

# National Capital Region Federal Parking Study

An Accessibility-Based Approach for Federal Facilities Parking Policies

Travel Forecasting Committee Presentation January 20, 2017



### **Presentation Outline**

- Background NCPC
- Study Organization
- Findings
- Determining Accessibility
- Recommendation Categories
- Recommendation #1 Data Driven
- Proposed Future Analysis Tool



#### **Mission**

The National Capital Planning Commission works with federal agencies as it seeks to preserve and enhance the extraordinary historical, cultural, and natural resources and federal assets of the National Capital Region to support the needs of the federal government and enrich the lives of the region's visitors, workers, and residents.

#### **Authorities**

• National Capital Planning Act: review plans and projects for federal property, and prepare the Federal Capital Improvements Program and the Comprehensive Plan.



## **Comprehensive Plan**





### Background - NCPC

## **Comprehensive Plan Policies**

- Related to Parking Ratio
- Related to Transp. Management Plans
- Related to Transp. Demand Management
- Related to Shuttles and Circulators



Zone Location Policies Policies	Parking Ratio Policies	
	Central Employment Area	1:5
	Historic District of Columbia Boundary	1:4
	Suburban Washington within 2,000 feet of a Metrorail station	1:3
	Suburban Washington more than 2,000 feet from a Metrorail station	1:15 - 1:2 (site dependent)



#### **Study Organization**

Literature Review Assess the transportation literature and industry best practices Local Parking Comparison Consider local approaches to parking policy

Modeling Analysis Assess NCPC policies in light of the regional transportation model (2016 and 2030)





- New Accessibility Paradigm
- Changing Analytical Tools
- Consider Sustainability Goals





# Local Parking Comparison

- Limiting/Eliminating Parking Requirements
- Pricing/Sharing Parking
- Ongoing Performance Monitoring





- Accessibility Predicts Parking
- Variability within the Historic D.C. Boundary
- A Changing Regional Core



#### **Determining Accessibility**

### What is Accessibility?

#### Calculate the transit-shed and drive-shed of a federal facility/TAZ







TPB Transportation Analysis Zones (TAZ)

HH accessible by transit HH accessible by car

= Accessibility Ratio

- **Ratio under 1:** more homes can reach a particular location by car than by taking transit
- Ratio over 1: transit provides access to more homes than driving



### **Determining Accessibility**

### **Comparing Accessibility**

Metro Center



956K Households (Transit) 286K Households (Car) = Takoma



3.34 412K Households (Transit) 473K Households (Car) = Gaithersburg



0.75

HH accessible by transit HH accessible by car

= Accessibility Ratio

 $\rightarrow$ 

• Ratio under 1: more homes can reach a particular location by car than by taking transit

0.87

• Ratio over 1: transit provides access to more homes than driving



### **Regional Accessibility Ratio Map**

Transit accessibility:

- very high in the core
- moderate radiating along Metrorail
- relatively limited elsewhere





#### **Determining Accessibility**

### **Metrorail Accessibility**

Accessibility levels at stations:

• generally decline away from Metro Center/Gallery Place.





14

### **Population and Transportation Impacts**



Anticipated regional growth, highway/transit projects, congestion by 2030...

... will improve accessibility in the Downtown core and near new transit capacity.



### **Determining Accessibility**

### Accessibility at Federal Facilities

 Accessibility ratio predicts 62% of the variation in parking supply at facilities (92% without outliers - NSA-Bethesda, St. Elizabeths, and Naval Observatory)





### **Projected Accessibility Improvements at Federal Facilities**

- Significant accessibility increases for centrally located facilities by 2030.
- More modest increases in suburban facilities.



Existing Conditions vs Projected Future (2030 Accessibility Levels)



- 1. Data Driven
- 2. Standardize Modification Process
- 3. Performance-based Monitoring



#### Recommendation Categories

### **Category #1- Data Driven**

#### Align parking policies with regional accessibility (current and projected)

- Ratios should be both aspirational and realistically achievable.
- Majority of facilities in the Historic D.C. Boundary (1:4) are achieving half of their target.
- Targets *could* be achieved with aggressive TDM strategies.
- Parts of 1:4 zone should be "broken off" and combined with suburban zones.





### **Category #2 - Standardize Modification Process**

Develop a more transparent and equitable parking ratio variance process.

- Revised boundaries will help but not eliminate the need for case-by-case considerations.
- Needs and missions of federal facilities are as unique and varied as their locations.
- For variance conduct lifecycle cost, accessibility, and mission analyses.





#### **Recommendation Categories**

### **Category #3 - Performance-Based Monitoring**

Strengthen TDM program with more continuous monitoring and reporting.

