

This is a scanned copy of the October 19, 2006 resolution passed by the Federation of Civic Associations concerning Fort Belvoir and BRAC:

RESOLUTION

Army's Preferred BRAC Alternative for Fort Belvoir

Whereas, the United States Army's preferred Base Realignment and Closing (BRAC) alternative for Fort Belvoir has identified a number of "Off-Post" transportation improvements that are needed to mitigate the impacts BRAC will have on the surrounding Fairfax County transportation infrastructure; and

Whereas, the preferred BRAC alternative would locate most of the new 22,000 employees and a proposed Army Museum on the Engineering Proving Grounds (EPG) to the west of I-95, thereby establishing a "Fort Belvoir No. 2" that would double the size of the Fort and extend the installation and impacts into the Springfield area; and

Whereas, the Army's preferred BRAC alternative recommends the placement of new facilities and incoming employees in a manner that makes inefficient use of existing transportation facilities and creates the need for more transportation development than under alternative alignments; and

Whereas, the Army must immediately develop an implementation plan for "Off- Post" transportation improvements that includes working with Fairfax County government and community organizations on refining the list of necessary projects and developing funding sources and a project execution schedule with emphasis varying depending upon the final distribution of new construction and placement of various facilities; and

Whereas, the Army must consider the following additional improvements in addition to those on their list of proposed "Off-Post" Transportation Improvements:

1. Add a another VRE station for pick up and drop off of passengers north of the Lorton Station but south of the Franconia-Springfield Metrorail station.
 2. Provide a flyover of I-95 to the EPG from the new VRE station site which can accommodate buses--estimated cost unknown. [Note: Depending on the location and design, the flyover of I-95 could also provide a connection to both the Metrorail and VRE stations.]
 3. Improve Backlick Road entrance to the EPG with the addition of turn lanes and basic signalization (estimated cost \$5 million).
 4. Improve access and ramp design to EPG as part of the Fairfax County Parkway Project to handle the increased intensity of development and the new Army Museum at the EPG. Build a full interchange to handle the various movements to and from EPG and the Fairfax County Parkway (estimated cost \$50 million).
 5. Build the Fairfax County Parkway to the full 6 lanes as shown on the County's Transportation Plan. The current project provides for ROW for six lanes but with the construction of only four lanes. This will require additional transportation analysis (estimated cost \$40 million).
 6. Develop a TDM program that:
-

a. Establishes a robust, centrally administered TDM program at Fort Belvoir and EPG for all agencies that includes 1) shuttle bus service for Fort Belvoir and EPG to and from the Franconia-Springfield and Huntington Metrorail stations and the Lorton VRE station.

b. Establishes a TDM Coordinator position to facilitate carpools, vanpools, and other TDM programs, including the use of staggered arrival and departure times over a 3-hour period, setting a goal of a specific percentage of carpools, telecommuting with local jurisdiction assistance, and easy pedestrian and bicycle access. A slug program should also be considered.

7. Provide the EPG site with a spine road that connects the Fairfax County Parkway with Backlick Road. This must be included on development plans. The spine road should be designed with enough lanes to accommodate travel volumes both to and from the EPG site.

8. Widen Route 1 from Old Mill Road to Telegraph Road from four to six lanes. Include grade separated interchanges to access Pence Gate (estimated cost \$50 million).

9. Re- synchronize all signals along Route 1, the Fairfax County Parkway, John J. Kingman Road, and Telegraph Road (estimated cost \$0.5 million).

10. Establish an on-base shuttle bus service internally and between Fort Belvoir and the EPG.

11. Provide a Transit Transfer Center for buses at the Army Museum with parking (estimated cost \$30 million).

12. Provide bus rapid transit to and from Huntington and Franconia-Springfield Metrorail stations via Routes 1, 7100, and/or 7900 to Fort Belvoir and EPG.

13. Widen Telegraph Road from two to four lanes from Beulah Street to Hayfield Rd (estimated cost \$19 million).

14. Widen Telegraph Road from two to four lanes from Hayfield Road to South Kings Highway (estimated cost \$15 million).

15. Add a flyover of Route 1 at Belvoir Road with turn lanes providing an additional grade-separated connection to and from the North and South Posts (estimated cost \$25 million).

16. Prepare a concept plan that shows how access to and egress from the Army Museum and the EPG will function and how DOD and non-DOD traffic will be handled so that backups do not occur on the Fairfax County Parkway.

17. Add highway ITS advisory radios, cameras, and permanent VMS signs along Route 1 in the Fort Belvoir area and the Fairfax County Parkway in the EPG area at strategic points. This would provide public notification of changes to Fort Belvoir gate closures, force protection changes, and other significant events. Notice would assist in rerouting traffic in and around Fort Belvoir (estimated cost \$2.5 million).

18. Study additional access points to the EPG site from Franconia-Springfield Parkway (Route 7900), Backlick Road, and the Fairfax County Parkway. Fairfax County Parkway improvements are currently on hold pending completion of the EPG environmental clean-up. In addition, the builder of the road (the Army or VDOT) is now in question. The Army must develop a plan to clean up the site and to fund and construct this project. To make the EPG site work, this must be resolved now so the road can be opened in sufficient time for BRAC implementation. Because the project

has been on hold, the cost estimates continue to escalate. This escalation does not include additional transportation improvements to support BRAC.

19. Fund fully and construct the 4-lane Connector Road from Route 1 to Telegraph Road prior to BRAC implementation. Only 2 lanes are currently funded.

20. Provide a park-and-ride and transit transfer center on or adjacent to Fort Belvoir as part of the Richmond Highway Public Transportation Initiative (estimated cost \$30 million); and

Whereas, it is obvious that the "Off-Post" transportation improvements will not be funded or in place by the target date for fully implementing any BRAC alternative for Fort Belvoir;

Therefore Be It Resolved, that the Fairfax County Federation of Citizens Associations (the Federation) urges the Army to work with the Northern Virginia Congressional delegation and the Fairfax County Board of Supervisors to distribute the new facilities and incoming staff in a manner that makes more efficient use of existing transportation infrastructure; and

Be it Further Resolved, that, regardless of the eventual base facilities alignment, the Federation urges the Governor of Virginia, the Fairfax County Congressional and Virginia legislative delegations and the Fairfax County Board of Supervisors to take steps immediately to delay the implementation of the BRAC decision regarding Fort Belvoir for at least two (2) years and to require that needed "Off-Post" transportation improvements be not only funded but in operation by the BRAC implementation date.

Approved by the Federation membership on October 19, 2006
