

119TH CONGRESS
2D SESSION

H. R. 9041

To establish programs to improve bicycle and pedestrian infrastructure and incentivize the use of bicycles in transit, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 26, 2026

Mr. THOMPSON of California (for himself, Mr. BUCHANAN, Mr. RASKIN, Mr. HUFFMAN, and Ms. SCHOLTEN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To establish programs to improve bicycle and pedestrian infrastructure and incentivize the use of bicycles in transit, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “America Bikes Act”.

5 **SEC. 2. HIGHWAY SAFETY IMPROVEMENT PROGRAM.**

6 (a) HIGHWAY SAFETY IMPROVEMENT PROJECT.—
7 Section 148(a)(4)(B) of title 23, United States Code, is
8 amended—

1 (1) in clause (xxix), by striking “through
2 (xxviii)” and inserting “through (xxx)”;

3 (2) by redesignating clause (xxix) as clause
4 (xxxi); and

5 (3) by inserting after clause (xxviii) the fol-
6 lowing:

7 “(xxix) The connection of 2 or more
8 segments of existing bicyclist or pedestrian
9 infrastructure.

10 “(xxx) The reduction of safety risks to
11 vulnerable road users through a project or
12 strategy described in a program of projects
13 or strategies developed pursuant to sub-
14 section (1)(2)(B).”.

15 (b) FEDERAL SHARE OF CERTAIN HIGHWAY SAFETY
16 IMPROVEMENT PROJECTS.—

17 (1) IN GENERAL.—Section 148(j) of title 23,
18 United States Code, is amended—

19 (A) by striking “Except as provided in sec-
20 tions 120 and 130” and inserting the following:

21 “(1) IN GENERAL.—Except as provided in sec-
22 tions 120 and 130 and paragraph (2)”;

23 (B) by adding at the end the following:

24 “(2) EXCEPTION.—Notwithstanding any other
25 provision of law, the Federal share of the cost of a

1 highway safety improvement project carried out with
2 funds apportioned to a State under section
3 104(b)(3) may be up to 100 percent if the project
4 is a project described in clause (xxix) or (xxx) of
5 subsection (a)(4)(B).”.

6 (2) FLEXIBLE FINANCING.—Section 133(h)(7)
7 of title 23, United States Code, is amended—

8 (A) by redesignating subparagraph (C) as
9 subparagraph (E); and

10 (B) by striking subparagraph (B) and in-
11 serting the following:

12 “(B) FLEXIBLE FINANCING.—Notwith-
13 standing section 120—

14 “(i) the non-Federal share for a
15 project under this subsection may be cal-
16 culated on a project, multiple-project, or
17 program basis; and

18 “(ii) the Federal share of the cost of
19 an individual project under this subsection
20 may be up to 100 percent.

21 “(C) TREATMENT AS NON-FEDERAL
22 SHARE.—Notwithstanding any other provision
23 of law, funds made available to carry out sec-
24 tion 148 may be credited toward the non-Fed-

1 eral share of the costs of a project under this
2 subsection if—

3 “(i) the project includes a proven
4 safety countermeasure for bicyclists or pe-
5 destrians, as determined by the Federal
6 Highway Administration;

7 “(ii) the relevant State strategic high-
8 way safety plan includes an emphasis area
9 related to vulnerable road users; or

10 “(iii) the proposed project—

11 “(I) was described in a program
12 of projects or strategies developed
13 pursuant to paragraph section 148 (l);
14 or

15 “(II) was identified by a local
16 government, metropolitan planning or-
17 ganization, or regional transportation
18 planning organization, including in a
19 safety plan described in subparagraph
20 (B), as addressing 1 or more areas of
21 high risk to vulnerable road users
22 during the consultation process re-
23 quired under paragraph (xx)(B) and
24 through a planning process and data-
25 based analysis.

1 “(D) SAFETY PLANS DESCRIBED.—A safe-
2 ty plan referred to in subparagraph (A)(ii)(II)
3 is—

4 “(i) a pedestrian or bicyclist safety
5 plan;

6 “(ii) a Complete Streets plan;

7 “(iii) a local roadway safety plan;

8 “(iv) a Vision Zero Action Plan;

9 “(v) a transition plan described in
10 section 35.150(d) of title 28, Code of Fed-
11 eral Regulations (or successor regulations)
12 (commonly known as an ‘ADA Transition
13 Plan’);

14 “(vi) a Tribal transportation safety
15 plan;

16 “(vii) a comprehensive safety action
17 plan (as defined in section 24112(a) of the
18 Infrastructure Investment and Jobs Act
19 (23 U.S.C. 402 note)); or

20 “(viii) any other safety plan, as deter-
21 mined by the Secretary.”.

