



## PUBLIC POLICY NEWSLETTER

### ACT Submits Comments to USDOT, House Energy & Commerce Committee



USDOT

Over the past month, ACT has submitted multiple comment letters outlining our priorities for the upcoming Surface Transportation Reauthorization and urging stronger federal investment in TDM.

We shared our reauthorization goals with both the House Energy & Commerce Committee and the U.S. Department of Transportation (USDOT) and also responded to USDOT's request for information on its 2026-2030 Strategic Plan. You can find copies of our letters below.

[Read the Strategic Plan comments](#)

[Read the Surface Transportation Reauthorization comments](#)

### California SB 79 – Transit-Oriented Development Legislation



TRANSIT

California faces a major housing and affordability crisis, ranking second in the nation for lowest homes per capita. In response, State Senator Scott Weiner introduced [SB 79](#) which allows for more housing to be built near California's highest quality transit stops. The current lack of sufficient housing forces many Californians to live far from their jobs, contributing to long commutes, worsening traffic congestion, and higher greenhouse gas emissions, ultimately undermining the state's climate goals.

SB 79 overrides local zoning rules to allow more multi-unit housing to be built within the half mile surrounding high quality transit and bus stops, including areas where building such homes is currently illegal. Proponents of the bill argue that expanding housing near transit will reduce reliance on single-occupancy vehicles, ease congestion, and cut emissions by making it easier for residents to commute via transit. However, opponents contend the measure strips away local control over land use decisions, imposes unfunded mandates on municipalities, and grants excessive authority to developers to disregard community needs. The bill has already cleared the State Senate and is now headed to the Assembly floor for consideration.

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## Senators Introduce Bipartisan Legislation to Expand Transportation Funding Flexibility



Senators Kevin Cramer (R-ND) and Angela Alsobrooks (D-MD) have partnered to introduce bipartisan legislation that would expand states' flexibility in managing federal highway formula funds. The proposal would raise the cap on fund transfers between core highway programs from the current 50% to 75%.

Since discussions began around the next Surface Transportation Reauthorization, Republicans have repeatedly emphasized their desire to give states greater discretion in how federal transportation dollars are spent.

Currently, states are permitted to transfer up to half of their funding among the core highway programs such as the National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), National Highway Freight Program (NHFP), and Carbon Reduction Program (CRP). There are no restrictions on transferring funds to eligible transit projects, so long as the project qualifies under both the destination and origin program.

The increased cap could encourage states to shift more dollars away from programs like CMAQ, which directly support TDM initiatives, and redirect them toward traditional highway projects.

ACT is closely monitoring this proposal and its potential impacts on TDM funding. Members with feedback or perspectives on the legislation are encouraged to share their thoughts with Emma at [ewasserman@actweb.org](mailto:ewasserman@actweb.org).

Share your thoughts with  
Emma

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## Comments Open on EPA Consideration to Eliminate GHG Requirements



The Environmental Protection Agency (EPA) has announced a proposal to repeal all existing greenhouse gas emission standards for light-duty, medium-duty, and heavy-duty vehicles. In its notice, the agency argues that the Clean Air Act does not authorize EPA to set emissions standards aimed at addressing climate change. In addition, EPA has proposed rescinding its 2009 findings which concluded that greenhouse gas emissions contribute significantly to air pollution and endanger public health and welfare.

If enacted, this rollback would represent a major shift in federal climate and transportation policy, with far-reaching implications for vehicle emissions, clean air standards, and state and local efforts to meet climate targets. The EPA is currently accepting public comments on the proposal through **September 22**.

ACT strongly encourages members to submit comments to ensure the voice of the TDM community is heard on this critical issue. You can submit comments [here](#).

[Submit your comments](#)



## ACT in DC

During #TDMWeek 2025, ACT will be traveling to DC to share our goals for Surface Transportation Reauthorization, policy priorities, and more with Congressional offices.

Stay tuned for updates!

## Additional Policy Resources



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