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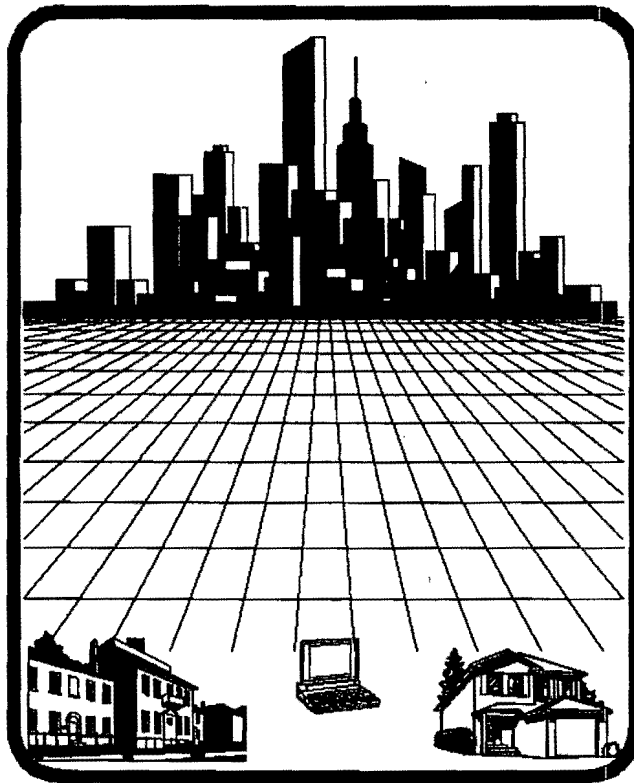
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# IMPLEMENTING TELECOMMUTING

## INTERAGENCY TELECOMMUTING PROGRAM



**U.S. Department of Transportation**



**U.S. GENERAL SERVICES ADMINISTRATION**

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# NATIONAL STRATEGY FOR IMPLEMENTING TELECOMMUTING PROGRAMS

## INTRODUCTION

Expanded telecommuting can contribute to the reduction of vehicular travel, traffic congestion and travel time. As a result, telecommuting can reduce air pollution emissions, including greenhouse gases, energy consumption and accidents, and eliminate the need for some highway construction and capacity expansion.

This National Strategy for Implementing Telecommuting Programs is designed to promote and expand the use of telecommuting options, and to advance the state of knowledge of the potential for telecommuting and its impacts on transportation and the environment.

There are several elements to this strategy all of which work in concert:

1. Demonstrating Efficacy - to demonstrate that telecommuting can achieve congestion reduction and improve environmental quality;
2. Legislative and Regulatory Mandates - to assure that telecommuting is recognized as a travel demand management measure and is considered in the planning process;
3. Funding Eligibility - to assure that telecommuting activities are eligible for Federal-aid funds;
4. Promotion - to publicize telecommuting and its impacts on travel and the environment as well as on organizations and individuals;
5. Technical Assistance - to assist State and local agencies in evaluating and implementing telecommuting programs;
6. Measures of Success - to monitor the growth of telecommuting and its impacts;
7. Research and Development - to improve the state of knowledge of telecommuting behavior and the impacts of telecommuting programs.

Each of these elements is discussed in more detail, indicating

the progress made so far and future activities.

### **DEMONSTRATING EFFICACY**

An important element of this National Strategy for Implementing Telecommuting Programs is to demonstrate that telecommuting will reduce the number of trips on the transportation system and thereby achieve the benefits of reduced congestion, air pollution emissions, energy consumption, and accidents.

#### **Current**

In April 1993, the Department of Transportation completed the first Congressionally mandated telecommuting study, Transportation Implications of Telecommuting which concluded that telecommuting could reduce traffic congestion, air pollution, energy consumption and accidents.

In the report, the level of telecommuting was projected to increase from two million in 1992, to between 7.5 and 15 million telecommuters nationwide by 2002, representing 5.2 to 10.4 percent of the work force. Based on this estimate of telecommuting, between 17.5 and 35 billion vehicle miles of travel would be saved. This reduction in travel would represent between 0.7 and 1.4 per cent of total travel and between 2.3 to 4.5 per cent of commuting work travel. The total hours of travel that would be saved ranged from 826 million to 1.65 billion annually. The travel reduction from telecommuting would result in savings of gasoline consumed of 1.1 to 2.1 per cent and a average of 1.5 to 2.8 percent reduction in pollutants of hydrocarbons, carbon monoxide, and nitrous oxides.

Based on this study and other analyses, the report recommended that the DOT promote telecommuting as a travel demand management measure to reduce the number of vehicles on the highway system.

In August 1997, DOT completed the second Congressionally mandated telecommuting study, Successful Telecommuting Programs in the Public and Private Sectors. This study documented a number of successful telecommuting programs in the public and private sectors and the benefits and costs of telecommuting. It identified those factor that made these telecommuting programs successful.

#### **Future**

Further research and analysis needs to be carried to confirm the impacts of telecommuting on travel and the environment beyond the early results so far. Most important in this regard is to study the longer term impacts of telecommuting on land use and travel.

behavior and to extend the analyses to other trip purpose than work, especially teleshopping, teleeducation, telebanking, and telemedicine.

