



**Commonwealth Transportation Board
Workshop**

Base Realignment and Closure (BRAC)

October 20, 2010

Agenda

- I. **History of BRAC and Impacts to Virginia**
- II. **Major 2005 BRAC Actions In Virginia**
- III. **VDOT BRAC Accomplishments**
- IV. **Remaining BRAC Issues**
- V. **Lessons Learned**

History of BRAC 1960's – 1970's

1960's – Origins of BRAC

- Originated under President Kennedy
- 60 major military bases were closed and hundreds realigned
- Congress reacted negatively
- Passed legislation involving itself in the closure program.
- President Johnson vetoed the legislation.

1970's – Congress Fights Back

- Funding for base closures was limited/denied.
- Legislation prohibiting any base closure or reduction.
- President approves legislation.

History of BRAC 1980's – 1990's

1980's – Independent Commission is Born

- Independent Commission established.
- The Base Closure Commission report.
- Virginia lost 850 employees

1990's – Significant Decisions Made

- Law required BRAC Commissions in 1991, 1993 and 1995
- 1991 - Virginia gained 2300 employees
- 1993 – Virginia lost 8,400 employees
- 1995 – Virginia gained 3,800 employees

History of BRAC 2000's

2000 to Present – Community Partnerships

- **Efficient Facilities Initiative (EFI)**
- **2005 BRAC Actions**
- **Virginia gained 5,250 employees**

2005 BRAC Employment Changes

Direct DoD Employment Changes, BRAC 2005*		
Fort Belvoir	Gaining	18,300±
Fort Lee	Gaining	7,400±
Marine Corps Base Quantico	Gaining	2,650±
Defense Intelligence Agency, Rivanna Station	Gaining	1,000±
Langley Air Force Base	Gaining	750±
Norfolk Naval Station	Gaining	480±
Naval Shipyard Norfolk	Gaining	360±
Naval Surface Warfare Center Dahlgren	Gaining	300±
Fort Eustis	Gaining	235±
Naval Amphibious Base Little Creek	Gaining	175±
Fort Monroe	Closing	(3,400±)
DoD Leased Space	Losing	(23,000±)

Total Direct DoD Employment + 5,250

*Source: Virginia National Defense Industrial Authority

Fort Lee

VDOT BRAC Accomplishments

- **2007 VDOT Traffic Study**
- **Innovative use of funding**
- **Created partnership with Crater Planning District Commission**
- **Memorandum of Agreement (MOA) with FHWA & Army on DAR A-Gate round-a-about project**

Marine Base Quantico VDOT BRAC Accomplishments

- **Quantico traffic study**
- **I-95/Russell Road interchange improvements**
- **Quantico DAR projects**
- **Quantico Growth Management Committee - DoD U.S. 1 grant**

Fort Belvoir

VDOT BRAC Accomplishments

- **Fairfax County Parkway Memorandum of Agreement**
- **Funded all four phases (\$188 million) of the Fairfax County Parkway**
- **I-95 Defense Access Road direct access ramps (\$36 million) Memorandum of Agreement/FHWA approval**
- **Draft Memorandum of Agreement for Army Museum**
- **Memorandum of Agreement with Army on U.S. 1 widening**

Fort Belvoir

VDOT BRAC Accomplishments

- **U.S. 1 Environmental Study**
- **Support congressional delegation's efforts to obtain \$150 million for U.S. 1 widening**
- **DoD grants for traffic/environmental studies on Fort Belvoir/Mark Center BRAC developments**
- **Army Transportation Demand Management Plans**
- **Land Use Permits**

2005 BRAC Federal Statutory Selection Criteria

“The ability of the infrastructure of both the existing and potential receiving communities to support forces, missions, and personnel”

Remaining BRAC Issues

Road Capacity

- Marine Base Quantico = \$26 million
- Fort Lee = \$9 million
- Fort Belvoir/Mark Center = \$366 million
- Fort Monroe = ??

