



## ACT's First-Ever Virtual Fly-In — June 22–23



In response to growing member interest, ACT is launching its inaugural **Virtual Fly-In on June 22 and 23**, and we'd love to see you there! No travel required — just log on and bring your TDM story directly to Capitol Hill.

Participants will meet virtually in small groups with Congressional staff to advocate for TDM broadly, as well as ACT's [Maximizing Transportation Efficiency Act](#). ACT's Government Affairs team and Public Policy leaders will be present to facilitate every meeting, so no experience is necessary.

You can expect to participate in 2–3 meetings per day, so you won't need to be available both full days. Just provide us with your availability using this [survey](#), so ACT can schedule around you. An optional (but recommended) training session will be held **June 12, 1–2 PM ET**, covering meeting format, talking points, and an overview of key legislation.

Meeting with your Members of Congress is a great way to promote the programs and services you provide to their constituents!

Please reach out to Emma ([ewasserman@actweb.org](mailto:ewasserman@actweb.org)) with any questions.

[Register now](#)

## What to Watch: House Surface Transportation Reauthorization Markup Might Be Coming Soon



The surface transportation reauthorization process is gaining momentum on Capitol Hill. ACT has heard from Congressional staffers that a markup in the House Transportation & Infrastructure Committee is expected soon — a pivotal moment that will reveal whether ACT's signature legislation, the Maximizing Transportation Efficiency Act, has been included in the House version of the bill.

ACT will continue its strategic advocacy efforts to ensure TDM priorities make it into the final legislation and will keep members informed every step of the way.

# New White Paper: Beyond Highways: TDM as an Engine for Economic Growth



ACT is pleased to share our new white paper, [Beyond Highways: TDM as an Engine for Economic Growth](#), which makes a compelling economic argument for TDM as a smarter alternative to costly highway expansion. The paper draws on empirical research and real-world case studies to show how TDM strategies - including public transit, vanpooling, carpooling, active transportation, and multimodal planning - reduce costs for households, businesses, and governments alike while improving productivity and expanding access to economic opportunity.

The paper arrives at a moment when policymakers face mounting pressure to deliver affordable transportation solutions. It argues that managing travel demand, rather than continually expanding road capacity, is not only more fiscally responsible but more effective at sustaining long-term economic growth.

[Read the white paper](#)

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## ACT Responds to USDOT's ROUTES Initiative



ACT submitted a formal comment letter to the U.S. Department of Transportation in response to its Request for Information on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. Here are the highlights:

**Rural safety is a TDM issue.** Despite making up only 20% of the U.S. population, rural communities account for 60% of the nation's traffic fatalities. ACT's letter argues that trip reduction through vanpooling and carpooling is a direct rural safety strategy — not just a congestion tool — and urges ROUTES to recognize it as such.

**Transportation access is an economic development strategy.** Research cited in the letter shows every dollar invested in public transportation generates four dollars in economic return. A 2020 Minnesota DOT study found rural transit generated roughly \$127.9 million in monetary benefits, and 63% of rural transit-dependent riders in that state believed they would lose their job without transit access.

**45% of the country lacks reliable public transit — rural areas are hit hardest.** ACT calls on ROUTES to position TDM programs — including vanpooling, carpooling, on-demand shuttles, and telework support — as scalable, low-capital solutions to fill gaps for residents without personal vehicles.

**ACT is calling for dedicated rural TDM resources.** The letter urges ROUTES to develop a rural TDM resource module, a case study library of successful programs, and direct one-on-one technical assistance to help rural communities turn TDM concepts into fundable proposals.

[Read the letter](#)

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## Support the ACT PAC - Every Dollar Counts



The ACT Political Action Committee is calling on TDM professionals to help amplify the industry's voice in Washington. Federal policy shapes everything from transportation funding to commuter benefits, and even small contributions add up quickly — 100 members giving just \$10 each delivers \$1,000 toward candidates who champion TDM. *Contributions must be made using personal funds and are not tax deductible.*

Support ACT PAC

## Submit Your ATDM Examples



The Federal Highway Administration (FHWA) is actively seeking case studies on real-world Active Transportation and Demand Management (ATDM) to share with the transportation operations community. Key areas of interest are:

- **Active Traffic Management**, including dynamic shoulder use and lane management, variable speed limits, queue warning, adaptive ramp metering, adaptive signal control and reversible lanes
- **Active Demand Management**, including on-demand transit, predictive traveler information, and dynamic ridesharing, pricing, routing, HOV, transit scheduling, and incentivization
- **Active Parking Management** such as dynamically priced parking, and dynamic parking reservation, wayfinding, parking capacity, and overflow transit parking

Visit the NOCoE ATDM Database to explore current resources at this link: <https://transportationops.org/atm>. To contribute data or details regarding your own ATDM projects, please contact David Hale at [david.k.hale@leidos.com](mailto:david.k.hale@leidos.com).

## Additional Policy Resources



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