## **LEGISLATIVE AND REGULATORY MANDATES**

### **Current**

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) provide the legislative mandate for travel demand management measures including telecommuting. The CAAA require urban areas to meet specific national ambient air quality standards. The Act details the timetable for meeting these standards, the steps that need to be taken if these standards are not met, and the sanctions for not meeting the standards. ISTEA requires that transportation plans, programs and projects be consistent and conform with the CAAA requirements. ISTEA offers flexibility for State and local agencies to fashion solutions to best suit their particular needs and objectives.

In addition, DOT was designated as the lead agency under the National Performance Review and the Global Climate Change Action Plan to promote and evaluate telecommuting in the Federal government as well as State and local agencies and the private sector.

To demonstrate the Federal commitment to telecommuting, DOT in cooperation with the General Services Administration (GSA) initiated a joint National Telecommuting Initiative under the President's Management Council (PMC). The objective of the joint DOT-GSA initiative is to increase Federal telecommuting to 60,000 employees, and promote increased telecommuting in State and local governments, and private industry.

### **Future**

Telecommuting needs to be specifically mentioned in transportation and environmental legislation and regulations as a travel demand management measure and a transportation control strategy to increase the likelihood of State and local agencies using this strategy and increasing the use of telecommuting.

## **FUNDING ELIGIBILITY**

### **Current**

As a consequence of the first Congressional telecommuting study, it was recommended that State and local agencies be able to use

ISTEA funds to develop telecommuting programs which included planning, management, organization, promotion, marketing, training, materials, and public awareness campaigns, but not the acquisition and equipping of facilities such as telework centers. To be eligible for Federal transportation funding, these telecommuting programs must be part of a transportation plan and transportation improvement programs (TIPs) developed by State and local agencies.

### **Future**

Eligibility of telecommuting programs for ISTEA funds needs to be expanded to include capital items such as equipment and telework centers. Furthermore, it would be preferable to explicitly cite in legislation that telecommuting programs are eligible for Federal transportation funds to reduce confusion on this point.

### **PROMOTION**

#### **Current**

A large number of activities have been undertaken to promote the use of telecommuting as a travel demand management technique and to explain the eligibility of ISTEA funds for certain telecommuting activities. These include:

- (a) Participating in the Office of Personnel Management's (OPM) Telecommuting Seminar at the National Gallery of Art;
- (b) Co-sponsoring Telecommute America and participating in two of their workshops;
- (c) Co-sponsoring with the Environmental Protection Agency, a conference on "Urban Design, Telecommunications and Travel Behavior," in Williamsburg, VA;
- (d) Sponsoring a "Workshop on Planning Regional Telecommuting Programs," for MPOs, transit agencies and State DOTs in Irvine, CA.

### **Future**

Further efforts need to be carried out to increase the visibility of telecommuting as a travel demand management measure. These include sponsoring and participating in conferences, workshops and meetings to promote telecommuting and to explain the impacts of telecommuting and to advance the DOT position in supporting and funding telecommuting activities.

## **TECHNICAL ASSISTANCE**

### **Current**

A number of actions have been taken to provide technical assistance to State and local agencies in the development of telecommuting programs and understanding the level and type of Federal financial assistance:

- (a) DOT, in cooperation with GSA, developed two manuals to assist in implementing Federal telecommuting programs: Implementing Telecommuting: Manual for the Interagency Telecommuting Program and Interagency Telecommuting Program: A Trainer's Guide.
- (b) The DOT Policy Office has established a telecommuting web site containing the full texts of the two Congressionally mandated reports noted earlier in this paper.
- (c) The Federal Highway Administration and the Federal Transit Administration funded the development of a manual, "Implementing Effective Travel Demand Management Measures - Inventory of Measures and Synthesis of Experience," which contains a section on telecommuting as a travel demand management measure.

### **Future**

Implementation of telecommuting programs can be facilitated and encouraged by increasing the level of technical assistance that is provided. This technical assistance needs to focus on the development of long range plans and transportation improvement programs (TIPs) as well as implementation of actual telecommuting programs. This technical assistance can take several forms:

- (a) Development of techniques for forecasting telecommuting in transportation plans and programs and for analyzing the impacts of region wide telecommuting options on travel demand, congestion, air quality, energy consumption, and safety.
- (b) Further work needs to be carried out to develop techniques for regional organizations to implement regionwide telecommuting programs which integrate and reinforce the efforts of individual companies and organizations;

- (c) Development of manuals of practice and courses to assist State and local agencies;
- (d) Expanding the DOT telecommuting web site to make more accessible manuals, report, results of telecommuting studies, and other materials to assist States and MPOs.

## **MEASURES OF SUCCESS**

### **Current**

**Nationwide** - There has been a steady growth in telecommuting over the last 15 or more years.

- (a) According to data from the latest Journey-to-Work survey, work-at-home was the only non-auto "mode" to increase (by 56%) from 1980 to 1990 (from 2.3% to 3.0% of total trips). Although not all of these work-at-home "trips" were by telecommuters (some were home-based businesses), undoubtedly many of them were by telecommuters.
- (b) According to an annual survey conducted by a private research firm, the number of telecommuters increased from 6.4 million in 1995 to 7.0 million in 1996, an increase of 9.4 percent.
- (c) According to a survey conducted by the publication, The Urban Transportation Monitor, 36 percent of the responding MPOs indicated that they have been involved in promoting telecommuting programs in their regions.

**Federal Employees** - It is estimated that as of early 1998, approximately 20,000 Federal employees are participating in formal telecommuting programs nationwide. This number is an increase from 3,000 in 1995 and 9,000 in 1996.