- TDM programs locally and nationally typically depend upon annual or biennial monitoring.
- Federal TMPs only triggered when master plans or projects increase employment by at least 500 people.
- More continual follow-up is a significant opportunity to meet NCPC's Comp Plan goals.





### Ratios should better align with regional accessibility (2016 and 2030).

- Policies should be both aspirational <u>and</u> realistically achievable.
- The majority of facilities in the Historic DC Boundary Zone (1:4) provide twice as much parking as the underlying policy.





### 1:4 Zone (Historic DC Boundary) Variability





- ♦ Observed (Current Parking Ratio)
- Comprehensive Plan Parking Ratio
- Modified Parking Ratio





- ♦ Observed (Current Parking Ratio)
- Comprehensive Plan Parking Ratio
- Modified Parking Ratio





- Solution Observed (Current Parking Ratio)
- Comprehensive Plan Parking Ratio
- Modified Parking Ratio





- Solution Observed (Current Parking Ratio)
- Comprehensive Plan Parking Ratio
- Modified Parking Ratio





- ♦ Observed (Current Parking Ratio)
- Comprehensive Plan Parking Ratio
- Modified Parking Ratio





- Solution Observed (Current Parking Ratio)
- Comprehensive Plan Parking Ratio
- Modified Parking Ratio





### **Proposed Ratio Zones**

Reduce the 1:4 zone to transit-rich corridors and expand the 1:5 zone:

- 1:5+ Regional Core
- 1:4 Transit-Rich Corridors
- 1:3 Transit-Accessible
- 1:1.5-2 Suburban Areas Beyond Metrorail





### **Comparison of Current and Proposed Parking Ratios**

- Data-driven zones encompass similarly-situated facilities.
- Policies remain aspirational but more possible with additional TDM strategies.
- Anticipate accessibility improvements at core facilities.





### **Comparison of Current and Proposed Parking Ratios**

- Data-driven zones encompass similarly-situated facilities.
- Policies remain aspirational but more possible with additional TDM strategies.
- Anticipate accessibility improvements at core facilities.





INPUT			OUTPUT										
Step 1: Select a Master Planned Facility		-	Selected Facility	National Foreign Affairs Tra	ining Center			Model o	f Parking R	atio			
drop down menu that appears. If you want to						6							
assess a facility not on the list select CUSTOM			Parking Ratio	Current (2016)	1.82								
ussess a rating not on the hist, screet costoni.			r drang nacio	Current with Adjustments	2.02	5							******
Step 18: Provide CUSTOM TA7 Breakdown	ΤΔΖ	Weight (Percentage)		Euture (2030)	1.82	0.4				0			
If you selected CLISTOM from the drop down, specify	inc.	Weight (Percentage)		Future with Adjustments	1.02	Sati							
facility TA7s and the weights for each TA7. These				Puture with Aujustments	1.02	23	0	•		•			
should correspond to how much of the facility is			Modified Patio Policy	2		ark							
located within each TAZ. Up to 6 custom TAZs can			Comp Plan Ratio Policy	15-20		- Q	90 🖸	8					
be specified.			Proposed Policy	15-20		1	•						
			Toposcu Toney	2.5 2.0									
						0.0	0.5	1.0	1.5	2.0		2.5	3.0
Step 2: Select Shuttle Services	Metrorail Station	Shuttle Travel Time [min]						A	ccessibility Rati	0			
To access the impact of notential shuttles on	Microran Station 3	sharde fraver fille [fillin]											
facility behavior select up to three shuttle						• s	eed Data	Current (2016) Condit	on 🔶 Fut	ure (2030) Pre	diction	Volpe Mo	del
connections by:													
(a) selecting a Metrorail station from the dropdown			TA7 Weightings	1537	83 3%	Shuttle Service	HC .						
menu			The treightings	1538	9.2%	Metrorail Stati	on	Lines	Served	Travel Tim	e		
(b) adding an estimated shuttle travel time				1529	7.1%	The cross of the		2.112.5			-		
between the Metrorail station you have selected				1530	0.3%								
and the facility (This can be taken from Google													
Maps "Depart At", etc.)													
						Current Telew	ork Percentage						
Step 3: Add Facility Specific Details	Observed (Current) Parking Ratio					Target Telewo	rk Percentage						
Input data (if available) to account for current	Employee Population					Current Altern	ate Work Sched	ule Percentage					
and/or forecasted conditions at the facility. If no	Observed (Current) Parking Supply					Target Alterna	te Work Schedu	ule Percentage					
parameters are specified, no adjustment to facility	Current Telework Percentage	1				Current Avera	e Hoteling						
performance will be added.	Target Telework Percentage					Target Averag	e Hoteling						
	Current Alternate Work Schedule Percentage												
NOTE: Telework, AWS, and Hoteling adjustments	Target Alternate Work Schedule Percentage		Accessibility Ratio	Current	0.59								
rely on both Employee Population and Current	Current Average Hoteling			Future	0.58								
Parking Supply. If one or both are missing, no	Target Average Hoteling												
adjustment will be made.													
	Telework: Percent of Employee population who telework at I	least once per week											
	Alternate Work Schedule: Percent of employee populatio	on who use AWS											
	Hoteling: Average daily number of visiting hoteli	ing staff											
Parking Tool Volpe Model	Accessibility Data Facility Data Shuttle Service	es Other Adjustments	About (+)	: •									



