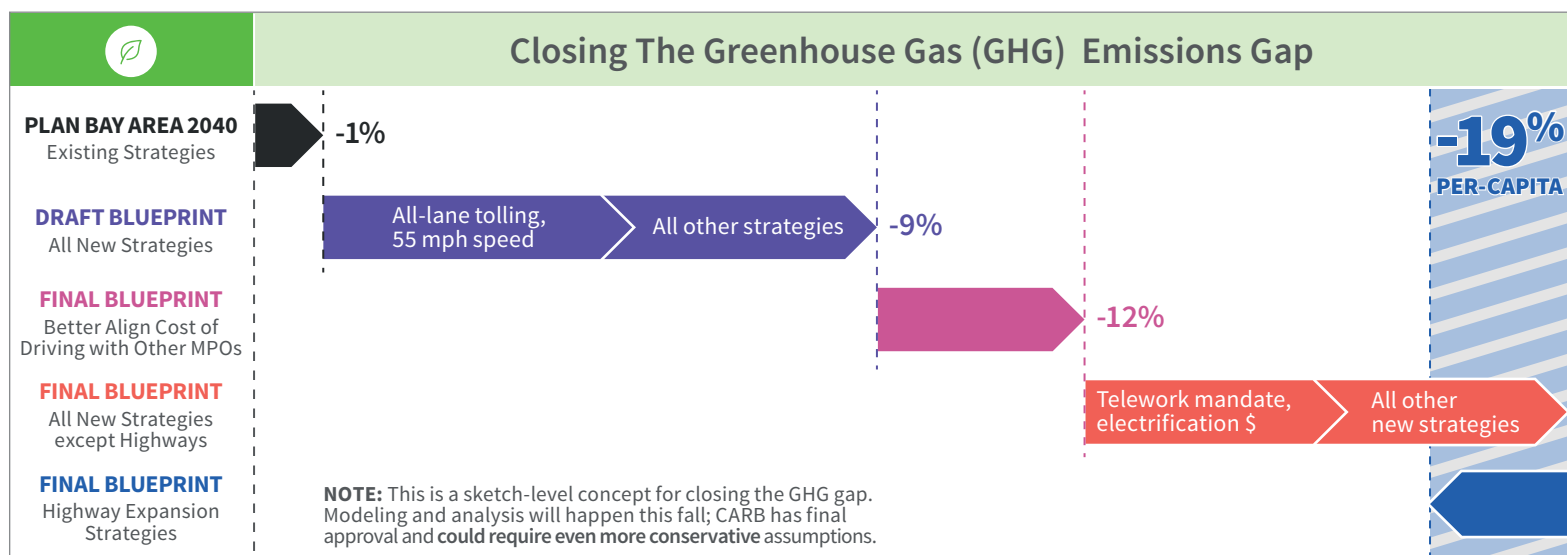


### What the Telecommuting Strategy Is...and What It Is Not

- The **Plan Bay Area 2050 Final Blueprint telecommuting strategy (EN7)** focuses on requiring large office-based employers to achieve a telecommuting target of 60 percent on a typical weekday by the year 2035. Employers could meet this target using any variety of alternative work options, such as compressed work weeks, flexible work schedules, or remote work policies.
- This is a strategy in a 30-year long-range plan.
  - ▶ MTC does not have regulatory power to enforce. New authority would require act of the Legislature.
  - ▶ Moving from strategy to policy requires negotiation, consensus and refinements from all stakeholders, public and private.
- The strategy is **targeted...**
  - ▶ 60 percent **planning** goal is assumed to apply only to office workers in businesses with 25 or more employees.
  - ▶ Does not include warehousing, retail, etc.
  - ▶ Strategy aims to reduce auto trips and associated GHG emissions.
- The strategy is **packaged...**
  - ▶ The telecommuting strategy is **one of 35** strategies in the Final Blueprint.
  - ▶ Works only with other strategies, notably broadband investments in low-income communities to advance equity.