Transit Capacity

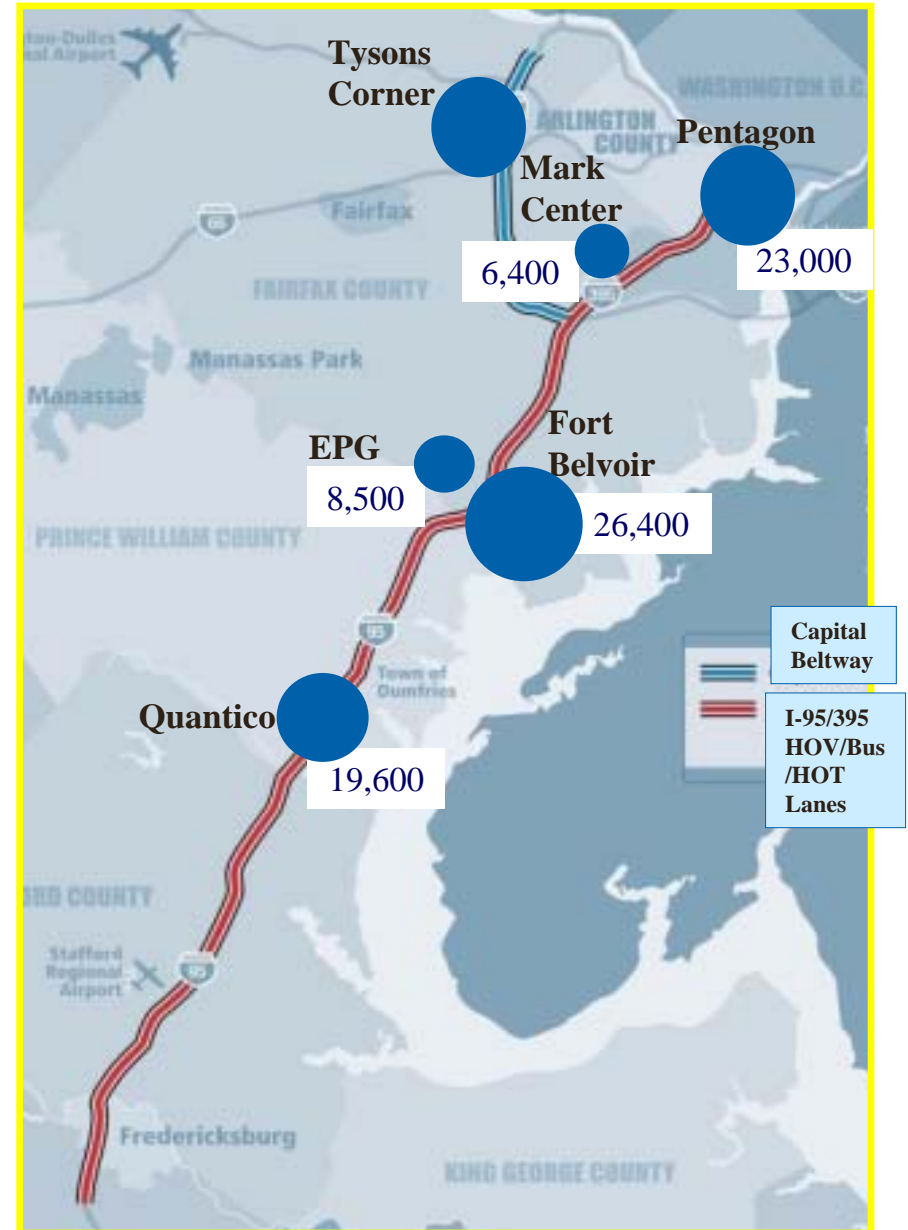
- Washington Metropolitan Area Transit Authority (Metro) Study
 - 100,000 additional annual vehicle revenue hours
 - Bus bay capacity issues at five Metro stations
 - 47 new buses (\$26 million)
 - Annual operating cost (\$9 million)

The I-95/395 is an important and unique corridor because it serves current and future military bases.

It serves five military bases:

- Pentagon
- Mark Center at Seminary Road
- Fort Belvoir
- Engineering Proving Grounds
- Quantico

Combined they employ 84,000 people.



Lessons Learned

- **The Federal BRAC Commission needs to analyze the ability of receiving communities infrastructure to support BRAC growth prior to realignment decisions being made**
- **Congress needs to allocate enough funding to implement BRAC decisions**
- **Federal Defense Access Road policy should be changed to give military installations the ability to fund public transportation improvements in urban/suburban areas**
- **State and local governments have little ability to influence military decisions but should form partnerships to develop solutions**
- **The Commonwealth needs to be prepared for the next round of BRAC or face base closures and loss of jobs**