



4TH QUARTER U.S. FEDERAL POLICY BRIEFING

DECEMBER 3, 2025

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2025 VIRTUAL SUMMIT ON-DEMAND ACCESS PURCHASE

apbpb Virtual Summit

A Path to Progress

September 25-26, 2025



SAVE THE DATE: APBP 2026 CONFERENCE

apbpb CONFERENCE
2026

Pittsburgh, PA
August 10-12, 2026

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



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



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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.



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



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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: Reauthorization debate gets serious

CARON WHITAKER

POLICY SPECIALIST

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REAUTHORIZATION BILL TIMING

Both Senate EPW Committee and House Transportation Committee are looking at a Spring release of draft bill.

- Both had goals of releasing the fall

September 2026 Deadline?

- Much harder to meet, but still possible
- Highly motivated leads
- Issues under debate
 - Funding levels and sources
 - Autonomous Vehicle regulation.

WHAT WOULD AN EXTENSION MEAN?

The Highway Trust Fund has enough funds to extend for a year- If it cuts out all non- HTF programs

- Safe Streets for All
- Half of BUILD and Reconnecting Communities
- Bridge program
- PROTECT
- Transit funding
- Rail funding

Republican leaders already leaning to this lower level of funding

SENATE

Environment & Public Works - writes highway section

- Usually the Committee that goes first
- The sides are talking, but
- No draft bill in 2025

Commerce- writes safety title (vehicle stds, non-infrastructure, discretionary)

- Have asked for stakeholder input
- Prepping to write
- Waiting for Administration priorities?

Banking - writes transit

- just getting started...

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SENATE THEMES

Republican

- Chair Capito (WV) reasonably supportive
 - Reducing number of programs
 - Reducing overlapping eligibilities across programs
- Questioning the role of infrastructure in safety

