Appendix C: Scoping Booklet
Scoping Booklet

January 2011
1.0 ABOUT THE PROJECT

1.1 Project Background and Description

The Federal Transit Administration (FTA), as the federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station (or “the project”).

The proposed project consists of construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. Figure 1-1 on the following page shows the location of the project in north Alexandria and depicts the alternative station sites under consideration for further study in the EIS process. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the U.S. Route 1 corridor of north Alexandria, which is currently without direct access to the system. The project alternatives under study are described in more detail in Section 3 of this document.

1.2 NEPA Requirements and Procedures

The Potomac Yard Metrorail Station EIS will be prepared in a manner that is consistent with the U.S. Department of Transportation National Environmental Policy Act (NEPA) Process under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002.

NEPA requires federal agencies to assess the potential impacts of their actions on the human and natural environment. Throughout the EIS process, the public is provided with opportunities to review and comment on various elements of the study.

For an EIS, the NEPA process begins with the publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register. The NOI initiates the EIS scoping process and provides information on the proposed project including the time and location of public and agency scoping meetings. The scoping process is described in more detail in Section 1.3.

Figure 1-1 shows the general evaluation framework used to identify a preferred alternative during the NEPA process. This begins with identifying a full range of project alternatives and through a series of successive screenings and evaluations during the Scoping, Draft EIS, and Final EIS Phases a preferred alternative is identified.

After scoping, the Draft EIS phase begins with documentation of the affected environment, which includes identifying existing conditions and potential opportunities and constraints relative to the proposed project. Based on this information, the potential impacts of each of the remaining project alternatives are assessed and documented. The project alternatives also undergo a detailed evaluation based on potential impacts and their performance relative to the project purpose and need in addition to the goals and objectives.

Upon completion of the Draft EIS, a Notice of Availability is published. The Draft EIS is circulated to all interested parties and those having jurisdiction over the proposed action and is made available for public review for a minimum period of 45 days, beginning no later than 15 days prior to a public hearing for the project and extending for 30 days after the hearing. The Draft EIS provides decision-makers with valuable information on which to base the selection of a preferred alternative.

The Final EIS will then be prepared, documenting the preferred alternative and comparing its impacts to the No Build Alternative. In the Final EIS, a greater level of detail on design, impacts and mitigation, and mitigation commitments, where applicable, will be provided. Finally, a Record of Decision (ROD) will be issued by FTA, documenting the results of the EIS process.
Figure 1-2: Location Map
1.3 Scoping Process

Scoping, as the name implies, is the process of determining the scope of the EIS. It takes place at the beginning of a study and serves the following purposes:

- Identifying a range of actions, reasonable alternatives, and impacts to be considered;
- Connecting previous planning decisions with current project development;
- Establishing a decision-making framework;
- Looking for opportunities to streamline the project and collaborate with partners; and
- Organizing the study and defining boundaries and responsibilities.

During the scoping process, agency and public comments are solicited in response to the information provided and are used to identify reasonable alternatives and potential environmental effects in the preparation of the EIS. SAFETEA-LU Section 6002 specifies that the lead agencies must provide participating and coordinating agencies and the public the opportunity for involvement during the development of the Purpose and Need statement and the identification of the range of alternatives to be considered. As part of this process, the study is providing the opportunity for public comment on the Scoping Booklet (this document).

In addition, these documents and items are being provided to federal, state, regional, tribal, and local agencies with jurisdictional authority or the potential to be impacted by the project for their review and comment. The Scoping Booklet is intended to inform participants of the project and the potential project features planned for consideration in the EIS.

During the scoping process, the full range of alternatives will undergo an initial screening analysis to assess their basic feasibility. See Figure 1-1 for an illustration of the refinement of alternatives throughout the NEPA process. Any alternatives that are clearly not feasible from either a constructability or an environmental perspective will not advance to be evaluated in the EIS. The potential screening criteria include:

- Technical and financial feasibility;
- Performance relative to project purpose, need, goals and objectives;
- General consistency with land use and development plans;
- Potential adverse environmental effects permitted by regulatory agencies; and
- Feasibility of potential environmental mitigation requirements.

