

INSTALLATION MISSION GROWTH

Community Profile

November 2009

Fort Belvoir, Virginia

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Community at a Glance

Geographic area affected by military installation growth:

Fairfax County, Virginia,
Prince William County, Virginia
City of Alexandria, Virginia

Latest population for affected geographic area: 1,578,292 people

Projected 2011 population for affected geographic area: 1,693,600 people

Largest city/town/municipality near the installation:

Fairfax County, Virginia (pop. 1,041,507)

Top growth challenges:

- Transportation
- Education
- County Services (sewer, water, recreation, parks, housing, public safety, and health/mental services)

Outstanding requirements in support of mission growth:

Project Category	# of Projects	Sum of Project Cost	Sum of Funding Gap
Transportation	30	\$1.89B	\$1.26B
Education		\$4M - \$77M	\$4M - \$77M
Totals:			\$1.3B

Mission Growth at a Glance

Growth Action: Base Realignment and Closure (BRAC)

Personnel Baseline and Growth Projection:

	Baseline (January 2005)	Build-out Projection 2011
Military Personnel	5,646	12,171
Dependents	5,490	7,323
Civilian Personnel	12,019	19,854
Contractors	3,772	8,986

Source: Fort Belvoir BRAC Integration Office

Growth factors affecting community planning: The transportation system requires significant improvements to support this BRAC action, and many mission-growth related transportation projects lack funding. Fairfax County Public Schools lacks adequate elementary school capacity to support the personnel increases at Fort Belvoir and limited Impact Aid puts a financial strain on the County school system.

Background

Fairfax County, Virginia is a diverse and thriving urban county in the National Capital Region. As the most populous jurisdiction in both Virginia and the Washington, D. C. metropolitan area, the county's population exceeds that of seven states. With the number of payroll jobs exceeding 575,000, Fairfax County has a robust service economy driven by both public and private sector employment. Unemployment statistics for July 2009 show Fairfax County's unemployment rate of 4.8 percent is low compared to a national rate of 9.7 percent (Source: Bureau of Labor Statistics, www.bls.gov/ro3/valaus.htm).

Fort Belvoir is the County's largest single employer, located in southern Fairfax County close to the Prince William County line. Current employment on the installation is approximately 23,000, which includes military, civilian, and contract workers. It is anticipated with the BRAC 2005 recommendation, along with other growth at the installation, that employment at Fort Belvoir's Main Post and the Engineer Proving Ground will exceed 36,000 by 2011. This creates a unique challenge to Fairfax County because of the location of Fort Belvoir and the concentration of development in southern Fairfax County and the Springfield area.

Northern Virginia will have very significant impacts from the cumulative effects of multiple 2005 BRAC actions. These impacts will vary by jurisdiction. DoD personnel will be vacating leased space in Alexandria, Arlington County and the Bailey's Crossroads area of Fairfax County, resulting in the loss of 22,000 jobs. Simultaneously, two BRAC realignment actions will result in the addition of approximately 19,000 personnel to Fort Belvoir in Fairfax County and the Mark Center in the City of Alexandria, and up to 5,000 at Marine Corps Base Quantico located in both Prince William and Stafford Counties. The Mark Center off of Interstate-395 in the City of Alexandria was chosen in 2008 as the location for 6,000 employees for the BRAC 133 recommendation, which were part of the original 19,000 BRAC jobs slated for Fort Belvoir. A majority of the remaining 13,000 employees coming to Fairfax County are realigning from leased space in Northern Virginia, Walter Reed Army Medical Center in Washington D.C., and the National Geospatial Intelligence Agency in Bethesda, Maryland. These BRAC impacted sites are all within the National Capital Region. The impacts to Fairfax County will be significant because most of the employees are DoD civilian or contractor positions living off the installation. This will create an increased demand on County infrastructure, transportation, services, and housing to accommodate the employee changes.

To accommodate the significant challenges to Northern Virginia, the former governor appointed the Northern Virginia Base Realignment and Closure Working Group on September 30, 2005 (Executive Order 10) to address the recommendations issued by the 2005 BRAC Commission. This working group, a cooperative effort of Fairfax County, Arlington County, Stafford County, Prince William County, and the City of Alexandria, issued a report on December 1, 2005. The report assessed the impacts of the 2005 BRAC Commission changes in Northern Virginia by identifying multi-year local, state, and private sector needs surrounding these changes, specifically including health care, education, and transportation needs. The transportation needs of Northern Virginia remain the highest priority for the community along with funding the specific transportation projects. The report provided a detailed list of transportation projects which included cost estimates and a project priority list.

