

FEDERAL CAPITAL IMPROVEMENTS PROGRAM

for the National Capital Region

2012-2017

F C I P

NATIONAL CAPITAL PLANNING COMMISSION
401 9TH STREET, NW, SUITE 500, WASHINGTON, DC 20004
202-482-7200 Fax 202-482-7272 www.ncpc.gov
info@ncpc.gov

Adopted
November 3, 2011

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

Contents

FCIP Summary for Fiscal Years 2012-2017	1
FCIP Function and Process	6
Role of the FCIP	6
Legal Authority	7
FCIP Preparation Process	7
Project Evaluation	8
Commission-Released Plans and Programs	11
Projects Submitted by Agencies	18
Analysis of Projects Submitted by Agencies	18
Project Descriptions and Recommendations by Agency	27
Department of Agriculture	31
Department of Commerce	39
Department of Defense	41
Department of Health and Human Services	45
Department of Homeland Security	49
Department of State	53
Department of the Air Force	55
Department of the Army	61
Department of the Interior	79
Department of the Navy	83
Department of Transportation	87
National Aeronautics and Space Administration	91
National Archives and Records Administration	95
Smithsonian Institution	97
National Capital Planning Commission Submitted Projects: <i>Recommended and Strongly Endorsed</i>	107
National Capital Planning Commission Submitted Projects: <i>Recommended for Future Programming</i>	113
Projects by Jurisdiction	121
District of Columbia	122
Maryland	126
Montgomery County	127
Prince George’s County	128
Virginia	130
Arlington County	131
Fairfax County	132
Prince William County	133
Appendix A: Projects Listed By Recommendation and Initial Submission Year	134
Appendix B: Status of Federal Construction	140
Appendix C: Funding Status of Projects Previously Recommended and Strongly Endorsed	141
Appendix D: Public Comments	142
Abbreviations	150
Acknowledgments	151

FCIP Summary for Fiscal Years 2012–2017

The National Capital Planning Commission (NCPC or the Commission) is responsible for planning the orderly development of the federal establishment in the National Capital Region (NCR), which consists of the District of Columbia, the official seat of the national government, the surrounding counties within the states of Maryland and Virginia—Montgomery, Prince George’s, Arlington, Fairfax, Loudoun, and Prince William counties—and the incorporated cities therein.

NCPC has authority to evaluate proposed federal capital projects for their conformity with its own adopted plans and policies. NCPC also uses its review through the Federal Capital Improvements Program (FCIP) to help guide its planning activities in the region. At an early stage, the FCIP identifies projects that are important to the federal establishment and that may have potential adverse impacts or planning problems.

Each year, NCPC reviews and makes recommendations on proposed federal capital improvements within the six-year FCIP. NCPC’s project recommendations assist the Office of Management and Budget (OMB) in reaching budgetary decisions about proposed regional federal capital projects and aid the Commission in initiating the early coordination of federal projects with state and local governments. However, a project’s inclusion in the FCIP does not represent a commitment by the respective federal agency to include funding for the project in subsequent budgets.

This year’s FCIP contains changes to the format of sections of the report presenting agency budget estimates and individual project budget expenditures. In anticipation of budget constraints and limits on capital expenditures, the breakdown of proposed expenditures for each project on a year-by-year basis for the six-year period has been removed. Prior Funding, Total Six-Year Cost, and Total Project Cost are provided as a more reasonable indicator of the projects cost until budget forecasts become clearer.

NCPC’s recommendations are based on the extent to which proposed projects conform to planning and development policies in the region as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments (including the *Comprehensive Plan for the National Capital: Federal Elements* and federal agency systems plans and master plans). The first year of this FCIP represents funding requests contained in the President’s fiscal year (FY) 2012 budget transmitted to Congress in early 2011. Projects scheduled in the second to sixth years involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

PROJECTS SUBMITTED BY FEDERAL AGENCIES

The FCIP FYs 2012-2017 contains 145 proposed projects that have been submitted by federal agencies with budget estimates, and the estimated total cost of proposed projects for fiscal years 2012-2017 is \$3,954,276,000. The number of projects and the total costs of these projects, by agency, are listed in the following table.

TABLE 1: NUMBER OF PROJECTS AND BUDGET ESTIMATES, BY FEDERAL AGENCY

Department/Agency	Number of Projects	Total FYs 2011-2016
Department of Agriculture	13	\$502,821,000
Department of Commerce	1	500,000,000
Department of Defense	6	176,686,000
Department of Health and Human Services	4	472,100,000
Department of Homeland Security*	4	0
Department of State	1	49,000,000
Department of the Air Force	6	334,693,000
Department of the Army	44	1,622,343,000
Department of the Interior	5	28,233,000
Department of the Navy	7	174,611,000
Department of Transportation	4	59,965,000
General Services Administration**	0	0
National Aeronautics and Space Administration	6	279,732,000
National Archives and Records Administration	1	6,000,000
Smithsonian Institution	11	1,125,250,000
Total	113	\$5,331,434,000

*The agency has not submitted funding request for projects submitted during the proposed program.

** The General Services administration has not submitted any projects for this edition of the FCIP

The Commission makes recommendations for projects proposed within the FCIP. The FCIP categorizes each federal capital project based on its conformity with established planning policies. The four recommendation categories—*Recommended and Strongly Endorsed*, *Recommended*, *Projects Requiring Additional Planning Coordination*, and *Recommended for Future Programming*—are defined on pages 30–32.

Of the 113 agency-submitted projects recommended for funding, 9 are in the category of *Recommended and Strongly Endorsed*. Projects that are *Recommended and Strongly Endorsed* receive the highest priority for the allocation of federal capital investment funds. Not only do these projects comply with all relevant laws, policies, and guidelines, but they also are critical to advancing key NCPC planning policies or other important federal interests within the region.

Only one of the new projects submitted this year—*Reconstruct Turf and Soil on the National Mall, National Mall and Memorial Parks*, submitted by the Department of the Interior, National Parks Service—is listed as *Recommended and Strongly Endorsed*. The remaining projects in this category were submitted previously.

Recommended and Strongly Endorsed—Submitted by Federal Agencies

DEPARTMENT OF AGRICULTURE

USDA Headquarters, Agriculture South Building Modernization

DEPARTMENT OF DEFENSE

Pentagon Renovation

DEPARTMENT OF THE ARMY

Army Corps of Engineers (USACE), Flood Control Project

DEPARTMENT OF THE INTERIOR

Reconstruct Turf and Soil on the National Mall and Memorial Parks

SMITHSONIAN INSTITUTION

National Museum of American History – Kenneth E. Behring Center Public Space Revitalization

National Museum of Natural History Revitalization

Renovate Arts and Industries Building

Restore Renwick Gallery

Restore Smithsonian Castle

55 of the submitted projects are in the *Recommended* category. *Recommended* projects are those submitted by federal agencies other than NCPC that are in conformance with all applicable laws, with the submitting agency's master plan and policies and with the policies and plans of the relevant federal, regional, and local authorities. These projects, though meritorious and worthy of funding, are not deemed critical to the implementation of federal strategic planning objectives.

The FCIP identifies 49 projects as *Requiring Additional Planning Coordination*. These are projects for which NCPC recommends that a particular planning issue be further addressed. Projects listed in the *Requiring Additional Planning Coordination* category are generally included because they have outstanding planning issues that require additional consultation with NCPC staff, with other federal agencies, or with local or regional planning agencies, to address and resolve concerns. Some proposals are in a very early stage of development and lack sufficient information to justify a more detailed recommendation at this time.

NCPC comments are provided for all projects in the *Requiring Additional Planning Coordination* category and identify why projects have been included in this category. It is important to note that the *Requiring Additional Planning Coordination* category is not necessarily an indication of the overall merits of the project. It is often the case that additional consultation will result in resolution of planning issues, or that development of additional information will result in a different recommendation for the project.

The number and total cost of projects submitted by agencies other than NCPC are listed in the following table by jurisdiction. The table does not include projects recommended for future programming or privately funded projects occurring on federal properties.

TABLE 2: NUMBER OF PROJECTS AND ESTIMATED PROJECT COSTS, BY STATE/COUNTY

	Number of Projects	Total Cost (000,000 of Dollars)	Percent of Total Program Costs
District of Columbia	39	1,552	29.1
Maryland			
Montgomery County	8	1,001	18.8
Prince George's County	25	786	14.7
Subtotal	33	1,787	33.5
Virginia			
Arlington County	21	450	8.4
Fairfax County	19	1,385	26
Prince William	1	157	3
Subtotal	41	1,992	37.4
Total	113	5,331	100.0

The estimated total cost of agency-submitted projects in this year's FCIP is \$5.3 billion. This year an equal number of projects, 39, are located in the District of Columbia and Virginia. Maryland has 33 projects; representing 33.5 percent of the total proposed projects by cost. More detailed information is provided in the Analysis of Projects Submitted by Agencies section, on page 18.

Project and cost distribution has been influenced by two major areas, new construction and building modernization. Virginia and Maryland have begun to see BRAC-related construction projects come to an end, most notably at Fort Belvoir, Virginia. As the 2005 round of BRAC concludes, however, new project submissions and the continuation of normal construction activity at these facilities have led to additional requests for the current FCIP cycle. Fort Belvoir has submitted 6 new and 19 total projects, totaling \$1.3 billion. Given current budget uncertainties some agencies have been unable to provide information broken out by fiscal year and others have been unable to provide any information at all. Thus the current document does not include a year-by-year breakdown of agency public works programs, and includes no information from the General Services Administration (GSA). Staff is working to resolve these issues for the FY 2013-2018 edition of the FCIP.

PROJECTS SUBMITTED BY NCPC

Commission-submitted projects are those the Commission believes should be submitted by another agency for future programming to advance and implement NCPC and/or local planning policies and initiatives; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. These projects do not include estimated budgets.

Of the 29 projects that have submitted by NCPC, the agency has identified 13 that are critical to strategically advancing significant Commission and local planning policies and initiatives, as well as other important federal interests, and are therefore *Recommended and Strongly Endorsed*. These projects may include those proposed by other federal departments and agencies, or those that arise from NCPC initiatives such as the Legacy Plan, the *National Capital Urban Design and Security Plan*, the *Memorials and Museums Master Plan*, and the *Comprehensive Plan for the National Capital: Federal Elements*.

The 16 remaining NCPC-submitted projects are in the category *Recommended for Future Programming*. NCPC recommends that the appropriate agencies program these projects into their budgets as soon as fiscal and budgetary conditions permit.

Recommended and Strongly Endorsed—Submitted by NCPC

Projects from the Monumental Core Framework Plan

- Federal Heritage Trail
- J. Edgar Hoover Building Site Feasibility Study
- Potomac Park Access Plan
- River Esplanade and Bicycle Trail Enhancement Plan
- Southwest Ecodistrict (10th Street And Maryland Avenue)
- 10th Street NW Corridor Improvements Within The Federal Triangle
- Federal Triangle and Archives-Navy Memorial-Penn Quarter Metrorail Stations Access Study
- Kennedy Center Access Improvement and Related Projects
- Pennsylvania Avenue (3rd To 15th Streets And Federal Triangle, NW) Public Space Improvement and Management Plan

Other Projects

- National Mall Improvements
- In-Depth Sewer Study for the Federal Triangle Area
- Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail
- Dulles Corridor Rapid Transit Project

PRIVATELY FUNDED PROJECTS ON FEDERAL PROPERTIES

The FCIP continues to identify privately funded projects occurring on federal properties in the National Capital Region, although funding for these projects is not included as part of the capital improvement funding program. This year's FCIP includes one such project: the Department of the Army, Armed Forces Retirement Home *Master Plan*.

FCIP Function and Process

ROLE OF THE FCIP

The FCIP is a planning tool. NCPC reviews proposed federal capital projects within the NCR for their conformity with adopted federal plans and policies and makes recommendations based on this review. The Commission transmits these recommendations to the Office of Management and Budget (OMB), which in turn, uses the program to inform its development of the President's annual budget.

The Commission's recommendations signify an assessment of the project's contribution to the implementation of planning policies and initiatives or the support of key federal interests.

Another function of the FCIP is to coordinate proposed federal agency capital projects with various NCPC-approved plans. The FCIP functions as a vital first step in the implementation of these plans by serving as an early notification and coordinating tool for interested local, regional, and state agencies.

State and local governments also submit their capital improvement programs to NCPC for review. This allows the Commission to determine at an early stage, whether state and local projects negatively affect federal interests. It also ensures that related projects are coordinated, possibly avoiding delays at the time of formal review. This results in cost savings to local and state governments and overall improvements in the regional economy.

Capital Improvement Definition

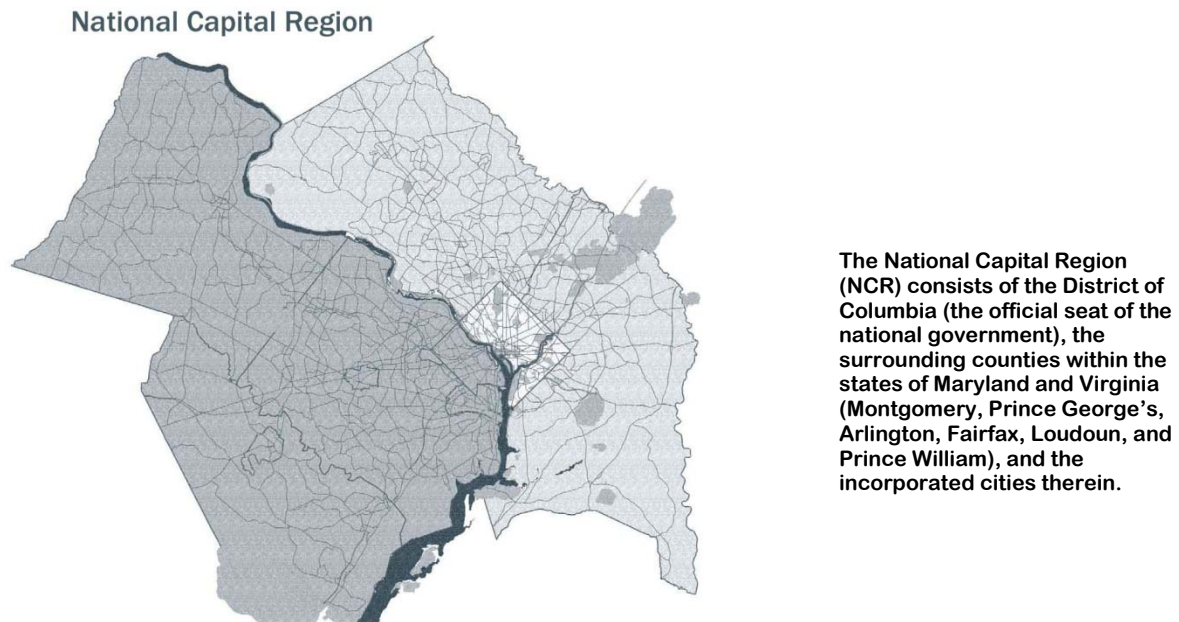
For purposes of the FCIP, a capital improvement is defined as a non-recurring expenditure or any expenditure for physical improvements. Costs may derive from acquiring existing buildings, land, or interests in land; constructing new buildings or other structures; making additions and major alterations; constructing streets, highways, or utility lines; acquiring fixed equipment; and landscaping.

Expenditures for federal capital improvements include:

- Funds appropriated by Congress.
- Non-appropriated federal funds generated from sources such as retail sales at United States postal facilities, military stores, and officers' clubs.
- Funds provided by the private sector for construction on federal property or for construction on private land, provided the new structure is for occupancy and eventual ownership by the federal government.

LEGAL AUTHORITY

Preparation of the FCIP is pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. 8723(a)), which requires that NCPC annually review and recommend a six-year program of federal public works projects for the NCR. In addition, Section 33.1(d) of OMB Circular No. A-11 *Preparation, Submission, and Execution of the Budget* (July 2008) states that agencies “must consult with the National Capital Planning Commission in advance regarding proposed developments and projects or commitments for the acquisition of land in the National Capital area.” OMB has identified the FCIP as an important tool for its use in analyzing federal budget requests for capital projects.



Note: The National Capital Planning Commission’s recommendations and comments within the FCIP shall not be construed or represented to constitute Commission review and approval of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute. In addition, a project’s inclusion in the FCIP does not represent a commitment by the respective agency to including funding for the project in subsequent budgets.

FCIP PREPARATION PROCESS

Preparation of the FCIP requires federal departments and agencies to submit planned capital projects for the next six years to the NCPC. Year one of the FCIP represents projects contained in the President’s FY 2012 budget (the capital budget). The second to sixth years represent yearly planning stages for specific projects, or planning for new projects (the capital program).

NCPC requested capital planning information for the upcoming six years, including budget estimates, from federal agencies during the spring of 2011. In late spring, the Commission staff prepared its recommendations for the capital projects and submitted the draft document for review at the July meeting. Following Commission authorization at its July 2011 meeting, the proposed FCIP was distributed to participating federal departments and agencies, regional planning agencies, local and state governments, and the general public for review and comment. Where applicable, comments received from outside organizations are noted in the FCIP. During this review period, and up to the date of adoption, federal agencies may revise the project descriptions and capital budget information. NCPC also continues to update

the information in the FCIP document to ensure that project and capital budget information closely reflects the actual budget information agencies provide to OMB in September.

Shortly after adoption of the annual program in September, 2011, the Commission requests updated information regarding agency project and budget submissions for the FY 2013 capital budget. After receiving this updated information, the Commission confirms and/or updates their recommendations, and transmits this information to OMB before the end of Fiscal Year 2011.

PROJECT EVALUATION

Through the Federal Capital Improvements Program (FCIP), NCPC has evaluates proposed federal capital projects in the NCR for recommendation to OMB. NCPC's recommendations are based on the extent to which proposed projects conform to the Comprehensive Plan for the National Capital, NCPC-approved site and building plans, NCPC-approved master plans for federal installations, NCPC-adopted plans and policies, and other federal interests. NCPC's recommendations for each federal capital project are categorized as *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination*; and *Recommended for Future Programming*. (Detailed definitions of the four categories begin on page 27.)

The remainder of this chapter includes a description of NCPC's process for approving site and building plans and master plans for federal installations, and NCPC-adopted plans and policies.

Site and Building Plans

One of NCPC's principal responsibilities is to coordinate development activities of federal and District of Columbia agencies in the region. Federal agencies submit to NCPC their specific development proposals for site acquisitions, building construction or renovation, site development, street and road extensions and improvements, modifications to parking, and all forms of commemorative works as required under Section 5 of the National Capital Planning Act and other statutes. NCPC reviews these projects for conformity with applicable provisions of the *Comprehensive Plan for the National Capital* and approved Installation Master Plans (see below).

This project review process is separate from the FCIP. Many of the projects within the FCIP have been submitted for NCPC approval by their sponsoring agencies. If the Commission has reviewed a project, it is noted within the "Comment" section following the project's description. When evaluating a project within the FCIP, NCPC considers the extent to which a project conforms to comments offered during project review. For projects that have not been submitted to NCPC for review, the Commission's recommendations and comments within the FCIP do not represent approval or denial. Inclusion of projects within the FCIP does not constitute Commission review as required under Section 5 of the National Capital Planning Act, or any other applicable statute.

Installation Master Plans

NCPC requires all installations with two or more major structures or land-use activities to have current master plans. The Commission uses these plans in its review of construction plans for individual federal projects and reviews these long-range installation plans for consistency with broad Commission and other development policies. This review includes an evaluation of whether the quality, character, and extent of facilities proposed within an installation's master plan could accommodate the installation's assigned mission, as well as other plans and programs of the agency. Many projects included in the FCIP are located on installations that require a master plan. Their conformity with applicable master plans influences the Commission's recommendations within the FCIP.

NCPC recommends that federal agencies assess the status of all approved master plans every five years. Master plans should be revised, as needed, to incorporate all project proposals prior to submitting them to NCPC as part of the capital improvements program.

TABLE 3: STATUS OF MASTER PLANS FOR INSTALLATIONS INCLUDED IN THE PROGRAM

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
District of Columbia Courts		
Judiciary Square	08-4-05	
Department of Agriculture		
Beltsville Agricultural Research Center	06-06-96	
National Agricultural Research Library		
U.S. Arboretum	02-01-07	
Department of the Air Force		
Joint Base Andrews Air Force Base	05-31-79	Yes
Department of the Army		
Adelphi Laboratory Center	04-03-97	Yes
Arlington National Cemetery	03-05-98	Yes
Armed Forces Retirement Home	07-10-08	Yes
Army National Guard (Arlington)	04-02-09	
Fort Belvoir	05-06-93	Yes
Joint Base Myer Henderson Hall	09-02-10	Yes
Humphrey Engineering Center	06-04-98	
Veterans Affairs Medical Center	12-03-09	
U.S. Army Garrison—Forest Glen, MD	06-03-05	Yes
Department of Commerce		
NIST-Gaithersburg	12-03-09	
Department of Defense		
The Pentagon	06-02-05	Yes
Department of Energy		
Germantown		
General Services Administration		
Consumer Products Safety Commission		
FDA—White Oak	12-03-09	
Suitland Federal Center	10-03-03	
DHS—St. Elizabeths	07-01-10	Yes
Department of Health & Human Services		
NIH—Bethesda Campus	01-06-05	Yes
NIH—Poolesville Animal Center	05-05-96	
	05-04-00 (Comprehensive Design Plan)	Yes

TABLE 3: STATUS OF MASTER PLANS FOR INSTALLATIONS INCLUDED IN THE PROGRAM (CONTINUED)

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
Department of Homeland Security		
U.S. Coast Guard Headquarters St. Elizabeths	07-07-2010	
Federal Law Enforcement Training Center		
GSA Nebraska Avenue Complex	05-05-11 (Draft Master Plan)	Yes
U.S. Secret Service—J.J. Rowley Training Center	09-05-96	
National Aeronautics and Space Admin.		
Goddard Space Flight Center	04-04-03	
National Archives and Records Admin.		
College Park		
Department of the Navy		
Anacostia Naval Station		Yes
Joint Base—Andrews AFB	02-04-93	Yes
Joint Base—Anacostia-Bolling AFB	05-05-11 (Draft Master Plan)	Yes
Naval Center Suitland	10-03-02	Yes
Naval Surface Warfare Center—Carderock	01-09-04	Yes
Marine Corps Base Quantico	12-05-02	Yes
Naval Support Activity—Bethesda	02-05-09	Yes
Smithsonian Institution		
The Mall	07-10-69 (Comprehensive Plan)	
National Zoological Park	11-06-08	
Suitland Museum Support Center	12-02-93	Yes
Department of State		
Schultz Center	03-02-89	Yes

COMMISSION-RELEASED PLANS AND PROGRAMS

The federal establishment has a large impact on the appearance, operation, and economy of the National Capital Region (NCR). As the NCR and the federal establishment evolve and change, new issues—such as security, declining federal employment, increasing federal procurement spending, and the location of monuments and memorials—have taken on greater urgency. In response, the Commission has developed a number of plans and programs, including the following:

Extending the Legacy: Planning America's Capital for the 21st Century

The Legacy Plan, released in 1997, is a vision plan for the long-term growth of the monumental core of Washington. The Legacy Plan redefines the monumental core to include adjacent portions of North, South, and East Capitol Streets, and reclaims and reconnects the city's waterfront, from Georgetown on the Potomac River to the National Arboretum on the Anacostia. It proposes ridding the city of visual and physical barriers, including removing portions of the Southeast/Southwest Freeway, relocating railroad tracks and bridges, and redesigning other high-capacity transportation facilities that have divided Washington's neighborhoods for decades and restricted access to the waterfront. The Legacy Plan also addresses the District's urgent need for jobs and increased mobility by creating opportunities in all quadrants of the city for new parks, offices and other development, and transit centers.

There are five guiding principles articulated in the Legacy Plan:

- Build on the historic L'Enfant and McMillan Plans, which are the foundation of modern Washington.
- Unify the city and the monumental core, with the Capitol at the center.
- Use new memorials, museums, and other public buildings to stimulate economic development.
- Integrate the Potomac and Anacostia Rivers into the city's public life and protect the National Mall and the adjacent historic landscape from undesirable intrusions.
- Develop a comprehensive, flexible, and convenient transportation system that eliminates barriers and improves movement within the city.

In the decade following the adoption of the Legacy Plan, the Commission completed a number of planning initiatives in the District of Columbia that relate to the Legacy Plan themes. These initiatives include the development of a plaza at the Kennedy Center, the Circulator transit system, the Anacostia Waterfront Initiative, the redevelopment of South Capitol Street, a feasibility study of relocating rail lines in Southwest and Southeast, and the RFK Stadium Site Redevelopment Study. To further specific planning for the monumental core as envisioned in the Legacy Plan, the Commission developed *The Monumental Core Framework Plan: Connecting New Destinations with the National Mall*. The Framework Plan was adopted by the Commission in April of 2009 and is described below.

The Commission encourages all federal agencies to adhere to the concepts contained in the Legacy and Framework Plans as they prepare proposals for development within the monumental core and the region. In reviewing projects for the FCIP, the Commission recommends and strongly endorses significant proposed projects that help implement these plans and other planning initiatives currently underway.

Comprehensive Plan for the National Capital: Federal Elements

The National Capital Region shares many traits with other metropolitan areas, but it also has unique qualities and distinct planning and development needs that set it apart. One of the Commission's primary tools in planning for federal activities is the *Comprehensive Plan for the National Capital*¹ (Comprehensive Plan).

¹ *The Comprehensive Plan for the National Capital* includes both federal and District elements. Since the adoption of the District of Columbia Home Rule Act of 1973, NCPC has prepared the Federal Elements and the District of Columbia has prepared the District elements.

This plan is a blueprint for the long-term federal development of the nation's capital that guides the Commission's decision making on plans and proposals submitted for its review, including those projects submitted for the FCIP.

Within the Comprehensive Plan, NCPC recognizes the capital city and its surrounding region as more than a concentration of federal employees and facilities but also as the symbolic heart of America. The city itself represents national power, promotes the country's shared history and traditions, and, through its architecture and physical design, embodies national ideals. In the Comprehensive Plan, NCPC strikes a balance between preserving the city's rich heritage and shaping a vision for its future. The Comprehensive Plan's guiding principles provide context, and the policies provide the plan's direction. Collectively, the policies represent a vision that the Commission and the federal government intend to promote in the region for years to come. The Comprehensive Plan identifies and addresses

- The current and future needs of federal employees and visitors to the nation's capital.
- The need to locate new federal facilities efficiently and maintain existing ones where appropriate.
- The placement and accommodation of foreign missions and international agencies.
- The preservation and enhancement of the region's natural resources and environment.
- The protection of historic resources and urban design features that contribute to the image and functioning of the nation's capital.
- The need to maintain and improve access into, out of, and around the nation's capital.

NCPC maintains the federal elements according to its authorities under the National Capital Planning Act. On August 5, 2004, the Commission adopted a complete revision of the Comprehensive Plan. Staff is currently developing an update to existing elements and preparing a draft of a new urban design element. This new element will focus on the design of federal public buildings and open space, and complement federal planning efforts including NCPC's Activating Federal Places study and GSA's Good neighbor Program.

The District Elements were last revised in 2006. The District government recently concluded a public review process for the District elements and has proposed amendments to the Council of the District of Columbia.

The Federal Elements include:

- Federal Workplace
- Foreign Missions and International Organizations
- Transportation
- Parks and Open Space
- Federal Environment
- Preservation and Historic Features
- Visitors

The Comprehensive Plan—along with the system plans of federal and District agencies, individual installation master plans and subarea plans, development controls, and design guidelines—provides a road map for land-use and development decision-making in the region. Federal agencies should use the Federal Elements of the Comprehensive Plan as a planning policy guide in selecting projects for submission in the capital improvements program.

Memorials and Museums Master Plan

The Memorials and Museums Master Plan (2M Plan), adopted in 2001, extends the Legacy Plan's vision for the monumental core by recommending strategically located sites for memorials and museums outside of the city's monumental core. These locations provide appropriate settings for commemorative works, support the Legacy vision, and satisfy important local economic and neighborhood objectives. By identifying sites for future memorials and museums, the 2M Plan ensures that future generations of Americans will have premier locations for commemorative works.

Most sites identified in the 2M Plan are already under federal control, and their future use can be coordinated through Commission review of federal projects and master plans. A few sites are non-federal; and some sites are suggested in conjunction with future development and infrastructure improvements, such as reconstruction of bridges and roads that would involve a combination of federal, local, and private-sector property. 2M Plan Site Eight, located in the South Capitol Street corridor, is one such example. The future success of such sites will involve close coordination with the local government's planning process.

Calling the National Mall a "substantially completed work of civic art," Congress endorsed the concepts in the 2M Plan by enacting a Reserve on the Mall in 2003, significantly limiting new museums or memorials on the Mall and increasing the need to identify suitable locations in other areas.

The Commission encourages federal agencies and others responsible for new memorials, museums, and related uses follow the 2M Plan. Although many such projects are privately funded, agencies are encouraged to include these projects in their capital programs and to coordinate the projects and their installation master plans with the *Memorials and Museums Master Plan*.

The National Capital Urban Design and Security Plan

Security measures at federal facilities have escalated over the past decade. Following the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City, and the subsequent terrorist attacks of September 11, 2001, many federal agencies in the NCR erected makeshift barriers at their facilities. As a result, unsightly and poorly functioning building entrances and public spaces proliferated at federal facilities, marring the beauty and openness of the nation's capital.

In March 2001, the Commission's Interagency Security Task Force began discussing the redesign of Pennsylvania Avenue in front of the White House. The report, *Designing for Security in the Nation's Capital*, adopted in November 2001, summarized the findings of the task force regarding both Pennsylvania Avenue and the design of security measures throughout the monumental core. The task force report led to the 2002 *National Capital Urban Design and Security Plan*.

The Commission released the *National Capital Urban Design and Security Plan* to guide federal agencies in the design of perimeter security that protects against bomb-laden vehicles approaching federal buildings. The Security Plan conceptually addresses security design for various areas in the monumental core, including the Federal Triangle, the National Mall, the Southwest Federal Center, the West End, downtown, and Pennsylvania, Constitution, and Independence Avenues. The plan suggests a framework to improve the design of perimeter security elements while reestablishing a sense of openness and freedom. It was designed to encourage comprehensively designed streetscape projects that incorporate perimeter security for a number of federal facilities along a street, while discouraging makeshift barriers and building-by-building planning. Design solutions include "hardened" street furniture and landscaped planting walls that can enhance local streetscapes while providing security. The plan calls upon federal agencies to follow the plan's guidelines for attractive, comprehensive security solutions as they develop capital projects for perimeter security. The plan helps the Commission evaluate physical perimeter security proposals on federally owned land within the District of Columbia and other public projects in the central area, and to make recommendations on federal projects in the NCR.

NCPC encourages all federal agencies to design security improvements that are aesthetically appropriate to their surroundings and enhance the public environment. In particular, security improvements should be designed in accordance with recommendations in NCPC's *National Capital Urban Design and Security Plan*.

The Monumental Core Framework Plan: Connecting New Destinations with the National Mall

In the spring of 2006, NCPC, in partnership with the U.S. Commission of Fine Arts (CFA) launched a multi-agency initiative to develop the *Monumental Core Framework Plan* (Framework Plan). To guide the development of the Framework Plan, NCPC and CFA formed a Steering Committee comprised of 15 federal and local agencies to participate in a forum for input, collaboration, and interagency coordination on complex land use, transportation, and public space issues. Additionally, extensive public outreach was conducted. Following adoption by the CFA in March, the Framework Plan was unanimously adopted by the Commission in April, 2009.

The Framework Plan re-imagines federal precincts near the National Mall as exciting destinations connected to each other, the waterfront, and downtown. The plan's bold proposals aim to infuse the civic qualities of the Mall and the vibrancy of the city throughout the monumental core, transforming how visitors, workers, and residents experience Washington, DC.

The Framework Plan offers specific guidance on creating exciting settings for public and private development while reserving space in the heart of the nation's capital for memorials, museums, and public buildings. It will help preserve the Mall's treasured open space and contribute to a more livable city. The plan also proposes ways to overcome barriers and encourage compact, mixed-use development. The local street grid will be restored and Washington's reputation as a walkable, transit-oriented, sustainable city will be enhanced.

Nearly six million square feet of new space for museums, cultural attractions, federal offices, and private mixed-use development are identified. The plan marks four potential major museum sites in addition to numerous locations for memorials, while reclaiming up to 120 acres for public gathering, recreation, and parkland.

An action agenda outlines important organizational and funding tools. The plan also includes a series of next steps to guide efforts for moving the vision towards reality. Large and small initiatives are noted and many of the more modest elements can be achieved in the near term. The most ambitious improvements will take a number of years to finalize, fund, and construct. Some of the redevelopment projects will occur only when infrastructure elements have reached the end of their useful life and must be replaced. Progress on smaller, immediate projects can proceed in ways that support the long-term goals.

