



4/28/25

Bike Anchorage Requests Re: Transportation Reauthorization Priorities

Dear Representative Begich,

On behalf of Bike Anchorage, thank you for your service on the House Transportation and Infrastructure Committee. As you begin shaping priorities for the upcoming transportation reauthorization, we're writing to urge your support for several measures that would make a difference in the safety and livability of communities across Alaska. Our requests here echo those we made when we visited your office in Washington, D.C. in March of this year, and are based on the policy priorities of the League of American Bicyclists.

Support for the Sarah Debbink Langenkamp Safety Act

We ask you to co-sponsor and champion the Sarah Debbink Langenkamp Active Transportation Safety Act (H.R. 2011). Named in honor of a U.S. diplomat tragically killed while biking near Washington, D.C., this bipartisan bill would make it easier for states and local governments to fund urgently needed bike and pedestrian safety projects by allowing Highway Safety Improvement Program (HSIP) dollars to be used as the local match for certain Transportation Alternatives projects.

Alaska communities already struggle to meet the local match requirements for federally funded projects, even on a sliding scale, which too often puts desperately-needed infrastructure safety improvements out of reach. This small change will help us unlock federal funding to fix known safety gaps without adding any new mandates or spending.

Expanding Safe Streets for All (SS4A)

Anchorage was recently awarded a Safe Streets for All (SS4A) grant, and it couldn't have come at a more important time. We are facing a crisis of pedestrian deaths and serious injuries, especially on state-owned roads where car-centric designs dominate. We echo the League's call to make this program more accessible by increasing funding and treating it as a formula program directly disbursing funding to cities and municipalities to enact their safety plans.

As an aside, we're concerned by recent reports suggesting that [bike lanes](#) and [road diets](#) are being deprioritized or viewed with skepticism in SS4A implementation. These actions go against the data and will make our roads more dangerous for everyone. FHWA endorses bike lanes and



road diets as [Proven Safety Countermeasures](#) because of the abundant research demonstrating that they work to make roads safer for bicyclists and drivers alike. Please help ensure that SS4A stays true to its purpose: Saving lives through design.

Stabilizing ATIIP

Finally, we ask you to support converting the Active Transportation Infrastructure Investment Program (ATIIP) into a contract authority program under the Highway Trust Fund. Right now, ATIIP's continued survival depends on year-to-year appropriations, a precarious position for a popular and potentially transformational new program created under the Bipartisan Infrastructure Law.

Alaska Senator Dan Sullivan helped establish ATIIP, and we hope to see the Alaska delegation work together to give this program long-term stability. Rural and underserved communities across the state need every opportunity to build safe, connected networks that support walking and biking as real, everyday transportation.

We know you share our interest in building a transportation system that works for all Alaskans, one that saves lives, connects communities, and creates more options for everyone to get where they need to go. These three priorities are practical, fiscally responsible, and urgently needed in the next transportation reauthorization. We would be glad to talk more about any of them, and we appreciate your leadership on the Transportation and Infrastructure Committee.

Sincerely,

Alexa Dobson
Executive Director, Bike Anchorage