Navigating Regional BRAC Traffic Jams:

Road Blocks (Challenges) and Best Practices Innovation Lab

Ms Carolyn Hayward
Moderator

July 17, 2011

JULY 17-20
NORFOLK
HAMPTON ROADS
ADC 2011 ANNUAL CONFERENCE

Agenda:

- Panelist Presentation
- Break
- Facilitated Discussion

July 17, 2011

Federal Funding of Transportation Improvements in BRAC Cases

Stephen Godwin

July 17, 2011

TRB TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Study Mandate I

- Examine case studies of congestion caused on metropolitan road and transit facilities from BRAC 2005;
- Review the criteria used by the DAR program and the appropriate DoD share of public highway and transit improvements in BRAC cases;
- Assess the adequacy of current Federal surface transportation and DoD transportation funding programs for BRAC projects;
- Identify promising approaches for funding road and transit improvements in BRAC cases; and
- Make recommendations for improvement.

Study Committee

- **Joseph M. Sussman,** *Chair*, JR East Professor and Professor of Civil and Environmental Engineering and Engineering Systems, MIT
- **Thera Black,** Senior Planner, Thurston Regional Planning Council, Olympia, Washington
- **Thomas B. Deen,** Transportation Consultant, Stevensville, MD
- **James R. Gosnell,** Executive Director, West Coast Corridor Coalition, Los Angeles, CA
- **Max I. Inman,** Senior Advisor, Mercator Advisors, Fairfax, VA
- **Ashby Johnson,** Deputy MPO Director, Houston–Galveston Area Council, Houston, Texas
- **Fred Meurer,** City Manager, City of Monterey, CA
- **Kevin Neels,** Principal, The Brattle Group, Washington, D.C.
- **George E. Schoener,** Executive Director, I-95 Corridor Coalition, Celebration, Florida
- **Randall Yim,** Independent Consultant, Scottsville, Virginia

Approach

- Committee met three times during 2010;
- Examined six case studies;
- Heard presentations from DoD, MPOs, state and local representatives, and base personnel; and
- Reviewed other research and studies.

Case Studies

- Ft. Belvoir, Virginia
- National Naval Medical Center, Maryland
- Ft. Meade, Maryland
- Joint Base Lewis-McChord, Washington
- Ft. Bliss, Texas
- Eglin Air Force Base, Florida

Main Findings I

- BRAC 2005 may have severe congestion impacts in some locations – potentially harmful to both military and civil sectors;
- BRAC completion schedule too short for major infrastructure improvements;
- Substantial misalignment between base planning by military and planning by civilian authorities and between BRAC-related capital needs and funding sources;

Main Findings II

- DAR program criteria and scope inadequate for bases in metro areas;
- Traditional transportation programs of DOT and states over-subscribed and underfunded, particularly in current state/local fiscal context; and
- Normal way that regions deal with new private developments is to charge impact fees.

Near-Term Recommendation

Congress should consider special one-time appropriation or reprogramming of unallocated stimulus monies to fund projects that can be put in place within 1 year and completed within 3 years to address the most severe problems.