While the Framework Plan was developed to address federal planning needs, it also identifies opportunities for significant local and private improvements. These opportunities include private development of the air rights above decked-over highways and rail lines. Ground-floor retail can service visitors while supporting residential uses and federal workers. Through the many public-private opportunities identified in the plan, Washington can become an even greater capital city.

The Framework Plan proposes four primary initiatives:

Extending the Commemorative Landscape

The **Northwest Rectangle** can become an accessible, walkable cultural destination and workplace.

- Link the Kennedy Center Complex with the Lincoln Memorial to establish a ceremonial boulevard and create an enhanced waterfront esplanade to extend the symbolic qualities of the National Mall.
- Connect the Kennedy Center with the White House and Presidents Park to utilize the E Street corridor as a commemorative, linear park with places for cultural enrichment and leisure activities. The street grid would be restored by placing infill development over the Potomac Freeway and E Street Expressway.

Linking Downtown with the National Mall

Pennsylvania Avenue and the Federal Triangle offer a unique opportunity to integrate diverse aspects of Washington life by featuring a mix of activities and engaging public spaces. Efforts to strengthen the area's appeal to visitors and workers will also reclaim the avenue's role as a preeminent ceremonial boulevard.

- Forge a new destination on Pennsylvania Avenue by concentrating a mix of office, culture, and hospitality uses between 9th and 12th Streets, NW.
- Enhance the public realm by creating a welcoming, interconnected system of lively, beautiful streets. Introduce sustainable public spaces and improve the pedestrian experience to add symbolic importance to Pennsylvania Avenue and the Federal Triangle.

Connecting the National Mall with the Waterfront

The **Southwest Rectangle** can be reborn as a lively and sustainable urban center connecting the city's downtown core with the National Mall and the Potomac waterfront.

- Redefine 10th Street, SW as an inviting, lively, mixed-use corridor connecting the National Mall to a premier cultural destination near the waterfront using state-of-the-art sustainable redevelopment practices.
- Restore Maryland Avenue as a grand urban boulevard and reclaim Reservation 113 to link the U.S. Capitol to the Jefferson Memorial while improving mobility and environmental quality.
- Repair the urban fabric to restore the street grid, deck over highways, and redevelop superblocks to improve the public realm by integrating open space, increasing development density, and improving the mix of uses.

Enhancing the Waterfront Experience

Potomac Park is re-imagined as a prestigious location extending from the National Mall. A setting of extraordinary beauty will offer sweeping waterfront vistas, shorelines that showcase environmental stewardship, and opportunities for a variety of active uses or peaceful solitude.

- Develop Potomac Harbor along the Washington Channel with improved recreational facilities, visitor services, and an expanded marina.
- Connect Potomac Park to the city by providing improved pedestrian, bicycle, boat, car, Metro, and water taxi access.
- Reprogram Potomac Park for sustainable recreation by offering a range of activities and naturalized areas connected to a continuous waterfront trail. Retain and modify the existing golf course.
- Create a festival ground at the Jefferson Memorial to relieve pressure on the National Mall and allow for a range of events and uses.

The Framework Plan complements the NPS's National Mall Plan that is under development. The National Mall Plan will address the operational and maintenance challenges resulting from the thousands of events and millions of visitors who enjoy the iconic civic space at the heart of the nation's capital.

Federal agencies should use the Framework Plan as a planning guide in preparing projects within the monumental core for submission to the capital improvements program.

CapitalSpace: Ideas to Achieve the Full Potential of Washington's Parks and Open Space

Washington is a city of parks. With its many large and small neighborhood parks, school yards, formal downtown parks, stream valley corridors, forest preserves, and green river banks of the Potomac and Anacostia, it is graced with more green space per person than any other U.S. city of its size. In addition, while known the world over for the symbolic power of the National Mall, smaller parks and open space throughout Washington's neighborhoods have historic attributes and commemorative features that make them signature elements of the nation's capital.

Although Washington's parks and open space are abundant and beloved, their quality and uses have not kept pace with the desires of expanding resident and worker populations or millions of annual visitors. To help address this cooperatively, the National Capital Planning Commission (NCPC), the District of Columbia Office of Planning (DCOP) and Department of Parks and Recreation (DPR), and the National Park Service (NPS) formed the CapitalSpace partnership.

The CapitalSpace plan is not a comprehensive plan that addresses all park issues and park sites, nor is it a plan that addresses physical improvements at specific parks. Instead, the plan provides a vision for a beautiful, high-quality, and unified park system for Washington. On April 1, 2010, the National Capital Planning Commission unanimously adopted the CapitalSpace Plan.

The CapitalSpace partner agencies began by completing the first comprehensive analysis of all of Washington's parks and open space in nearly 40 years. Recognizing that planning and management efforts are currently underway to enhance the National Mall and parks along the Potomac and Anacostia Rivers; CapitalSpace is focused on other national and local parks in the neighborhoods throughout Washington. This analysis found that within Washington's park system, the wide variety of park types, sizes, and traits, coupled with shared jurisdiction between local and federal authorities, presents challenges in meeting both local and national needs, as well as difficulties in planning, enhancing, and maintaining the parks.

Yet the analysis also found that there are tremendous opportunities to ensure that Washington's parks are accessible to everyone who lives in, works in, or visits the city. The city's parks and open spaces can connect communities; provide a diversity of passive and active recreation that enhances urban living; and offer rich natural, cultural, commemorative and historic resources that define neighborhoods and provide unique experiences. The CapitalSpace plan highlights the critical role parks play in achieving District and federal goals for a healthy, sustainable and livable city.

The CapitalSpace Plan is organized around six action-oriented big ideas focused on key areas to help make the vision a reality. These Six Big Ideas identify recommendations that can best be accomplished by the CapitalSpace partner agencies working together and are intended to maximize existing assets, address current and future needs, and capitalize on existing opportunities. They include ideas for new planning and development policies, physical improvements and uses, and approaches to operation and maintenance. CapitalSpace sets the framework for an enduring partnership between federal and District agencies.

The Six Big Ideas are:

- **Link the Fort Circle Parks** by implementing a greenway and making the parks into destinations.
- **Improve public schoolyards** to help relieve the pressure on nearby parks and better connect children with the environment
- **Enhance urban natural areas** and better connect residents to encourage urban stewardship for natural resources.
- **Improve playfields** to meet the needs of residents, workers, and visitors.
- **Enhance Center City parks** and open space to meet support a vibrant downtown.
- **Transform small parks** into successful public spaces, forming a cohesive urban network of green spaces.

Each of the Six Big Ideas has recommendations intended to provide environmental, historic, cultural, and recreational benefits, and support shared goals for a greener, sustainable, and healthier city for all residents, workers, and visitors. These recommendations include actions to improve access; enhance the quality of existing spaces; develop strategies for programming, design and use to better accommodate diverse park visitor needs; and to create education and information activities. Some recommendations may be achieved relatively quickly, while others will advance incrementally and take a number of years to fully complete. Out of these recommendations, the CapitalSpace partners identified seven priority actions to be accomplished within the next few years through the collaborative efforts of the partnership. These priority actions can be found in the *Commission-Submitted projects* section of the FCIP.

One of the most valuable outcomes of the CapitalSpace initiative is the development of shared goals, improved communication, and strengthened relationships between the partner agencies. These outcomes will allow the partners to better promote opportunities and address challenges facing Washington's parks. To further strengthen interagency communication and working relationships, the partner agencies are committed to holding quarterly meetings and developing an annual CapitalSpace status report to track progress on key action items. Further, the partner agencies have identified the following issues to be the subject of continuing inter-agency coordination.

Collaborate on Overarching Issues

Several overarching recommendations arose in the development of the Six Big Ideas that partner agencies believe should be incorporated into any park project: expand and coordinate public information; improve coordination for ongoing maintenance; align plan document recommendations; expand green job developments; and use sustainable practices to construct, maintain and program parks. Further, the partners will continue to work together on opportunities for new or more accessible park and open space.

Maximize Resources

The CapitalSpace partners are committed to advancing recommendations by working together, which can help leverage limited budgets and bring additional resources from other agencies and external groups to advance projects, programs, and activities. The partner agencies will look for opportunities to maximize their resources by coordinating work plans, capital improvement budgets, and other programs, where appropriate.

Build Partnerships

There are tremendous opportunities to forge partnerships to improve Washington's parks, which combine the assets of the public and private sectors in creative ways. NPS and DPR maintain standard partnership programs, which can be tailored to meet specific goals and reflect the requirements of the parent agency. The partner agencies are committed to strengthening park partnerships by connecting interested partners to the right agency through improved information sharing; exploring legislative changes that could provide increased partnering flexibility; and identifying opportunities for agencies to jointly enter into cooperative agreements with a single partnership organization.

Projects Submitted by Agencies

A total of 113 projects at an estimated cost of \$5.33 billion were submitted by 14 federal departments and agencies in the National Capital Region (NCR). Table 4 summarizes the total number of projects and budget estimates by each federal agency for the FYs 2012-2017 FCIP.

TABLE 4: TOTAL NUMBER OF PROJECTS AND BUDGET ESTIMATES BY AGENCIES

Department/Agency	Number of Projects	Total FYs 2011-2016
Department of Agriculture	13	\$502,821,000
Department of Commerce	1	500,000,000
Department of Defense	6	176,686,000
Department of Health and Human Services	4	472,100,000
Department of Homeland Security*	4	0
Department of State	1	49,000,000
Department of the Air Force	6	334,693,000
Department of the Army	44	1,622,343,000
Department of the Interior	5	28,233,000
Department of the Navy	7	174,611,000
Department of Transportation	4	59,965,000
General Services Administration**	0	0
National Aeronautics and Space Administration	6	279,732,000
National Archives and Records Administration	1	6,000,000
Smithsonian Institution	11	1,125,250,000
Total	113	\$5,331,434,000

*The Department of Homeland Security has not submitted funding request for projects submitted during the proposed program.

** The General Services administration has not submitted any projects for this edition of the FCIP

ANALYSIS OF PROJECTS SUBMITTED BY AGENCIES

The federal establishment has a large impact on the appearance, operation, and economy of the NCR. Summarized below is an analysis of factors shaping projects within the program, trends in projects submitted by agencies, and the potential impacts of the projects submitted, including the impact of federal employment in the NCR.

Factors Shaping Projects within the Program

The estimated total cost of agency-submitted project in this year's FCIP is \$5.3 billion. This is a significant decrease from last year's total project cost of \$8.6 billion. This is due to several factors. Given current budget uncertainties, some agencies have been unable to provide information broken out by fiscal year and others have been unable to provide any information at all. Thus the current document does not include a year-by-year breakdown of agency public works programs, and includes no information from the General Services

Administration (GSA). Staff is working to resolve these issues for the *FCIP, Fiscal Years 2013-2018*. Additionally, substantial portion of this years' decrease results from to the completion of (BRAC) projects and the restructuring of budgets by agencies to conform to reductions in appropriations.

Trends in Projects Submitted by Agencies

Annual Total Costs of Federal Capital Improvement Programs

Chart 1 provides a comparison of total costs of federal capital improvement programs from this year's FCIP to federal capital improvement programs over the last ten years. It shows the total costs requested by each agency, not the amount that was been appropriated. The estimated total cost of agency-submitted projects in this year's draft FCIP is \$5.3 billion, nearly a third less than the \$8.6 billion in last year's FCIP total project cost.

As noted above, this difference is most likely attributable to the completion of BRAC projects, and the impact of budget reductions in most agency programs. Projects originally envisioned in previous and future FCIP's are being delayed, redefined, or removed to accommodate new budget caps and reduced agency spending.

Note: All numbers in the following charts represent anticipated funding requests by the agencies, not authorized budgets or appropriations.

CHART 1: COMPARISON OF TOTAL COSTS OF FEDERAL CAPITAL IMPROVEMENT PROGRAMS

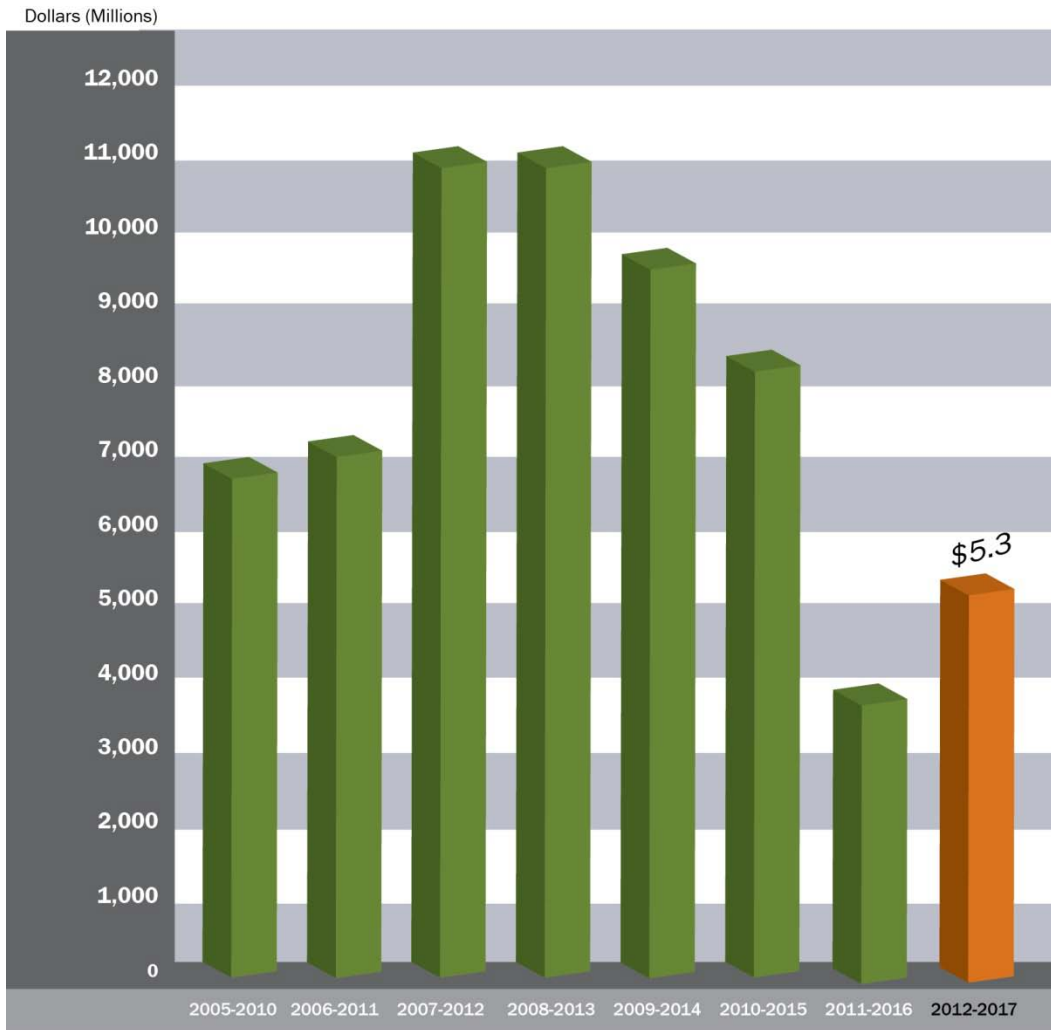


Chart 1, Comparison of Total Agency Capital Improvements between Programs (FYs 2011–2016 and 2012-2017), shows the difference in cost between last year’s agency submissions to the FCIP and this year’s the total costs of agency submissions between last year’s and this year’s FCIPs.

Chart 1 compares the total cost of agency submission between last year’s and this year’s capital programs. Note: the table represents funding requests by the agencies, not the amount funded.

There have been significant reductions in capital improvements funding requests by the DoC, DoD, DHHS, Army NASA, and the Smithsonian Institution. And as noted elsewhere in this document, budget figures from the Department of Homeland Security and General Services Administration are not included.

Table 5: Comparison of Total Agency Capital Improvements between Programs (FYs 2011–2016 and 2012-2017)

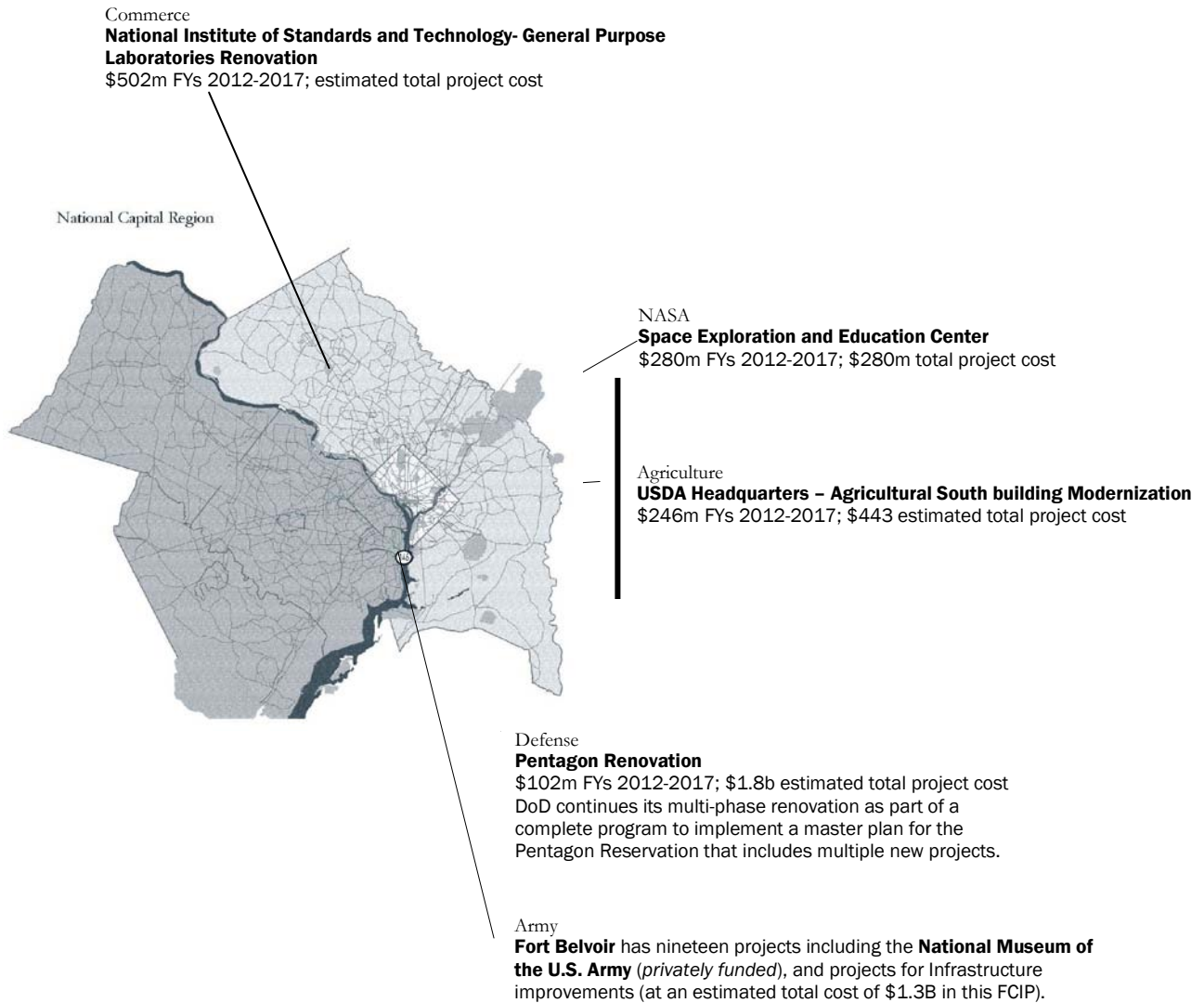
Department/Agency	Total FYs 2011-2016	Total FYs 2012-2017	(000 of Dollars) Difference
Department of Agriculture	332,386,000	502,821,000	170,435,000
Department of Commerce	201,100,000	500,000,000	298,900,000
Department of Defense	511,023,000	176,686,000	-334,337,000
Department of Health and Human Services	1,184,800,000	472,100,000	-712,700,000
Department of Homeland Security*	7,583,000	0	-7,583,000
Department of State	57,193,000	49,000,000	-8,193,000
Department of the Air Force	351,600,000	334,693,000	-16,907,000
Department of the Army	1,219,717,000	1,622,343,000	402,626,000
Department of the Interior	0	28,233,000	28,233,000
Department of the Navy	115,480,000	174,611,000	59,131,000
Department of Transportation	164,951,000	59,965,000	-104,986,000
General Services Administration**		0	0
National Aeronautics and Space Administration	388,989,000	279,732,000	-109,257,000
National Archives and Records Administration	11,000,000	6,000,000	-5,000,000
Smithsonian Institution	828,510,000	1,125,250,000	296,740,000
Total	8,616,788,000	5,331,434,000	-3,285,354,000

*The Department of Homeland Security has not submitted funding request for projects submitted during the proposed program.

** The General Services administration has not submitted any projects for this edition of the FCIP.

Large projects within the FCIP

This year's FCIP contains a total of 113 projects with an estimated cost of \$5.3 billion submitted by 14 federal departments; a few very large buildings or federal installations with multiple facilities account for much of the total cost of the program. Highlighted below are some of the largest projects, with budgets for FYs 2012–2017 and estimated total project costs where appropriate.



Project Types and Regional Distribution

The FCIP classifies projects submitted by agencies into four types: New Construction; Rehabilitation/Renovation; Site Improvements; and Other Projects, such as installation of utilities, purchase of existing buildings, demolition, and security enhancements. New Construction has three sub-classifications: Office Space, Special Purpose, and Residential. The Site Improvements category has two sub-classifications: Land and Hard Surfaces.

NCPC requests that agencies provide information on how their projects fit into these four categories, and, if possible, to further classify the project by sub-category. Some of the projects in the FCIP involve land acquisition, as well as site development. For certain projects, estimates for land acquisition and site development are submitted as a combined amount; therefore, it is not possible to determine land acquisition costs. Perimeter security projects are often included as part of a new construction or renovation project, and NCPC has asked that wherever possible, security costs be provided separately.

For this year's FYs 2012-2017 FCIP, the projected costs of capital expenditures within jurisdictions in the NCR total \$5.3 billion and are listed by project type in Table 5: Estimated Project Costs for Each Type of Development by State/County (note that not all of the 113 projects submitted by agencies include cost information).

TABLE 6: ESTIMATED PROJECT COSTS (\$) FOR EACH TYPE OF DEVELOPMENT BY STATE/COUNTY

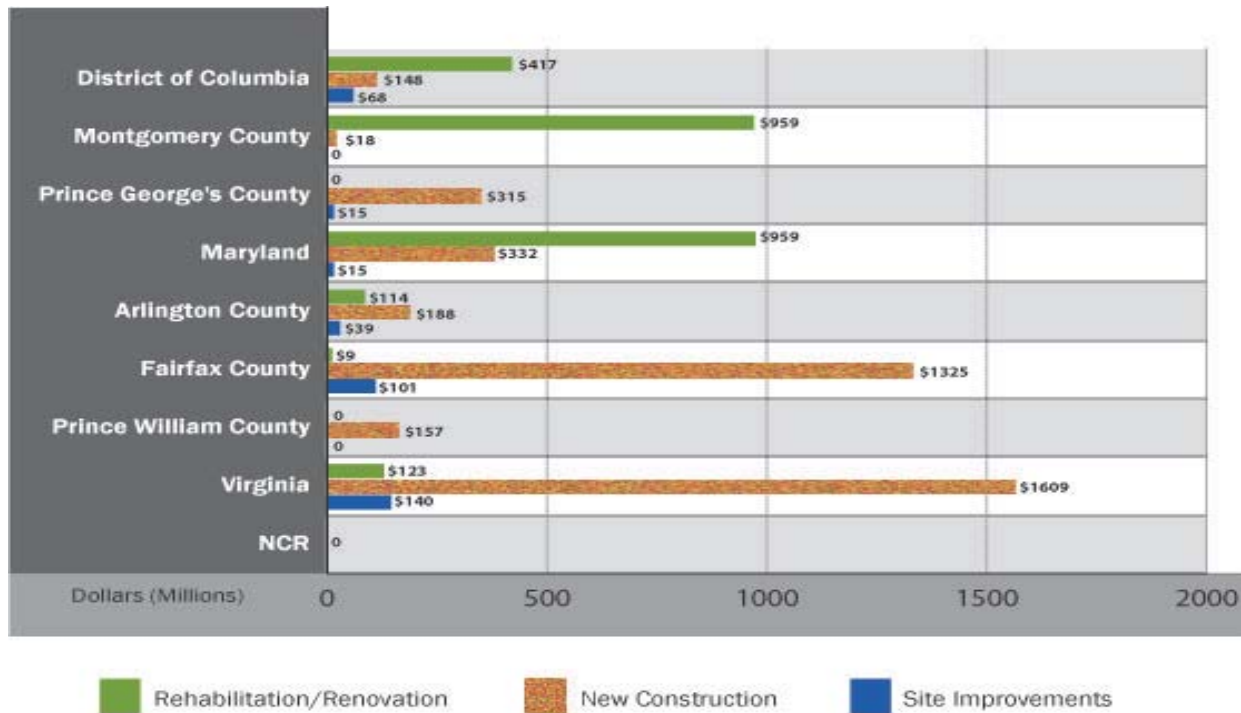
	New Construction	Rehab Renovation	Site Improvement	Other	Total	Percent of Total
District of Columbia	577,722	906,942	61,850	6,664	1,553,178	29.1%
Montgomery County	18,000	959,185	0	23,400	1,000,585	18.8%
Pr. George's County	676,634	61,500	14,521	33,470	786,125	14.7%
Maryland	694,634	1,020,685	14,521	56,870	1,786,710	33.5%
Arlington County	302,389	102,200	45,126	0	449,715	8.4%
Fairfax County	1,269,220	9,000	107,000	0	1,385,220	26.0%
Pr. William County	156,611	0	0	0	156,611	3.0%
Virginia	1,728,220	111,200	152,126	0	1,991,546	37.4%
Total Region	3,000,576	2,038,827	228,497	63,534	5,331,434	100%

In this FCIP, only fifteen percent of the total project costs are located in the District of Columbia. The District of Columbia's share of the \$5.3 billion total is driven primarily by modernization projects and new construction projects submitted by the Department of the Interior, National Parks Service, the Department of Agriculture, National Arboretum, and the Smithsonian Institution.. Virginia and Maryland hold the largest share primarily driven by new construction at various agencies for research and development facilities, and additional defense agency projects resulting from BRAC impacts. Virginia has 37 percent of the total proposed projects by cost, while Maryland has 33 percent of total project costs.

Proposed costs related to rehabilitation projects total \$2 billion, and these projects are primarily located in Maryland. FCIP project costs attributed to new construction are \$3 billion and are primarily for projects in Virginia.

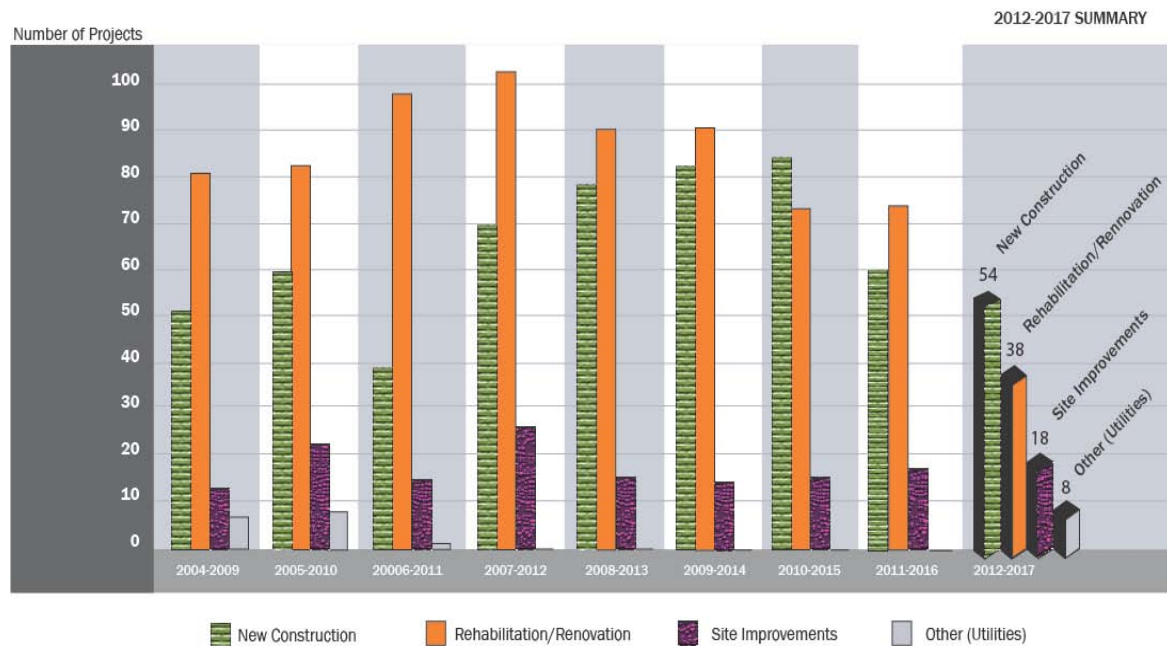
Chart 2: Distribution of Estimated Project Costs by State/County, illustrates the different shares of total project costs by state/county for the four types of development.

CHART 2: DISTRIBUTION OF ESTIMATED PROJECT COSTS BY STATE/COUNTY TO BE REVISED



When comparing this FCIP with previous programs, Chart 3: Comparison of Types of Projects between Federal Capital Improvement Programs, illustrates that since the fiscal years 2002–2007 FCIP, Rehabilitation/Renovation projects continue to comprise the largest share of FCIP projects. Site Improvements and Other projects continue to represent small portions of the FCIP.

CHART 3: COMPARISON OF TYPES OF PROJECTS BETWEEN FEDERAL CAPITAL IMPROVEMENT PROGRAMS TO BE REVISED



Potential Impacts of Projects Submitted by Agencies on the NCR

An act of Congress in December 1800 (1 Stat. 130) established the District of Columbia as the seat of the federal government. In 1947, Public Law 80-279 (4 U.S.C. § 71 et seq.) reconfirmed the importance of a cohesive national government for government efficiency by requiring that “all offices attached to the seat of government shall be exercised in the District of Columbia and not elsewhere, except as otherwise expressly provided by law.”

As the metropolitan area has grown beyond the borders of the District, Congress passed Public Law 108-185 (40 U.S.C. § 8302 (2003)) that recognized planning of federal facilities within the region should be coordinated and resolve regional community development problems on a unified metropolitan basis, while still maintaining the District as the seat of government.

Through the location of specific types of federal workplaces within the region, the federal government continues to maintain the District as the seat of the federal government while supporting a coordinated approach to regional development. Specifically, the primary functions of the federal government continue to be located within the District, while other federal activities that must be located within the region are located where local land use conditions support the efficiency and productivity of those activities. In addition, many of the projects within this year’s FCIP consider other federal interests in the NCR, including supporting alternative modes of transportation and meeting local community development goals and objectives, as described below.

Maintaining the Seat of the Federal Government in the District of Columbia

In maintaining the District of Columbia as the seat of the federal government, federal agencies are encouraged to maintain the monumental core as the symbolic center of the nation. Historically, most of the principal offices of the federal government have located in this area, including legislative and judicial facilities and the executive branch. The area is highly accessible to the public, to employees, and to groups requiring daily contact with these activities, and it fosters efficient interactions among federal policy-making branches.

NCPC encourages the enhancement of the symbolic relationship between these facilities and the activities of the national government through the continued location of these facilities within the monumental core.

Supporting Alternative Modes of Transportation

When locating federal workplaces in the region, federal agencies are encouraged to consider sites and buildings located in areas convenient to a variety of transportation options (either existing or planned) that could reduce the reliance on private automobiles. In particular, new federal workplaces are encouraged to locate where they can take advantage of the federal government's existing investment in the region's Metrorail system, or where the Virginia Railway Express (VRE), or the MARC train system, are most available. This would promote more use of public transit, bike, and pedestrian facilities by federal employees in their commute to and from work.

Meeting Community Goals and Objectives

Location decisions acknowledge that federal activities provide opportunities for local jurisdictions to gain from taxes on the wages and salaries of federal employees, and generate property, sales, and income taxes from the private sector activities that often occur because of the federal presence.

Through Executive Order 12072, Federal Space Management, the federal government has committed to encourage the location of federal workplaces in central cities, making downtown areas attractive places to work, conserving existing resources, and encouraging redevelopment. The Order requires agencies to consider the compatibility of a selected site with state, regional, or local development, redevelopment, or conservation objectives; the conformity of the site with the activities and programs of other federal agencies; the impact on economic development and employment opportunities in the urban area, including the utilization of human, natural, cultural, and community resources; the availability of adequate low- and moderate-income housing for federal employees and their families on a nondiscriminatory basis; and the availability of adequate public transportation and parking and accessibility to the public.