1.3.1 Scoping Meetings

Scoping meetings will be conducted at the following date and location:

**Date:** February 10, 2011

**Times:** 3:00 pm (agency scoping meeting)
4:30 pm (first public scoping meeting) and 6:30 pm (second public scoping meeting)

**Location:**
Cora Kelly Recreation Center
25 West Reed Avenue
(at the intersection of Commonwealth and Reed Avenues)
Alexandria, Virginia

An agency scoping meeting will begin at 3:00 pm. Representatives from federal, state, regional, tribal, and local agencies that may have an interest in any aspect of the project will be invited to serve as either participating or cooperating agencies. They will be invited to come to the agency scoping meeting to review project information and comment on the project purpose and need, agency and public coordination process, alternatives considered, and potential environmental effects addressed in the EIS.

Two public scoping meetings will be held to solicit comments on the scope of the EIS from the public. The first public scoping meeting will begin at 4:30 pm, and the second will begin at 6:30 pm in the same location. A back-up date of Thursday, February 15, 2011 has been set in the event that the meetings cannot be held on February 10 due to inclement weather or another reason.

The meeting will include an open house period where participants will be able to view display boards and handouts with project information and provide comments to staff. This will be followed by a brief presentation summarizing the project information and a comment period. The public will have the opportunity to provide written comments or oral comments documented by a court reporter.

Potomac Yard Metrorail Station EIS | Scoping Booklet 3
1.3.2 Submitting Comments

Comments will be accepted at the scoping meetings or they may be sent on or before March 15, 2011 by the following methods:

- **By email to:** comments@potomacyardmetro.com
- **By U.S. postal mail to:** Potomac Yard Metrorail Station EIS P.O. Box 25132 Alexandria, VA 22313

Comments will be documented and considered in refining the project purpose and need, alternatives considered, potential environmental effects to be studied, and agency coordination and public involvement process for the project. Written comments will be accepted until March 15, 2011 (30 days after the alternative scoping meeting date). Following this formal scoping process and comment period, a Final Scoping Report will be provided to agencies and the public describing the results of the scoping process and the refined project purpose and need, alternatives considered, potential environmental effects to be studied, and agency coordination and public involvement process.

2.0 PURPOSE AND NEED

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria’s planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30 percent population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center to the north. The existing retail center is approved for redevelopment, with 2.25 million square feet of total mixed-use development including office, retail, residential and hotel uses. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development. This additional development will impact the existing roadway network with increased travel demand adding additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail tracks to the east and limited east-west connectivity west of Route 1.

Currently, the project area is not served by Metrorail or any other rapid transit services which provide regional connectivity. The project area is located between two Metrorail stations that are 3.1 miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested U.S. Route 1 corridor, yet they have numerous local stops resulting in slow transit travel speeds. This results in relatively long transit travel times to access the site. The Crystal City/Potomac Yard Transitway, which will provide bus priority lanes on nearby Route 1, will improve reliability of local transit services along the Route 1 corridor; however, direct access to the Metrorail system is still needed to accommodate longer regional transit trips.

The anticipated Potomac Yard Metrorail Station was included in WMATA’s 1999 Transit Service Expansion Plan, the 2010 Financially Constrained Long-Range Transportation Plan for the National Capital Region (CLRP), and earlier WMATA and regional transportation plans, in addition to the City of Alexandria’s 1992 and 2008 Transportation Master Plans and North Potomac Yard Small Area Plan. Establishing a new access point to the regional Metrorail system would promote more transit-friendly development patterns supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the site on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality. The Washington Metropolitan area has been identified as a non-attainment area for ozone and particulate matter because the concentrations of these pollutants exceed acceptable levels as designated by the U.S. Environmental Protection Agency.