Following the report to the governor, Fairfax County has been working with the Congressional Delegation, Commonwealth of Virginia, Department of the Army, Fort Belvoir installation staff, and surrounding local jurisdictions through various venues to further BRAC planning and implementation.

The Fairfax County Board of Supervisors made BRAC a priority in their FY 2009 Federal Appropriations Funding Requests. Transportation, schools, and county services (sewer, water capacity, parks and recreation, public safety, etc) are critical needs associated with the BRAC growth. The County has worked closely with the Congressional Delegation in trying to address these requirements and obtain Federal assistance in response to this Federal decision. At both the Federal and state level the elected officials have been very active in pursuing the needs of Fairfax County, but the County still faces significant shortfalls in funding for BRAC.

Fairfax County has obtained some financial assistance for BRAC through the Virginia National Defense Industrial Authority (VNDIA), the Office of Economic Adjustment (OEA) of the Department of Defense, and more recently through the American Recovery and Reinvestment Act of 2009 (ARRA). Through VNDIA, Fairfax County has secured over \$4 million from the Military Strategic Response Fund for BRAC transportation spot improvements. Through OEA, Fairfax County has obtained grant monies in support of BRAC-related transportation and land use studies and supports several full-time BRAC positions. Finally, through ARRA, Fairfax County secured \$60 million for the completion of the final two phases of the Fairfax County Parkway, a critical transportation project for BRAC development at Fort Belvoir North Area (Engineer Proving Ground).

The Fairfax County Board of Supervisors, with a core group of county staff, currently serves as the community based organization working with OEA to develop an adjustment program in response to the Fort Belvoir BRAC action. Fairfax County has not established a separate community-based BRAC growth management organization, although a citizen task force was appointed to review and provide recommendations on proposed land use changes in the County as a result of BRAC. The County has utilized the existing land use development processes already in place to interface with the Army staff in support of BRAC planning and implementation. Community concerns are being addressed through public outreach by the Fairfax County Board of Supervisors and county staff, Fort Belvoir installation staff, and the established BRAC advisory boards and committees.

A review of the County's Comprehensive Land Use Plan began in January 2008 to assess the land use changes to meet the demands of BRAC. The BRAC Plan Amendment process included extensive community involvement, including public outreach and a citizen task force review process. The process concluded in the summer of 2009 with public hearings before the Planning Commission and Board of Supervisors, which provided opportunities for the community to voice support or concerns with the proposed BRAC related changes to the County's Comprehensive Plan. Of the 38 initial proposals received, 13 were adopted as amendments to the County's Comprehensive Plan. The adopted changes will allow for an additional development potential of approximately 2.8 million square feet of office, 375 hotel rooms, and nearly 900 residential units in areas surrounding Fort Belvoir. These changes to the County's Comprehensive Plan were made in an effort to accommodate the additional contractors, visitors and residents that are anticipated to come to Fairfax County as a result of BRAC.

With the 2008 decision to locate 6,400 employees from the BRAC 133 recommendation to the Mark Center site in the City of Alexandria, Fairfax County began coordinating with the City of Alexandria and Arlington County to address impacts that will be shared among the jurisdictions.

Several groups have been established and initiatives undertaken to further assist in BRAC planning and execution, including the following:

Fairfax County Core BRAC Team – A multi-agency county staff review team provides comments and input to Fort Belvoir and the Department of the Army on documents prepared in accordance with the National Environmental Protection Act (NEPA) related to BRAC and the Fort Belvoir Real Property Master Plan Update. Comprised of members from various County agencies, the Core BRAC Team provides a coordinated review team to address specific issues associated with Fort Belvoir. It provides reports to the County's Board of Supervisors along with technical reviews. In addition to the multi-agency staff, Fairfax County has 6 full time positions dedicated to BRAC (County BRAC Coordinator, 3 Land Use Planners, and 2 Transportation Planners).

