

Employee Traffic Reduction Program (ETRP)




COLORADO

Air Pollution Control Division

Department of Public Health & Environment



ETRP Development Process

- Ongoing stakeholder engagement
 - March 9, 17, 18, 24 and 26 stakeholder meetings
 - GHG Transportation comment form
- Engagement process  ETRP refinement/proposal
- Air Quality Control Commission (AQCC)
 - May 20 - 21, 2021 meeting
 - August 19 - 20, 2021 meeting



Transportation and Ozone

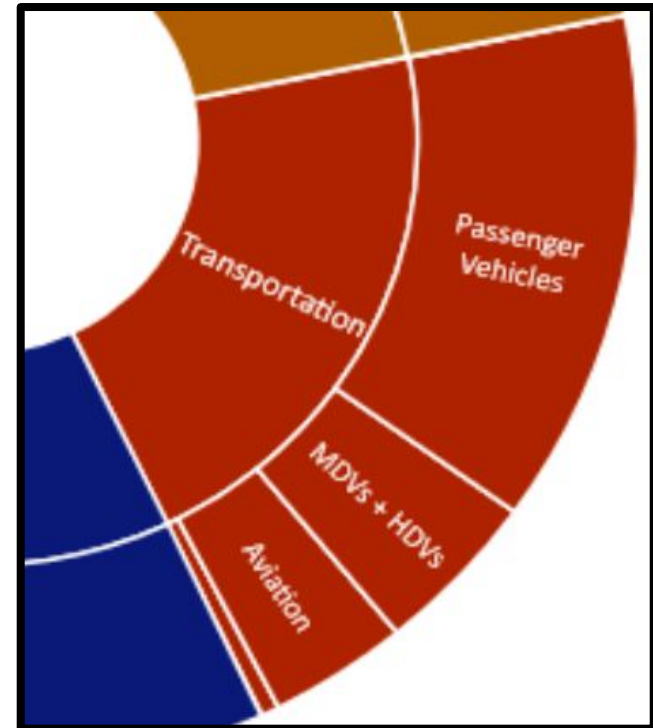
- The Denver Metro/North Front Range area does not meet Federal air quality standards for ozone and is being redesignated as a severe nonattainment area by EPA
- Transportation is a significant source of ozone precursors (NO_x and VOCs) along the Front Range
- The Regional Air Quality Council (RAQC) has worked to develop an ETRP framework with input from local partners



Transportation and GHGs

- Transportation now largest single sector of greenhouse gas (GHG) emissions in the state
 - Light-duty/passenger vehicles 62% of transportation emissions and 75% of vehicle emissions in 2020

2020 CO GHG Emissions (MMT CO₂e, AR5 100-yr GWP)





Transportation and GHGs

- HB 19-1261 requires state to reduce GHGs based on 2005 baseline
 - 26% by 2025
 - 50% by 2030
 - 90% by 2050
- ETRP fits within a strategy to reduce GHGs from transportation as outlined in GHG Roadmap



ETRP Overview

- At least 27 successful mandatory programs throughout the United States
- Applies to companies and organizations with a certain number of employees
- Establishes a goal to reduce single occupancy vehicle (SOV) employee commute rate by a certain amount or percentage
- Some Transportation Management Associations (TMA) within the Front Range area offer voluntary commute reduction programs/assistance



What ETRP Is Not

- A ban on commuting to perform work duties
- A one-size-fits-all approach
- A way to force work commuters over to carpools, transit or bikes
- A limit on travel for other activities (shopping, taking kids to school, entertainment, etc.)



ETRP Options for Office Settings

Employers can achieve employee commute reduction goal by implementing a range of measures including but not limited to:

- Telecommuting
- Flexible/compressed work schedules
- Public transit benefits/subsidies
- Ridesharing
- Employee shuttles
- Parking management, bike commuting services



ETRP Options for Workplaces with Essential In-Person Workers

Employers can achieve employee commute reduction goal by implementing a range of measures including but not limited to:

- Flexible/compressed work schedules
- Employee shuttles
- Public transit benefits/subsidies
- Vanpools
- Electric Vehicle (EV) charging infrastructure



ETRP Examples

- Nike - Beaverton, OR
 - Reduced employee commute rate from 98% to 72%
 - Suburban model that solves commuting issues (e.g., getting employees from transit to the worksite)
- Seattle Children's Hospital - Seattle, WA
 - Reduced employee commute rate from 73% to 33%
 - Avoided construction of a \$20 million parking garage and strengthened employee engagement
- Programs can be tailored to a smaller or larger scale.



ETRP Benefits

- In addition to GHG and ozone reductions and helping to reduce traffic congestion, ETRP can provide a variety of other benefits for employers/employees:
 - Reduced overhead costs
 - Enhanced employee recruitment and retention
 - Expanded employee benefits at low/no cost
 - Enhanced corporate/public image
 - Lower employee absenteeism and tardiness
 - Reduced employee stress and enhanced productivity
 - Increased employment opportunities for the disabled and others unable to meet traditional work hours



ETRP Equity Considerations

ETRP may:

- Increase equity by giving non-drivers a benefit comparable to free parking provided to drivers
- Increase disparities if policies do not apply equally to all employees
- Benefit lower-income and transportation-disadvantaged employees by improving travel choices and providing financial benefits to non-drivers
- Be regressive if negative incentives such as parking fees are introduced or increased without offsetting benefits



Next Steps

- APCD is seeking input from community members, businesses, planning organizations, local governments, etc. on ETRP
- Stakeholder meetings' registration, comment form, and additional information available at CDPHE Transportation GHG web page:

<https://cdphe.colorado.gov/reducing-greenhouse-gas-emissions-from-transportation>

Thank you for your time and feedback!