

Report of
Northern Virginia BRAC Working Group

Submitted to
Virginia Governor Mark R. Warner
and
The Virginia Commission on Military Bases

Prepared by the
Northern Virginia Regional Commission

December 1, 2005

Northern Virginia BRAC Working Group Report

Table of Contents

Organization	Page 3
Methodology	Page 4
Impacts of BRAC on Northern Virginia	Page 5
Impacts on Economy and Office Market	Page 6
Impacts on Transportation Network	Page 6
Recommendations of Northern Virginia BRAC Working Group	Page 8
Transportation Recommendations	Page 8
Economic Development Recommendations	Page 10
Planning and Policy Recommendations	Page 12
Education Recommendations	Page 13

Appendices

Transportation Projects and Recommendations	Appendix 1
Quantico/Route 1 Corridor Plan (Prince William Co. Report)	Appendix 1A
Virginia Railway Express Letter to Governor	Appendix 1B
Economic Development Recommendations	Appendix 2
Governor's Executive Order 10	Appendix 3
Minutes, October 13 Meeting of Working Group	Appendix 4
Minutes, October 27 Meeting of Working Group	Appendix 5
Minutes, November 10 Meeting of Working Group	Appendix 6
Minutes, November 28 Meeting of Working Group	Appendix 7

Introduction

Governor Mark R. Warner created the Northern Virginia Base Realignment and Closure Working Group in September (Executive Directive 10, Appendix 3) to address the recommendations issued in August by the 2005 BRAC Commission and enacted on November 9, 2005. The BRAC Commission calls for the movement of more than 22,000 jobs out of leased office space in Alexandria, Arlington, and the Bailey's Crossroads area of Fairfax County, the addition of approximately 21,000 personnel to the US Army Garrison at Fort Belvoir (Fort Belvoir) in Fairfax County, and up to 5,000 personnel to the U.S. Marine Corp Base at Quantico (Quantico) in Prince William and Stafford Counties -- the greatest impact of the recommendations on any region in the nation. The new BRAC law will cause significant shifts in missions and employment at and among military installations in the area, including significant job gains, job losses and shifts, plus profound impacts on the economy, transportation system, and educational system.

I. Organization

The Governor created four regional working groups representing Central Virginia, Oceana, the Peninsula and Northern Virginia. Each working group includes local government officials, state legislators, and citizen members. The following persons were named by Gov. Warner in September to serve on the Northern Virginia BRAC Working Group:

Robert G. Templin, Jr., Ph.D., of Alexandria, Chair,
President of Northern Virginia Community College

Agnes Artemel representing Michael G. Anzilotti of Chantilly,
President of Virginia Commerce BankCorp, Inc.

Christine K. Cimko of Fairfax,
Managing Director for Burson-Marsteller Public Relations

The Honorable Sean T. Connaughton of Prince William,
Chairman of the Prince William County Board of County Supervisors

The Honorable Gerald E. Connolly of Fairfax,
Chairman of the Fairfax County Board of Supervisors

The Honorable L. Karen Darner of Arlington,
former member of the Virginia House of Delegates and
current Vice Chair of Arlington's Committee of 100

The Honorable Jeannemarie A. Devolites Davis of Fairfax,
Senator of the 34th District

Albert J. Dwoskin of Fairfax,
President and Chief Executive Officer of A.J. Dwoskin & Associates, Inc.

The Honorable William D. Euille of Alexandria,
Mayor of the City of Alexandria

The Honorable Jay Fiset of Arlington,
Chairman of the Arlington County Board

The Honorable Robert Gibbons of Stafford,
Supervisor, Stafford County Board of Supervisors

Bobbie Greene Kilberg of Fairfax,
President and Chief Executive Officer of the Northern Virginia Technology Council

The Honorable L. Scott Lingamfelter of Prince William,
Delegate of the 31st District

The Honorable Linda T. "Toddy" Puller of Fairfax,
Senator of the 36th District

The Honorable Mary Margaret Whipple of Arlington,
Senator of the 31st District

Additionally, the region's members of the US House of Representatives -- Tom Davis, Jim Moran, and Frank Wolf, and US Senators John Warner and George Allen -- serve as non-voting, ex-officio members. Mitchell N. Shear of Washington, DC, President of Charles E. Smith Commercial Realty, also serves as a non-voting member. Staff support for the Northern Virginia Working Group has been provided by the Northern Virginia Regional Commission (NVRC), which prepared this report.

