



2016
National
Capital
Planning
Commission

Contents

Introduction to the Transportation Element 1

The Growth of Regional Transit 3

SECTION A: Policies Related to Integrated Regional Transit 4

SECTION B: Policies Related to Parking and Parking Ratios..... 5

SECTION C: Policies Related to Transportation Management Plans 8

SECTION D: Policies Related to Transportation Demand Management 9

SECTION E: Policies Related to Active Commuting and Bicycling for Federal Employees 10

SECTION F: Policies Related to Shuttles and Circulators 12

SECTION G: Policies Related to Non-Auto-Oriented Transportation, Tourism, and Development Interests 13

SECTION H: Policies Related to Investment Priorities 14



In the 1990's, the area north of Massachusetts Avenue, NW near Union Station (NoMa) had the land use potential for the location of federal buildings but lacked transit. Stakeholders funded and built an infill Metrorail Station (opened in 2004), making the area a desirable option for new federal office buildings and other development. The Bureau of Alcohol, Tobacco, Firearms, and Explosives constructed a new headquarters building in NoMa, which contributed to redevelopment of the neighborhood.

Introduction to the Transportation Element

The federal government's goal is to develop and maintain a multi-modal regional transportation system that meets the travel needs of workers, residents, and visitors, while improving regional mobility, accessibility, air quality, and environmental quality through expanded transportation alternatives and transit-oriented development.

A strong transportation policy is the lynchpin of successful urban planning strategies in most large cities and communities. The Washington, DC region, like many metropolitan areas, faces important transportation challenges which impacts where people live and work, development patterns, environmental quality, and the overall residential quality of life. This region is among the most congested in the country and is serviced by an aging transportation system that operates near capacity. Federal, state, and local land use and transportation policy decisions are interconnected, and must be coordinated to develop long-term solutions for the success of the region.

The federal government has long played an influential role in the region's development, including helping to plan and fund the Metrorail system, which serves as the centerpiece of the region's transit system. With employees, federal facilities and other assets in the National Capital Region (NCR), the federal government has a strong interest in improving the quality of transportation services and infrastructure.¹

With a unique position to provide leadership regarding transportation decisions, the federal government can accommodate its mobility needs and set a standard for the entire region. This dual role will foster development of the transportation infrastructure required by the federal government and contribute to overall regional infrastructure solutions.

The federal government contributes money to the Washington Metropolitan Area Transit Authority (WMATA) and supports the system through its worker transit subsidy benefits program, providing a monthly subsidy for employees.² According to WMATA's 2012 Metrorail survey and 2014 Metrobus passenger survey, 42 percent of peak period Metrorail passengers and 16 percent of peak period Metrobus passengers are federal employees.³ Metrorail carries the second highest daily ridership of rail systems in the country and reinforces the region's smart growth development pattern. With the federal government's unique role in transportation infrastructure, federal agencies must work with state, local, and regional organizations to ensure that the system is adequately funded for continued operation and expanded services, and appropriate contributions are made to accommodate projected regional population and employment growth.

The Transportation Element is built upon the principles of transit-oriented development and sustainability. As such, federal policies promote resource-efficient planning for travel (transit, biking, walking, and car/van-pooling) and development (compact, mixed-use) to maximize federal workplace accessibility.⁴ Federal planning is also designed to offer a "live, work, play" environment near federal facilities, and to minimize the impacts of federal worker's travel on the region.

How Federal Workers Commute to Work

Federal employees commute to work in a variety of ways and are much more likely to commute by transit than the whole regional population. According to WMATA’s Metro Facts 2014 Report, at the 35 Metrorail stations serving federal facilities, over a third of the Metrorail customers are federal employees. This trend may reflect the success of federal programs, planning policies, and incentives that encourage alternative travel modes.

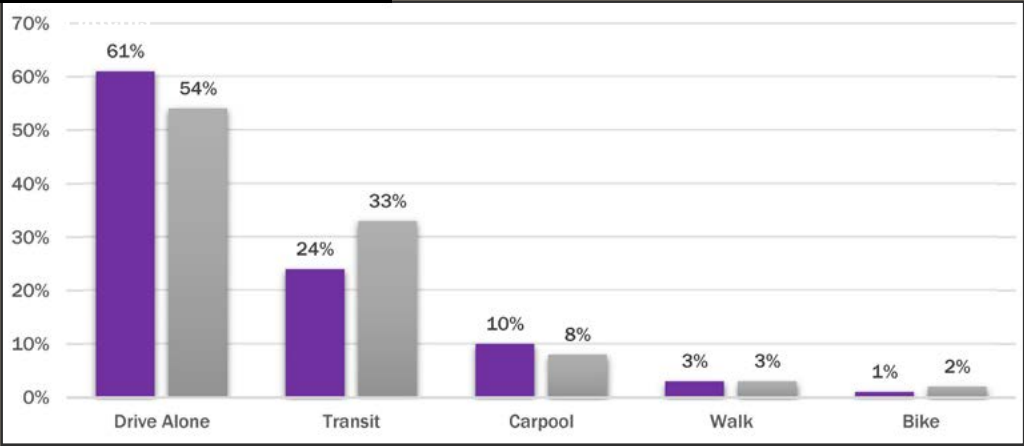
The federal government’s use of alternative work schedules and telework options contributes to commuter flexibility and reduced trips. Growing trends in the mobile workforce through hoteling, redesigned office spaces, and technology will further affect commuting patterns. Federal agencies increased their telework from 16 percent of federal workers in 2007 to 38 percent in 2013.⁵

Federal policies related to sustainability helped reduce traffic on the region’s roadways. In 2010, the Council on Environmental Quality developed the [Recommendations for Sustainable Locations for Federal Facilities](#),⁶ providing government-wide guidance to prioritize locating federal offices near transit. The U.S. General Services Administration (GSA) is incorporating principles of sustainable economic development and efficiency into GSA business practices and location decision-making. This addresses [Executive Order 13693: Planning for Federal Sustainability in the Next Decade](#)⁷ policies that reinforce transit-oriented development by supporting locations that provides employees with easy access to multiple commuter options, businesses, and services. The Transportation, Federal Workplace, and Federal Environment Elements support policies that encourage federal agencies to locate federal buildings near transit and utilize telework programs, providing federal employees greater opportunities to decrease the number of single-occupancy vehicles (SOV) on the roads.

Other vehicle options such as taxicabs, private car services, private transit services, Segways, and bikeshares may provide alternatives for federal employees to commute to work or to external business meetings.



