

FACT SHEET
Base Realignment and Closure Commission (BRAC) Projects
2007 Bond Referendum
(Springfield/Mount Vernon/Lee Districts)

Estimated Cost: \$8.5 Million

Project Description: By 2011, the U.S. Army will relocate approximately 19,000 jobs to Fort Belvoir and the Springfield area, as a result of recommendations by the Base Realignment and Closure Commission. This change will have a profound impact on the county's transportation network. Some federal funding for making transportation improvements is anticipated, but the Army currently has no funding available for transportation improvements. The \$8.5 million in bond funds will supplement any federal funds for constructing the transportation improvements; this money may be used to leverage federal and state funds and/or to construct locally supported improvements or for preliminary engineering, design, and right of way acquisition.

Thousands of positions from other parts of the metropolitan region will be shifted to Fairfax County — generating increased traffic.

Most significantly, greater traffic is anticipated along:

- I-95 and Richmond Highway (Route 1) corridors
- Telegraph Road
- Fairfax County Parkway
- I-95/Fairfax County Parkway interchange
- Secondary roads in the Springfield and Fort Belvoir areas.

The jobs will be relocated to Fort Belvoir's main post, the Engineering Proving Grounds site (west of I-95), and possibly the General Services Administration (GSA) warehouse site near the Franconia-Springfield Parkway. Of the roughly 19,000 jobs, approximately:

- 4,200 jobs will be relocated to the fort's main post
- 8,500 jobs will move to the Engineering Proving Grounds
- 6,200 jobs may move to the GSA warehouse (location not finalized)

The estimated costs of unfunded BRAC related transportation projects vary from \$458 million to \$1.6 billion, depending on the alternatives selected and the existing analysis available.

The U.S. Army estimates that \$458 million will be needed, and this figure comes from its Final Environmental Impact Statement (the 2,100-page document is available online at www.hqda.army.mil/acsim/brac/nepa_eis_docs.htm.)

On the other hand, the county estimates the cost to be \$1.6 billion, and this figure includes the approximately \$600 million needed to extend Metro to Fort Belvoir. The county arrived at this estimate based on the Northern Virginia BRAC Working Group's December 2005 report.

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(The necessary road and transit improvements listed in this report are based on information from county staff, the county's comprehensive plan, WMATA studies, VDOT's six-year plan, and other studies.) Gov. Warner appointed this group in September 2005 (See Executive Directive 10 which is provided as a separate document) to address the impact of BRAC.

Federal funds will not be enough to build all the required transportation projects. Through the Defense Access Road Program, the federal government may provide less than \$100 million for building the access improvements required by the Army to enter and exit the Engineering Proving Grounds. However, the Army has not even budgeted this money, nor is the Army currently providing money for any other transportation improvements.

Therefore, the improvements above and beyond what is incorporated in the existing plans include the following:

Army's List (County and Army agree on scope and estimate)

- Additional Improvements to the Fairfax County Parkway beyond those included in the current VDOT Project between the Franconia-Springfield Parkway and I-95
 - Estimated Cost: \$50 million
- Additional and improved ramps to and from I-95 (includes various fly over ramps and ramp modifications for both southbound and northbound I-95 movements)
 - Estimated Cost: \$40 million
- Improvements to EPG Access (including the intersection of Barta Road and Backlick Road)
 - Estimated Cost: \$15 million
- Additional Intersection and Spot Improvements (various locations) in the impacted areas
 - Estimated Cost: \$15 million
- Improvements to the Fairfax County Parkway (FCP) between I-95 and Kingman Road
 - Estimated Cost: \$55 million
- Transit Center and Ride Share Facility(s)
 - Estimated Cost: \$45 million
- Additional grade separated crossing over Richmond Highway (Route 1) between North and South Post
 - Estimated Cost: \$15 million

***Partially Included in Army's List
(Scope and/or Cost Estimate Difference from County Estimate)***

- Franconia – Springfield Parkway Interchange Neuman Street Interchange with access road to EPG
 - Estimated Cost: \$75 million
- Reconstruction of the I-95/Fairfax County Parkway (FCP) Interchange to accommodate both HOV and SOV connections
 - Estimated Cost: \$75 million
- Interchange at Fairfax County Parkway (FCP) and Kingman Road
 - Estimated Cost: \$30 million
- Improvements to Beulah Road, Telegraph Road, Backlick Road, Loisdale Road, and Newington Road (note additional transportation analysis is required to determine the extent of these improvements)
 - Estimated Cost: \$ 50 million

Transportation Improvements Not Included in Army's List:

- Complete the Fairfax County Parkway through the EPG site (current VDOT project)
 - Estimated Cost: \$89 million (Army assumes this will be constructed)
- Connector Road – Richmond Highway (Route 1) and Telegraph Road (partially funded; currently short \$11 million for construction of the full 4 lane road, Army assumes this will be constructed)
 - Estimated Cost: \$49 million
- Widen I-95 from three lanes to four lanes from Newington Road to Route 123
 - Estimated Cost: \$68 million (Army assumes this will be constructed)
- Widen Route 1 through Fort Belvoir
 - Estimated Cost: \$75 million
- Interchange at Route 1 and the Fairfax County Parkway
 - Estimated Cost: \$55 million
- Interchange at Route 1 and Telegraph Road
 - Estimated Cost: \$75 million
- Completion of the Van Dorn Street/Franconia Road Interchange
 - Estimated Cost: \$90 million
- Intelligent Transportation System Initiatives – to assist in rerouting traffic in the event of gates closures and other security changes at Fort Belvoir
 - Estimated Cost: \$1.2 million

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Transportation Improvements Not Included in Army's List (cont.):

- Traffic Signal Operations – Re-optimize signals for Route 1
 - Estimated Cost: \$.5 million
- Implementation of a Fort Belvoir Transportation Demand Management Program (to include funding of a full time position)
 - Estimated Cost: pending
- Expanded Bus Service (Fairfax Connector and REX) to accommodate BRAC growth
 - Estimated Cost: pending service requirements
- Long Term Considerations
 - Extension of Metrorail to Fort Belvoir
 - Estimated Cost: \$600 million

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