INPUT		
Step 1: Select a Master Planned Facility		
Click on the cell to the right and choose from the		
drop down menu that appears. If you want to		
assess a facility not on the list, select CUSTOM.		
Step 1B: Provide CUSTOM TAZ Breakdown	TAZ	Weight (Percentage
If you selected CUSTOM from the drop down, specify		
facility Transportation Analysis Zones and the		
weights for each TAZ. These should correspond to		
how much of the facility is located within each TAZ.		
Up to 6 custom TAZs can be specified.		
Step 2: Select Shuttle Services	Metrorail Station	Shuttle Travel Time [min
To assess the impact of potential shuttles on		
facility behavior, select up to three shuttle		
connections by:		
(a) selecting a Metrorail station from the dropdown		
menu		
(b) adding an estimated shuttle travel time		
between the Metrorail station you have selected		
and the facility (This can be taken from Google		
Maps "Depart At", etc.)		
Step 3: Add Facility Specific Details	Observed (Current) Parking Ratio	
Input data (if available) to account for current	Employee Population	
and/or forecasted conditions at the facility. If no	Observed (Current) Parking Supply	
parameters are specified, no adjustment to facility	Current Telework Percentage	
performance will be added.	Target Telework Percentage	
	Current Alternate Work Schedule Percentage	
NOTE: Telework, AWS, and Hoteling adjustments	Target Alternate Work Schedule Percentage	
rely on both Employee Population and Current	Current Average Hoteling	
Parking Supply. If one or both are missing, no	Target Average Hoteling	
adjustment will be made.		
	Telework: Percent of Employee population who telework	at least once per week
	Alternate Work Schedule: Percent of employee popula	ation who use AWS
	Hotelina: Average daily number of visiting ho	telina staff

# Input Side



INPUT		
Step 1: Select a Master Planned Facility		
Click on the cell to the right and choose from the	National Casalan Affairs Training	Cantan
drop down menu that appears. If you want to	National Foreign Affairs fraining	Lenter
assess a facility not on the list, select CUSTOM.		
Step 1B: Provide CUSTOM TAZ Breakdown	TAZ	Weight (Percentage
If you selected CUSTOM from the drop down, specify		
facility Transportation Analysis Zones and the		
weights for each TAZ. These should correspond to		
how much of the facility is located within each TAZ.		
Up to 6 custom TAZs can be specified.		
Step 2: Select Shuttle Services	Metrorail Station	Shuttle Travel Time [mir
To assess the impact of potential shuttles on		
facility behavior, select up to three shuttle		
connections by:		
(a) selecting a Metrorail station from the dropdown		
menu		
(b) adding an estimated shuttle travel time		
between the Metrorail station you have selected		
and the facility (This can be taken from Google		
Maps "Depart At", etc.)		
Step 3: Add Facility Specific Details	Observed (Current) Parking Ratio	
Input data (if available) to account for current	Employee Population	
and/or forecasted conditions at the facility. If no	Observed (Current) Parking Supply	
parameters are specified, no adjustment to facility	Current Telework Percentage	
performance will be added.	Target Telework Percentage	
	Current Alternate Work Schedule Percentage	
NOTE: Telework, AWS, and Hoteling adjustments	Target Alternate Work Schedule Percentage	
rely on both Employee Population and Current	Current Average Hoteling	
Parking Supply. If one or both are missing, no	Target Average Hoteling	
adjustment will be made.		
	Telework: Percent of Employee population who telework	at least once per week
	Alternate Work Schedule: Percent of employee popul	ation who use AWS
	Hotelina: Average daily number of visiting ho	telina staff

