



Proposed Amended Rule 2202

On-Road Motor Vehicle Mitigation Options

Working Group Meeting #2
March 22, 2023

Join Zoom Webinar Meeting

<https://scaqmd.zoom.us/j/94339030649>

Webinar ID: **943 3903 0649**

Teleconference Dial-In: (669) 900-6833

Agenda

- Recap of Working Group #1
- Current implementation of Rule 2202
- Proposed concepts for potential amendment to Rule 2202
 - Rule cleanup and administrative revisions
 - Telecommuting
 - Vehicle Miles Travelled (VMT) reporting
- Next steps

An aerial, high-angle view of a multi-lane highway. The image is heavily blurred to convey a sense of rapid motion. Long, horizontal streaks of light in shades of blue, yellow, and white represent the headlights and taillights of vehicles moving quickly. The lanes of the highway are clearly visible, with white dashed lines separating them. A concrete barrier runs along the right side of the road. The overall color palette is dominated by cool blues and greys, with the light trails providing a dynamic contrast.

Working Group #1 Recap

Working Group #1 Recap


- Reviewed Rule 2202 background and history
- Discussed purpose for Proposed Amended Rule 2202
 - Phase 1 – August 2023
 - Phase 2 – 2025-2026
- Introduced VMT and associated data collection
- Addressed attendee questions about PAR 2202, compliance, etc.

Working Group #1 Recap (cont.)

Themes of Questions and Comments

- Vehicle Miles Travelled (VMT)
 - *Example: How will worksites report VMT for employees?*
- Telecommuting
 - *Example: Are teleworkers included in AVR survey?*
- Rule cleanup and administrative revisions
 - *Example: Can I conduct my AVR survey during the fourth week of June?*
- Compliance with current Rule 2202
 - Guidance documents and compliance forms available on website:
<http://www.aqmd.gov/home/programs/business/business-detail?title=rule-2202-on-road-motor-vehicle-mitigation-options>
 - Contact South Coast AQMD staff





Current Rule 2202 Implementation

Current Rule 2202 Implementation: COVID-19 Temporary Protocols

South Coast AQMD provided employers with temporary flexibility due to the pandemic:

Protocols that will remain in effect

- Human resources / Payroll records to document telecommuters*
 - Records to document telecommuters in place of employee survey
 - Pandemic- aided employers who employed remote working practices (increased response rates)
 - Post-Pandemic- ease reporting of telecommuters; continue to incentivize teleworking policies
- Temporarily furloughed employees**
 - Exempt from total worksite employee count
 - Pandemic- uncertain on return of furloughed employees
 - Post-Pandemic- worksite employment levels beginning to stabilize

* Per Rule 2202 (g)(1)(d)

** Per Rule 2202 (d)(7)

COVID-19 Temporary Protocols (cont.)