Defense Access Roads

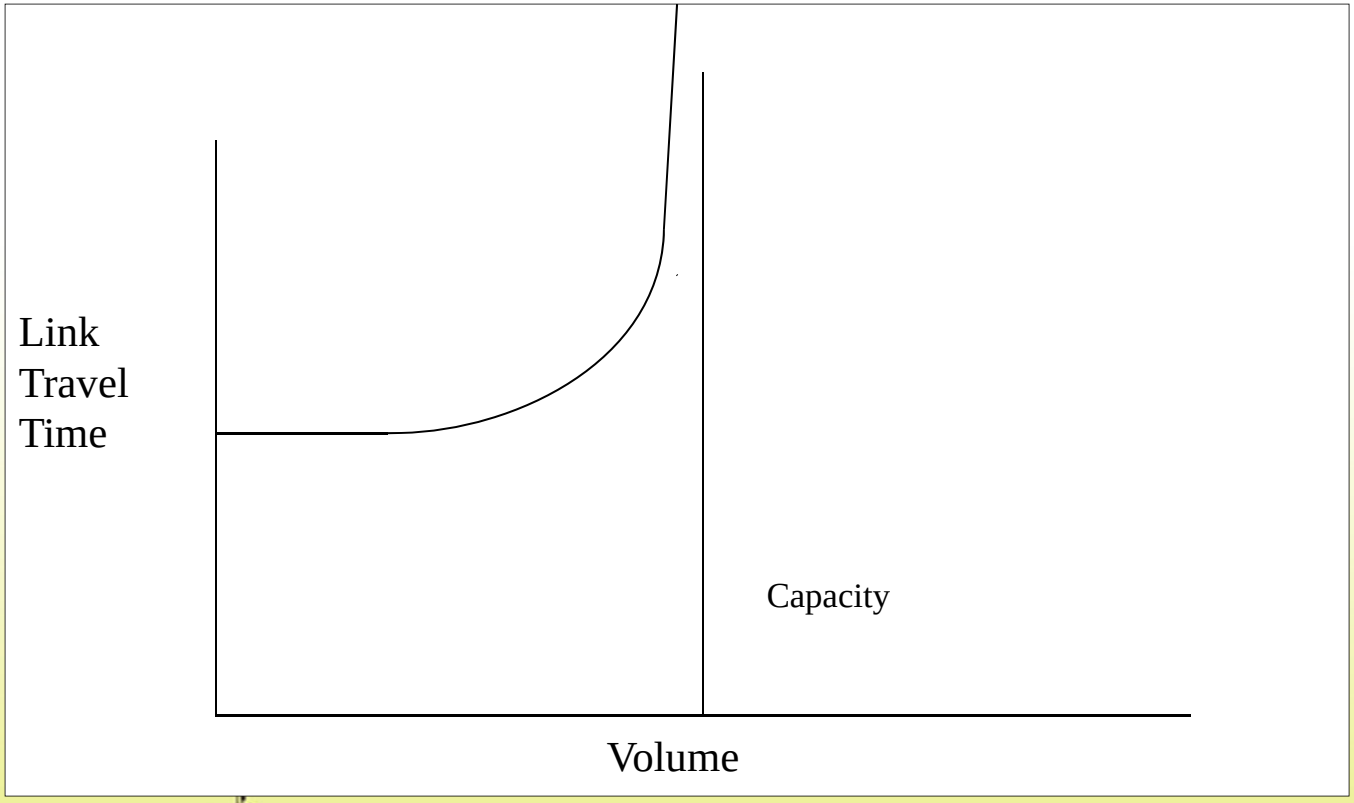
- DAR doubling of traffic criterion inappropriate in metropolitan area context;

- DAR doesn’t fund transit or demand management, which is necessary to manage metropolitan area congestion;

DAR in Metro areas

- DoD should pay for base access needs in metro areas through an impact fee approach. The criteria for assigning DoD cost responsibility:
  - Non-discriminatory;
  - Return level of service to “before” condition;
  - Geographic area of analysis is commute shed;
  - State/Local pay their share;
  - Nonlinearities accounted for.

Speed-flow relationship



Additional DoD funding reforms

- DAR program funds should be appropriated and “fenced” within MILCON;
- New DoD capital and operating program should be created for transit capital and operating expenses.
- Flexibility for base commanders to retain savings in O&M and other accounts to address base access.

State and Local Shares

- Communities that benefit economically also have responsibility.
  - *States and local agencies should pay their share of cost responsibility assigned in impact fee analysis.*
  - *Bases should also work through MPOs to place access needs on regional capital plans to be funded through USDOT and other sources.*

Short/medium term

- Transportation demand management important and useful.
  - *Wide range of strategies should be employed: HOV and HOT lanes, parking management and pricing; flexible hours, telework, shuttles.*
- Minor capital improvements (more buses; turning lanes, etc.), and other possible capacity expansions should be pursued.

Longer-term, 1

- Appears that insufficient attention paid to off-base impacts in BRAC 2005 round.
- When considering concentrating personnel at bases in congested metro areas, DoD should take into account congestion impacts and mitigation costs at a greater level of detail than in the past.

Longer term, 2

- Base master plans are typically developed with little coordination and cooperation from surrounding communities.
  - *Base master plans should be developed in cooperation with MPOs/states.*
- Improved communication and planning would allow regions to better appreciate the plans and expectations of military bases.
  - *USDOT should direct MPOs to include military transportation needs in their planning processes.*

Longer-term, 3

- *DoD should require commanders to address off-base congestion impacts.*
- OEA staff have expertise and familiarity with DoD as well as community-planning processes that would be useful to apply much earlier in the process.
  - *Role of OEA should be expanded to provide ongoing support to bases before problems occur.*

QUESTIONS?

TRB TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Regional Transportation Planning in Hampton Roads: *An Alternative Approach*

Ms. Wendy L. Vachet, AICP

Regional Community Plans and Liaison Officer (RCPLO)-
Transportation, Integrated Planning & Partnerships,
NAVFAC Mid-Atlantic Region

July 17, 2011

A Regional Community Plans and Liaison Perspective

- Planning in Reverse is Difficult; Strive to Get in Front of the Issue
- Active Participation is Required; Leadership and Technical Representation are Critical
- Transportation and Land-Use are Integral; Data Driven Processes are Essential
- Regional Transportation Planning and Military Facilities Planning have Jagged “Seams”

The Navy and the HRTPO

#1: CO Naval Station Norfolk, currently Captain Mary Jackson, Appointed by CNRMA as Non-Voting Navy Representative to the HRTPO Board

