

Sponsorship of Specialized Pass Programs

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1. Description of the VMT reduction programs, activities, or investments

According to carinsurance.com, the average annual miles driven per capita in California rose 6% from 8,511 in 2011 to 9,053 (<https://www.carinsurance.com/Articles/average-miles-driven-per-year-by-state.aspx>). Metro has created specialized transit pass programs for residential projects, employers, and foster youth to reduce traffic congestions in LA County. These specialized transit pass programs use an annual pass which good for unlimited rides on bus and rail services. The Annual Transit Access Passes (ATAP) is valid only on Metro, whereas the EZ Regional (EZ) ATAP is valid on 24 other transit agencies in LA County. The ATAP yearly cost is \$1,200 per person and EZ TAP yearly cost starts at \$1,320 per person not including premium zones, which cost an additional \$22 per zone per month.

Residential Transit Access Pass Program (RTAP)

The RTAP Program is for Transit Oriented Developments (TOD's), affordable housing projects, and senior housing projects. Developers can purchase ATAP passes for each unit in the project. Senior housing projects especially benefit from this program, as the annual rate is for a senior pass is only \$240 per year. This program is underutilized because, traditionally, developers have not wanted to pay full price for transit passes. However, if the cost of the transit passes can be exchanged for VMT mitigation, both the developer and the residents will benefit.

Employer Annual Pass Program and Employer Pass (E-Pass) Pilot Program

The EAPP Program has nearly 600 business clients that provide transit passes to their employees. Some of these pass costs are paid by the employer, but many are not. This program includes approximately 16,455 active participants who generate over 7.3 million boardings per year. In addition to the ATAP and EZ ATAP passes, Metro recently launched the E-Pass Pilot Program, which utilizes a smart chip sticker, similar to the U-Pass Program, where the employee boardings are billed at \$1.40 each and the businesses pay for all boardings accumulated in a business quarter.

Youth on the Move (YOTM)

The Youth on the Move (YOTM) Program currently provides free ATAP or EZ ATAP passes (Zone 5 or 10) to foster youth between the ages of 18 and 21 years of age. The program is a partnership with the Los Angeles (LA) County Department of Child and Family Services (DCFS). In FY '17, the total cost of the passes was \$1,040,800 for 945 active participants, making the average cost per participant \$1,101.38 per year. The participants utilize approximately 30 boardings per month, and Metro currently bears the entire cost of the YOTM program.

There have been requests for a pilot program to expand YOTM to include high-school-aged foster youth and homeless youth, but there is no additional funding available to cover these additional participants. Sponsorships could enable the expansion of these programs to serve additional youth in need. The Los Angeles Unified School District (LAUSD) estimates that there are 15,000 homeless high school students

and 2,500 foster youth in LA County schools. Under the U-Pass Program, dual enrolled High-school students are billed at the rate of \$0.42 per boarding to maintain consistency with the K-12 reduced fare rate of \$24 per month. An expansion of this program would potentially need to cover approximately 6.3 million boardings per year (17,500 students x 360 trips) at a cost of \$2.65 million (6.3 million boardings x \$0.42). Even though some high-school students are not yet driving age, there is likely a vehicle trip associated with their travel that is driven by someone else.

2. Projected VMT reduction

According to the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Performance Measures, the average trip distance in the region for non-work trips is 7.8 miles and for work trips is 15.1 miles

(http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_PerformanceMeasures.pdf).

According to Metro’s data, the systemwide average trip distance per boarding is 4.73 miles.

Based on participant data from each of these programs, the following VMT reductions are projected:

- RTAP: 1,589 annual miles per pass (28 trips * 4.73 miles * 12 months)
- EAPP: 1,589 annual miles per pass (28 trips * 4.73 miles * 12 months)
- YOTM: 1,703 annual miles per pass (30 trips * 4.73 miles * 12 months)

Based on current participation levels, the EAPP program reduces over 26 million miles per year, and a potential high-school/homeless YOTM pilot program could reduce up to 30 million VMT annually.

3. Evidentiary basis for the projected reduction, such as results of prior efforts or published research

The information listed above is based on actual usage data from Metro’s current pass programs.

4. Payment or other exchange or inducement required to execute the VMT reduction project or program. If there is a difference between the cost of the project vs. the exchange price – e.g., because the project already has partial funding – this is worth knowing.

Based on information listed above, the cost per VMT reduced for each of these programs is as follows:

Pass	Program	Cost	Calculation
ATAP	RTAP or EAPP	\$0.76/mile	\$1200 divided by (28 trips * 4.73 miles * 12 months)
EZ ATAP	RTAP or EAPP	\$0.83/mile	\$1320 divided by (28 trips * 4.73 miles * 12 months)
Senior	RTAP	\$0.15/mile	\$240 divided by (28 trips * 4.73 miles 12 months)
E-Pass	EAPP	\$0.30/mile	\$1.40 per boarding divided by 4.73 miles
YOTM	Existing	\$0.65/mile	\$1,101.38 divided by (30 trips * 4.73 miles 12 mos.)
YOTM	Pilot	\$0.09/mile	\$0.42 per boarding divided by 4.73 miles

5. Identification of the entity or type of entity the presenter believes or speculates would be interested in buying or providing some other form of exchange for this VMT mitigation.

Utilizing a VMT Exchange for the RTAP program, a residential developer could utilize its mitigation efforts to benefit its future residents at a relatively low cost. Similarly, a business that is expanding could

use its mitigation requirement to establish an EAPP program for its own employees. A developer located near a high-school may be interested in contributing to the YOTM program.

Additional information:

AB 2548

LA Metro is currently sponsoring pending state legislation AB 2548, the Los Angeles County Commuter Tax Benefit Bill, which if passed, would require businesses with 50-249 employees at a worksite to offer a pre-tax payroll deduction to pay for transit, vanpool, or bicycle programs under the Federal Commuter Tax Benefit (IRS Tax Code, Section 132(f)). As an alternative to providing the pre-tax deduction option, employers may be able to meet the requirements of AB 2548 by providing an employer-paid transportation benefit, such as a vanpool or transit subsidy, buspool or shuttle, or by providing equivalent trip reduction benefits through membership with a Transportation Management Organization (TMO) or Association (TMA). Any of these alternatives may be valuable for VMT Exchange consideration if they can calculate the cost per mile of the miles reduced.

TMO/A membership may also provide additional benefits such as:

1. Matching participants with mobility options which can come close to the trips they currently make by car
2. Analyzing travel demand and matching people to current transit and emerging mobility options through new technology
3. Gathering survey data on travel options used today and unmet needs — travel gaps — that new mobility options can fill
4. Being the broker for employee/worker/resident group rate passes and other mobility options
5. Assisting businesses with employer-based programs such as “pre-tax benefits” and “parking cash-out”
6. Analyzing unmet needs of:
 - nighttime workforce and off-peak travelers
 - seniors, wheelchairs, strollers and other users which have unique mobility space needs
 - parents traveling with children and youth under 18
7. Keeping real-time metrics for a full multi-modal trip through trackable transit passes and on-trip/post-trip survey data
8. Providing third party data to encourage more businesses and residents to locate in high mobility-option areas — which further reduce VMT by moving housing and jobs closer together and closer to transit
9. Addressing the mobility needs of new development projects and reducing entitlement process time, thereby speeding the delivery time of new residential units and new jobs
10. Building “Mobility Hubs” to improve the quality and safety of transit stops in their area — both physical and virtual
11. Changing mobility culture by expanding the rider mix in TMO/A areas — and marketing mobility as the foundation of an innovative, interconnected, inclusive and more equitable community