



## Surface Transportation Reauthorization: What to Expect as the Deadline Approaches



With the Infrastructure Investment and Jobs Act (IIJA) set to expire on September 30, Congress is running short on time to pass the next surface transportation reauthorization bill. History, however, offers some guidance: each of the last five surface transportation bills has required at least some level of extension, and the current political landscape suggests this one will likely follow suit.

While Republican leadership has expressed a clear intention to move reauthorization through the 119th Congress, a packed and ever-expanding legislative agenda has pushed those negotiations to the back burner. House Transportation & Infrastructure Committee Chairman Rep. Sam Graves (R-MO) recently announced he will not seek reelection at the end of his term, but has reaffirmed his commitment to seeing the bill through before he departs. Even so, House passage alone would not be enough - the Senate remains notably further behind, with no committee-level action currently on the horizon.

ACT's government affairs team is hearing from Congressional staffers that the House T&I Committee is aiming for a markup by the end of April, though nothing has been officially announced. With the Senate yet to signal a parallel timeline, a short-term extension into next year is increasingly the most probable outcome.

**ACT will continue to monitor developments closely and keep members informed as the situation evolves.**

## Support the *Maximizing Transportation Efficiency Act*



As the surface transportation reauthorization process takes shape on Capitol Hill, ACT is working to make sure TDM has a seat at the table - and we need our members behind us to make that happen. One of the most impactful ways you can help is by supporting the *Maximizing Transportation Efficiency Act* ([H.R. 7301/S.3694](#)), our bill to expand federal funding access for TDM programs.

Getting involved is easier than you might think. Here are two simple ways to make your voice heard:

- Contact your representatives using our pre-written scripts [at this link](#)

- Have your organization sign on to our letter of support [here](#)

***Every action counts. The more voices we bring to this conversation, the stronger our case becomes.***

**Take action**

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## Shape the Future of Transportation Policy with ACT PAC



ACT members have a powerful tool for influencing national transportation policy: the ACT Political Action Committee. ACT PAC is a non-partisan, member-funded PAC that supports federal candidates who understand and advocate for Transportation Demand Management.

When ACT members pool their voluntary contributions, it sends a clear message to policymakers: TDM matters. Your support helps keep our issues front and center in the national transportation conversation.

Eligible contributors include individual ACT members - whether employer-affiliated, self-employed, retired, or students - contributing from personal funds.

Want to have a say in who shapes transportation policy? Contribute at [this link](#).

**Support ACT PAC**

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## Less Traffic, Better Air, Thriving Businesses: The Success of NYC's Congestion Pricing



Despite fierce opposition and political controversy surrounding New York City's congestion pricing program, its first 14 months have delivered remarkable results - so much so that calls to dismantle it have largely quieted.

The data tells a compelling story: less traffic, thriving businesses, and a measurably better quality of life for New Yorkers.

The traffic reductions alone have been striking. According to the New York Times, approximately 73,000 fewer cars per day are entering the congestion zone - an 11% decrease. That has translated into meaningful improvements in travel speeds, with tunnel times improving by 51% at the Holland Tunnel and 25% at the Lincoln Tunnel. Transit ridership has surged by roughly 300,000 riders per day. At the same time, more travelers are turning to NYC buses and suburban rail. Increased ridership brings increased fare revenue, setting the stage for broader improvements across the mass transit system.

Quality of life gains have been equally impressive. Car crashes are down 9%, noise complaints related to vehicles have dropped 17%, and air quality within the congestion zone is on the rise.

The business community is also feeling the benefits. City business revenue grew faster than in surrounding counties last year - a sign that easier access and a more livable streetscape may be

## Rural TDM Spotlight: Da Bus



**"Da Bus"** - a 30-coach fleet operating out of South Dakota - is proving that innovative TDM solutions can thrive far beyond the urban core. Da Bus is a transportation option for over 100 events a year, from weddings and college trips to mid-size and large-scale events across the region.

The program's marquee moment comes each year at the Sturgis Motorcycle Rally, where Da Bus deploys 14-22 coaches every single day of the event to move thousands of riders safely off the roads.

The program's tagline - *"You Drink, We Drive!"* - says it all, underscoring the vital safety role Da Bus plays in the community. Beyond Sturgis, Da Bus serves the Deadwood area with six dedicated event runs, supports fans and student athletes at the South Dakota School of Mines, and extends its reach into Wyoming, bringing rural TDM solutions to communities that need them most.

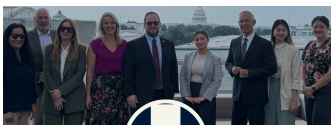
## Ensure TDM's Voice is Heard with ACT PAC

ACT PAC is a vital tool that helps ACT amplify your voice and advance TDM policy by supporting candidates who champion our mission and policy agenda.

Your contribution empowers us to educate elected officials on the real-world impact of TDM. Help us ensure that TDM is at the forefront of discussions shaping the future of mobility.

[Learn more and contribute](#)

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**Surface Transportation Reauthorization**



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