

From: [Scott Feeney](#)
To: [MTC-ABAG Info](#)
Subject: Telecommuting mandates are a terrible idea
Date: Friday, September 11, 2020 10:56:17 PM

External Email

Dear MTC commissioners and staff,

I was concerned to hear that the MTC will consider a proposal 9/23 to mandate large employers have 60% telecommuting. Any such mandate is a move in the wrong direction (and that percentage pushes the idea into the territory of the absurd).


Instead, consider requiring large employers to have at least 60% of employees not drive alone to work. Public transportation, carpooling, walking, biking, shuttles, and telecommuting are all good options.

Telecommuting does not work for everyone. We may be doing it out of necessity during a pandemic but that doesn't mean it's equally productive. Moreover, your agency's job is to help the Bay Area get around in safe and sustainable ways. Telling us to mostly just stay at home is an abdication of that responsibility.

It's not a problem for lots of people to commute if we have well-funded, well-integrated, affordable, reliable transit, and streets that are safe for (e-)biking and walking. It becomes a problem only when unsafe streets and confusing, unaffordable, unavailable, or poorly-performing transit force too many people into cars. Which is indeed too often the case in the Bay Area, and that is what MTC should be focusing on fixing.

The ridiculous idea to force telecommuting sounds like it was invented by a suburbanite who can't imagine a different way than driving everywhere, or a retiree who doesn't have to deal with the consequences. I hope you'll reject this idea and instead work to enable sustainable transportation.

Best,
Scott Feeney



From: [Scot Conner](#)
To: [MTC-ABAG Info](#)
Subject: Do NOT support telecommute mandate, Agenda Item 8A
Date: Sunday, September 20, 2020 7:10:06 PM

External Email

Dear MTC Commissioners,

I'm writing to you concerning Agenda item #8A for this Wednesday's meeting - a proposal to mandate that large employers have at least 60% of their employees telecommute on any given work day.

I strongly oppose this proposal. Work from home is an **emergency** measure that governments mandated during a public health emergency. Restricting the movement of people to where they are legally employed during normal times is a gross overreach of government power. It is also cruel. I am a young person and enjoy the social aspects of being in the office (and so do people of all ages). After several months of work from home, my friends and people generally are increasingly suffering from mental health issues and general misery. I honestly can't believe the MTC is considering forcing people to adopt this lifestyle after the pandemic.

Traffic and greenhouse gas emissions should be solved by building dense housing near transit and investing more in a robust transit system across the Bay. Restricting people's movements is an easy way out and will outrage many Bay Area residents.

It is cruel to prohibit people's movements at their place of legal employment. This is totally unwarranted by the commission and I strongly oppose this. Being stuck at home several days per week can be very psychologically damaging and mandating such a high number (or a number at all) after the pandemic subsides is unconscionable. People can be free or encouraged to telecommute, but mandating telecommute is lazy public policy.

I strongly urge you to remove any telecommute mandate from the PlanBayArea Blueprint.

Thank you,

Scot

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Scot Conner

From: [Mike Dunham](#)
To: [MTC-ABAG Info](#)
Cc: [Gina Papan](#); [Warren Slocum](#)
Subject: MTC Sept. 23rd Meeting - Agenda Item 8A - Mandatory Telework Proposal
Date: Sunday, September 20, 2020 10:03:28 PM

External Email

Dear MTC Commissioners,

It recently came to my attention that the MTC is considering a mandatory teleworking policy for large employers. While I admire the boldness of such a proposal, I'm worried that there could be severe unintended consequences of such a policy, and you would be much better off to instead base such a mandate on either a vehicle miles traveled reduction or by setting caps on average VMT per employee.

There are a few reasons a VMT-based proposal would be superior:

- Some large employers, by paying premium rents to locate their offices near public transit, naturally see fewer workers drive to work. If you mandate 60% telework, you may see such employers ask workers who would commute by train or bus, and thereby have little greenhouse gas impact, to work from home unnecessarily.
- This also undermines good land use planning by cities to put more jobs in downtown areas near transit. Why should employers prefer the higher rents of transit-centric offices when they could just rent a cheaper, more remote, car-centric office park instead?
- There may be equity impacts of forcing 60% of workers to work from home on any given day. If an employer has to choose between letting lower-paid entry-level employees use valuable office slots or letting higher-paid engineering talent come to the office as often as they'd like, who is going to get the "luxury" of working in person with their team and who will be forced to work in the relative isolation of their homes?
- Mandating work-from-home also limits the innovation that a VMT-based policy might encourage. There are many ways to reduce an employee's VMT: carpooling, subsidizing public transit usage, private bus service, renting satellite offices closer to where employees live, and yes, encouraging telework. By mandating just one of these solutions, you reduce the incentives for employers to pursue other options that might make more sense for their particular business and remove flexibility for employees to choose options that work for them.

I work a job that is mostly remote, and I like working at home and not commuting most days. But I have coworkers that really hate being alone most of the time or who have family situations that make working out of their home difficult. Instead of forcing all companies to deal with an onerous mandate like 60% telework, set aggressive VMT reduction goals and let companies figure out how to meet them.

Being tight on ends and loose on means is the optimal strategy here, and I hope you'll reconsider the telework mandate in favor of a VMT-based one.

Thanks,
Mike Dunham


From: Aaron Eckhouse
Sent: Monday, September 21, 2020 1:25 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Re: Agenda Item 8A for 9/23 MTC Meeting

External Email

MTC Commissioners, please do not enact an ill-considered, unworkable, and excessive telework mandate (that may exceed the legal authority of Bay Area governments). Confining people to their homes is not the way to address Plan Bay Area's shortfall in meeting our climate goals; we must provide sustainable mobility options (and discourage unsustainable ones).

The expansion of telework following shelter in place may well be a positive transformation of the workplace. But a sweeping government mandate, at the extraordinarily high level of 60%, has many pitfalls.

What will be the gender equity consequences of work from home, especially for working mothers? How will this affect career advancement opportunities for young workers? Will people living with roommates (very common for young professionals in the Bay Area's disastrously expensive housing market) have sufficient space & privacy to work comfortably & effectively from home?

Companies should absolutely permit workers who desire to work from home to do so; but we should not be forcing workers who wish to work from the office to remain at home.

And MTC should ask itself: is this policy a surrender to NIMBYs who refuse to accept that their cities are jobs centers & thus require more homes? Is it a surrender to a transportation system still dominated by single occupancy vehicles? Telework is not, whatever some may say, a real solution to our catastrophic housing shortage or our disastrously car-centric transportation infrastructure. Fix those, and we may find it far less "necessary."

Please reconsider using this "strategy" to prop up the shortfalls of Plan Bay Area, and push for bolder thinking on our core crises of housing & transportation policy.

thank you,

Aaron Eckhouse

From: [Andrew Fister](#)
To: [MTC-ABAG Info](#)
Subject: Telework Mandate Strategy #8a
Date: Monday, September 21, 2020 9:26:57 AM

External Email

Dear MTC Commissioners,

I'm writing in reference to upcoming agenda item #8a to adopt a strategy to mandate 60% telework for large office based employers. As a parent of small children, I can attest that working at home has been largely harmful to my productivity and mental health. I live in [REDACTED] and would typically ride my bike to the office downtown. Since switching to working from home, I get less exercise and my work productivity has decreased significantly. Mandating work from home would discriminate against those with less ideal situations for working from home.

Thanks for your consideration,
-Andrew Fister

From: [Barak Gila](#)
To: [MTC-ABAG Info](#)
Subject: 8a 20-1192 MTC Resolution No. 4437 - Plan Bay Area 2050
Date: Monday, September 21, 2020 9:08:13 AM

External Email

Hello commissioners etc,

I have a couple comments regarding the Plan Bay Area final blueprint. Thank you for your consideration.

(1) Regarding Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers Even considering this measure, or spending time and money to study it, is a waste of time. On balance, the large companies that have chosen to headquarter in the Bay Area are a huge asset to our region and economy. Outright banning them from letting their employees go to work would push them to (even more rapidly) shift their employee base away from the Bay Area.

(2) As the transportation commission in one of the wealthiest metros in the world, rather than giving up and concluding it's impossible to transport employees to their office, please consider ways to actually accomplish this sustainably. One idea (apologies if it's already in the works; I didn't read the entire document) --

Bus-only lanes along 101 (especially) and other regional freeways. Allow any vehicle containing at least ~10 people to use the lanes.

Thanks,
Barak Gila, grew up in [REDACTED]

From: [Avishai Halev](#)
To: [MTC-ABAG Info](#)
Subject: Agenda Number 8a Comment
Date: Monday, September 21, 2020 11:24:06 AM

External Email

Dear MTC Commissioners,

I write to oppose in the strongest terms the 60% mandate of telework proposed as part of the PlanBayArea blueprint. While telework should absolutely be encouraged, it should not be mandated at any percentage. Telework outsources the requirements of office space to employees, hurts those without large spaces at home, and is incredibly problematic for parents with young children.

Please amend the document to remove the mandatory telework mandate.

Best,
Avishai Halev




From: [George Herbert](#)
To: [MTC-ABAG Info](#)
Cc: [George Herbert](#)
Subject: Item #8a 60% telework mandate
Date: Monday, September 21, 2020 2:09:30 PM

External Email

As a Bay Area resident who's personally affected by COVID and mandatory telework right now, I find the impact on work and social freedoms significant. As a regular commuter and transit advocate, I support the encouragement of telework to reduce commuters loads in the area.

However: It should NOT be mandatory and needs more study and community input. Targets and encouragement are fine. Mandatory is not. This is neither the time nor place to mandate permanent changes.

-George William Herbert


Sent from my iPhone

From: Sidharth Kapur
Sent: Monday, September 21, 2020 11:38 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Plan Bay Area Strategy EN7

External Email

Hi,

I wanted to write in opposition to the proposed strategy EN7 in the Plan Bay Area draft.

The job of the MTC is to improve our regional transportation systems to enable safe and efficient travel throughout the area. The purpose of building a good transportation network is to allow individuals and businesses to use it as they see fit, letting them individually make decisions about what kind of travel brings them personal pleasure or is beneficial for their business.

With blanket bans or restrictions on commuting to work, MTC is giving up on its responsibility to make transport better, and is instead saying that individuals and businesses must suffer for our government's failures. This is hypocritical and nihilistic.

Please vote no on this proposal and do not include it in the Plan Bay Area document.

Thanks,

Sidharth Kapur

From: Zach Lipton
Sent: Monday, September 21, 2020 12:34 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public comment for #8a

External Email

Dear MTC Commissioners,

I am writing to urge the Commission to reject strategy EN7—the telecommuting mandate—from the Plan Bay Area Blueprint.

EN7 is not so much a strategy as it is an abdication by the Commission of its basic responsibility to provide for the transportation of Bay Area residents. It amounts to the Commission saying "turns out transportation is hard; what if we just give up and made it illegal for people to go places?" It's unclear what legal basis there is to enact such a mandate or how or why the number 60% was determined to be the correct number, and the number of highway projects still included in the Blueprint despite the inclusion of the telecommuting mandate is a pretty good clue nobody believes it will have close to the desired effect in reality.

The strategy has obvious practical problems that appear to have been given no consideration:

- Who determines whether a workforce can work remotely and what criteria do they apply?
- If 40% of employees at an employer cannot work remotely, would the remaining 60% need to telecommute every single day to satisfy the mandate? How are contractors and vendors counted?
- While vague gestures were made toward expanding internet access in underserved communities to address equity concerns, no such thought seems to have been given to the equity concerns around the need for quiet and properly-equipped spaces for telecommuting, something many Bay Area residents sorely lack.
- Many employees already commute by low or zero-emission methods. Requiring them to telecommute would not materially reduce greenhouse gas emissions and traffic congestion. The third strategy objective, reducing transit overcrowding, should be addressed by providing sufficient transit service, something that should be a basic duty of the Commission.
- And no consideration seems to have been given to the broader economic effects of such a mandate on the region. If an employer is not legally allowed to have the majority of its Bay Area employees in its own office, why would it not give strong consideration to hiring remote employees in other states and countries with lower costs of living?

Much as I believe that expanded telecommuting is an important strategy to reduce VMT for climate action, it is flatly unacceptable for the region's transportation planning agency to give up on the idea of providing for zero-emissions transportation to workers in favor of trying to ban people from transporting themselves to work.

Thank you,

Zach Lipton

From: [Ansh Shukla](#)
To: [MTC-ABAG Info](#)
Subject: No on Reference Agenda Item #8a
Date: Monday, September 21, 2020 10:05:54 AM

External Email

Hi MTC Commissioners,

I urge you to not include a 60% telework mandate in the plan for reducing greenhouse gas emissions. Despite optimism otherwise, telecommuting technology is not nearly sufficient to replace the deep, collaborative, and interactive conversations that help our largest employers be internationally successful. In addition, there are many who cannot telecommute because of various personal situations or disability. To enshrine a temporary state of affairs due to pandemic as a permanent mandate seems to replace expertise about how to work -- which is what employers and employees themselves are the only ones who could understand -- with fantasy.

The MTC should focus on where it has expertise: how to transport people in low carbon ways. Let's make it easy for everyone to get to where they want with an abundance of green transit: trains, bus lanes, transit through all corridors, etc. and let the economy decide which activities need transit.

- Ansh

AHMAD THOMAS
CEO

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Sutter Health Medical Foundation
ERIC YUAN
Zoom

September 21, 2020

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 95105-2066

Re: **Item 8a** Plan Bay Area 2050: Final Blueprint, Strategy EN7 - Institute Telecommuting Mandates for Major Office-Based Employers

Dear Chair Haggerty and Metropolitan Transportation Commissioners:

The Silicon Valley Leadership Group has strong concerns about the proposed Plan Bay Area 2050 Final Blueprint Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers. While we support many Plan Bay Area 2050 goals and appreciate benefits of reduced congestion and GHG emissions due to remote work practices during regional Covid-19 shelter-in-place orders, **we oppose this one-size-fits-all mandate.**

The solution to pollution and traffic from cars is not that we don't move - it's that we move better.

Telecommuting is just one tool in the toolbox to help reduce traffic and GhG emissions. Others include good public transit, walking, biking and micro mobility. Each of these other tools features benefits including to public health and/or community beyond the GhG/traffic benefits featured by telecommuting alone.

Reducing GhG emissions is an important means to the goal of slowing climate change. But a remote working mandate this draconian risks encouraging sprawl, increasing non-work commute trips and doing far more harm to our environmental efforts than simply encouraging commuters to shift to better, more sustainable modes of getting to work.

