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BRAC IN NORTHERN VIRGINIA: BASE REALIGNMENT AND CALAMITY? A REVIEW OF BRAC'S IMPACT ON TRAFFIC CONGESTION AND QUALITY OF LIFE IN OUR REGION

HEARING

BEFORE THE

COMMITTEE ON GOVERNMENT REFORM

HOUSE OF REPRESENTATIVES

ONE HUNDRED NINTH CONGRESS

SECOND SESSION

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BRAC IN NORTHERN VIRGINIA: BASE REALIGNMENT AND CALAMITY? A REVIEW OF BRAC'S IMPACT ON TRAFFIC CONGESTION AND QUALITY OF LIFE IN OUR REGION

THURSDAY, AUGUST 31, 2006

HOUSE OF REPRESENTATIVES,
COMMITTEE ON GOVERNMENT REFORM,
Springfield, VA.

The committee met, pursuant to notice, at 10:06 a.m., at Rolling Valley Elementary School, 6703 Barnack Drive, Springfield, VA, Hon. Tom Davis (chairman of the committee) presiding.

Also present: Representative Moran.

Staff present: David Marin, staff director; Larry Halloran, deputy staff director; Ed Puccerella, Christopher Bright, and Chris Lopez, professional staff members; Teresa Austin, chief clerk; Michael Galindo, deputy clerk; Ali Ahmad, staff assistant; Michael Sazonov, research assistant; Bill Womack, legislative director; and Kim Trinca, minority staff.

Chairman TOM DAVIS. If everyone could take their seats, the hearing will come to order. I want to thank everybody for joining us today to examine the Army's plans for implementation of the recommendations of the BRAC Commission and how they will affect northern Virginia, the metropolitan D.C. area, and the Army's ability to accomplish its mission.

Since 1988 the BRAC Commission and the BRAC process has served as the mechanism to realign military installations to match the challenges of an evolving world. The four previous BRAC rounds in 1988, 1991, 1993 and 1995 brought about 97 major closures, 55 major realignments and 235 minor actions. Overall, DOD claims that the previous BRAC rounds saved the American taxpayers around $18 billion through fiscal 2001 and a further $7 billion per year since. However, the 2005 BRAC recommendations represent the most extensive BRAC ever proposed, affecting more than 800 installations. DOD claims BRAC 2005 will cut excess military infrastructure between 5 and 11 percent and save $48.8 billion over 20 years.

As part of the 2005 process, the Department of Defense made numerous recommendations to the BRAC Commission regarding activities in the metropolitan D.C. area. Many of these could be characterized as part of a concerted effort to move DOD functions from leased office space to military posts. The main rationale was that leased space did not meet the Army's rigid force protection standards.

Along with my colleague Jim Moran who joins me here today, as well as Senators Warner and Allen, we all argued vigorously against the Army's recommendations. We voted to disapprove the mission's final recommendations. I felt that the Department of Defense was using the BRAC process as a vehicle to advance an unrelated policy goal, mainly moving out of leased space. I also felt that the entire BRAC process looked at these issues solely from a DOD perspective. There was little coordination with other agencies regarding the impact of these moves.

For northern Virginia, the final result of the 2005 BRAC round was that 23,000 personnel, a force the size of the Pentagon, will be relocating to Fort Belvoir by 2011. In the BRAC game, the conventional wisdom has always been that those who saved or gained jobs won, and those who lost jobs lost. The jobs coming to Fort Belvoir are very desirable, highly skilled, high paying jobs with considerable economic spin-off, but that will be little consolation if the tradeoff for these jobs is chaos on our roadways. Unfortunately I think that's where we're headed. Yesterday's Washington Post reported that the Washington, DC, region already has the second longest average commute in the Nation. Without proper planning and execution, the influx of traffic to Fort Belvoir could lead to the collapse of the transportation infrastructure along the I–95 corridor, making the situation even worse.

In February the Army awarded a $60 million contract for master planning services at Fort Belvoir to handle BRAC-related issues. As part of this process the Army also formed a board of advisers comprised of Federal, State and local stakeholders to discuss issues and concerns regarding BRAC implementation at Fort Belvoir. On July 28th the Army announced its initial plan to site military activities in the fort.

This plan involves locating 18,000 personnel on the Engineer Proving Grounds, a former live-fire range located on the western side of I–95. The remainder will be located on the main post located off Route 1.

The Army also announced its intention to locate the National Army Museum on the western portion of the Engineer Proving Ground. The museum had been planned for the main post. I would note that the museum is not part of the BRAC process.

Finally, the Army intends to build a new hospital to replace the aging DeWitt Hospital on the main post, which hospital will also host some of the services formerly provided at Walter Reed Army Medical Center.

The Army's plans raise a number of concerns, foremost among them the effects they are going to have on regional traffic. How does the Army propose to handle an estimated 15,000 extra car trips per day? The Army's answer is a number of transportation projects, 14 of which they characterize as required. These include the completion of the Fairfax County Parkway, widening of I–95 and new access ramps to EPG. However, only three of these projects, the completion of the Fairfax County Parkway, widening of I–95 between Fairfax County Parkway and Route 123 and the Woodlawn road replacement are even partially funded.

The completion of the Fairfax County Parkway was once considered to be fully funded. However that's now doubtful since the dis-

pute regarding environment concerns has delayed construction for years. So the question is, who's going to pay for these projects? Only two are in Virginia's 6-year plan. Only two are included in the most recent Federal transportation reauthorization bill, the next version of which won't be enacted until 2010 at the earliest.

Unless the Army plans to spend the money to fund these projects, which it estimates to cost about $626 million, it's foreseeable that little if any new transportation infrastructure will be in place before 23,000 new people report to Fort Belvoir.

Not to add insult to injury, but this figure does not account for the private sector that's likely to also move to the area along with the agencies they serve, and clearly that's just not an acceptable situation. The Department of Defense got what it asked for from the BRAC Commission. Now it has to figure out how to put those pieces in place in only 5 years. Those with experience with large projects will tell you that's very little time. The concern is that the short-term imperative of the deadline is outweighing long-term considerations. It could be likened to 2-minute drills in a football game when caution is thrown to the wind in the desperation hope of beating the clock.

A case in point: The Federal Government currently owns a General Services Administration warehouse facility in Springfield just north of the EPG and adjacent to Interstate 95 and the Springfield Metro and VRE stations. It strikes me that this property should be used as something other than warehouse space next to a major transportation center. However, time constraints have led the Army to take the option off the table without giving it the consideration it merits.

I can certainly think of possibilities for the GSA site. As the chairman of the Government Reform Committee, I have jurisdiction over GSA and I intend to make sure these options are explored. If it makes sense, we're going to followup on them.

In closing, I called this hearing to highlight what I believe is an unrealistic timeline and a flawed planning process. It's my hope that doing so will provide the justification for legislation that will allow the process to move along in a rational manner.

[The prepared statement of Chairman Tom Davis follows:]

Thank you for joining us here today to examine the Army's plans for implementation of the recommendations of the BRAC Commission and how they will affect Northern Virginia, the Metropolitan, D.C. area, and the Army's ability to accomplish its mission.

Since 1988, the BRAC Commission and the BRAC process have served as the mechanism to realign military installations to match the challenges of an evolving world. The four previous BRAC rounds -- in 1988, 1991, 1993 and 1995 -- brought about 97 major closures, 55 major realignments, and 235 minor actions. Overall, DoD claims the previous BRAC rounds saved American taxpayers around $18 billion though fiscal 2001 and a further $7 billion per year since. However, the 2005 BRAC recommendations represent the most extensive BRAC ever proposed, affecting more than 800 installations. DoD claims BRAC 2005 will cut excess military infrastructure between 5 and 11 percent and save $48.8 billion over 20 years.

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Along with my colleague Jim Moran, who joins me here today, as well as Senators Warner and Allen, I argued vigorously against the Army's BRAC recommendations. I also voted to disapprove the Commission's final recommendations.

I felt that the Department of Defense was using the BRAC process as a vehicle to advance an unrelated policy goal – namely, moving out of leased space. I also felt that the entire BRAC process looked at these issues solely from a DoD perspective. There was little coordination with other agencies regarding the impacts of these moves.

For Northern Virginia, the final result of the 2005 BRAC round is that 23,000 personnel, a force the size of the Pentagon, will be relocating to Fort Belvoir by 2011.

In the BRAC game, the conventional wisdom has always been that those who saved or gained jobs won and those who lost jobs – lost. The jobs coming to Fort Belvoir are very desirable – high skilled, high paying jobs with considerable economic spin-off. That will be of little consolation if the trade-off for these jobs is chaos on our roadways.

Unfortunately, I fear that is where we are headed.

Yesterday's *Washington Post* reported that the Washington, D.C. region already has the second longest average commute in the country. Without proper planning and execution, the influx of traffic to Fort Belvoir could lead to the collapse of the transportation infrastructure along the I-95 corridor, making the situation even worse.

In February, the Army awarded a $60 million contract for master planning services at Fort Belvoir to handle BRAC-related issues. As part of this process, the Army also

formed a board of advisors, comprised of federal, state, and local stakeholders to discuss issues and concerns regarding BRAC implementation at Fort Belvoir.

On July 28, the Army announced its initial plan to site military activities on the fort. This plan involves locating 18,000 personnel on the Engineering Proving Ground, a former live-fire range located on the western side of I-95. The remainder will be located on the main post, located off Route 1.

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Finally, the Army intends to build a new hospital to replace the aging Dewitt Hospital on the main post. This hospital will also host some of the services formerly provided at Walter Reed Army Medical Center.

The Army's plans raise a number of concerns, foremost among them the effect they would have on regional traffic. Just how does the Army propose to handle an estimated 15,000 extra car trips per day?

The Army's answer is a number of transportation projects, 14 of which they characterize as "required." These include the completion of the Fairfax County Parkway, widening of I-95, and new access ramps to EPG.

However, only three of these projects – the completion of the Fairfax County Parkway; widening I-95 between the Fairfax County Parkway and Rte. 123; and the Woodlawn Road replacement -- are even partially funded. The completion of the Fairfax County Parkway was once considered to be fully funded; however, that is now doubtful since a dispute regarding environmental concerns has delayed construction for years.

So the question is: Who is going to pay for these projects? Only two are in Virginia's six year plan. Only two are included in the most recent Transportation Reauthorization bill – the next version of which won't be enacted until 2010, at the earliest.

Unless the Army plans to spend the money to fund these projects, which it estimates to cost $626 million, it is foreseeable that little, if any, new transportation infrastructure will be in place before 23,000 new people report to Fort Belvoir.

Not to add insult to injury, but this figure does not account for the private industry that is likely to also move to the area along with the agencies they serve.

That is unacceptable.

The Department of Defense got what it asked for from the BRAC Commission; now it must figure out how to put those pieces in place in only five years. Those with experience

with large projects will tell you this is very little time. A concern is that the short term imperative of the deadline is outweighing long term considerations.

It could be likened to a two minute drill in a football game, when caution is thrown to the wind in the desperate hope of beating the clock.

A case in point: the federal government currently owns a General Services Administration warehouse facility in Springfield, just north of the EPG and adjacent to Interstate 95 and the Springfield Metro and VRE stations. It strikes me that this property should be used as something other than warehouse space. However, time constraints led the Army to take this option off the table without giving it the consideration it merits. I can certainly think of possibilities for the GSA site. As the chairman of the Government Reform Committee, I have jurisdiction over GSA, and I intend to make sure these options are explored. If it makes sense, we are going to follow up on them.

In closing, I called this hearing to highlight what I believe is an unrealistic timeline and flawed planning process. It is my hope that doing so will provide the justification for legislation that would allow the process to move along in a rational manner.

Chairman TOM DAVIS. Mr. Moran.

Mr. MORAN. Thank you very much.

Chairman TOM DAVIS. Let me just—I would ask unanimous consent that my colleague Mr. Moran be permitted to sit with this hearing.

Mr. MORAN. Thank you, Tom. Tom, thank you very much for having this hearing. It is as important as it is urgent. We took a tour of this area earlier this morning, and we see what a difference a commitment can make with regard to the Springfield Mixing Bowl. That's working. But it's not going to work if the people driving through it have to spend half an hour on the road before they get to it. All of this transportation situation is interrelated.

Now we're going to hear from Governor Kaine. I very much appreciate your being here, Governor. You've spent a great deal of time in northern Virginia, and I know that's deliberate because you understand that northern Virginia's the economic engine that is generating revenue for the rest of the State, is leading the rest of the State, and really the country, in terms of jobs generated. Northern Virginia is experiencing the strongest economic growth in the country. In fact, in the last 5 years, more jobs have been created in northern Virginia than anywhere in the country. That's terrific. But it also places an enormous responsibility on us to maintain that momentum. The economic health of the State is at stake and, really, nationally as well.

We just saw an article as a result of the Census Bureau yesterday that showed that Loudon is the fastest growing and most affluent, Fairfax County is the third most affluent. But that will not continue to be the case unless we make the kinds of decisions that must be made now.

And, Governor, I say this with total conviction: that your transportation plan, if it is not funded, that will be the death knell of this economy in the long run. We cannot continue to grow at the rate that we've been growing—anywhere near the rate that we've been growing—if we continue to have the worst transportation congestion in the country. And the commitment that you have made to put a billion dollars a year into fixing this transportation situation is absolutely essential. And there's no way—and I know that Tom agrees, and Frank Wolf and our Senators agree—that there's very little that the Federal Government is going to be able to do unless the State does its share as well.

So we're anxious to hear from you, but this immediate situation is born of a judgment that was wrong. Tom referenced the vote that we took on BRAC, and we should also credit Senator Warner as well, who did a tremendous job laying out why the decisions to move people out of leased space were not consistent with the authorizing legislation. But we lost that vote. So now we have to deal with the ramifications of moving 20,000 people out of Arlington County. Arlington County will survive. Had those people moved out of this area, though, this economy would have taken a major hit.

Now the reality is that 20,000 people are going to move into Fort Belvoir, and in fact if you add in the contractors, it's going to be probably 24,000, 25,000 people. As Tom has said, this is more people moving into southeast Fairfax County than are employed at the entire Pentagon. Imagine that: to move the entire Pentagon work

force into southeast Fairfax County, it's the equivalent of four major military bases. But the Pentagon has Metro, it has excellent bus service, it's right on 395 and Washington Boulevard, so it obviously has figured out how to accommodate that traffic. The reason we're having this hearing today is that we are not prepared at all to accommodate the traffic that this move of more than 20,000 people will require. That's why we're here.

Now, the average commuter in northern Virginia loses 72 hours each year to congestion. If we don't fix this, that figure is going to be in the triple digits. It will be over 100 hours a year on average. This scenario is going to be a disaster for employees, for commuters, and in fact for everyone that lives and works in this area because we're not just talking about those 20-plus thousand people in southeast Fairfax, we're talking about all the people that are traveling north on 95 or Route 1. All of them will be impacted by this if we don't do the right thing.

Now, it's a good thing that the Army has decided to split up some of these projects but, as Tom said, they've missed the boat in a number of areas. For example, the GSA warehouse. That is so much closer to public transportation, it's Federal land, we need to use that location. We need to use that property as part of this solution. The Army has identified 14 projects that are required to make this work, 14 required projects. We agree. Gerry Hyland, Dana Kauffman, our State delegates all agree these are required to make this work. They estimate that it will cost $626 million, and yet only 3 of those 14 required projects have any identified funding source.

Now, it stands, Virginia's 6-year plan has been cut by almost $800 million, $795 million. Without additional revenues, the State funding will be limited to road maintenance and matching Federal money beginning in 2010. That's grossly inadequate. It doesn't include meeting any of these needs.

Now, the Fairfax County Parkway certainly needs to be completed. There is some money for that, but it certainly is inadequate. So we're going to try to find answers to the questions as to what the Army is prepared—willing to pay for, what kind of legislation is going to be required by the Congress to enable the Army to meet its funding responsibilities, what is the timetable for moving people, because we've had many discussions on this, and both Tom and I agree, you've got to have the infrastructure in place before you move 20,000 people into this area. So that timetable needs to match the funding timetable.

We'll talk a bit about the U.S. Army Museum when we hear from the Army. We will try to refine some of these cost estimates, but this hearing is really the kickoff of a campaign that can't stop until we find the funding and we find the solutions and we're able to—that will enable us to accommodate more than 20,000 people into southeast Fairfax. So it's going to be the best of worlds if we can do it. It will be the worst of worlds if we cannot.

And, Tom, again let me conclude by where I started. I thank you for holding this hearing as Chairman of the Government Reform Committee. You have the authorization to hold a formal hearing. This is such a hearing and it is just the kind of hearing we need. So thank you again. And Governor Kaine, thank you for your leadership.

Chairman TOM DAVIS. Jim, thank you. And I know as a member of the Appropriations Subcommittee on Defense, on Armed Services, you will be playing a key role in this as it goes through. So we are happy to have you here.

We are just very pleased to have the Governor of the Commonwealth of Virginia here today. Governor Kaine, you have proposed a lot for transportation. I want you to know I have personally spoken to my State Senator in support of your transportation plan, and we appreciate all of your initiatives in this and so many other things, and it's been a pleasure to work with you during your tenure as Governor. The partisanship and bickering aside, I think we've had a great working relationship. We're going to work together on this as well as so many other issues. So thank you very much for being here. It's our policy to swear witnesses in.

[Witness sworn.]

Chairman TOM DAVIS. Thank you very much. Once again, thank you for your leadership.

STATEMENT OF TIM KAINE, GOVERNOR, COMMONWEALTH OF VIRGINIA

Governor KAINE. Thank you very much, Mr. Chairman, for the invitation. Congressman Moran, ladies and gentlemen, good morning. I begin by thanking you again for this hearing on a matter that is just critical to northern Virginia and the entire Commonwealth. The three of us have all spent time in local government. We started our public service careers there, and we know as former local government officials the critical balance that has to be struck between land use decisions and the transportation planning and infrastructure. You've carried that local experience, both of you, to Washington and are key leaders in transportation efforts.

And, Congressman Davis, I just want to mention that your focus this year on the potential for Federal matching funds for expansion of Metro and Metrobus is something that I mentioned to the legislature just 2 or 3 days ago as something that we need to focus on.

But we're here today to talk about a different partnership, and that's what has been a long and productive partnership between the Commonwealth of Virginia and the U.S. military, a partnership that is historic and important, and we want to make sure it continues to go forward in a positive way. And specifically, we're talking about the jobs that will come to Fort Belvoir, the Engineer Proving Grounds. And also I'll say a little bit about the growth of Quantico, which does factor into this discussion today.

We are pleased with any decision to bring great jobs, you know, to Virginia. And so the decision to relocate the National Geospatial Intelligence Agency, in particular, high-quality technology jobs to Virginia, what a natural thing, because we're a great community for these kinds of jobs. The idea of the Army History Museum, the new hospital, other DOD consolidations at Belvoir and Quantico, these present some wonderful opportunities. But the situation, though, as you pointed out in your comments is really a microcosm for the biggest challenge that faces our economy today as a Commonwealth. We have this exciting opportunity. We welcome high-quality jobs, but can we successfully accommodate these additional workers? This is not just an issue about northern Virginia. It's an

issue about the entire Commonwealth because the entire Commonwealth for the last decade to a large degree has been yoked to the success of this most dynamic economy in the State. And if we get it right here, everyone in Virginia benefits. If we get it wrong here, it's tough for those in northern Virginia, it's tough for those everywhere all across the Commonwealth.

The future growth of Fort Belvoir, the Proving Ground in Quantico, represents a major land use decision by the Federal Government, with extraordinary ramifications. In just 5 years, the effect of these BRAC actions, as you indicated, will be the equivalent of putting a Pentagon on this site or moving the entire population of the town of Herndon to this site, and that is demonstration of the significance of it. The impact will be substantial, and it's an unplanned change to the quality of life and existing transportation system of every northern Virginian touched by I–95 from the Beltway all the way to Fredericksburg.

Even the Army's own analysis shows, given current funding levels, that we can't meet the shared responsibility to ensure that the commuter can get between home and work in a safe manner. Our internal analysis indicates the effects of the relocation could extend along I–95 from Belvoir to well south of Quantico where the addition of 3,000 employees there will add to the existing challenge that we're talking about today.

Our existing highways are overwhelmed, as you know. Current employees at Fort Belvoir who must travel south on I–95 to get home at night must contend with stop-and-go conditions that last 3 or more hours every evening, and the conditions on Route 1 are not much better.

The Commonwealth has only funding to address—to partially address the current congestion levels. We have resources right now, as you referenced, to widen I–95 to four lanes in each direction, significant construction to begin in 2008. However, even with this major improvement, the engineers tell us by 2010 motorists traveling southbound in the evening will have 3 or more hours in the evening of stop-and-go traffic, and that condition will exist even before we wrestle with this question of Fort Belvoir and the EPG.

Now, much has been said about the need to complete the Fairfax County Parkway. We agree, and we have funds committed to that. But the funds were committed to expand the parkway prior to the assumption that we would be looking at 18,000 more people coming to the area. Probably the most challenging piece of this—and I would be glad to talk more about it if you would like—is to provide transit service to the site. If indeed the relocated work force could come from the north and east, the Army should consider direct Metrorail extension to the site. If the relocated work force comes from the south, consideration of VRA bus or hot lane access is incredibly important. Mr. Chairman, these are just suggestions, but more hard analysis is needed.

We've received the Army's proposed list of transportation projects only recently to fully grasp the extent of the BRAC challenges and the decisions we need to make in tandem. To that end, what we would request is basically a series of things in the spirit of partnership. We would like the Department of Defense to take the following steps: First, that the Department work with the Common-

wealth, the GSA, and the Federal Highway Administration and regional planning agencies to define the basic transportation assumptions. And particularly, we need to know how many private contractors, as you have indicated, will cluster around these Federal employees who will move here. We will be talking about more than 22,000 jobs in Fort Belvoir and 3,000 at Quantico.

Second, the Department of Defense should work with VDOT and the FHA and the Federal Transit Administration to define appropriate standards and methodologies for impact studies, I–95, the parkway, Route 1 are all part of the national highway system, and these national standards should be applied as rigorously here as in any other case. In particular, we need to know if it's appropriate to base long-term travel forecasts on zip code questionnaires of current employees.

Third, DOD should work with VDOT, FHA, regional planning organizations to develop a comprehensive and rigorous analysis of the direct and indirect transportation impacts of the BRAC relocations. In both Route 1 and I–95 corridors, the effort should include a review of realistic and achievable strategies to use through teleworking, flex-time, maximizing transit and HOV usage, and incorporating security check impacts in the facility and operational planning.