II. Methodology

According to the Governor's Directive, the Northern Virginia Working Group had three specific responsibilities:

- Assess the proposed impact of 2005 BRAC Commission changes to identify the multi-year local, state and private sector needs surrounding these changes, including health care, education and transportation needs;
- Identify necessary steps to respond to job shifts from leased space in Arlington, Alexandria and Bailey's Crossroads;
- Identify needed actions for accommodating significant job shifts to Fort Belvoir and Quantico.

The Northern Virginia Working Group met on October 13, October 27, November 10 and November 28 to address the issues outlined by the Governor's Directive (minutes for the meetings are included as appendices 4-7). Members of the Working Group were tasked with providing data and other information about the impacts of the BRAC actions on their geographic area or area of interest as well as the Northern Virginia region. Chairman Templin provided an outline for this report, which was prepared by the Virginia Commission on Military Bases and modified by the Chairman and NVRC.

Transportation needs produced by the BRAC actions were presented to the Working Group by local elected officials and local government transportation staffs. As noted later in

their report, these include transportation improvements primarily in areas facing increased traffic such as Fairfax, Prince William and Stafford Counties, and transportation infrastructure improvements primarily in Alexandria and Arlington where economic development and revitalization will be needed following the loss of jobs.

Economic development and workforce issues created by the BRAC actions were presented to the Working Group by local elected officials, local government economic development staffs, the Northern Virginia Workforce Investment Board (serving Fairfax, Loudoun and Prince Williams Counties and the Cities of Falls Church, Fairfax, Manassas and Manassas Park), the Alexandria-Arlington Workforce Investment Board, and Stafford County.

Recognizing the imperative for improved linkages between military and civilian authorities' decisions affecting local communities, the Working Group offers recommendations for coordinated planning with the military bases and commends US Senate Armed Services Committee Chairman John Warner for his prompt action to secure adoption of such language by the US Senate as part of the Defense authorization bill. BRAC-related actions focusing upon education and health care are certain to be needed and will be of great importance to the region, but because of the lack of available data from the Department of Defense regarding its specific plans, the Working Committee was not able to formulate specific recommendations on these issues. Sen. Warner has requested the information, which is important to an analysis of the school impacts as well as the traffic impacts on the communities surrounding Fort Belvoir and Quantico.

The following sections of the report summarize the impacts on the region, and set forth recommendations of the Northern Virginia Working Group. The appendices provide supplementary background and supporting information.

III. Impacts of BRAC on Northern Virginia

Uniquely affected by the 2005 BRAC decisions, Northern Virginia is distinguished nationally as the area that will experience both the greatest single displacement of jobs -- primarily from Arlington, Alexandria and portions of Fairfax County -- and the largest growth in relocated employment, in and around Fort Belvoir and Quantico, affecting especially Fairfax, Prince William and Stafford Counties. These changes will have markedly different but severe consequences for each of the two sub-areas of the region. In jurisdictions where job losses will empty commercial office space, acute economic and workforce development needs will predominate. In the jurisdictions that will be expected to accommodate thousands of new employees / commuters, a crisis of inadequacy in transportation infrastructure is forecast that could turn the existing state of pervasive congestion into a state of immobility. More details are provided below.

These effects will not be gradual or natural evolutionary adjustments within our region. Induced by federal rulemaking for the economy and protection of DoD missions, these unusual changes will be completed within a short (six-year) time frame. The Northern Virginia BRAC Working Group therefore asserts that mitigation of the adverse affects of these decisions on the surrounding communities is a federal responsibility.