The draft goals and objectives in Table 2-1 address the project purpose and need and will be used in the development and evaluation of project alternatives.
### Table 2-1: Project Goals and Objectives

<table>
<thead>
<tr>
<th>Project Goals</th>
<th>Project Objectives</th>
</tr>
</thead>
</table>
| **Goal 1: Improve access to the regional Metrorail system** | • Support WMATA’s current system expansion plans for the Metrorail system  
• Support regional long-range transportation plans  
• Maximize access and minimize travel times for regional transit trips to and from existing and planned development in the Potomac Yard area |
| **Goal 2: Serve population and employment growth in the Potomac Yard area** | • Maximize accessibility of transit to existing and planned population and employment within the project study area  
• Support the City of Alexandria’s redevelopment plans and transportation plans and policies for Potomac Yard and the U.S. Route 1 corridor |
| **Goal 3: Accommodate travel demand and improve regional air quality** | • Increase transit ridership to and from the Potomac Yard area  
• Increase overall transit mode share for trips in the Potomac Yard area |
| **Goal 4: Provide a cost-effective and financially feasible transportation investment** | • Maximize ridership for existing transit infrastructure  
• Minimize capital and operating costs  
• Provide financially feasible transportation choices  
• Provide opportunities for private sector funding |
| **Goal 5: Enhance transportation and pedestrian safety** | • Minimize walking distances from the station to residential and commercial development  
• Maximize direct connections with surface transit services and planned pedestrian and bicycle facilities  
• Minimize potential for conflicts between pedestrians, transit users, and automobile traffic |

### 3.0 INITIAL ALTERNATIVES CONSIDERED

The EIS will evaluate a No Build Alternative and several Build Alternatives for the Potomac Yard Metrorail Station Project.

The No Build Alternative includes the existing transportation network, plus committed improvements included in the CLRP, the FY2011-2016 Transportation Improvement Program for the Washington Metropolitan Region (TIP), the City of Alexandria FY2010-2015 Capital Improvement Program, and the Washington Metropolitan Transit Authority FY2011-2016 Capital Improvement Program. The No Build Alternative includes the Crystal City/Potomac Yard Transitway but does not include a Metrorail station at Potomac Yard. Current and future year conditions for the No Build Alternative will be used as a basis for identifying the transportation, environmental, and community impacts of the proposed Potomac Yard Metrorail Station Build Alternatives.

The Potomac Yard Metrorail Station Concept Development Study (2010) completed by the City of Alexandria and WMATA examined a number of potential station locations along the existing Metrorail tracks and along alternative alignments west of the existing parallel CSX freight rail tracks. All of the station alternatives included in the previous study, as shown in Figure 1-1, have been identified for consideration in the EIS scoping process. Additional alternatives may emerge as a result of the scoping process. The following Build Alternatives are being considered in the scoping process:

- **Metrorail Station Alternative A** would be located between the George Washington Memorial Parkway and the CSX Railroad tracks and west of the Potomac Greens Neighborhood.
- **Metrorail Station Alternative B1** would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the north of Alternative A.
- **Metrorail Station Alternative B2** would be located between the George Washington Memorial Parkway and the CSX Railroad, to the north of Alternative A and to the south of Alternative B1.
- **Metrorail Station Alternative B3** would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the east of Alternative B2.
- **Metrorail Station Alternative C1** would be located between the CSX Railroad and Route 1.
- **Metrorail Station Alternative C2** would be located between the CSX Railroad and Route 1, just east of Alternative C1.
• **Metrorail Station Alternative D1** would be located between the CSX Railroad and Route 1, just east of Alternative C2.

• **Metrorail Station Alternative D2** would be located between the CSX Railroad and Route 1, just east of Alternative D1.

### 4.0 Potential Environmental Effects

The EIS will evaluate existing conditions and potential effects to the built and natural environment from the No Build and Build Alternatives. Where standard methodologies exist for assessing potential environmental effects, they will be used and tailored accordingly. Draft methodologies for evaluating potential effects to resources will be prepared in advance of the Agency Scoping Meeting, and provided to the agencies that have been invited to be cooperating or participating agencies for the project via email or regular mail if requested. Agencies will have the opportunity to comment on proposed methodologies during the scoping comment period. Comments must be submitted by March 15, 2011.

Environmental effects to be analyzed in the EIS include:

**Neighborhood and Community Resources:** This section considers effects on neighborhoods, social groups, community facilities, and community cohesion in the study area.

**Noise and Vibration:** This section considers effects on sensitive receptors such as residential, retail, hotel, and institutional uses in the study area.

**Historic and Cultural Resources:** This section considers effects on historic and cultural resources that include historic districts, sites, buildings, structures, and other objects included in, or eligible for inclusion in, the National Register of Historic Places. The George Washington Memorial Parkway is a historic resource within the study area.

