

# Partnerships to Improve Air Quality and Climate Expanding and Enhancing Commute Option Programs

Commute Option Rulemaking Advisory Committee Meeting #2  
June 13, 2022

# Agenda

- 9:00 Introductions – Meeting Logistics and Guidelines
- 9:15 Brief recap RAC Meeting #1 topics
- 9:30 Reflection: RAC Meeting #1 comments
- 10:00 Stretch break
- 10:15 Review elements of other commute option programs
- 10:30 Considerations for Oregon statewide commute options
- 10:45 Potential applicability and requirements of statewide commute options
- 12:00 Next steps
- 12:15 Public Input
- 12:30 Adjourn



Portland-  
metro focus



Statewide  
focus

# Remote Meeting Participation Tips

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- Meeting is being recorded
- Join by computer audio or phone, but not both (feedback, echoes)
- Use Raise Hand feature and \*9 if on the phone
- Stay on mute when not speaking
- RAC members unmute with microphone icon or \*6 if on the phone
- State name and affiliation before speaking
- Camera on as you are able – “gallery view” for discussion
- Use “Chat” only for technical issues, sharing information (not discussion, comments)
- Public attending is muted (will be public input period at end)

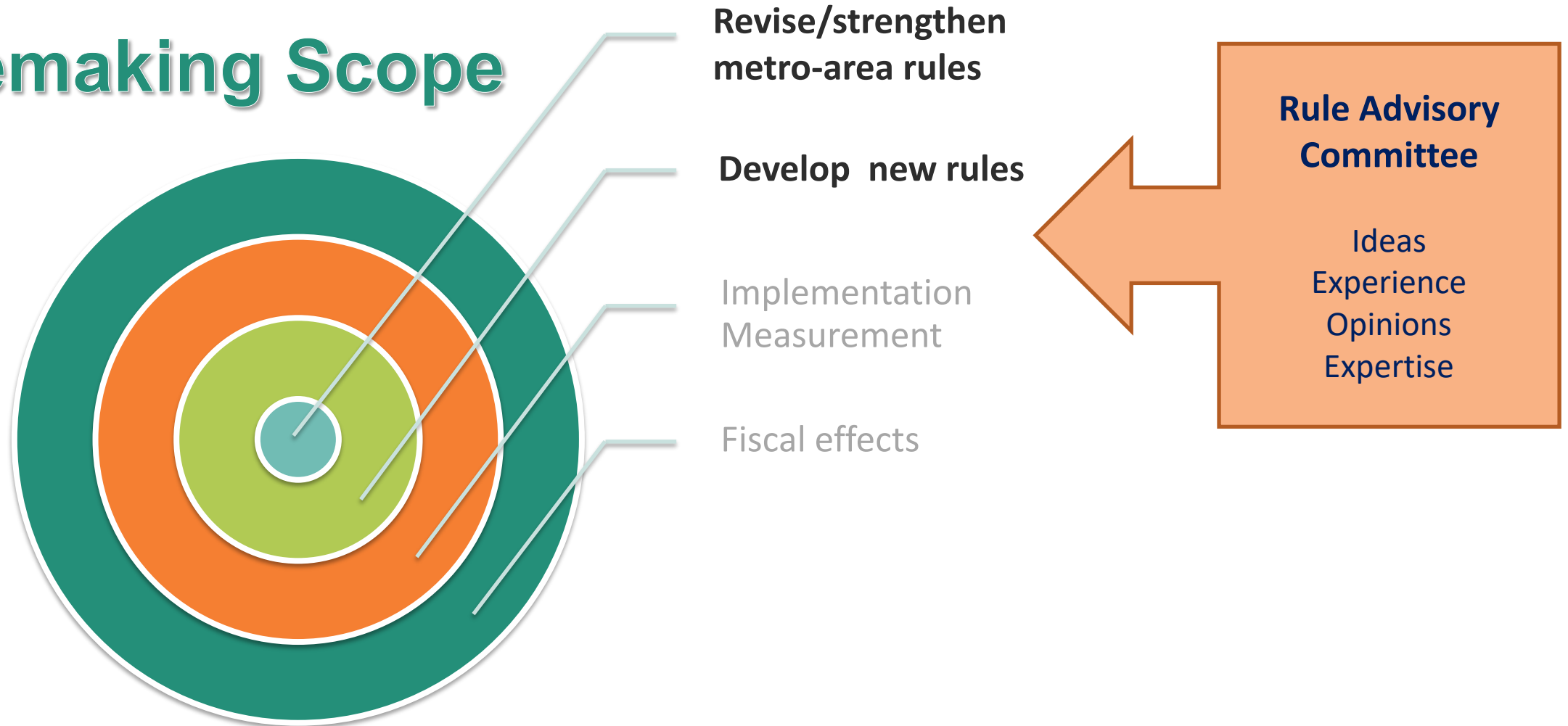
# Participation Guidelines

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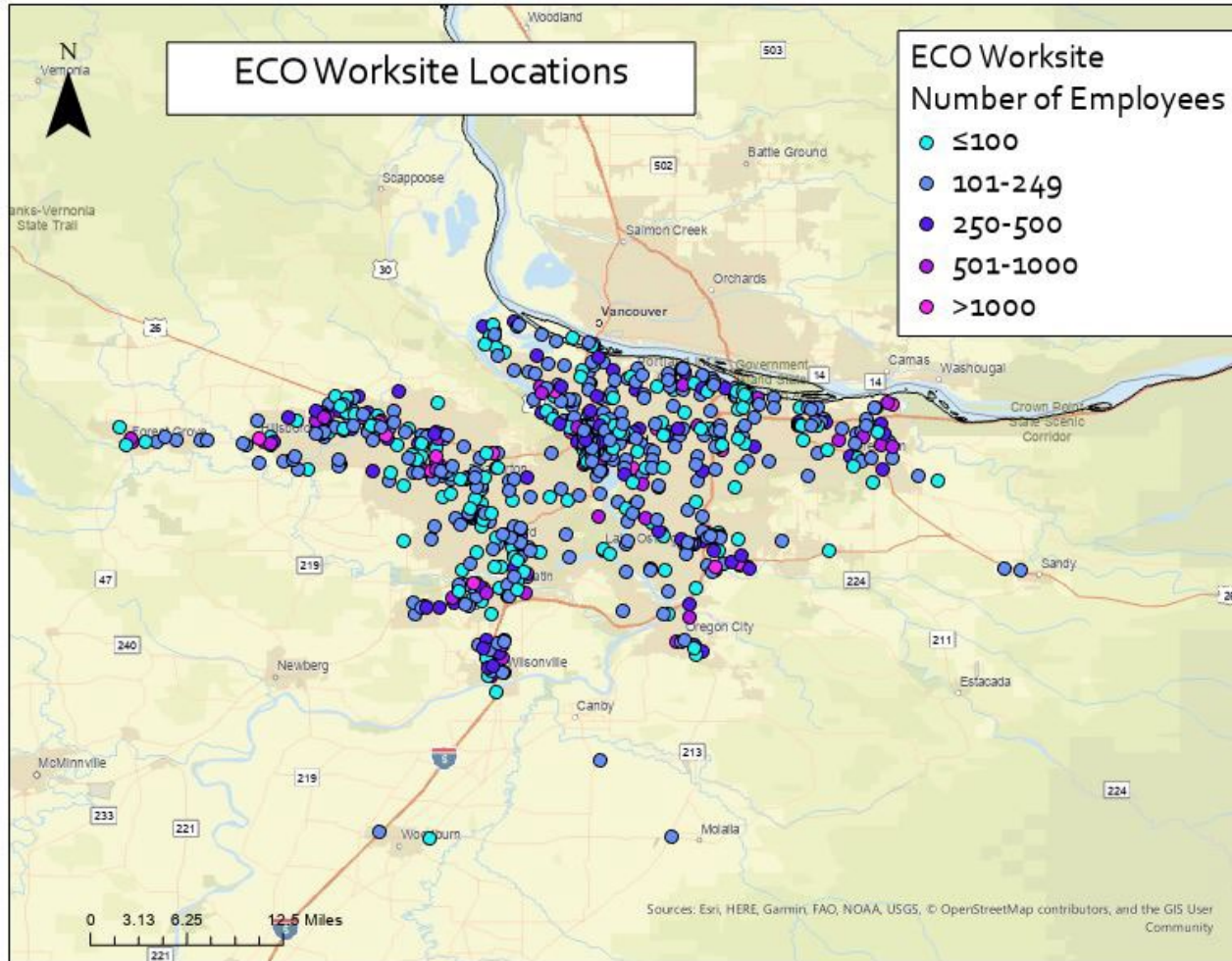
- Please type your affiliation after your name and list your name and title as you wish to be addressed
- Please also state your name and affiliation each time before you speak (we won't do individual introductions this morning)
- Speak up or use link to anonymous comment form if meeting space or speech is unwelcome, harmful, inhibits your participation
- Honor agenda and strive to stay on topic (using the “bike rack”)
- Ask clarifying questions often
- Remain aware of speaking time balance
- Listen, seek to learn and understand others' perspectives
- Focus comments on content, not individuals

