



January 17, 2025

The Honorable Mike Thompson (CA-04)
268 Cannon Office Building
Washington, DC 20515

Dear Congressman Thompson,

On behalf of the Association for Commuter Transportation (ACT) and its 1,700 members across the nation, we are writing to detail our legislative priorities to increase the use of bicycling and micromobility. As a cost-effective, healthy and environmentally friendly mode of commuting, we strongly support legislation that enhances bike safety and strengthens commuter tax benefits for cyclists.

We encourage you to consider the following ideas that will accelerate ridership.

Establish new benefits for cycling

1. Support legislation that provides bike commuters pre-tax commuter benefits similar to those who drive and park or take public transportation to work.
2. Support e-bike tax credit or rebate legislation.

Integrate cycling into existing federal programs

1. Update the existing bicycle benefit to be a comprehensive micromobility provision that supports biking, bikesharing, and the use of other personal mobility devices as defined by FHWA.
 - a. The micromobility benefit would be applied consistent with the other commuter tax benefits, such as transit. This would allow employers to provide their employees with the ability to use their pretax income up to the monthly cap to pay for expenses related to using micromobility in connection with riding transit.
2. Codify the use of incentives to encourage micromobility as a permitted use of Congestion Mitigation and Air Quality (CMAQ) funding.
3. Promote and incentivize e-bike production and adoption.
 - a. E-bikes have been a momentum shifting technology, making cycling more accessible to people, increasing the distance individuals can travel on a bike, and reducing dependency on vehicles for shorter trips. Efforts and investments should be made to increase their production and adoption.

Focus on safety and education

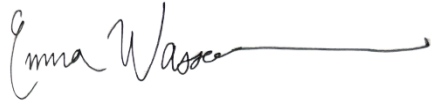
1. Require non-interstate highway projects receiving federal dollars to include fully separated and buffered bike facilities.

2. Strive to protect the lives of cyclists by increasing investments in public education, awareness building, and infrastructure that:
 - a. Destigmatizes biking as a mode of transportation.
 - b. Treats cyclists as equal users of our transportation system; and
 - c. Provides infrastructure improvements targeted to their needs.
3. Create a national safe passing law that requires a minimum passing distance of three or more feet between vehicles and cyclists.
4. Set aside a portion of construction funds for building protected bike networks or other projects that specifically benefit cyclists in areas identified as having collision history or high level of traffic stress.
5. Create vehicle design standards that increase safety for cyclists and other vulnerable road users.
6. Support funding for low-cost and interim solutions (striping, paint, plastic bollards, etc.) as an incentive to invest in more permanent bike safety infrastructure.
7. Develop a national bike plan.
8. Adopt new roadway standards that reduce the number of locations where conflicts between cars and cyclists (and pedestrians) may take place (i.e. driveways and similar access/egress points).

On behalf of the members of ACT, we encourage you to introduce legislation which includes these priorities. If you have any questions, please feel free to reach me at ewasserman@actweb.org.

Sincerely,

Emma Wasserman

A handwritten signature in black ink that reads "Emma Wasserman". The signature is written in a cursive style and is followed by a long horizontal line that extends to the right.

Government Affairs and Policy Manager