

STAFF RECOMMENDATION



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NCPC File No. CP01

FEDERAL ELEMENTS OF THE COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL - DRAFT UPDATE TO THE POLICIES IN THE TRANSPORTATION AND WORKPLACE ELEMENTS

Washington, DC

Submitted by Staff of the National Capital Planning Commission

June 30, 2011

Abstract

Staff has begun an update of the policies in the *Comprehensive Plan for the National Capital: Federal Elements*, beginning with the Transportation and Workplace elements. The Federal Elements of the Comprehensive Plan were last updated in 2004 when the National Capital Planning Commission adopted a complete revision of the Plan and its policies. Since that time, the federal government has increased its focus on its environmental impacts and overall sustainability of its buildings and operations through legislation, executive orders and new policies. There has also been an update by the District of Columbia government to the District Elements of the Comprehensive Plan. The overall goal of this update to the Federal Elements is to audit the existing policies to ensure they are supportive of the administration's goals regarding sustainability and regional coordination in the National Capital Region. Additionally, the update looks to ensure that federal planning and development efforts are integrated with the goals of the recently adopted District Elements of the Comprehensive Plan, the Metropolitan Washington Council of Government's Region Forward initiative, and with other federal, regional and local government initiatives.

Commission Action Requested by Applicant

Commission action requested: authorization to release the draft policy updates to the Transportation and Federal Workplace Elements of the *Comprehensive Plan for the National Capital* for a 60 day public comment period pursuant to 40 U.S.C. § 8721

Executive Director's Recommendation

The Commission:

Authorizes the release of the draft policy updates to the Transportation and Federal Workplace Elements of the Comprehensive Plan for the National Capital for a 60 day public comment period pursuant to 40 U.S.C. § 8721.

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Background

The Federal Elements of the Comprehensive Plan were last updated in 2004 when the National Capital Planning Commission adopted a complete revision of the Plan and its policies. Since that time, the federal government has increased its focus on the environmental impacts and overall sustainability of its buildings and operations. This was first mandated with the passage of The Energy Independence and Security Act of 2007 and was furthered with the issuance of Executive 13514, "Federal Leadership in Environmental, Energy, and Economic Performance" in 2009 and its implementing policies issued from the Council on Environmental Quality and other agencies. There has also been an update by the District of Columbia government to the District Elements of the Comprehensive Plan. At its January, 2011 meeting, the Commission concluded that the proposed updates to the District Elements would have no negative impact to the Federal interest. The overall goal of this update to the Federal Elements is to audit the existing policies to ensure they are supportive of the administration's goals regarding sustainability, and compatible with the District Elements of the Comprehensive Plan and with current agency initiatives.

Another goal of this update is to create a more accessible, living document that can be easily updated on a regular basis. The 2004 Comprehensive Plan state that the policies contained in the federal elements should be updated every five years. Many of these policies require routine evaluation as priorities shift and updating the policies frequently while maintaining a large document is cost prohibitive. The product of this update will be a more accessible and easily updated plan that is available via the internet and other media outs and is produced in a manner that can be updated without recreating or reprinting a large publication.

This Executive Director's Report focuses on the proposed updates to the Transportation and Workplace Elements, which represent the first set of updates being brought to the Commission for authorization to release for public comment. The draft updates to these elements have been vetted through internal staff review and in discussions with federal and local government stakeholders through a working group. The Transportation and Workplace Elements were the subject of public events in November, 2010, and May, 2011, respectively. This public comment period will include a public presentation of the draft updates to provide the general public as well as other government organizations and interested parties an opportunity to offer feedback.

Beyond this update of the existing policies, staff proposes to add a new Urban Design Element to the Federal Elements. This effort will begin in September of 2011.

Draft Transportation Element Update

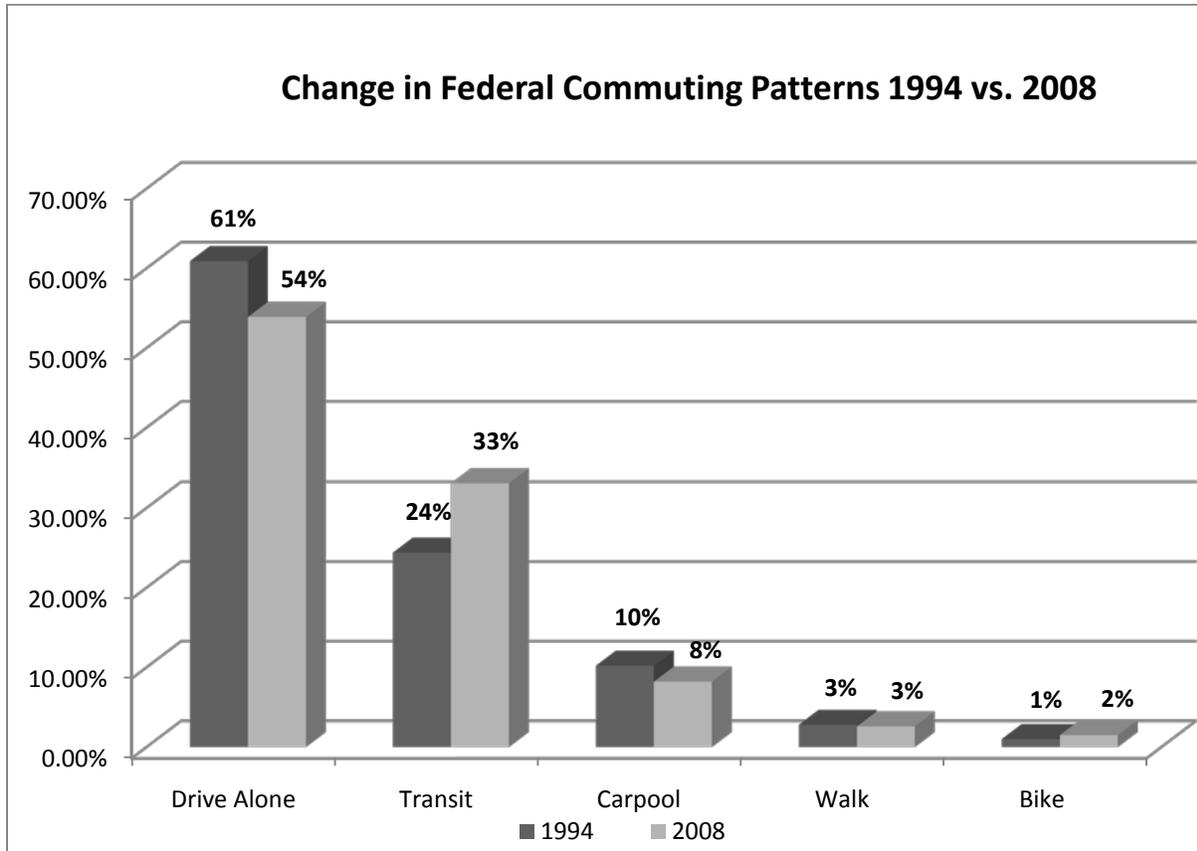
The Comprehensive Plan's Transportation Element sets policies and goals that guide the federal government's efforts to support and enhance the region's transportation network. Federal employees are 12.8 percent of the regional workforce¹. How these workers choose to travel to and from work significantly impacts the performance of the region's transportation system. Providing multimodal transportation choices, integrating services from various providers, as well as accommodating flexible schedules and telecommuting opportunities can facilitate greater access to federal workplaces, decreased regional congestion at peak hours, and improved local and regional transit ridership.

