

EA Interview – Alexandria (ID #7)

QUESTION ID #	TMP Section No./Page	Question/Request	Summary of City Staff's Oral Response
Q1	General	<ul style="list-style-type: none"> • Please describe Alexandria's responsibility regarding BRAC 133 EA. • What type of notification/coordination did you receive regarding development of the EA? • When did this occur? 	<i>Alexandria's responsibility was to provide comments, once solicited. Those comments were provided as requested by DoD in August 2008. The DoD plans to undertake an EA process was communicated to the City in late 2007/early 2008. It was oral notification by project staff.</i>
Q2	General	<ul style="list-style-type: none"> • Did the City of Alexandria review the March 8, 2008 draft of the Environmental Assessment? • If so, did the City have any comments? • Could we obtain a copy of those comments? 	<i>Yes, the early draft EA was posted for viewing by DoD, but comments were not requested by DoD on the early draft EA. The City did not provide comments on the early draft.</i>
Q3	3.2 Transportation, Page 3-20	<ul style="list-style-type: none"> • The EA traffic analysis determined future 2011 No-Action traffic volumes near the Mark Center would be the same as existing (2007) volumes. • Did the City provide input on this assumption? • If so, what was the content of this input? 	<i>The City's input is reflected within the August 13, 2008, EA comments letter.</i>
Q4	City of Alexandria comments on the EA, August 13, 2008	<ul style="list-style-type: none"> • On page 2 of the City's comments on the EA, the City states that the relocation of the WHS represents a good opportunity to reduce single occupancy vehicle trips. • Could you please explain this statement? 	<i>Coordination with a single Federal agency, rather than dozens of entities, creates a major opportunity to reduce SOV trips through a single coordinated TMP.</i>

Q5	City of Alexandria comments on the EA, August 13, 2008	<ul style="list-style-type: none"> On page 2 of the City's comments on the EA, the City states that its DASH bus system will be expanded in the future to provide improved access to Metrorail. Would these proposed routes benefit the Mark Center site, and how? 	<i>Expansion of DASH facilities and service will enhance transit service City-wide, including the Mark Center.</i>
Q6	3.2 Transportation, Page 3-14	<ul style="list-style-type: none"> The EA states that the TMP for the BRAC alternative would need to aggressively pursue ridesharing in order to meet its desired goal of 40% vehicle reduction. Does the City concur with this statement, and why or why not? 	<i>The TMP analysis indicated that the 40% reduction is achievable. The City previously stated to DoD and NCPD that it desired a 50% SOV reduction.</i>
Q7	3.2 Transportation	<ul style="list-style-type: none"> Did the City review the Wells traffic report completed for the Mark Center site? What comments or suggestions did the City have regarding this report? Did the assumptions made in the traffic report concur with City policies? Why or why not? 	<i>The original Wells Traffic report was reviewed in 2004 as part of the DSUP application, and was subsequently updated in 2008 for the BRAC-133 facility. The City's review of the Wells report and comments were done in the context of the August 2008 City response to the EA. There is no written City policy which governs assumptions.</i>
Q9*	General	<ul style="list-style-type: none"> What is important for us to know or understand about the BRAC 133 EA process that has not been covered by the preceding questions? 	Nothing further than responses to EA interview questions.

*Note – No Q8 Interview Question