

**Priority:** Vibrant Communities

**Lead Agency:** County Management

**Program Offer Type:** Existing Operating

**Program Contact:** Mindy Harris

**Related Programs:**

**Program Characteristics:**

### Executive Summary

Program encourages employees to use alternative transportation for daily commute and workday travel between work locations. Program assists County with satisfaction of Oregon Department of Environmental Quality (DEQ) Employee Commute Option mandate via the TriMet Passport Program. Eligible County employees receive an annual transit pass for bus, light rail, and streetcar transit in the TriMet service area, which is subsidized by the County.

### Program Description

Program provides management of County's transit pass program, which includes coordination of a required annual transportation survey of employees, oversight of inter-governmental contract with TriMet, and obtaining and distributing individual annual transit passes to eligible County employees (all regular full/part time employees are eligible for a transit pass) through-out the year. This transit subsidy program is Multnomah County's primary contribution to employee commute options. Other County supported options including compressed work weeks, fleet bicycles, and secure bicycle parking. Combined, these incentives must have the potential to reduce commute trips to the worksite by 10% within 3 years. The annual DEQ employee transportation survey measures progress toward this goal.

### Program Justification

Program supports County's sustainability goals and Vibrant Communities priority area to protect the environment, reduce air/noise pollution, and conserve natural resources by supporting the use of mass transit both for daily work commute and workday travel between worksites. According to DEQ, motor vehicles are the largest single source of air pollution in Portland area. In response, local employers must provide commute alternatives to employees designed to reduce the number of cars driven to work in greater Portland area. This is one of several strategies in a federally-required plan to keep the air clean in Portland area. Program provides DEQ with proof of County's commitment to reaching the annual trip reduction goals, frees limited site parking for customers and citizens, provides employees with a safe, affordable, environmentally sound transportation option, and directly supports the region's mass transit infrastructure. Program indirectly contributes to Accountability priority area by helping attract/retain well-trained employees, allows county to manage resources effectively, and provides subsidized effective transportation at the lowest available cost to the County. County saves at least \$85K annually in direct costs, with use of the Passport program over the previously supported transit subsidy program and has Passport has twice as many participants.

### Performance Measures

Measure Type	Primary Measure	Previous Year Actual (FY04-05)	Current Year Purchased (FY05-06)	Current Year Estimate (FY05-06)	Next Year Offer (FY06-07)
Output	Average number of transit passes issued to eligible County employees annually	3,074	3,025	3,300	3,600
Outcome	County worksites that meet the DEQ requirement for employeetrip reduction goals	80%	72%	72%	85%
Outcome	Number of annual drive alone commuter trips	411,944	390,000	394,628	355,165
Outcome	Annual number of employee commute trips using mass transit	65,936	70,000	70,304	78,000

### Performance Measure - Description

Transportation Survey: Prior to 6/05 Transportation survey only the central downtown County worksites were surveyed. With 6/05 survey, all County worksites were included in a more comprehensive survey. The results showed a reductions in the percentage of worksites meeting DEQ trip reduction goals, but provides more accurate data for countywide useage of transit options by employees.

## Legal/Contractual Obligation

(1)Labor contracts require transit pass benefit. (2) OAR,Chapter 340, Div 12 requires employers to make a good faith effort to provide incentives for employees to potentially to reduce commute trips to worksites by 10% within 3 years. To meet this requirement, County surveys employees annually to determine current commute methods, then follows DEQ-approved plan to meet target reductions. Compliance is based on submission/implementation of a sufficient plan and on whether a good faith effort was made to achieve the target. Failure to comply with ECO is a Class II environmental violation carrying penalties ranging from \$500-\$2000 per day of violation.

## Revenue/Expense Detail

	Proposed General Fund	Proposed Other Funds	Proposed General Fund	Proposed Other Funds
<b>Program Expenses</b>	2006	2006	2007	2007
Materials & Supplies	\$0	\$850,000	\$0	\$913,830
Subtotal: Direct Exps:	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$913,830</b>
Administration	\$0	\$0	\$0	\$0
Program Support	\$0	\$0	\$0	\$0
Subtotal: Other Exps:	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Total GF/non-GF:	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$913,830</b>
Program Total:	<b>\$850,000</b>		<b>\$913,830</b>	
Program FTE	0.00	0.00	0.00	0.00
<b>Program Revenues</b>				
Fees, Permits & Charges	\$0	\$850,000	\$0	\$913,830
Program Revenue for Admin	\$0	\$0	\$0	\$0
<b>Total Revenue:</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$913,830</b>

## Explanation of Revenues

Program is funded via the benefits administration charge to departments. County pays cost of program at onset of transit pass year (September) in order to receive a 5% discount (\$44K) to the annual cost of the program.

## Significant Program Changes

**Last year this program was:** #71014, Human Resources - Bus Pass Program

(1)The federally funded Emergency Ride Home Program was added to this program. Provides a free taxi ride home to employees who used alternative transportation to commute and experience a qualified emergency during the work day - at no cost to County. Employee concerns about emergency transportation are identified as a primary deterrent to the use of alternative transportation for commute. (2)Per County's request, TriMet is working with DEQ to update annual commute survey to capture information on bus usage for work related travel during the work day.(3)Clark County (C-Tran) no longer honors Passport on express routes, Passport is honored on all other routes. This changes affects 7% of transit pass holders.