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## Updated CMAQ Guidance

ACT is excited to share that [updated CMAQ guidance](#) has been released by the US Department of Transportation. The new language provides some clarity around incentives and marketing for TDM programs.

The document reads, *“There may be limited circumstances where the use of an incentive might be eligible if associated with an eligible CMAQ project type such as financial incentives...An incentive may also be an eligible project cost as part of an eligible CMAQ project or program if it is demonstrated that the incentive itself directly contributes to an emissions benefit such as inducing a shift of traffic demand to nonpeak hours or other transportation modes, increases vehicle occupancy rates, or otherwise reduces demand for roads through such means as telecommuting, ridesharing, carsharing, shared micromobility (including bikesharing and shared scooter systems), alternative work hours and pricing.”*

We believe this to be a positive step forward; however, questions remain within the details regarding what constitutes “limited circumstances” and how to demonstrate that an incentive “directly contributes to an emission benefit.” ACT will continue to focus on creating improvements for future CMAQ guidance. Feel free to share this guidance with local MPOs or other transportation organizations. Comments from the public are open until January 6, so let us know if you have anything you’d like to include in ACT’s response.

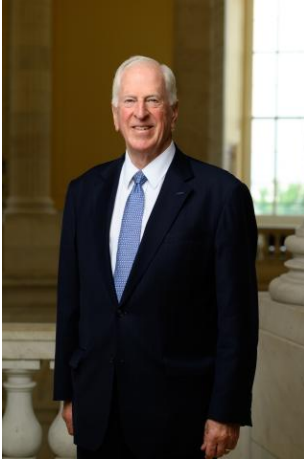
Contact Emma Wasserman, ACT's Government Affairs & Policy Manager, below to share your comments below.

[Share your comments](#)

## Roundtable with Congressman Mike Thompson (D-CA-04)

On Thursday, November 21, ACT joined a “Bicycle Roundtable” with Congressman Mike Thompson (D-CA-04) and other industry experts including Transportation for America, Rails to Trails Conservancy, Coalition for Prosperous America, People for Bikes, and more. The discussion centered around safety for bikers and touched upon upcoming legislative priorities in the matter.

As incoming co-chair of the Congressional Bike Caucus, Congressman Thompson wants organizations like ACT to



engage with ideas to further bike safety. In the upcoming Congress, he plans to introduce a bill of the industry's "wish list" on cyclist safety measures. ACT looks forward to working with Congressman Thompson during the next Congress to advance such legislation. Please let us know if you have feedback to share with the Congressman.

Share your feedback with ACT

## A Look Ahead: Trump to Nominate Sean Duffy for Secretary of Transportation



President-Elect Trump has nominated Sean Duffy to the post of Secretary of Transportation. Duffy's previous experience ranges from reality TV star to Wisconsin Congressman. Most recently, Duffy has been a contributor and co-host of Fox News' "The Bottom Line", often seen defending the President-Elect. As Republican Congressman from Wisconsin's 7th Congressional District, Duffy served as the chairman of the Subcommittee on Oversight and Investigations and as a member of the House Committee on Financial Services.

While Duffy served in Congress for 8 years, he has little to no experience in the transportation industry. Trump alluded that their main transportation agenda will center around "rebuilding highways, tunnels, bridges, and airports" and they plan to "eliminat[e] DEI for pilots and air traffic controllers."

## Transportation Wins at the Ballot Box



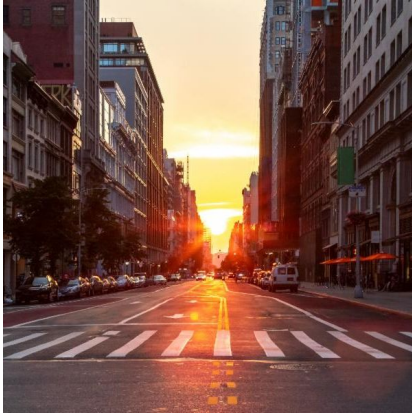
In November, Americans across the country voted on transportation-related ballot measures. Of the 26 measures proposed, 19 passed, greenlighting approximately \$25 billion for public transit improvements and maintenance. The latest successes add to the slew of ballot measures passed previously this year, culminating in 46 out of 53 total wins for transportation. This showing of public opinion highlights broad support across the US for funding public transportation, extending beyond partisan lines and the rural/urban divide. These successes occurred in states ranging from North Dakota to California; places with vastly different electorates, needs, and geographic makeups. President-Elect Trump, who has adopted stances which would largely defund public transit, won North Dakota by about 17 percentage points. At the same time, Bismarck, North Dakota, located in the Republican stronghold of Burleigh County, successfully passed a measure to increase funding for public transportation with 60% of the vote.

Other notable wins include Nashville, Tennessee where 65.5% of voters approved a half-cent sales tax increase. The added funds will go towards Nashville's "Choose How You Move" program, which plans to include improvements to existing bus services, additional transit centers, 86 miles of new sidewalks, 17 new park-and-ride stations, and 600 new and/or improved traffic signals. The tax increase is set to fund 46% of the program's needs.

*Continue reading for notable outcomes in Colorado, South Carolina, and more.*

[Learn more about transportation wins](#)

## Congestion Pricing Gets the Green Light in NYC



After years of attempts, the Federal Highway Administration has finally agreed to allow congestion pricing in New York City - the first of its kind in the United States. On January 5, drivers will now face added tolls heading into Manhattan below 60th Street (deemed the "Congestion Relief Zone"). Price will be dependent upon vehicle type and time of day, incentivizing drivers to enter and exit the city during non-peak hours at a lower toll price. The new tolls will generate an estimated \$15 billion for the Metropolitan Transit Authority (MTA) to fund much-needed improvements, including infrastructure updates, installation of elevators and escalators for the disabled and elderly, increased reliability of service, and more.

The plan faces staunch opposition from the incoming Trump Administration, as well as other stakeholders in New York and New Jersey, and can expect to face a myriad of legal battles. Trump and other challengers' options to overturn the program have become more limited, however, since the federal government has now approved the proposition. If the congestion pricing plan can successfully withstand challenges from its opponents, it is expected to be an effective solution to decreasing traffic congestion while simultaneously funding public transportation.



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