Next, DOD should work with the relevant agencies, VDOT and the FHA, to look at realistic cost estimates for this list of project improvements; as it was pointed out, only a few of which are contemplated in the current 6-year plan in Virginia and not contemplated to the extent that would be required by this plan. DOD and the Commonwealth has to work together to secure funding for traffic and environmental mitigation efforts. And Mr. Chairman, the most important of all, the DOD must incorporate these impact studies and the mitigation efforts into the environmental documents currently underway for both Fort Belvoir and Quantico. That's the only way to achieve the balance between transportation and land use that we all have worked hard to achieve and want to achieve in this instance.

Failing that, failing the incorporation, Virginia is prepared to do what we can to lead the analytic effort, but it will not be nearly as successful if we cannot do it in tandem.

So in closing, Mr. Chairman, we are proud, obviously, not only of the strength of our economy and the fact that we can attract great jobs, but of our long and successful history partnership with the U.S. military. That's a key part of who we are as Virginians. We're excited to have more Armed Forces, we are excited to have more jobs, and we're dedicated to working with our partners to do all that we can to ensure that the transition is as smooth as possible.

This may be—although there have been other transportation challenges a lot in the media about particular items—this may be the single most challenging, I would say from my perspective as Governor, the Fort Belvoir situation and the growth of the Port of Hampton Roads, the Port of Virginia, are the two most challenging long-term transportation land use problems that we have in Virginia right now.

There is much work to do. I look forward to working in tandem with you and doing all we can to partner with DOD to do the appropriate planning and then find the financing to make this something that doesn't detract from the quality of life in northern Virginia.

[The prepared statement of Governor Kaine follows:]

Prepared Remarks of
Governor Timothy M. Kaine
For
The House Committee on Government Reform
August 31, 2006

Mr. Chairman, committee members, ladies and gentlemen: good morning.

Mr. Chairman, I begin this morning by thanking your for your leadership on this and so many issues that are important to the people of the Commonwealth.

I would also like to thank you for the opportunity to meet this morning and discuss some of the opportunities and challenges facing the Commonwealth as a result of the recent BRAC process.

Mr. Chairman, we both spent formative years of our public service career in local office. At that level, you quickly come to understand the difficult balance that has to be reached between land use decisions and their impact on the local transportation infrastructure.

You've carried that experience to Washington and are a key leader in meeting the Washington region's goal of establishing a dedicated funding stream for MetroRail and MetroBus. Earlier this week, I once again urged the leaders of Virginia's General Assembly to be partners in this important effort in progress.

Virginia's Military Tradition

But today Mr. Chairman, we are here to talk about a different partnership; the long and productive partnership the Commonwealth of Virginia holds with the men and women of the United States military.

We are proud of this longstanding relationship and will be celebrating this coming October as we salute the military in a signature event of our Jamestown 400th Commemoration.

We are proud to say that the Pentagon sits upon Virginia soil, as does the home of the U.S. Marine Corps, the largest naval base in the world and a number of installations that carry tremendous strategic significance.

Virginia is home to 122,000 active members of our military and their families. Just this past spring, I was pleased to sign into state law a number of measures benefiting Virginia's military personnel – the highlight of which was offering in-state tuition to children whose military parent is stationed in Virginia. This is just the latest in a series of efforts to ensure that our service members feel welcomed as important members of our community, and enjoy our high quality of living.

Our efforts are working, judging from the three-quarters of a million military veterans who live in Virginia – veterans who could choose to live anywhere. And we are working on behalf of these veterans too, greatly expanding and improving the ways we help them access their benefits. We just secured state money to bring the Sitter-Barfoot Veterans Care Center on-line. And I am pursuing a third veteran's care center on the grounds of the Hampton VA Medical Center to open in five years with 240 beds.

The Opportunity of BRAC's Decisions

I believe the quality of life in Virginia and the support that we give to our members of the armed forces are reasons why Virginia was a winner in the BRAC process.

Today, I am specifically talking specifically about the jobs that are coming to Fort Belvoir, the Engineer Proving Ground and the growth of Quantico.

We are pleased with the decision to relocate the National Geospatial Intelligence Agency to Fort Belvoir. The highly educated and motivated workforce that has built Northern Virginia into a technology world leader will no doubt prove to be a good fit for the agency. And we are proud to welcome the Army history museum, the new military hospital and the other Department of Defense consolidations at Fort Belvoir and Quantico.

The Scope: Moving a "Salem" into Fairfax

This situation, however, is a microcosm of the biggest challenge facing Virginia's economy today. This is an exciting opportunity for the Commonwealth. We gladly welcome the additional high quality, good paying 21st century jobs. The question remains though: How can we successfully accommodate these additional workers? The answer depends upon our aging and congested transportation network and our willingness to make the responsible investments needed to upgrade and update that network.

Ultimately, the future growth of Ft. Belvoir, the proving ground and Quantico represents major land use decisions by the federal government carry extraordinary ramifications in the region. Adjusting to these realities in just five years will mean an expensive re-shaping of our transportation landscape.

In just five years, the effects of these BRAC actions will mean the I-95 corridor will absorb at least 22,000 new jobs - the equivalent of the city of Salem, in western Virginia.

To think of it another way, it is the equivalent of placing a new Pentagon on one of the busiest stretches of the nation's most heavily traveled highways - without the public transit benefits at the Pentagon. These examples don't even take into account the civilian jobs that will inevitably relocate in response to the military's action.

The impact of the transition will bring substantial, unplanned change to the quality of life and existing transportation system of every Northern Virginia jurisdiction touched by Interstate 95 - from the Beltway to Fredericksburg.

The Challenges of a BRAC Decision

Even the Army's own analysis shows - given current funding levels and project timelines - we cannot meet our shared responsibility to ensure these coming commuter can get between home and work in a safe and timely manner.

Our internal analysis indicates that the effects of this relocation could extend along I-95 from Fort Belvoir to well south of Quantico Marine Corps base - where the addition of 3,000 employees will add to the existing challenge of providing adequate access to the base.

Virginia's existing highways are overwhelmed. Current employees of Ft. Belvoir who must travel south on I-95 to get home at night must contend with stop and go traffic conditions that last for three or more hours every evening. Conditions on nearby Route 1 are not much better.

The Commonwealth only has funding to partially address current congestion levels. We have identified resources to widen I-95 to four lanes in each direction, and significant construction will be underway in early 2008. However, even with this major improvement our engineers tell us that by 2010 motorists traveling southbound on I-95 in the evening will still experience a

period of 3 or more hours of stop and go traffic. Again, this congestion will exist even before the addition of BRAC related jobs at Ft. Belvoir and the EPG.

Much has been said about the need to complete the Fairfax County Parkway. We agree and have committed to providing *all* necessary funding to construct the currently designed facility. But remember, that road was designed to serve a couple of thousand jobs on this site – not 18,000 jobs.

Direct HOV or HOT lane access to the Engineer Proving Grounds site could help.

Probably most challenging will be providing transit service to the site. If indeed the relocated workforce comes from the north and east, the Army should consider a direct MetroRail extension to the site. If the relocated workforce comes from the south, then the Army should consider a combination of VRE, bus, and HOT lane access. In the interest of security, the Army may wish to consider a dedicated "people mover" to link VRE, Metrorail and regional bus service to the proving grounds--as the Army recommended for this site in the late 1980's.

Ultimately, Mr. Chairman, these are only suggestions. More hard analysis is needed to fully grasp the extent of the challenge the BRAC decisions create for the region's transportation network.

To that end, Virginia is requesting - in the spirit of partnership - that the Department of Defense take the following steps:

- That the Department work with the Commonwealth, the General Services Administration, the Federal Highway Administration, and regional planning agencies to define basic transportation assumptions. In particular, we need to know how many additional private contractors will be required or induced to relocate in and around Ft. Belvoir, the Engineer Proving Grounds, and Quantico. We could be talking about far more than 22,000 jobs at Ft. Belvoir and 3,000 jobs at Quantico.

- That the Department of Defense work with VDOT and the Federal Highway Administration and Federal Transit Administration to define appropriate standards and methodologies for any impact studies. I-95, Fairfax County Parkway, and Rt. 1 are all part of the National Highway System, and these *national* standards should be applied as rigorously here as in any other case. In particular, we

need to know if it is appropriate to base long term travel forecasts on zip code questionnaires of current employees.

- That the Department of Defense work with VDOT, the Federal Highway Administration, regional planning organizations, and affected localities to develop a comprehensive and rigorous analysis of all direct and indirect transportation impacts of the BRAC relocations at both Ft. Belvoir and Quantico Marine Corps Base, in both the Rt. 1 and I-95 corridors. This effort should include a review of realistic and achievable strategies to reduce traffic demand through teleworking and flex-time; maximize transit and HOV usage; and incorporate security-check impacts into facility and operational planning.

- That the Department of Defense work with VDOT and the Federal Highway Administration to develop realistic cost estimates for all these mitigation program and related improvements.

- That the department of Defense and the Commonwealth work together to secure the necessary funding for these mitigation efforts.

- Mr. Chairman, most important of all, that the Department of Defense incorporate these impact studies and mitigation efforts into the environmental documents currently underway for both Ft. Belvoir and Quantico. That is the only way to achieve the balance between transportation and land use that you and I have both worked so hard to achieve. Failing that, Mr. Chairman, Virginia is prepared to lead this analytic effort on its own.

In closing Mr. Chairman, Virginia is proud of its long and successful history of partnership with the United States military. We are excited to welcome more members of the armed forces who will be working in Virginia as a result of the recent BRAC decision. And we are dedicated to working with our partners in this process to ensure the transition is as smooth and successful as possible.

Mr. Chairman, thank you once again for the opportunity to discuss this with you this morning.

Chairman TOM DAVIS. Thank you.

Governor, let me ask, I think your concern is one that both Congressman Moran and I raised as well; that is just getting our arms around the scope of the problem. We don't really know where the people that will be moving into the area are going to live.

Governor KAINE. Right.

Chairman TOM DAVIS. It's great to do zip codes of current employees, but a lot of these people will be new to the Commonwealth. Hard to get a grip around that. Also in Crystal City, although it will be vacated from DOD space, other businesses are going to move in there. So a lot of the traffic that's currently going to Crystal City will be going there for other jobs, wouldn't you imagine?

Governor KAINE. Absolutely, Mr. Chair. The two planning assumptions that we just immediately kind of questioned, that we really need to drill down on are—the first one, you are right. Where are the people going to live and travel from? The Army's assumption suggests that 60 percent or more will be traveling north to south to come to Fort Belvoir. That is at odds with some of the experience that we have right now. If it was north to south in the morning, it will be slightly a bit of a reverse commute, but we think from the expansion all the way down to Fredericksburg, it may be the reverse, compounding the northbound traffic problems every morning.

And the second assumption that right away we need to get a handle on is, how many contractors will come? This Geospatial Intelligence Agency is one powerhouse enterprise in terms of attracting private commercial development and contractors. And so we have to do the hard work to figure out what are the numbers we're actually dealing with.

Chairman TOM DAVIS. I would just guess that the people moving into the area are more likely to locate south, where land is cheaper, where they can get more acreage for fewer dollars and the like. So we need to get a handle around that if we want to do proper planning.

You've seen the Army's list of required transportation projects. Does the Commonwealth agree with that or is there any supplement or any additions you would want to make? And you've seen the Army's cost estimates. Does the State lead any of its own cost estimates?

Governor KAINE. Mr. Chair, we don't either have our own list or our own cost estimates yet because the list was only shared with us recently. I think the list looks to be an appropriate list. We didn't look at that list and say gosh, you know, they're clearly omitting something. But it's a sizable list, about 14 projects, as you mention, only two or three of which would be in the 6-year plan right now, and some funded at a much more minimal level. And so it is a sizable list. We want to work with the Army to understand some of their assumptions and see if it should be changed. This are they coming from the north or from the south could well change the projects that are necessary and we would want to work with them on the cost estimates as well.

Chairman TOM DAVIS. The keystone of the Army's plan seems to be the intersection of I–95 and the Fairfax County Parkway, but no matter where you work on Belvoir or which direction you come

from, you probably have to use this interchange. I think that's the assumption. Does VDOT think this is a viable plan to rely so heavily on one interchange?

Governor KAINE. No. The current design of that interchange is not adequate for 18,000 new jobs. And so if we're going to make the transportation infrastructure adequate, it's going to be significant upgrades over the plan of that interchange. It's going to be some significant discussion about transit.

You mention the GSA warehouse, Franconia/Springfield, there's got to be some significant discussion about transit. The Fairfax County Parkway current program for us has to be built to a very different level to accommodate it, and then there is going to be a whole series of other internal improvements, but the interchange in and of itself will not handle the 18,000 employees scheduled to come to the EPG.

Chairman TOM DAVIS. And my final question, I have to ask this. The project that is the most funded of all these right now is, of course, completion of the Fairfax County Parkway. At one time it was fully funded, but with the delays and with the upgrades the road may need now, this may have some deficits in its funding as well. But there have been environmental problems, as you know, everybody's afraid to take the leap and build the road and take it over. We've put language in both the House and the Senate defense authorization bills trying to allow the Army to manage it and build it and turn it over. But how is that coming from your perspective?

Governor KAINE. Well, first, you were charitable when you said that maybe we would have to revisit whether we funded it on our side. It is not funded to the level it needs to be, the funding the State put in and so many State legislators here who have worked on this based on a particular assumption about the amount of traffic that with the addition of this 18,000 will change very dramatically. So there will be more funding. The staffs have talked about this environmental issue, and I think we've actually had some positive discussions about, you know, if we could find the funding, the way to manage a project to get around some of the environmental concerns. We're not at the end of that discussion, but I would say that the discussion has been a cooperative one. But certainly, you know, as we expand the scope of that project, some of the environmental issues get more significant.

Chairman TOM DAVIS. Well, the delay is not only money at this point. This road has to be completed. It's got to be an A–1 order by opening day or nobody's going to be able to use the site.

Governor KAINE. Absolutely.

Chairman TOM DAVIS. I appreciate your willingness to continue your work on it.

Mr. Moran.

Mr. MORAN. Thank you, Mr. Chairman.

Tim, Governor, you began your testimony by pointing out the fact that all three of us started out in local government, Tom on the Fairfax County Board, chairing the board for several years. I was mayor of Alexandria. You were mayor of Richmond. And so you are very much aware that while we generally focus on the macroperspective, what really matters is the microperspective. It's that family who is working hard every day just to meet the mort-

gage, to plan their daily commute, to get their kids to school or daycare or whatever, and to try to maintain a standard of living that they've dreamed of for their family. And it is that quality of life which is really what we're talking about here.

All these numbers and grand plans, it really comes down to how does it impact the average family that lives in this area or south of 95? I know it's a little bit of—you know, it's a different kind of question to ask you. But I know that's your perspective as well. So would you elaborate a little bit on how you feel these issues are going to impact that average family in northern Virginia?

Governor KAINE. Certainly. Well, you know you hate it when people from Richmond say they understand what you're going through, because we really don't. But for 5 years, 1 year when I was running for Lieutenant Governor, and then 4 years as Lieutenant Governor, I spent a third of my time in northern Virginia. And now when the legislature is not in session, which actually isn't very much time these days, I spend about a third of my time in northern Virginia. And so I've done that south-to-north trip that thousands and thousands of Virginians do every day, and seen it get worse and worse and worse over the last 5 years. And I can kind of in my mind's eye say, OK, 22,000 more; add contractors, maybe it's 26,000, 27,000. Some come from the north, so maybe it's 15,000 or 18,000 more in rush hour. It is not a pretty picture.

The circumstances that folks in this region live with in fighting through traffic is grim. It's grim in terms of the amount of time, but the other thing that I never fully appreciated until recently, it's grim in the unreliability of it.

So people, you know, change their assumptions. This is going to be rush hour so I will try to do this errand on a Sunday afternoon or, you know, I'll try to go to work an hour earlier or an hour later. And so people change their behavior and then they find it's just as crowded. So that stop-and-go traffic time isn't an hour in the afternoon. It's 2 hours and it's 3, and we are robbing—we are robbing people of time with family, and we are robbing businesses of productivity.

I was talking to somebody here in the northern Virginia area recently who has a business that relies on crews going out to do cable TV installations at folks' homes. And it used to be that they could schedule, you know, 10 trips a day for a crew and now it's 5 or 6 trips a day.

So at every level, what we are seeing is, you know, we're victims of our success. We are a great place to live, but we have to have the planning decisions made and then the infrastructure funding to keep up with this, or people are going to be confined to less and less of a high-quality life. And this is our opportunity now to try to get this right.

Mr. MORAN. Thank you, Governor. Just one more, form of a comment really, but it will end with a question.

We just looked at the Springfield Mixing Bowl and we congratulate the Virginia Department of Transportation. It was on time, and at least it was on budget in terms of the most updated budget, but we got it done. You know, Tom remarked to me that this was 94 percent Federal money. The Wilson bridge, $2.5 billion Federal

initiative. The State has done its share on both projects, and that's why they got done.

But as my colleagues, Tom and Frank and our Senator Warner said this many times—it is going to be very difficult, whatever party's in power, whatever happens after this November in terms of the House of Representatives, whatever happens after 2008 in terms of the President, both Republicans and Democrats are first going to look to us when we look for Federal money and say, you know, your economy—and all of them are going to be able to say this—your economy is so much stronger than my economy. Why should you be getting the lion's share of Federal money, whether it's for public transit or even for the infrastructure necessary to bring in 20,000 jobs, which they would do anything to get 20,000 new jobs into their district, and likewise with rail to Dulles through Tyson's. Going to be very difficult.

And so we have to be able to say, the State and the locality is doing its share, as much or more than your State or locality would be willing or able to do. And without that State commitment, that commandant State commitment, I don't see how we're going to address these issues. We will try to do everything we can, and if Tom disagrees, he'll say so but——

Chairman TOM DAVIS. Well, Jim, if you'd just yield on that, and then the Governor can respond.

As you know, we've been able to bring it home here. Woodrow Wilson Bridge, the Mixing Bowl, rail to Dulles; and in the latest $1.5 billion for Metro that we moved through the House, this was targeted by a number of anti-tax groups, the club for growth as being large—people are looking at northern Virginia as kind of being pigs on this. Getting additional money's tough, but one of the things that was cited by some of these groups going after our appropriation for Metro was the fact that the State wasn't stepping up and, well, the State doesn't want this to do this and the like. And of course, Governor, you have to be such a leader in this. It's been tough. That's why it's imperative we pass a State package down there. It is going to be hard for us to get money out of Washington without that cooperation.

Mr. MORAN. Let me amplify on that. Tom, you were able to get a dedicated source of revenue for Metro. That was essential. We could not have made our argument if we had not done that. But that dedicated source of revenue again puts part of the burden in your lap, Governor, and that of the localities. They've got to come up with the matching money. As I say, this was largely the form of a comment but it's a comment I would like you to respond to.

Governor KAINE. Well, you know, my mom and dad taught me to not ask people for help if I was not trying to help myself. And one of the things that has been a critical part of this discussion about transportation is that our Federal delegation, both parties, and part of the State, have really gone to bat for us in an amazing way.

Mr. Chairman, you started off talking about—putting differences in partisanship aside—you will never hear them say anything but positives about our Federal delegation, what they have done for us on the transportation side. I have been with each of you in the last 2 days, asking you to heavy-lift on other projects. I hate to ask for

heavy lifting by our Federal delegation when I know that we are not doing what we need to do as a Commonwealth, and we are not doing what we need to do. And it is wrong for us as leaders at the State level to say, boy, we hope the Federal Government will do more and maybe, gosh, maybe local guys can do more, but we'll maintain a purity and maintain or remove from it all. We can't do that.

Plans that are currently pending, either the plan that I put on the table, or the Senate of Virginia has a plan that's pending over in the House; if some version or some mixed version of those plans were put together, double transit money statewide, put money that would be available for Metro match, nearly double urban and secondary road construction funds, and so I want to do all that I can to challenge—and there are other plans that are being discussed that would be very helpful in this, and, as you know, we're coming back to the table down in Richmond on September 27th to try to find a way so we can do what we can do, so I can look you guys in the eye and say we are doing what we need to do, and then we can go forward and make that partnership continue to work.

I think we owe it to you because when we ask you to produce for us and you do, and then we don't do what we need to do, we're just not being the serious leaders that Virginians demand that we be.

Mr. MORAN. Well, thank you, Governor. That's the bottom line. Tom talks with his State Senator, I put pressure on my brother. But it comes down—it's ultimately going to come down to your leadership. And I think your statement is the final line.

I don't have any further questions.

Chairman TOM DAVIS. Governor, thank you very much. We appreciate it.

We will take a 5-minute recess as we get our next panel up. We are going to have Keith Eastin, the Assistant Secretary of the Army for Installations and the Environment; Jeff Shane, the Under Secretary of Transportation for Policy for the U.S. Department of Transportation; David Albo, the Delegate for the 42nd District; Gerry Hyland, Mount Vernon District supervisor, Fairfax County Board of Supervisors; Dana Kauffman, the Lee District supervisor, Fairfax County Board of Supervisors; Dean Tistadt, the chief operating officer and assistant superintendent for facilities and transportation in the Fairfax County Public Schools; and Mr. Kevin Kirk, the president of West Springfield Civic Association.

I would also like to ask Senator O'Brien, Delegate Watts, Senator Puller I noticed is here, and Delegate Sickles, if you'd also like to make a comment, we'd be happy to have that on the record and invite you up here, and we'll make room. So we'll take about a 5-minute recess.

[Recess.]

Chairman TOM DAVIS. All right. If we could have the panelists take their seats and the audience take their seats, we'll proceed to the second panel.

We have a very distinguished second panel as well. We have Keith Eastin, again, the Assistant Secretary of the Army for Installations and Environment. Keith was kind of a point man for the Army on this. We appreciate you being here. Keith, you have a cou-

ple people with you I think we'd like to swear in as well. Who are they, for the record?

Mr. EASTIN. Yes, Mr. Chairman. I have with me Colonel Brian Lauritzen who is the Garrison Commander, if you will, the mayor of Belvoir. He may be asked to elaborate on some things, if you could swear him in. And also Jim Curran who is our traffic consultant for the Belvoir project.

Chairman TOM DAVIS. We'll swear you in so you can answer questions directly, should they come up.

Again, we have Jeff Shane, the Under Secretary of Transportation for Policy for the U.S. Department of Transportation.

We have David Albo, the Delegate from the 42nd District of Virginia, the Virginia House of Delegates. David, thank you for being with us.