**Parks and Parklands:** This section considers effects on publicly-owned parks and recreation lands within the study area, including potential impacts to viewsheds and the George Washington Memorial Parkway.

**Water Resources, Wetlands, and Habitats:** This section considers effects on water resources, including surface water resources, water quality, wetland systems, floodplains, critical areas, and groundwater. It also considers effects on ecosystems and protected species.

**Air Quality and Climate Change:** This section considers greenhouse gas emissions and effects on climate change and regional air quality.

In addition to the potential environmental effects described above, other aspects to be addressed in the EIS include:

- Land Use and Zoning
- Consistency with Local Plans
- Environmental Justice
- Economic Development
- Visual and Aesthetics
- Transportation
- Hazardous Materials/Contamination
- Soils and Geologic Resources
- Utilities
- Energy
- Construction
- Secondary and Cumulative Effects
- Section 4(f) and Section 6(f) Resources

### 5.0 Agency Coordination and Public Involvement

Opportunities for the public and agency stakeholders to participate in the EIS process and offer input will be provided at several points during the course of scoping and the preparation of the EIS. Table 5-1 lists project milestones for public involvement.

Section 6002 of SAFETEA-LU identifies two types of agencies that are to be involved in the planning process: cooperating and participating agencies. Cooperating agencies are agencies that have a specific regulatory role in the environmental review process pursuant to federal law. Participating agencies are governmental agencies that may also have a regulatory responsibility or interest in the project because of their jurisdictional authority, special expertise, or statewide interest. WMATA, as the regional transit agency, and NPS, as the manager of the George Washington Memorial Parkway, are cooperating agencies for this project.
Table 5-1: Project Milestones for Public Involvement

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scoping</strong></td>
<td></td>
</tr>
<tr>
<td>Final Scoping Booklet and Notice of Intent</td>
<td>January 2011</td>
</tr>
<tr>
<td>Scoping Meetings</td>
<td>February 2011</td>
</tr>
<tr>
<td>Draft Scoping Report</td>
<td>February 2011</td>
</tr>
<tr>
<td>Final Scoping Report</td>
<td>March 2011</td>
</tr>
<tr>
<td><strong>Public Meetings</strong></td>
<td></td>
</tr>
<tr>
<td>Progress of EIS, Public Meeting</td>
<td>Fall 2011</td>
</tr>
<tr>
<td>Appear at Community Meetings, by Request</td>
<td></td>
</tr>
<tr>
<td>Outreach Targeted to Low-Income, Minority, ADA Communities</td>
<td></td>
</tr>
<tr>
<td><strong>Public Hearing and Notice of DEIS and FEIS</strong></td>
<td></td>
</tr>
<tr>
<td>Draft EIS Notice of Availability</td>
<td>Winter 2013</td>
</tr>
<tr>
<td>Public Hearing Notice</td>
<td>Winter 2013</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>Spring 2013</td>
</tr>
<tr>
<td>Submittal of Public Hearing Staff Report</td>
<td>Summer 2013</td>
</tr>
<tr>
<td>WMATA Board Project Decision</td>
<td>Summer 2013</td>
</tr>
<tr>
<td>Final EIS Notice of Availability</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>Record of Decision</td>
<td>Winter 2014</td>
</tr>
</tbody>
</table>

Stakeholders will be kept apprised of developments throughout the EIS process, through project team meetings at regular intervals, email and other correspondence, and teleconference when necessary. Agency coordination will take place before the scoping process begins, but stakeholders will be asked to participate in the EIS process as it progresses. Stakeholders include the Federal Transit Administration; staff from the offices of federal, state, and local elected officials; staff from the City of Alexandria; transportation agencies; environmental groups; local businesses; transit riders; and members of minority and low-income communities.

Community organizations and neighborhood homeowner associations within a half-mile of the project alternatives will be brought into the public involvement process early and frequently over the course of the EIS process. In addition to the project scoping meetings, project briefings and updates will be scheduled with these groups over the course of the project. Their comments will be documented and considered in the impact assessment process. Responses to comments will be prepared and documented.