A. Economy and Office Market

One of the most significant economic impacts expected from the implementation of the BRAC recommendations is the anticipated loss of approximately 22,700 employees from leased office space in Northern Virginia. In addition, approximately 15,000 contractors are expected to follow federal agencies to their new locations. These figures are provided by the George Mason University Center for Regional Analysis, School of Public Policy, and Delta Associates. The GMU/Delta report also estimates that 11,800 federal employees will be added to Fort Belvoir in southeastern Fairfax County, and that approximately 7,500 contractors will follow. This huge shift in employees is a significant change from the areas planned for growth inside the Beltway to the southern suburbs down the I-95/Route 1 corridor outside the Beltway.

The extraordinary workforce shifts mandated by the BRAC decisions are expected to have a negative impact on the office market in Northern Virginia. By 2011 the vacancy rate will likely rise to 12.2 percent, according to the GMU/Delta report. Compared to the District of Columbia and Maryland, Northern Virginia is also expected to experience the greatest rent declines in the 2010-2013 period after experiencing the sharpest gains from 2005-2008.

Complicating the situation is the impact of DoD's prescriptive force protection standards, which influenced directly the BRAC decisions that will divert defense related missions from commercial leased space Northern Virginia. These standards discriminate against metropolitan areas such as Northern Virginia, and, absent modification to become performance-oriented, could wreak further economic disadvantage to the entire region. Specifically, the ability of the region and the Commonwealth to successfully influence DoD's conversion to performance-based standards will be vital to the preservation of science and research leadership in Northern Virginia, along with the significant spinoff benefits these activities have created.

The impact of the BRAC recommendations on the housing market is expected to be negligible. Since most job shifts will occur over short distances, few employees are likely to change their residences. Preliminary residency data based on Zip Codes indicates that 76 percent of Defense Department personnel employed in Northern Virginia live in Virginia. The remaining 24 percent live in Washington, D.C., Maryland and West Virginia.

B. Transportation Network

The extraordinary workforce shifts expected because of BRAC will have a profound impact on the Northern Virginia transportation network – which is already struggling from the current volume of cars and people. The proposal to shift thousands of positions from Metro-accessible sites will generate increased traffic most significantly along the I-95/Route 1 corridor in Fairfax County around Fort Belvoir, and in Prince William and Stafford County around the Quantico base. While the BRAC actions will shift some travel patterns away from areas inside the Beltway, there will be increased congestion between Fort Belvoir and the Pentagon, affecting Alexandria and Arlington.

VDOT conducted Location Studies in 2002 and 2003, which indicated dramatic increases

in traffic between 2000 and 2025 along Route 1 before the projected BRAC-related increase in employment at Fort Belvoir and Quantico. It is expected that the 12-mile Prince William section of Route 1 will see a traffic increase of 94 percent from 33,600 vehicle trips to more than 65,000. In turn, traffic on the Fairfax County portion of Route 1 will increase by 71 percent from 46,000 vehicle trips to 78,750. According to a summer 2005 study conducted by the Metropolitan Washington Council of Governments, the BRAC actions will increase automobile trips by almost 85,000 and reduce transit ridership by more than 6,000 riders throughout the region by 2020.

The work underway for the Northern Virginia TransAction 2030 Regional Transportation Plan (the update of the adopted Northern Virginia 2020 Transportation Plan) shows through modeling that the I-95/Route 1 corridor is one of the most severely impacted transportation corridors in the region. Even with significant proposed improvements -- totaling over \$10 billion in the next 25 years -- the corridor will still be operating at unacceptable levels of service in 2030. On a scale with "A" being optimum, I-95 will be at level of service "G" during peak hours in Prince William County and Route 1 will be between level of service "E" and "G" during peak hours. The transportation models conducted for the TransAction Plan do not take into account the significant growth projected as a result of the BRAC actions around Fort Belvoir and Quantico.