#2: RCPLO- Transportation SME, currently Wendy Vachet, Appointed by CNRMA as Non-Voting Navy Technical Representative to the Technical Committees of the HRTPO

This Construct is Both Unique and Powerful……

HRTPO Planning Results

- Military Transportation Needs Studies; Draft Highway Network Analysis Report
- Project Prioritization Process Includes Military Considerations
- Regional Land Use Map Development
- Project Development Coordination (Navy Triangle)
- Participation Sub-Committees: LRTP, CTAC, FTAC
- ***Relationship building, education and awareness***

On-going Initiatives

- Municipalities in Hampton Roads; Engagement and Coordination
- HRT, The Tide & Transit in HR: Looking Forward To The Future
- HRTPO, Technical Coordination: Military Transportation and Engagement Focus; Data, Data, Data
- VDOT, Norfolk Navy Triangle Project(s):
  - I-564 Intermodal Connector Design Coordination
  - Navy Triangle Access and Mobility Study; ***Developing the Navy Factor***
- VaDRPT, Regional and State-wide Opportunities for Connectivity

Regional Transportation Planning in Hampton Roads:
An Alternative Approach

Ms. Wendy L. Vachet, AICP

Regional Community Plans & Liaison Officer (RCPLO)

Transportation, Integrated Planning & Partnerships

Office: (757) 341-0263

wendy.vachet@navy.mil

Regional Transportation Planning in Hampton Roads: *Fairfax County, VA*

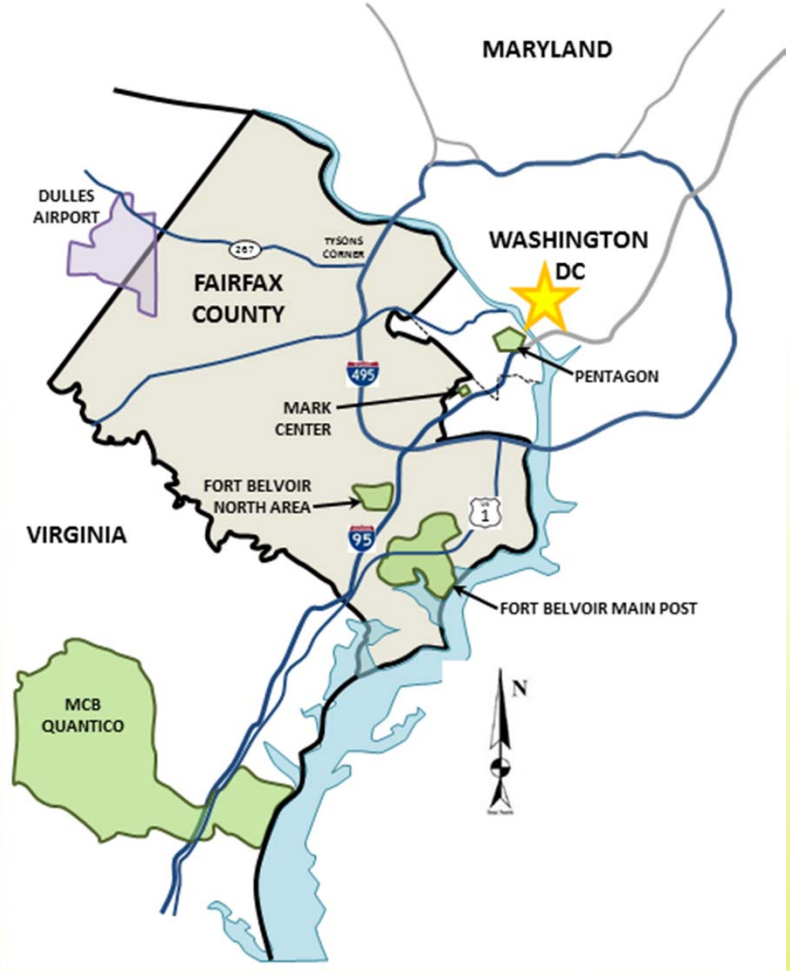
Ms. Laura Miller

Fairfax County BRAC Coordinator

Fairfax County - BRAC

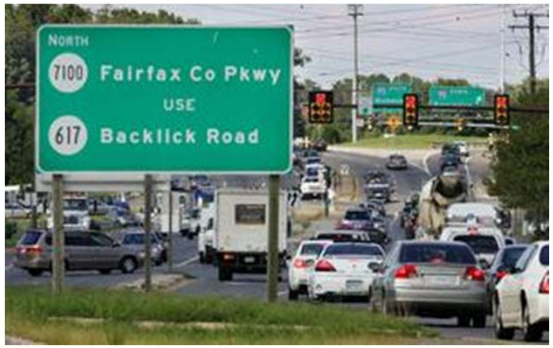
Along a ~30 mile corridor:

Pentagon	23,000
Mark Center	6,400
Fort Belvoir North Area	8,500
Fort Belvoir Main Post	26,400
Marine Corps Base Quantico	19,600
TOTAL	84,000