Telecommuting has promise, but this proposal applies the policy broadly and as a club not a scalpel. It risks starving transit of ridership, farebox recovery and the ability to plan for consistent ridership demand. It risks discouraging infrastructure investments to support other modes like biking, walking and micro-mobility; and imposing it indiscriminately, as proposed, risks harming innovation in Silicon Valley and sending companies that value innovation elsewhere.

The Leadership Group has been a strong supporter of innovative ways to reduce solo driving and the congestion and GhG problems it can cause. We worked with our members, conducted a series of surveys on opportunities to capture some of the recent gains in GhG and traffic relief. We formed a Commute Compact Working Group and collaborated with a Bay Area Air Quality Management District effort spearheaded by Supervisor Chavez and others on a voluntary pledge to continue some telecommuting even once shelter in place orders are lifted.

Nothing will put the brakes on important voluntary efforts like these faster than the prospect of large overreaching government mandates formed without substantial outreach to the employer groups they target.

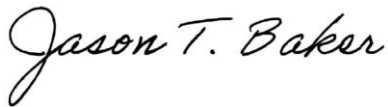
Unrealistic and unworkable proposals such as this in PBA 2050 do harm even if they are never actually enacted. They take up space in our regional planning processes, and can be allotted credit for “potential,” but illusory, progress on climate and traffic goals that will never be realized. That space would be better used for more realistic proposals that might actually be enacted.

Finally, there are benefits to being together. Community and human interaction are important to our mental and physical health. Absent a global pandemic, a government mandate that we stay apart is wrong.

We request that the MTC and staff amend any approval action of the Plan Bay Area 2050: Final Blueprint to remove Strategy EN7 pending further engagement with the employer community and additional analysis of the effects of any proposed remote work policy on health, community, innovation, the environment and the economy.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink that reads "Jason T. Baker".

/ST

Jason Baker
Vice President, Transportation, Housing & Community Development
Silicon Valley Leadership Group

From: Jonathan Singh
Sent: Monday, September 21, 2020 8:01 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Wednesday 9/23 Meeting Agenda #8a

External Email

Dear MTC Commissioners,

I recently heard about an MTC proposal to mandate that large employers have at least 60 percent of their employees telecommute on any given work day. I believe that this 60% target is too high and should be reduced.

While I support reducing greenhouse gas emissions, I believe it is more effective to provide frequent transit service and build housing close to jobs to reduce commute times. Providing telework options and schedule flexibility is good policy for employees but the 60% mandate is too high. Some knowledge jobs allow this level of flexibility, but many middle-income jobs don't (like school teachers or social service workers). This seems to be a punitive measure aimed at tech companies.

My wife and I are young employees working for local government agencies and living in Alameda County. We both commute to work using public transit. Our jobs require face to face interaction with colleagues and the public. This mandate would make it harder to do our jobs well.

Thanks,
Jonathan

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Jonathan Singh

From: [Elizabeth Goldstein Alexis](#)
To: [MTC-ABAG Info](#)
Subject: Comment - Agenda Item 5a Plan Bay Area 2050: Final Blueprint – Summer 2020 Engagement & Proposed Revisions
Date: Tuesday, September 22, 2020 4:58:24 PM

External Email

I am writing as an individual to express my strong concerns about the proposal to require some large employers to have 60% of their staff work from home which go beyond the more basic ones of excessive interference in how people run their businesses. While I understand the intent, this is the type of measure that is likely to backfire and lead to a series of unintended consequences, some of which may actually lead to an increase in emissions on a national basis. Even sophisticated models like Plan Bay Area have a difficult time integrating the long term effects of policy changes like this one.

- Some of the magic of Silicon Valley is the congregation of so many talented people in close proximity. While everyone is doing an incredible job making remote work happen during the pandemic, this is based on stored up relationship capital that we will need to replenish. It is hard to see why we would have regional policies that would permanently weaken that which has made Silicon Valley great.
- For example, the need for a home office is already leading many people to look for larger homes and apartments and would likely change the mix of new housing to fewer but more spacious units. This will exacerbate the housing issues and lead to more people leaving further away.
- In fact, we may see many people move away from core, compact city areas to the far reaches of the Bay Area and even beyond. This would be both to get a larger home and because the commute, while difficult on the days it needed to be made, would be manageable on an overall basis. It is very possible we would see only a limited reduction in VMT - both as people traveled further when they did come into the office and they may be living in places which are less walkable and bikeable. Some of this may be within the plan's area - and some of it would likely be exported to other regions.

If we want to limit the miles that are commuted into offices, there are other more sustainable strategies. A simple one would be to put a moratorium on parking spaces in congested corridors. Until recently, everytime I went on the freeway there seemed to be a new office building under construction - with an adjacent 8 story parking structure - guaranteeing that traffic would continue to worsen. This would encourage building office space adjacent to transit and be an easy way to encourage TDM policies. This policy could be supercharged by having a daily tax on each occupied parking space.

Again, I strongly urge you to reconsider this proposal, which if implemented could end up being the poster child for ideas that misfire.

Regards,
Elizabeth

From: Shayna Eskew
Sent: Tuesday, September 22, 2020 5:04 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Opposition to Plan Bay Area 2050 Strategy of 60% workers to telecommute

External Email

Dear Director McMillan,

I am a Commercial Property Manager in San Francisco and represent hundreds of office building owners, managers and tenants. I am writing to express strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

While I absolutely support strategies that could help us reduce greenhouse gas emissions through “work from home” strategies, and while I believe we have some real opportunities to re-invent our long held ideas around what does and does not work with commuting, mandating workers to telecommute would be an idea fraught with problems and unintended consequences. It’s true that we have learned a lot from Covid, but we must be careful not to over-correct.

I am deeply concerned about what this would do to the Bay Area economy and urge you to reconsider implementing such an expansive mandate.

Thank you.
Shayna Eskew



[We've adopted Sky's The Limit Fund <<READ MORE>>](#)

From: [Allison Arieff](#)
To: [MTC-ABAG Info](#)
Subject: to MTC Commissioners re: Agenda 8A
Date: Tuesday, September 22, 2020 4:30:40 PM

External Email


Dear MTC Commissioners,

I am writing to ask you to reconsider your position on this matter. Greater flexibility allowing employees to work from home is a good idea but a 60% telework mandate does not make sense. Instead of this inflexible mandate that poses a burden on many workers, a strategy requiring a lower car commute rate would advance greenhouse gas goals and provide more flexibility for workers and employers.

Further, this mandate does nothing to address the radical housing crisis in our region nor the staggering decline in public transportation revenue. Instead of just saying "work from home!" we need to be investing in housing and transit. People can't work from home if they can't afford a home to live in.

Thank you,

Allison Arieff


Bay Area resident since 1974



September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

I am writing to express the Bay Area Council's strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

The Bay Area Council is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area's cities and transit. Sales tax revenue is the backbone of many cities' budgets and social service programs. Thriving commercial centers keeps our region's businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Wunderman', written in a cursive style.

Jim Wunderman
President and CEO

Cc: Chair Scott Haggerty

From: [Karthik Balakrishnan](#)
To: [MTC-ABAG Info](#)
Subject: Agenda 8A
Date: Tuesday, September 22, 2020 4:21:15 PM

External Email

Dear MTC Commissioners,

Appreciate that you're looking at ways to help reduce emissions and congestion through the region. That said I personally disagree with any sort of a telework "mandate." By reducing the number of people commuting to work, you also reduce transit revenue, leading to service cuts. This increases people's dependence on private cars for personal trips, leading to an increase in emissions. We are already seeing this with COVID as a natural test case - emissions reductions in March and April have basically been erased as people are driving more. Imagine how much more they're going to drive when things are open but the buses and trains aren't.

-Karthik

From: Stacey Randecker Bartlett
Sent: Tuesday, September 22, 2020 3:20 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: PlanBayArea Blueprint - agenda #8a

External Email

Dear MTC Commissioners,

I've lived in [REDACTED] for 20 years and am the mother of two teens. I'm very concerned about climate change and the impact that transportation has upon it. For the past four years, I have been working in and advocating around the future of mobility. I am writing to strongly warn you against a 60% telework mandate.

Encouraging employers to allow more flexibility for workers is good. Change is absolutely possible and should be encouraged. However REQUIRING work from home is setting a dangerous precedent and likely creating a two-tier system that will have dystopian ramifications.

In addition, it will likely destroy downtown corridors that rely upon the foot traffic of workers. You might as well close most shops and stores and send everyone to work for Amazon.

Even if an employee is happily coupled or in some other pleasant living situation, this could now strain these interactions if they are forced to spend the majority of their time together. And if it isn't a good situation, people have fewer opportunities to escape. And professionally, the interactions that occur in person are ultimately richer and better working relationships occur as people are exposed to each other authentically and in different settings over time. And lastly, if the work not just can, but MUST be performed remotely, then why does that employee need to live in the Bay Area? Why not Peoria, Illinois? Heck, why not Pune, India?

Part of what makes the Bay Area magical is that there ARE so many talented people living here. If they don't need to live here, what will happen after the talent and funding drain?

We instead need to encourage more efficient ways of moving around and that is by TRANSIT, bike, on foot. If we don't encourage in-person work and use of transit, how will any of it stay solvent? What will then happen to the people who do remain? They will be chained to their cars and we will have solved nothing.

The better option would be to require a per worker footprint calculation. Measure it in year one, and then start drawing it down year after year. Getting companies to do this for workers and enabling them to do it at home might get people to seriously consider their choices and the impacts upon our region and the climate. If you must have a requirement, then make it that a maximum of 20% of employees may drive a car to work. This shift would likely enable more telework options, but would have greater benefits for the region, climate, and the future of transit FOR ALL.

Thank you,

Stacey Randecker

From: [Stephanie Beechem](#)
To: [MTC-ABAG Info](#)
Subject: Comment on 60% telework policy
Date: Monday, September 21, 2020 9:58:49 AM

External Email

Hi there,

I learned over the weekend that MTC is actively considering a mandatory teleworking policy for large Bay Area employers. As an [REDACTED] resident and a bus/rail commuter, I'm writing to urge you to reconsider reviewing such a policy for inclusion in the region's long-range transportation plan.

I agree with MTC that it is a priority to reduce emissions and cut down on the number of trips made by cars (especially single occupancy vehicles). Unfortunately, I'm afraid that this policy would have profound unintended consequences for workers and families, while not addressing the root causes of traffic congestion in our region - such as insufficient bus/rail service, and the lack of affordable housing, which forces people into long car commutes.

While working from home works well for some workers, working from home doesn't work well for many others - including many parents with young children, workers without sufficient space or privacy to work from home, or workers whose jobs cannot be done remotely. There surely must be a better way to incentivise companies and workers to commute by bus, rail, or carpool rather than drive their own car into the city.

I urge you to please reconsider this policy and prioritize other strategies that will increase transit ridership and reduce emissions/car miles traveled across the Bay Area.

Best,

Stephanie Beechem

[REDACTED]

From: William Bolte
Sent: Tuesday, September 22, 2020 4:52 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public comment on item 8A

External Email

Dear MTC Commissioners,

Mandatory work from home is not a solution to our housing shortage or our transportation dysfunction. Please refocus on making safe, sustainable, space efficient travel the most convenient choice for the most people.

Regards,
Joe Bolte



September 22, 2020

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800 San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Building Owners and Managers Association (BOMA) of San Francisco, I write to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

While our Association and our members support strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers, we adamantly oppose mandating telecommuting as a way to pursue this goal.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. Those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. We cannot continue building homes for Bay Area workers in the central valley, and then mandate that millions of people simply work from home.

The fiscal impact this mandate would have on the Bay Area's cities and transit is deeply concerning. Sales tax revenue is the backbone of many cities' budgets and social service programs. Thriving commercial centers keeps our region's businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

Let's focus on the entrenched land use challenges in the Bay Area, so critical to truly conquer the housing, transportation, and climate change issues that continue to plague our region. A telecommute mandate won't solve that problem, and instead, will create others.

Sincerely,

Marc Intermaggio, CAE
Executive Vice President, BOMA San Francisco

Cc: Chair Scott Haggerty

From: [Jason Braatz](#)
To: [MTC-ABAG Info](#)
Subject: Telework mandate???
Date: Tuesday, September 22, 2020 4:05:59 PM

External Email

MTC Commissioners,

In reference to agenda item #8a, mandating telework is a completely inappropriate way to solve the issues the Bay Area faces, and will tank the economy here in the process.

The only way to fix the housing crisis, reduce our greenhouse gas contribution, and rebuild our economy that doesn't rely on magic is to build exponentially more housing in the inner core of the Bay Area, with an exponential increase in transit connecting it all. Whatever it takes to make this happen financially, legally, politically and physically needs to be done. Increasing taxes. Drastically reconfiguring our cities. Banning cars downtown. Eliminating bans on multi-family housing. Structural reform that removes the ability for the loudest and most comfortable to bend everything to fit them.

Mandating telework will just enable sprawl and destroy businesses that rely on a concentration of potential customer, ruin our service economy workers, and funnel more money into Amazon's coffers. It will also put a huge damper on the kind of collaboration that makes the Bay Area an economic engine in the first place.

Thanks,
-Jason



From: [Akshay Buddiga](#)
To: [MTC-ABAG Info](#)
Subject: MTC Commissioners Agenda #8a
Date: Tuesday, September 22, 2020 4:51:32 PM

External Email

Hi, I would like to comment on the telework mandate proposed by MTC Commissioners Agenda #8a. Let me be very clear—this proposed mandate is an insane overreach of the responsibilities and duties for the MTC. The MTC has no right to dictate any employment policies to private companies. The Bay Area needs more housing, housing close to public transportation, and better and more usable public transportation. Please focus on solving those very real issues, and securing funding for them—not mandating arbitrary policies that harm businesses and their employees, who are Bay Area citizens.

Thank you,
Akshay Buddiga

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From: [Brad Bulger](#)
To: [MTC-ABAG Info](#)
Subject: telework "mandate"
Date: Tuesday, September 22, 2020 2:57:36 PM

External Email

MTC Commissioners,

In regards to your agenda item 8a, a 60% telework mandate for "large" employers.

On what grounds do you believe you can impose such a mandate? To say it is limited to employers whose workforce can work remotely reduces it to a tautology. That people **can** do their work after a fashion over the internet does not mean that they **should** or **must** or especially **want to** work in isolation.

This is a foolish and unworkable waste of time, serving only to distract attention from the real problem - local governments refusing to legalize the housing we need now, let alone our future requirements. Instead of taking responsibility, as always, it is foisted off on to those Other People, we wouldn't have any problems if they would just do what we think they should do.

An exemplary act of San Francisco Bay Area governance.