As preparation for this report, transportation staffs from Fairfax, Prince William, and Stafford Counties identified road, transit, and transportation management proposals to address traffic impacts in and around Fort Belvoir and Quantico. Most of these proposals are identified in existing county and state studies and plans, including the Lower Potomac section of the Fairfax County Plan, the Potomac Communities planning effort in Prince William County, the Stafford County transportation plan, VDOT's Route 1 Location Studies, the VRE's Strategic Plan, the Northern Virginia 2020 Transportation Plan and TransAction 2030 regional transportation plan. (See Appendix 1).

The Fairfax County Plan identifies Fort Belvoir as one of its largest employers (and therefore a significant traffic generator) with approximately 25,000 employees and more than 6,500 people living on base. BRAC actions could lead up to an additional 21,000 jobs on base. Final distribution of these jobs within the Fort Belvoir Main Base (east and west of Route 1) and/or the Engineer Proving Ground (EPG, west of I-95, south of Springfield) has not been determined.

The National Museum of the United States Army is planned to be located on the west side of Route 1 across from the Main Gate not included in this report, but will add additional traffic in and around Fort Belvoir in addition to BRAC. This will add traffic above the current conditions.

More than 13,000 personnel work at Quantico and an increase of up to 5,000 is expected following the approved BRAC proposals. These figures do not include personnel from the FBI or DEA employed at the FBI Academy at Quantico. The Base is divided by I-95 with the Mainside situated east of I-95 and the Guadalcanal area located west of I-95. Mainside is intensely developed with housing, offices, the Marine Corps Air Facility, and the Quantico Naval Medical

Clinic. The Guadalcanal area is mostly in its natural state and primarily used for training purposes. The FBI Academy is also located in the Guadalcanal area.

The Museum of the Marine Corps, which is adjacent to the Main Gate at Routes 1 and 619, is scheduled to open in Fall 2006 and is expected to draw up to 1 million visitors annually. This will impact current conditions in that area even more.

The Town of Quantico is located in Prince William County and is surrounded by Quantico Base. Access to the town is available only through the main Quantico gate. Many residents from Prince William and Stafford Counties drive and park at the Base to take the Virginia Railway Express (VRE) commuter rail service to Northern Virginia and Washington, D.C.

IV. Recommendations of Northern Virginia BRAC Working Group

Virginia has a centuries-long tradition of supporting America's Armed forces, being the home of an unparalleled array of military installations and commands, including such familiar places in Northern Virginia as the Pentagon, Fort Meyer, Fort Belvoir, and Quantico, as well as serving our country's defense needs through numerous DoD-related leaseholds in commercial office facilities in Northern Virginia. The state, local and business leaders represented on the Working Group are committed to working with the Defense Department to support the future and changing defense needs of the United States.

That said, no other region of the world has been more impacted by the 2005 BRAC Commission's recommendations than Northern Virginia. These recommendations, now enacted, will result in the loss of more than 22,000 jobs from Alexandria, Arlington, and the Bailey's Crossroads area of Fairfax County over the next six years. Simultaneously, BRAC-related actions are expected to result in the addition of approximately 21,000 personnel at Fort Belvoir in Fairfax County and up to 5,000 at Quantico in Prince William and Stafford Counties. While these projected increases may provide many economic opportunities within the affected communities, no other region is faced with such a sudden relocation of so many workers or the resulting demands on an already over-stressed transportation system.

Reflecting the twin impacts of the BRAC-related actions, this report is organized around two top priorities: transportation improvements for those parts of Northern Virginia where sudden new job relocation will occur; and, economic development assistance for those parts of Northern Virginia negatively impacted by the sudden loss of jobs. Critical planning and policy recommendations are outlined in a third section of the report.