The updated policies provided in this element will help manage the federal government's transportation impacts and thus enable agencies to meet mission needs while fulfilling the goals of Executive Order 13514 through individual agency sustainability plans. The policies also establish priorities for the federal government in terms of regional transportation investment and coordination with local planning organizations. These priorities include working with host communities to facilitating alternative means of transportation such as bicycles, developing policies regarding site selection for federal facilities that reduce auto dependency, and encouraging agencies to mitigate adverse impacts to local transportation networks by adopting comprehensive Transportation Management Plans.

Update on How Federal Workers Are Commuting

In providing policies that establish the federal government's transportation priorities, it is first critical to understand the current commuting patterns of federal employees and how they have changed over time. Comparing these patterns to the region as a whole can provide a measure for how well the federal government is doing in encouraging multiple modes of commuting for its employees. A useful source for such information is the *Household Travel Survey* conducted periodically by the Metropolitan Washington Council of Governments' Transportation Planning Board. These surveys include responses from federal employees and provide a general measure of the commuting patterns of federal government employees in the National Capital Region. The change in commuting patterns documented in 1994 and those from the most recent survey, conducted in 2007-2008 and published in 2009, are illustrated in the following chart:

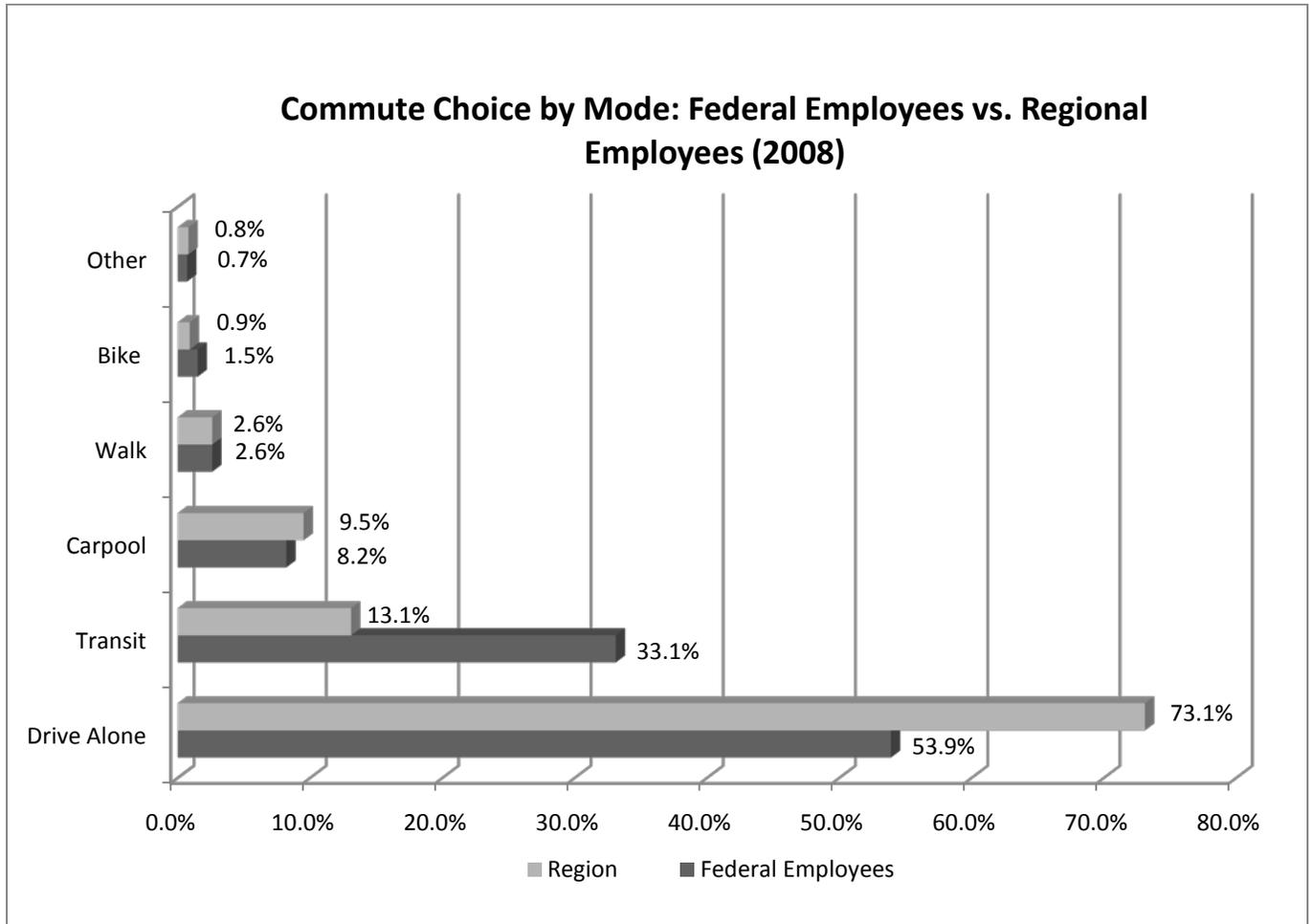
¹ Bureau of Economic Analysis – 2009 aggregated employment data.