Protocols to be removed July 1

➤ No Cost Extensions

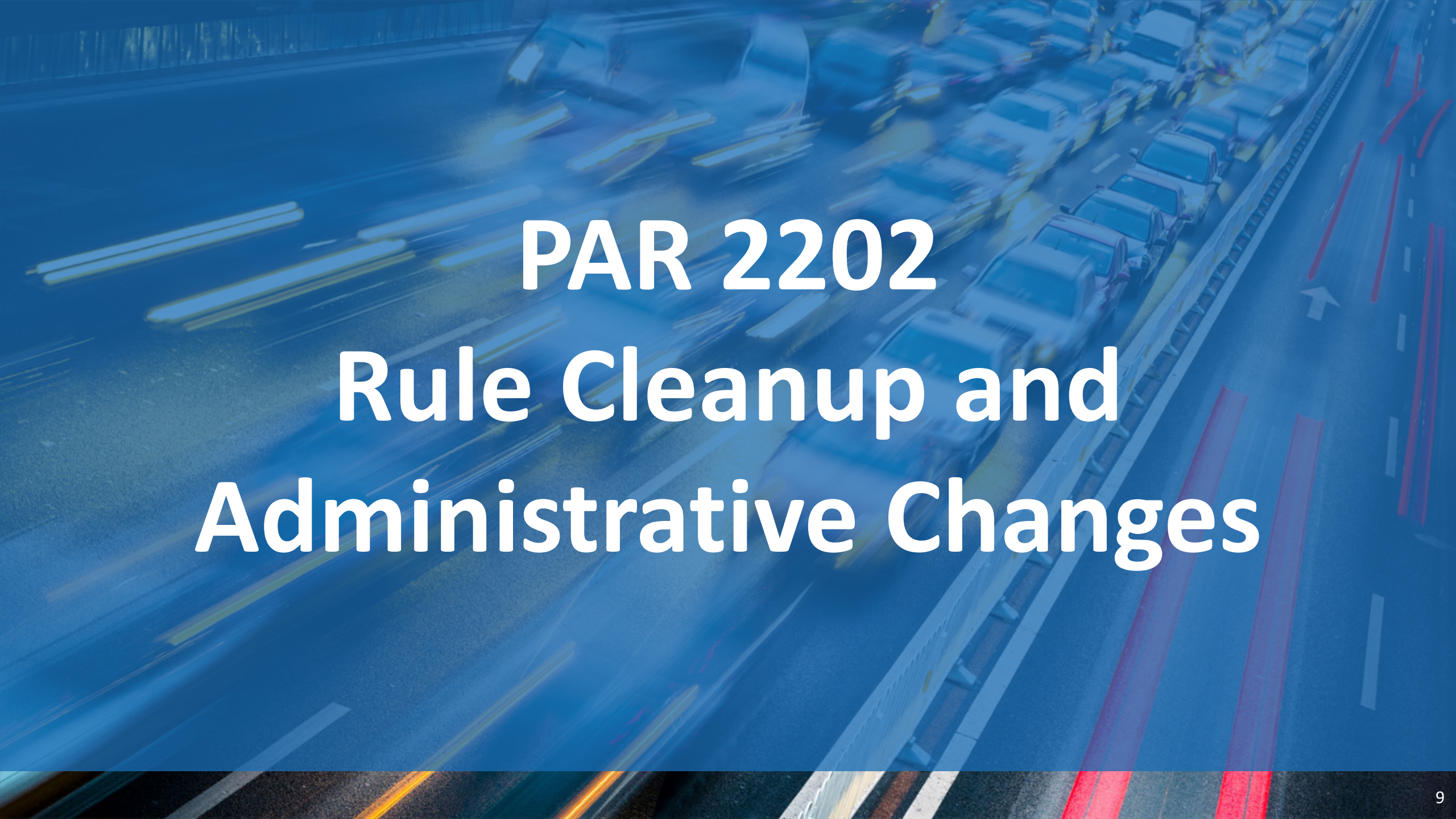
- Fees for extension of annual report submissions will be reinstated

