



RECORD OF DECISION

ENVIRONMENTAL IMPACT STATEMENT SHORT-TERM PROJECTS AND REAL PROPERTY MASTER PLAN UPDATE

**US ARMY GARRISON FORT BELVOIR
FAIRFAX COUNTY, VIRGINIA**

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RECORD OF DECISION

The United States (US) Army has reviewed the *Final Environmental Impact Statement (EIS) for Short-Term Projects and Real Property Master Plan (RPMP) Update, US Army Garrison Fort Belvoir, Fairfax County, Virginia*. The Final EIS, prepared in compliance with the Council on Environmental Quality's *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (NEPA; Title 40 of the Code of Federal Regulations [CFR] Parts 1500-1508) and the Army's *Environmental Analysis of Army Actions* (32 CFR Part 651), adequately assesses the environmental, physical, and sociological impacts of implementing proposed short-term projects and updating the Real Property Master Plan at Fort Belvoir. The Final EIS is incorporated by reference in this Record of Decision (ROD). The Army will proceed as indicated herein.

1.0 BACKGROUND

Located near the Pentagon and Washington DC, Fort Belvoir provides logistical, intelligence, and administrative support to a diverse group of more than 140 Army and Department of Defense (DoD) organizations. Fort Belvoir contributes to the nation's defense by providing a secure operating environment for regional and worldwide DoD missions and functions. The garrison also provides housing, medical services, recreational facilities, and other support services for active duty military members and retirees in the National Capital Region.

The RPMP and the EIS cover Fort Belvoir's Main Post (comprised of the South Post and North Post) and the Fort Belvoir North Area (FBNA, previously known as the Engineer Proving Ground or EPG). The EIS and RPMP do not cover properties Fort Belvoir manages at Rivanna Station near Charlottesville, Virginia, and the Mark Center in Alexandria, Virginia. Nor do the EIS and RPMP include the Humphreys Engineer Center, which is adjacent to North Post but is under the control of the US Army Corps of Engineers.

Fort Belvoir's previous master plan (1993) was prepared when the installation's role as an administrative support center for DoD organizations was growing while its role in troop support and training was waning. In the late 1990s and early 2000s, Fort Belvoir's population continued to grow, as multiple DoD organizations moved onto the post. In September 2005, the Defense Base Closure and Realignment (BRAC) Commission realigned six major DoD organizations to Fort Belvoir. Revisions to the 1993 land use plan to accommodate BRAC facilities were adopted in 2007.

2.0 PURPOSE AND NEED

Fort Belvoir's previous master plan was completed in 1993 and amended in 2002 and 2007. In light of the substantial changes that have occurred on post since 1993, the amended 1993 master plan no longer serves to adequately guide the management and use of real property assets – land, facilities, resources, and infrastructure – on the installation. The purpose of the Proposed Action is to provide Fort Belvoir with an updated master plan that reflects current missions, needs, and conditions and addresses short-term program facility and infrastructure needs. An updated RPMP would allow Fort Belvoir to manage its real property resources in a manner that fully supports its overall mission.

An updated master plan is needed to provide Fort Belvoir with a blueprint for real property planning through 2030 now that the 2005 BRAC recommendations for the post have been implemented. Updating the master plan would shift the planning focus to encompass non-BRAC-related as well as BRAC-related facilities, tenants, and missions. Future growth projections for Main Post and the FBNA indicate an increase of up to 17,000 personnel by 2030 (from 39,000 in 2011) because Fort Belvoir may need to provide more services to support military and other government organizations. The short-term projects (implementation through 2017) included in the Proposed Action are needed to address well-defined,

unmet infrastructure and facility needs. The long-term projects (2018-2030) are needed to address agency plans and projected needs that are less well-defined than those addressed by the short-term projects.

3.0 PROPOSED ACTION

The Army proposes to adopt and implement an updated RPMP for Fort Belvoir. The plan provides the framework for accommodating workforce growth to the year 2030; focuses future development in areas that have already been developed and have utility connections, thereby minimizing new land disturbance, increases in impervious surfaces, infrastructure costs, and incursions into protected areas and green space; redevelops old facilities and promotes in-fill development, which would use less energy and recycle existing facilities in a sustainable manner; provides a dense core of mixed-use development on the plateau that extends north-south down Main Post, allowing concentration of the workforce and promoting walkability and transit use; maintains the historic Fort Belvoir railroad right-of-way for potential transit use; reserves parcels for recreation and open space and maintains viable green space through all developed areas; and preserves parcels for development beyond 2030.

The RPMP proposes implementing 52 short-term (ST) demolition, construction, and/or renovation projects and four stand-alone transportation improvement projects. The ST facility projects and the short-term transportation (STT) projects are listed in Table 1.

Table 1
Short-Term Projects

Project # ¹	Project Name
ST 1	Army & Air Force Exchange Service (AAFES) Post Exchange (PX)
ST 2	Privatized Army Lodging (PAL – East of Belvoir Road Circle)
ST 3	National Intrepid Center of Excellence (NICoE)
ST 4 (STT 1 + STT 2)	Mulligan Road ² Phase II
ST 5	Fisher House 1
ST 6	USO Wounded Warrior and Family Center
ST 7	Expansion of Davison Army Airfield Fire Station
ST 8	Child Development Center 144
ST 9	Family Travel Camp Phase 1
ST 10	Water/Wastewater Utility Upgrades
ST 11	Child Development Center 1
ST 12	Child Development Center 2
ST 13 (STT 3)	Access Road & Control Point – Lieber Gate
ST 14	Regional Stormwater Management Facility
ST 15	AAFES Car Wash
ST 16	PX Demolition
ST 17	36-Hole Golf Course Reconfiguration
ST 18	National Museum of the US Army (NMUSA) Roads and Infrastructure Improvements
ST 19	US Army Intelligence and Security Command (INSCOM) Headquarters (HQ) Expansion, Phase 1
ST 20	Replacement of South Post Fire Station
ST 21	AAFES Car Care Center

