



Federal Policy Update- Administrative pushback and Future Transportation funding

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AGENDA

- US DOT push against bike lanes
 - Washington DC
 - Freedom to Drive
 - Grants in Limbo
- FY 2027 Budget
- House Transportation bill/ reauthorization



US DOT Push against Bike lanes



15th Street Bike lanes

- WABA advocates win (at least for now)

US DOT case

WABA sued arguing that

- US DOT/ NPS needed to do environmental and public processes to remove bike lane.

USDOT/NPS

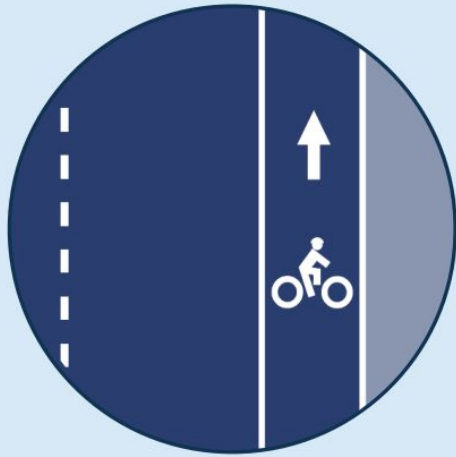
- Environmental process not needed to take out a bike lane.
 - Judge ruled that this was not clear.
- There is language that a CE
- Argued that bike lanes needed to be removed for 250th b.c Bike lanes cause congestion
 - “Common sense”
 - Judge said they would need to show data to make the case.



U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY

Proven Safety Countermeasures



Bicycle Lanes

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists¹ because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

Safety Benefits:
Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%

for bicycle/vehicle crashes.³

Bicycle Lane Additions can reduce crashes up to:

49%

Applications

The FHWA's [Bikeway Selection Guide](#) and [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#) assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through [Road Diets](#). Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes

can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

- Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.⁴
- Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.

Push Back with Local Case Studies.

DC Pennsylvania Ave, SE

Key Results

Crashes:

32% reduction in all crashes

56% reduction in injury crashes

100% reduction in pedestrian crashes

[View results](#)

Pedestrians & Bicyclists:

53% increase in pedestrian traffic

341% increase in bicycle traffic

[View results](#)

Vehicle Speeds:

After the installation, it takes an average of
~48 fewer seconds to drive the corridor
during rush hour.

[View results](#)

DDOT-

<https://before-after-evaluations.ddot.dc.gov/pages/pennavese~cce9ddaef106451aba30de4a31207ca3#results>

Freedom to Drive Campaign

Duffy to Governors:

- Let's work together to reduce congestion.

Asks Governors to identify bottlenecks and solutions to reduce congestion including:

- Increasing Capacity
- Technology, signalization and timing solutions.
- Removal of other uses in the road way.

Congressional Bike Caucus pushing back

- this wasn't our intent in IIJA, appropriations, etc.



Grants

Grants in Limbo

Grants at Office of Management and Budget

- Expectation is that many will be canceled.

Congress continues to question and push Sec. Duffy for answers.

ATIIP

- Even Nashville project, which won a judgement in court, not moving.

SSFA grants

- Communities asked to accept a 10% cut in funding to get a grant agreement

Integrating SSFA

Is your state integrating SSFA plans into their Safety programs? If so, how?

New York - looking to help fund projects at intersections between local and state owned roads.

Tennessee- integrating local SSFA plans into Strategic Highway Safety Plan.