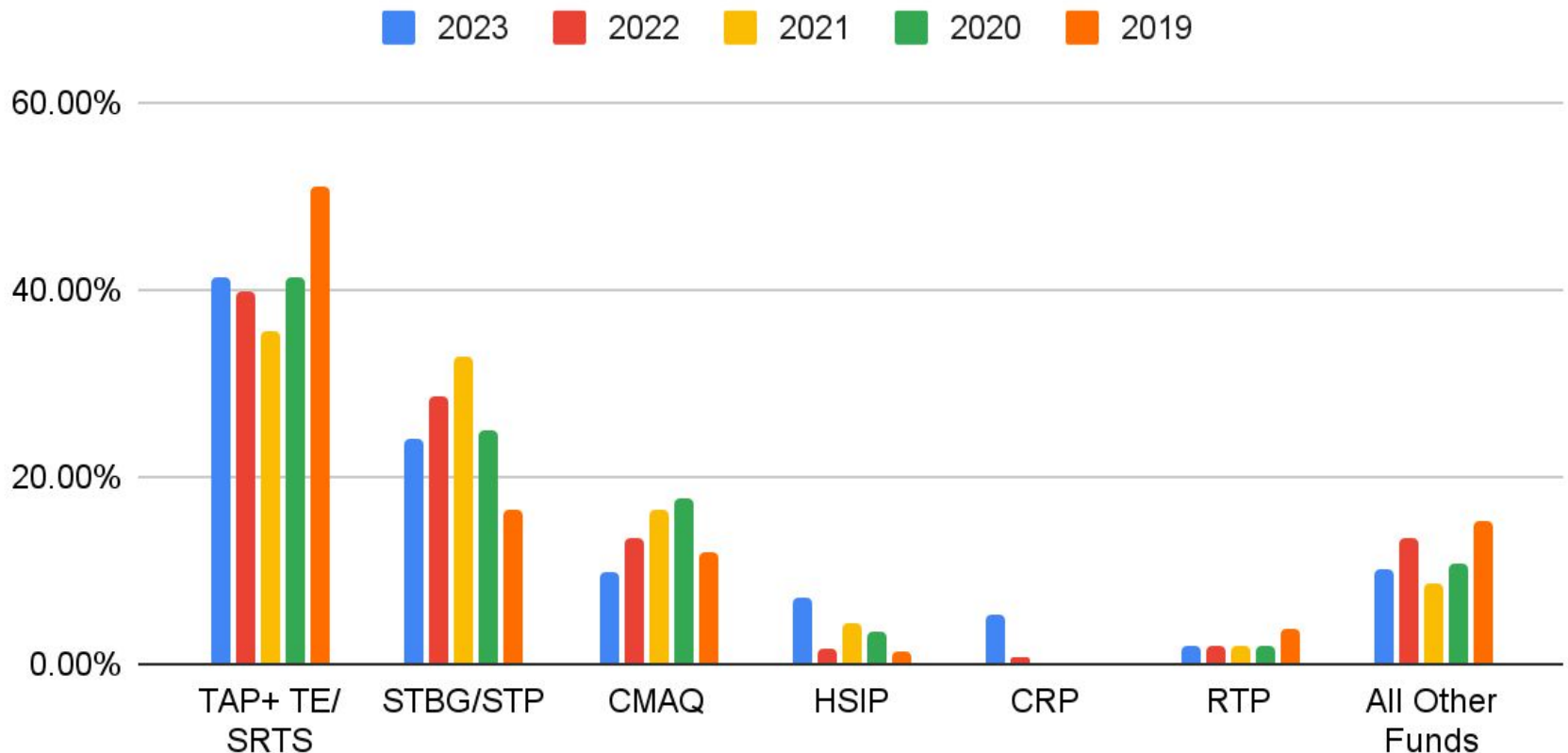
Democrats

- Ranking Democrat Whitehouse, Climate is a top priority



LIMITING ELIGIBILITY

Federal Bike/Ped Spending by Formula Program and year



PROGRAM FUNDING OVERALL

Formula “Core” Program	Percent overall	Percent Bike/Ped (2023)
National Highway Performance Program	54%	0.40%
Surface Transportation Block Grant Program	23.40%	24%
Transportation Alternatives + RTP and legacy	2.60%	43%
Highway Safety Improvement Program	6%	7%
Congestion Mitigation and Air Quality	5%	9%
Carbon Reduction Program	2.40%	6%

Does not include Freight, planning, PROTECT

SHOULD WE CARE ABOUT LOSING ELIGIBILITY

National Highway Performance Program

- These roads are not just interstate.
- Also State highways
- Rural main streets



Maintaining eligibility

- High Injury Networks
- complete streets,
- intersections projects



Examples of projects where other sources were better?

HOUSE TIMING

Transportation & Infrastructure Committee- responsible for 95% of bill

- Writing now
- Bipartisan sharing of language
- Major staff shake up in November.

Energy and Commerce Committee- responsible for car safety standards

- Planning on legislative hearing in December
 - Usually means there will be legislative language
- Expected to include autonomous vehicle regulatory framework

T&I THEMES- 'BACK TO BASICS'

*"It's gonna be a traditional highway bill — that means building roads and bridges, laying asphalt, pouring concrete," Graves said. **We're not gonna be spending money on murals and train stations or bike paths or walking paths.** We're going to spend money on traditional infrastructure, that's roads and bridges."*



Chair Graves (R-MO)
Transportation & Infrastructure Committee

WHAT DOES GRAVES' COMMENT MEAN FOR

Discretionary Grants

~ 10% of funding

- Competitive process
- Congress sets criteria and goal of program
- US DOT runs, sets application requirements (and makes decisions)

Advocates often want more of this

Formula Funding programs

- 90% + of funding
- States get automatic allocation
- Formula for allocation:
 - Road lane miles,
 - Population
 - VMT

(formula hasn't been updated since 2005)

State DOTs want more of this

DISCRETIONARY

Graves' target in his 'no bike paths or walking paths'?

