

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

Commute Option Rulemaking Advisory Committee Meeting #4
Nov. 18, 2022

Agenda

- 9 a.m. Welcome - Meeting Logistics
- 9:10 a.m. Discuss draft rule language
- 10:15 a.m. Break
- 10:30 a.m. Continue discussion draft rule language
- 11:30 a.m. Wrap up, roundtable, next steps
- 11:45 a.m. Public Input
- 12 a.m. Adjourn

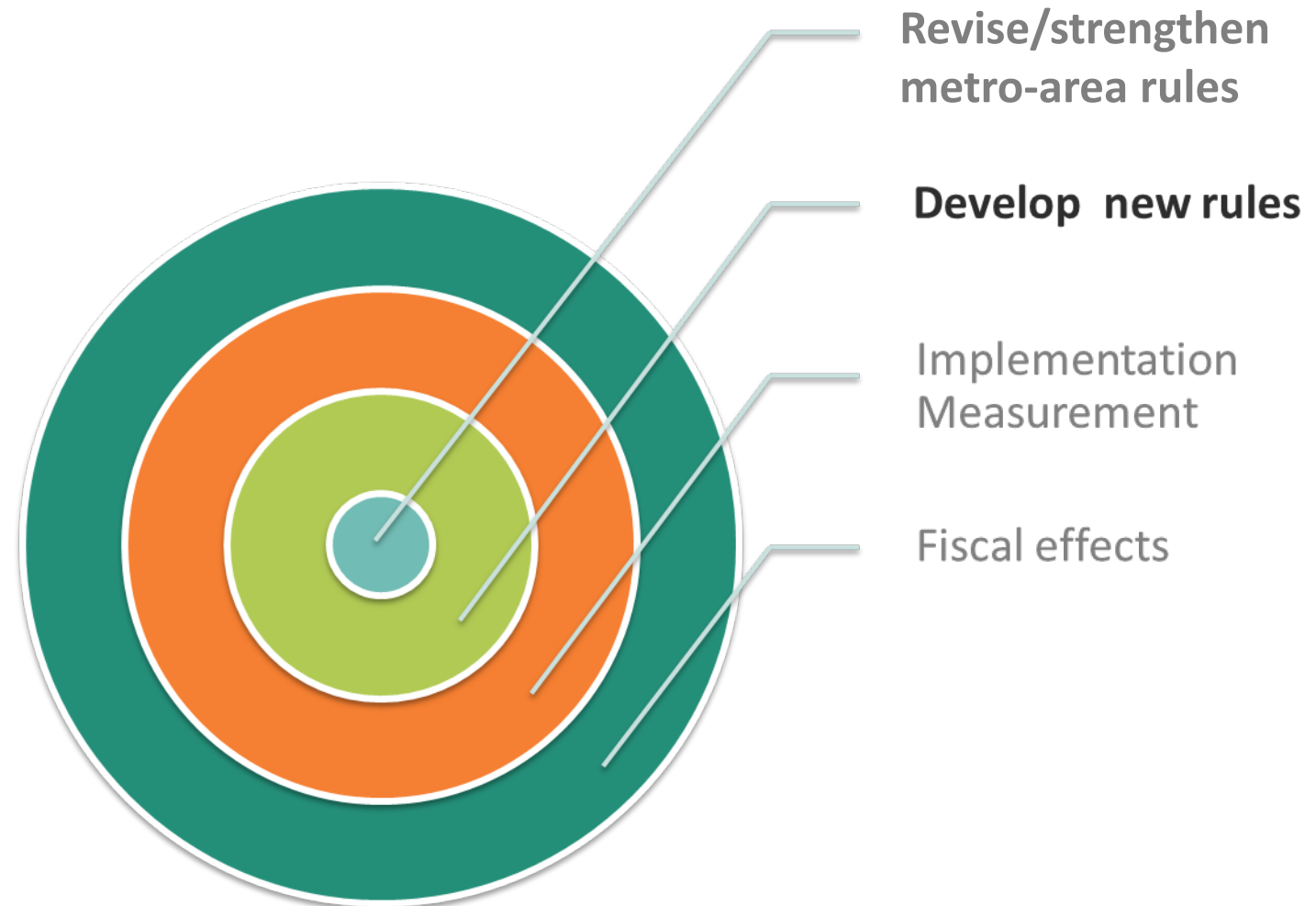
Remote Meeting Participation Tips

- 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

- 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
- 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