The public will also be kept informed through periodic project newsletters that highlight project progress, interim work products, key decisions, evaluation of alternatives, and other key EIS results. The newsletters and meeting notices will be mailed to residents that live within a half-mile of the project alternatives. A database of residents and mailing addresses for this area will be developed based on publicly available tax assessment and other data. The newsletters and meeting notices will be mailed to these individuals. Email addresses of public meeting participants will also be requested as a supplemental means of keeping participants informed. The project-specific website at [www.potomacyardmetro.com](http://www.potomacyardmetro.com) has been established to provide the public with another means of obtaining information about the project.

### 6.0 NEXT STEPS

After the publication of this document, the public comment period will begin. Comments will be accepted until March 15, 2011. Comments will be documented and considered in refining the scope of the EIS and the range of potential environmental effects that will be considered during the study period.
This page intentionally left blank
Appendix D:

Press Release
PUBLICATION ANNOUNCED FOR POTOMAC YARD METRORAIL STATION EIS
Transportation Agencies Invite Public to Offer Input on Potential New Metro Station

Two public meetings will take place in February in support of a study that will evaluate a potential new Metrorail station in the Potomac Yard area of the City of Alexandria.

The study, which will culminate in an Environmental Impact Statement (EIS) document, is being conducted by the lead agency, the Federal Transit Administration, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), the City of Alexandria, and the National Park Service.

Both meetings will take place on Thursday, February 10, 2011 at Cora Kelly Recreation Center, 25 W. Reed Avenue in Alexandria. The first meeting will take place from 4:30 pm to 6:00 pm, and the second from 6:30 pm to 8:00 pm.

All members of the public are invited to the public “Scoping” meetings to learn about the EIS process; ask questions; and comment on the purpose and need of the project, alternatives being considered, key environmental considerations, and the public and agency coordination process.

No RSVP is required to attend the meetings. A court reporter will be present to record participant comments for the study’s public record. If participants would like to offer their input at one of the meetings, they will be asked to sign in at the registration table upon arrival.

Transit is available to Cora Kelly: DASH bus route AT10 or Metrobus routes 10A/B/E. Parking is available at the site. The facility is handicap-accessible. Participants with other needs to be accommodated are asked to e-mail comments@potomacyardmetro.com at least three days before the meetings.

Meeting materials will be available in both English and Spanish, and a Spanish-language translator will be present.

If City of Alexandria schools are closed on February 10 due to inclement weather, the make-up date will be Tuesday, February 15.

A website has been established for the project, www.potomacyardmetro.com, where visitors may obtain information about the study.

If members of the public cannot attend either meeting, but would like to offer their input, they can do so by sending an e-mail to comments@potomacyardmetro.com.

If you would like more information about this subject, please call WMATA’s Office of Media Relations on the Media Line at 202/962-2007. Information can also be obtained at the project website: www.potomacyardmetro.com.
This page intentionally left blank
Appendix E:

Print Advertisements
This page intentionally left blank
News

Violence Behind Closed Doors

Domestic violence is on the rise in the city's Battered Women's Shelter celebrates its 30th anniversary.

By Michael Lee Pope
Packet

As many victims of domestic violence, Rachel felt like she had nowhere to turn. Trapped in an abusive relationship and afraid to leave her husband, she became a victim of domestic violence—until she reached the Women's Shelter in a quiet Del Ray area. Now that she's divorced, Rachel is one of the residents who help staff the Women's Shelter—most single-family houses aren't as safe for women and children until the restraining order is issued.

In 2009, for example, the Battered Women's Shelter was home for 53 women and 38 children. The following year it was 61 women and 52 children. The court system has also seen an increase, with domestic violence cases rising from 165 in 2007 to 211 in 2009. "We've seen a downturn in the economy and an increase in substance abuse," said Gena Doyle, domestic violence advocate manager for the Virginia Sexual and Domestic Violence Action Alliance. "And we know both of these lead to an increase in domestic violence.

In Alexandria, the numbers also show an increased need for services at a time when local government is trying to cut back. In 2009, for example, the Battered Women's Shelter was home for 53 women and 38 children. The following year it was 61 women and 52 children. The court system has also seen an increase, with domestic violence cases rising from 165 in 2007 to 211 in 2009. Prosecutors say domestic violence remains a problem despite changes in the last 20 years in the way the cases are handled.