### **Future**

**Nationwide** - The most effective means of monitoring the progress of telecommuting is through national surveys such as the Journey-to-Work survey and the Nationwide Personal Transportation Survey (NPTS). To accomplish this, the definition of the "work-at-home" needs to be changed so that the survey can distinguish between those who have home businesses and those who are true telecommuters. The Bureau of Transportation Statistics (BTS) is reviewing this matter and will be attempting to make this change.

Alternatively, there are occasionally small sample national surveys that monitor telecommuting growth. These surveys can

fill the gap in the interim and can be used as a check on other surveys.

**Federal** - GSA is leading an effort to obtain information on Federal telecommuting using the Internet. This approach is in the formative stages.

## **RESEARCH AND DEVELOPMENT**

### **Current**

- (a) DOT completed the Congressionally mandated study, "Transportation Implications of Telecommuting," which estimated the nationwide potential for telecommuting in the future and the impacts of increased telecommuting on reducing traffic congestion, air pollution emissions, energy consumption and accidents.
- (b) DOT completed a second Congressionally mandated study that identified successful telecommuting programs in the public and private sectors and the factors which made these programs successful as well as the benefits and costs of telecommuting.
- (c) DOT sponsored a conference, in cooperation with EPA, on "Urban Design, Telecommunications and Travel Behavior," to obtain a better understanding of the factors affecting telecommuting and the impacts of increased telecommuting.

### **Future**

Telecommuting is a relatively new phenomenon and much remains to be learned about it and its impacts. In addition, further research is needed to develop techniques and procedures to assist State and local agencies in analyzing telecommuting options and their potential impacts on travel, the transportation system and the environment. The following is a list of research work that will need to be carried out:

- (a) Further research and analysis needs to be carried out to confirm the impacts of telecommuting on travel and the environment beyond the early results so far. This research needs to address the question of whether the congestion reduction effects of telecommuting would be

fully realized if additional travel is induced at times when telecommuters do not travel. In addition, it needs to address the question of whether other vehicle trips would be made by telecommuters during the day for other purposes.

- (b) Research is needed on telecommuting over the longer term related to attrition of telecommuters, and the long term impacts on travel behavior, traffic congestion and land use.
- (c) Research needs to be extended to the analysis of other trip purpose than work, including teleshopping, teleeducation, telebanking, and telemedicine.

### **SUMMARY AND CONCLUSIONS**

Significant progress has been made in demonstrating the efficacy of telecommuting in reducing vehicle travel, air pollution emissions, energy consumption and accidents. Consequently, DOT has promoted telecommuting, established financial eligibility for some telecommuting activities, provided technical assistance in implement telecommuting programs, and supported research on telecommuting behavior and impacts. The results can be seen in the steady growth of telecommuting and in the activities of State and local agencies to implement telecommuting programs.

To continue this progress into the future, a number of activates are recommended:

- (a) Further research and analysis to confirm the efficacy of telecommuting and to establish its longer term impacts;
- (b) Assuring the specific inclusion of telecommuting in Federal legislation and regulations as a travel demand management measure;
- (c) Expanding funding eligibility of telecommuting activities to included capital equipment and telecenters;
- (d) Expanding promotional activities at conferences and workshops;
- (e) Developing new planning tools, manuals and courses to assist State and local agencies and, expanding the DOT telecommuting web site;

- (f) Continuing the monitoring of progress in implementing telecommuting programs; and,
- (g) Extending research to other trip purposes including teleshopping, teleeducation, telemedicine and telebanking.

4/23/98

E. Weiner

TELEWORK '94 SYMPOSIUM:  
THE EVOLUTION OF A NEW CULTURE  
November 14-15, 1994.

Telework: A Vital Link to Transportation,  
Energy and the Environment

Edward Weiner  
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As we approach the next century, the Department of Transportation is seeking new ways to provide transportation service in a cost effective manner that is consistent with the nation's environmental and economic goals. This will be quite a challenge because the growth in travel, particularly in urban areas, has outpaced our ability to provide capacity to serve it.

In the last decade or two, all levels of government in the United States have invested a substantial amount of money in expanding capacity, in managing the use of automobiles to make better use of this capacity, and in providing alternatives to the single occupant automobile in terms of mass transit and ridesharing. Nevertheless, we are now in a situation where there is widespread traffic congestion and air pollution, and excessive energy consumption.

Increased use of automobiles has expanded urban congestion into the suburban portion of many urban areas. The Texas Transportation Institute calculated the dollar value of congestion in the 39 largest metropolitan areas, each of which had at least one million people. As of 1989, this figure was \$34 billion, and today it is approaching \$39 billion. In 8 of the 10 largest areas, it is more than \$1 billion for each metropolitan area.

Every two years, the U.S. Federal Highway Administration does a survey of the conditions and performance of the nation's transportation system. In 1991, 70 per cent of the urban freeways and 49 per cent of the major arterial were rated as congested. And the situation has gradually been getting worse. So, it is clear that there is significant congestion and congestion costs that need to be addressed.

Data from the 1990 National Personal Transportation Study shows the dominance of automobile travel in the nation. By 1990, the highway share of the nation's personal travel increased to 88%. Between 1969 and 1990, passenger vehicle miles of highway travel (VMT) increased by 82% compared to a 21% increase in population and a 49% increase in households. During the last seven-year period, 1983 to 1990, passenger VMT increased by 40% compared to a 4% increase in population and a 9% increase in households.