➤ Waived Late Fees

- Late plan submittal fees will be reinstated

➤ Worksite Inspections

- Worksite inspections to resume as needed



PAR 2202 Rule Cleanup and Administrative Changes

Proposed Amended Rule (PAR) 2202: Rule Cleanup & Administrative Changes

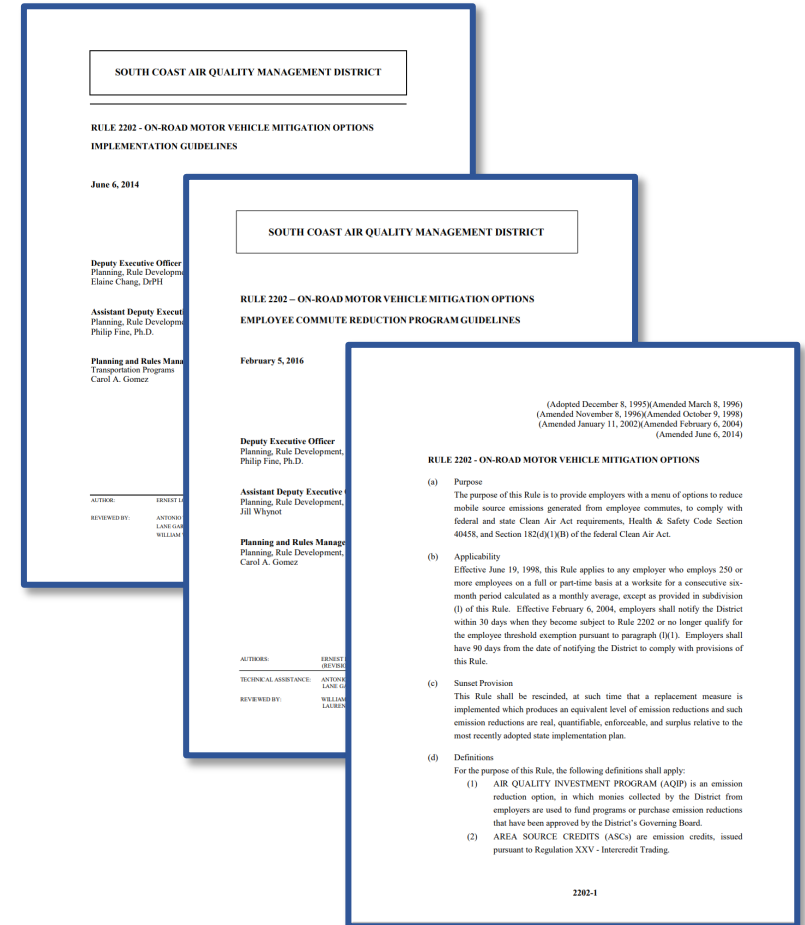
Implementation and ECRP Guidelines

Purpose of documents is to provide guidelines for compliance with the provisions of Rule 2202

- Plan review period increase from 90 days to 120 days*
 - Provide staff additional review time
- Revise holiday definition in rule and guideline language to reflect state and national holidays**
 - Will consider new holidays as they become recognized
 - This will include newly recognized Juneteenth (June 19)

*Per Rule 2202 Implementation Guidelines (G)(4); per ECRP Guidelines (II)(A)(c,d,f) and (IV)(B, G-H)

** Per Rule 2202 (e); per Rule 2202 Implementation Guidelines(VI)(13); per Rule 2202 ECRP Guidelines (VI)(20)



PAR 2202:

Rule Cleanup & Administrative Changes (cont.)

Employee Transportation Coordinator (ETC) Training

- Currently conduct two ETC training classes per month
 - Conducted virtually
 - One-time certification
- Potentially may require Employee Transportation Coordinator (ETC) training for all sites submitting AVR surveys
- Helps to eliminate transportation plan submittal errors
 - Will address comprehension of rule requirements and high ETC turn-over rate
 - Facilitate awareness of VMT data collection and other potential future compliance modifications
 - Will include a temporary flex period for sites with annual due dates near rule amendment date

Proposed Amended Rule: Rule Cleanup & Administrative Changes (cont.)

- Add/modify rule definitions and terms for:
 - Furloughed employee
 - Telecommuting
 - VMT
 - ZEV & other vehicles (ex. Hydrogen-FCEV)
- Clarify rule language around ECRP compliance option in On-Road Motor Vehicle Mitigation Options
 - ECRP is listed as “other” compliance option, is not clearly defined, itemized under exemptions (ECRP Guidelines (f)(6),(l)(3))
 - Minor administrative language revisions for clarification (e.g. acceptance of digital signatures)
- Update ECRP strategies to include additional information / clarification (Implementation Guidelines (F)(1)(a-g), (2)(a-h), (3)(a-r))
 - EV infrastructure
 - Mobility hub services
 - Electric scooters/bicycles
 - Remove fuel component in Auto Services



Telecommuting in PAR 2202

PAR 2202 Concepts: Telecommuting

2022 AQMP Control Measure MOB-14



The **2022 Air Quality Management Plan** proposed amending Rule 2202 to further reduce emissions associated with work trips.

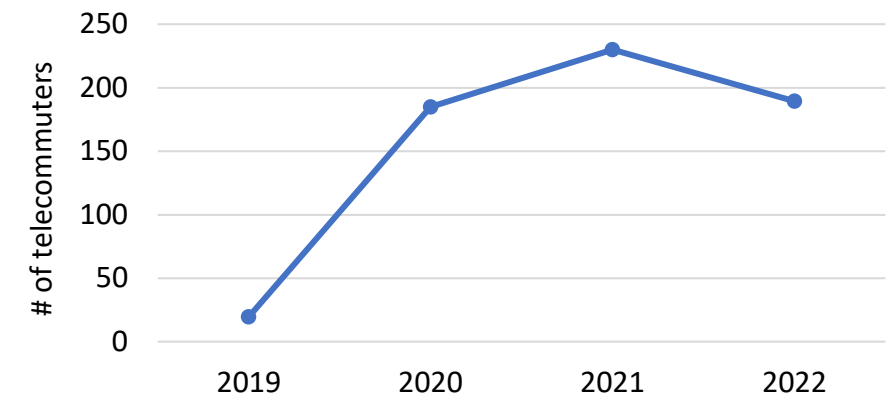
- During the COVID-19 pandemic, regulated employers incorporated widespread telecommuting practices
 - Staff recognizes that these telecommuting policies are continuing to evolve
- Telecommuting is cited as a key mechanism to achieve additional emission reductions in Rule 2202

