



Maryland
Department of
the Environment

Working Remotely to Reduce Pollution

**Maryland Commission on Climate Change
Mitigation Work Group**

July 14, 2020



Programs/Initiatives in other States

- Colorado offers incentives to companies to hire remote workers in rural areas
- Vermont offers relocation reimbursement
- Virginia provides tax credits to businesses for telework expenses;
- Recent bill in Washington would have provided per-teleworker tax credit



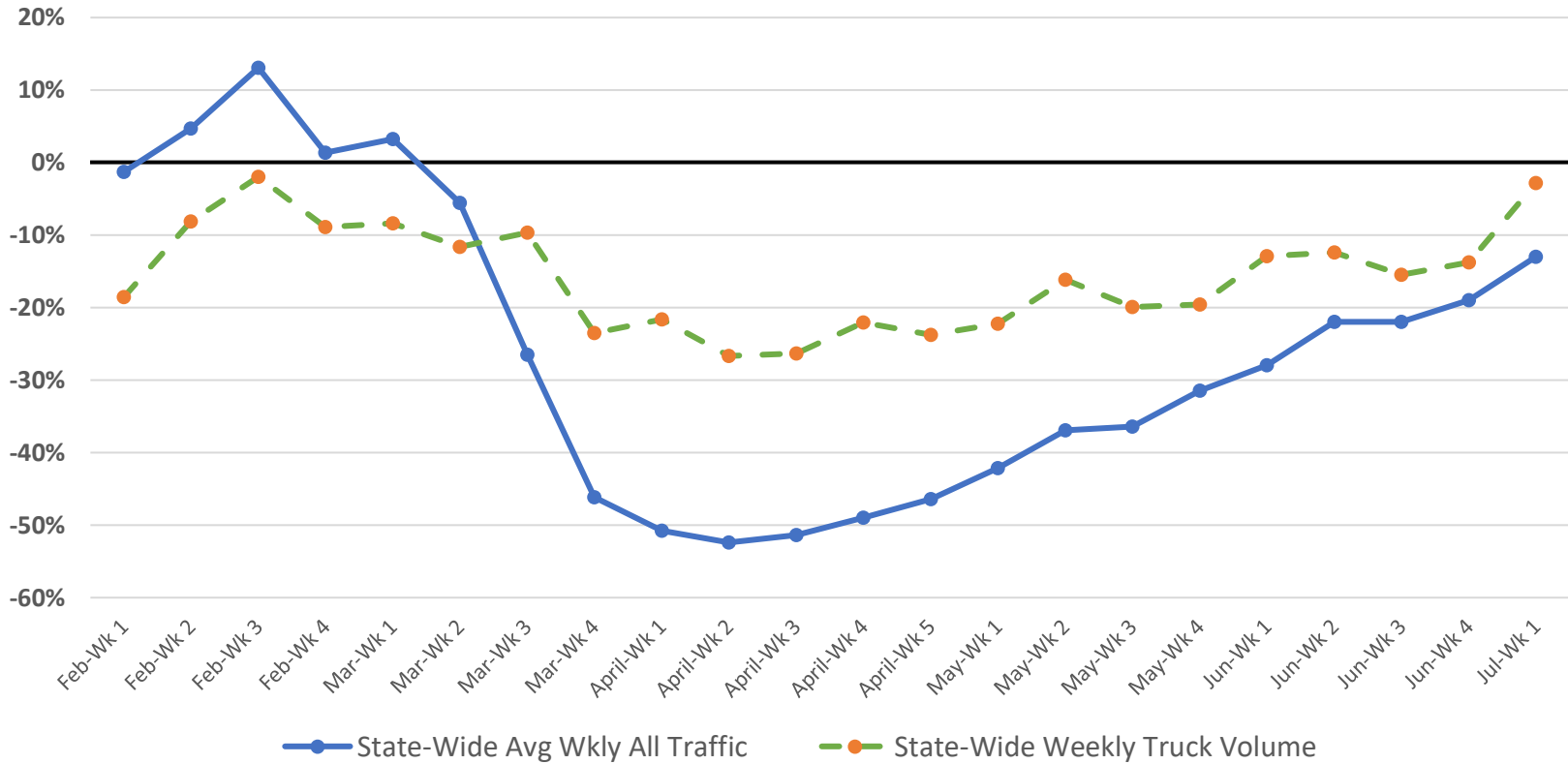
General Considerations re: Remote Work

- Following COVID-19 stay-at-home orders, light duty vehicle traffic fell by about 50% in Maryland; some of that due to remote work
 - There has been a steady increase since: the 1st week of July shows that all traffic is down 13% compared to 2019 volumes
- Estimates of potential share of workforce that can work remotely vary; analysis of MD data suggests ~30% can do so long-term
- Long term remote work strategy should anticipate potential negatives:
 - Impacts on commercial real estate
 - Rebound effects, including increase in non-commuting travel
 - Potential impacts on land-use patterns



COVID-19 Travel Trends [SHA Statewide Traffic Volumes]

MDOT-Wide Services % Change Compared to 2019





Preliminary Remote Work Analysis

Number of workers in MD workforce	3,974,200
Annual VMT Per Capita	9,882
Share of VMT attributed to commuting	30%
Share of Workforce Driving Alone to Work	73.90%
Telework Rebound Effect	25%
Reduced VMT due to Telework Adoption - Low Estimate	2,075,495,906
Telework Adoption Emission Reductions - mmt CO ₂ e - Low Estimate	0.57
Reduced VMT due to Telework Adoption - High Estimate	2,887,260,536
Telework Adoption Emission Reductions - mmt CO ₂ e - High Estimate	0.79

- Draft Tool Developed in Consultation with MDE
- Small Benefits – Even under a high adoption scenario:
 - 2.8B VMT Reduction = < 1 mmt CO₂e
- No Corresponding Economic Analysis has been completed.