

**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 you 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 400<sup>th</sup> 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 21<sup>st</sup> 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.