

The 111th Congress offers plenty of opportunities for cycling enthusiasts to make their mark. With fluctuating gas prices and a heightened awareness of the economic, environmental and health-related benefits bicycling brings, as well as a documented preference for spending money on alternative transportation infrastructure, millions of Americans are ready to burn calories instead of fossil fuel.

Transportation Reauthorization Bill

As American communities struggle with shrinking budgets, crumbling infrastructure, increasing demands on our health system and mounting job losses, investments in bicycle infrastructure can provide an immediate boost to local economies, public health, transportation needs and new jobs. If we are to improve the livability of our communities — places where families are safe, healthy and economically secure — there is no better place to start than by investing in transportation infrastructure that gives Americans true transportation choices.

Recent transportation surveys indicate that 52 percent of Americans want to bike more than they do now but don't because of the lack of safe and connected bicycle routes. The Transportation Authorization bill provides an excellent opportunity to continue to make low cost investments that pay huge dividends for our communities.

"CLEAN-TEA"

The "Clean Low-Emissions Affordable New Transportation Efficiency Act," (CLEAN TEA) sponsored by Congressman Earl Blumenauer and Congresswoman Ellen Tauscher, recognizes that the United States cannot meet its climate change goals without addressing emissions from the transportation sector. Transportation is responsible for about one-third of greenhouse gas emissions; passenger automobiles and light trucks alone contribute 21 percent. The transportation sector must be responsible for a proportionate amount of the solution. Biking and walking are the least emitting, most carbon footprint friendly forms of transportation that we have.

CLEAN-TEA is predicated on the adoption of a comprehensive climate change bill that would generate revenue into the Federal government. Under such a system, overall greenhouse gas emissions would be capped and polluters would have to acquire credits at auction to emit greenhouse gases. Under CLEAN TEA, 10 percent of the funding generated through this auction would be used to create a more efficient transportation system and lower greenhouse gas emissions through strategies like:

- funding new or expanded transit or passenger rail;

- supporting development around transit stops; and
- making neighborhoods safer for bikes and pedestrians.

Climate change legislation should recognize the importance of transportation choices in combating global warming. It presents an opportunity to provide much needed funding for projects that make biking, walking, and other forms of low-carbon transportation choices safer and more accessible.

Significant aspects of CLEAN TEA were included in the American Clean Energy Security Act of 2009.

H.R. 4722 the Active Community Transportation Act of 2010

The [Active Community Transportation Act of 2010](#) helps communities create active transportation networks to give citizens choices, and help them get from place to place safely, efficiently, conveniently, and by burning calories instead of carbon. The Active Community Transportation (ACT) Act of 2010 establishes a \$2 billion competitive grant program within the Department of Transportation. The competitive grant program will provide concentrated funding for communities to create active transportation networks that provide safe and convenient access for pedestrians and bicyclists. By creating a competitive program, the ACT Act will reduce earmarks and ensures that the active transportation programs that receive funding are comprehensive, strategic and the best use of limited taxpayer dollars. Download the [ACT FAQ](#) sheet and [Letter of Support](#)

Safe Routes to Schools

Across America, communities are moving ahead with “[Safe Routes to School](#),” promoting walking and biking — ways for our children to walk and bike safely on their daily trip to campuses around the community. These projects are easy to plan, they’re quick to construct, they almost never have environmental or regulatory problems. Unlike large infrastructure projects that can inspire community opposition, bike and pedestrian paths are increasingly highly desirable ways to improve property values and the quality of life for families. The Transportation Authorization presents an opportunity to significantly expand this very successful program. Congressman Blumenauer has introduced legislation, H.R. 4021, the Safe Routes to High Schools Act, to expand the program and allow high schools to apply for grant dollars.

“Complete Streets”

This legislation was introduced by Congresswoman Doris Matsui in the 110th Congress and is expected to be introduced again this Congress. The legislation requires states and metropolitan planning agencies to construct transportation projects that are redesigned or newly built to ensure safe access for all users. This ensures that pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely and efficiently move along and across a complete street. This legislation is imperative to developing safe and cohesive networks of bike lanes and the Congressional Bike Caucus continues to champion the legislation.

H.R. 3271 Green Routes to Work

[Green Routes to Work](#) would help level the playing field for employers and employees who wish to provide commuting options. It includes technical corrections to the Bike Commuter Tax Credit to make it user-friendly and to allow employees to receive transportation fringe benefits for the same month in transit passes and reimbursement of qualified bicycle commuting expenses.