

INSTALLATION MISSION GROWTH

Community Profile

November 2009

Marine Corps Base (MCB) Quantico, Virginia

Community Contact:

Thomas M. Rumora
BRAC Coordinator
Quantico Growth Management
Committee
P.O Box 339
Stafford, VA 22555
540-658-8797
trumora@co.stafford.va.us
www.qgmc.org

Installation Contact:

John Rosewarne
BRAC Coordinator
MCB Quantico
703-784-6781
john.rosewarne@usmc.mil

State Contacts:

Tom Fahrney
BRAC Coordinator
VDOT
703-383-2489
tom.fahrney@vdot.virginia.gov
www.virginiadot.org

Stan Scott
Military Projects Manager
VNDIA
804-545-5715
sscott@yes.virginia.org
www.vndia.org

Susan Baker
Statewide Workforce Director
703-255-3425
sbaker@nvcc.edu

Community at a Glance

Growth Management Organization (GMO):

Quantico Growth Management Committee

Geographic area affected by military installation growth:

Prince William and Stafford Counties

Regional Population of affected area:

2000 Population/2008 Population Estimates Prince William and Stafford
Counties: 373,259/486,470 (Source U.S. Census Bureau)

Top growth challenges:

- Traffic congestion
- Regional collaboration
- Transportation funding

Outstanding requirements in support of mission growth:

Project Category	# of Projects	Sum Of Project Cost	Sum Of Funding Gap
Transport	13	\$142,175,000	\$141,175,000
Totals:	13	\$142,175,000	\$141,175,000

Mission Growth at a Glance

Growth Action: Base Realignment and Closure (BRAC)

Personnel Baseline and Growth Projection:

	Baseline (2007)	Build-out Projection (2011)
Military Personnel	6,897	8,107
Dependents	9,153	12,323
Civilian Personnel	7,542	10,503
Contractors	932	1634

Source: MCB Quantico

Growth Factors affecting community planning: Civilian growth this is totally dependent upon outside economy is the leading growth factor. The community is also concerned the capacity of transportation networks near the installation is not adequate and funding is not available to address transportation improvements deemed necessary to support installation growth.

Background

MCB Quantico (Figure 1) is located approximately 35 miles south of Washington, D.C., adjacent to three Virginia counties, Prince William County to the north, Fauquier County to the west, and Stafford County to the south. Interstate 95 (I-95) and U.S. Highway 1 (Route 1) bisect the installation, Prince William County, and Stafford County.

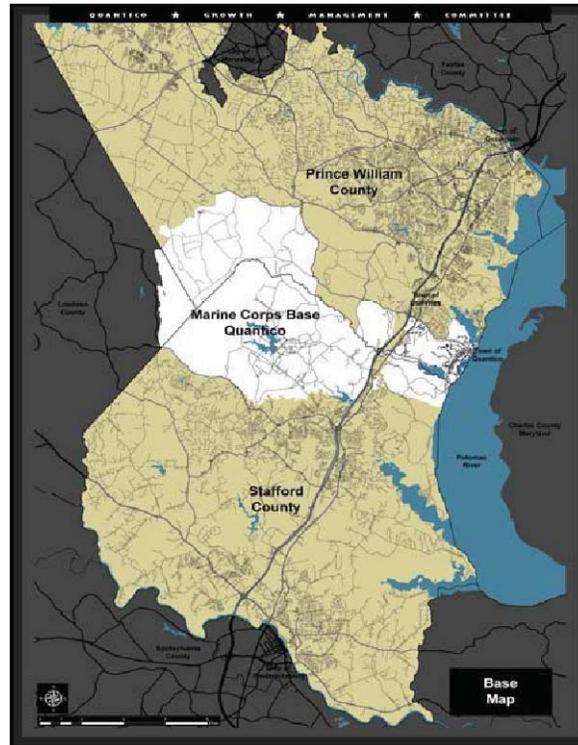


Figure 1: MCB Quantico

Due to the area's proximity to the nation's capital and a major transportation corridor, the region has historically experienced growth due to the growth in the larger Washington, D.C. metropolitan region. I-95 is consistently operating at or over capacity due in part to commuters who live in the surrounding counties and who choose to commute to employment in the Washington, D.C. Metropolitan Area. Route 1 is also operating at or over capacity during peak commuter hours.

