

***TMP Interview – Alexandria & DASH – (ID #7 & 12)***

<b>QUESTION ID #</b>	<b>TMP Section No./Page</b>	<b>Question/Request</b>	<b>Summary of City Staff's Oral Responses</b>
Q1	General	Please describe Alexandria's authorities and responsibilities as they relate to the approval, review and/or development of the Mark Center TMP, including the Traffic Impact Analysis, TDM Plan, and Evaluation and Monitoring Plan. Please specify the source from which these authorities and/or responsibilities are derived	No TMP approval authority; DoD ownership preempts local land use authority, including TMP approval. Any TMP reviews have been voluntary on DoD's part. See the attached new TMP agreement between the City and DoD.
Q2	General - Conformity	Please confirm whether conformity of the TMP with City of Alexandria plans or ordinances is required. Please specify the plans with which conformity is required and the source from which this requirement is derived	See Q1 response for answer.
Q3	General - Conformity	If TMP conformity with Alexandria plans or ordinances or is required, on what date have you/will you determine conformance (and findings, if applicable)	See Q1 response for answer.
Q4	General - Consultation	Please confirm whether consultation on the TMP between WHS/USACE and Alexandria was required. Please specify the source from which this requirement is derived	See Q1 response for answer.
Q5	General - Consultation	On what date(s) did formal consultation (on written request) between WHS/USACE and Alexandria occur and what were the key subject matters of consultation	No Formal consultations; informal only. 11/23/09 – TMP Intro Meeting 12/8/09 – King Street Metro Shuttle Meeting 2/19/10 – BRAC 133 / Alexandria Transit Meeting 3/18/10 – TMP Status Update

			<p>3/26/10 – Arlington County BRAC 133 Coordination Meeting  5/18/10 – BRAC 133 Transit Meeting  6/8/10 – Workgroup Session for BRAC 133 TMP  6/23/10 Ad Hoc Meeting  7/1/10 Ad Hoc Meeting  7/19/10 Ad Hoc Meeting 8/25/10 Ad Hoc Meeting  9/13/10 – BRAC Transit Options  9/21/10 Ad Hoc Meeting  10/13/10 Ad Hoc Meeting  10/19/10 – City / DASH Cooperative Agreement Meeting  11/10/10 Ad Hoc Meeting</p> <p>Key issues:</p> <ul style="list-style-type: none"> <li>• Enhanced Transit King St. Metro</li> <li>• Shuttle Service- Franconia Metro</li> <li>• GRIP</li> <li>• Full Time Transportation Coordinator</li> </ul>
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Q6	General - Consultation	On what date(s) did informal (committee meetings, ad hoc teleconference, or phone) consultation between WHS/USACE and Alexandria occur and what were the key subject matters of consultation	<p>11/23/09 – TMP Intro Meeting  12/8/09 – King Street Metro Shuttle Meeting  2/19/10 – BRAC 133 / Alexandria Transit Meeting  3/18/10 – TMP Status Update  3/26/10 – Arlington County BRAC 133 Coordination Meeting  5/18/10 – BRAC 133 Transit Meeting  6/8/10 – Workgroup Session for BRAC 133 TMP  6/8/10 Met with WHS, DoD, SAIC  6/28/10 Met with WHS, DoD, SIAC  10/19/10 – City / DASH Cooperative Agreement Meeting</p> <p>Key issues:</p> <ul style="list-style-type: none"> <li>• Enhanced Transit v. Shuttle Service</li> <li>• TMP</li> </ul>
Q7	General - Consultation	Was consultation between WHS/USACE and Alexandria appropriate and meaningful	The consultation between DoD and Alexandria was appropriate given a project generating the impacts of BRAC-133. While consultation helped produce TMP improvements and the TMP Letter Agreement between the City and DoD, not all needed TMP actions (such as the GRIP program) have been agreed to by DoD.
Q8	General - Consultation	Please confirm with whether consultation on the TMP between WHS/USACE and other DASH was required. Please specify the source from which this requirement is derived.	See Q1 response for answer.
Q9	General - Consultation	On what date(s) did formal or informal consultation between WHS/USACE and DASH occur and the key subject matters	<p>December 8, 2009 – King Street Metro Shuttle Meeting  February 19, 2010 – BRAC 133 /</p>

