



Board of Directors
Daniel Kaizer
Jeff Prant
Laurie Falk
Davidowitz
Laurence W. Levi
Colin Beavan
Christine Berthet
Kenneth Coughlin
Steve Hindy
Steve McMaster
Neysa Pranger
Paul Steely White

Advisory Council
Marc Agger
Thurstan Bannister
George H. Beane
Majora Carter
Ramon Cruz
Joshua David
Paul Gertner
Mark Gorton
Alexandra Herzan
Mary Beth Kelly
Robert Kotch
Stephen Lyle
Peter Meitzler
Matthew Modine
Lisa Sladkus
Dr. Harold Varmus
Lloyd Westerman
Adam Wolfensohn

19 March 2009

Re: Memo of Support for A2000: Teleworking Expansion Act

Title of Bill: An act to amend the administrative code of the city of New York, in relation to enacting the “teleworking expansion act”

Purpose of Bill: To reduce vehicular congestion in Manhattan by encouraging teleworking for individuals employed at New York State public authorities.

Summary of Specific Bill Provisions: The bill enacts the “teleworking expansion act,” which provides that each public authority with twenty-five or more employees establish a program allowing employees to perform all or a part of their duties through teleworking to the “maximum extent possible without diminished employee performance.”

Statement in Support: Traffic congestion creates negative economic and health related externalities. In particularly dense urban environments, like New York City, the implications are compounded, as millions of people live and work in close proximity to streets or highways. Furthermore, an analysis of commuting data from the 2000 Census demonstrates that government workers are twice as likely to drive to work than private sector workers, with a driving rate of approximately 33%.

A 2006 report issued by the Partnership for New York City estimated that more than \$13 billion a year in losses to the New York Metropolitan Region can be directly attributed to traffic congestion. In addition, it is anticipated that congestion will continue to increase, as Manhattan-bound traffic moving through the region is projected to increase by more than 20 percent over the next two decades.

A 2007 report by the Environmental Defense Fund, *Heavy Traffic, Dirty Air, And The Risk To New Yorkers*, found that “over two million people live within 500 feet of a congested street or highway. Furthermore, large numbers of health facilities, schools, and playgrounds are located within this 500-foot zone. A city as densely constructed and populated as New York must take notice of the health risks from motor vehicle air pollution and act to reduce them.”

One effective response to traffic congestion is the facilitation of teleworking. As posited in a 2008 New York State Department of Transportation study for the New York State Congestion Mitigation Commission, teleworking “may contribute to congestion management as one of a larger set of transportation demand management strategies.”

www.transalt.org

127 west 26th street
suite #1002
New York, NY 10001

212 629 8080 telephone
212 629 8334 fax



Your advocate for bicycling,
walking and public transit

Board of Directors
Daniel Kaizer
Jeff Prant
Laurie Falk
Davidowitz
Laurence W. Levi
Colin Beavan
Christine Berthet
Kenneth Coughlin
Steve Hindy
Steve McMaster
Neysa Pranger
Paul Steely White

Advisory Council
Marc Agger
Thurstan Bannister
George H. Beane
Majora Carter
Ramon Cruz
Joshua David
Paul Gertner
Mark Gorton
Alexandra Herzan
Mary Beth Kelly
Robert Kotch
Stephen Lyle
Peter Meitzler
Matthew Modine
Lisa Sladkus
Dr. Harold Varmus
Lloyd Westerman
Adam Wolfensohn

On both the state and federal level, governments have established successful teleworking programs. For example, Arizona has secured a teleworking rate of 20% in certain counties, leading to increases in productivity, efficiency, and job attitude in addition to reductions in traffic congestion, air pollution and energy consumption. *Teleworkarizona* estimates that nearly 100,000

Phoenix area residents who telework just one day a week save over 900,000 miles of travel and more than 16 tons of pollution per day. Within federal agencies, over 100,000 employees participate in its teleworking program. This program is further supported by *telework.gov*, a comprehensive resource aimed at facilitating teleworking by individual employees.

Transportation Alternatives supports A.2000, the “teleworking expansion act”, and its objective to increase teleworking by employees of at New York State public authorities with twenty-five or more employees.

Fiscal Impact: Minimal

Effective Date: Ninety Days after enactment