- No bike infrastructure during Trump Administration may be a reality
 - But
 - The reauthorization bill will go beyond Trump Administration
 - What would it mean for complete streets projects?
- Limited eligibility could be extended to other programs

This year

- Appropriators added in language ensuring bike/ped projects are eligible

TIGER/BUILD/ RAISE Grants 2009-2024

(adapted from Eno Center on Transportation)

	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

FORMULA FUNDING (TAP, CMAQ, STBGP)

US DOT influence is mostly bully pulpit/
Incentives

- Every Day Counts, etc.
- Safety reviews
- Access on bridges
- Complete Streets
- Permit process

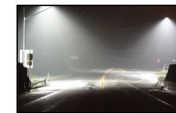
For the most part, this will revert to State
DOTs

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EDC-7 Innovations (2023-2024)



EDC-7 Overview Video



Nighttime Visibility for Safety



Next-Generation TIM:
Technology for Saving Lives



Enhancing Performance with Internally Cured
Concrete (EPIC²)



Strategic Workforce Development



BIKE/PED SUPPORT VS. TRANSIT

White House asked DOT to put together 2 proposals to cut transit funding:

1- Remove the Mass transit Account of the Highway Trust Fund (20% of HTF)

2- Eliminate FHWA's eligibility to flex funds funds for transit projects/ prohibit states from using highway formula dollars for transit projects. (\$1.6 b annually)

RESPONSE TO ADMINISTRATION TRANSIT ASK



Rep. Rick Larsen (D-WA)
“harebrained”



Chairman Sam Graves
(R- MO)

“No,” adding, “It’s been there for 40 years, and I want this to be a bipartisan bill.”

“I’m just not interested.”

“..I WANT THIS TO BE A BIPARTISAN BILL”

Why was the response to the transit comment so different than the bike comment...

The differences:

- proposals on transit would eliminate transit funding
- Bike/ped funding is mostly through states.

Still.. the lack of response to the bike/ped comment is concerning.

- Also the attack on pedestrian infrastructure is new.
- Administration hasn't done that.



Safety proposals

PUSH BACK ON VRU SPECIAL RULE

AASHTO Safety Conference

- State DOTs don't like loss of flexibility in funding choices
- Prohibits them/ took focus away from doing most important safety changes

But- they did emphasize that infrastructure was key to addressing safety

VDOT Appendix C - Scoring Rubrics for VHSIP Applications

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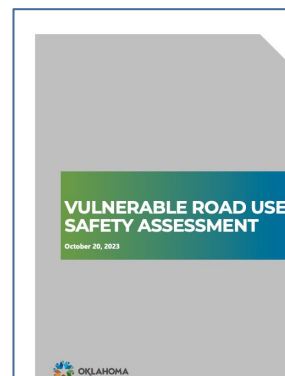
This memo provides the scoring rubrics for the following four application types:

1. Spot Safety
2. Systemic Safety
3. Vulnerable Road User (VRU) Safety Improvement
4. Highway-Rail Grade Crossing Safety Improvement

Table C-1. Scoring Rubric for VHSIP (Spot) Safety Application

Parts	Factors	Questions	Max Score	Scoring Criteria
Improvement				If included on PSD, then 25, else 10
Crash History	Crash History	Input targeted crashes by crash type	10	If K+A ≥ 1, then 10 points; if K+A ≤ 1 and B+C ≥ 1, then 8 points; if K+A ≤ 1 and B+C ≤ 1 and O ≥ 1, then 5 points; else 0 points
Location	Location	Applicants should be as specific as possible in noting the project locations.	5	If responded, then 5, else 0
Safe System Approach Question	Safety Measures Narrative		5	If responded, then 5, else 0
Delivery/ Funding	B/C Ratio Right of Way Estimate	Estimate B/C ratio Input ROW (Right of Way and Easement Acquisition, Utility Relocation)	40	If B/C=1, then 40, else 0
	Project Schedule	Input start and end dates for PE, ROW, and construction	5	If ROW cost is 0 or NA, then 5, else 2
Supporting Documents	Supporting Documents		5	If start date and end date is NA or blank, then 0, else 5 If supporting documents are uploaded, then 5, else 0

C-11 Highway Safety Improvement Program Implementation Guidelines



402/405 BEHAVIOR CHANGE PROGRAMS

402- State Highway safety programs

- State has flexibility in safety area and in activities
- Both are administered through Governor's Highway Safety Office

405- National priority safety areas

- Specific qualifiers for each area
- Specific uses
- Areas include
 - occupant protection,
 - state traffic safety information system improvements,
 - impaired driving countermeasures,
 - distracted driving,
 - motorcyclist safety, and
 - nonmotorized safety

405(g) NONMOTORIZED SAFETY

Non-motorized safety

- Qualifying Trigger
 - If VRU fatalities make up 15% or more of overall fatalities
- Uses
 - Education on laws re: bicycling and walking for law enforcement, drivers and the public
 - General bicycle education
 - demonstration projects.