Project # ¹	Project Name
ST 22	Pet Care Center
ST 23	National Geospatial-Intelligence Agency (NGA) Canine Training / Rest Facility
ST 24	Fairfax County School Expansion
ST 25	Name Brand Casual Dining Restaurant
ST 26	INSCOM HQ Expansion, Phase 2
ST 27	NMUSA, Phase 1
ST 28	Main Post Commissary
ST 29	Defense Logistics Agency (DLA) Visitor Control Center
ST 30	Fisher House 2
ST 31	Family Travel Camp, Phase 2
ST 32	249 th Battalion HQ
ST 33	INSCOM HQ Expansion, Phase 3
ST 34	NMUSA, Phase 2
ST 35	Retail Fuel Point
ST 36	29 th Infantry HQ
ST 37	Medical Office Building
ST 38	NMUSA, Phase 3
ST 39	Multipurpose Fields
ST 40	DLA Parking Garage
ST 41	NMUSA, Phase 4
ST 42	Unaccompanied Enlisted Personnel Barracks
ST 43	Operational Security Evaluation Group Training Compound
ST 44	Baseball Field Replacement
ST 45	Secure Administrative Facility
ST 46	INSCOM HQ Expansion, Phase 4
ST 47	Religious Education Center
ST 48	INSCOM Controlled Humidity Warehouse
ST 49	911 th Engineering Company Operations Complex
ST 50	Vehicle Maintenance Shop
ST 51	Information Systems Facility for the Network Enterprise Center (NEC)
ST 52	DLA Administrative Center
STT 4 ³	John J. Kingman Road/Fairfax County Parkway Intersection Improvements
STT 5	Transit Hub
STT 6	On-Post Intersection and Road Improvements
STT 7	Walker Gate Improvements
<p>Notes: 1. ST = short-term facility project; STT = short-term transportation project. 2. In August 2014, Mulligan Road was dedicated by Fairfax County as Jeff Todd Way. 3. STT 1 and STT2 together are the same as ST 4; STT 3 is the same as ST 13.</p>	

The short-term projects would be implemented by 2017. Several have been completed or are currently under construction. These projects were included in the Proposed Action because they form part of the RPMP and inclusion in the EIS allowed for a fuller evaluation of the cumulative impacts of the projects that followed the implementation of the BRAC realignment actions.

The RPMP also proposes to implement the long-term facility (LT) and transportation (LTT) projects listed in Table 2. These projects would be completed between 2018 and 2030. Because the siting, design, and timing of the long-term projects are less well defined than those of the short-term projects, the impact analysis for these projects is broadly conceptual in nature and further NEPA analysis would be conducted, as applicable, when each project reaches a more advanced stage of planning.

Table 2
Long-Term (2018-2030) Projects

Project #	Project
LT 1	Lower North Post District
LT 2	1400 East District
LT 3	South Post Community Support District
LT 4	Administrative Campus District
LT 5	Town Center District
LT 6	Industrial Area District
LT 6A	Lower North Post West District
LT 7	North Post Community Support District
LT 8	Historic Core District
LT 9	Fort Belvoir North Area District
LTT 1	Improve John J. Kingman Gate
LTT 2	Grade-separate Fairfax County Parkway/John J. Kingman Road Intersections & NMUSA Entrance
LTT 3	Improve US Route 1 intersections with Fairfax County Parkway, Pohick Road, and Belvoir Road
LTT 4	Build US Route Overpass
LTT 5	Build Internal Cross Roads
LTT 6	Widen Gunston Road from 12 th Street to 16 th Street
LTT 7	13 th Street Improvements
LTT 8	Complete Heller Road
LTT 9	Possibly Open Meeres Gate
LTT 10	Widen and Extend Goethals Road
LT = Long-term project; LTT = Long-term transportation project.	

4.0 PUBLIC INVOLVEMENT

The public involvement process began with the Army's publication of a Notice of Intent to prepare an EIS in the *Federal Register* on September 10, 2012. The Army also published notices in five local newspapers on September 26 and 27, 2012 announcing that the environmental impact analysis process was beginning and that a public scoping meeting would be held.

On October 11, 2012, the Army conducted a public scoping meeting and an agency scoping meeting to assist in identifying EIS alternatives and to determine the scope of the analysis. In addition to the aforementioned newspaper notices, the meeting was advertised through letters sent to a list of potentially

interested organizations and individuals. The meetings and the scoping process resulted in the submission of oral and written comments from two individuals and seven agencies. All comments were considered in determining the alternatives and the scope of the analysis.

The Army released the Draft EIS (DEIS) for public review and comment on September 12, 2014. A notice of availability (NOA) was published in the *Federal Register* on September 12, 2014 and in local newspapers the following week. The DEIS was made available on line and in six public libraries. Copies could also be requested from Fort Belvoir. The comment period ran from September 12 through November 11, 2014. On Tuesday, September 30, 2014, a public hearing was held at the South County Center on US Route 1 from 5 pm to 9 pm. Eleven persons attended. No comments were submitted.

During the DEIS public comment period, comments were received from the Commonwealth of Virginia, Fairfax County, the US Environmental Protection Agency, and the US Department of the Interior/National Park Service. No comments were received from the general public. All comments received were considered when preparing the FEIS. Changes made to the DEIS to address the comments consisted of factual or editorial corrections. No changes were made to the alternatives or findings of the analysis.

The FEIS was available to the public for 30 days before the Army made a decision and issued this ROD. Before making this decision, the Army considered all relevant environmental information, all comments received during the EIS process, mission requirements, availability of funding, and the professional judgment of senior military leaders. Once the ROD is signed, the Army will publish an NOA for the ROD in the *Federal Register*.

5.0 ALTERNATIVES

In accordance with NEPA, the Army considered a range of reasonable alternative ways to implement the RPMP, as well as the No Action Alternative. The range of alternatives developed had to: meet the project purpose and need; minimize environmental impacts; recognize the possibility of funding delays, which would postpone projects; and ensure that access to the FBNA was sufficient to accommodate future development. Table 3 summarizes the alternatives. The net workforce increases are measured from the fall 2011 post-BRAC implementation workforce of approximately 39,000.

Table 3
EIS Alternatives

Alternative	Short-Term Projects	Long-Term Projects	2017 Post Workforce	2030 Post Workforce
No Action Alternative	None	None	No increase	No increase
Alternative 1 Full Implementation - The Preferred Alternative	All Implemented	All Implemented	44,000 (+5,000)	56,000 (+17,000)
Alternative 2 Modified Long-Term	ST 40 and 52 deferred to LT	LT 9 on FBNA not implemented	43,000 (+4,000)	50,000 (+11,000)
Alternative 3 Modified Short-Term	Many ST projects deferred to LT	Most ST and all LT projects implemented	40,000 (+1,000)	55,000 (+16,000)

5.1 Alternative 1 – Full Implementation – the Preferred Alternative

Alternative 1 assumes that all parts of the RPMP would be approved and implemented, including the *Fort Belvoir Real Property Master Plan Installation Vision and Development Plan*, the *Fort Belvoir Real Property Master Plan Installation Planning Standards*, and the *Fort Belvoir Transportation Management Plan*. The proposed short- and long-term projects that are part of the plan are listed in Tables 1 and 2. Full implementation would result in a total post workforce of approximately 44,000 by 2017 and 56,000 by 2030.