Vehicle miles of travel have increased 10 times faster than population during that period.

One major reason for the increase in VMT has been the huge increase in personal vehicles of 128% from 1969 to 1990. Nationwide, the proportion of households with no automobile dropped to 9% by 1990, while households with two or more automobiles reached 58%. Even more astonishing is that the proportion of households with three or more automobiles has reached almost 20%. These are nationwide figures which include the denser sections of cities. In the suburban areas, automobile ownership levels are even higher. We now have 1.01 cars per licensed driver.

In addition to the increase in vehicles, there has been a significant increase in individual travel. The number of vehicle miles per person has been steadily increasing. And, travel by women has been increasing at an even faster rate than by men. This increase is primarily due to the increase in the work force participation rate of women. Men still travel more than women.

The average number of miles driven annually for men reached 16,500 in 1990. However, travel by women has been quickly catching up with an increase to 9,500 vehicle miles driven in 1990 compared to 5,400 in 1969. In fact, the number of miles driven by women increased 49% between 1983 and 1990. Younger women have the same driving level as young men do, and as the younger age cohorts grow older, gradually the level of travel by women will approach that of men. With regard to younger women, although their total miles of travel are less than men's, the number of trips they make is actually larger because women do most of the household activities, such as taking children to school, shopping, etc.

In terms of the alternatives to the automobile, federal, state and local governments have invested a great deal of money in increasing transit usage and promoting carpools and other alternatives. Yet, transit's share of person trips dropped from 3.6% in 1969 to 2.5% in 1990 from 1969 to 1990.

The average occupancy of vehicles, particularly in the last few years, has really declined. Average automobile occupancy declined to 1.6 in 1990, from 1.7 in 1983, and 1.9 in 1977. Work trip automobile occupancy is now 1.1 person per vehicle.

All of this automobile travel has created problems in terms of air pollution and energy consumption. In the years after the passage of the Clean Air Act Amendments of 1970, considerable progress was made in reducing air pollution in the nation's urban areas. Nevertheless, with the passage of the Clean Air Act Amendments of 1990, 95 urban areas fail to meet national ambient air quality standard (NAAQS) for ozone, and 42 areas failed to meet the NAAQS for CO. Today, more than half of the population lives in nonattainment areas. These data illustrate how

difficult it will be to reduce traffic congestion and the resulting air pollution.

Two recent pieces of legislation, the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991, will have a major impact on the provision of transportation facilities and services in the coming years. The Clean Air Act Amendments of 1990 require urban areas to meet specific national ambient air quality standards. The Act details the timetable for meeting these standards, the steps that need to be taken if these standards are not met, and the sanctions for not meeting the standards.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) offers greater flexibility for State and local agencies to fashion solutions to best suit their particular needs and objectives. ISTEA authorizes \$151 billion over six years for highways, mass transit and safety programs. The Act created a Surface Transportation Program with flexible funding that opens the door to new opportunities to address transportation problems. The Surface Transportation Program (STP) makes funds available for a broad range of highway, mass transit, safety and environmental purposes. It was authorized at \$23.9 billion over six years at a 80 percent Federal matching share.

In addition, a new Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established for transportation projects that contribute to reducing pollution in ozone and carbon monoxide nonattainment areas with a 80 percent Federal matching rate. Projects under this program must contribute to an area meeting the NAAQS. Many telecommuting activities are eligible for Federal assistance under both the Surface Transportation and the Congestion Mitigation and Air Quality Improvement Programs.

This situation provides an excellent opportunity for telecommuting to contribute to reducing congestion and air pollution while meeting the needs of workers and employers in the workplace. To accomplish this, telecommuting will have to prove itself from both a cost and effectiveness point of view. It will need to attract substantial numbers of users from their daily use of automobiles to reduce traffic volumes and the resulting pollution. And, it will have to do so in a manner that is less costly than the other alternatives under consideration. Furthermore, it will be necessary to evaluate the other potential impacts of telecommuting both on the positive side of the ledger such as potential improvements in worker productivity and reduced organizational costs, as well as, on the negative side such as potential impacts on increasing suburban sprawl and reduced activity in central business districts.

With this background, the U.S. Department of Transportation

recently completed a study of the transportation implications of telecommuting. Congress requested the Department to evaluate the potential for telecommuting, and its impacts on congestion, air pollution, energy consumption, and safety.

Data on telecommuting was relatively sparse. It was difficult to even establish the current level of telecommuting. The study determined that in 1992, there were two million telecommuters in the U.S., working an average of one to two days a week. This represented 1.6 per cent of the national work force.

The level of telecommuting was projected 10 years into the future to the year 2002. The projections of future telecommuting was associated with a high degree of uncertainty. The phenomenon was relatively new and quite different than typical travel projections. Moreover, there was little experience with telecommuting upon which to base estimates. The results were preliminary - better estimates would be possible in the future as knowledge and understanding improved. Still, the estimates provided a beginning point for further discussion.

It was estimated that, in 10 years, there would be between 7.5 and 15 million telecommuters nationwide, representing 5.2 to 10.4 percent of the work force. An earlier estimate had been made by a consulting firm that there would be a 10 percent increase in telecommuting each year, reaching about 80 percent of the information workers by 2002. It was felt that this estimate was somewhat ambitious, so a lower bound was estimated by continuing the lower end of the trend at 20 percent of information workers. It was also estimated that telecommuting would increase to an average of 3-4 days per week.

