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# Introducing

## ACT's Federal TDM Legislation

“Mobility Options, Resiliency, and Efficiency (MORE)  
through TDM ACT”

# Why is TDM Legislation Needed?

- ▶ Transportation Demand Management appears nowhere within the FAST Act
- ▶ Strengthen and codify the definition of TDM
- ▶ Define eligible TDM strategies
- ▶ Increase overall resources for TDM programs
- ▶ Increase variety of TDM strategies eligible for federal support

# Process to Date

- ▶ May '18: Pitched idea of TDM legislation to Committee staff
- ▶ Summer '18: Initial draft legislation developed
- ▶ September '18: Shared with Congressional/Committee staff
- ▶ November '18: Draft review by Legislative Counsel
- ▶ February '19: Completed review by Legislative Counsel
- ▶ March '19: Recruitment of Co-Sponsors started

# Overview of ACT's TDM bill

“Mobility Options, Resiliency, and Efficiency (MORE)  
through TDM ACT”

# Title I - TDM in National Plans

- ▶ Section 1001 - Edits section 134 of title 23 U.S.C to include TDM in metropolitan transportation planning
- ▶ Section 1002 - Includes TDM Definitions:
  - ▶ TRANSPORTATION DEMAND MANAGEMENT; TDM.—  
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.
  - ▶ TRANSPORTATION DEMAND MANAGEMENT STRATEGIES.—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 work space or public attractions.”.

## Title I (cont.)

- ▶ Sec. 1003 - Includes TDM into the Metropolitan long-range plans and TIPS (transportation improvement programs)
- ▶ Sec. 1004 - Updates metropolitan planning process to include TDM issues
  - ▶ Every MPO in a nonattainment or maintenance area shall establish TDM management targets

# Title II - Including TDM in Statewide Transportation Planning

- ▶ Sec. 2001 - Includes TDM into statewide transportation plans for every state
- ▶ Sec. 2002 - Adds TDM issues and focus areas to the statewide planning process
- ▶ Sec. 2003 - Updates long-range statewide transportation plans to support the TDM objectives of the states



# Title III - Authorizations and Grant Programs

- ▶ Sec. 3001 - Adds section 171 to chapter 23, U.S.C  
“Transportation Demand Management Implementation Program”
  - ▶ Authorizes the creation of TDM program to implement TDM objectives
  - ▶ \$100 M for each fiscal from 2020 through 2024 (Dates open to change) out of Highway Trust Fund
  - ▶ Funds available to all 50 states and District of Columbia
  - ▶ Each state is apportioned a % of the \$100 M that mirrors the % of CMAQ funds they receive

# Title III - Authorizations and Grant Programs (cont.)

- ▶ Sec. 3001 (cont.) -
  - ▶ Use of funds: States shall distribute funds in competitive grants to eligible entities in support of State adopted TDM plans
  - ▶ Eligible projects:
    - ▶ Technology that promotes alternative trip mode options and the use of non-single occupancy vehicles
    - ▶ Marketing and Promotional efforts that promote mode choice and reduce environmental impacts of commuters
    - ▶ Real-time traffic and information systems that influence decisions and behaviors
    - ▶ Work zone management and information systems that shift travel modes during construction
    - ▶ Development of plans that enhance disaster preparedness and transportation during emergencies/disasters
    - ▶ Improve the flow of people within the existing national highway infrastructure

# Title III - Authorizations and Grant Programs (cont.)

- ▶ Sec. 3001 (cont.) -
  - ▶ Eligible Entities - States are authorized to award grants to:
    - ▶ TDM product and service providers and related associations
    - ▶ TMAs and TMOs
    - ▶ Metropolitan Organizations
    - ▶ Regional Planning Organizations
    - ▶ Public Transportation Agencies
    - ▶ Local governments
  - ▶ TMA and TMO definition
    - ▶ “Associations, organizations, or cooperatives that provide transportation services and education to businesses, property owners, residents, and employees in a defined geographic area, combining their efforts to expand transportation options and reduce program costs. TMAs and TMOs are not-for-profit collaborations of private and public sector entities working together toward common goals, such as congestion mitigation, transportation services, and pollution reduction.”

# Title III - Authorizations and Grant Programs (cont.)

- ▶ Sec. 3002 - Authorizes funding for University Transportation Center (UTC) focused on TDM
  - ▶ \$3 M for the creation of UTC dedicated towards the advancement of transportation demand management, the understanding of behavior in mobility decisions, and the development of mobility as a service applications.
  - ▶ UTC use of funds:
    - ▶ Funds may be used in the study and development of TDM topics
  - ▶ Applicants and selection process -
    - ▶ Follows existing requirements and competitive selection process for UTC's

# Title IV - National and State Advisory Committees on TDM

- ▶ Sec. 4001 - creates section 172 in chapter 23 U.S.C
  - ▶ National Advisory Committee of TDM
    - ▶ FHWA Administrator creates committee to direct resources and policies towards further implementation of TDM
    - ▶ Membership- at least 11 representatives from:
      - ▶ Transportation industry product and service providers and TDM associations
      - ▶ Large corporations, nonprofits, and universities who need to move large numbers of students/employees
      - ▶ Organizations representing commuters
      - ▶ State TDM workforce
      - ▶ State Department of Transportation officials and public transportation officials
      - ▶ Regional and metropolitan planning organizations
      - ▶ Local governments
  - ▶ Reports - Every 5 years the FHWA Administrator shall submit a report to Congress that describes performance of National TDM implementation program

# Title IV - National and State Advisory Committees on TDM

- ▶ Sec. 4001 (cont.)
  - ▶ State Advisor Committees on TDM:
    - ▶ Focused on furthering principles of TDM within their jurisdiction
    - ▶ Be a body of TDM experts to draft and approve State TDM plans
    - ▶ Approved State TDM plans shall be submitted to the FHWA Administrator before the state can receive TDM grant program funds
    - ▶ Committees serve as a forum for discussion and as TDM advisory group that will communicate priorities, promote the spread of best practices, and facilitate collaboration on TDM projects
  - ▶ Each State's head of the Department of Transportation shall pick representatives (same as on national committee)