Brad Bulger


Michael W. Cashion
Senior Real Estate Manager

CBRE, Inc.
Asset Services

655 Montgomery Street, Suite 100
San Francisco, CA 94111

(415) 981-2655 Tel

Michael.Cashion@cbre.com

September 22, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94111

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Ms. McMillan:

On behalf of CBRE, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

CBRE is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

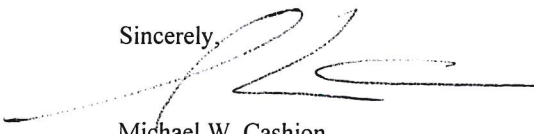
Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,



Michael W. Cashion
Senior Real Estate Manager | License 01266129

cc: Scott Haggerty



City of Brisbane
50 Park Place
Brisbane, CA 94005-1310
415-508-2100
415-467-4989 Fax

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

September 22, 2020

Dear Ms. McMillan,

I am writing to you on behalf of the Brisbane City Council, specifically regarding item 8a of your September 23, 2020 agenda - **"Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast."**

We appreciate the challenges and difficulties in identifying models and tools for projecting growth in the region. We also appreciate and support the regional goals of creating a wider variety and quantity of housing options and to do so using opportunities for transit oriented development.

To that end the City of Brisbane, submitted a proposal to our voters in the Fall of 2018 to determine the path forward on housing for our City. Ballot Measure JJ, which was approved by voters and developed in consultation with regional and state leaders, amended the City's General Plan and identified environmentally appropriate and safe areas to build on the area of a former rail yard allowing up to 2200 housing units. This is literally a doubling of the current population and housing stock of Brisbane.

We are concerned that the methodology that MTC/ABAG is proposing does not adequately take into account either the voter approved initiative or the environmental constraints of the area, including a transfer station for Recology Solid Waste operations which serve the City and County of San Francisco, watercourses and other areas subject to flooding, areas of sensitive habitat, site contamination and other physical limitations. Additionally, it appears that projections made for the remainder of the City assume conversion of a major PGE substation and maintenance yard and other industrial properties to housing.

We are not suggesting that MTC stop or even change their modeling but are asking for direct opportunity to raise these issues at the highest level of your organization. We believe that while the modelling may be accurate for much of the Bay Area, we may indeed be an anomaly. Our assessment of the model is that growth of housing projections would increase by 450% over the planning timeframe. Keep in mind that City voters have already stepped up and approved an increase of approximately 100% in Measure JJ. Beyond that we believe the model as applied in Brisbane is unrealistic and fails to accurately take into account the land use and environmental constraints of the area.

Sincerely,

Clayton Holstine
City Manager
City of Brisbane

From: [Nilo Cobau](#)
To: [MTC-ABAG Info](#)
Subject: MTC Commissioners Agenda Item 8A
Date: Tuesday, September 22, 2020 9:51:06 AM

External Email

Commissioners,

A telecommuting mandate is a bad idea. Why privilege telecommuting over other non-car modes of arriving at work? If firm X locates in downtown SF and has 100% mode share from trains, buses, walking, and cycling, why force them to have people telecommute? Logical strategies to combat congestion include tolling highways, mandates to limit car commutes, parking restrictions in job centers, and allowing more development near transit stations, instead of this strange globally unique WFH rule. For example, downtown Palo Alto has sky high land prices and office rents, but significant government limits on density. A rezoning that allowed development similar to that of downtown SF could produce tens of millions of sq ft of parking free office space within a quarter mile walk of the soon to be frequent and electrified Caltrain station. That would be a much more sensible strategy than trying to mandate how companies conduct their operations.

Best,
Nilo Cobau

From: [Harry Cooke](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a
Date: Tuesday, September 22, 2020 4:03:34 PM

External Email

MTC Commissioners,

I live at [REDACTED] and this work from home mandate is ridiculous. Personally I have struggled to work from home in my shoebox of an apartment with 3 people in it during this pandemic. Most of the people I know are the same, I can't imagine being so out of touch with working Bay Area residents that you'd think this is a good idea.

It saddens me that instead of having the political will to do something about the lack of housing in the Bay Area and good transit options to combat climate change because of retirees who are hoarding their land your commission has a plan to limit the career opportunities of younger, more diverse and poorer renters by forcing them to stay at home.

Harry Cooke

From: [Kay Cooke](#)
To: [MTC-ABAG Info](#)
Subject: Telework mandate
Date: Tuesday, September 22, 2020 4:58:54 PM

External Email

To MTC Commissioners.

Re Agenda # 8a

Whilst I appreciate the idea of greater flexibility for employees I am writing to express my concern over a 60% telework mandate. I believe this would have a costly negative effect On many vulnerable groups and should be reconsidered.

Best wishes
Kay Cooke
(Sent from my iPhone)

From: [Adrian Covert](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a
Date: Tuesday, September 22, 2020 4:17:36 PM

External Email

Dear MTC Commissioners,

I'm writing to express my grave concern with the proposed permanent 60% telecommute mandate. This proposal is obviously unworkable, very likely illegal, and would torpedo the region's economic recovery when the rest of the world is looking to eat our lunch. I respectfully ask that the commission reject this proposal and focus on making housing easily accessible to job centers.

Sincerely,
Adrian Covert



From: [Joshua](#)
To: [MTC-ABAG Info](#)
Subject: 9/23 Plan Bay Area: COVID telework proposal
Date: Friday, September 11, 2020 11:53:25 AM

External Email

MTC Staff & Board,

I'm writing about a proposal to have large employers have 60% of staff work remotely. I have questions and concerns as both a tech worker, [REDACTED] resident and startup investor:

- 1) How does this impact workers in small apartments or with roommates who may lack space for a professional WFH set up?
- 2) How does this impact LMI workers who cannot afford or access an ergonomic work set up with high speed internet?
- 3) Once companies have established remote work policies, what will incentivize companies to retain large staffs with the higher, Bay Area cost of living adjustments?
- 4) Will there be exemptions for companies with high non-automobile mode share, for example companies located in the Financial District?
- 5) What happens to head taxes that local cities have implemented once workers are no longer physically present in the jurisdiction?

Regards,
Joshua Davis

Joshua Davis
[REDACTED]

From: [Kaia Dekker](#)
To: [MTC-ABAG Info](#)
Subject: Agenda 8a
Date: Tuesday, September 22, 2020 4:19:09 PM

External Email

Dear MTC commissioners,

I am writing as a Bay Area technology employer to express my strong opposition to the proposed 60% telework mandate. While I am in favor of giving companies the flexibility to enable teleworking, and in fact use it in our workplace, mandating such an extreme degree of telework will damage the competitiveness of our industry and unnecessarily impede flexibility. I support the area's emissions goals and suggest that funding improvements to transit systems (such as Caltrain) would be a far better alternative to reaching these goals.

Kaia Dekker



September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Chair of the Board

Ken Mintz
AT&T

Chair-Elect

Bielle Moore
Republic Services

Vice President – Finance

Terri Montgomery
Eide Bailly

Vice President – Leadership Development

Danielle Cagan
CSAA

Vice President - Events

Peggy White
Diablo Regional Arts Association

Vice President – Talent & Workforce

Bob Linscheid
Linscheid Enterprises

Vice President – Economic Development & Jobs

Dennis Costanza
Lennar

Vice President – Communications

Wendy Gutshall
Safeway

Vice President – Membership

Wade Martin
Oakland A's

Chief Legal Counsel

Horace Green
Brothers Smith, LLP

Vice President - Infrastructure

Leo Scott
Gray Bowen Scott

Immediate Past Chair

Vic Baker
PG&E

President & CEO

Kristin B. Connelly

Dear Director McMillan:

On behalf of the East Bay Leadership Council, a regional public policy and advocacy organization representing hundreds of employers across Contra Costa and Alameda Counties, I write in strong opposition to an employer mandate to require 60% of workers at major office-based employers to telecommute on a particular schedule as proposed in Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting as part of the Plan Bay Area 2050 strategy.

It is my understanding that this recommendation came from input received this summer through public engagement. With all the challenges facing Bay Area employers resulting from the COVID-19 pandemic, this is not the time to be considering an employer mandate that would have lasting and detrimental impacts on our region's economic recovery.

While the EBLC and our member companies support a variety of effective employer strategies to reduce GHG reductions including the promotion of telecommuting by employees, the mandate proposed in Item (8)a is an extreme strategy with significant detrimental impacts to Bay Area transit agencies and to the vibrancy of the Bay Area's employment centers. Supporting such an extreme response without consulting employers could not possibly be more ill-timed.

Having only just learned about the inclusion of this item on tomorrow's agenda, I ask that EBLC's objection be included in the meeting record along with those raised by my counterparts at other Bay Area business organizations including Cynthia Murray (North Bay Leadership Council) and Jim Wunderman (Bay Area Council).

Sincerely,

A handwritten signature in blue ink that reads "Kristin Connelly".

Kristin Connelly
President and CEO

From: [Austin Elliott](#)
To: [MTC-ABAG Info](#)
Subject: Telecommuting mandate Agenda item #8a
Date: Tuesday, September 22, 2020 10:18:55 AM

External Email

Dear MTC Commissioners:

The proposed strategy to mandate telework by large employers appears to be an at best misguided and at worst dysfunctional approach to managing regional transportation. I implore you to seriously rethink approval of this shockingly bizarre proposal to dictate how workplaces operate, and instead focus on improvements to efficiency and linkage among the existing successful and well poised mass transit systems throughout the region.

In my own (pre-covid) Caltrain commute (between a city where I do not need a car, and a city where mass commerce and industry has been concentrated by land use decisions) I have marveled at how ideally the region is arranged to accommodate mass transit by rail, compared to almost any other. Populations strung out along long linear corridors, with commercial hubs dotted along and at either end. Expanded public transportation can readily accommodate the needs of the region in getting people out of their own cars, but it requires de-emphasizing the use of those individual cars.

The nature of office working arrangements is peripheral to the responsibilities of a regional transportation commission. Rather than mandating workplace setups, the commission should instead be working to accommodate the transportation needs of an urban society through development and improvement of mass transportation systems and land use itself to improve the effectiveness and efficiency of moving people around.

Citizens of the region conduct travel for a wide range of reasons beyond commuting, and mandating they work from home a) does not resolve the issue of people needing to rely on emissions-heavy private vehicles, and b) only encourages further distribution of the population away from dense commercial and urban centers--the opposite of what is needed to build a sustainable society with lower emissions and traffic congestion.

Regards,
Austin Elliott

From: [David Ellis](#)
To: [MTC-ABAG Info](#)
Subject: 8A
Date: Tuesday, September 22, 2020 12:28:18 PM

External Email

MTC Commissioners - as an [REDACTED] resident who works for a large employer in [REDACTED], I am deeply disturbed by the proposed mandate that 60% of workers work remotely on any given day. This would destroy the networking/productivity purposes of working in an office, and would ultimately result in my employer moving their main offices out of the Bay Area. As someone who likes the Bay Area and my employer, this would present me and my family with a devastating and needless choice.

Climate change and greenhouse emissions are important issues to solve. Instead of bizarre mandates that would destroy offices and the region's employers, we should invest in infrastructure, density, transit, and methods of transit that are either zero or low-emission.

- David Ellis

From: [Jesse Farmer](#)
To: [MTC-ABAG Info](#)
Subject: To MTC Commissioners re: agenda #8a / Strategy EN7
Date: Tuesday, September 22, 2020 4:03:37 PM

External Email

Dear MTC Commissioners,

I've lived in the SF Bay Area for 14 years, in three counties: San Francisco, San Mateo, and Santa Clara. For the last 8 years I've lived in [REDACTED] proper.

I read <http://www.greencaltrain.com/2020/09/wednesday-mtc-slanted-to-approve-60-work-from-home-mandate-for-planbayarea-blueprint/> regarding "a policy to mandate that large employers have at least 60 percent of their employees telecommute on any given work day" — agenda #8a / Strategy EN7.

From top to bottom: this. is. insane.

Living in [REDACTED] I can't think of the last time I commuted to work via anything except walking or public transit. Once (large) employers structure their business to accommodate this policy, there won't be any going back. They can't just wave a wand to upgrade their office space in the event that the policy doesn't work or has harmful side-effects.

What's more, once a company is able to function with 60% of their staff being remote on any given day, what reason do they have to hire people in the Bay Area? Or is that the idea?

Modest, pro-density and pro-public-transit policies make 1000x more sense.

Regards,
Jesse

--

Jesse Farmer
[REDACTED]

From: [Kevin Ferguson](#)
To: [MTC-ABAG Info](#)
Subject: feedback on proposed telework mandate
Date: Tuesday, September 22, 2020 4:48:27 PM

External Email

Dear MTC Commissioners:

I was dismayed to read about strategy EN7 in the PlanBayArea Blueprint: "Telecommuting Mandates for Major Office-Based Employers." This proposed mandate is preposterous. Working from home works well for some individuals and businesses, but not for everyone. Like many San Franciscans, I live in a small home (that lacks room for a good workspace) and take public transit to work in normal times. Such a mandate would penalize tens of thousands of workers like me.

The MTC should not be micromanaging how businesses conduct their operations. I urge you to drop this idea from the blueprint.

-Kevin Ferguson 



September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Field Construction, Inc., I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

Field Construction is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,

John Grcina
President
Field Construction, Incorporated

Cc: Chair Scott Haggerty



September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of GRE-F 222 Kearny Leasehold, LLC, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

GRE-F 222 Kearny Leasehold, LLC is supportive of strategies to reduce greenhouse gas emissions including incentivizing carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,

Genevieve L. Hancock
General Manager
Flynn Properties Inc.

Cc: Chair Scott Haggerty

From: [Samuel Frith](#)
To: [MTC-ABAG Info](#)
Subject: Urgent - Agenda 8a
Date: Tuesday, September 22, 2020 4:59:41 PM

External Email

MTC Commissioners,

Mandating that large corporations force 60% of their staff to work remote, to deal with your own organizational inadequacies is the dumbest policy suggestion I've ever heard.

Do you want to encourage large scale commercial innovation and economic development in the Bay Area? Don't mandate 60% work from home.

Are you struggling to balance your commitment to a healthy environment and corporate success? Increase fares to purchase carbon emission offset credits and let corporations grow as they see fit. Don't mandate 60% work from home.

Any company looking to build its workforce in the Bay Area or relocate to the Bay Area, will choose another locale to avoid such a stupid policy and overstep of the local government and transportation authorities.

Do you think New York, London, Sydney, Chicago, Tokyo, or Paris grew to their global prominence by mandating how and where corporations let their employees work? No.

Stay in your lane.

