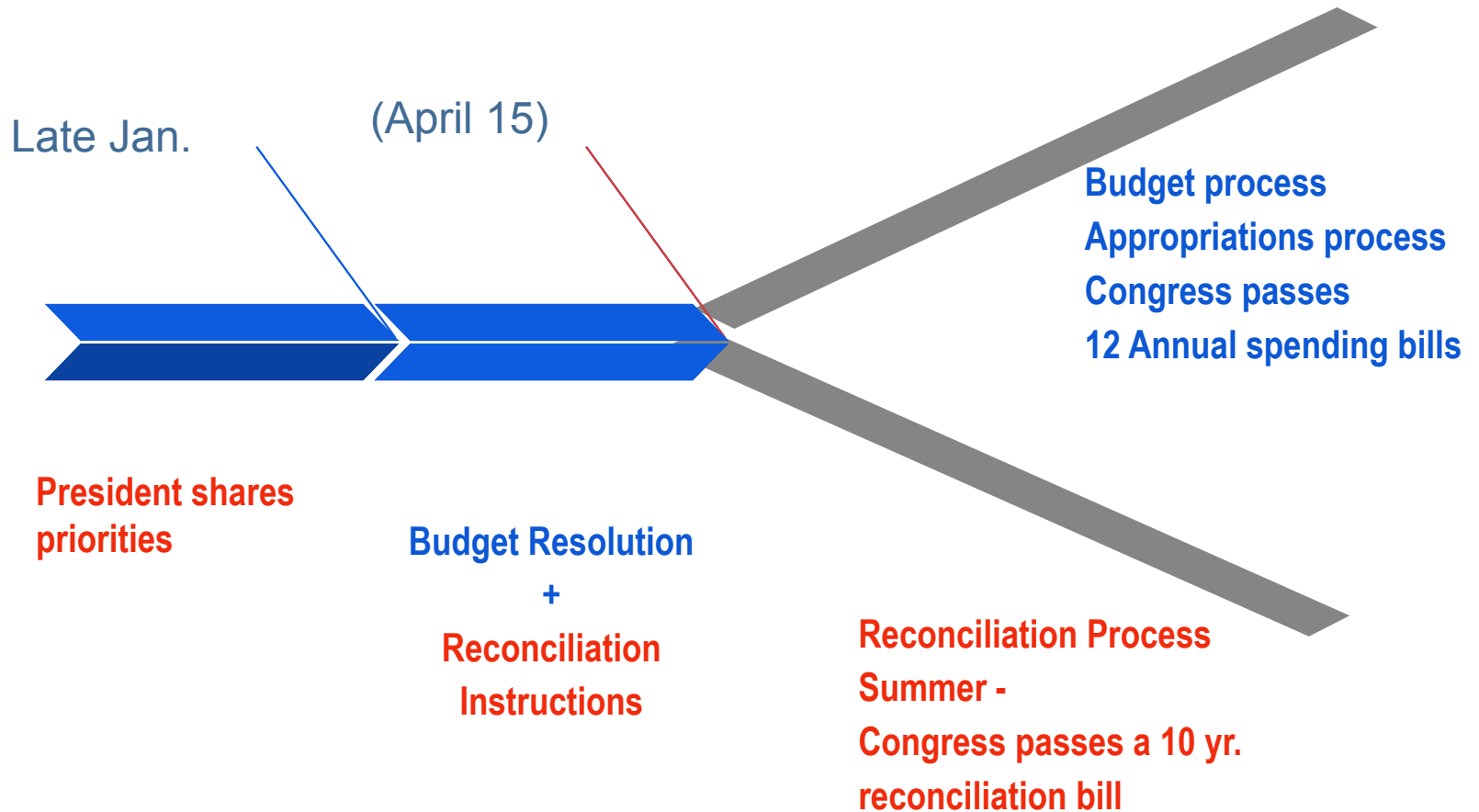
- Taxes goods sold with logos
- Taxes commuter benefits
- Increases tax on endowment earnings
 - 1.7% if <\$50m endowment up to
 - 20% for larger foundations





BUDGET

RECONCILIATION / BUDGET TIMELINE



IIJA FUNDING

| | Highway Trust Fund | Advanced Appropriations | Annual Appropriations |
|----------------|------------------------------------|-------------------------|------------------------------|
| Formula | TAP, HSIP, CMAQ | Bridge, Amtrak NEVI | Amtrak |
| Discretionary | ½ RC, BUILD Charging and Refueling | SSFA, ½ RC | Add'l BUILD Transit programs |
| Funded through | Reauthorization (every 5 years) | IIJA reauth | Appropriations (annually) |

BUDGET- Transportation CUTS

Few cuts as of now:

| | Funded through | Unobligated balances | 2026 Contract Authority |
|---|-------------------------|----------------------|-------------------------|
| NEVI | Advanced Appropriations | 3.1 b | 1 billion |
| Charging and Refueling Corridor program | HTF | 866.7 m | 700 million |

BUDGET -OTHER CUTS

Appropriations Comparison to 2025 Budget

| Increases | Holds Steady | Decreases |
|--|---------------------------------------|---|
| INFRA grants (\$770m) NHTSA Research/ Operations | Amtrak CIG NHTSA Vehicle safety | BUILD (\$345m) Federal- State partnership Rail |

TRANSPORTATION + HUD (President's budget)

| | FY 2025 enacted | FY 2026 proposed |
|------|-----------------|------------------|
| DOT* | \$25,246 | \$25,085 |
| HUD | \$60,690 | \$39,667 |

* Budget write up claims same size staff

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.