5.2 Alternative 2 – Modified Long-Term

Alternative 2 assumes full implementation except that there would be no long-term development project on the FBNA (LT 9, a proposed secure campus for 7,500 personnel, would not be built). Also, ST 40 and ST 52, expansion of the Defense Logistics Agency, would be delayed until the long-term (and become LT 10a). Alternative 2 allows for a comparison of the transportation system effects of not building on the FBNA in the long term against building a major, new, secure campus for 7,500 personnel in the long term under Alternatives 1 and 3. Implementing Alternative 2 would result in approximately 43,000 personnel on post by 2017 and 50,000 by 2030.

5.3 Alternative 3 – Modified Short-Term

Alternative 3 assumes near complete implementation of the master plan except that implementation of the majority of short-term projects would be delayed from the short-term (through 2017) to the long-term (2018-2030) and some projects would have fewer personnel than under Alternative 1. Projects postponed until 2018 or later would still be implemented. Implementing this alternative would result in approximately 40,000 personnel by 2017 and 55,000 by 2030.

5.4 No Action Alternative

To serve as a baseline for evaluating the impacts of the action alternatives, the No Action Alternative assumes that the proposed RPMP Update would not be implemented and that no further development would take place on Fort Belvoir.

5.6 Alternatives Considered but Eliminated from Detailed Analysis

The RPMP update forms the basis for the Proposed Action is the result of more than a decade of discussions about how best to use land on Fort Belvoir to accommodate growth and preserve important natural resources. During the master plan process for implementing BRAC 2005, which led to an amendment to the 1993 master plan, several alternative ways to develop Fort Belvoir were considered. Some of these alternative approaches to development carried over into the current, post-BRAC master planning process and were analyzed further. Plan elements considered in the current master plan process and eliminated from further analysis included: deactivating the Davison Army Airfield and developing the land (eliminated because the airfield is still needed); developing the 300 Area (eliminated because needed infrastructure would be expensive to build and because of security concerns linked to the proximity of the river); building housing in Tompkins Basin (eliminated because inefficient compared to clustering housing in a central area); relocating McRee Barracks (eliminated because the buildings have been renovated); developing the Southwest Area (eliminated because this land is still needed for training and because existing landfills, training range, and lack of infrastructure would make development expensive; additionally, the Forest and Wildlife Corridor and Accotink Bay Wildlife Refuge occupy much of the land).

5.7 Environmentally Preferred Alternative

The environmentally preferred alternative is the No Action Alternative because no further development would take place on Fort Belvoir. This alternative would not address the Army's short-term or long-term facility mission requirements or meet its need for an approved RPMP.

6.0 ENVIRONMENTAL CONSEQUENCES

Implementation of this decision is expected to result in direct, indirect, and cumulative impacts to the human environment in Fort Belvoir, Fairfax County, and the region. Environmental impacts are expected to occur due to the demolition and construction of facilities as well as personnel increases. The analysis of the environmental consequences of implementing the RPMP update focused primarily on the impacts of the short-term projects and secondarily on the impacts of the long-term projects, because the long-term projects

are broadly conceptual in nature and their potential impacts are less clearly defined (further NEPA analysis would be conducted for the long-term projects, as applicable). The impacts as evaluated in the EIS are summarized below.

6.1 Land Use and Plans

The effects on Fort Belvoir land use, land uses around the post, and current and future development nearby would be similar or the same for the three action alternatives. RPMP implementation would have beneficial effects on land use on Fort Belvoir by correcting inconsistencies between actual and underlying land uses on South Post; encouraging the development of needed Professional/Institutional facilities while consolidating Industrial facilities; and focusing future development primarily in areas of the installation that have been previously developed and are currently served by existing transportation and utility infrastructure. Implementation of the short-term and long-term projects would have beneficial impacts on Fort Belvoir's land use by clustering compatible development, redeveloping previously-disturbed sites, and avoiding environmentally-sensitive areas. The action alternatives would be compatible with, and would have beneficial impacts on, relevant plans and studies for the areas around Fort Belvoir. As none of the long-term or short-term projects would require the acquisition of private property, change the designation of off-post land use, or create inconsistencies or incompatibilities with land use in Fairfax County, the alternatives would have no effect on off-post land uses and would have beneficial effects on current and future development near Fort Belvoir.

6.2 Socioeconomics

The Proposed Action would have beneficial effects on employment and income, regardless of the alternative selected. Construction expenditures would result in one-time increases in region-of-influence (ROI) economic output, employment, and earnings. The operation of the NMUSA and the spending of museum patrons would create ongoing annual impacts. The Proposed Action would have less than significant adverse impacts on population, regardless of the alternative selected. As it is anticipated that most of the new personnel on Fort Belvoir would be federal or contractor employees already residing in the National Capital Region, their jobs would simply be shifted from one location to another within the region.

The social effects of the Proposed Action would range from beneficial effects to less than significant adverse effects regardless of the alternative selected. On and near Fort Belvoir, the Proposed Action would have beneficial effects on housing; family support and social services; shops, services, and recreation; and schools as specific short-term projects would provide housing accommodations, services, and a new elementary school.

From a regional perspective, the Proposed Action, regardless of the alternative selected, would have less than significant adverse effects on housing, services, and schools. As households relocate within the ROI, increases and decreases in households would occur in communities throughout the ROI and the impact on any one particular community would be negligible.

The establishment of new shops and services on Fort Belvoir may draw business from similar businesses off post, potentially having a negative impact on those businesses. The new PX, with expanded offerings and services, may draw customers from other PXs and non-military retailers in the ROI, particularly discount stores. The proposed Commissary may also draw sales from competing commissaries and grocery stores. Initially, sales may be captured from other stores because of the novelty factor, but an initial novelty spike in business likely would not last long. While other PXs, commissaries, and other stores in the ROI may lose sales to the new stores, the sheer size of the ROI's inventory of similar types of stores suggests that adverse impacts are likely to be less than significant, even for stores on nearby US Route 1.

The potential population relocation associated with the Proposed Action would indirectly contribute to, but not significantly increase, demand for recreation facilities in the receiving cities and counties in the ROI.

Based on the analyses presented in the EIS on traffic, air quality, noise, and water resources, regardless of the alternative selected, the Proposed Action would have no disproportionate impacts on minority and low-income populations, or on the health of children. The effects of implementing the short-term and long-term projects would ripple throughout the affected area and would not be appreciably more severe or greater in magnitude in minority or low-income communities, or communities with high concentrations of children.