Samuel

From: [Josh Geyer](#)
To: [MTC-ABAG Info](#)
Subject: A telework mandate?!?
Date: Tuesday, September 22, 2020 10:32:12 AM

External Email

Members of the Metropolitan Transportation Commission,

What the actual [REDACTED] are you doing? Seriously, [REDACTED]? I'm of course referring to your hair-brained proposal to [mandate that large employers have at least 60 percent of their employees telecommute on any given work day](#). Does it really follow from observing that GHGs have gone down during a catastrophic economic collapse that it's a good idea to permanently codify these conditions? I can think of two really compelling reasons why not:

1. Removing the primary justification for a functioning mass transit system will hasten the downward spiral already being experienced by transit in the Bay Area (see: Caltrain, AC Transit)
2. The impacts of this kind of mandate will ALWAYS fall disproportionately on BIPOC and low-income people

Please, please come to your senses and dispense with this horrible idea.

Yours,
Josh Geyer

From: Ryan Globus
Sent: Tuesday, September 22, 2020 9:59 AM
To: MTC-ABAG Info
Subject: Oppose Telecommute Requirements (Agenda #8A)

Categories: Orange category

External Email

Hello,

Please oppose the 60% telecommute requirements at the MTC. This requirement is not the most effective way to reduce greenhouse gas emissions and would hurt employees and businesses.

Before the pandemic (and after it eases), I would bike to Caltrain and ride it from Cal Ave to Sunnyvale. There were always empty seats on the train for my portion, so I was helping Caltrain by paying a fare without contributing to overcrowding. Furthermore, by using my bike and public transit, my greenhouse footprint was very low. I don't see how forcing me to work from home would help anybody.

Furthermore, while I'm glad to be able to work from home during the pandemic, my productivity has suffered. My Internet connection frequently dies, my dog barks at delivery people and interrupts meetings, I can't effectively communicate to my coworkers with a whiteboard, videocall glitches disrupt meetings, and a lot of nonverbal communication and important, spontaneous meetings are lost when working from home.

I understand that we need to address climate change and traffic. However, I think requiring a certain number of employees to not arrive at work in a car by themselves would be far more effective without negatively impacting employee and business productivity.

Thank you,
Ryan Globus

From: Galit Gontar
Sent: Tuesday, September 22, 2020 4:25 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Regarding MTC agenda #8a

External Email

Dear MTC Commissioners,

My name is Galit, I am a resident of [REDACTED] who is currently working remotely, and I am writing to express my concerns about agenda #8a, which mandates a permanent 60% work from home rule after COVID.

While I understand the need to reduce emissions related to driving, I have concerns about this policy proposal, because my living situation does not allow me to permanently work from home. My husband and I live in a very small one bedroom apartment, with no dedicated office space. If we're both forced to WFH 60% of the time, we would likely choose to go 100% remote and relocate out of the Bay Area, to a region where we can afford a bigger house.

We love the Bay Area, and we'd hate to move away, so we hope that the MTC Commissioners reconsider this agenda item.

Thank you for your time,

Galit

From: Jonathan Gordon
Sent: Tuesday, September 22, 2020 12:37 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Please Reconsider 60% WFH Requirement - Not Targeted Enough

External Email

Hello -

I'm writing to provide my feedback that I don't think it's a good idea to require 60% of employees to work from home. Instead of requiring people to work from home, please focus the reduction on car commutes specifically.

For instance, if you only allow companies to support parking for 40% of employees you could achieve the same thing while still giving people the option to take public transit or bicycles to the office.

Many people do not want to work from home and many people will leave the state to work remotely taking their tax revenue with them.

Thanks,
Concerned Bicycle Commuter

From: [Nik Harris](#)
To: [MTC-ABAG Info](#)
Subject: Go away
Date: Tuesday, September 22, 2020 12:14:29 PM

External Email

Take your 60% mandate and shove it.

From: [Mimi Hart](#)
To: [MTC-ABAG Info](#)
Subject: agenda #8a
Date: Tuesday, September 22, 2020 2:35:24 PM

External Email

Hi MTC Commissioners,

As a [REDACTED] citizen and an employee in [REDACTED] I think a mandate for 60% of workers at large companies to work from home is a bad idea. You could mandate large companies to contribute to public transportation or provide transportation to a portion of their employees with buses but don't force 60% of the employees to work from home. This will negatively impact the employee. As someone who has a long commute and sits in traffic for 3 hrs every day (before COVID) in a carpool I personally saw the benefits of going into the office. People like me who had limited work experience and zero connections were only able to move up and advance their careers because of the in person connections.

Everyone who lives in the city knows rent is high and space is limited. I personally don't even have a living room so working from home is not a good option and is drastically worse for the underprivileged. Please consider the people who aren't able to work from home reasonably and expand public transportation options instead of instituting a mandate that hurts the worker.

Thank you,
Mary Hart

From: Murphy, Seamus
Sent: Tuesday, September 22, 2020 5:23 PM
To: Wally Charles <wcharles@bayareametro.gov>; MTC-ABAG Info <info@bayareametro.gov>
Cc: Hartnett, Jim <hartnettj@samtrans.com>
Subject: RE: Item 8a, Strategy EN7 - Telecommute Mandate

External Email

Hi Wally,

The communication below is being sent on behalf of Jim Hartnett and pertains to item 8a on tomorrow's Commission agenda. Will you please pass it along?

Thanks,

Seamus Murphy

September 22, 2020

The Honorable Scott Haggerty, Chair
Metropolitan Transportation Committee
375 Beale Street, #800
San Francisco, CA 94105

RE: Item 8a, Strategy EN7 - Telecommute Mandate

Dear Chair Haggerty:

Thank you, your fellow Commissioners, and MTC staff for your efforts to develop the Plan Bay Area 2050 Final Blueprint.

The Blueprint includes a strategy anticipating that 60% of employees from large office-based employers will be required to telecommute. We strongly embrace and share the traffic congestion and greenhouse gas reduction goals that this strategy is meant to achieve. However, as the discussion about implementing this strategy occurs, we urge you to work with regional transit operators to explore strategies that achieve the same outcomes, but leave flexibility for employees to choose transit as an alternative to telecommuting.

Congestion relief has been a remarkable side effect of a pandemic that has otherwise wreaked havoc on the region's economy, public health, social services, and overall quality of life. As we prepare for a return to normalcy, the strategies that will be most effective in preserving this benefit will be those that incentivize, encourage, and mandate a combination of new commute alternatives that include both telework and focused attention on public transportation mode share.

We urge you to revise the language in the Blueprint to address this accordingly.

Sincerely,
Jim Hartnett,
CEO/General Manager
San Mateo County Transit District

From: [Molly Hickey](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8A
Date: Tuesday, September 22, 2020 4:14:47 PM

External Email

Dear MTC Commissioners,

I am a resident of [REDACTED], and I'm writing to oppose the 60% work from home mandate. I too am deeply concerned about greenhouse gas emissions and traffic congestion in the Bay Area. However, I do not believe that a work from home mandate is an effective nor sustainable solution to this problem. If we want to address these issues, we need to end zoning rules which needlessly constrain housing supply and to increase the availability of public transportation. A work from home mandate will needlessly disadvantage those without the resources to productively work from home.

Best,
Molly Hickey

-----Original Message-----

From: Aaron & Anne Hill

Sent: Tuesday, September 22, 2020 4:19 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Plan Bay Area Blueprint 2050: Office worker telecommuting requirement

External Email

We are residents that live and work in [REDACTED]. We are writing in opposition to a proposed requirement to force office workers to telecommute.

There are several reasons why we oppose this:

- 1) Working in an office provides young professionals with opportunities to network and advance their careers. Networking supports other initiatives associated with advancing the interests of economically disadvantaged groups.
- 2) Restricting the ability of a tenant to beneficially utilize their space will devalue commercial real estate.
- 3) Since most home work environments are not typically ergonomically correct, this requirement will increase work-related injuries. These injuries can be surprisingly severe.

We understand the intent of this mandate is positive. However, the negative consequences outweigh the positive. Thank you for your consideration.

Aaron and Anne Hill



September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of HNTB Corporation, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

HNTB is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,

HNTB Corporation

A handwritten signature in blue ink that reads 'Darlene K. Gee'.

Darlene K. Gee, PE
Senior Vice-President

Cc: Chair Scott Haggerty

From: Hoa Long Tam
Sent: Tuesday, September 22, 2020 3:57 PM
To: MTC-ABAG Info
Subject: Permanent Work-from-Home Mandate

Categories: Orange category

External Email

MTC Commissioners,

This week's resolution to revise the Plan Bay Area 2050 Final Blueprint (agenda item 8a) includes a "strategy" to reduce greenhouse gas emissions by mandating that large employers permanently have 60% of their workforce work from home.


This strategy is unrealistic and adopting it, as I fear you will, will only set us up to fail on our climate goals, goals that are already nowhere near ambitious enough. This Plague has been a complete and unmitigated disaster for productivity for myself and for every single one of my friends in my industry. Every single one.

Without the force of law, this mandate will simply be ignored by employers once they remember how much more productive and creative their teams are once they can have random hallway conversations and by employees who don't want to eat sleep and work in the same room for the rest of their lives.

If this were to become a binding mandate, many of the area's most valuable and productive employers would leave the area. While this may make the Bay Area's emissions targets easier to hit, this would both wreck the regional economy and raise GHG emissions: those people would move somewhere else, most likely Texas, where per-capita emissions are an order of magnitude than here.

This proposal is not realistic. MTC should explicitly reject it and instead focus on more realistic and ambitious strategies that will actually make a meaningful reduction in GHG emissions.

Thanks,

Hoa-Long Tam


From: Brendan Irvine-Broque

Sent: Tuesday, September 22, 2020 3:54 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Support housing development, not non-binding WFH recommendations

External Email

Hi there, my name is Brendan and I live in [REDACTED] grew up in the Bay.

I'm writing in opposition of the 60% wfh mandate, because it's pretend climate policy, and a classic Bay Area workaround to avoid building new housing.

Please reconsider and use your power to influence and pressure our cities to build more housing.

From: [Peter Johnston](#)
To: [MTC-ABAG Info](#)
Subject: Comment on Plan Bay Area 2050 Final Blueprint: telework proposal
Date: Tuesday, September 22, 2020 12:04:34 PM

External Email

Dear MTC Commissioners:

I'm writing to comment on agenda item 8a for MTC's Sept 23 2020 meeting. Specifically, I'm writing to comment on Strategy EN7, the telecommute mandate for large office employers.

I'm concerned about the strategy as it is currently framed. While I think the goals of reducing auto congestion and CO2 emissions are worthwhile, I believe the strategy tackles the problem from the wrong direction.

By targeting percentage of staff, the strategy treats an office worker driving many miles to a suburban office park in a single occupancy auto the same as another office worker who walks to work to a downtown office. However, not all travel modes are the same. Mandating the second worker stay home three days a week will do nothing to address congestion or CO2. To tackle CO2 and congestion, the strategy should instead target office workers' travel modes, with telecommuting as one option among several low CO2 options (walk, bike, transit, etc).

Moreover, extending the current telework conditions beyond the pandemic will have negative repercussions both within and without the office. Within the office, telework truly is a band-aid solution. Personally, because I live in a small [REDACTED] apartment, I've had to convert part of my bedroom to a workspace, which is ergonomically uncomfortable and psychologically prevents me from ever leaving the office. Meetings with my teammates are regularly interrupted by rampaging toddlers and other distractions. And the lack of face-to-face time has made teamwork quite difficult – I started a new job three months ago, and the maturity of the relationships at my new employer is much lower than at my previous employers at the three month mark.

Outside the office, office workers sustain local businesses. Downtown SF's small business scene has been totally devastated by teleworking. I'm concerned a permanent telework mandate will further reduce employment opportunity in SF for non-college work, leading to even greater income sorting than we see today.

Best,
Peter Johnston

From: Kathy Jordan
Sent: Tuesday, September 22, 2020 7:26 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Re possible 60% work at home MTC mandate

External Email

To MTC:

While remote work has no doubt many beneficial effects, reducing traffic congestion, reducing green house gases generated to the environment, and reducing commutes, I have to question MTC and its proposal to 'mandate' something of this kind.

What legal basis does MTC have to 'mandate' that corporations and workers do anything?

How and where are people's freedoms circumscribed in the US Constitution to permit a body like the MTC to 'mandate' corporate or personal behavior? Encourage, incentivize, yes, I can see that, but 'mandate?'

Please reconsider this course and reject coercion and regional centralized planning and mandates, which has the whiff of state centralized planning and top down mandates.

Thank you.

Best,

Kathy Jordan

From: C Michael Kamm

Sent: Tuesday, September 22, 2020 2:39 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Proposal to require 60% of workforce to telecommute in a given day.

External Email

The proposed “Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day” is the stupidest thing I have ever heard of. Its one thing during a pandemic and completely different as permanent policy. It will cripple the Bay Area economy as companies seek different locales to house their employees.

Whoever thought this one up should have their head examined.

Regards,

Mike Kamm

From: [Ira Kaplan](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a, opposed to telework mandate
Date: Tuesday, September 22, 2020 9:48:42 AM

External Email

Dear MTC Commissioners,

I am writing to oppose the 60% telework mandate in the Plan Bay Area update. This onerous restriction would harm our economy and drive employers away. Instead of punishing employers, you should support them with transportation strategies like bus lanes, new subways, and limits on car commute mode share, all of which would further our environmental goals. They would also support people's ability to move around the region, which, as transportation commissioners, should be your goal.

Thank you,
Ira Kaplan



Sent from my iPhone

From: [Roan Kattouw](#)
To: [MTC-ABAG Info](#)
Subject: Item 8a - Plan Bay Area blueprint
Date: Tuesday, September 22, 2020 1:47:17 PM

External Email

Dear MTC Commissioners,

Buried in the Plan Bay Area blueprint, under Strategy EN7, is a very concerning proposal: a requirement that large employers force 60% of their workforce to work from home. This would be incredibly short-sighted and destructive, and would be an abdication of MTC's responsibilities.

Many office employees are currently working from home out of necessity, because offices are closed. That doesn't mean that working from home is working well for them, just that they're making do. While some employees do prefer working from home (at least part time) over working from an office full time, many others are struggling, especially those with young children, and those who can't afford spacious enough housing that there's a spare room for them to work from undisturbed. Some jobs are more difficult to do from home, for example because they rely on in-person collaboration or on having access to physical paper documents; these are currently being done from home despite these obstacles, because there is no other option. The current situation is not sustainable, and forcing companies to continue it after the pandemic is over would be disastrous. Such a mandate will not be implemented equitably by large companies, and will create an underclass of employees who are never or rarely allowed to come into the office.

