

Recommendations for a Surface Transportation Reauthorization Bill



Bikeshare and shared micromobility is a fast-growing sector in transportation. The expansion of these transportation options allow consumers to make more sustainable choices and benefit the transportation system as a whole. **84 million trips were taken on bikeshare and shared micromobility devices in 2018 alone.**¹

With the rapid expansion of these options in the past decade, **bikeshare and shared micromobility systems are currently operating in 47 states and the District of Columbia.**

It is projected that the **shared micromobility industry will be valued up to \$300 billion in the United States by 2030.**² Now is the time to support its safe and sustainable growth, and to build a funding structure supporting a 21st-century transportation system that fosters innovation and provides consumers with the most possible mobility choices.

To support bikeshare and shared micromobility at this important juncture of its growth, NABSA encourages the following inclusions to a final surface transportation reauthorization bill:

- » **Amend Section 5302 of title 49 to include bikeshare as a federally-recognized form of public transit.** This language is modeled in HR 4001, The Bikeshare Transit Act of 2019, as introduced by leadership of the Congressional Bicycle Caucus.
- » **Reauthorize and increase available funds for direct investment in bikeshare and shared micromobility systems, allowing funds to be used to study and support the growth of this emerging industry.** These systems have historically been successful programs funded through CMAQ grants. Others may include BUILD, and the FTA's Transit Oriented Development Planning Program and Capital Investment Grants. Allowing for the explicit use of these funds for the planning and execution of bikeshare and shared micromobility programs will go a long way in weaving bikeshare and shared micromobility into the fabric of public transportation.
- » **Incorporate a Complete Streets Program and provide incentives to incorporate Complete Streets design into surface transportation infrastructure projects.** The Complete Streets Act of 2019, HR 3663/S 2077, models such a policy.
- » **Fund safe and reliable infrastructure for bikeshare and shared micromobility systems by expanding the Transportation Alternatives Program.** TAP supports some of the most cost-effective programming for creating a safer and more sustainable transportation network for all roadway users. We request that the funding be increased to support a 21st-century transportation system that fosters innovation and provides consumers with the most possible choices for transportation.
- » **Prioritize the use of HSIP funds to support the safety of vulnerable roadway users.** People riding on bikes, ebikes, and scooters are especially vulnerable in the roadway. States should be required to spend a percentage of awarded HSIP funds on safety improvements for vulnerable users, providing protected infrastructure for people walking, biking, and using shared micromobility devices.

Additionally in 2020:

Reinstate the Bicycle Commuter Tax Benefit and expand to include bikeshare and shared micromobility. Allowing for bikeshare and shared micromobility to be counted as a pre-tax wage benefit encourages sustainable commuting and reduced congestion.

¹ NACTO Report; ² McKinsey



Why Support Bikeshare and Shared Micromobility?

Bikeshare and shared micromobility has proven to be an affordable, efficient, healthy, and sustainable form of public transportation used mostly for short, point-to-point, trips. Municipalities across the country, both big and small, adopt bikeshare and shared micromobility to: provide low-cost transportation; complete transit networks; resolve the ‘first and last mile’ problem; provide an accessible means for physical activity; reduce traffic congestion; improve air quality; and stimulate economic development.



- » **Bikeshare and shared micromobility is growing organically.** In Chicago, the Divvy system surpassed over 15 million rides just after its five-year anniversary. Its fifth year of service saw a 169% increase over its first year.³



- » **Bikeshare and shared micromobility is an affordable transportation option.** Capital Bikeshare members in Washington, DC reported saving at least \$800 yearly on personal travel costs with the advent of bikeshare.⁴ A 2015 study by Virginia Tech on Capital Bikeshare found that 16% of riders interviewed reported new spending due to their use of public bikeshare.⁵



- » **Bikeshare and shared micromobility reduces commuter congestion.** In the City of Philadelphia, 36% of rides on the Indego system occur during rush hour.⁶



- » **Bikeshare and shared micromobility supports economic development.** The University of Minnesota found that Nice Ride riders spent an estimated extra \$150,000 at restaurants and other businesses located near Nice Ride stations.⁷

³Chicago Sun Times; ⁴Gaegauf 10/2014; ⁵Virginia Tech; ⁶Indego's Fourth Birthday Snapshot; ⁷University of Minnesota;

Who Is NABSA?

The North American Bikeshare Association (NABSA) is a non-profit, 501(c)3, industry association for bikeshare and shared micromobility. NABSA represents 90 member organizations working in bikeshare and shared micromobility across all sectors: about 50% of NABSA's members are private for-profit entities, 30% are nonprofits and 20% government.

NABSA's mission is to connect the biggest minds in bikeshare and shared micromobility to support, promote and enhance shared alternatives to traditional transportation across North America. NABSA is the industry's membership organization with representation from system owners, operators, host cities, equipment manufacturers and technology providers.