In 2008, a little more than half the federal government workforce (53.9 percent) commuted to work alone in a car. This is an improvement, however, from 1994 when 60.9 percent of federal employees commuted in a single occupied vehicle. In terms of transit, which includes Metrorail and Metrobus, the federal government has increased ridership by 6.5 percent. In 1994, 24.4 percent of federal employees used transit to get to work and by 2008 that number had increased to 33.1 percent. Contrarily, carpooling as a mode of commuting has decreased from 10.2 percent to 8.2 percent during this time. Other modes such as walking and biking saw modest increases. The “other” category includes any remaining modes including telecommuting. Telecommuting continues to be an important part of the federal government’s transportation demand management policies. In 2010, 27 percent of federal employees reported taking advantage of their agencies’ telecommuting policies².

A telling analysis can be found by comparing the federal government’s commuting habits with the region as a whole.

² Commuter Connections – 2010 State of the Commute Survey Presentation. Metropolitan Washington Council of Governments, July 21, 2010.



In general, federal employee commuting patterns compare favorably to the regional habits. 73.1 percent of the regional workforce commutes by driving alone compared to 53.1 percent of the federal workforce. Only 13.1 percent of the workers within the region stated that they use a public transit service to commute to work. The federal government bests this by 20 percent with 33.1 percent of federal employees stating they use transit. In carpooling, however, the federal government lags behind the region by 1.3 percent.

The Growth of Regional Transit

The National Capital region continues to see the expansion of various modes of transit. The Metrorail system, opened in 1976, continues to serve as a strong mode of transit within the region and will see expansion to Dulles Airport via the Silver Line, the first phase of which will be completed by 2013. In 2010, Metrorail recorded an average weekday ridership of 753,469, up from 746,000 in 2009³. Historically, the Metrorail system shows continued signs of growth as its

³ “Vital Signs Report- A Scorecard of Metro’s Key Performance Indicators (KPI)” Washington Metropolitan Transit Authority, Office of Performance. May 2011

daily ridership has gone from 103,000 in 1977 to 723,000 in 2007⁴. Metrobus recorded an average weekday ridership of 439,648 rider number of riders in 2010⁵. Metrobus, however, has grown at a significantly slower pace than Metrorail. Between 2002 and 2003 Metrorail grew by 3 percent annually whereas Metrobus grew by only 1 percent⁶.

The Virginia Railway Express (VRE) and Maryland Area Regional Commuter (MARC) train systems continue to serve regional commuters in Virginia and Maryland, respectively. MARC system ridership expanded 30 percent between 2003 and 2010, and currently averages approximately 34,000 passengers per day⁷. VRE grew from a daily average of 5,800 passengers in 1992 to 16,000 in 2010⁸. In addition to VRE and MARC, other fixed-rail services are beginning to emerge. The District of Columbia is embarking on a plan to implement a 37-mile streetcar system. This system, like the Circulator service, is intended to connect areas that are now underserved by Metrorail and Metrobus. Arlington and Fairfax Counties are working together to establish a streetcar route along Columbia Pike that will connect Pentagon City in Arlington with the Skyline/Bailey's Crossroads neighborhood in Fairfax County. Bus Rapid Transit or BRT, which is similar to a fixed-rail system in that it is in a dedicated lane on a controlled schedule but which is much less expensive than a streetcar system, is also being considered as a viable transit option for the Washington region.

As these services expand and provide more choices for commuters, it is imperative that the federal government implement policies that support federal employee ridership in the various modes of transit. As the regional transit system fills service area gaps and becomes more complete, federal employees have more options in transit modes and can move away from relying on a single-occupancy vehicle. It is a priority of the administration to support the growth of these transit modes by providing policies that support federal employee ridership as well as investing in these services where appropriate opportunities exist. As the region's largest employer, federal actions to encourage transit ridership and support commute trips by other than single-occupant vehicles are critical in fostering a sustainable regional transportation system. It is equally critical for the federal government to work cooperatively with local and regional jurisdictions to address impacts created by locations choices, new development and operations.

Policy Update Overview

The updated policies contained in this Transportation Element reflect the federal government's emerging priorities for sustainable development as described in Executive Order 13514 and its supporting policies. It also reflects more discreet changes such as the repeal of the federal law prohibiting agencies from operating off-site shuttle service (formerly 31 USC, Section 1344).

⁴ "Transit Ridership- Trends and Markets" Washington Metropolitan Transit Authority, Cambridge Systematics, Inc. March 2009.

⁵ "Vital Signs Report- A Scorecard of Metro's Key Performance Indicators (KPI)" Washington Metropolitan Transit Authority, Office of Performance. May 2011

⁶ "Transit Ridership- Trends and Markets" Washington Metropolitan Transit Authority, Cambridge Systematics, Inc. March 2009.

⁷ "Analysis of MARC Ridership and Delays" Maryland Transportation Authority. July 2010

⁸ "VRE Performance Measures" Virginia Railway Express. May 2011

The policies maintain the existing parking ratio goals for federally owned facilities, but encourage facility managers to account for expanded transit options such as VRE and MARC. Overall, the policies focus on actions that federal agencies should take to plan and manage their facilities more efficiently while supporting higher level policies which focus on how the federal government can support a more multi-modal and sustainable region. Federal agencies should consult these policies as they plan and program their facilities to accommodate the changing nature of their operations.

