



# Student Affairs Committee

Los Angeles Community College District

## ACTION

May 9, 2014

Subject: **RESOLUTION – STUDENT TRANSIT PASS PROGRAM**

WHEREAS, Access to a college education is essential to expanded career choice and future vocational or professional success for California’s young adults; and

WHEREAS, The cost of higher education is a major impediment to access to a college education and expanded career choices for California’s young adults; and

WHEREAS, In California, community college students must often bear not only the cost of tuition and books in their pursuit of higher education, but they must also bear the excessive cost of transportation to and from campus and, for many, to jobs as well; together such costs are a major barrier to education access; and

WHEREAS, It has been demonstrated that a well-designed student transit pass program can produce significantly increased student transit ridership and can result in significant reductions in automobile trips, miles traveled, criteria pollutants, greenhouse gas emissions, and traffic congestion; and

WHEREAS, Universal student transit pass programs have been successfully implemented at 101 colleges and universities in the United States, including Seattle, Washington; Chicago, Illinois; Vancouver, British Columbia; Riverside, California; Ann Arbor, Michigan; Tempe, Arizona; and Austin, Texas as well as communities in Alaska, Colorado, Florida, Minnesota, North Carolina, Ohio, Oregon, Florida, Utah, and Wisconsin, and have successfully lowered the cost of transportation and facilitated access to a college education for many young adults; and

WHEREAS, From 2009 to 2011, the Los Angeles Community College District (LACCD) offered a two-and-one-half-year Districtwide Student Transit Pass Program for full-time students at its nine colleges and during that period, 88,468 student transit passes were sold at a steep discount to LACCD students and were used for a total of 13.2 million trips on Metro buses and trains, resulting in a potential reduction of millions of automobile trips as well as a reduction in transportation costs for these students; and

WHEREAS, While the LACCD Student Transit Pass Program required an investment of approximately \$2.2 million each year paid for with construction mitigation funds, it recouped approximately \$530,000 per year in the sale of deeply discounted passes to students; and

WHEREAS, In 2008, Santa Monica College (SMC) and the Santa Monica Big Blue Bus began the “Any Line, Any Time” program whereby SMC students and staff were able to board the Big Blue Bus on any line in the system at any time during the day or evening by simply showing their student identification; and

WHEREAS, The “Any Line, Any Time” program was funded partly by student approved registration fee increases of \$14 per student per semester as well as by funds from the SMC general fund; and

ELAC _____	LASC _____
LACC _____	LATTC _____
LAHC _____	LAVC _____
LAMC _____	WLAC _____
LAPC _____	

WHEREAS, Now more than five years later, because of the “Any Line, Any Time” program, student transit ridership has increased dramatically and the Pico Line 7 SMC bus stop is now the

busiest stop in the entire Big Blue Bus system while previously it was not even the busiest bus stop on Pico Blvd.; and

WHEREAS, A key to success of student transit passes is the availability of funds to reduce the cost of transit use to students; and

WHEREAS, The State of California has initiated an innovative Cap-and-Trade Program as part of the implementation of its Greenhouse Gas (GHG) Emission Reduction Program mandated by AB 32 (Nuñez and Pavley) whereby emission allowances are purchased in auction by affected industries generating public funds for use in California to invest in GHG emission reductions; and

WHEREAS, Estimates have suggested that the Cap-and-Trade Program proceeds may reach \$5 billion per year by 2018 and perhaps \$1.25 billion per year for investments in GHG emission reductions in Los Angeles County; and

WHEREAS, Governor Brown has proposed an initial budget for the Cap-and-Trade Program that would expend \$850 million in each of the 2014-15 and 2015-16 fiscal years from the Cap-and-Trade Program auction proceeds including \$100 million in a Sustainable Communities Implementation Program to be implemented through competitive grants managed by the Strategic Growth Council and which includes funds for enhancing transit ridership that may enable submission of proposals for funding a share of the cost of student transit passes; and

WHEREAS, Senate President Pro Tem Darrell Steinberg has released an outline of anticipated legislation that proposes a framework for ongoing expenditure of Cap-and-Trade Program auction proceeds that dramatically expands the opportunity for investments in transit system and operations to 30 percent of available funds, which could include nearly \$70 million per year statewide for investments in student transit pass programs as well as significant investments in bicycle and pedestrian programs designed to improve access to transit; now, therefore, be it

RESOLVED, That the Student Affairs Committee of the Los Angeles Community College District hereby supports budget and legislative proposals that employ Cap-and-Trade Program auction proceeds to expand funding for transit services broadly and to fund student transit pass programs in particular that will reduce GHG and criteria emissions; enhance overall mobility; enhance clean, affordable, reliable access to higher education, including reducing the cost of transportation for community college students; and provide reliable access to vocational training and job placement.