# Commute Option Rulemaking Scope

## Rulemaking Scope



# RAC Meeting 1 Recap: Portland-area ECO Program Discussion



Commuting is about 1/3 passenger car weekday emissions

ECO Program in Portland Ozone Maintenance Plan

Rules found Chapter 340 Division 242

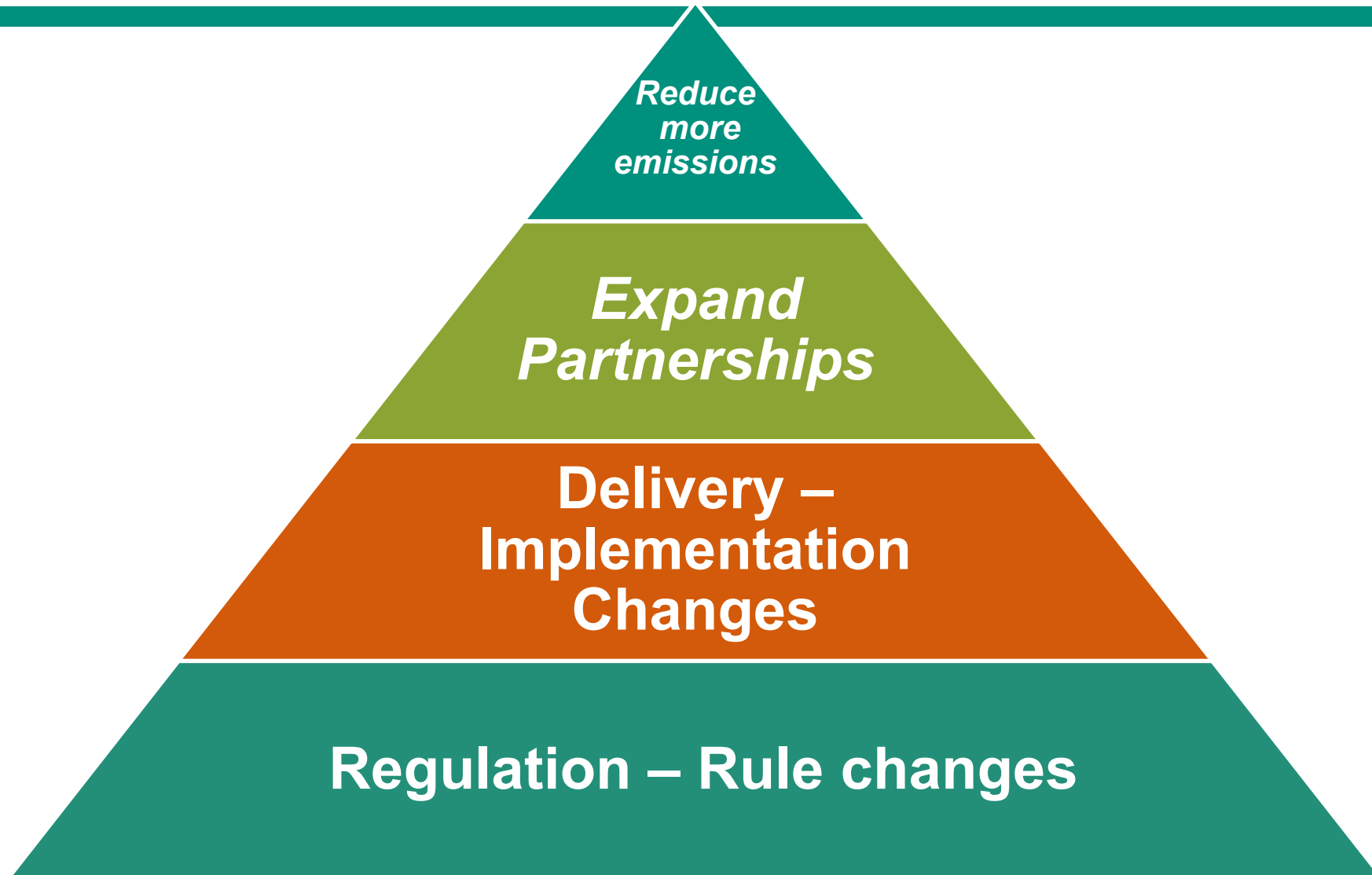
About 600 worksites with > 100 employees