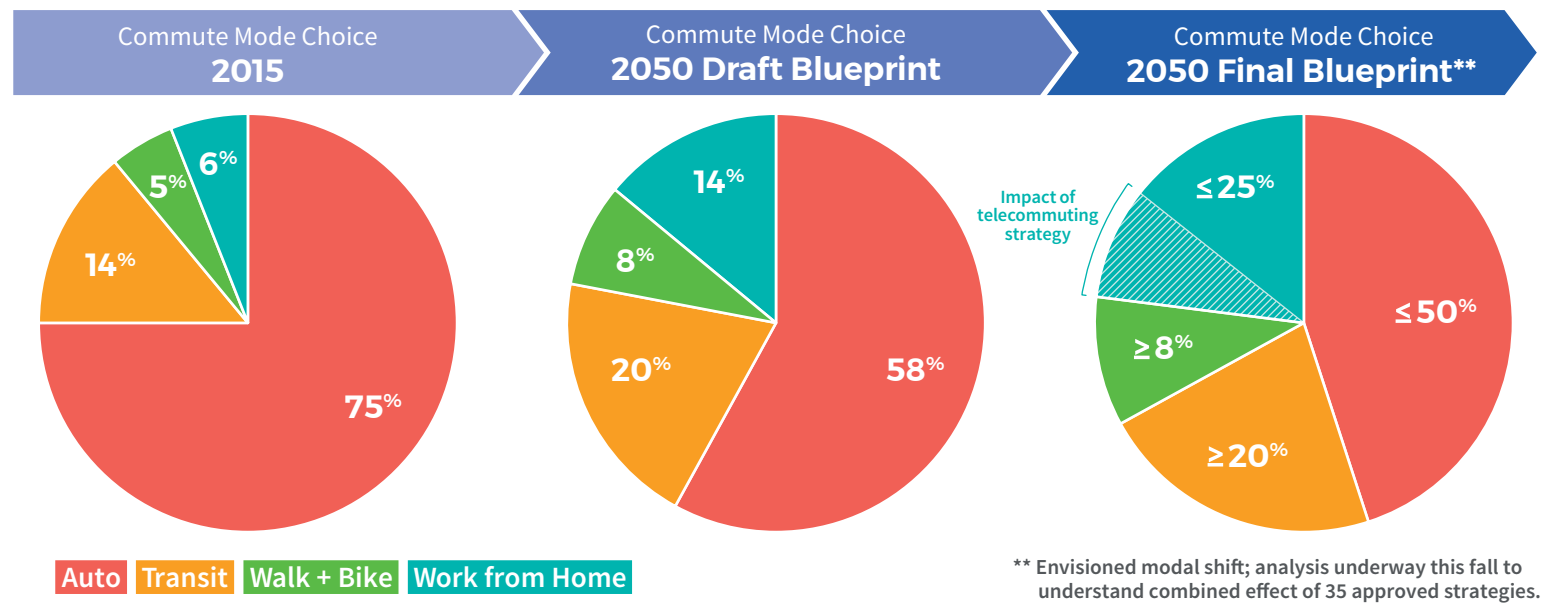
### Why Does This Matter?

- Plan Bay Area 2050 has a state-mandated greenhouse gas reduction target (19 percent reduction by 2035).
- The Draft Blueprint did not achieve the target despite significant investments and policy commitments:
  - ▶ **Transit:** \$400+ billion to sustain and expand the network, increasing commute mode share from 14 percent to 20 percent
  - ▶ **Bike/Pedestrian:** \$13 billion for regional network of protected bike lanes and paths in Final Blueprint
  - ▶ 1.4 million **additional** households accommodated – 70 percent of new housing in places with frequent high-quality transit
  - ▶ Pricing the highway network with “all road tolling” strategy on congested freeways



- All of the above and more got the Draft Blueprint just halfway to the -19 percent target.
- There are no easy fixes.

## Telecommuting: One Piece of the Puzzle



## Next Steps – Limits and Opportunities

- Falling short of GHG target in Final Plan could result in loss of at least \$100 million per year in Bay Area transportation funding, beginning in 2022.
- In adopting the Final Blueprint, including the telecommuting strategy, the Commission directed staff to examine alternatives, if they generate equivalent GHG reductions.
- Any viable alternative to the telecommuting option must adhere to the following parameters:
  - ▶ **At Scale:** Alternate strategy cannot have marginal impact on GHG emissions. Telecommuting works well on top of other strategies.
  - ▶ The alternative strategy cannot “double count” estimated GHG emission reductions – a major factor for CARB approval.
  - ▶ **Fiscal Constraint:** All transportation strategies must fit federal “fiscal constraint” requirements. Final Blueprint transportation element already has \$581 billion price tag — of which \$115 billion is assumed to come from new, unsecured sources.
- Public supports bold telecommuting strategy, based on summer 2020 engagement with 7,000 residents.
  - ▶ **Poll question:** “Require employers to limit in-person office work when telecommuting or working from home is possible”
  - ▶ 76% support (45% strongly support, 31% somewhat support) versus 21% oppose (10% somewhat oppose, 11% strongly oppose)
- After Plan Bay Area 2050, three more long-range plans will be developed and adopted by 2035. Subsequent iterations can review and revise strategies and assumptions based on changed conditions, requirements, and priorities.