By locating specific types of workplaces in particular areas of the region, the federal government can help the economic development efforts of local jurisdictions. Therefore, federal workplaces that interact with each other, the private sector, and the public should be located in places that facilitate these interactions.

Federal Procurement

Budget estimates provide some measure of the anticipated expenditures of funds for land acquisition and development in the various jurisdictions within the NCR. It is anticipated that most, if not all, of these expenditures will benefit the local economy of the region. If all of the projects in the program were approved, multiple billions in direct expenditures of funds for construction-related services and labor would be introduced into the economies of the jurisdictions where those projects are located.

In December 2002, the Commission released a study, *The Impact of Federal Procurement on the National Capital Region*, which found that federal facilities in the region spent an estimated \$31.5 billion in FY 2001 to procure research and development, services, supplies, and equipment, including software and electronic components. By FY 2008, that spending rose to an estimated \$134.8 billion; the resulting direct and indirect spending accounts for more than one-third of the total Regional Gross Product.^[1] In addition, single contractors (those specializing in goods or services for a specific federal agency) tend to locate near the federal facility that they service, often benefiting a local jurisdiction's economy.

Federal Employment within the NCR

As noted above, the importance of a cohesive national government for operational efficiency is expressed in Public Law 80-279 (4 U.S.C. 71 et seq.). It was followed by Public Law 108-185 (40 U.S.C. 8302 (2003)), which recognized the federal government's role in helping to sustain the economic vitality of the District of Columbia. The Commission continues to support a 60 percent distribution of federal employment in the District of Columbia and 40 percent elsewhere in the region, as described in the *Comprehensive Plan for the National Capital* and commonly referred to as the "60/40" policy.

PROJECT DESCRIPTIONS AND RECOMMENDATIONS BY AGENCY

Each project submitted for the FCIP is described in the following pages. Projects are listed first by submitting agency, then by jurisdiction. Each project is listed with a brief description provided by the submitting agency, which includes a budget estimate, general statement on the scope of the proposal, and other relevant data. Projects submitted by NCPC are listed at the end. The year the project first appeared in the FCIP (the first year the project was submitted by the agency or the Commission) is identified after the project description.

The Commission's recommendations (*Recommended and Strongly Endorsed*, *Recommended*, *Projects Requiring Additional Planning Coordination*, and *Recommended for Future Programming*) are also included with the project description.

A summary table and maps are provided of projects listed by their location in the NCR, including the District of Columbia and the counties of Maryland and Virginia—Montgomery, Prince George's, Arlington, and Fairfax (no projects have been submitted this year for Loudoun and Prince William Counties or the independent cities within the NCR). The Wilson Bridge Replacement project, and other projects without a specific location or located across multiple jurisdictions, are listed under the National Capital Region.

Recommendation Definitions

The FCIP categorizes each federal capital project based on its conformity with established planning policies. Most recently revised in 2007, the current categories and definitions are *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination*; and *Recommended for Future Programming*.

With respect to the categories, regional planning policies are defined as the overall goals contained within the *Comprehensive Plan for the National Capital: Federal Elements*; the principles embodied in the Legacy Plan; and specific planning policies and programs contained within federal agencies' long-range systems plans, master plans, and strategic plans. In reviewing projects, the Commission also considers locally adopted planning policies.

Recommended initiatives and objectives refer to specific projects identified for implementation through adopted policy and vision plans, and other long- and short-range systems plans, master plans, and strategic plans.

Approved site and building plans are preliminary and/or final project construction plans that have been approved by the Commission.

The definitions of the recommendation categories are explained as follows.

RECOMMENDED AND STRONGLY ENDORSED

Projects *Recommended and Strongly Endorsed* are capital projects critical to the strategic advancement and implementation of key NCPC planning policies and initiatives or important federal interests within the region. Projects in this category include those submitted by other federal departments or agencies and those recommended by NCPC as future projects. Projects submitted by NCPC for this recommendation are typically drawn from Commission plans, including the Legacy Plan, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*.

Criteria for projects that are *Recommended and Strongly Endorsed* may change based on current critical planning objectives; these criteria remain the same as last year's. For the FYs 2010–2015 FCIP, *Recommended and Strongly Endorsed* is defined as follows:

This category includes projects submitted by federal agencies or recommended by NCPC that are critical to strategically advancing and implementing specific NCPC and/or local planning policies and development initiatives; clearly defined federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.

These projects are major or significant new construction projects, rehabilitation and modernization projects, or land acquisition projects that may do one or more of the following:

- Contribute to the operational efficiency and productivity of the federal government by promoting opportunities to take advantage of existing public infrastructure and/or adapting and reusing existing historic and underutilized facilities.
- Improve the security of federal workers, federal activities, and visitors to the national capital in a manner that complements and enhances the character of an area without impeding commerce and economic vitality.
- Protect and unify the historic and symbolic infrastructure of the monumental core and the District. These projects include new, rehabilitated, and/or modernized memorials, museums, historic parks, federal agency and department headquarters, historic streets, and other infrastructure.
- Restore the quality of the Anacostia and Potomac rivers and associated waterways, and improve public access to waterfront areas.
- Advance regional public transportation and other infrastructure that promote the orientation of new development toward public transit and into compact land-use patterns that encourage the use of non-automobile transportation alternatives, including walking and biking.
- Contribute significantly to the protection of environmental and natural resources.
- Anchor or promote community development and substantially contribute to the physical and economic improvement of surrounding areas.

RECOMMENDED

Recommended projects within the FCIP are projects submitted by federal agencies—not by NCPC—that are in general conformance with NCPC and local plans and policies. These projects may not necessarily be critical to implementing strategic planning objectives but may contribute to the implementation of these objectives. Projects within this category must conform to adopted plans and policies. The definition used for projects that are *Recommended* throughout this year's FCIP is as follows:

This category includes projects submitted with budget estimates by federal agencies that are considered to be in conformance with NCPC and local planning policies; planning initiatives identified in the *Comprehensive Plan*; identified federal interests and objectives; federal agency system plans; master plans for individual installations; and NCPC-approved site or building plans.

PROJECTS REQUIRING ADDITIONAL PLANNING COORDINATION

The category *Projects Requiring Additional Planning Coordination* includes projects for a variety of reasons:

- Projects may not conform to the submitting agency's own approved master plan, federal agency system plans or NCPC-approved site and building plans.
- A project may be included in this category if it lacks sufficient basic information for review, such as building programs or conceptual plans. Many out-year projects that are still in development may fall into this category.
- A project may also receive this rating if it significantly conflicts with existing adopted federal, regional or local plans, planning initiatives identified in the Comprehensive Plan, or is contrary to federal interests as defined by adopted planning guidelines or policies. Significant planning issues might also be identified through consultations with NCPC staff or through Commission review.

This category includes projects that have been submitted with budget estimates by federal agencies. Agencies should typically retain these projects in their capital program, but seek to address identified issues.

RECOMMENDED FOR FUTURE PROGRAMMING

NCPC classifies projects that have not yet been submitted by other agencies within the *Recommended for Future Programming* category. These projects are different from *Recommended and Strongly Endorsed* projects in that they are typically conceptual and may not have the value to strategic planning that strongly endorsed projects may have. All projects in this category are submitted by NCPC—not by any other federal agency—and must conform to adopted plans and policies. Because these projects are typically conceptual, they do not have cost estimates and are not included in any financial calculations or analyses within the FCIP. These are identified as “planning projects” in the project description.

The definition used for projects that are *Recommended for Future Programming* throughout this FCIP is as follows:

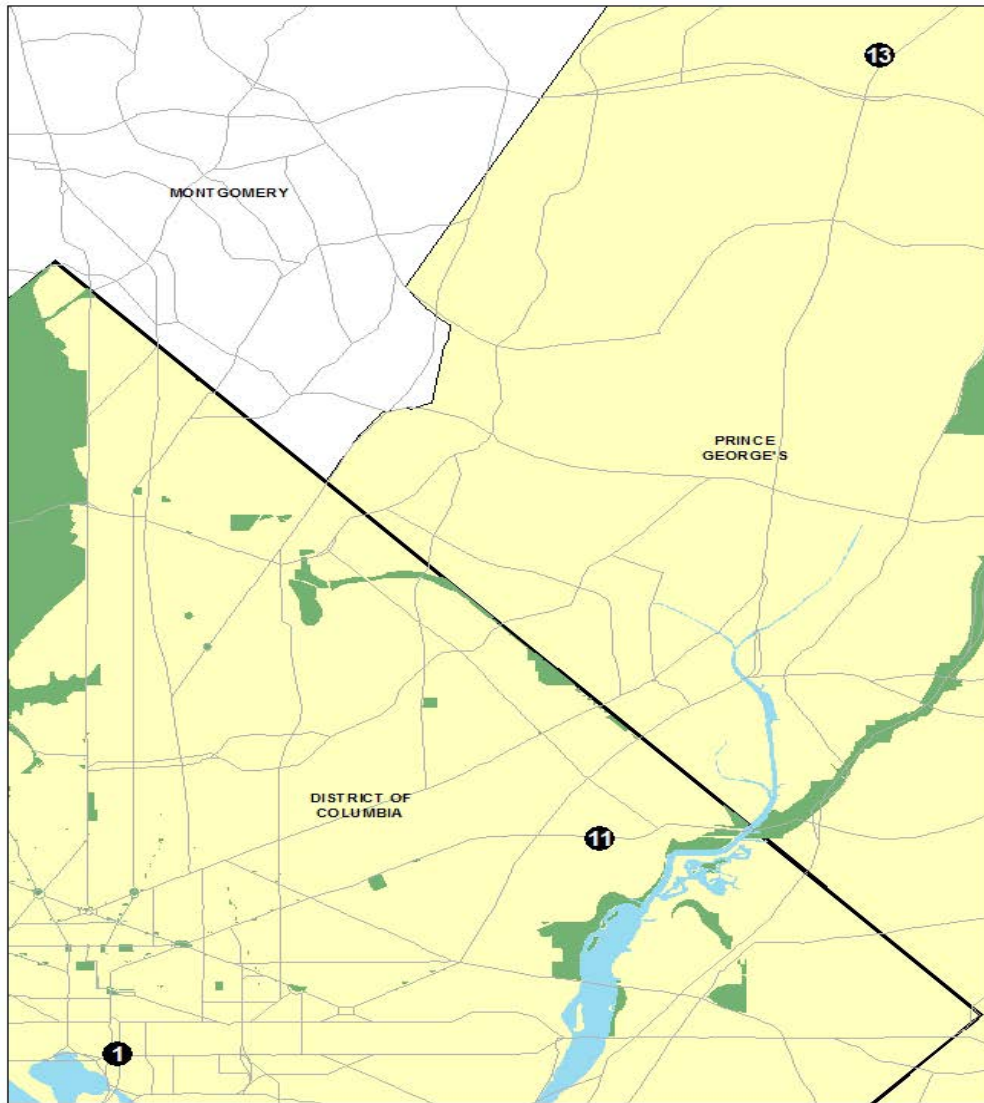
NCPC submits proposed plans and studies for inclusion in the FCIP for consideration by other agencies for future programming. These initiatives differ from projects since they do not identify a specific capital project. These studies do, however, emphasize a planning policy or initiative that NCPC believes may develop as future capital projects, and thus may require capital expenditure in a future FCIP.

This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by a particular agency for future programming to advance and implement NCPC and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. Projects in this category may or may not currently be recommended in NCPC plans and could be conceptual in nature. These projects may or may not have budget estimates, although the Commission recommends that estimates be prepared for these projects by the responsible federal agency(s).

Department of Agriculture

The Department of Agriculture submitted thirteen projects for the proposed FCIP for FYs 2012-2017. These projects consist of new facilities, modernization projects and infrastructure repairs at the Beltsville Agricultural Research Center campus in Prince Georges County, Maryland; and the U.S. National Arboretum and environmental management and security projects at facilities in Washington, DC.

National Capital Region



Department of Agriculture

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended and Strongly Endorsed</i>			
USDA HEADQUARTERS			
1 Agriculture South Building Modernization	160,742	294,000	454,742
Subtotal	160,742	294,000	454,742
<i>Recommended</i>			
AGRICULTURAL RESEARCH SERVICE			
2 Infrastructure Modernization at BARC	8,400	31,600	40,000
Subtotal	8,400	31,600	40,000
NATIONAL ARBORETUM			
3 Asian Valley Paths Renovation	0	2,063	2,063
4 Azalea Paths Renovation	0	2,315	2,315
5 Bladensburg Road Entrance	1,795	12,000	13,795
6 Chinese Garden	240	20,750	20,990
7 Education and Visitor Center	0	28,900	28,900
8 Ellipse Area Development	0	850	850
9 Events Pavilion	0	872	872
10 Greenhouse Complex Renovation	4,673	3,450	8,123
11 Storm Water Management Project	0	4,221	4,221
Subtotal	6,708	75,421	82,129
<i>Requires Additional Planning Coordination</i>			
AGRICULTURAL RESEARCH SERVICE			
12 Construct Collections Facility	0	97,400	97,400
13 New Veterinary Clinic	0	4,400	4,400
Subtotal	0	101,800	101,800
Department of Agriculture Total	175,850	502,821	678,671

Recommended and Strongly Endorsed

USDA HEADQUARTERS

WASHINGTON, DISTRICT OF COLUMBIA

AGRICULTURE SOUTH BUILDING MODERNIZATION

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
160,742	294,000	454,742

The Agriculture South Building, located at 14th and Independence Avenue, SW, was constructed between 1930 and 1936 and was designed to house offices and laboratories. It is a seven-story steel frame and masonry building with 1,189,140 square feet of usable space. Previous renovations converted laboratories to office space. The objectives of this project include: upgrading existing life safety, mechanical, electrical, and plumbing systems to comply with current codes; conforming to the barrier-free accessibility requirements; preserving and enhancing the historically significant aspects of the original architecture; and upgrading common-use office spaces to conform to current standards. Benefits of this project include reducing leased office space by increasing building capacity; achieving a more energy-efficient building by replacing mechanical systems; and creating a more safe and comfortable work environment that enhances productivity. The Agriculture South Building is eligible for listing on the National Register of Historic Places (NRHP). Requirements of Section 106 of the National Historic Preservation Act of 1966 were completed prior to beginning Phase I. An environmental analysis is not applicable to this project. There are currently 5,800 employees; but, through the use of open-office landscaping with modular furniture, the post improvement population is expected to be 6,800. Parking will be unchanged, with 466 spaces. This project first appeared in the FYs 1995-1999 program.

Comment: NCPC approved preliminary site and building plans for this project at its meeting on July 31, 1997. Final site and building plans for Phases I and II were approved on October 2, 1997 and July 31, 1998, respectively. Building plans for Phase III were approved on October 3, 2002. Phase IVA building plans were approved September 2006; construction was completed in 2011.

This project first appeared in the FYs 1995-1999 program

Recommended

AGRICULTURAL RESEARCH SERVICE

PRINCE GEORGE'S COUNTY, MARYLAND

INFRASTRUCTURE MODERNIZATION AT BARC

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
8,400	31,600	40,000

Replace and repair sanitary and storm water systems; replace domestic water distribution; repair steam and condensate distribution piping; upgrade electrical sub stations and distribution systems; and upgrade central utility and wastewater treatment plants. Project is necessary to provide reliable and efficient infrastructure support to research facilities.

This project first appeared in the FYs 2010-2015 program

NATIONAL ARBORETUM

WASHINGTON, DC

ASIAN VALLEY PATHS RENOVATION

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	2,063	2,063

This project entails designing and constructing a new path system and nodes in the Asian collection, making a portion of the collection accessible to all persons, and linking it to other gardens and collections. The project also will replace public restroom facilities that are in poor condition. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required. This portion of the project was previously presented in the FYs 2006-2011 program as Replace Restroom (Asian Valley and National Grove of Trees).

This project first appeared in the FYs 2006-2011 program

AZALEA PATHS RENOVATION

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	2,315	2,315

This project renovates the path system within the Azalea Collection to improve accessibility and maintenance. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required. The estimated total project cost is \$2,390,000; the project has received \$75,000 in prior funding for project design.

This project first appeared in the FYs 2006-2011 program

BLADENSBURG ROAD ENTRANCE

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
1,795	12,000	13,795

The new entrance will provide access at the west perimeter of the USNA, providing an easily recognized visitor entry. This entrance will ease the flow of vehicular traffic and provide for a relocated visitor parking area. The project is anticipated to include a dedicated tram lane and a new tram shelter/ticket booth and new entrance gate/sentry station. This project received final site and building plan approval from NCPC in January 2004 and received concurrence from DCHPO. Concurrence has been received from the CFA. The project has received \$1,795,000 in prior funding for project design. The estimated total project cost is \$13,795,100.

Comment: At its January 8, 2004 meeting the preliminary and final design and building plans for this project were approved by delegated action of the Executive Director.

This project first appeared in the FYs 2006-2011 program

CHINESE GARDEN

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
240	20,750	20,990

To enhance the traditional friendship between the Chinese and American people and deepen the American people's understanding of the Chinese garden culture, the United States and the People's Republic of China propose to construct a classical Chinese garden. This project will be jointly planned and constructed by the two governments. This project will include approximately 25 wooden structures, which will be fabricated in China using traditional Chinese construction techniques. The project also will include a 1.72-acre man-made lake. The project will require master plan modification. Prior funding for the project was \$240,000 (by private donations). The estimated total project cost is \$20,990,000.

Comment: At its February 1, 2007 meeting, NCPC approved the USNA Master Plan Modification and favorably commented on the Concept for the Chinese Garden with the following provisions: notes that the Chinese Garden perimeter must demonstrate, in its progress design, full incorporation of additional new planting of tree species; emphasizes that further design review of the character development for the boundary of the Garden adjacent to Holly Spring Road should be undertaken by the Arboretum to reduce the full impact of the 20-plus new structures that would be placed into the setting of this area; strongly encourages the Arboretum to coordinate the planned riverside trail with the National Park Service (NPS) to ensure the revised property boundary is appropriately defined and that no inadvertent encroachment on NPS property occurs by way of the path development to the Asian Collection entrance near the Anacostia River.

This project first appeared in the FYs 2006-2011 program

EDUCATION AND VISITOR CENTER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	28,900	28,900

The project will construct a 50,000-square-foot building to meet growing needs for formal and informal science education space. The facility will assist in the fulfillment of the USNA's mission as a research and education facility. DCHPO and CFA will have an opportunity to comment on the design submittals. An environmental review will be performed.

This project first appeared in the FYs 2000-2005 program

ELLIPSE AREA DEVELOPMENT

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	850	850

This project will further link the path system and provide for a new display garden featuring the origin of cultivated ornamentals. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

This project first appeared in the FYs 2006-2011 program

EVENTS PAVILION

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	872	872

In accordance with the USNA 2000 Master Plan, this project will provide for a newly constructed pavilion that will eventually be enclosed. The project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

This project first appeared in the FYs 2006-2011 program

GREENHOUSE COMPLEX RENOVATION

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
4,673	3,450	8,123

This project is being done in phases. Phase 1 is complete and consisted of demolishing the existing 14,600-square-foot glass greenhouse and constructing a new 6,300 to 7,700-square-foot glass greenhouse with a covered walkway between the existing headhouse, Building 018, and the new greenhouse. Phase I replaced a 40-year-old greenhouse. Phase 2 consists of renovating Building 018 which will serve as a headhouse. The exterior of the two-story building would not change from the existing pre-cast concrete wall panels and large windows; this work will be a replacement-in-kind maintenance activity. This project, as revised in 2006, was resubmitted to DCHPO on May 24, 2006, although initial concurrence was received in February 2004, and no adverse effect is anticipated. A revised submission was also sent to CFA and concurrence received on June 14, 2006, with recommendations. The estimated total project cost is \$8,123,000; the project has received \$4,673,000 in prior funding.

Comment: At its March 4, 2004 meeting, NCPC approved preliminary and final site and building plans to construct a new headhouse and greenhouse for the USNA. At its July 7, 2006 meeting NCPC approved the revised final site and building plans for this project.

This project first appeared in the FYs 2004-2009 program

STORM WATER MANAGEMENT PROJECT

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	4,221	4,221

This project will replace the existing system. A comprehensive storm water management plan will be prepared for the 446-acre USNA. The plan will be environmentally sound, and incorporate new technology and techniques to retain much of the storm water on the property. The project will include a survey of the existing antiquated 1950's storm water management system and a detailed plan for the entire acreage. This project will be referred to NCPC, CFA, DCHPO and other referral agencies if required. This project previously appeared in the FYs 2006 - 2011 program as part of the Hickey Run Storm Water Abatement Program.

This project first appeared in the FYs 2006-2011 program

Requires Additional Planning Coordination

AGRICULTURAL RESEARCH SERVICE

PRINCE GEORGE'S COUNTY, MARYLAND

CONSTRUCT COLLECTIONS FACILITY

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	97,400	97,400

This facility will house major U.S. collections of insects, fungi, nematodes, animal parasites, vascular plants and seeds, Rhizobia. Research labs associated with the collections would also be included and would house staff from other BARC facilities. New facilities will include enough space for approximately 25% growth in collections over a ten year period. These priceless collections are currently housed in inadequate and even crumbling facilities which are being replaced by this project.

This is a new project in the 2012-2017 program

NEW VETERINARY CLINIC

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	4,400	4,400

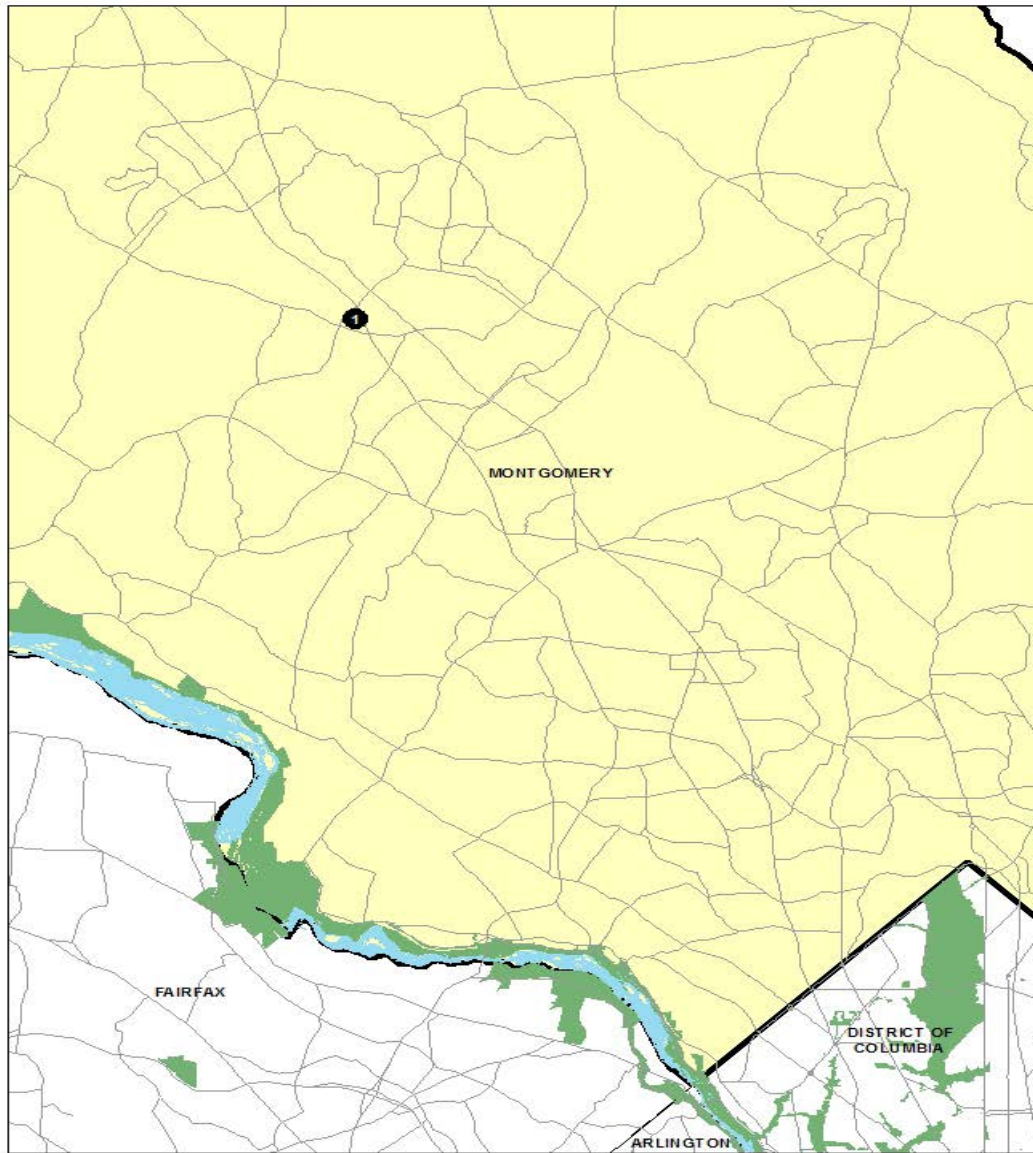
New facilities are needed to meet modern animal welfare standards. Project will be a single story facility in which to provide veterinary services to the BARC animals.

This is a new project in the 2012-2017 program

Department of Commerce

The Department of Commerce submitted one project for the proposed FCIP for FYs 2012-2017. This project is to modernize or replace existing facilities located on the National Institute of Standard's campus in Montgomery County, Maryland.

Montgomery County, Maryland



Department of Commerce

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
NATIONAL INSTITUTES OF STANDARDS AND TECHNOLOGY			
1 General Purpose Laboratories Renovation	2,000	500,000	502,000
Subtotal	2,000	500,000	502,000
 Department of Commerce Total	 2,000	 500,000	 502,000

Recommended

NATIONAL INSTITUTES OF STANDARDS AND TECHNOLOGY MONTGOMERY COUNTY, MARYLAND

GENERAL PURPOSE LABORATORIES RENOVATION

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
2,000	500,000	502,000

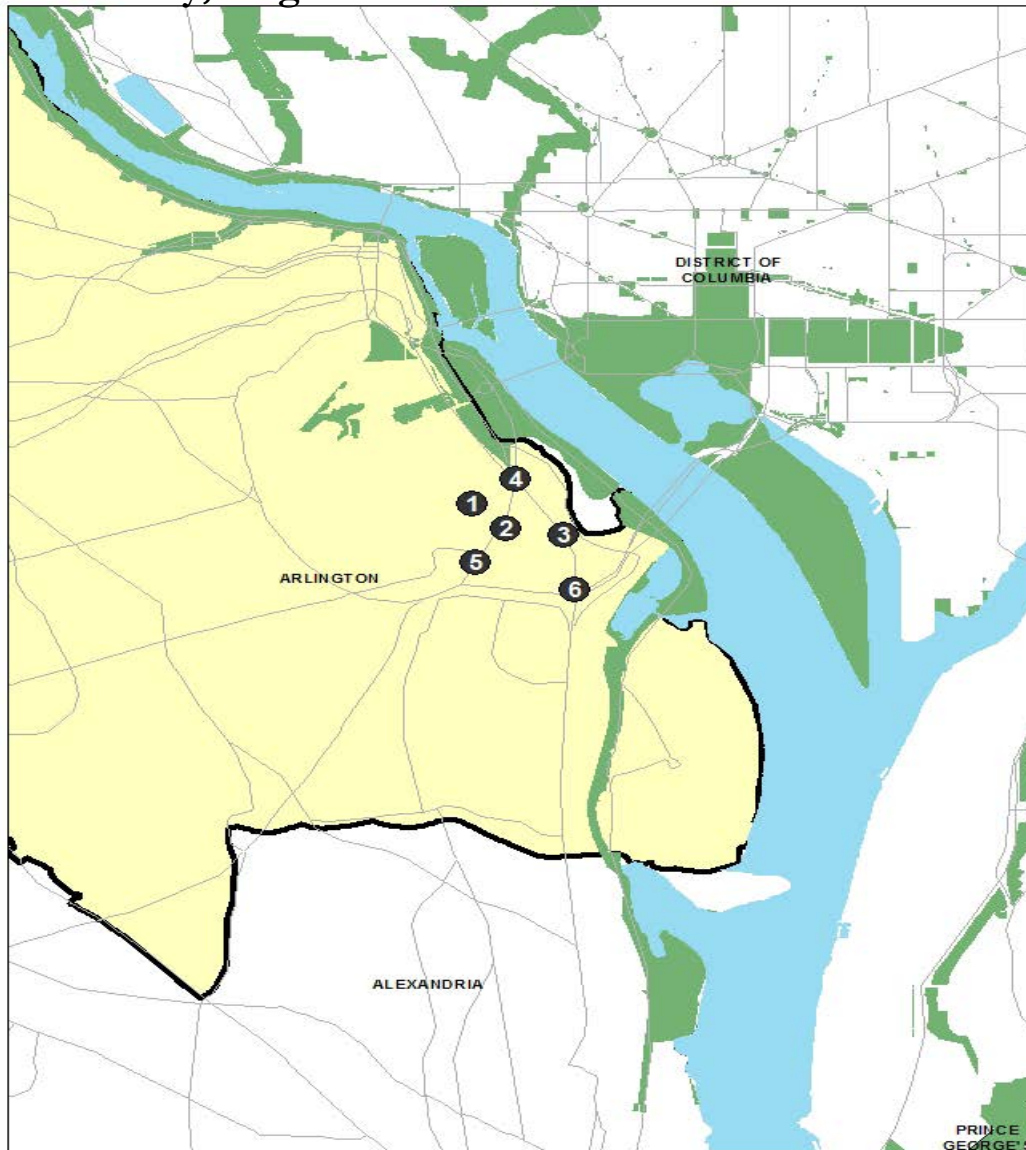
This project will begin with the design and construction of swing space, which will allow NIST to vacate the first General Purpose Laboratory (GPL) and begin the systematic renovation of the buildings into high performance laboratory space and related offices. Each building will be completely renovated with new systems which will significantly improve temperature, vibration, humidity and air cleanliness, new energy efficient windows and insulation in the walls and roof, and all appropriate energy conservation and sustainability features would be incorporated. It is the intention of the project to comply with Executive Order 13423. The exterior character of the buildings should remain largely intact. The seven GPL buildings represent a third of the NIST Gaithersburg, Maryland space inventory and range in size from 142,805 gross-square-feet to 219,654 gross-square-feet. All seven buildings were completed and occupied in 1966, are three or four stories, and have nearly identical beige brick facades. The 45 year-old GPL's support the majority of NIST's research and measurements to promote innovation and technology development, but this work is hindered by poor control of temperature, vibration and air quality as the buildings are equipped with obsolete equipment and systems. This is a new project in the FYs 2010-2015 program.

This project first appeared in the FYs 2010-2015 program

Department of Defense

The Department of Defense submitted six projects for the proposed FCIP for FYs 2012-2017. These six projects are for new construction, modernization or replacement of existing facilities located at the Pentagon in Arlington County, Virginia. Budget estimates for this agencies submissions were not provided due to current uncertainties for individual projects.

Arlington County, Virginia



Department of Defense

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended and Strongly Endorsed</i>			
PENTAGON			
1 Pentagon Renovation	0	101,700	101,700
Subtotal	0	101,700	101,700
 <i>Recommended</i>			
PENTAGON			
2 Maintenance Facility/ Motor Pool	0	6,062	6,062
3 Pentagon Pedestrian Safety Gateway	343	2,285	2,628
Subtotal	343	8,347	8,690
 <i>Requires Additional Planning Coordination</i>			
PENTAGON			
4 Navy Annex/ Federal Office Building 2-Demolition/Remediation/Site Preparation	1,722	26,625	28,347
5 Pentagon Control Tower Fire and Fire Station	581	6,457	7,038
6 Pentagon Support Operations Center	292	33,557	33,849
Subtotal	2,595	66,639	69,234
 Department of Defense Total	 2,938	 176,686	 179,624

Recommended and Strongly Endorsed

PENTAGON

ARLINGTON COUNTY, VIRGINIA

PENTAGON RENOVATION

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	101,700	101,700

On September 11, 2001, a Boeing 757 struck the Pentagon's Wedge 1 at an angle and penetrated into an interior office ring in Wedge 2. Wedge 1 was just five days from completion. Three measures taken during the renovation of Wedge 1 to reinforce the inner and outer walls dramatically slowed the plane as it entered the building, reducing the extent that it penetrated the rings and preventing the immediate collapse of the structure directly above the area of impact. In addition to the rebuilding efforts, the Renovation Program continued with its original scope of work, the continued design and renovation of the 6,500,000-gross-square-foot building to correct health, safety, and building deficiencies. The project includes: replacement of the heating, ventilating and air-conditioning system; upgrading of electrical and plumbing systems; installation of a cable management system; removal of asbestos throughout (plaster, ceilings, ductwork, piping); installation of new ceilings, lights, finish flooring, and sprinklers; replacement of failing floor slabs in the basement; renovation of toilets; renovation of special purpose spaces; repair/restoration

of exterior finishes; repair/replacement of windows; repair of leaks throughout; realignment of traffic flow on the site; and repairs to bridges, walks, roads, fences, and paving. At the time of the attack, all renovation work was scheduled to be completed in December 2012. The Renovation Program continues to make up lost time and meet the original schedule. The Renovation Program met its personal challenge to relocate personnel back into the E-ring adjacent to the crash site by the one-year anniversary on September 11, 2002.