Based on this forecast, estimates of the potential impact of these levels telecommuters nationwide. Each of these impact estimates was based on the low and high range of telecommuters. Based on this estimate of telecommuting, between 17.5 and 35 billion vehicle miles of travel would be saved. This reduction in travel would represent between 0.7 and 1.4 per cent of total travel and between 2.3 to 4.5 per cent of commuting work travel. The total hours of travel that would be saved ranged from 826 million to 1.65 billion annually.

The travel reduction from telecommuting would result in savings of gasoline consumed of 1.1 to 2.1 per cent and a average of 1.5 to 2.8 percent reduction in pollutants of hydrocarbons, carbon monoxide, and nitrous oxides.

These estimates were national averages. There were a number of issues to consider in assessing them. First, was that in larger metropolitan areas, the impacts would be greater. The congestion in these areas would be more severe and so the impact of telecommuting in reducing congestion would be greater in these

which responsible for Federal buildings. The telework centers are located at considerable distances from downtown Washington, as far as 60 miles. But, planning is underway for a new telework centers that would be closer in. The four telework centers were all set up in the last year. They are already full and planning to expand. The intention is that these centers become self-sustaining. The teleworkers need not be only Federal employees. They can come from the state and local government and the private sector as well.

As a result of the Los Angeles earthquake, GSA established three telework centers within a month and a half after the earthquake for workers who could not get downtown. These telework centers are continuing, and they have stimulated the establishment of other centers in the Los Angeles area not just in the earthquake affected area. Los Angeles is planning to have as many as 13 telework centers open by the end of this year. For an area the size of Los Angeles, even 13 centers only begins to fill the needs of the region. But for those workers who are telecommuting, they are very happy about it. One employee described how he used to spend an hour and three quarters commuting in each direction and now goes to a telework center that is 15 minutes away. He said he would do anything not to go back to regular work week.

And finally, using this model, The Department of Transportation is working with the General Service Administration to establish a National Telecommuting Initiative. We are proposing to focus on as many as 30 cities with the worst congestion and air quality problems. First, Federal telework centers would be established. These centers would initially be used for Federal employees. Then, they would be opened to State and local agencies and private companies. The centers would become the first stage in the development of a network of telework centers and home work arrangements in cooperation with other centers established by State and local agencies. The goal is to have 1-2 percent of the workforce in these areas telecommuting within 2-3 years. For the Federal government, this would mean that 60,000 workers would be telecommuting.

# **TRANSPORTATION IMPLICATIONS OF TELECOMMUTING**

Ed Weiner

U.S. Department of Transportation

# **Measures of Traffic Congestion**

**1991**

70% of Urban Freeways Congested  
49% of Major Arterials Congested

**1989**

\$34 billion in 39 Largest Urban Areas  
\$1 billion in 8 of 10 Largest Urban Areas

# Household and Travel Indicators (Percent Change)

|                            | 1969-90 | 1983-90 |
|----------------------------|---------|---------|
| Population                 | 21%     | 4%      |
| Households                 | 49%     | 9%      |
| Vehicles                   | 128%    | 15%     |
| Vehicle Miles<br>of Travel | 82%     | 42%     |

## Household Vehicle Ownership

|                       | 1969  | 1990  |
|-----------------------|-------|-------|
| Percent of Households |       |       |
| 0 Vehicles            | 20.6% | 9.2%  |
| 1 Vehicle             | 48.8% | 32.8% |
| 2 Vehicles            | 26.6% | 38.4% |
| 3+ Vehicles           | 4.6%  | 19.6% |

# Vehicle Miles of Travel

|       | 1969   | 1990   |
|-------|--------|--------|
| Men   | 11,400 | 16,500 |
| Women | 5,400  | 9,500  |

# Alternatives to the Single Occupant Vehicle 1969 And 1990

|                      | 1969       | 1990 |
|----------------------|------------|------|
| % Transit Trips      | 3.6%       | 2.5% |
| Automobile Occupancy | 1.9 (1977) | 1.6  |