		of consultation	Alexandria Transit Meeting May 18, 2010 – BRAC 133 Transit Meeting September 13, 2010 – BRAC Transit Options October 19, 2010 – City / DASH Cooperative Agreement Meeting
Q10	General - Consultation	Was consultation between WHS/USACE and DASH appropriate and meaningful	Consultation was appropriate. Enhanced bus service provided by DASH with DoD reimbursement is currently under negotiation.
Q11	General - Consultation	If consultation was required, on what date have you/will you determine that appropriate consultation occurred (and findings, if applicable)	See Q9 response for answer.
Q12	General - Consultation	Please indicate consultations arranged indirectly (by others, such as NCPC)	City and NCPC consulted twice, but WHS/DoD did not participate in consultations but did participate in NCPC TMP review process.
Q13	General – Public Participation	Please confirm with whether public participation in the development and/or review of the TMP was required. Please specify the source(s) from which this requirement is derived.	See Q1 response for answer.
Q14	General – Public Participation	Please describe public participation activities provided or coordinated by Alexandria as they relate to the development and/or review or the TMP. Specify dates, process and key subject matters	Public Hearing on July 7, 2010 before Transportation Commission; Discussion at various BRAC-133 Advisory Group meetings.
Q15	General – Public Participation	Please describe public participation activities in which Alexandria participated that were undertaken or coordinated by WHS/USACE as they relate to the development and/or review or the TMP.	None

		Specify dates, process and key subject matters or review materials	
Q16	General – Public Participation	What are Alexandria’s policies and procedures regarding public participation undertaken by Alexandria	The City utilizes various policies and procedures regarding public participation. These policies and procedures vary depending on the issues and circumstances.
Q17	General – Committees	Describe the responsibilities, participants, and involvement of the BRAC Advisory Group with the TMP development process	Two presentations by WHS to the BRAC-133 Advisory Group. Two BRAC-133 Advisory Group members sit on the BRAC-133 Ad Hoc Committee (TMP Group). The Advisory Group provides input to the USACE, WHS, Duke Realty, VDOT and to the City.
Q18	General – Committees	Describe the responsibilities, participants, and involvement of the BRAC 133 Ad Hoc Committee with the TMP development process	Ad Hoc Members include: Vice-Mayor Donley, Donna Fossum, Don Buch, David Dexter, Paul McMahon, Jim Turkel, Alton Cheaves, Abi Lerner, Rich Baier, David Grover. The Ad Hoc Committee’s role has been to work with DoD to create a better, more effective TMP than DoD originally proposed.
Q19	General	What is your level of satisfaction with the overall TMP development process and outcomes (e.g., TDM Plan & Evaluation and Monitoring Plan)	Not satisfied, needed to have a more direct plan for action. The plan contained recommendations and little requirements. The TMP still falls short of meeting the needs.
Q20	3.2.2 Planned Roadway Access/ Page 26	What was Alexandria’s role in developing, reviewing or approving the interim improvements	With the initial development plans there were approved proffers and the City had the normal review authority. Those proffers ran with the land and resulted in the “interim” improvements.
Q21	3.3 Transit/ Pages 32-38 and 3.5 Shuttle Services/ Pages 40-43	What was DASH’s role (if any) in determining, reviewing or approving the transit elements	DASH reviewed the transit elements and made recommendations. DASH staff reviewed the TMP. DASH was