Fort Belvoir BRAC Planning Board of Advisors (BOA) – Convened and chaired by the Fort Belvoir Garrison Commander to solicit community input on the installation master plan and BRAC implementation. The Fort Belvoir BOA meets several times per year and has an established charter that states its purpose as follows:

- Ensure Stakeholders are provided an opportunity to raise issues and concerns affecting their particular areas on overall Belvoir development and BRAC implementation at Belvoir.
- Review and provide comment and advice on BRAC and development initiatives, planning and implementation.
- Recommend further actions on BRAC development projects and initiatives which impact upon the stakeholder's areas.

- Discuss and recommend solutions to stakeholder problem areas and concerns on BRAC implementation and development at Fort Belvoir.
- Establish and provide representation to Fort Belvoir Planning Advisory Board Working Group to solicit areas to address to the Board and gather pertinent data on issues and concerns.

Composition of the Fort Belvoir BRAC Planning Board of Advisors includes:

- Fort Belvoir Garrison Commander
- Chairman, Fairfax County Board of Supervisors, Fairfax County
- Mount Vernon District Supervisor, Fairfax County
- Lee District Supervisor, Fairfax County
- Springfield Supervisor, Fairfax County
- Chairman, Prince William County Board of Supervisors
- Director, Facility Program Office, National Geospatial-Intelligence Agency
- Director, Defense Facilities Directorate, Washington Headquarters Services
- Commander, Dewitt Health Care System
- Chairman, National Capital Planning Commission
- Chairman, Fairfax County Public Schools
- Chairman, Northern Virginia BRAC Working Group
- State Senator, Toddy Puller (representing the Virginia General Assembly)
- Staff, Senate Armed Services Committee (Representing Virginia CODEL)

Supporting members of the Fort Belvoir Planning Advisory Board:

- Deputy to the Garrison Commander, Fort Belvoir
- Command Sergeant Major, Fort Belvoir
- Fort Belvoir BRAC Implementation Team Leader, Executive Secretary
- Belvoir PAO, Secretary

Working Group Members (in addition to the Supporting Members) includes:

- Belvoir Garrison Staff
- Virginia Department of Transportation
- Fairfax and Prince William County Planning Staff
- Army and Air Force Exchange
- Fort Belvoir Residential Communities, LLC
- Defense Commissary Agency
- Washington Council of Governments
- Washington Metropolitan Area Transit Authority
- Surface Deployment and Distribution Command
- U. S. Army Corps of Engineers
- National Capital Planning Commission
- Northeast Region, Installation Management Agency
- Military District of Washington/Joint Forces Headquarters, NCR
- Current Fort Belvoir tenant agencies.

Fort Belvoir Transportation Working Group – Prior to 2005 BRAC, Fairfax County and Fort Belvoir had an established transportation coordinating committee to interface with Fort Belvoir installation staff to address such issues as gate closure coordination and spot transportation improvements in the vicinity of the installation. In response to BRAC, this same working group expanded their focus and became more formalized to address the number one BRAC concern of Fairfax County: the impacts installation growth will have on the existing transportation infrastructure. The Transportation Working Group is a technical group to discuss transportation modeling, planning assumptions, network assignments, multimodal issues, and transportation mitigation measures. It provides a forum for county and state transportation planners to provide input and review transportation analysis as information is developed. This group provided significant input into the planning assumptions used by the Army's transportation consultants during the development of the BRAC Draft Environmental Impact Statement and Final Environmental Impact Statement (EIS).

After the Record of Decision was issued this group still conducts meetings on an as-need basis to address pending Defense Access Road Projects, follow-on transportation environmental documents, and additional planning and analysis associated with the Fort Belvoir Real Property Master Plan update and the BRAC 133 action.

Fort Belvoir BRAC Coordinating Committee – This group was established in the summer of 2007. Composition of this organization includes: Fort Belvoir Deputy Garrison Commander for Transformation and BRAC, Fairfax County BRAC Coordinator, members of the County BRAC Planning staff (land use and transportation), Fort Belvoir Garrison Staff, and the Army’s Belvoir New Vision Planners (BRAC implementation/planning consultant). This committee meets to address BRAC and Fort Belvoir planning issues and topics associated with National Capital Planning Commission reviews, Fort Belvoir Real Property Master Plan Update, environmental issues, transportation, infrastructure, water resources, and all BRAC related growth topics specific to the installation.