22 (3) INCREASED FEDERAL SHARE FOR PROVEN
23 SAFETY COUNTERMEASURES.—Section 120(c)(1) of
24 title 23, United States Code, is amended, in the first
25 sentence, by inserting “proven safety counter-

1 measures for bicyclists or pedestrians (as determined
2 by the Federal Highway Administration),” before
3 “breakaway utility poles”.

4 **SEC. 3. GRANT FUNDS TO PROVIDE ON-BICYCLE EDU-**
5 **CATION.**

6 Section 405(g)(5) of title 23, United States Code, is
7 amended—

8 (1) in subparagraph (C)(iv), by striking “; and”
9 and inserting a semicolon;

10 (2) in subparagraph (D), by striking the period
11 at the end and inserting “; and”; and

12 (3) by adding at the end the following:

13 “(E) providing on-bicycle education to ele-
14 mentary school and secondary school stu-
15 dents.”.

16 **SEC. 4. REVISION OF GUIDELINES ON PEDESTRIAN AND BI-**
17 **CYCLE SAFETY.**

18 (a) **IN GENERAL.**—Not later than 1 year after the
19 date of enactment of this Act, the Secretary shall revise
20 the Highway Safety Program Guideline No. 14 on Pedes-
21 trian and Bicycle Safety to encourage nonmotorized safety
22 education for elementary and secondary school students.
23 In revising the guidelines, the Secretary shall ensure that
24 such guidelines—

1 (1) encourage on-bicycle training that promotes
2 bicycling skills and safe practices;

3 (2) increase awareness and proficiency in navi-
4 gating roadways;

5 (3) emphasize traffic rules;

6 (4) describe safety precautions; and

7 (5) emphasize the importance of helmet use for
8 cyclists.

9 (b) CONSULTATION AND DISSEMINATION.—In car-
10 rying out the revision under subsection (a), the Secretary
11 shall—

12 (1) consult with practitioners involved in edu-
13 cation efforts to update any existing materials and
14 curriculum for elementary and secondary schools, in-
15 cluding the Bike Walk friendly assessment tool; and

16 (2) disseminate new curriculum and guidelines
17 on pedestrian and bicycle safety to State educational
18 agencies.

19 (c) REPORT REQUIRED.—Not later than 3 years
20 after the date of enactment of this Act, the Secretary shall
21 submit to Congress a report on—

22 (1) the state or activities implemented using the
23 guidelines described in subsection (a), including any
24 materials and curriculum revised under this section,
25 and a process for tracking implementation;

1 (2) consultation efforts to revise such guidelines
2 and related materials; and

3 (3) dissemination efforts of the guidance to
4 State educational agencies, including training efforts
5 and promotion, including opportunities for States to
6 share implementation challenges and successes.

7 **SEC. 5. SAFE ROUTES TO SCHOOL COORDINATOR.**

8 Section 208(g)(3) of title 23, United States Code, is
9 amended—

10 (1) by striking “Each State shall” and inserting
11 “(A) IN GENERAL.—Each State shall”; and

12 (2) by adding at the end the following:

13 “(B) FEDERAL SHARE.—Notwithstanding
14 any other provision of this title, if a State em-
15 ploys a coordinator described under this para-
16 graph, the Federal share for a project or activ-
17 ity eligible under this section shall be 95 per-
18 cent.”.

19 **SEC. 6. FEDERAL LANDS AND TRIBAL TRANSPORTATION**
20 **PROGRAMS.**

21 Section 201 of title 23, United States Code, is
22 amended by adding at the end the following:

23 “(f) SET ASIDE FOR ACTIVE TRANSPORTATION.—

24 “(1) IN GENERAL.—To carry out active trans-
25 portation, the Secretary shall for each fiscal year

1 combine and use not less than 5 percent of the
2 funds authorized for programs under sections 203
3 and 204.