"I don't think you're ever going to eliminate the problem, in spite of your best efforts," said Commonwealth's Attorney Randy Frazier. "But in the last 20 years there's been a sea change in the way these cases are handled."

When police are called to a domestic violence case, an arrest can be mandatory if probable cause can be established— even if the victim does not want to press charges. Suspects are taken into custody by a special unit of the Alexandria Police Department and pronounced by a commonwealth's attorney who specializes in domestic violence cases. Victims and their children have access to the Battered Women's Shelter— the first of its kind in Northern Virginia when it opened its doors 30 years ago.

"The idea was that it was supposed to be as anonymous and nondescript as possible," said Councilwoman Del Pepper, who was an aide to Mayor Chuck Beatty in 1981. "That way the women and children could feel secure."

Alexandria's Shelter became a city-owned shelter in 1984.

An image from a National Institute of Justice study on domestic violence.

Anniversary

of the Commission for Women will be commemorated on Oct. 10 at the Alexandria Women's Center, 2254 N. Spring St., Alexandria. The event will include a panel discussion on domestic violence and an empowerment workshop on domestic violence prevention. The event is open to the public. For more information, call (703) 548-9044.

Thank you from Alexandria Library

You answered our appeal for assistance

Alexandria Library and the Alexandria Library Foundation thank you for your generosity, your help. The Library cannot continue to provide the excellent services and materials we offer. For more information about the Alexandria Library Foundation, please visit www.axlibva.org or call (703) 746-1701.

The Alexandria Library Foundation
501 Duke Street
Alexandria, VA 22314-2903

The Alexandria Gazette Packet
February 3-9, 2011

FEARLESSLY WELCOMING VIBRANT NEW кхWw

Discover the latest ideas, trends, and innovations that are shaping the world. From politics to pop culture, get the inside scoop on what's happening now. Whether you're looking for the latest news or want to stay up-to-date on the latest happenings, Fearlessly Welcoming VIBRANT NEW will keep you informed and entertained. Don't miss out on the latest finds - subscribe today!

Alexandria Gazette Packet
February 3-9, 2011

PUBLIC SCOPING MEETINGS:
PO T O M A C Y A R D M T R O R A L S TATION EIS

Saturday February 12 & Sunday February 13

RESERVE NOW!
605 Franklin St., Alexandria, VA 703.349.2625 & t h i s l i n e

You're Invited!

Thursday, February 10, 2011
4:30 pm to 6:30 pm and 6:30 pm to 8 pm
Cora Kelly Recreation Center
25 W. Reed Avenue
Alexandria, VA

The Federal Transit Administration, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority, and the National Park Service, is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station.

You are invited to attend either meeting to learn about the EIS process: ask questions; and comment on the purpose and need for the project, alternatives considered, key environmental considerations, and the public and agency coordination process. No RSVP is required and all members of the public are welcome.

POTOMAC YARD METRORAIL STATION EIS

The City of Alexandria Schools are closed on February 10 due to inclement weather, the snow date for the meetings will be Tuesday, February 15.

www.potomacyardmetro.com
HARTMANN
FROM | 1

Executive headhunters looking to use his skills to improve cities around the country.

When hired six years ago, the city council charged Hartmann with oiling some rusty parts of City Hall: Alexandria’s poor image among business owners, an opaque budget process, lacking customer service and a public safety force that could use some work. He did what was asked of him, Eilie said.

“He has collaborated closely with council and city staff to build an outstanding management team, successfully guided the city through economic difficulties; increased government transparency; implemented organizational efficiencies, and improved customer service,” Eilie said. “The legacy of his work is a strong government, focused on the future, that is more accountable, effective, and responsive to the needs of its community and residents.”

The biggest staff in recent memory occurred under Hartmann’s watch, when in 2008 a massive communication void was filled by an inclusion of the city’s 15,000 employees.

“Mayor Bill Euille, who left office last year, needed a strong, forward-looking leader to help the city move forward,” Eilie said. “Hartmann was that leader, and the city council was very pleased with his work.”

Hartmann accepted full blame, and every internal correspondence related to the oversight was made public online.

Still, Hartmann achieved a culture change, Eilie said, and the city manager agreed.

