

**Priority:** Accountability  
**Program Offer Type:** Existing Operating  
**Related Programs:**

**Lead Agency:** County Management  
**Program Contact:** Caren Cox

**Program Characteristics:**

**Executive Summary**

Program assists County with satisfaction of Oregon Department of Environmental Quality (DEQ) Employee Commute Option(ECO) mandate via the TriMet Universal Pass Program. The program encourages employee use of alternative transportation for daily commuting and workday travel between work locations. Eligible County employees receive an annual transit pass subsidized by the County for bus, light rail, and streetcar transit in the TriMet service areas including limited use on C-Tran vehicles in Clark County Washington.

**Program Description**

Provides management of County's transit pass program, including coordination of a required bi-annual DEQ transportation survey of employees, oversight of inter-governmental contract with TriMet, administration/distribution of individual annual transit passes to eligible County employees (all regular full/part time employees are eligible for a transit pass), and collection of passes from terminating or ineligible employees throughout the year. This transit subsidy program is Multnomah County's primary contribution toward satisfaction of DEQ's Employee Commute Options trip reduction goals. Other County supported options included compressed work week and secure bicycle parking. Combined, employer incentives must have the potential to reduce commute trips to the worksite by 10% within 3 years. The bi-annual DEQ employee transportation survey measures progress toward this goal.

**Program Justification**

Program supports County's sustainability goals to protect the environment, reduce air/noise pollution, and conserve natural resources by supporting the use of mass transit for both daily work commute and workday travel between worksites. DEQ reports motor vehicles are largest single source of air pollution in Portland area. Local employers must provide commute alternatives designed to reduce the number of cars driven to work. This is one of several strategies in a federally-required plan to keep Portland's air clean. Program provides DEQ with proof of County's commitment to reaching the annual trip reduction goals, frees limited on-site parking for customers/citizens, provides employees with a safe, affordable, environmentally sound transportation option, and directly supports the region's mass transit infrastructure. Program also assists County by helping to attract and retain well-trained employees, allows County to manage resources effectively while providing subsidized transportation at the lowest available cost to the County, as well as reducing use of fleet vehicles.

**Performance Measures**

Measure Type	Primary Measure	Previous Year Actual (FY07-08)	Current Year Purchased (FY08-09)	Current Year Estimate (FY08-09)	Next Year Offer (FY09-10)
Output	Percent of eligible employees carrying passes	74.0%	80.0%	79.0%	85.0%
Outcome	County worksites meeting DEQ requirement for employee trip reduction goals	46.0%	46.0%	46.0%	0.0%
Outcome	Number of annual drive alone commuter trips	355,165	350,000	350,000	350,000
Outcome	Percent of commute trips using public transportation	52.0%	52.0%	52.0%	52.0%

**Performance Measure - Description**

These measures are based on data collected during the bi-annual Dept of Environmental Quality Transportation survey. The next survey is scheduled for June, 2009 with result available in July 2009.

## Legal/Contractual Obligation

Labor contracts require transit pass provided by employer. OAR Chapter 340, Div 12 requires employers to make a good faith effort to provide incentives for employees to potentially reduce commute trips to worksites by 10% within 3 years. To meet this requirement, County assists DEQ with their bi-annual survey 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 employer has made good faith effort to achieve the target. Failure to comply 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>	2009	2009	2010	2010
Materials & Supplies	\$0	\$1,000,198	\$0	\$1,082,220
Subtotal: Direct Exps:	<b>\$0</b>	<b>\$1,000,198</b>	<b>\$0</b>	<b>\$1,082,220</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>\$1,000,198</b>	<b>\$0</b>	<b>\$1,082,220</b>
Program Total:	<b>\$1,000,198</b>		<b>\$1,082,220</b>	
Program FTE	0.00	0.00	0.00	0.00
<b>Program Revenues</b>				
Fees, Permits & Charges	\$0	\$0	\$0	\$782,220
Other / Miscellaneous	\$0	\$0	\$0	\$260,000
Program Revenue for Admin	\$0	\$0	\$0	\$0
<b>Total Revenue:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,042,220</b>

## Explanation of Revenues

Program is funded via the benefits administration charge to departments. County pays for cost of program at onset of transit pass year (September) in order to receive a 5% discount on the annual program cost. In FY09, County was able to "sell" energy tax credits to a taxable entity for \$260,000 through the Oregon Business Energy Tax Credit program. The program requires annual application and is not guaranteed, but is being budgeted in the event the County is approved again in FY10.

## Significant Program Changes

Last year this program was: #72026, Bus Pass Program