



BIKE ACCOMPLISHMENTS IN THE 117TH CONGRESS

EXPANDING BIKING AND WALKING

- **Transit funding for bikeshare systems:** Made bikeshare eligible for federal Congestion Mitigation Air Quality (CMAQ) funding. (Infrastructure Investment and Jobs Act, Sec. 11115)
- **Historic funding levels for transportation alternatives:** Increased funding for the Transportation Alternatives Program (TAP). Prior to IIJA, TAP was capped at \$850 million annually, but will now be funded at \$1.3 to \$1.5 billion during Fiscal Years 2022-2026. (Infrastructure Investment and Jobs Act, Sec. 11109)
- **Complete Streets:** Required states to use 2.5% of their highway funds to create a Complete Streets grant program and state departments of transportation must create Complete Streets design standards. (Infrastructure Investment and Jobs Act, Sec. 11206)
- **Active Transportation Networks:** Provided federal grants to plan and build active-transportation routes including trails, sidewalks, and bikeways through the newly established Active Transportation Infrastructure Investment Program (Infrastructure Investment and Jobs Act, Sec. 11529)

IMPROVING SAFETY

- **Vision Zero:** Defined Vision Zero plans in federal law as a local government plan to eliminate traffic deaths within 20 years and allowed for federal funds to go toward developing and implementing the Vision Zero plans. (Infrastructure Investment and Jobs Act, Sec. 24112)
- **Strengthened Highway Safety programming:** Required states to use some of their Highway Safety Improvement Program (HSIP) funds on vulnerable road user safety in areas with higher than average fatality rates. (Infrastructure Investment and Jobs Act, Sec. 11111)
- **Safe Routes to School Expansion:** Expanded Safe Routes to Schools (SRTS) program to high schools, allowed SRTS projects to be fully federally funded, and expanded the Highway Safety Improvement Program (HSIP) to include SRTS projects. (Infrastructure Investment and Jobs Act, Sec. 11119)



BIKE PRIORITIES IN THE 118TH CONGRESS

E-BIKES

- Expand the role of electric cargo bikes in the U.S. Postal Service's delivery fleet.
- Reinstatement and increase the value of the bicycle commuter benefit, amend the benefit to be a pre-tax benefit and able to be used with transit, and expand the benefit to include e-bikes and bikeshare memberships.
- Create a tax credit covering up to 30% of the purchase of an electric bicycle.
- Incentivize the domestic assembly and manufacturing of bikes and e-bikes through a comprehensive reshoring plan that reduces tariffs and finances expansions in domestic bike manufacturing facilities.
- Ensure imported lithium-ion bicycle batteries adhere to applicable safety standards set by the U.S. Consumer Product Safety Commission.
- Eliminate *de minimis* treatment for countries that are non-market economies and on the Priority Watch List, thereby increasing inspections of imported e-bikes, among other products.

EXPANDING BIKING AND WALKING

- Fully fund the Active Transportation Infrastructure Investment Program and the Safe Streets and Routes for All Program at levels authorized in IIJA.
- Require performance measures for access to jobs and services as well as greenhouse gas emissions across all modes.
- Establish a permanent rural mobility program at the United States Agency for International Development (USAID) to promote rural, sub-Saharan communities' access to affordable, fit-for-purpose bicycles.
- **Recreational Trails:** Increase funding for the Recreational Trails Program. Current funding is capped at FY2009 levels, or \$85 million per year.

IMPROVING SAFETY

- Incentivize closing gaps in safe biking and walking route networks.



- Modernize the federal government's New Car Assessment Program to test for safety of vulnerable road users in collisions; and adopt a crash avoidance rating system.

TAX INCENTIVES

- Amend the tax code to require a parking cash-out program where employees have the option of receiving the cash-value of employer-provided parking at work, in lieu of paid parking.