



June 11, 2020

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

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

Dear Chairman DeFazio and Ranking Member Graves:

The [North American Bikeshare Association](#) (NABSA) thanks you for your work towards a surface transportation reauthorization bill. The introduction of the INVEST in America Act last week is an exciting development in this effort. In particular, we are grateful to see provisions that we have been advocating for included in the bill. These include:

- The addition of shared micromobility, including bikeshare and shared scooters, as an eligible expense in the Congestion Mitigation and Air Quality (CMAQ) program
- A 60% increase for the Transportation Alternatives Program (TAP)
- Grant programs like the Active Transportation Connectivity Grant and Community Climate Innovation Grant
- A focus on Vision Zero that supports safe infrastructure planning and development for vulnerable road users, including bicyclists, scooter riders, and pedestrians.

Also, we would like to see the following included in a final bill:

- **Further development of funding mechanisms for bikeshare and shared micromobility.** We are thrilled to see the inclusion of shared micromobility as an eligible expense in the CMAQ program, as well as bikeshare included as an associated transit improvement so that transit funding can be spent on bikeshare in the INVEST in America Act. The Community Climate Innovation Grant and Carbon Pollution Reduction program proposed in the Act are also promising opportunities for more funding. However, these funding mechanisms are just the beginning. **84 million trips were taken on bikeshare and shared micromobility devices in 2018 alone**¹. In alignment with CMAQ, in Section 1303 of the bill, we request that charging stations for electric bikeshare and shared electric scooters also be included as qualifying infrastructure improvements. Now, more than ever, citizens rely on bikeshare and shared micromobility to get to where they need to go. These services need to be invested in and expanded.

¹ [NACTO Report](#)



- **Clear language defining shared micromobility, including bikeshare and shared scooters, as a federally-recognized form of public transportation.** The inclusion of bikeshare as an “associated transit improvement” is a great first step towards federal recognition as a form of public transportation. Our goal is to have that recognition expanded to include all shared micromobility devices, like scooters. Bikeshare and shared micromobility has proven to be an affordable, efficient, healthy, and environmentally-friendly form of public transportation that completes transit networks, resolves the 'first and last mile' problem, provides an accessible means for physical activity, reduces traffic congestion, improves air quality, creates jobs, and can stimulate economic development. It's projected that **the shared micromobility industry's value will be up to \$300 billion in the United States by 2030²**. Bikeshare is now in over 170 cities in the US, and shared scooters in over 120 US cities pre-pandemic. Shared micromobility, including bikeshare and shared scooters, is a part of the public transportation ecosystem that many Americans rely on to get to where they need to go. It is time for it to be recognized as such.
- **Inclusion of HR 1507, the Bicycle Commuter Act.** Incentivizing commuters to start or continue riding a bike to work will help our country recover from COVID-19 sustainably, and give workers a needed financial break as we ride out the economic uncertainty of the crisis. As you know, the Bicycle Commuter Act of 2019, sponsored by Representative Blumenauer, would extend the Commuter Tax Benefit to bikes, e-bikes, and bikeshare memberships, providing riders with a pre-tax benefit of \$53/month to cover their commuting costs. Just as important, the bill would allow commuters to spend their benefit across modes, meaning they could pay for a bikeshare trip to work, and a transit trip home.

Many Americans who have experienced bikeshare and shared scooters for the first time during the pandemic will continue to leverage these services as our country approaches normalcy. You have an opportunity to equip them with the tools needed to confidently choose an efficient, sustainable form of transportation for their commute back to work. **Additionally, building a safe, sustainable, environmentally-friendly transportation network inclusive of pedestrian and bicycling infrastructure creates 11.4 jobs for every \$1 million invested — 46% more than car-only road projects³**. The addition of the above provisions will enable crucial investment in bikeshare and shared micromobility for the citizens that rely on these transportation modes to get to work and move around their communities. Your work on this policy can help the industry grow sustainably, and support a 21st-century transportation system that fosters innovation and provides consumers with the maximum possible mobility choices.

² [McKinsey](#)

³ [Smart Growth America](#)



We appreciate the leadership of your office and the committee in creating a visionary surface transportation policy and look forward to working with you on this issue. NABSA is happy to be a resource in this process.

Sincerely,

Samantha Herr, Executive Director
North American Bikeshare Association
125 Forest Ave #10922
Portland, ME 04104
www.NABSA.net | sam@nabsa.net | 207-370-9836

About NABSA

The North American Bikeshare Association (NABSA) connects 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. Learn more at www.NABSA.net.