4 “(2) ACTIVE TRANSPORTATION DEFINED.—In
5 this subsection, the term ‘active transportation’
6 means any of the following projects or activities:

7 “(A) Construction, planning, and design of
8 on-road and off-road trail facilities for pedes-
9 trians, bicyclists, and other nonmotorized forms
10 of transportation, including sidewalks, bicycle
11 infrastructure, pedestrian and bicycle signals,
12 traffic calming techniques, lighting and other
13 safety-related infrastructure, and transportation
14 projects to achieve compliance with the Ameri-
15 cans with Disabilities Act of 1990 (42 U.S.C.
16 12101 et seq.).

17 “(B) Construction planning, and design of
18 infrastructure-related projects and systems that
19 will provide safe routes for non-drivers, includ-
20 ing children, older adults, and individuals with
21 disabilities, to access public accommodations
22 and points of interest.

23 “(C) Conversion and use of abandoned
24 railroad corridors for trails for pedestrians,

1 bicyclists, or other nonmotorized transportation
2 users.”.

3 **SEC. 7. ACTIVE TRANSPORTATION INFRASTRUCTURE IN-**
4 **VESTMENT.**

5 (a) FINDINGS.—Congress finds the following:

6 (1) Nearly half of the trips taken in the United
7 States are within a 20-minute bicycle ride, and near-
8 ly a quarter of such trips are within a 20-minute
9 walk.

10 (2) Approximately 90 percent of public trans-
11 portation trips are accessible by walking or bicycling.

12 (3) Communities that invest in active transpor-
13 tation infrastructure experience significant increases
14 in bicycling and walking rates over time, and such
15 investments are in strong demand because they lead
16 to a higher quality of life, better health, a stronger
17 economy, and increased mobility in communities
18 where investments are made.

19 (4) The communities that perform best in en-
20 couraging active transportation create inter-
21 connected systems that make it convenient and safe
22 to travel on foot or by bicycle to destinations on a
23 routine basis.

24 (5) Achieving a mode shift to active transpor-
25 tation within a community requires intensive, con-

1 centrated funding of active transportation systems
2 rather than discrete, piecemeal projects.

3 (6) Increased use of active transportation re-
4 duces traffic congestion, greenhouse gas emissions,
5 vehicle miles traveled, and rates of obesity and
6 chronic disease associated with physical inactivity.

7 (7) Given the contribution that active transpor-
8 tation makes to national policy goals, and the oppor-
9 tunity active transportation provides to accommo-
10 date short trips at the least cost to the public and
11 individuals, funding of active transportation is one
12 of the most strategic and cost effective Federal
13 transportation investments available.

14 (8) The Federal Government is uniquely quali-
15 fied to facilitate interstate connections necessary to
16 build long distance active transportation spines and
17 regional connections in communities that span State
18 boundaries.

19 (b) ACTIVE TRANSPORTATION INFRASTRUCTURE IN-
20 VESTMENT PROGRAM.—

21 (1) IN GENERAL.—The Secretary shall carry
22 out an active transportation infrastructure invest-
23 ment program to make grants, on a competitive
24 basis, to eligible organizations to construct eligible
25 projects to provide safe and connected active trans-

1 portation facilities in an active transportation net-
2 work or active transportation spine.

3 (2) APPLICATION.—

4 (A) IN GENERAL.—To be eligible to receive
5 a grant under this section, an eligible organiza-
6 tion shall submit to the Secretary an applica-
7 tion in such manner and containing such infor-
8 mation as the Secretary may require.

9 (B) ELIGIBLE PROJECTS PARTIALLY ON
10 FEDERAL LAND.—With respect to an applica-
11 tion for an eligible project that is located in
12 part on Federal lands, an eligible organization
13 shall enter into a cooperative agreement with
14 the appropriate Federal agency with jurisdiction
15 over such land to submit an application de-
16 scribed in paragraph (1).

17 (3) APPLICATION CONSIDERATIONS.—In mak-
18 ing a grant for construction of an active transpor-
19 tation network or active transportation spine under
20 this section, the Secretary shall consider the fol-
21 lowing:

22 (A) Whether the eligible organization sub-
23 mitted a plan for an eligible project for the de-
24 velopment of walking and bicycling infrastruc-
25 ture that is likely to provide substantial addi-

1 tional opportunities for walking and bicycling,
2 including effective plans to—

3 (i) create an active transportation net-
4 work connecting destinations within or be-
5 tween communities, including schools,
6 workplaces, residences, businesses, recre-
7 ation areas, and other community areas, or
8 create an active transportation spine con-
9 necting two or more communities, metro-
10 politan regions, or States; and

11 (ii) integrate active transportation fa-
12 cilities with transit services, where avail-
13 able, to improve access to public transpor-
14 tation.