“When council hired me we sensed we were not held in favor with the business community, we did not have the customer service they wanted to have and those became really big pieces of the chain of command for the city,” Hartmann said.

“It’s all about how we treat people differently and how we engage the public that uses city services.

“And indeed I think there are other communities that could use my skills to do just that for them,” Hartmann said.

Organizational development is something that’s very stimulating for me,”

Seminole County covers 345 miles, compared with Alexandria’s 15, and has a population of about 365,000 — more than double Alexandria’s.

“I’m sure he has some fire left and a desire to be in very challenging situations,” Eilie said. “He’s not at retirement age, it’s not that he’s bored but the challenges become less as it becomes a routine job.”

ROUNDBALL

FROM | 35

Maroon, the Saints overcame Georgetown Prep, 57-50, and Bullets, 64-61. The Twin victories put the Saints even on the season, but SSSAS remains 1-4 in conference play.

The Saints welcome Landover to Alexandria at 7:30 p.m., February 4, before facing St. Albans at 6 p.m., February 8.

Irvin wins in 2011

The streak continues at Bishop Ireton.

Ireton came away from a matchup against Good Counsel with another win — their 10th in a row.

The Falcons outplayed the 8-13 Cardinals in a 65-54 route in Maryland. Good Counsel out-scored Ireton in the first three quarters, racking up a 15-8 lead in the first eight minutes of the game.

Despite the loss, Ireton’s Marcus Hayes gave a good performance. The junior guard earned 28 points in the defeat.

Now 0-18 in their conference, the Cardinals face Carroll at 7:30 p.m., February 3 and then McNama at 7:30 p.m., February 4.

- Derrick Perkins
El Tiempo

González también fue maestro en su pueblo natal.

Oklahoma City, y a la vez la aceptación de la música saboreadora, González ampiamente en comprender sus propias canciones. "Me impresionó más vivencias que son las mismas por las que posan los inmigrantes de El Salvador en la década de los 80", relató. "La música es muy poderosa y a través de ella podemos evocar situaciones de la vida y cambiar actitudes", añadió.

En 1999 participó a nivel local en el Festival OTI de la canción con el tema “Amor sin papalés”, con la que ganó el primer lugar. "La canción cuenta mi historia y la de muchos y dice así: si me dejan en el río, te aseguro yo se llevan en salto de mi guitarra hasta te vas conmigo voy a llevar a mi pueblo", contó González corriendo sus ojos. "Con las canciones deambulan la nostalgia", sintió.

Con esa canción fue al Festival OTI nacional en Miami, Florida, y con ella que, de no haber ganado, "aproveché que estaba en televisión y habló de la situación de los inmigrantes sin papeles como yo". En 2000 participó a nivel nacional en el Festival de la Música con el tema de su autoría “Ríe el hombre que llega”, y obtuvo el segundo lugar.

"Esta canción es la historia de muchas que emigran sin saber cuidado volverán a su tierra", meri- creció con tristeza. "Para mí pasaron 10 años antes de poder regresar y fue un viaje de emociones y con-traiciones porque muchos de este conocidos murieron durante la guerra", agregó.

Una de las canciones forman parte de su primer disco titulado "Alguén corresponsal" y ahora trabaja en el reportero para su segundo disco que saldrá en agosto.

Los suscanciones tuvieron éxito en varios festivales.

Programa del Área.

"A la edad de tres meses un niño empieza a desarrollar su crecimiento y la música es el instrumento perfecto para mantenerlos a rueda y que vean el mundo de otros formas", aseguró González. "La música me conecta con ellos de una manera increíble sólo al entonar el arte de clases los pequeños ya se empie- zo a mover y a querer cantar."

CONCLUSIÓN: González con una de sus fablas en el centro de Arlington, el 15 de septiembre con el posible título "Love, Life and Movement".