This project first appeared in the FYs 1988-1992 program

Recommended

PENTAGON

ARLINGTON COUNTY, VIRGINIA

MAINTENANCE FACILITY/ MOTOR POOL

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	6,062	6,062

Owner of the current leased facility housing motor pool will not extend lease which expires July 2015. Project will replace existing temporary motor pool facilities with new.

This project first appeared in the FYs 2007-2012 program

PENTAGON PEDESTRIAN SAFETY GATEWAY

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
343	2,285	2,628

The emphasis of this project is to provide enhanced and varied levels of security at the South Parking Lot, particularly addressing the standoff distance from the face of the Pentagon to the edge defined as the New North Rotary Road. Accommodations for vehicular and pedestrian access establish a pedestrian zone between New North Rotary Road and the Pentagon that will address employees arriving and leaving the Pentagon and visitors to the Pentagon Memorial. Exterior site construction will occur to include site utilities, relocation, and improvements; security measures and enhancements; outside lighting; service vehicle road access; sidewalks; landscaping; curbs and gutters; site drainage; stormwater management; and site furnishings. Demolition and removal of asphalt, hazardous soil and waste remediation, and other environmental improvements required to accommodate the new site amenities.

This project first appeared in the FYs 2007-2012 program

Requires Additional Planning Coordination

PENTAGON

ARLINGTON COUNTY, VIRGINIA

NAVY ANNEX/ FEDERAL OFFICE BUILDING 2- DEMOLITION/REMEDIATION/SITE PREPARATION

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
1,722	26,625	28,347

A Master Plan for the Federal Office Building 2 (FOB2) was produced in response to the National Defense Authorization Acts (NDAA) of 2000 and 2003. These Acts together with the amendments of NDAA 2002, 2005, 2008 and 2009 direct the transfer of four parcels of land, known as the Navy Annex/FOB2 property, to the Secretary of the Army for use by Arlington National Cemetery (ANC). The transfer of property is to occur by January 1, 2012

with demolition of improvements beginning immediately after the transfer. The Acts require the Secretary of Defense to establish a Master Plan for the property to be transferred. Project activities include an updated survey of the current site, definition of its property boundaries, soil conditions testing, survey and remediation of hazardous materials, and the removal of improvements. The Master Plan for the parcels to be transferred is currently being updated which will show the specific conditions and characteristics of the parcels upon transfer by January 1, 2012. A boundary survey was performed to legally define the areas to be transferred. The Navy Annex/ Federal Building Number 2 is considered of historic significance but is not of sufficient unique character to place it on the historic register. Thus, final recording of its historic features and elements will be documented prior to its actual demolition. The project will also include the exchange of property known as South Gate Road for an equal amount of land to be developed by Arlington County for a Heritage Center. Full coordination with Arlington County, Arlington National Cemetery, Fort Meyer/Henderson Hall and the residents of adjacent properties is necessary prior to any final determinations.

This project first appeared in the FYs 2008-2013 program

PENTAGON CONTROL TOWER FIRE AND FIRE STATION

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
581	6,457	7,038

Construction includes a control tower and fire station to be built in the vicinity of the existing heliport. Temporary facilities of this structure were built in 2002 to replace the heliport control tower and fire station destroyed in the 9/11 terrorist attack on the Pentagon and are currently in operation. The temporary facilities have deteriorated, are in need of permanent replacement and are inadequate to meet current needs. The fire station will consist of a single story fire truck apparatus bay, single story living quarters for employees, and a three story air traffic control tower for helicopter landing and take-off.

This project first appeared in the FYs 2007-2012 program

PENTAGON SUPPORT OPERATION CENTER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
292	33,557	33,849

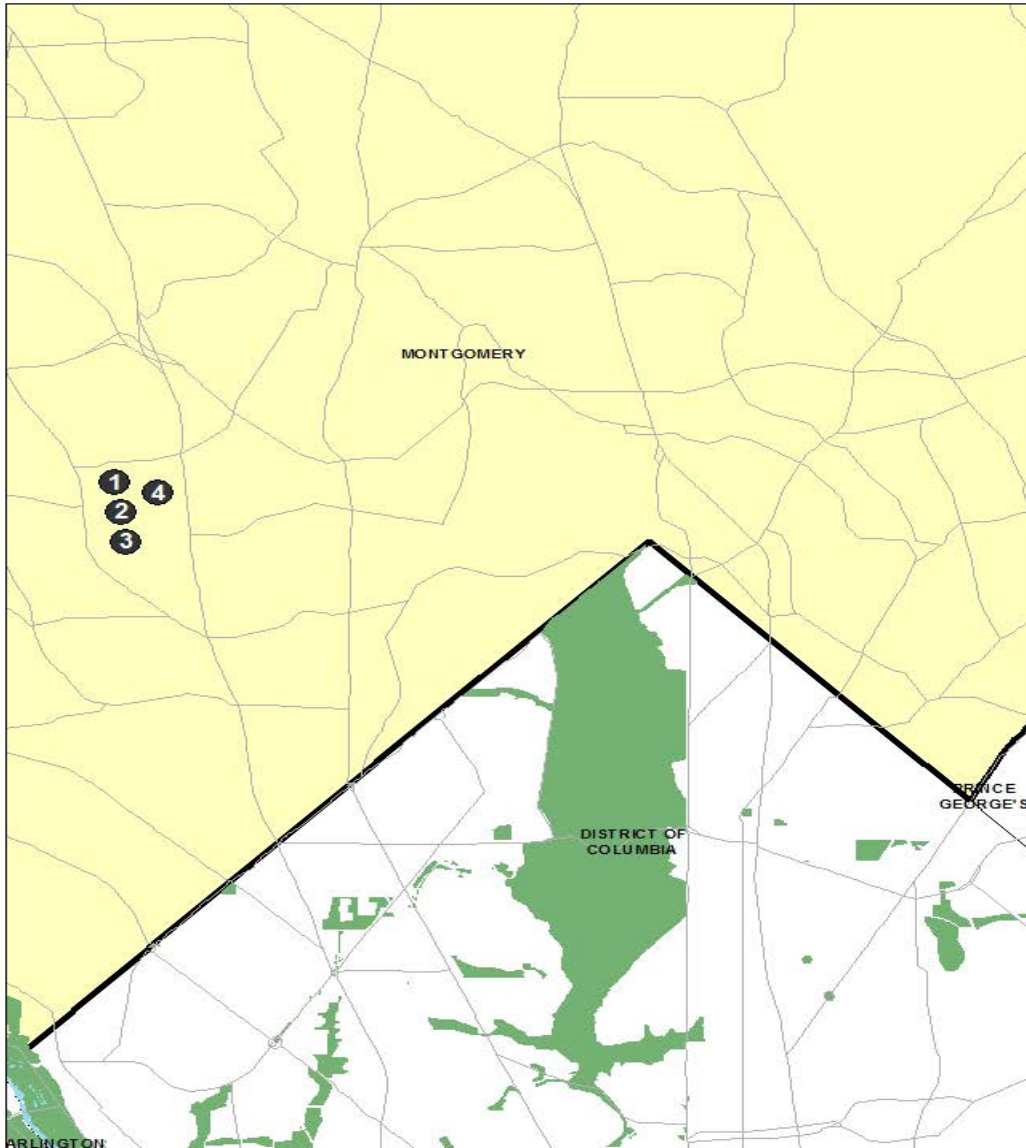
This project provides for the construction of a complex on two acres and in close proximity to the Pentagon. The proposed location will be adjacent to space occupied by the Pentagon Renovation Office (PENREN) just north of the Pentagon's North Parking Lot. The complex will contain administrative offices, firing range, armory, weapons lockers, and personnel locker room with showers. Anti-terrorism/force protection functions will be included in the project. Its proximity to the Pentagon will maintain a five minute response time for Pentagon police officers, K-9 units, and investigators located in the complex.

This project first appeared in the FYs 2009-2014 program

Department of Health and Human Services

The Department of Health and Human Services submitted four projects for the FCIP for FYs 2012-2017. These projects are to modernize existing research facilities. All projects are located on the National Institutes of Health campus in Montgomery County, Maryland.

Montgomery County, Maryland



Department of Health and Human Services

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
NATIONAL INSTITUTES OF HEALTH			
1 Building 10 Clinical Center, Phase C (E Wing)	0	349,300	349,300
2 Building 29A	0	97,300	97,300
3 Demolition of Building 7	0	2,100	2,100
4 Patient Rehabilitation Medicine Addition	0	23,400	23,400
Subtotal	0	472,100	472,100
Department of Health and Human Services Total	0	472,100	472,100

Recommended

NATIONAL INSTITUTES OF HEALTH MONTGOMERY COUNTY, MARYLAND

BUILDING 10 CLINICAL CENTER, PHASE C (E WING)

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	349,300	349,300

The Clinical Center houses the hospital and the core clinical research program's research laboratories and clinical offices for the physicians who have direct patient care responsibility. The renovation includes floors 2-14 of the E wing, and will provide the laboratories and clinical offices needed to complete the translation of scientific discoveries into new clinical treatments for a broad range of diseases, including new cancer treatments, vaccines for emerging infectious diseases, neurological diseases, diabetes, and obesity. The renovation includes complete replacement of existing infrastructure and program areas.

This project first appeared in the FYs 2011-2016 program

BUILDING 29A

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	97,300	97,300

This project is to renovate Buildings 29A. The mechanical systems in Building 29A have exceeded their useful life expectancy. They must be repaired before NIH's pre-clinical research programs reoccupy the buildings after the FDA/CBER programs vacate the facility. Renovations will include mechanical, electrical, and other system upgrades to comply with AAALAC guidelines and other applicable regulations, codes, and standards. The NIH Historic Preservation Officer will review this project for potential impact on historic properties.

This project first appeared in the FYs 2002-2007 program

DEMOLITION OF BUILDING 7*Recommended*

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	2,100	2,100

Built in 1946-47 as NIH's first contained laboratory, it has long been considered an obsolete place for scientific research because of the rapid advancement in the design of bio-safety laboratories and containment facilities. Thus, over the years its interior spaces and configuration were significantly altered to better accommodate ever changing developments in scientific research. Featuring a limited footprint and floor-plate (8,400 NSF per floor), research labs had always been very limited in size with virtually no ability to expand as more bench space was needed. Furthermore, there are inherent deficiencies of the 60 year old mechanical, plumbing, electrical, life safety and accessibility systems of the building. The building is currently vacant. Federal Law (E. O.13327) requires that agencies dispose of unused assets in their inventory as well as those structures that do not meet prescribed performance measures. The NIH Historic Preservation Officer has been determined the building is eligible for listing in the National Register. Therefore, a Memorandum of Agreement concerning its demolition has been executed with the Maryland Historical Trust.

*This is a new project in the 2012-2017 program***PATIENT REHABILITATION MEDICINE ADDITION***Recommended*

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	23,400	23,400

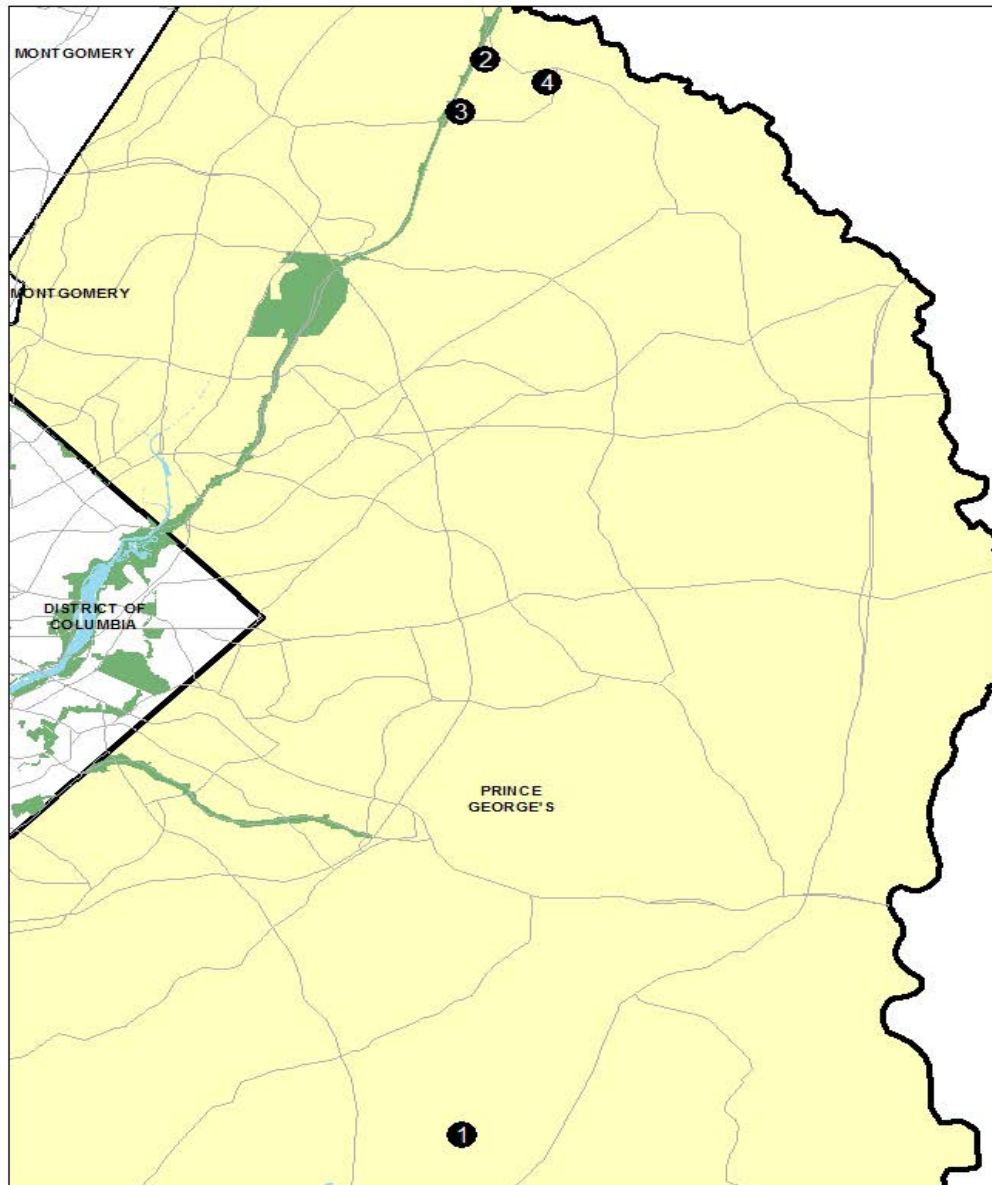
This project will consist of an addition to the northeast portion of the Clinical Research Center (Building 10 CRC) totaling 24,000 gross square feet. It will include locker rooms, exercise treatment rooms, and a half court gymnasium for the use of hospital patients. Similar treatment areas were previously housed within Building 10, but those spaces are being renovated to house new mechanical systems.

This project first appeared in the FYs 2011-2016 program

Department of Homeland Security

The Department of Homeland Security submitted four projects for the FCIP for FYs 2012-2017. All projects are located on the agency's campuses in Prince George's County, Maryland.

Prince George's County, Maryland



Department of Homeland Security

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
FEDERAL LAW ENFORCEMENT TRAINING CENTER			
1 Renovate Building 1 and Demo Buildings 1A & 1B	0	0	0
Subtotal	0	0	0
<i>Requires Additional Planning Coordination</i>			
U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER			
2 Merletti Classroom and Auditorium Building	0	0	0
3 Perimeter Security Upgrade	0	0	0
4 Utilities and Infrastructure Upgrades	0	0	0
Subtotal	0	0	0
Department of Homeland Security Total	0	0	0

Recommended

FEDERAL LAW ENFORCEMENT TRAINING CENTER PRINCE GEORGE'S COUNTY, MARYLAND

RENOVATE BUILDING 1 AND DEMO BUILDINGS 1A & 1B

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

This project first appeared in the FYs 2006-2011 program

Requires Additional Planning Coordination

U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER
PRINCE GEORGE'S COUNTY, MARYLAND

MERLETTI CLASSROOM AND AUDITORIUM BUILDING

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

(Project cost to be determined.) This project will construct a new two-story, 97,823 square-foot, limestone exterior building with basement, and four classrooms 12,800 square-foot. The addition will provide a large auditorium for such functions as student graduations, and function as a state-of-the-art conference center. The auditorium will also function as a multi-agency coordinating center for large scale protective events held in the Washington, DC, area. The auditorium will be designed to accommodate up to 250 people.

This project first appeared in the FYs 2007-2012 program

PERIMETER SECURITY UPGRADE

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

(Project costs to be determined.) This project will renovate and upgrade the existing security fencing system. Currently, the fence fails to meet contemporary security requirements. A fence with razor wire will be constructed to counteract shortfall. Total construction for this element of work will be for the three-mile perimeter.

This project first appeared in the FYs 2007-2012 program

UTILITIES AND INFRASTRUCTURE UPGRADES

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

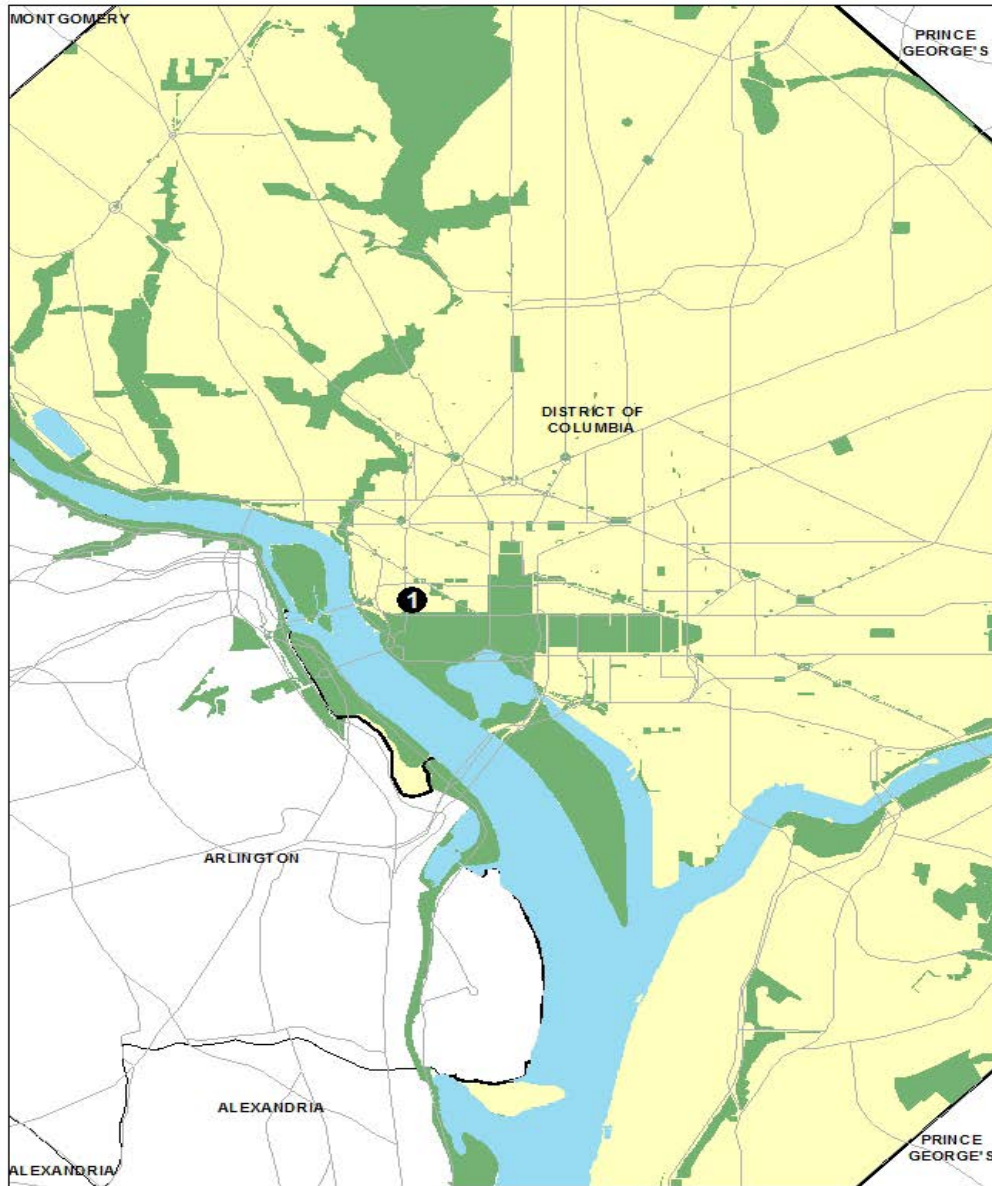
(Project costs to be determined.) This project provides for the upgrades of all primary infrastructure systems (natural gas, water distribution, sanitary, and electrical distribution), to meet current demands and to allow for campus facility growth. Existing campus infrastructure is in need of frequent repair, is inadequate, does not exist in locations identified for future construction, and cannot support any additional loads. Upgrades have been identified for all major systems to enhance them or extend them to newly proposed project sites. The primary work proposed will extend gas lines, increase water line pressure through a series of pumps, add sewer lines and pumping stations, and develop loop capabilities for the electrical distribution system. Design and construction will be required for this activity.

This project first appeared in the FYs 2007-2012 program

Department of State

The Department of State submitted one project for the FCIP for FYs 2012-2017. This project is for security improvements to an existing facility. The project is located in Washington, DC.

Washington, DC



Department of State

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Requires Additional Planning Coordination</i>			
HARRY S TRUMAN BUILDING			
1 Perimeter Security Improvements	2,849	49,000	51,849
Subtotal	2,849	49,000	51,849
Department of State Total	2,849	49,000	51,849

Requires Additional Planning Coordination

HARRY S TRUMAN BUILDING WASHINGTON, DC

PERIMETER SECURITY IMPROVEMENTS

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
2,849	49,000	51,849

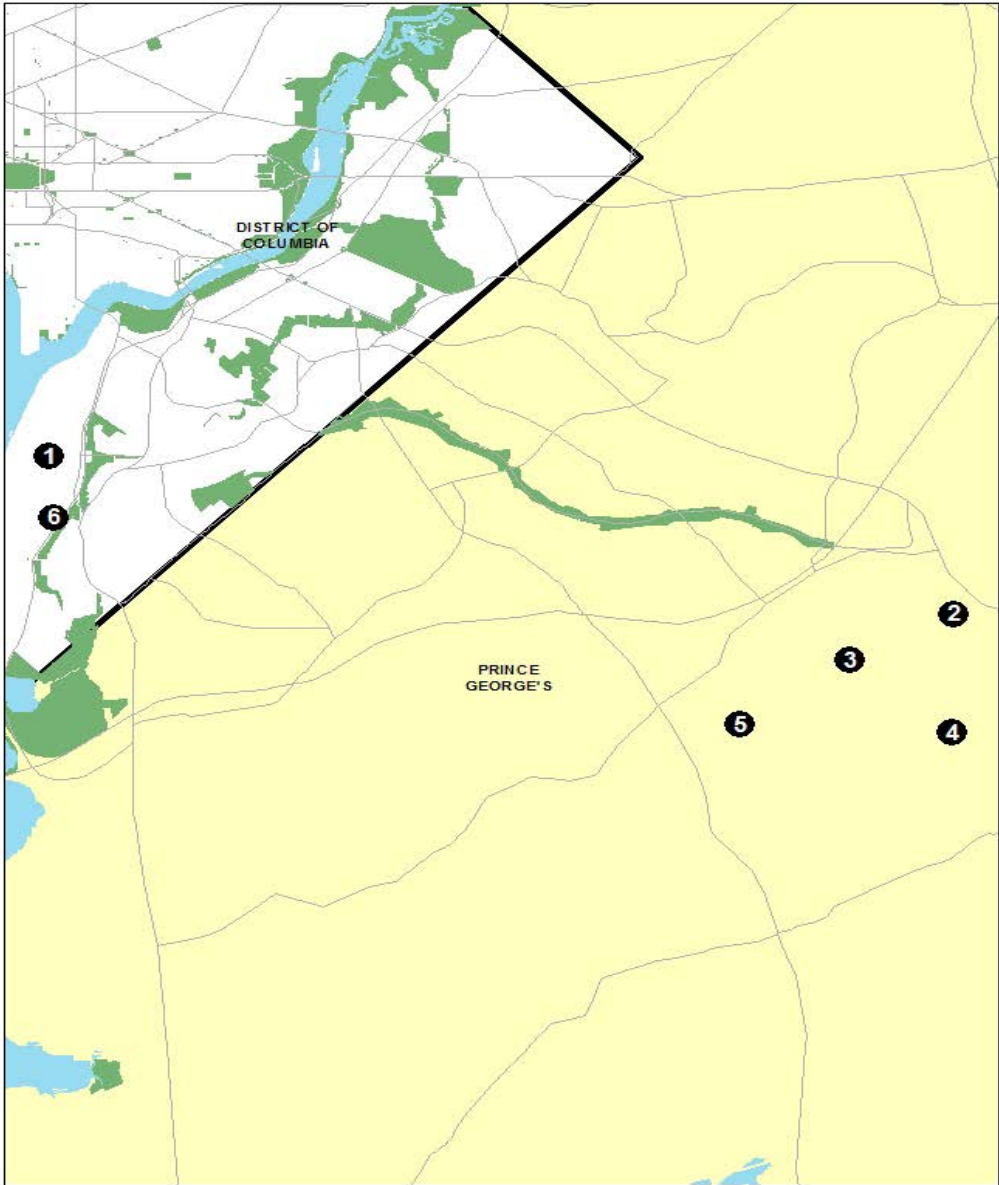
The Perimeter Security Improvements project is to improve security of the Harry S Truman (HST) Building; Department of State headquarters located at 22nd and C Street, and protect its employees and visitors from terrorist attack with explosives, while improving the streetscape by creating an attractive environment for pedestrians. The improvements are in accordance with a 1995 Department of Justice Vulnerability Assessment that determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters. The project is planned to comply with Interagency Security Criteria, Bureau of Diplomatic Security requirements, Office of Inspector General recommendations, and NCPC's National Capital Urban Design and Security Plan. Improvements include street modifications; physical changes to the building entrances and street access controls; the construction of bollards, railings, low walls, and planters; and the installation of plantings around the site perimeter. In 1992, the original section of the HST Building was determined potentially eligible for listing in the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. The Department of State, in conjunction with GSA, initiated National Historic Preservation Act Section 106 consultation with the District of Columbia Historic Preservation Office and the Advisory Council on Historic Preservation. The estimated total project cost is \$53,349,000; the project has received \$2,849,000 in prior funding.

This project first appeared in the FYs 2004-2009 program

Department of the Air Force

The Department of the Air Force submitted six proposed projects for the FCIP for FYs 2012-2017. These projects are for construction and renovation projects at Joint Base Bolling Air Force Base in Washington, DC and at Joint Base Andrews Air Force Base in Prince George's County, Maryland

National Capital Region



Department of the Air Force

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
JOINT BASE ANACOSTIA BOLLING			
1 Band Annex	0	10,000	10,000
2 Dental Clinic	1,792	21,073	22,865
Subtotal	1,792	31,073	32,865
 <i>Requires Additional Planning Coordination</i>			
JOINT BASE ANDREWS			
3 Ambulatory Care Center	9,000	233,900	242,900
4 Consolidated Operations Facility	0	23,000	23,000
5 Fitness Center	1	33,520	33,521
6 Joint Air Defense Operations Center	0	13,200	13,200
Subtotal	9,001	303,620	312,621
Department of the Air Force Total	10,793	334,693	345,486

Recommended

JOINT BASE ANACOSTIA BOLLING WASHINGTON, DC

BAND ANNEX

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	10,000	10,000

Construct a two-story Band Annex facility to increase administrative space for various band related activities to include individual practice, rehearsals, library and musical production space. Project will increase square footage of band facility by 20,527 SF. The United States Air Force Band facility is significantly undersized based on existing requirements. This project will provide adequate space for this important ceremonial mission the Air Force provides in the NCR. This project which will add to the Band Campus Area is a separate bldg from Hangar 2 but will be in close proximity. Hangar 2 was built in 1939 and has been identified as being eligible to be placed on the National Historic Register. As a result, Section 106 may need to be implemented with appropriate NEPA analysis (most likely an Environmental Assessment) and coordination with DCHPO.

This project first appeared in the FYs 2010-2015 program

DENTAL CLINIC*Recommended*

Prior Funding	Total FYs 2012-2017	Total Project Cost
1,792	21,073	22,865

This project will construct a new 2,472 SM (26,612 SF) Dental Clinic, with dental care and support space. Project consists of multi-story reinforced concrete and structural steel building, including site work; HVAC, elevators, utilities, landscaping, concrete walk, asphalt paving for 97 surface parking spaces, that may also include special drilled pier foundation, storm water management, soil remediation, and other development work associated with this project. Includes Antiterrorism/Force Protection (AT/FP) requirements per DoD Unified Facilities Criteria (UFC). Available facility areas at Andrews AFB will not accommodate the dental mission and supporting administrative functions as directed to support the customers from Andrews AFB, Bolling AFB, the Pentagon, and retirees. Thus, this new facility must be constructed to house these customers and the providers. If the project is not built then Andrews AFB is unable to provide successful integration and coordination of care services in the NCR. The Andrews AFB Dental Clinic will continue to experience frequent Operational interruptions. Adequate space to perform essential Air Force functions is not available to support this mission requirements resulting in a negative impact on overall requirements on the day to day medical functions. A categorical exclusion was processed for this project dated 21 Jan 2009 based on the Base Closure and Realignment Environmental Assessment for Joint Base Andrews-NAF Washington, Maryland. The Director, Portfolio Planning Management Office has reviewed this project for joint use potential. Joint use construction is recommended.

This project first appeared in the FYs 2011-2016 program

Requires Additional Planning Coordination**JOINT BASE ANDREWS**

PRINCE GEORGE'S COUNTY, MARYLAND

AMBULATORY CARE CENTER*Requires Additional Planning Coordination*

Prior Funding	Total FYs 2012-2017	Total Project Cost
9,000	233,900	242,900

This project will construct a new 3200 SM (344,542 SF) bldg and will renovate Building 1058. This project will provide a Service Center, Specialty Care Center, an Ambulance Shelter Renovation, and a Building Connector. Project consists of multi-story reinforced concrete and structural steel building. The project includes site work, HVAC, elevators, utilities, landscaping, concrete walk, asphalt paving for 500 deck and 790 surface parking spaces that may also include special drilled pier foundation, storm water management, soil remediation, and any other work associated with this project. Antiterrorism/Force Protection (AT/FP) requirements per DoD Unified Facilities Criteria (UFC) are included with the project. If the project is not built then JB Andrews will be unable to provide successful integration and coordination of care services in the NCR. The existing medical facility will continue to experience frequent operational interruptions. A categorical exclusion was processed for this project dated 21 Jan 2009 based on the Base Closure and Realignment Environmental Assessment for Joint Base Andrews-NAF Washington, Maryland. However, based on the recommendation of NCPC Staff, an EA was prepared and the FONSI was completed in June 2011. The Director, Portfolio Planning Management Office has reviewed this project for joint use potential. Joint use construction is recommended.

This project first appeared in the FYs 2011-2016 program

CONSOLIDATED OPERATIONS FACILITY

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	23,000	23,000

Construct 6,360SM state-of-the-art Operations Facility. Work to include reinforced concrete foundation and floor, structural steel, CMU block with brick facing, a standing seam metal roof, HVAC, fire suppression, parking lot, landscaping, storm water management, and utilities. This project will comply with Anti Terrorism/Force Protection requirements identified in Department of Defense Unified Facilities Criteria. Facility must comply with ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). This project consolidates two Squadrons and a Group into one facility to support a 200% mission increase for the largest helicopter squadron in the AF. Facility will provide administrative offices for all 3 organizations, an auditorium, multiple briefing/debriefing rooms, conference rooms, mission control area, classified material storage, ready area, shower/locker rooms, stand/eval section, technical order library space, general storage area, software preparation room, flight simulator, and database generation room. If a new Consolidated Operations Facility is not provided, the 1st Helicopter Squadron will be unable to support a forthcoming 200% mission increase. This translates to 65 more aircrew and 30 more mechanics. As an interim solution, a temporary trailer has been purchased and placed inside the hangar to accommodate additional personnel until the new project is funded and completed.