Telecommuting Data

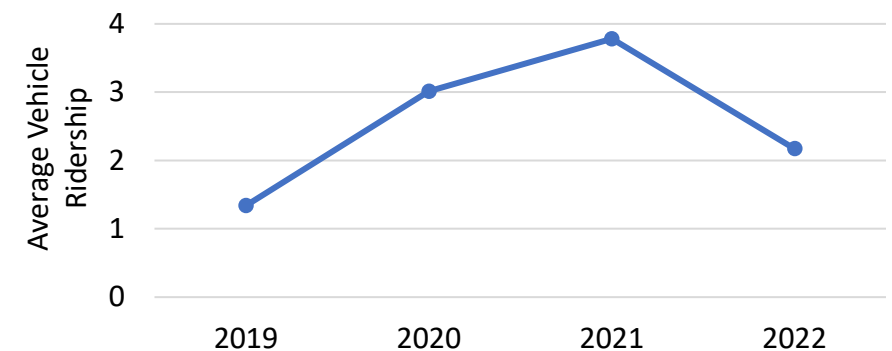
Average Vehicle Ridership (AVR) mode data shows an increase in the amount of telecommuters starting in 2020 and the corresponding impact on AVR scores.

- In 2019, sites that implemented telecommuting reported an average of 19.7 telecommute trips/day
- In 2020, average telecommute trips/day rose to 185.1, an increase of over 9x
- This reduction of vehicle trips was evident in increased average AVR scores across regulated sites

Average Daily Telecommuters



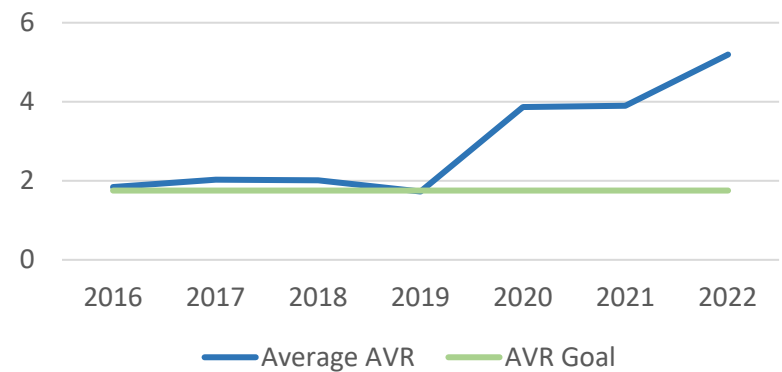
Average AVR



Average AVR for ECRP Sites By Zone

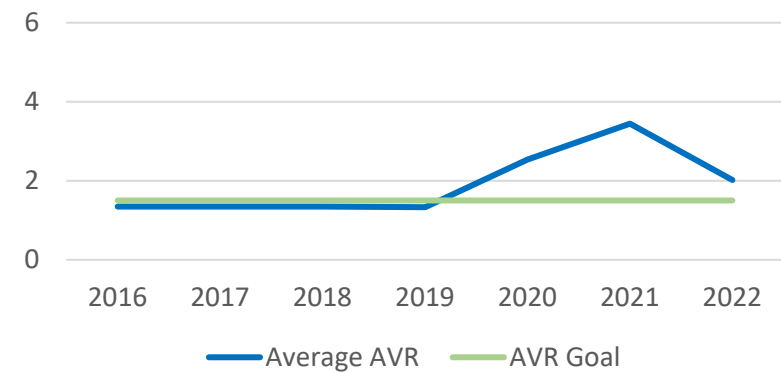
Average AVR amongst regulated sites has been greater than the target AVR for all performance zones since 2020

Zone 1 Average AVR



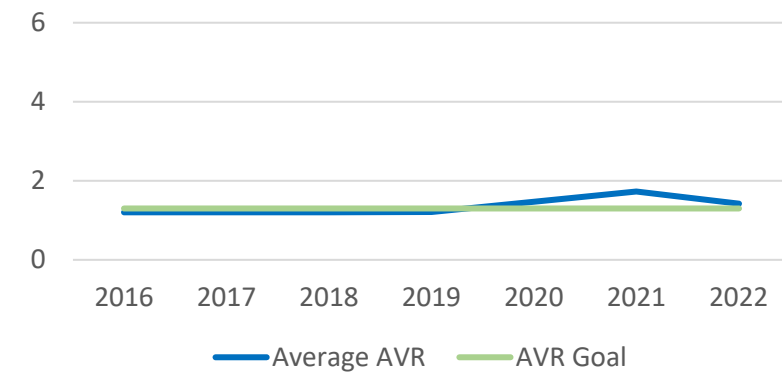
42.9%*

Zone 2 Average AVR



33.3%*

Zone 3 Average AVR



23.1%*

* The percentage of daily telecommute trips needed to automatically reach AVR if all other trips are in a single occupancy vehicle

