

EXECUTIVE ORDER NO. EO 98 - 02

STATE EMPLOYER PLAN TO REDUCE TRI-COUNTY TRAFFIC

Reducing commuter and business driving is a cost-saving alternative to building ever-increasing highway and public transit capacity. Reduced driving also lessens air and water pollution, energy consumption, and highway maintenance costs.

The causes of traffic congestion and all its ills are simple. Too many people in too many vehicles try to use the same road space at the same time. The solutions, however, are not so simple. The only ultimate answer is for people to drive fewer miles, less often, in fewer vehicles, and at dispersed times.

Studies of the energy crisis of the 1970's found that drive-alone trips increased heavily despite widespread incentives and education. However, recent studies of mandatory employer programs reflect a more positive outcome. A recent national study found that mandatory programs for employers yielded an average trip reduction of 15 percent. Workplace-related issues play a major role the number of people who utilize a highway system at the same time. Therefore, employers have an opportunity to play a lead role in furthering traffic-load solutions.

Workplaces are key factors in traffic volume and timing. Standard work hours are the main reason for congestion-time commuting. Unpredictable work hours and solo field work are two reasons many people drive their cars to work. Some workers commute alone because they must transport children en route. Some do so because they dislike their commuting alternatives. Some have no alternatives. But, many of the causes of driving alone and driving during congestion hours can be moderated with little cost through changing employer practices. The state, as a major employer, has a duty to do its part to reduce the traffic load.

THEREFORE, IT IS HEREBY ORDERED AND DIRECTED:

This order shall apply to all agencies of the Executive Branch of the State of Oregon. It shall be mandatory for state workplaces employing ten or more on day shifts in the Multnomah, Washington, or Clackamas counties (the "plan area"). For simplicity, state agencies may apply this order to any or all work shifts and worksites in the state.

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1. It shall be the goal of the state, in its role as an employer, to reduce drive-along and congestion-time commuting in the Portland and Tri-county area and in other metropolitan areas of the state.
2. To the maximum extent practical, agencies shall adopt, provide, and promote the employee Commute Options and Actions recommended by the Department of Administrative Services.
3. Each worksite shall achieve at least a ten percent reduction in its baseline auto trip rate within one year of the issuance of this Order. Worksites that already have achieved auto trip rates that are low for their locales may apply to Department of Environmental Quality Employee Commute Option program for approval of a tailored reduction goals.
4. Agencies shall eliminate unnecessary business driving. They shall reduce drive-alone trips and unnecessary auto trips that clients must make to obtain state services. To the maximum extent practical, agencies shall adopt and expand upon the Business and Client Strategies recommended by the Department of Administrative Services.
5. Agencies shall allow drive-along trips between Salem and Portland only if rescheduling, public transit, teleconferencing, ride sharing, or other options are unworkable. To the extent possible, agencies shall schedule all meetings so that staff and clients from metropolitan areas do not travel in congested areas at congestion times. In keeping with the intent of ORS 283.515, agencies shall plan for, provide, and use teleconferencing equipment whenever practical to avoid staff and client travel to meetings.
6. Where practical, agencies shall charge fees, consistent with the goals of this order, for parking they provide to employees in the plan area. In locales near DAS parking, agencies' fees shall not be less than DAS fees.

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7. Agencies shall immediately assure that all worksites subject to the Employee Commute Options (ECO) rules (OAR 340-030-0800 through 340-030-1080) are, and remain, in full compliance with those rules. ECO dates and timelines shall be met.
8. The standard day shift shall be based on an individual work schedule for each employee. To the greatest extent practical, a work schedule shall allow a compressed work week, telecommuting, stationing at home, or flextime to match pool or transit schedules. A daily 8 AM to 5 PM schedule may be approved as the exception; such a schedule may be needed to match education, child care, car pool, or transit times; to conform to law or collective bargaining, to assure customer service, or similar reasons.
9. State executives and senior managers in the plan area shall apply one or more commute options to their own work times or commuting methods. They shall apply business travel goals and methods to themselves.
10. The Office of Energy and the Departments of Administrative Services, Environmental Quality, and Transportation shall provide consultation, information resources, and advice to agencies regarding this order.
11. Department of Transportation (ODOT) shall be the lead agency in promoting, coordinating, and monitoring this order in the Tri-county plan area. ODOT shall survey area agencies and make an annual progress and status report to the Governor. Agencies shall supply whatever information ODOT shall require. Where applicable, ODOT shall require the same data that affected agencies must submit to Department of Environmental Quality under its Employee Commute Options rules. Each agency shall designate a coordinator to work with ODOT. To reduce traffic, ODOT shall seek ways to provide public access to state Internet sites through public computers at state offices outside of congestion areas.
12. Department of Administrative Services shall review and revise state policies and services, proposing legislative concepts and revisions to existing Executive Orders where necessary, with the goal to:

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- a: Cut drive-alone trips between Salem and the plan area, including consideration of a shuttle service and teleconferencing services for small meetings.
- b: Make state pool cars accessible without necessitating private car trips to a motor pool.
- c: Park state cars nearer field work and away from the central plan area.
- d: Attain higher efficiency in the allocation and use of state cars.
- e: Provide transit subsidy options as transit allowances or by other means.
- f: Increase support or subsidy of car or van pool parking at all plan area worksites.
- g: Allow agencies to subsidize public transit passes.
- h: Require that state leasing and building sites be adjacent to public transit wherever possible.
- i: Find and foster or provide communication alternatives to travel.
- j: Provide economical, useful teleconferencing, computer conferencing, telecommuting, and videoteleconferencing equipment or services to agencies.

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- k: Invite ideas for employees and use interagency work groups to foster reduced highway travel related to state work.

Done at Portland, Oregon, this 11th day of February, 1998.

/S/ _____
John A. Kitzhaver, M.D.
GOVERNOR

ATTEST:

/S/ _____
Phil Keisling
SECRETARY OF STATE