Northern Virginia BRAC Coordinators Group – This group was established in late 2008. Composition of this committee includes BRAC Coordinators and staff from Arlington County, City of Alexandria, Commonwealth of Virginia, Fairfax County, Prince William County, Stafford County, and the Virginia Department of Transportation. The group meets monthly to address regional BRAC issues and topics, including transportation network, transit, workforce retention and development, design and construction, Antiterrorism/Force Protection (AT/FP) standards, land use planning, and the timing of BRAC relocations.

Additional Intergovernmental Coordination - Fairfax County continues to coordinate with the following state and federal organizations:

- Virginia Department of Transportation (VDOT)
 - Coordination of transportation improvements associated with BRAC
- Federal Highway Administration Eastern Federal Lands Highway Office
 - Design and construction of the Fairfax County Parkway and Defense Access Road certified projects
- Military Surface Deployment and Distribution Command (SDDC) Transportation Engineering Agency
 - Defense Access Road (DAR) Program Office certification and planning
- Virginia National Defense Industrial Authority (VNDIA)
 - State grant program and long range BRAC impact planning. VNDIA serves as a forum for discussing short- and long-term (10 or more years out) issues and challenges—as the jurisdictions define them—to accommodate current and future BRAC and DoD shifts in military operations and personnel that may occur in the community, and the tools needed from the state to help accomplish this.
- Department of Defense Office of Economic Adjustment
 - Administers the Defense Economic Adjustment Program, including financial and technical community assistance.

BRAC Area Plan Review Task Force: This group was formed in May of 2008 with the purpose of reviewing the land use proposals received for the BRAC Area Plan Review process. Lee, Mount Vernon, and Springfield District Supervisors each appointed five citizen representatives to the task force. The Chairman of the Board of Supervisors appointed three at-large members. The task force heard presentations from staff and nominators on each proposal before making recommendations to the Planning Commission and Board of Supervisors. The work of the BRAC APR Task Force concluded in August 2008.

Implementation and Partnering Strategies

Fairfax County continues to make significant strides in planning for BRAC 2005 growth at Fort Belvoir. With the assistance of our Congressional Delegation, state elected officials, and Fairfax Board of Supervisors, the County has been able to open lines of communications with the Department of the Army and Fort Belvoir Staff on priority issues for the local community. While a number of issues have been raised and planning continues, the County and State face significant shortfalls in funding to address the needs of BRAC 2005.

The DoD Office of Economic Adjustment has provided support to Fairfax County by providing grant monies for BRAC related staff and transportation and land use studies. With this assistance the County has organized a core team of six (6) full time county staff to focus on BRAC. In addition, the grant has funded several planning studies and a public outreach initiative as follows:

- Springfield Connectivity Study (Identify transportation, land use, and public facility improvements)
 - Springfield Community Business Center
 - Franconia/Springfield Transit Station
 - Area around EPG
- Transit Study
- Land Use Planning and Transportation Modeling Studies
- Funding for preliminary engineering design for Rolling Road
- BRAC-related Land Use Study (Identify existing conditions and consider Comprehensive Plan changes through the Area Plan Review process)
 - Springfield Community Business Center
 - Kingstowne Community Business Center
 - Franconia/Springfield Transit Station Area
 - Beltway South Industrial Area
 - Richmond Highway Corridor
 - Huntington Transit Station Area
 - I-95 Industrial Area
 - Portions of Lorton South-Route 1 Community Planning Sector
- Outreach Initiative
 - Invite public involvement in the BRAC-related planning process

Transportation

The Fort Belvoir BRAC action will have significant adverse impacts on the region's transportation system, but especially Fairfax County's primary and secondary road network including the Fairfax County Parkway. The regional transportation system is already strained under existing traffic volumes (2008 data). In the areas of the 2005 BRAC action growth, the regional transportation network is already strained from rapid development, and significant employment growth within Fairfax County and Alexandria's Cameron Valley area, itself the site of a previous BRAC action. Further exacerbating this congestion is continued growth in the outer jurisdictions of Prince William, Stafford and Spotsylvania Counties and the City of Fredericksburg to the south, as well as the inner jurisdictions of Arlington County and Washington, DC. The results are one of the busiest and most congested interstate (I-95, I-395, I-495) transportation corridors in the country. These adverse transportation impacts are especially significant along Richmond Highway (US Route 1), as it bisects the Main Post of Fort Belvoir. Additionally, Fairfax County's secondary roads surrounding Fort Belvoir and the Engineering Proving Grounds will experience severe congestion, particularly during peak periods. This includes increases to delay times, queuing lengths, volume/capacity ratios (V/C), and overall degradation of the level of service (LOS) at numerous intersections.



