

**Lead Agency:** County Management

**Program Contact:** Caren Cox

**Program Offer Type:** Existing Operating

**Related Programs:**

**Program Characteristics:**

### Executive Summary

The Bus Pass Program assists the County with satisfaction of Oregon's Department of Environmental Quality (DEQ) Employee Commute Option (ECO) mandate via the TriMet Universal 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. 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 include 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 Description

The Bus Pass 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. Since motor vehicles are the largest single source of air pollution in Portland area, DEQ requires local employers to provide transportation alternatives designed to reduce the number of cars driven to work. Staff 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.

### Performance Measures

Measure Type	Primary Measure	Previous Year Actual (FY08-09)	Current Year Purchased (FY09-10)	Current Year Estimate (FY09-10)	Next Year Offer (FY10-11)
Output	Percent of purchased passes distributed	76.0%	85.0%	84.0%	85.0%
Outcome	Cost savings (in dollars per ee compared to purchasing retail Trimet Annual Pass	640	670	619	670

### Performance Measure - Description

**Output:** New bus pass year begins 9/1. Participation historically increases through the bus pass year. Allocation is based on TriMet's interpretation of data gathered during bi-annual DEQ Transportation survey.

**Outcome:** The County's per bus pass cost using this program is significantly less than the current retail cost of a Tri-Met pass \$946. Annual pass cost savings are determined at the end of the bus pass year. Our current annual per pass savings is \$670.

DEQ transportation survey is performed once every 24 months. Updated statistics will not be available until the survey is completed in June 2010. County's participation in the DEQ survey is required to qualify for the Trimet Universal Pass Program. Trimet uses DEQ transportation survey results to set the cost of the Transit Passes for for employers using the Universal Pass program.

## 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>	2010	2010	2011	2011
Materials & Supplies	\$0	\$1,082,220	\$0	\$1,305,967
Total GF/non-GF:	<b>\$0</b>	<b>\$1,082,220</b>	<b>\$0</b>	<b>\$1,305,967</b>
Program Total:	<b>\$1,082,220</b>		<b>\$1,305,967</b>	
Program FTE	0.00	0.00	0.00	0.00
<b>Program Revenues</b>				
Fees, Permits & Charges	\$0	\$782,220	\$0	\$1,030,967
Other / Miscellaneous	\$0	\$260,000	\$0	\$275,000
<b>Total Revenue:</b>	<b>\$0</b>	<b>\$1,042,220</b>	<b>\$0</b>	<b>\$1,305,967</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 and FY10 County was able to "sell" energy tax credits to a taxable entity 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 FY11 and recorded as revenue under this program offer.

## Significant Program Changes

Last year this program was: #72006, FRM - Bus Pass Program