Requirements: survey, plan, survey, report

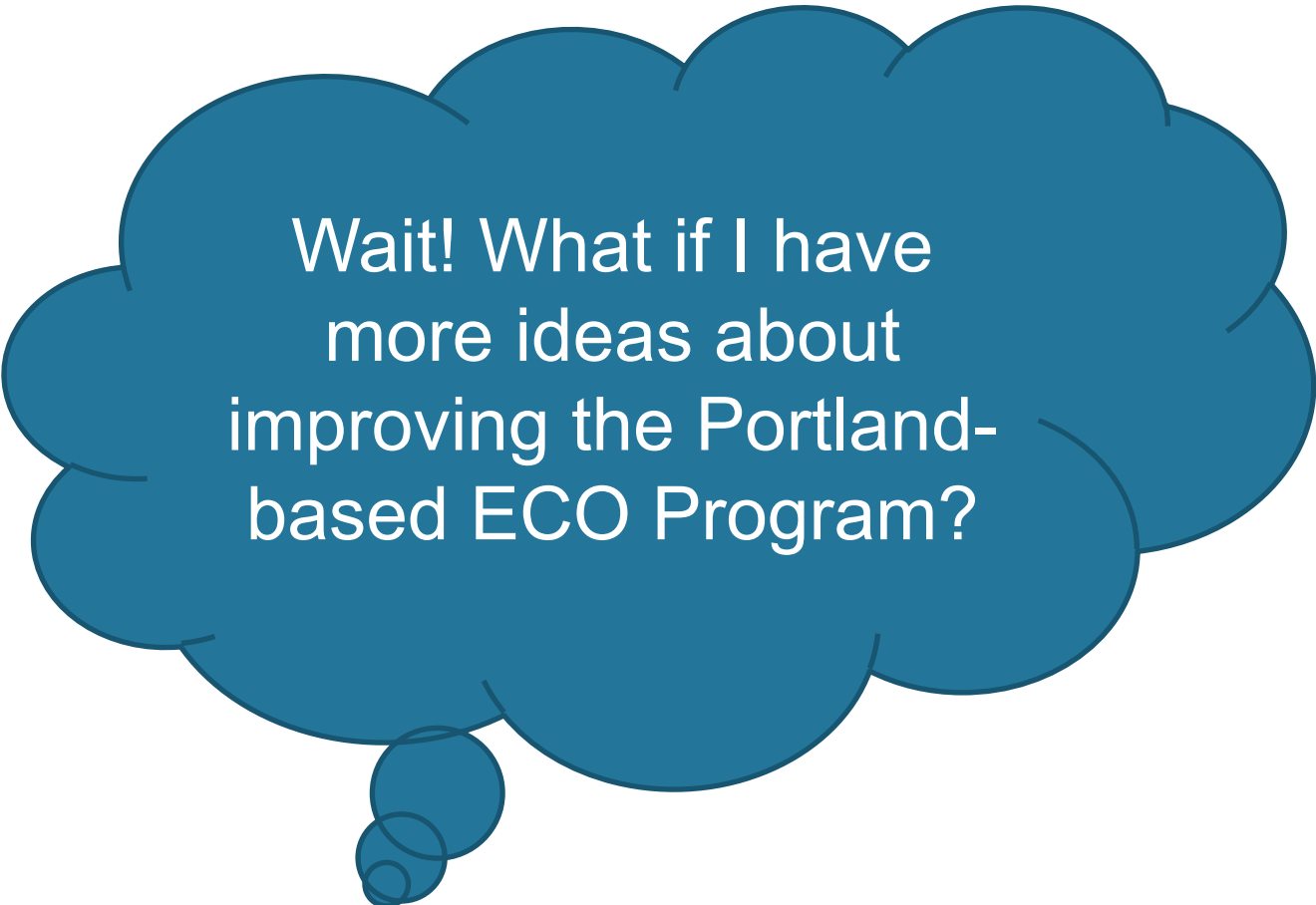
Targets: 10% auto trip reduction

Compliance: Good faith effort

# Current ECO Program: Revisions and Improvement Ideas



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Wait! What if I have  
more ideas about  
improving the Portland-  
based ECO Program?



# Some of what we heard – Considerations for ECO Revisions



## Targets

- Progressive targets
- VMT Targets
- Survey percentage



## Requirements

- Cover contracted workers
- Charge fees
- Revise exemption applicability



## Compliance Options

- More “credit” for effective strategies and practices
- Update for today’s workplace

# Potential Rule Revision *Example Only*

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## 340-242-003

### Employee Commute Options Program: What Does ECO Require?

Employers must provide commute options that have the potential to reduce employee commute auto trips by ~~ten~~ fifteen percent within three years of its baseline survey. Employers must continue to provide commute options that have the potential to achieve and maintain the reduced auto trip rate. Options are available for alternative emission reduction measures, credits for past actions, and exemptions.

# Potential Rule Revision *Example Only*

## **340-242-015**

### **Employee Commute Options Program: How Can an Employer Reduce Auto Commute Trips to a Work Site?**

Employee commute option programs include, but are not limited to:

- Promoting carpool and vanpool programs;
- Offering transit subsidies;
- **Offering subsidies for bike share or other micromobility options (e.g. e-scooters)**
- Establishing telecommuting opportunities;
- Offering compressed work week schedules;
- Providing an emergency ride home program;
- Sponsoring shuttle buses to and from transit terminals and/or during lunch hours for errands;
- Improving facilities to promote bicycle use;
- Establishing on-site amenities to decrease employees' need for a car at the work site;
- Discontinuing parking subsidies and charging all employees for parking.

# Considerations for ECO Program Implementation

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Improve survey access and delivery

Expand data and information sharing

Establish regular reporting and outreach

# Considerations for ECO Program: Collaboration!

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Example:  
ODOT  
Transportation  
Option Grants



Example:  
VMT  
reduction  
targets

Example: ODOT’s  
“Get There” tool

# Reflection on Ideas and Comments Received

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- Has DEQ captured your comments (so far)?
- Do the distinctions between rule revisions and implementation and partnerships make sense?
- Questions of each other?

(This is not your last opportunity to reflect on potential changes to the Portland-based rules. Many of your comments are going to apply also to our discussions after the break about statewide rules.)