6.3 Cultural Resources

Most of the projects included in the Proposed Action, regardless of the alternative selected, would not or are not anticipated to adversely affect archaeological resources or historic architectural resources. As planning for each project proceeds, if further review under Section 106 of the National Historic Preservation Act of 1966 indicates that adverse effects are unavoidable, these adverse effects would be mitigated through the development of a Memorandum of Agreement among Fort Belvoir, the Virginia State Historic Preservation Officer, and other consulting parties, as appropriate. Therefore, under NEPA, the Proposed Action, with mitigation as appropriate, would have less than significant adverse effects on archaeological resources and historic architectural resources.

With regard to cultural resources, there is a minor difference between the alternatives, as delaying short-term projects under Alternatives 2 and 3 may result in more architectural resources being potentially affected because more existing structures would have the time to reach the 50-year threshold for potential eligibility to the National Register of Historic Places. Thus, under these alternatives, more resources may have to be considered than under the Preferred Alternative. This is particularly the case with Alternative 3, under which multiple short-term projects would be deferred to the long term.

6.4 Transportation and Traffic

The Proposed Action would increase traffic to and from Fort Belvoir. Transportation improvements and facilities that were recently completed or are in design or under construction on and adjacent to Fort Belvoir (i.e., widening of US Route 1; Jeff Todd Way [formerly known as Mulligan Road]; Lieber Gate; I-95 high occupancy vehicle [HOV] ramp to FBNA) would mitigate most of the traffic effects of the short-term projects. The short-term projects, however, would significantly adversely increase delays, with a consequent decline in levels of service from D to E, at two intersections – one public (Lorton Road at US Route 1) and one on Fort Belvoir (Fairfax County Parkway and John J. Kingman Road). Fort Belvoir would mitigate the effects on the Fairfax County Parkway and John J. Kingman Road intersection by adding turning lanes and improving the traffic signals. With regard to the Lorton Road at US Route 1 intersection (southwest of the installation), Fort Belvoir would coordinate with the Virginia Department of Transportation (VDOT) and the Fairfax County Department of Transportation (FCDOT) on solutions.

The long-term projects are projected to have significant adverse effects on some roadway segments on and near Fort Belvoir by 2030, degrading levels of service from D to E and F. Fort Belvoir would improve the affected Belvoir roadways and intersections and would coordinate with VDOT and FCDOT to monitor long-term effects on public roads.

Implementing Fort Belvoir's Transportation Management Program would increase transit, ridesharing, bicycle, and pedestrian use and decrease single-occupant vehicle (SOV) use, which would be beneficial by improving traffic conditions on and near the post in the short and long terms. Depending on the SOV reductions achieved, many of the predicted impacts on public roads associated with implementing the Proposed Action near the installation may be ameliorated. Table 4 of this ROD list the mitigation measures proposed to address transportation impacts.

6.5 Air Quality

The Proposed Action, regardless of the alternative selected, would have less than significant adverse effects on air quality with mitigation for construction and stationary source emissions. Increases in emissions would not contribute to a violation of any federal, state, or local air quality standards.

All construction would be accomplished in full compliance with current and pending Virginia regulatory requirements through the use of compliant practices or products. During construction, reasonable precautions would be taken to prevent fugitive dust from becoming airborne. The total emissions from the proposed short-term and long-term projects, excluding short-term and long-term transportation projects, would be below General Conformity Rule applicability thresholds outlined in 40 CFR 93.153 Subpart (B). Therefore, General Conformity requirements do not apply and no formal demonstration is required. Increases in emissions from the short-term and long-term transportation projects would be included in the regional transportation conformity determination. The Record of Nonapplicability (Appendix E of the EIS) shows the cumulative impacts of the proposed action are not significant. However, Fort Belvoir will continue to assess impacts on an individual project basis in accordance with the General Conformity Rule in order to minimize impacts to air resources and ensure no further deterioration to the region's air quality.

Several of the proposed facilities would require backup generators and several of the facilities would require natural gas boilers for heating. Any new stationary source of air emissions could be subject to federal and state air permitting regulations, including NSR, PSD, NESHAP, or NSPS, and would be added to Fort Belvoir's air permit. The overall operational emissions, however, would be *de minimis* (of minimal importance).

Implementing the RPMP would increase the total vehicle miles traveled within the National Capital Air Quality Control Region but mobile source emissions would be *de minimis* based on the General Conformity applicability analysis performed. The overall effects on local and regional air quality would be less than significant and not distinguishable from existing conditions.

Fort Belvoir is committed to adapting to climate change impacts and minimizing greenhouse gas emissions. Combined with the Army's Energy Initiatives Task Force activities and Net Zero initiatives, Fort Belvoir expects to reach the GHG reduction goals in accordance with EO 13693.

6.6 Noise

The Proposed Action, regardless of the alternative selected, would have less than significant adverse effects on the noise environment. Minor increases in noise are not expected to contribute to a violation of any federal, state, or local regulations or to create areas of incompatible land use.

The proposed short-term and long-term projects would include an appreciable amount of construction activities at Fort Belvoir. Individual pieces of heavy equipment typically generate noise levels of 80 to 90 A-weighted decibels at a distance of 50 feet. With multiple items of equipment operating concurrently, noise levels can be relatively high at locations within several hundred feet of active construction sites. The zone of relatively high construction noise levels typically extends to distances of 400 to 800 feet from the site of major equipment operations. Locations more than 800 feet from construction sites seldom experience appreciable levels of heavy equipment noise. Effects due to construction noise would be temporary, minor, and would end with the construction phase of each short- and long-term project. Construction noise would not be concentrated in any one area for the long term and would move from site to site across the post.

Future sources of noise on the installation would be similar in nature and overall level to those currently present. Increases in traffic volumes and changes in traffic patterns would have long-term adverse but less than significant effects on the noise environment. Changes in noise levels for receptors adjacent to the main traffic routes and key transportation projects would not be perceptible when compared to no action

conditions. There would be no change to small arms training, artillery training, use of demolitions, or aircraft operations at Fort Belvoir; therefore, there would be no change in noise levels from these types of activities. All the short-term and long-term projects would be fully compatible with the existing noise environment and the sites of the proposed facilities are not in areas of incompatible land use due to the noise generated by air operations at Davison Army Airfield.

6.7 Geology, Topography, and Soils

Under the Proposed Action, regardless of the alternative selected, implementation of the short-term and long-term projects would not change the geology of the area. With mitigation, the Proposed Action, regardless of the alternative selected, would have less than significant adverse effects on topography and soils. Most of the proposed short-term and long-term projects are concentrated in the relatively level uplands and plateaus of the post. The short-term projects would disturb about 280 acres, or 3.3 percent of Fort Belvoir's surface area. The short-term and long-term projects combined would result in the disturbance of approximately 400 acres, or 4.7 percent of Fort Belvoir. The land surface that would be disturbed represents only a small percentage of Fort Belvoir's land; much of it has been disturbed in the past; and much of the disturbance would be temporary and related to construction activities. Soil erosion would be minimized by developing and implementing soil erosion control and stormwater management plans.