This project first appeared in the FYs 2011-2016 program

FITNESS CENTER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
1	33,520	33,521

The project will construct a physical fitness center, including a reinforced concrete foundation and floor slab, masonry construction with matching brick exterior, standing seam metal roof, pavements, utilities, soil remediation, storm water run-off improvements, and necessary support. It includes an indoor running track, cardiovascular room, multi-purpose court, offices, storage, and the health and wellness center. All necessary and required work associated with this project will be included. The substandard 3,907 SM existing facility will be demolished upon completion of this project. Adequate physical fitness centers are an essential feature of the living and working environment of personnel on an Air Force base. Physical well-being and good morale, resulting in part from facilities that allow for exercise and team and individual sports, are essential for the development and retention of Air Force personnel. Adequate space is required for outdoor basketball courts, an indoor running track, cardiovascular room, a health and wellness center, and administrative management. Andrews has two physical fitness centers--one of which is adequate and one of which is substandard. The substandard facility is undersized and cannot provide space to meet the demonstrated need for intramural and base-wide sports activities. Inefficiencies include lack of positive ventilation and deteriorated lighting and electrical systems. Excessive repairs are costly and create curtailment of fitness center operations, which further exacerbates the shortage of fitness center facilities. This results in patrons discontinuing regular fitness programs and traveling to off-base providers for their physical fitness needs, which is very expensive for lower grade personnel. An Environmental Assessment will be accomplished for this project to fulfill NEPA requirements.

This project first appeared in the FYs 2003-2008 program

JOINT AIR DEFENSE OPERATIONS CENTER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	13,200	13,200

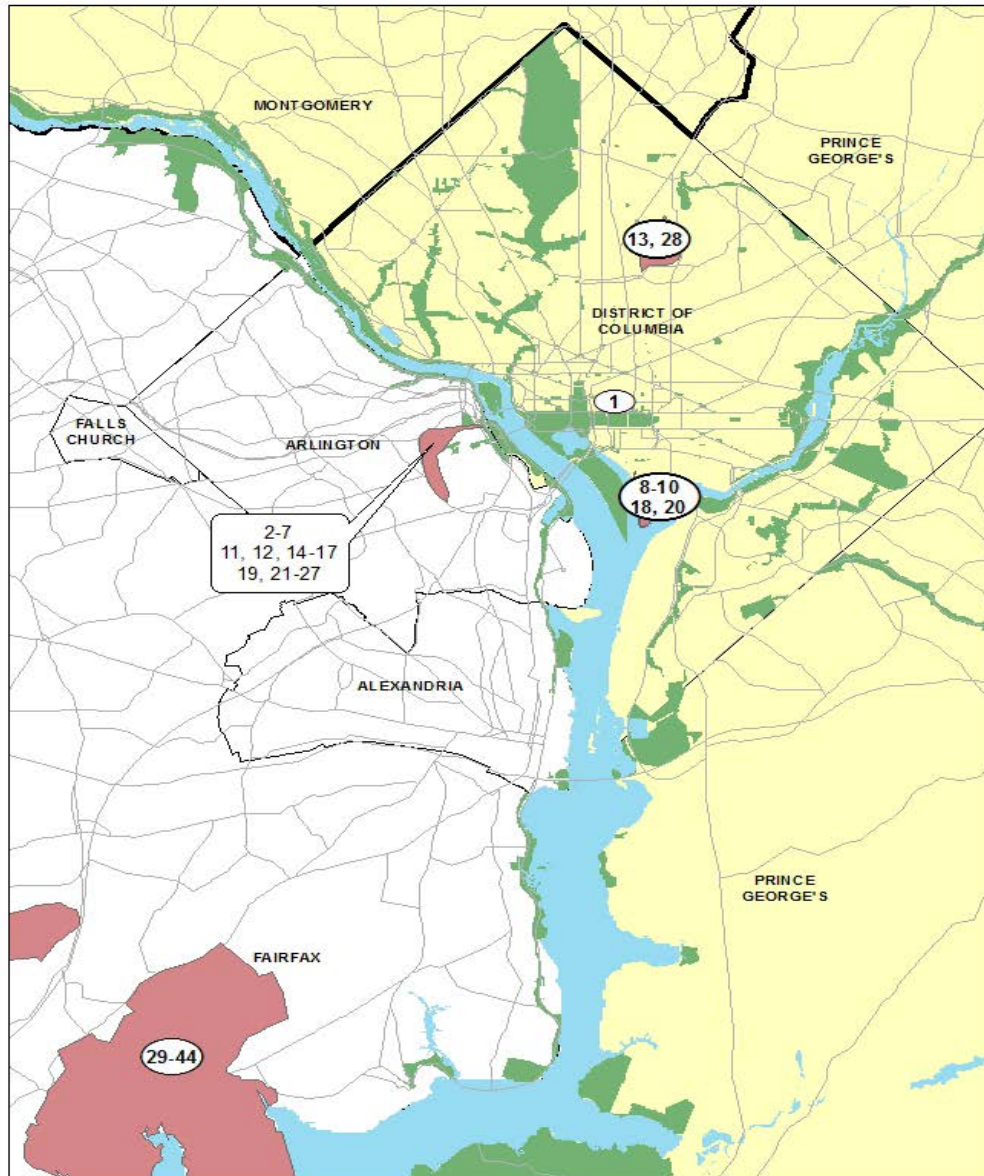
This project will construct a new 2,100 SM Facility. Project consists of multi-story reinforced concrete and structural steel building, to include site work, HVAC, elevators, utilities, landscaping, concrete walk, asphalt paving for 60 parking spaces, that may also include special drilled pier foundation, storm water management, soil remediation, and any other work associated with this project. Project will conform to Antiterrorism/Force Protection (AT/FP) requirements per DoD Unified Facilities Criteria (UFC). Existing facilities at Joint Base Anacostia-Bolling (JBAB) will not be able to accommodate the mission and supporting administrative functions for this mission. This mission was directed by the Secretary of Defense in October 2003 for the stand-up of the National Capital Region Integrated Air Defense (NCR-IAD). The stand-up was directed by an Executive Order and manning has been provided via TDY forces and is located in temporary facilities at JBAB. The Air Force through Air Combat Command is working to stand-up a permanent AF unit to support the operation in place of TDY forces, which requires a permanent facility. Thus, a new facility must be constructed to house these personnel. JBAB will be unable to support NCR-IAD mission requirements if this facility is not funded and constructed resulting in a negative impact on overall requirements and day-to-day operations of the NCR-IAD functions. This site is not a historic landmark and as such is not applicable to the conditions set forth in Executive Order 11593. An Environmental Assessment was completed in 2008 and a FONSI signed on 11 Sep 2008. This facility is programmed for joint use with Army; however, it is fully funded by the Air Force.

This project first appeared in the FYs 2011-2016 program

Department of the Army

The Department of the Army has submitted twenty-four proposed projects for the FCIP for FYs 2012-2017. These projects are for renovating and rehabilitating many existing military base facilities and the construction of new or replacement structures and infrastructure on bases throughout the National Capital Region.

National Capital Region



Department of the Army

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
---------------	---------------	---------------------	------------------------------

Recommended and Strongly Endorsed

U.S. ARMY CORPS OF ENGINEERS

1 Levee Improvements	5,442	6,314	11,756
Subtotal	5,442	6,314	11,756

Recommended

JOINT BASE MYER HENDERSON HALL

2 Accessible Entrance for Bldg 214 - Fort Myer	0	0	0
3 Construct Barracks No. 3 and Dining Facility - Fort Myer	90,000	86,000	176,000
4 Construct The United States Band Building (TUSAB) - Fort Myer	0	51,000	51,000
5 Demolition of Bldg 406 - Fort Myer	0	500	500
6 Nineteen Emergency Power Generators - Fort Myer	10,312	0	10,312
7 Radnor Heights Sub-Station Construction - Fort Myer	0	0	0
8 Renovation of Building 20. Grant Hall - Fort McNair	4,350	0	4,350
9 US Army Transportation Agency - Fort McNair	7,000	0	7,000
10 Widen Fifth Avenue - Fort McNair	1,015	0	1,015
Subtotal	112,677	137,500	250,177

ARLINGTON NATIONAL CEMETERY

11 Columbarium Court 9	18,700	0	18,700
12 Millennium Site	23,954	6,636	30,590
Subtotal	42,654	6,636	49,290

ARMED FORCES RETIREMENT HOME

13 Scott Project	0	0	0
Subtotal	0	0	0

Requires Additional Planning Coordination

JOINT BASE MYER HENDERSON HALL

14 Bldg 25 Demolition - Henderson Hall	6,000	6,000	12,000
15 Connector Road - Henderson Hall	759,000	0	759,000
16 Consolidated Dispatch Center for DES - Fort Myer	0	3,500	3,500
17 Convert Bldg #47 - Fort Myer	0	0	0
18 Decentralize Steam Plant - Fort McNair	0	2,450	2,450
19 Decentralize Steam Plant - Fort Myer	0	3,080	3,080
20 Eight Emergency Power Generators - Fort McNair	3,949	0	3,949
21 Old Post Chapel Bldg #335 Renovation - Fort Myer	2,500	0	2,500
22 Renovation of Bldg 217 Post Office - Fort Myer	0	0	0
23 Renovation of Building 249 Combined Operations Facility - Fort Myer	9,095	0	9,095
24 Repair Bldg 301 Water Distribution Pumping Station - Fort Myer	0	500	500
25 Third Infantry Regimental Annex Project - Fort Myer	0	1,000	1,000
Subtotal	780,544	16,530	797,074

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
ARLINGTON NATIONAL CEMETERY			
26 Navy Annex Planning & Development	0	53,913	53,913
27 New Administration Building	0	60,900	60,900
Subtotal	0	114,813	114,813
ARMED FORCES RETIREMENT HOME			
28 Master Plan	810	350	1,160
Subtotal	810	350	1,160
FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON			
29 Administrative Facilities, ACC	0	360,000	360,000
30 Airfield Modernization, PH 1	0	76,000	76,000
31 Airfield Modernization, PH 2	0	38,000	38,000
32 Airfield Modernization, PH 3	0	49,000	49,000
33 Aviation Hanger	0	21,000	21,000
34 Battalion Headquarters	0	29,000	29,000
35 Construct Barracks	0	36,000	36,000
36 DAU Training Center	0	46,000	46,000
37 McNamara Headquarters Annex, DLA	0	84,000	84,000
38 National Museum of the US Army (Private Funding for Construction)	0	128,000	128,000
39 Physical Fitness Center	0	33,000	33,000
40 Recreation Lodging Facility (Privatized, Private Funding)	0	41,000	41,000
41 Replace Commissary Facility	0	48,000	48,000
42 Roads and Infrastructure Improvements	0	31,000	31,000
43 Sensitive Compartmented Information Facility	0	306,000	306,000
44 Vehicle Maintenance Shop - Wheeled	0	14,200	14,200
Subtotal	0	1,340,200	1,340,200
Department of the Army Total	942,127	1,622,343	2,564,470

Recommended and Strongly Endorsed

U.S. ARMY CORPS OF ENGINEERS

WASHINGTON, DC

LEVEE IMPROVEMENTS

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
5,442	6,314	11,756

Flooding on the Potomac River in Washington, D.C. is affected by tidal flooding from the Chesapeake Bay and upstream flood flows on the Potomac River. There has been significant river flooding in 1889, 1936, 1937, 1942, 1972, and 2003. Since 1940, downtown Washington D.C. has been protected from Potomac River flooding by the U.S. Army Corps of Engineers (USACE) built levee system between the Lincoln Memorial and Washington Monument, a raised section of P Street, SW, adjacent to Fort McNair, and three temporary closures at 23rd Street NW, 17th Street NW and at Fort McNair. Due to impacts of the 1942 flood, the Flood Control Act of 1946 authorized improvements to restore the 185 year storm event design level of protection and improve the project's

operation. Further authorization in the Water Resources Development Act (WRDA) of 1996 and WRDA of 1999 increased the project cost ceiling to: improve the reliability of the temporary closure at 17th Street, NW; make the closures at 23rd Street and Constitution Avenue, NW and 2nd and P Streets, SW permanent; add three control structures to prevent backflow through the storm sewer system; and, bring the top of the existing levee along the Reflecting Pool (between 23rd and 17th Streets) to a uniform elevation at required level of freeboard protection. In January 2007, the USACE determined that the sandbag and Jersey barrier closure at 17th Street was an unreliable closure and therefore, issued the National Park Service (NPS) an unacceptable levee inspection rating. As a result of this rating, FEMA "de-accredited" the levee as safely containing the 100-year flood event.

On September 27, 2010, FEMA released new Flood Insurance Rate Maps (FIRM) that shows the entire Washington downtown area without flood protection. Concerned about the risk and potential economic impact to its citizens resulting from FEMA revising the FIRM, the City and its consultant (Tetra Tech) initiated design of a more reliable post & panel closure structure across 17th Street. In April 2009 ARRA funds were received to package design and award the construction contract for the more reliable 17th Street closure which is scheduled to be completed in 2011. Upon completion the Corps will notify FEMA that the system provides the 100 year storm event risk management requirements. The NPS also provided funds to stone clad the flood walls and for landscaping. These betterments are designed to ensure that the completed closure will blend in with the historic and environmental setting of the National Mall. To initiate and complete the authorized 185 year storm event risk management requirements Congress needs to increase the cost limit to approximately \$15 million. More precise estimated cost is pending completion of a Limited Reevaluation Report (LRR) which will be reviewed and approved by HQUSACE. This required Post Authorization Change document is scheduled to be complete by end of calendar year 2011.

Note: The levee improvements are designed to protect the city from river flooding. Low-lying areas of the city that experienced flooding in 2006 due to lack of stormwater drainage capacity in the sewer system will still be at risk of this type of flooding. Studies are currently being conducted to identify strategies for addressing the interior drainage flooding. If and when specific projects and related budget estimates are identified, they will be addressed by the appropriate agency and included in a future FCIP.

This project first appeared in the FYs 2007-2012 program

Recommended

JOINT BASE MYER HENDERSON HALL ARLINGTON COUNTY, VIRGINIA

ACCESSIBLE ENTRANCE FOR BLDG 214 - FORT MYER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

This project will provide for the renovation of building 214 with ADA accessible entry. This is a new project in the 2012-2017 program.

CONSTRUCT BARRACKS NO. 3 AND DINING FACILITY - FORT MYER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
90,000	86,000	176,000

This project will construct the third new standard design MILCON 210 Barracks along with Dining Facility (DFAC) using the design completed under the 2005 MILCON project, which was approved by CFA and NCPC. These MILCON projects will complete the move of the TOG soldiers away from the perimeter of the Joint Base to the center of the Joint Base, a safer and more secure location.

This is a new project in the 2012-2017 program

CONSTRUCT THE UNITED STATES BAND BUILDING (TUSAB) - FORT MYER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	51,000	51,000

This project will construct a new U.S. Army Band Training Facility. The existing Band facility (46,000 SF) constructed in 1978 is too small and outdated to accommodate the current mission. The existing building cannot be expanded. The new validated band facility (89,300 SF) is required. Estimated cost is \$51M (FYDP16). This project is required to provide adequate space and accommodations for the U.S. Army Band to be able to conduct mission oriented activities within their facility. The existing facility is too small and has inadequate facilities for the current composition of the band. Present facility only has space available in the lavatory area for 25 female personnel which were adequate at the time of construction. The current composition of the band has 44 female personnel, requiring facilities, dressing rooms and additional storage space. The facility also needs to be larger to accommodate bigger storage rooms for male staff personnel. The original configuration did not take into consideration the additional uniforms required for all band members. All Band members must have as a minimum, four blue coats and two white coats, four pairs of trousers, two pairs of shoes, overcoat, and raincoat. The current recording area is inadequate as new technologies progress in the sound world. The entire recording area rooms were sufficient when constructed, but are now not up to today's standards. The bands mission requires High Quality production of CD's, and Video's. The band performs over 6000 missions annually. The facility is to be a two story height facility that is to be located in conformance with the Fort Myer master plan and installation design guide. It is to be include rehearsal studios, recording studio, performance studio, locker rooms for both men and women band members, individual practice rooms, instrument storage lockers, sound technology facilities, music library, arranging studio, day room, administrative offices, equipment storage, fire protection and alarm systems, and loading dock facilities.

This is a new project in the 2012-2017 program

DEMOLITION OF BLDG 406 - FORT MYER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	500	500

Demolition of Bldg 406 due to failing utility system and high cost to maintain the facility and facility system; for example, the HVAC system is inoperable and requires replacement. Facility experiences continual interruptions of water supply due to old, obsolete pipes. Many bathrooms are inoperable. Over one half of the Water pipeline requires replacement. Mold problem exists in basement.

This is a new project in the 2012-2017 program.

NINETEEN EMERGENCY POWER GENERATORS - FORT MYER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
10,312	0	10,312

DPW is working with DVP on execution of several Capital Improvements Projects. These projects will improve the reliability and redundancy of power to various buildings at Fort Myer. Listed below are several buildings which will be impacted by the new generators: Quarters 1,2,11 - 13, 14 - 17, 19 - 21, 23 - 26, 27, and 28 Buildings: 40, 47, 48, 49, 50, 54, 57, 59, 214, 236, 241, 249 - 251, 246, 247, 248, 272, 404, 414, 416, 483, 419 and 523 The overall plan for installation of electrical equipment to provide electric power redundancy and reliability at selected sites and buildings within Fort Myer and Fort McNair. These projects started in FY2010 and will continue through FY11 and beyond depending on the funding availability. The FY10 portion of this project, comprising of generators at 16 sites, was funded in FY10 for a total amount of \$7,953,538.00 and is already awarded to Dominion Virginia Power. The plans for these sites are included for the Commission review. There are eleven additional sites in both Bases proposed to receive redundancy and reliability equipment for FY11. Once funding has been approved, the plans and lay-outs will be developed and submitted for review by the commission. All planned new installations are to create power redundancy and reliability and are mounted on concrete pads, in the proximity of outdoor site switchgear.

This is a new project in the 2012-2017 program

RADNOR HEIGHTS SUB-STATION CONSTRUCTION - FORT MYER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

Project includes new substation and transmission lines. Substation is located at Joint Base Myer -Henderson Hall near Route 50. The transmission lines extend from Arlington through Fort Myer around ANC to Pentagon. Type of Development: Acquisition of Land: Substation - Land had been deeded to DVP Utilities: Electric Power *** This project is funded by Dominion Virginia Power (DVP) - no cost to the Joint Base Myer Henderson-Hall. It has not been included in previous FCIP's.

This is a new project in the 2012-2017 program

RENOVATION OF BUILDING 20 GRANT HALL - FORT MCNAIR

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
4,350	0	4,350

Grant Hall is a historic property recognized at both the local and Federal level, and is the last remaining portion of the Federal Penitentiary built in 1829-1832 by the Architect of the Capital, Charles Bulfinch. In 1865, the 3rd floor was turned into a courtroom for the conspiracy trial of President Lincoln's assailants. The building underwent a major renovation in 1868-1870 and was converted into officer's quarters. Grant Hall is eligible for listing in the National Register of Historic Places.

This is a new project in the 2012-2017 program

US ARMY TRANSPORTATION AGENCY - FORT MCNAIR

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
7,000	0	7,000

The 12,200 SF single story garage is to be a climate controlled vehicle storage facility with the capacity to store 30 vehicles with personnel passageway connection to Building 18 that will serve as the Operations Facility. Building 37, a former vehicle service station, is to be renovated to meet the vehicle maintenance facility with enclosed wash rack requirement. Building 33 is to be utilized as the secondary vehicle storage facility. This project will provide the U.S. Army Transportation Agency with government owned facilities in a secure location in order to continue to meet mission requirements. The project is sited east of 4th Avenue, west of 5th Avenue, northeast of Building 18, and southeast of Building 43, Fort McNair, DC. The site is relatively flat with minimal site preparation being removal and disposal of an asphalt parking area. The P Street lot would be a parking lot and an emergency egress if needed.

This is a new project in the 2012-2017 program

WIDEN FIFTH AVENUE - FORT MCNAIR

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
1,015	0	1,015

This project provides for the design of the widening of 5th Avenue on Fort McNair located on Washington, DC. The project also addresses additional infrastructure (water/sewer) pipes needed prior to the widening of Fifth Avenue, which will include replacement of the road way and construction of a new traffic island. In addition, the replacement of the storm water drainage system, utility reconfiguration, and the installation of new Manholes will be included, along with new sidewalks with concrete curb and gutter. Current perpendicular parking spaces will be converted to parallel parking, restriped, and new traffic signage provided. Construction will be performed in two phases to minimize traffic disruption.

This is a new project in the 2012-2017 program.

ARLINGTON NATIONAL CEMETERY

ARLINGTON COUNTY, VIRGINIA

COLUMBARIUM COURT 9

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
18,700	0	18,700

Columbarium 9 adds the final element to the original architectural plan to the Columbarium Complex. The facility design will match existing courts in form, height, materials, and detail. This facility will provide ANC with approximately 20,000 niches, and will come on line prior to the Millennium Project assisting in the lengthening the life span of Arlington National Cemetery for military funerals.

This project first appeared in the FYs 2009-2014 program

MILLENNIUM SITE

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
23,954	6,636	30,590

This program combines three separate land parcels - the Old Warehouse Area - ANC, Section 29 - transferred from NPS, and Fort Myer picnic area - transferred from the Army into a single 31-acre interment area. This program will provide ANC with approximately 36,495 total burial sites to include; 10,929 full size in ground plots, 2,567 in ground cremation plots (Total 13,496 interment sites), 17,999 niches in a columbarium / retaining wall system, and 5,000 niches integral to the boundary wall on the cemetery side. Phase I work was completed in 2008. Phase II work projected to begin in 2013

This is a new project in the 2012-2017 program

ARMED FORCES RETIREMENT HOME

WASHINGTON, DC

SCOTT PROJECT

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

This is a new project in the 2012-2017 program.

Requires Additional Planning Coordination

JOINT BASE MYER HENDERSON HALL

ARLINGTON COUNTY, VIRGINIA

BLDG 25 DEMOLITION - HENDERSON HALL

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
6,000	6,000	12,000

Demolition of Bldg 25 (290,653) S.F. \$ 53,000 for the design phase thru NAVFAC. This includes move of the Commo Hub and all other ancillary moves required to accomplish the demo of Bldg 25. This will include an

extensive IT / Electrical / Utilities that are involved to be relocated from Bldg 25 to Bldg 28 room, #110 A. This is a design built contract for demo and construction or the move of it / electrical / utilities.

This is a new project in the 2012-2017 program

CONNECTOR ROAD - HENDERSON HALL

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
759,000	0	759,000

Construct Connector Road to connect Henderson Hall to Fort Myer. This will alleviate a currently poor traffic flow between the two installations.

This is a new project in the 2012-2017 program

CONSOLIDATED DISPATCH CNT FOR DES - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	3,500	3,500

Consolidated Dispatch Center for DES.

This is a new project in the 2012-2017 program

CONVERT BLDG #47 - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

Convert Building # 47.

This is a new project in the 2012-2017 program

DECENTRALIZE STEAM PLANT - FORT MCNAIR

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	2,450	2,450

DPW is working with DVP on execution of several Capital Improvements Projects. This project will improve the reliability and redundancy of power at Fort McNair.

This is a new project in the 2012-2017 program

DECENTRALIZE STEAM PLANT - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	3,080	3,080

DPW is working with DVP on execution of several Capital Improvements Projects. This project will improve the reliability and redundancy of power at Fort Myer.

This is a new project in the 2012-2017 program

EIGHT EMERGENCY POWER GENERATORS - FORT MCNAIR

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
3,949	0	3,949

DPW is working with Dominion Virginia Power Company on the execution of several Capital Improvement Projects. These projects will improve the reliability and redundancy of power at both Fort Myer and Fort McNair. Listed below are the various locations wherein the generators will be servicing: Buildings 17, 18, 20 - 28, 31, 35, 37, 41, 43, 47, 49, 50, 54, 56, 58, 60 and 69, Quarters 1 - 7 and 8 - 15, and the USATA Building. The objective of this plan is to provide electric power redundancy and reliability at selected sites and buildings within Fort Myer and Fort McNair. These projects started in FY 2010 and will continue through FY11 and beyond depending on the funding availability. The FY 10 portion of this project, comprising of generators at 16 sites, was funded in FY 10 for a total amount of \$7,953,538.00 and is already awarded to Dominion Virginia Power. The plans for these sites are included for the Commission review. There are eleven additional sites in both Bases proposed to receive redundancy and reliability equipment for FY 11. Once funding has been approved, the plans and lay-outs will be developed and submitted for review by the commission. All planned new installations are to create power redundancy and reliability and are mounted on concrete pads, in the proximity of the existing outdoor site switchgear. .

This is a new project in the 2012-2017 program

OLD POST CHAPEL BLDG #335 RENOVATION - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
2,500	0	2,500

Constructed in the Neo-Georgian Revival style in 1934 at Fort Myer, the brick 2-story Old Post Chapel-Building 335 is situated near a main gate connecting to Arlington National Cemetery. This chapel is heavily used and is in need of a major rehabilitation. The project includes accessible entrances, toilets, upgrades to lighting and mechanical systems, security, storm drainage, window repair and protection, and renovated interior finishes, and lead-based paint remediation. This work is needed to continue service to the military community and to preserve the historical integrity of the chapel which is located adjacent to the historic district. Section 106 issues will address upgrades to the building entrances.

This is a new project in the 2012-2017 program

RENOVATION OF BLDG 217 POST OFFICE - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	0	0

Renovation of building 217 Post Office.

This is a new project in the 2012-2017 program

RENOVATION OF BUILDING 249 COMBINED OPERATIONS FACILITY - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
9,095	0	9,095

This project will house two company operations facilities under one roof in a two-story, brick building with basement and attic. The original facility was constructed as one of six barracks buildings in 1903. Purpose of this renovation is to make needed repairs and to restore building for administrative use. DHR has been consulted per Section 106. Historic wood windows are being restored on the front façade; new blast-resistant windows with historic profiles will be to on remaining windows; and exterior brick walls repointed. First floor murals and two crests will be recorded, preserved and protected as part of the project. Design for the renovation will follow the

Secretary of the Interior's Standards for Rehabilitation. Interior cast iron columns and timber structure are to be retained and featured in the new design. A new slate shingle roof will be added to the structure. A separate exterior phase involves restoration of the two story front porch and one story rear porch; demolition of the rear stairwell and restoration of the façade; site and utility restoration; landscaping; brick and mortar repointing; steam vault repairs.

This is a new project in the 2012-2017 program.

REPAIR BLDG 301 WATER DISTRIBUTION PUMPING STATION - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	500	500

DPW is working with DVP on execution of several Capital Improvements Projects. This project will improve the reliability of water distribution at Fort Myer.

This is a new project in the 2012-2017 program

THIRD INFANTRY REGIMENTAL ANNEX PROJECT - FORT MYER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	1,000	1,000

Construct Bldg 410 for the Third Infantry Regimental Annex.

This is a new project in the 2012-2017 program.

ARLINGTON NATIONAL CEMETERY

ARLINGTON COUNTY, VIRGINIA

NAVY ANNEX PLANNING & DEVELOPMENT

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	53,913	53,913

This Program will develop up to 42 acres, when the Navy Annex is transferred to ANC. Preliminary designs indicate that 17,400 interment sites and 30,241 niches will be provided to ANC. The land transfers to the US Army on 1 January 2012. Demolition of the building, parking lot and utilities will begin that year. Once that demolition is completed, the land will be turned over to Arlington National Cemetery to develop into burial sites. Plans for this development have not started, beyond just concept ideas.

This is a new project in the 2012-2017 program

NEW ADMINISTRATION BUILDING

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	60,900	60,900

This project will construct a new Cemetery Administration building on the site (TBD) on the Navy Annex property after the transfer. That area will be the future central location for funerals since it will be the largest active burial area of the Cemetery. The old Administration Building will be converted into a columbarium again extending the viability of the cemetery for military burials.

This is a new project in the 2012-2017 program

ARMED FORCES RETIREMENT HOME

WASHINGTON, DC

MASTER PLAN

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
810	350	1,160

This project is to continue with the master planning of the property at the southern portion of AFRH campus in Washington, DC. The development of the property will generate income to fill the gap in annual operating deficit at the AFRH. The master planning of the property consists of one zone (Zone A) of 77 acres, 4.764 million sq. ft. and 5,930 new parking spaces. The intended uses are residential, commercial, medical, retail, Assisted Living units, and hotel. Historical preservation issues and environmental issues have been or will be addressed in the Master Plan.

This project first appeared in the FYs 2009-2014 program

FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON

FAIRFAX COUNTY, VIRGINIA

Comment: Fairfax County in its review of the July 2011 proposed FCIP, has expressed its continued concern with the magnitude and pace of growth at Fort Belvoir, and agrees that additional analysis should be performed to identify the nature, location an extent of these projects and their impacts on the area, before project commitments are made.

ADMINISTRATIVE FACILITIES, ACC

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	360,000	360,000

This project will construct approximately 830,900 gross-square-foot of secure administrative and associated general purpose warehouse space via multi-year phased construction. Project will construct numerous multi-story facilities to house existing agencies currently at Fort Belvoir and an affiliated agency currently in leased space within the National Capital Region into a consolidated campus scheme. This complex will consist of administrative space, open and private office space, sensitive compartmented information facility (SCIF), command center, conference rooms, video teleconferencing center, training and instruction facilities, auditorium, General Officer/Senior Executive Service office suites, administrative support areas, storage, cafeteria, elevators, HVAC, lighting, fire protection and information systems. Supporting facilities include structured parking facilities, electrical service, water distribution and wastewater collections lines, site improvements and information systems. AT/FP measures will be included and access for the handicapped will be provided. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAct05) features will be included. The project is proposed to meet LEED Silver standards.

This project first appeared in the FYs 2011-2016 program

AIRFIELD MODERNIZATION, PH 1

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	76,000	76,000

This project is required to reconfigure the Davison Army Airfield to support modernization and replacement of functionally inadequate facilities. This project will construct the infrastructure needed to support construction of hangars and aviation operational facilities replacing those in the primary surface posing a hazard to flight safety. Project is in the early planning stage and scope is given for general purposes. National Environmental Policy Act analysis will be performed for development of the approved preferred site and alternative sites. Additional surveys for design will be required to support no impact to sensitive areas/species in proximity to the preferred site. This project and related phased project to bring the airfield up to modern standards are still in the early stages of planning. Scope and related information for all phases is concerned conceptual.

This project first appeared in the FYs 2011-2016 program

AIRFIELD MODERNIZATION, PH 2

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	38,000	38,000

This project will construct a airfield base operations building, unit airfield operations building, an aircraft hangar, and maintenance apron, fire alarm and suppression, and building information systems. Install Intrusion Detection Systems (IDS). Connect Energy Management and Control Systems (EMCS). Supporting facilities include electric service, water, wastewater, and gas lines, access road, parking, sidewalks, and curbs and gutters, storm drainage, site improvements, and information systems. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, security lighting, barriers, and visual screening. Heating and cooling will be provided via stand-alone systems. Handicapped access will be provided in administrative areas. Comprehensive interior design services are required. Project is phased 2 in the reconfiguration/modernization of the

airfield in an effort to bring operations and facilities in line with airfield setback and safety standards. National Environmental Policy Act analysis will be performed for development of the approved preferred site and alternative sites. Additional surveys for design will be required to support no impact to sensitive areas/species in proximity to the preferred site. This project and related phased project to bring the airfield up to modern standards are still in the early stages of planning. Scope and related information for all phases is concerned conceptual.

This project first appeared in the FYs 2011-2016 program

AIRFIELD MODERNIZATION, PH 3

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	49,000	49,000

This project will modernize and construct aircraft hangars and maintenance aprons, aviation battalion headquarters, armory, taxiways, fire alarm and suppression, and building information systems. Install Intrusion Detection Systems (IDS). Connect Energy Management and Control Systems (EMCS). Supporting facilities include electric service, water, wastewater, and gas lines, access road, parking, sidewalks, and curbs and gutters, storm drainage, site improvements, and information systems. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, security lighting, barriers, and visual screening. Heating and cooling will be provided via stand-alone systems. Handicapped access will be provided in administrative areas. Comprehensive interior design services are required. National Environmental Policy Act analysis will be performed for development of the approved preferred site and alternative sites. Additional surveys for design will be required to support no impact to sensitive areas/species in proximity to the preferred site. This project and related phased projects to bring the airfield up to modern standards are still in the early stages of planning. Scope and related information for all phases is considered conceptual.