Department of Defense Workforce in the I-95 Corridor

Fairfax County welcomed the Army's August 2007 Fort Belvoir Record of Decision that capped the number of BRAC personnel realigning to the former Engineer Proving Grounds (EPG), renamed Fort Belvoir North Area, to 8,500 personnel. However, the subsequent decision to locate the BRAC 133 personnel totaling approximately 6,400 employees to the Mark Center in the City of Alexandria poses significant challenges to both the City of Alexandria and Fairfax County in the I-395/I-95 corridor. From the County's perspective, this decision did not adequately consider the essential transportation mitigation measure of locating near existing public transportation resources. The location significantly reduces the likelihood of employees using the Metro and Virginia Railway Express transit options. As a result, many of these employees may choose to drive to Mark Center, further straining an already significantly congested corridor.

Strategy and actions to date: As part of the Fairfax County and VDOT transportation analysis for BRAC implementation, traffic operations studies are ongoing in support of the planning and design of infrastructure (including transportation systems) and road improvements of new and existing facilities. Included as part has been an ongoing effort in the development and updating of the Project Needs Assessment (PNA). The PNA has identified project and funding shortfalls for BRAC related projects.

Fairfax County and the Commonwealth of Virginia have committed significant funding for transportation infrastructure. The County has approximately \$60 million in funding for BRAC related transportation and infrastructure improvements; the Commonwealth of Virginia has provided approximately \$280 million in transportation related funding.

Fairfax County and Fort Belvoir have recently undertaken a new initiative to reduce single occupancy vehicles. In cooperation with Fort Belvoir and the tenant organizations the County and the Army are partnering in the development of a comprehensive Transportation Demand Management Program. The intent is to reduce the number

of single occupancy vehicles arriving at the base, thereby reducing traffic congestion, improving air quality, and minimizing commute time.



Mulligan Road – Grading and Utility Construction Aug 2009

Outcomes and achievements to date:

Several critically important road improvement projects are funded and under construction. Following the heightened security requirements for the Main Post, and especially the Aerospace Defense Facility (ADF-East) campus, a major secondary public road that bisected the North Post area was closed. This road is being replaced with Mulligan Road, an alternative route through Main (North) Post. After numerous funding and design delays this new road is under construction and expected to be open for travel in 2012 (this project is not formally part of the 2005 BRAC action, but that action made the road that much more important to

both the installation and the surrounding communities).

Mulligan Road will connect Richmond Highway (Route 1) and Telegraph Road, providing a critical north-south link between these two primary roads in southern Fairfax County. The Telegraph Road widening has been incorporated into the phasing of Mulligan Road, and will be completed in 2014 with a combination of County and State funds, and contributed right-of-way from Fort Belvoir.

Fairfax County Parkway through the EPG site represents the most significant road improvement project directly related to BRAC 2005. It involves the construction of the last remaining 1.5 miles of this 22-mile primary road facility and provides a limited access connection for the NGA campus directly to I-95. This four-phased project totals more than \$190 million of County, State and ARRA federal stimulus funding. Its importance was highlighted by a visit from President Barak Obama when he cited the project as a positive example of how the stimulus funds would benefit local economies.



President Obama's visit to Fort Belvoir's Engineer Proving Ground February 11, 2009

VDOT has long recognized the need to improve capacity of the I-95 corridor and has moved forward with the addition of a fourth lane both north- and south-bound between I-495 and the southern border of Fairfax County. This will directly improve the road network adjacent to Fort Belvoir, and assist in relieving additional volumes generated by the BRAC action at all three locations: Main Post, FBNA, and the Mark Center to the north in the City of Alexandria.