# **Air Quality Non Attainment Areas**

## **OZONE**

Total -98 Areas

Extreme and Severe -10 Areas

## **CARBON MONOXIDE**

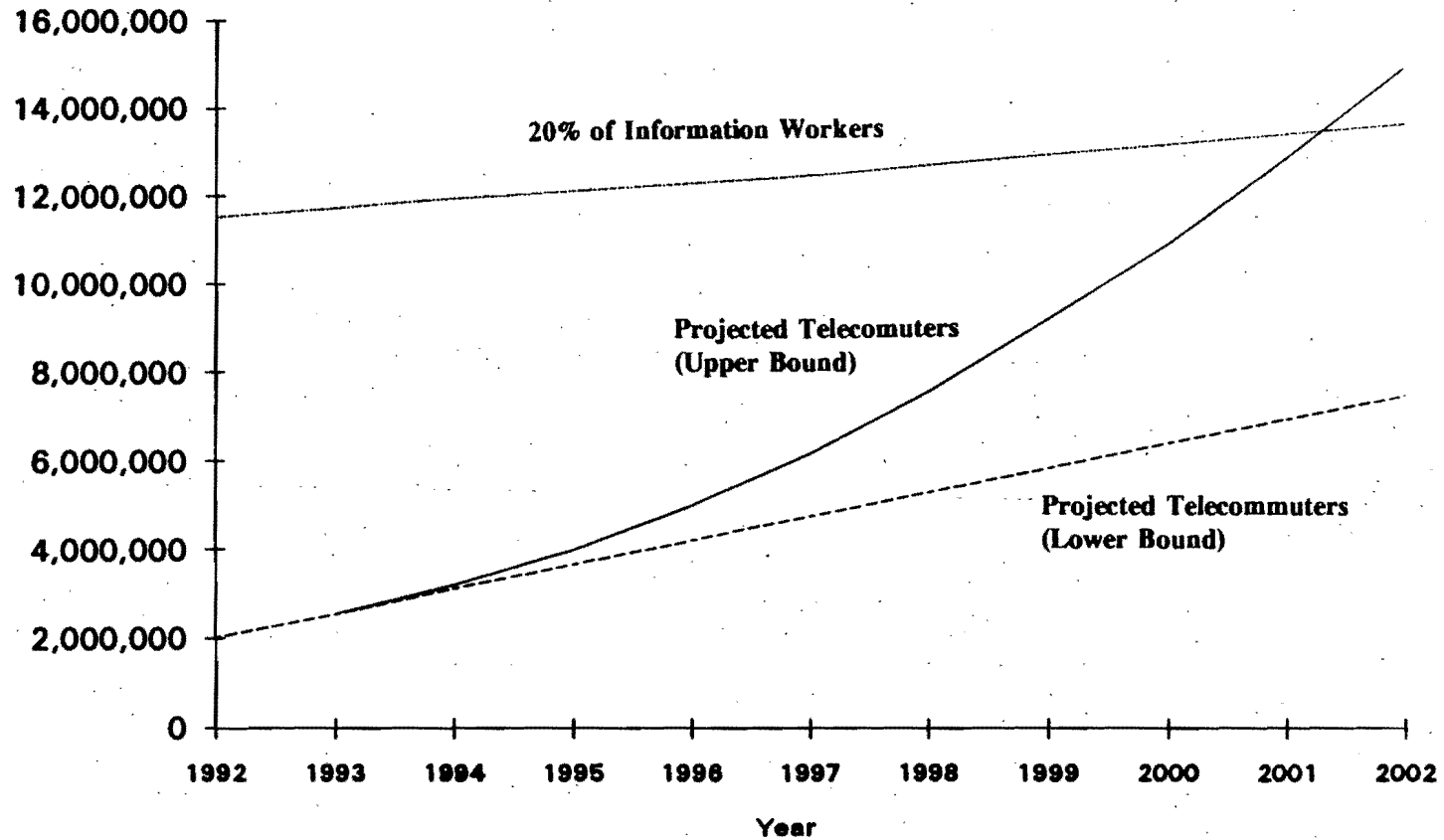
Total - 42 Areas

# Estimated Telecommuting Nationwide

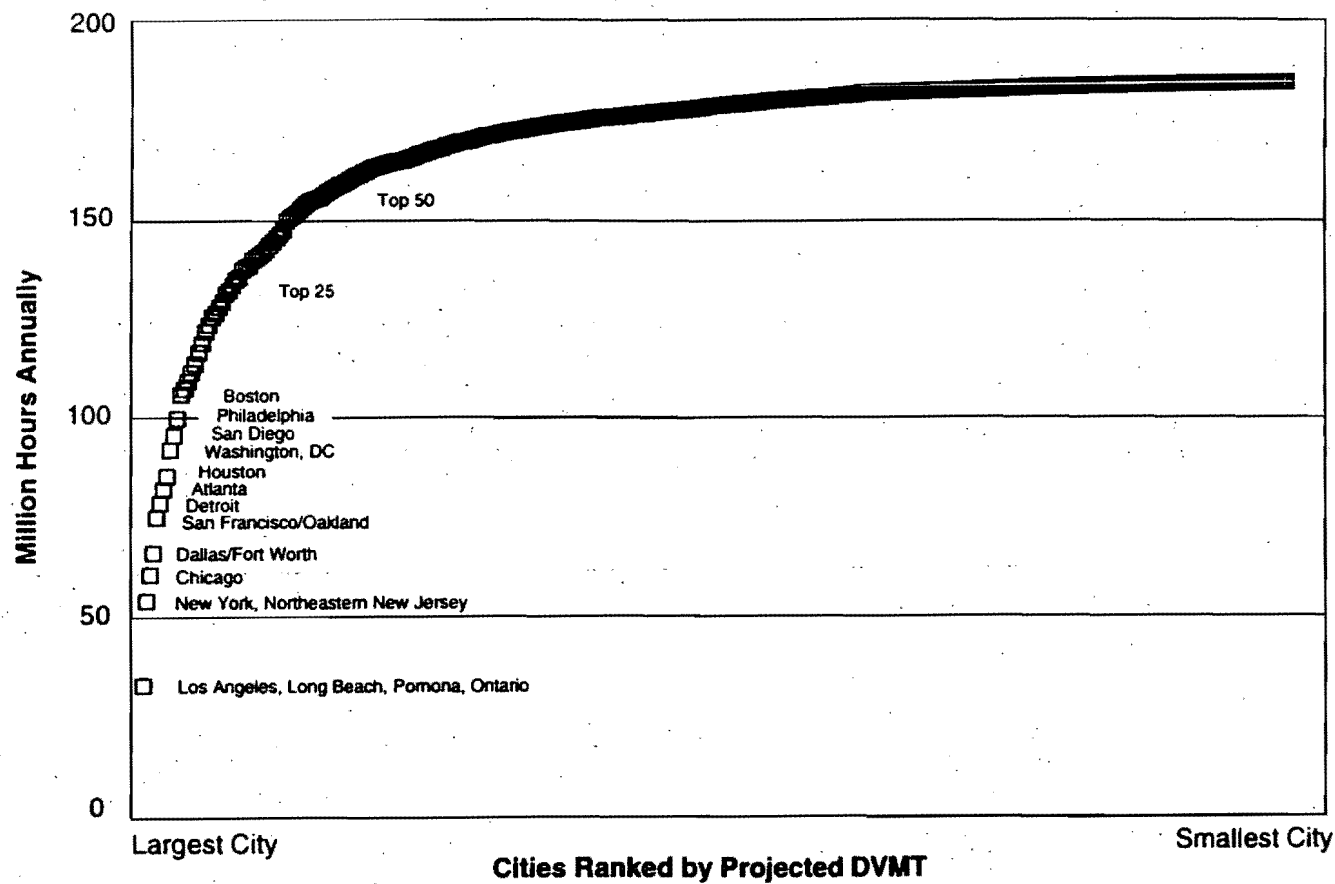
|                 | 1992        | 2002           |
|-----------------|-------------|----------------|
| Numbers         | 2.0 million | 7.5-15 million |
| % of Work Force | 1.6%        | 5.2-10.4%      |
| Days Per Week   | 1-2         | 3-4            |