A blunt mandate like this also doesn't make sense for achieving what should be MTC's policy goal here: reducing VMT. The proposed policy doesn't differentiate between an employee who drives 50 miles each way to work, one who takes transit, or one who bikes or walks. If the first employee works from home a few days a week, that reduces VMT; but there's no VMT or environmental impact from forcing an employee who lives walking distance from the office to stay at home. It's also a huge cop-out for the Metropolitan **Transportation** Commission to throw up its hands and say "we can't figure out how to provide enough transportation capacity for everyone to go to work, so we're going to force people to not go to work". Further, this ignores the fact that the majority of trips are not trips to/from work.

If MTC wanted to use working from home as a method to reduce VMT, a better way to do that would be to require employers to submit a TDM plan that achieves a certain VMT reduction target, through various strategies of the employer's choice. One of those strategies could be offering employees the flexibility to work from home a certain number of days per week. This would reduce VMT disproportionately, because employees with long commutes will make the most use of it. It would also put most of the burden on employers who create most of the problem (mostly, those located in suburban office parks that everyone has to drive to), while putting less pressure on those who are already doing well (mostly, those located in downtowns that people can take transit to or live in walking distance).

Even so, while encouraging employees to work from home would reduce transportation demand, MTC's mission should not be to suppress transportation demand to meet the capacity of the existing system, but to provide a transportation system with enough capacity to meet the

demand. MTC's mission should be to provide people with the mobility they need, not to make them stay home. If you want to reduce congestion and greenhouse gas emissions, closing offices is not the answer; improving public transportation and facilities for walking and biking is.

Roan Kattouw



Office worker whose commute is a 12-minute walk

From: [Matt Klenk](#)
To: [MTC-ABAG Info](#)
Subject: In regards to agenda item #8a
Date: Tuesday, September 22, 2020 4:27:51 PM

External Email

Dear MTC Commissioners,

I think planning around mandating 60% work from home is NOT a good idea. I think it will damage the companies that are based here, and make things more difficult for parents.

What we need is a transportation plan that reduces SOV commuting. This could be removing car travel lanes on 101 and 280 for express busses and carpools, and more housing throughout the peninsula.

I live in [REDACTED] and have commuted to near stanford for 10 years on a mix of caltrain, bart, private shuttle, SOV, and carpools. While I appreciate working from home at times and I believe it should be encouraged. I do not think it should be viewed as a GHG reduction strategy.

Cheers,
Matt

From: [Daniel Kluesing](#)
To: [MTC-ABAG Info](#)
Subject: Telework mandate (MTC Commissioners agenda item #8a)
Date: Tuesday, September 22, 2020 2:00:25 PM

External Email

I am a resident in [REDACTED].

I am strongly opposed to the proposed Telework mandate (agenda item #8a), and urge the commission to reject this proposal.

1. The nature of remote v in person collaboration is categorically different. By pushing companies to have quotas for in office work, the MTC will create different classes of workers. This will harm junior and non-traditional workers who will be pushed to work from home, and limit their access to serendipitous career opportunities, exacerbating inequality issues.
2. This proposal is far outside the scope of acceptable policy from the MTC. The MTC should focus on ensuring that any individual can quickly and in a green fashion move anywhere across the bay area. A policy that seeks to limit mobility is wrong.

Please reject this proposal.

Thank you.

From: [Beaudry Kock](#)
To: [MTC-ABAG Info](#)
Subject: Agenda item 8a comments
Date: Tuesday, September 22, 2020 8:30:04 AM

External Email

Hello MTC Commissioners,

It's great that you're looking for ways to reduce emissions. But the proposed 60% mandate for telework is deeply wrongheaded. It may appeal to a certain privileged minority — those who have multiple spare bedrooms, abundant private childcare, and jobs that can miraculously be done remotely — but it's unworkable and undesirable for the majority of people. Why not, instead, impose general mandates on driving? After all, commuting is only 20% of trips, and there's little guarantee that increasing telework by fiat will actually reduce trips overall. Might I suggest alternate day restrictions on license plates, higher fees for parking, bans on dangerous and polluting SUV sales, etc? There's a whole world of options out there that don't require meddling so unproductively in people's living situations.

Speaking personally, as someone who rides trains and bikes and doesn't own a car, I wouldn't appreciate having to somehow find an affordable apartment that has adequate space for a permanent office, while the freeways remain heavily subsidized, parking is free in most places, transit tickets increase in cost every year, and the gasoline tax remains low. I suspect that this teleworking requirement stands almost zero chance of getting anywhere, but it does send a rather unfortunate message if you end up supporting it — namely, that common sense and meaningful restrictions on the ability to drive everywhere all the time for almost no cost, will be ignored by Bay Area policy makers in favor of arbitrary, inequitable, and unworkable diktats that will render the region more unaffordable and inaccessible than it has ever been.

Regards,

Beaudry

From: [William Koury](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a
Date: Tuesday, September 22, 2020 5:00:05 PM

External Email

To the MTC commissioners,
I have heard through social media that you are considering a mandate that would require large employers to work from home 60% of the time. I appreciate your commitment to reducing our carbon footprint and traffic congestion. But I think this plan would have unintended consequences. Please don't go through with it. If you are not actually planning to institute this mandate, please disregard this message.

William Koury

From: [Andrew Krause](#)
To: [MTC-ABAG Info](#)
Subject: Comment Against 60% Telework Mandate
Date: Tuesday, September 22, 2020 4:27:11 PM

External Email

Dear MTC Commissioners,

I am writing in regards to agenda item #8a, which is about a 60% telework mandate. While I also want solutions to our greenhouse gas emissions. and traffic issues, we should make that the goal, trying to mandate that employers have 60% of their workforce work from home is not it. We could build housing closer to offices, we could improve our public transit network, we could make it easier for people to bike to work--there are many possible solutions besides just dictating that people have to work from home, figure it out. If we want to reduce the amount of car trips we have by 60%, then make that the goal--people could walk to work, bike to work, take a bus or train to work, or telecommute. Trying to force a top-down, one-size-fits-all solution is just going to breed resentment and not actually solve the problems we're facing.

For instance, currently I am living in [REDACTED] but work in [REDACTED] I'd love to take Caltrain to work, but unfortunately I live in the [REDACTED] [REDACTED] which means I'd have to take a bus to Caltrain, and then Caltrain down to the office (a two hour commute). I'm lucky in that I am able to telecommute currently during the lockdown, but it is taking a toll on mental health. Improving BART service, or having MUNI's trains reach us out here, would allow me to take public transit on the days I do need to be in the office. And it wouldn't just be me, but lots of other people living in the westside of SF who are stuck owning cars because of bad infrastructure planning.

Please continue to focus on ways of improving our congestion and decreasing the amount of greenhouse gases we produce in the Bay Area, but in a way that allows people to solve the problem in a way that makes sense for them.

Thank you,
Andrew Krause
[REDACTED]

From: Joseph Lacap
Sent: Tuesday, September 22, 2020 8:35 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: agenda #8a, Working from Home

External Email

Dear MTC Commissioners,

While the idea to force people to work from home to "solve" traffic seems easy given how the pandemic showed how much better traffic could be, this is not the way. The only reason this is required is because you have utterly failed to develop a competent regional transportation network. Instead of telling everyone not to go anywhere, why don't you build the transit network we need? Maybe end the absurd fragmentation of the regional transit agencies? Make the fares uniform, make transfers between agencies seamless. Build more subways and BRT lines. Electrify the Capitol Corridor and connect it directly to the Transbay Terminal. You know, actually build things we need instead of telling us to stay home so you don't have to deal with it. Dealing with this is why you exist.

Best,

Joe

--

Joseph Lacap

From: [Watson Ladd](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a
Date: Tuesday, September 22, 2020 2:24:45 PM

External Email

Dear MTC Commissioners:

Are you serious? The bay area is facing major financial shortfalls, has decades of underinvestment and job sprawl. It is in a global competition for prosperity. The solution is not telecommuting that will not go out of state to cheaper areas, but encouraging growth in central business districts, investing in transit and running it consistently, and discouraging automobile commutes.

Sincerely,
Watson Ladd

From: [Dave](#)
To: [MTC-ABAG Info](#)
Subject: Comment for MTC Agenda Item 8A
Date: Tuesday, September 22, 2020 10:23:54 AM

External Email

Hello,

I would just like to voice my opposition to the telecommute options being discussed in agenda item 8A. I don't believe that creating a work from home mandate will be good for the Bay Area's economy or the climate. Instead, I believe more public transit options and more housing located near offices would be better for all.

Please do not enact any sort of working from home requirement for a post-COVID world.

Thank you,
Dave Luciano

From: Debbie Ly
Sent: Tuesday, September 22, 2020 4:18 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Stop the Telework Mandate

External Email

Hi,

Please build more housing and public transit infrastructure instead of mandating that 60% of employees at big companies need to work from home. This mandate is not the solution - people still need places to live.

Debbie Ly

From: [Kevin Ma](#)
To: [MTC-ABAG Info](#)
Subject: Comment on Agenda Item 8a - PBA 2050 Blueprint
Date: Tuesday, September 22, 2020 4:55:04 PM

External Email

Dear MTC Commissioners,

I like to thank MTC and ABAG for researching ways to make the Bay Area a better place, but I have a few comments regarding the recently proposed 60% telecommute mandate.

While it is understandable that telecommuting can provide traffic and environmental benefits by reducing the long commutes that many in the area have, this is a bit too heavy handed and also seems very difficult to enforce, both in the lack of current enabling legislation as well as the kinds of monitoring necessary. It places a heavy burden on the employees themselves to be able to prepare their work environment and could lead large employers to seek elsewhere for offices, which may not help the environment as a whole. Let us also not underestimate how much in-person interaction matters in the workplace, as well as the inequities of people's individual housing situations.

Instead, if there is a push for telecommuting, it should be a "allow" rather than a "require." And if we want to make a dent in our GHG and VMT reductions, we still need a greater emphasis on transit, in that MTC/ABAG should still be focusing on tried-and-true strategies of better land use around stations, encouraging TDMs, and managing better transit overall.

Sincerely,
Kevin Ma

From: [Peggy Mangot](#)
To: [MTC-ABAG Info](#)
Subject: MTC Commissioners - Agenda #8A
Date: Tuesday, September 22, 2020 4:38:07 PM

External Email

Dear MTC Commissioners

I am an [REDACTED] resident who lives & works in [REDACTED]. I strongly opposed your 60% telework mandate. This mandate goes too far.

Instead of an inflexible telework mandate that poses a burden on many workers, myself included, a strategy requiring lower carbon emission cars on the road would advance the greenhouse gas goals and provide more flexibility for workers & employers - enabling people to take transit, or bike to work or telecommute.

Bay area companies and employees should have the ability to determine what is the right amount of office work & remote work that works for their company. Instead of prescribing where employees should work, MTC should invest in mass transit and bicycle/pedestrian friendly infrastructure so that employees can determine how best to get to work, school, and everywhere else.

My mental health and ability to do my best work has suffered greatly during this WFH period. I need the ability to work from my office to realize my best work and potential. I strongly oppose this mandate.

Sincerely,
Peggy Mangot

[REDACTED]

From: [Moses Maynez](#)
To: [MTC-ABAG Info](#)
Subject: To MTC Commissioners. Agenda #8a
Date: Tuesday, September 22, 2020 4:13:19 PM

External Email

To MTC Commissioners,

I'm emailing to address the agenda item #8a.

Mandating that 60% of workforce work from home is a bad idea that puts the responsibility on others when it should be MTC helping create a world class multi-modal transportation network in the Bay Area. There should have already been a bus lane on the Bay Bridge as well as a full bike connection. People will continue to drive even if they are work from home— traffic is still very much a thing on CA 4 every workday as well as other freeways. People take other modes of transportation when it makes sense, please make it make sense.

Best,
Moses Maynez

From: [Justin McCandless](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a
Date: Tuesday, September 22, 2020 9:15:29 AM

External Email

MTC Commissioners,

I wanted to express my support for encouraging large employers to reduce their impact on transportation emissions, but also my concern with doing that via a blanket 60% work from home requirement.

I work for Google and live in [REDACTED] and I go out of my way to do most of my commuting to [REDACTED] via CalTrain. Despite criticism, we've got a great public transit network in the Bay Area. Any policy change should encourage use of that network rather than tell riders to stay home, or worse, to move out of the area. Let's target the cause of pollution and congestion, single occupancy vehicles, and give transit the advantage it deserves.

There is a great opportunity here to clean up our air while improving our transportation network, and I'm excited to see what we can do!

Justin McCandless

From: [John Mondragon](#)
To: [MTC-ABAG Info](#)
Subject: agenda #8a
Date: Tuesday, September 22, 2020 4:26:27 PM

External Email

The proposed requirement that mandates employers work from home allocations for their employees is incredibly impractical, heavy-handed, and cumbersome. It feels as if the MTC is simply throwing up its hands in the face of congestion instead of working on practical and desirable solutions that exist in large metro areas around the world, like massive investment in public transportation.

Best,

John Mondragon

From: [Jessie Mueller](#)
To: [MTC-ABAG Info](#)
Subject: MTC Commissioners, agenda #8a
Date: Tuesday, September 22, 2020 4:43:34 PM

External Email

MTC Commissioners,

A work from home mandate is bad policy. Transit, biking and walking are methods of getting around (including commuting to work, as I did) that reduce emissions and congestion. To meet CO2 reduction goals, MTC should support policies that strengthen transit (for example: dense housing near transit, bus priority lanes ..) instead of those that burden workers, harm small businesses near offices, and propel even more car dependence.

- Jessie

From: Prosper Nwankpa
Sent: Tuesday, September 22, 2020 6:25 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: agenda #8a

External Email

I want to raise my concerns about this proposal. I believe this will not be the best thing for business in the medium or even long term. Many businesses still do work at maximum capacity in offices surrounded by team mates. Businesses should be able to chose when and how they enact stay at home policies.

My story:

I'm an engineer working at a large company myself. I notice that my team's productivity is actually best when they can come into the office

Thanks

Prosper

--

C. Prosper Nwankpa

From: [Ed Parillon](#)
To: [MTC-ABAG Info](#)
Subject: Comment regarding agenda item #8a for 9/23/2020 meeting
Date: Tuesday, September 22, 2020 2:53:21 PM

External Email

Dear MTC Commissioners,

I am writing to express my strong opposition to the suggested 60% telework mandate for large employers that is before the commission. I have lived in [REDACTED] with my wife and 2 young children for the past 12 years. Like many of our neighbors, we have been struggling with balancing a sudden need to turn our home into an office for both of us, when we have limited space. This policy would overburden workers, who would now need to find money from somewhere to pay even more for housing, and it is a disaster for parents who are struggling with closed or limited schools. Instead of a totally infeasible suggestion about telework, MTC should be closing our GHG reduction gap with a low drive-alone mode share target. How about 40%?

