Best Workplaces for Commuters

STAPPA/ALAPCO

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Why Best Workplaces for Commuters

According to the Texas Transportation Institute’s 2001 Urban Mobility Report:

- Average American spends 36 hours per year stuck motionless in traffic (only 11 in 1982)
- “Rush hour” now lasts 6 or 7 hours per day
- $80B per year in lost productivity
- 4.5B hours of delay per year
- 7B gallons of wasted fuel per year

A major environmental challenge ...

- Miles traveled increased 75% from 1980 to 1999
- 80% were “drive alone” trips
- Light duty vehicles cause 20% of greenhouse gas emissions
**Best Workplaces for Commuters**

- Voluntary business-government partnership to ease traffic congestion, save fuel, and reduce ozone forming pollutants and greenhouse gas emissions

- **The Challenge:** Reduce single occupancy vehicle commuting by getting employers to offer employees the “National Standard of Excellence” for commuter benefits

- Program began signing on partners May 2001
Best Workplaces for Commuters

Results

• Over 600 individual employers nationally covering over 1.2 million employees

• 31 States have Best Workplaces for Commuters

• Nine Business Districts (covering more than 4000 employers) are located in Atlanta, San Francisco, and Colorado.

• Program is:
  – saving more than 58 million gallons of gasoline annually
  – reducing the number of miles driven by more than 3 million miles a day
  – reducing significant amounts of VOCs/N0x
Best Workplaces for Commuters
Assessing our Success

• One of fastest growing voluntary programs
  – **triple numbers by end of 2005**
• BWC is viewed as Smart, Effective, Credible
• Demand for local BWC campaigns is overwhelming
  – 2002 - 1
  – 2003 - 6
  – 2004 -14 (turned down additional 5 areas)
Criteria for National Standard of Excellence for Commuter Benefits

- **Coordinate communication**
  - Designate point of contact
  - Centralize information
  - Communicate commuter benefits

- **Offer commuter benefits package**
  - Emergency Ride Home
  - One of four Primary Options
  - Three or more Supporting Options

- **Meet performance benchmark**
- **Report success to EPA**

Primary options (choose 1)
- $30 transit/vanpool subsidy
- Parking cash out
- 6% or greater telecommuting
Benefits to Employers

- **Parking-related cost savings.** Alternatives to single-occupancy driving to work reduces employees’ parking demand on their employers.

- **Tax savings.** Changes in the federal tax code allow employers to offer tax-free transit and vanpool benefits, saving employers money on payroll taxes.

- **Employee recruiting and turnover savings.** Important tool for retaining talent, which cuts costs associated with recruiting and training new employees.

- **Facility cost savings.** Telecommuting can reduce facility costs because fewer employees will be working at a particular site on a given day.
EPA Program Strategy

- Metro Area “list” of Best Workplaces for Commuters
- Best Workplaces for Commuters “Districts”
- In development…. “Fortune 500 Best Workplaces for Commuters” Annual List
Best Workplaces for Commuters

Metro Approach

- Build metro coalition with 3rd party champions
- Issue business challenge
- Build List
- Recognize Employers

- Regional BWC lists in 2003
  - DC Metro
  - Houston
  - Tucson
  - San Francisco Bay Area
  - Sacramento
  - New England

- New regional BWC lists in 2004
  - Colorado - April 2004
  - Metro NY-NJ-CT - May 2004
  - Additional areas: Triangle Region, NC, Charlotte, Phoenix, Dallas, Minnesota, Baltimore, Colorado,
SmartWay Transport Partnership
goal: 9-18 MMTCe/year (36-72 million tons CO₂) by 2012
– plus NOx, PM, and air toxics benefits

three major SmartWay Transport components:

1. Fleet Partnerships: Improve the environmental performance of freight transport by encouraging best practices, creating incentives, and recruiting shippers and carriers to participate

2. National Transportation Idle-Free Corridors: Deploy idle reduction strategies along major transportation corridors and freight hubs: truck stops, highway rest areas, ports, borders, freight terminals, rail yards

3. Rail/Intermodal: Improve rail efficiency and increase use of intermodal transport

11/10/2003
Overview of the Fleet Partnership Component

(For the First 3 Year Phase: 2003 - 2006)

- Applies to shippers and carriers
- Focuses on the ‘Middle of the Pack’ to achieve maximum reductions
- Fleets can join with a commitment to improve, but must demonstrate superior environmental performance to earn EPA’s SmartWay logo
- All fleets measure environmental performance with EPA’s FLEET Performance Model (Freight Logistics Environmental and Economic Tracking)
- Emphasis on recruiting shippers who will leverage carriers into the program,
- 32 partners currently in the program
How Can Fleets Join the Program

**Shippers:**

1. **Commit** to ship over 50% of their goods with SmartWay Partner carriers

2. **Assess and commit to improve their facility transportation emissions:**

3. **Can use the logo** when they:
   - **ARE shipping 50% of their goods with SmartWay Partner carriers**
   - **OR,** for shippers using more than 40 carriers, have at least 20 carriers **in the program** (these shippers still must commit to 50%)
How Can Fleets Join the Program

Carriers:

- Any carrier can join.
  1. Measure current environmental performance
  2. Commit to improve that performance within 3 years
     - Commitment must be tangible, quantifiable and based on technology/strategy about which EPA has confidence
  3. Create and submit Action Plan describing how carrier will achieve commitment

- Carriers can use the logo if:
  1. They demonstrate superior existing environmental performance
  2. Achieve a large enough commitment
**FLEET Performance Models:**

- **Freight Logistics Environmental and Economic Tracking Performance Models**
  - **Carrier version** measures the environmental performance of any fleet by:
    - Calculating tons of CO$_2$, NOx, and PM over a one year period
    - Calculating emissions reduced from technologies/strategies integrated into fleet over a one year period
  - **Shipper version** measures the environmental footprint of freight operations
    - Tracks percentage of goods shipped with SmartWay Transport Carriers
    - Calculates tons of emissions from contract trucking
    - Calculates tons of emissions from transportation related facility sources
Overview of National Idle-Free Corridors Program

Goal: Eliminate all unnecessary long duration idling & associated emissions:

<table>
<thead>
<tr>
<th></th>
<th>Trucks</th>
<th>Locomotives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel fuel consumption</td>
<td>1 billion gal/yr</td>
<td>68 million gal/yr</td>
</tr>
<tr>
<td>CO₂ emissions:</td>
<td>11 million tons/yr</td>
<td>800,000 tons/yr</td>
</tr>
<tr>
<td>NOx emissions:</td>
<td>150,000 tons/yr</td>
<td>17,000 tons/yr</td>
</tr>
</tbody>
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- Developing a nationwide network of idle-reduction options along major transportation corridors e.g., truck stops, travel centers, distribution hubs, rail switch yards, borders, ports
- There are approximately 12 idling control projects currently operating around the country
Overview of the Rail and Intermodal Component

• Working with railroads to obtain industry commitment to improve efficiency

• Working with shippers and carriers to expand use of intermodal transport options
  – Regus Industries (waste hauling) has converted over 30% of their trucking operations to rail. Plan to convert ALL operations to rail over the next few years.

• Demonstration project for idling locomotives at Chicago switch yard and Vancouver, WA

• Draft SIP guidance to be issued soon