This project first appeared in the FYs 2011-2016 program

AVIATION HANGER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	21,000	21,000

This project replaces an existing facility that is out dated and inadequate to house modern aircraft. Project will construct a modified standard design maintenance hangar for rotary-wing aircraft. Work includes an aircraft hangar, associated maintenance shops, administrative space, parts and tool storage, aviation operations, aviation operations area, a hazardous materials storage facility, information systems, fire protection and alarm systems, and Energy Monitoring Control Systems (EMCS) connection. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAct05) features will be provided. Supporting facilities include site development, utilities and connections, lighting, paving, parking, walks, curbs and gutters, storm drainage, information systems, landscaping and signage. Heating and air conditioning will be provided by a self contained system. Measures in accordance with the Department of Defense (DoD) Minimum Antiterrorism for Buildings standards will be provided. Comprehensive building and furnishings related interior design services are required. Access for individuals with disabilities will be provided.

This is a new project in the 2012-2017 program

BATTALION HEADQUARTERS

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	29,000	29,000

This project will construct a standard design, large-battalion headquarters building, two-company operations facility, and medium-size tactical equipment maintenance facility, organizational equipment storage, Petroleum, Oil, & Lubricants (POL) and hazardous material (HAZMAT) storage buildings, organizational vehicle parking, open storage, and connections to Energy Monitoring Control Systems (EMCS), intrusion detection systems, fire alarm and suppression, and interior elevators. These facilities include provisions to perform field, sustainment, and depot

level maintenance/repair functions (including sand blasting, painting, and 35T overhead lift) authorized for a high demand, low density Army organization. Supporting Facilities include electric services, water and gas distribution and wastewater collection lines, access road, pavements curbs and gutters, storm drainage, site preparation and information systems. Antiterrorism/force protection measures include laminated glass windows in reinforced frames, reinforced exterior doors, security lighting, fencing, barriers, and visual screening. Access for individuals with disabilities will be provided in administrative areas. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAAct05) features will be included. Comprehensive interior design services are required. Heating and air conditioning (estimated 100 tons) will be provided by stand-alone systems. Additionally, the project footprint will displace an existing RV storage lot. the project will rebuild the RV storage on another site on the installation that has been previously disturbed and has existing asphalt and gravel surface.

This project first appeared in the FYs 2011-2016 program

CONSTRUCT BARRACKS

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	36,000	36,000

This project constructs a standard-design 240 room barracks complex and company operations buildings adjacent the existing McRee Barracks complex. Project will include installation of an Intrusion Detection System (IDS, an Energy Management Control System (EMCS), fire alarm detection/suppression systems, and building information systems. Supporting facilities include electric service, area lighting, water and sanitary sewer lines, paving, sidewalks, curb and gutters, storm drainage, site improvements, and building information systems. Demolition of pavement/concrete (90,000 GSF) will be included. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, progressive collapse hardening, barriers, and visual screening. Heating and air conditioning will be provided by connection existing plant. Handicapped access will be provided in public areas. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAAct05) features will be included. Comprehensive interior design services are required.

This project first appeared in the FYs 2009-2014 program

DAU TRAINING CENTER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	46,000	46,000

This project will construct a Defense Acquisition University (DAU) Training Center. Primary facilities include: the Training Center containing administrative space, conference rooms, video teleconference rooms, data processing center and other administrative support areas; surface and multi-story parking; fire protection & alarm systems; and building information systems. Connection to the Energy Monitoring Control Systems (EMCS) and installation of intrusion detection systems (IDS) and closed circuit television will be provided. Supporting facilities include electric service; water and wastewater and gas lines; access road, parking, sidewalks, and curbs and gutters; storm drainage; site improvements; bentonite plugs along utility lines and foundation vapor barriers to prevent potential ground water infiltration; and information systems. Antiterrorism/force protection measures include setbacks. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAAct05) features will be provided. Access for persons with disabilities will be provided. Comprehensive building and furnishings related interior design services are required.

This is a new project in the 2012-2017 program

MCNAMARA HEADQUARTERS ANNEX, DLA

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	84,000	84,000

This project will construct a 267,000 (estimate) gross-square-foot facility to provide space for a projected increase in workforce of the Defense Logistics Agency (DLA) at Fort Belvoir. This complex will consist of a sensitive

compartmented information facility (SCIF), administrative, open and private offices, emergency generator, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, site improvements and information systems. AT/FP measures will be included and access for the handicapped will be provided. The project is proposed to meet LEED Silver standards. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPA05) features will be included. Note: Parking will be provided through a separate project which will construct two parking structure with approximately 1650 parking spaces, combined. These parking space provide space for the increase staff and replaces the existing surface parking displaced by the new facility footprint.

This project first appeared in the FYs 2011-2016 program

NATIONAL MUSEUM OF THE US ARMY (PRIVATE FUNDING FOR CONSTRUCTION)

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	128,000	128,000

Private Funds will be used for the construction of this project. This phased project will construct a 185,000 gross-square-foot facility to house the National Museum of the US Army at Fort Belvoir. This complex will consist of indoor and outdoor exhibit space, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, site improvements, relocation of golf course facilities and realignment of the golf course. AT/FP measures will be included and access for the handicapped will be provided. A total of 550 vehicles and 40 recreational vehicle parking spaces will be provided through surface parking. The project is proposed to meet LEED Silver standards. Access roadway improvements will be included.

This project first appeared in the FYs 2010-2015 program

PHYSICAL FITNESS CENTER

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	33,000	33,000

This project provides for construction of a 102,400 gross-square-foot center which includes a medium, standard-design physical fitness facility (64,799 SF) with multi-purpose courts, racquetball courts, aerobic exercise and strength training rooms, jogging track, indoor 25-meter swimming pool with associated pump rooms and locker/restrooms (37,600 SF), athletic fields, men's and women's locker rooms, toilets, showers, and saunas; administrative offices, vending and lounge area, storage, equipment issue, mechanical and electrical rooms, fire protection and alarm systems, HVAC, interior lighting, and building information systems. Supporting facilities include electric service, area lighting, water and sanitary sewer lines; access road, paving, walks, curb and gutter, storm drainage, site improvements and information systems. AT/FP measures and access for the handicapped will be provided. A total of 100 additional parking spaces will be provided; an existing parking lot in the area will be utilized for the major of customer parking needs.

This project first appeared in the FYs 2011-2016 program.

RECREATION LODGING FACILITY (PRIVATIZED, PRIVATE FUNDING)

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	41,000	41,000

This project/program is now part of the Privatization of Army Lodging (PAL) initiative and will be privately funded, constructed, and operated. The project was originally submitted in the FY11-FY16 FCIP as a non appropriated funded and operated project. The scope/cost referenced below are provided as conceptual as the PAL contractor is still reviewing and developing project details to fit their requirements. \$41,000,000 (estimated total construction cost). This project will construct a new 153,585 square foot Recreation Lodging Facility for Military Service members and their authorized patrons to service the National Capital Region. Project scope includes 250 guest rooms; covered vehicle drop off; entry vestibule; main entrance/lobby reception area; elevators; corridors and public

restrooms; foodservice/bar area; front desk area; bell cart station; luggage room; administrative area & management offices; guest laundry; vending areas; dry storage; bulk storage; a housekeeping office; housekeeping rooms; linen rooms; janitor closet; mechanical room; secure storage; supply/central storage and employee break room with staff restrooms; loading/receiving area; fitness workout area. The facility includes fire protection/detection systems; telecommunications, and information systems; an Energy Management Control System; Antiterrorism and Force Protection measures include laminated glazing in reinforced frames; reinforced exterior doors; progressive collapse hardening, barriers; and visual screening IAW UFC 4-010-01; as well as applicable references to the IDG. The new facility will be ABA compliant. Heating and air conditioning will be provided by self-containing systems. Support facilities will include all required utilities; water, sewer, heating system; circulation spaces; elevator equipment room; mechanical and electrical equipment rooms; paving; walks; curbs; gutters; storm drainage; landscaping and site improvements. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAct05) features will be included. The project will be design meet Silver Leadership in Energy and Environment Design (LEED).

This is a new project in the 2012-2017 program

REPLACE COMMISSARY FACILITY

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	48,000	48,000

This project will construct a 140,512 gross-square-foot facility to house a replacement Commissary at Ft Belvoir. This complex will consist of food display area, storage and refrigeration, administrative, emergency generator, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, site improvements and information systems. AT/FP measures will be included and access for the handicapped will be provided. A total of 650 parking spaces will be provided through surface parking. The project is proposed to meet LEED Silver standards. The replacement facility is in the vicinity of the existing facility and existing facility will be demolished as part of this project. Existing parking will be reused to reduce other parking requirements. Brick is proposed as the exterior finish material. Project will be constructed over the footprint of the existing Main Post Exchange, which will be demolished.

This project first appeared in the FYs 2011-2016 program

ROADS AND INFRASTRUCTURE IMPROVEMENTS

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	31,000	31,000

This project will provide for construction of the national Museum of the United States Army (NMUSA) infrastructure improvements to include electric service, water and gas distribution and wastewater collection lines, access roads, traffic improvements, intersection upgrade, storm water drainage, and physical security measures. This project is required to provide infrastructure improvements supporting construction and operation of the NMUSA campus. This is in support of the January 16, 2009 Memorandum of Agreement between the Army and the Army Historical foundation, that the Army will make available a suitable, appropriate, and partially prepared U.S. government site for this complex. This project will begin construction of road and infrastructure improvements in advance of the scheduled June 2012 contraction start of the NMUSA.

This project first appeared in the FYs 2011-2016 program

SENSITIVE COMPARTMENTED INFORMATION FACILITY

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	306,000	306,000

The project will be phased construction with the first phase to reconfigure existing site infrastructure, construct a 1566 space parking structure over existing surface parking, and make site ready for phases 2 and 3. Phases 2 and 3 will construct 290,000 gross square feet addition to the existing Information Dominance Center (IDC) Sensitive Compartmented Information Facility (SCIF). Phase 4 will renovate/reconfigure the existing 200,000 gross square

feet for better utilization of space and operational functionality. The complete project will consist of specialized operations space, special equipment storage, an intrusion detection system, classrooms, a conference center, a server room, a wellness room with shower, a warehouse area, mechanical/utility rooms, bathrooms, training areas, storage areas, a library, office space, and administrative support areas. The project also includes connections to existing utilities, redundant power and information systems, HVAC, walks, curbs and gutters, a parking structure, general lighting; information systems; and site improvements. AT/FP measures will be incorporated. Access for the handicapped will be provided.

This project first appeared in the FYs 2004-2009 program

VEHICLE MAINTENANCE SHOP - WHEELED

Requires Additional Planning Coordination

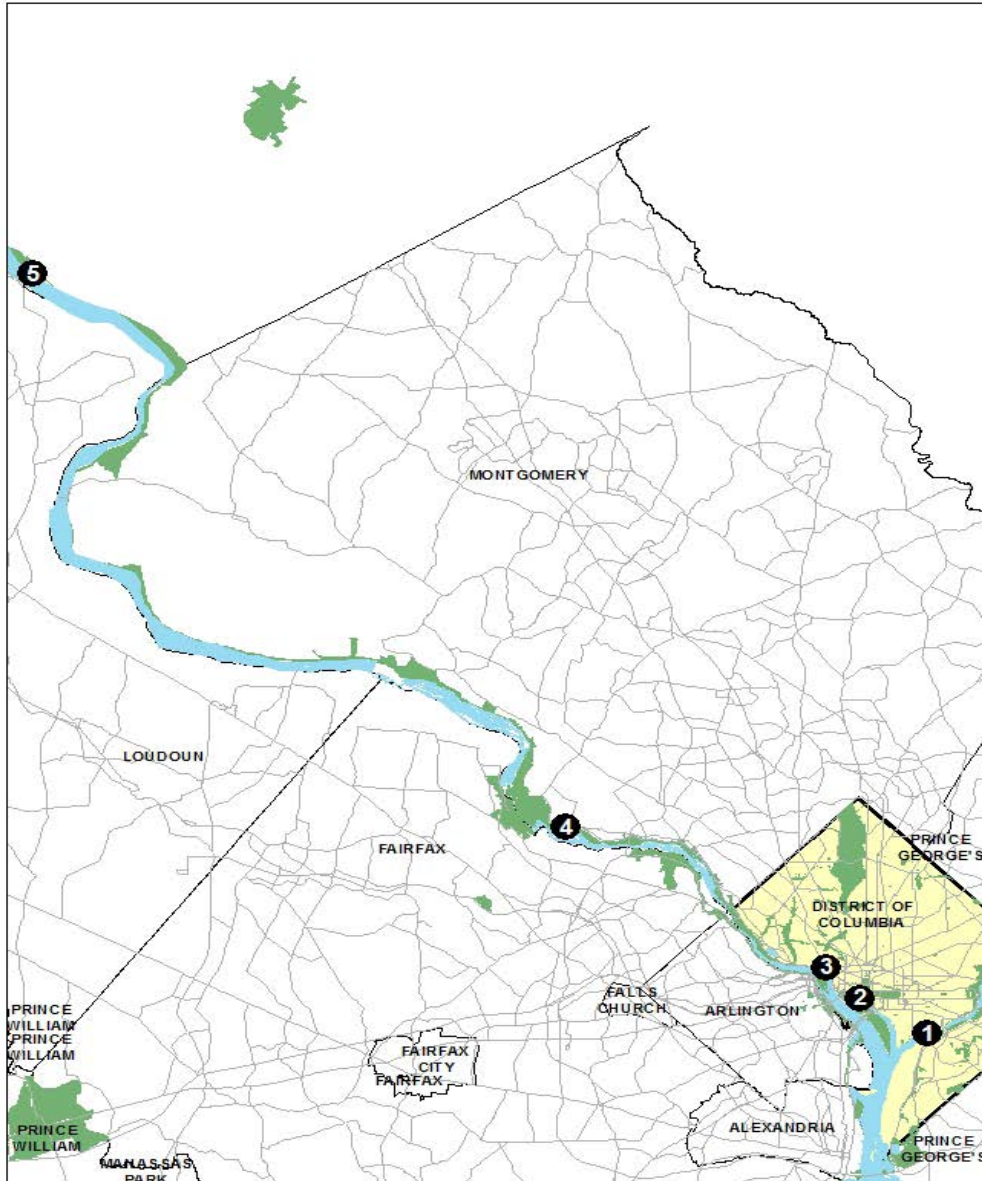
Prior Funding	Total FYs 2012-2017	Total Project Cost
0	14,200	14,200

This project will construct a standard-design small tactical equipment maintenance facility, company operations building with combined admin and readiness module, organizational equipment storage and oil storage buildings, organizational vehicle parking, vehicle storage facility, open and organizational equipment storage, special foundations and connection to Energy Monitoring Control Systems (EMCS), intrusion detection systems, fire alarm and suppression and building information system. Supporting Facilities include electric services, water and gas distribution and wastewater collection lines, access road, pavements, curbs and gutters, storm drainage, site preparation and information systems. Antiterrorism/force protection measures include laminated glass windows in reinforced frames, reinforced exterior doors, security lighting, fencing, barriers, and visual screening. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAAct05) features will be included. Comprehensive interior design services are required. Heating and air conditioning (estimated 100 tons) will be provided by stand-alone systems. Additionally, this project will be constructed on a previously disturbed site that contains an outdated maintenance facility and apron/hardstand, and large asphalt parking areas. Project will demolish the existing facility, hardstands, and parking areas to make way for this new construction. *This project first appeared in the FYs 2011-2016 program*

Department of the Interior

The Department of the Interior has submitted five projects for the FCIP for FYs 2012-2017. These projects are National Park Service park improvements for facilities located in Washington, DC and Montgomery County, Maryland.

National Capital Region



Department of the Interior

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended and Strongly Endorsed</i>			
NATIONAL PARK SERVICE			
1 Reconstruct Turf and Soil in the National Mall, National Mall and Memorial Parks (NAMA), Washington, DC	16,173	10,572	26,745
Subtotal	16,173	10,572	26,745
<i>Recommended</i>			
NATIONAL PARK SERVICE			
2 Perform Critical Life/Health/Safety Repairs to the Failed Slurry Wall/Pool Membrane -- World War II Memorial, National Mall & Memorial Parks (NAMA)	0	3,318	3,318
3 Preserve Historic Stone Walls in Georgetown, Chesapeake & Ohio National Historical Park (CHOH), Washington, DC	0	3,858	3,858
4 Repair Breach -- Mile 12.5 -- Storm Damage Hanna, Chesapeake & Ohio National Historical Park (CHOH), Maryland	0	3,294	3,294
5 Repair Canal Structures, Watered Area, Lock 5 to Lock 22, Chesapeake & Ohio National Historical Park (CHOH), Maryland	0	7,191	7,191
Subtotal	0	17,661	17,661
Department of the Interior Total	16,173	28,233	44,406

Recommended and Strongly Endorsed

NATIONAL PARK SERVICE

WASHINGTON, DC

RECONSTRUCT TURF AND SOIL IN THE NATIONAL MALL, NATIONAL MALL AND MEMORIAL PARKS (NAMA), WASHINGTON, DC

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
16,173	10,572	26,745

Reconstruct Turf and Soil in the National Mall, National Mall and Memorial Parks (NAMA), Washington, DC The purpose of this project is re-engineer the soil; replace irrigation systems and install a pump house; install drainage systems, including granite curb, inlets, and underground water collection and storage improvements; and re-establish turf. The project is located within the National Mall, West Potomac Park, in downtown Washington, D.C. The project focuses on reconstructing the lawn panels, which are sandwiched between the elm tree panels aligning Madison and Jefferson Drives and between the streets of 3rd and 14th. The work will be performed on and immediately adjacent to historically significant features which directly contribute to the historic significance of the National Mall. All construction work will be performed in a manner that provides the greatest benefit to this highly significant, visible, prominent civic space with adjacent museums and visitor attractions. Project work will include demolition of existing lawn panels while salvaging existing top soil for re-use; heavy civil work with deep utilities, soil-mixing, granite curb and inlet installation with tight tolerances, and very fine grading; structural and utility work

associated with the installation of the underground cast-in-place concrete pump house, pre-cast concrete cisterns and irrigation and drainage systems; and seeding, growth and maintenance of the turf until it is released to the National Park Service for beneficial occupancy. \$ 9,746,000 FY2013 (Phase II) \$16,173,000 FY2011 (Phase I)

This is a new project in the 2012-2017 program

Recommended

**NATIONAL PARK SERVICE
WASHINGTON, DC**

PERFORM CRITICAL LIFE/HEALTH/SAFETY REPAIRS TO THE FAILED SLURRY WALL/POOL MEMBRANE -- WORLD WAR II MEMORIAL, NATIONAL MALL & MEMORIAL PARKS (NAMA)

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	3,318	3,318

Perform Critical Life/Health/Safety Repairs to the Failed Slurry Wall/Pool Membrane - World War II Memorial, National Mall and Memorial Parks (NAMA), Washington, DC The slurry wall located on the West edge of the WWII Memorial has failed. This project will evaluate the condition of the wall and either repair or replace the structure, make necessary repairs to the drainage system to prevent future damage, and reduce the quantity of ground water flow to decrease the burden on the storm water discharge systems. The construction effort will correct unsafe conditions and protect the memorial infrastructure. \$3,318,000 FY2012

This is a new project in the 2012-2017 program

PRESERVE HISTORIC STONE WALLS IN GEORGETOWN, CHESAPEAKE & OHIO NATIONAL HISTORICAL PARK (CHOH), WASHINGTON, DC

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	3,858	3,858

Preserve Historic Stone Walls in Georgetown, Chesapeake & Ohio National Historical Park (CHOH), Washington, DC This preservation project is limited to two wall sections located between Wisconsin Avenue and 33rd Street in the heart of Georgetown, District of Columbia. It includes the restoration/repair of dry-laid and mortared masonry walls, which date to the original construction of the C&O Canal in 1828. It is the most urban and frequently used portion of the park. Many adjacent buildings date to the beginning of the canal while others are of more recent construction. The walls to be repaired are above the towpath (serving as retaining walls along our boundary line) and in the canal prism (serving to define the watered portion of the canal). The walls range in height from 15 to more than 25 feet, with a sum total length of about 130 linear feet. Both wall sections retain adjacent land with occupied buildings. In both cases, the proximity of the walls to the buildings means they will be impacted by the wall repair project. \$ 3,345,000 FY2016

This is a new project in the 2012-2017 program

REPAIR BREACH -- MILE 12.5 -- STORM DAMAGE HANNA, CHESAPEAKE & OHIO NATIONAL HISTORICAL PARK (CHOH), MARYLAND

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	3,294	3,294

Repair Breach - Mile 12.5 - Storm Damage Hanna, Chesapeake & Ohio National Historical Park (CHOH), Maryland This project would repair and restore the historic towpath and provide sustainable enhancements to the engineer's tower control structure and reline the historic canal prism for approximately 1,800 feet. This project is considered a replacement in-kind. \$ 2,858,000 FY2014

This is a new project in the 2012-2017 program

REPAIR CANAL STRUCTURES, WATERED AREA, LOCK 5 TO LOCK 22, CHESAPEAKE & OHIO NATIONAL HISTORICAL PARK (CHOH), MARYLAND

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	7,191	7,191

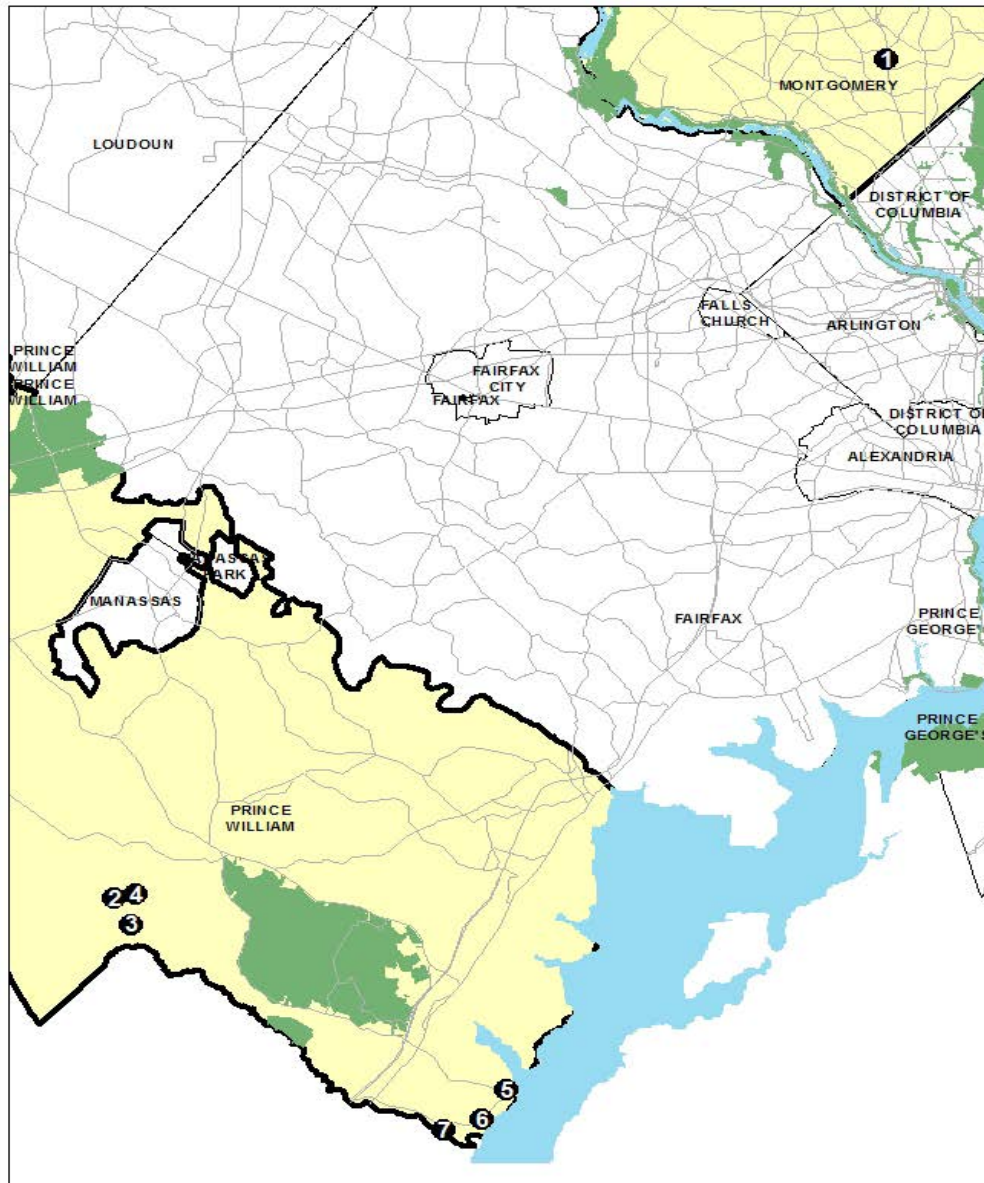
Repair Canal Structures, Watered Area, Lock 5 to Lock 22, Chesapeake & Ohio National Historical Park (CHOH), Maryland This project would repair nationally significant canal structures in the longest watered segment of the historic canal. The lock 5 to lock 22 segment is the center segment of the canal, and was last renovated by the Civilian Conservation Corp in the late 1930s. This park segment provides daily recreational opportunities for walking, hiking, riding, running, biking, boating, fishing, and enjoyment of the extensive cultural and natural resources of the park. \$ 6,629,000 FY2013

This is a new project in the 2012-2017 program

Department of the Navy

The Department of the Navy has submitted seven projects for the FCIP for FYs 2012-2017. These projects are for renovating existing facilities and the construction of new facilities on bases throughout the National Capital Region.

National Capital Region



Department of the Navy

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
NAVFAC WASHINGTON ENVIRONMENTAL			
1 Child Development Center	0	18,000	18,000
2 P571 Realign Purvis Road/Russell Road Intersection	0	6,442	6,442
Subtotal	0	24,442	24,442
 <i>Requires Additional Planning Coordination</i>			
NAVFAC WASHINGTON ENVIRONMENTAL			
3 P543 Waste Water Treatment Plant - Upshur	0	9,969	9,969
4 P567 The Basic School Student Quarters- Phase 6	0	28,488	28,488
5 P611 Bachelor Enlisted Quarters	0	31,374	31,374
6 P612 Enlisted Dining Facility	0	5,034	5,034
7 P632 Academic Instruction Facility	0	75,304	75,304
Subtotal	0	150,169	150,169
 Department of the Navy Total	 0	 174,611	 174,611

Recommended

NAVFAC WASHINGTON ENVIRONMENTAL MONTGOMERY COUNTY, MARYLAND

CHILD DEVELOPMENT CENTER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	18,000	18,000

This project would construct a new, single-story child development center (CDC) and renovate the existing CDC to accommodate an additional 300 children (ages infant to five years old) resulting from the BRAC consolidation of the Walter Reed Military Medical Center as the projected child daycare needs far exceed the current at-capacity facilities. The 2008 Master Plan Update identified a need to expand the CDC capabilities as a future requirement. This project would also construct a separate residential structure to house a 24/7 care program for up to 20 children in close proximity to the existing and new CDCs. The requirement for a 24/7 childcare center stems from the reality that the Bethesda Medical Center is a 24-hour facility and both medical staff and patients may find themselves unable to leave the hospital at an expected time. The availability of a small residential center that can accommodate overnight stays for children while parents recover or allow staff to complete their medical responsibilities is essential to the successful operation of the hospital.

This is a new project in the 2012-2017 program

P571 REALIGN PURVIS ROAD/RUSSELL ROAD INTERSECTION

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	6,442	6,442

This project is the second of four projects. This project constructs road improvements to Russell Road and Purvis Road. The project includes the realignment of the Russell Road intersection with Purvis Road, widening of Russell Road and traffic signaling devices. The road will be constructed to Virginia Department of Transportation (VDOT) Road Specifications. Construction will include relocation of telecom, water, sewer, electronic and natural gas utility lines as necessary. Currently, traffic along this 2-lane corridor of Russell Road is extremely heavy, especially during the morning and evening peak hours. During morning peak hours, traffic regularly back up from the off ramp onto I-95 creating an extremely hazardous situation. The Purvis Road intersection contributes to this backup, with its location directly inside the gate adjacent to the commissary, exchange and other Marine Corps Community Services facilities.

This is a new project in the 2012-2017 program

Requires Additional Planning Coordination

NAVFAC WASHINGTON ENVIRONMENTAL

PRINCE WILLIAM COUNTY, VIRGINIA

P543 WASTE WATER TREATMENT PLANT - UPSHUR

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	9,969	9,969

Constructs a 144,000 gallon per day (GPD) low-rise tertiary waste water treatment plant (WWTP) outside of the 100-year floodplain to replace the existing WWTP at Camp Upshur. Provides a maintenance and operations building with concrete foundation and concrete masonry unit exterior walls with Georgian architectural facade features. Project includes demolition of the existing WWTP Building #2666, as well as cleanup of the existing WWTP site sludge beds.

This is a new project in the 2012-2017 program

P567 THE BASIC SCHOOL STUDENT QUARTERS- PHASE 6

Requires Additional Planning Coordination

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	28,488	28,488

Constructs a multi-story, high-rise, reinforced concrete masonry building with concrete foundation and floors, Georgian-style cast stone and brick veneer. Building provides 125 modified 1+1E modules in a room configuration specifically for The Basic School (TBS). Administrative offices will also be provided. Kitchenettes will be replaced with additional closet space for storage of individual load bearing equipment gear. Community and service core areas consist of laundry facilities, lounges, Company administrative offices, housekeeping areas, and public restrooms. All Marine officers, regardless of accession source, are trained at TBS. Each year, TBS conducts six Basic Officer Courses (BOC) consisting of 250 lieutenants each and one Warrant Officer (WO) Company of 250 officers. In addition to the six BOC's and one WO course, TBS billets and trains Naval Academy midshipmen, infantry officer students and reserve officers.

This is a new project in the 2012-2017 program

P611 BACHELOR ENLISTED QUARTERS*Requires Additional Planning Coordination*

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	31,374	31,374

Constructs a multi-story bachelor enlisted quarters (BEQ) with interior and exterior reinforced concrete masonry walls, brick masonry exterior veneer and reinforced concrete slab. Construction will consist of 204 two-person rooms with semi-private bathrooms and walk-in closets. This project supports the Marine Corps goal of achieving the 2+0 room standard. The project is required to provide adequate billeting for the units assigned to MCAF. The proper housing of bachelor enlisted Marines is essential to developing cohesion, maintaining unit integrity and improving quality of life.

*This is a new project in the 2012-2017 program***P612 ENLISTED DINING FACILITY***Requires Additional Planning Coordination*

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	5,034	5,034

Construct a single story reinforced concrete masonry unit dining facility. Construction includes reinforced concrete masonry walls, brick masonry exterior veneer, reinforced concrete slab and structural steel framing. Special foundation features include a pile foundation with reinforced concrete footings. This new dining facility replaces a structure built in 1944 that violates airfield safety clearances. The building has excessive maintenance costs.