# Input Side



### **Output Side**

selected Facility	National Foreign Affairs Training	Center	1			Madal	arking Dati-		
						wodel of P	arking Ratio		
Parking Ratio <sup>1</sup>	Current (2016)	1.95	6						
	Current with Adjustments		5						
	Future (2030)	1.95	<u>o</u> 4		-			0	******
	Future with Adjustments		a Sat		0		*****	0	
Addition Patio Policy <sup>2</sup>	N/A		arkin	0	0	0			
amp Blan Ratio Policy	N/A		- 2 A	2.8 0	0	Ŭ			
Proposed Policy <sup>4</sup>	4		1	°,	0				
oposed roney	<u>,</u>		_						
	1		0.0	5	0.5	1.0	1.5	2.0	2.5
			-			Acces	sibility Ratio		
				1.1.2	-	201220			
				<ul> <li>Seed Data</li> </ul>	Curn	ent (2016) Condition	<ul> <li>Future (2</li> </ul>	030) Prediction	Volp
AZ Weightings	1537	83.3%	Shuttle S	ervices					_
	1538	9.2%	Metrorai	Station		Lines Serv	ved Tra	vel Time	
	1529	7.1%	_						
	1530	0.3%	_						
							1 1		-
		-	Current T	alourerk Bare	ontago				-
		-	Target To	ciework Perc	CHLOGE				_
		-	Current	Itomata Was	k Cebedule	Descentage			-
			Target A	ternate Work	Chadula D	ercentage			
			Current A	verage Hotel	ling	citcindge			
			Target A	verage Hoteli	nø				
			TUISCON	veroge noten	"6			10	-
				1					
ccessibility Ratio	Current	0.59							
ccessibility Ratio	Current	0.59							
ccessibility Ratio	Current Future	0.59 0.58							
ccessibility Ratio	Current Future	0.59							
ccessibility Ratio	Current Future	0.59							
ccessibility Ratio	Current Future	0.59 0.58							
<ul> <li>4 possible parking ratio</li> <li>Current: Either observe</li> </ul>	Current Future o values can be presented d based on TMP for a known facili	0.59 0.58 tv. an input value fr	om the left	pane, or the r	nodeled val	ue aiven input TA	Zs		
- 4 possible parking rati Current: Either observe Current with Adjustme	Current Future o values can be presented d based on TMP for a known facili nts: The "Current" value modified	0.59 0.58 ty, an input value fr	om the left	pane, or the r	nodeled val	ue given input TA teling parameters	Zs		
ccessibility Ratio - 4 possible parking rat Current: Either observe Current with Adjustme Future: Modeled value	Current Future o values can be presented d based on TMP for a known facili nts: The "Current" value modified for 2030	0.59 0.58 ty, an input value fr by shuttle, telewori	om the left k, alternate v	pane, or the r	nodeled val	ue given input TA teling parameter:	Zs 5.		
Accessibility Ratio - 4 possible parking rati Current: Either observe Current with Adjustme Future: Modeled value Future with Adjustme	Current Future o values can be presented d based on TMP for a known facili nts: The "Current" value modified for 2030 its: Modeled value for 2030 modifi	0.59 0.58 ty, an input value fr by shuttle, telewori ed by shuttle, telew	om the left , k, alternate v	pane, or the r work schedule te work sched	nodeled val e, and/or ho dule, and/or	ue given input TA teling parameters hoteling parame	Zs 5. ters.		

<sup>4</sup> - Proposed Policy: Policy ratio for a facility according to location, defined by zones defined in Parking Study.

### Proposed Future Analysis Tool

3.0



INPUT		
Step 1: Select a Master Planned Facility		
Click on the cell to the right and choose from the		
drop down menu that appears. If you want to	National Foreign Affairs Training	Center
assess a facility not on the list, select CUSTOM.		
Step 1B: Provide CUSTOM TAZ Breakdown	TAZ	Weight (Percentage
If you selected CUSTOM from the drop down, specify		
facility Transportation Analysis Zones and the		
weights for each TAZ. These should correspond to		
how much of the facility is located within each TAZ.		
Up to 6 custom TAZs can be specified.		
Step 2: Select Shuttle Services	Metrorail Station	Shuttle Travel Time [min
To assess the impact of potential shuttles on		
facility behavior, select up to three shuttle		
connections by:		
(a) selecting a Metrorail station from the dropdown		
menu		
(b) adding an estimated shuttle travel time		
between the Metrorail station you have selected		
and the facility (This can be taken from Google		
Maps "Depart At", etc.)		
Step 3: Add Facility Specific Details	Observed (Current) Parking Ratio	
Input data (if available) to account for current	Employee Population	
and/or forecasted conditions at the facility. If no	Observed (Current) Parking Supply	
parameters are specified, no adjustment to facility	Current Telework Percentage	
performance will be added.	Target Telework Percentage	
	Current Alternate Work Schedule Percentage	
NOTE: Telework, AWS, and Hoteling adjustments	Target Alternate Work Schedule Percentage	
rely on both Employee Population and Current	Current Average Hoteling	
Parking Supply. If one or both are missing, no	Target Average Hoteling	
adjustment WIII be made.		
	Telework: Percent of Employee population who telework	at least once per week
	Alternate Work Schedule: Percent of employee popul	ation who use AWS
	Hoteling: Average daily number of visiting ho	teling staff

