

HR 2514

Mobility Options, Resiliency, and Efficiency (MORE) Through TDM Act

The MORE Through TDM ACT is the Association for Commuter Transportation's (ACT) draft legislation supporting the expansion of Transportation Demand Management (TDM). The goal and purpose of this legislation is to codify a definition of TDM and TDM strategies, increase resources for TDM programs and projects, include TDM in the transportation planning process, and bring key stakeholders together to share best practices for TDM.

Section by Section Summary

Title I – Including TDM in National Metropolitan Planning Process

- Adds TDM in the policy statement for Metropolitan Transportation Planning
- Defines TDM and TDM strategies as follows:
 - The terms 'Transportation Demand Management' and 'TDM' mean 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.
 - The term 'Transportation Demand Management Strategies' means the use of planning, programs, policy, marketing, communications, incentives, pricing, and technology to shift travel mode, routes used, departure times, number of trips, and location and design of workspace or public attractions.
- Includes TDM into the contents and process of development of Metropolitan Planning Organizations' (MPOs) long-range plans and transportation improvement programs
- Adds additional topics to the metropolitan planning process that provides for consideration of TDM related projects and strategies
- Creates TDM performance targets for MPOs that located in nonattainment or maintenance areas

Title II – Including TDM in Statewide and Nonmetropolitan Planning

- Adds TDM to the contents of statewide transportation plans and the transportation improvement programs
- Adds additional topics to the statewide transportation planning process that provides for consideration of TDM related projects and strategies
- Includes TDM in the development of long-range statewide transportation plans to support the TDM objectives of the state



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Title III – Authorization of TDM Grant Program and TDM University Transportation Center

- Authorizes the Secretary of Transportation to establish a \$250 million per year grant program to encourage and assist the development and funding of TDM related projects
- The TDM grant program funds are distributed to the 50 states and District of Columbia by a formula that mirrors the allocation/apportionment percentage each region receives from the Congestion Mitigation and Air Quality (CMAQ) program
- Defines the eligible projects and entities that may be funded by the TDM grant program
- Authorizes \$3 million for the creation of a University Transportation Center (UTC) dedicated towards the advancement of transportation demand management, the understanding of mobility decisions, and the development of mobility-as-a-service applications

Title IV – Creation of National and State Advisory Committees

- Directs the Administrator of the Federal Highways Administration (FHWA) to establish a National Advisory Committee for TDM to direct resources and policies toward implementing TDM objectives
- The National Advisory Committee shall include no fewer than 11 representatives from the transportation industry, TDM associations, product and service providers, large corporations/nonprofits who need to move large numbers of commuters, State department of transportation officials, public transportation entities, local governments, and regional and metropolitan planning organizations
- The Advisory Committee will develop and submit a report to Congress every 5 years on the condition and performance of the TDM program
- Directs each state to establish their respective State Advisory Committee on TDM to bring together experts to draft and approve of state TDM plans, which must be submitted to the FHWA in order to access funds from the TDM grant program
 - The state TDM committees shall serve to advise state transportation departments and serve to facilitate best practices, regional priorities, and communication between private and public entities



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