# Commute Option Rulemaking Advisory Committee

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Break – we'll be right back

# Let's shift the frame to a statewide commute option program

Division 242  
Rules that  
apply to the  
Portland Area

Ozone  
Maintenance  
Plan



Require policies  
and practices to  
limit *indirect*  
sources of  
emissions



# Basis for Statewide Rule – Part of a larger strategy

**Every Mile Counts:** *A Multi-Agency Approach to reducing greenhouse gas (GHG) emissions and implementing the Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction.*

- Complement Climate Friendly and Equitable Community rules
- Direction from Executive Order 20-04

## Every Mile Counts

### PRIORITY ACTIONS

**Transportation electrification.** Expand electric vehicle rebate program, identify needed charging infrastructure.

**Cleaner fuels.** Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.

**Transportation options.** Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.

**Local greenhouse gas reduction planning.** Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.



<https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>



# Employer-based Commute Option Rules: Different approaches

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- Washington State
  - Mandatory **planning**
- San Francisco, CA
  - Mandatory **incentives**
- So. Coast Air Quality Management District (CA)
  - Mandatory **emission reduction**

# Discussion: Goals for Oregon Commute Options?

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- Do you have any reflections about how other jurisdictions manage employer-based commute options programs?
- Any lessons from other programs you think DEQ should consider?
- What do you think is the most effective way to reduce single occupancy vehicle trips with an employer-based program in Oregon (outside of Portland metro area)?

# How could a new Commute Option Rule serve racial equity?

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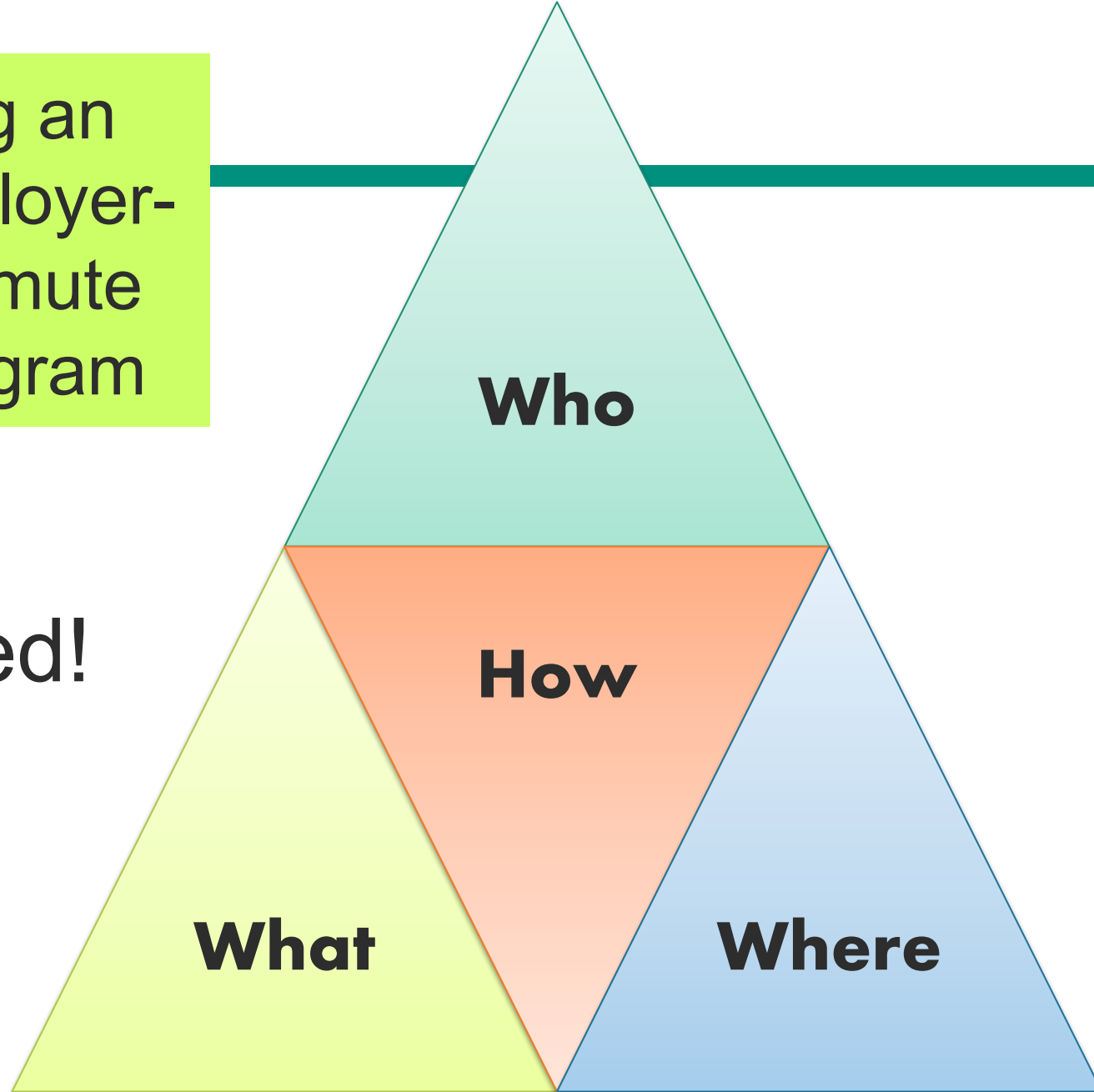
## Let's keep this in mind