Fairfax County – Traffic

U.S. Route 1 – Fort Belvoir Main Post
(Photo by Frank O. Anderson)



Fairfax County Parkway
(Photo by Washington Examiner)

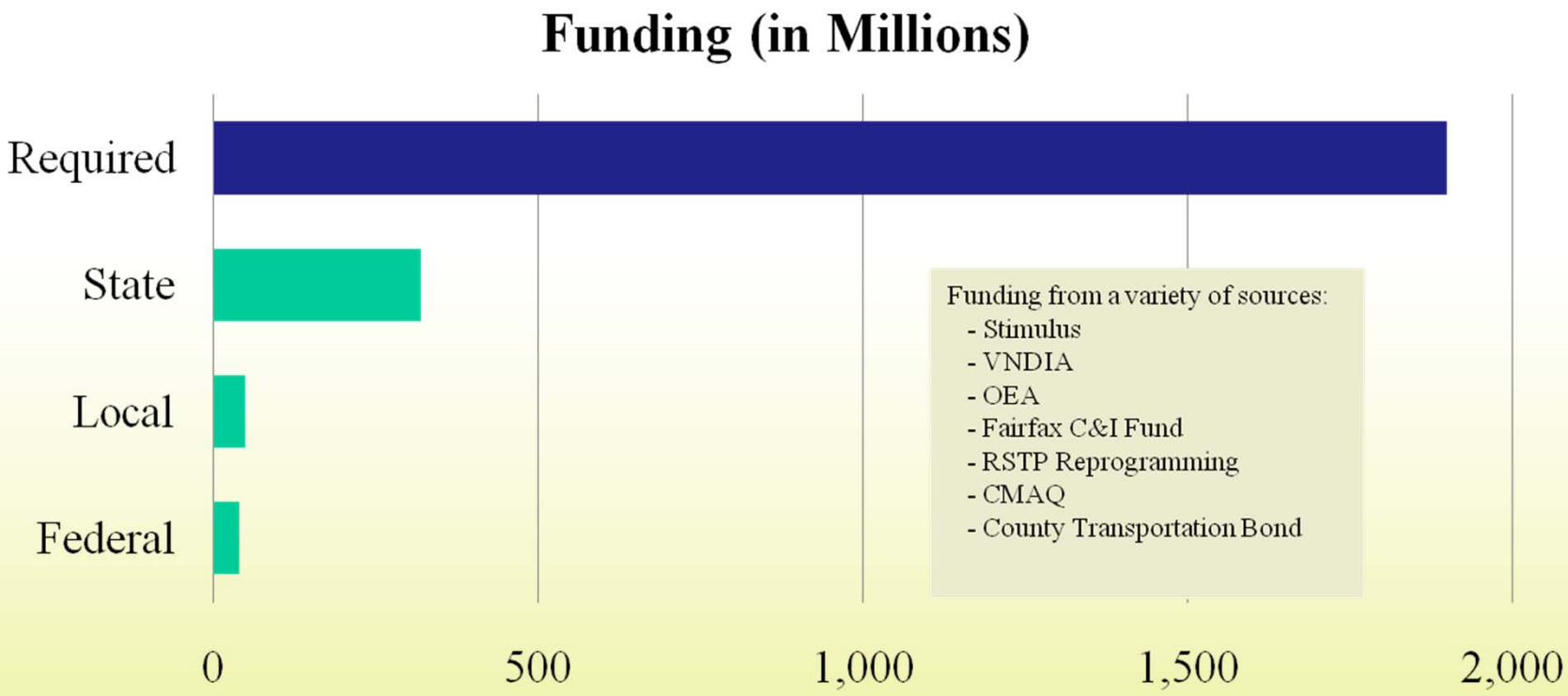
U.S. Route 1 – MCB Quantico
(Photo by Cpl. Sean P. Cummins)

I-395 – Mark Center (BRAC 133)
(Photo by Washington Examiner)

Fairfax County - Projects

Project	Type	Identified		Funded		
		Quantity	Cost ($M)	Quantity	Cost ($M)	
Federal	Roadway	13	$626	4	$40	6%
State & Local	Roadway	44	$1,150	3	$350	30%
	Transit	6	$750	1	$10	1%
Total		**54**	**$2,526**	**8**	**$400**	**16%**

