



ACT Northern California

2017 Annual Membership Webinar



Agenda

- ▶ 2017-18 Board and At Large Members
- ▶ 2017 Work plan Committees
- ▶ 2017 Work Plan
- ▶ Jason Pavluchuk, Government Affairs Director of ACT National
- ▶ Member Scholarships Opportunities
- ▶ 2016 Actuals and 2017 Budget
- ▶ National Activities
- ▶ Member Forum



2017 Board & At Large Members

Danelle Carey- President

Kerry Haywood - Immediate Past President/Vice President

Natalie Freitas - Secretary

Darlene Amaral- Treasurer

Lucy Tice - Director At Large

Gina Arias- Director At Large

Alicia Hartman- Director At Large

Kim Comstock - National Director/Chapter Liaison

Connie McGee - National Vice President

Members At Large:

Alisha Stanfield, Gina Arias, Elizabeth Richards



2017 Work Plan Committees

- ▶ Policy
- ▶ Membership (& Strategic Partnerships)
- ▶ Programs/Communications



2017 Work Plan Programs

- ▶ Annual Membership Meeting
- ▶ Spring Trolley Mixer
- ▶ Fall Workshop
- ▶ Holiday Mixer
- ▶ Brainstorm at a Bar





2017 ACT Public Policy

Overview

Welcome & Introductions

ACT Public Policy Organization

Public Policy Council Consists of:

- ▶ Representative from each Chapter
- ▶ Representative from each Council

PPC endorses/creates/acts on policies & legislation

Welcome & Introductions

ACT Public Policy Organization

ACT retains outside counsel to serve as Association's Government Affairs Director & Advocate

- ▶ Jason Pavluchuk has served as ACT Government Affairs Director since 2001
 - ▶ (2001-2009 Government Relations Inc.)
 - ▶ (2009-present - Pavluchuk & Associates)

ACT Government Affairs Director reports directly to Board with guidance from Public Policy Council/Chair, ACT Board and coordination with ACT Management team/Executive Director.

Overview of Existing Work

Roles of ACT Public Policy

- ▶ Advocate and Voice to Support, Defend, Promote TDM to Congress, Federal Agencies
- ▶ Resource for ACT members on policies and grant opportunities
- ▶ Resource on policy for policy leaders, politicians, press, and others
- ▶ Developer/creator of policies to support TDM

Overview of Existing Work

Sample of Recent Major Victories

- ▶ Transit Benefit Parity
 - ▶ Creation of Bike Benefit
- ▶ Protection of CMAQ Program
 - ▶ Clarified eligibility of telework programs
- ▶ Section 150 - Performance Measures
 - ▶ Final Rule Shift to PP rather than vehicle
- ▶ Exempt vanpools from FMCSA regulations
- ▶ Inclusion of TDM into planning process (Commute Less)
- ▶ Allowing vanpool fare revenue to be used as local match
- ▶ \$8 million Mobility on Demand Sandbox
- ▶ Creation of \$60 million/year Smart Communities Program - “Advanced Transportation and Congestion Management Technologies Deployment Initiative” official title
- ▶ FTA Buy America Exclusion for Mini-vans
- ▶ Established definition for Dynamic ridesharing – clarifies difference between true ridesharing & TNCs

Overview of Existing Work

Sample of Publications/Events

- ▶ Vanpool Safety Brochure
- ▶ Performance Measures Webpage & Resources
- ▶ SmartCard Alliance Whitepaper on Integrated Farecards
- ▶ Mobility on Demand Resource Page
- ▶ Mobility on Demand Sandbox Webinar
- ▶ Webinar on Cost of Congestion

Overview of Existing Work

Current Major PPC Projects

Federal

- ▶ 115th Welcome Back to Congress
 - ▶ Legislative Issues
- ▶ Executive Branch Issues
 - ▶ CMAQ Guidance
 - ▶ Planning Process - TDM Integration
 - ▶ Performance Measures
 - ▶ Mobility on Demand Sandbox

Local

- ▶ 25 x 20 Campaign
 - Membership Development/General
- ▶ Public Policy Summit
- ▶ Newsletter/Communications
- ▶ Webinars



WELCOME TO CONGRESS

The Association for Commuter Transportation (ACT) is a national organization dedicated to maximizing the investment in our nation's transportation network to meet the growing demands of the 21st Century. ACT members effectively navigate public-private partnerships in order to provide commuters with multimodal transportation options beyond the single occupancy vehicle. ACT members utilize public funds to leverage private investments in promoting and developing projects such as last mile shuttle service, carpooling, vanpooling, transit, bike/ped, and telework programs.