### **Shuttle Alternative**



INPUT		
Step 1: Select a Master Planned Facility		
Click on the cell to the right and choose from the	Notice of Freedom Affairs Freidairs	0t
drop down menu that appears. If you want to	National Foreign Affairs Training	Center
assess a facility not on the list, select CUSTOM.		
Step 1B: Provide CUSTOM TAZ Breakdown	TAZ	Weight (Percentage
If you selected CUSTOM from the drop down, specify		
facility Transportation Analysis Zones and the		
weights for each TAZ. These should correspond to		
how much of the facility is located within each TAZ.		
Up to 6 custom TAZs can be specified.		
Step 2: Select Shuttle Services	Metrorail Station	Shuttle Travel Time [mi
To assess the impact of potential shuttles on	Ballston-MU	
facility behavior, select up to three shuttle		
connections by:		
(a) selecting a Metrorail station from the dropdown		
menu		
(b) adding an estimated shuttle travel time		
between the Metrorail station you have selected		
and the facility (This can be taken from Google		
Maps "Depart At", etc.)		
Step 3: Add Facility Specific Details	Observed (Current) Parking Ratio	
Input data (if available) to account for current	Employee Population	
and/or forecasted conditions at the facility. If no	Observed (Current) Parking Supply	
parameters are specified, no adjustment to facility	Current Telework Percentage	
performance will be added.	Target Telework Percentage	
	Current Alternate Work Schedule Percentage	
NOTE: Telework, AWS, and Hoteling adjustments	Target Alternate Work Schedule Percentage	
rely on both Employee Population and Current	Current Average Hoteling	
Parking Supply. If one or both are missing, no	Target Average Hoteling	
adjustment will be made.		
	Telework: Percent of Employee population who telework	at least once per week
	Alternate Work Schedule: Percent of employee popul	ation who use AWS
	Hotelina: Average daily number of visiting ho	telina staff

## **Shuttle Alternative**



3.0

	rorna	ΤΙΛΟ

Selected Facility	National Foreign Affairs Training Ce	enter	Model of Parking Ratio						
Parking Ratio <sup>1</sup>	Current (2016)	1.05	6						
Parking Natio	Current (2016)	1.95	5				-		
	Current with Adjustments	2.55	-			0			
	Future (2030)	1.95	0 4		0				
	Future with Adjustments	2.34	23 O			0			
Modified Ratio Policy <sup>2</sup>	N/A		- sar	0					
Comp Plan Ratio Policy	3 4		8 8 0 2	8					
Jected Facility       National Foreign Affairs Training Center       Model of Parking Ratio         rking Ratia <sup>1</sup> Current (2016)       1.95         Gurrent (2030)       1.95         Future (2030)       1.95         Giffed Ratio Policy <sup>2</sup> N/A         mp Plan Ratio Policy <sup>2</sup> N/A         oposed Policy <sup>4</sup> 3         Ourrent (2016)       1.95         1537       83.5%         1538       9.2%         1530       0.3%         Balliston-MU       0, \$         Current Telework Percentage       1         Target Alernate Work Schedule Percentage       1         Target Al									
rioposed roncy	3		-						
TAZ Weightings	1537 1538 1529	83.3% 9.2% 7.1%	Seed Data      Shuttle Services      Metrorail Station      Revises	Current (2016) Cond	s Served	Travel Time	n Vo		
	1530	0.3%	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling	o, s e edule Percentage dule Percentage					
	1530	0.3%	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling	o, s e edule Percentage dule Percentage					
Accessibility Ratio	1530 Current	0.3%	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling	e edule Percentage dule Percentage					
Accessibility Ratio	1530 Current Future	0.3%	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling	e e dule Percentage dule Percentage					
Accessibility Ratio	1530 Current Future	0.3%	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling	e edule Percentage dule Percentage					
Accessibility Ratio	1530 Current Future	0.3%	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling	o, s e edule Percentage dule Percentage					
Accessibility Ratio <sup>1</sup> - 4 possible parking ri Current: Either obsei Current with Adjustri Future: Modeled val Future with Adjustri	1530 Current Future atio values can be presented rved based on TMP for a known facility, ments: The "Current" value modified by ue for 2030 pents: Modeled value for 2030 modified	0.3% 0.3% 0.59 0.58 0.58 0.58	Current Telework Percentage Target Telework Percentage Current Alternate Work Scher Target Alternate Work Scher Current Average Hoteling Target Average Hoteling Target Average Hoteling	e e edule Percentage dule Percentage	ut TAZs reters.				