We have the Honorable Gerry Hyland, a member of the Board of Supervisors from the Mount Vernon District, Fairfax County. Gerry, thank you for being here.

Honorable Dana Kauffman. Dana is the Lee District supervisor here, and I understand as well your testimony is for Chairman Connolly, who I understand is recuperating today and has sent you. And, of course, you preside over a good part of this area as well.

My old friend Dean Tistadt, who is the chief operating officer and assistant superintendent for facilities and transportation for the Fairfax Public Schools. Thank you for being with us.

We have Kevin Kirk, a real citizen, here among everyone else; the president of the West Springfield Civic Association, which is going to be hugely impacted by this development and has taken the lead in the past. Thank you for being with us as well.

We have the Honorable Vivian Watts, a member of the House of Delegates, where the EPG sits as well. Vivian, thank you very much; a former Secretary of Transportation in the Commonwealth of Virginia as well.

And Senator Toddy Puller from the Mount Vernon Lee area is sitting there. Fort Belvoir is in her district. Toddy, thank you for being with us.

And we have Jay O'Brien, a State Senator from the district where we're sitting right here as well. Jay, thank you for being with us.

It's our policy we swear everyone in. If you would just rise and raise your right hands.

[Witnesses sworn.]

Chairman TOM DAVIS. Thank you very much. I am going to break a little bit, and I know Senator O'Brien has another meeting. And, Jay, I will let you lead off, and then I'm going to go right back to Keith Eastin. We do have a light in front of you that's green when you start. It turns orange after 4 minutes, red after 5. To the extent we can adhere to that, we'll move along crisply. Thank you for being with us.

STATEMENTS OF SENATOR JAY O'BRIEN, COMMONWEALTH OF VIRGINIA; KEITH E. EASTIN, ASSISTANT SECRETARY OF THE ARMY FOR INSTALLATIONS AND ENVIRONMENT, ACCOMPANIED BY, COLONEL BRIAN LAURITZEN, GARRISON COMMANDER, FORT BELVOIR, AND JIM CURRAN, TRAFFIC CONSULTANT, FORT BELVOIR PROJECT; JEFF SHANE, UNDER SECRETARY OF TRANSPORTATION FOR POLICY, U.S. DEPARTMENT OF TRANSPORTATION; DAVID B. ALBO, DELEGATE OF THE 42ND DISTRICT OF VIRGINIA, VIRGINIA HOUSE OF DELEGATES; GERALD W. HYLAND, MOUNT VERNON DISTRICT SUPERVISOR, FAIRFAX COUNTY BOARD OF SUPERVISORS; DANA KAUFMAN, LEE DISTRICT SUPERVISOR, FAIRFAX COUNTY BOARD OF SUPERVISORS; DEAN TISTADT, CHIEF OPERATING OFFICER AND ASSISTANT SUPERINTENDENT FOR FACILITIES AND TRANSPORTATION, FAIRFAX COUNTY PUBLIC SCHOOLS; KEVIN D. KIRK, PRESIDENT, WEST SPRINGFIELD CIVIC ASSOCIATION; VIVIAN WATTS, VIRGINIA HOUSE OF DELEGATES; AND SENATOR TODDY PULLER, MOUNT VERNON/LEE DISTRICT

STATEMENT OF SENATOR JAY O'BRIEN

Mr. O'BRIEN. Thank you very much, Chairman Davis, Congressman Moran, it is a pleasure to be before your committee. I have three particular interests in this discussion. First of all, as a resident of northern Virginia, my own commute through Springfield and the Mixing Bowl; second as a representative for this area, the concerns that my constituents have about their quality of life; and third, as a recent military retiree, I just retired as a Reserve colonel in March, and plan on continuing my visits to Fort Belvoir for the many benefits that they provide to the military community, be they Active Duty, dependents, or retirees, such as myself.

After the first numbers of BRAC came out, we were all very surprised by the number, the impact that it would have. Recent revisions and polls show that many people who will be moving their office to the Fort Belvoir area will not be relocating. While that may be positive, I think there will be a significant physical impact on new homes, schools, restaurants, entertainment, grocery stores and the like.

Congressman, you mentioned the new hospital, the shift of health care and health care services from Walter Reed to Fort Belvoir. That impact, I cannot tell you how big that is. The number of Army, particularly Army military that currently visit Walter Reed will now be visiting Fort Belvoir instead. These are not regular work commuters, but people using the services of Fort Belvoir. And last, of course, transportation. The highest priority to me is the completion of the Fairfax County Parkway. I also have the Mixing Bowl here in my district, but there are so many other smaller arteries that Senator Puller and I and our colleagues from the House of Delegates will be concerned about.

So in conclusion, Mr. Chairman, I want to thank you. I was very pleased to hear the comments of our Governor, and I support his priorities as well in terms of trying to get a real fix from the military in terms of the needs and then also the way the General Assembly can respond to assist in those needs. So thank you very

much. We will, all of us, follow your proceedings very, very closely because it is a community of support that needs to come to the fore here to solve this crucial problem. Thank you, Mr. Chairman.

Chairman TOM DAVIS. Thank you Senator O'Brien.

Keith, Honorable Secretary.

STATEMENT OF KEITH E. EASTIN

Mr. EASTIN. Good morning, Mr. Secretary, Congressman Moran. Many people would view this hearing with some trepidation, especially if you were in my position, and one might want to take a vacation and probably blame it on the coming storm or something. I don't view it that way. I look forward to being here, and I thank the chairman for having this hearing so that we can express our views, hear what your concerns are, perhaps answer some of them.

We are in a very challenging time here, and we would be foolish not to acknowledge that. I have prepared some written remarks. Rather than read those, I would——

Chairman TOM DAVIS. Written remarks will be in the record. Questions will be based on the entire statement. Thank you.

Mr. EASTIN. I would like to clear up a couple of misimpressions that I think some people have. There are two things about this process that are important. One is that BRAC is a fact of life. The BRAC Commission has deemed it necessary to move about 22,000 people from various other places in the National Capital Region to Belvoir somewhere, somewhere on Belvoir property. That includes both the South Post and the Engineer Proving Ground that we will talk about sometime later. While some might question the wisdom of putting so many people down there, this is a fact of life that we the Army are required to move and prepare for that 22,000 people coming down.

The second fact of life is that this all must be done by September 15, 2011. That's in the legislation. That does not mean that they have to come down here on September 14, 2011. They have to be here on September 15th. So all of the decisions that are being made in terms of citing the traffic problems, the moving problems, the building problems, all have to be accomplished by that date.

So we do have a full 5-plus years. We have been working on this for the better part of a year now, and a lot of planning exercises have gone on, which is how you got the preliminary siting that you see, which is under question here today. But we believe this is going to be challenging, but we believe it can be done. We're going to have to keep our foot on the accelerator. We're going to have to manage this process very closely and insist that it be done.

Which brings you to the next question, the question that is on everybody's mind. This move is not necessarily about 22,000 jobs. It is not about environmental problems. It is not about where to locate on Belvoir. This process we are engaged in is all about traffic. We are talking about how to get the people into, in our case, the EPG or the south post, and we want—they are coming here to work, and we want to get them in a condition so that when they get up in the morning and look in the mirror, they're happy to think about going to work rather than sitting in some sort of traffic mess.

Traffic in northern Virginia, I think it's an understatement probably to say that we are traffickly challenged here, and it is up to the Army and the Office of the Secretary of Defense working with VDOT and the FHA to see if we can't solve these traffic problems so that the workers can get here and work and do their jobs, so that the neighbors don't feel poorly about this influx of traffic. After all, I believe the Governor has suggested before, we are looking for the quality of life of our employees. This is how they are productive. And let's not forget that the people here in many cases are your neighbors. We are your neighbors. The people who are working here are already your neighbors. We want to ease their problems as much as we can.

The Army appreciates the friendship that the State of Virginia has shown to the Army and the Defense establishment over the years. We are particularly happy with Fairfax County's welcoming of the Army here at Belvoir and elsewhere in the county. We recognize these are problems. The Army, and Defense in actuality, does not want to be someplace where they're not welcome. We feel welcome. Your problems in traffic are our problems in traffic. We expect to fix those so that we can all get on about the business of defending the country and having a good quality of life down here not only for us and our workers but for the various citizens of Fairfax County. Thank you, Mr. Chairman.

Chairman TOM DAVIS. Thank you very much.

[The prepared statement of Mr. Eastin follows:]

RECORD VERSION

STATEMENT BY

HONORABLE KEITH E. EASTIN
ASSISTANT SECRETARY OF THE ARMY
(INSTALLATIONS AND ENVIRONMENT)

BEFORE THE

COMMITTEE ON GOVERNMENT REFORM
UNITED STATES HOUSE OF REPRESENTATIVES

SECOND SESSION, 109TH CONGRESS

ON BRAC 2005 AND FORT BELVOIR, VIRGINIA

AUGUST 31, 2006

NOT FOR PUBLICATION
UNTIL RELEASED BY THE
COMMITTEE ON GOVERNMENT REFORM

Introduction

Mr. Chairman and members of the Committee, I am pleased to appear before you to discuss the Army's Base Realignment and Closure (BRAC) Master Plan for Fort Belvoir, Virginia. We appreciate the opportunity to present to you the Army's plan for implementing BRAC 2005 at Fort Belvoir. We would like to start by thanking you for your support to our Soldiers, families and civilians at Fort Belvoir. They are and will continue to be an integral part of the local community and they could not perform their many missions so successfully without your steadfast support.

Base Realignment and Closure

In 1988, Congress established the first Defense Base Closure and Realignment Commission to ensure a timely, independent, and fair process for closing and realigning military installations. Since then, the Army has successfully executed four rounds of base closures to reduce and realign military infrastructure to meet the current security environment and force structure requirements. BRAC 2005 will be no exception.

Base Realignment and Closure 2005

In September of 2005, the BRAC 2005 Commission recommended to the President relocation of Department of Defense organizations out of high-cost leased space, with inadequate force protection, to government-owned space on secure military installations. Many of these recommendations required relocation of organizations within the National Capital Region. With land available for expansion, Fort Belvoir became the installation of choice for many of those relocations. Now that the BRAC 2005 recommendations are law, we face the challenge of determining how to accommodate the approximately 22,000 additional personnel moving to Fort Belvoir by Sept 15, 2011.

The Army awarded a contract to formulate a master plan that emphasized architectural and urban planning, program management, and strategic communications for community outreach. The contract team, named Belvoir New Vision Planners, set out to produce a Master Plan that would benefit the Army and everyone within the Northern Virginia community touched by BRAC. We acknowledged in the beginning of this process that key to the success of executing BRAC 2005 at Fort Belvoir was close coordination with local communities and the Commonwealth of Virginia. The Master Plan effort included extensive community outreach to all levels of government to ensure that Army needs were met and Commonwealth and local concerns addressed.

The initial task was to establish preliminary siting for the new tenants moving to Fort Belvoir as part of BRAC in conjunction with location of the National Museum of the United StatesArmy. The Army set out with these ideals in mind: create an achievable vision, provide a model for all installations, create a responsible and sustainable strategy, and foster community developments. The primary challenges to be addressed in the siting were transportation, environment, security, utilities, development, constructability, implementation, and cost.

In addition to the Master Plan, the Army is conducting an Environmental Impact Statement (EIS) required by the National Environmental Policy Act (NEPA). The statutory timeline to complete BRAC by September 2011 requires that the EIS and Master Plan be conducted concurrently. Since the Master Plan depends on determination of the environmental impact of the proposed action, no final siting will be determined until after the signing of the Record of Decision scheduled for June 30, 2007. The EIS analysis, however, cannot be conducted without a land use plan and proposed alternatives, including a preferred plan, from the master planners. This was Belvoir New Vision Planner's immediate task.

The Army issued the Notice to Proceed on March 31, 2006, to Belvoir New Vision Planners who spent the next three months in an intensive effort to gather requirements and concerns. At the Army's direction, they gathered relevant information from Fort Belvoir, future tenants, local and Commonwealth officials and planners, private citizen's groups, and the Virginia Congressional Delegation. It was clear that while there were a myriad of issues to address, primary on the list was transportation concerns.

With this data in hand, the planners presented three siting options for consideration. The options were evaluated, along with input from all stakeholders including the local community, based on the following criteria: community impact, transportation, real estate issues, cost, environmental concerns, implementation capability, infrastructure, and security. I want to assure you that issues that affect the local community were of utmost concern. Each option had advantages and disadvantages, but it was clear that development on Fort Belvoir's Engineer Proving Ground would mitigate transportation problems by keeping traffic away from badly congested U.S. Route 1. By placing much of the population on the Engineer Proving Ground, we will lessen the total miles that new Fort Belvoir tenants will have to travel on local roads. Its proximity to Springfield and Interstate-95 would also encourage ridesharing and use of public transportation. While transportation will be a challenge regardless of where development takes place, it is clear we can lessen the impact by utilizing the Engineer Proving Ground.

The Fairfax County supervisors, however, expressed concerns about concentrating all the traffic on Engineer Proving Ground – they feel dispersal would be a better alternative. The Army agreed and this led to the option to locate some of the tenants on the main post.

During preliminary studies, the planners identified approximately $626 million of local transportation projects that were called "must haves" for implementation of the plan. Much of this estimate is due to pre-existing transportation requirements in the region. In addition, the Commonwealth of Virginia has already fully funded or partially funded three of these projects. It is clear that significant traffic infrastructure projects will be needed. The Army will do its best to address mitigation of traffic congestion due to BRAC moves in our planning process. We know this is one of the primary considerations that we must address throughout the NEPA process. The community's traffic concerns are the Army's traffic concerns.

During the initial siting, Belvoir New Vision Planners identified a parcel of land owned by General Services Administration (GSA) and used as a warehouse in very close proximity to the Springfield Metro and Engineer Proving Ground. This was considered in initial siting options. This property is fully occupied and utilized by the GSA and its tenants. After contacting GSA, we determined that the cost to acquire the property and relocate tenants along with the significant time involved made this option prohibitive. Moreover, since the GSA site is not a part of Fort Belvoir, it could not be used for BRAC actions.

Another concern is the siting for the National Museum of the United States Army. The original proposal for the Museum was Pence Gate, and many in the local community opposed the preliminary siting at Engineer Proving Ground. We attempted to place all assets we could on the main post of Fort Belvoir without undue impacts on traffic or land. Unfortunately, the Museum's needs for flexibility required acreage larger than what is available at Pence Gate. While the scope of the Museum is still under discussion, I want to emphasize that the future National Museum of the United States Army will be a fitting tribute to the men and women who have made great sacrifices for our Army. This will not be an

amusement park.

In conclusion, the Army has made no final siting decisions. Rather, we have identified a plan that may meet our needs and is sufficient for the next level of review under NEPA. During the next phase, the environmental impact of the preferred plan and all other reasonable alternatives will be analyzed. The Army will prepare a draft EIS which we will make available to the public for comment January 2007. The NEPA process may result in modification of the preferred plan or select a different option as a preferred alternative. Following a public hearing and comment period, the Army will release a final version of the EIS for additional public comment.

I want to assure you, we will fully engage the public before any final decision is made. Again, it is our desire and intent to meet the requirements of BRAC 2005 while working to accommodate the concerns of the local community and the Commonwealth of Virginia.

Thank you again for the opportunity to appear before you today and for your continued support in helping Fort Belvoir expand and remain as an integral, relevant partner in the region.

Chairman TOM DAVIS. Mr. Shane, thank you for being with us.

STATEMENT OF JEFF SHANE

Mr. SHANE. Thank you, Mr. Chairman. Good morning. And good morning, Congressman Moran. Mr. Chairman, I would also ask that my prepared remarks be included in the record.

Chairman TOM DAVIS. I will just note for the record, everyone who submitted prepared remarks are in the record at this point so you can use your 5 minutes to sum up or clarify or accentuate a few points.

Mr. SHANE. Thanks very much. That is precisely what I'd like to do. It is my pleasure today, Mr. Chairman, to represent my boss, Acting Secretary of Transportation Maria Cino, and the entire Department of Transportation to discuss with you the potential impact on transportation congestion in our region that may result from the implementation of the BRAC decision that we have been discussing. I am going to even summarize my summary because we've been talking a lot about the projects that will be a part of the complex of responses.

What I'd like to point out is that the Department of Transportation is fully engaged with other Federal agencies and with State and local entities in collecting and analyzing the data that will be necessary to assess the impacts on transportation from these BRAC realignments, and we are working with appropriate officials and all of those entities to implement what we hope will be timely and effective multimodal responses. A working group has been established to review the transportation impacts of the Fort Belvoir expansion with members from the Army, VDOT, Fairfax County, the Federal Highway Administration's Federal Lands Division, and, of course, DOD consultants.

While the master plan for the Fort Belvoir development, including the environmental impact statement, won't be finished until the summer of 2007, the working group has developed a preliminary list, as you've already referred, a preliminary list of transportation improvement projects for the region. Federal Highway Administration's Virginia division office has been following the Defense Department's plan very closely to determine the BRAC impacts on current and planned transportation projects. And all of the projects that we have been discussing, of course, are in the mix for further discussion. The division will continue to monitor the BRAC plans to ensure that transportation issues, including impacts on highway safety, are considered in any environmental documents for BRAC installations, and that BRAC requirements are fully considered in the regional planning process. BRAC impacts will be factored into the Interstate 95/395 "hot lanes project" and BRAC impacts on the interstate interchange leading to the Marine Corps base at Quantico will also be evaluated.

The Federal Transit Administration will assist the Northern Virginia Transportation Commission and local transportation providers in coordinating future transit service enhancements and expansions to serve the growing transit market resulting from the BRAC relocations.

As the master plan becomes more developed, local transit agencies, including the Washington Metropolitan Area Transit Author-

ity, the Fairfax Connector, Alexandria Dash, and the VRE will participate in the planning process to identify potential new transit services.

The Federal Transit Administration is encouraging local agencies to implement transit-supported site designs for the proposed new construction and to identify opportunities for transit-oriented development that will increase accessibility to transit services. And I'm pleased to note that just recently the Department of Transportation, through its Federal Railroad Administration, approved a $72.5 million loan to the VRE under our railroad rehabilitation and improvement financing program.

We know reducing traffic congestion is crucial for northern Virginia, for the entire Washington, DC, metropolitan area, and across the country. Congestion wastes fuel, wastes time, and robs the economy of productivity. Congestion costs Americans an estimated $200 billion a year. That's the conventional estimate. The Department of Transportation actually thinks that's woefully understated in terms of productivity as a result of congestion, and that's why in May of this year we announced the Department's new national initiative to address congestion across the country.

I guess what I would say, Mr. Chairman, is that while we have obviously a very important problem here as a result of BRAC decisions that were made and the 22,000 souls that will now be realigned and relocated as a result of those decisions, the fact is that we have heard the extent to which northern Virginia is growing. This is a problem we would have faced in any event. We may have accelerated that problem somehow through the BRAC decisions, but the fact is that northern Virginia must have—must address its transportation problem, must address it with robust solutions, infrastructure, technology, a whole assortment of tools, including those which Governor Kaine was talking about.

It may well be that this BRAC decision can be treated as a wake-up call and will force all of us to start focusing on the need for effective and timely decisionmaking and responding to these issues in a far more effective way than we've done in the past, or, as Congressman Moran rightly said, the economic growth for which northern Virginia has been so rightly celebrated will begin to be compromised in a serious way. Thank you, Mr. Chairman.

Chairman TOM DAVIS. Thank you very much.

[The prepared statement of Mr. Shane follows:]

Statement of
The Honorable Jeffrey N. Shane
Under Secretary of Transportation for Policy
United States Department of Transportation
Before the
Committee on Government Reform
United States House of Representatives
Field Hearing on BRAC's Impact on Traffic Congestion and Quality of Life in Northern Virginia
August 31, 2006

Mr. Chairman, it is my pleasure today to represent Acting Secretary Maria Cino and the Department of Transportation to discuss with you the potential impacts on traffic congestion in our region that may result from implementation of the 2005 Defense Base Closure and Realignment (BRAC) Commission report requirements.

Introduction

According to the BRAC Commission, 31 Department of Defense (DoD) installations in the Commonwealth of Virginia will realign. As a result, we believe several local installations will experience significant transportation impacts, including: Fort Belvoir, the U.S. Marine Corps Base at Quantico, and Fort Lee in Petersburg.

Approximately 22,000 Federal jobs will be moving to Fort Belvoir. According to the Army, the preferred land use plan locates 18,000 of those jobs at the Engineer Proving Ground area, which is in the northwest quadrant of the I-95 and Fairfax County Parkway interchange. The remaining jobs will be in areas of Fort Belvoir south of U.S. 1.

In addition, the Federal work force will be increased at the U.S. Marine Corps Base at Quantico (preliminary estimate of 3,000 government employees). BRAC actions will also increase the Federal workforce at Fort Lee by an estimated 7,300 employees.

Government officials also expect a substantial number of off-installation support and retail jobs to be created at Fort Belvoir, at Quantico, and at Fort Lee.

The Virginia Division Office of the Federal Highway Administration (FHWA) has been following the Defense Department's plan very closely to determine the BRAC impacts on current and planned transportation projects.

Coordination with Army Officials

A working group, with members from the Army, Virginia Department of Transportation Northern Virginia District, Fairfax County, FHWA Federal Lands Highway Division, and a number of consultants working with DoD, has been established to review the transportation impacts of the Fort Belvoir expansion.

The Master Plan for the Fort Belvoir development, including the Environmental Impact Statement, will not be finished until the summer of 2007; however, the working group is reviewing a desired concept and has developed a preliminary list of transportation improvement projects for the region. Post, Buckley, Schuh & Jernigan, Inc. (PBS&J) and Skidmore, Owings & Merrill LLP are responsible for master planning, design, engineering and program integration of the Fort Belvoir realignment.

Virginia Transportation Projects Linked to BRAC

There are several projects underway in the Northern Virginia metropolitan areas linked to the BRAC plans:

Richmond Highway - Telegraph Road Connector

FHWA's Eastern Federal Lands Highway Division (EFLHD) is conducting the planning and environmental work for the proposed Richmond Highway-Telegraph Road Connector and administering the project through the Department of Army (DA) Defense Access Road Program. The United States Army Corps of Engineers (USACE), the Virginia Department of Transportation (VDOT), and Fairfax County are assisting in the study and design development.