6.8 Water Resources

The Proposed Action, regardless of the alternative selected, would physically affect Fort Belvoir's watersheds by changing topography, exposing soils to erosion, and changing the capacity of the watersheds to absorb rainwater via infiltration. An increase in impervious surface in a watershed leads to an increase in the amount and rate of stormwater runoff and changes the hydrology of the watershed and its receiving streams. The Proposed Action would create about 135 acres of new impervious surface. None of the individual projects would increase the imperviousness of a watershed by as much as one percent. The short-term and long-term projects would individually and cumulatively have less than significant adverse effects on Fort Belvoir's watersheds.

The Proposed Action, regardless of the alternative selected, would have less than significant adverse effects on the quality of Fort Belvoir's surface waters and waters downstream provided best management practices are used, particularly during construction. The proposed short-term and long-term projects would cause short-term impacts such as erosion, and sedimentation downstream during construction while soils are exposed. To minimize impacts, Fort Belvoir would strictly adhere to Virginia erosion and sediment control regulations and Virginia stormwater management program permit monitoring requirements. Construction of the projects would also cause long-term minor adverse impacts due to changes in hydrology and increases in stormwater discharge. Redevelopment of older facilities would benefit surface water quality by replacing old stormwater management facilities where they exist and adding new ones where none exist now.

6.9 Biological Resources

The Proposed Action, regardless of the alternative selected, would have no effect on wildlife refuges, federally threatened and endangered species and their critical habitats, or mitigation sites established as the result of previous NEPA or wetland/stream permit actions. Some of the projects would have less than significant adverse effects on forest resources, habitat for Partners-in-Flight concern species, state-listed threatened and endangered species habitats, and wetlands.

To avoid fragmenting large tracts of forest land, the RPMP clusters the proposed short-term and long-term projects, to the extent practicable, in the central core of the installation, in areas that have already been developed. Nonetheless, the Proposed Action would result in the loss of up to approximately 107 acres of forest resources, or about 1.9 percent of the on-post forest resources. In all cases, the loss of trees would be mitigated as much as possible through the application of the Fort Belvoir Tree Removal and Protection

Policy, which promotes site planning techniques and construction practices that maximize retention and protection of existing trees before considering removal. The Proposed Action, regardless of the alternative selected, would have less than significant adverse effects on forest resources.

The short-term projects under all action alternatives would result in the loss of up to approximately 60 acres of Partners-in-Flight habitat, or about 1.4 percent of the on-post habitat. These impacts would be a less than significant adverse effect. Three long-term projects have the potential to impact Partners-in-Flight habitat. As it is likely that project designers would be able to minimize impacts on this habitat and habitat loss would be mitigated at least partially through replanting according to the Fort Belvoir Tree Mitigation Policy, the long-term project sites would have a less than significant adverse effect.

Based on numerous surveys, the only federal Endangered Species Act-listed species found on Fort Belvoir is the small whorled pogonia (*Isotria medeoloides*), which has been documented at one location on FBNA. None of the projects would affect this species. Regarding the state-listed wood turtle, the short-term projects would result in the loss of up to approximately 28 acres of potential habitat, a less than significant adverse effect on the wood turtle population as this lost habitat comprises a small fraction (1.4 percent) of the overall potential wood turtle habitat on the post. One long-term transportation project would involve constructing grade-separated intersections, which could contribute to a loss of several acres of potential wood turtle habitat associated with tributaries to Accotink Creek. This impact would still be a less than significant adverse effect considering the amount of wood turtle habitat on the installation.

Three short-term projects are located near but not within the T-17 Refuge, which was created to protect the Northern Virginia well amphipod (*Stygobromus Phreaticus*), a small crustacean that lives in seeps and has only been documented historically at three sites in Northern Virginia, including Fort Belvoir. The state and federal government have not listed this extremely rare species for protection because the T-17 Refuge, its only known recent habitat, protects it. No project would affect the amphipod.

The northern long-eared bat (*Myotis septentrionalis*) was recently listed as threatened under the Endangered Species Act (effective May 2015) and may occur in forested areas on Fort Belvoir. In May 2015, the Army completed Programmatic Informal Consultation on the northern long-eared bat with the US Fish and Wildlife Service under Section 7 of the ESA. The Programmatic Informal Consultation identified criteria under which construction projects would be considered “Not Likely to Adversely Affect” the northern long-eared bat. Fort Belvoir would use the Army’s Programmatic Informal Consultation for northern long-eared bat when screening each upcoming construction project, and would conduct local Section 7 consultation for any project that does not meet the criteria for “Not Likely to Adversely Affect.”

Cumulatively, the short-term projects, regardless of the alternative selected, would affect less than 0.09 percent of the estimated wetlands on the installation. Of all the long-term development projects, based on planning-level mapping, only one has the potential to impact streams. Although planning for the long-term projects is very preliminary and no detailed site designs have been developed, it is likely that the site could be designed to avoid streams, if they exist, or to limit impacts to no more than a few hundred feet. Therefore, the adoption of the RPMP would have a less than significant adverse impact on wetlands and streams.

6.10 Utilities

The Proposed Action would have impacts on utility systems from increased demand that are similar in magnitude under any of the action alternatives. As the projected demand would not exceed the ability of the respective utility providers to supply the required services, these impacts would not be significant. This includes drinking water, sanitary sewer, electricity, communications, natural gas, and solid waste disposal. There would be no effect on steam use and the steam system.

6.11 Hazardous Substances and Potentially Contaminated Sites

The Proposed Action, regardless of the alternative selected, would have less than significant adverse effects from an increase in petroleum usage due to increased base population and activity levels. Storage capacity requirements for petroleum may also increase; however, any construction of new storage facilities would be done in accordance with applicable laws regarding construction materials, leak protection, monitoring, and spill containment.

Short-term construction-related use of hazardous substances would have less than significant adverse effects. As construction activity increases with implementation of the short-term and long-term projects, the amount of hazardous substances used would increase as would the volume of hazardous waste generated and the amount of storage required. The long-term increase in use of hazardous substances for operations would have less than significant adverse effects as would the increase in spill risk associated with the use of more hazardous substances: established controls such as spill containment, emergency response, and clean-up procedures would limit the impact of spills.