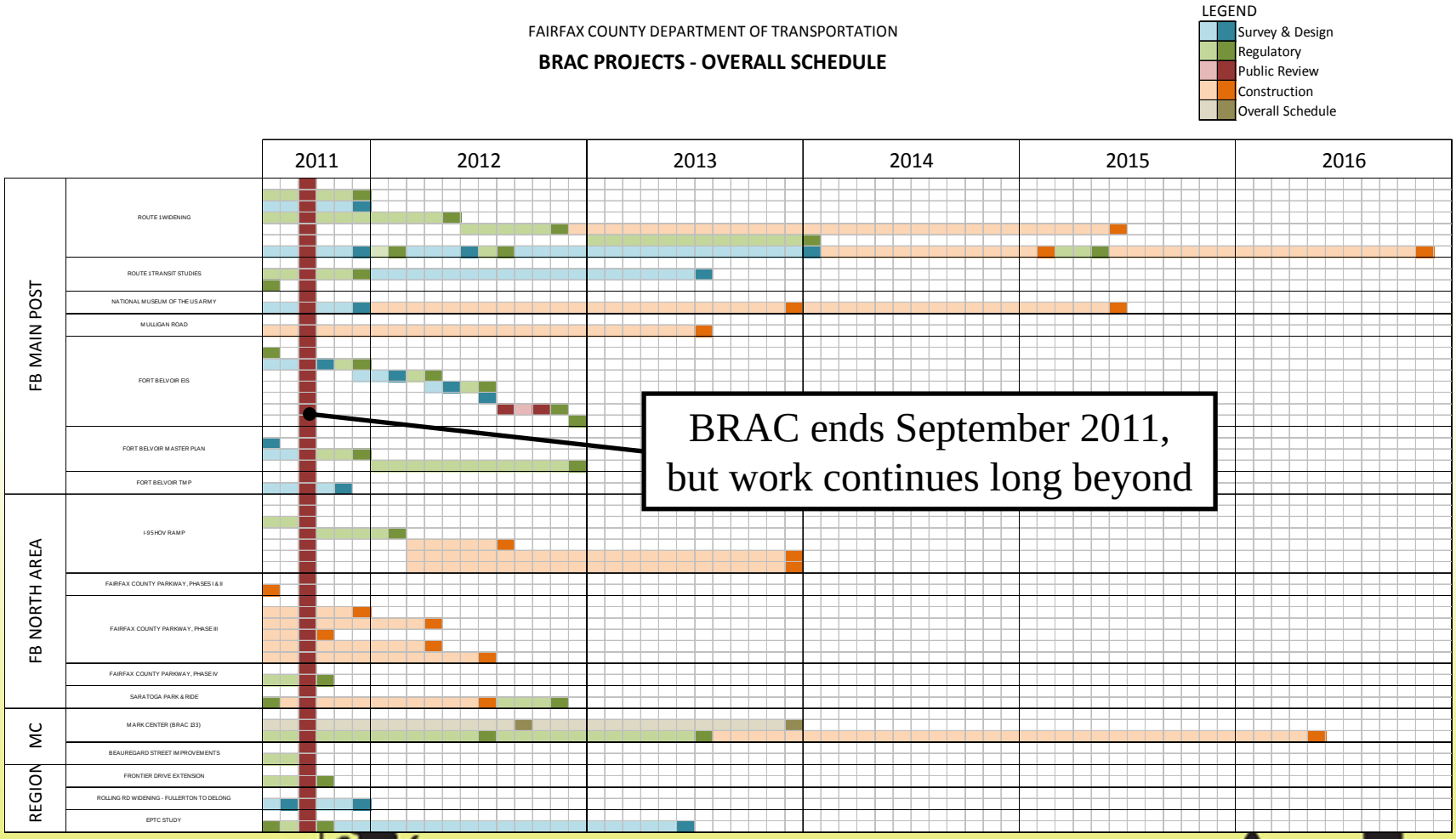
Fairfax County - Funding



Fairfax County - Schedule

FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION

BRAC PROJECTS - OVERALL SCHEDULE



Fairfax County – Path Forward

Fairfax will work to foster a continuing, cooperative relationship with our military neighbors for several reasons:

- BRAC Work to Complete
- Incoming Off-post, Support Development
- Ongoing Discretionary and Incremental Development
- Routine Planning and Integration Efforts

Fairfax County – Path Forward

Installations

- Provide management and oversight of transportation and transit planning
- Ensure coordination of TMP by tenant organizations & agencies
- Conduct Transportation, Transit and Trail Planning in partnership with Local Jurisdiction and Existing Service Providers
- Conduct Master Planning in partnership with Local Jurisdiction
- Continue to provide a single Garrison Point of Contact

This will allow local and state officials to plan proactively and to budget for anticipated improvements