GHSA Proposal

Critique-

- States find it hard to administer 405 (limited uses in some cases)
- Recipients can find the reporting requirements too onerous

Governor's Highway Safety Administration Proposal

- Combine the two programs,
- Maintain set aside for all priority areas

BUT,

- set the qualifying criteria as states with above average fatalities
- Allow broader list of uses from 402

CONCERNS WITH COMBINING PROGRAMS

405 specific uses-

- Ensure some of the funds go to bicycle education or bike/law education.
- Without it, states/ grantees could use the funds for enforcement stating all of it benefits bike/ped safety.

Partner orgs (distracted and impaired driving)

- concerns that without specific uses requirements, it won't go to the highest and best uses.

Qualifying Target to National Average

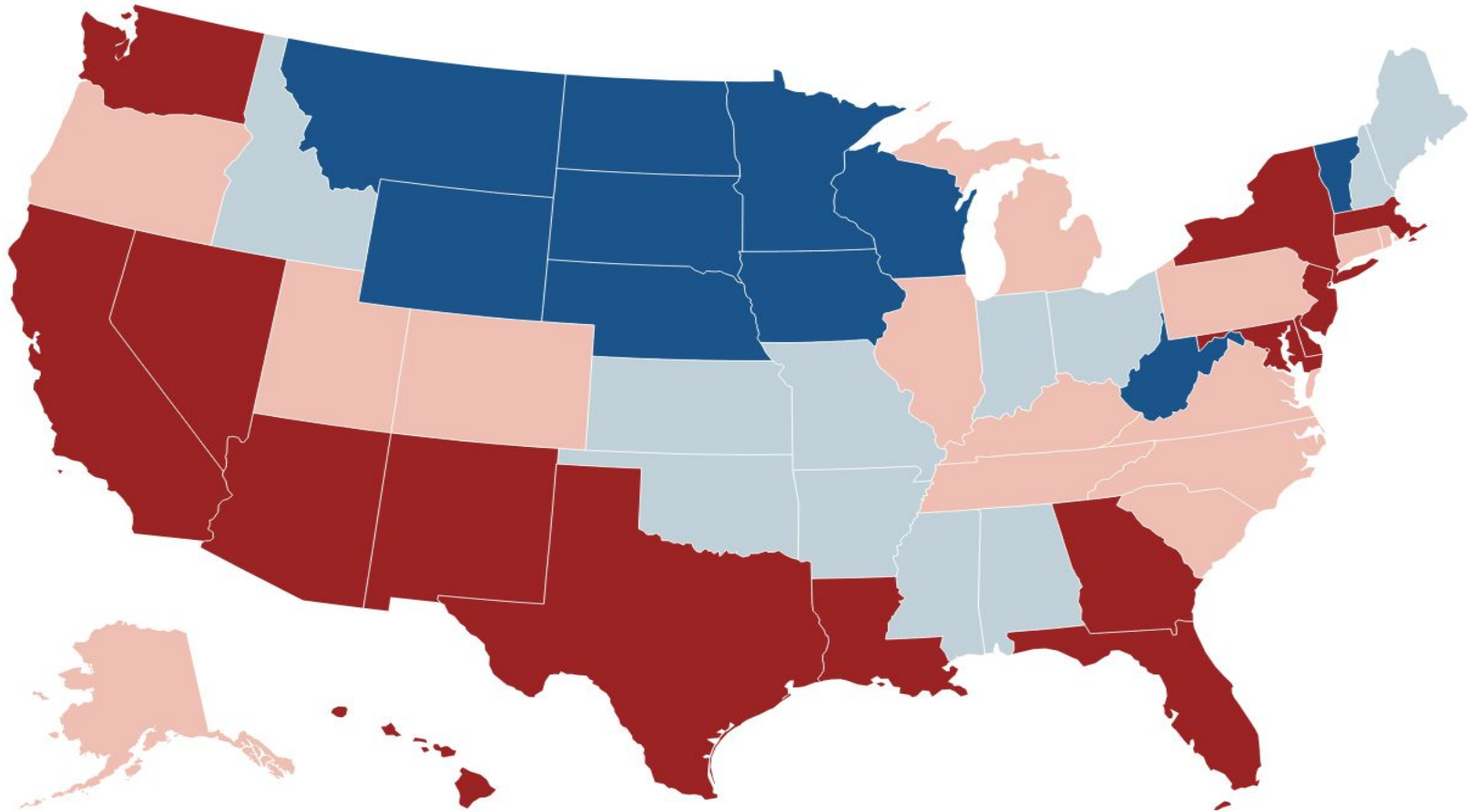
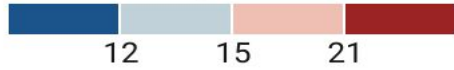
- Are we saying status quo is acceptable?

