



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, 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 service 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