15 (B) Whether the eligible organization dem-
16 onstrates broad community support through—

17 (i) the use of public input in the de-
18 velopment of transportation plans; and

19 (ii) the commitment of community
20 leaders to the success and timely imple-
21 mentation of an eligible project.

22 (C) Whether the eligible organization pro-
23 vides evidence of commitment to traffic safety,
24 regulations, financial incentives, or community

1 design policies that facilitate significant in-
2 creases in walking and bicycling.

3 (D) The extent to which the eligible orga-
4 nization demonstrates commitment of State,
5 local, or eligible Federal matching funds, and
6 land or in-kind contributions, in addition to the
7 local match required under subsection (f)(1),
8 unless the applicant qualifies for an exception
9 under subsection (f)(2).

10 (E) The extent to which the eligible orga-
11 nization demonstrates that the grant will ad-
12 dress existing disparities in bicyclist and pedes-
13 trian fatality rates based on income level or
14 provide access to jobs and services for low-in-
15 come communities.

16 (F) Whether the eligible organization dem-
17 onstrates how investment in active transpor-
18 tation will advance safety for pedestrians and
19 cyclists, accessibility to jobs and key destina-
20 tions, economic competitiveness, environmental
21 protection, and quality of life.

22 (4) USE OF FUNDS.—

23 (A) IN GENERAL.—Of the amounts made
24 available to carry out this section and except as

1 provided in paragraph (2), the Secretary shall
2 obligate—

3 (i) not less than 30 percent to eligible
4 projects that construct active transpor-
5 tation networks that connect people with
6 public transportation, businesses, work-
7 places, schools, residences, recreation
8 areas, and other community activity cen-
9 ters; and

10 (ii) not less than 30 percent to eligible
11 projects that construct active transpor-
12 tation spines.

13 (B) PLANNING AND DESIGN GRANTS.—

14 Each fiscal year, the Secretary shall set aside
15 not less than \$3,000,000 from the funds made
16 available to carry out this section to provide
17 planning grants for eligible organizations to de-
18 velop plans for active transportation networks
19 and active transportation spines.

20 (C) ADMINISTRATIVE COSTS.—Each fiscal
21 year, the Secretary shall set aside not more
22 than \$2,000,000 of the funds made available to
23 carry out this section to cover the costs of ad-
24 ministration, research, technical assistance,

1 communications, and training activities under
2 the program.

3 (D) LIMITATION ON STATUTORY CON-
4 STRUCTION.—Nothing in this subsection shall
5 be construed to prohibit an eligible organization
6 from receiving research or other funds under ti-
7 tles 23 or 49, United States Code.

8 (5) GRANT TIMING.—

9 (A) REQUEST FOR APPLICATION.—Not
10 later than 30 days after funds are made avail-
11 able to carry out this section, the Secretary
12 shall publish in the Federal Register a request
13 for applications for grants under this section.

14 (B) SELECTION OF GRANT RECIPIENTS.—
15 Not later than 150 days after funds are made
16 available to carry out this section, the Secretary
17 shall select grant recipients for grants under
18 this section.

19 (6) FEDERAL SHARE.—

20 (A) IN GENERAL.—Except as provided in
21 paragraph (2), the Federal share of a grant
22 under this section shall not exceed 80 percent
23 of the total project cost.

24 (B) EXCEPTION FOR DISADVANTAGED
25 COMMUNITIES.—For projects serving commu-

1 nities with a poverty rate of over 40 percent
2 based on the majority of census tracts served by
3 such project, the Secretary may increase the
4 Federal share of a grant under this section up
5 to 100 percent of the total project cost.

6 (7) CONTRACT AUTHORITY.—Funds made
7 available to carry out this section shall be available
8 for obligation and administered in the same manner
9 as if such funds were apportioned under chapter 1
10 of title 23, United States Code, except that the
11 funds shall remain available until expended and shall
12 not be transferrable.

13 (8) ASSISTANCE TO INDIAN TRIBES.—In car-
14 rying out this section, the Secretary may enter into
15 grant agreements, self determination contracts and
16 self-governance compacts under the Indian Self-De-
17 termination and Education Assistance Act (25
18 U.S.C. 5301 et seq.) with eligible Indian Tribes and
19 such agreements, contracts, and compacts shall be
20 administered in accordance with such Act.