The economic base of the region is dominated by Federal Government employment and includes defense contractors, consultants, and government employees.

Department of Defense Action

In 2005, BRAC directed 2,658 personnel (351 military, 1752 civilian, and 555 contractor) from five Federal agencies to co-locate at MCB Quantico no later than September 15, 2011. These co-locating agencies are:

- Defense Security Service (DSS) and Academy (DSSA)
- Counterintelligence Field Activity (CIFA), and Joint Counterintelligence Training Academy (JCTA)
- Headquarters Naval Criminal Investigative Service (HQ NCIS)
- Headquarters US Army Criminal Investigation Command (HQ USACIDC)
- Headquarters Air Force Office of Special Investigations (HQ AFOSI)

These five agencies will locate at a new installation located on the west side of MCB Quantico. The BRAC-related development area is approximately 77 acres. Construction is now underway for 735,000 square feet of office space, training space, and parking.

Community Response

In 2007, Prince William and Stafford Counties formed the Quantico Growth Management Committee (QGMC). The Committee received a grant from the Office of Economic Adjustment (OEA), adopted a mission statement, devoted staff resources, invited the MCB Quantico Commander to serve in a “liaison” role, and employed a BRAC Coordinator.

The mission of the QGMC is “...to identify issues and opportunities related to Defense-associated growth and develop growth management plans and strategies for implementation by local governing bodies.”

The initial focus of the QGMC was the review of the MCB Quantico Draft Environmental Impact Statement (DEIS) which was released in September 2007. The public release of the Final EIS was in January 2008, followed by the Record of Decision in February 2008. During this time the QGMC created Transportation, Workforce/Small Business Development and Lodging Subcommittees. In October 2008, workshops involving the subcommittees were held to review issues and comments from subcommittee members in the preparation of the BRAC Action Plan.

The BRAC Action Plan was formally adopted by the Committee in March 2009 and is designed to empower QGMC staff to implement its recommendations, which will be periodically evaluated and modified as necessary and appropriate. The goals and objectives outlined in the BRAC Action Plan are organized to address the following challenge areas: transportation, workforce, small business, lodging, and communication. The goals listed in the BRAC Action Plan are:

- Transportation: Secure funding for highest-priority BRAC-related projects
- Transportation: Merge BRAC-related plans of MCBQ and both counties
- Transportation: Ensure accessibility of lodging/dining/entertainment to BRAC users
- Workforce: Help incoming agencies fill workforce positions at the BRAC site
- Workforce: Promote employment opportunities for local residents at BRAC site
- Small Business: Promote BRAC-related small business opportunities
- Lodging: Align per diem rates with BRAC growth level-of-service expectations
- Lodging: Ensure that location, capacity, and character of services match BRAC growth
- Lodging: Promote new/improved facilities and services if needed for BRAC growth
- Communication: Create a BRAC information clearinghouse and public resource

The QGMC successfully launched a Web site (www.qgmc.org) that serves as an information clearinghouse and public resource. The Web site also allowed the Committee to list open jobs that will relocate to MCB Quantico as part of BRAC. Currently, the QGMC is focusing their efforts on transportation because the committee wants to ensure that the road and transit network is safe and efficient for the incoming agencies.

Implementation and Partnering Strategies

Challenge: Transportation

One of the top growth challenges associated with BRAC at MCB Quantico is the capacity of the transportation network in the region. MCB Quantico is located in the high-growth, congested I-95 corridor. Stafford and Prince William Counties have already been severely impacted by metropolitan growth along this corridor. The additional 2,700 personnel expected from BRAC at Quantico are anticipated to add further traffic congestion.

Strategy and actions to date:

A Growth Project Needs Assessment (G-PNA) site visit occurred on April 21, 2008. The meeting was attended by Virginia Department of Transportation (VDOT) Coordinators, OEA Project Managers, the OEA Associate Director, transportation planners, and the Deputy County Manager for Stafford County. A total of 19 transportation projects were submitted by the QGMC on behalf of Stafford County (13 projects) and Prince William (six projects). Stafford County identified 10 short term and three long term transportation projects with a total estimated cost of \$142.1 million. Based on a March 2009 update, that initial list of 19 projects has been reduced to a list of 13 projects with a total estimated cost of \$142.1 million.