Figure 1: Past Federal Commuting



Source: 2009 Household Travel Survey, conducted by the MWCOC Transportation Planning Board

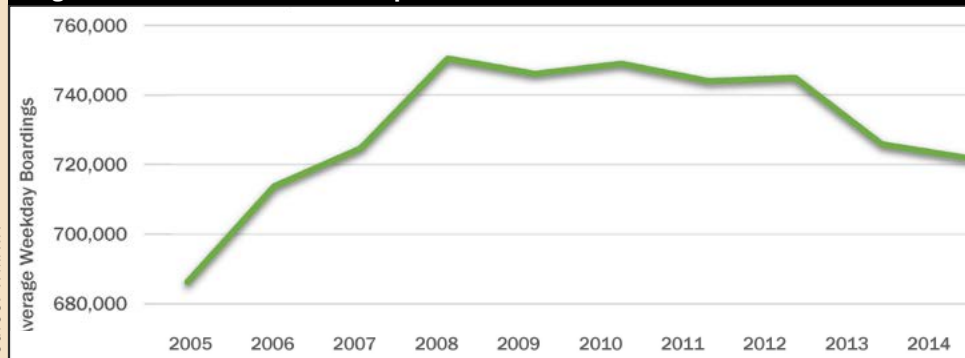
In 1994, the federal commuting pattern in the metropolitan region consisted of approximately 61 percent driving alone; 24 percent using transit; ten percent riding in a carpool; three percent walking; and one percent biking. In 2008, the number of federal workers decreased slightly to 54 percent, while federal employee transit ridership increased to 33 percent.

Figure 2: Metrorail Map



The Metrorail system serves Washington, DC, Virginia, and Maryland and has six rail lines: Red, Orange, Silver, Blue, Yellow, and Green. (serves Washington, DC, Virginia, and Maryland.)

Figure 3: Metrorail 10-Year Ridership



The Metrorail ridership grew significantly between 2005-2008 and has seen a slight decline each year.

The Growth of Regional Transit

The regional transit system continues to expand. The Metrorail system, opened in 1976, serves as an important mode of regional transit. The first phase of a new Silver Line opened in 2015; a second phase to Dulles International Airport and beyond is under construction.

The WMATA is updating the region's Mass Transit Plan, which includes plans for additional heavy rail, streetcar, light-rail transit, and bus rapid transit lines, many of which will locate near federal facilities. The federal government can support these future transit facilities and reinforce the region's planned Regional Activity Centers⁸ based growth as developed in the Metropolitan Washington Council of Government (MWCOC)'s [Region Forward Plan](#),⁹ and other future regional transit plans in the region including the Virginia Railway Express (VRE), Maryland Area Regional Commuter (MARC), and the DC rail plans.

In 1977, there were approximately 103,000 daily Metrorail riders.¹⁰ In 2008, there was an average weekday ridership of approximately 750,000. In 2014, there was an average weekday ridership of approximately 721,804. As the federal government leads regional teleworking efforts, Metrorail ridership could decrease. Metrobus provides more than 400,000 trips each weekday serving 11,500 bus stops in the region with a fleet of more than 1,500 buses operating on 325 routes.¹¹ Metrobus recorded an average weekday ridership of 439,648 riders in 2010¹² and 458,662 riders in 2014.¹³ The Metrorail and Metrobus serve a population of five million people within a 1,500 square-mile area, with 91 Metro stations on a 118-mile network.¹⁴

The Washington, DC area has two commuter rail services VRE and MARC that serve regional commuters in Maryland and Virginia, respectively, and carry passengers as much as 50 miles into the Washington, DC area. The VRE provides

service between Union Station in Washington, DC and stations in Virginia along the Manassas and Fredericksburg Lines. The MARC train provides service between Union Station in Washington, DC and stations in Maryland along the Penn, Camden, and Brunswick Lines. MARC ridership expanded 30 percent between 2003 and 2010.¹⁵ In 2013, the MARC train had an average of 36,685 weekday riders.¹⁶ VRE grew from a daily average of 5,800 passengers in 1992¹⁷ to approximately 18,000 in 2013.¹⁸ In addition to VRE and MARC, other fixed-rail services are emerging. The District of Columbia Department of Transportation is planning a streetcar network intended to connect areas that are underserved by Metrorail and Metrobus. Plans for a light rail system, the Purple Line, that will connect Bethesda with New Carrollton, continue to move forward.

Most of the region's transit system will continue to be operated by WMATA. However, private companies are increasingly taking on operational/management roles for various segments of the system such as the Purple Line. Although the Maryland Transit Administration will own the Purple Line, a private company will manage and operate the service through a public-private partnership arrangement. These partnerships will become more common as federal funding declines for large-scale "regional" transit projects. As such, multiple public and private groups will have to work together to continue the success of the regional system by maximizing regional service efficiencies and enable a wide range of non-driving-based travel alternatives for residents, visitors, and workers.

These transportation systems need to remain adaptive to changing needs of the workforce, such as teleworking, an the mobile workplace, and the mobile workplace. See the Federal Workplace Element for more information on the mobile workplace.

SECTION A: Policies Related to Integrated Regional Transit

Federal workers, residents, and visitors should be able to meet their travel needs through an integrated transit, walking, and biking network. The regional transit system should be accessible for all users, and meet Americans with Disabilities Act (ADA) requirements. Filling critical gaps in the pedestrian and bicycle network around transit facilities should help increase transit use. Federal agencies should support expansion of the region’s planned mass transit plan including components of existing transportation network and alternatives that improve the operation of the region’s transportation systems. Additional discussion on visitor’s transportation can be found in the Visitors & Commemoration Element. The following policies support an integrated network of complementary regional transit services.

The federal government should support:

- T.A.1 Capacity and service expansion of the regional Metrorail and Metrobus systems and other regional and local transit services, particularly where these services will support existing or planned federal facilities.
- T.A.2 Expanded levels of service for regional commuter rail between the District of Columbia, Maryland, and Virginia.
- T.A.3 Increased utilization of passenger rail service in the Northeast Corridor and points south and west to serve Washington’s Union Station.
- T.A.4 Exclusive transit rights-of-way to all regional airports with an emphasis on establishing opportunities for transit-oriented development near transit stations along these routes.
- T.A.5 The efforts of local jurisdictions to design and implement new, expanded, and innovative transit services that supplement existing transit and fill unmet transit needs (i.e. Circulator, busways, Bus Rapid Transit, commuter rail, light rail, streetcars, bikeshare stations, and vehicle-sharing services).
- T.A.6 The development of intermodal transit centers within regional activity centers to provide greater transit access and improved interconnectivity for commuters.
- T.A.7 Improved accessibility of the regional transit system for all users.