A better journey for everyone.

About our members – Our 800 members consist of public and private organizations including: Fortune 500 companies, transportation management associations, state departments of transportation, transit agencies, local and regional governments, hospitals, universities, private providers of public transportation, and mobility on demand companies.

SOME BASIC BACKGROUND.....

What is TDM (Transportation Demand Management) – TDM is an effort to reduce the number of single occupant vehicles operating during peak hours. TDM is a way to get more out of the existing transportation system. TDM efforts include operational, employer-based, and capital projects that reduce peak-period single occupancy vehicle usage. TDM is not anti-driving, nor is it anti-roads. TDM is getting 3 out of 100 people to change their commuting habits – benefiting all 100 people.

What's a Vanpool? A vanpool is a large carpool made up on 6-15 people who commute together to and from work. A vanpool provider (either public or private) provides a vehicle to the group for commuting purposes and also provides maintenance and insurance. The driver is a volunteer from the group and is provided basic training. Each member of the group pays a monthly fare for the commute. There are over 13,000 vanpools, carrying over 100,000 commuters, operating around the nation and vanpooling is the fastest growing mode of public transportation.

What is the 'Transit Benefit'? The transportation fringe benefit is an employer-provided benefit that allows employees to cover the cost of their commute on a tax free basis up to a monthly cap of \$255/month for parking, transit & vanpool costs. Under Federal law, Internal Revenue Code Section 132(f), employees do not pay taxes on transit or parking benefits received if their transit fare is provided through their employer. The direct tax savings can exceed over \$1,000/year for a commuter.

What are 'Employer-Based Commuter Programs? Employer based commuter programs vary, in some cases they include capital improvements that connect commuters to other parts of the transportation system. In some cases, they are services provided for their employees, including shuttle buses to and from transit stations, transit benefit programs, subsidizing vanpools, amongst others. Telework and alternative work hours are another great way employers can provide options. See ACT's latest employer spotlight entitled, 'Getting to Work'.

What's a Transportation Management Association (TMA)? A transportation management association, more commonly referred to as a TMA or TMO, is a group of employers who have come together to offer joint transportation services. Those services can include: shuttle programs, carpool incentive programs, marketing & outreach, transit benefits, amongst others. Through TMA's employers are able to invest in their employees commutes and into the transportation system.



Legislative Priorities

115th Congress

Appropriation Requests

As a part of the FY 2017 and FY 2018 appropriation process, provide the following funding for the following Department of Transportation discretionary programs that support Transportation Demand Management and integrating Public-Private Partnerships in providing commuters options:

- \$20 million for FY 2017 & FY 2018 Mobility on Demand Sandbox
- \$50 million for FY 2017 & FY 2018 Smart Cities Program
- \$20 million for FY 2017 & FY 2018 Additional Funding for University Transportation Centers
- \$25 million for value pricing program with no less than \$5 million to be used on non-highway related programs

Tax Reform Requests

As a part of the process to reform the tax code, we request Congress:

- Preserve & maintain the Qualified Transportation Fringe Benefit (QTFB), more commonly referred to as the transit benefit, authorized by section 132(f) of the tax code.
- Include a provision that would allow employers to take a tax credit for subsidizing the transit/vanpool portion of the Qualified Transportation Fringe Benefit

Transportation Policy Requests

As a part of any transportation or infrastructure package, we request Congress:

- Amend Planning Process to require urban areas greater than 1 million to develop employer based congestion plan.
- Require projects with a capital budget exceeding \$50 million or projects that will close lane miles for more than 3 months to create and fund a demand management plan of no less than 1% of the total capital budget.
- Amend Section 150 (should we be more specific, 150 of what?) related to performance measures to require per person throughput as congestion metric.
- Require States to make available a portion of Federal-aid formula funds available through a call-for-projects that are subject to performance measures
- Require that all toll projects using Federal funding, including financing programs, to allow HOV 3+ travel toll-free
- Reauthorize the Value Pricing Program
- Authorize legislation designed to encourage increased public-private-partnerships between public agencies and private sector providers including: shuttle-service, vanpooling, mobility. Specifically, reduce burdens related to procurement and streamline and simplify and make clear regulatory hurdles.
- Incentivize performance in transit by increasing the incentive tier of the Federal transit formula

How to Get involved

- ▶ Participate in Public Policy Council Calls
 - ▶ Email Pavluchuk@actweb.org
 - ▶ Generally Second Wednesday of every month
 - ▶ Next Call 3:00 EDT Today
- ▶ Attend Public Policy Summit
 - ▶ April 19-21st in Washington DC
- ▶ Follow ACT Social Media Feeds
 - ▶ Twitter @ActNational
 - ▶ Facebook @Actmobility
- ▶ Read Public Policy Newsletters
 - ▶ First week of every month
- ▶ Contact Jason Pavluchuk anytime: Pavluchuk@actweb.org
- ▶ Use ACT website as a reference

Discussion Draft 2017/2018 Work Plan

Federal Policies

- Changes to 115th Document
- Trump Administration

Local Policies

- 25 x 20 Campaign
- Best Practices Local Ordinances
- Best Practices Procurement

Webinars

- Federal Policy 101
- Talking with Policy Makers

White Papers/Research

- Best Practices Local Ordinances
- Best Practices Procurement
- TDM Performance Measures
- Emergency Preparedness

Campaigns

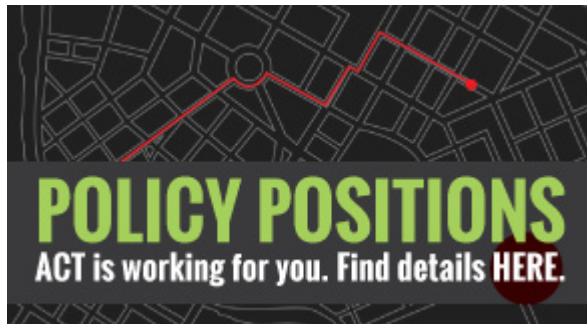
- Getting the Public Involved
- Coalition of Local Elected Officials



National Public Policy

Jason Pavluchuk

Government Affairs Director of ACT National





Don't Put Your Head in the Sand
Information and Involvement are key



2017 Workplan Scholarships

- ▶ Jessica Herrera Individual Membership Scholarship
- ▶ ACT Conference Scholarship
- ▶ New Member Referral Bonus



Budget - Sources of Revenue

- ▶ **Primary source - membership dues**
 - ▶ Dues range depending upon category (organizational, individual, student)
 - ▶ 20% of dues are returned to chapters
- ▶ **Other**
 - ▶ Program fees for non-members
 - ▶ Sponsorships
 - ▶ Partnerships



2016 Actuals & 2017 Budget

	2016 Actuals	2016 Approved Budget	Proposed 2017 Budget
Total Revenues *includes fund balance	\$8,333.87	\$4,200.00	\$10,250.61
Expenses	\$1,783.26	\$4,310.00	\$3,700.00
Total Fund Balance	\$6,550.61		



ACT National Update



National Councils

- ▶ Employer
- ▶ Transportation Management Assoc. (TMA)
- ▶ Telework/Alternative Work Arrangements
- ▶ Sustainable Real Estate Development
- ▶ University
- ▶ Vanpool



National Events

ACT Public Policy Summit
Washington, DC
April 19th-21st 2017



ACT International Conference
New Orleans, LA
July 30th - August 2nd , 2017



ACT TDM Forum
Las Vegas, NV
October 17th-18th 2017





2017 Member Forum

We value your input and would like to hear from you!

- ▶ What are some topics of interest you would like to explore?
- ▶ Let us know if you are interested in being more involved
- ▶ Share learning/educational opportunities
- ▶ Share your creative meet-up ideas
- ▶ How can we improve your membership with ACT?





Feedback and Q&A

Contact us

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