

FEDERAL ETC UPDATES

Employee Transportation Coordinator

FORT BELVOIR EMPLOYEES JOIN BIKE TO WORK DAY



Fort Belvoir employees joined Washington area bicyclists to participate in Commuter Connections' 2013 Bike to Work Day (BTWD).

The regional event, organized by Commuter Connections and the Washington Area Bicyclist Association, saw 14,500 participants leave their cars at home and ride their bicycles to work. That's almost 2,000 more than in 2012 and a whole lot more than the couple of hundred bicyclists that participated in the first Bike to Work Day in 2001.

"The dramatic growth of this event is an indicator that area commuters view bicycling as a viable commute alternative that can fit into their daily routine," said Nicholas Ramfos, Director of Commuter Connections. "Commuters throughout the metropolitan area are looking for ways to make their commute easier and less costly. Bicycling to work is a great option for many."

Fort Belvoir has encouraged more bicycling on post by installing 3-foot wide bicycle lanes at several locations in the past year, such as Belvoir Road and Pohick Road.

Chris Landgraf, Fort Belvoir Master Planner, said "Bicycling commuters reduce car emissions and the amount of cars on post, which improves traffic flow." Landgraf, who commutes eight miles in 30 minutes at least twice a week, said bicycling also saves money.

"I probably save \$40 per month because I don't have to fill up as often" said Landgraf who estimated his yearly savings at \$300 after bike maintenance costs.

"I hope that by participating in Bike to Work Day, riders will gain the confidence to continue bicycling to work more regularly" said Ramfos.

This year's event showcased more than 70 pit stops throughout Virginia, D.C., and Maryland, where participants were treated to snacks, t-shirts, water bottles, and other prizes.

Save the date; the next Bike to Work Day will be held on Friday May 16, 2014.

UPDATES COMING TO THE FEDERAL ETC TMP HANDBOOK

Last updated in 2008, Commuter Connections, along with the General Services Administration (GSA) and the National Capitol Planning Commission (NCPC) are assembling updates to the Federal Employee Transportation Coordinator (ETC) Transportation Management Program (TMP) handbook. The updates are meant to capture the most recent changes to Federal guidelines, and other transportation benefits for employees, to reflect changes to the bike benefit, increases in the transit benefit, bike sharing information, and local jurisdictional requirements.

The need for a handbook initially evolved from initiatives sponsored by the GSA, the Metropolitan Washington Council of Governments, and the NCPC and resulted from the Congestion and Mobility Summit for the National Capital Region (NCR) in 1998, as well as key future emission reduction dates that were set forth under the Clean Air Act Amendments of 1990.

The TMP handbook provides federal agencies within the NCR with procedures and guidelines for preparing a TMP. The purpose of a TMP is to document an employer's active program to foster more efficient employee commuting patterns by minimizing single-occupant vehicle (SOV) trips related to federal agency worksites. While Transportation Demand Management (TDM) addresses overall strategies and policies that influence travel behavior, a TMP outlines how these strategies and policies can be applied.

Along with these updates, the TMP will include information on requirements of Executive Order 13514, as well as a guide to successfully implementing these strategies in regards to commuting options and benefits.

Executive Order 13514, signed by President Obama in 2009, required federal agencies to submit a 2020 greenhouse gas pollution reduction target, and to increase energy efficiency, reduce fleet petroleum consumption, conserve water, reduce waste, support sustainable communities, and leverage federal purchasing power to promote environmentally-responsible products and technologies.

All of this is important as the federal government occupies nearly 500,000 buildings, operates more than 600,000 vehicles, employs more than 1.8 million civilians, and

purchases more than \$500 billion per year in goods and services on a national level.

Updates are being made to Sections 2, 3, and the Appendices of the TMP. Section 2 covers the federal Government's roles and the responsibilities of federal agencies and the individual ETC. Section 2 also addresses the roles and responsibilities of the GSA, the NCPC, and MWCOG as these agencies continue to play integral roles in developing and implementing effective TMPs.

Section 3 describes the different TDM strategies that can be included in a TMP. TDM programs may be classified based on their characteristics and their ability to reduce SOV trips. These programs include carpool, vanpool, transit/shuttle service, and bicycling/walking.

Finally, the updates will address the appendices including definitions, examples of programs, job descriptions, and sample forms.

For more information on the current TMP handbook, and for information on the updates, visit www.federaletc.org.