Though not directly BRAC-related, this project would restore much-needed capacity between Richmond Highway (U.S. Route 1) and Telegraph Road (VA Route 611) across Fort Belvoir. DoD restricted public access to Beulah Road and Woodlawn Road (within Fort Belvoir) following the events of September 11, 2001. These roads linked U.S. Route 1 and Telegraph Road. DoD is committed to funding two travel lanes, with the project being designed to ultimately include a four-lane roadway. Based upon anticipated funding the project is being planned in phases: 1) the two-lane connection, 2) the four-lane connection with intersection improvements at the termini, and 3) Telegraph Road improvements at the northern termini to complete the four-lane connection between Beulah and Franconia Road.

Increased traffic associated with the BRAC only amplifies the need to complete all phases of this project. VDOT is currently looking at BRAC-related traffic impacts along U.S. 1 and I-95 in this area.

Fairfax County Parkway

The final planned section of the Fairfax County Parkway is seen as a key entrance to the Engineer Proving Ground area where it is understood that a majority of the BRAC relocations will be placed. The required National Environmental Policy Act (NEPA) studies have been completed by FHWA and VDOT, but old ordnance and other contamination from a two-mile stretch of highway that runs through the Engineer Proving Ground at Fort Belvoir must be removed prior to commencing construction. Negotiations between DoD and VDOT concerning this removal are ongoing.

Quantico and Petersburg Areas

BRAC impacts are not seen to be as extreme in Quantico. DoD anticipates adding only 3,000 jobs here, but any increase is of concern in this already congested I-95 corridor. The Fredericksburg metropolitan planning organization (MPO) recently passed a resolution to study the need for a new interchange at Telegraph Road just south of the Prince William/Stafford County line. This study has not yet begun.

FHWA Virginia Division Office Actions

The FHWA Virginia Division will continue to follow the BRAC plans and staff has been assigned to work proactively in the following areas:

- Ensure transportation issues including impacts on highway safety are considered in any Environmental Documents for BRAC installations.
- Consider BRAC in the Interstate 95/395 HOT Lanes Project.
- Determine impacts at the Interstate interchange leading to the U.S. Marine Corps Base at Quantico.
- Ensure BRAC issues are considered in the regional planning process.
- Coordinate meetings between BRAC officials and members of the VDOT and FHWA Virginia Division leadership team.
- Track current and planned projects associated with BRAC, such as the Fairfax County Parkway project, and provide technical assistance to VDOT or the military as requested.

Federal Transit Administration

The Department is pursuing a multi-model approach to addressing BRAC impacts. The Federal Transit Administration (FTA) will work with FHWA to coordinate transportation services that will be needed as a result of any BRAC relocations within the Washington, D.C. metropolitan area.

FTA will assist the Northern Virginia Transportation Commission and local transportation providers to coordinate future transit service enhancements and expansions to serve the growing transit market resulting from the BRAC relocations.

As the master plan becomes more fully developed, local transit agencies including the Washington Metropolitan Transit Authority, the Fairfax Connector, Alexandria Dash, the Virginia Railway Express, and other transportation providers will participate in the planning process to identify potential new transit services.

FTA encourages local agencies to implement transit supportive site design for the proposed new construction, and identify opportunities for transit oriented development that will increase accessibility to transit services.

National Congestion Initiative

Any potential increase in traffic congestion that could result from the BRAC realignment will remain a major area of concern for the Department. Congestion is one of the most prominent threats to the continued effectiveness of our highway system and, in many ways, our quality of life. In many respects, the nation's transportation system has become the victim of its own success. Our growing economy and standard of living have created a demand for travel and movement of goods that is increasingly difficult to meet. We know that reducing traffic congestion is crucial for Northern Virginia, for the entire Washington, D.C. metropolitan area, and across the country, because congestion wastes fuel, wastes time, and robs the economy of productivity. Congestion costs Americans an estimated $200 billion a year. Consumers lose 3.7 billion hours and waste 2.3 billion gallons of fuel sitting in traffic jams.

With these facts in mind, Secretary Mineta announced in May the Bush Administration's "National Strategy to Reduce Congestion on America's Transportation Network"--a national congestion relief initiative. The Congestion Initiative provides a clear plan for Federal, State, and local officials to follow as we work together to maximize the valuable tools Congress provided in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for improving

operation of our surface transportation system, encouraging the development and deployment of new technologies and construction methods, and expanding opportunities for private investment in transportation infrastructure.

A significant part of the Congestion Initiative focuses on our largest metropolitan areas, including the Washington area. We will seek Urban Partnership Agreements with areas that offer the most promising results in, for example, traffic affected, lessons learned, and models for other regions. These agreements will embrace several proven, effective strategies, including variable priced tolling programs designed to spread traffic flows throughout the day to get more out of existing highways, additional express bus and bus rapid transit service that take advantage of the free-flow conditions generated by variable pricing, and expanded use of telecommuting and flexible work schedules by major regional employers.

The Congestion Initiative will also encourage States to pass legislation giving the private sector a broader opportunity to invest in transportation. Virginia has been a leader in Public-Private Partnership (PPP) enabling legislation, passing a Public-Private Transportation Act in 1995. The Virginia legislation takes one of the more comprehensive approaches to enabling PPPs.

The application of advanced technology or Intelligent Transportation Systems (ITS) is critical to improving productivity of our existing transportation assets. The Congestion Initiative calls for widespread deployment of new operational technologies and practices that can unblock chokepoints. One example is the establishment of a national 3-digit telephone number for traveler information, 5-1-1, which gives callers information about local road and traffic conditions by dialing an easy-to-remember number, and our current efforts to promote the deployment of 5-1-1 services. As a result of these efforts, we expect 5-1-1 service to be available to half the nation by the end of this year. Services like 5-1-1 give motorists the information they need to make better choices about the routes they take, helping them save time by avoiding traffic tie-ups. The 5-1-1 service has been available Statewide in Virginia since February 2005. In addition, there is an emerging, vibrant private market sector devoted to packaging and distributing real time traffic information to travelers in major metropolitan areas across the country. We expect the efforts of these companies, including PPPs, to improve the traveler information experience for daily travelers.

The Department will also accelerate the development of three to five multi-State, multi-use transportation corridors that have the greatest potential to relieve traffic congestion based on current and projected growth. We will work with the States on new financing models for multi-State projects. We are also assisting the States in implementing SAFETEA-LU provisions directed at improving materials, contracting, and construction techniques for Federal-aid highways.

At the Department, we expect every part of the Congestion Initiative that isn't already underway will be underway before the end of the year. We have the tools, the technology, the plan, and the commitment to reduce congestion both in this region and across the country.

Conclusion

The Department is fully engaged with Federal, State and local officials to collect and analyze the data necessary to assess impacts on transportation from the BRAC

realignments. We will continue to work closely with the appropriate officials to implement timely and effective responses to these impacts. Our efforts, I can assure you, will involve a multi-modal approach.

Thank you for the opportunity to speak today about the Department's actions in response to the BRAC recommendations. I will be happy to answer any questions that you may have.

Chairman TOM DAVIS. Delegate Albo, thank you for being with us.

STATEMENT OF DAVID B. ALBO

Mr. ALBO. Thank you, Mr. Chairman.

Mr. Chairman, Congressman Moran, I want to first of all thank you for holding these hearings here in west Springfield, because I think it shows that you know what the real problem is, and the problem is how do we help the people here maintain their neighborhood quality of life. I want to welcome you to Rolling Valley. This is my elementary school. And in 1974 I sat there, and a lunch lady was yelling at me, telling me to be quiet; and now there's no lunch lady and they've given me a microphone. So I figure I've really made it.

Chairman TOM DAVIS. Dave, is it true you were here for 9 years?

Mr. ALBO. Yeah, you know you can never beat you, Tom. That's one thing I have learned over the years.

My formal remarks are in there, but I wanted to kind of talk to my friends at the Army and other friends on some more practical solutions on this. I am not happy. I don't think any of my constituents are happy that 22,000 jobs are moving here. Let's face the facts: The problem is that's the way it is. We need to learn to live with it, and we need to try to solve a problem.

So the No. 1 thing I think I'd like to ask the Army is—you see this road here, Rolling Road. Rolling Road goes north to south through west Springfield through Saratoga. It's kind of a neighborhood road. It has kind of grown into something more, but that's what it is. It's a neighborhood road. And if you have any access onto the EPG for 18,000 jobs off Rolling Road, you will ruin this neighborhood, absolutely ruin this neighborhood. You cannot have Rolling Road become an access to the EPG whatsoever, not a single interchange, because what will happen is people will use the neighborhoods here to commute into their 18,000 jobs in the EPG.

So how do you solve that problem? Well, first, the Fairfax County Parkway has to be constructed. Now, it seems strange to me that the Army decides it's cheaper to move a bunch of offices into EPG, and one of the reasons it's cheaper is because they don't have to pay for the roads. As the Governor said and as our two Congressmen said, the Fairfax County Parkway is funded, but funded to a lesser extent because no one knew we were going to have 18,000 jobs.

We're kind of in a little bit of a quandary right now because we have an environmental problem and the State law says that the State cannot take over a road when there are environmental issues. I proposed a bill that will be heard on September 27th that allows the State to take possession of the road to complete it if there's a written agreement between the Army and the State to remediate, which is environmental lawyer talk for cleaning up the oil. So if we pass that, then I think there will be two methods: your method where the Army does it, or the State method. But that should really break open the logjam on that.

The second thing is 22,000 jobs doesn't just mean 22,000 jobs. It means a heck of a lot more. It means all the contractors, it means the dry cleaners, it means the stores, it means everybody who

serves the 22,000 jobs, it means all the subcontractors who do the 22,000 jobs, it means all the people who want to move closer to work. So this actually has a very big school impact, too. Lee High School and Hayfield High School will handle most of the population brought in, but that's going to leave South County, which is already overcrowded, in a real quandary.

Another practical solution I have is this. Imagine if you owned a couple acres on Route 7 in Tyson's Corner 30 years ago. You would be really rich. And what the Army has done by moving 18,000 jobs here is they have created a huge financial windfall for the land in this area. One of the things to do would be for the Army to spin off a portion of the land, especially the very valuable land at Route 1, and transfer it for the county. Gerry is very familiar with the PPEA, Public Private Education Act. We can use that land to trade with the developer to build a South County middle school so we can keep the capacity at Hayfield and at Lee and at South County all for 5, 10 years when there will be an explosion in population up here.

And with that I'll close, and more details are in my written remarks.

Chairman TOM DAVIS. Thanks very much.

[The prepared statement of Mr. Albo follows:]

Testimony on
Fort Belvoir Base Re-allignment and Closure Commission Recommendations

By Delegate David B. Albo
August 31, 2006

Members of the Committee, I want to thank you for inviting me and welcome you to West Springfield, and my elementary school, Rolling Valley Elementary.

I am a member of the Virginia House of Delegates, representing the West Side of the EPG all the way from West Springfield to Lorton.

To tell you that I am happy that the Army is moving 22,000 jobs here, would be a lie. We are a bedroom community, not Tysons Corner #2. However, the decision has been made by the President, and now we must work with the Army to make the best of what we have been given.

In a nutshell, the problem is that these 22,000 jobs are being moved here with absolutely no help to the citizens in handling the impact on our roads and our schools.

The Army can not just plop 1/3 the size of Tysons Corner into West Springfield, Saratoga and South County and not aid us in building roads and schools to handle the impact.

Rather than yell and scream at the Army and accomplish nothing, I want to offer some ideas to help the Army and help the Army's new neighbors, the people of West Springfield, Saratoga and Lorton.

There are basically two things that the Army can do to make its new neighbors happy. First, since 22,000 jobs will cause 22,000 cars to travel into Fort Belvoir, help us keep West Springfield and Saratoga a family neighborhood by providing transportation for Army employees rather than have them commute through our neighborhood. Second, 22,000 jobs will spurn a lot of development, much of that residential. Help us increase school capacity to handle this influx of students. If these two goals are accomplished, I believe you will have the support of the citizens.

Help us keep West Springfield and Saratoga a family neighborhood by providing transportation for your employees rather than have them commute through our neighborhood.

First and foremost, scrap the amusement park idea. Second, build the Fairfax County Parkway *before* the jobs arrive, so that West Springfield and Saratoga do not become a pass through access to the EPG.

As for the amusement park, this idea is so ludicrous, I don't even want to take up any more of my allotted 5 minutes other than to say do not do it. Ours is a neighborhood community, not an exit off 95 for an amusement park.

As for protecting the neighborhood quality of West Springfield and Saratoga, the key is to ensure that *all* business access to the EPG is either from the Fairfax County Pkwy or Backlick Rd. Rolling Rd. is the North-South road that borders the West side of the EPG. Do not allow any access from Rolling Rd. In addition, do not allow access from Fullerton Rd., as that will cause people to get on Rolling to access Fullerton.

The only way to avoid access to Rolling or Fullerton is to build the Fairfax County Parkway extension before the jobs arrive.

As I understand the current problem, following the Army's cleanup of unexploded ordinance, the State was ready to start turning dirt. Then, unexpected underground oil was found. Under Virginia law, the state is not allowed to take possession of "polluted" land. Thus, even if the Army promised to clean it up, the state still cannot take possession of the land until it is cleaned. If the Parkway is not finished prior to the move of jobs, then tens of thousands of cars will use Rolling to get to the EPG. This will be a disaster for the residents of West Springfield and Saratoga. There are two solutions to this problem: (a) Have the Army build the road, or (b) If my bill, HB 5021 (copy attached) is passed at this special session of the General Assembly on September 27th, the state will be able to build it now if the Army provides written indemnification for any environmental clean up that may be required in the future.

Help us increase school capacity to handle the resulting influx of students.

Southern Fairfax is in desperate need of school space. South County High School, approximately two miles West of Ft. Belvoir and three miles South of the EPG, now educates 7-12 graders. It is over capacity by hundreds upon hundreds of students, and there are no County funds available to build a middle school which would reduce the South County High School's population by two grades. Moving students to neighboring schools is not an option because these spots will be filled with students from the resulting development caused by BRAC.

My suggestion is to use the financial windfall created by the mere fact that 22,000 jobs are moving to South County to build this school. Imagine if you owned a piece of land on Rt. 7 in Tysons, 30 years ago. That piece of land would be worth tens of millions

now. With one stroke of a pen, the President of the United States compressed 30 years of financial appreciation into one year, and made land around the EPG and Ft. Belvoir in South County, worth hundreds of millions. South County needs a middle school. If the Army transfers a piece of its land on Rt. 1 to the County, pursuant to the Virginia Public/Private Education Act, the County could use that land for a land swap with a developer to build the Middle School. This would solve an immediate problem in South County and leave Hayfield and Lee High School pyramids open to handle children resulting from the EPG and Fort Belvoir BRAC development.

Quite simply stated, help the people of our area preserve their neighborhood quality of life by building the Parkway to ensure that commuters will not use residential streets to commute to the EPG to work, and help us alleviate overcrowded schools that will be caused by the influx of people drawn to the area as a result of 22,000 new jobs.

Sincerely,

DAVID B. ALBO
Member, VA House of Delegates
42nd District
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HB 5021 Reversion of federal lands; State to take title of those containing environmental contaminatio
David B. Albo | all patrons ... notes | add to my profiles

Summary as introduced:
Reversion of federal lands to the Commonwealth. Authorizes the Commonwealth to take title to federal lands containing environmental contamination if the United States agrees to indemnify the Commonwealth for associated liabilities and clean-up costs.

Full text:
06/20/06 House: Presented and ordered printed 067101204

Status:
06/20/06 House: Presented and ordered printed 067101204
06/20/06 House: Referred to Committee on General Laws

history | pdf

067101204

HOUSE BILL NO. 5021
Offered June 20, 2006
A BILL to amend and reenact § 1-405 of the Code of Virginia, relating to the reversion of lands owned by the United States to the Commonwealth.

Patron-- Albo

Referred to Committee on General Laws

Be it enacted by the General Assembly of Virginia:

1. That § 1-405 of the Code of Virginia is amended and reenacted as follows:

§ 1-405. Reversion to Commonwealth; recorded title prerequisite to vesting jurisdiction.

A. As used in this section, unless the context requires otherwise:

"Corrective action" means the response and remediation to environmental contamination to the extent required by any applicable environmental law or regulation applicable to the property.

"Environmental contamination" means any hazardous waste, substance or toxic material,

or its discharge or release, that is regulated under any environmental law or regulation applicable to the property, and shall include petroleum (including crude oil), natural gas, liquefied natural gas, ordnance, unexploded munitions, and asbestos.

B. If the United States shall cease to be the owner of any lands, or any part thereof, granted or conveyed to it by the Commonwealth; if the purposes of any such grant or conveyance to the United States shall cease; or if the United States shall for five consecutive years fail to use any such land for the purposes of the grant or conveyance, then, and in that event, the right and title to such land, or such part thereof, shall immediately revert to the Commonwealth unless such land, or part thereof, contains environmental contamination. No land containing environmental contamination shall be transferred or revert to the Commonwealth, unless and until all corrective action necessary to protect human health and the environment with respect to any environmental contamination on the lands, or portion thereof, has been completed to the satisfaction of the Commonwealth and approved by the Governor pursuant to § 2.2-1149, and the United States has executed and delivered a transfer instrument including covenants warranting that (i) all corrective action necessary to protect human health and the environment with respect to any environmental contamination on the land or any portion thereof has been taken, and (ii) any corrective action for environmental contamination occurring before the date of transfer found to be necessary after the date of the transfer of the title of the land or any portion thereof shall be conducted by the United States.

However, land containing environmental contamination may revert or transfer to the Commonwealth if the United States enters into a written agreement with the Commonwealth to indemnify the Commonwealth against all costs and liabilities associated with such environmental contamination and related corrective action. The written agreement shall be in a form approved by the Attorney General of Virginia.

In cases where the Defense Base Closure and Realignment Commission (BRAC Commission) established pursuant to P.L. 101-510 (1990), as amended, identifies United States military bases located in the Commonwealth for closure, the Commonwealth shall have, in addition to the foregoing, the right to enter upon such lands so identified for the purpose of inspection for environmental contamination. Upon completion of such inspection, the Commonwealth shall report its findings to the Governor and the appropriate federal agencies.

C. All deeds, conveyances or title papers for the transfer of title of lands to the United States shall be recorded in the county or city wherein the land or the greater part thereof lies, but no tax shall be required on any such instrument made to the United States by which they acquire lands for public purposes.

D. The jurisdiction ceded by § 1-400 shall not vest until the United States shall have acquired the title of record to such lands, or rights or interest therein, by purchase, condemnation, lease or otherwise. So long as the lands, or any rights or interest therein, are held in fee simple by the United States, and no longer, such lands, rights or interest,

as the case may be, shall continue exempt and exonerated, from all state and local taxes which may be levied or imposed under the authority of the Commonwealth.

Legislative Information System

Chairman TOM DAVIS. Supervisor Hyland, thank you for being with us.

STATEMENT OF GERALD W. HYLAND

Mr. HYLAND. Thank you, Mr. Chairman, for holding the hearing and for Congressman Moran being here.

The Department of Defense's decision to relocate over 22,000 employees to Fort Belvoir I perceive to be a challenge for Fairfax County. It is an opportunity, but unless we find a way to fund the substantial transportation infrastructure improvements, it won't work.

When the BRAC recommendation was first announced, Fairfax County made its concerns and suggestions known to the Army, and we suggested, frankly, that the agencies be spread among the various properties that comprise Fort Belvoir. However, after the Army decided to locate 18,000 of these persons to the Engineer Proving Grounds site as well as the National Museum of the U.S. Army, which will attract a million and a half visitors a year, it appears that our concerns and suggestions, frankly, were ignored.

While the Army has said that these locations are not set in stone, my gut tells me that not much is going to change unless, through your committee, Mr. Chairman, and the Congress, through its oversight, we establish a different direction and possibly a different time table.

Supervisor Kauffman will handle the transportation infrastructure issues and the time to put those in place on behalf of the county.

I would like to emphasize in the rest of my testimony the National Museum of the U.S. Army, which I have been intimately involved with when the Army first came to me a number of years ago and said, Gerry, we would like to opportune you to give you the chance to help us locate our Army Museum at Fort Belvoir, not at Carlisle, not at some other location in the Washington area, but at Fort Belvoir, and we have a site right next to Pence Gate with all of the infrastructure in place.

The Fairfax County Board of Supervisors supported that concept. We have made substantial financial contributions to that effort. And the main reason that we supported that location was that you can take advantage of the synergy of the existing historical sites in Mount Vernon, Woodlawn, Gunston Hall, and you would have in the center of all of those historic locations this museum, which gave us the opportunity of capturing tourists to this part of Fairfax County for a day, day and a half or 2 days. That means tourist income. It would help revitalization for Richmond Highway.

When Senator Strom Thurmond introduced legislation to locate the Army Museum at Fort Belvoir, he stressed its proximity to Washington, DC, and Mount Vernon and said Fort Belvoir was the most suitable location. The Engineer Proving Grounds site, in our opinion, is anything but suitable. What was envisioned from the beginning was a historic destination in southeast Fairfax County that would give families a day or two to explore our country's founding and the leaders and soldiers who helped create it. In fact, the Army Museum's location is along the Washington-Rochambeau Revolutionary Route, the same route that the Army's first commanding

general took as the Continental Army marched to victory at Yorktown. To move the Army Museum to the Engineer Proving Grounds, you not only lose the sense of history that prompted its placement there, you also lose the synergy of putting the Army Museum near Mount Vernon and other historic locations such as Woodland Plantation and Gunston Hall.

We are a bit perplexed that the size of the museum has gone from 60 to 125 acres, and we sort of hold our breath that the concept of a theme park approach that was suggested by some may still be a reality. But at a minimum, what we are hearing is that we were having a museum at EPG with 18,000 employees. We will have a conference center, hotel. And you put a million and a half visitors a year at EPG, 18,000 employees, and what Mr. Albo has just suggested reminds me of the time that we talked about putting Major League Baseball on the Engineer Proving Grounds site, and the community surrounding the EPG site went ballistic, and with good reasons. And this is analogous to what we are proposing.

So in closing, I would ask that we press the decisionmakers to reconsider the decision to make the National Army Museum at EPG to either reconsider the Pence Gate site or some other location along Richmond Highway, and then, most important, that we address the substantial question of timing of putting the infrastructure in place to support what is being proposed.

Thank you, Mr. Chairman.

Chairman TOM DAVIS. Thank you very much.

[The prepared statement of Mr. Hyland follows:]

Statement of the Honorable Gerald W. Hyland
Fairfax County Board of Supervisors
Mount Vernon District
House Committee on Government Reform
August 31, 2006

Thank you, Mr. Chairman and members of the Committee for holding this hearing and allowing me to give testimony on behalf of the residents of Mount Vernon, Lorton and southeastern Fairfax County.