Regional Transportation Planning in Hampton Roads:
Fairfax County, VA

Ms. Laura Miller
Fairfax County BRAC Coordinator

Office: (703) 877-5686
Laura.Miller@fairfaxcounty.gov

REGIONAL SOLUTIONS NEEDED TO MEET CHALLENGES

Peggy Tadej

Northern Virginia Regional Commission

July 17, 2011

MASSIVE NEW BRAC SITES

REGIONAL SOLUTIONS IDENTIFIED

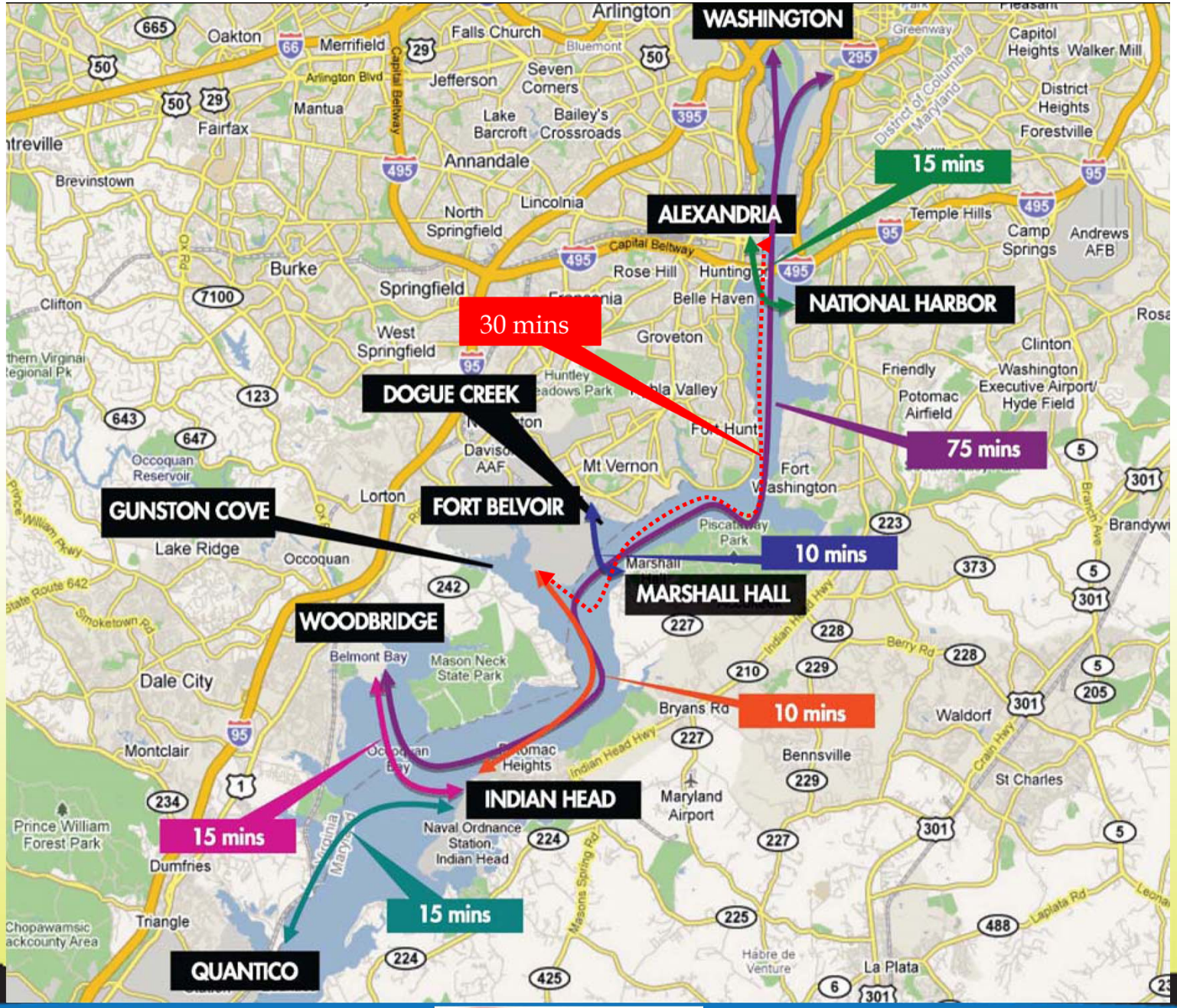
- BRAC Committee of elected officials, private sector, and academic meet monthly
  - Identify Gaps and Develop Capture Plan
- Rideshare Roundtable with BRAC Agencies and TDM Coordinators
  - Resource Guide
- Regional Education and Outreach
- ;

IDENTIFY LOW-HANGING SOLUTIONS

- Infrastructure Needs – 3 -5 years away
- Regional TDM Strategies Needed
- Grant applications to capture funding for Low-Hanging Solutions
  - Commuter Passenger Ferry on the Potomac, and Anacostia Rivers
  - Dynamic Rideshare - Electronic Slugging
- Gather Data to Create Baseline, Make use of Existing Roadway Capacity, Evaluation, Measure Success

COMMUTER PASSENGER FERRY SERVICE

- A New Commuter Service Option with East/West and South/North Crossings
- Next Steps
  - Market Analysis
  - Operational Plan