Telecommuting Advantages

If a regulated site is capable of implementing telecommuting in their work environment, they will benefit under every plan type. Streamlined reporting and survey requirements will ensure the site benefits from full time telecommuters

Air Quality Investment Program (AQIP)

Reduce the amount of employees reporting to the worksite and pay less in AQIP fees

Emission Reduction Strategies (ERS)

Reduce the amount of employees reporting to the worksite and purchase fewer emissions credits

Employer Commute Reduction Program (ECRP)

Reduce the amount of employees reporting to the worksite which will result in a higher AVR score. Site may qualify for the High AVR or AVR Improvement program



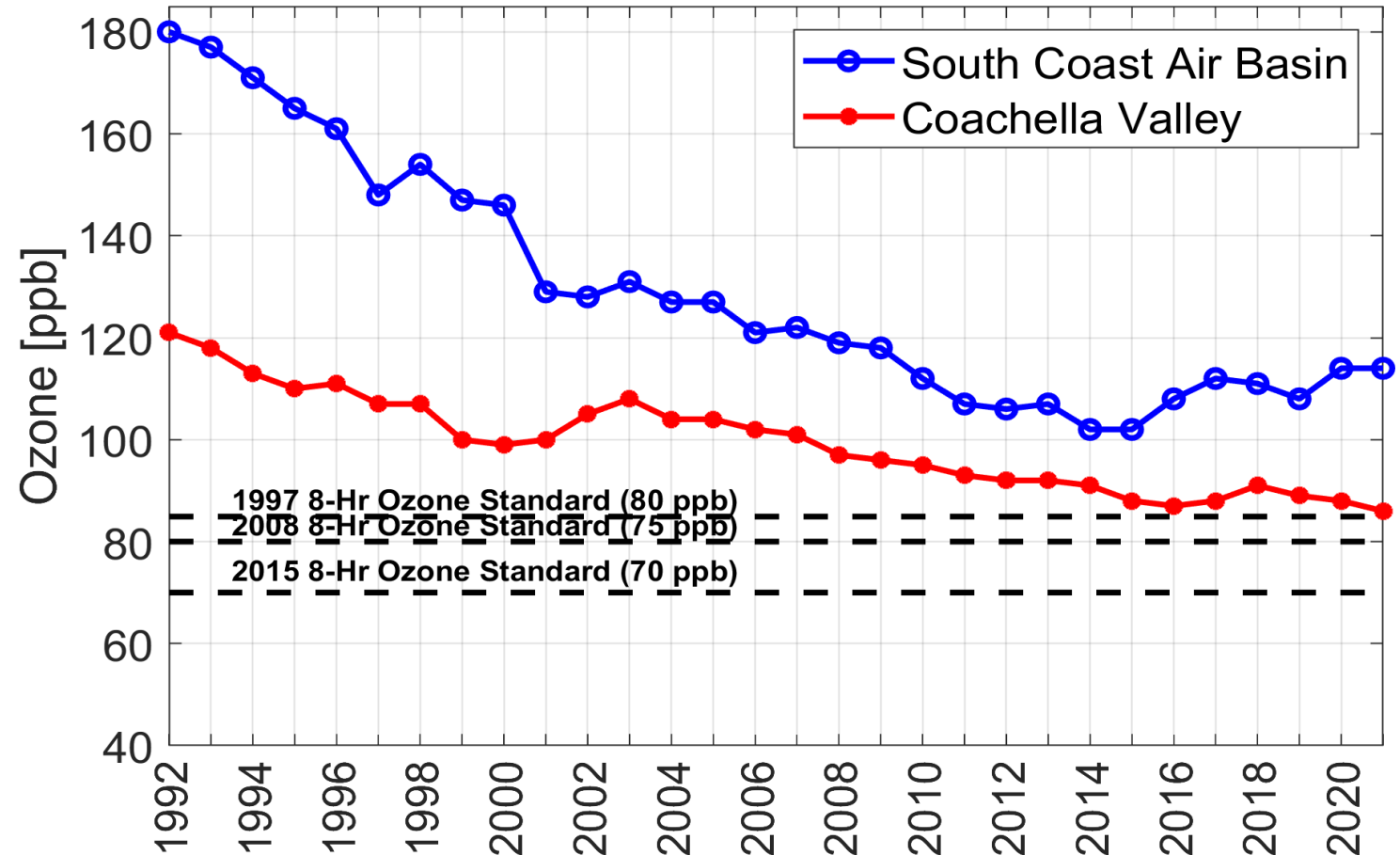
Vehicle Miles Travelled Considerations for PAR 2202