The Facility Siting – Transportation Connection

Where federal facilities are sited has a direct relationship with how its transportation impacts are managed. Facilities located in direct proximity to transit should rely less on vehicles as a method of commuting and support higher transit ridership among its employees. Facilities which may be situated in areas with less access to transit may have higher rates of commuting in single occupancy vehicles, but they should still strive to provide transit opportunities through carpooling and shuttles to the nearest transit option. Further, transportation demand management is a critical component in managing a facility's transportation impact. Allowing flexible schedules on arrival and departure times can also dilute impacts on surrounding transportation networks during peak hours, and encouraging telecommuting can mitigate a facility's overall traffic impact. The policies contained in this element complement those in the Federal Workplace Element, the goals of Executive Order 13514, and related recommendations and guidance issued by the Council on Environmental Quality. All of these policy documents strongly encourage decision makers to thoroughly analyze the impacts a proposed facility location may have on the surrounding transportation network prior to finalizing a siting decision. Once a siting decision has been made, negative impacts to affected corridors should be minimized. Further, federal agencies should work with local transportation officials to determine what improvements or strategies need to be implemented to ensure that a federal facility is successfully integrated into the transportation system. In integrating the facility into the system, agencies should account for the proximity to existing or planned regional transportation networks, such as VRE or MARC rail services, in addition to Metrorail or Metrobus. While this update has not altered the numeric parking ratio goals for federal facilities, it has expanded the policies to guide agencies to account for availability of regional transit services when located beyond 2,000 feet of a Metrorail station.

Bicycling & Active Commuting

In 2010, the Office of the Federal Environment Executive, with assistance from the Interagency-Task Force on Bicycle and Active Transportation, released "*Implementing a Successful Bicycle and Active Commuting Program in the Washington Metropolitan Area*". The goal of this document is to assist agencies in meeting the goals of Executive Order 13514 by encouraging more bicycling and active commuting among federal employees. Active commuting can be defined as a method of commuting that is predominately conducted by one or more of a range of physical methods including bicycling, walking, running or other method not using a motorized vehicle. The policies contained in this Transportation Element reflect many of the ideas contained in this document, including the need to work directly with local units of government to meet their individual standards on bicycle parking and support facilities.

The bicycle network in the Washington DC region continues to expand. In the District of Columbia the network has grown from 17 miles in 2005 to 49 miles in 2010 with an expectation to reach 70 miles by 2010⁹. While the regional network continues to grow, federal agencies should work with the local units of government to ensure that they provide the appropriate amount of bicycle parking, support facilities, and physical connections through their facilities to connect with local and regional networks as may be allowed by security requirements.

The Importance of the Transportation Management Plan

The Commission requires that agencies prepare Master Plans to guide and coordinate the development of federal facilities and the campuses on which they are located. These Master Plans, which are submitted to the Commission for review and approval, establish the broad picture of how each facility is to be developed; analyzing the relationships between existing and anticipated development with the surrounding context. A critical part of the Master Plan is the Transportation Management Plan (TMP) which consists of several components related to the transportation aspect of a federal facility. The Commission requires that Master Plans for an installation with 100 or more employees¹⁰ include a TMP. The TMP includes strategies to mitigate any negative impacts that the facility will have on the surrounding transportation network, based on a thorough analysis of current and future conditions of that network. Facility managers should strive to have a net-zero impact on the transportation system in that any existing congestion or system failure should not be aggravated further. TMP strategies could range from transportation demand management policies to recommended infrastructure improvements and should include real performance measures that are consistently tracked. The TMP also provides a rationale for a facility's ability to meet goals established by the Commission through these Federal Elements of the Comprehensive Plan. The TMP should fully describe a facility's ability to meet transportation related targets such as the parking ratios and should show clear justification for the obstacles that may preclude that ability.

The updated Transportation Element policies are included in Attachment 1. These policy changes are reflected in a “mark up” document showing specific changes, and also a “clean” document reflecting the policies after language changes.

The Draft Updates to the Federal Workplace Element

The Federal Workplace Element covers a broad policy area that includes the location and management of federal facilities throughout the National Capital Region. It includes policies for how those facilities should interact with the communities in which they reside. The goal of the Element, as stated in the 2004 plan, is to “locate federal workforce to enhance efficiency, productivity, and public image of the federal government, to strengthen the economic well-being and expand employment opportunities of the region and the localities therein; and to give emphasis to the District of Columbia as the seat of the national government”. While

⁹ “District of Columbia Bicycle Master Plan” District Department of Transportation. April 2005

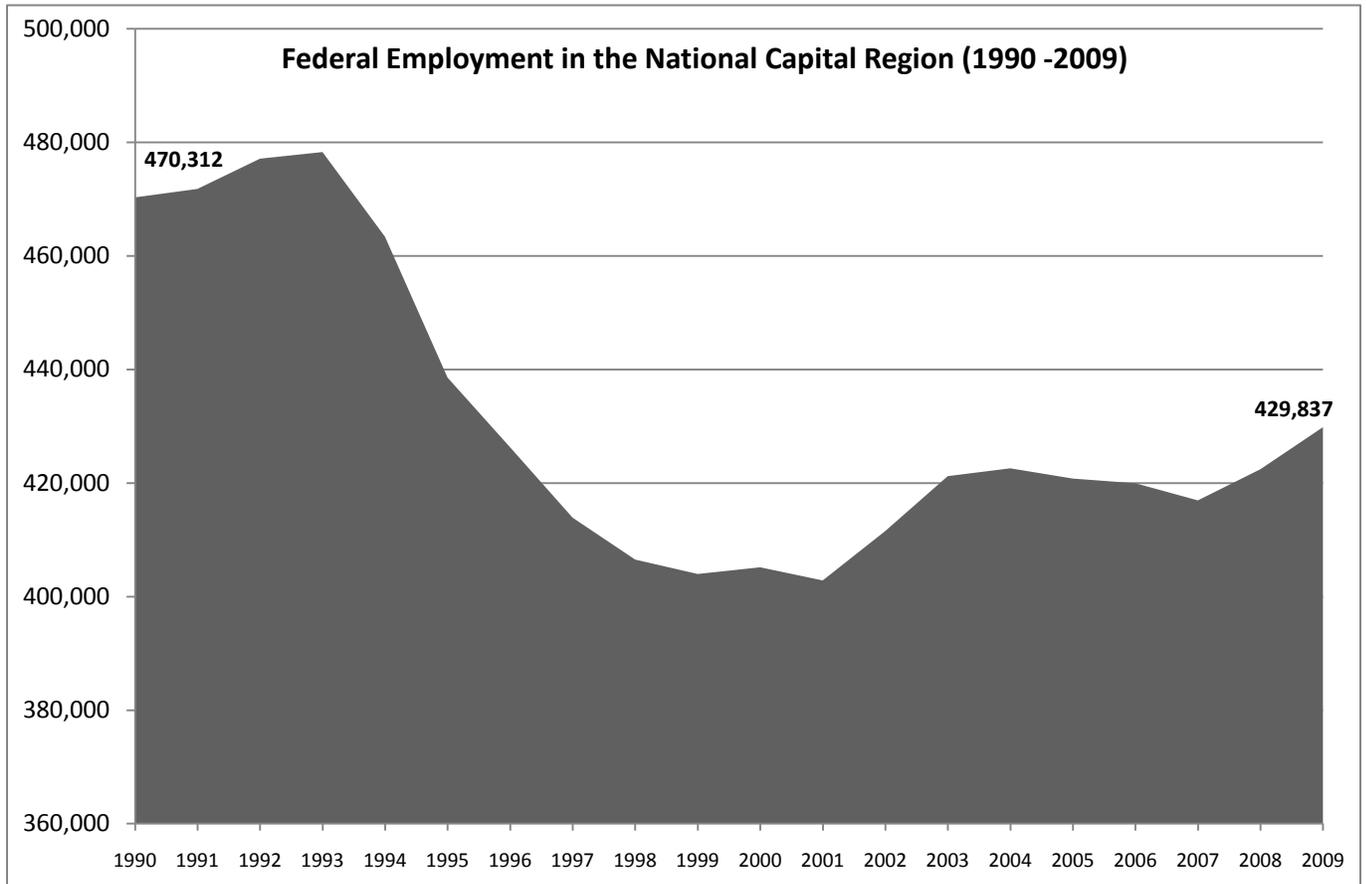
¹⁰ Details of NCPC Transportation Management Plan requirements are provided in the NCPC Submission Guidelines as updated.