Thank you for considering this matter and I am urging you to vote against this mandate.

Ed Parillon

From: Christopher Pederson
Sent: Tuesday, September 22, 2020 12:24 PM
To: MTC-ABAG Info
Subject: Plan Bay Area 2050 - telecommuting policy (agenda item 8a)

Categories: Orange category

External Email


Dear Commissioners,

I urge you to revise proposed policy EN7, which would call for major employers to require at least 60% of their employees to telecommute on any given workday. The proposed policy is unnecessarily rigid and could inflict avoidable hardship on many people for no good reason.

For workplaces where a high percentage of the workforce commutes by foot, bicycle, or transit, a 60% telecommute mandate would do little to reduce automobile traffic or greenhouse gas emissions. The Commission should revise the policy to call for increasing telecommuting while taking into account the travel behaviors of an employer's workforce. For employers whose workforce primarily commutes other than by automobile, any telecommuting mandate should be less restrictive. Any policy should also allow flexibility to accommodate the needs of individual employees.

Thank you for your consideration of my comments.

Sincerely,

Christopher Pederson


From: [Kevin Peterson](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8
Date: Tuesday, September 22, 2020 4:10:16 PM

External Email

Dear MTC Commissioners

I am strongly against a 60% telework mandate. Many people do not have an environment at home conducive to work, and over time this will simply drive people away from the area, taking our economy with it.

Instead, we should focus on improving public transit and increasing housing production across the board near jobs to reduce car emissions. Both of these initiatives would address climate change while ensuring a strong economy.

Sincerely,
Kevin Peterson



September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Plant Construction Company, L.P., I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

Plant Construction is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,

Chris Rivielle
President/CEO

Cc: Chair Scott Haggerty

From: [Sabeek Pradhan](#)
To: [MTC-ABAG Info](#)
Subject: No on agenda #8a
Date: Tuesday, September 22, 2020 4:24:58 PM

External Email

Dear MTC Commissioners,

My name is Sabeek Pradhan, I'm a [REDACTED] resident, and I strongly urge you to vote no on the proposed 60% telework requirement for large employers. Many people like myself have seen our productivity and work satisfaction plummet during the pandemic as the conversations and in person collaboration that drive the ideas economy have evaporated amidst shelter in place. And for people with roommates or unreliable internet connections, forced work from home presents even more challenges as to how reliably one will be able to work or dial into meetings.

Reducing congestion and greenhouse gas emissions are indeed of paramount importance. But the correct solution is to invest in public transportation, make our streets safer for pedestrians and cyclists, and prioritize putting jobs in transit-accessible areas of the downtown rather than in sprawling suburban office parks. Mandatory work from home is a poor solution that will negatively impact many workers and companies, and I hope you will not go down that path.

Thank you,

Sabeek Pradhan

From: Justin Premick
Sent: Tuesday, September 22, 2020 5:09 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Plan Bay Area 2050, Strategy EN7

External Email

To: The Commissioners of the Metropolitan Transportation Commission, and whoever else it may concern
Re: Plan Bay Area 2050, Strategy EN7

I am dismayed to learn of the MTC's proposed Strategy EN7 for reducing climate emissions, and am writing to voice my opposition and disapproval.

The problem at which the Strategy takes aim is an important one, and I believe the Commission has good intentions at heart. As an outdoor enthusiast who counts climate change as the top issue of our time, I think it's laudable that the Commission has taken this issue into consideration as part of the Plan.

However, the proposed Strategy is deeply misguided.

From a purely environmental standpoint, I believe that the net impact of this policy will be to simply shift emissions from one place to another, rather than reduce net emissions. As smoke from the particularly severe (to date) fire season has shown via its journey to the East Coast, emissions in one location affect people far from the source of those emissions. In my view, the proposed Strategy equates to environmental NIMBYism that will have little to no impact on the health of the planet.

My expectations of other outcomes this Strategy would generate are similarly low. As the owner of one of the many (now ex-) foodservice businesses laid low by the pandemic, I am intimately familiar with the impact that a reduction in office workers can have on the local small businesses that serve those workers.

The ripple effects of a mandatory 60% reduction in office workers are complex and difficult to predict, but I think it would be foolhardy to ignore the preview given to us by COVID-19. The presence of Bay Area office workers supports an economic ecosystem that creates jobs across a variety of skill levels. To put a finer point on it, many of the workers this Strategy exempts due to the in-person nature of their jobs, will not continue to have those jobs if this Strategy is implemented.

There are many strategies that can help to address the emissions problem. (An increase in housing supply, reducing the need for long, polluting commutes, would be a sensible first step... and I say this as a homeowner who would likely stand to see his home's value drop as supply catches up to demand.)

Curbing emissions is an important component of addressing climate change, and I'm glad that the Commission is looking for ways to do it. But surely there are better ways to do it than the proposed Strategy.

Respectfully,
Justin Premick

From: [Hansen Qian](#)
To: [MTC-ABAG Info](#)
Subject: Telework Mandate is a step too far
Date: Tuesday, September 22, 2020 1:28:16 PM

External Email

Dear MTC Commissioners,

I am emailing in reference to Agenda #8A, Strategy EN7: the proposal to have a 60% work-from-home mandate for large employers. I would encourage you NOT to move forward with the proposal.

I am a long-time Bay Area resident--I grew up in the South Bay, and have been working and living in [REDACTED] for most of the last decade. Absolutely there is a need for companies to allow more flexible work-from-home policies, especially for parents and to take care of other family members. However, a strict mandate with such a high threshold is absolutely NOT the way to achieve our goals.

Economists have long concluded that innovation comes from human interaction: it's why Pixar's campus has an open space for people to run into each other, why open office spaces are popular with employers, and why dense metro areas are more successful. This mandate is unrealistic, goes against what studies show people want to do (most people enjoy working with their coworkers!), and should not be used as a way to decrease our greenhouse gas emissions. There are other solutions, such as prioritizing transit, building transit-only lanes, promoting cheap bus rapid transit, and subsidizing personal e-bikes and scooters instead of vehicles that can help reduce our reliance on carbon-emitting personal vehicles.

Please reject this proposal as it is being treated as a panacea for our problems and does not reflect a realistic solution for promoting the long-term wealth and success of the Bay Area.

Best,
Hansen

From: [Quinn, Alexander](#)
To: [MTC-ABAG Info](#)
Cc: ian@seamlessbayarea.org; joed@calthorpe.com
Subject: Tele-Commute Mandate
Date: Tuesday, September 22, 2020 12:29:42 PM
Attachments: [image001.jpg](#)

External Email

To whom it may concern:

I understand that MTC is considering a telecommute mandate for major employers would require a 60% telecommute on any given day. While the intent of GHG reduction is a good one, the outcome would mean considerable disadvantages to employers going forward. The life blood of the region is the ongoing informal interaction of staff and teams. It has led to considerably advances across the Bay Area. The likes of Google, Apple, Netflix, Facebook, VC funded start-ups and many others depend on this informal interaction to enable them innovate. The idea of reducing collaboration would ultimately lead to further exodus to regions that have more lax regulatory environments. Rather, we depend on the innovation cluster (e.g. life science, artificial intelligence, robotics, digital solutions, etc.) to fuel our economic well-being in the Bay Area. This policy would directly undermine our region as a progressive actor of change where we have decoupled economic growth from GHG emissions. Rather, we would be transferring the GHG emission factors to more GHG intensive regions like Austin, Atlanta, Nashville, and others which ultimately undermines the very intent of this policy. I sincerely question the logic of this policy and whether it was more intended to reverse the Bay Area back to the 1960's.

In summary, I strongly oppose this policy and would recommend striking it from the Plan Bay Area Blueprint.

Sincerely,
Alexander Quinn

[Redacted signature block]



[Redacted signature block]

Jones Lang LaSalle

For more information about how JLL processes your personal data, please click [here](#).

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From: [Steve Ragole](#)
To: [MTC-ABAG Info](#)
Subject: Comment on Telecommuting Mandate (Agenda Item #8a)
Date: Tuesday, September 22, 2020 12:19:43 PM

External Email

Dear MTC Commissioners,

While the current pandemic has shown us that some jobs can be more flexible and that telecommuting may be more viable for some people, mandating 60% work from home for major employers a deeply inequitable and economically foolish way to decrease the region's carbon footprint.

The mandate effectively moves the onus of paying for office real estate onto workers, who are already in one of the most expensive housing markets in the country. This will force workers to choose between spending even more of their wages on rent/mortgage or move even further away from their employers, negating much of the potential decrease in emissions. Not to mention, there will be many negative effects on newer hires, parents, and the service economy around business districts.

I urge the commission to reject this policy and consider more sensible solutions. We should let those who want to/can work from home do so, but focus on enabling the rest of us to take transit or bike to our jobs.

Thank you for your time,
Dr. Steve Ragole

From: [Jesse Richmond](#)
To: [MTC-ABAG Info](#)
Subject: Mandating teleworking, agenda #8a
Date: Tuesday, September 22, 2020 3:23:09 PM

External Email

Dear MTC Commissioners,

I am writing to express my strong disagreement with PlanBayArea Strategy EN7 mandating a teleworking percentage for large employers. I think our recent experience with remote work due to the pandemic has shown that it can be effective under some circumstances, but trying to impose a top-down mandate like this is the wrong direction. Rather than trying to impose restrictions on our region's companies, I think our MTC needs to focus on improving our transportation infrastructure and enabling the region to continue to excel.

Telework has some definite advantages, but it also has severe disadvantages. One of the biggest is that remote work eliminates the kind of casual, informal interactions that can only take place with workers in the same location. Many of my most fruitful interactions have come from such mundane things as filling a bottle of water. Imposing a restriction as strict as requiring 60% of people to work remotely would severely limit these kinds of interactions, which would especially have bad consequences for the more junior members of the workforce who are just getting established professionally.

In addition to this, teleworking is simply not a realistic option for many employees. I have a 3 year old daughter. While it has been great that I am around to see her more often, it also has presented difficulties due to the lack of space available for everyone. I don't think it's fair to expect workers to provide a proper space for work in addition to our own living space needs. It also presents challenges because she is now competing for my attention with my work in a way that never happened when I was working outside the home. While we can all put up with this during a crisis, I do not intend for it to be the norm forever.

Please do not harm our region's competitiveness by imposing unfair, unnecessarily stringent requirements on our businesses. I ask that you reject this policy and focus on other ways of improving our connectivity.

Thanks,

Jesse Richmond


From: [Shahin Saneinejad](#)
To: [MTC-ABAG Info](#)
Subject: Comment re: telecommuting mandates (agenda #8a)
Date: Tuesday, September 22, 2020 10:44:44 AM

External Email

Hi MTC Commissioners,

I'm writing regarding the proposed telecommuting mandate for large employers (Strategy EN7). This well-intentioned mandate puts the cart before the horse. Telecommuting is not the goal but merely a means to cleaner, faster Bay Area. Working from home must be combined with our region's other tools -- transit, bicycling and carpooling -- to maximize reduction in GHG and congestion.

I and nearly half of my coworkers commuted to our [REDACTED] office via bicycle and Caltrain. We contribute no road congestion and no marginal GHG. A 60% telecommuting policy would leave many of us at home needlessly, depriving Caltrain of ridership and reducing safety-in-numbers for fellow cyclists. This telecommuting policy would work against GHG and congestion goals and effectively cap sustainable mode share.

Instead, the MTC should mandate that employers reduce the number of workers who commute by car to 40% or less on any one workday. This maintains the car traffic and GHG goals of the original proposal, while allowing transit and cycling mode shares to grow. It incentivizes employers to support telecommuting as well as a workforce transition to sustainable, high-capacity transportation.

Thank you for your consideration of my comment, and for your important work on the commission.

Shahin Saneinejad
[REDACTED]

September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Sares Regis Group, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

Sares Regis Group is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

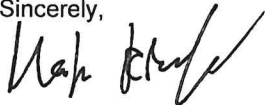
Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area's cities and transit. Sales tax revenue is the backbone of many cities' budgets and social service programs. Thriving commercial centers keeps our region's businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,



Mark Kroll
President
Sares Regis Group

Cc: Chair Scott Haggerty

From: [Elliot Schwartz](#)
To: [MTC-ABAG Info](#)
Subject: MTC Commissioners agenda #8a
Date: Tuesday, September 22, 2020 11:29:03 AM

External Email

I am opposed to the Work From Home mandate. People have many legitimate reasons to go into an office - e.g., specialized equipment, lack of space at home due to our region's housing underproduction, a noisy environment at home due to kids. Please focus on making it more convenient, affordable, and safe to take transit, walk, or bike around the Bay Area.

Elliot Schwartz





September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Seagate Properties, Inc., I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

Seagate Properties is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,
Bonnie A. Kalbrosky, RPA, FMA
General Manager
Seagate Properties, Inc.

Cc: Chair Scott Haggerty

Seagate Properties Inc.

September 22, 2020

Therese McMillan, Executive Director
Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent
Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan & Chair Haggerty:

On behalf of myself and my company, Seagate Properties Inc, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day. This is one of the most overreaching proposals, in fact bordering on socialism, that will do nothing but cripple the Bay Area economy!

Seagate is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring flexible office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee, parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

In short, this is a guaranteed way to absolutely “kill” the robust healthy economy we all enjoyed pre-COVID. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the sensible change to the entrenched land use challenges in the Bay Area rather than trying to force unwanted regulation and personal behavior patterns on citizens of the Bay Area.

Sincerely,

W. K. Polite Jr.

Willis K. Polite Jr.
President & CEO
Seagate Properties Inc.

From: [Adina Levin](#)
To: [MTC-ABAG Info](#)
Cc: [Anup Tapase](#); [Dave Vautin](#); [Ian Griffiths](#)
Subject: Operations funding and PlanBayArea BluePrint, Agenda 8a
Date: Tuesday, September 22, 2020 4:46:56 PM

External Email

Honorable Commissioners and Staff,

Seamless Bay Area and Voices for Public Transportation are pleased to share a new research report that seeks to quantify how much transit service should be provided in the Bay Area in order to restore and grow ridership, and achieve the region's long-range environmental goal.

Our research finds that, compared to peer metropolitan areas, the Bay Area was underserved by transit even before the COVID crisis. Restoring and increasing service will therefore play a critical role in enticing riders back as the pandemic lifts.

We found that Toronto has a similar density and mix of urban/suburban areas as the Bay Area, but a much higher level of transit ridership, proportional to the population. Looking to this high-performing system could help our region set a better baseline of service for the future.

