



The Maximizing Transportation Efficiency Act Gains Three New Co-Sponsors



We are excited to announce that ACT's signature piece of legislation, the Maximizing Transportation Efficiency Act ([H.R.7301/S.3694](#)), has received three new co-sponsors.

For the House bill led by Congresswoman Marilyn Strickland, Congresswoman Randall (D-WA) and Congressman Garamendi (D-CA) have signed on. In the Senate version led by Senator Blunt Rochester, Senator Kelly (D-AZ) has co-sponsored.

A huge thank you goes out to all our members who have participated in Congressional meetings or contacted their representatives – ACT could not achieve these wins without your hard work.

Want to see your representatives sign on? Easily message your Congressperson or Senator with ACT's advocacy platform.

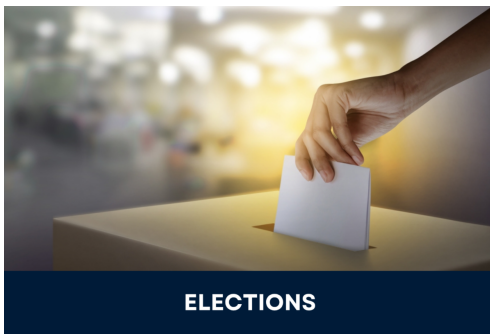
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Congress Passes Continuing Resolution, Extending Current Surface Transportation Authorization



After returning from their month-long August recess, House lawmakers quickly came together to pass a continuing resolution — previously passed by the Senate — extending government funding through December 11. Beyond averting a government shutdown on October 1, the extension also funds the current surface transportation authorization, giving Congress additional time to pass a new surface transportation reauthorization bill beyond the initial September 30 deadline. President Trump signed the bill into law.

Looking Ahead at the 2026 Midterm Elections – Ballot Measures and Broader Implications



The 2026 midterm elections are fast approaching and are expected to have meaningful implications for TDM.

State of the Race

The November elections have a real chance of shaking up control of Congress. The House of Representatives is likely to flip to Democratic control, while the Senate remains a true toss-up.

Over the past year and a half, we've seen the so-called "redistricting wars" play out, with many Republican-led states redrawing their maps to eliminate Democratic-held seats. Several blue states redrew their own maps in response, but Republicans still came out ahead, gaining an estimated 8-10 additional likely seats. Despite this, Democrats are still expected to win House control, but likely by a narrow margin.

The Senate is a tougher path for Democrats, but not an impossible one. Republicans currently control the chamber by a 53-47 margin, with Vice President JD Vance holding the tie-breaking vote. To flip the Senate, Democrats would need to win at least four Republican-held seats. Of the seats up for reelection, 16 are rated likely or solid Republican, compared to just 10 likely or solid Democratic seats (according to the [Cook Political Report](#)). Key toss-up races include Michigan, Maine, Texas, Iowa, Alaska, Ohio, North Carolina, and Georgia.

Importantly for ACT, if Democrats win back either chamber, we expect our surface transportation reauthorization priorities to have a better chance of being included in the larger bill. With an extension already in place and no action yet from the Senate, it is widely expected that reauthorization will spill over into the next Congress. The House Transportation & Infrastructure Committee wrote and passed its version of the bill in the current Congress. If Democrats take control, we'd expect them to rework it somewhat while using the existing text as a base. The Senate has yet to release any text of its own — meaning Democrats would have significantly more influence over the legislation if they gain control of the chamber.

Transportation Ballot Measures

Beyond the House and Senate races, key transportation ballot measures will also be decided across the country this cycle. In its initial analysis of these measures, the Eno Center for Transportation identifies several recurring themes: (1) sales taxes remain a widely used funding source for transportation; (2) transit measures are largely aimed at preserving current service rather than expanding it; (3) transit and road funding measures are often bundled with other infrastructure priorities; and (4) many transportation measures are local rather than statewide. As we head closer to election day, ACT will continue to keep our members updated on these measures.

TDM Week: The Power of Transportation Options



Happy TDM Week! In keeping with our theme, *The Power of Transportation Options*, we are highlighting key findings from two of our recent policy publications:

Beyond Highways: TDM as an Engine for Economic Growth

- Owning a car costs ~\$12,269/year — about 14% of the median household income (\$84,680).
- Every \$1 invested in public transit returns about \$4 in economic benefits.
- Reducing traffic congestion through TDM strategies is estimated to save approximately

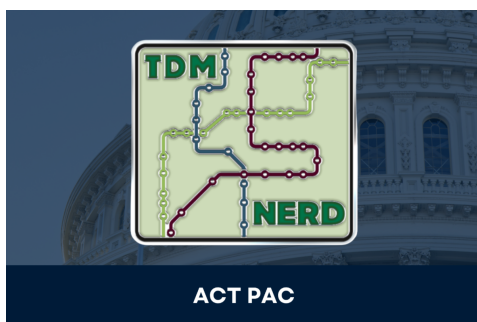
\$800 million annually, translating into direct travel cost savings for businesses.

[Bridging the Rural Mobility Gap: The Case for Transportation Demand Management in Rural Communities.](#)

- Rural traffic fatalities are wildly disproportionate to population — rural areas hold just 20% of the U.S. population but account for 60% of the nation's traffic deaths.
- Vanpooling delivers major savings for a specific rural workforce — participants save roughly \$10,000 a year on average.
- 22.3% of Americans in rural areas lack access to reliable high-speed internet — a real constraint on telecommuting as an alternative to commuting.

[Learn more about TDM Week](#)

Support ACT PAC — TDM Nerd Pins Still Available!



Show your TDM pride while giving our industry a stronger voice on Capitol Hill! With a minimum \$20 contribution to ACT PAC, you'll receive an exclusive "TDM Nerd" pin — a fun, wearable way to signal your commitment to advancing commuter transportation and TDM policy at the federal level.

ACT PAC funding is what allows our industry to build relationships with lawmakers and advocate for the policies that matter most to TDM professionals, and every contribution helps amplify that voice. *Note: PAC contributions must come from personal funds.*

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