Background:

VMT Considerations for PAR 2202

In 2015, the U.S. EPA tightened the ozone standard. **The South Coast Air Basin is in “extreme” nonattainment for ozone.**

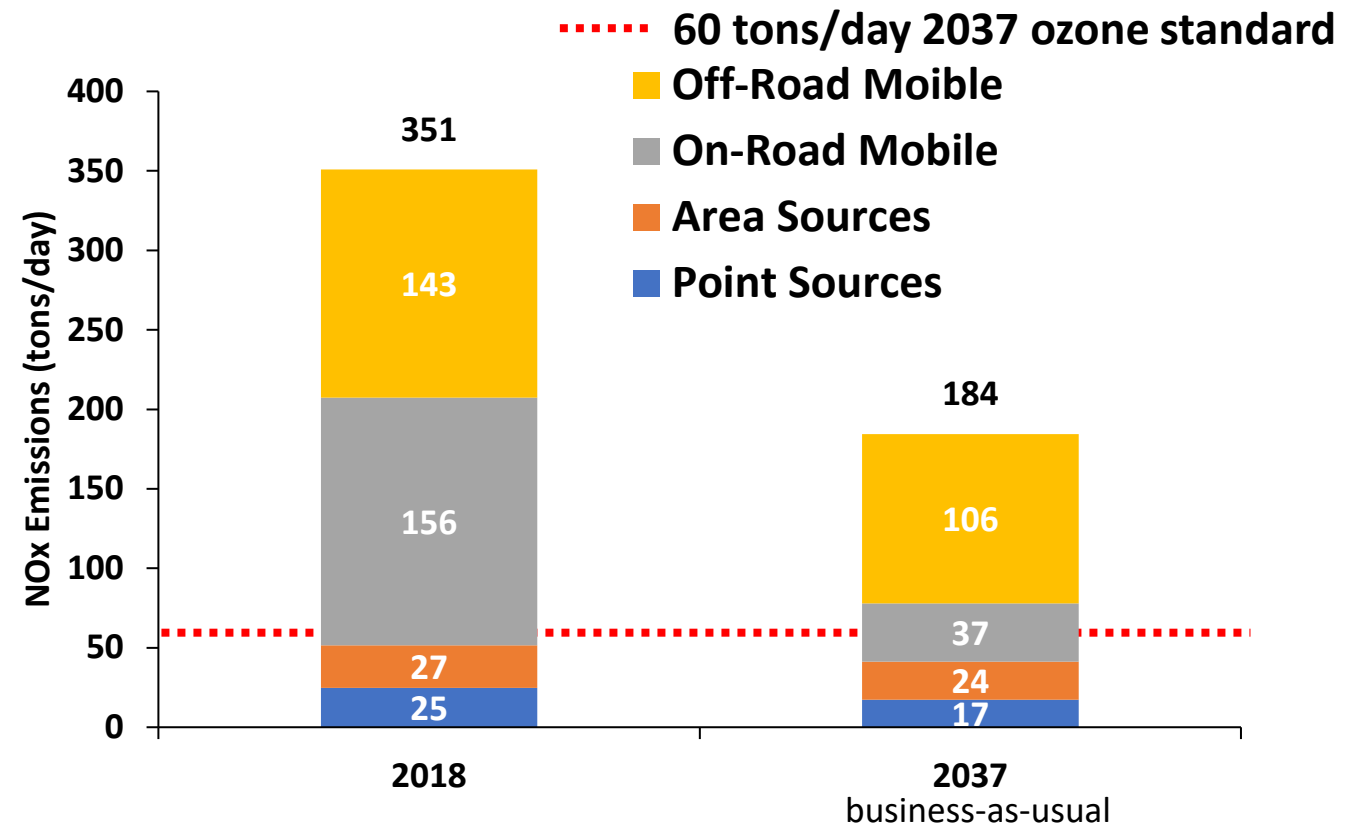
- NO_x is the primary pollutant that must be controlled to reduce ozone
- Processes that burn fuel result in NO_x emissions
 - Passenger vehicles are one of the top ten emitters of NO_x