Any asbestos-containing materials and lead-based paints present in existing buildings would be handled in a manner consistent with applicable rules and regulations when buildings are demolished or renovated to accommodate the proposed short-term and long-term projects. The removal and controlled disposal of these materials would have less than significant adverse effects in the short term and long-term beneficial effects. Long-term beneficial effects would also result from cleaning up petroleum release sites, hazardous waste sites, and solid waste management units, as needed to make way for new facilities.

6.12 Energy Use and Sustainability

For all three action alternatives, the proposed short- and long-term projects would cumulatively consume building materials and resources, and increase Fort Belvoir's energy consumption, energy consumption intensity, and water consumption. Alternatives 1 and 3 would generate effects that would be similar in magnitude; the effects of Alternative 2, with no development on the FBNA, would be somewhat less. Since buildings consume the largest portion of the energy consumed at Fort Belvoir, the implementation of short-term and long-term projects would significantly increase the installation's energy consumption. Average-energy intensity buildings constructed under the Proposed Action would maintain energy use intensity at current levels or may lower overall intensity, providing energy efficiency technologies outstrip increases in energy from computer server operations in those buildings. Two short-term projects involving buildings with extensive computer-driven medical equipment or heavy data processing and storage needs would raise overall energy use intensity.

The Proposed Action, regardless of the alternative selected, would substantially increase the amount of water consumed by the post, although the increased consumption levels are not anticipated to exceed the capacity of the existing water system to meet the demand. Further, the increase in the number of data centers on post would likely drive up the water consumption intensity as data centers typically require higher levels of water consumption for cooling needs.

Federal mandates and Army policies, adherence to the recommendations in the *Comprehensive Energy & Water Management Plan* for Fort Belvoir, and implementation of the prescriptive guidance and standards of the RPMP would minimize the adverse effects of the short-term and long-term projects, as would implementation of many of the projects themselves. The RPMP, including the short- and long-term transportation projects, would promote higher-density, clustered, infill development (land recycling), which can reduce vehicle miles traveled, improve air quality, and improve quality of life.

6.13 No Action Alternative Impacts

Under the No Action Alternative, the RPMP would not be adopted and none of the short-term or long-term projects, including the short-term and long-term transportation projects, would be implemented. The impacts associated with construction and an increase in personnel would not occur. The No Action

Alternative's continuation of existing inconsistencies between actual land uses and the underlying Community designation in areas of South Post would have less than significant adverse effects on on-post land use. The economic benefits of new construction would not occur. Taking no action would forego the opportunity to use the permitting process to correct ongoing watershed and water quality problems caused by past development practices. Taking no action would also forego upgrading aging utility systems in some parts of the post. The lack of renovation and new building construction under the No Action Alternative would forego the opportunity to re-purpose and upgrade older buildings in order to meet present and future mission needs. The increased costs of energy for building and transportation needs, an aged building stock, and the need to sustain a world-class installation would constrain the post's ability to support fully its overall mission. The post would forego the opportunity to reduce water consumption through renovated and retrofitted structures as part of a new construction program. Under the No Action Alternative, sustainable planning elements that have become a central component of Army design and construction policy since the 1993 RPMP was approved, would not be applied to Fort Belvoir because there would be no further growth. Implementation of the No Action Alternative would have less than significant adverse impacts on building energy use on Fort Belvoir.

6.14 Cumulative Impacts

The cumulative impacts of the Proposed Action when added to the impacts of other past, current, and proposed projects and actions on and near Fort Belvoir for the most part would be less than significant. The single exception is the cumulative impact on the transportation system, which would be adverse and significant but limited to two intersections in the short term and several roadway links in the long term. Mitigation measures are proposed for the significant adverse impacts to transportation and traffic, as described in Table 4.

7.0 PROPOSED MITIGATION AND PROTECTIVE MEASURES

The mitigation measures in Table 4 were identified to address the cumulative impacts of implementing the RPMP short-term and long-term projects on the transportation network and on natural resources. For new short-term and long-term projects proposed as part of implementing the RPMP, the Fort Belvoir Directorate of Public Works would request funding to ensure that projects are planned, designed, built, and operated in accordance with federal, state, and local laws and regulations. Project impacts that could not be avoided would be mitigated as described in Table 4. These mitigation measures and protective measures would be subject to the availability of funding.

Table 4
Proposed Mitigation and Protective Measures

Environmental Resource	Proposed Mitigation or Protective Measures
Land Use	No mitigation or protective measures are necessary.
Socioeconomics	Fort Belvoir would: <ul style="list-style-type: none"> • Monitor response times for law enforcement, fire protection, and medical services on the installation through 2030 to verify that as new projects are completed and the workforce grows, response times do not decline. If they do start to decline, reasonable and appropriate actions may be taken to adjust services, add personnel, or expand or build facilities. • Monitor family support and social services on the installation to make accommodations that may include expanding existing services or offering new ones.
Cultural Resources	On a project-by-project basis, Fort Belvoir, in consultation with the Virginia State Historic Preservation Officer and other consulting parties, as appropriate, would develop mitigation measures and execute memoranda of agreement if review under Section 106 of the National

