

**Preliminary Draft
Fairfax County
FY 2012 Federal Appropriations Funding Requests
112th Congress, 1st Session**

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- Widening of north and south bound Rolling Road Ramp at the Fairfax County Parkway (\$5M)
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- Jones Branch Interchange (\$5M)
- Enhancements to Franconia-Springfield Parkway between I-95 and Rolling Road (\$10M) *(new)*
- Rolling Road between Fairfax County Parkway and Old Keene Mill Road (\$5M) *(new)*
- I-66/Route 28 Interchange – Study and Design Only (\$10M) *(new)*
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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 and total unfunded project cost to address its impacts, above and beyond what is incorporated in existing plans, include the following:

Top Priority (County requests in bold)

Unfunded Project List

- Reconstruction of the I-95/Fairfax County Parkway Interchange at Newington	\$ 80 Million
- Widening of U.S. Route 1 through Fort Belvoir	\$150 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

- 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 five essential projects that will be the focus of the County's efforts for BRAC mitigation (shown in bold/italics above and below): \$150 million for the widening of Route 1 through Fort Belvoir and \$5 million each toward to total project costs of the reconstruction of the I-95/Fairfax County Parkway Interchange at Newington (\$80 million needed - total); widening the north and southbound Rolling Road ramp at the Fairfax County Parkway (\$25 million needed - total); construction of the Fairfax County Parkway/Neuman Street Interchange (\$50 million needed - total); and reconstruction of the Route 236/Beauregard Street intersection (\$35 million needed - total). The remaining projects provide an outline of the larger funding needs to be addressed separately.

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:

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

Fairfax County FY 2012 Federal Appropriations Funding Requests

County Transportation Requests

I-66/Vienna Metrorail Accessibility and Capacity Improvements (111th Congress request):

Fairfax County is requesting \$5.0 million for the construction of a transit/HOV access ramp from I-66 to the Vaden Drive bridge near the Metrorail Station. This would allow faster transit access to the station, encourage bus ridership, improve the safety of I-66 by eliminating the need for buses to cross three lanes of congested interstate traffic from the HOV lanes to the exit ramp, and alleviate parking problems. This project becomes even more critical as transit ridership increases due to congestion and economic factors.

Richmond Highway Public Transportation Initiative (111th Congress request):

The Richmond Highway (U.S. Route 1) Corridor is one of the most heavily transit dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. Currently, pedestrians and transit passengers have significant difficulty crossing the six lanes and numerous turn lanes on Richmond Highway. The Route 1 Corridor Bus Study, conducted by NVTC, found that transit service would be better utilized if transit facilities are upgraded. To help increase transit ridership, reduce traffic congestion and promote economic revitalization in the area, Fairfax County is requesting \$5.0 million for design work, land acquisition, and partial construction of a transit center and park-and-ride lot, as well as a study to examine long-term transit and highway solutions for U.S. Route 1.

Springfield Multi-Use Community Transportation Hub (111th Congress request):

A multimodal transportation, recreation, community and commercial center to include transit, pedestrian, and bicycle access; structured parking; commercial development; open park recreational area; and community meeting space. The Springfield Multi-use Community Transportation Hub will serve as a critical element in reducing traffic congestion in the Northern Virginia region. This facility, based on the *Springfield Connectivity Study*, will provide commuter parking and serve as a hub to access a variety of transit investments that have been made in the Greater Springfield area over the past two decades. The proposed facility consists of a five story structure, with an outdoor recreation space on the rooftop. The facility would support up to 1,100 commuter parking spaces, up to 10,000 square feet of retail space, and up to 20,000 square feet of office/public use space. The outdoor recreation area on the roof would include over 80,000 square feet of open space. Envisioned with a synthetic turf rectangular field, this facility provides an area for athletic events, recreational exercise and includes supporting amenities, such as shade canopies and plantings. Fairfax County is requesting \$5.0 million to partially fund construction of this multi-use transportation hub.

Pedestrian Access Bridge Over Dulles Airport Access and Toll Road (111th Congress request):

This project would construct a new pedestrian bridge adjacent to the existing Trap Road overpass over the Dulles Airport Access and Toll Road (DAATR) including missing sidewalk and trail segments along Trap Road, Campbell Road and across from the Wolf Trap National Park. The proposed pedestrian bridge would provide a safe passage for those who currently cross the DAATR on the existing two lane overpass with no shoulder or sidewalk. The sidewalk/trail segments would provide better connections between neighborhoods on opposite sides of the DAATR, parks and recreation areas, and expand access to larger trail networks like the Fairfax County Cross County Trail, the W&OD Trail and the NoVi Trail Network. The total project length: 0.93 miles. Funding is available for the preliminary engineering and design, but additional funding is needed to construct the project. Fairfax County is requesting \$2,750,000 for this project.