With the assistance of local, state, regional and Congressional staff, the Working Group has developed the following urgent, short-term, mid-term and long-term recommendations addressing these and other concerns associated with the expected impacts of the BRAC law in Northern Virginia.

A. Transportation Recommendations

It cannot be overstated that the transportation impacts resulting from the BRAC actions in Northern Virginia will be profound and need to be aggressively dealt with to ensure safe and efficient access to Fort Belvoir and Quantico, as well as DoD agencies inside the Beltway, and to prevent further disruption of an overburdened transportation network. The Department of Defense must work with and assist Virginia and the local governments of Northern Virginia in addressing these severe transportation situations. Specific recommendations of the Working Group are as follows:

1. **The Governor of Virginia should work with the Commonwealth’s Congressional delegation to establish priorities for federal assistance for transportation improvements required in the BRAC-affected communities of Northern Virginia.** The Working Group recommends that the Governor and the General Assembly impress upon federal representatives the need to provide Virginia and the localities with the resources to attend to the transportation impacts resulting from these BRAC actions.
2. **Urgent and immediate transportation improvements totaling more than \$258 million are required to respond to BRAC-related changes at Fort Belvoir and Quantico.** Pursuant to a request from Fairfax County and the BRAC Working Group, Sen. Warner initiated meetings with local, state, and federal officials to expedite the environmental review of the last major segment of the Fairfax County Parkway through the EPG. This was identified by the Working Group as an urgent priority for the region, especially following the BRAC decisions. In addition, the Working Group identified and recommends that the Commonwealth fund the following urgent improvements and request immediate re-imburement of funds from the federal government for these projects:

<u>Project Description</u>	<u>Cost</u>
Fort Belvoir Access Improvements	
• Old Mill Rd Ext (Replace Woodlawn Rd) from Route 1 to Telegraph Rd (Fairfax Co.)	\$1,000,000
• Construct six spot capacity improvements at the Fort Belvoir Main Base and EPG gates and critical intersections on Route 1.	\$1,800,000
• Transportation Demand Management (TDM) on Fort Belvoir for all agencies to use including shuttle bus service on base and from Franconia-Springfield and Huntington Metrorail stations and Lorton VRE station to the base.	\$750,000
• Richmond Highway Reconstruction from Old Mill Rd to Telegraph Rd (Fairfax Co.).	\$50,000,000
• Grade-Separated Interchange at Route 1 and Fairfax County Parkway -	\$55,000,000
• Planning for mass transit extension (Metrorail and/or Light Rail) to Fort Belvoir	\$65,000,000
Quantico Access Improvements	
• Routes 1 / 619 Traffic Circle	\$44,500,000
• Improvements to Quantico Main and Back Gates	\$8,000,000
• I-95 / Russell Road Interchange	\$30,000,000
• Construct three spot capacity improvements along Garrisonville Rd from Onville Rd to Route 1.	\$700,000
• Route 1 at Telegraph Rd (Stafford Co.)	\$1,750,000

TOTAL Immediate/Urgent Improvements

\$258,500,000

Project details are included in Appendix 1.

3. **\$253 million in BRAC-related short-term transportation improvements are needed over the next three years.** Virginia and federal transportation authorities, working with appropriate localities, should review these improvements with a goal of completing these projects over the next three years. *Project details are included in Appendix 1.*
4. **\$628 million in BRAC-related intermediate-term transportation improvements are needed over the next three-to-six years.** Virginia and federal transportation authorities, working with appropriate localities, should review these improvements with a goal of completing these projects within the next six years. *Project details are included in Appendix 1.*
5. **\$1.43 billion in BRAC-related long-term transportation improvements are needed the next six years and beyond.** Virginia and federal transportation authorities, working with appropriate localities, should review these improvements with a goal of initiating these projects over the long term. *Project details are included in Appendix 1.*
6. **The Commonwealth should create a Virginia Defense Facility and Transportation Improvement Fund and program.** The fund should consist of no less than \$40 million annually from a dedicated source, such as new revenue from recordation taxes, provided such collections do not infringe on funding for other existing programs and services. Proceeds from the fund should be allocated by the Commonwealth Transportation Board to highway priority transportation infrastructure improvements in BRAC-affected communities.