NOx Attainment and On-Road Sources

Approximately 85% of daily NOx emissions come from mobile sources

- Additional emission reductions are needed in order to meet the 2037 ozone standard set by the E.P.A., specifically for mobile sources
 - Emission reductions are also needed to meet earlier ozone standards in 2023 and 2031
- Higher Vehicle Miles Travelled (VMT) results in higher emissions



Metrics Associated with Employee Commute Air Quality Impacts

Emissions

- Administratively burdensome to calculate for every employee

There are many factors that impact emissions

- Mode of travel (e.g., bus, light rail, passenger vehicle, etc.)
- Type of vehicle (e.g., zero emission vehicle, internal combustion engine, etc.)
- Distance of trip
- Congestion

Proxies for employee commute trips

- Average Vehicle Ridership (AVR)
- Vehicle Miles Travelled (VMT)

RULE 2202 - REGISTRATION FORM

YEAR: SITE ID:

Section IV-2 (Cont.) D. Weekly Employee Survey Summary Form (Peak)

See Instructions on Pages 10 and 11.
Summarize the commute modes of employees who began work within the designated 6-10 a.m., Monday-Friday window (Refer to Page 10 of these compliance forms for mode definitions and AVR calculation instructions)
Days of the week: Hours: to
If different than Monday through Friday, and/or 6:00 AM to 10:00 AM, identify the 5 consecutive days and/or the 4 consecutive hours above.

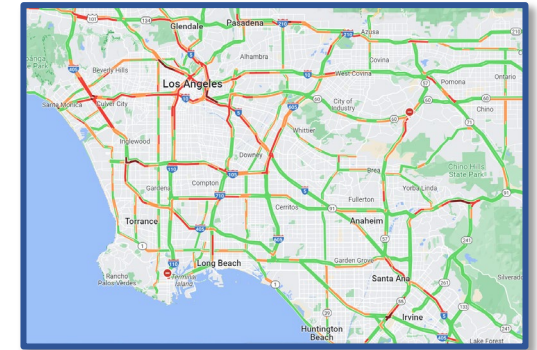
Mode	MON	TUE	WED	TH	FRI	Total
No Survey Response (60-89%)						
Surveys with Errors						
A. Zero Emission Vehicle						
B. Bus						
C. Rail/plane						
D. Walk						
E. Bicycle						
F. Telecommute						
G. Noncommuting						
H. Drive Alone						
I. Motorcycle						
J. 2 persons in vehicle						
K. 3 persons in vehicle						
L. 4 persons in vehicle						
M. 5 persons in vehicle						
N. 6 persons in vehicle						
O. 7 persons in vehicle						
P. 8 persons in vehicle						
Q. 9 persons in vehicle						
R. 10 persons in vehicle						
S. 11 persons in vehicle						
T. 12 persons in vehicle						
U. 13 persons in vehicle						
V. 14 persons in vehicle						
W. 15 persons in vehicle						
Compressed Work Week Day(s) Off						
X. 3/36 work week						
Y. 4/40 work week						
Z. 9/80 work week						
Other Days Off						
AA. Vacation						
BB. Sick						
CC. Regular Day Off, Jury Duty, LOA, etc.						
DD. NSR (90% or higher response)						
OO. Off-Peak Trips (mixed schedule)						
TOTALS (Each day should match)						

SCAQMD Page 7 July 2017

VMT Background: California Senate Bill 743 (2013)

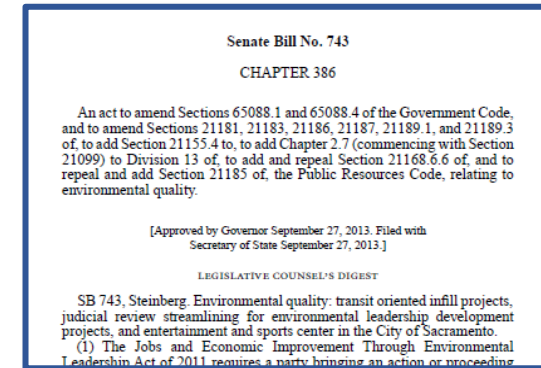
Prior to July 2020, CEQA required analyzing **Level Of Service (LOS)** to determine potential traffic-related impacts from projects

- LOS evaluated projects on the basis of traffic delay/congestion
- Congestion on sections of roads or at intersections is primary consideration rather than distance of trip
- Under LOS, mitigation measures were focused on reducing traffic congestion