Today's Focus: Draft **Statewide** Commute Option Rules



Statewide Draft Rule Language Framing

- **Scope of regulations**
 - Geographic applicability
 - Employer applicability
- **Targets and goals**
 - Geographically and locally relevant
 - Relevant for post-COVID working
- **Purpose**
 - Serve employees, support employers
 - Improve air quality: criteria pollutants, greenhouse gasses, toxic air contaminants
- **Different paths to success**
 - Attainable and flexible options
 - Partnerships and opting in
- **Requirements and Compliance**
 - Survey, plan, designate transportation coordinator and report
 - Good faith effort but also sufficiency standards

Categories One, Two and Three

Rules that establish a statewide program

Rules that set requirements

Rules related to targets and plans

Categories Four and Five

Rules describing options and partnerships

Rules describing voluntary participation

Category 1 and Considerations

Elements

- Use MPO boundaries for geographic applicability.
- Use employee/worksites count of more than 100.
- DEQ reports on VMT and GHG reductions.

Considerations

- Focus on higher population urban and suburban areas with a transportation planning body.
- Focus on higher population areas with more transportation emissions.
- Not over-burdening smaller employers.
- Tie to target VMT reductions.

Category 1 Discussion Questions

- Does the geographic scope seem appropriate to address emissions from the regions emitting the most vehicular greenhouse gasses, outside of the Portland metro region?
- Does the geographic scope adequately consider the presence or absence of transportation infrastructure and commute options?

Category 2 and Considerations

Elements

- Requirements to survey, plan, set target auto trip rate, report.
- Requirement to name employee transportation coordinator.
- Compliance based on good faith effort.
- Good faith effort defined.

Considerations

- Administrative resources required of employer.
- Representative survey results.
- Employer focus on programming, which is basis for compliance.
- Standards for good faith effort.
- Target auto trip rates relevant to employers and locations.

Category 2 Discussion Questions

- Are these requirements clear and easy to understand?
- Are the requirements achievable for most employers?
- Is trip reduction plan revision an appropriate requirement if the employer doesn't meet target auto trip rates?
- Does “good faith effort” need additional definition?

Category 3 and Considerations

Elements

- Targets are based on auto trip reductions at the worksite, not VMT reduction.
- Options for choosing a target auto trip reduction for the worksite, tied to local conditions.
- Requirements for an auto trip reduction plan.
- DEQ deems plan “reasonably likely” to achieve target.

Considerations

- How to connect targets with VMT and emission reductions?
- Appropriate and available commute options vary by employer type and location.
- Larger role for telecommuting post-pandemic, but not all have access.
- Have a basis for plan sufficiency but not a “score.”

Category 3 Discussion Questions

- Is it helpful for employers to have flexibility around setting target auto trip rates appropriate to the geographic location?
- Is county “Journey to work” data from American Community Survey an appropriate basis from which to set a target?
- Might employer and employee working together to set a target trip reduction promote commute options at the worksite?

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Break – we'll be right back

Category 4 and Considerations

Elements

- Commute options employers may offer, divided into types.
- Encourage partnerships and resource sharing.
- Connect to local support.

Consideration

- Available and effective commute options will vary by employer and location.
- Recognize likely employer need for technical assistance and support.
- Build on successful local programs and partnerships.

Category 4 Discussion Questions

- What additional options should we list in the rules?
- Is the grouping of commute options helpful?
- Is it clear these are options and not requirements?

Category 5 and Considerations

Elements

- How an employer can “opt-in”
- Benefits of voluntary participation

Considerations

- Enhance commute option benefits for employees in areas not required to comply with new rules.
- Help employers retain and attract employees.
- Build on success of local programs.

Category 5 Discussion Questions

- Would these incentives encourage an employer to opt-in?
- If not, what other ideas do you have?

Commute Option Rulemaking Next Steps

- Please send comments on RAC4 by: Monday, 12/16/22 to: TripReduction2021@deq.Oregon.gov
- Next meetings – first quarter 2023
 - Review revisions to Portland metropolitan area draft Employee Commute Option rules
 - Review fiscal impacts

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Time for Public Input

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Thank you! See you at the next meeting.