

Accomplishments of the BRAC-133 Ad Hoc Committee –

The BRAC-133 Ad Hoc Committee first met on June 23, 2010. When the Army first distributed their Transportation Management Plan (TMP), The City staff and the BRAC-133 Advisory Group identified a number of concerns with the document. This Committee was created from the larger BRAC-133 Advisory Group to specifically focus on the issues surrounding the Transportation Management Plan (TMP) for the BRAC-133 facility at the Mark Center, as well as to facilitate and improve communication among and between the parties involved and most affected by the facility coming to the Mark Center. This Committee consisted of representatives from the Washington Headquarters Service (WHS), the U.S. Army, citizen members of the BRAC-133 Advisory Group, and City Staff. The Committee was chaired by Vice-Mayor Donley. Major accomplishments of the Committee include the following:

- Obtaining National Capital Planning Commission (NCPC) approval of the TMP.

- TMP Letter of Agreement – Because the Defense Department (DoD) was under no obligation to include the City in the process whereby changes would be made to the TMP, obtaining this Agreement was critical, for prior to it, DoD could have made changes to the TMP unilaterally.
 - TMP Letter of Agreement has been signed which sets out the process for amending the TMP in the future.
 - Six-month reports will be made on the status of the TMP and any changes thereto during the first three years and annual reports will be made thereafter.
 - The review period commences on the date of the final move-in to BRAC-133.
 - The original TMP will remain in effect for at least 12 months.
 - Alterations to the TMP will be fact-based and based on progress reports.
 - Alterations to the TMP will be the result of a consultative process involving DoD, WHS, T&ES, and the City Managers Office (CMO).
 - A Mayor-designated member of Council and the BRAC-133 Advisory Group are to be involved in the TMP process.
 - Formal reports will be made to City Council and the Transportation Commission regarding the TMP process.

- Enhanced Bus Transit - Opportunities are being implemented to provide alternative commuting modes for DoD personnel, as well as enhanced service for local residents. Every bus running with full occupancy removes the equivalent of approximately 35 Single Occupancy Vehicles (SOV) from general traffic volumes. The Army's commitment prior to the development of a program using DASH and WMATA was a strictly private shuttle system available only to DoD employees.
 - Examination and timing of shuttle routes
 - Inclusion of DoD contractors as riders of shuttles and transit
 - DASH Express Service

- ✓ Express service from King Street Metro to the BRAC-133 Facility at the Mark Center with ten-minute headways during peak periods.
 - ✓ The general public can ride the express buses on a fare basis; Department of Defense Mark Center personnel and contractors ride free by showing appropriate ID.
 - WMATA Transit and Shuttle service
 - ✓ Express service from the Pentagon to the BRAC-133 Facility at the Mark Center is under discussion. An agreement to make this happen is under development.
 - ✓ Dedicated shuttle service from Franconia-Springfield Metro Station to the BRAC-133 Facility at the Mark Center is also under consideration.
- Short and Mid-term Road Improvements -- These improvements are critical to improving traffic operations at intersections surrounding the Mark Center have been developed and are in the process of being implemented. They consist of turn lanes, ramp improvements, lane realignments, and a potential pedestrian bridge crossing of Seminary Road. They require minimal right-of-way acquisition, and can be completed in a 2-3 year time frame.
 - \$20 million in funding to pay for these improvements has been obtained from DoD through the Defense Access Roads (DAR) Program.
 - NEPA, preliminary design and procurement for these improvements are being managed by FHWA.
- Long Term Road Improvements at the I-395 and Seminary Road Interchange -- These have been developed and are under review to provide access for transit and HOV at the Seminary Road interchange, thereby reducing the number of single occupancy vehicle commuters. These are improvements primarily within the limited access right-of -way and would require a minimum of five years to implement.
 - VDOT has included \$80 million in the Six Year Plan to fund the long term road improvements, which may include a HOV/Transit Ramp that connects the HOV/Transit lanes on I-395 directly to Seminary Road.
 - An Environmental Assessment managed by VDOT.
- Neighborhood Protection Program – The City has moved proactively to implement programs to protect residential areas from invasive parking by BRAC commuters in residential areas, and to identify likely routes of cut through traffic might use to avoid congested intersections.
 - Residential Daytime Parking District - Proactively developing a daytime district that encompasses residential areas bounded by the city limits on the west, Seminary Road and NVCC to the North, Holmes Run and the City limits to the South, and a line running from INOVA Hospital to Holmes Run near Brook Valley Park to the East. City Council approved the proposed ordinance at a public hearing held on May 14, 2011.

- Traffic calming - Proactively conducting base-line data collection to determine the need for traffic calming measures on potential cut-through streets.
- DoD's Transportation Coordinator – Arranging to have this Coordinator began duties in January of 2011. This person will provide a single point of contact for the coordination of transit and other alternative modes of transportation such as car pools and van pools for all personnel working at BRAC-133, all of which serves to reduce SOV traffic.
- LocalMotion – This City program has become a Transportation Demand Management (TDM) resource for DoD personnel, publicizing the enhanced DASH express service and other transit opportunities, as well as advising on other LocalMotion resources and programs. Helping everyone understand the alternatives to single occupancy vehicle commuting that are critical to the successful implementation of the Army's TMP and the reduction of cars on the local roads. The City's TDM Coordinator is implementing outreach activities, including meeting with the DoD agency Transportation Managers.
- Traffic Control Officers – Perhaps one of the most effective methods of ensuring traffic flows are unimpeded is the presence of traffic control personnel at key intersections during peak periods. The City has committed \$1million in local funds to provide sworn law enforcement officers for traffic control duties during peak hours at intersections in the vicinity of BRAC-133.