The Department of Defense's decision to relocate over 22,000 employees to Fort Belvoir is a challenge for Fairfax County that carries as much promise as problems. Promising is the fact that these employees and whatever other contractors that follow in suit may help realize many of Fairfax County's revitalization goals for the Richmond Highway and Springfield areas. However, it is problematic that, if BRAC is not funded and implemented properly, it will cause thousands of regional commuters and relocated BRAC workers to become stuck in gridlock, unable to get to their jobs and accomplish their missions.

When the BRAC recommendation was first announced, Fairfax County made its concerns and suggestions known to the Army. Fairfax County advocated for the several BRAC related agencies to be spread out among different locations to offset the transportation impacts. After the Army decided to concentrate 18,000 of the 22,000 DoD employees, as well as the National Museum of the United States Army, which will attract at least 1.5 million visitors a year, to the Engineer Proving Grounds, it became apparent that our concerns and suggestions were ignored. While the Army has told us that these locations are not set in stone, my gut tells me that probably not much will change from the proposed plan unless through your oversight, Mr. Chairman, the Congress weighs in and establishes a different direction for this major development.

Supervisor Kauffman will address the significant transportation infrastructure issues in his testimony. I want to focus on the National Museum of the United States Army. The Fairfax County Board has long been the lead proponent for bringing the Army Museum to our area and we have demonstrated our support with substantial cash contributions to ensure the museum's completion. However, our support for the museum came with

the clear understanding that it would be located at Pence Gate, off Richmond Highway, as a mutually beneficial lever for revitalization and tourism income.

When Senator Strom Thurmond introduced legislation to locate the Army Museum at Fort Belvoir, he stressed that its proximity to Washington D.C. and Mount Vernon made it a most suitable location. The Engineer Proving Grounds is anything but suitable. What was envisioned from the beginning was a historic destination in southeast Fairfax County that would give families the chance to take a day or two to explore our country's founding and the leaders and soldiers who helped create it. In fact, the Army Museum's location is along the Washington–Rochambeau Revolutionary Route, the same route the Army's first commanding general took as the Continental Army marched to victory at Yorktown. To move the Army Museum to the Engineer Proving Grounds, you not only lose the sense of history that prompted its placement there, you also lose the synergy of putting the Army Museum near Mount Vernon and other historic locations such as Woodlawn Plantation and Gunston Hall.

What has also not been explained in detail by the Department of the Army is why the museum's land area requirement has doubled from 60 to 125 acres. Last year, I met with employees from Universal City Property Management and former Army officials who were advocating an interactive museum where "the greatest battles of U.S. history explode to life in a multi-sensory interactive 4-D". While the Army quickly dismissed this unsolicited proposal as "dead on arrival", Universal City's proposed location and size is strikingly similar to the existing site location and size of the Army Museum on the western side of the Engineer Proving Grounds. One question I hope this committee will be able to help the Fairfax County Board answer is, how is the current "destination concept" of the Army Museum different? The proposed alternative to turn the museum into a stand-alone theme park in museum wrappings and place it on the EPG adjacent to one of the most security sensitive commands in the Defense Department structure defies common sense. How the National Museum of the United States Army can retain the solemnity of its soldiers' sacrifices over the past 231 years next to entertainment, hotels, conference centers and 4-D rides is beyond my understanding. Please keep the museum on or near Richmond Highway.

We stand ready to truly partner with the Army. The Army and Fort Belvoir has always said they want to be a good neighbor. Well, here's a chance to prove it.

Thank you for this opportunity to testify.

Chairman TOM DAVIS. Supervisor Kauffman, thank you for being here as well.

STATEMENT OF DANA KAUFFMAN

Mr. KAUFFMAN. Thank you, Mr. Chairman, Congressman Moran. As you indicated earlier, I am providing this testimony on behalf of Chairman Connolly, who can't make it, and the rest of our board.

I would also like to thank the Department of Defense for recognizing Fort Belvoir's key location, the dynamic community that surrounds it, and also respecting the men and women who live in our neighborhoods who work for the Department of Defense and make this work for us every day.

Indeed, if this fact of life, as the Secretary has said, that is BRAC was wedded to the transportation improvements, this could be the single biggest economic opportunity our end of Fairfax County will ever see. Unfortunately, Mr. Chairman, the proposal that the civilian leadership has put on the table without the transportation improvements is a lose-lose; not the desired win-win for our community.

From the first day this plan was rolled out, it came with an admitted funding gap of close to three-quarters of a billion dollars in transportation funds, and that was funding just to support the 14 most critically needed transportation improvements, not all those that need to work over time to keep this viable.

And it's not just—well, it puts us in the position, if you will pardon the use of a modified movie line, that if you don't build it, if you don't build these transportation improvements, they will still come anyway. And that is unacceptable.

The idea of moving this forward quickly is also critical, because, as you know, Mr. Chairman, even if you had the money on the table today, the time it takes to make a transportation improvement real requires months and years of environmental review, then the engineering, then the physical construction.

The plan assumes that the missing leg of the Fairfax County Parkway, the spine to connect all of these commands together, is going to be in place come September 2011 when this opens, and unless the decision is made in the next year of how to proceed, that road won't be in place. And also to add insult to injury, on the environmental cleanup, the contractor pulled out, just abandoned the site, because the Army funding to complete the work isn't there.

So this is just one of those 14 missing projects. You asked the Governor, do you have a list of projects, and I'll submit for the record two pages single-spaced of projects that need to go into the mix.

You also had asked the question about why are we objecting to this huge economic largesse as presented. Well, I give you another analogy. This morning we heard some great analogies on our bus tour, but the—and what comes to my mind is someone giving you a brand new car that doesn't have an engine, doesn't have the wheels, doesn't have the gas tank, and someone saying, don't you love the smell of the leather upholstery? Well, this proposal is like that car without the tires, without the engine, without the gas

tank. Give it all to us, and I'll join you in saying, hosanna, this is a great economic opportunity.

My colleague Gerry Hyland has well captured the concerns of the Army Board. It belongs to the highway located there. It will serve the community's and the Army's best long-term interests.

I am also extremely grateful to have heard your comments on incorporating the GSA warehouses into the mix. However we define smart growth, and I'll admit that is a work in progress, it is dumb to not include that land in the mix. Yes, it is hard, but that is why you bring leadership together, to do the hard things. Let us make that work. Personally I would love to see that as the location of the hospital for the reason it can be collocated with the medical education campus of the Northern Virginia Community College, George Mason Medical College of Virginia, and setting proximate to Metro just as the Bethesda Naval Medical Center does. But whatever it is used for, it needs to be in the mix.

In closing, Mr. Chairman, at a recent community meeting I was asked a very simple question, just what do I think the Army was thinking when they came forward with this proposal. My answer then and my answer today is that I don't have evidence that the Army was thinking, at least when it comes to the immediate impacts on our community and what is in the long-term best interest of the U.S. Army. I would remind folks that it isn't unpatriotic to question a proposal that is brought forward by our civilian leadership. We have to question it, and we will continue to.

We can have a win-win solution if the transportation is put on the table and if we take a more long-term focus on where the commands are located.

Thank you again for the opportunity to testify.

Chairman TOM DAVIS. Thank you very much.

[The prepared statement of Mr. Kauffman follows:]

Written Statement of Supervisor Dana Kauffman
Fairfax County Board of Supervisors
House Committee on Government Reform Hearing
August 31, 2006

Mr. Chairman and members of the committee, I appreciate the opportunity to be here today on behalf of the Board of Supervisors of Fairfax County, Virginia. I would like to thank Chairman Davis for holding this field hearing to discuss the potential impacts of last year's Base Realignment and Closure (BRAC) decision to bring an additional 22,000 employees to Fort Belvoir by 2011.

We in Fairfax County view this decision as a tremendous vote of confidence by the Department of Defense in our community, and the essential role we play in our nation's military operations. Fairfax County welcomes the opportunity to work with the Army on its BRAC plans, while considering the impacts of this opportunity on the area's transportation network. We had high hopes that, if combined with appropriate transportation funding, this would be an opportunity for economic revitalization in southern Fairfax County.

However, when the Army announced last month that its plans for Fort Belvoir include locating the Army museum and most of the new personnel, approximately 18,000, at the Engineer Proving Ground (EPG) site in Springfield without a significant financial commitment to provide the necessary infrastructure improvements, red flags were raised at both the state and local levels about the gridlock that will surely follow. In a nutshell, without major transportation improvements, the thousands of relocated BRAC workers, as well as other regional commuters will face hours of delay on gridlocked roads, unable to get to their jobs to accomplish their missions.

This issue deserves far more detailed consideration than it has received to date, since transportation is critical to the Army's mission as well as to the County and the region. Without major transportation improvements, the increased traffic loads will slow the delivery of goods and services to Fort Belvoir and EPG, as well as to the surrounding area, to a crawl over long portions of the day. The quality of life at Fort Belvoir, the EPG site, and southeastern Fairfax County will be adversely affected.

While the impact on our region's transportation infrastructure is the single most important concern we have about the BRAC decision for Fort Belvoir, there are three distinct issues at play here. The first has to do with the Army's decision not to disburse a greater portion of the incoming personnel and facilities, the second is the lack of tangible progress over the last year since the BRAC decision was made to complete the Fairfax County Parkway segment through EPG, and the third, and most critical to the region's transportation network, is the lack of federal funding to accompany a doubling of the population of Fort Belvoir.

First, I have long been a proponent of bringing the Army museum to this area, and the Fairfax County Board has shown its support with a substantial cash contribution for the museum's completion. However, our support of the museum was with the understanding that the facility would be located off of Richmond Highway so that it could be paired with Mount Vernon Plantation, Washington's Grist Mill, Woodlawn Plantation, and George Mason's Gunston Hall Plantation as an attraction for tourists. We ask that the proposed site of the Army museum be once again designated on the previously selected Route 1 location, which had the support of the community and the County, or another site in close proximity to Route 1 to provide this synergy with the other tourist destinations and historic sites.

Additionally, the Army has rejected outright proposals to include vacant GSA warehouses comprising 70 acres of federal land, located adjacent to a regional transportation center, as part of their plans. Absorbing 22,000 new employees would be a challenge under any circumstances, but the Army's plan will certainly exacerbate the difficulties.

Second, immediate priority attention must be given to ensuring the completion of the missing piece of the Fairfax County Parkway, a "must have" for the successful relocation of the bulk of the BRAC facilities to the EPG site. The Fairfax County Parkway has been on hold for approximately 4 years pending completion of the environmental clean up by the Army on EPG. Over a year ago, the project was actually advertised for design-build proposals but had to be withdrawn from bid advertisement when it became clear that the cleanup would not be completed on schedule. We are concerned to hear that recently the environmental cleanup contractor has been demobilized from the site due to insufficient funding for completion of the work.

There is a critical need for the Army, or the Federal Highway Administration (FHWA) on behalf of the Army, to commit to build the EPG segment of the Parkway. VDOT has offered to turn over funds remaining for the project's construction to the Army or the Army's agent and to operate and maintain the facility when it is complete. Without a near-term decision concerning who will complete design changes now necessitated by the BRAC relocations and a commitment by the Army to complete the construction, the road cannot be opened in sufficient time for BRAC in 2011.

Third, the federal government simply must commit to fund vital up-front capital infrastructure improvements and on-going operating costs for public transportation services required to safety, quickly, and efficiently deliver BRAC employees to and from their offices, and this commitment must be made as soon as possible. As you know, transportation projects require a great deal of time to plan and complete, and the clock is ticking.

The Army has identified a number of on-post and "off-post" transportation improvements associated with BRAC. The three "off-post" improvements identified by the Army and already planned and funded (in whole or in part) for construction were the missing Fairfax County Parkway segment through the EPG, discussed above, which has been funded for many years with state bond funds allocated to Fairfax County; the fourth lane on I-95, which is a fully funded VDOT project; and the Connector Road from Route 1 at Old Mill Road to Telegraph Road which will replace commuter connections between Route 1 and Telegraph Road that were lost when Woodlawn Road and Beulah Street were closed to public access after September 11, 2001. This replacement connector road has been only partially funded to date from federal appropriations. While the "off-post" improvements are not physically located totally on Army land, they are all required to ensure that BRAC employees can get to their jobs on-post and to mitigate the impacts that BRAC will have on the surrounding transportation infrastructure.

In addition, Fairfax County, VDOT, and the Army's traffic consultant have identified other road and transit improvements that are necessary to prevent gridlock with the BRAC initiative. The Army must immediately develop an implementation plan for these additional "off-post" transportation improvements. This includes working with Fairfax County and VDOT on refining the list and developing federal funding sources and a project execution schedule. It is not enough to identify necessary off-post projects as "to be built by others". BRAC cannot accomplish its mission if its workers are tied up in congested roads and unable to access the site by transit. In addition, the Army has a responsibility to be a good neighbor in carrying out the BRAC plan.

The projects identified to date are summarized below:

Roadway Improvements: Fairfax County Parkway

As discussed above, the top priority for BRAC installations that are to be relocated to EPG is completion of the missing 2-mile segment of the Fairfax County Parkway through the EPG. The 18,000 new employees designated to work at the EPG site in 2011 will generate as many as 5,600 new vehicle trips in the morning peak hour, most of which will need to use access points off the Fairfax County Parkway. This does not include the traffic that would be generated in the vicinity of EPG if the Army Museum were also to be located there. Without this Parkway segment in place, the EPG site simply cannot function with the projected level of BRAC traffic to the site.

Construction of the Fairfax County Parkway remains on hold pending completion of the Army's environmental clean up. Because the project has been on hold for so many years, cost estimates have continued to escalate. This escalation does not include the cost of modifications needed to support the influx of new employees to EPG. The revisions

needed to the current design plans include building the Fairfax County Parkway initially as 6 lanes rather than the currently proposed 4 lanes on right-of-way for 6 lanes and modifying interchange configurations and ramps to handle the increased intensity of development due to BRAC.

As indicated above, VDOT has offered to turn over funds remaining for the project's construction to the Army, or the Army's agent, and to operate and maintain the facility when it is complete. In light of state law prohibiting VDOT from accepting property that has not been cleaned of environmental contaminants and the lengthy history of non-attainment of environmental cleanup of the site, VDOT is unwilling to re-initiate construction on the project. The Army must develop a plan to clean the right-of-way and redesign, construct, and fully fund this project.

Once the design plans are modified, it is anticipated that a minimum of 4 to 4½ years will be needed to complete the business relocations required as part of the federal land acquisition process and to construct the roadway. With BRAC relocations scheduled for completion in September 2011, that leaves less than a year to complete design modifications and initiate pre-construction activities (such as land acquisition, utility relocation, and bid advertisement). The bottom line is, time is running out for completion of the EPG segment of the Fairfax County Parkway by 2011. This situation needs urgent attention by the Army as well as VDOT.

Other Roadway Improvement Needs

To serve the EPG site, additional access points will be needed from the Fairfax County Parkway, Backlick Road, and the Franconia-Springfield Parkway. Capacity improvements need to be provided at each of these access locations to handle anticipated site traffic. For example, a grade-separated interchange must be constructed at the intersection of the Franconia-Springfield Parkway with Neuman Street should any access to EPG be considered by the Army via an extension of Neuman Street. Upgrades, including turn lanes at the existing Barta Road access into/out of the EPG site, will be needed on Backlick Road. A concept plan should be developed that shows how the EPG access including security checkpoints will operate and how Department of Defense (DOD) and Non-DOD traffic will be handled, so that backups do not occur on the Fairfax County Parkway, I-95, Franconia-Springfield Parkway, and Backlick Road. The adequacy of capacity at security check points and on internal spine roads is critical to ensure that traffic from the BRAC properties do not backup onto the surrounding roadway network.

For both the BRAC relocations to the EPG site and to Fort Belvoir, access to and from I-95 must also be addressed, including high-occupancy vehicle (HOV) and potentially high-occupancy toll (HOT) lane access.

To support the increases in traffic resulting from BRAC relocations to Fort Belvoir, Route 1 needs to be widened from Old Mill Road to Telegraph Road (four to six lanes), including a grade-separated interchange to access Pence Gate. At Route 1 at Belvoir Road, a flyover and turn lanes are needed to provide an additional grade-separated connection from North to South Post. Telegraph Road needs to be widened from two to four lanes from Beulah Street to Hayfield Road and from Hayfield Road to South Kings Highway. Various spot improvements will also be needed at intersections where new BRAC traffic to Belvoir will be accessing the Fort. As previously mentioned the Connector Road Project (Route 1 to Telegraph Road) is not fully funded. This project must be fully funded for the 4 lanes and constructed in sufficient time for BRAC.

Transit

An on-going, fully funded commitment must be made to a robust public transit service to and from EPG and Fort Belvoir as well as for on-base shuttles both initially and into the future for the long-term success of the BRAC proposals. Without continuous provision of these services, travel by personal vehicle to the installations will only continue to increase, thereby creating additional gridlock on the already overburdened highway network. These measures will help carry out federal air quality mandates for the region, which is a non-attainment area.

A new Virginia Railway Express (VRE) station is needed on the Fredericksburg VRE line north of the Lorton Station and south of the Franconia-Springfield Metrorail/VRE Station for pick up and drop off of passengers at the EPG site. A flyover of I-95 from this proposed station to the EPG site is critically needed to accommodate shuttle buses. Depending on the location and design, this flyover could potentially provide a connection to the Franconia-Springfield Transportation Center (which currently provides service to Metrorail, VRE, Metrobus, Fairfax Connector, TAGS, Prince William County, Greyhound, and other private commuter bus services).

Other transit improvements that must be provided and continuously funded include establishing on-base shuttle bus service as well as bus service to/from the Franconia-Springfield and Huntington Metrorail stations via the Fairfax County Parkway, Franconia-Springfield Parkway, and Route 1 to EPG and Fort Belvoir. Shuttle bus service should also be considered to the EPG site from the Backlick VRE station, where trains serving communities to the west and north on the Manassas VRE line stop, as well as from the Lorton VRE station, on the Fredericksburg VRE line, to transport workers from the south to Fort Belvoir. Also, a bus transit/transfer center should be provided at the Army Museum with parking regardless of where the museum is located.

Park-and-Ride Facilities
A park-and-ride/transit-transfer center is needed on or adjacent to Fort Belvoir for access to the Richmond Highway Public Transit Initiative (including the REX Metrobus service). Also, a park-and-ride lot adjacent to the Parkway at the EPG should be built as planned with the interchange. Funding is already available in part for both of these facilities.

Transportation Demand Management (TDM)
On-going, continuous funding must be provided for a robust, centrally-administered TDM program on Fort Belvoir and EPG for all agencies to use. Permanent TDM coordinator positions should be established for the installations to facilitate carpools, vanpools, and other TDM programs (such as bike to work, pedestrian access, and ride share programs). It is critical that this program not only be established but that it be funded on an on-going basis to ensure that the share of non-automobile travel to the facilities does not fall in the future, worsening traffic congestion on the highway system.

Traffic Signals and ITS (Intelligent Transportation Systems)
Traffic signals need to be re-optimized along Route 1, Fairfax County Parkway, John J. Kingman, and Telegraph Road. Also, ITS initiatives are needed, such as adding highway advisory radios, cameras, and permanent variable message signs (VMS) signs along Route 1 (Fort Belvoir area) and the Fairfax County Parkway (around EPG) at strategic areas. This would provide public notification on changes to Fort Belvoir gate closures, force protection changes, and other significant events, and would assist in rerouting traffic in and around Fort Belvoir.

Obviously, funding for the improvements necessary to the area's already overloaded transportation system is of utmost concern. Doubling the workforce at Fort Belvoir, already the largest employer within Fairfax County, will have a significant impact on a host of services provided to the base by the County or the state. Unless funding for major transportation improvements is part and parcel of BRAC's implementation plan, the quality of life at Fort Belvoir, the EPG site, and southeastern Fairfax County will be debilitated.

Even without the planned BRAC relocations, state funding for transportation is in a dire state of under-funding with the state providing little more than maintenance funds and the required match for federal construction dollars. As an example, the VDOT Secondary Program for Fairfax County, included a total 6-year program allocation of only $78.3 million for FY 2007-2012, compared to $210.5 million for FY 2002-2007. As a result, planned improvements to Telegraph Road in the vicinity of Fort Belvoir had to be dropped from the Program.

Fairfax County is already funding a substantial portion of public transportation services and highway improvements to make up for these state shortfalls. The County spends over $65 million per year on public transportation and has put more than $740 million in County general obligation bonds into transportation capital projects. In view of the grim picture at the state level and the existing resulting burden on Fairfax County government, other funding streams will need to be identified to support BRAC-related traffic, including federal funding to support this federal project.

Fairfax County is not asking you to delay or cancel BRAC's recommendations to relocate, consolidate, and realign facilities or to fix all the transportation woes of the region; rather, we are asking that those initiatives be accomplished responsibly by redirecting a portion of the considerable anticipated savings to the transportation infrastructure that will be needed to deliver employees to their new work sites. Any other developer in the County or the state would be expected to provide infrastructure so as not to further degrade the surrounding transportation network and to safely and efficiently move employees onto and off of the job site.

Fairfax County is depending on our Congressional delegation to do whatever is necessary to ensure that the federal government lives up to its responsibilities resulting from the BRAC decisions. We will do our part to ensure a smooth transition for all involved, but this will require a close partnership between the federal government, the Commonwealth of Virginia, and Fairfax County. We still have many months and years of work ahead of us, and the Fairfax County Board of Supervisors looks forward to working with you to mitigate the traffic impacts of the opportunity before us.

Thank you for providing this opportunity to discuss the BRAC project and for considering potential solutions to alleviate traffic congestion in and around Fort Belvoir and EPG.

Chairman TOM DAVIS. Mr. Tistadt, thanks for being with us.

STATEMENT OF DEAN TISTADT

Mr. TISTADT. Good morning, Mr. Chairman. On behalf of the Fairfax School Board, we thank you for this opportunity to speak this morning.

I'll change the focus just a little bit initially, but I'd also touch on transportation. The school system certainly applauds the notion of the DOD trying to be more efficient and welcomes the idea of creation of more jobs in the region, but we do have two concerns to speak to. One was alluded to earlier; that is, the capacity of our schools. If this change results in differences in residential development and rapid growth in this part of the county, we are limited in our capacity to handle that. We have very little capacity of any of the elementary level and very little at the middle and high school levels.