B. Economic Development Recommendations

The projected large-scale loss of more than 22,000 jobs from inside the Beltway is unprecedented in magnitude – the equivalent of four base closings - and will have a profound negative impact upon the economic vitality of Alexandria, Arlington, and the Bailey’s Crossroads area of Fairfax County in the decade ahead and beyond. Strategic economic development assistance will be critical to mitigating some of the negative affects of the 2005 BRAC decisions and will play an important role in preventing further loss of critical federal research and development agencies and brainpower. This section of the report is focused directly on economic development assistance recommendations.

The text below incorporates references that are defined as follows:

- | | |
|-----------------------------------|---|
| BRAC-impacted areas: | Census tracts where direct Department of Defense net job losses (both military and civilian) exceed 1,000 jobs. |
| BRAC-affected communities: | Cities or counties where the net impact of BRAC actions result in the net gain or net loss of more than 5,000 jobs. |

The recommendations follow; additional detail may be found in Appendix 2.

- 1. Virginia should formalize its commitment of \$10 million to assist Northern Virginia in retaining strategic research agencies within Arlington County.** Arlington is home to several important federal research organizations, including DARPA that are critical to the economic vitality of the region. However, the BRAC process and the Department of Defense have created indications that these organizations may be required to re-locate to facilities that satisfy the DoD criteria for federally owned space and the Anti-Terrorism/Force Protection requirement. To ensure that Arlington's proposals are firmly supported, a financial commitment by the state of approximately \$10 million is needed in order to make the proposals competitive with the DoD-generated options. The Commonwealth participated in the development of the Arlington options and made the commitment for such funds verbally. The Northern Virginia BRAC Working Group seeks to formalize this commitment as negotiations proceed for a new Defense Advanced Research Project Agency headquarters in the Ballston area.
- 2. Establish a one-time \$18 million BRAC Transition Fund to assist companies in securing sites that have been vacated in BRAC-impacted areas.** Grants would be made at local government request, under the following conditions: 1) companies must locate in sites or buildings vacated by the transition of BRAC facilities; 2) the project must not be an intrastate relocation (unless company has a Request for Proposal for another location outside of Virginia); and 3) the project must generate job creation and capital investment.
- 3. Establish special consideration status for sites that have been vacated in BRAC-impacted areas for new, relocating , and expanding state facilities.** This could include universities and education center, as well as other state agencies and initiatives.
- 4. Provide \$7.8 million to establish two workforce centers in the BRAC-impacted areas in Northern Virginia.** The proposed workforce centers in the Crystal City area of Arlington and in Alexandria will provide impacted workers and employers convenient access to services and information. The workforce centers would work in conjunction with existing local government job assistance centers as well as Small Business Development Centers and make available job placement assistance, retraining, career advice and other employment services.
- 5. Provide \$900,000 supplemental funding to Small Business Development Centers located in the BRAC-affected communities of Northern Virginia.** Funding would provide additional business expansion resources to counter job losses in donor jurisdictions and to support growth in receiver communities.
- 6. Modify Major Facilities Jobs Tax Credit by reducing the threshold level from 100 to 25 jobs for BRAC-impacted areas in order to provide an incentive for small businesses to locate or expand in these areas.**