*“Racial equity means closing the gaps so that race can no longer predict one’s success, which simultaneously improves outcomes for all. To achieve racial equity, we must transform our institutions and structures to create systems that provide the infrastructure for communities to thrive. This commitment requires a paradigm shift on our path to recovery through the intentional integration of racial equity in every decision.”*

*From: State of Oregon Equity Framework in COVID-19 Response and Recovery,  
Office of Governor Kate Brown*

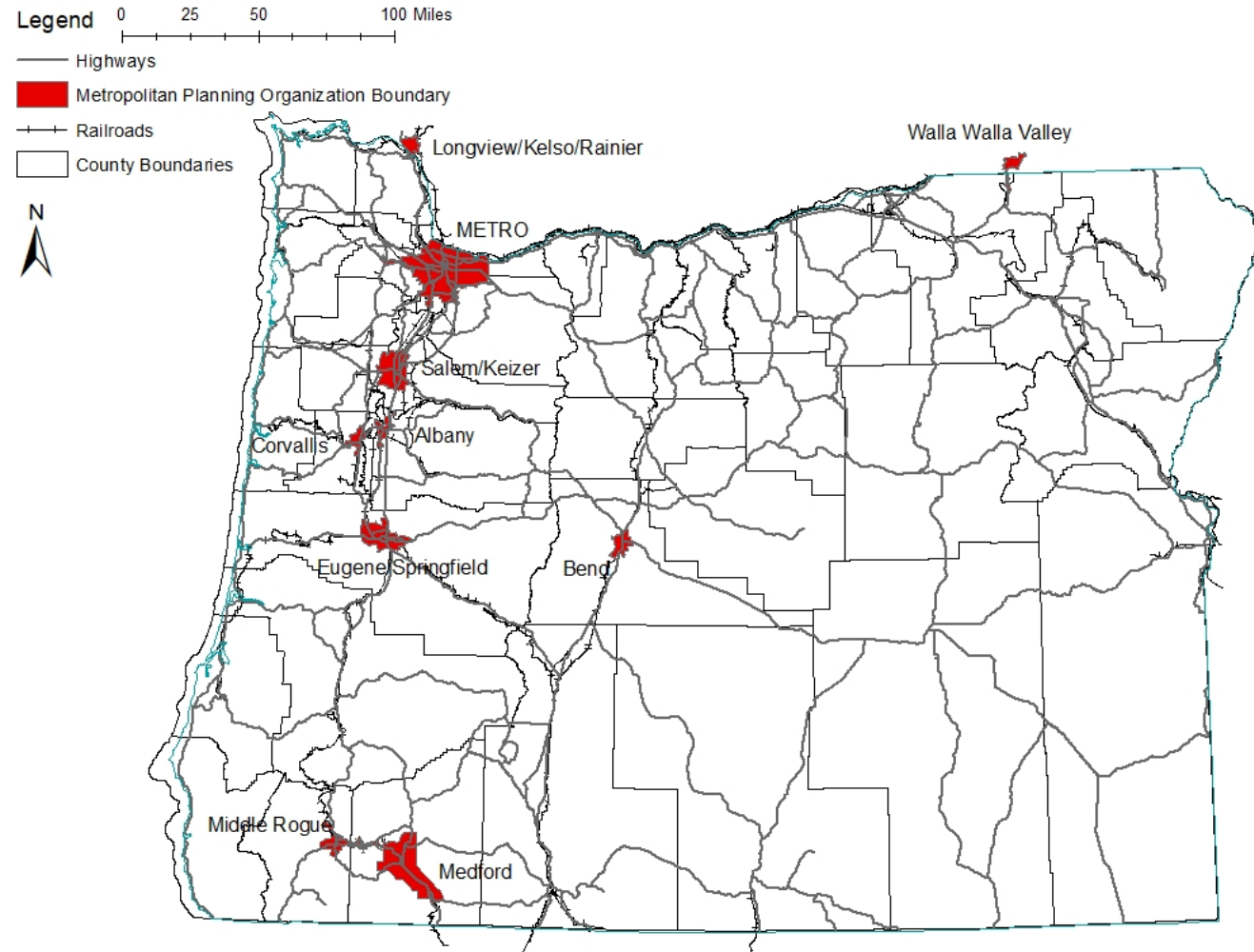
# Developing an Oregon employer- based commute options program

Let's get started!