The Metro system serves the Washington area and is an important link to many transportation facilities and services outside of that area. These include commuter rail, airports, Amtrak, and intercity and local bus.



SECTION B: Policies Related to Parking and Parking Ratios

Parking

The parking policies and associated employee parking goals are intended to encourage a gradual shift from SOV commuting to transit, walking, biking, carpooling/vanpooling, vehicle-sharing, and teleworking. With the varying cost of parking and commuting in the region, it is important to provide federal workers with alternatives to commuting to work. Each ratio reflects a conceptual degree of accessibility within the region based on transit availability and distance to downtown Washington, DC. This section recognizes that each location has a unique set of opportunities and challenges, the parking ratios are long-term (20-30 year) goals, are to be weighed in conjunction with other factors such as agency missions, local plans/policies, and previous Commission actions.

Beyond the recommended parking ratios, these policies provide direction for parking facility design, placement, access, and possible car-sharing services. Federal regional planning policies discourage locating new federal facilities in outlying areas with poor accessibility, since funding infrastructure expansions are inefficient, expensive, and increasingly more difficult.

The federal government should:

- T.B.1** Provide motor vehicle parking only for those federal employees who are unable to use other forms of transportation.
- T.B.2** Give priority parking spaces to carpool and vanpool vehicles, hybrid vehicles, and other vehicles utilizing “clean” technology.
- T.B.3** Provide parking for disabled persons in accordance with federal law.
- T.B.4** Provide temporary parking for official vehicles and visitors. The number and location of spaces should be justified in the facility’s master plan and Transportation Management Plan.

- T.B.5** Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design. Any parking facility, including surface parking lots and free-standing parking structures, should be designed and constructed to be sensitive to the surrounding context and in an environmentally-sensitive manner using features such as permeable pavers, bioswales, green roofs, solar panels, and/or wind turbines. Parking structure design should provide opportunities for future conversion to open or usable space and enhance adjacent public space, where possible.
- T.B.6** Position parking facilities to not obstruct pedestrian or bicycle access to buildings, and to minimize their visibility from surrounding public rights of way. Access to parking facilities should be consolidated, and curb cuts minimized, where possible.
- T.B.7** Provide a safe and convenient means of entry and egress to vehicle garages for all commuters, including bicycle commuters and pedestrians.
- T.B.8** Consider nearby commercial parking space availability when calculating parking requirements, presuming that employees who choose to drive can purchase parking in nearby private or public facilities at market rates. Any spaces secured for motor-vehicle parking in an adjacent facility must be accounted for in a facility’s Transportation Management Plan and should not accommodate parking above prescribed parking ratio goals.
- T.B.9** Evaluate opportunities to share parking spaces with nearby uses or lease parking spaces to local car share services. Agencies should pursue arrangements whereby the agency is able to utilize car-sharing vehicles in fair exchange for the service’s use of parking spaces.

Parking Ratios

Both a master plan, projects, and Transportation Management Plan (TMP) should include strategic steps on how federal agencies will meet long-term parking ratio goals. Federal facilities with more stringent parking ratio goals (one parking space for every four employees (1:4) or one parking space for every five employees (1:5)) should plan for more transit-supportive, compact development on their property and institute more robust TMPs. TMP programs, strategies, and goals should complement future proposed land uses and development within a facility master plan.

There may be challenges to meeting prescribed parking ratio goals, including lack of funding for transit and TDM programs, or impact to employee morale and preferences. However, federal agencies should contribute to addressing regional transportation and infrastructure challenges.

As directed in Executive Order 13693: Planning for Federal Sustainability in the Next Decade (2015), federal agencies have a responsibility to increase efficiency and improve their environmental performance by reducing greenhouse gases and preparing for the impacts of climate change. It is important for federal agencies to develop and implement sustainable transportation strategies that optimize sustainable space usage and consider existing transportation planning infrastructure, promote sustainable commuting and work-related travel practices, reduce greenhouse gas emissions, and address climate change on transportation demands. Agencies should develop their master plans and TMPs with a sense of environmental stewardship, and consider energy and environmental sustainability.

The parking ratio policies support the federal government’s role in environmental stewardship and planning for a sustainable future. These strategic steps can change employee travel behavior and reduce greenhouse gas emissions in the NCR.

