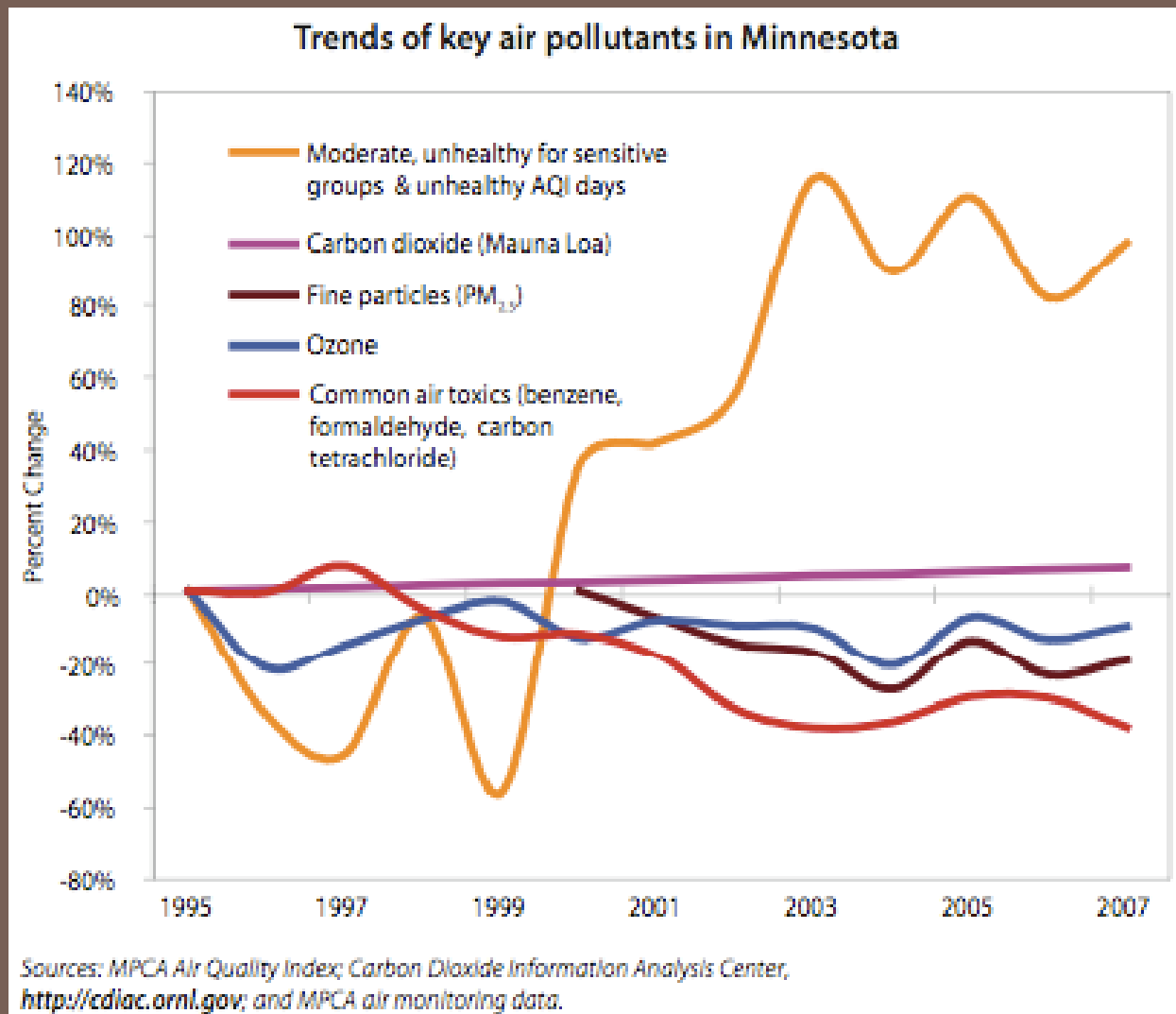


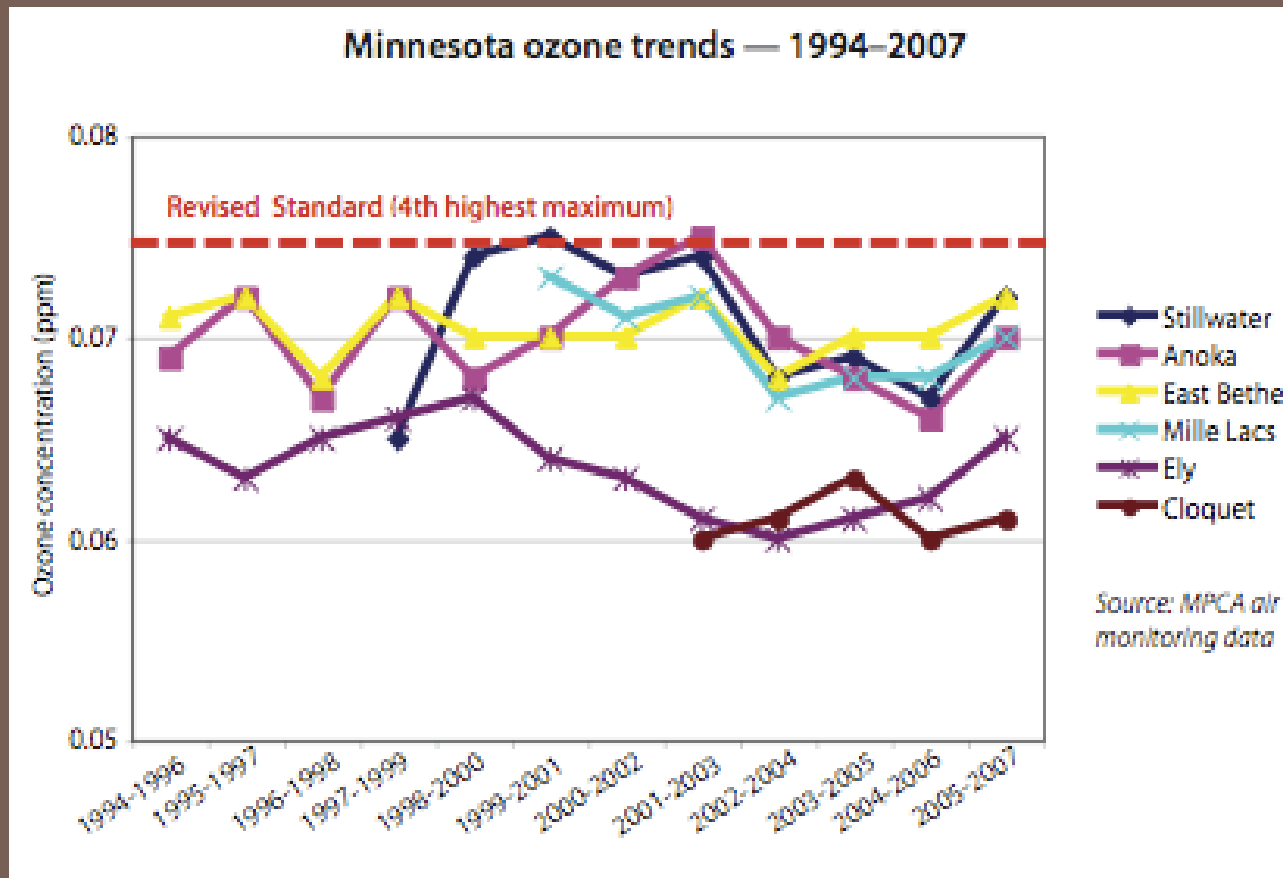
THE ENVIRONMENTAL BENEFITS OF eWORK

William Schroeer

Haven't we largely solved this problem?



Not out of the woods



- MPCA seeks to reduce levels of NO_x by 30 percent and VOC levels by 20 percent from 2002 levels by 2012.