Environmental Resource	Proposed Mitigation or Protective Measures
	<p>Historic Preservation Act indicates that adverse effects are unavoidable. The exact character of the mitigation measures would be determined on a case-by-case basis.</p>
<p>Transportation and Traffic</p>	<p>Fort Belvoir would:</p> <ul style="list-style-type: none"> • Coordinate with the VDOT and the FCDOT to monitor and study public intersections and roadways near Fort Belvoir to ensure that they maintain acceptable levels of service. If levels of service deteriorate and the deterioration is at least 50 percent due to growth at Fort Belvoir, Fort Belvoir would consider seeking Defense Access Road program or other federal funding for improvements: <ul style="list-style-type: none"> – In the short term, study levels of service at US Route 1 and Pohick Road; Jeff Todd Way intersections with US Route 1 and Telegraph Road; and US Route 1 and Lorton Road. – In the long term, study levels of service at US Route 1 and the Fairfax County Parkway, US Route 1 and Pohick Road, and US Route 1 and Belvoir Road. • Coordinate with VDOT and FCDOT concerning transit, bicycle, and pedestrian corridor studies, such as use of the US Route 1 median and the former Fort Belvoir Military Railroad right-of-way for light rail or bus rapid transit connections to Metrorail and Virginia Railway Express stations; and use of US Route 1 right-of-way through Fort Belvoir for bicycle and hiking trails, under study by state, regional, and federal agencies. • Conduct project-level site traffic impact studies for proposed new projects in accordance with US Army Corps of Engineers and Virginia guidance. • Conduct an installation-wide traffic assessment every five years for the first ten years of the plan as needed that would focus on key intersections and roadway links to determine changes in levels of service. • Update the transportation elements of the Fort Belvoir Transportation Management Plan periodically, with five years being the recommended interval. Needed short-term improvements (next five years) and longer-term major improvements (next ten years) would be identified. <p>In addition to these measures, the RPMP would include the short-term and long-term projects listed below. These transportation projects are not mitigation measures per se but elements of the proposed action. Inclusion in the RPMP of both development and transportation projects does not mean that these projects will actually occur. Rather, as development is proposed for Fort Belvoir, appropriate transportation measures would be identified from those in the RPMP as well as any site-specific measures. This process would likely be subject to project-specific NEPA analysis. The Army would need to plan so that development and transportation measures are coordinated and funded.</p> <ul style="list-style-type: none"> • Short-term projects include: building Lieber Gate on US Route 1; upgrading the Fairfax County Parkway and John J. Kingman intersection by adding turning lanes and upgrading signals; implementing on-post intersection and roadway improvements; and improving Walker Gate's intersection with the Mount Vernon Memorial Highway. (The Lieber Gate Access Road and Control Point contract is funded and will be awarded soon). • Long-term projects include: improving Kingman Gate; grade-separating the Fairfax County Parkway/John J. Kingman/NMUSA intersection (with respect to the improvements to the Fairfax County Parkway/John J. Kingman Road intersection, for which VDOT would be responsible, Fort Belvoir would cooperate with VDOT in accordance with the terms of the Memorandum of Agreement executed between the two agencies in August 2011); adding internal cross streets on Abbot Road, 3rd Street, and 6th Street; widening Gunston Road from 12th Street to 16th Street; connecting 13th Street to 12th Street; completing the Heller loop on FBNA; and adding capacity to Beulah Street from John J. Kingman Road to Woodlawn Road.

Environmental Resource	Proposed Mitigation or Protective Measures
<p>Air Quality</p>	<p>Subject to availability of funds, mitigation measures may be required for construction and stationary source emissions. Construction projects would be carried out in full compliance with current and pending Virginia regulatory requirements using compliant practices and products. Within the region, these regulatory requirements pertain to:</p> <ul style="list-style-type: none"> • Open burning (9 VAC 5, Chapter 130) • Visible emissions (9 VAC 5, Chapters 40-80) • Fugitive dust/emissions (9 VAC 5, Chapters 40-90) • Asphalt paving operations (9 VAC 5, Chapters 45-760 et seq.) • Portable fuel containers (9 VAC 5, Chapters 45-270) • Architectural and industrial maintenance coatings (9 VAC 5, Chapters 45-520 et seq.) • Adhesives and Sealants (9 VAC 5, Chapters 45-620 et seq.) • Consumer products (9 VAC 5, Chapters 45-510) <p>In addition, because the proposed projects would be located in a VOC control area (9 VAC 5, Chapters 20-206), cutback asphalt would be prohibited during the months of April through October except when use or application as a penetrating prime coat or tack is necessary.</p> <p>Regardless of whether stationary sources would be above or below the major modification thresholds, one or more air pollution control permits would be required for the proposed projects. Depending on the level of permitting required, mitigation measures associated with new permitted stationary sources of emissions may include:</p> <ul style="list-style-type: none"> • Best Available Control Technology review for each criteria pollutant • Maximum Achievable Control Technology review for regulated hazardous air pollutants and designated categories • Establishing procedures for measuring and recording emissions and process rates • Meeting New Source Performance Standards and National Emission Standards for Hazardous Air Pollutant requirements • Lowest achievable emission rate review for qualifying nonattainment pollutants • Predictive air dispersion modeling • Acquiring emissions offsets for all contemporaneous emissions increases
<p>Noise</p>	<p>To minimize noise during construction:</p> <ul style="list-style-type: none"> • Construction would primarily occur during normal weekday business hours • Construction equipment mufflers would be properly maintained and in good working order • Construction personnel, and particularly equipment operators, would don adequate personal hearing protection to limit exposure and maintain compliance with federal health and safety regulations • Controls would be put in place to minimize noise from the indoor small arms range at the OSEG training compound. • All activities except those specifically exempt under the Noise Control Act of 1972 would fully comply with Fairfax County Noise Regulations. <p>For long-term transportation projects:</p> <ul style="list-style-type: none"> • During the preparation of NEPA documentation for the proposed Goethals Road expansion (LTT 10), a detailed analysis of construction noise may be conducted with a special focus on potential effects on historical areas, primarily the Alexandria Friends Meeting House.

Environmental Resource	Proposed Mitigation or Protective Measures
	<ul style="list-style-type: none"> • During the preparation of NEPA documentation for other long-term transportation projects that include lane additions or new roadways, detailed traffic noise studies may be conducted, as necessary.
<p>Geology, Topography, and Soils</p>	<ul style="list-style-type: none"> • Standard engineering practices would be followed and construction plans would be prepared in accordance with Fairfax County building codes to address construction-related issues stemming from local soil and subsurface conditions. Such practices include developing appropriate design criteria (e.g. depth and location) for placement of footings and piers in preparation for buildings, roads, bridges and foundations; and considering soil characteristics in designing landscapes, slopes, and retaining walls. • In accordance with the Virginia Erosion and Sediment Control Law (9 VAC 25-840), implemented by the VDEQ, proposed projects with land-disturbing construction activities (such as clearing, grading excavating, transporting and filling of land) equal to or exceeding 10,000 square feet would require the preparation and implementation of soil and erosion control plans, inclusive of BMPs to minimize soil erosion. • In accordance with the Virginia Stormwater Program (9 VAC 25-870), all proposed projects disturbing land areas one acre or greater in size would prepare and implement stormwater pollution prevention plans. • Following construction, top soil would be replaced and sites would be planted with native vegetation to the maximum extent practicable.
<p>Water Resources</p>	<p>Fort Belvoir would:</p> <ul style="list-style-type: none"> • In keeping with the RPMP, locate future development away from stream valleys and surface waters to avoid impacts to streams, floodplains, and Chesapeake Bay Resource Protection Areas (RPAs) as much as possible. • Design and develop future projects in accordance with RPMP guidance; Army guidance; and federal, Virginia, and Fairfax County laws, regulations, and guidance pertaining to development in Chesapeake Bay RPAs, floodplains, and wetlands, and stormwater management, as applicable. For each project: <ul style="list-style-type: none"> – Comply with the applicable requirements of the Virginia Stormwater Management Law and Virginia Stormwater Management Regulations and Virginia Erosion and Sediment Control Law, Regulations, and Certification Regulations, as applicable. – In accordance with the Virginia Stormwater Program (9 VAC 25-870), for action proponent with activities disturbing land areas one acre or greater in size, prepare and implement stormwater pollution prevention plans. – Apply appropriate Energy Independence and Security Act (EISA) Section 438 and stormwater management guidelines. – Include on-site mitigation measures in the project, or, where on-site measures are not practicable, contribute to stream and wetland restoration projects at the 26 stream and wetland mitigation sites on Fort Belvoir. <ul style="list-style-type: none"> ▪ To mitigate the cumulative impacts of the proposed RPMP short-term projects on water resources, continue to assess, and pursue funding to design and restore, the stream segments (sites) discussed in Section 3.8.6 of the FEIS, as appropriate, with a focus on continued compliance with Fort Belvoir's Total Maximum Daily Load (TMDL) municipal separate storm sewer system (MS4) permit requirements, for which two sites (sites 7, and 11), have received TMDL credits for pollutant load reduction under the Chesapeake Bay TMDL for nutrient reduction. Similar credits can be obtained for the remaining sites. These stream restoration projects may include repairs such as culvert removals or more extensive stream channel restoration and bank stabilization. Five sites (sites 7, 8, 9, 10, 11) have already been restored. This is an increase over the four segments restored at the time the Final EIS was published. Seven sites (sites 3, 12, 13, 14, 15, 16, 25) have been fully assessed and are under design. The