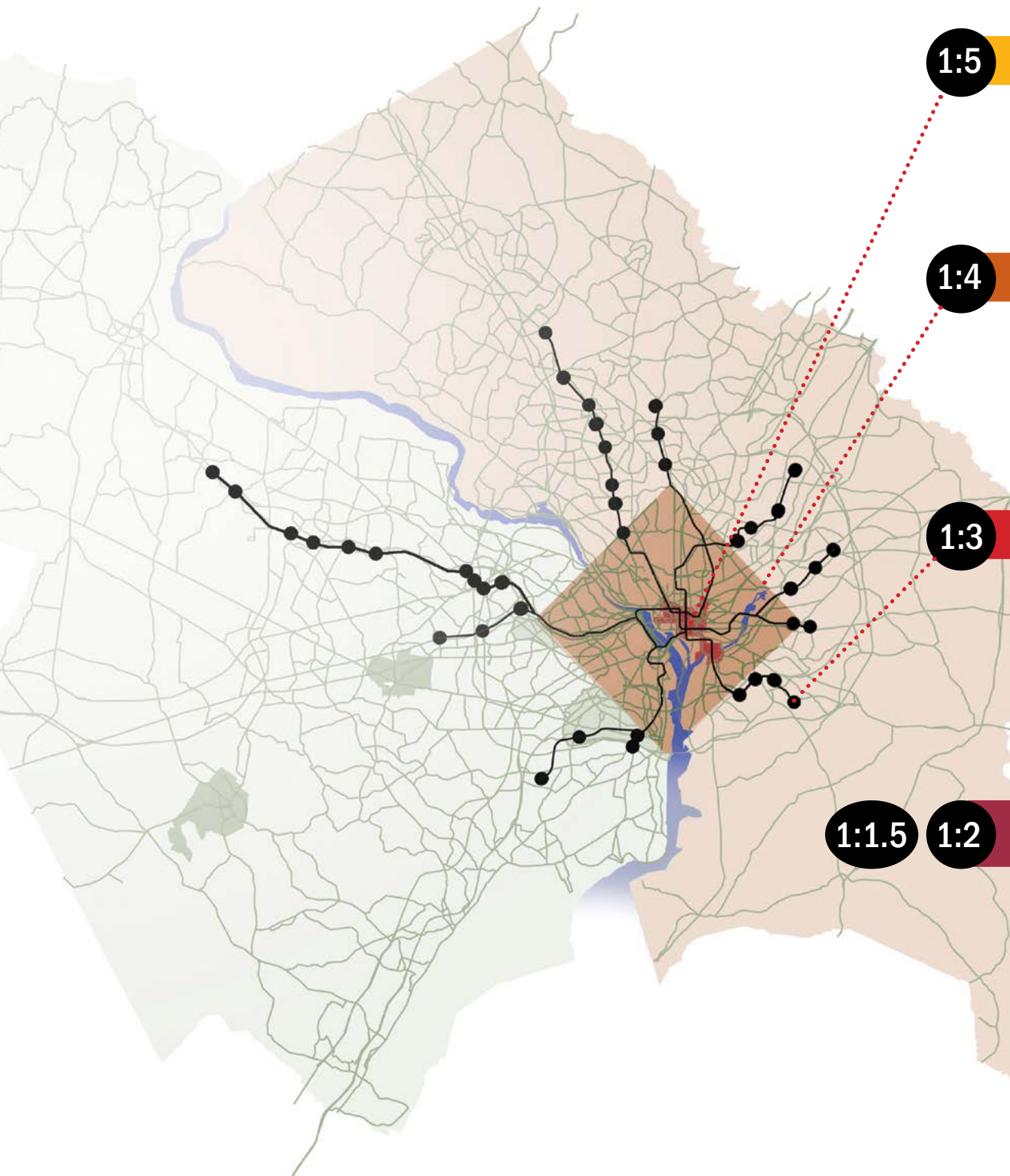
This element’s parking ratios reflect the relationship between the locations of federal workplaces relative to the Metrorail system. In measuring access to transit, the ratios define reasonable walking distance as 2,000 feet (about a 10 minute walk). These parking policies were shaped by the overall quality of available transit services; the proximity and cost of commercial parking facilities; guidelines established by local zoning ordinances; and walking distances and conditions in the region’s various cities and counties.

The parking ratio goals—the ratio of the number of employees for each employee parking space—are divided into four general categories reflecting the accessibility of the area, transit service, and travel options. The following ratios represent how the region should develop, with greater density closer to downtown Washington, DC and closer to the regional transit system.

The federal government should:

- T.B. 10** Within the Central Employment Area, the parking ratio should not exceed one space for every five employees (1:5).
- T.B. 11** Outside of the Central Employment Area, but within the Historic District of Columbia boundaries, (see page 7) the parking ratio should not exceed one space for every four employees (1:4).
- T.B.12** For suburban federal facilities within 2,000 feet of a Metrorail station, the parking ratio should not exceed one space for every three employees (1:3).
- T.B. 13** For suburban federal facilities beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to planned improvements over time (1:1.5-1:2).





1:5

Central Employment Area (CEA): One parking space for every five employees (1:5)

The CEA, as defined in the Federal Workplace Element, is characterized by a wide variety of travel options, with a high concentration of transit services; bicycle infrastructure; a walkable, active street network; and a relative abundance of commercial parking. Within the CEA, the majority of federal facilities are situated within a quarter mile (1,320 feet) of a Metrorail station, and are connected to the station by a network of walkable streets. With the continued expansion of multimodal transportation options the CEA can better support the use of alternative transportation methods by federal commuters, reducing the need for the federal government to provide parking spaces.

1:4

Historic District of Columbia Boundaries: One parking space for every four employees (1:4)

The Historic District of Columbia boundary includes the entire District of Columbia outside of the CEA, all of Arlington County, and a portion of the city of Alexandria that lies within the original District of Columbia borders. This area is well-served by transit, but federal facilities here tend to be somewhat further from Metrorail stations than in the CEA (between a quarter mile and a half mile). These areas now support higher transit use than in the past because of additional Metrorail stations and a significant amount of transit-oriented development. Commercial parking is generally available. However, there is a wide range of accessibility within the area. Examples include the Pentagon, with direct access to Metrorail and numerous bus routes, and the Patent and Trademark Office with its proximity to the King St-Old Town station.

1:3

Suburban areas within 2,000 feet of Metrorail: One parking space for every three employees (1:3)

Because suburban areas in the region tend to be less well-served by transit, commuters must often drive and park to utilize Metrorail and bus transit services. These are suburban areas within 2,000 feet of Metrorail and outside of the historic District of Columbia boundaries. Offices may be located near Metrorail, but ridership to these offices is expected to be lower than in more urban parts of the region. Walking conditions typically degrade with distance from Metrorail stations, and there are fewer commercial parking facilities than in the more urban parts of the region.

Federal facilities that fall into this category include the Suitland Federal Center and the National Institutes of Health. Special consideration of other factors will be given for federal facilities near Metrorail stations at, or near the end of, the line.

1:1.5

1:2

**Suburban areas beyond 2,000 feet of Metrorail:
Phased approach linked to planned improvements over time (1:1.5-1:2)**

Some federal facilities in the NCR lie beyond the effective reach of the regional transit system, with few travel alternatives available other than driving. Although the goal of one parking space for every 1.5 employees (1:1.5) may be challenging for some of these facilities to attain, the goal encourages federal agencies to implement innovative and effective strategies to reduce the overall impact of federal activities on the region. For this reason, the base parking ratio of 1:1.5 has remained the same since the 1983 Federal Elements.

The Commission considers parking ratios for all federal facilities within the context of the [Constrained Long Range Plan](#),¹⁹ a 25-year regional transportation plan that ties air quality and transportation improvements to available funding sources. Existing federal facilities located near new transportation infrastructure, such as Metrorail stations, are expected to adjust their parking ratio goals as they become operational. Federal facilities that are served by HOV lanes today or in the future will be expected to achieve a parking ratio of one space for every two employees (1:2).

SECTION C: Policies Related to Transportation Management Plans

The GSA, MWCOG, and National Capital Planning Commission (NCPC) worked together to develop a [Federal Transportation Management Plan \(sometimes referenced as program\) Handbook](#).²⁰ This tool provided federal agencies in the NCR with guidance on how to create TMP's for major federal facilities and campuses. Each distinct TMP should document an employer's active program to foster more efficient employee commuting patterns by minimizing SOV trips related to federal agency worksites.