21 (9) REPORTS.—

22 (A) INTERIM REPORT.—Not later than 1
23 year after the date of enactment of this Act, the
24 Secretary shall submit to Congress a report

1 containing the information described in para-
2 graph (3).

3 (B) FINAL REPORT.—Not later than 3
4 years after the date of enactment of this Act,
5 the Secretary shall submit to Congress a report
6 containing the information described in para-
7 graph (3).

8 (C) REPORT INFORMATION.—A report sub-
9 mitted under this subsection shall contain the
10 following:

11 (i) A list of grants made under this
12 section.

13 (ii) Best practices of recipients in im-
14 plementing active transportation projects.

15 (iii) Impediments experienced by re-
16 cipients of grants under this section in de-
17 veloping and shifting to active transpor-
18 tation.

19 (10) RULE REQUIRED.—Not later than 1 year
20 after the date of enactment of this Act, the Sec-
21 retary shall issue a final rule that encourages the
22 use of the programmatic categorical exclusion, expe-
23 dited procurement techniques, and other best prac-
24 tices to facilitate productive and timely expenditures

1 for projects that are small, low impact, and con-
2 structed within an existing built environment.

3 (11) AUTHORIZATION OF APPROPRIATIONS.—

4 There is authorized to be appropriated out of the
5 Highway Trust Fund (other than the Mass Transit
6 Account) \$500,000,000 for each of fiscal years 2026
7 through 2030 to carry out this section.

8 (12) DEFINITIONS.—In this section:

9 (A) ACTIVE TRANSPORTATION.—The term
10 “active transportation” means mobility options
11 powered primarily by human energy, including
12 bicycling and walking.

13 (B) ACTIVE TRANSPORTATION NET-
14 WORK.—The term “active transportation net-
15 work” means facilities built for active transpor-
16 tation, including sidewalks, bikeways, and pe-
17 destrian and bicycle trails, that connect between
18 destinations within a community or metropoli-
19 tan region.

20 (C) ACTIVE TRANSPORTATION SPINE.—

21 The term “active transportation spine” means
22 facilities built for active transportation, includ-
23 ing sidewalks, bikeways, and pedestrian and bi-
24 cycle trails that connect between communities,
25 metropolitan regions, or States.

1 (D) COMMUNITY.—The term “community”
2 means a geographic area that is
3 socioeconomically interdependent and may in-
4 clude rural, suburban, and urban jurisdictions.

5 (E) ELIGIBLE ORGANIZATION.—The term
6 “eligible organization” means—

7 (i) a local or regional governmental
8 organization, including a metropolitan
9 planning organization or regional planning
10 organization or council;

11 (ii) a multi-county special district;

12 (iii) a State;

13 (iv) a multi-state group of govern-
14 ments; or

15 (v) an Indian Tribe.

16 (F) ELIGIBLE PROJECT.—The term “eligi-
17 ble project” means an active transportation
18 project or group of projects—

19 (i) within or between a community or
20 group of communities, at least one of
21 which falls within the jurisdiction of an eli-
22 gible organization, which has submitted an
23 application under this section; and

24 (ii) that has—

1 (I) a total cost of not less than
2 \$15,000,000; or

3 (II) with respect to planning and
4 design grants, planning and design
5 costs of not less than \$100,000.

6 (G) INDIAN TRIBE.—The term “Indian
7 tribe” has the meaning given the term in sec-
8 tion 4(e) of the Indian Self-Determination and
9 Education Assistance Act (25 U.S.C. 5304(e)).

10 (H) SECRETARY.—The term “Secretary”
11 means the Secretary of Transportation.

12 (I) TOTAL PROJECT COST.—The term
13 “total project cost” means the sum total of all
14 costs incurred in the development of a project
15 that are approved by the Secretary as reason-
16 able and necessary, including—

17 (i) the cost of acquiring real property;

18 (ii) the cost of site preparation, demo-
19 lition, and development;

20 (iii) expenses related to the issuance
21 of bonds or notes;

22 (iv) fees in connection with the plan-
23 ning, execution, and financing of the
24 project;

1 (v) the cost of studies, surveys, plans,
 2 permits, insurance, interest, financing, tax,
 3 and assessment costs;

4 (vi) the cost of construction, rehabili-
 5 tation, reconstruction, and equipping the
 6 project;

7 (vii) the cost of land improvements;

8 (viii) contractor fees;

9 (ix) the cost of training and education
 10 related to the safety of users of any bicycle
 11 or pedestrian network or spine constructed
 12 as part of an eligible project; and

13 (x) any other cost that the Secretary
 14 determines is necessary and reasonable.

