



November 1, 2019

To the House Select Committee on the Climate Crisis:

The Association for Commuter Transportation (ACT) supports a more efficient and effective transportation system that prioritizes the use of Transportation Demand Management (TDM) strategies to reduce congestion and carbon emissions with innovative technologies that increase connectivity and mobility. ACT strives to get the most out of our existing infrastructure network while improving the lives of commuters by reducing congestion and supporting the development of accessible and efficient transportation options for all. As the House Select Committee on the Climate Crisis develops its legislative recommendations and reports its findings to Congress, ACT strongly advises you to incorporate forward-looking TDM provisions that can transform and improve the American public's transportation systems while further reducing congestion and pollution.

In 2017, 29% of total U.S. Greenhouse Gas emissions originated from transportation. In fact, the transportation sector represents the largest source of greenhouse gas emissions in the United States. The Environmental Protection Agency found that, "[t]he largest sources of transportation greenhouse gas emissions in 2017 were passenger cars (41.2 percent); freight trucks (23.3 percent); light-duty trucks, which include sport utility vehicles, pickup trucks, and minivans (17.5 percent)."¹ The EPA found that, "[i]n terms of the overall trend, from 1990 to 2017, total transportation emissions increased due, in large part, to increased demand for travel. The number of VMT (Vehicle Miles Traveled) by light-duty motor vehicles (passenger cars and light-duty trucks) increased 45.1 percent from 1990 to 2017, as a result of a confluence of factors including population growth, economic growth, urban sprawl, and periods of low fuel prices."

As travel demand continues to increase, the United States must embrace TDM policies that focuses on creating a multimodal transportation system that moves people. Providing people with real options will help reduce overall congestion, resulting in fewer greenhouse gas emissions from the transportation sector. In addition, Congress should look to develop policies that bring together and leverage all entities delivering transportation solutions. Congestion is a challenge that faces both the public and private sector and future policy should enable private sector involvement in developing and deploying solutions.

On behalf of our 1,100 members across the country, and representing city/state governments, Metropolitan Planning Organizations (MPOs), Regional Transit Agencies (RTAs), major employers, universities, NGOs, transportation service providers, and other stakeholders, we welcome the opportunity to provide the following recommendations for your consideration.

It is essential that the Select Committee's report on the Climate Crisis include a definition of TDM and TDM strategies as the lack of these definitions within federal code make it challenging for federal agencies

¹ Environmental Protection Agency, 2019, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2017, EPA 430-R-19-001, PG 2-29 <https://www.epa.gov/sites/production/files/2019-04/documents/us-ghg-inventory-2019-main-text.pdf>



to support investments in TDM initiatives, even when they know such efforts may be impactful. Our proposed definitions for your consideration are:

Definition of TDM: 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.

Definition of TDM strategies: 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 workspace or public attractions.

Codifying these definitions and requiring TDM in the planning process for federal, state, regional, and local transportation plans will be a major step forward in creating an efficient transportation system that maximizes the use of our existing infrastructure, while reducing greenhouse gas emissions in the transportation sector.

These definitions are also included in a piece of legislation currently sponsored by Congressman Lipinski (D-IL) entitled the Mobility, Resiliency, and Efficiency (MORE) through TDM Act. This legislation may also be of interest to the Committee in its efforts to identify opportunities to reduce emissions from transportation. Specifically, the legislation proposes to authorize and appropriate funds for a grant program to help local and state entities fund, develop, and implement TDM strategies will prove to be a cost-effective way to reduce greenhouse gas emissions. The legislation also calls on the federal government and states to establish TDM Advisory Boards to oversee the development of TDM plans and their implementation. We have attached the draft legislations for your reference.

The House Select Committee on the Climate Crisis' report to Congress is an important opportunity to shed light on areas in the United States' current transportation system that can be enhanced, become more efficient, mitigate greenhouse gas emissions, and improve the health of our communities. The Association for Commuter Transportation appreciates your attention to this urgent matter. We look forward to working with you to meet this challenge.

Sincerely,

A handwritten signature in black ink, appearing to read "David Straus". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

David Straus

Executive Director
Association for Commuter Transportation