



## Advancing TDM Policy: ACT Meets with Congressional Leaders in D.C.



Last week, ACT's Government Affairs team traveled to Capitol Hill in Washington, D.C. for a series of productive meetings with Congressional offices and key stakeholders.

ACT met with the offices of Senators Thom Tillis (R-NC), Joni Ernst (R-IA), Lisa Blunt Rochester (D-DE), and Peter Welch (D-VT), Congressman David Rouzer (R-NC-7), and the National Association of Counties.

Throughout these discussions, we emphasized the critical role of Transportation Demand Management (TDM) strategies in addressing mobility challenges nationwide. In addition to raising concerns about the Unrelated Business Income Tax (UBIT), we also outlined ACT's priorities for the upcoming surface transportation reauthorization, including:

- Codifying the definition of TDM in U.S. law,
- Establishing a rural TDM pilot program, and
- Lowering the grant minimum for the Congestion Relief Program

We received many positive responses and are encouraged by the interest and support expressed by those we engaged with. We look forward to continued collaboration as we work to advance TDM policy.

## UBIT Returns: Nonprofits Subjected to New Tax as Senate Debates Major Spending Bill



While the Republican-led massive spending bill (the "[One Big Beautiful Bill Act](#)") has passed the House, its future in the Senate is one big mess. Deep divisions among Republicans in both the House and the Senate have stalled momentum, with fierce debate over how deep spending cuts should go. The various ideological camps within the Republican caucus are divided, with Senators such as Ron Johnson (R-WI) and Rand Paul (R-KY) pushing back against the bill's projected impact on the federal deficit.

More moderate voices, including Senators Josh Hawley (R-MO) and Susan Collins (R-ME), are raising serious concerns about drastic cuts to food stamps and Medicaid. Senate Majority Leader John Thune, who initially set a July 4 deadline, has now pushed the target to September 1, allowing more time for Republicans to reconcile their internal disagreements.

Meanwhile, ACT remains focused on a critical issue included in the House-passed version of the

bill: the reintroduction of the Unrelated Business Income Tax (UBIT) provision. This provision would impose an additional tax on nonprofits for expenses related to transportation fringe benefits - excluding only church-affiliated organizations. First introduced as part of the 2017 Tax Cuts and Jobs Act, it was ultimately repealed after strong backlash, particularly from religious groups.

This time, without the same level of pushback from church organizations, it is more important than ever that our voices are heard. While the UBIT provision made it into the House-passed bill, the Senate still has the opportunity to strike it, and your advocacy can make a difference.

*Download ACT's one-pager on UBIT below to inform your advocacy efforts.*

[Download the one-pager](#)

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## ACT Applauds Introduction of the *Bicycle Commuter Act of 2025*



ACT is excited to support the *Bicycle Commuter Act of 2025*, introduced by Senator Peter Welch (D-VT), Senator Alex Padilla (D-CA), and Congressman Mike Thompson (D-CA-4). ACT proudly endorses this forward-thinking legislation that restores and modernizes the Bicycle Benefit Subsidy Program which has been suspended since 2017.

This vital bill reestablishes pre-tax commuter benefits for individuals who bike to work, while also allowing those benefits to be used in conjunction with other commuter tax benefits including parking, transit, and vanpooling. Importantly, the legislation expands eligibility to include electric bicycles and bike or scooter share programs, recognizing the evolving landscape of micromobility options.

The reintroduction of the Bicycle Commuter Act is an important step toward building a more balanced, multimodal transportation system that supports healthier, more accessible commutes. By recognizing and incentivizing active transportation, Congress is helping to reduce congestion and improve the quality of life for millions of commuters. ACT applauds Senator Welch, Senator Padilla, and Representative Thompson's leadership and commitment to a future where every journey can be a better one.

[Read the press release](#)

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## How Would a Codified TDM Definition Help You?



As ACT advocates for Congress to codify the definition of TDM into title 23 of U.S. Code, we're looking to collect stories and examples from our membership on how this provision would benefit the work you do and your community to share with Congressional offices. Please comment on [this post](#) on *Connect* with a story or example, or feel free to email [Emma Wasserman](#) if you'd like to keep it private. We can leave the organization name out, if needed.

For more info:

"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 improved air quality, including strategies that use planning, programs, operations, policies, marketing, communications, incentives, pricing, data, and technology.'

[View the discussion post](#)

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## TDM Week 2025: Submit Your Proposed Activities by June 27



ACT is looking forward to another impactful [TDM Week](#), showcasing the power of TDM across communities nationwide. This year, we're encouraging all activities to incorporate a policy-focused theme, whether through education, community discussions, or direct advocacy efforts.

Has your chapter or council submitted its TDM Week activity proposals yet? If not, there's still time! Chapters are required to conduct at least one activity (can be virtual or in-person), and all councils are encouraged to do so as well. To explore ideas or get inspired, check out [ACT's TDM Week guidance](#).

**Proposal submissions are due by June 27**. Let's work together to make this TDM Week the most influential one yet!

[Check out TDM Week guidance](#)

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## ACT Releases New Policy Priorities



ACT is excited to share our updated Policy Priorities - formerly known as our Policy Cornerstones. Every few years, the Public Policy Committee revisits these guiding principles to ensure they continue to reflect ACT's mission and inform our advocacy work. This update focuses on making our priorities more resilient to political shifts, more inclusive of the diverse needs of our members, and more concise and accessible to a broad audience.

A big thank you goes out to our Policy Priorities Work Group – comprised of Veronica Jarvis, Sara Hendricks, Tashira Gibbs, Jessica Alba, and Dion Beuckman – and our broader membership for their comments. We couldn't have done it without you!

## ACT Thanks Members for Advancing TDM Policy



Over the past month, two ACT members joined meetings with Congressional staff to advance TDM policy. We thank **Jacob Evangelista** for speaking with Rep. Chris Pappas' office (D-NH-1) and **Veronica Jarvis** for speaking with the staff from the Senate Environment and Public Works Committee.

If you'd like to be engaged in ACT's policy efforts, please reach out to Emma Wasserman.

Contact Emma

## Additional Policy Resources



ACT's Endorsed  
Legislation



Federal Programs  
and Funding



More Policy  
Updates and News