On the transportation front, we have 1,200 buses transporting 110,000 children a day. Probably about a third of those are in this part of the county to be impacted by traffic changes in this part. We already struggle with getting children to school on time and get them to programs that they need to take. We already open schools earlier than parents would like and open elementary schools later than they would like. And we're worried that changes in transportation and traffic in this part of the county will impact negatively our ability to get children to school, may require that we change bell schedules to even more onerous times.

We have heard recently about potential budget cuts at Fort Belvoir that might result in some closers of gate staff at that post that would exacerbate these other challenges even further. So we do have concerns in that regard.

Having said that then, we asked that the Fairfax Schools be invited to participate in the process so we could have an understanding of what's happening; that under the National Environmental Policy Act cooperating agency status can be assigned to the school system as a means of facilitating an evaluation of potential impacts in mitigation. Whether the part of the EIS team evaluates impacts or potentially impacted governmental agencies, it is necessary for EPS to have insight into the size, mobility, household income of personnel to be located. We would also like to find out the status of the new status plan for Fort Belvoir. So we welcome the opportunity to be involved in the process.

At the heart of our intent is to provide the best possible education to the military families we will be hosting and for the larger community in which we live. This can be accomplished by allowing the school system to be involved in the process.

Thank you very much.

Chairman TOM DAVIS. Thank you very much.

[The prepared statement of Mr. Dale follows:]

FAIRFAX COUNTY
PUBLIC SCHOOLS

Jack D. Dale, Superintendent
8115 Gatehouse Road
Falls Church, Virginia 22042-1203

August 28, 2006

Committee on Government Reform
Attention: Ms. Teresa Austin, Chief Clerk
U.S. House of Representatives
2157 Rayburn House Office Building
Washington, DC 20515

Dear Ladies and Gentlemen:

On behalf of the Fairfax County School Board, I want to thank you for this opportunity to speak on the subject of the Base Realignment and Closure Commission's (BRAC) recommendations that will move thousands of jobs to Fairfax County.

First, we applaud the federal government for its initiative to find means to improve operational efficiencies and effectiveness. We know that a great deal of work and thought went into the BRAC report and findings. We hope that our comments are not interpreted as criticizing this report as that is not our intention.

We do have a level of anxiety about the implications of the movement of so many jobs to Fairfax County and its potential impact on the school system. There are two specific concerns. First is whether these jobs result in a dramatic and rapid increase in residential housing in this part of the county. Our current projections are that we will have little to no elementary school capacity to absorb additional students and limited capacity for middle and high school students. Our capital improvement program already lacks sufficient funds to meet known needs so we have no flexibility to appropriately address any additional demands caused by the BRAC recommendations.

Second, even if we don't see an increase in student enrollment, we are concerned that commuter traffic increases will cause further congestion on roads and make it more difficult for the school system to get students to their schools safely and on time. As you know, we also are limited in our ability to provide adequate school bus transportation. Increased congestion will mean longer bus rides for students and late arrivals to schools. We have heard that there is the possibility that budget cuts at Ft. Belvoir may require that the base consider closing certain gates to school buses. If true, this will exacerbate an already challenging situation and compound the impact of increased traffic congestion. With teaching time an important part of our ability to meet the requirements of No Child Left Behind, we can ill afford to have students arriving late to school.

In order to assess the potential impacts that might result from this major federal action, our understanding is that an environmental impact statement (EIS) may be required or is currently underway. We understand that, under the National Environmental Policy Act, "cooperating agency" status can be assigned to FCPS as a means of facilitating an evaluation of potential impacts and mitigations of this major federal action.

Whether as a part of the EIS team evaluating impacts or as a potentially impacted independent government agency, it is necessary for FCPS to have insight into the size, mobility, and household income of personnel to be relocated during the next five to ten years. We would also like to find out the status of a new master plan for the base to address the changes required by BRAC. We would welcome the opportunity to be involved in the process.

At the heart of our interest is our desire to continue to provide the best education possible to the military families we will be hosting and for the larger community in which they live. This can be accomplished most efficiently by allowing the school system to be involved in the process.

Sincerely,

Jack D. Dale
Superintendent of Schools

JDD/lms

Chairman TOM DAVIS. We have our citizen member here. We very much appreciate you being here.

STATEMENT OF KEVIN D. KIRK

Mr. KIRK. Thank you very much, Mr. Chairman. I am extremely pleased to be here to represent the residents here of west Springfield and the folks that are probably going to be the most impacted in the short term and eventually in the long term as a result of the BRAC decision.

I am convinced after listening to you talk to Governor Kaine this morning that you certainly have our major concerns in mind as far as transportation, local infrastructure, quality of life for the residents that are going to be here.

What I would like to do is to bring just one other item up to your attention, and that is that, one, the folks I represent in the civic association are keeping an open mind toward the BRAC decision and the impact it is going to have on us. And the reason we are keeping an open mind is because we are watching you, our elected representative at the Federal, State, local level, to see what actions you are going to take to address the concerns that you already know about.

And one of the things that I think that I would like to make you aware of from the folks that I represent is that it is going to take a significant amount of political will on the part of our elected representatives to make BRAC the forefront, I guess, of some of the short-term legislation that is going to have to occur to either support the move, to terminate the move, whatever it is going to be.

The BRAC is a Federal decision, and the location was chosen by the Federal Government. We may be the recipient of some excellent largesse, but this has to be a Federal priority then if this is their decision to move the Federal workers down to the Fort Belvoir area.

Yes, we recognize we are going to have to do our part to support this. We don't hope to support all of it. And for the State folks, this is, I think, going to have to result in some rethinking about how the things—how things and business is done in Richmond. Northern Virginia is supporting the rest of Virginia in transportation and education. If you are going to bring these people in here, we may have to relook those formulas to redirect funds back up to the northern Virginia area to allow us to prioritize and complete those projects it is going to take to support the people that may be coming into this area to work 5, 6, 7 days a week or to live here.

For the county people what I would like to offer is the fact that the BRAC is obviously going to have a significant impact on zoning and how we prepare ourselves to accommodate this influx of people and all of the associated local infrastructure that is going to be required, whether schools, water treatment plants, power facilities, fire, police, the commercial activities to support recreation, entertainment.

The people in Springfield enjoy a suburban lifestyle. They moved into this area many, many years ago with that thought in mind. We certainly enjoy the open land in the county parks that we have in this area. We certainly would not like to lose any of that to ac-

commodate the BRAC and its decision to put a new Pentagon down here.

Yes, we are going to have to live through the short-term issues of going to work heading north or south. I think we can do that. We are just in the end looking toward our elected representatives to put forth that effort to make this thing a priority so we can get through this in about as painlessly and about as reasonable a manner as we can without turning it into a cat fight, I guess, between parties, between Federal and State representatives and State and local folks.

Thank you very much.

Chairman TOM DAVIS. Thank you very much. That was excellent.

[The prepared statement of Mr. Kirk follows:]

West Springfield Civic Association Comments on BRAC Move to Ft Belvoir

Transportation

- Increase in volume of construction vehicles, cars, buses and trucks for local businesses clogging the local traffic for years as the area prepares for the BRAC moves
- Backlick Road not capable of supporting increased traffic without widening.
- I-95 access poor right now and suggests another Mixing Bowl type project to solve access to the interstate and HOV lanes for the forecast 18,000 residents-commuters.
- Fairfax County Parkway connection has been in limbo for years—this forces the issue because Route 7100 cannot support a surge in volume that will backup as traffic tries to exit for EPG.
- Extend the METRO Blue Line and METRO bus to serve the EPG complex similar to the Pentagon METRO complex.
- Add VRE connectivity (shuttle bus for example) for commuters from the south
- Cost of transportation projects must be borne by federal government primarily to support this federal requirement to move workers.
- If Congress avoids more "bridges to no where," federal funds should be available and sufficient.
- Congress must prioritize this support since government workers are expected to start moving by 2010.
- If state government wishes to expand Northern Virginia's economy in support of the rest of the state, then transportation funding must be prioritized away from rural Virginia in the short term to support the enormous new requirement in Fairfax County.
- Security must balance speed of access to the EPG to avoid traffic back ups (i.e., this cannot be a fenced and guarded perimeter)
- Road improvements must include vehicle accident investigation sites like I-395 south between Seminary Road and Little River Turnpike, accommodate backups caused by vehicle accidents, break downs, emergency vehicles responding to accidents, etc. when considering the widening that must take place
- VDOT will have to prioritize Northern Virginia road maintenance to support the increased usage.

Infrastructure

- Additional commercial activities to provide goods and services to the 18,000 residents and commuters during the work day (food, shopping, cleaning, etc.)
- More residential to help residents live closer to where they work
- Zoning changes MUST balance increased density with current infrastructure (e.g., schools, police, fire, EMS, hospitals, etc.)—cannot bring in more sooner than what can be supported.
- Current residents like the suburban atmosphere of West Springfield and want it to remain—will not be willing to accept much, if any, re-zoning to increase population densities through a change in housing categories, i.e., high rise apartments.
- Zoning to support commercial and recreational activities and services to support an increased population are important to hold down traffic congestion (i.e., people can 'play' closer to where they live instead of being on the road to DC)

Government

- Federal
  - -- Prioritize funding to support BRAC decision in a timely manner.
  - -- Commit to funding this US government requirement regardless of party in power
  - -- Support Virginia in changes they will have to make to accommodate BRAC (e.g., re-direct transportation funds)
- State
  - -- Change funding formulas to allow growth in Northern Virginia (i.e., cannot pay for the rest of the state and growth in Fairfax County too)—if state wants BRAC in Fairfax County, then they need to allow Fairfax to keep most of its money to pay for this short term development
  - -- May require Northern Virginia to have taxing authority to fund BRAC requirements (more schools, services, etc.)
  - -- Must support maintenance requirements for increased transportation and infrastructure
- County
  - -- Need to revise county development plans to support this no-notice requirement
  - -- Residents do not expect hikes in property tax or other tax rates to pay for BRAC's needs
  - -- Cannot let developers undermine single family zoning to increase density—county infrastructure is years away from being able to support 18,000 new residents

Delivered by Kevin D. Kirk, President, WSCA 9/7/2006

Chairman TOM DAVIS. Let me just assure you I think from the State, the locals, Republicans, Democrats, I think we are staying united on this. It is important we stay together on this, and I think your admonition is warranted, and I appreciate it.

Mr. KIRK. I certainly appreciate that, and I wanted to let you know that I don't have a doubt that our elected representative in Virginia is going to be able to do this. Where I have my concerns is probably in the larger collective body either at the Federal level or the State level. You are 1 out of 435 voices out there, and it's going to take a lot of leadership on your part and on the Virginia contingent to make this thing happen.

Chairman TOM DAVIS. Thank you very much.

That is a good segment for you, Ms. Watts.

STATEMENT OF VIVIAN WATTS

Ms. WATTS. Thank you for including me to make remarks. There is so much to say. I will start by simply associating myself with most of the remarks that have been made by everyone this morning, particularly, I must say, my friend Dana Kauffman where I think he hit a lot.

Five years is an impossibly short time, in my experience. So I am going to take my time to go specifically into 3 years that were raised in my mind as I looked at this flow of where the traffic is supposed to come from.

Let me go first to access from the north via I–395 or Metro. All employees using I–395 or those being shuttled from Metro under the Army's current plans if Metro is not extended will have to use Franconia-Springfield Parkway, that is Route 7900, between I–95 and EPG. This travel pattern was not addressed at all in the siting analysis of road capacity. It constitutes upwards of 10,000 commuters who do not currently use this stretch of road and were never anticipated in its projected capacity use.

Two construction projects are imperative, and again this is my district. EPG is in my district. First, a grade-separated intersection must be built for the only at-grade intersection in this section of the parkway at Spring Village Drive, Bonnie Mill Lane, which is not addressed at all in the siting analysis and will cost $350 million. So that is one item to add to the list.

This intersection serves many residents including over 2,000 residents of Green Spring Village, a major continuing care retirement community. The intersection is already presenting severe problems.

Second, improved ramps to and from EPG from I–95, which is No. 3 on the Army list, must be completed before employees are relocated to EPG. Again, we are looking at 10,000 vehicles using a stretch of highway that was not planned at all for that usage.

A second travel pattern, which is access from the north via Backlick or Rolling Road, this travel pattern also was not addressed at all in the analysis. The interesting geographic division in the analysis which separate employees commuting from the north and those from the west obfuscates, masks this commuting impact. The north grouping includes—and I have included ZIP codes—Annandale, North Springfield, Springfield, Barcroft, Lincolnia. These employees will use Backlick Road. They won't come out to Highway 395. In the west grouping, employees from

King Park, west Springfield, a good portion of Burke and some of Fairfax 22032 will use Rolling Road. Again, they won't be coming out to 395. That is not northward—or, I am sorry, they won't be dropping down to the parkway. They will be coming straight across on Rolling Road.

Sizable portions of Backlick and Rolling, as have already been mentioned, are two-laned and/or were built as subdivision streets with homes on half-acre lots, with front yards and driveways on both sides directly facing the street. At least Route 1 was built and developed as a commercial highway. Addressing the safety issues on Backlick and Rolling Roads will be costly to the State and forever change these neighborhoods.

A final pattern that I wish to address is the access from the west by the Fairfax Parkway, 7500, because it is so central. Again, our designated panel addressed construction of the parkway across EPG; however, I want to underscore the criticality of expanding its capacity. The siting analysis severely underestimates the growth in commuting from the west by focusing on the current employees' place of residence instead of making a 20 years projection of travel patterns, which is standard for road improvements. Whatever we put in, we project 20 years. Because of the cost of housing, EPG employees will increasingly come from Centreville, Chantilly, Herndon to the west. In addition, the travel pattern was not addressed at all of the projected 1 million visitors to the Army Museum, many of whom will also be drawn to the Air and Space Museum at Dulles, impacting the Fairfax County Parkway, where there will be other intersections that are at grade.

Mr. Assistant Secretary, I implore you to include full funding of these and many of the other transportation projects in the Army's congressional budget requests for these specific off-base transportation improvements and for the other critical projects in the siting analysis. We have just 5 years that funding has to be in place.

I know that Congressman Davis and Congressman Moran agree that our constituents deserve no less than a full and honest costing of BRAC's impact so that they are in the strongest position to ensure that Congress, all the rest of those folks that you were referring to, will deliver.

And finally, given the tight timeframe imposed for completion of this realignment, adequate analysis and review will be challenges.

Today as I address you, I chose to wear not my normal Virginia seal pin, which is Thus Always to Tyrants, because I didn't want to lay down the gauntlet on this decision, but instead borrowed a pin that has the State of Virginia's flag and the United States of America flag joined together. Again, I will certainly offer my expertise both in transportation, but particularly as someone who has driven these roads for 40 years and knows how these patterns develop. I look forward to working closely with you on these all-important details.

Chairman TOM DAVIS. Thank you very much.

[The prepared statement of Ms. Watts follows:]

Virginia Delegate Vivian E. Watts - 39th District
Statement submitted to
Government Reform Committee Oversight Field Hearing:
"...A Review of BRAC's Impact on Traffic Congestion and Quality of Life in our Region"
August 31, 2006

Although I was not designated to make a full statement, on behalf of my constituents, the immediate neighbors of the Engineer Proving Grounds (EPG), I request that the record include the following:

I am confident that the scheduled panelists reflect my consternation about the regional transportation impact of imposing a Pentagon-size workplace – housing twice the number of employees as the largest employer in Fairfax – in a location where the transportation network is already overloaded. However, the panel testimony may not reflect the following issues that specifically impact the residents of my legislative district, in which the entire EPG is located:

(1) Access from the North via I-395 or Metro

All employees using I-395 or those being shuttled from Metro if Metro is not extended will have to use the Franconia Springfield Parkway (Rt 7900) between I-95 and EPG. This travel pattern was not addressed at all in the Siting Analysis of road capacity. It constitutes upwards of 10,000 commuters who do not currently use this stretch of road and who were never anticipated in its projected capacity use. Two construction projects are imperative: First, a grade-separated intersection must be built for the only at-grade intersection in this section of the Parkway at Spring Village Dr/Bonniemill Ln, which is not addressed at all in the Siting Analysis and will cost $35 million. This intersection serves many residents, including over 2,000 residents of Greenspring Village a major continuing care retirement community. Second, improved ramps to and from EPG from I-95 (#3 on Off-Post Transportation Improvements) must be completed before employees are re-located to EPG.

(2) Access from the North via Backlick Rd or Rolling Rd

This travel pattern was not addressed at all in the Siting Analysis. The Analysis' geographic division separating employees commuting from the North and those from the West obfuscates this commuting impact. The North grouping includes Annandale (22003), North Springfield (22151), Springfield 22153, Barcroft (22044) and Lincolnia (22312). These employees will use Backlick Rd. In the West grouping, employees from Kings Park (22151), West Springfield (22152), a good portion of Burke (22015) and some of Fairfax (22032) will use Rolling Road. Sizable portions of Backlick and Rolling are two-lane and/or were built as subdivision streets with homes on 1/2 acre lots with front yards and driveways on both sides directly facing the street. At least, Route 1 was built and developed as a commercial highway. Addressing safety issues on Backlick and Rolling roads will be costly to the state and forever change these neighborhoods.

(3) Access from the West via the Fairfax County Parkway (Rt 7100)

Because it is so central, I am confident that designated panelists have addressed construction of the Parkway across EPG; however, I want to underscore the criticality of significantly expanding its capacity. The Siting Analysis severely under-estimates the growth in commuting from the West by focusing on currently employee's place of residence instead of making a 20-year projection of travel patterns, which is the standard for road improvements. Because of the cost of housing, EPG employees will increasing come from Centreville, Chantilly and Herndon to the West. In addition, the travel pattern was not address at all of the projected one million visitors to the Army Museum, many of whom will also be drawn to the Air and Space Museum at Dulles, impacting the Fairfax County Parkway to the west.

Mr. Assistant Secretary, I implore you to include funding in the Army's congressional budget request for these specific off-base transportation improvements and for the other critical projects in the Siting Analysis. I know Congressman Davis and Congressman Moran agree that our constituents deserve no less than a full and honest costing of BRAC's impact so that he is in the strongest position to assure Congress delivers. Finally, given the tight time frame imposed for completion of this re-alignment, adequate analysis and review will be challenging. As someone who has driven the roads on the EPG side of I-95 for 40 years and a former Virginia Secretary of Transportation, I stand ready to help.

Delegate Vivian Watts
703 - 978 - 2989
vwatts@erols.com

Chairman TOM DAVIS. Senator Puller.

STATEMENT OF TODDY PULLER

Ms. PULLER. Thank you, Mr. Congressmen, for coming out here and listening to the concerns of the people who will be impacted by the BRAC decision.

Now, I represent all of the Fort Belvoir post. I do not represent the Engineering Proving Ground. And I have been working for I think it is 14 years trying to improve the Route 1 corridor in Fairfax and Prince William County. And currently over 20,000 people come to the main post at Fort Belvoir every day, so our roads down at southeast Fairfax County are in gridlock when those people come to work and when they go back home. And many, many of them come from the south, and it is almost impossible to go south of Fort Belvoir in the evening commute.

So I was very glad, when they decided not to put 18,000 more people on top of the 20,000 that already had come to Fort Belvoir and to try to develop the Engineering Proving Ground and have the new employees go there rather than to Crystal City, and I think we are very fortunate that these employees didn't go out of State. That could have been a devastating impact to us in Virginia.

So I think what we need to do is try to do the best job we can, because we are going to—this is a reality. It is going to happen, and we have to make it happen in the least—with the least amount of problems that we possibly can do. And our—and my—my commitment to you all, along with Delegate Watts and Delegate Albo and Delegate Sickles, is that we are going back into session at the end of September specifically to work on transportation, which we have been doing most of the whole year without success, I might add. But we need to go back and do something so that this State steps up to its responsibility to make our transportation system work not only in northern Virginia, but all across the Commonwealth. But in this instance, we really have to all go down there and work together in the Senate.

We have been working together. We have passed several bills that are sitting over in the house, and we need to go down there and be serious about this and get our act together for the citizens of northern Virginia and the whole Commonwealth and fund our transportation infrastructure so that our citizens will not be even more impacted than they are right—than they are currently, but for the future. And we can expect no less, and I pledge to go down and work with both sides of the aisle and try to get a plan. And I don't—I am not wedded to any plan. We are willing to talk about anything, but we need to go down there and be serious about it and get something done, and I plan to do that.

Thank you very much.

Chairman TOM DAVIS. Thank you very much.

I also wanted to note we have a statement from Mark Sickles if he was offered an opportunity to speak and to put it in the record, and we appreciate that very much as well.

[The prepared statement of Mr. Sickles follows:]

Statement on

"Doubling the Size of Ft. Belvoir in Five Years"

Delegate Mark D. Sickles (43d Dist.)

August 31, 2006

I want to thank Rep. Davis and members of the Committee for holding this hearing here in Springfield at ground zero.

The implications, both good and bad, of exponential growth at EPG for our community are immense.

It is very hard to imagine how the proposed transition can be completed within five years. I hope hear today about Army plans to budget for needed off-base transportation infrastructure to accommodate the influx of new rush hour commuters to Springfield.

If, as I suspect, significant transportation dollars are not provided in the upcoming 2008 budget proposal, I would urge Congress to slow this process down. Simply put, the Army must take as long as necessary to do the job right. That means making sure our road system is sufficient before any new buildings are opened for business.

Parkway. Certifying the clean up of the right-of-way for the missing link of the Fairfax County Parkway is now even more important to Northern Virginia. I urge the Army to immediately re-start the cleanup of EPG land in the Parkway right-of-way in order to transfer the property to VDOT under Virginia law.

In the meantime, the lawyers for Army and the Commonwealth should be locked in a room until 1) an understanding is developed about how to transfer the property for use as a road, or 2) protocols for the Army to undertake construction itself using Virginia funds, subject to pending statutory authority, are developed.

While all options for re-locating 23,000 workers at Ft. Belvoir are troublesome, placing 18,000 people at EPG ***could*** be the best option, ***if***, and ***only*** if, the Administration budgets for off site transportation impacts. By concentrating growth at EPG, we have a central focus for our collective attention. For example, a transit system to bring workers from the Franconia-Springfield Transportation Center to the EPG makes greater sense with a high density destination. Alternatively, the Army should seek a private partner to develop new facilities on EPG, and transit to EPG, under an Enhanced Use Lease model.

Finally, I would strongly urge Congress to find an alternative site for the GSA warehouse and put that valuable property to work on behalf of the BRAC initiative. Elements of the Army headquarters operations now housed in leased space could logically be built on current GSA property, walking distance to rail and bus transportation.