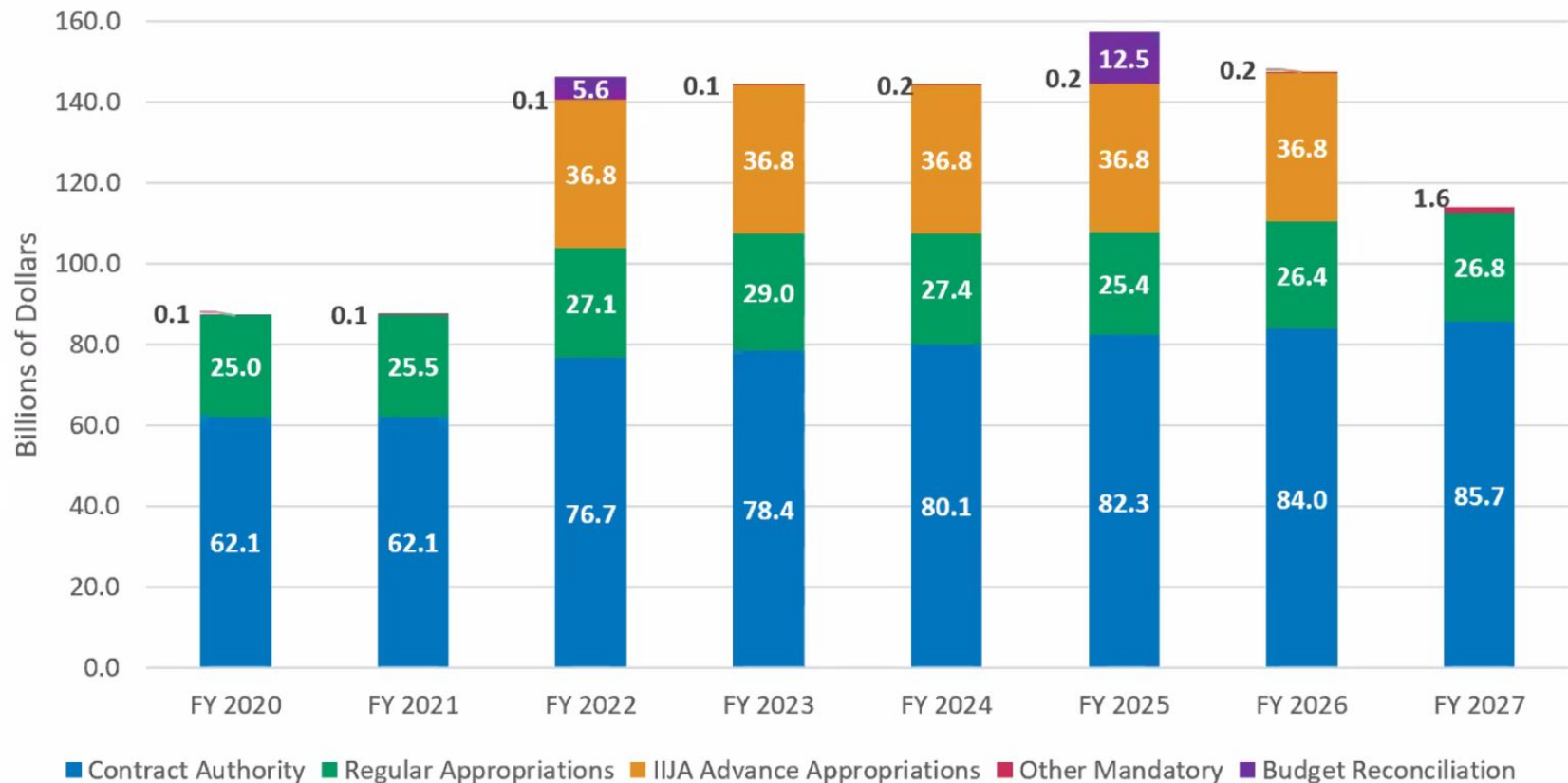


Fiscal Year 2027

Transportation funding over all

Source: Eno Center for Transportation

Sources of USDOT Budget Authority, Excluding Non-IIJA Emergencies



Funding - IIJA

Core Programs	Authorized	Advanced Appropriations
Core funding TAP STBG Highway Safety CMAQ Transit bus programs	ATIIIP Healthy Streets Transit CIG - fixed rail Amtrak	Safe Streets for All ASAP / Transit accessibility Bridge Program ½ of RAISE/ BUILD ½ Reconnecting Communities Amtrak Transit CIG
Highway Trust Fund Guaranteed	General Fund Not Guaranteed	General Fund Guaranteed for 5 years

President's Budget

- **No advanced appropriations funding** (\$36.4 billion in 2026)
- **Eliminates BUILD program**
 - puts funding into INFRA
 - Explanation is to eliminate “wasteful” uses”
- **Includes \$403 million to Beautify DC**
 - Includes safety measures for Metro
 - Includes language that could include removing bike lanes.
- **CIG funding**
 - Not enough to fund existing projects under contract

House Budget

Kept annual approps funding level

- But Repurposed \$7.8 billion from IIJA
- Pulling from Adv. Approps to fund annual appropriations

Mostly from Rail, Culverts and climate programs.

- other funds stayed within the modes

Did NOT fund SSFA, Reconnecting Communities, SMART grants etc.

2026- Final	\$28.7 billion
2027- New Budget Appropriations(BA)	\$20.7 b
2027 IIJA repurposed	7.8 b
2027 BA+ IIJA	\$28.5 b

How Long can Congress repurpose IIJA funds

(as of March 31, 2026)	Unobligated (in millions)	Unannounced (in millions)
FRA Fed- State Partnership	\$18,522	\$12,608
FRA Railroad Crossing elimination	\$9346	\$2450
OST RAISE/ MEGA	\$9346	\$1325
OST SSFA	\$4084	\$980
		= \$17,363 (-7.8 for 2027)

On this trajectory - increasing cuts to transpo funding.