TMPs are required for all master plans and projects that would increase the employment level on a worksite to 500 or more (including existing and proposed employees). Federal agencies are encouraged to prepare TMPs for projects that would increase employment levels to 100 or more employees.²¹ These plans are focused on various aspects of how workers travel during their commute trips, the type of transportation used, distance traveled, and travel route. The TMPs are intended to help federal facilities operate in a more sustainable manner; modify employee commuting behavior to more efficient and less impactful levels; reduce traffic congestion near federal facilities; and create sustainable facilities that reduce emissions, impervious surfaces, and parking needs (and its cost). The TMP provides a framework for changing travel behavior and creating a healthier workplace by encouraging "active commuting." Active commuting consists of bicycling, walking, running, or any other physical method that does not use a motorized vehicle.

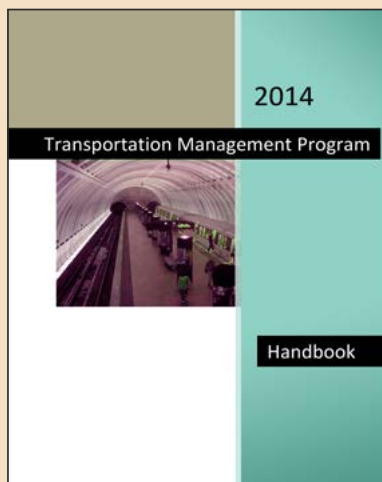
Federal agencies should develop a TMP complementary to the facility's master plan, in terms of development/facilities and programmatic content. The TMPs should support a facility's master plan to promote compact development, internal and external transit, walking, and biking-based transportation systems.

TMPs should have both short-term (5 year) and long-term (20-30 year) travel goals that support a gradual reduction in parking to meet and maintain a facility's applicable employee parking ratio goal (as identified in Section B). The plan should identify mode share targets dependent on the facility's distance from transit and non-motorized transportation access. Although the applicable employee parking ratio goal may not currently be obtainable, the TMP should include applicable implementation strategies (as discussed in the next couple of sections) and identify actions to reach both short- and long-term travel goals, coordinated with local jurisdictions and other nearby facilities.

Federal agencies should continue to reevaluate existing TMPs as future conditions change, including when additional transit, bicycling, and walking infrastructure (expanding the coverage area for walkers and bikers) becomes available to a facility's location.

The federal government should:

- T.C.1** Prepare Transportation Management Plans that encourage employee commuting and work-related travel by modes other than the single-occupant vehicle. The TMP should evaluate opportunities and establish goals for employee commuting and work-related trips through active commuting, the use of telework and flexible schedules, transit, as well as carsharing and vehicle pooling.
- T.C.2** Develop TMPs that explore methods and strategies to meet prescribed parking ratios. A thorough rationale and technical analysis must be provided to support all TMP findings and goals.
- T.C.3** Analyze scenarios that incorporate data on employee home zip codes; nearby commuter and transit bus routes, Metrorail, commuter rail lines and their schedules; availability and expansion of Capital Bikeshare at home/office locations; carpool/vanpools; bicycle routes; and existing and planned HOV (High Occupancy Vehicle) and HOT (High Occupancy Toll) lanes.
- T.C.4** Include, within TMPs, implementation plans with specific proposed actions and timetables outlining each agency's commitment to reaching short- and long-term TMP goals, as well as goals established in their Strategic Sustainability Performance Plans.²²
- T.C.5** Reflect, within TMPs, planned regional and local transportation infrastructure or service improvements within five miles of the federal facilities. Federal installations and campuses close to each other are encouraged to coordinate TMP programs to eliminate redundancies and minimize costs.
- T.C.6** Assess, as part of a traffic impact study, a project or master plan's forecasted impacts on the surrounding roadway network, transit network and surrounding station, and bike and pedestrian access. Where future development is forecasted to cause an intersection or roadway to fail or impact the transportation system, mitigation measures must be identified and accounted for in the TMP goals. Mitigation measures could include demand management strategies and off-site improvements, support transit, and preserve or replace existing access, which are developed in coordination with local planning and public works staff.



NCPC uses Transportation Management Plans to understand how federal facilities would meet employee parking ratio goals in the future. Many factors weigh into NCPC’s review and consideration of an agency’s TMP including proximity to carpool lanes; how close a facility is to the nearest Metrorail station; how the local Metro station is situated within the overall Metrorail system; employee work/shift hours; and where employees reside within the region. These factors are considered along with the prescribed employee parking ratio goals (see Policy Section B). Agencies may propose an alternative long-term (20-30 years) ratio goal with a thorough technical analysis and documentation.

SECTION D: Policies Related to Transportation Demand Management

Policies in this element provide a framework for promoting Transportation Demand Management (TDM) strategies as part of the regional federal planning process. The federal government promotes a variety of strategies to address commuter travel demand such as new large-scale transit and roadway projects to accommodate the region’s ever-increasing mobility needs. TDM strategies are designed to change traveler behavior, such as reducing the number of peak travelers, reducing the total number of travelers, encouraging more travelers to share vehicles, and shifting travelers to transportation systems with excess capacity.

A federal facility’s location within the NCR directly influences its impacts on the local and regional transportation system, employee travel behavior and TDM approaches. Generally, facilities located closer to downtown Washington, and in areas with greater travel options, require less SOV commuting. In contrast, federal facilities situated further away from downtown Washington, in areas with fewer travel options, tend to have more SOV commuters. Regardless of where a federal facility is located, federal agencies should strive to minimize SOV commuting by instituting aggressive travel goals and a wide variety of TDM strategies.

The planning and development of federal facilities greatly influences employee travel behavior, both on- and off-site. Federal agencies located on federal campuses have the greatest opportunity to design and support a robust transit, walking, and bicycling network; with bicycle and vehicle-sharing station locations. Federal agencies should plan an internal roadway network that is convenient and safe for all users; while offering attractive streetscapes, pedestrian-oriented lighting, adequate street furniture, and convenient transit stops. Through proper planning, TDM strategies can be implemented at federal facilities with maximum effectiveness. As part of the planning process, federal agencies are encouraged to work with local planners to develop improvements and/or TDM strategies to meet sustainable goals and help reduce transportation impacts to the surrounding community.

