



# TRANSIT SUBSIDY

## IMPACT STRATEGY

15–35 Points

### DEFINITION

Property owner/manager or employer provides a subsidy for monthly MBTA transit passes

### POINTS TOWARDS TARGET

Property owner may choose ONE of the following options, plus additional points:

#### OPTION 1

**15** Subsidy of no less than 25% of transit pass cost

#### OPTION 2

**20** Subsidy of no less than 50% of transit pass cost

#### OPTION 3

**25** Subsidy of no less than 75% of transit pass cost

#### OPTION 4

**30** Subsidy of no less than 100% of transit pass cost

#### ADDITIONAL POINTS

**+5** When a subsidy of no less than 50% is coupled with a Platinum-level Bluebikes membership

### LAND USE APPLICABILITY

All

#### UPFRONT COST

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#### ONGOING COST

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#### DIFFICULTY LEVEL

★★★

### SUBMISSION REQUIREMENTS

Provide subsidy for monthly MBTA transit passes at a 25, 50, 75, or 100 percent level.

Subsidies must be provided based on the home or work location of the user.

Subsidies can be enabled through participation in the MBTA Perq program by deducting less than the full cost of passes from employees' paychecks.

For non-residential users, subsidies must be provided for the life of the TAPA. For residential users, subsidies are reflected over the first year of resident tenancy, per unit.

### MONITORING

Every Year - Report usage

Every 3 Years - Evaluate subsidy level

The MBTA may track participating developments and employers and may post participating companies on the MBTA website.

### REDUCTION IMPACT

Anticipated VMT reduction of over 20 percent.

One research source estimated a reduction in commuter VMT of 0.3 to 20 percent, based on available research. However, a 9 to 64 percent trip reduction was found with transit subsidies, depending on the level of subsidy, in regional central business districts.

Controlling for other factors, vehicle trips can also be reduced by 7 percent in TDM programs featuring financial incentives for transit, with estimates of up to 30 percent in areas with good transit and restricted parking.