Transportation Requests (Cont.)

Jones Branch Interchange (111th Congress request):

Construction of a new four lane roadway (two lanes in each direction) providing north- and southbound access to and from HOT Lanes. The project includes a new ten foot wide sidewalk on the north side of the road. Phase 1 would involve building a bridge with minimal impact on Beltway, by shifting traffic on Jones Branch Drive to the west side to allow construction of the new Jones Branch connector. Phase 2 would involve switching traffic onto the new east side of Jones Branch Drive to allow for completion of construction of the road. Funding is available for Phase 1 of the project, but cost and time savings can be realized if both phases are fully funded. Fairfax County is requesting \$5.0 million to partially fund construction of this project.

Enhancements to Franconia-Springfield Parkway between I-95 and Rolling Road (new):

This project would create enhancements to the Franconia-Springfield Parkway between I-95 and Rolling Road. This includes constructing single occupancy vehicle ramps between Franconia-Springfield Parkway and I-95 - currently, there is only an exit from the HOV lanes. This project will help reduce congestion along this busy corridor and will provide greater access from I-95 to and from the Springfield area and other Northern Virginia locations west of I-95. Fairfax County is requesting \$10.0 million for design of this project.

Rolling Road between Fairfax County Parkway and Old Keene Mill Road (new):

This project will widen this section of Rolling Road from two lanes to four lanes. This portion, the only one north of the Engineer Proving Grounds that is not four lanes, experiences constant congestion, making it extremely difficult for those living on the road to get in and out of their residences. Additionally, Rolling Road is a main route to access the Engineer Proving Grounds from the north. As portions of Rolling Road are currently without sidewalks, the improvements will help provide the missing links for pedestrian access. It also includes wide curb lanes for bike access, which is needed, because Rolling Road connects to the Cross County Trail, the primary multi-use north/south trail in the county. The public hearing has been held on this project, and its design is complete. Fairfax County is requesting \$5.0 million to gain the right-of-way access needed for the project.

I-66/Route 28 Interchange (new):

Currently, the interchange does not fully accommodate all directional movements. In some instances, left-turn signals are required to travel on and off the interstate, which creates extensive congestion. Removing the signalized movements and providing more direct access would greatly improve vehicle flow and significantly reduce traffic and congestion. Fairfax County is requesting \$10 million for a study to decide how to proceed with improvements to this interchange and design of the project.

Route 7 Widening Reston Avenue to Dulles Toll Road (new):

This project will widen Route 7 from four to six lanes, significantly improving extensive congestion along this and nearby roadways. Route 7 is a major thoroughfare into Tysons Corner, one of the largest employment centers in the nation, and is continually subject to overcrowding. Though Fairfax County is working to transform Tysons Corner into a more pedestrian and transit accessible area, vehicle access is still critical and widening Route 7 is essential to ensuring employees can reach their place of work. This project includes multi-use trails on both sides of the roadway, which currently has no place for pedestrians to walk, allowing for greater access for pedestrians and those on bicycles. The project also includes intersection improvements, further improving the safety of the roadway. Fairfax County is requesting \$10.0 million for the design of this project.

I-66 Active Traffic Management (new):

I-66 west of I-495 is a highly congested corridor during both peak and off-peak travel periods. While HOV lane operations are provided in the leftmost lane in the peak direction during peak hours and the right shoulder is usable and opened for traffic flow in the peak direction during peak congestion, further measures are needed during both peak and off-peak periods due to the significant traffic volumes. This proposal is for an Active Traffic Management (ATM) initiative on I-66 between US 29 in Centreville and I-495 in Falls Church to improve traffic flow and safety through the use of variable speed limit signage, lane control signals above mainline and shoulder lanes, and queue warning signage provided tied to speed and traffic flow information in order to reduce sudden stoppages or decreases in speed, as well as any required lane reductions due to lane blockages. Similar applications in other

Transportation Requests (Cont.)

locations have resulted in reductions in travel times and substantial decreases of injury crashes, and comparable benefits are expected for this project. Fairfax County is requesting \$8.0 million to implement this project.

REQUESTS BY OTHERS (County Supports)

Dedicated Funding for the Washington Metropolitan Area Transit Authority (WMATA):

WMATA is the only major transit provider in the country without a permanent dedicated revenue source for a significant part of their revenue base. Congress passed legislation that authorizes \$1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. Now that the bill has been passed, all three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-Federal matches are in place, this authorization must continue to be accompanied by annual appropriations.

