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May 25, 2010

Joint Board Matter of Supervisor Penny Gross, Supervisor Jeff McKay, and Chairman Sharon Bulova

Regarding Future Studies of Alternatives Related to the Interchange Justification Report (IJR) for Interstate 395 and Seminary Road
Associated with the DoD/BRAC 133 Project at Mark Center

On January 12, 2010, the Board approved a letter to VDOT providing its comments on the Interchange Justification Report (IJR) for the addition of direct access to the BRAC Washington Headquarters Service relocation to Alexandria's Mark Center property in the vicinity of Seminary Road. That letter stated the Board's preference at that time for a modified Alternative D, which provided a direct HOV/HOT/Transit link to the Mark Center property. The Board expressed its concern in that letter that without the completion of additional HOT/HOV capacity inside the Beltway and direct ramp access from I-395 into the Mark Center property, traffic that otherwise should be on I-395 will instead divert to other less desirable arterials, collectors, and neighborhood streets in the region.

In the intervening months, all of the previously identified options have been eliminated by the City of Alexandria and/or the Virginia Department of Transportation (VDOT) from further consideration, including Alternative D. While Alternative D may have provided the best transportation solution, we recognize the Alexandria community's concerns over potential impacts to the Winkler Botanical Preserve. The City has now identified 2 new alternatives, F and G, for consideration which have the potential to provide much of the functionality of Alternative D.

Given the regional significance of the I-95/I-395 corridor and its impact on the functionality of the surrounding transportation system, it is imperative that access options which provide an opportunity to substantially improve transit and HOV access and interchange operations at Seminary Road be carried forward into the environmental review process. Therefore, we move that the Board endorse the attached letter to be sent to the Alexandria City Council (and copied to VDOT) supporting the evaluation of Alternatives F and G and recommending that any alternative carried forward also include considerations for public transit access directly into the Mark Center property (i.e. access that would not require public transit from the I-395 HOV/HOT lanes to use Seminary Road to reach the Mark Center).



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May 25, 2010

The Honorable Members of Alexandria City Council
Alexandria City Hall
301 King Street
Alexandria, VA 22314

SUBJECT: Fairfax County Board of Supervisors' Recommendations Regarding Future Studies for the DoD/BRAC 133 Project at Mark Center, Alternatives Related to the Interchange Justification Report (IJR) for Interstate 395 and Seminary Road

Dear Council Members:

I am writing on behalf of the Fairfax County Board of Supervisors to advise the Alexandria City Council of the Board's objective to work with the City on developing alternatives for the Interchange Justification Report (IJR) for Interstate 395 and Seminary Road. The U.S. Department of Defense (DoD)/BRAC 133 Development at the Mark Center is a project of regional significance. Fairfax County has every interest in cooperating with the City of Alexandria, the Virginia Department of Transportation (VDOT), and other regional agencies affected by this project to ensure that a viable and effective solution is identified and implemented at this location.

Based on the alternatives presented earlier, and input from the citizens, City and County Staff, the Board of Supervisors is in full support of the study of Alternatives F and G for the Interstate 395 and Seminary Road Interchange. Previously, the Board supported a modified Alternative D which provided a direct HOV/HOT/Transit link to the Mark Center property. While this modified alternative may have provided the best transportation solution, the County recognizes the Alexandria community's concerns raised over potential impacts to the Winkler Botanical Preserve, and now supports the study of new Alternatives F and G. The County appreciates the City's willingness to fund this study, and strongly recommends any alternative carried forward include considerations for public transit access directly into the Mark Center property (i.e. access that would not require public transit from the I-395 HOV/HOT lanes to use Seminary Road to reach the Mark Center); this with the understanding that it not create significant financial or timeline impacts to the alternatives analysis.

Again, we thank the City of Alexandria for its cooperative efforts to solve this regional transportation issue created by the DoD/BRAC 133 Project. Please do not hesitate to contact me or the County's Transportation Director, Kathy Ichter if you wish to discuss this matter in more depth. We look forward to working with you.

Sincerely,



Sharon Bulova

cc: The Honorable Jim Webb, U.S. Senator for Virginia
The Honorable Mark Warner, U.S. Senator for Virginia
The Honorable James P. Moran, U.S. Congressman, 8th District of Virginia
The Honorable Gerald E. Connolly, U.S. Congressman, 11th District of Virginia
The Honorable Frank R. Wolf, U.S. Congressman, 10th District of Virginia
The Honorable Robert M. Gates, Secretary of Defense
The Honorable John McHugh, Secretary of the Army
Colonel Jerry L. Blixt, Fort Belvoir Garrison Commander
Colonel Mark Moffatt, Fort Belvoir Deputy Garrison Commander for BRAC and Transformation
Members, Fairfax County Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Katharine D. Ichter, Director, Fairfax County Department of Transportation
Morteza Salehi, Northern Virginia District Administrator, Virginia Department of Transportation
Richard Baier, Director of Transportation and Environmental Services, City of Alexandria
Jim Turkel, U. S. Army Corps of Engineers
Thomas Fahrney, BRAC Coordinator, Virginia Department of Transportation
Mark Canale, Fairfax County BRAC Coordinator, Fairfax County