sustainability has become a high priority for the federal government since the 2004 plan, the overall goals reflected in this statement are maintained in this update.

Federal Employment Distribution in the National Capital Region

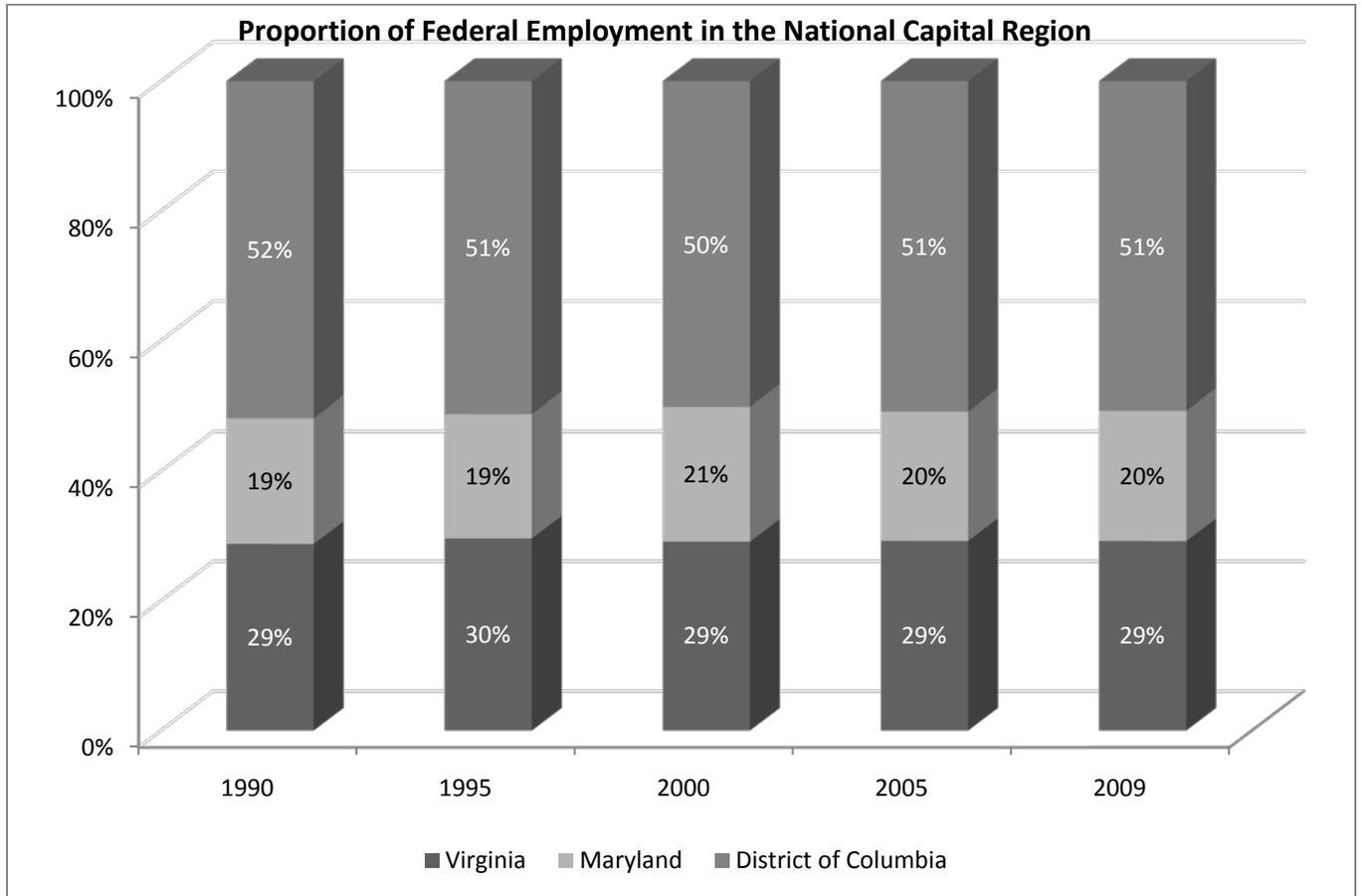
To understand the general characteristics of the federal workforce in the National Capital Region, staff first collected data related to federal employment and its growth and distribution from the Bureau of Economic Analysis (BEA), which collects data based on the zip code location where employees' paychecks originated. In case of security-sensitive agencies, this data is estimated. This is a different source from that used in past Comprehensive Plan efforts. The federal employment numbers used by staff in their work for the Federal Elements of the Comprehensive Plan since the 1970s did not include security agencies and United States Post Office employees, and as such offered a less accurate picture of the region's federal employment. This new data source provides a much clearer picture.