3.0

### **Shuttle Alternative**

Parking Ratio <sup>1</sup> Current (2016) 195 Current with Adjustments 255 Future (2030) 195 Future (2030) 195 Fut	Parking Ratio <sup>1</sup>	Current (2016)						-			
Current with Adjustments       2.55         Future (2030)       1.55         Future (2030)       1.55         Future (2030)       1.55         Modified Ratio Policy <sup>2</sup> N/A         Comp Plan Ratio Policy <sup>2</sup> N/A         Proposed Policy <sup>4</sup> 4         Proposed Policy <sup>4</sup> 4         Proposed Policy <sup>4</sup> 4         Proposed Policy <sup>4</sup> 5         1537       83.5%         1538       9.2%         1539       0.3%         Shuttle Services       1         Current Telework Percentage       1         Target Average Hoteling       1         * 4 opssible parking ratio values can be presented       1         Current Xithmates: The "Current" value modified by shuttit, telework, alternate work schedule, and/or hoteling parameters.         * 4 opssible parking ratio values for the MCPC for enconing formithe       1			1.95	6							
Future (2030)       1355         Future (2030)       1355         Future with Adjustments       2.54         Modified Ratio Policy <sup>1</sup> N/A         Comp Plan Ratio Policy <sup>1</sup> 4         Proposed Policy <sup>1</sup> 3         TAZ Weightings       1537         1538       9.2%         1539       7.1%         1530       0.3%         Current Telework Percentage       Target Alternate Work Schedule Percentage         Target Alternate Work Schedule Percentage       1         Ta		Current with Adjustments	2.55	5			_				1.2
Future (story)       2.55         Modified Ratio Policy <sup>1</sup> N/A         Comp Plan Ratio Policy <sup>1</sup> N/A         Comp Plan Ratio Policy <sup>1</sup> 4         Proposed Policy <sup>1</sup> 3         TAZ Weightings       1537         1538       9.2%         Metroralli Station       Inters Served         TAZ Weightings       1537         1538       9.2%         Metroralli Station       Inters Served         Taget Alternate Work Schedule Percentage       Inters Served         Target Alternate Work Schedule Percentage       Internate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Internate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Internate Work Schedule Percentage         Current Alternate Work Schedule Percentage       Internate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Internate Work Schedule Percentage         Current Xiernate Work Schedule Percentage       Internate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Internate Work Schedule Percentage         Current Xiernate Work Schedule Percentage       Internate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Internat Work Schedule Percentage		Future (2030)	1.95						(	9	
Comp Plan Ratio Policy <sup>2</sup> N/A         Comp Plan Ratio Policy <sup>3</sup> 4         Proposed Policy <sup>3</sup> 4         Proposed Policy <sup>3</sup> 3         1       0         00       0.5       1.0       1.5       2.0       2.5         Accessibility Ratio       0       0.0       0.5       1.0       1.5       2.0       2.5         1537       83.3%       Shuttle Services       1.0       1.5       2.0       2.5         1538       9.2%       1.533       9.2%       Ballston-MU       0,5       5       0         1530       0.3%       1.530       0.3%       0.5       5       0       0.5       1.0       1.5       2.0       2.5         Current Versentage       1.530       0.3%       0.5       5       0       0.5 <t< td=""><td></td><td>Future with Adjustments</td><td>2.54</td><td>Satio</td><td></td><td>0</td><td></td><td>•</td><td>**************</td><td></td><td></td></t<>		Future with Adjustments	2.54	Satio		0		•	**************		
Modified Ratio Policy <sup>2</sup> N/A         Comp Plan Ratio Policy <sup>2</sup> 4         Proposed Policy <sup>2</sup> 3         The proposed Policy <sup>2</sup> 3         Taz Weightings       1537       83.3%         1538       9.2%         1530       0.3%         Shuttle Services       Interpretation         Metrorali Station       Lines Served         Taz Weightings       1537         1538       9.2%         1530       0.3%         Shuttle Services       Interpretation         Metrorali Station       Lines Served         Target Telework Percentage       Interpretation         Current Alternate Work Schedule Percentage       Interpretation         Target Alternate Work Schedule Percentage       Interpretation         Target Average Hoteling       Interpretation         Target Average Hoteling       Interpretation         Station of MP for a known facility, an input value from the left pane, or the modeled value given input TAZS         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future: Work Adjustments: Modeled value for 2030       Interpretation for the work schedule, and/or hoteling parameters.         Statin Adjustments: Modeled value for 2030				23	0		*********		0		-
Comp Plan Ratio Policy <sup>3</sup> 4         Proposed Policy <sup>4</sup> 3         Proposed Policy <sup>4</sup> 3         O       0.5       1.0       1.5       2.0       2.5         Accessibility Ratio       0       0.5       1.0       1.5       2.0       2.5         TAZ Weightings       1537       83.3%       Shuttle Services       0       0.0       5       1.0       1.5       2.0       2.5         TAZ Weightings       1537       83.3%       Shuttle Services       0       0.0       5       1.0       1.5       2.0       2.5         TAZ Weightings       1537       83.3%       Shuttle Services       1.0       1.0       0.5       5       1.0 </td <td>Modified Ratio Policy<sup>2</sup></td> <td>N/A</td> <td></td> <td>Park</td> <td></td> <td>-</td> <td>)</td> <td></td> <td></td> <td></td> <td></td>	Modified Ratio Policy <sup>2</sup>	N/A		Park		-	)				