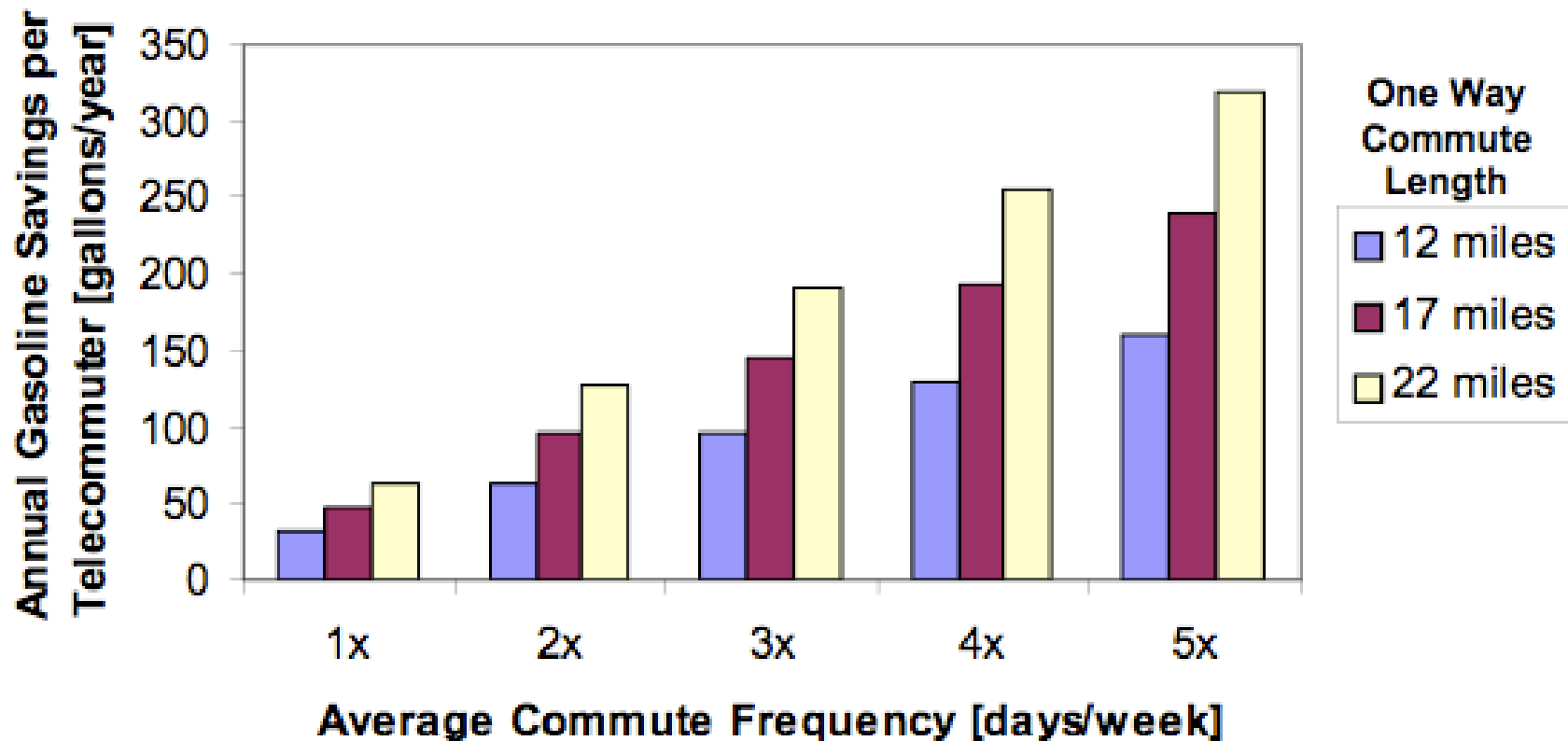
Sources of benefits:

1. Less vehicle travel

- Current telecommuters have commutes that are 2x as long as typical
 - A travel diary-based study of telecommuting:
 - Average one-way commuting distance on TC days was 22 miles
 - On TC days, work-related mileage decreases by about 75%
 - On TC days, the number of other trips increased by about 20 percent
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- Telecommuting decreases total vehicle miles traveled (VMT) by the telecommuter by more than **50%** on telecommuting days.