15 **SEC. 8. TEMPORARY DUTY SUSPENSION FOR BICYCLE AS-**
 16 **SEMBLY AND MANUFACTURING PARTS.**

17 (a) IN GENERAL.—Subchapter III of chapter 99 of
 18 the Harmonized Tariff Schedule of the United States
 19 (hereinafter referred to as the “HTS”) is amended by in-
 20 serting the following new heading in numerical sequence:

“	9903.87.11	Parts of bicycles imported for use in the as- sembly or manufacturing of complete bicy- cles, under the terms of U.S. Note 34 to this subchapter	Free		No change		No change	”.
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21 (b) DEFINITION AND APPLICABILITY.—The U.S.
 22 Notes to subchapter III of chapter 99 of the HTS are
 23 amended by adding at the end the following:

1 “34.(a) For purposes of heading 9903.87.11,
2 the term ‘parts of bicycles’ means parts, accessories,
3 or specific components that are—

4 “(i) classified in the tariff provisions de-
5 scribed in subdivision (f) of this note; and

6 “(ii) imported into the customs territory of
7 the United States for assembly or manufac-
8 turing into complete tricycles or bicycles, in-
9 cluding bicycles without a motor (provided for
10 in heading 8712.00) and bicycles with an elec-
11 tric motor (provided for in subheading
12 8711.60.00), and bicycle trailers (provided for
13 in subheading 8716.40.00).

14 “(b) For purposes of heading 9903.87.11, the
15 term ‘assembly or manufacturing of complete bicy-
16 cles’ means the fitting or joining together of fab-
17 ricated components classifiable as parts of bicycles
18 (as such term is defined under subdivision (a) of this
19 note) using standard industry processes to produce
20 bicycles suitable for sale or consumption with only
21 minor assembly or adjustment required by the end
22 user.

23 “(c) Any importer claiming entry of parts of bi-
24 cycles under heading 9903.87.11 must—

1 “(i) certify at the time of entry to the sat-
2 isfaction of U.S. Customs and Border Protec-
3 tion (hereinafter referred to as ‘CBP’) that
4 such parts will be used in the assembly or man-
5 ufacturing of complete bicycles (as such term is
6 defined under subdivision (b) of this note); and

7 “(ii) provide appropriate documentation to
8 CBP upon the completion of final assembly or
9 manufacturing of such bicycles or at such other
10 time as CBP may establish.

11 “(d) Parts of bicycles for which entry is claimed
12 under heading 9903.87.11 shall be excluded from
13 any additional duties under section 301 of the Trade
14 Act of 1974 (19 U.S.C. 2411) or any other provision
15 of law based on the classification of such parts
16 under any of chapters 1 through 97.

17 “(e) Notwithstanding subdivision (d) of this
18 note, parts of bicycles may be included in a claim for
19 duty-free entry under heading 9903.87.11 if such
20 parts are properly classified in any 8-digit tariff
21 heading or subheading described in subdivision (f) of
22 this note when such parts are entered on or after
23 the date on which an additional duty under section
24 301 of the Trade Act of 1974 (19 U.S.C. 2411) or
25 any other provision of law is no longer effective.

1 “(f) The 8-digit tariff headings and sub-
2 headings described in this subdivision are the fol-
3 lowing:

4 “3923.50.00
5 “3926.90.96
6 “4011.50.00
7 “4013.20.00
8 “4908.10.00
9 “7315.11.00
10 “7326.90.25
11 “8501.31.40
12 “8501.31.50
13 “8501.31.60
14 “8507.20.80
15 “8507.30.80
16 “8507.50.00
17 “8507.60.00
18 “8512.90.40
19 “8543.70.45
20 “8714.91.20
21 “8714.91.30
22 “8714.91.50
23 “8714.91.90
24 “8714.92.10
25 “8714.92.50

1 “8714.93.28
2 “8714.93.35
3 “8714.93.70
4 “8714.94.30
5 “8714.94.90
6 “8714.95.00
7 “8714.96.10
8 “8714.96.50
9 “8714.96.90
10 “8714.99.10
11 “8714.99.50
12 “8714.99.60
13 “8714.99.80”.

