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A Balancing ACT: Northern California and Southern California Chapters Weigh in on California Budget Debate

In May, California Governor Gavin Newsom proposed cutting \$600 million from the state's Active Transportation Program, which funds pedestrian and micromobility planning and infrastructure. As it stands, the state is looking for resources to pull from to close a **\$45 billion dollar budget deficit** and, just like last year, conflict over pulling funds from the Active Transportation Program versus the highway account arose. In response, ACT's Northern California and Southern California Chapters [penned a joint letter to the Assembly and Senate's respective budget committees](#) on behalf of their 380+ members expressing their strong opposition to cutting funds from the Active Transportation Program. **The letter raised California's climate goal of achieving net zero carbon pollution by cutting air pollution by 71%, greenhouse gas emissions by 85%, and gas consumption by 94%.** It also highlighted how cutting funds from the Active Transportation Program would work against these interests.

ACT received a response from Senate Majority Leader Lena Gonzalez's office, informing us that both the Assembly and the Senate reject the Governor's cuts to the Active Transportation Program. While it is not clear how the Governor will respond to this line item and what will eventually happen with the Active Transportation Program, the fact that both chambers are united on this issue is a promising sign. California members are encouraged to stay informed on this issue as it progresses.

[Read the chapters' letter](#)

Domestic Bicycle Production Act

On Tuesday, May 14, the United States announced that tariffs on certain products from China would increase, including children's bikes, bike trailers, and electric bicycles. While these products have been excluded in the past, they now face a **25% tariff increase, which could lead to increased prices for consumers.** In response, Congressman Blumenauer introduced the **Domestic Bicycle Production Act**, a piece of legislation aimed at alleviating these price hikes and ensuring that bikes remain accessible for everyone. The legislation adopts a European model of bike production and assembly by continuing to import bike parts while ramping up domestic assembly and gradually building facilities required to produce the parts here at home.

The Domestic Bicycle Production Act utilizes a three-pronged approach, which entails:



- Instituting a 10-year tariff suspension on imports of bicycle components (i.e. electric motors, frames, wheel rims, hubs, brakes, saddles, pedals, gears, etc.) to incentivize bicycle assembly operations in the United States.
- Creating a transferrable electric bicycle production tax credit for bicycles manufactured in the United States to encourage companies to utilize domestic manufacturing
- Establishing a U.S. Bicycle and E-Bicycle Manufacturing Initiative to make low-interest, 12-year loans to purchase capital equipment toward establishing or increasing the capacity of domestic bicycle manufacturing facilities.

ACT endorses this piece of legislation and encourages members to call their Representatives in Congress and ask that they support it. Further information on the legislation [can be found here](#), and any questions can be directed to [Zach Calderón](#).

[Read more about the Act](#)

FAA Work Group



With the inclusion of the [ACT TDM provision in the recently passed FAA Reauthorization](#) tasking the Government Accountability Office (GAO) with conducting a study on TDM at airports, ACT is taking the steps necessary to ensure the involved parties have all the resources they need to make the study as impactful as possible. To this effect, **ACT has established an Airports Work Group consisting of ACT airport members and stakeholders.**

The group will help identify asks of GAO and the study and look to serve as a resource and subject matter experts that GAO can consult moving forward. This working group is open to any interested ACT members, and should members want to share their own insights, experiences, and resources, they can contact [Zach Calderón](#) for next steps.

[Read ACT's statement on the passage of FAA Reauthorization](#)

Submit a Policy Pledge for TDM Week

TDM WEEK 2024
Transportation Demand Management Week

With [TDM Week](#) fast approaching, there are several policy pledges you can take to get involved!

1. **Work with local leaders/organizations to post on social media with the #TDMWeek hashtag.** Community leaders are leaders for a reason and have significant followings within the spaces they work. By using their platforms, they can spread awareness of TDM week to hundreds if not thousands of people.
2. **Collect a signed letter of support for TDM from local leaders/key stakeholders.** While the previous pledge is aimed at the public, this pledge targets senior leaders, such as members of Congress. U.S. Representatives are elected and sent to Washington to do just that, represent the interests and values of their constituencies back home. By showing there is broad support for advancing TDM policies from local community leaders, you can influence

policy and legislation at the highest levels of government.

3. **Host a meeting with an elected official.** Elected officials want to hear from their constituents and value engaged citizenry. It's what made them run for office in the first place! Even if an elected official wants to act on a certain policy, it can be tough to do without knowing how it will be received by the electorate. In showing there is support for TDM, you create space and provide the permission structure elected leaders might need to get the ball rolling on TDM policy.
4. **Work with elected officials to introduce new TDM policy.** Similar to the previous pledge, showing leaders that you are not only a commentator but a collaborator goes a long way in affecting change. Often elected leaders do not act on various issues not because they are not important, but because they can get lost in the rapidly changing landscape that is politics. By offering your assistance, you not only elevate the importance of the project but provide the elected official a consistent anchor point to return to as things get turbulent.

[Learn more and submit your own pledge](#)

Help ACT PAC Support TDM Policy Advancement



ACT PAC is your political action committee committed to supporting candidates looking to advance ACT's federal policy priorities through Congress. TDM-supportive legislation will only advance through Congress with the leadership of Representatives and Senators who are focused on building and funding more efficient and sustainable transportation options to move all people.

It is critical that we demonstrate to both the electorate and elected officials that ACT's 1600+ members are making their voices heard. With good actors on both sides of the aisle, we can make TDM solutions a reality for all.

Contributions to ACT PAC are entirely voluntary, and can only be made by association members or other federal PACS.

[Learn more and contribute](#)



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