Source: TIAX, "The Energy and Greenhouse Gas Emissions Impact of Telecommuting and e-Commerce", July 2007

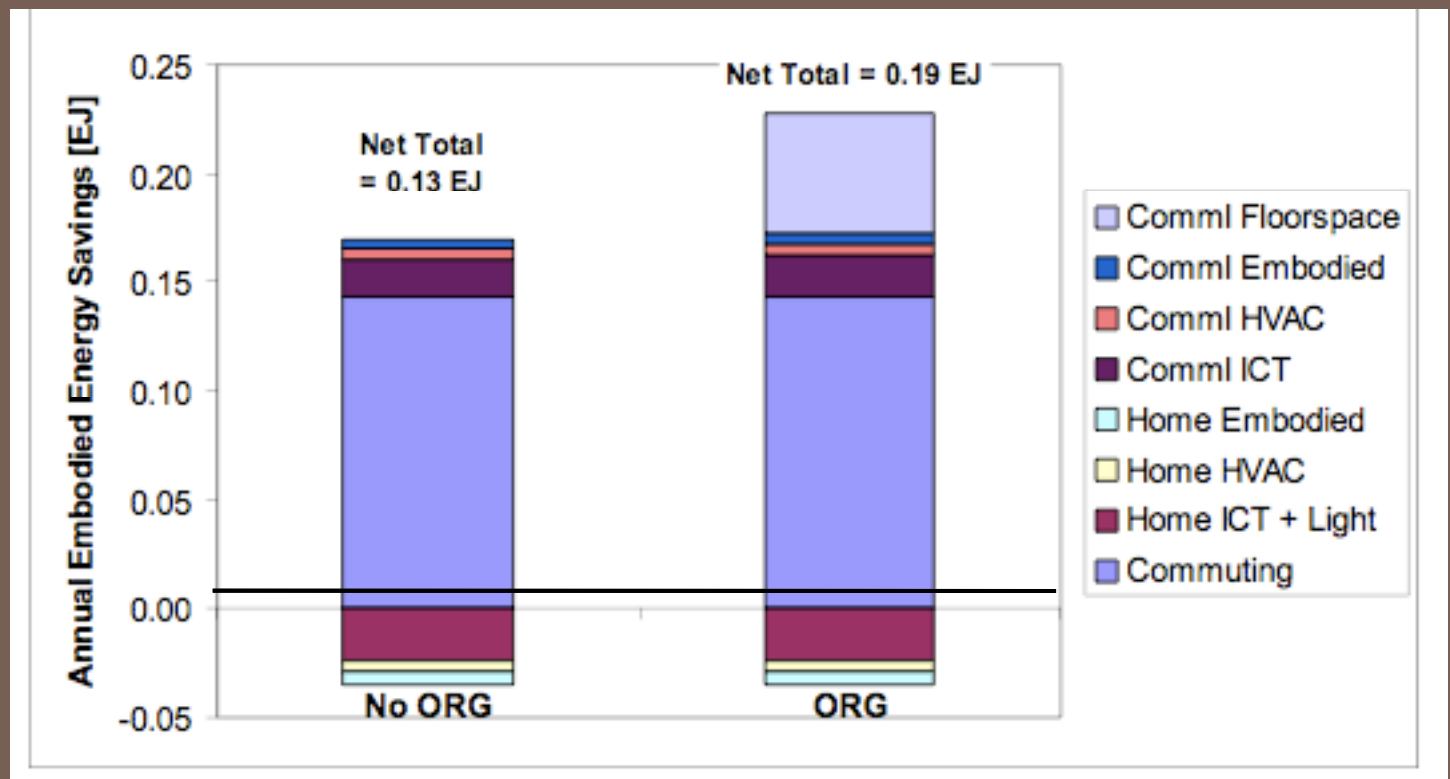
= less fuel use



Sources of benefits:

2. Building energy use

“Telecommuting energy savings increase dramatically when it reaches a scale sufficient for organizations to reduce office floor space.”



Benefits build on each other: Congestion rises/falls faster than traffic

- In 2008, US traffic congestion fell by historic amounts.
 - ▣ Urban congestion declined by 30 percent overall
 - ▣ Improved at every hour of the day.
 - ▣ The dramatic decline almost universal: down in 99 of 100 largest metro areas.
- Source of gains
 - ▣ On urban interstate highways, total vehicle miles traveled in the US declined by about 3 percent compared with 2007
- Source of data
 - ▣ INRIX: tens of billions of reports from GPS-equipped vehicles. (<http://scorecard.inrix.com/scorecard/>)

eWork is cheaper and faster

= greener

- \$1 in TMA can absorb as much commute demand as \$7 in new lane miles.
 - Flexible
 - ▣ Can be started ASAP
 - ▣ Can be adjusted up and down to demand
-

= much less embodied energy

= not locked in to certain kind of energy/environmental impacts