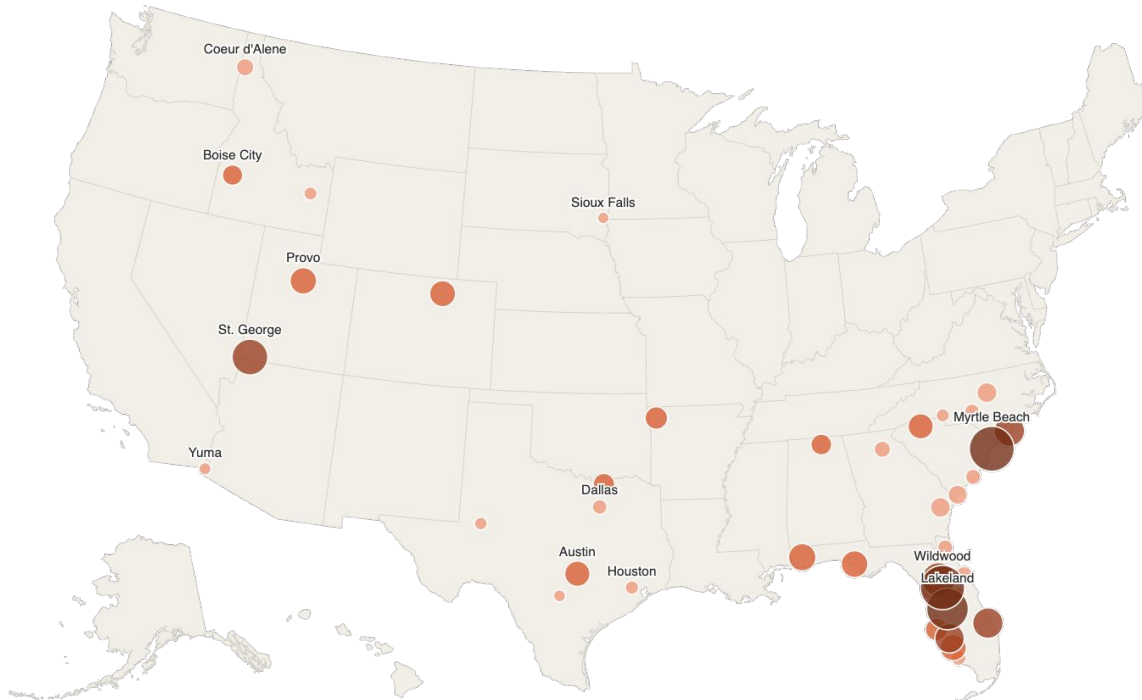
1-2 years can be softened by IIJA transfers.

What they did fund

Top 40 fastest-growing US metros, 2020–2025



Hover a dot for details



BUILD Grants - \$550 total

-\$350m to the 40 fastest growing metro areas

- \$200 m

\$100- Pop > 200,000

\$100 Pop < 200,000

Source: U.S. Census Bureau, Vintage 2025 Population Estimates

Other

“Beautify DC”- \$100 million

- \$30 million for Washington Metro safety and security
- \$70 million to revitalize Union Station train station

Transit CIG

- Funds 4 projects already under funding agreement
- Includes \$100m for each of 4 new projects
- Small Starts (new systems)
- Oversight.

Amtrak

- Gets \$2.1 operating but that is down from over \$7 from IIJA
- Orders Amtrak to send budget next year

