APPENDIX 1: TRANSIT SERVICES

This appendix outlines types of transit services and facilities that are found or potentially available for use in the BRAC study areas.

Transit Facilities

Transit facilities provide access and modal transfer for users of public transportation services. These facility types include: rail stations, bus stops, transfer centers, commuter parking areas with transit access and park & ride or kiss & ride opportunities. More detailed descriptions are provided in the Comprehensive Plan – Policy Plan Transportation Element.

Rail Transit is a mass transit service using rail technology and occupying a separate right-of-way. Heavy rail, commuter rail and light rail are the common rail transit services.

- **Heavy rail transit (HRT)** is an electric railway with the capacity for carrying a heavy volume of urban passenger traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating in multi-car trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. Most passengers access heavy rail services by walking, riding feeder bus services, or using park-and-ride facilities near suburban stations. The heavy rail transit services within or proximate to the BRAC study areas include:
  - WMATA Metrorail Blue & Yellow Line Stations;
    - King Street – City of Alexandria;
    - Eisenhower Avenue – City of Alexandria;
    - Huntington – Fairfax County;
    - Van Dorn Street – City of Alexandria;
    - Franconia-Springfield – Fairfax County.

- **Commuter rail (CR)** is a type of passenger train service that utilizes diesel-electric or electrically propelled trains, and operates over existing railway track on the same rights-of-way used by intercity railway freight and passenger trains. The Virginia Railway Express (VRE) is a commuter rail service that operates two separate rail lines (Manassas and Fredericksburg Lines) within or proximate to the BRAC study areas, including:
  - Manassas Line (east-west line) VRE Stations at:
    - Rolling Road;
    - Backlick Road.
  - Fredericksburg Line (north-south line) VRE Stations at:
    - Lorton;
    - Franconia-Springfield.

- **Light rail transit (LRT)** is essentially an improved and modernized version of the former streetcars and electric interurban railways common in the United States from the 1890's through World War II. LRT utilizes electrically propelled passenger cars operating on fixed rails in rights-of-way that may or may not be separated from other traffic for much of the route. Light rail vehicles typically operate at surface level with overhead power. There are presently no LRT services within or proximate to the BRAC study areas. However, LRT has been considered a viable travel mode alternative for the Richmond Highway corridor between the Huntington Metrorail Station and Fort Belvoir.

Bus Transit utilizes rubber-tired vehicles operating on fixed routes with fixed schedules on roadways. Bus transit can be further classified in the following types:

- **Local bus service** is the most common, where buses may stop every block or two along a route several miles long, and serve a destination end or traffic generator like a shopping mall, university, military installation, or hospital. When limited to a small geographic area or to short-distance trips, local service is often called feeder, circulator, or shuttle service. Such routes may operate in a loop and connect, often at a transfer center or rail station, to major routes for travel to more destinations. Most Fairfax Connector bus routes are categorized as local bus service. There are extensive Metrobus and Connector bus transit services within or proximate to the BRAC study areas. These are detailed below in the Transportation Plan Inventory.

- **Express service** is a high-speed limited-stop service generally operating within transportation corridors oriented to a principal destination. It consists of longer trips, especially to major activity centers during peak commuting hours, and operates long distances without stopping. Examples include services accessing freeways, and services on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to activity centers**.** The WMATA operated (and county funded) REX Bus service operates along the Richmond Highway corridor and provides express services to Fort Belvoir.

- **Bus rapid transit (BRT)** is a limited-stop service developed in the 1990's that relies on technology to help speed up the service. It combines the quality of rail transit and the flexibility of buses. Bus Rapid Transit can operate on exclusive rights-of-way, within high-occupancy-vehicle (HOV) lanes, expressways, or ordinary streets. A BRT typically combines intelligent transportation system (ITS) technology applications, signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policy. There are currently no BRT services operating within the BRAC study areas.