# Where to regulate employers? Potential Geographic Applicability

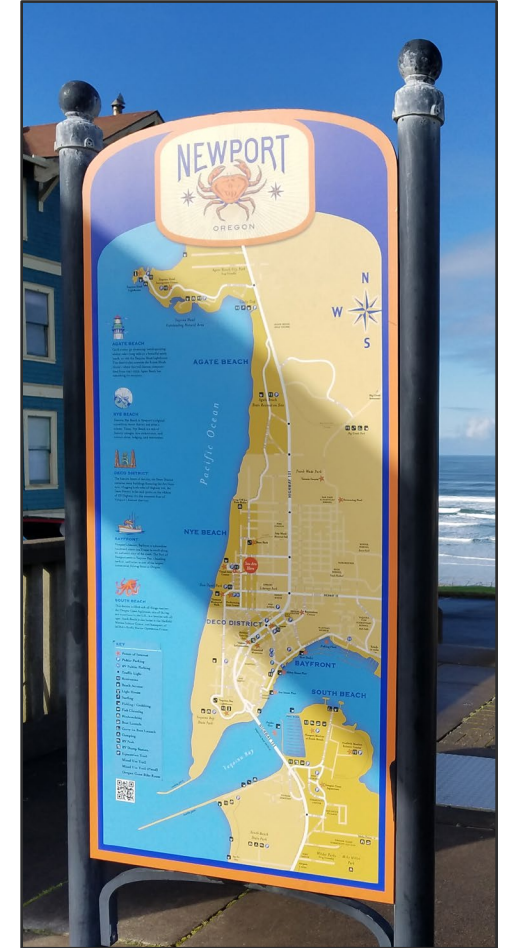
## Metropolitan Planning Organization Boundaries





# More geographic applicability considerations

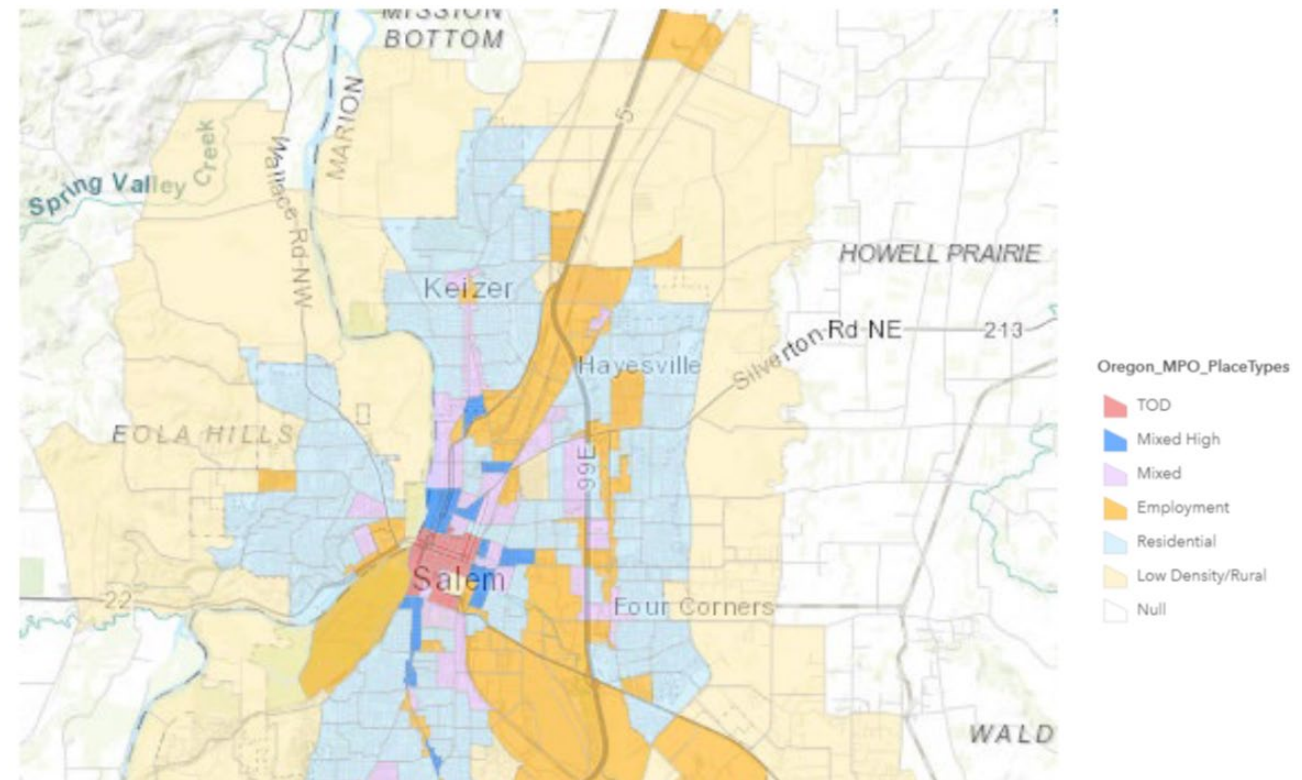
- Urban growth boundaries
- City population



# And more geographic applicability considerations

- Land use, development types, transit availability
- Equity mapped areas/disadvantaged populations
- Existing commute option programs?