The National Capital Region, the area has seen a general decline in overall levels of federal employment during the period between 1990 and 2009. In 1990, Federal employment was estimated at 470,312 employees. The peak of employment during this period was in 1992, when the region registered 478,297 federal employees. In recent years, the region has seen an increase in federal employment with 2009 federal employees totaling 429,837, up from 416,915 and 422,436 in 2007 and 2008 respectively. The lowest employment during this period was in 2001 at 402,847. The following graph reflects these numbers.



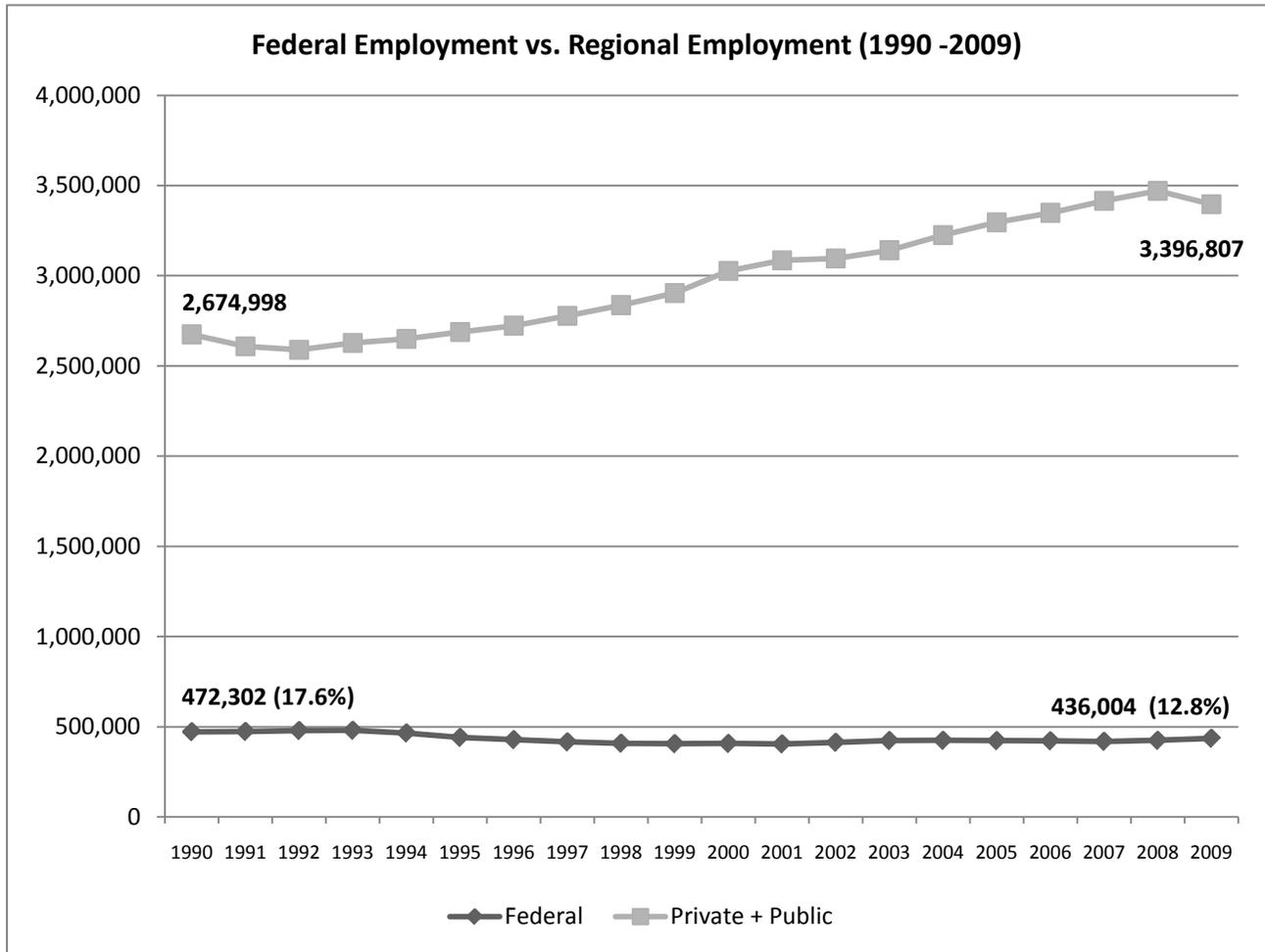
Bureau of Economic Analysis – 2009 aggregated employment data

A significant aspect the regional federal employment picture during this period is how employment has been distributed within the National Capital Region. As the following chart shows, the District of Columbia has consistently maintaining approximately 50 percent of the region’s federal employment, while Virginia jurisdictions have maintained about 30 percent and Maryland has maintained about 20 percent. This demonstrates that federal agencies continue to maintain a significant presence in the District of Columbia, thereby supporting policies of the Workplace Element that the District of Columbia be emphasized as the seat of government, as well as Public Law 80-279, which was adopted on July 30, 1947 and which requires that “all that part of the territory of the United States shall be the permanent seat of government of the United States” and that “all offices attached to the seat of government shall be exercised in the District of Columbia and not elsewhere, except as otherwise expressly provided by law”.



Bureau of Economic Analysis – 2009 aggregated employment data

Also significant is the extent to which federal employment, while decreasing as a percentage of the overall regional workforce, remains an economic driver in the regional economy. As the chart below illustrates, the proportion of the regional workforce that is federal has decreased to 12.8 percent from 1990, when the federal workforce accounted for 17.6 percent.



Bureau of Economic Analysis – 2009 aggregated employment data

Policy Update Overview

The updates to the policies contained in the Federal Workplace Element are intended to reflect administration priorities and NCPC goals, as well as to the recent update to the District Elements of the Comprehensive Plan. The updates also look to make the policies more accessible by simplifying their organization. The policies are now organized into three general categories. These categories are Locating and Developing Federal Workplaces, Managing Federal Workplaces and Reuse of Federal Space and Land. Previous policies regarding the Monumental Core have been removed and will be more thoroughly addressed in the Urban Design Element.