Fort Belvoir is in the process of establishing a Travel Demand Management (TDM) program with the goal of reducing single occupancy vehicle (SOV) trips to the Fort. The installation has appointed a TDM Coordinator and they have proposed the following framework:

- Establish a TDM Working Group
- Reduce SOV trips to Fort Belvoir by 10% (goal) over the next 2 years
- Establish a telework pilot program
- Alternative work schedules
- Internal and external shuttle bus service to better connect Fort Belvoir with public transportation (they are looking at shuttle service from the Franconia-Springfield Metro Station to Fort Belvoir and FBNA/EPG)
- Rideshare, vanpool, carpool and other programs

These efforts are being planned for implementation at the Main Post, the National Geospatial-Intelligence Agency, and at the Mark Center for the Washington Headquarters Service personnel; however, the individual efforts vary widely with regard to their level of success (or anticipated success) for implementation.

Outstanding Requirements: Between the Army, Fairfax County, and the Virginia Department of Transportation (VDOT) at least 30 major transportation or transit improvement projects have been identified as necessary to support the regional distribution of the more than 19,000 positions being relocated to Fort Belvoir's multiple installation locations.

The total estimated costs of the BRAC-related transportation projects in Fairfax County vary widely, between the Army's estimated \$626 million in funding needed for the improvements; to \$1.9 billion estimated for the needed improvements as identified by Fairfax County and VDOT. Of these 30 projects, ten have some level of funding support, and only four are fully funded and moving toward completion.

Addressing an issue of this magnitude will require solutions outside the appropriations processes. Current reductions in state transportation funding have required the County to prioritize projects countywide, reallocate funding from other transportation projects, and fund projects with county funds.

Environmental – The Army has committed to meet Leadership in Energy and Environmental Excellence Design (LEED) Silver standards for the new Hospital and National Geospatial Intelligence Agency (NGA). In addition, the Army has agreed to fund \$10 million to address adverse environmental impacts by controlling invasive plants in ecologically sensitive areas and restoring 2.5 miles of stream habitat.

Planning – Significant efforts have been planned or are underway to address the issues with the BRAC realignment. The following represent some of the compliance requirements, documents, agreements, studies, or plans completed or scheduled for completion:

- Fort Belvoir Final Environmental Impact Statement – June 6, 2007
- Record of Decision BRAC 2005, Fort Belvoir, Virginia – August 10, 2007
- Report of Northern Virginia BRAC Working Group, Submitted to Virginia Governor Mark R. Warner and The Virginia Commission on Military Bases, December 1, 2005
- Assessing the Impacts of BRAC in the Northern Virginia Workforce Investment Board Region, July 21, 2007
- Report to Congress – Adaptive Re-Use Study for GSA Warehouse Area, Springfield, Virginia, April 15, 2007
- Fort Belvoir Real Property Master Plan Update – Ongoing but separate from BRAC
- Springfield Connectivity Study (estimated completion early 2010)
- BRAC Area Plan Review Existing Conditions Report – February 2008
- BRAC Area Plan Review (APR) Initiative – March 2008 - August 2009
- BRAC Recommendation No. 133 Environmental Assessment – August/September 2008
- Fairfax County Parkway Environmental Document Reevaluation
- Fairfax County Parkway / I-95 and Rolling Road Interchange EIS
- Connector Road Design and Construction

- BRAC – Springfield Transit Study
- Loisdale Road Special Study – Land use and transportation study (on-going)
- I-95/395 High Occupancy Toll (HOT) Lane Study
- I-95 Widening
- Regional Transit Study –Washington Metro Area Transit Authority (WMATA)
- South Beltway Mobility Study
- Route 1 Corridor Study
- Telegraph Road Improvements
- Fort Belvoir Transportation Demand Management Program
- Programmatic Agreement (Historic Preservation 106 Process) between the 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

Comprehensive Land Use Planning Approach - Fairfax County is integrating the changes associated with the BRAC realignment into the County's Comprehensive Land Use Plan. Several studies are under way which include the Springfield Connectivity Study and the Loisdale Special Study (identify transportation, land use, and public facility improvements). The BRAC-related Area Plan Review to identify existing conditions and provide recommended changes to the County's Comprehensive Land Use Plan was completed in 2009. However, additional land use changes have been proposed to the County's Comprehensive Plan in the South County Area Plan Review process that are in areas affected by BRAC and will have an impact on the areas surrounding the BRAC locations.

