



INSPIRING MOBILITY CHOICES FOR ALL

The transportation sector is the largest contributor to carbon emissions and its critical infrastructure is highly vulnerable to climate effects.

Additionally, traffic congestion has economic and local air quality impacts of \$200B annually.

ACCORDING TO THE INSTITUTE OF TRANSPORTATION ENGINEERS, BY IMPROVING TRANSPORTATION OPTIONS AND THEIR ATTRACTIVENESS, TDM STRATEGIES HELP ACHIEVE MANY GOALS, SUCH AS:

**AFFORDABILITY
SOCIAL EQUITY
ECONOMIC OPPORTUNITY
PUBLIC HEALTH AND SAFETY
COMMUNITY LIVABILITY
ENVIRONMENTAL PROTECTION**



WE ARE CALLING ON OUR STATE LEADERS TO EMBRACE THE USE OF TDM STRATEGIES TO TAKE IMMEDIATE STEPS TOWARDS THE DECARBONIZATION OF OUR TRANSPORTATION SYSTEMS

WHAT IS IS TRANSPORTATION DEMAND MANAGEMENT (TDM)?

TDM strategies inform and encourage travelers to maximize the efficiency of a transportation system leading to improved mobility, reduced congestion, and lower vehicle emissions. TDM programs provide all people with real options that enable them to travel from their location to destination in an affordable, efficient, and sustainable way.

- Office buildings that implemented TDM plans generated about 35% fewer vehicle trips and required 17%-24% fewer parking spaces than those without such plans.
- Communities that make investments in greenways, sidewalks, and bicycle facilities create more jobs-per-dollar than status quo projects.
- For every dollar spent on pedestrian and biking infrastructure, there is another \$5.20 in value added to the regional economy.
- Shifting to walking, cycling, and other modes of active transportation could prevent an additional 45,000 deaths by 2050 and improve public health and reduce physical inactivity.





2024-2026 LEGISLATIVE PRIORITIES

Advocacy Committee

Chair: Eric Frary, Vice-President, Michael Baker International
Vice-Chair: Pamela Sarne McCormick, Director of Legislative and Community Affairs, SEPTA

With our Advocacy Committee, GVF works with local, state and federal lawmakers to find creative solutions to provide adequate funding for TDM programs, transportation infrastructure, including mass transit and trail connection. Below are our legislative priorities:

- Develop dedicated state funding for Transportation Demand Management (TDM) programs.
- Ensure non-governmental organizations already implementing TDM strategies, including TMAs, receive the funding and support they need to accomplish their goals and mission.
- Amend the Pennsylvania Municipal Planning Code to include the TDM definition and to include imposing mandatory TDM ordinance requirements.
- Amend the Pennsylvania vehicle code to allow protected bike lanes on state roads.
- Amend the Pennsylvania vehicle code to allow electric scooter share to operate in the state.
- Increase the allocation of Pennsylvania sales tax receipts to support public transportation operations statewide, which will accelerate transformation and avoid an eventual death spiral of reduced service, increased fares, job losses and traffic congestion.
- Advocate for dedicated local funding investment towards TDM projects, including but not limited to public transit, trails, etc.
- Support the future transportation demands, especially as the state prepares to host millions of visitors in 2026 for FIFA World Cup Soccer and the multitude of events surrounding the nation's 250th anniversary.
- Amend ACT 209 so impact fees can go towards bike/ped, sidewalk type improvements.

Sources: National Association for Commuter Transportation, Institute of Transportation Engineers, EPA, Rocky Mountain Institutes, Southern California Association of Governments

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