The federal government should:

- T.D.1** Encourage ridesharing, biking, walking, transit, and other non-SOV modes of transportation for federal commuters and visitors.
- T.D.2** Maximize employee telecommuting strategies in accordance with federal law and agency telework policies.
- T.D.3** Employ compressed and alternative work schedules for employees, consistent with agency missions.
- T.D.4** Create partnerships with federal agencies and local governments that support multi-modal commuting and shorter commute times through federal facility location decisions and Live-Near-Your-Work programs.
- T.D.5** Steadily increase transit subsidy rates and consider applying subsidies and incentives to other forms of transportation (such as biking, walking, carpooling, and vanpooling) while not subsidizing SOV commuting or parking.

SECTION E: Policies Related to Active Commuting and Bicycling for Federal Employees

The 1993 [Federal Employees Clean Air Incentives Act](#)²³ encourages commuting to federal worksites by means other than SOVs and encourages federal agencies to provide space, facilities, and/or services to support bicycling. In 2010, the Council on Environmental Quality's Office of the Federal Environment Executive released [Implementing a Successful Bicycle and Active Commuting Program in the Washington, DC Metropolitan Area](#),²⁴ which describes how to initiate bicycling and "active commuting" programs at federal worksites. As identified in CEQ's 2015 [Implementing Instructions for Executive Order 13693 Planning for Federal Sustainability in the Next Decade](#),²⁵ the Interagency Task Force on Bicycling and Active Transportation will reconvene and make appropriate updates to support bicycling, walking, running, or any other physical method that does not use a motorized vehicle.

Bicycle infrastructure in the Washington, DC region continues to expand. Washington is recognized as one of the most bike-friendly cities in the country by several industry publications.²⁶ The Capital Bikeshare is a regional system, with many suburban locations with varying degrees of bikeability and opportunities for improved services. In Washington, DC, the network of bike-lanes has grown from 15 miles in 2005 to 52 miles in 2014, the number of Capital Bikeshare stations has grown from 165 in 2011 to more than 350 in 2014 with approximately 27,600 annual/30-day members.²⁷ In 2015, the District Department of Transportation released the [District of Columbia Capital Bikeshare Development Plan](#)²⁸ to establish goals, measures, and expansion plans, and financial projections to ensure continued growth and financial sustainability. The plan encourages more bicycle trips and enhances access to employment activities.

The District of Columbia completed a 2023 sustainability plan (*A Vision for a Sustainable DC*) with an ambitious goal of 75 percent of all trips originating in the city made by walking, biking, transit, or other clean transportation

alternatives.²⁹ Furthermore, the District's 20-year transportation plan, [Move DC](#),³⁰ proposes a 133-mile trail system (with 60 miles of new off-street paths), 70 miles of new "cycle tracks" to and within downtown, and 70 miles of new bike lanes. Federal agencies should continue to participate in the District of Columbia's goals to expand the bicycle system while increasing non-motorized transportation use by employees and visitors.

As the regional bicycle network continues to grow, federal agencies should ensure that workplaces provide adequate bicycle parking and support facilities and provide physical connections to surrounding neighborhoods. Federal facilities should plan and develop extensive bicycle networks throughout their properties for workers and visitors to encourage transit usage, both on- and off-site, and create "park once" precincts (park in one place and then make stops on foot rather than driving from one destination to another). Also, streets networks on federal property should be designed to favor bicycling (more than just accommodating bicycle travel). Facilities should also provide lockers and showering facilities in buildings, and bicycle racks on shuttle vehicles. In addition to biking, federal agencies should consider the walkability of federal campuses and buildings, and pedestrian connections and access to transit stops and local amenities. Pedestrian activity is more likely to occur when sidewalks and streets provide a safe environment for walking.



The federal government should:

- T.E.1** Provide a system of dedicated, inter-connected trails, bike lanes, and sidewalks for non-motorized vehicles and pedestrians among federal campus entrance points and all on-site buildings. Providing trail and sidewalk connections to nearby transit stations and bus stops is a priority. Where such facilities exist outside of the campus, the campus network should connect to the surrounding system and provide through access, where possible.
- T.E.2** Provide secure and sheltered bicycle parking spaces or bicycle lockers in close proximity to federal building entrances and throughout federal campuses in convenient locations. The number of spaces, storage,³¹ and support facilities³² should be provided in accordance with the requirements of the local jurisdiction in which the federal facility resides. In the absence of such requirements, federal facilities should provide a sufficient supply of bicycle spaces, storage, and support facilities to meet current and future employee needs as identified in the facility master plan and TMP. Opportunities to employ bicycle sharing programs should be evaluated and implemented, where possible, and coordinated with local and regional bicycle-sharing programs to provide a flexible, comprehensive, and efficient system.
- T.E.3** Work with local jurisdiction bike coordinators, the Metropolitan Washington Council of Governments, Commuter Connections, cycling organizations, such as the Washington Area Bicyclist Association, and others, to promote bicycle commuting among federal employees.
- T.E.4** Support the development of a regional system of trails that would accommodate a variety of users including hikers, bikers (commuters and recreational users), and pedestrians in a safe and appropriate manner. Consider multi-use trails only when appropriate and safe for users.
- T.E.5** Allow regional and neighborhood trails for non-motorized vehicle and pedestrian access through federal properties, working with federal security staff to determine appropriate access points, pathways, and hours of operation.
- T.E.6** Support the efforts of WMATA and other transportation entities to provide facilities that encourage bicycle commuting, such as bicycle lockers at transit stations, bike racks onboard buses, and space for the location of regional bike-sharing stations.

SECTION F: Policies Related to Shuttles and Circulators

Federal shuttles and circulators typically provide the foundation for successful facility TDM programs. Shuttles provide “point-to-point” service and circulators operate “loop” service between multiple points in a network. Federal transit systems can successfully reduce commuter driving by supporting services that are reliable, convenient, extensive, easy-to-use, and effectively connects into the larger regional transit system. If not, transit can drain employee time and agency resources. As such, it is important to plan and operate transit within certain parameters, such as a wait time of less than 10-15 minutes, an extensive coverage area, and with stops in strategic locations on a federal facility.

In April 2010, the U.S. Department of Energy issued new guidance for agencies on transit service for federal facilities. The policies, [Guidance for Federal Agencies on Federal Fleet Management](#),³³ stress the importance of partnering with other nearby federal agencies to enable more efficient, joint service, and to employ vehicles that use clean fuel technology to reduce emissions. The following regional policies reinforce this guidance and encourage federal agencies to work with other federal partners to avoid overlap in services and local service providers to support transit that serves federal facilities.

