



March 27, 2026

The Honorable Steve Womack
Chairman
Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

The Honorable James E. Clyburn
Ranking Member
Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

Dear Chair Womack and Ranking Member Clyburn:

Nearly 40,000 people are killed annually on American roadways.¹ In addition to the trauma felt by individual families and communities, this crisis has cost the country over \$340 billion in economic impact annually and has set America back decades among its global peers.² In an attempt to decrease roadway deaths, Congress, through the Infrastructure Investment and Jobs Act (IIJA), established and expanded programs dedicated to safety and focused investment on infrastructure and programs that support the safe mobility of all roadway users, including people walking and biking. It did so with the assumption that the United States Department of Transportation (USDOT) would faithfully implement these programs to advance safety as a critical national priority.

However, as a result of the administration's new grant review policies, USDOT has repeatedly frozen and altered Safe Streets and Roads for All (SS4A) grants that were awarded to communities and included facilities for bikes or reallocated roadway space for non-car road users.³ This comes despite the fact that in the Fiscal Year 2025 Notice of Funding Opportunity for the SS4A Program and earlier fiscal years, applicants, like towns, cities, counties, and metropolitan planning organizations, were advised to incorporate the Federal Highway Administration (FHWA) Proven Safety Countermeasures (PSCs), which include measures such as bicycle lanes, road reconfigurations, and speed safety cameras.⁴ The FHWA considers PSCs "strategies effective in reducing roadway fatalities and serious

¹ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>

² Blincoe, L., Miller, T., Wang, J.-S., Swedler, D., Coughlin, T., Lawrence, B., Guo, F., Klauer, S., & Dingus, T. (2023, February). *The economic and societal impact of motor vehicle crashes, 2019 (Revised)* (Report No. DOT HS 813 403). National Highway Traffic Safety Administration.

³ <https://t4america.org/2025/03/14/usdots-new-memo-requires-a-review-of-competitive-grant-awards/>

⁴ <https://www.transportation.gov/sites/dot.gov/files/2025-03/SS4A-FY25-NOFO.pdf>



injuries" and strongly encourages transportation agencies to implement them.⁵ Despite this, awarded grants across multiple discretionary programs, including SS4A, have been delayed, modified, or cancelled for including certain PSCs.⁶ Freezing and altering grants for infrastructure projects already in progress not only punishes localities that are following federal guidance, but it also delays the removal of dangerous road conditions, drives costs up, and undermines local control over local roads. Unnecessary federal intervention complicates and hinders interventions that could save lives today. As Congress drafts the Fiscal Year (FY) 2027 Transportation and Housing and Urban Development (THUD) Appropriations bill, we strongly encourage Congress to not only continue funding SS4A at levels authorized under the IJA, but ensure its faithful execution.

To ensure programs like this succeed and are implemented as intended, we recommend the following be included in report or statutory language:

1) Encourage USDOT advance SS4A grants that include Proven Safety Countermeasures. Such language could read: *Provided further, the Secretary is directed to approve and obligate all previously awarded grants to communities made under Section 24112 of Public Law 117-58 and provide discretion to awardees to utilize safety interventions described in the Federal Highway Administration's Proven Safety Countermeasures initiative, including road diets, road reconfigurations, bicycle lanes, and speed safety cameras.*

2) Monitor the status of discretionary grant obligations. Such language could read: *Provided further, the Secretary shall release a list of all unawarded but obligated discretionary grants to the Committee on a quarterly basis, with information regarding the name of the awardee, the fiscal year of the award, the program the award was made under, the state and congressional district or districts the award takes place in, and the amount for which the project was initially awarded.*

⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures>

⁶ <https://mikethompson.house.gov/newsroom/press-releases/thompson-leads-34-members-congress-demand-department-transportation-reverse>



National Complete
Streets Coalition



Transportation
for America

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Thank you for your leadership on the Subcommittee and for considering our request.

Sincerely,

National Complete Streets Coalition

Transportation for America

Advocates for Highway and Auto Safety

American Heart Association

American Public Health Association

American Society of Landscape Architects

America Walks

BikeWalkKC

Environmental Law & Policy Center

Families for Safe Streets

GreenLatinos

Main Street America

Southern Environmental Law Center

Vision Zero Network