WASHINGTON
ALEXANDRIA
NATIONAL HARBOR
DOGUE CREEK
FORT BELVOIR
GUNSTON COVE
MARSHALL HALL
WOODBRIDGE
INDIAN HEAD
QUANTICO
15 mins
30 mins
75 mins
10 mins
10 mins
15 mins
15 mins
Arlington
Falls Church
Oakton
Merrifield
Jefferson
Seven Corners
Mantua
Fairfax
Lake Barcroft
Bailey's Crossroads
Annandale
Brevinstown
North Springfield
Lincolnia
Burke
Springfield
Rose Hill
Belle Haven
Groveton
West Springfield
Clifton
Huntley Meadows Park
Fort Hunt
Mt Vernon
Fort Washington
Lorton
Occoquan Reservoir
Lake Ridge
Occoquan
Piscataway Park
Marshall
Belmont Bay
Mason Neck State Park
Dale City
Montclair
Bryans Rd
Bennsville
Waldorf
St Charles
Maryland Airport
Naval Ordnance Station Indian Head
Prince William Forest Park
Dumfries
Triangle
Chopawamsic Backcounty Area
La Plata
Capitol Heights
Walker Mill
District Heights
Forestville
Temple Hills
Camp Springs
Andrews AFB
Clinton
Friendly
Potomac Airfield
Washington Executive Airport/ Hyde Field
Brandywi
Rosa
Capital Beltway
Indian Head Hwy
Berry Rd
Crain Hwy
Laplata Rd
Masons Spring Rd
Smoketown Rd
Prince William Pkwy
State Route 642
Ox Rd
Greenway
District of Columbia
Maryland
Virginia
Arlington Blvd
Capital Beltway
Bluemont
Greenway
Branch Ave
Indian Head Hwy
Leonard
Habre de Venture

nvrc

FERRY BENEFITS

- 4 of the 11 proposed stops are Military Facilities
  - Due to BRAC Relocations – Critical Mass
  - Travel Time Savings by ferry vs. car
  - Provides alternative to capacity issues on I-95/395 & Rt. 1
- Evacuation for unified emergency / disaster planning, operations, and recovery.

DYNAMIC RIDESHARE

- Pilot Dynamic Rideshare Application Submitted February 4, 2011
- Partnership: VDOT, DRPT, TDM Coordinators from City of Alexandria; Arlington County, and Fairfax County, & Avego
- Driver/Rider Incentives
- Address Security for BRAC Relocation Military Installations and Tenant Agencies

BRAC PILOT OVERVIEW

- Focus on BRAC facilities in Northern Virginia
- I-95/395 and Route One Corridors
- 6 Month Pilot
- Recruit 500 Drivers, 1000 riders
- Provide incentives for users
- Create self-sustaining dynamic ridesharing system
- Provide commuters with alternative to SOV driving
- Reduce 12,000 SOV Trips
- Reduce 180,000 VMTs

CONNECTING THE REGION

- Regional Coordinated Assessment & Strategy Needed
  - After September 15th – Establish New Baseline
  - Broaden Support to all Major Employment Centers
  - Gather Data and Map Resources

LESSONS LEARNED

- Educate the Elected to understand the challenges with funding needs and security issues
- Strong Leadership from both Community and Military
- Support Garrison Command and all the Tenant Agencies
- Have the right people at the table

REGIONAL SOLUTIONS NEEDED TO MEET CHALLENGES

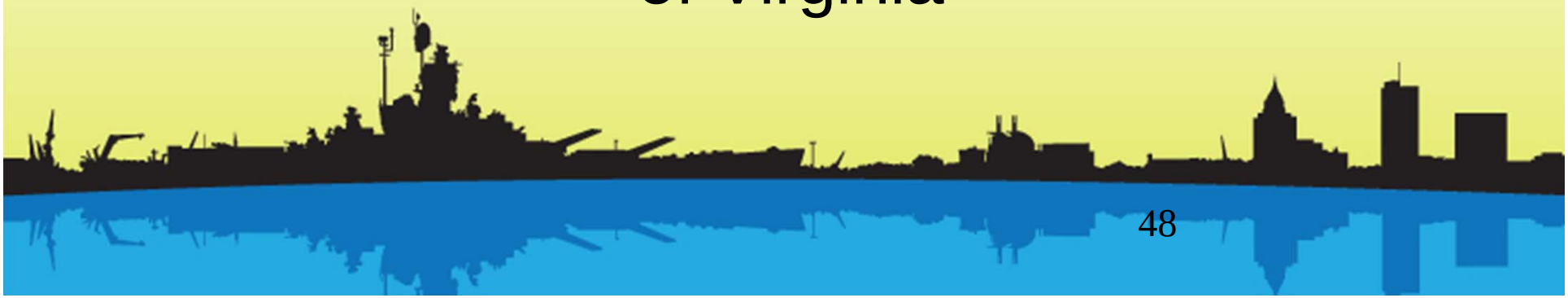
Peggy Tadej

703-642-4635

Peggy.Tadej@novaregion.org

Will Fort Belvoir BRAC Decisions and Defense Access Road Policy Cripple a Major East Coast Highway?

