

**MOTION BY SUPERVISORS HILDA SOLIS
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**AGN. NO. _____
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Bike and Transit for Work Trips

The County of Los Angeles, as the largest public employer in the Los Angeles County region with over 108,000 full-time employees, has championed many environmentally friendly policies and programs and recently established a County Chief Sustainability Office (CSO) to further advance our sustainability efforts regionwide. Additionally, several State of California legislative initiatives, such as Assembly Bill 32, Senate Bill 375, and Senate Bill 32, require ambitious statewide greenhouse gas emissions reductions, resulting in the need for regions, including County of Los Angeles, to develop and implement policies and programs to reduce greenhouse gas emissions.

Over the past years, the Board of Supervisors (Board) has approved many actions to reduce County's carbon footprint and in 2015 approved a General Plan Air Pollution Element that identified a direct connection between transportation activities and air pollution. The County has also implemented several initiatives to help achieve State's carbon emissions reduction goals.

Further, each member of the Board also sits on the Metro Board of Directors, which oversees the development and operation of transportation and mobility programs in Los Angeles, including promoting transportation demand management (TDM) programs.

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One of the key TDM strategies is to reduce the use of single-occupant vehicles by shifting trips onto transit or bicycles. With its considerable number of employees and sizeable vehicle fleet, the County has many opportunities to build on its past environmental successes by promoting the use of healthy active transportation and public transit options while at work. A review by the CSO of data from the Mileage Authorization & Reimbursement System (MARS) and from pool vehicle records shows that approximately 15% of motor vehicle trips taken by County employees are less than 10 miles roundtrip and, of those, one-third are less than 5 miles roundtrip (e.g., 5% of total round trips are less than 5 miles). Many of these can easily be converted to other modes such as transit, shared-ride service, and bicycle. Doing so would have multiple benefits, including but not limited to:

- Reducing vehicle miles traveled by County employees thereby reducing our carbon footprint from motor vehicle emissions;
- Reducing the County's reliance on motorized fleet vehicles;
- Reducing the County's costs to reimburse for parking, especially in high-cost parking areas such as downtown;
- Realizing health benefits of encouraging employees to choose an active, healthy transportation options during work hours;
- Providing flexibility for employees who may bus or walk to work to be able to travel to meetings, conduct site visits or conduct other County business by transit or bike instead of bringing their personal vehicles to work;
- Reducing trip time when short range transit or bicycle trips are faster than equivalent motor vehicle after factoring in the time taken to find parking; and
- Accruing savings to the County from wear and tear on vehicles, parking and mileage reimbursements.

An example of such an opportunity is the Department of Public Health who have offices throughout the County, including on Wilshire Boulevard adjacent to the Metro Red Line.

Employees at this facility could easily use transit to come to the Hall of Administration or the headquarters office on Figueroa Street on a single subway line quicker and at lesser cost than driving a vehicle and paying for parking downtown. Given the number of County offices, many more such examples surely exist and employees should not only be permitted to use transit, but encouraged to do so. The collection and analysis of additional data on employee work trips would help inform which strategies would be most effective to convert trips to other modes, including bicycles.

The CSO has recently discussed with the Auditor-Controller making changes to MARS to allow mileage employees to submit reimbursement requests for transit, bicycle, rideshare, and other trips just as easily as such employees today enter their automobile mileage and parking reimbursement requests. The Auditor-Controller is now reconfiguring the system to provide this service and managers should be advised that the Board wishes to encourage such modes of transportation for employee work-trips.

Additionally, non-mileage employees who rely on pool vehicles should also be provided an option to use alternative transportation. One way of doing this is for employees to check out a Metro transit pass (TAP card) that is usable on over 20 transit systems in Los Angeles, including soon for the Metro Bike Share program.

WE, THEREFORE, MOVE that the Board of Supervisors directs the CEO, through the Chief Sustainability Officer, in consultation with the County Sustainability Council and the Healthy Design Work Group, to:

1. Clarify with all departments that both mileage permittee and non-mileage permittee employees are permitted to and strongly encouraged to use transit, bicycling, walking or any combination of those modes before using an automobile for workday trips;

2. Develop a transit pass (TAP card) check-out program or equivalent system to provide County non-mileage employees with a simple means to use transit or bicycle instead of a motor vehicle; and
3. Conduct a survey to assess attitudes, opportunities, and challenges related to reducing pollution associated with motorized vehicle trips among County employees. The survey shall include, but not be limited to the following:
 - A green fleet modernization pilot program that is applicable to small (pool cars), medium (delivery trucks, transit shuttles, forklifts, etc.) and heavy duty vehicles;
 - Establishing a departmental and/or county facilities mobility pilot program consisting of electric, foldable, and conventional bicycles and scooters, bicycle infrastructure and amenities;
 - Building creative partnerships with utility providers (LADWP, So Cal Edison, etc.), air quality regulators (AQMD), and County employee health care providers (Kaiser, Blue Shield, Cigna) to match, extend and build-upon the subsidy programs at the state and federal level to further promote and encourage clean-air vehicle ownership;
4. Report back in 180 days on the implementation of changes to the MARS system, establishment of a transit pass check-out program, communications with County departments to encourage the use of transportation options besides single-occupant motorized vehicles, and any other necessary changes to County policies or programs to implement this motion.