- 7. Set aside a percentage of state procurements for workshops for small and minority businesses that occupy space vacated as a direct result of BRAC.**
- 8. Fund \$25,000 for the expansion of a regional electronic Labor Market Information System.** This funding would permit expansion of the Northern Virginia Labor Market Information System (LMIS, an online job search and recruitment tool) to uniquely serve Northern Virginia workers and businesses directly impacted by BRAC, as was done in response to special requirements of evacuees to Northern Virginia from areas affected by Hurricanes Katrina and Rita.
- 9. Provide \$125,000 to conduct a feasibility study for establishing regional One-Stop Employment Centers through a joint training partnership between Northern Virginia Community College and regional workforce investment board programs.**
- 10. Establish a \$10 million BRAC Technology Access Program.** This program would provide funds to assist BRAC-affected communities to construct reconstruct or improve part or all of necessary technology infrastructure (i.e., fiber optics, cable, wiring, rewiring, network/computer operation centers, and other similar technology).
- 11. Establish a \$1.2 million HUBZone Employer Assistance Program.** This program will be designed to help small businesses willing to locate in BRAC-impacted areas to obtain special consideration in competing for federal contracts. The intended effect is to permit extension of assistance for a HUBZone to areas where commercially leased space is significantly and adversely affected by a base closure and realignment.
- 12. Establish a regional reserve fund of \$750,000 to support employment recruitment for new and emerging businesses.** The reserve fund would be used to support needs of new and emerging businesses in areas where defense mission relocations within Northern Virginia require workforce development. The fund would provide support for workforce training or seed money for local economic development offices' use in supporting business employment recruitment and training.

C. Planning and Policy Recommendations

Northern Virginia's vitality is sustained, in large part, by proximity to the nation's capital and location of federal facilities and functions within the region. The expected impacts of the 2005 BRAC process demonstrates the inextricable relationships that exist here among civilian and military jurisdictions, and local, state and federal authorities – each having decision-making powers, and operational requirements and capacities that can profoundly affect the others.

The Working Group developed the following recommendations recognizing these relationships and seeking specific actions from federal authorities to help the region adjust to implementation of the federal BRAC mandates. These actions are directed toward enabling the affected entities in Northern Virginia to more ably participate in joint planning activities and economic recovery while promoting future economic vigor.

- 1. Federal law should be amended in the Department of Defense Appropriations Authorization to facilitate infrastructure planning and coordination between BRAC-affected military installations and local governments.** This language should stipulate that the Secretary of Defense direct commanders of all military installations netting more than 500 direct job changes as a result of BRAC establish committees with all local governments located within ten miles of the military installations and within the state in which the installation is located to examine the impacts of new jobs upon land use patterns and transportation infrastructure of the neighboring communities, and to develop recommendations to address such issues.
- 2. Federal law should be amended to provide that federal BRAC economic recovery assistance be made available to communities on the same basis for leased installations as military bases to ensure equitable revitalization and redevelopment for BRAC-impacted areas.** Federal law should be amended to ensure that leased space installations adversely affected by BRAC actions be eligible on the same basis as any other military facility for BRAC recovery assistance -- and that the assistance be made available on the date of the enactment of BRAC when most valuable -- not after the facility or installation is emptied sometime in the future. The Northern Virginia BRAC Working Group supports the Northern Virginia Congressional delegation's efforts to amend the Small Business Act expanding the definition of "HUBZone" to include the negatively impacted leased Defense Department facilities in Arlington, Alexandria and Fairfax County. Approval of this measure will qualify small businesses willing to locate and employ local residents in the new HUBZone area to obtain special consideration for federal contracts. The Working Group expresses gratitude to Senator Warner and to Representative Moran, as well as to leaders from the Office of Economic Adjustment at the Defense Department and the Small Business Administration for their efforts in these matters.
- 3. Current defense force protection standards should be revised from being prescriptive to performance based.** Acceptance of performance-based standards will significantly enhance Northern Virginia's ability to retain and attract defense related functions that are an integral part of the region's economy while at the same time providing adequate force protection at DoD installations.

D. Education Recommendations

The Working Group agreed that the impact of BRAC actions on educational institutions cannot be fully addressed in this report due to the pending request for data from the Department of Defense regarding home Zip Codes of DoD employees. Senator Warner has requested the information, which is important to an analysis of the school impacts as well as the traffic impacts on the communities surrounding Fort Belvoir and Quantico.