Regional Support at the Federal Level – Fairfax County has worked closely with its Congressional Delegation in addressing BRAC. Through this process the County continues to identify implementation issues and funding concerns, working closely with the Congressional Delegation on obtaining Federal assistance and developing innovative solutions.

Education

Long-term adverse effects are expected to occur at off-post schools. The Army Final Environmental Impact Statement assessment indicated an influx of over 3,200 school-age children into Fairfax County as a result of the BRAC 2005. Fairfax County Public Schools (FCPS) estimates the capital costs to accommodate such an increase to be \$77.1 million. Through a subsequent post-NEPA analysis that FCPS is still reviewing, the Army has significantly reduced its projected impact on FCPS to 265 children – even at this greatly reduced level, the net facilities cost would be approximately \$4.9 million.

With the increase in the number of bedrooms in the Fort Belvoir housing inventory, there have been large increases in the number of base resident students attending Fort Belvoir Elementary School. While Fairfax County Public Schools (FCPS) has sufficient high school capacity to serve the needs of Fort Belvoir students, and plans to expand the middle school capacity within the next several years, FCPS lacks the ability to address the increase in the number of elementary students. It is FCPS's understanding that the Fort has identified and tentatively set aside a site for a second elementary school; no capital construction funding has been appropriated.

While FCPS appreciates Impact Aid funding, the cost of educating students whose parents live and/or work on federal property significantly exceeds the funding provided. In FY 2009, the FCPS average cost per general education pupil was \$11,262. The average amount received in Impact Aid was just 2.5% of the cost to educate more than 8,000 students. Even after applying state revenue, local costs still exceed \$8,500 per student. The same situation applies for special education and severely disabled students. The disparity of the actual cost of educating a federally-connected student and the minimal Impact Aid provided is significant and carries a significant financial burden upon the Fairfax County taxpayers.

County Services

Numerous Fairfax County services will have both short-term and long-term cumulative adverse effects as a result of the new personnel at Fort Belvoir. Water, sewer, parks and recreation, affordable housing, health care, and additional demands to the County's public safety agencies remain a significant concern for the County. The County has currently undertaken two waste water projects in support of BRAC; these include replacement of the force main that runs along main post and a sewer liner project at the Engineer Proving Grounds location.

Additional Challenges

Housing – Demand for housing near Fort Belvoir could impact affordability and growth in production.

Air Quality – Increases in local traffic, traffic congestion, and construction activities in this area could result in increased ozone and fine particulate concentration.

Environmental – The County is concerned with protecting all environmentally sensitive areas, including limiting encroachment into Environmental Quality Corridors, minimizing tree clearing, reforestation and landscaping, wetland mitigation, and stormwater measures.

Cultural Resources – Section 106 of the National Historic Preservation Act impacts could be significant based on specific design, location, and decisions.

Construction Impacts – In order to accommodate the Fort Belvoir BRAC realignment, 20 separate facilities totaling 6.2 million square feet of built space and 7 million square feet of parking space must be constructed or renovated. BRAC construction activities are estimated at \$4 billion and the creation of 50,359 construction related jobs. This could impact the cost of construction labor and material in the Washington, D.C. metro area.

Non-BRAC DOD Moves Planned – Fort Belvoir over the course of the past 15 years had a significant increase in mission growth unrelated to BRAC realignments. Fairfax County anticipates this trend to continue, but the extent and timing of this type of growth remains uncertain. In addition to the 20 planned projects to support BRAC-related activities at Fort Belvoir, the Army plans to build out another 32 non-BRAC construction projects or renovations. Some of the non-BRAC projects included the construction of the U.S. Army National Museum and an associated Museum Support Center and expansion of the Post Exchange. The U.S. Army Museum is expected to attract at least 1 million visitors during its first year of operations and will add an additional 231 workers to Fort Belvoir. It should be noted the Post Exchange along with the Commissary have the largest sales in the continental United States.