Figure 6-1: Regional Example of Variations in Place Types



Source: Bricka, S.G. (2019) OR Dept. of Transportation, Personal Travel in Oregon: A Snapshot of Daily Household Patterns. Figure source: Place Types Tool, <https://www.oregon.gov/lcd/CL/Pages/Place-Types.aspx>



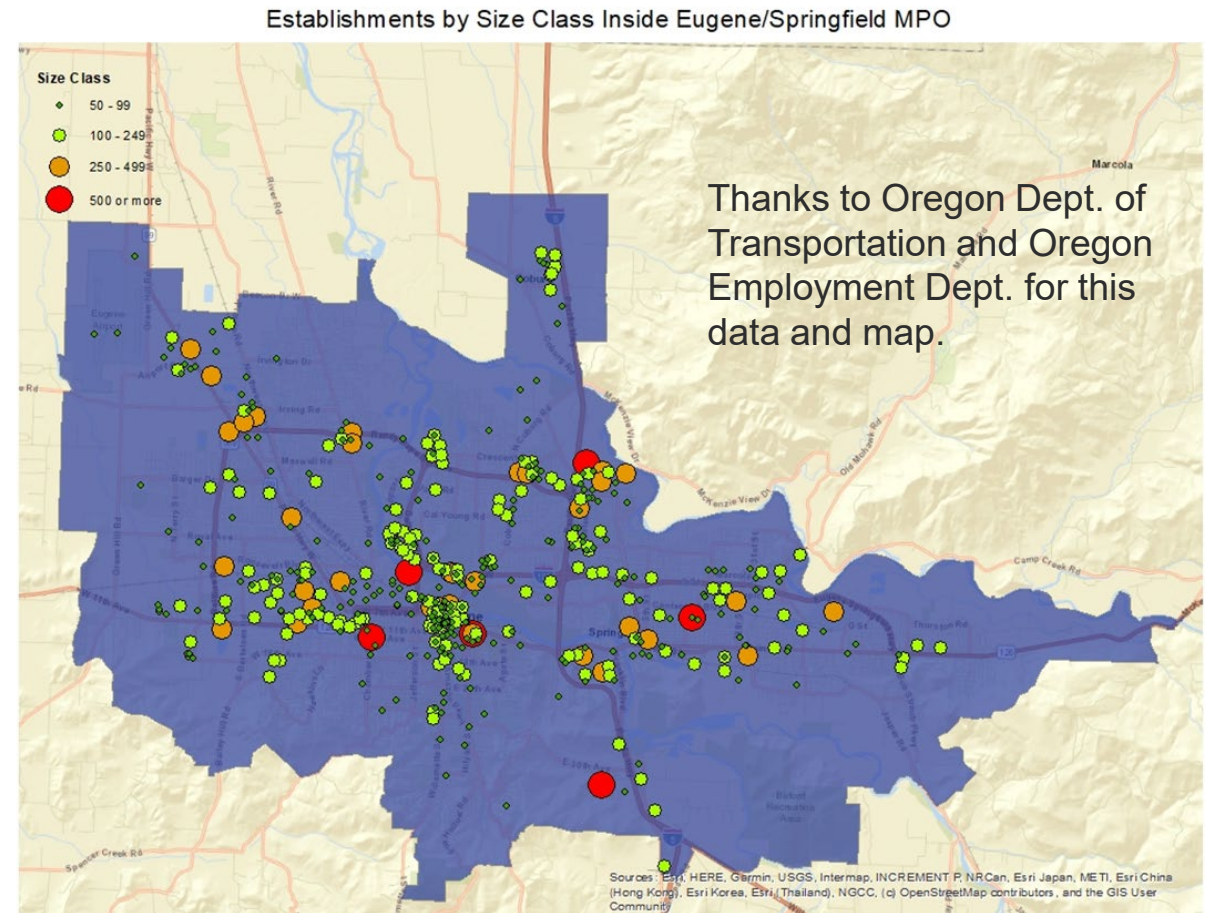
# Discussion

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What should DEQ consider about where to require an employer-based commute program?

# Who to regulate? Potential Employer Characteristics

- Size
- Employment sector/business type
- Employee/position types
- Facilities with AQ permits



# Discussion

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What should DEQ consider about who to require to implement an employer-based commute program?

# What to regulate? Potential Compliance Requirements

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- Baseline Survey
- Trip reduction plan
- **Trip reduction plan – quantitative scale**
- **Required incentives**
- Biannual survey – how to collect data
- Reporting – how to demonstrate compliance

# Discussion

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- What should DEQ consider about what to require in an employer-based commute program?

# How to regulate? Timing and Tiers

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- On-going pandemic effects on workforce and employers?
- Phase in requirements?
- Increasing expectations by employer characteristics? By land use/place types?

# How to regulate? Incentivize the most effective strategies

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- Criteria in transportation plans?
- Require certain incentives or combinations?

## More 'How' Considerations: Value to employees/workers

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- Time, flexibility
- Monetary
- Peace of mind – care giving needs
- Does program improve mobility of all employees?
- Who can access the benefits? Are some employees subsidizing others benefits?



# Commute Option Rulemaking Next Steps

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- Please send comments on RAC2 by: Monday, 7/11/22 to: [TripReduction2021@deq.Oregon.gov](mailto:TripReduction2021@deq.Oregon.gov)
- Next meetings
  - By end of June: RAC2 Repeat
  - Late July or August? explore implementation; review draft rules
  - August or September? review fiscal impacts of draft rules

# Commute Option Rulemaking Advisory Committee

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Time for Public Input

# Commute Option Rulemaking Advisory Committee

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Thank you! See you next month.