Fairfax County Base Realignment and Closure



Mark Canale Fairfax County BRAC Coordinator October 5, 2010



- Fort Belvoir current workforce (military, civilian personnel, and contractors)
 - o 2008 21,500
 - 2011 (Post BRAC) 42,000 to 47,500
- Most jobs coming to Ft. Belvoir are in the Washington Capital Region
 - Majority are DOD civilians and imbedded contractors
 - Shift in type of transportation trips generated (public transit/Metrorail accessible to vehicle)
- Fort Belvoir is 3 separate locations
 - Main Post
 - Fort Belvoir North Area (EPG)
 - Mark Center/BRAC 133 (City of Alexandria)



- BRAC will add approximately 13,000 employees to Fairfax County & 6,400 to the City of Alexandria by September 2011
- Organizations to Fort Belvoir

Fort Belvoir Mark Center - City of Alexandria

BRAC 133, including WHS – 6,400 personnel

Fort Belvoir Engineering Proving Grounds - Fairfax County

National Geospatial Intelligence Agency (NGA) – 8,500 personnel

Fort Belvoir South Main Post – Fairfax County

- Army Lease 560 personnel
- U.S. Medical Command (Hospital) 2,069 personnel
- Program Executive Office, Enterprise Info Systems (PEO-EIS) 480 personnel
- Missile Defense Agency, HQ Command (MDA) 292 personnel

BRAC Contractor Jobs

- Estimates for outside contractors range from 7,500 to 9,300 (2,250,000 to 2,790,000 GSF)
- Staff estimate 7,500 BRAC-related jobs (2,250,000 GSF)

Non-BRAC Growth

- National Museum of the U.S. Army
- Fort Belvoir Real Property Master Plan Update
- New Post Exchange and Commissary
- Discretionary Moves

On-Post BRAC Related Construction

- 20 construction/renovation projects
- 6.2 million SF of building space
- 7 million SF of parking structures
- \$4.5 billion construction effort



BRAC-Related Capital Assistance

- Over \$45 million (combined with VDOT over \$330 million in off site transportation improvements)
 - County General Obligation Bond Funds
 - Fairfax County Commercial and Industrial Tax for Transportation FY09-11
 - Grant Funds
 - Fairfax County Secondary Road Funds FY 2009-2014 (revised)
- Operating Assistance
 - Operating Assistance TAGS \$.7 Million (includes only 1 year, on-going expense)
- Commitment pre-BRAC
 - Springfield interchange \$676 million
 - 4th Lane I-95 \$123 million
- Public Transportation Services Fairfax Connector, Metro, VRE (to make up for shortfalls in state funding)
 - Includes Capital and Operating Assistance
 - In excess of \$120 million
- BRAC transportation infrastructure estimates
 - \$626 million for improvements identified by the Army
 - \$1.9 billion for improvements identified by Fairfax County and VDOT



Fairfax County Support to BRAC

Under Construction

- Fairfax County Parkway (phases 1,2,3,4)
- I-95 4th Lane widening
- South Kings Hwy/Harrison Lane turn lanes
- Mulligan Road and Telegraph Road widening
- Defense access ramps into EPG (I-95 and Fairfax County Parkway)
 - I-95 SB Off Ramp
 - I-95 HOV Ramp into EPG

Design

- Route 1 widening (through Fort Belvoir)
- Rolling Road (Fullerton to Delong)
- Frontier Drive Extension/Franconia Springfield Metro (concept/feasibility design)
- Saratoga Park and Ride Lot (EPG/Barta Interchange)

Study

- I-95/Fairfax County Parkway and Rolling Road Interchange Study
- Mark Center Access Study
- Mark Center Traffic Study Little River Turnpike and Van Dorn (BRAC 133)
- Transportation Demand Management
- Springfield Connectivity Study
- Transit Development Plan Update



Fort Belvoir Funded BRAC Projects

- Barta/Backlick EPG entrance improvements
- Defense Access Road projects
- Gunston Road bridge replacement over Route 1
- Tulley and Pence gate improvements
- Additional North Post access across from Pence Gate
- NMUSA Kingman Gate Reservation of future interchange
- Federal Shuttle Buses (external and internal)

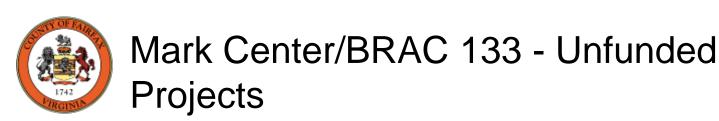


Main Post and Fort Belvoir North Area (EPG) - Unfunded Projects

Top Priority	
-Reconstruction of the I-95/Fairfax County Parkway Interchange at Newington	\$ 80 Million
-Widening of U.S. Route 1 through Fort Belvoir	\$145 Million
-Widen north and south bound Rolling Road Ramp at the Fairfax County Parkway	\$ 25 Million
-Additional and improved ramps to and from I-95 for the EPG	\$ 40 Million
-Fairfax County Parkway/Neuman Street Interchange	\$ 50 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 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
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-Completion of Van Dorn Street/Franconia Road Interchange

\$90 Million



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:

-I-395/Seminary Road interchange capacity improvements

\$40 Million

-VA-236 (Little River Turnpike)/Beauregard Street intersection

\$35 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/VA-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



Questions?