The federal government should:

- T.F.1** Operate circulators on federal campuses with multiple federal buildings. Such circulators should have the following operating characteristics and associated infrastructure:
1. Maximum of 15-minute “headways” (time between vehicles at a stop) or on-call service, with a preferable 10-minute headway service.
 2. Service to areas of federal campuses adjacent to, or near, transit stations.

3. Waiting facilities with shelters, benches, trash/ recycle cans.
4. Signage to identify shuttle stops, with maps of the campus and the service area.

- T.F.2** Fund transit-to-workplace shuttles if adequate off-site transit service is not otherwise present. If transit is available in proximity to the facility, the agency should work with the appropriate service provider to implement convenient transit for the facility to prevent redundant service.
- T.F.3** Combine transit station-to-workplace shuttle service with on-campus circulators to operate as a single system.
- T.F.4** Operate cross-town shuttles in urban areas with inadequate local service to provide transit between federal agencies that regularly do business with one another, or among multiple agency office locations. Shuttle services should be coordinated among federal agencies with overlapping route requirements to minimize costs and improve service. Where local transit service exists, federal agencies should utilize the local service in lieu of providing their own transit service.
- T.F.5** Coordinate with local transit station owners (WMATA, MARC, and VRE) to ensure that the station is equipped to handle private shuttles and circulators.



Many agencies offer shuttles to transport employees between work and mass transit stations. For example, the Food and Drug Administration White Oak Campus located in Silver Spring, Maryland is approximately four miles from the nearest Metro station. The Food and Drug Administration provides shuttles for their employees to and from the White Oak Campus to five different Metro stations.



SECTION G: Policies Related to Non-Auto-Oriented Transportation, Tourism, and Development Interests

In addition to minimizing the impact of federal commuting on the region, other important regional transportation challenges include reducing the impact of existing highway/freeway infrastructure on the city, facilitating freight movement into and through the region, and reducing the barrier-effect of the Potomac and Anacostia Rivers. Improving regional mobility and facilitating economic activity are both critical to our region's economic health and overall livability. The MWCOG estimates that the region will spend an estimated \$243 billion to operate, maintain and expand the transportation system within the Washington metropolitan area through 2040.³⁴ The following federal policies call for several types of non-auto-oriented transportation improvements, and tourism and development investments.

The federal government should:

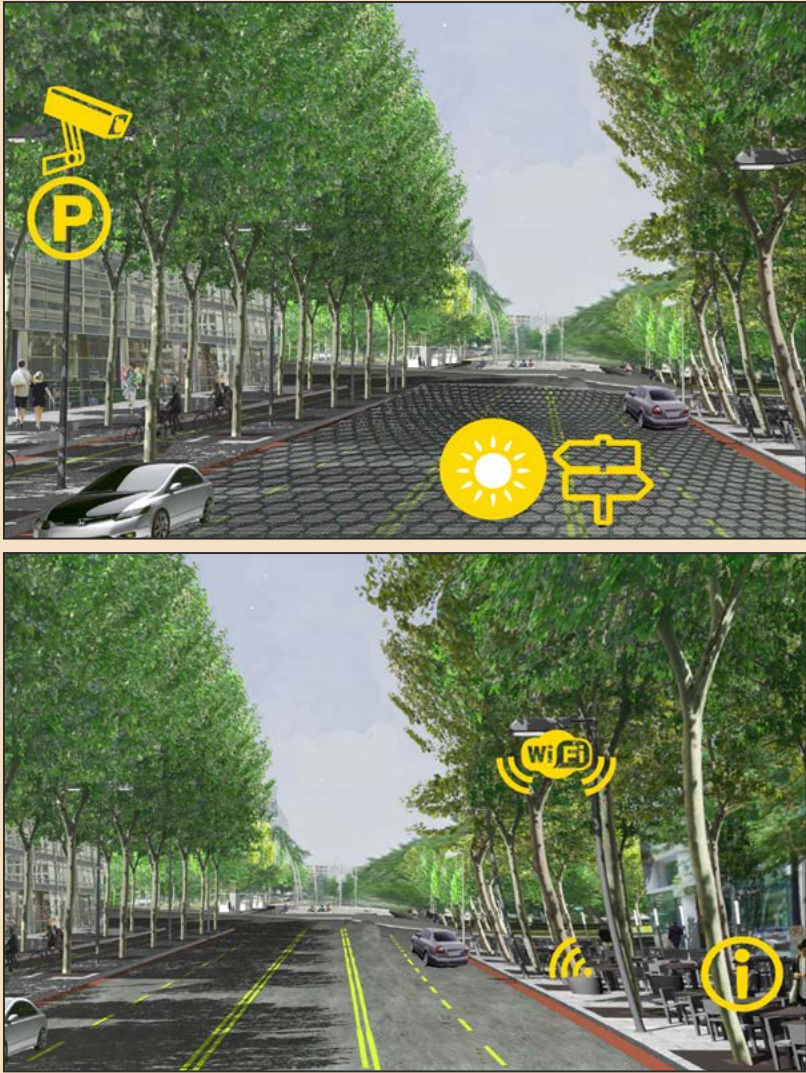
- T.G.1** Support transit-oriented development at Metrorail stations, within Regional Activity Centers, and at other transit nodes.
- T.G.2** Support multimodal connections and transportation alternatives in the regional system.
- T.G.3** Support federal and District of Columbia efforts to remove or deck freeways and other transportation infrastructure that interrupt the city's historic street grid pattern, and restore the surface network in a manner that is consistent with the urban design context of the L'Enfant Plan and monumental core.
- T.G.4** Encourage connections to, and the optimum use of, all regional airports. Airport service capacity should remain consistent with environmental constraints (particularly noise) and security concerns.
- T.G.5** Provide sidewalks and non-vehicular connections among buildings on federal campuses as well as between federal buildings, transit stations, and surrounding neighborhood amenities.
- T.G.6** Provide for publicly-accessible bicycle racks, and bicycle and vehicle-sharing stations, on federal land, where possible.
- T.G.7** Support regional efforts to manage transportation infrastructure in response to states of emergency.
- T.G.8** Participate in efforts to manage tour bus and commuter bus operations within the city, providing relief for residents, workers, and visitors, while accommodating tour industry needs.
- T.G.9** Support the development of a water taxi service or ferry type system serving the District of Columbia and surrounding jurisdictions to provide an alternative commuting mode. This should coincide with waterfront redevelopment opportunities and serve waterfront attractions.

