

August 5, 2026

The Honorable Shelley Moore Capito
Chairman
Senate Environment & Public Works
Committee
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Sam Graves
Chairman
House Transportation & Infrastructure
Committee
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Sheldon Whitehouse
Ranking Member
Senate Environment & Public Works
Committee
456 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Rick Larsen
Ranking Member
House Transportation & Infrastructure
Committee
2164 Rayburn House Office Building
Washington, DC 2051

Dear Chairman Capito, Chairman Graves, Ranking Member Whitehouse and
Ranking Member Larsen,

We, the undersigned organizations, are writing to inform you about the Federal Highway Administration's (FHWA) recent deletion of five vital transportation safety tools from its list of Proven Safety Countermeasures (PSCs). These PSCs were deleted without any safety-based evidence or publicly documented technical justification, which calls into question the independence and credibility of this important resource. We ask for your assistance in (1) restoring the five deleted PSCs, and (2) working with FHWA to create a transparent, evidence-based review process that preserves the program's technical integrity and continued focus on safety outcomes.

We collectively endorse the Safe System Approach to eliminate traffic fatalities and serious injuries through the use of systemic, layered, evidence-based strategies that reduce both crash likelihood and crash severity. In following the Safe System Approach, it is important to focus on proven solutions, particularly when investing in deploying countermeasures at a systemwide scale. The FHWA website describes PSCs as "...a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local, State, and National safety goals." FHWA's arbitrary deletion of five

PSCs for Bicycle Lanes, Road Diets, Speed Safety Cameras, Variable Speed Limits, and Appropriate Speed Limits for All Road Users, run counter to the Safe System Approach that has otherwise been adopted in recent years.

PSCs are not simply a federal recommendation, they are embedded in the practice of the transportation profession. State departments of transportation have incorporated PSCs into their own design manuals and project selection criteria, and national research bodies including the Transportation Research Board have documented PSC implementation across state agencies (NCHRP Synthesis 639). FHWA's own guidance continues to build on the PSC framework, including its 2024 guide applying PSCs to work zone safety. Removing several countermeasures from a list does not just alter a webpage; it undermines a body of practice that agencies nationwide have relied on for over a decade. These deletions will have direct impacts on transportation professionals working to deploy effective and proven safety countermeasures at scale within the transportation system.

All five of these PSCs have direct and demonstrated effects on the safety of all people using our roadways– including people driving, bicycling, and walking.

- Bike lanes: As described in the deleted PSC, bicycle lanes can reduce crash risk for all crashes, not just bicycle crashes, by 30-49%, with additional safety improvements provided by upgrading bicycle lanes with physical separation. The National Transportation Safety Board's [2019 Research Report on Bicyclist Safety on US Roadways](#) analyzed bicyclist fatality trends and independently recommended that FHWA include separated bicycle lanes as a PSC.
- Road diets: As described in the deleted PSC, reconfiguring roads of four general-purpose lanes to two general-purpose lanes and a center turn lane can reduce total crashes by 19-47%.
- Speed management (inclusive of speed safety cameras, variable speed limits, and appropriate speed limits for all road users): As described in all three of the deleted speed management PSCs, a person's odds of surviving a crash vary by how much kinetic energy that person absorbs. Increased speed increases the chance of higher severities for all people in a crash, and people outside of a motor vehicle are particularly at risk as speeds increase. As stated in the PSC for Appropriate Speed Limits for All Road Users, "A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring

them. At 20 miles per hour, that percentage drops to 5 percent.” Effective speed management remains among the most powerful tools available to reduce fatalities and serious injuries.

Because PSCs were developed by career safety professionals, they provided a credible, evidence-based resource for practitioners and decision-makers seeking to improve safety outcomes. Without documented proven safety countermeasures, transportation professionals face greater uncertainty and administrative burden when planning, designing, implementing, and funding safety projects through current and future safety-focused programs. Deleting PSCs without new evidence threatens the credibility of the entire PSC program by implying that safety performance is not the primary basis for selection.

Requested Congressional Action:

We ask for Congress to use its oversight powers to:

1. Investigate the circumstances and rationale surrounding the removal of these five Proven Safety Countermeasures;
2. Urge FHWA to immediately restore the removed countermeasures pending an evidence-based review;
3. Direct FHWA to establish a transparent, independent, and technically rigorous process governing both the designation and removal of PSCs; and 4. Ensure that future PSC decisions are based on documented safety performance and peer-reviewed evidence.

Thank you for your attention to this important matter and for your continued support of evidence-based transportation safety policy to eliminate traffic deaths and serious injuries on America’s roadways.

Sincerely,

Association for Pedestrian and Bicycle Professionals
Advocates for Highway and Auto Safety
America Walks
American Society of Landscape Architects
Association for Commuter Transportation
Center for Auto Safety
Citizens for Reliable and Safe Highways
City of Wheat Ridge, Mayor Pro Tem Rachel Hultin
Families for Safe Streets
Green Latinos

Just Strategy
Kids and Car Safety
League of American Bicyclists
National Association of City Transportation Officials
Parents Against Tired Truckers
PeopleForBikes
Plug In America
Rails To Trails Conservancy
Safe Routes Partnership
Truck Safety Coalition
Union of Concerned Scientists
Vision Zero
The White Line