14 (c) REPORT.—Not later than 5 years after the date
15 of the enactment of this Act, the Chair of the United
16 States International Trade Commission shall submit to
17 the Chairman and Ranking Member of the Committee on
18 Ways and Means of the House of Representatives and the
19 Chairman and Ranking Member of the Committee on Fi-
20 nance of the Senate a report describing the effects of the
21 amendments made under subsections (a) and (b) and eval-
22 uating the contribution and effectiveness of such amend-
23 ments toward increasing the assembly and manufacturing
24 of bicycles within the United States to meet the following
25 goals:

1 (1) 2,000,000 bicycles annually in the United
2 States within 5 years of such date of enactment.

3 (2) 5,000,000 bicycles annually in the United
4 States within 10 years of such date of enactment.

5 (d) RULEMAKING.—The Commissioner of U.S. Cus-
6 toms and Border Protection may prescribe rules for the
7 appropriate administration of this section, and the amend-
8 ments made by this section, and requiring such informa-
9 tion as such Commissioner considers necessary from any
10 importer who claims duty-free entry under heading
11 9903.87.11 of the HTS, as amended by subsection (a).

12 (e) EFFECTIVE DATE.—This section, and the amend-
13 ments made by this section, shall take effect during the
14 10-year period beginning on the date of the enactment of
15 this Act.

16 **SEC. 9. REINSTATEMENT AND EXPANSION OF EMPLOYER-**
17 **PROVIDED FRINGE BENEFITS FOR BICYCLE**
18 **COMMUTING.**

19 (a) EXPANSION OF BICYCLE COMMUTING BENE-
20 FITS.—Section 132(f)(5)(F) of the Internal Revenue Code
21 of 1986 is amended to read as follows:

22 “(F) DEFINITIONS RELATED TO BICYCLE
23 COMMUTING BENEFITS.—

24 “(i) QUALIFIED BICYCLE COMMUTING
25 BENEFIT.—The term ‘qualified bicycle

1 commuting benefit’ means, with respect to
2 any calendar year—

3 “(I) any employer reimbursement
4 during the 15-month period beginning
5 with the first day of such calendar
6 year for reasonable expenses incurred
7 by the employee during such calendar
8 year for the purchase (including asso-
9 ciated finance charges), lease, rental
10 (including a bikeshare), improvement,
11 repair, or storage of qualified com-
12 muting property, or

13 “(II) the direct or indirect provi-
14 sion by the employer to the employee
15 during such calendar year of the use
16 (including a bikeshare), improvement,
17 repair, or storage of qualified com-
18 muting property,

19 if the employee regularly uses such quali-
20 fied commuting property for travel between
21 the employee’s residence, place of employ-
22 ment, a qualified parking facility, or a
23 mass transit facility that connects the em-
24 ployee to their residence or place of em-
25 ployment.

1 “(ii) QUALIFIED COMMUTING PROP-
2 ERTY.—The term ‘qualified commuting
3 property’ means—

4 “(I) any bicycle (other than a bi-
5 cycle equipped with any motor),

6 “(II) any electric bicycle,

7 “(III) any 2- or 3-wheel scooter
8 (other than a scooter equipped with
9 any motor), and

10 “(IV) any 2- or 3-wheel scooter
11 propelled by an electric motor if such
12 motor does not provide assistance if
13 the speed of such scooter exceeds 20
14 miler per hour (or if the speed of such
15 scooter is not capable of exceeding 20
16 miles per hour) and the weight of
17 such scooter does not exceed 100
18 pounds.

19 “(iii) ELECTRIC BICYCLE.—The term
20 ‘electric bicycle’ means a bicycle which is—

21 “(I) equipped with—

22 “(aa) fully operable pedals,

23 “(bb) a saddle or seat for
24 the rider, and

1 “(cc) an electric motor
2 which is less than 750 watts, de-
3 signed to provide assistance in
4 propelling the bicycle, and—

5 “(AA) does not provide
6 such assistance if the bicycle
7 is moving in excess of 20
8 miler per hour, or

9 “(BB) if such motor
10 only provides such assist-
11 ance when the rider is ped-
12 aling, does not provide such
13 assistance if the bicycle is
14 moving in excess of 28 miles
15 per hour, and

16 “(II) certified by the manufac-
17 turer, importer, or distributor of such
18 bicycle to comply with the require-
19 ments under part 1512 of title 16,
20 Code of Federal Regulations (or any
21 successor regulations issued by the
22 Consumer Product Safety Commis-
23 sion).