The EIS traffic analysis did not include a significant portion of Prince William County and did not address the challenges created by concurrent growth at military installations north (Fort Belvoir) and south (Fort Lee) of MCB Quantico. To address this challenge, OEA is currently funding a study which addresses the cumulative impacts of the growth at Fort Belvoir and MCB Quantico. This "Sandwich Study", named because it is looking at the affects of being "sandwiched" between two military bases, has a projected completion date of January 1, 2010.

The G-PNA process assessed three projects as "Ready," meaning that the projects showed substantial linkage to the mission growth; provided specific and substantive project and cost detail; demonstrated a funding gap; and were apparent "drop dead" projects without which the mission growth could be imperiled. Stafford County identified two other projects as potentially Defense Access Roads (DAR) program eligible; however, since that initial G-PNA assessment, these two projects have not been found to meet DAR criteria.

Outcomes and achievements to date:

To address the transportation challenges, the QGMC asked the Transportation Subcommittee to come up with one joint project area. The joint project area will allow both counties to collaborate in their efforts to ease the "growing pains" of MCB Quantico. Once a project is determined and approved by the QGMC, an engineering study will be the next phase.

Currently, the Route 1 corridor is being examined and researched as the top priority of the Committee. It is anticipated that intersections will be improved on this corridor to increase traffic circulation and safety. Other alternatives such as pedestrian improvements and public transit options are also being discussed at this time.

Outstanding Requirements:

The G-PNA process assessed the projects in Table 1 as "Ready" meaning the project is related to military growth; cost and timing detail is specific; and there is justification for additional Federal funding.

#	Project	Total Projected Cost	Funding Committed	Funding Gap
1	Onville Road @ Garrisonville Road	\$1,000,000	0	\$1,000,000
2	Telegraph Road @ Route 1 (left turn)	\$1,000,000	0	\$1,000,000
3	Telegraph Road @ Route 1 (right turn)	\$1,000,000	0	\$1,000,000

Table 1: Priority Projects

Successes / Lessons Learned

Successes

Since its creation in late 2007, the QGMC has successfully identified, assessed, and addressed Defense-related growth issues while managing grants from OEA to carry out planning and implementation activities. QGMC also participated intensely in the Federal Environmental Impact Statement required for BRAC 131 (the personnel realignment from

leased space located primarily in Arlington County to a new 1.3 million square foot building in Alexandria) and adopted a BRAC Action Plan focused on transportation, workforce and small business, lodging, and communication issues.

The QGMC has engaged dozens of stakeholders, promoted three relocation fairs for impacted employees from five military investigative agencies, guided local individuals and companies to information about growth in the region, created a Web site to act as a central clearinghouse for information about the area, and integrated multiple jurisdictions and separate organizations into a network of collaborative resources seeking mutual benefits.

Both counties have amended their comprehensive plans, pursued redevelopment efforts, and re-evaluated their pre-BRAC strategies and expectations.

Lessons Learned

While organizing and conducting its activities, the QGMC experienced challenges and opportunities created by the specific nature and magnitude of BRAC impact upon the community as well as the unique character of the agencies involved. The Washington, D.C., metropolitan area is a uniquely complex and varied environment of transportation and other urban issues, compounded by an extraordinary record of growth.

The Committee, composed of elected representatives from two counties along the I-95 / Route 1 corridor south of the District, learned that BRAC can intensify regional challenges rather than resolve them and can take the form of encroachment on military training areas vital to the missions on MCB Quantico. Committee members learned that integration of planning efforts across the legal, financial, physical, and philosophical boundaries of multiple jurisdictions requires considerable effort and time to accomplish. They also found that the Marine Corps had limited authority and capacity to address off-site issues such as traffic congestion.

The QGMC is now embracing the opportunity of joint priorities and advocacy, particularly in current troubled economic times. It has combined the resources of its individual member organizations with those of the Marine Corps and a variety of Federal, state, and local stakeholders in order to achieve an optimal balance of public and private plans and priorities for the best interests of the region.

BRAC is a three-dimensional combination of choices and consequences which takes time to understand and navigate. The faster, more inclusive, clear, unified, pragmatic, innovative, and focused the community can be, the better the chances for success. QGMC has learned to anticipate the challenges and opportunities of the long-term "big picture" at MCB Quantico through establishment of a solid foundation of collaboration on BRAC 2005 impacts.