

The NorCal Chapter is here to serve you!



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## Upcoming Events

- Annual Membership Meeting - February
- Commute.org's Annual Lunch & Learn - March 15



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## Welcome our New Members

Chrissy Griffiths, Lilee Systems  
Philip Kobernick, County of Alameda  
Margaret McCarthy, San Francisco Dept. of Environment  
Marissa Fuhrer, Scoop  
Christopher Cukar, Tesla  
Tracy Wang, Tesla  
Henry Pinnix, Tesla  
Jessica Alba, Stanford  
Lloyd Nadal, Solano Napa Commuter Information  
Amy Antunano, Solano Napa Commuter Information

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## ACT Webinars

**WEBINAR**

January 30th - Getting the Most Out of Your ACT Membership  
**Great for new members!**

February 20th, 2018 - The Right Program for Right Now: Leveraging technology & enhancing communication to connect employees to viable commute options

Register and find more webinars [here](#).

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## International Conference Call for award nominations: February 1, 2018

### Key Dates:

Award nominations due: April 6, 2018  
Early bird registration deadline: May 11, 2018  
Posted registration deadline: June 29, 2018



## Commute.org's Annual Lunch & Learn, Save-the-Date!

Join Commute.org for a FREE luncheon to learn about commuter programs offered by Best Workplace for Commuters recipients.

WHEN: Thursday, March 15, 2018 from 10:00AM-1:00PM

WHERE: Genesis, 1 Tower Pl, South San Francisco, CA

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### Spotlight on Public Policy Committee Member Elizabeth Richards

Elizabeth Richards is the owner of Elizabeth Richards Consulting. She is a transportation veteran, with experience in both public and private sectors, and makes a persuasive case for involvement in public policy.



#### How did you get involved in public policy?

I had been on our Chapter board in other roles. When the Policy Committee Chair position became available, I decided to make the switch. I've always found public policy very interesting, and I've been involved with it to varying degrees throughout my career. Policy affects us all (sometimes positively, sometimes negatively), but it is not always obvious. Policy development is fascinating and often mysterious. Being engaged in the process is important to influence the direction it takes and the impact it has on people and organizations. Supporting policies that encourage the use of multiple modes should be important to all of us in the TDM field.

#### What is your take on the role of ACT in public policy?

ACT's role is to advocate for policy that supports the use of non-drive alone modes for commuting (and other travel) purposes - and particularly for policies that are not strongly advocated through other organizations. Some modes have strong advocacy elsewhere, whereas multi-modalism, car/vanpooling do not, so I think these areas should be given some extra attention by ACT. ACT should be a resource and help connect policy-makers at state and local levels so that we can learn from and support one another.

#### Why should ACT members get involved in public policy?

If you want to shape policy that can affect you, your job as a TDM professional, and your clients or employers who are commuting, get involved. If you're new to this, you will learn how policy is developed and when your voice and efforts to engage others help. Real world input is needed to not only develop effective policy but also to make it visible. Examples of how policy affects real people are persuasive. Federal policy needs input from all parts of the country. State and local policy benefits when people understand what's happening elsewhere and learn from one another.

Read the entire article here: <http://actweb.org/spotlight-on-public-policy-committee-member-elizabeth-richards/>

Source: ACT

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### Tax Reform Preserves Commuter Benefit

*Recent Media Reports Suggesting Otherwise are Incorrect*

Over the weekend, media reports indicated that 'commuters lose transit, parking, biking benefits' in the recently agreed to tax reform package. These reports are incorrect. The confusion comes from a section of the tax reform package that does eliminate the ability of employers to write-off subsidized parking and transit costs.



While not our preferred outcome, ACT does not believe that this will have a major impact on transit benefit programs being offered by employers across the country. There are two primary reasons for this, first, most transit benefit programs are provided as a pre-tax program (not as a subsidy). Additionally, employers who provide pre-tax programs, as well as those who offer subsidized programs, will continue to receive payroll tax benefits. Second, for many employers who choose to subsidize, they do so as part of a broader employee benefits program aimed at attracting and retaining their desired workforce and not for the purpose of receiving a corporate tax write-off. It should also be noted that the tax reform package reduces those corporate tax rates from 35% to 21%.

The tax reform package does eliminate the bicycle benefit. The new law does permit employers the ability to write-off subsidized bike programs; however, individuals will have to report that benefit as taxable.

Read the entire article here: <http://actweb.org/tax-reform-preserves-commuter-benefit/>

Source: ACT

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## Share your news here!

We want to assist in promoting your commuter transportation and TDM programs. Our chapter shares information with chapter members and interested professionals via:

- [Linked In](#)
- Quarterly newsletters
- Direct email

If you have news, programs, jobs, events, or any other ACT related information that you would like to share with this audience, please forward that information to Gina Arias, Director at Large - Communications, at [georgina.arias@yahoo.com](mailto:georgina.arias@yahoo.com).



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