Starting July 2020, CEQA required analyzing **Vehicle Miles Travelled (VMT)** to determine potential traffic-related impacts from projects instead of LOS

- **SB 743 made VMT a key new metric for transportation impacts**
 - Lower VMT also reduces greenhouse gas emissions and traffic-related air pollution
- Under SB 743, transportation mitigation measures are now focused on reducing the amount of driving



VMT Background :

California Air Resources Board (CARB) & Southern California Association of Governments (SCAG)

CARB's State Implementation Plan cites VMT reduction as a control measure to attain federal and state air quality standards

- Enhanced transportation options can include walking, biking, transit, rideshare, and other options
 - Emission reductions from VMT measures needed to supplement other CARB strategies on zero emissions vehicles
- CARB's 2022 Carbon Neutrality Scoping Plan also indicates additional VMT reductions are necessary to reach air quality and climate goals

SCAG's 2022-2045 Regional Transportation Plan (RTP) uses VMT as a key metric to evaluate performance results of their plan

- RTP seeks to reduce both VMT per capita (congestion) as well as emissions per capita (GHGs, and smog-forming pollutants)
- RTP showed that **the average distance travelled for work trips is >3x the average distance travelled for non-work trips**

VMT Background:

VMT in Current Rule 2202

Currently, the Rule 2202 AVR Survey asks for employee VMT

- VMT is currently not a required field on the employee survey
- Potential approach would require VMT to be collected from surveyed employees and reported on the annual compliance submittal
- The VMT data collection will guide future rule amendments

Survey Week: _____		
MO/DAY/YR THRU MO/DAY/YR		
Average Vehicle Ridership (AVR) Survey Form		
Employee Information		
Name: _____		
Employee I.D.#: _____		Dept./Section: _____
Phone Ext.: _____	Home Zip Code: _____	Miles to Worksite (one way): _____
Signature: _____		Date: _____

Proposed Amended Rule 2202

Staff is proposing to amend Rule 2202 in two phases

Phase 1 August 2023

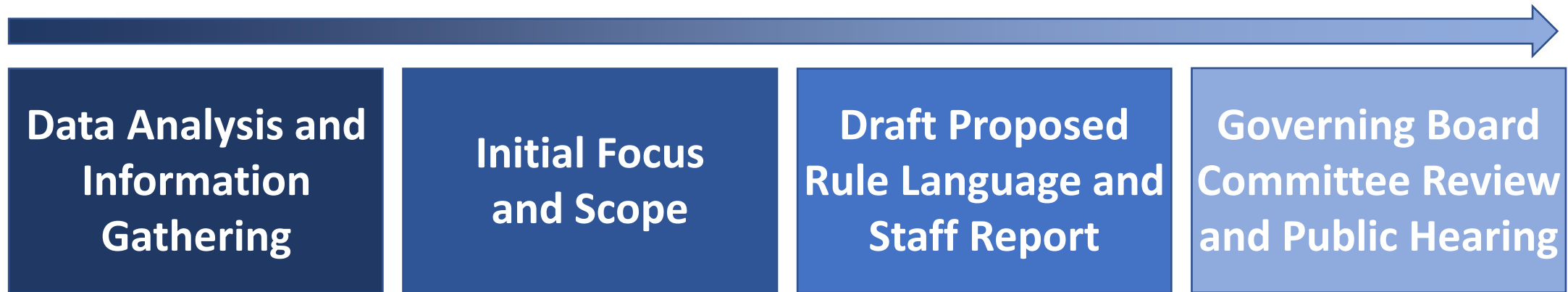
- Require VMT reporting to collect data for Phase 2
- Consider increase/incentivize telecommuting
- Minor rule cleanup and administrative revisions

Phase 2 2025-2026 *(rulemaking to begin in 2024)*

- Consider using VMT as primary metric within rule
- Reassess performance zones to factor in new high quality transit areas and travel patterns
- Evaluate compliance options for zero emission passenger vehicles and supporting infrastructure
- Evaluate continued use of credit options for compliance
- Modify rideshare program requirements and reporting

Rule Development Process

Stakeholder Input



Rule Amendment Schedule

1st Working Group Meeting	February 23, 2023
2nd Working Group Meeting	March 22, 2023
3rd Working Group Meeting	April 2023
4th Working Group Meeting	May 2023
Mobile Source Committee	May 19, 2023
Set Hearing	June 2, 2023
Public Hearing/ Governing Board	August 4, 2023

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Proposed Amended Rule 2202 Webpage

<http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-2202>