Telework and Transportation

Presentation to the California Transportation Commission

Ellen Greenberg, FAICP
Caltrans Deputy Director
Sustainability

Travel slowed immediately and dramatically, with statewide VMT reduction of 75% estimated between early March and mid-April.

At its May 13th, 2020 meeting, the Commission discussed teleworking as a long-term strategy to improve the transportation network, expressing an interest in supporting private sector telework.

Thanks to Jeff Wood of The Overhead Wire for links to articles on telework topics.
Shelter-in-place requirements have demonstrated potential for teleworking at scale in both public and private sectors (with important exceptions)

Potential Benefits
- Reduced GHG and air pollutant emissions through reduced VMT
- Lower demand on roadway facilities (SHS and other)
- Provide people with flexibility, reduced commuting cost and time
- Potential to mitigate impact of high housing cost through reduced commuting
- Recruiting and retention benefits for both public and private organizations

Phases
- During recovery / period of suppressed transit ridership
- Longer term
National data from the US Bureau of Labor Statistics highlight the correlation between race/ethnicity and work suitable for telework (2017-2018 data)
According to the 2015 ACS, approximately 5% of CA workers work from home.

In 2010, 59.5% of home-based workers were in private industry, while 5.6% were government employees (2010 ACS).

CA Travel Demand Model assumes a 5% teleworking rate as the baseline.

No experience prior to pandemic demonstrated cross-economy telework.

### Year 2050 Baseline Travel by Trip Purpose

<table>
<thead>
<tr>
<th></th>
<th>Trip Share</th>
<th>Average Trip Length (mi)</th>
<th>VMT Share</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Work</strong></td>
<td>19.0%</td>
<td>11.2</td>
<td>24.1%</td>
</tr>
<tr>
<td><strong>Non-Work</strong></td>
<td>70.1%</td>
<td>7.4</td>
<td>68.8%</td>
</tr>
<tr>
<td><strong>School</strong></td>
<td>10.9%</td>
<td>5.9</td>
<td>7.1%</td>
</tr>
</tbody>
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Source: California Transportation Plan 2050, interim work product (unpublished)
MPO Telework Proposals (pre-pandemic)

- **MTC**: Provide a telework tax credit for those who choose to work from home

- **SACOG**: Create regional plan to accelerate broadband deployment, including a neutral shared infrastructure platform, 5G, and next generation high-speed internet. Plan should help region address the digital divide and be a catalyst for innovation in the region, for businesses, educational institutions, the workforce and government

- **SANDAG**: Launch a regional telework program that provides incentives and technical assistance to support employers with developing formal telework policies and programs

- **SCAG**: Expand research on the future of work to advance strategies supporting technology substitution of physical trips
Administration Activities

- **CalHR**: addressing telework during recovery and beyond

- **Future Opportunities Task Force**: considering short-and-mid-term recommendations for state work force in short and mid term, addressing technology, training, space needs and other topics

- **Governor’s Recovery Task Force**
  - CalEPA team leading on telework elements
  - Conducting survey of private partners re existing telework policies, anticipating follow up on forward-looking plans
  - Likely channel for CTC/Caltrans to provide input to wider effort
Considerations for Further Conversation with Commissioners

- **Potential for telework to yield benefits**
  - Commute as share of VMT
  - Overall travel changes for households with teleworking

- **Impacts on people teleworking**
  - Challenges associated with absence of in-person interaction; risk of isolation
  - Implicit assumption of appropriate work space at home
  - Challenge of integrating new employees into teams and organizations

- **Broader opportunities to switch travel habits and gain benefits**
  - Other travel modes - ebikes, walk, bike during recovery
  - Expand to wider “digital substitution,” such as tele-medicine

- **Expand remote access focusing on under-served and disadvantaged communities**
Discussion with Commissioners