24 “(iv) BIKESHARE.—The term
25 ‘bikeshare’ means a rental operation at

1 which qualified commuting property is
2 made available to customers to pick up and
3 drop off for point-to-point use within a de-
4 fined geographic area.”.

5 (b) LIMITATION ON EXCLUSION.—Section
6 132(f)(2)(C) of such Code is amended to read as follows:

7 “(C) 30 percent of the dollar amount in ef-
8 fect under subparagraph (B) per month in the
9 case of any qualified bicycle commuting ben-
10 efit.”.

11 (c) CONFORMING AMENDMENTS.—Section 132(f)(1)
12 of such Code is amended by adding at the end the fol-
13 lowing:

14 “(D) Qualified bicycle commuting ben-
15 efit.”.

16 (d) EFFECTIVE DATE.—The amendments made by
17 this section shall apply to taxable years beginning after
18 December 31, 2025.

19 **SEC. 10. SAFE STREETS AND ROADS FOR ALL PROGRAM RE-**
20 **AUTHORIZATION.**

21 Section 24112 of the Infrastructure Investment and
22 Jobs Act (23 U.S.C. 402 note) is amended—

23 (1) in subsection (c)(2)(B) by striking “40 per-
24 cent” and inserting “20 percent”; and

1 (2) in subsection (f)(1) by striking “2026” and
2 inserting “2031”.

3 **SEC. 11. BICYCLE TRANSPORTATION AND PEDESTRIAN**
4 **WALKWAYS.**

5 Section 217(e) of title 23, United States Code, is
6 amended—

7 (1) by striking “In any case” and inserting the
8 following:

9 “(1) IN GENERAL.—In any case”; and

10 (2) by adding at the end the following:

11 “(2) REASONABLE COST DEFINED.—In this
12 subsection, the term ‘reasonable cost’ means that
13 the safe accommodation of pedestrians or bicyclists
14 described in paragraph (1) costs not more than 20
15 percent of the total cost of the replacement or reha-
16 bilitation of a highway bridge deck described in such
17 paragraph.”.

18 **SEC. 12. MOTORIZED RECREATION CLARIFICATION.**

19 Section 206(a) of title 23, United States Code, is
20 amended—

21 (1) in paragraph (1)—

22 (A) by striking “a motorized wheelchair.”

23 and inserting the following:

24 “(A) a motorized wheelchair; or

1 “(B) an electric bicycle (as defined in sec-
2 tion 217(j)) when the use of such a bicycle is
3 permitted by applicable laws or regulations.”;
4 and

5 (2) in paragraph (2)(E) by inserting “(includ-
6 ing the use of an electric bicycle)” after “bicycling”.

7 **SEC. 13. GRANTS FOR PROJECTS IN COMPREHENSIVE**
8 **SAFETY ACTION PLANS.**

9 Section 24112(f) of the Infrastructure Investment
10 and Jobs Act (23 U.S.C. 402 note) is amended by adding
11 at the end the following:

12 “(4) SET ASIDE FOR PROJECTS IN COMPREHEN-
13 SIVE SAFETY ACTION PLANS.—Notwithstanding any
14 other provision of law, in each fiscal year, each State
15 shall use not less than 5 percent of funds appor-
16 tioned under section 104(b)(1) of title 23, United
17 States Code, to carry out projects described in sub-
18 section (a)(3)(C).”.

19 **SEC. 14. BICYCLE TRANSIT INTEGRATION GRANT PRO-**
20 **GRAM.**

21 (a) IN GENERAL.—The Secretary of Transportation
22 shall establish a program to provide grants, on a competi-
23 tive basis, for bicycle transit integration projects.

24 (b) ELIGIBLE ENTITIES.—The Secretary may pro-
25 vide a grant under this section only to—

- 1 (1) a metropolitan planning organization;
- 2 (2) a transit agency;
- 3 (3) a State;
- 4 (4) a unit of local government; or
- 5 (5) an Indian Tribe.

6 (c) BICYCLE TRANSIT INTEGRATION PROJECT DE-
7 FINED.—In this section, the term “bicycle transit integra-
8 tion project” means a project to—
9 (1) develop bicycle parking at transit stations;
10 (2) expand bicycle sharing programs; and
11 (3) any other similar project, as determined by
12 the Secretary.

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