Thank you for the opportunity to express my thoughts on this matter of great importance to South Fairfax County.

Chairman TOM DAVIS. Let me start the questions.

Keith, I am going to start with you. I want to note for the record that you didn't make the BRAC decision. You came in to implement.

Mr. EASTIN. I was not around for the BRAC decision.

Chairman TOM DAVIS. Makes the conversation go a little easier, as you and I and Mr. Moran voted against the BRAC decision when it came up before.

Let me ask you this: There has been discussions of an amusement park or something else to go with that. Can you give us a clarification with the Army Museum, what is envisioned at that point and where we are going?

Mr. EASTIN. I am not often quoted in the San Diego Tribune or San Francisco Chronicle or Manchester Guardian in England, but somehow I made it to those newspapers when I said this plan was dead on arrival.

A plan was submitted a couple years ago to basically do more a demonstrative use of EPG and the museum. That is just not in keeping with what the Army wants out there, and it is not in keeping with the museum, what the museum wants. So amusement parks and other flashy displays are—will not be considered.

What we are looking for in the museum is to present any museum that is comprehensive, that tells the Army story, and is a tribute to the men and women who have served and sacrificed for the Army and for the country. We believe we have had a good story to tell, and we want to tell it completely rather than having what might be termed an abbreviated museum.

So the question is why it's been raised here, why would we move the museum from what is known as the Pence Gate site down on Route 1 out to the Engineer Proving Ground, and why do you need all of that excess acreage.

This museum was put together with the idea that it would be funded privately, that appropriate funds would not be used for the building of the museum. The museum, we would estimate, is going to cost somewhere in the neighborhood of $175 to $200 million for the building itself, and when we start adding exhibitry to that, anyone in the museum business can tell you you don't just move a tank or a gun or out into a bullpen at the museum and let people just go in and look at it. You have to tell a story. Stories are expensive. But we are looking at probably another $90 to $100 million in exhibitry.

By the time we are finished, what are we looking at? A museum that will cost maybe $300 million. This is a tall order for any private fundraising organization, especially in this rather austere fundraising atmosphere that we have faced here in the last 5 or 6 years. So anything we can do to assist the fundraising on this museum I think is going to benefit the Army and benefit the story we have to tell.

That is one of the reasons we moved it to EPG. Of course, the other reason was I appreciate Gerry Hyland's work on the museum. A lot has gone into getting the museum down to Belvoir, and in a lot of ways it would not have happened without Gerry Hyland's help.

But after it was sited at Pence Gate, something came along called BRAC, along with its massive traffic problems that we see. That coupled with the fundraising constraints on building a first-class museum, I think, caused us to think about putting this out at the EPG.

What will be going out there, Mr. Chairman? We put out a request for information to the Department of Defense and public to see if there was some interest in building a hotel and perhaps a conference center, and incidentally, while you are at it, build me a better part of my museum.

We have gotten a number of expressions of interest in that. We will know more this fall, hopefully by early November, of what the quality of that interest is. That is the reason we did that.

This will not be an amusement park under anybody's stretch of the imagination. There will be very little, if anything, outside of the four walls of the museum that don't relate to—directly to museum experience.

Chairman TOM DAVIS. Let me just get a reaction, Mr. Hyland. I am sure when Senator Thurmond introduced legislation to put in Belvoir, he probably meant Belvoir. I wonder as you walk through the line of thinking that has come from the Army since then, do you have any thoughts or you, Mr.——

Mr. HYLAND. Thank you, Mr. Chairman. In my testimony, written and oral, and from the beginning—and I think Senators Thurmond, Warton and Allen were helpful in getting legislation passed. We looked at the museum as an opportunity to, in effect, collocate with other existing historical sites in the southeast and part of Fairfax County, in the middle of them, and what we were trying to do is to capture those persons who now come to those sites. We have about a million visitors to Mount Vernon in a year as it is. As a matter of fact, I have a proposal before the Fairfax County Board if this happens, we would propose to have a shuttle that would go among those various sites, and the synergy of having it there made so much sense.

But, second, the opportunity to capture people in the county for a day or 2 days as opposed to their going into Washington. If it's at EPG, the folks—I am not sure how many people are going to come from Washington, DC, which is the major destination, out to the museum. We can capture people coming up from 95 to go to the museum, so they can go to the museum and go right into Washington. So that denies us the opportunity to capture people in Fairfax County for a day and a half to 2 days, which obviously is tourist income. That is the best business in the world. They come, they go, and we don't have to educate their children.

The second question that I now have and the Army has proposed, and I presume this will be on government land, they would propose a hotel conference center. They've also talked about using enhanced use leasing, which means putting public office space for the private sector on government land, which obviously doesn't do anything for us as far as our tax base, but the whole concept of helping us with revitalization, which was the main reason, the impetus, for our pushing to put the museum at Fort Belvoir is lost. So I think it is an opportunity for us that we anticipated was a good investment

for us, and unfortunately EPG just doesn't do the same thing for us.

Chairman TOM DAVIS. Do you have anything to add to that?

Mr. KAUFFMAN. Thank you, Mr. Chairman. I appreciate the further clarification from the Secretary.

I go back to our initial concerns and seeing the opportunity for this Army Museum. We were looking at this as being integral development; not seeing a significantly expanded site where the museum itself isn't bigger, but what you have done is located a lot of hotels, eating facilities, etc., on post, not on the economy where we are trying to bring about redevelopment, where we are trying to knock down eyesores. So that is a critically missing piece. Gerry Hyland alluded to it, but this is supposed to be a stimulus to redevelopment as well by putting everything together. I will again use the term Disney atmosphere, where you have the hotels next to the bars next to the shock-and-awe rides to drive patriotism electronically. I think it needs to be a museum that gives us the opportunity to leverage private investment off-post.

Chairman TOM DAVIS. Secretary Eastin, I want to talk a little bit about the money and the time line. It is not like it is vacant, and all of a sudden September 15, 2011, everybody moves in. I assume this would be staged, which means some of these transportation improvements would have to be effectuated, completed sometime prior to that.

We have 14 identified projects. Three of them have some level of funding. None of them have completed funding. We have to do it within 5 years.

The title of the World War II movie was A Bridge Too Far, and I wondered with this, within that 5-year framework, even if we had the money today, by the time you go through the planning, the environmentals on this, send it out to contract, given everything else, it is a tough reach, and we are talking about now we don't know where this money is coming from.

The Governor has stepped up today and said they want to be part of the solution. They can resolve it with the General Assembly. They never said they don't want to be part of the general solution. They can't solve it all.

What kind of money does the BRAC have available for this? How much were you looking to Congress to come back? You get to a point you were worried about the implementation. How do you see this going at this time? What additional help do you think you are going to need outside of BRAC resources?

Mr. EASTIN. First off, I think, going back to the initial part of your question, we are looking at the 14 projects Pierce Homer and I have been discussing these. We will be meeting in the next couple of weeks to try to agree on what we think is a likely list of projects and to try to price those out so that we can get some idea of how much they are.

Of the $625 million or so worth of projects, two of those are largely financed already, and that is the widening of the I–95 and the EPG part of the Fairfax County Parkway along with Woodlawn Road, which, of course, is funded by Congress or will be completely in the year 2008. So if you take those out, we are looking for about $475 million, if the price holds up after analysis. But our engineer-

ing and traffic people tell us that should be enough to handle this traffic.

What we are trying to do here is with EPG and with the Fairfax County Parkway that is largely designed, probably almost ready to go, with some enhancements due to the much larger traffic use which will largely deal with the on/off ramps, probably not the parkway itself. So a lot of that design has been done. The I–95 design, which every time we go down in this area, we see in painful detail, that, as I am told, is largely finished. So what we really need to do is figure out how to design and get people on and off of 95 so that they don't run through Delegate Watts' neighborhood and further complicate those problems.

Chairman TOM DAVIS. And Delegate Albo's neighborhoods. I want to give credit on this.

I understand that does not include the cost for additional roads on EPG that the Army would install as part of this development program.

Mr. EASTIN. That is already included in the BRAC funding.

Chairman TOM DAVIS. That is outside of money we are talking about.

I've got a few other questions. The time line is still very tough, particularly because of the identification of funds, the ability to go out to bid, the ability for the design, the environmental assessments. Obviously the quicker we can start on that, the better opportunity we have.

Let me ask you, Mr. Shane. I mean, it is ambitious, isn't it, to try to get this done in the period of time that the BRAC allots? These are the orders he was given, in fairness. But this is very ambitious, it seems to me, given where we are, isn't it?

Mr. SHANE. That is certainly a fair statement.

Chairman TOM DAVIS. I think one of the things that we want to explore is some delay on this, and I think the BRAC calls for this to be done by a date certain, but given some of the other funding priorities coming within the Defense Department's budget and the MILCON's budget, that is something we will explore with you, you do have your orders at this point. I don't expect you to say anything else. But from our perspective, we intend to explore the time line on this. We think it is unrealistic, and we will try to work with you on that, and that will give you some breathing room to try to resolve some of those issues.

Let me ask, if I can, about the airport, Davidson Airport. What is going to happen with the changes at Belvoir? Is it the utilization will be somewhat different under the new plans?

Mr. EASTIN. Excuse me.

Chairman TOM DAVIS. Go ahead.

Mr. EASTIN. We don't anticipate any real change in the use of Davidson. And, of course, it is an active airfield. It has very important security purposes here in the National Capital region flying and ferrying various officials to the government here and there. And it performs a great service as a platform during any times of emergency.

We looked at a time perhaps using part of Davidson in the planning process for part of the jobs and locations here at Belvoir. While that in the long term might be possible in the time we have,

I don't think that is very realistic. We would have to find—it serves a purpose. We would have to find another place for it if we wanted to use that.

Chairman TOM DAVIS. I would note for the record our office—we discussed this further with you. It continues to get complaints on noise emanations, and we need to have some further discussions on that.

The GSA warehouses are sometimes—I discussed in my opening statements, Mr. Kauffman discussed them, Mr. Moran has alluded to it. Currently it seems to me that given the magnitude of the issues we face on transportation, warehouse usage around a metro center like we have at the Joe Alexander Springfield Center, where you have the VRE coming in from the south, you have Metro coming in from the north and the east, is not a good utilization; that, in fact, warehouses could be moved somewhere else probably much more efficiently from a transportation perspective, and the area that houses the warehouse could probably have the 18,000 people move to EPG just from our government, 6,000 or 7,000 people could move there and right on top of a transportation center. That would greatly alleviate some of the problems that we face there on the EPG.

I know that is outside of your charge, but would you be willing to work with Mr. Moran and myself and GSA if we can find an appropriate location for that?

Mr. EASTIN. Absolutely. We have discussed this before. GSA—but for the time that it would take to utilize that site, and, of course, the money involved, it always seems to get back to that little bugaboo that we have to find funding. It is a utilized site already, and we have to find another place for them and due to them moving. But in the meantime, if we can come up with some, I think, innovative approaches to that, we would be more than happy to consider them.

By the way, consideration of that will be done in our environmental impact statement. We have considered that as an alternative.

Chairman TOM DAVIS. I want to put that on the table because I think that makes trying to put a size 8 foot into a size 5 foot makes it a little bit easier. That is a lot of work to do.

Mr. EASTIN. Mr. Chairman, if you will let me clarify one thing that came up before, that is the contractor tail on the employees coming down there. As we know, the government does not work alone. It has a gaggle of contractors that are of various degrees of expense that follow them around and help them out. So it is proper for the Governor and others to suggest that if you are bringing 18,000 people to EPG, gee whiz, there is probably a whole bunch of contractors that are going to follow along with them.

What has not been clarified, I don't think, in this is that we are bringing 12,400 Federal employees to EPG. Also we are bringing 5,600 contractors, who will be collocated with those Federal Government employees. So the contractors are already in the mix, but we are talking about the 18,000.

Are there going to be additional contractors? Probably. But the lion's share of them are already accounted for.

Chairman TOM DAVIS. The clarification itself will at least initially—who knows how this stuff grows in the outyears. We can only work with the figures that we have here today.

Before I turn to Mr. Moran, I'll have some other questions. Let me just ask, we talked about the 14 projects. You were getting together with Pierce Homer, who is the Governor—Secretary of Transportation, who I worked with for many years when he was in Prince William County. He was very able in getting those funded. I have heard from other members, Ms. Watts, solving those 14 projects, getting those fully resolved doesn't necessarily make this a livable item. Is that far enough?

Let me get a comment from the elected official or citizens on the panel if they care to address that. Is that the end of it if we get these projects? And I guess from Mr. Homer's point of view, if you look at this and work with the Army, I hope you'll look at input from these officials and maybe factor—if there were more we need to factor in more. We have to get our arms around the problem—I know Mr. Albo in his opening remarks alluded to the Rolling Road situation—in trying to do that, give you a chance to clarify your views on that.

Ms. Watts, I'll start with you and then anyone else who wants to chime in.

Ms. WATTS. Again, my statement was put in the record, and this is why I went through the exercise of including the ZIP codes of where I thought the traffic sheds would go to Rolling Road or to Backlick Road. It's something we identify. I am sure that on the other side of 95, there still may be things that I'm not familiar with, such as Telegraph Road and other things that are on that list of 13. But I know again for various reasons this side of 95 has not necessarily been on the radar screen.

And this may be the tip of the iceberg, but let me then also tie in to my very strong concern that I started out with about the only at-grade intersection on the parkway there at Spring Village and Bonnie Mill. Again, it is already a problem intersection not just because of the 2,062-plus and they say 62-and-better aged residents of Green Spring Village, but also because of the volume of traffic that is going through there. If it's 35 million at that one critical interchange—intersection, when we talk about improvements to the parkway, either that which goes across EPG or the parkway that serves that, the region with the westerly traffic that I also was alluding to, that gives you some idea of the magnitude of additional costs that we have to be addressing when we say, well, we have to do more as far as the design because of these 22,000 commuters that haven't been planned on. The more has a significant price tag.

Chairman TOM DAVIS. And let me just say, Secretary Eastin and Secretary Homer, as we look at this, if we can factor these in as you come together, and you can prioritize them, you want to get a list of every road where you approve of this project. But I do think what you talked about on the Green Spring Village could be significant. If they need to be addressed, let us get them up front so we can put them in the package.

Mr. Kauffman.

Mr. KAUFFMAN. I would not want the committee or the members of the audience to walk away thinking that this is the golden 14

and solve for those and that is it. Fourteen to a certain extent does dumb down or pare down to say this is what you need most critically, and those are the terms used to support the proposals as ruled out. I think it has to be a combination of rethinking where those commands are, and that would significantly alter what our other priority projects are, and also those priority projects include next to nothing for transit, which, particularly when the day is done, I agree with other speakers, most of the folks coming here will in the future years be coming from the south.

I appreciate the USDOT finally coming around on the dollars for the VRE, but that little engine that has could to this point is now breaking down and breaking down in a horrible fashion. We can't rely on it as a system. We need to do more, and transit has to be integral from the south.

Chairman TOM DAVIS. Thank you.

Anyone else?

Mr. Albo.

Mr. ALBO. If you recall, when you were on the county board building the Fairfax Parkway, one of the things you did, you got the developers to build a parkway to enable people to get in and out of their offices. This is kind of a messed up situation here because you have the Army, who, under Federal law, has the absolute right to do whatever they want to do on the EPG, and my friends here in the county don't have any ability to request proffers from the Army to build transportation access or to alleviate school overcrowding that is caused by the development.

But I would hope what could happen during this process is, Congressman Moran and Congressman Davis, with your oversight over the Army because of your elected position, that you can be in the position to, in a way, put your local government hats on that you had many years ago and require some kind of proffers. That was the idea behind my suggestion of spinning off some land to be able to do a PPEA trade to build some school space. There's a lot of assets. In my written statements as soon as the President of the United States signed the order that put 22,000 jobs here, he compressed 30 years of appreciation on land into 1 year. The land out here right now is worth tens of hundreds of millions of dollars, and there's a lot of assets that are to be used to be able to solve some of these problems that we listed today.

Chairman TOM DAVIS. Yes.

Mr. Hyland.

Mr. HYLAND. In direct response to your question, at the last Board of Advisors meeting with Fort Belvoir, the Office of Transportation of the county prepared a list of additional transportation improvements, which were given to the Army. I believe all of those are referenced as an attachment in Supervisor Kauffman's testimony. So there are many other improvements that we consider to be helpful and necessary. So you have them.

Chairman TOM DAVIS. Let me just finally explore something Mr. Albo suggested with Mr. Eastin; that is, something we discussed. If you have something—roughly 800 acres, what is it——

Mr. EASTIN. 804 acres.

Chairman TOM DAVIS. The county has 25, as I recall, that they are giving us; is that about right?

Mr. KAUFFMAN. At one point there was 135 acres that were going to be dedicated to parkland that has since slipped off the table.

Chairman TOM DAVIS. I mean, one of the things that we may want to explore with you is what you are going to need to do that, and maybe Mr. Moran and I were successful on the Horton transfer, so take a look at doing something like that to help the county in some other areas. If we can continue to talk.

Mr. EASTIN. I agree.

Chairman TOM DAVIS. I recognize your orders come from a higher authority, and you are going to be a good soldier and implement them.

Mr. EASTIN. Not the highest authority, but the higher.

Chairman TOM DAVIS. Well, Mr. Moran and I have to answer to everybody. We have to answer to our colleagues, our voters, to everybody on this. But we have been successful in the past when we put our heads together. Again, he's on a very critical Appropriation's subcommittee, a respected member of that. I am chairman of the committee that oversees GSA. Between us maybe we can continue to make the pie a little bigger to solve this and work on the time line. So if we can work toward that, I think it gives us some hope.

Finally, Mr. Kirk, what is it going to take to satisfy your citizens at the end of the day? I appreciate you keeping an open mind on this, but there has to be a lot of anxiety on this out there.

Mr. KIRK. Certainly there's a lot of anxiety. It's not going to be something in the short term. I think it is going to have to be worked through during the course of the years. It's going to take to identify what the issues are, to identify potential solutions to them, whether you follow Dave Albo's suggestion, whether you come up with other ideas.

I think that really we are going to be patient and watch, and certainly it would be nice if occasionally we could, I guess, stay wired in slightly somehow. We don't have the resources, obviously, to influence the county planning or the State planning decisions, but we certainly have some ideas or on-the-scene recommendations that we can provide up through the folks that will spend more time working with you on a regular basis.

Chairman TOM DAVIS. Well, I intend to keep you involved, and I know the other officials in the area wanted to keep you, and some of the other officials involved as well. Even if we get a consensus on the plan, implementing that plan is difficult given the financial constraints and some of the time constraints that we have, and I think that is something that Mr. Moran and I need to work on.

Mr. Moran.

Mr. MORAN. Thank you, Mr. Chairman.

Mr. Chairman, when you were chair of the Fairfax County Board, and this proposal were to have come before you, you would have rejected it because there wasn't an adequate infrastructure to accommodate the development, and would have required that infrastructure be completed before the development itself was completed. Mr. Hyland and Kauffman, I trust, would take exactly the same position today. So it is a private development; you would say that infrastructure has to be in place before you bring 18,000 people onto the base, or including—all inclusive we are talking about

almost 20,000 to 25,000 really, perhaps more than that. So it wouldn't happen. It wouldn't be approved.

Mr. HYLAND. It would be proper if it was taking care of this.

Mr. MORAN. Mr. Shane, you are an expert, national expert, on economic development and transportation planning. If you had such a project that was going to see over 20,000 people coming into a development, would you take the position that infrastructure has to be in place before that development can proceed to completion?

Mr. SHANE. In my experience, we have never had so perfect a situation in which we could see the infrastructure is going to be there before the people who need it begin to arrive. It is always imperfect. And what I see here is—forgive me for being the cockeyed optimist, I have to be to work in the Federal establishment—a huge opportunity. We have a huge challenge coming at us. It is a firecracker that is under our seats, and it's going to force all of the agencies that have a role here, including several of the agencies that comprise the Department of Transportation, to really step up to this issue in a much more efficient way than we are going to do, or we are going to have, as you have seen, gridlock. We can't afford that.

Mr. MORAN. Yeah. So the answer was yes? You would want at least the funding to be identified.

Mr. SHANE. Yes.

Mr. MORAN. OK. Now, let's move to Mr. Eastin.

Mr. EASTIN. How did I know you were going to get to me on this?

Mr. MORAN. Yeah. Are you going to recommend that at least the $626 million be—the source of all of that funding be identified before this project can be approved?

Mr. EASTIN. We expect to—as I have indicated before, Pierce Homer and I and others are cooperating on this, on trying to find it and put a handle on it, on what's necessary and what the number, dollar number, is. We're going to go ahead with the Fairfax County Parkway. I assume they're going to go ahead with the widening of I–95 and Woodlawn Road, and we're going to have to identify where the money is coming from to finish these.

Now, all of the money is not very likely going to come from the State of Virginia. Not all of the money is going to come from the Army or the BRAC account. All the money's not going to come from the Office of the Secretary of Defense or some outside funding from whatever you and the chairman can help with.

Mr. MORAN. If I could, if you do not have agreement on all of those funding sources, are you prepared to recommend that this project should not go forward until such agreement is reached?

Mr. EASTIN. My job under the BRAC law is to bring 18,000 people one way or another to EPG. I am confident, and as Jeff has indicated, this is going to be a challenge. It's a challenge I look forward to. I think it can be done, but we're going to perceive that they're coming down there, and I think we're going to get the infrastructure to do it.

It would be very unwise to do that if we didn't have the—didn't have the infrastructure, but our—our duty under the BRAC law is to bring them down there. If the infrastructure's not complete, we're going to have to take some other measures, staggered work and various other things, but I am confident that between Pierce

and myself and the people on the Hill, we recognize we have a problem, between a rock and a hard place, if you will, and I am confident that wise people can get together and figure out how to do this.

Mr. MORAN. Well, I am confident as well that we all recognize this is a problem. I am not confident we all recognize that there is a solution to this problem. The Fairfax County Parkway has been on the boards for what, 14 years or something, and it's still not completed, and at this point, given the expansion necessitated by BRAC, we don't have the money even identified for completing the Fairfax County Parkway.

Can you assure me that the Army is going to have this done? The Fairfax County Parkway is all I am talking about. That's the first step, before these people are located at the base by 2011.

Mr. EASTIN. I can tell you that from what—my talking with Secretary Homer, that we will have this thing built long before September 15, 2011.

Mr. MORAN. When do you think you'll have the Fairfax County Parkway—I really want to get you on the record. When do you expect the Fairfax County Parkway to be completed?

