

Federal BRAC Impact Mitigation at Fort Belvoir

TRANSPORTATION

The Fort Belvoir Base Realignment and Closure (BRAC) plan will relocate 12,000-19,000 personnel to Fairfax County and has created the immediate need for infrastructure improvements in the surrounding area. The total estimated costs of Fairfax County transportation projects that are necessitated by the BRAC process vary from \$626 million for the U.S. Army identified improvements to \$1.6 billion for improvements identified by Fairfax County and VDOT due to the BRAC impacts. Regardless of which number one subscribes to, the federal government has not committed to fulfilling even a fraction of the lowest estimate.

Fairfax County is doing its part by providing over \$45 million in funding for BRAC related transportation improvements, while the Commonwealth of Virginia has provided over \$300 million in funding so far. To date, the Federal government has provided \$54 million for completion of the portion of the Fairfax County Parkway within the Engineer Proving Grounds (EPG) through the American Recovery and Reinvestment Act of 2009. In addition, the federal government has provided funding for defense access road ramps from I-95 to access the EPG and construction of Mulligan Road at the main post. However, as BRAC relocation is a federal action, more responsibility for ensuring appropriate mitigation must rest with the federal government. Addressing an issue of this magnitude will require unique federal solutions on a scope not normally associated with the appropriations process.

Fairfax County is pleased that the Army has agreed to disperse the personnel moving to Fort Belvoir by capping the number of personnel at the EPG at 8,500. The County supports the inclusion of the GSA warehouse site as part of Fort Belvoir for any additional growth at Fort Belvoir in the future.

In addition to the many projects already included in the Constrained Long Range Plan and the County's Capital Improvement Plan, the Fort Belvoir BRAC plan has created a need to address numerous transportation impacts that the plan will have on Fairfax County. The full list of transportation improvements that must still be funding to address its impacts, above and beyond what is incorporated in existing plans, include the following:

Top Priority (County requests in bold)

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| - Reconstruction of the I-95/Fairfax County Parkway Interchange at Newington | \$ 80 Million |
| - Widening of U.S. Route 1 through Fort Belvoir | \$145 Million |
| - Widen north and south bound Rolling Road Ramp at the Fairfax County Parkway | \$ 25 Million |
| - Fairfax County Parkway/Neuman Street Interchange | \$ 50 Million |
| - Additional and improved ramps to and from I-95 for the EPG | \$ 40 Million |

High Priority

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| - Improvements to existing EPG entrance at Barta and Backlick Roads | \$4 Million |
| - Additional intersection improvements in the impacted areas | \$15 Million |
| - Improvements to Fairfax County Parkway between I-95 and Kingman Road | \$55 Million |
| - Interchange at Fairfax County Parkway and Kingman Road | \$30 Million |
| - Transit center and ridesharing facility(s) | \$45 Million |
| - Implementation of expanded bus service and circulator service | \$75 Million |
| - Additional grade separated crossings over U.S. Route 1 between North and South posts | \$15 Million |
| - Improvements to Beulah, Telegraph, Backlick, Loisdale, Rolling and Newington Roads | \$50 Million |
| - Interchange at U.S. Route 1 and Fairfax County Parkway | \$55 Million |
| - Interchange at Telegraph Road and U.S. Route 1 | \$75 Million |
| - Extension of Metrorail to Fort Belvoir | \$600 Million |
| - Completion of Van Dorn Street/Franconia Road Interchange | \$90 Million |

Within the appropriations process, the County is requesting funding for four essential projects that will be the focus of the County's efforts for BRAC mitigation (shown in bold/italics above): \$80 million over five years for reconstruction of the I-95/Fairfax County Parkway Interchange at Newington; \$145 million over five years for the widening of Route 1 through Fort Belvoir; \$25 million over five years to widen the north and southbound Rolling Road ramp at the Fairfax County Parkway; and \$50 million over five years for the Fairfax County Parkway/Neuman Street Interchange. The remaining projects provide an outline of the larger funding needs to be addressed through a separate process.

SCHOOLS/COUNTY SERVICES

Fairfax County and Fairfax County Public Schools will face numerous increases in order to accommodate the BRAC realignment. For example, the Army's EIS assessment indicated an influx of over 3,200 school-age children into Fairfax County as a result of the BRAC actions. Fairfax County Public Schools (FCPS) estimates the capital costs to accommodate such an increase to be \$77.1 million. Fairfax County will face increased demands in services, including potentially necessary sewer and water capacity expansion, the need for additional parks and recreation facilities and additional demands on County public safety agencies.

Federal Transportation Impacts to Fairfax County Resulting from Washington Headquarters Services/Mark Center Location Decision

The arrival of approximately 6,400 Washington Headquarters Services (WHS) employees to the Mark Center site will impact Fairfax County in both the short- and long-term time frames. Transit and traffic operations will be impacted by the construction and implementation of improvements that will be made in response to BRAC Recommendation 133 in the short term; and as a result of increased traffic through the County to the Mark Center in the long term. According to the final Environmental Assessment (EA) for BRAC 133, most of the WHS employees at the Mark Center will travel through Fairfax County from locations in Prince William, Loudoun, Stafford, and Prince George's Counties, among others. The EA noted the following improvements, at a minimum, would need to be made to accommodate BRAC 133 at the Mark Center:

Top Priority Regional Improvements (within Fairfax County):

These projects are in addition to site access improvements needed at the Mark Center to provide capacity on the frontage roads and other facilities:

- I-395/Seminary Road interchange capacity improvements \$40 Million
- VA-236 (Little River Turnpike)/Beauregard Street intersection \$35 Million

Top Priority Local Improvements (within Fairfax County)

Fairfax County has identified the following facilities which will be impacted by increased traffic relating to the WHS relocation to Mark Center:

- I-395/VA-236 (Duke Street/Little River Turnpike) interchange \$20 Million
- Beauregard Street \$10 Million
- Local BRT and Transit \$10 Million
- I-95/I-395 (Shirley Highway) Transit Service \$10 Million