Proposed Policy*       3         Proposed Policy*       3         1       0         0       0.5       1.0       1.5       2.0       2.5         0       0.5       1.0       1.5       2.0       2.5         Accessibility Ratio       •       Shuttle Services       •       •       Accessibility Ratio         TAZ Weightings       1537       83.3%       Shuttle Services       •       Metrorali Station       Lines Served       Travel Time         1529       7.1%       1530       0.3%       •       Shuttle Services       • <td< td=""><td>Comp Plan Ratio Policy</td><td>4</td><td></td><td>- P</td><td>8 0</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	Comp Plan Ratio Policy	4		- P	8 0						
TAZ Weightings       1537       83.3%       0       1.5       2.0       2.5         TAZ Weightings       1537       83.3%       0       0       0.5       1.0       1.5       2.0       2.5         Accessibility Ratio       •       Shuttle Services       •       •       6       Seed Data       •       Outrent (2016) Condition       •       Puture (2026) Prediction       •       Weightings         TAZ Weightings       1537       83.3%       1529       7.1%       Balliston-MU       0, 5       5       0 <t< td=""><td>Proposed Policy<sup>4</sup></td><td>3</td><td></td><td>1 00</td><td>0</td><td></td><td></td><td></td><td></td><td></td><td>_</td></t<>	Proposed Policy <sup>4</sup>	3		1 00	0						_
TA2 Weightings       1537       83.3%       9       Current (2016) Condition       • Nuture (2014) Prediction       <		3									
TAZ Weightings       1537       83.3%       Shuttle Services         1538       9.2%       Metrorali Station       Lines Served       Travel Time         1529       7.1%       Balliston-MU       0, S       5         1530       0.3%       Current Telework Percentage       1         Current Telework Percentage       1       1         Target Alternate Work Schedule Percentage       1         Target Average Hoteling       1         Target Average Hoteling       1         Target Average Hoteling       1         *       0.58         Future       0.58         *       0         *       4 possible parking ratio values can be presented         Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZS         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work sc				0	Seed Data	Currer	Ac t (2016) Conditio	n 🔸 F	itio uture (2030) Pr	ediction	V
1538       9.2%       Metrorali Station       Lines Served       Travel Time         1529       7.1%       Balliston-MU       0, S       5         1530       0.3%       Current Telework Percentage       1         Current Telework Percentage       Current Attemate Work Schedule Percentage       1         Target Alternate Work Schedule Percentage       1       1         Current Attemate Work Schedule Percentage       1       1         Target Alternate Work Schedule Percentage       1       1         Current Attemate Work Schedule Percentage       1       1         Accessibility Ratio       Current       0.59       1         Future       0.59       1       1         1 - 4 possible parking ratio values can be presented       1       1         Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZS       1         Current: With Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.       1         Future: Modeled value for 2030       1       1         Future: Modeled value for 2030       1       1         Future: Modeled value for 2030       1       1         Curuer with Adjustments: Modeled value for 2030 modified	TAZ Weightings	1537	83.3%	Shuttle Ser	vices			_			_
1529       7.1%       Ballston-MU       0, S       5         1530       0.3%       Current Telework Percentage       1         Current Telework Percentage       Target Alternate Work Schedule Percentage       1         Current Alternate Work Schedule Percentage       Current Alternate Work Schedule Percentage       1         Accessibility Ratio       Current       0.59       0       1         Future       0.59       0.58       0       0       0         * 4 possible parking ratio values can be presented       Current wark schedule, and/or hoteling parameters.       0       0       0       0         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.       0       0       0         Future With Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.       0       0       0       0         Future With Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.       0 <td< td=""><td></td><td>1538</td><td>9.2%</td><td>Metrorail S</td><td>tation</td><td></td><td>Lines S</td><td>erved</td><td>Travel Tir</td><td>me</td><td>-</td></td<>		1538	9.2%	Metrorail S	tation		Lines S	erved	Travel Tir	me	-
Current Telework Percentage       Image: Target Telework Percentage         Target Telework Percentage       Image: Target Telework Percentage         Current Alternate Work Schedule Percentage       Image: Target Alternate Work Schedule Percentage         Current Alternate Work Schedule Percentage       Image: Target Alternate Work Schedule Percentage         Current Average Hoteling       Image: Target Average Hoteling         Target Average Hoteling       Image: Target Average Hoteling         Future       0.59         Future       0.58         Future       0.58         Image: Average Hoteling       Image: Target Average Hoteling         Target Average Hoteling       Image: Target Average Hoteling     <		1530	0.3%	bunston			0,0		-		