Mr. EASTIN. I don't know, but I think it's time for our impasse over who's going to build this thing to end, and to use the funding that VDOT already has supplemented as it might be necessary from wherever, and get the thing built. Our staffs, the Pierce staff and mine, are very, shall we say, animated in their discussions. It's time to eliminate the animation and get on with the business.

Mr. MORAN. I agree. It's one thing to be animated in discussion. It's another thing to reach agreement. But you are on the record saying this is going to—the Fairfax County Parkway is going to be completed at a level adequate to accommodate at least the portion of the BRAC expansion that is coming into the EPG and Route 1 well in time before 2011.

Mr. EASTIN. I will commit to that on the parkway. My commitment does not run to interchanges and other things.

Mr. MORAN. No. I understand that, but you're going to have to do these interchanges.

Now, the $626 million that has been identified is not provided for in the budget resolution as it applies to the military construction appropriations.

Mr. EASTIN. $407, that's correct. I might add, Congressman, $626 is really $475 because the other $150 or so has been identified by VDOT.

Mr. MORAN. OK. So we're talking $475 million unidentified.

Mr. EASTIN. That's right.

Mr. MORAN. And the 2007—it obviously is not in 2007. How much is going to be in the 2008 request?

Mr. EASTIN. It's going to depend on several things. One, our discussions with the State, the Commonwealth on appropriate shares of these things. My discussion with the Office of the Secretary of Defense, remember, 18,000 of 22,000 are not Army people. We are the agent and landlord, but they are from elsewhere in the Defense Department. And we will have ongoing discussions with your committee on where funds might come from.

Along with that, we're looking at declaring some of these roads, defense access roads, which would then ease the ability to fund some of their necessary projects.

Mr. MORAN. Good. Labeling it a defense access road does help, but as you know, you have a maximum of 3 months within which to get that request into the 2008 fiscal year appropriation. It's not in there, it's going to be very difficult to get any addition, because that money would have to come from veterans' healthcare within the allocation to that subcommittee. So within 3 months, you've got to figure out where you're going to get that money, and that 2008 money doesn't become available until 2009, and at that point you have 2 years left to accommodate the influx of 18,000, you say the 20,000-plus people really, onto this base.

I know you know this, but I am kind of underscoring the timeframe within which we have to operate. From my perspective, it's impossible, not going to have the infrastructure in place. If you didn't have the infrastructure in place, and I ask this again, would you not think it appropriate to delay the move of these 18,000 people to Fort Belvoir?

Mr. EASTIN. I do not have the option as given by the BRAC law to delay their move. We have the perfect storm here, I mean quite frankly. To get people in there, we have to put them in there by September 15th. If we want them to be there and be productive, we have to fix the transportation system, and I am confident the State and Defense will do that.

Mr. MORAN. OK. Because your role and that of your—of the people that you answer to is to implement the law as passed by the legislative branch. So if the Congress was to extend this deadline, then that would resolve this issue that this—what I would consider to be an insurmountable challenge. And it appears that's the situation that we are going to be confronting.

2011 is not a reasonable timeframe. It's not a possible timeframe within which to accomplish this infrastructure, and we have all agreed that without that infrastructure in place, you can't move 18,000-plus people onto this base.

Another issue related to the fact that the Congress passes the laws and the executive branch, as you know, implements those laws, is the Army Museum. When I put the money into the defense appropriations bill for the Army Museum to kick it off, and we accompanied it with language, that language was clearly intended to locate it on the base on Route 1. As far as I am concerned, there is no authorization nor money to locate it at EPG at this point. Do you disagree with that?

Mr. EASTIN. It's my understanding the law was to take the—put the museum on Belvoir, which, of course, encompasses EPG. That's our thinking on this. And once again, as I indicated before, this is supposedly or supposed to be a privately funded, financed museum, and we're hoping to put the museum in a condition where it can be adequately funded in that manner.

Mr. MORAN. I understand that, but, of course, once the Army used the money that was appropriated, they then assumed the obligation of expending it in the way that was intended by the Congress. Now, we'll go back and look, but if there is need for clarifica-

tion, we will simply have to clarify where the museum was intended to be located. You will concur with that?

Mr. EASTIN. Yes.

Mr. MORAN. Yeah. The county has suggested that in addition to the $626 and you're saying $475 million that is unaccounted for, there also needs to be rail extension. Would you not agree, and I would ask this of Mr. Shane as well, that there should be a rail extension from Springfield Metro to those office buildings at EPG?

Mr. EASTIN. That's not as easy an answer as it might at first blush appear. The rail line is on the other side of 95 from EPG, so whatever we're going to do there, we'll have to get the people from that new rail station either under or over 95. Currently we are—the plan is to bring them by shuttles, regular shuttle service to EPG and Belvoir proper from Franconia-Springfield Metro station which serves—as you know, serves both VRE and Metro.

Given the results of the Washington Post study that someone alluded to before that was in yesterday, it's quite surprising to see that 9 percent of the people in Fairfax use public transportation, and 70-some percent drive. So if we assume that, and our traffic planners are looking for 10 to 15 percent possibly coming in the Franconia-Springfield station, 10 to 15 percent of our 22,000, this is not a panacea for all these problems.

We're looking at it however you look at it, 2,500 or 3,000 per day or so, so that the tendency is to think of this as a Lexington Avenue line in New York, and people ride up and down it all day long. That's not how northern Virginia, in fact, the National Capital region, commutes. We'd love to have that ability, but right now, as you can see from our project list, extension of the Metro line down there would be another third of a billion dollars, and given our funding already, not to say it wouldn't have some marginal value, but that's not in our current thinking.

Mr. MORAN. Is having at least some light rail down to Fort Belvoir in your long-term planning?

Mr. EASTIN. Not right now. No, sir.

Mr. MORAN. It isn't. At one point it was.

Do you think that it would be appropriate to put in your long-term planning widening of Route 1?

Mr. EASTIN. Right now our traffic studies, I believe the figure—correct me, Jim, if I'm wrong—show a capacity of about 6,000 more cars there per day on Route 1.

Mr. MORAN. Route 1 during rush hour?

Mr. EASTIN. I avoid it.

Mr. MORAN. I can understand why; 6,000. Maybe driving down the breakdown lane or something like that.

Mr. EASTIN. We're already putting a little north of 4,000 new people down there already. And I think that's going to pretty much be the capacity of Route 1. That said, it may not be a pleasant place to drive at rush hour. It is not as broke as, say, some of the other roads are there, and this is not in our current plan, given the way the 22,000 people would be.

Mr. MORAN. Well, I think that's a terrible mistake. That's so short-sighted. I won't pursue this. I think we know what the situation we confront with transportation is.

I have one other question, though, and that is the construction of these office buildings, which we haven't mentioned. The Secretary of the Army called when the BRAC—original BRAC recommendation came forward, must have been a couple—3 years ago now or something, said that we're planning on spending about $2 billion for this construction on the site. This is irregardless of the infrastructure. This is for the construction of all these new buildings. Well, now it's been estimated that was a real low-ball figure. We're probably talking about as much as twice that. How much is going to be requested, do you know, for the actual construction of the buildings and the military construction appropriations bill?

Mr. EASTIN. I do not know that. The request from the Army proper will be pretty much on target. The National Geospatial Intelligence Agency is bringing their own funding to this. I don't know what their arrangements are. And WHS is also. The final business plan on WHS is not in, so I'm not exactly sure where that's going to come out.

Mr. MORAN. One last question. When are you going to complete the public hearings, the EIS process?

Mr. EASTIN. The EIS process on our current target, the draft EIS, the draft final will come out—excuse me, the draft EIS will come out late December; holidays involved, probably the first part of January. There will be public hearings and a public comment period after that before that EIS is issued sometime late spring.

Mr. MORAN. Late spring. So we're talking about maybe May, June.

Mr. EASTIN. The hearing will be shortly after the——

Mr. MORAN. February, March. Then you have to go back to the drawing boards and presumably take seriously the public comment. So you are looking at May, June at a minimum before you complete your recommendations.

Mr. EASTIN. That's right. And the record of decision currently is early July.

Mr. MORAN. Early July. So that's barely in time for the 2009 fiscal appropriations request, which becomes available in 2010, and you're going to have 20,000 people, you're suggesting 18,000. You're suggesting these people are going to come a year later when, at best, you will get your appropriations in 2010 for the 2011 infusion of these 20,000.

Mr. EASTIN. The appropriations are included in our programming process already for these outyears, and yes, your point is well taken. We're going to dovetail these together very carefully, and we're going to have to keep——

Mr. MORAN. Mr. Eastin, you are a good soldier and an unreasonable one. This isn't going to happen in the timeframe. It shouldn't because we have no business bringing 20,000 people to a constricted site before we have the infrastructure in place.

Chairman TOM DAVIS. And we're going to help make——

Mr. MORAN. Clearly from this hearing, Mr. Chairman, I think we've come to this conclusion. We have some work to do in terms of clarifying the intent of Congress and apparently adjusting some of these deadlines to a more reasonable timeframe. But again, Mr. Chairman, thanks for having this hearing. It's been very informative.

Chairman TOM DAVIS. OK. I just have three quick questions, Mr. Eastin. You talked about trying to stop the disagreement between Virginia and the Army to getting the parkway built. I put an amendment on the House side and Senator Warner on the Senate side that would allow the Army to give you the authority to manage the project. Are you willing to take that over right now or at least to manage it and get it constructed?

Mr. EASTIN. I think what is important for people to realize is that the Army does not build roads. I don't think VDOT builds roads. Corps of Engineers doesn't build roads. Highway Administration doesn't build roads. We contract to build roads.

I think it's incumbent on us to figure out which is the best contracting vehicle to get these roads built, whether it be the Army, whether it be VDOT, but as I said earlier, I think to end the bickering and to get this done one way or another, we all have smart lawyers who can work through this thing and go from there.

Chairman TOM DAVIS. We've had smart lawyers for years, and I think that's what's frozen it, unfortunately.

Mr. MORAN. Mr. Chairman, you are seen by some as a smart lawyer, too.

Chairman TOM DAVIS. I'm a recovering lawyer, Jim.

Ms. WATTS. Mr. Chairman.

Mr. MORAN. Let me just ask, do you feel you could do this without the authorization that Mr. Davis is referring to? Because the defense authorization bill isn't going to get done this year.

Mr. EASTIN. I believe we can get this done; however, some of this is a matter of interpretation between Secretary Homer's staff and my staff.

Ms. WATTS. Mr. Chairman, may I just add the critical element of the memorandum of understanding: It's not who oversees the private sector building it, it's who is going to pay for the change orders if there's ordnance and explosives that delay the project, or change it as it's being carried out, and that becomes the concern under the laws of the Commonwealth and under the cost to the project.

Chairman TOM DAVIS. But it's got to be the Army. I mean, they put the ordnance there. At the end of the day, they are the ones who would have to bear that cost there. Fairfax County didn't put the ordnance underground there. I think that's a couple of the questions.

Mr. ALBO. Mr. Chairman, could I ask a question real quick? The other problem is Virginia Code section 1–405, which states——

Chairman TOM DAVIS. David is a lawyer.

Mr. ALBO [continuing]. No land containing environmental contamination shall be transferred to the Commonwealth unless all corrective action necessary to protect human health, etc., has been undertaken.

So the problem is a legal one in that Virginia can't, by code, accept a title to the land, so they can't even start building. That's the legal loophole.

Chairman TOM DAVIS. That's why we put it in, Army to manage it. They don't build it, but to construct it.

Mr. ALBO. And the purpose of my bill is if I can get it passed on September 27th—I don't think it will be a problem, it shouldn't

be controversial—will be at least then to allow the Virginia VDOT to take title to the land and get started.

Mr. MORAN. Mr. Chair, I hate to interject here, but just so I fully understand, would this not enable the State to get past this environmental mitigation issue? In other words, the Army took it, contracted it out; it could be done by a private firm with all—without a lot of the constraints that the government requires in terms of the environment, but then turn it over to the State after they could assure the State that all the environmental problems were fixed. That's what you're—just so I can understand in laymen's language, that's what you think might be accomplished by doing that, by letting the Army contract out, get it done and then give it to the State.

Chairman TOM DAVIS. But you've got to start construction. In the meantime you have to settle this first. It never gets constructed. That's where it's sat for years, unfortunately. And the other problem, of course, is the road may need to be redesigned, given the new needs in that area. And so let's get it built right and make sure it is designed right, one of the points the Governor made.

Just a couple other questions, Mr. Eastin. The Governor asked you if you could to incorporate the impact studies in the mitigation efforts into the environment documents underway at Belvoir and Quantico. Are you willing to do that?

Mr. EASTIN. Absolutely.

Chairman TOM DAVIS. OK. And finally, would you consider the Fairfax County Public Schools' request to be a cooperating agency in the environmental process? This is something that Mr. Tistadt——

Mr. EASTIN. I don't have a problem in that end. All the input we can get on some of these things is absolutely necessary.

Chairman TOM DAVIS. Thank you very much.

Any other questions?

Let me just thank this panel. I want to thank our audience for staying with us. There is a lot of interest in this community, a lot of concern about this community, and both Mr. Moran and I recognize that at the congressional level, given our committee status, we have a lot of work to do to make sure that we have a timeline that's reasonable and funding levels that are reasonable.

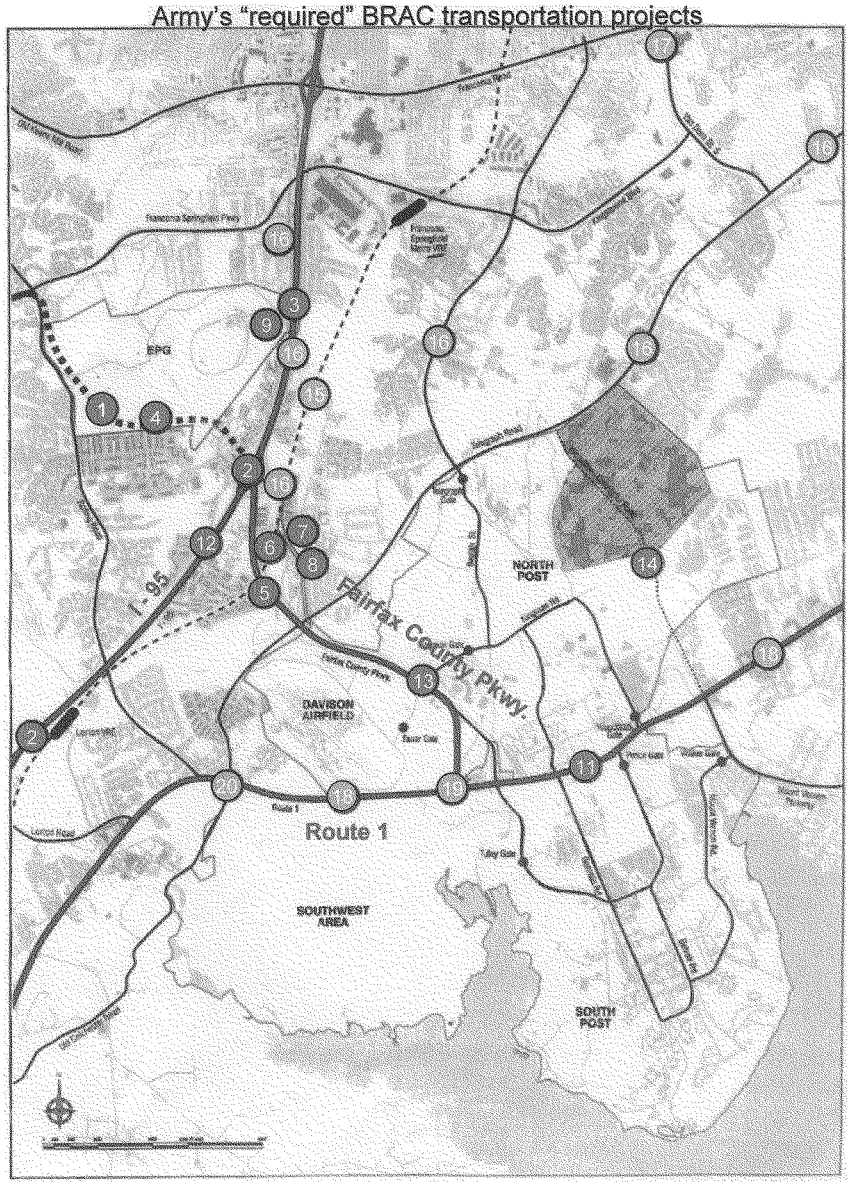
We look forward to cooperating, Mr. Eastin, with you and the Army, with the State government, the Governor, our legislators, with the County Board of Supervisors, and with our civic partners as well, and, again, the school system.

Thank you very much. The hearing's adjourned.

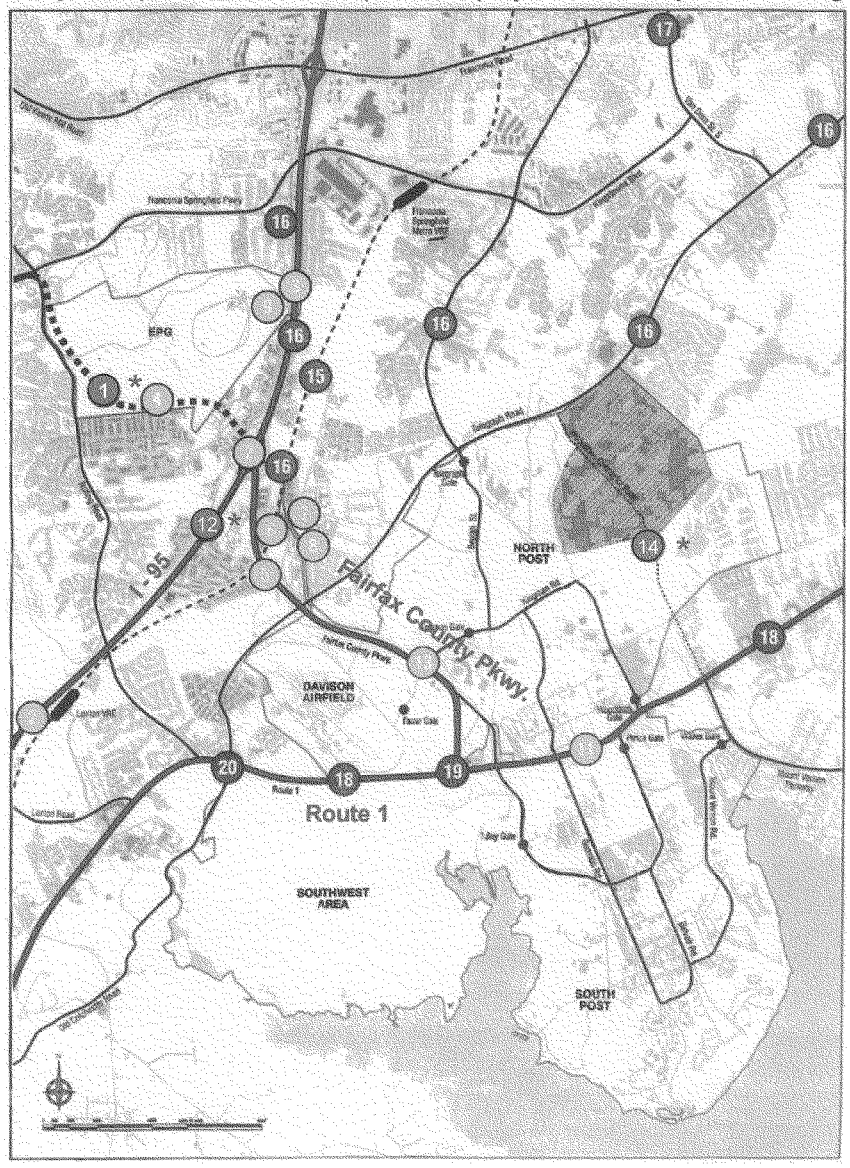
[Whereupon, at 12:37 p.m., the committee was adjourned.]

[Additional information submitted for the hearing record follows:]

Army's "required" BRAC transportation projects



Army's "required" BRAC transportation projects with full/partial funding



Transportation Projects		TC	CC	SC		Preferred	Cumulative
1 *	Complete the Fairfax County Parkway	95,000	95,000	95,000		95,000	95,000
2	Reconstruction (with direct connections to the HOV lanes) of the I-95/Fairfax County Parkway Interchange	75,000	75,000	75,000		75,000	170,000
3	Additional or improved ramps to and from I-95 for EPG		40,000			40,000	210,000
4	Improvements to Fairfax County Parkway through EPG (beyond what is already funded)		50,000			50,000	260,000
5	Improvements to Fairfax County Parkway between I-95 and Kingman Road	100,000	40,000	75,000		55,000	315,000
6	Rideshare Facility (slugs)	15,000	15,000	15,000		15,000	330,000
7	Transit Center and Bus Service	30,000	30,000	30,000		30,000	360,000
8	Implementation of expanded bus service and some form of circulator	65,000	65,000	90,000		75,000	435,000
9	Additional Access to EPG		15,000			15,000	450,000
10	intersection improvements (not shown on map)	15,000	15,000	20,000		15,000	465,000
11	Additional crossings of Route 1 between North and South post	25,000		25,000		15,000	480,000
12 *	Widening of I-95 from 3-4 lanes from Newington to 123	68,000	68,000	68,000		68,000	548,000
13	Interchange at Fairfax County Parkway and Kingman Road	30,000		30,000		30,000	578,000
14 *	Completion of the Connector Road between Telegraph Road and Route 1	48,000	48,000	48,000		48,000	626,000
15	Rail Extension	600,000	350,000	600,000		350,000	976,000
16	Improvements to Beulah, Telegraph, Backlick, Loisdale, and Newington Roads	80,000	50,000	80,000		50,000	1,026,000
17	Completion of Van Dorn/Franconia Road Interchange	90,000	90,000	90,000		90,000	1,116,000
18	Widening of Route 1 through Fort Belvoir	75,000		75,000		75,000	1,191,000
19	Interchange at Route 1 and Fairfax County Parkway	55,000		55,000		55,000	1,246,000
20	Interchange of Telegraph Road and Route 1			75,000		75,000	1,321,000
	Subtotal	1,466,000	1,046,000	1,546,000		1,321,000	
	Contingency (15%)	219,900	156,900	231,900		198,150	
	Subtotal	1,685,900	1,202,900	1,777,900		1,519,150	
	SIOH (5.70%)	96,096	68,565	101,340		86,592	
	Total	1,781,996	1,271,465	1,879,240		1,605,742	

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