# Number of Telecommuters 1992-2002

Info. Workers

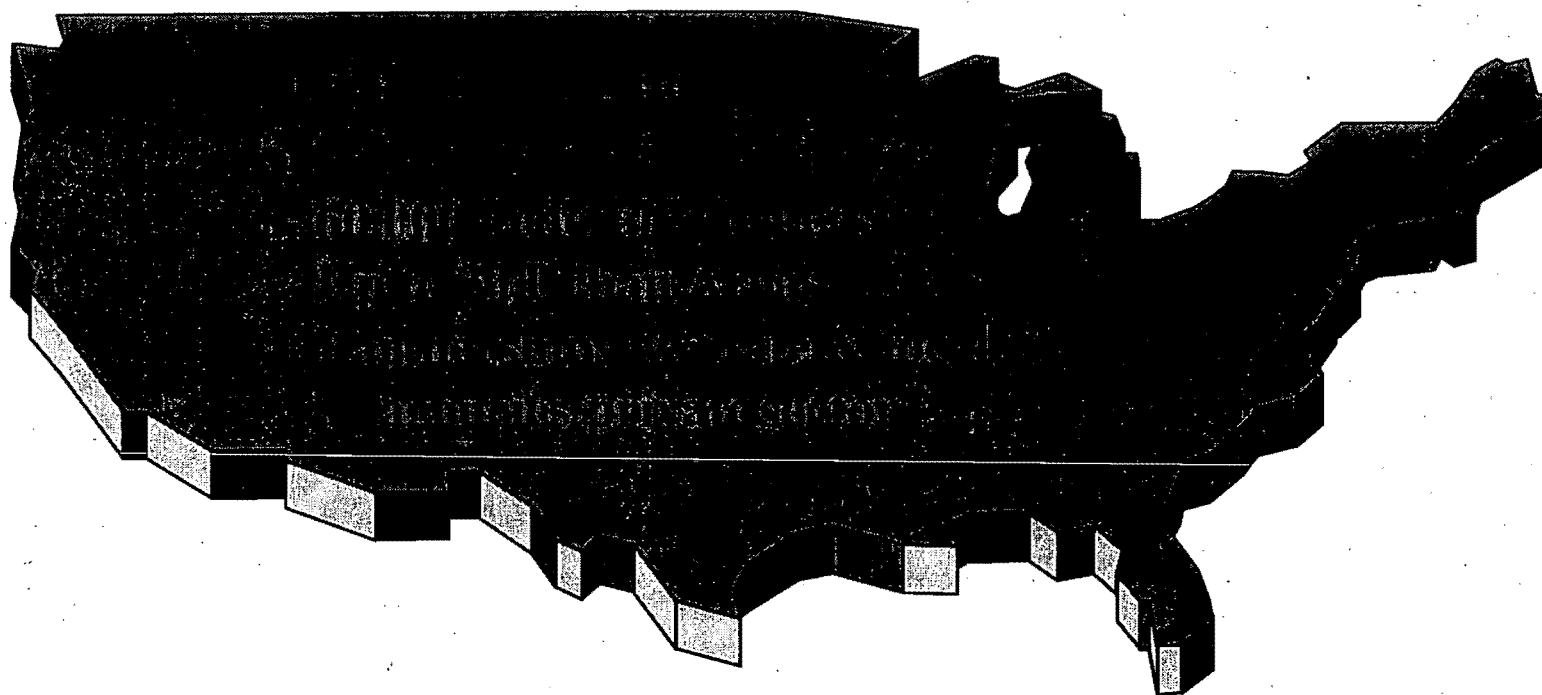


Telecommuting Forecast



**Projected Reduction in Traffic Delays in 339 Urban Areas**

# **President's Management Council National Telecommuting Initiative**

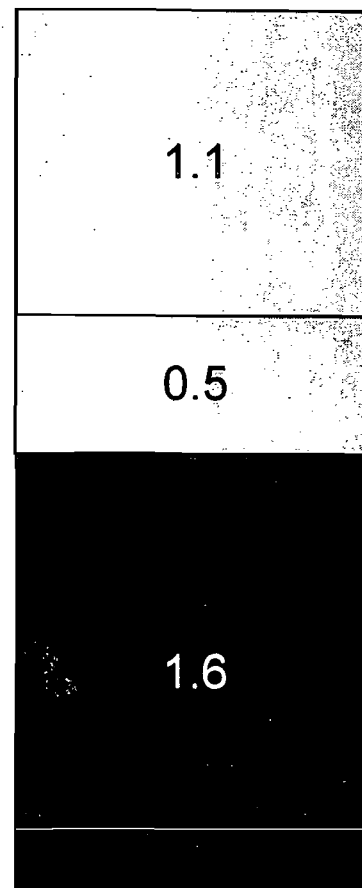
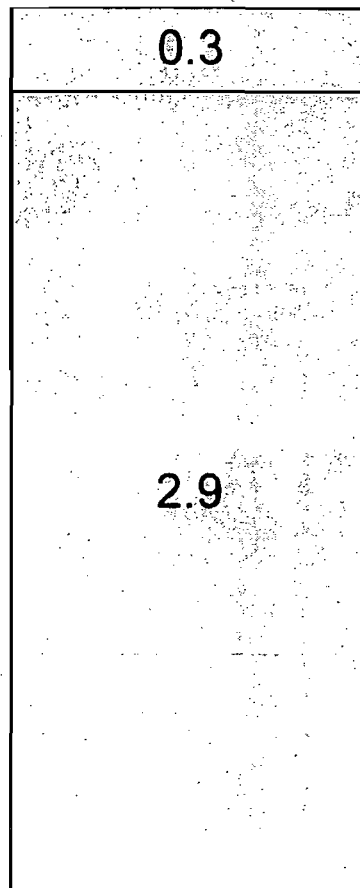


# **U. S. Department of Transportation Actions**

- ◆ Promote Telecommuting as Transportation Demand Measure
- ◆ Provide Funding Under the Intermodal Surface Transportation Efficiency Act of 1991
  - Must Be Part of a State Metropolitan Transportation Improvement Program
  - Eligible Items Include Planning, Management, Training, and Promotion
  - Not to Include Equipment and Physical Facilities

Benefits of  
Improved  
Traffic Flow

Direct  
Benefits



Countervailing  
Effects  
of Latent Demand

Negative Effects  
of Increased  
Urban Sprawl

Net Benefits

Direct and Indirect Effects of Telecommuting on  
Fuel Consumption (billion gallons of gasoline)

# Current Projects

- ◆ Washington, D.C.
  - Under Interagency Telecommuting Center Pilot Program