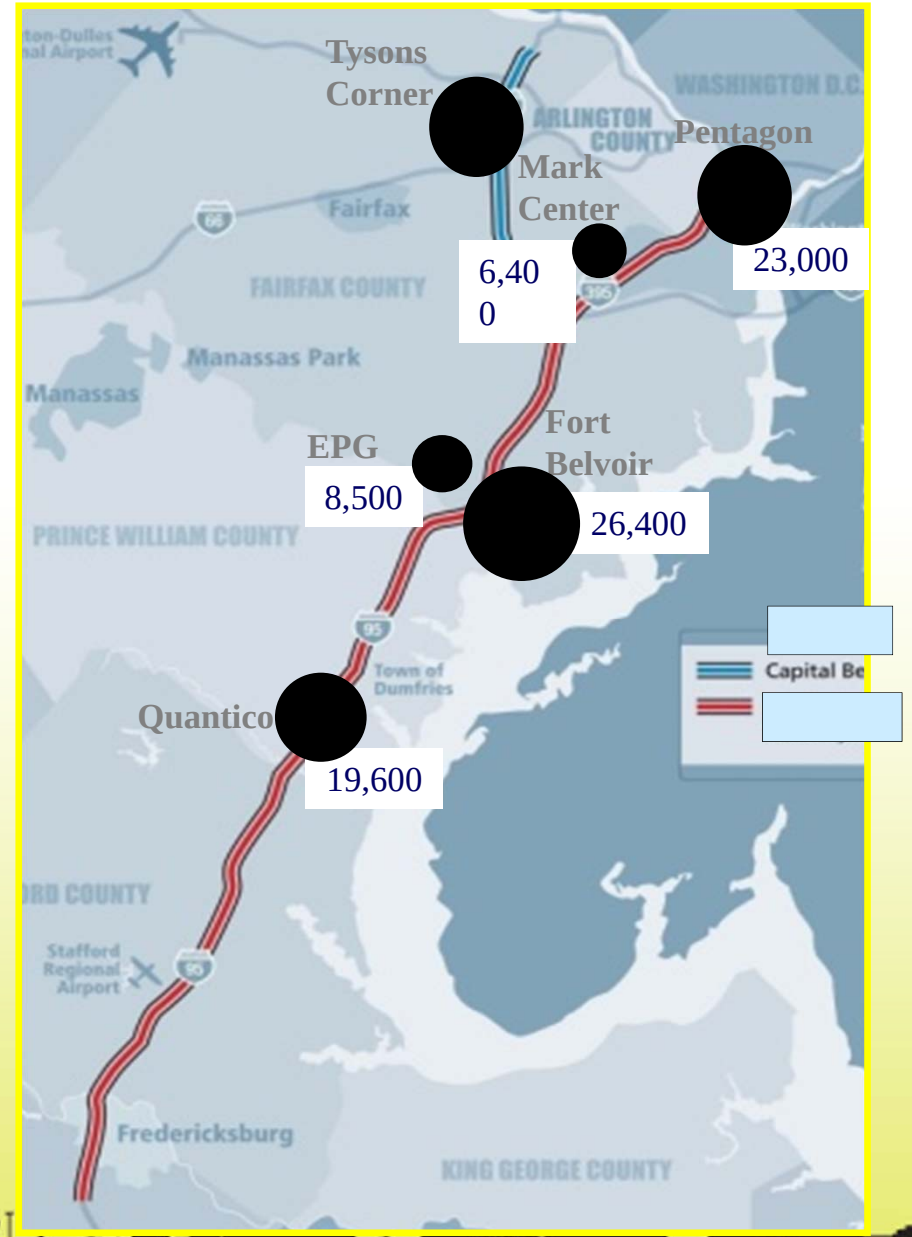
Cord Sterling
Commonwealth Transportation Board
of Virginia



The I-95/395 in Northern Virginia is an important and unique corridor because it serves current and future military bases.

It serves five military bases:
Pentagon
Mark Center at Seminary Road
Fort Belvoir
Engineering Proving Grounds
Quantico

Combined they employee 84,000 people.



BRAC Transportation Cost Fort Belvoir

- $800 million to mitigate impact
- Commonwealth allocated $400 million
- Used ARRA
- DAR contributed around $60 million

Defense Access Road Policy

- Project identification and certification
- Lack of local input
- Funding
- Competition with base priorities
- Length to design and construct projects
- Eligibility criteria

2005 BRAC Lessons Learned

- Traffic studies earlier in process
- Federal funding commitment
- DAR Policy outdated
- State & local government have little influence
- Be prepared for next round (closings and growth)

Break: 10 Minutes

- Facilitated Discussion Next

Discussion:

- Potential Legislative Changes &/or Existing Authorities
- Funding Possibilities
- Lessons Learned for Future Growth –
  - BRAC and non- BRAC