No ASAP- ADA compliance grants

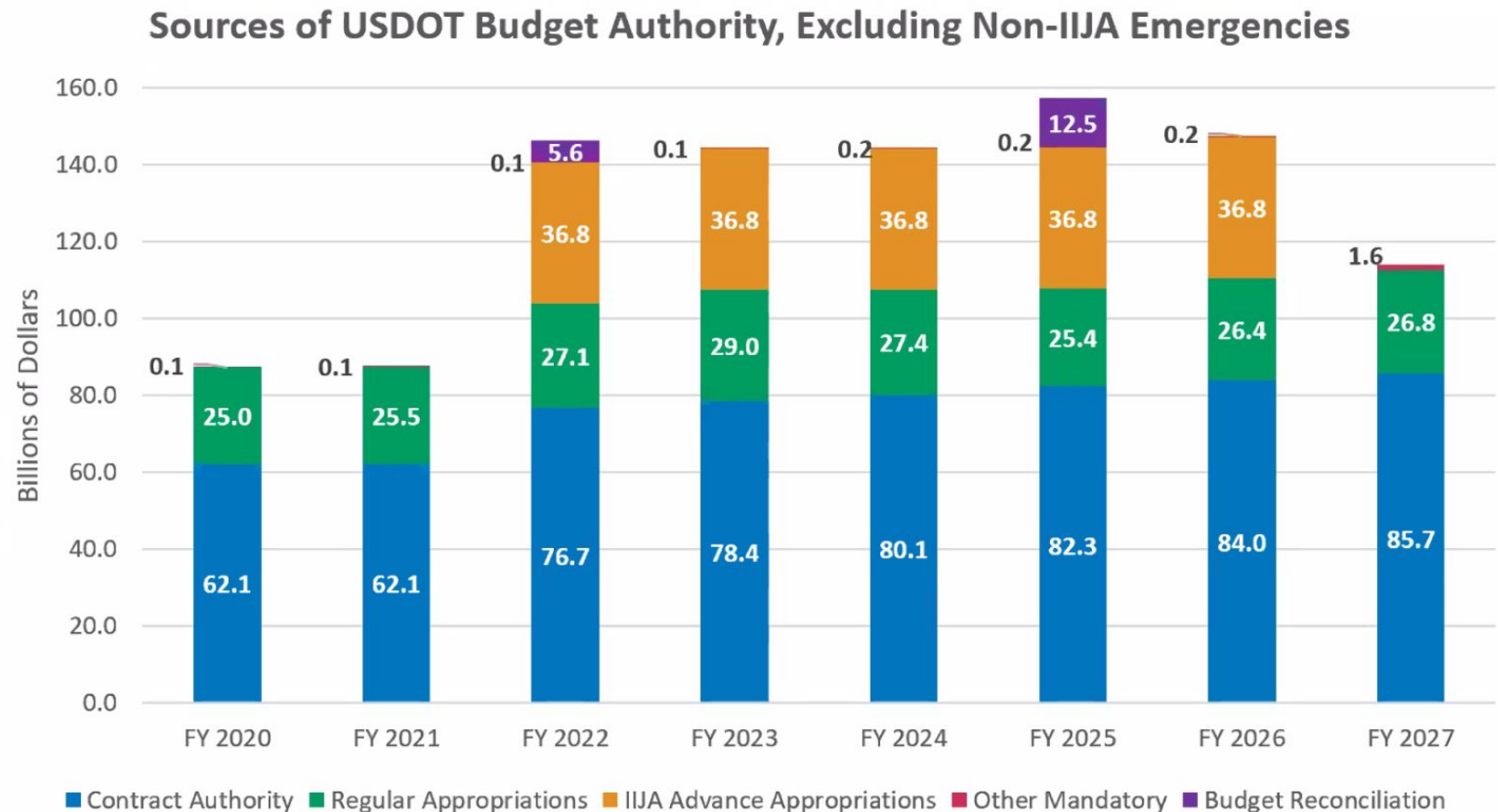
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Reauthorization/ Extension

Transportation funding over all

Source: Eno Center for Transportation



Will Reauthorization include Advanced Appropriations- House Bill

Keeps dedicated funding equal BUT

- Does not include advanced appropriations (all HTF)
- Eliminates (almost all) Climate programs from Core programs

Transit HTF funding increases

- But it takes a cut from dedicated funds
- CIG remains General Fund

Amtrak returns to General Fund

What it Funds

- **Core programs** increase- mostly with inflation
 - Metro planning grows fastest
- **Funds discretionary/ Pilot programs**
 - SSFA, new STAG
 - Consolidated

House Reauthorization Bill

Core Programs	Authorized	Cut
Core funding TAP STBG Highway Safety CMAQ Transit bus programs <i>(some) Discretionary programs</i> - <i>SSFA (funding cut)</i> Some bridge	Transit CIG Amtrak Some bridge	Carbon Reduction Congestion Relief Idling Trucks at Ports Electric Vehicle Charging Programs - PROTECT (resiliency) state formula funding ASAP- transit ADA
Highway Trust Fund Guaranteed	General Fund <i>Not Guaranteed</i>	Repealed - funding NOT authorized

Guaranteed funding between IIJA and BUILD 250 about the same

What will an extension look like?

Don't assume it will include advanced appropriations! (SSFA)

- Full 1 year extension will need ~ \$36 billion infusion of deficit spending
- Advanced appropriations are \$36.4

Highway Trust Fund

- has enough funding to do core/ Highway Trust Fund programs for one year with no additional deficit spending
 - BUT will have to transfer funds from Highway portion to transit portion.



QUESTIONS