SECTION H: Policies Related to Investment Priorities

The following policies support investments that will improve the efficiency of the existing regional transportation system through relatively inexpensive “transportation system management” projects. They focus on more “intelligent,” technology-based and local-level transportation solutions since federal funding for larger regional projects will likely continue to decline in the future. These improvements (i.e. high occupancy toll facilities and light-rail transit lines) will need to rely on greater local, state, and private funding sources. The following policies prioritize these types of transportation infrastructure investments.

The federal government should:

- T.H.1** Fix it first: support funding to maintain and improve existing transportation facilities, with a priority on transit, pedestrian, bicycling or other facilities that encourage use of non-motorized vehicles.
- T.H.2** Support funding to increase capacity, security, and multi-modal development of the regional transit system.
- T.H.3** Support projects that provide improved transit, bicycle, pedestrian, and roadway access in existing, highly-developed areas.
- T.H.4** Extend the transit system’s reach into developed, but underserved areas of the region.
- T.H.5** Encourage deployment of new “intelligent transportation” technologies that make more efficient use of roadway capacities.
- T.H.6** Integrate transit services, pedestrian, bicycle, and ADA modes, wherever possible.



Innovative Technologies

In 2015, NCPC, along with the District Government, and the Golden Triangle Business Improvement District launched the Pennsylvania Avenue 2040 (PA2040) pilot project, which will integrate Internet of Things (IoT) technologies into the Pennsylvania Avenue streetscape. New innovative technologies provide the government with opportunities to deliver services that are energy efficient, improve performance, sustainable, and enhance the public’s urban experience.

Endnotes

1. See Federal Workplace Element for employment data.
2. WMATA, Smart Benefits: http://www.wmata.com/business/employer_fare_program/
3. WMATA, Public Comment Letter to NCPC on Draft Comprehensive Plan, December 2015, <http://planitmetro.com/2015/11/19/metros-federal-customers-a-snapshot-1-of-5/>.
4. Many federal land use-related policies are contained within the Federal Workplace Element.
5. Metropolitan Washington Council of Governments, Commuter Connections – 2013 State of the Commute Survey TPB Technical Committee, June 28, 2013.
6. **Recommendations for Sustainable Locations for Federal Facilities:** https://www.whitehouse.gov/sites/default/files/microsites/ceq/implementing_instructions_-_sustainable_locations_for_federal_facilities_9152011.pdf
7. **Executive Order 13693: Planning for Federal Sustainability in the Next Decade:** <https://www.whitehouse.gov/the-press-office/2015/03/19/executive-order-planning-federal-sustainability-next-decade>
8. Regional Activity Centers are locations identified by MWCOG that will accommodate the majority of the region's future growth. They include existing urban centers, priority growth areas, traditional towns, and transit hubs. These areas can help the region meet its prosperity, sustainability, accessibility, and livability goals. For more information see the Federal Workplace Element.
9. **Region Forward Plan:** <http://www.mwcog.org/planning/regionforward/>
10. Washington Metropolitan Area Transit Authority, Cambridge Systematics, Inc., "Transit Ridership-Trends and Markets," March 2009.
11. WMATA, Metrobus, accessed August 2015. <http://www.wmata.com/bus/>
12. Washington Metropolitan Transit Authority, Office of Performance, "Vital Signs Report-A Scorecard of Metro's Key Performance Indicators (KPI)," May 2011.
13. Washington Metropolitan Transit Authority, Office of Performance, "Vital Signs Report-A Scorecard of Metro's Key Performance Indicators (KPI) 2014 Annual Results," February 2015.
14. WMATA, "Metro Facts Report," 2014. http://www.wmata.com/about_metro/docs/Metro%20Facts%202014.pdf
15. Maryland Transportation Authority, "Analysis of MARC Ridership and Delays," July 2010.
16. Maryland Transportation Authority, "Focus Forward, 2013 A Year in Review," 2013.
17. Virginia Railway Express, "VRE Performance Measures," May 2011.
18. Virginia Railway Express, "VRE Performance Measures," June 2015.
19. **Constrained Long Range Plan:** <https://www.mwcog.org/clrp/>
20. **Federal Transportation Management Plan Handbook:** <https://www.ncpc.gov/DocumentDepot/Publications/TMPHandbook2008.pdf>
21. Details of NCPC Transportation Management Plan requirements are provided in the NCPC Submission Guidelines located on NCPC's website. Please note that requirements differ for Master Plan TMPs and project-specific TMPs.
22. Executive Order 13693: Planning for Federal Sustainability in the Next Decade requires each federal agency to develop a Strategic Sustainability Performance Plan, which outlines how each agency will achieve the Executive Order's environmental, economic, and energy goals.
23. **Federal Employees Clean Air Incentives Act:** <https://www.govtrack.us/congress/bills/103/hr3318/text/ih>
24. **Implementing a Successful Bicycle and Active Commuting Program in the Washington, DC Metropolitan Area:** https://www.fedcenter.gov/_kd/items/actions.cfm?action=Show&item_id=15046&destination=ShowItem
25. **Implementing Instructions for Executive Order 13693 Planning for Federal Sustainability in the Next Decade:** https://www.whitehouse.gov/sites/default/files/docs/eo_13693_implementing_instructions_june_10_2015.pdf
26. WalkScore, Washington, DC ranked 7th, Bike Friendly Cities, 2015.
27. Capital Bikeshare 2011 and 2014 Member Survey Executive Summary.
28. **District of Columbia Capital Bikeshare Development Plan:** http://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/Draft%20DDOT%20Bikeshare%20Development%20FINAL%20reduced.pdf
29. The District of Columbia sustainability plan is known as "A Vision for a Sustainable DC."
30. **Move DC:** <http://www.wemovedc.org/>
31. Storage includes vehicle racks and lockers both in public space and within the building footprint. Storage should be made available for bicycles, skateboards, and any other similar, non-motorized vehicle.
32. Support facilities include showers, lockers, changing rooms and any other personal facility needed for a successful bicycle or non-motorized, personal vehicle commute.
33. **Guidance for Federal Agencies on Federal Fleet Management:** http://energy.gov/sites/prod/files/2013/10/f3/fleetguidance_13514.pdf
34. Metropolitan Washington Council of Governments. "2014 Constrained Long Range Transportation Plan," October 2014. http://www.mwcog.org/clrp/resources/KeyDocs_2014.asp