Of course, achieving more robust transit ridership in the Bay Area will require not only more service, but also integrated fare policy, infrastructure improvements to support walking & biking, and more dense land use with better support for transit. In short, seamlessness!

These these findings and a link to the full report can be found in our blog <https://www.seamlessbayarea.org/blog/2020/9/21/new-report-shows-importance-of-restoring-and-expanding-transit-service-post-pandemic>

With these findings we would encourage the Commission to pursue environmental review of a "robust transit service" option that would bring Bay Area transit service to the level of Toronto, as a strategy that - among other complementary strategies - can help the region achieve our Climate and Equity goals.

Thank you very much for your consideration,

- Adina

Adina Levin

Advocacy Director

Seamless Bay Area

<https://seamlessbayarea.org>

From: [Maxime Serrano](#)
To: [MTC-ABAG Info](#)
Subject: MTC plan for telecommuting mandate (agenda #8a)
Date: Tuesday, September 22, 2020 3:56:19 PM

External Email

Hello MTC Commissioners!

I'm writing to comment on tomorrow's agenda item #8a, discussing adding a 60% telework mandate to the PlanBayArea Blueprint - as discussed in this post by Green Caltrain:

<https://www.greencaltrain.com/2020/09/wednesday-mtc-slated-to-approve-60-work-from-home-mandate-for-planbayarea-blueprint/>

I think this would be a very heavy-handed and ultimately counterproductive approach for the Bay Area to take. For instance, many businesses and much of the culture of the Bay Area depend on the presence of office workers during the day. This also will have the effect of reducing equity among different groups in these industries: parents, those with disabilities, or those in areas or living situations that are difficult to align with long-term telework will suffer direct negative consequences (in terms of employability and happiness) as a result of such a policy.

I believe that encouraging telework is a good idea, and we should encourage companies to make it an option for their employees. However, making it a requirement that a certain fraction of a company's employees telework on any given day is overreach and likely to have much stronger negative effects than any positives it might bring. Please vote against this proposal as written.

Thank you,
— Maxime

From: [Kelly Snider](#)
To: [MTC-ABAG Info](#)
Subject: WFH mandate is BAD idea
Date: Tuesday, September 22, 2020 1:32:19 PM

External Email

Dear MTC, air quality is terrible because you have failed to mandate and implement sustainable infill policies for 30+ years. We need more transit, bus-only lanes, high-density housing and high-rise offices adjacent to transit. We need more people living in high density neighborhoods, raising their children in community, attending local schools, and patronizing local businesses. The suggestion that air quality improvements would come by forcing private employers to prevent their employees from being on site is absurd.

Virtually every policy you have has been anti-housing for decades , and instead of reversing course there, you are now becoming anti-office and anti-employer....? This suggestion to mandate WFH is ridiculous. *Build transit*, which is what you are supposed to be doing.

Sincerely,
Kelly Snider

From: [Katelyn Stangl](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8A - Telecommuting Mandates
Date: Tuesday, September 22, 2020 10:25:59 AM

External Email

Dear MTC Commissioners,

I am writing to express my opposition to Agenda #8A, a policy to mandate that large employers have at least 60 percent of their employees telecommute on any given work day. While I am in favor of greater flexibility to allow employees to work from home, a 60% telework mandate goes too far.

Many people (like myself) live in homes without the space or quiet for a home office, and we are unable to work effectively at home. Given the high housing prices in the Bay Area, many of us are not able to afford to move to larger homes with dedicated, quiet workspaces. Additionally, this policy would also be burdensome for parents with small children and those who rely on face-to-face contact to effectively complete their jobs.

Please do not adopt a 60% telework mandate - this would not be sustainable for the residents of the Bay Area.

Thank you,
Katelyn Stangl



September 22, 2020

Therese McMillan
Executive Director .
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Swift Real Estate Partners, a San Francisco based commercial real estate firm, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting. The Item entitled Plan Bay Area 2050 strategy endeavors to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

Swift is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

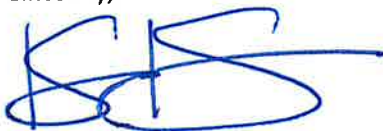
Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,



Richard Buziak
Head of Operations
Swift Real Estate Partners, Inc.

From: [Zach Taylor](#)
To: [MTC-ABAG Info](#)
Subject: Re: Agenda #8a
Date: Tuesday, September 22, 2020 5:00:16 PM

External Email

Dear MTC Commissioners,

Forcing workers to telecommute 60% of the time strikes me as a very regressive policy.

Please mandate building more infrastructure and housing to help with this issue. It's already extremely difficult to live in the city because of overregulation with regards to building and construction. This limits supply, which makes housing extremely expensive. Please let us build more to relieve the pressure on the citizens of San Francisco.

Thank you,
Zach Taylor

--

Zach Taylor
Software Engineer, Growth | GoodTime.io



From: Nathan Theobald
Sent: Tuesday, September 22, 2020 5:04 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Agenda # 8a

External Email

MTC Commissioners,

I understand that Agenda Number 8a seeks to impose a 60% work from home mandate on employers. I believe this is a short-sighted response that seeks to do too much in response to the COVID-19 pandemic. While work-from-home has been possible for some employees and their employers, that is not a solution to greenhouse gases, car-centric geographies, or climate change. We need to encourage people to live in our wonderful cities and away from smoggy suburbs in fire-risk areas. This proposed policy does not do that and rather encourages people to not live close to their employment, and it does nothing to provide better transportation for the Bay Area.

Thank you,

Nathan Theobald

From: [Katherine Thoreson](#)
To: [MTC-ABAG Info](#)
Subject: 60% WFH mandate
Date: Tuesday, September 22, 2020 11:26:44 AM

External Email

Hey,

With all due respect, what is this I'm hearing about a 60% WFH mandate? That's absolutely insane, and would likely cause jobs to leave. You can't force people to work within those confines in a non-emergency situation. Why don't you work on real problems, like the fact that the 31 bus is still gone? If we had more and better transit, the number of cars might not be such an issue.

Regards,
Kate Thoreson

From: [Kurt Thorn](#)
To: [MTC-ABAG Info](#)
Subject: MTC Commissioners, agenda #8a
Date: Tuesday, September 22, 2020 10:51:48 AM

External Email

Dear Commissioners,
I'm writing because I think a 60% remote work requirement is unrealistic. I am in a role where I can fully do my job remotely, but I don't enjoy doing so. My house isn't set up for me to be fully productive and when I can return to the office I plan to go back to work 3-4 days/week. Furthermore, many people work in jobs that require them to be physically present. For these reasons, I don't think a 60% remote work requirement is a good idea.

Sincerely,
Kurt Thorn




From: [Karen Tkach](#)
To: [MTC-ABAG Info](#)
Subject: WFH does not work for everybody
Date: Tuesday, September 22, 2020 10:31:21 AM

External Email

Dear MTC officials,

The option to work from home is essential, but a mandate imposes an unreasonable burden on employees, many of whom are transit riders. Please reconsider the mandated work from home policy.

All the best,
Karen Tkach Tuzman


September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of TMG Partners, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

TMG Partners is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving. We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,



Michael Covarrubias
Chairman & CEO
TMG Partners

Cc: Chair Scott Haggerty

From: [Alex Toombs](#)
To: [MTC-ABAG Info](#)
Subject: In reference to agenda #8a
Date: Tuesday, September 22, 2020 3:45:46 PM

External Email

Hi MTC Commissioners,

I want to strenuously oppose agenda #8a (WFH requirements for large employers) as a way to meet our carbon emission goals.

As a long-time [REDACTED], I'm continually ashamed at our inability to recognize that our underinvestment in public transportation along with our underinvestment in affordable housing adjacent to that transportation is the way to actually meet our emissions goals.

Enforcing requirements to work from home after the COVID pandemic resolves one day is an anachronistic approach. We keep adding more office workers to the Bay without building housing, making lower-wage workers commute in from places as far flung as Modesto, and we wonder why our emissions are still so high.

Please don't do this. Please instead focus on how to build out public transportation for everyone. Please look to the future.

Thank you.

--

Alex Toombs
[REDACTED]

From: [Patrick Traughber](#)
To: [MTC-ABAG Info](#)
Subject: Agenda item 8a
Date: Tuesday, September 22, 2020 4:04:55 PM

External Email

Hello MTC Commissioners,

I'm writing about the item 8a on tomorrow's agenda regarding a proposed target of 60% telecommuting for large employers. Please dismiss/reject this proposal. We don't need this policy, and we don't want it. The Bay Area can *easily* handle all of the current residents commuting to work today. It is your job at MTC to find ways to make this happen. To do so, you need to stop investing in car infrastructure which is failing us. We don't need another bridge or highway project. We need you to invest in public transit and bicycling. Cities around the world have all done this, and they successfully move far more people than we do in the Bay Area. If you pass this policy, it signals that the MTC has admitted defeat in providing transportation options to residents, and we know longer need the MTC in the Bay Area. Please reject this proposal and come up with solutions like more transit and biking.

Thanks,
Patrick

From: Benjamin Ulrey
Sent: Tuesday, September 22, 2020 12:47 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: REJECT the Mandate to Telecommute

External Email

Dear MTC Commissioners

I'm writing to you about the upcoming decision on Agenda item #8A, the mandate that large employers have at least 60 percent of their employees telecommute on any given work day.

This is a terrible policy and I strongly urge you to NOT adopt it. While it's important that we lower our greenhouse gas emissions, we should be focusing more on how to get people to take public transit or walk/bike to work. Not only will this have the same results from mandating telework (if not better), but it doesn't come with the negative consequences to equity. As you well know, transit isn't profitable (though that's not the point of a public service), but our transit systems at least can recover some of their expenses through fares. COVID-19 has already greatly reduced the capacity and funding of our transit systems, and mandating telework will only deep this hole. This will hurt the Bay Area's essential workers the most, those who must do work in-person and who rely on our transit networks to get around. They tend to be lower-income people of color who have been victims of poor planning decisions, like Agenda Item #8A, for decades.

Do the equitable thing and REJECT Agenda Item #8A.

Thank you,

--

Ben Ulrey



100 Montgomery Street | Suite 1420 | San Francisco | CA | 94122

September 22, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Opposition to Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers at Major Office-Based Employers to Telecommute on a Given Day

Dear Director McMillan:

On behalf of Vanbarton Group, LLC, I am writing to express our strong opposition to Item (8)a at the September 23, 2020 Metropolitan Transportation Commission Meeting regarding the Plan Bay Area 2050 strategy to institute a requirement for 60% of workers at major office-based employers to telecommute on a given day.

Vanbarton Group, LLC is supportive of strategies to reduce greenhouse gas emissions including incenting carpooling, encouraging optional work-from-home commutes, or structuring varying ranges of office hours for workers. We also support a regional economic development strategy that creates employment hubs throughout our region to reduce commute time and distance.

Mandating telecommute, however, is not the way to pursue this goal. This requirement puts an undue burden on the employee. Concerns were raised by parents of young children, people with living environments without space or quiet areas for a home office, more junior employees who want to build relationships to succeed and advance at their jobs, and members of minority groups who worry remote work will make it harder to overcome bias. This mandate assumes all employees have equal access to high-quality internet – which we know is not the case.

Previous iterations of Plan Bay Area, in accordance with SB 375, sought to reduce vehicle miles traveled by focusing housing growth in urban areas next to job centers and transit alternatives. We know that those plans have largely failed due to the opposition of too many local jurisdictions to this new housing. The answer should not be to raise a white flag of surrender, continue building homes for Bay Area workers in the central valley, and mandate that millions of people simply work from home and claim “targets met, and problem solved.” That is a cop out.

We are deeply concerned about the fiscal impact this mandate would have on the Bay Area’s cities and transit. Sales tax revenue is the backbone of many cities’ budgets and social service programs. Thriving commercial centers keeps our region’s businesses alive. Sales tax and ridership are necessary to keep our struggling transit agencies moving.

We are in the midst of an economic downturn unlike any other in our lifetime. We should be doing everything we can to safely get people back to offices on transit and spending money as soon as possible.

It is time to focus on the entrenched land use challenges in the Bay Area. This is necessary to truly conquer the housing, transportation, and climate change issues that continue to plague our region.

Sincerely,

Colin Shinnars
Senior Vice President
Vanbarton Group, LLC

From: Chelsea Voss
Sent: Tuesday, September 22, 2020 12:23 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Re: Comments on Agenda Item #8a

External Email

Also, what economic impact will this have downstream on the hiring market for workers who cannot work remotely, even if we're not working for larger companies? We will have fewer options in any negotiation, so our labor will be less valued in the hiring market.

This could create an artificially reduced demand for the people who do their best work in person – which includes some women, like me, as well as some minorities – and could artificially depress wages for these workers.

-- On Tue, Sep 22, 2020 at 11:51 AM, Chelsea Voss wrote:

I will also add – While working in person, I took public transit. Bus to Glen Park BART, then I would take the BART down to downtown San Francisco.

I'm sure the council can find a way to incentivize use of public transit without being so harsh! This hammer is so blunt that it would have banned in-person work even by employees who would otherwise have been using public transit anyways!

-- On Tue, Sep 22, 2020 at 11:47 AM, Chelsea Voss wrote:

Hi!

I am a 26-year-old female software engineer living in the Bay Area, and I strongly oppose the 60% telework mandate.

My first job out of college was at an all-remote startup. I struggled. I was a junior engineer and a woman, and it was hard to make my impact known and hard to get mentorship from my senior colleagues. Even though I loved the impact of the work I was doing – at [Wave](#) we worked on making it easier for African immigrants to send money back home – I was moderately depressed and I received poor performance reviews.

After a year of this, I moved to the Bay Area and started work at a different startup, now in-person. The difference was like night and day. My colleagues were extremely supportive, and it really cheered me up to see them in person every day. I got a lot of mentorship and I became much more productive. And my performance reviews told me I was doing much better.

I'm more experienced now, but now that I'm working remotely again during COVID, I'm starting to see some of the same problems again. While I love my colleagues and I love my work, it's once again harder to get my voice heard in the company's decisionmaking processes, and it's once again harder to be effectively mentored in new areas that I'm less familiar with. None of this is my colleagues' fault, it's just that working remotely presents a greater degree of obstacles for all of us to overcome, and it makes it harder.

Requiring companies to have 60% of their employees work from home would be an absolutely abominable thing to do to junior employees who are working to get their skills up to speed, and would also be an absolutely abominable thing to do to both women and people of color. Being able to be physically present in our workplace really empowers some of us to succeed in a way that remote work doesn't. Please don't take that away.