			significantly involved with AT2 route discussions, but not with other routes, and not in discussions regarding shuttle service.
Q22	3.3.1 Existing Bus Transit Service/ Page 32	Does DASH currently provide paratransit service to the Mark Center complex?	The DOT service provided through the City of Alexandria meets the ADA requirements for complementary service
Q23	3.3 Transit, 3.3.1 Existing Bus Transit Service/Page 32, Page 33, & Page 36	The TMP indicates “The AT1 Route provides service to the Eisenhower Avenue and Van Dorn Metrorail stations. This route operates seven runs to and from Mark Center during 6:00 am to 9:00 am peak period and seven runs to and from Mark Center during 3:00 pm to 6:00 pm peak period. This line operates from 5:09 am to 11:11 pm on weekdays and operates a total of 32 runs to and from Mark Center during operating hours. The AT1 operates on 25 to 30 minute headways during peak hour periods. Confirm that this data is accurate as of the publishing of the final TMP in July 2010.	Data is somewhat accurate as of July 2010. The AT1 southbound stops on Beauregard and does not directly go into the Mark Center. Also the first run of the AT1 starts at 5:04 am not 5:09 am.
Q24	3.3 Transit, 3.3.1 Existing Bus Transit Service/Page 32, Page 33, & Page 36	The TMP indicates “The AT1 Route provides service to the Eisenhower Avenue and Van Dorn Metrorail stations. This route operates seven runs to and from Mark Center during 6:00 am to 9:00 am peak period and seven runs to and from Mark Center during 3:00 pm to 6:00 pm peak period. This line operates from 5:09 am to 11:11 pm on weekdays and operates a total of 32 runs to and from Mark Center during operating hours. The AT1 operates on 25 to 30 minute headways during peak hour periods.	Data is somewhat accurate as of July 2010. The AT1 southbound stops on Beauregard and does not directly go into the Mark Center. Also the first run of the AT1 starts at 5:04 am not 5:09 am.

		Confirm that this data is accurate as of the publishing of the final TMP in July 2010.	
Q25	Table 3-2 Possible Transit Improvements to serve the BRAC 133 Population/Page 37	The TMP refers to various transit improvements discussed at round table meetings with the various transit agencies in the area, including those related to the DASH system. Clarify whether any of the DASH transit improvements have been or will be implemented. <b>(Refer to Table 3-2 - Possible Transit Improvements to serve the BRAC 133 Population)</b>	DASH has proposed a number of service enhancements to serve the BRAC 133 Population. At this time none of the improvements have been implemented. DASH, the City and the WHS/DoD discussed in their last meeting on 10/19/10, the possibility of a Cooperative Agreement in which DoD will pay for enhanced DASH service to the BRACC 133 Population. DASH has provided a transit service proposal to WHS and awaits a decision / agreement from WHS. At this time, no transit improvements have been made.
Q26	5.0 Transportation Demand Management Plan/ Page 103	What was Alexandria's role (if any) in determining, reviewing or approving the TDM strategies	City reviewed TMP and provided comments. Some comments were addressed, others were not.
Q27	5.2.2 Transportation Coordinator/ Page 106	Please describe the City's LocalMotion program	The City of Alexandria's Transportation Demand Management ( TDM) Program, otherwise known by its branded name Local Motion, implements TDM strategies that attempt to change travel behavior (how, when and where people travel) in order to increase the efficiency of the City's transportation system, decrease traffic congestion, and achieve specific planning goals and objectives. Through the use of incentives, education, and the implementation viable transportation services and programs Local Motion encourages travelers to shift demand away from trips by personal automobile to trips by other modes of travel, or, to trips

			that occur at a more efficient time, route, or place.
Q28	5.10 Implementation Schedule/ Page 126	What, to your understanding, will be the City's continuing role in implementing and/or monitoring the TMP?	The City and DoD negotiated a MOU on monitoring and amending the TMP.
Q29	General - Status	Confirm whether the City has provided the permits or can provide the status of the permits for the proposed Seminary and Beauregard roadway improvements	Yes, the City owns most roads within the City limits, and VDOT controls the areas within the limited access right-of-ways.
Q30	General - Status	Confirm whether the City is overseeing the proposed improvements to Seminary and Beauregard roadways	Yes
Q31	General	What is important for us to know or to understand about Alexandria's role in the TMP development and review process that has not been covered by the preceding questions	Items still being negotiated and need to be resolved: <ul style="list-style-type: none"> <li>• GRIP funding</li> <li>• Enhanced Transit</li> <li>• Extension of Transit from Southern Towers to Mark Center</li> </ul>