

## Fairfax County BRAC Summary April 5, 2011

Base Realignment and Closure (BRAC) Act of 2005 – The implementation of BRAC at Fort Belvoir will include (on base) 20 separate projects with a total of 6.2 million square feet of building space, 7 million square feet of parking structures and areas, and an overall construction cost of approximately \$4 billion. Approximately 19,300 military and civilian employees are being realigned to Fort Belvoir properties in Northern Virginia by September 15, 2011.

Fort Belvoir is the County's largest single employer with approximately 23,000 workers. The BRAC action will add an addition 19,300 workers to Fort Belvoir (with 6,400 of those located at the Mark Center in the City of Alexandria). By September 15, 2011 Fort Belvoir will employ approximately 45,000 to 47,500 employees.

### **BRAC to Fort Belvoir**

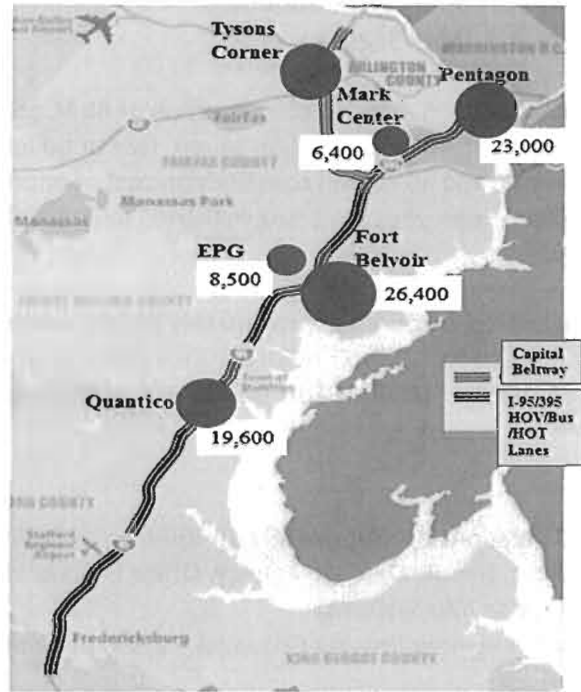
- Fort Belvoir Main Post – 4,000 personnel (includes 650 non-BRAC growth)(Army Lease, Community Hospital, Dental Clinic, Missile Defense Agency, Office Chief of the Army Reserves, Program Executive Office-Enterprise Info Systems)
- Fort Belvoir North Area (formally Engineer Proving Grounds) – 8,500 personnel (National Geospatial Intelligence Agency)
- Mark Center (City of Alexandria) - 6,400 personnel (BRAC 133)
- 7700 Arlington Blvd, Falls Church, Joint Medical Command – 2,500 to 3,000 personnel

### **Non BRAC to Fort Belvoir**

- National Museum United States Army, OCAR, Warrior Transition Center, Discretionary Moves
- Fort Belvoir Real Property Master Plan
- New Post Exchange and Commissary

### **Primary Growth Challenges**

- *Transportation*
  - Most BRAC jobs are in the Capital Region Shift at transit oriented sites will shift to non-transit oriented sites
  - DoD funding for transportation limited to Defense Access Road Program (DAR) certified projects (\$40 million)
  - Growth at 4 non-contiguous sites
  - Shortfalls in BRAC transportation infrastructure funding
  - County and VDOT estimates \$1.9 billion, available funds approximately \$400 million (County has provided over \$45 million in BRAC improvements)
  - Mark Center Access/I-395 Impacts
  - Lack of Funding for Richmond Highway Improvements
  - I-95 Corridor
  - Existing congestion and BRAC Growth
  - Fort Belvoir will have more employees than the Pentagon
  - Pentagon/Pentagon City/Crystal City are Metrorail and VRE accessible
  - Alternative routes to I-95, such as Richmond Highway are congested



- *Schools*
  - Identifying enrollment impacts and programing and identifying capital funding requirements
- *Land Use Changes*

**Major Successes**

- Fairfax County Parkway – Under Construction (Funded by ARRA, VDOT, DoD, and Fairfax County)
- I-95 Defense Access Road Ramps to Fort Belvoir North Area
- TDM/TMP Planning by Fort Belvoir
- Parking Management Planning
- Federal Shuttles/Transit Coordination
- Partnerships/Coordination
  - FHWA
  - DoD-Office of Economic Adjustment
  - VDOT
  - WMATA
  - Regional and state Coordination

**The Final Year**

- Mark Center
  - Regional and Fairfax County Impacts
  - Local and regional improvements (HOT Lanes, I-395, spot improvements, etc.)
  - Short, Midterm, and Long Term Improvements
- Richmond Highway Improvements
- TMP/TDM/Parking Management Implementation
- Not all infrastructure in place by Sept 2011

## **Fairfax County Support to BRAC**

- *Construction*
  - Fairfax County Parkway (Phases 1, 2, 3, 4) - \$190M
  - I-95 4<sup>th</sup> Lane Widening - \$123M
  - South Kings HWY/Harrison Lane Turn Lanes - \$3M
  - Mulligan Road and Telegraph Road Widening - \$72M
  - Defense Access Road Ramps into FBN Area/I-95 and Fairfax County Parkway - \$36M
    - I-95 SB Off Ramp
    - I-95 HOV Ramp into FBN Area
- *In Design*
  - Route 1 Widening from Mount Vernon Highway to Fairfax County Parkway - \$3M (funded for design only)
  - Rolling Road from Fullerton to Delong - \$1.3M (funded for design only)
  - Frontier Drive Extension/Franconia Springfield METRO Station - \$250K (concept/feasibility design only)
  - Saratoga Park and Ride Lot at FBN Area/Barta Interchange - \$3M (funded for design and construction)
- *Studies*
  - I-95/Fairfax County Parkway and I-95/Rolling Road Interchange Study
  - Mark Center Access Study (I-395, near, mid, and long term improvements)
  - Fairfax County's Mark Center Traffic Study – Little River Turnpike and Van Dorn
  - Transportation Demand Management/Transportation Management Plans
  - Springfield Connectivity Study
  - Fairfax County Transit Development Plan
  - Loisdale Special Area/Transportation Study
  - BRAC Area Plan Review Existing Conditions Report
  - WMATA Transit Service BRAC Impacts

## **Fort Belvoir Support to BRAC**

- Barta/Backlick Road FBN Area Improvements
- Defense Access Road Projects (I-95 Ramps, Connector Road)
- Gunston Bridge Replacement over Richmond Highway
- Tulley and Pence Gate Improvements
- On Post Infrastructure/Transportation Improvements
- Environmental Mitigation (\$10M) for Mitigation beyond what is necessary for BRAC, restore 2.5 miles of stream habitat, and invasive plant species control
- Hire Transportation Demand Management Coordinator

## **Fort Belvoir BRAC Unfunded Roadway Improvements (Fort Belvoir BRAC EIS)**

- I-95/Fairfax County Parkway Interchange - \$80M
- Fairfax County Parkway Widening East of I-95 - \$65M
- Spot Improvements - \$15M
- U.S. Route 1 Widening - \$145M
- Beulah/Backlick/Loisdale/Newington Improvements - \$50M