Engaging the Surrounding Community

A critical aspect in the locating, developing and managing of federal facilities is the interaction with the host community. This includes not only engaging the public from an informative stand point, but also in working to integrate federal facilities into their host communities’ broader land-use, urban design and economic goals. This policy update establishes policies for ensuring that federal facilities not provide services that compete with neighborhood businesses that exist

within a reasonable distance of the facility. Federal employees should be encouraged to support neighborhood business development. Additional policies encourage government agencies to explore partnerships with surrounding communities to develop programs that can support job training or, in the case of research activities, programs that can support the spread of innovation and new technology. Such innovation clusters can create economies of scale for both the federal agency and private enterprises that support its work. This type of clustering can be seen in areas such as Bethesda around the National Institute of Health and is currently being explored for the new Department of Homeland Security Headquarters in Southeast Washington DC.

Federal Facility Siting

A critical area of the Workplace Element is the policies that pertain to the siting of federal facilities. Federal agencies' location decisions have effects on the region's economies and infrastructure. They are also symbolically significant. Public Law 80-279 officially designates the District of Columbia as the seat of government, thereby giving the District priority as the appropriate and symbolic area for federal facilities—particularly headquarters. Furthermore, several executive orders establish priorities for locating federal facilities nationwide. Executive Order 12072 states that federal facilities should be located in central employment areas. This is the basis for the establishment of the Central Employment Area within the District of Columbia, which and is discussed later in this report. Executive Order 13006 establishes historic properties as a priority for locating federal facilities, while the Rural Development Act of 1972 requires that federal facilities consider locating in rural areas where appropriate.

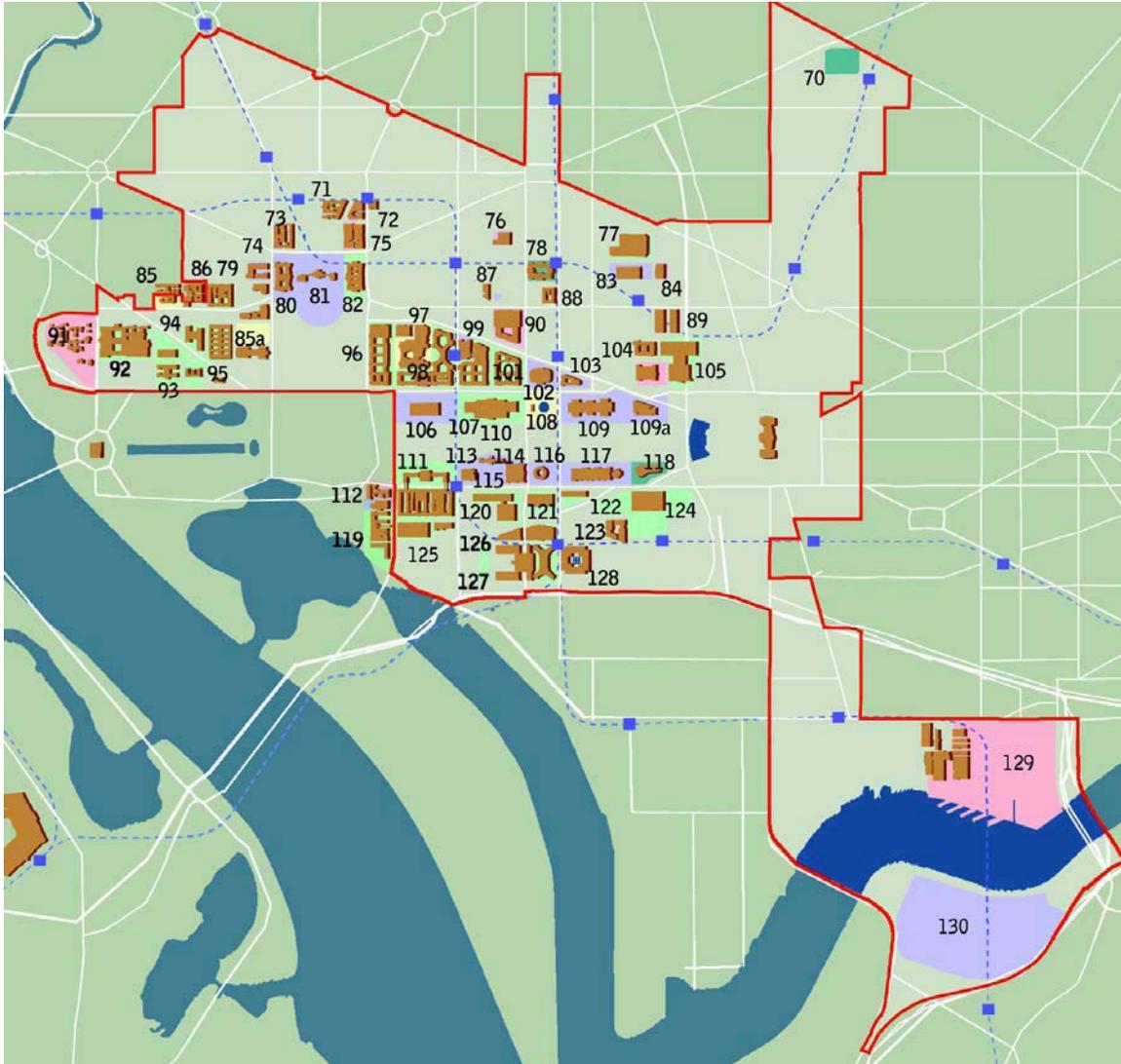
Pursuant to Section 10 of Executive Order 13514, the Council on Environmental Quality developed, in partnership with the US Department of Transportation, the General Services Administration and other agencies, "*Recommendations for Sustainable Siting of Federal Facilities*". In addition to reflecting established policies regarding central employment areas, historic areas and rural areas, the recommendations in this document stress the importance of locating facilities in proximity to affordable housing as well as close to transit. The policies define close to transit as being located ½ mile from a well-served transit stop, which is a transit stop that provides at least 10-minute headways during the peak hours and at least 15-minute headways during the off-peak hours, with operations for at least 14 hours daily¹¹. The connection of locating federal facilities close to transit is critical to developing a sustainable federal footprint in the National Capital Region and is reiterated in this policy update. Further, the federal decision making process must be expanded to take into account the goals of local planning agencies and the full cost of locating facilities in areas not well served by transit, amenities or housing opportunities for employees. Such a "full cost accounting" of location decisions may lead decision makers to conclude that a site which at first may seem viable to be a no build option. Further, the policies established in this Federal Workplace Element should be consulted at the front end of this location decision making process to ensure that the project meets the policy objectives of the Comprehensive Plan.