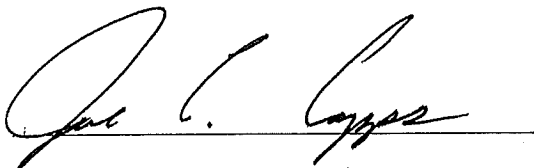
Environmental Resource	Proposed Mitigation or Protective Measures
	remaining ten sites (sites 2, 17, 18, 19, 20, 21, 22, 23, 24, 26) are identified for future assessment, design, and restoration.
Biological Resources	<ul style="list-style-type: none"> • Project-Level Mitigation: Natural resource-related mitigations for each short-term project would be regulated through the Fort Belvoir Tree Removal and Protection policy. Mitigation actions under this policy are determined by the number of trees four inches in diameter-at-breast-height that are removed due to development. The policy provides for several mitigation options, including replacing the lost trees at a 2- to-1 ratio or an “out-of-kind” mitigation action, such as stream restoration or PIF habitat enhancement. The out-of-kind mitigation budget would be determined by the current industry cost of the 2-to-1 tree replacement option. The final mitigation project would be selected by the Fort Belvoir Directorate of Public Works Environmental and Natural Resources Division (ENRD) staff. ENRD would also continue to identify opportunities where actions such as removing abandoned pavement (e.g., Woodlawn Road and Keene Road) or structures would benefit fish and wildlife resources. Also, for each project, Fort Belvoir may need to conduct a survey for potentially present federal and state-listed species and their habitat. • Installation-Wide Mitigation: Fort Belvoir would mitigate the cumulative impacts on natural resources of implementing the proposed short-term projects by designating approximately 110 acres of land to the protected Forest and Wildlife Corridor (FWC), approximately 65 acres to the Accotink Bay Wildlife Refuge, and approximately 59 acres of PIF mitigation areas; and by building three new wildlife crossings under US Route 1 in the Accotink Creek drainage area. The land parcels to be designated to the FWC and the Accotink Bay Wildlife Refuge contain sensitive areas such as wetlands, locally-rare ecotypes, and wildlife migration corridors. Protecting these parcels under the FWC and refuge designations would preserve their ecological value.
Utilities	During the construction of new utility service lines and facilities, the mitigation measures described under Geology, Topography and Soils and Biological Resources would apply.
Hazardous Substances and Potentially Contaminated Sites	<p>Mitigation measures for project development would include all measures normally required by Commonwealth of Virginia and federal environmental regulations, Army and Department of Defense requirements.</p> <p>Each short-term and long-term project would be reviewed during the planning phase for any impacts from known hazardous substances and contaminated areas (to include soil, groundwater, UXO, and landfill gas). If it is determined that contamination would impact the project, mitigations such as additional health and safety requirements, special material handling (removal/disposal/treatment), or engineering controls may be implemented. Fort Belvoir would work with the project team during the planning phase to ensure that any special provisions are included in the construction contract and all applicable requirements are met. If a project encounters an area with unknown contamination, Fort Belvoir would review the site conditions and determine a path forward to ensure protection of human health and the environment, which may include mitigations such as those listed above.</p>
Energy Use and Sustainability	<p>Fort Belvoir would consider:</p> <ul style="list-style-type: none"> • Enhancing the post’s reporting procedures to ensure that all building square footage, energy use, and water use data in the Army Energy and Water Reporting System are current and complete for all facilities on Fort Belvoir. • Collecting an additional metric for assessing data center energy consumption, such as power usage efficiency, to enable tracking of the contribution of high energy use buildings to overall energy consumption on the post and thereby foster more sustainable operations. • Integrating land use and transportation planning to reduce transportation-related impacts.

The Antideficiency Act (31 United States Code §1341) prevents federal agencies, including the Army, from incurring obligations that are not yet funded by Congress. While the Army's intent is to pursue funding for mitigation measures identified in this ROD, we are limited by future Congressionally-approved budgets.

8.0 DECISION

As the US Army Installation Management Command Executive Director, I have considered the findings of the analysis presented in the Final EIS, the supporting studies, and the comments received through the public involvement process. Based on this review, I have selected Alternative 1 – the Preferred Alternative – for implementation because it provides the proper balance of initiatives for the protection of the environment and support for mission essential actions. The Preferred Alternative allows for implementation of the Fort Belvoir RPMP and provides the necessary facilities and infrastructure upgrades for Fort Belvoir to meet Department of Defense requirements. It allows for timely construction of projects LT9, ST40, and ST52 if these project are funded to occur in the sequence presented in the EIS. It also allows for short-term projects to be built before the end of 2017. This may be necessary to support the organizations and units that would need to move to Fort Belvoir during that period. Thus, Alternative 1 has distinct advantages over Alternatives 2 and 3. The No Action Alternative does not meet the purpose and need for the proposed action because it does not provide for further development.

My decision to proceed with Alternative 1 assumes the implementation of the mitigation measures summarized in Section 7.0 of this ROD, which will be subject to the availability of funding. The Army will seek such funding in good faith. All practicable means to avoid or minimize environmental harm from the selected alternative have been adopted. This decision supports the US Army's effort to fulfill its mandated mission requirements. In conclusion, I am approving this ROD for release and directing US Army Garrison.Fort Belvoir to proceed with Alternative 1.



Joe C. Capps, Executive Director
U.S. Army Installation Management Command

DATE **SEP 28 2016**

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