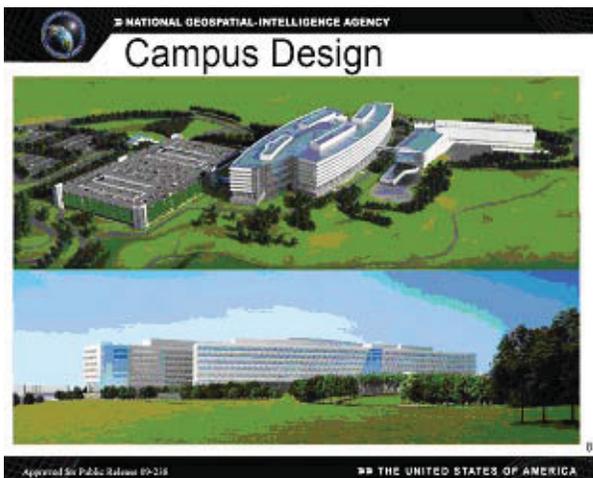
Real Property Master Plan Updates – Concurrent with BRAC 2005, Fort Belvoir is updating the installation's Real Property Master Plan (RPMP). The RPMP will plan for additional growth at Fort Belvoir above what is called for under BRAC 2005; this will create additional challenges to Fairfax County to meet the demands of new employees on the installation. Updating the Fort Belvoir's RPMP has been on hold since 2007. The lack of a complete and up-to-date RPMP has made it difficult for Fairfax County to be able to adequately plan and mitigate for future growth outside the base because it is not known how many residents and employees could eventually be located on the base. It is also difficult to determine whether current construction on the base is in harmony with a long-term vision for Fort Belvoir since an updated comprehensive plan for the future of the base is not available.

Veteran Services – The Fairfax-Falls Church Community Service Board, serving the residents of Fairfax and Falls Church by providing mental health and substance abuse services, has been working with the Virginia Department of Veterans Services on ways to offer new, expanded, or customized services to meet the needs of Virginia's veterans. Fairfax County has the largest number of veterans in Virginia, estimated at 84,342. The Community Service Board is working to find innovative ways to provide veterans with easy access to services. Fort Belvoir, with the construction of the new hospital, could provide opportunities for the Community Service Board and the Virginia Department of Veterans Services to partner with the installation to provide these much needed services.

Successes/Lessons Learned

- The BRAC 2005 actions impacting Northern Virginia will have a significant impact on the transportation infrastructure and national highway system in Northern Virginia, particularly surrounding Fort Belvoir. These efforts, if not studied and addressed through a long-term investment strategy, have the potential to adversely affect access to Fort Belvoir and the quality of life for everyone on the installation and in the surrounding local communities. Federal assistance is essential to solve these complex transportation issues.
- The Army needs an effective BRAC communications strategy with the local community. Developing clear lines of communications, providing access to key senior level decision-makers, and staff coordination has to be well established upfront and maintained as BRAC planning continues. Communities cannot plan without access to key information and providing that information in a timely manner allows the local community to address growth issues. Sharing of information and planning assumptions must be an open and ongoing process to allow for local input before final decisions are made. Establishing a senior level coordination body with the Army and Fort Belvoir leadership is essential to create a dynamic flow of communication.
- The installation must be involved in the land use planning process outside the base to address any encroachment issues and incompatible uses at the outset. It is just as important that the local jurisdiction be included in planning decisions being made on the installation to the greatest extent possible. Sharing of information and transparency on both sides allows potential conflicts to be resolved before they become significant.
- The Army must be aware of the limited financial assistance that local and state governments can provide to fund infrastructure. The needs to support the BRAC realignment might fall short of the requirement or not be in place by the time all the BRAC moves are completed. Army planning must take into account the lead time of local and state governments to fund and execute projects. Fairfax County and the Commonwealth of Virginia have been able to address some of the funding needs, but this has put other priority projects in jeopardy.
- The Army and the installation need to educate the local community on BRAC law so they fully understand what the Army is authorized to do under the BRAC legislation along with its limitations.
- Focus on the highest priorities first; these usually are the most time consuming and costly. Recognize the process will take time and critical decisions emerge at different points over an expanded period of time. Planning associated with the realignment at Fort Belvoir should recognize that the impacts will continue many years after the transition has been completed.
- Work closely with the State to ensure that they understand the local community concerns and are actively involved in the planning process.
- Work closely with other local jurisdictions to share information, concerns and strategies. Many of the impacts associated with BRAC span political and jurisdictional boundaries, and require a regional coordinated approach to develop solutions. Bringing attention and visibility to issues identified is also a benefit of a coordinated regional approach.

National Geospatial Intelligence Agency – Fort Belvoir North Area



Fort Belvoir's New Hospital