Dulles Rail Extension:

The Full Funding Agreement issued by the Federal Transit Administration allows for \$900 million in federal funding for Phase I of the Dulles Corridor Metrorail Project. Fairfax County urges Congress to continue to appropriate funding for Phase I consistent with the Full Funding Grant Agreement. In regards to Phase II, Fairfax County's preference is to continue to advance the underground alignment and station at Dulles International Airport while examining an aerial alignment and station in an effort to contain the cost. However, before an endorsement on this option can be made, all NEPA and Section 106 requirements should be met, public hearings on the alignment change should be conducted, and guarantees must be made that additional passenger amenities such as baggage handling and shuttle bus services will be provided at any aerial rail station. Fairfax County also believes that federal and state funding must be brought to Phase II to demonstrate continued commitments to improve transportation in the Nation's Capital.

Virginia Railway Express (VRE) Capital Requests:

VRE is seeking federal funding for rolling stock (up to \$70 million). Funding would be used to purchase the remaining Tier-Two locomotive to standardize the VRE fleet and to purchase 30 additional passenger railcars to replace existing equipment.

I-395/Seminary Road Interchange Capacity Improvements Study – City of Alexandria:

Substantial capacity improvements are needed to address the considerable increase in congestion that will occur when the Mark Center site (BRAC 133 EA) opens in 2011, especially at the I-395/Seminary Road Interchange. If this interchange does not operate efficiently, it is likely that traffic will clog local streets in Fairfax County. In addition, a significant amount of the 6,200 employees at the Mark Center will be Fairfax County residents. As such, Fairfax County supports the City of Alexandria efforts to secure funding to study options to address the impending conditions.

OTHER PROJECTS OF INTEREST (Not a County Project)

National Museum of the United States Army:

The museum is in need of \$7.372 million to build needed transportation improvements to access on-site facilities. As such, it is requesting federal appropriation funding to construct parking, circulation areas, a fire access road and an access road to the amphitheater.

112th Congress

Principles for Federal Legislation

Revised October 26, 2010

Attachment 4

BRAC

Principles for BRAC legislation:

- Support the inclusion of sufficient funds to ensure significant fiscal resources to address the enormous planning, infrastructure, and transportation issues raised by the relocation of over 19,000 defense workers to Fort Belvoir, resulting from the Base Realignment and Closure Commission (BRAC) recommendations signed by the President in September 2005. *(111th Congress position)*
- Ensure sufficient funding for the transportation improvements required to implement this Federal plan, and appropriate consultation between the Army and Department of Defense and local governments on planning and land use decisions, which are critical priorities. *(111th Congress position)*
- Support state and local government efforts in securing Federal land required to provide the necessary road improvements and other public facilities required as part of this Federal action. *(111th Congress position)*
- Support inclusion of the GSA warehouse site as part of Fort Belvoir for any additional growth at Fort Belvoir in the future. *(111th Congress position revised)*
- Ensure sufficient funding for other BRAC impacts, including significant increases in students to Fairfax County Public Schools. *(111th Congress position)*

Transportation

Principles for transportation legislation:

- Urge Congress to appropriate the annual portion of the \$1.5 billion in federal funds authorized for the Washington Metropolitan Area Transit Authority's critical capital needs (\$150 million per year for 10 years). Each of the WMATA signatory jurisdictions has approved the Compact amendments required for WMATA to qualify for these federal funds and the non-federal matches have been identified. *(111th Congress position)*
- Urge Congress to continue to appropriate funding for Phase I of the extension of Metrorail to Washington Dulles International Airport, consistent with the Full Funding Grant Agreement for the project. *(111th Congress position)*
- Support legislation that caps liability for rail passenger accidents to provide additional protection for freight railroads, but only if those railroads are: 1) compelled to offer access to their facilities to public rail passenger services on terms that are fair to all parties; and 2) prohibited from demanding levels of insurance that exceed the cap. *(111th Congress position)*
- There is currently no federal funding agreement for Phase 2 of the Dulles Corridor Metrorail Project. Fairfax County will assist the Metropolitan Washington Airports Authority in attaining funding for Phase 2. *(New Position)*

Principles for the next Surface Transportation Program Authorization

- Support legislation that standardizes the federal approval process for significant highway and transit projects. *(111th Congress position)*
- The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly. *(111th Congress position)*
- The distribution of funding within the Federal Surface Transportation Program must be simplified and the number of funding program streamlined and consolidated. *(111th Congress position)*
- The time required to complete the federal review process of significant new transportation projects must be reduced, and the approval process must be consistent across all modal administrations. *(111th Congress position)*
- Greater decision-making authority for determining how transportation funding is spent should be given to metropolitan areas and local governments. *(111th Congress position)*
- Energy efficiency and environmental protection must be addressed in the development of transportation projects; however, environmental reviews should be conducted within specified timeframes, so that a project's environmental impacts can be identified and adequately addressed so as not to unduly delay project implementation. *(Updates 111th Congress position)*
- Safety must continue to be an important focus of transportation projects. *(111th Congress position)*