Will it affect VRU special rule?

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States qualifying for the 405/ Safety Priorities- 2023 data

Percent of Roadway fatalities that are bike/ped



Map: League of American Bicyclists • Source: NHTSA • Created with Datawrapper



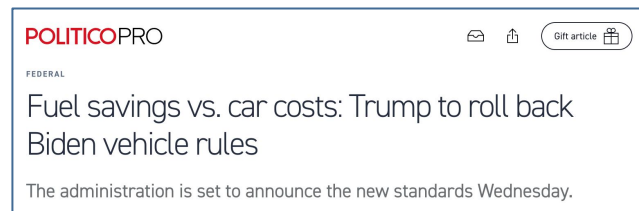
VEHICLE SAFETY STANDARDS

CAR SAFETY STANDARDS

Argues that new standards make cars more expensive.

Result in Americans driving older, less safe cars.

Currently- many safety technologies, including AEB, are only available in expensive safety packages



Senator Bernie Moreno

Consumer Reports pushback

https://advocacy.consumerreports.org/press_release/consumer-reports-analysis-shows-auto-fuel-efficiency-and-safety-gains-havent-driven-up-cost-of-cars/

WHAT MAY BE AT RISK

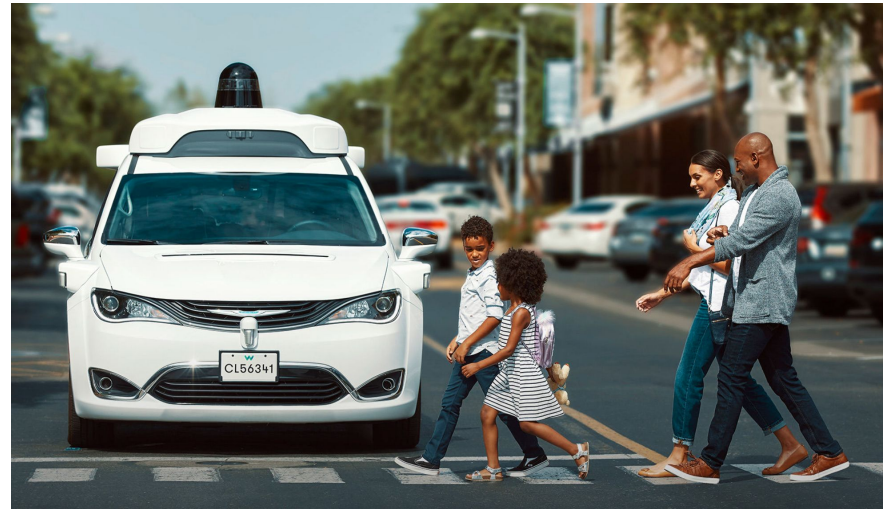
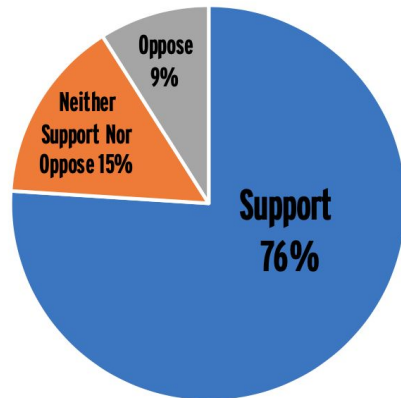
- Pedestrian Automatic Emergency Braking
- NEW -Require bicyclists/ motorcyclist Automatic Emergency Braking
- Mandatory Blind spot detection