Target Telework Percentage       Image: Current Alternate Work Schedule Percentage         Current Alternate Work Schedule Percentage       Image: Current Alternate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Image: Current Average Hoteling         Target Alternate Work Schedule Percentage       Image: Current Average Hoteling         Target Average Hoteling       Image: Current Average Hoteling         Target Average Hoteling       Image: Current Point Average Hoteling         Future       0.59         Future       0.58         Future       0.58         Image: Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future: Modeled value for 2030         Future: With Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future: Intermediate online tot by MCPC for creating facilities				Current Tel	ework Perce	ntage				1	-
Current Alternate Work Schedule Percentage       Image: Current Alternate Work Schedule Percentage         Target Alternate Work Schedule Percentage       Image: Current Average Hoteling         Current Average Hoteling       Image: Current Average Hoteling         Target Average Hoteling       Image: Current Average Hoteling         Future       0.59         Future       0.58         Future       0.58         Image: Average Hoteling         Image: Average Hoteling         Image: Average Hoteling         Target Average Hoteling         Target Average Hoteling         Image: Average Hotelin				Target Tele	work Percer	itage				-	
Target Alternate Work Schedule Percentage       Image: Current Average Hoteling         Current Average Hoteling       Image: Current Average Hoteling         Target Average Hoteling       Image: Current Average Hoteling         Accessibility Ratio       Image: Current         Future       0.59         Future       0.58 <sup>1</sup> - 4 possible parking ratio values can be presented       Image: Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future: Modeled value for 2030       Image: Current work schedule, and/or hoteling parameters.         Future: With Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.       Image: Current work schedule, and/or hoteling parameters.				Current Alt	ernate Work	Schedule P	ercentage				
Current Average Hoteling       Target Average Hoteling         Target Average Hoteling       1         Accessibility Ratio       Current         Future       0.59         Future       0.58         1 - 4 possible parking ratio values can be presented         Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future: Modeled value for 2030         Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         2 - Modified Partie Palier: Intermediate policy at the MCCC for certain facility				Target Alte	mate Work	Schedule Pe	rcentage				
Target Average Hoteling         Accessibility Ratio       Current       0.59         Future       0.58 <sup>1</sup> - 4 possible parking ratio values can be presented       Image: Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs         Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future: Modeled value for 2030       Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters. <sup>2</sup> - Modified Ratio Policy: Intermediate policy set by MCPC for certain facilitier				Current Average Hoteling							
Accessibility Ratio       Current       0.59         Future       0.58         - 4 possible parking ratio values can be presented         Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs         Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         - Modified Batio Policy: Intermediate policy with the NCCC for ceptoin facilitier				Target Ave	rage Hotelin	g			_		-
Future       0.58         - 4 possible parking ratio values can be presented       Image: Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs       Image: Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.       Image: Current with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.         2       Andified Batio Policy: Intermediate policy with the NCCC for creation facilitier	Accessibility Ratio	Current	0.59								
<sup>2</sup> - 4 possible parking ratio values can be presented Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters. Future: Modeled value for 2030 Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.		Future	0.58								
<sup>1</sup> - 4 possible parking ratio values can be presented Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters. Future: Modeled value for 2030 Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.											
<sup>3</sup> - 4 possible parking ratio values can be presented Current: Either observed based on TMP for a known facility, an input value from the left pane, or the modeled value given input TAZs Current with Adjustments: The "Current" value modified by shuttle, telework, alternate work schedule, and/or hoteling parameters. Future: Modeled value for 2030 Future with Adjustments: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters.								-	_	_	
Future: Modeled value for 2030 Future: Modeled value for 2030 modified by shuttle, telework, alternate work schedule, and/or hoteling parameters. <sup>2</sup> - Modified Ratio Policy: Intermediate policy set by NCPC for certain facilities.	<sup>1</sup> - 4 possible parking ratio Current: Either observed Current with Adjustmen	values can be presented I based on TMP for a known facility, Its: The "Current" value modified by	an input value fr shuttie, telewori	om the left pa k, alternate wa	ne, or the m rk schedule,	odeled valu and/or hote	e given input ling paramet	TAZs ers.			
<sup>2</sup> Modified Ratio Dollow Intermediate policy set by NCPC for certain facilities.	Future: Modeled value f	or 2030	hu chuttle talau	work alternate	work cohod	la and/ori	ateling agent	ater			
<ul> <li>Associties notice volume intermediate policy ret by all victor certain focultier.</li> </ul>	And With Aujustment	s. woolered value for 2000 modified	by shuttle, telew	vork, alternate	work schedu	ne, unu/or r	otening paran	iecers.			