

Remote Work – Policy Considerations and Resources

At the Mitigation Work Group meeting on 7/14, we discussed a potential remote work strategy for Maryland.

Key Findings

- MDE/MDOT collaborated to estimate VMT reductions/CO₂ impacts from increased remote work
- MWG was briefed on emissions reductions from possible remote work policies
 - Potential GHG reductions from reduced VMT in 2030
 - 0.57 mmtCO₂e for the low adoption case
 - 0.79 mmtCO₂e for the high adoption case
 - These volumes are comparable to some other major transportation investments

Existing Maryland Programs to Increase Remote Work

- Commuter Choice Maryland promotes alternatives to driving alone, providing options, information, and outreach to commuters; and assistance, information, and marketing materials for employers
 - Information like the Telework Tip of the Day is distributed on LinkedIn (<https://www.linkedin.com/in/commuterchoicemd>) and Facebook (<https://www.facebook.com/commuterchoicemaryland>), as well as a quarterly newsletter
- Maryland offers incentives in the form of tax credits
- Businesses enjoy commuter benefits, as it helps with employee retention and improves recruitment

Key Considerations and Unintended Consequences

- GHG reduction estimates included a “rebound effect” to account for factors such as:
 - Changing land-use patterns if remote work enables people to live farther from where they work.
 - Day-specific trips – activities previously coupled with the work commute would now require their own trip, such as going to the gym. Unlike basic necessity shopping, these trips are not easy to schedule around work.
- Very high use of remote work could coincide with lower demand for office space, posing challenges for commercial real estate

Other Issues for Future Discussions

- Remote work for congestion relief
 - Maryland Transportation Institute (MTI) analysis
- Equity considerations for remote work
- Economic impacts of remote work
- Commercial buildings sector impacts
- Land-use patterns