- ◆ Los Angeles, CA
  - Response to Northridge Earthquake
- ◆ Seattle Region
- ◆ Oklahoma City Region
  - Response to Bombing of Federal Building

# National Performance Review

## Create and Evaluate Telecommuting Programs

- ◆ Implement a Telecommuting Program for Department of Transportation employees
- ◆ Evaluate the State of Telecommuting in the Private Sector

# **Climate Change Action Plan**

## **Promote Greater Use of Telecommuting**

- ◆ Guidance on Pro-telecommuting Issue Measures
- ◆ Encourage Use of ISTEA Funds for Telecommuting
- ◆ Program for Federal Employees
  - 1-2 Percent for at least 1 day a week
- ◆ National Work at Home Campaign

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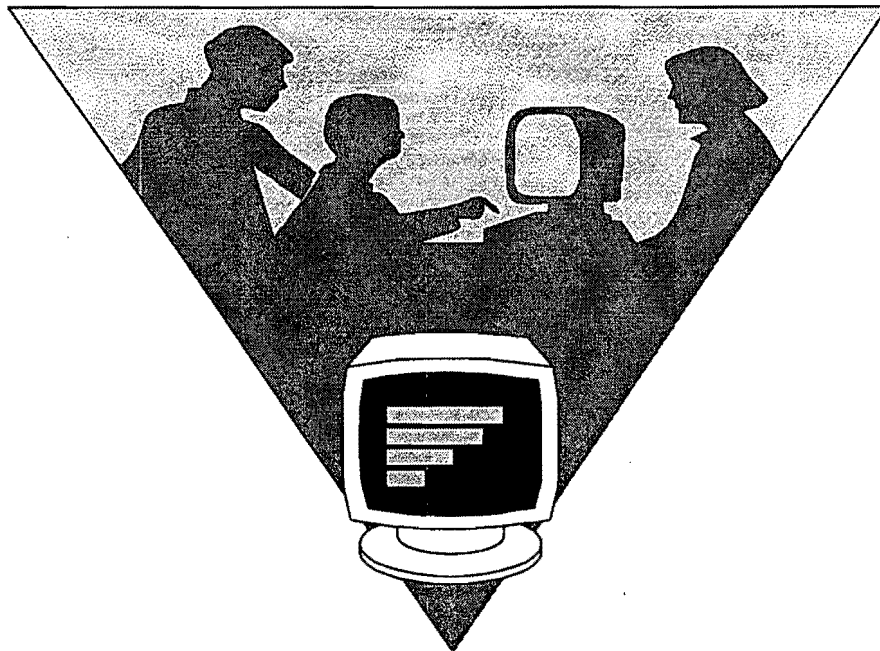
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# **Successful Telecommuting Programs in the Public and Private Sectors:**

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*A Report to Congress*

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*U.S. Department of Transportation*

*August 1997*

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