



ACT's Surface Transportation Reauthorization Goals

As we prepare for the next Surface Transportation Reauthorization to succeed the expiring Infrastructure Investments and Jobs Act (IIJA), Congress has a vital opportunity to shape a transportation system that promotes efficiency and offers more options to access jobs, move goods, and connect families. The Association for Commuter Transportation (ACT) believes that strategic investments and policy reforms included in this legislation can significantly improve quality of life, strengthen communities, and support a growing economy. Central to this vision is a stronger federal commitment to Transportation Demand Management (TDM)—a proven, cost-effective set of strategies for communities to maximize existing infrastructure, reduce congestion, and increase access to jobs, education, and essential services.

TDM is a forward-thinking approach that focuses on managing travel demand, helping communities do more with less. From reducing traffic congestion to expanding access to transit, telework, carpooling, and biking, TDM strategies are key to addressing today's transportation challenges. To fully unlock the benefits of TDM, ACT calls on Congress to streamline federal grant processes, formally recognize TDM in federal law, and ensure rural and areas of persistent poverty have equal access to program funding. Through these common-sense reforms, the Surface Transportation Reauthorization Bill can become a catalyst for smarter, people-centered transportation policy nationwide.

By embedding TDM more fully into federal transportation policy, Congress can deliver a vision of a more connected, efficient, and resilient transportation network – one that improves daily life for millions while supporting long-term economic and community goals.

ACT's policy recommendations and goals for Surface Transportation Reauthorization are below:

Streamline Federal Grants, Ensure Funding for Transportation Demand Management (TDM)

- a. Codify the Definition of Transportation Demand Management (TDM) in Title 23 of US Code

Without a codified definition of Transportation Demand Management (TDM), federal funding cannot be dispersed in the most efficient way possible. The Federal Highway Administration (FHWA) Headquarters has indicated that the lack of a clear definition of TDM creates an inconsistent funding mechanism for states and local communities to receive funding, as each Regional FHWA is responsible for allocating these funds.

Our proposed definition of TDM is as follows: “The term ‘Transportation Demand Management’ means the use of strategies to inform and encourage travelers to maximize the efficiency of a

transportation system, leading to improved mobility, reduced congestion, and lower vehicle emissions.”

b. Clarify Eligible Uses of TDM Strategies within Title 23 of US Code

ACT advocates for clarity within Title 23 that TDM strategies are an eligible use for Title 23 programs including, but not limited to, the Mega Grant Program, Better Utilizing Investments to Leverage Development Grant Program (BUILD), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Congestion Relief Program (CRP), and Safe Streets and Roads for All Grant Program (SS4A). With proper clarification, programs can be administered more easily and efficiently.

Highlight Economic Benefits of Transportation Demand Management (TDM)

c. Request Research on the Economic Benefits of TDM

While the economic benefits of TDM are experienced, there is little research to document these successes. By requiring the GAO to complete a study on the economic benefits of TDM, programs can be more easily justified to receive federal funding with clear data to support their positive effects.

Increase Accessibility of Rural Transportation Demand Management (TDM) Funding

d. Establish a Rural TDM Pilot Program

ACT is working to establish a pilot program to provide grants for the development and implementation of Transportation Demand Management (TDM) strategies in rural areas to improve mobility, increase access to jobs, and bring more modal options to families and communities in rural areas.

e. Update Match Requirements and Grant Minimums for TDM Programs

As current guidance functions, high match requirements and grant minimums disallow small communities (rural, suburban, small states) from receiving federal assistance to carry out TDM programs. ACT recommends that we eliminate match requirements for TDM eligible grants and lower the grant minimum from \$10 million to \$500,000 for the Congestion Relief Program to enable all communities to receive adequate funding to implement TDM programs.