Paratransit is a demand-responsive shared-ride transportation service without a fixed route. In practice, paratransit covers two broad areas: ADA paratransit and other paratransit. There are currently two paratransit services operating within the BRAC study areas:

- **FasTran** – County operated for county residents, primarily senior citizens or residents needing transportation to medical services;
- **MetroAccess** – operated by WMATA region-wide for individuals who qualify for ADA transportation assistance.

APPENDIX 2: REGIONAL TRANSPORTATION PLANNING, FUNDING & PARTNERSHIPS

Regional transportation planning is the collaborative responsibility of the County, the Virginia Department of Transportation (VDOT), the Virginia Department of Rail & Public Transportation (VDRPT), the Northern Virginia Transportation Authority (NVTA), the Metropolitan Washington Council of Governments (MWCOG), and numerous other regional planning organizations and transit providers

The most significant transportation funding source for the region is the federally managed redistribution of fuel taxes through the Highway Trust Fund revenues allocated to States and/or Metropolitan Planning Organizations. The Transportation Planning Board of MWCOG oversees the management of these funds in the DC-metro region to provide funding for major road improvement and public transportation services in the District of Columbia, Maryland and Virginia. The Commonwealth of Virginia has created the Commonwealth Transportation Board as a Governor-appointed 17-member Board that establishes the administrative policies for Virginia's transportation system; and to allocate funding to specific projects and public transportation.

The Commonwealth's Code of Virginia vests the responsibility and authority for planning, construction, and operations of the primary road network to VDOT, thus requiring extensive coordination between the County and the State to achieve proper balances between land use and transportation planning. The Code of Virginia also delegates statutory requirements and authority to the County for the development and implementation of a Comprehensive Plan, including a Transportation Element. Major highway construction is administered primarily by VDOT; however, local jurisdictions also contribute funding to these projects

To generate additional revenues to assist with local funding and implementation of new roads and improvements to the transportation system overall the State Legislature vested NVTA with taxing authority in 2006. The County has also taken the initiative to issue Bonds for critical transportation system improvements and, depending upon the funding arrangements, the County may administer its own road construction projects, or administer certain projects under agreements with VDOT. In all cases, the primary and secondary road improvements must be designed and constructed in accordance with VDOT standards and their review and approval is a prerequisite for implementation. The operation and maintenance of the primary and secondary road network within the County is the responsibility of VDOT, including all traffic control devices, pavement maintenance, snow removal, and incident management. The only exceptions to this practice are private streets, such as parking areas within townhouse communities that are privately maintained; or certain public facility access roads and parking areas on public property (schools and parks) owned and maintained by the County.

Another important recent action of the State Legislature was the passage of new review authority by VDOT of local land use Comprehensive Plan amendments, land development site plans applications, and rezoning submissions that generate enough additional traffic volumes to adversely affect existing or planned capacities on the transportation network. Known as the Chapter 527 Traffic Impact Analysis Regulations Review Process, this new law (passed in 2006) requires local planning departments to refer certain applications (depending upon development size and proximity to the state-controlled highways) and plan amendments (depending upon the likelihood of substantial impacts to the state-controlled highways) to VDOT for a review of the potential traffic impacts.

APPENDIX 3: RELATED PLANNING STUDIES, REPORTS AND FINDINGS

As part of the Fairfax County and VDOT transportation analysis for BRAC implementation, traffic operations and planning studies are ongoing in support of the planning and design of infrastructure (including transportation systems) and facilities. Additionally, analysis of existing literature, ongoing studies, and previously completed reports related to transportation infrastructure and services within or proximate to the BRAC study areas has been completed to inform the creation of this existing conditions report. These include studies that were completed by the Departments of the Army and/or Defense, Fairfax County, VDOT, various regional partners, consultants on behalf of one or more of these government agencies, and most often some combination of these groups. These are summarized and listed below, and where completed – indicate a date of issuance or finding:

<u>BRAC-Specific Documents or Federal Reports:</u>

- 2005 BRAC Action Signed into Law – November 9, 2005, with all related military personnel relocation and base closures to be completed by September 15, 2011;
- Assessing the Impacts of BRAC in the Northern Virginia Workforce Investment Board Region, July 21, 2007;
- BRAC 133 EA process – Initiated Fall 2007 and ongoing analysis to identify site for accommodation of 6,200 DOD Washington Headquarters Staff personnel not relocated with original BRAC ROD;
- Fort Belvoir Draft Environmental Impact Statement – Issued March, 2007;
- Fort Belvoir Final Environmental Impact Statement – Issued June 6, 2007;
- Fort Belvoir Real Property Master Plan Update – Ongoing but separate from BRAC Record of Decision BRAC 2005, Fort Belvoir, Virginia – Signed August 10, 2007;
- Fort Belvoir Transportation Demand Management Program – Anticipated for 2010;
- GAO Report – Defense Infrastructure Challenges Increases Risks for Providing Timely Infrastructure Support for Army Installations Expecting Substantial Personnel Growth – Issued September 2007;
- Historic Preservation 106 Process, Programmatic Agreement among U. S. Army, Virginia State Historic Preservation Officer, the Catawba Tribal Historic Preservation Office, and the Advisory Council on Historic Preservation for the Base Realignment and Closure (BRAC) related expansion of Fort Belvoir, Virginia;
- Report of Northern Virginia BRAC Working Group – completed December 1, 2005 and Submitted to Virginia Governor Mark R. Warner and The Virginia Commission on Military Bases;
- Report to Congress – Adaptive Re-Use Study for GSA Warehouse Area, Springfield, Virginia – Issued April 15, 2007.

<u>State, Regional and County Studies:</u>

- I-95 Widening – 4th Lane Improvement – Ongoing;
- I-95/395 High Occupancy Toll (HOT) Lane Transit/TDM Study – Initiated Spring 2007; anticipated completion December 2007;
- BRAC Area Plan Review (APR) Initiative – Begins March 2008;
- Capital Beltway South Side Mobility Study – Phase I Report Issued January 5, 2007;
- Fairfax County Countywide Transit Service Studies – Ongoing;
- Fairfax County Parkway, EPG Portion EIS Review by VDOT – Initiated Fall 2007;
- Fairfax County Parkway/I-95 & Rolling Road Interchanges – EIS analyses;
- Fairfax County Transportation Plan Update – Adopted July 31, 2006;

- Laurel Hill Transportation Analysis – Completed June 28, 2005;
- Mulligan Road Planning, Design and Construction – Ongoing;
- OEA-BRAC – Springfield Transit Study – Initiate in Winter 2008;
- Richmond Highway Corridor, Urban Land Institute (ULI) Technical Assistance Panel Report on Office Space – Conducted October 5-6, 2005;
- Richmond Highway (Route 1) LRT Feasibility Corridor Study;
- Route 1 Corridor Improvements – various studies/activities are Ongoing;
- Springfield Revitalization Study, ULI Advisory Panel Report – Conducted May 21-26, 2006;
- Springfield Connectivity Study (Identify transportation, land use, and public facility improvements) – Ongoing:
    - Springfield Community Business Center;
    - Franconia/Springfield Transit Station;
    - Area around EPG;
- Southside Beltway Mobility Study – Completed 2007;
- Telegraph Road Improvements – Ongoing.

Several of the studies under way, including the Springfield Connectivity Study and the Route 1 Corridor Improvements Study identify transportation, land use, and public facility improvements needed to mitigate the impacts of growth directly or indirectly associated with those areas. Federal BRAC-related environmental impact studies identify existing conditions and provide recommended alternatives for further analysis, and ultimately either a Finding of No Significant Impact (FONSI) or a Record of Decision (ROD) is issued. Regional studies often contribute to recommendations for changes to the County's Comprehensive Plan, or other governmental planning documents.