peopleforbikes

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The Honorable Peter DeFazio
Chairman
House Transportation and Infrastructure
2253 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
House Transportation and Infrastructure
2253 Rayburn House Office Building
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

On behalf of the undersigned companies, I would like to outline the bicycle industry's priorities in the transportation funding reauthorization process. As your committee drafts legislation, we look forward to working closely with your staff to modernize our surface infrastructure networks, including for those who choose to use bicycles for transportation and recreation.

As you may know, PeopleForBikes represents companies that manufacture and distribute bicycles, bicycle parts, and bicycle accessories. The bicycle industry in the United States is an $81 billion industry that supports more than 780,000 jobs. Bicycling provides Americans with an inexpensive and increasingly popular, clean, and low-cost mode of transportation and outdoor recreation. We are pleased with the approach the Senate Environment and Public Works Committee recently took in advancing the America's Transportation Infrastructure Act (S. 2302), especially as it relates to the Transportation Alternatives Program, Recreational Trails Program, safety incentives and climate change. As you continue to develop reauthorization legislation, we hope you will consider the following approaches to improve America's long-term infrastructure outlook:

Transportation Alternatives Program (TAP): We support an increase in TAP funding to more than $2 billion annually by 2025. TAP is the largest federal funding source to help communities build bike and pedestrian safety infrastructure, including on and off-road bicycle facilities. Additionally, we support language that would provide for greater local control of TAP funding in close alignment with bipartisan legislation we have actively supported this Congress (Transportation Alternatives Enhancement Act, S. 1098).

Recreational Trails Program (RTP): The RTP provides essential funds to states to develop and maintain recreational trails, trailheads, and bike parks for both nonmotorized and motorized recreational trail uses. We support an authorization of a non-highway recreational fuel study. Such a study could justify significant funding increases for the RTP (potentially up to $200 million annually), which would need to be authorized by Congress.

Federal Land Transportation Program (FLTP) Set-Aside: As cycling becomes more popular on federal lands, we support a five percent set-aside for bicycle and pedestrian infrastructure within the FLTP. We believe this would help to address the need for safe bicycling and walking on federal lands and would help to better support all modes of transportation, including those that are non-motorized.

Safety Incentive Programs: We support the Senate EPW's inclusion of $500 million for states and localities to increase safety for vulnerable users, including people on bikes. This would require areas with high rates of fatalities for non-motorized road users to focus

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investments on improvements and would offer grants to those that can prove a decrease in safety risks for vulnerable users over a set amount of time.

Carbon Reduction Incentive Programs: We appreciate the Senate EPW's inclusion of the first climate title in any transportation reauthorization bill. We support the $10 billion investment over five years in projects aimed at reducing emissions and enhancing resilience in the face of a changing climate. Facilities for pedestrians and bicyclists (including the conversion and use of rail corridors for pedestrian and bike trails) would be eligible under this program.

Networks and Spines: We support an investment in networks and spines to connect trails and multi-use paths to provide safe and accessible options for biking and walking. While trails are present in many communities, they are not always connected -- reducing the ability of residents who don't own motor vehicles to safely reach their destinations. Our goal is to link these trails into full and complete networks. We believe Congress should include a grant program in the final reauthorization to help communities, cities, and states achieve connectivity through expanding networks and spines.

America's antiquated infrastructure network is in desperate need of investments in active and sustainable modes of transportation. The above priorities represent the interests of the undersigned groups in our collective effort to ensure that people who ride bikes in America can access safer, connected and all-around better biking.

We greatly appreciate the work you and the committee have done and will continue to do to develop a visionary surface transportation policy. We look forward to working with you as the reauthorization discussions continue.

Sincerely,

Arkansas

Bike Bentonville

California

6D Helmets

ACTON

Bosch eBike Systems

Brose

CamelBak

Giro Sport Design

Pure Cycles

North Bay Elder Ebikers

WTB

Colorado

Old Town Bike Shop

QuietKat, Inc.

Wildsyde LLC

Project Bike Tech

Connecticut

Cannondale Bicycles

Cycling Sports Group

Florida

Blue Run Bicycles

City Bike Tampa

St Pete Bicycle & Fitness

Georgia

Bike Tech Macon

Idaho

Lookout Pass Ski & Recreation Area

The Elephant's Perch

Illinois

Batavia Bicycle Commission

Bell Helmets

Blackburn

Spin Doctor Cyclewerks

SRAM

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Massachusetts

Landry's Bicycles

Ride Studio Cafe

Maryland

SCG Marketing, LLC

Maine

Seacoast Ebikes

Minnesota

Dero Bike Racks

County Cycles

Earth Rider

Kinetic by Kurt

MarketResponse International, Inc

Vista Outdoor

Quality Bicycle Products

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The Hub Bicycle Company

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Giant Wake Forest

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Pedals & Petals

Ohio

Black Pug Bike Repair

Blimp City Bike and Hike

Oregon

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