The Federal Workplace Element continues to reflect the official Central Employment Area (CEA) as defined by the District Elements of the Comprehensive Plan. This CEA reflects the

¹¹ "The *Recommendations for Sustainable Siting of Federal Facilities*" April 2011

District of Columbia's definition of its central business district and space within the CEA is given priority by the General Services Administration for the location of federal office space.

The current CEA is depicted below:



The Central Employment Area (CEA) is an important planning tool that should be used to direct federal office space to areas that are well a focus of transit and infrastructure investment by the District of Columbia and to spur growth in emerging areas. By statute, the CEA is defined first by the District of Columbia in the District Elements of the Comprehensive Plan. It is then reviewed by the National Capital Planning Commission which then incorporates the CEA as defined by the District into the Federal Elements. To date, however, there exists no structured process by which the Central Employment Area is formally reviewed for its effectiveness. As the District of Columbia invests in new transportation systems such as streetcars and looks to spread development into emerging areas through the Center City Action Agenda, the CEA should be assessed as a tool to support these efforts. This policy update continues to support the CEA as the

first priority area for federal office space, but also takes a first step in establishing an assessment process through which the CEA can be reevaluated every five years in concurrence with the federal and District governments' respective Comprehensive Plan Element updates. NCPC staff intends to work with District and federal stakeholders to establish the details of this process.

Outside of the Central Employment Area, it is critical that agencies prioritize their location decision making by focusing on areas accessible by transit, as defined in the *Recommendations for Sustainable Siting of Federal Facilities*. Agencies also should consult with NCPC and local planning officials when contemplating sites, to ensure that a location is compatible with the Comprehensive Plan for the National Capital and its related policies and with local planning initiatives and development goals.

Initiatives Influencing Future Federal Workplace Policies Updates

There are several efforts that have been initiated, but not concluded, that may impact the location of federal workplaces and how they will be developed. These efforts may result in further updates to policies in the Workplace Element:

The Greater Washington 2050 Coalition has created *Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century*. The Coalition was created by the Metropolitan Council of Governments to help the region meet future challenges through comprehensive planning and greater cooperation, and the *Region Forward* plan was approved by the COG Board of Directors. To the further the goals outlined in *Region Forward*, COG created the Regional Activity Center Map, a planning tool to help guide land use and transportation decisions. The map illustrates regional activity centers which exist throughout the region. The current Regional Activity Centers map does not reflect transit or other infrastructure investment but merely a summary of local land use planning in the region. Therefore COG is beginning to assess these Regional Activity Centers for their connection to existing and planned transit services and is anticipating a refined Regional Activity Center Map in 2012. Given that priority in for new federal employment sites is given for transit access, future updates to policies in the Workplace Element may be made to reflect regional planning goals as reflected by the updated Regional Activity Centers map.

On June 10, 2010, the President issued a memorandum on "Disposing of Unneeded Federal Real Estate" that directed agencies to scrutinize and eliminate excess real property. On May 4, 2011 the US Congress responded to the President's proposal by introducing HR 1734, the "Civilian Property Realignment Act of 2011," or CPRA. If passed in its present form, this bill would establish a new, more centralized process for making decisions regarding the consolidation, reconfiguration, redevelopment, exchange, lease, sale, and conveyance of federal real property—actions collectively referred to as "realignment." It would apply to all space owned and leased by executive branch agencies and government corporations, excluding military installations subject to Base Closure and Realignment Act (BRAC) legislation and properties excluded for reasons of national security.

The first step in the CPRA process would be for federal landholding agencies to develop recommendations for realigning their real property portfolios, and for reducing operating and

maintenance costs. Agencies would submit these recommendations to the Administrator of the General Services Administration, who would, in consultation with the chairperson of the Federal Real Property Council, review the recommendations, revise them, and then submit the revised recommendations to a newly established Civilian Property Realignment Commission. This Commission would assess what space can be consolidated and how to dispose of any excess federal property. Given that the bill is still being debated, the impacts of CPRA are not known, but staff continues to track and evaluate potential impacts. However, this Comprehensive Plan policy update reiterates the need for federal agencies to coordinate any disposal of property with local planning agencies to ensure any redevelopment fits within the community's long range planning goals.

The updated Federal Workplace Element policies are included in Attachment 2. These policy changes are reflected in a “mark up” document showing specific changes, and also a “clean” document reflecting the policies after language changes.

External Coordination

These updates to the Transportation and Federal Workplace Elements have been coordinated with external stakeholder agencies through a working group. This working group met formally to discuss related comprehensive plan issues and also commented on drafts of the policy updates. Participants included representatives of the following agencies:

- General Services Administration
- National Park Service
- Department of Defense
- District of Columbia Office of Planning
- District of Columbia Department of Transportation
- Metropolitan Washington Council of Governments

Public Comment Period

Once these elements have been approved by the Commission for public release, the draft policy updates and this accompanying EDR will be advertised through various social media networks and will be available through the NCPC website as well as by request beginning on July 11th 2011. The comment period will last 60 days at which time NCPC staff will begin compiling and addressing the submitted comments. Also, within this 60-day time frame NCPC staff will hold a public meeting to have these updates presented and to allow the public to provide comments directly. Once the Commission has authorized their release, a date will be set within the 60 day comment period.

Executive Director's Recommendation

The Executive Director recommends that the Commission authorize the release of the draft policy updates to the Transportation and Federal Workplace Elements of the Comprehensive Plan for the National Capital for a 60-day public comment period pursuant to 40 U.S.C. § 8721.