*This is a new project in the 2012-2017 program***P632 ACADEMIC INSTRUCTION FACILITY***Requires Additional Planning Coordination*

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	75,304	75,304

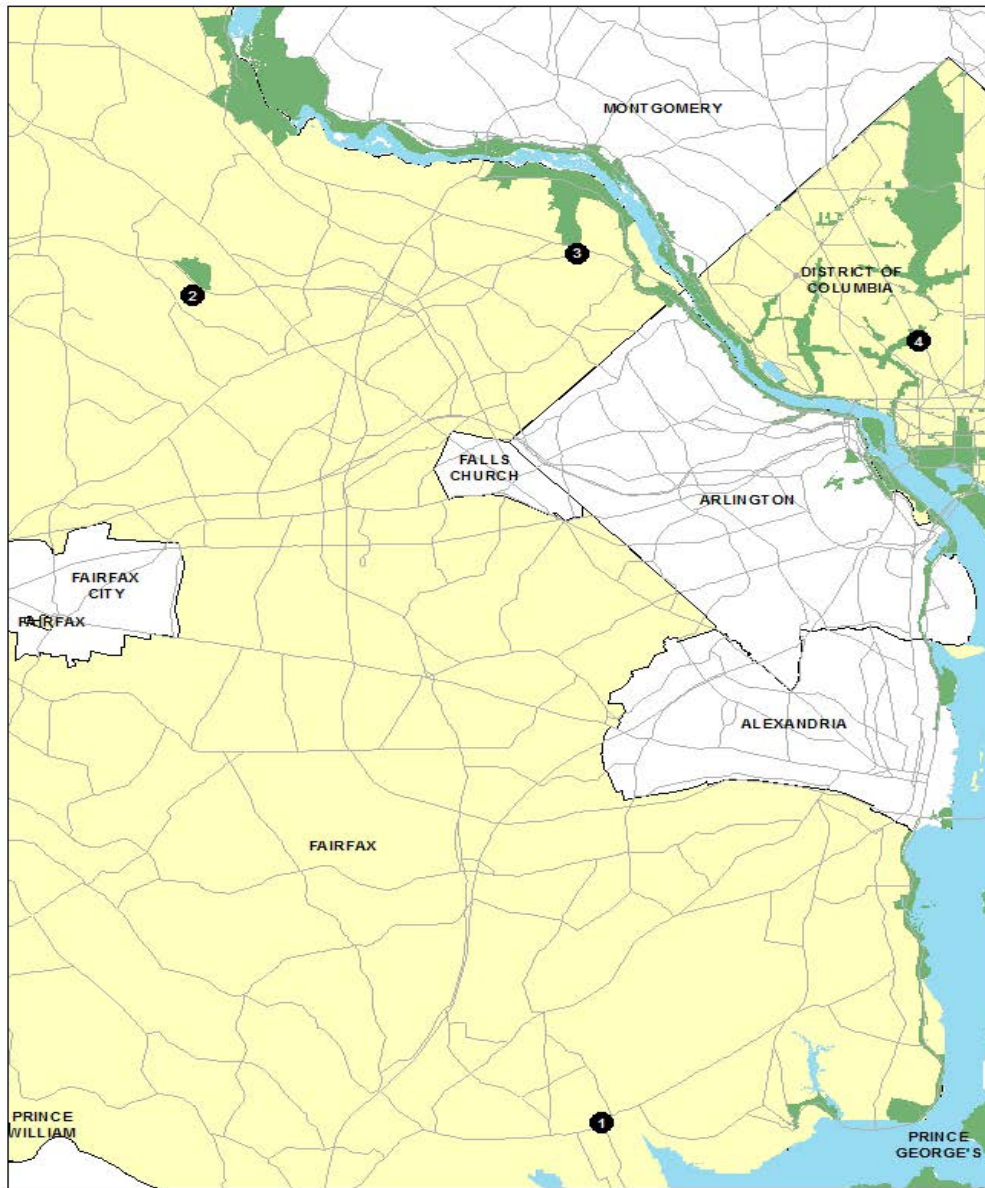
Construct a multi-story academic instruction facility to support the mission of three resident office Professional Military Education (PME) schools and colleges. This project will be constructed adjacent to and adjoining the Gray Research Center (GRC). It consists of a structural steel framed structure on concrete foundations included a full basement. Exterior facades shall be brick veneer with architectural pre-cast concrete or cast stone accents consistent with the neo-Georgian style of GRC. The building will provide state of the art multimedia and tiered classrooms with video conferencing capability, student carrels, conference rooms, three auditoriums, administrative and faculty offices, snack bar with kitchen, barber shop and gymnasium. Community and support services areas include green room, executive reception/waiting area, conference room, book/map issue and storage, supply room, faculty and student lounges, kitchenette areas, archive storage, facility support storage, guest work spaces, and passenger/freight elevators. A student administrative services area with a support staff and international student services area consisting of a reception and administrative area will be included. All Marine officer resident PME is conducted at the Marine Corps University's (MCU) main campus in Quantico, Virginia. The Marine Corps War College (MCWAR), Command and Staff College (CSC), and the School of Advanced War fighting (SAW) provide intermediate, advanced, top level service and joint PME to over 325 resident students annually. The CSC is a mandatory school for field grade officers. These 10 to 11 month programs provide an accredited graduate degree to Marines and other students. Since its inception, the MCU has evolved and expanded the number of academic programs, student population and number of faculty. In addition, the College of Continuing Education provides after hours PME programs to students assigned to the National Capital Region.

This is a new project in the 2012-2017 program

Department of Transportation

The Department of Transportation submitted four projects for the FCIP for FYs 2012-2017. These projects are located in Fairfax County, Virginia and the Washington, DC. Projects include new construction and rehabilitation of existing infrastructure. Please note that the FCIP does not include transportation projects that may use federal funds, but are implemented by state, regional and local entities.

National Capital Region



Department of Transportation

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
FEDERAL HIGHWAY ADMINISTRATION			
1 Fairfax County Parkway Phase III	33,600	33,600	67,200
2 Pedestrian Bridge Over Dulles Access and Toll Road	2,420	2,420	4,840
3 Rehabilitate and Reconstruct VA Route 123 Interchange of GW Parkway	4,150	9,000	13,150
4 Rock Creek Parkway Rehabilitation	14,900	14,945	29,845
Subtotal	55,070	59,965	115,035
 Department of Transportation Total	 55,070	 59,965	 115,035

Recommended

FEDERAL HIGHWAY ADMINISTRATION

FAIRFAX COUNTY, VIRGINIA

FAIRFAX COUNTY PARKWAY PHASE III

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
33,600	33,600	67,200

This project will relocate Hooes Road and Rolling Road with improvements to the interchange at Fairfax County Parkway and the Franconia-/Springfield Parkway. The project will also complete construction of mainline section of Fairfax County Parkway connecting to I-95. The Parkway Project will consist generally of constructing a four-lane divided limited access highway to complete the missing link of the Fairfax County Parkway. The project corridor begins at Rolling Road/Franconia-Springfield Parkway and proceeds southeastward on a new alignment and ends just east of Fullerton Road. This corridor is approximately 1.5 miles long and a majority of the new alignment is located on the southern portion of the Fort Belvoir Engineering Proving Grounds (EPG). The work involved in the Parkway Project includes grading, drainage, paving, bridges, noise walls, lighting, traffic signals, landscaping, signing and striping. Due to a shortage in funds, the Parkway Project has been divided into four phases to allow the project to move forward. The total estimated cost for all four phases of the Parkway is approximately \$174 million.

This project first appeared in the FYs 2009-2014 program

PEDESTRIAN BRIDGE OVER DULLES ACCESS AND TOLL ROAD*Recommended*

Prior Funding	Total FYs 2012-2017	Total Project Cost
2,420	2,420	4,840

This project will construct a Pedestrian Access Bridge over Dulles Access and Toll Road. The access bridge will provide necessary pedestrian safety bridging this federal highway. The proposed bridge will be located adjacent to and to the west of the existing vehicular Trap Road Bridge over the Dulles Access and Toll Road. An existing 4 foot wide concrete sidewalk which is adjacent to the west side of Trap Road extends in a northerly direction from the Wolf Trap Park's northern boundary. A proposed five (5) foot wide concrete sidewalk will be constructed to the south from the existing walk A 10 foot wide bituminous surfaced shared use path with 2 foot wide earth shoulders (approximately 1,600 feet long) will be constructed south from the proposed bridge following the Trap Road corridor to the intersection at Geilding Lane. The project will enhance traffic safety and improve operations for pedestrians, bicyclists and motor vehicles.

*This project first appeared in the FYs 2011-2016 program***REHABILITATE AND RECONSTRUCT VA ROUTE 123 INTERCHANGE OF GW PARKWAY***Recommended*

Prior Funding	Total FYs 2012-2017	Total Project Cost
4,150	9,000	13,150

This project will rehabilitate and reconstruct 2.5 miles of mainline roadway, including ramp alignment modifications to improve sight distances, vehicle merges, and overall safety. This project first appeared in the FYs 2007-2012 program.

*This project first appeared in the FYs 2011-2016 program***ROCK CREEK PARKWAY REHABILITATION***Recommended*

Prior Funding	Total FYs 2012-2017	Total Project Cost
14,900	14,945	29,845

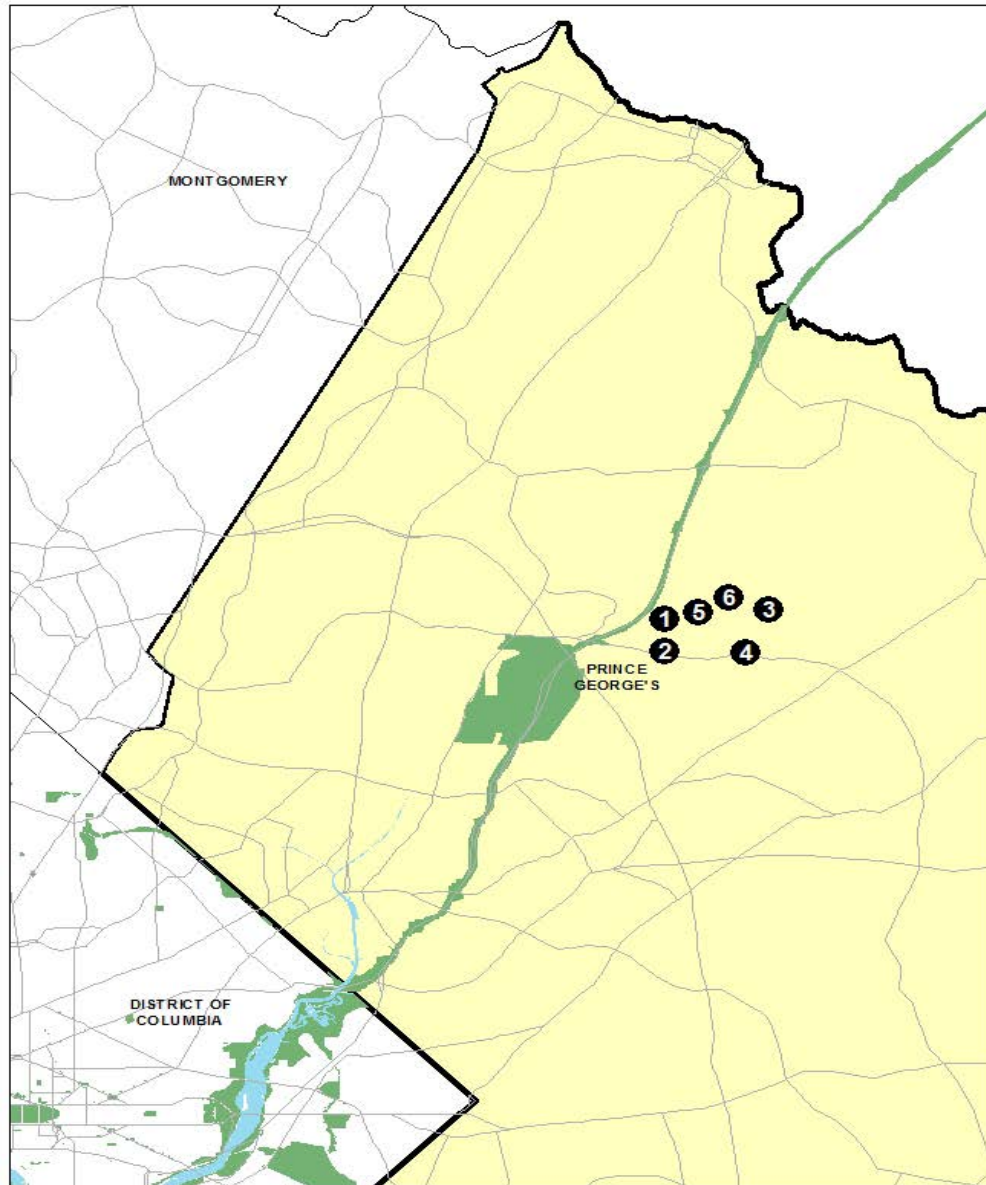
This project is to rehabilitate Beach Drive from the Rock Creek and Potomac Parkway intersection to the National Park boundary at the Maryland State line. The project includes rehabilitation of Rock Creek and Potomac Parkway from P Street to the intersection of Beach Drive

This project first appeared in the FYs 2010-2015 program.

National Aeronautics and Space Administration

The National Aeronautics and Space Administration (NASA) submitted six projects for the FCIP for FYs 2012-2017. These projects consist of new facilities, modernization projects and infrastructure repairs at its campus in Prince George's County, Maryland.

Prince George's County, Maryland



National Aeronautics and Space Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
GODDARD SPACE FLIGHT CENTER			
1 Chiller Plant Reliability Upgrade	0	1,870	1,870
2 Construct Flight Projects Building	2,510	41,700	44,210
3 Construct Instrument Development Facility	0	45,235	45,235
4 Logistics Facility Upgrade	0	10,812	10,812
5 Repair/Replace Roofs, Various Buildings	0	3,709	3,709
6 Space Exploration & Education Center	0	176,406	176,406
Subtotal	2,510	279,732	282,242
National Aeronautics and Space Administration Total	2,510	279,732	282,242

Recommended

GODDARD SPACE FLIGHT CENTER

PRINCE GEORGE'S COUNTY, MARYLAND

CHILLER PLANT RELIABILITY UPGRADE

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	1,870	1,870

This project will install chilled water lines between the Building 31 Chiller Plant and the west campus distribution system, to allow Buildings 34 and the new Flight Projects Building to be supplied with chilled water from either plant. This will allow both the west and east chiller plants to operate at N+2 redundancy. At this point in time, the project qualifies as a Categorical Exclusion (CatEx) under NEPA per 14 CFR 1216.305 (d) (7) Minor construction of new facilities including rehabilitation, modification, and repair. During the planning phase of the project an environmental checklist will be prepared and the final CatEx determination will be made. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope and location, will need to be reevaluated to determine if other NEPA documentation will be required.

This project first appeared in the FYs 2009-2014 program

CONSTRUCT FLIGHT PROJECTS BUILDING

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
2,510	41,700	44,210

This project provides for the design and construction of a 97,000 gross square-foot office building to relocate Flight Projects Directorate-Code 400 from retrofitted warehouse space. The Flight Projects Building will house

approximately 250 personnel, including approximately 33 Code 101-Project Proposal personnel from buildings 86 and 8. The new building is intended to be multi-story, with maximum re-configurable space in an envelope to complement its surroundings. The proposed site is in the vicinity of the current Building 16 Complex, comprising 016 (two story brick office building), 016W (warehouse/office structure), 016A (Gas Cylinder Storage Bldg), 016B (Ordnance Bldg), and 086 (Project Support Facility). Consistent with the GSFC Master Plan, the 16 Complex is slated for demolition to support this project and other related projects. After the building is occupied, activities will remove a footprint equal to 222,464 gross-square-feet.

This project first appeared in the FYs 2010-2015 program

CONSTRUCT INSTRUMENT DEVELOPMENT FACILITY

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	45,235	45,235

The Instrument Development Facility (IDF) will enable Goddard to maintain world-class technical excellence through its spacecraft and instrument hardware development. The IDF will consist of laboratories, supporting offices and associated infrastructure improvements totaling approximately 46,500 gross square feet. Specialized lab space will primarily include laser, microwave, and optic activities currently housed in other buildings on the center. At this point in time, the project requires the preparation of an Environmental Assessment (EA) under NEPA per 14 CFR 1216.305 (b) (6) Major construction of facilities. During the planning phase of the project an environmental checklist will be prepared and the final determination will be made. Based on the results of the EA either a Finding of No Significant Impact (FONSI) or a Notice of Intent (NOI) to prepare an EIS will be prepared. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope and location, will need to be reevaluated to determine the appropriate NEPA documentation.

This project first appeared in the FYs 2009-2014 program

LOGISTICS FACILITY UPGRADE

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	10,812	10,812

This project will upgrade the Shipping/Receiving Facility to consolidate the remaining core logistical functions of the GSFC Greenbelt campus in one facility. This upgrade will allow for the relocation of the following logistical functions: packing & crating, traffic management, project parts storage, HQ publications & furniture storage, business management & procurement, micro-electronics fabrication, HAZMAT management, and disposal (office moves, service rooms, etc) At this point in time, the project is addressed in an existing NASA NEPA document. During the planning phase of the project an environmental checklist will be prepared and the final determination will be made. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc.) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope will need to be reevaluated to determine if other NEPA requirements will need to be addressed.

This project first appeared in the FYs 2011-2016 program

REPAIR/REPLACE ROOFS, VARIOUS BUILDINGS

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	3,709	3,709

This project will repair and replace the roofing with a modified bitumen roofing system used Center-wide that includes insulation consistent with current sustainability requirements. Associated work will include flashing and coping. This project will replace various roof sections throughout various fiscal years. Buildings included in this effort are B15, B13 and B20. The project qualifies as a Categorical Exclusion (CatEx) under NEPA per 14 CFR 1216.305 (d) (7) Minor construction of new facilities including rehabilitation, modification, and repair. During the

planning phase of the project an environmental checklist will be prepared and the final CatEx determination will be made. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope and location, will need to be reevaluated to determine if other NEPA documentation will be required.

This is a new project in the 2012-2017 program

SPACE EXPLORATION & EDUCATION CENTER

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	176,406	176,406

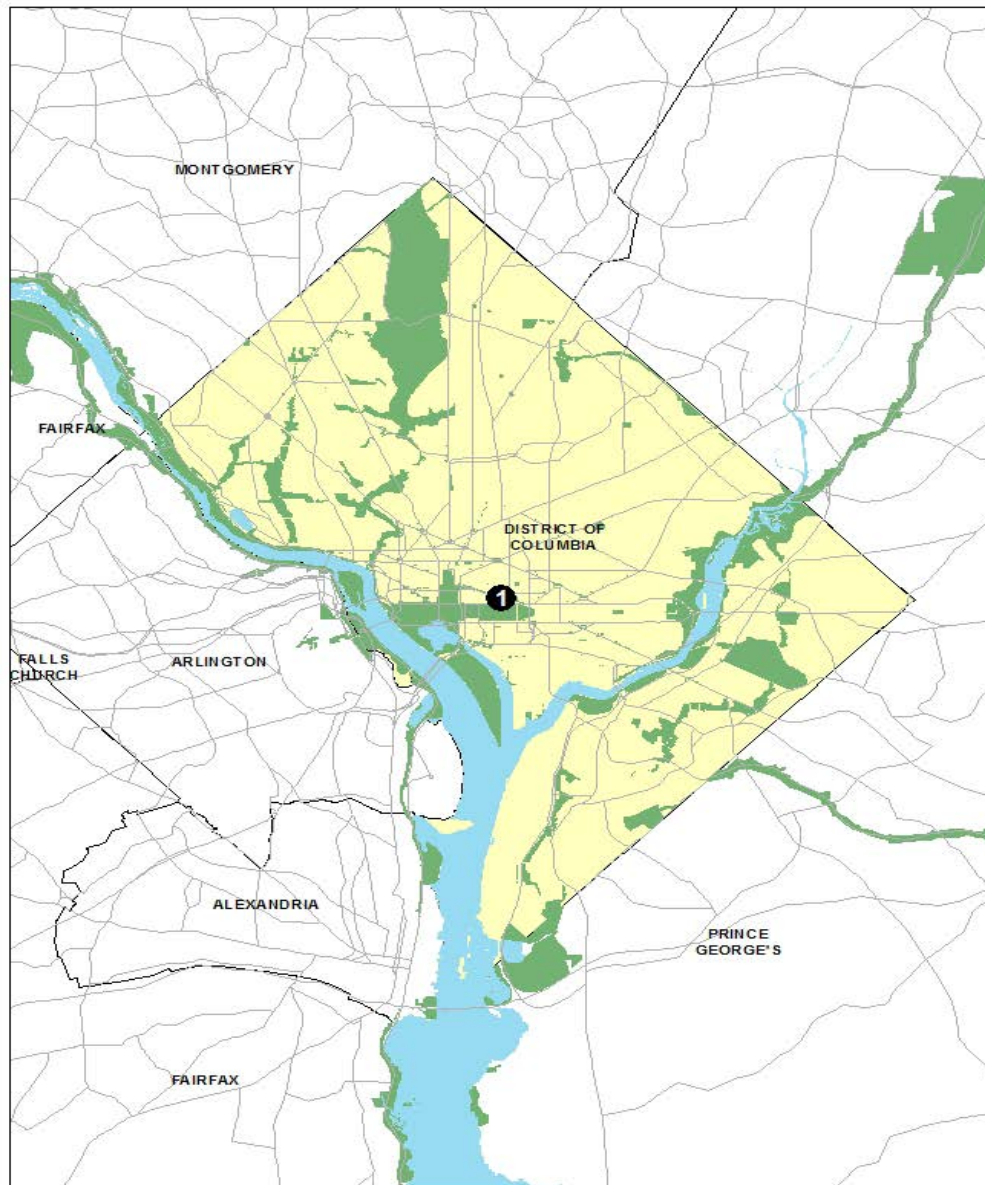
This project is envisioned to be a public-private venture between NASA and a not-for-profit organization. This private entity is envisioned to construct the facility on NASA property and to operate the facility in a manner consistent with the agreement. The Science Exploration and Education Center (SEEC) is expected to be a self sustaining operation without appropriated funds. SEEC will replace the existing NASA GSFC Visitor Center with 119,000 square foot, cutting edge learning lab that showcases current GSFC and NASA innovation. It will consist of 33,000 square feet of exhibition space in addition to an auditorium, a retail store, and a café. The SEEC aims to inspire, engage and educate the public while leveraging endeavors in earth and space exploration. It will become a model 21st century learning lab, with NASA and SEEC at the cutting edge of cognitive science and informal science education.

This project first appeared in the FYs 2011-2016 program

National Archives and Records Administration

The National Archives and Records Administration (NARA) submitted one project for the FCIP for FYs 2012-2017. This project is to convert existing space to public area galleries and security screening area. The project is located at the agency's Washington, DC facility.

District of Columbia



National Archives and Records Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended</i>			
NARA			
1 National Archives Experience, Phase 2	5,000	6,000	11,000
Subtotal	5,000	6,000	11,000
National Archives and Records Administration Total	5,000	6,000	11,000

Recommended

NARA

WASHINGTON, DC

NATIONAL ARCHIVES EXPERIENCE, PHASE 2

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
5,000	6,000	11,000

This project will convert underutilized building space currently used as a microfilm research facility to an exhibit gallery. The National Archives and Records Administration (NARA) has undertaken a space configuration study in FY 2008 to determine if reducing the research area would permit relocating a retail shop, and creating a new gallery for the Emancipation Proclamation and an additional gallery for longer-term exhibits, such as the Magna Carta. This project would also improve the security entrance space inside the building and create a visitors orientation plaza to assist the one million plus annual visitors in understanding the National Archives. The project affects only the ground floor level at the Constitution Avenue entrance, space that was previously used for storage and reconfigured under a previous renovation. There are no impacts to historically significant areas of the building. This project will comply with Executive Order 13423 and will be designed to LEED Silver Standards.

This project first appeared in the FYs 2010-2015 program.

Smithsonian Institution

The Smithsonian Institution submitted eleven proposed projects for the FCIP for FYs 2012-2017. These projects are for renovations and restoration of existing museum space, and mechanical equipment replacement. These projects are located on the National Mall in Washington, DC, and collection support facilities in Prince George's County, Maryland.

National Capital Region



Smithsonian Institution

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017	Total Estimated Project Cost
<i>Recommended and Strongly Endorsed</i>			
SMITHSONIAN MUSEUMS			
1 National Museum Of American History (NMAH)-Kenneth E. Behring Center Public Space Revitalization	79,800	198,450	278,250
2 National Museum Of Natural History (NMNH) Revitalization	169,220	152,050	321,270
3 Renovate Arts And Industries Building	20,600	134,000	154,600
4 Renovate Smithsonian Castle	0	225,400	225,400
5 Restore Renwick Gallery	0	17,500	17,500
Subtotal	269,620	727,400	997,020
<i>Recommended</i>			
SMITHSONIAN MUSEUMS			
6 National Museum Of African American History And Culture (NMAAHC)	45,000	210,000	255,000
7 Renew Bird House Facilities And Site	0	30,000	30,000
8 Renovate Museum Support Center (MSC) Labs And Upgrade Mechanical/electrical Systems In Pods	6,215	61,500	67,715
9 Repair Structural Systems, National Zoological Park General Services Building	5,957	25,000	30,957
10 Replace National Air And Space Museum Mechanical System	100	61,250	61,350
11 Restore Hirshhorn Facade	0	10,100	10,100
Subtotal	57,272	397,850	455,122
Smithsonian Institution Total	326,892	1,125,250	1,452,142

Recommended and Strongly Endorsed

SMITHSONIAN MUSEUMS

WASHINGTON, DC

NATIONAL MUSEUM OF AMERICAN HISTORY (NMAH)-KENNETH E. BEHRING CENTER PUBLIC SPACE REVITALIZATION

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
79,800	198,450	278,250

The Public Space Renewal Project will modernize key public safety systems and public services in the NMAH, located at the intersection of 14th Street and Constitution Avenue, NW. All three main exhibit public floors of the museum, comprising approximately 330,000 gross-square-feet, are part of this major renewal which will redefine the visitors' experience and modernize and clarify circulation and amenities. In addition, the project will bring the NMAH to higher building code standards. The scope of work includes upgrades to public restrooms, the fire detection and alarm system, life safety egress, fire protection, elevators, escalators, mechanical and power distribution systems, exterior hardscape, landscape, and the physical security of the museum. In addition to the

Public Space Renewal Project, the modernization includes architectural improvements and four major exhibits endorsed by the Blue Ribbon Commission, to be funded by the Behring Foundation and other private donors.

The Public Space Renewal Project must be accomplished in coordination with the museum exhibit renewal program. Due to incremental funding from both federal and trust sources the project has been phased over a number of years as follows: a) Third Floor East Gallery of the Building - The project includes replacing escalators; upgrading fire detection/alarm systems and connecting them to the Network Command Center; restoring the second- and third-floor public restrooms; providing new rescue assistance areas; and correcting life safety/fire protection deficiencies in support of the Price of Freedom exhibit, which opened in November 2004. b) Central Core of the Building - The project included improving the Flag Hall; renovating the first floor Presidential Reception Suite; upgrading the fire detection/alarm system; improving museum lighting and sound on the three main public floors; correcting life safety/fire protection deficiencies; restoring the public restrooms; providing a new power distribution system; correcting the mechanical system; replacing elevators and escalators; and providing vertical transport between the first and second floor. Privately funded architectural improvements included a new skylight and central atrium, grand stairs, and new artifact walls. The museum closed to the public in fall 2006 to permit the disruptive demolition and re-installation of major building systems in the central core area. The building reopened in November 2008. c) West Wing Renewal - The project will continue system replacement and upgrade of life safety and accessibility codes to the west wing of the building. The work will not require closing the building to the public. d) East Wing Renewal - The project will continue system replacement and upgrade of life safety and accessibility codes to the east wing of the building. The work will not require closing the building to the public.

A follow-on project will replace the long window walls that extend from the first to the fourth floors, and renew the systems in the non-public fourth and fifth floors of the building. The fire detection and alarm system is outdated and requires excessive maintenance. The public restrooms are outdated, do not meet code in fixture quantity, and are not fully accessible. Public circulation areas, amenities, lobbies, seating, telephones, and secure coat-check facilities are in disrepair. The elevators are not fully accessible and are not all on emergency power. The escalators are reaching the end of their useful life. Paths of emergency egress are not clearly defined, creating safety hazards for occupants. Fire separation doors are a life safety hazard and require excessive maintenance. The deficiencies in the mechanical system have caused extreme variations in the building humidity. Steam condensate piping and pressure-reducing valve stations are in poor condition, and transformer vaults are not air conditioned, threatening power failures due to heat. Leaks from the mechanical system require constant maintenance and threaten irreparable moisture damage to the museum collections. Site landscaping, hardscape, and special features -- such as the west reflecting pool -- are in disrepair, create safety hazards, and require renewal. In addition, the museum lacks a security perimeter barrier against terrorist threats, as well as a good screening system for visitors and vehicles as part of the Anti-Terrorism Protection security initiative.

An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The NMAH's modern classical building was designed by Walker O. Cain of McKim Mead and White and built in 1964 as the Museum of History and Technology. The building is eligible for the National Register of Historic Places. It has been designated the Behring Center in honor of the gift from the Kenneth Behring Foundation in 2001. The building houses exhibits that explore America's technological, scientific, cultural, and political history. The collections include the Star-Spangled Banner that inspired Francis Scott Key, exhibitions on the American Presidency, and the First Ladies' gowns.

This project first appeared in the FYs 2003-2008 program

NATIONAL MUSEUM OF NATURAL HISTORY (NMNH) REVITALIZATION

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
169,220	152,050	321,270

The current phase of the project continues the ongoing Major Capital Revitalization of the NMNH, located at 10th Street and Constitution Avenue NW, with the renovation of the building's mechanical and electrical systems and associated work. The project will: replace HVAC, ductwork, lighting, and electrical wiring; abate and encapsulate asbestos and lead; restore and upgrade the windows in the original building; upgrade fire protection and detection,

storm water, water distribution, sanitary, and power systems; remove and replace the mezzanines to meet acceptable fire protection and accessibility standards; modify staff restrooms to meet ADA requirements; update the existing security system; create an accessible entrance from the National Mall; create a safe storage facility for the variety of hazardous chemicals used in the museum's scientific research departments; repair and replace deteriorated piping systems in the tunnels beneath the ground floor of the museum, including primary fire protection sprinkler mains, storm and sewage mains, and miscellaneous water and steam piping; and upgrade emergency power systems to bring the building's life safety systems into code compliance. Space modifications will be made to provide a more flexible and serviceable working environment.

An environmental review will be conducted during each design phase. Renovation of Halls 7 through 10 and 23 through 25 for the Oceans Exhibit, funded by the National Oceanic and Atmospheric Administration is complete, as is renovation of Halls 27 - 30 which now houses the Butterfly Exhibit. Recently completed construction includes HVAC renovations of the West Wing basement, the southwest portion of the third floor of the main building, replacement of the emergency generator, the East Court Basement, Ground, and 1st floor, and the installation of Perimeter Security on the south and west sides of the building. Work continues on renovating 6 of the building's elevators, the HVAC renovation of the Ground and First Floor of the West Wing, renovations to the Court Air Towers (Air Towers Phase II), and Modernizing the Collections Areas Electronic Security. Work has begun on replacement of the doors in the North Lobby, improvements to the chiller plant and the Main Building's northeast and northwest ground floor HVAC renovation. The updated space plan and master plan are now complete and form the basis for the sequencing of future infrastructure renovations. No adverse environmental impact to the surrounding area is anticipated.

The windows in the main building are original, covered with layers of lead-based paint, and are so badly deteriorated that they no longer provide a proper seal. The roof system above the rotunda and the major halls were installed in 1909, with portions replaced in the 1950s. The 40-year-old HVAC, fire protection and suppression, and laboratory exhaust systems are all 15 years past their projected normal useful life, and they break down frequently. The automatic temperature control system is obsolete and does not operate sufficiently to maintain stable temperature and humidity necessary for long-term preservation of the collections. Ninety percent of the electrical lighting and power panels in the building are more than 30 years old. The emergency power system is inadequate to operate the more than 30 elevators, three fire pumps, and emergency lighting in the building in the event of a major power outage. Restrooms for the public, and some for staff, have been modified to make them handicapped accessible, but 22 staff restrooms in the building still do not meet ADA requirements. Asbestos has been abated in all major equipment rooms and in the attics, but it remains in spaces that can only be accessed during renovations work, such duct wrap, mastic, and pipe insulation. Lead in old paint is present throughout the building, and must be abated or encapsulated. To meet pressing space needs, mezzanines have been added over the years in a haphazard fashion. The mezzanines do not have sufficient fire separation from adjacent spaces, are inaccessible to persons with disabilities, and are overcrowded to the point of structural stress. None of these mezzanines can be renovated to meet code requirements and must, therefore, be removed or replaced. The museum continues to outgrow its quarters, diminishing the space available for public use.

When the building opened in 1910, 220,000 square feet of exhibit space was provided. Today, visitation has increased a thousand fold from the earliest days of the museum, yet exhibits currently occupy 25 percent less space. The museum's main public entrance from the National Mall—used by 80 percent of the museum's visitors—is not accessible to persons with disabilities. Presently, the only accessible entrance to the museum is on Constitution Avenue, a three-block journey for those arriving at the Mall entrance. Eligible for listing in the National Register of Historic Places, the NMNH was designed by Hornblower and Marshall and completed in 1911 in the Beaux-Arts style. Mills Petticord and Mills added east and west wings in 1964 for offices, storage, and laboratories. In the 1990s, east and west courtyard complexes were added for public facilities, offices, storage, and classrooms. The 1.8-million-square-foot building is one of the leading international centers for research on life sciences, earth and planetary studies, and anthropology. The museum's researchers study natural and cultural diversity by collecting and identifying specimens; establishing relationships among them; and explaining the underlying processes that generate, shape, and sustain their diversity. The Hope Diamond, dinosaur skeletons, an African bush elephant, and an insect zoo are among the collections. Annual visitation has been as high as 9.3 million.