Best,
Chelsea Voss

From: Patrick Ward
Sent: Tuesday, September 22, 2020 4:12 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public comment - Re agenda item #8a

External Email

Re Strategy EN7 “Institute Telecommuting Mandates for Major Office-Based Employers”

This idea is incredibly misguided. It proposes using an extremely heavy-handed tool to a very narrow part of the solution space. It doesn't even consider the substantial direct economic costs of the policy, never mind the many likely higher-order effects.

1. Tools like bans and mandates should be used incredibly sparingly. They are incredibly crude ways of achieving any policy objective.
2. There are many ways to achieve reduced emissions without reducing commute frequency. Just a few that make more sense:
 - Improved public transportation
 - Higher housing density near offices
 - Higher housing density near transit
 - Congestion pricing for roads

The MTC's job is to make sure people have access to efficient, reliable transit. Banning people from traveling (what this idea proposes) runs directly counter to the MTC's purpose. There is no point in pursuing an intermediate metric in a way that undermines the overall goal.

Patrick Ward

From: [David Watson](#)
To: [MTC-ABAG Info](#)
Subject: Flexibility in meeting commute goals
Date: Tuesday, September 22, 2020 3:56:36 PM

External Email

Dear MTC Commissioners,
Regarding Agenda item #8a

I think that we need flexibility in how we meet our greenhouse gas reduction goals, and setting a 60% telework mandate is completely the wrong way to go about it. The goal is people out of cars, and there are many ways to achieve that, biking, transit, and walking are all terrific options that we should be encouraging.

I've been working from home because of the pandemic, but I look forward to being able to go back to bicycling to work, and I don't think that is something we should be taking away from people.

The best option is to simply require a lower car commute rate

From: [David Winegar](#)
To: [MTC-ABAG Info](#)
Subject: To MTC Commissioners: about telework requirement (agenda item 8a)
Date: Tuesday, September 22, 2020 4:29:43 PM

External Email

To the MTC Commissioners:

I ask that you not impose a telework requirement on companies in the Bay Area. I have never driven to work in the Bay Area - I've walked, biked, and taken transit. I expect to continue to do so once the pandemic is over. However, many of my coworkers live in areas where driving is the only feasible option - either because existing transit is slow and crowded, or because there are not enough places to live near high-quality transit.

You are only considering this telework agenda because the bay area has failed to provide (and failed to allow the market to provide) the necessary amount of housing, transportation infrastructure, and offices to improve Bay Area commutes. It's a problem that is in part due to decisions by the MTC itself, and you're throwing up your hands at the problem of long and difficult commutes, instead of attempting to solve it.

David Winegar



From: [Jordan Wing](#)
To: [MTC-ABAG Info](#)
Subject: Comment: 8a 20-1192 MTC Rresolution No. 4437 - PlanBayArea 2050
Date: Tuesday, September 22, 2020 5:00:24 PM

External Email

Good afternoon commissioners,

I'm sending this in email in regard to item #8a in the PlanBayArea 2050 proposal. I was very disappointed to learn that MTC is proposing that large employers require 60% of their workforce to tele-commute on any given day. Such a policy, if implemented, would make the lives of many Bay area residents much worse - in particular for parents of young children, who are already having an especially difficult time juggling work and home responsibilities and residents who have small or uncomfortable living spaces, not designed for working full-time. As a resident of San Francisco, the latter situation applies to practically everyone I know who lives in the city.

Moreover, I think this is an especially jarring proposal coming from our region's transportation planning body. Our focus as a region should be on enabling our residents to move where they want to go as quickly, efficiently, and carbon-free as possible by investing in faster, more frequent, seamless transit - not simply forbidding people from making trips which would improve their lives.

COVID has shown myself and many of my coworkers and peers how difficult extended time away from co-workers can make working life. If this proposal were implemented, I think we would see many of our residents and local businesses simply leave, rather than stay and be subjected to high rents and small living conditions that have to double as offices 60% of the time.

Thank you,
Jordan Wing

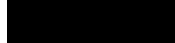
From: [Steve Woodrow](#)
To: [MTC-ABAG Info](#)
Subject: Comment to MTC Commissioners re agenda item 8a -- telecommuting mandate
Date: Tuesday, September 22, 2020 8:54:56 AM

External Email

Dear Commissioners,

While I support the goal of reducing GHG emissions in the Bay Area, I must raise my strong disagreement with a proposed employer mandate for telecommuting. Telecommuting is a poor substitute for the in-person collaboration, networking, and socializing that have shaped California's tech industry and created so much prosperity for California and the Bay Area. The MTC and local governments ought to address the GHG goal by incentivizing large amounts of dense housing near electrified mass transit, which will also create thriving communities for Californians of all income levels to live in, instead of shifting the burden of achieving this goal to large employers and their employees. By mandating teleworking, tech employees may well choose to telework from outside of the state, taking their disproportionately large contribution to California's tax base with them.

Stephen Woodrow



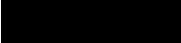
From: [Stephen Woods](#)
To: [MTC-ABAG Info](#)
Subject: Telework mandate is a bad idea
Date: Tuesday, September 22, 2020 2:50:02 PM

External Email

Hello,

We all agree that lower VMT is good for everyone, but a telework mandate goes too far. Companies should be flexible but free to determine if telework is right for them. A telework mandate is a mistake.

Stephen Woods



From: [Claire Wright](#)
To: [MTC-ABAG Info](#)
Subject: Agenda #8a - please don't
Date: Tuesday, September 22, 2020 4:03:02 PM

External Email

MTC Commissioners,

The mandate to force 60% of employees that work at large employers work from home is an asinine solution to reducing greenhouse gas emissions and traffic congestion. WHY NOT BUILD MORE HOUSING since the Bay Area adds around 4 jobs to every one unit of housing built. This would allow people to live closer to where they work, reduce rents, and retain jobs in the area. I'm not sure if this body is in charge of housing policy or not, but at least push for more housing instead of punishing companies and employees for choosing to operate in the Bay Area.

Workers today have to take long commutes to reach their jobs because the housing costs are out of control here, for the very simple reason that San Francisco and the Bay Area fights all new housing projects. This proposed mandate ignores the data, ignores the solution that would hit its climate goals and also truly support working people, and instead punishes the very people that keep this economy going.

Please do not pass this mandate, and instead focus on solving the housing problem which so many other cities in the world have figured out how to do.

Best,
-Claire, 

From: [Richard Yannow](#)
To: [MTC-ABAG Info](#)
Subject: Concerned about 60% Telecommute mandate
Date: Tuesday, September 22, 2020 12:58:10 PM

External Email

MTC Commissioners,

I am writing in regards to Agenda item 8a, the Bay Area long-term transportation strategy plan. I am very concerned about the proposed mandate that 60% of employees telework on any given day. The pandemic has been very hard on my productivity: my house is crowded and loud, and it's much harder to have face-to-face conversations with teammates. My commute is BART in off-peak hours, so my commute doesn't contribute to greenhouse gas emissions; the same is true for my housemates who walk or bike to their workplaces. Please change the focus to support all non-car commute modes instead of exclusively mandating telecommuting.

Thanks,
Richard Yannow

From: [Liat Zavodivker](#)
To: [MTC-ABAG Info](#)
Subject: No on the Mandate
Date: Tuesday, September 22, 2020 10:31:10 AM

External Email

Hello,

As a resident of [REDACTED] I do not agree with the mandate for many reasons.

1. It is a huge equity issue. Equity must be taken into consideration before any policy is adopted and this mandate hurts everyone at lower incomes including cafeteria workers, restaurant workers, and janitorial workers. For working parents, with younger children, childcare is extremely important and this could jeopardize the availability of childcare.
2. It creates a heavy burden on commuters to reduce car travel by abandoning their social structures. It does not reduce overall car travel that happens outside of commute hours.
3. It will encourage sprawl as more people will need to go outside of cities to find suitable places to set up a home office. Sprawl will increase the VMT outside the Bay Area and it will harm the environment.

There are many proven ways to reduce greenhouse gases without adopting a deeply inequitable solution that will destroy the economy. Do better.

Sincerely,
Liat Zavodivker

From: [Marko Zivanovic](#)
To: [MTC-ABAG Info](#)
Subject: Agenda Item #8a - PlanBayArea Blueprint
Date: Tuesday, September 22, 2020 5:00:54 PM

External Email

Commissioners,

I am writing to you as a constituent resident [REDACTED] and employer (San Leandro 94577) in opposition to the proposed PlanBayArea Blueprint "Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers."

In this time of economic distress we can see and quantify the effect of reduced foot traffic in core business districts on local retail and main street services through increasingly empty storefronts and real shortfalls in sales tax revenue. This proposed strategy of banning office workers from commuting to core business districts will be disastrous! As a business serving the SMB segment this losing strategy will cost us revenue and jobs as retailers, restaurants, and service businesses close due to reduced foot traffic.

I agree that greater flexibility allowing employees to work from home is a good idea, but this 60% mandate goes too far. The Bay Area should not abdicate its responsibility to do better on carbon emissions by adopting de-growth as a strategy.

I urge you to remove the 60% telecommute mandate for large employers specified in Strategy EN7.

Marko Zivanovic

WES-CO Industries
Innovating Environmental Control Systems
Office [510.674.0018](tel:510.674.0018)

[REDACTED]
wescoindustries.com

From: [Ben Zotto](#)
To: [MTC-ABAG Info](#)
Subject: to commissioners, item #8a
Date: Tuesday, September 22, 2020 4:20:38 PM

External Email

Even considering a policy of mandated telework is both an absurd and unwelcome intrusion into both personal choices and business operations, but more to the point, the problem the Bay Area needs to be solving is housing production and supply-- so that we can have an environmentally friendly region *naturally*. Incentivize transit and non-auto forms of transportation, sure, but working from home sucks, and being made to do it is lousy.

Thanks for your consideration,
Ben Zotto





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Oracle America, Inc.

Ashley Stanley
BKF Engineers

Lucy Wicks
Stanford University

EMERITUS ADVISOR TO THE CHAIR

T. Jack Foster, Jr.
Foster Enterprises

September 22, 2020

Honorable Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Strategy to Institute a Requirement for 60 Percent of Workers to Telecommute on a Given Day at Major Office- Based Employers

Dear Chair Haggerty and Members of the Commission:

The San Mateo County Economic Development Association (SAMCEDA) is focused every day on pursuing the important local and regional goals of a strong local economy, good jobs, smart growth – especially housing for all income levels, better transit, reduced traffic congestion, quality education, and a sustainable environment to name a few of our priorities.

MTC's proposal to include a requirement for 60% of workers to telecommute on a given day at major office-based employers, while well intentioned, is not the solution for our economic recovery and the future economic viability of our region. SAMCEDA joins our partners at the Bay Area Council, Silicon Valley Leadership Group, and other organizations to oppose this requirement and we urge the Commission to reject the recommendation.

Increased telecommuting is a good idea and should be encouraged – not mandated – as an option to better balance the movement of people post-pandemic. But the proposed approach to this issue through a mandate is unrealistic, and a policy proposal of this magnitude must be vetted and publicized with all stakeholder groups. We strongly encourage MTC, in its role as a leader in the region, to fully engage with all stakeholders on this issue.

SAMCEDA since 1953 has been an integral part of well thought out solutions in San Mateo County and the greater Bay area and we look forward to fully engaging with you going forward.

Sincerely,

Rosanne Foust
President & CEO, SAMCEDA

Cc: Chair Scott Haggerty
Commissioner Warren Slocum
Commissioner Gina Papan
Jim Hartnett - CEO, San Mateo County Transit District



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Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
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City of Emeryville

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City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

September 22, 2020

Therese McMillan
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

**RE: Alameda County Transportation Commission Plan Bay Area
2050 Draft Blueprint Strategies**

Dear Ms. McMillan:

The Alameda County Transportation Commission (Alameda CTC) would like to acknowledge the significant body of work on Plan Bay Area 2050 (PBA 2050) that has reached the critical milestone of approval of the Blueprint. The Blueprint and accompanying strategies lay out a vision of how the Bay Area can grow in a way that results in an affordable, connected, diverse, healthy, and vibrant region for all. Given the timeframe and level of detail available regarding the strategies, we did not present the full suite of strategies to our Commission; as such this letter represents the opinion of agency staff.

The Blueprint includes transportation projects, growth geographies, and strategies to advance the policy goals set by the MTC Commission for PBA 2050. Alameda CTC would like to thank MTC staff for working with us to ensure that Alameda County's high priority transportation investments are included in the Blueprint. Numerous cities in Alameda County worked to update their growth geographies, including identifying additional Priority Development Areas and new Priority Production Areas. Alameda CTC looks forward to working with MTC to ensure those efforts are supported as we continue to work to integrate transportation and housing in a way that reduces emissions and supports livable and vibrant communities.

MTC has worked tirelessly to develop a comprehensive set of strategies that will push the region to grow and operate in new ways. Taken together, the Blueprint can achieve the required greenhouse gas emissions targets mandated by the state, while improving equity, resiliency and public health. To actually develop each strategy to a level where policy makers, partner agencies and the public can fully grasp the potential benefits and impacts will require a significant amount of technical and policy analysis, coalition building, and engagement with partner agencies and the public. As MTC staff has noted, the strategies are far-reaching and each one will require a significant level of effort to fully conceptualize, evaluate and develop implementable actions. Alameda CTC encourages MTC to work closely with partner agencies in a truly collaborative and detailed fashion as the PBA 2050 Implementation Plan is developed.

Again, we would like to congratulate MTC staff on this major milestone and we look forward to working with you to develop the PBA 2050 Implementation Plan. Should you have any questions please contact Carolyn Clevenger, cclevenger@alamedactc.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel".

Tess Lengyel
Executive Director

cc: Alix Bockelman, MTC
 Matt Maloney, MTC
 Alameda CTC Chair, Mayor Pauline Cutter
 Alameda CTC Vice-Chair, Councilmember John Bauters
 Alameda CTC Commissioner, Supervisor Scott Haggerty
 Alameda CTC Commissioner, Mayor Carol Dutra-Vernacci
 Alameda CTC Commissioner, Mayor Jesse Arreguin

From: Stacey Randecker Bartlett

Date: September 23, 2020 at 1:43:03 PM PDT

To: MTC-ABAG Info <info@bayareametro.gov>

Cc: "Therese W. McMillan" <tmcmillan@bayareametro.gov>, "ckeuster@bayareametro.gov" <ckeuster@bayareametro.gov>

Subject: Re: PlanBayArea Blueprint - agenda #8a

External Email

I implore you to please consider options beyond the overly simplistic, awkward sledgehammer of the 60% Work From Home Mandate. There are intra-vehicle options to limit congestion and greenhouse gas options. Please read about it here: bit.ly/travelometer

Thank you,
Stacey Randecker