Also watching

- HALT Act/ DUI responses
- Intelligent Speed Assist

AUTONOMOUS VEHICLES

Require AVs to be able to detect and respond to ALL vulnerable road users.





NEW PROPOSALS

WORLD CUP AND OLYMPICS

Atlanta

Boston

Dallas

Houston

Kansas City

Los Angeles

Miami

**New York New
Jersey**

Philadelphia

Seattle

**San Francisco Bay
Area**

MICROMOBILITY

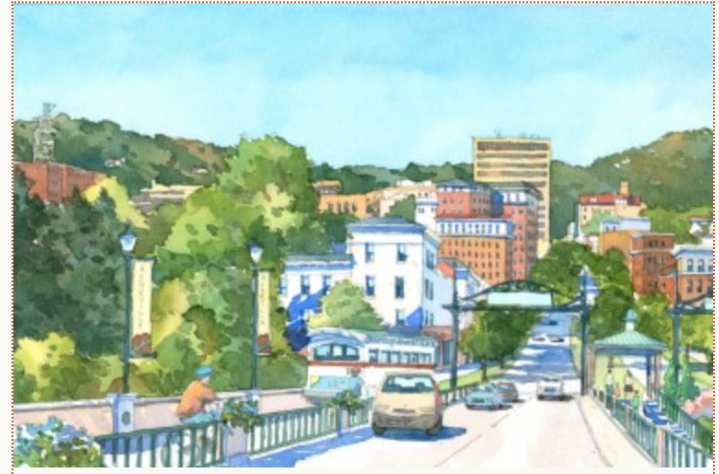
Lots of concerns over crashes with micro mobility

- Support bills that
 - Require study of micromobility safety
 - Put in distinction between vehicles that have a top speed of 20 mph (motor only)
 - Those which go faster
 - Bill to Update Consumer Product Safety Commission definition of ebike
 - Require class 1,2, 3 stickers
 - Make it illegal to refer to other vehicles as ebikes

RECONNECTING COMMUNITIES



PATTON AVE EXISTING CONDITIONS



PATTON AVE PROPOSED IMPROVEMENTS

Asheville
Design
Center

apbp ASSOCIATION OF PEDESTRIAN
& BICYCLE PROFESSIONALS
Expertise for Active Transportation

WHAT YOU CAN DO: EXPEDITING PROJECT DELIVERY

FTA Categorical Exclusion (CE) Worksheet

Document

[FTA-Categorical-Exclusion-Worksheet-November-2025.pdf](#) (382.08 KB)

The FTA CE Worksheet assists project sponsors in providing sufficient documentation to support FTA in making a [CE](#) determination for certain construction projects to comply with the National Environmental Policy Act (NEPA) and FTA's environmental regulations ([23 CFR Part 771](#)). In general, the FTA CE Worksheet will be applied to projects involving construction activities that are more than minor in nature. For example, proposing to construct a new transfer station would require use of the FTA CE Worksheet when the proposed project meets the CE's conditions at [23 CFR 771.118\(c\)\(9\)](#), as determined by FTA. Conversely, **proposing to replace sidewalks or installation of new signage and benches at an existing transit facility would not require the use of this Worksheet.** Instead, such activities would likely satisfy NEPA compliance by submitting a detailed project description to FTA via email or FTA's grant management software, TrAMS.



QUESTIONS

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