

March 9, 2021

The Honorable Peter DeFazio  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
Office Building  
Washington, DC 20515

The Honorable Sam Graves  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
Office Building  
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

On behalf of the PeopleForBikes Coalition, thank you for prioritizing bicycles and active transportation infrastructure in your work to reauthorize a surface transportation bill. The Invest in America Act (INVEST Act), which passed out of your committee and the House of Representatives last year, positioned bicycles as an important part of policy solutions for economic recovery, climate change, equity and mobility. We look forward to working with your committee to ensure the bold, generational investments needed for connectivity, safety, accessibility and sustainability are included in a reauthorization bill this year.

The PeopleForBikes Coalition (PeopleForBikes) is the national trade association representing companies that manufacture and distribute bicycles, bicycle parts and bicycle accessories. Nationwide, PeopleForBikes represents nearly 300 bicycle businesses and more than 7,000 retailers. The PeopleForBikes Foundation is supported by 1.4 million individuals. The U.S. bicycle industry contributes \$88 billion annually to our economy and employs more than 780,000 Americans. Bicycling keeps people active, healthy and moving.

In the [Federal Agenda for Active Transportation in 2021](#), PeopleForBikes, the Rails-to-Trails Conservancy and dozens of other organizations outline our shared reauthorization and infrastructure priorities. Some of our requests were recognized at varying levels by your committee in the INVEST Act, such as:

- Reauthorize and double current funding levels for the Transportation Alternatives Program to make travel safe and convenient for vulnerable road users and prevent transfers out of the program by passing the TAP Enhancement Act ([H.R. 463](#)).
- Increase funding for the Recreational Trails Program (RTP) and the release of a study of non-highway recreational fuel use that was completed in June of 2020 to inform Congress in setting a new funding, as prescribed in the RTP Full Funding Act ([H.R. 1864](#)). A prior fuel study indicates that this user-fee funded program could sustain funding of up to \$275 million annually.

Reauthorization offers a crucial opportunity to address the safety crisis on American roadways for people outside of vehicles. Bicycle and pedestrian fatalities and injuries are on the rise because of vehicle-based design and a critical lack of funding for safe, protected and connected active transportation infrastructure. As more Americans choose bikes to meet their transportation needs, Congress should prioritize the below policies to advance safety and ensure a sustainable growth in ridership.

- Establish and fund the Connecting America's Active Transportation System Act ([S. 684](#)) at \$500 million/year for all years of the reauthorization. This proposed connectivity infrastructure grant program would prioritize resources for underserved communities in the scoring criteria. This bill was approved in the House last year with a proposed \$250 million for FY24.



- A 5% set-aside for active transportation within the Federal Lands Transportation Program (the Active Transportation for Public Lands Act in the 116th Congress). Increased funding specifically for safe, connected biking and walking infrastructure is critical as more Americans explore and enjoy our public lands and national parks.
- The Complete Streets Act ([H.R. 1289/S. 425](#)) would set aside 5% of annual federal highway funds to support Complete Streets projects and spur the implementation of local Complete Streets policies. Complete Streets are designed to keep all road users safe, connected and moving.
- The SAFE Streets Act ([H.R. 508](#)) would require state and local transportation agencies to direct Highway Safety Improvement Program (HSIP) funding to areas with pedestrian and bicyclist fatality rates of more than 1.5 fatalities per 100,000 people.

We also ask you to include policies that support electric bicycles and bikeshare. Electric bicycles should be prioritized as tools to lower carbon emissions while enhancing mobility and access in transportation—the boost keeps people active, healthy and moving.

- The definition for electric bicycles under both 23 USC [206](#) and [217j2](#) should be updated to meet the [model three-class definition](#) and to clarify funding definitions for state administrators.
- The Bikeshare Transit Act ([H.R. 382](#)) would create a federal definition for bikeshare as a form of transit, thereby making bikeshare projects eligible for federal transit funding.

Surface transportation and funding should support a growing momentum for bicycle riding, which continues to increase at record rates. Infrastructure investments must reflect these trends and their positive outcomes on our climate, economy, and ability to provide everyone with access to safe and affordable transportation options.

We look forward to working with you to pass a landmark reauthorization bill, and stand ready to support with resources, data and testimony on the economic, environmental and health benefits of bicycles.

Thank you for considering these requests.

Sincerely,

Noa Banayan, federal affairs manager  
PeopleForBikes