Hoy en día, González —quien aprendió a tocar la guitarra en las calles— sigue sus conocimientos de la música en diferentes escuelas y centros.
This page intentionally left blank
Appendix F:

Invitation Letters to Cooperating and Participating Agencies
This page intentionally left blank
[Insert Agency Representative]

[Insert Agency Name and Address]

Re: Invitation to become a Cooperating Agency in the Environmental Review Process for Potomac Yard Metrorail Station, Alexandria, Virginia

Dear [Agency Representative]:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria’s planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service has been invited to be a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. A participating agency is any federal, state or local agency or Native American tribe that has an interest in the project. Participating agencies are afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, participating agencies are asked to:

- Provide input on the impact assessment methodologies and level of detail in the agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of the agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.
A cooperating agency is any federal, state, or local agency or Native American tribe that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. Your agency has been identified as one that may have an interest in this project because of its regulatory role or special expertise; accordingly, you are being extended this invitation to become actively involved as a cooperating agency in the environmental review process for the project.

As a cooperating agency, you will have a higher degree of authority, responsibility, and involvement in the environmental review process. In addition to those responsibilities detailed for participating agencies, we request your agency:

- Participate in scoping and other early stages of the environmental review process;
- Participate in the preparation of environmental analyses concerning portions of the EIS for which your agency has special expertise; and
- Provide comments on the range of alternatives to be assessed in the EIS, the criteria and methodology for evaluating the alternatives, and the scope of issues to be addressed in the EIS as well as any other issues you identify as important.

We expect your agency’s involvement to entail only those areas under its jurisdiction.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect to become a cooperating agency, please sign the enclosed agreement and mail or transmit electronically to [Insert FTA contact name] prior to March 15, 2011. Mailed responses should be sent to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

If you do not accept this invitation to become a cooperating agency, your agency will become a participating agency as defined by Section 6002. If, however, you elect not to become a participating agency, please complete and sign the enclosed document by March 15, 2011, indicating that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact [insert name and telephone number].

Sincerely,

[Insert FTA Regional Planning Director]

Attachments: Project Summary

Agreements

cc: Washington Metropolitan Area Transit Authority, City of Alexandria
I CONCUR our agency’s role as a cooperating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

____________________________  ______________________________
Print or Type Name  Title

____________________________  ______________________________
Signature  Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]
I DECLINE our agency’s role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002 for the following reasons (check appropriate reasons):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

_________________________________________  _________________________________
Print or Type Name                                      Title

_________________________________________  _________________________________
Signature                                      Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]
Re: Invitation to become a Participating Agency in the Environmental Review Process for Potomac Yard Metrorail Station, Alexandria, Virginia

Dear [Agency Representative]:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria’s planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service has been invited to be a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. Because of its regulatory role or technical expertise, your agency has been identified as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, we request your agency:

- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
• Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect not to become a participating agency, please complete and sign the enclosed document by March 15, 2011, indicating that your agency:

• Has no jurisdiction or authority with respect to the project;
• Has no expertise or information relevant to the project; and
• Does not intend to submit comments on the project.

All responses must be mailed or transmitted electronically to [Insert FTA contact name] prior to March 10, 2011. Mailed responses should be sent to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact [insert name and telephone number].

Sincerely,

[Insert FTA Regional Planning Director]

Attachments: Project Summary

Agreement

cc: Washington Metropolitan Area Transit Authority

City of Alexandria
I CONCUR our agency’s role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

Print or Type Name  ______________________________
Title  ______________________________

Signature  ______________________________
Date  ______________________________

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reasons):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

Print or Type Name  ______________________________
Title  ______________________________

Signature  ______________________________
Date  ______________________________

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]
[Insert Agency Representative]

[Insert Agency Name and Address]

Re: Invitation to become a Participating Agency in the Environmental Review Process for Potomac Yard Metrorail Station, Alexandria, Virginia

Dear [Agency Representative]:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria’s planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service has been invited to be a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. Because of its regulatory role or technical expertise, your agency has been identified as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, we request your agency:

- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
• Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect to become a participating agency, please sign the enclosed agreement and mail or transmit electronically to [Insert FTA contact name] prior to March 15, 2011. Mailed responses should be sent to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact [insert name and telephone number].

Sincerely,

[Insert FTA Regional Planning Director]

Attachments: Project Summary

Agreement

cc: Washington Metropolitan Area Transit Authority, City of Alexandria
I CONCUR our agency’s role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

____________________________________  ______________________________________
Print or Type Name                              Title

____________________________________  ______________________________________
Signature                                       Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III    
[Insert address, Fax, and email address]
This page intentionally left blank