This project first appeared in the FYs 2003-2008 program

RENOVATE ARTS AND INDUSTRIES BUILDING

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
20,600	134,000	154,600

Renovation of the Arts and Industries Building, on the National Mall, will include the removal of the existing roof, restoration of the historic roof trusses, and reconstruction of the roof in conformance with current code requirements. All of the deteriorated, non-historic windows will be replaced. The brick and stone exterior will be repaired and restored. Floors and interior partitions that were added after the Building opened have obscured its original, open character will be removed. In addition, this project will replace all mechanical, electrical, plumbing, and communications systems with new energy-efficient components that will control and monitor environmental conditions, and meet contemporary codes and ventilation standards. The project will also abate or encapsulate asbestos and lead paint, upgrade the fire detection and suppression systems, and make the building more accessible to persons with disabilities. The project is an excellent opportunity to demonstrate the integration of historic preservation and sustainable design, particularly since the building was designed to take advantage of natural daylight and ventilation. A leaking roof and antiquated, failing electrical and mechanical systems prompted the Regents to close the Arts and Industries Building to the public in January 2004. The Regents also directed that all building staff be relocated. It is now closed to all but essential maintenance and security staff. Despite its physical condition, the building remains a valuable asset and an important link to our Nation's and the Smithsonian's past.

The building is a National Historic Landmark and its restoration offers an opportunity to accommodate unique public programs on the Mall. The Arts and Industries Building, built between 1879 and 1881, is the nation's best-preserved example of nineteenth century world's fair or exposition architecture. It was the second building built by the Smithsonian, after the Castle, and the first designed as a museum. For thirty years it was known as the National Museum and over the past hundred years has been the first home of the National Museum of Natural History, the National Museum of American History, the National Air and Space Museum, and the Smithsonian's art museums. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2010-2015 program

RENOVATE SMITHSONIAN CASTLE

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	225,400	225,400

Renovation of the Smithsonian Institution Building, on the National Mall, will include the restoration of the most significant interior spaces of the building, the repair of interior and exterior finishes, and the accommodation of contemporary administrative and museum needs through appropriate new construction. This project will replace all mechanical, electrical, plumbing, and communications systems with new energy-efficient components that will control and monitor environmental conditions, ensure continued operation and long-term preservation of the building, provide future savings in operating and maintenance costs, and meet contemporary codes and ventilation standards. The project will also repair or replace the roofs and façades, replace the elevators, abate or encapsulate asbestos and lead paint, upgrade the fire detection and suppression systems, and make the building more accessible to persons with disabilities. The mechanical, electrical, and other utility systems, near the end of their useful lives, are subject to continual breakdown and require frequent manual operation. There are periodic power failures because of the age of the electrical wiring, some of which was installed before 1950. The equipment and piping are contaminated with asbestos. Fan coil units at the building's exterior walls provide heating and cooling with fresh air supplied from air handling units located in the attics. The system cannot meet the building's current heating and cooling loads. Condensation collection and inefficient equipment pose problems. Air circulation within offices is insufficient, and humidity control is limited. The steam pressure reduction station is in very poor condition. Frequent maintenance of interior finishes is required because of leaks from deteriorating piping and the age of some roof areas. The interior wall surfaces are contaminated with lead paint. Regular maintenance of exterior stone is required because of the age and weathering of the stone and mortar. The communications system is inadequate to meet the

needs of activities in the building. The elevators are antiquated and require frequent repair. Many spaces are not accessible to persons with disabilities. In the basement, low-hanging wires and pipes in the passageways pose a hazard to staff moving between the Castle and the Quadrangle building. The emergency lighting system is outdated and does not function effectively. Piecemeal interior construction over the years has obscured the architecturally significant character of the building interior.

A National Historic Landmark, the Romanesque Smithsonian Castle was designed by James Renwick, Jr., and completed in 1855. It originally housed all of the new Institution's operations, including laboratories, a large lecture hall, museum galleries, and private living quarters for Secretary Joseph Henry's family. The 149,000 square-foot Castle continues to serve as the administrative headquarters and offices of the Secretary of the Smithsonian Institution. Also located in this building are the Smithsonian's Visitor Center, the Regents' Room, and a staff cafeteria in the basement. The Castle Collection consists of 3,500 pieces of nineteenth-century American furniture and decorative arts. Approximately 200 staff occupies the building. The annual visitation is 1.6 million. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2009-2014 program

RESTORE RENWICK GALLERY

Recommended and Strongly Endorsed

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	17,500	17,500

The estimated cost reflects one-half of the project total, as the Smithsonian is exploring the feasibility of securing a partner to assist in renovating the Gallery. This project will renew and replace mechanical, electrical, and plumbing systems. Replace the chiller and major air handling and temperature/humidity control systems with energy-efficient equipment. Clean, repair, and upgrade the perimeter radiator system. Upgrade electronic security system and tie monitoring to the Patent Office Building. Renew public rest rooms and improve accessibility. Provide new security locker facilities for gender balance. Renew the walls, lighting, and laylights in the Grand Stair and Octagon Room to reverse existing damage and upgrade finishes and lighting in public space. Repair and clean the building's façade, repair the main entrance steps and handrails, and repair roofing and gutters to mitigate water intrusion. Upgrade windows and install blast mitigation on window openings to protect against a terrorist event. Replace and upgrade fire protection and life safety systems to meet current codes, and improve safety in attic space. Install backflow prevention to meet code requirements. Remove and mitigate architectural barriers throughout the building, including modifications to the lower level entrance, to improve accessibility to persons with disabilities. Upgrade interior signage. Deteriorating coping stone and brick joints on the façade are allowing water to enter the building, damaging plaster and interior finishes in offices, exhibit spaces, and concealed areas behind exhibit partitions. Many insulated window units are failing and the remaining units are approaching the end of their useful life. Mechanical and electrical systems are more than 30 years old and subject to failure. Safety issues in the attic prevent scheduled maintenance and repair to systems equipment. Repair parts are no longer available for the air-handling units, which are outdated and inefficient. Electrical distribution systems are operating at maximum capacity on obsolete equipment, and many elements do not meet current codes. Lighting systems are inefficient and inadequate to provide necessary illumination of public spaces. Second floor public rest rooms are antiquated and are inaccessible for many people. Although the fire protection sprinklers, smoke detectors, and pumps are adequate, the fire alarm system must be upgraded to meet current codes. The Octagon Room laylight below the skylight needs repair. Deteriorated plaster finishes and outdated lighting systems in this room and the Grand Stair require renovation. The lower level entry is lacking in accommodation for people with disabilities and the security operations desk requires upgrading. Most of the asbestos has been removed, but many areas contain lead paint.

Architect James Renwick designed this National Historic Landmark in the Second Empire style. It was constructed in 1858 as the city's first art museum, the original Corcoran Gallery of Art. With the advent of the Civil War, the building became a warehouse for military material and the headquarters of the Quartermaster General and finally opened as a museum in 1871. When the Corcoran moved to its new gallery in 1897, the Renwick became the home of the U.S. Court of Claims for 65 years. In 1965, the building was transferred to the Smithsonian and returned to use as a museum. An extension of the Smithsonian American Art Museum, the museum is dedicated to the

collection, exhibition, study, and preservation of American crafts from the 19th century to the present. The recently renovated Grand Salon exhibits 170 paintings and sculpture from the Smithsonian American Art Museum, including Thomas Moran's three monumental views of the Grand Canyon of Yellowstone and the Chasm of the Colorado (two of which are on long-term loan from the U.S. Department of the Interior). These works and others by George Catlin, George Inness, Abbot Handerson Thayer, and John Twachtman are hung salon-style, one-atop-another and side-by-side. The museum offers research, educational programs, lectures, demonstrations, and films complementing the exhibitions. The average annual visitation is about 150,000. An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2003-2008 program

Recommended

SMITHSONIAN MUSEUMS

WASHINGTON, DC

NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE (NMAAHC)

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
45,000	210,000	255,000

Public Law 108-184, signed by the President on December 16, 2003, established within the Smithsonian Institution the NMAAHC. The mission of the NMAAHC is to give voice to the richness and the challenges of the African American experience; make it possible for all people to understand the depth, complexity, and promise of the American experience; and serve as a national forum for collaboration on African American history and culture for educational and cultural institutions. Establishment of the NMAAHC provides the Smithsonian Institution with a significant new vehicle for the collection, preservation, study, and exhibition of African American historical and cultural material reflecting the depth and breadth of African American life, art, history, and culture. As indicated in P.L. 108-184, this effort will encompass the period of slavery, the era of reconstruction, the Harlem Renaissance, the civil rights movement, and other periods of the African American Diaspora. The Smithsonian Board of Regents selected the Monument site for the new Museum building in January 2006. Transfer of the site from the National Park Service to the Smithsonian was completed in June 2007. The Cultural Resources Report (Section 106) and the "Tier 1" environmental impact statement (EIS) have been completed and pre-design services for Master Facilities Programming were completed in October 2008. A design competition involving six invited architect-engineer (A/E) teams culminated in April 2009 with the selection of Freelon Adjaye Bond/Smith Group as the A/E team for the Museum design. The Institution awarded an A/E design contract in early FY 2010 and the design has progressed through schematic design. Historic preservation consultations have continued and culminated in a "programmatic agreement" that specifies mitigation actions. The final environmental impact statement (Tier 2) was issued to the EPA for publication in August 2011. The construction management contractor has been selected and awarded pre-construction services, and the first construction package for site preparation and utilities is expected to be awarded by late autumn.

This project first appeared in the FYs 2006-2011 program

RENOVATE MUSEUM SUPPORT CENTER (MSC) LABS AND UPGRADE MECHANICAL/ELECTRICAL SYSTEMS IN PODS

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
6,215	61,500	67,715

This project will renovate the infrastructure and laboratories supporting the collections stored at MSC in Suitland, Maryland. It includes renovation of the entire mechanical, electrical, security, and fire protection systems for the

laboratory and administration areas for the personnel who maintain and research the collections. It also rearranges the laboratory space to be more efficient and better utilized as modular/multi-use type spaces instead of one-process, under-utilized space. In conjunction with this, the administrative areas will be consolidated so as to provide a more controlled flow of incoming/outgoing specimens and artifacts to insure tighter documentation, pest control, and care of the overall collections. The MSC was constructed in 1983 and the major utility systems are reaching the end of their useful life. It is imperative that programming and construction of replacement systems be initiated immediately as major maintenance problems have already surfaced in the last two years. In addition, the recent construction of Pod 5 (128,000 square feet) and the soon to be renovated Pod 3 (72,000 square feet) means more and specialized collections are being stored at the MSC. This increased storage necessitates more collections personnel to care for the collections and an improved, more efficient method of processing collections. Additional collections also require more efficient and multi-use laboratory space which can support more than one type of collection. Upon completion, the renovated space will be able to support the added collections, collections support personnel, and the increased research use of the laboratories. Built in 1983, the facility was designed by architectural firms Keyes, Condon, Florence and Metcalf and Toby. The modern, pre-cast concrete center is a research, conservation, and collection storage facility that provides optimum environments for the storage, preservation and study of Smithsonian collections. The 652,000 square-foot facility houses no public exhibits. Rather, it has five large storage bays and an office-laboratory complex. The building is not open to the public, except for scholars and researchers. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2009-2014 program

RENEW BIRD HOUSE FACILITIES AND SITE, NATIONAL ZOOLOGICAL PARK

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	30,000	30,000

This project is a comprehensive rehabilitation of the Bird House facilities, including the historic Bird House, exterior yards, viewing areas and landscape. Building systems will be replaced and both interior and exterior exhibits will be renewed. A new Migratory Bird exhibit is in the planning stages. The existing Bird House structure (solid load-bearing brick walls) and exterior envelope are in fair to good condition; however, the interior finishes are worn and the building systems are reaching the end of their useful life. Renovation of the Bird House is included in the Master Facilities Plan for the National Zoological Park currently nearing completion. The Bird House was originally constructed in 1928, with a large addition in 1937. The facilities underwent major renovation and modernization in 1963-65 during which the original terra-cotta tile high roof and the gabled north entrance portico were removed, significantly weakening the building's historic integrity. Planning for the rehabilitation project will include evaluating the feasibility of re-introducing some lost historic elements. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2009-2014 program

REPAIR STRUCTURAL SYSTEMS, NATIONAL ZOOLOGICAL PARK GENERAL SERVICES BUILDING

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
5,957	25,000	30,957

This project will strengthen and repair structural deficiencies such as cracked concrete, deteriorated steel reinforcement and degraded tie-back tension rods in the General Services Building and in the retaining wall that supports the North Road, the major thoroughfare through the Zoo. Internal strengthening is needed at the lower level of the building along the backside and for the full length of the loading and storage bay areas. The project includes underpinning the back foundation wall, installing a new wall interior of the perimeter wall with waterproofing membrane, adding shear walls and tie-backs into the hillside, replacing and reconfiguring structural mezzanines, and strengthening interior columns. The Smithsonian's Vehicle Maintenance Branch has been relocated to Suitland to

facilitate the renovation work. The General Services Building houses numerous critical functions at the National Zoological Park, including the animal nutrition commissary, the maintenance and repair shops, and offices for safety, horticulture, exhibits, project management, engineering design and construction, as well as parking for staff and visitors. Recent studies identified critical structural deficiencies that, if not repaired, will cause structural failure and localized collapse. The structural deficiencies are responsible for the cracks in the foundation walls that allow water into the commissary, which was cited by the USDA in November 2005 as a deficiency requiring immediate attention. The building was constructed in 1976 and is not considered a historically significant structure. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2009-2014 program

REPLACE NATIONAL AIR AND SPACE MUSEUM MECHANICAL SYSTEM

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
100	61,250	61,350

This project will replace the mechanical systems in the building, including all equipment, fans, chillers, motors, pumps, ductwork and controls throughout the building. The building and all its systems have been in operation since 1975. The mechanical equipment had an original useful life of 30 years and is therefore at the end of its lifecycle. The mechanical systems experience frequent breakdowns. Heating and cooling loads have increased dramatically, and existing equipment is no longer able to provide adequate environmental control. Existing air ducts are too small to increase airflow. Over the years, the coating that stabilizes the fibers that line mechanical ducts has worn down and allows the insulation fibers to be picked up by air movements and blown into occupied spaces. Although not carcinogenic, the fibers can be irritating to visitors and employees. The National Air and Space Museum (NASM) was constructed in 1976 to memorialize the national development of aviation and space flight and has become the world's most visited museum. The 636,000 square-foot building preserves and displays artifacts, aeronautical and space flight equipment, significant historical data, and related technologies. It houses the Langley IMAX Theater and the Einstein Planetarium in addition to spaces for public programs, special exhibitions, and offices for publications, acquisitions and research. The recent annual visitation exceeds 6 million. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

This project first appeared in the FYs 2009-2014 program

RESTORE HIRSHHORN FACADE

Recommended

Prior Funding	Total FYs 2012-2017	Total Project Cost
0	10,100	10,100

The project includes restoring the facade of the building and repairing interior damage caused by leaks. An environmental review will be conducted during design. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The museum is located at the corner of 7th Street and Independence Avenue SW, on the National Mall. The façade of the building is not aging well. The joint sealant is worn, and water is getting behind the face as well as coming in from the top. Without correction, this will erode the stone attachments and infiltrate the building envelope. In addition, the façade is un-insulated, causing the building to use twice the energy most other Smithsonian museums use. The proposed project will add insulation to the façade section, replace the stone façade and reseal the joints. Designed by Gordon Bunshaft of Skidmore Owings and Merrill, this cylindrical Neo-expressionist building and nearby garden were constructed in 1974 to house the Joseph H. Hirshhorn collection of modern and contemporary American and European paintings and sculptures. The museum and its garden house have one of the most comprehensive collections of modern sculpture in the world

This project first appeared in the FYs 2003-2008 program

National Capital Planning Commission

As noted on page 5, Commission-submitted projects are those the Commission believes should be submitted by another agency for future programming to advance and implement NCPC and/or local planning policies and initiatives; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. They do not include estimated budgets.

Recommended and Strongly Endorsed

Projects submitted by NCPC for this recommendation category are typically drawn from Commission plans and studies, including the Legacy Plan, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, *The Monumental Core Framework Plan*, and the *Memorials and Museums Master Plan*. Additional information related to these plans is provided on pages 10-17. Many of the projects included in this section call for plans or feasibility studies to further refine planning concepts and move projects towards detailed capital improvements proposals.

Projects Related to the Monumental Core Framework Plan

NCPC's Monumental Core Framework Plan is the basis for a number of new Commission-submitted projects. More information on this plan is available on page 20. Several of the projects listed below have been identified in earlier planning documents and have been listed in prior FCIP documents, such as the Kennedy Center Access Improvements. Some of the initiatives below are relatively inexpensive and can be achieved within a few years, while other initiatives are more complex and will require detailed planning, significant funding and time. Some of the complex initiatives would only be considered when the useful life of a facility is close to its end although feasibility studies may be warranted.

FEDERAL TRIANGLE HERITAGE TRAIL WASHINGTON, DC

Recommended and Strongly Endorsed

The project consists of the development of a heritage trail through the Federal Triangle. The project includes the planning, design, and implementation of a self-guided tour route with accompanying signage that will highlight the area's rich cultural and development history; its vast collection of artistic and architectural assets; and information about the federal agencies who work in the buildings. The heritage trail is recommended in NCPC's Monumental Core Framework Plan as an important component to improving connections between downtown and the National Mall. Staff completed a Federal Triangle Heritage Trail Assessment Study and was directed by the Commission in March 2010 to help facilitate implementation of the project. The General Services Administration has funded the design of the trail and is collaborating with stakeholders and to research trail topics, evaluate trail route alternatives, and analyze sign placement within public space. Final implementation of the trail includes fabrication, installation of trail signage; publication of trail guidebook; and possible launch of technological trail enhancements such as an audio tour. The project would be completed over the course of four approximately two years.

This project first appeared in the FYs 2010-2015 program

J. EDGAR HOOVER BUILDING DEVELOPMENT FEASIBILITY STUDY
WASHINGTON, DC

Recommended and Strongly Endorsed

This development feasibility study will assess the costs and benefits of redeveloping or reusing the 900 block of Pennsylvania Avenue for a range of uses. The study will assess: (1) to what degree the building could be reprogrammed and modernized to accommodate the Federal Bureau of Investigations (FBI) and its programmatic and security needs, as well as other federal and city planning needs; and (2) the costs and benefits of relocating the FBI and redeveloping the site with new cultural, federal office, commercial, or residential uses, including an inventory and analysis of potential locations for a new FBI Headquarters building.

This project first appeared in the FYs 2010-2015 program

POTOMAC PARK ACCESS PLAN
WASHINGTON, DC

Recommended and Strongly Endorsed

This plan will assess the feasibility, environmental impacts, and costs and benefits of improving near-term pedestrian access between Southwest Washington DC and Potomac Park. It will study the area along the northern edge of the Washington Channel and the proposed vehicular and pedestrian bridges that cross the Washington channel at M and P streets, and at Hains Point.

This project first appeared in the FYs 2009-2014 program

RIVER ESPLANADE AND BICYCLE TRAIL ENHANCEMENT PLAN
WASHINGTON, DC

Recommended and Strongly Endorsed

This planning and design effort will include recommendations, and action agenda, and cost estimates to create an accessible, integrated, and attractive waterfront near the Kennedy Center. It will also include a traffic study to evaluate the impacts and feasibility of redirecting traffic from Rock Creek Parkway to Potomac Freeway to reduce traffic congestion along Ohio Drive, adjacent to the waterfront. This would support improvements to the Potomac Riverwalk and bicycle path between Georgetown and the Lincoln Memorial.

This project first appeared in the FYs 2010-2015 program

SOUTHWEST ECODISTRICT (10TH STREET AND MARYLAND AVENUE CORRIDORS)
WASHINGTON, DC

Recommended and Strongly Endorsed

This initiative includes preparing a feasibility study, revitalization alternatives, and an action agenda to transform the 10th Street and Maryland Avenue corridors into a sustainability showcase that includes multi-modal transportation, office, retail and residential uses, significant cultural attractions, and public spaces. The Initiative will: *Advance recommendations in the Monumental Core Framework Plan, the Comprehensive Plan, and the Center City Action Agenda to transform this federal employment center into a model 21st century sustainable community. *Meet the federal government's present and future space needs in this area; improve connections from the National Mall to the Southwest Waterfront; enhance the quality of life for pedestrians; and increase opportunities for mixed-use development. *Help the federal government meet the goals and objectives of Executive Order 13514; Federal Leadership in Environmental, Energy and Economic Performance which prioritizes the reduction of greenhouse gases throughout the federal government.

The products of this Initiative include revitalization alternatives that examine the infill and redevelopment potential of federal properties, such as the Forrestal Complex, U.S. Postal Service, underutilized sites along Maryland Avenue and the 10th Street Overlook in addition to the feasibility of developing over the freeway. The alternatives will include a land use, urban design and infrastructure strategy with recommendations for the street-grid, building massing and form, and streetscape; a precinct-scale sustainability strategy that makes recommendations for energy use reduction and generation, stormwater management, water and waste reduction and reuse, and the integration of habitat and vegetation.; an analysis of how the decking of the rail line, the re-creation of Maryland Avenue, and new connections to 10th, 11th, and 12th Streets can be integrated into the southwest road network and improve access to the precinct; an analysis that measures and compares the economic, environmental, and social costs and benefits of the revitalization alternatives.; and an action agenda that will include short and long-term sustainability, urban development, and programming recommendations, an implementation approach, and a phasing plan.

The Southwest Ecodistrict Initiative exemplifies coordination among individual federal agencies and the District of Columbia. It is led by a task force comprised of 12 federal agencies, 4 D.C. agencies, and the Smithsonian Institution. This effort will begin to document environmental, historic, and cultural conditions for future meetings and consultations in preparing an assessment of potential impacts to the environment in conformance with NCPC's environmental and historic preservation policies and procedures. This project was first submitted by NCPC in the FYs 2010-2015 program as "10th Street Redevelopment Feasibility Study"

LEAD AGENCIES: NCPC, General Services Administration, Commission of Fine Arts, National Park Service, District of Columbia Office of Planning.

This project first appeared in the FYs 2010-2015 program

10TH STREET NW CORRIDOR IMPROVEMENTS WITHIN THE FEDERAL TRIANGLE WASHINGTON, DC

Recommended and Strongly Endorsed

This project involves preparing a roadway and streetscape improvement plan for 10th Street, NW in the Federal Triangle. The plan will include recommendations and cost and benefits of improving the corridor. The project goals are to enhance the transportation operations of the existing bus terminal and improve the pedestrian quality of the street and connections between downtown and the National Mall

This project first appeared in the FYs 2010-2015 program

FEDERAL TRIANGLE AND ARCHIVES-NAVY MEMORIAL-PENN QUARTER METRORAIL STATIONS ACCESS STUDY

WASHINGTON, DC

Recommended and Strongly Endorsed

This study includes preparing a Metro entrance assessment study to evaluate the demand, engineering feasibility, and cost of constructing additional entrances at the Federal Triangle station and at the Archives-Navy Memorial-Penn Quarter station.

This project first appeared in the FYs 2010-2015 program

KENNEDY CENTER ACCESS IMPROVEMENT AND RELATED PROJECTS

WASHINGTON, DC

Recommended and Strongly Endorsed

This project entails reinitiating work on the second phase of the Kennedy Center Access Improvement Project Environmental Assessment which calls for planning and constructing highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts. The purpose of this study is to assess the highway operations, modifications, and environmental impacts associated with decking the Potomac Freeway, the E Street

Expressway, and the Theodore Roosevelt Bridge ramps to accommodate the Kennedy Center expansion and a ceremonial connection between the Lincoln Memorial and Kennedy Center. The study should assess new infill development around the plaza, a waterfront park, and connections to the river and reestablished at-grade streets, such as E Street, NW, 25th Street, NW, and other points north and south of the Center, which integrates it more fully into the District of Columbia's street grid and West Potomac Park. This project was first submitted by NCPC in the FYs 2003-2008 program. The project was first submitted by the Federal Highway Administration in the FYs 2004-2009 program.

Comment: This project was first conceived in NCPC's Legacy Plan. The proposed Kennedy Center Plaza has been identified as a prime site for new memorials and museums in the Memorials and Museums Master Plan, released by the Commission in 2001. At its meeting on June 3, 2004, NCPC approved the concept site and building plans for the access improvements, plaza, and buildings. On August 1, 2005, the Kennedy Center announced that it was postponing plans for the plaza indefinitely, after funding for the project was not included in the transportation bill passed by Congress in July 2005. On November 1, 2007, NCPC commented favorably on a concept design for the pedestrian connection between the Kennedy Center river terrace and the Rock Creek and Potomac Parkway Trail, as submitted by DDOT. The Monumental Core Framework Plan adopted by the Commission of Fine Arts on March 19 and adopted by NCPC on April 2, 2009, highlights the Kennedy Center Plaza and expansion project as a key strategy to extend the commemorative landscape and appropriately honor the living presidential memorial to President John F. Kennedy.

This project was first submitted by NCPC in the FYs 2003-2008 program. The project was first submitted by the Federal Highway Administration in the FYs 2004-2009 program.

**PENNSYLVANIA AVENUE (3RD TO 15TH STREETS AND FEDERAL TRIANGLE, NW) PUBLIC SPACE IMPROVEMENT AND MANAGEMENT PLAN
WASHINGTON, DC**

Recommended and Strongly Endorsed

This project consists of preparing a master plan and general management plan for Pennsylvania Avenue. The National Park Service has completed an initial assessment of the street and adjacent public spaces to guide the project. The master plan will include a concept design and cost estimate to enhance and enliven Pennsylvania Avenue from 3rd to 15th Streets. The plan will address the ceremonial, programming, operational, and security needs of the federal government and the city and focus on accommodating existing and new civic activities, beautifying public spaces, and improving lighting and pedestrian safety to create an attractive and unified urban park that would offer amenities for visitors, residents, and workers.

This project first appeared in the FYs 2004-2009 program

Other Recommended and Strongly Endorsed Projects

**ADDRESS URGENT CAPITAL PRIORITIES OF THE METRO SYSTEM AND EXPAND CAPACITY OF METRORAIL
NATIONAL CAPITAL REGION**

Recommended and Strongly Endorsed

This project supports adequate funding for urgent capital priorities of the WMATA, which is experiencing a looming fiscal crisis that is adversely affecting the regional bus and rail transit system. Increased crowding and decreased reliability could drive commuters back into their cars and onto the region's already congested roadways—actions that would worsen an already severe regional air pollution level. In order to meet projected passenger demand, the project calls for the purchase of additional rail cars, and the design and construction of capacity improvements to rail stations, power supplies, and other equipment.

Comment: NCPC's 1997 Legacy Plan supports the expansion of Metrorail. In addition, the Commission's Comprehensive Plan for the National Capital: Federal Elements promotes the federal government's cooperation with local authorities in completing and extending Metrorail; encourages the provision of public transportation to areas of the region with high numbers of transit-dependent federal employees; and promotes transit to federal visitor and tourist attractions, particularly given rising energy costs and continuing roadway congestion. It is in the best interest of the federal government to encourage employees to use transit in order to reduce demand on the region's limited roadway capacity. The current levels of traffic congestion and poor air quality degrade federal employees' quality of life and impact the federal government's ability to conduct business.

At its meeting on April 1, 2004, NCPC adopted a resolution that summarizes the current issues facing Metro; the future projected WMATA budget deficit; the importance of the Metro system to the federal government and the region; and the need to increase WMATA's budget to maintain the Metro system in the future. Specifically, the resolution recognizes the major role the Metro system plays in the health of the Washington metropolitan area economy and in improving the operational efficiency of the federal government; endorses the need for a renewed partnership between the federal, state, and local governments to meet WMATA's funding needs, preserve the WMATA mass transit system, and allow for it to adequately meet the growing ridership needs in the region; and encourages robust federal surface transportation reauthorization legislation, separate federal funding for WMATA, and committed state and local support to address WMATA's urgent capital priorities. At its meeting on September 4, 2008, NCPC strongly endorsed this project to reflect the continuing interest in providing transit service that meets regional and federal needs, particularly given rising energy costs and continuing roadway congestion.

Comment: The City of Greenbelt, Maryland, in its review of the July 2010 proposed FCIP, has stated its support for this project to complement or improve existing regional transit systems.

Comment: The Washington Metropolitan Area Transit Authority (WMATA), in its review of the July 2009 proposed FCIP stated its support for the FCIP's emphasis on transit oriented federal development, support for regional rail service. WMATA also notes its support for projects for the improvement of bridges and roads in the region and recommends the inclusion of transit lanes on bridges and roadways to improve bus service. The agency also strongly supports NCPC's inclusion of the 'Address the Urgent Capital Priorities of the Metro System', and 'Expand the Capacity of Metrorail' projects in the FCIP (see appendix D).

This project first appeared in the FYs 2004-2009 program

IN-DEPTH SEWER STUDY FOR THE FEDERAL TRIANGLE AREA WASHINGTON, DC

Recommended and Strongly Endorsed

The Federal Triangle area suffered severe flooding in June 2006 after excess rainfall overwhelmed the existing sewer infrastructure. This resulted in millions of dollars in damages, relocations and loss of productivity. Even with improvements to the levee system on the National Mall, this area is still at risk from urban drainage flooding, which is a separate and persistent problem requiring an independent solution. A multi-agency group has proposed a thorough hydrology and sewer engineering study for the monumental core to assess the likelihood of future flooding and identify a range of solutions, from system-wide to site-specific. The sewers in the monumental core are old, and the capacity of any particular section varies between a 2- to 15-year storm event, depending on the design standard at the time of construction. While even the newest sewer system has a finite capacity, the lack of information about the sewer system makes it difficult to identify and examine potential solutions to mitigate future flood risks. The proposed study would not solve interior flooding risks, but would be a necessary first step towards identifying potential solutions and allowing informed decision making about acceptable levels of flood risk and possible capital improvement solutions. Long-term, capital improvement proposals affecting the sewer infrastructure and/or federal facilities may result from this study. The study cost approximately \$500,000. Note: Additional information on flooding issues is provided on page 63. Lead Agencies: NCPC, DC Water, District of Columbia Office of Planning and Department of the Environment, General Services Administration, Smithsonian Institute, Federal Emergency Management Agency Participating Agencies: US Environmental Protection Agency, US Department of Justice, National Archives and Records Administration, National Park Service, Washington Metropolitan Area Transportation Authority, National Gallery of Art

This project first appeared in the FYs 2009-2014 program

DULLES CORRIDOR RAPID TRANSIT PROJECT NATIONAL CAPITAL REGION

Recommended and Strongly Endorsed

This project provides for the extension of Metrorail in an exclusive right-of-way between the existing Metrorail Orange Line (between East and West Falls Church stations) and eastern Loudoun County, Virginia via Tysons Corner, Reston/Herndon, and Washington Dulles International Airport. The draft EIS, completed in FY 2002, recommend Metrorail as the Locally Preferred Alternative. The Federal Transit Administration (FTA) on May 12, 2008, approved the request by the Metropolitan Washington Airports Authority to advance the Dulles Corridor Metrorail Project into the Final Design stage of the FTA's new Starts Process.

The FTA committed approximately \$159 million to be used in for project administration, final design work, utility relocations, right-of-way acquisitions, engineering and the costs for designing rail cars. In March of 2009, the FTA signed a Full Funding Agreement committing \$900 million in federal funds to the project for the completion of Phase I of the project. State and Fairfax County dollars to support the project have long been identified. Phase I of the project, Will run 11.5 miles from East Falls Church to Wiehle Avenue on the eastern edge of Reston. It will include four stations in the Tyson's Corner area. Construction began in March 2009, is over 30 percent complete, and is scheduled to be completed in late 2013. Phase II will include six stations in Loudoun County, extending the line an additional 11.6 miles. Phase II is expected to open in late 2016 or early 2017. The project is being managed by the Metropolitan Washington Airports Authority.

Comment: NCPC's 1997 *Legacy Plan* supports the expansion of Metrorail, encourages the provision of public transportation to areas of the region with high numbers of transit-dependent federal employees; and promotes transit to federal visitor and tourist attractions, particularly given rising energy costs and continuing roadway congestion. It is in the best interest of the federal government to encourage employees to use transit in order to reduce demand on the region's limited roadway capacity. The current levels of traffic congestion and poor air quality degrade federal employees' quality of life and impact the federal government's ability to conduct business.

Comment: Fairfax County, in its review of the July 2010 proposed FCIP, stated its strong support for this project and NCPC's recommendation, the project is the number one priority in the County for future development. The County also strongly encourages the Department of Transportation and NCPC to move forward with completion of the "Pedestrian Bridge Dulles Access and Toll Road" project in the adopted FCIP FYs 2009-2014 (see appendix D).

Comment: Loudon County, in its review of the July 2010 proposed FCIP, notes the inclusion of the "Dulles Corridor Rapid Transit" project in the FCIP and stated its support for this project and the projects importance to the county (see appendix D).

This project was first submitted in the FYs 2004–2009 program.

NATIONAL MALL IMPROVEMENTS WASHINGTON, DC

Recommended and Strongly Endorsed

The National Mall, known as America's civic stage, is one of the most significant spaces in the country. The Mall functions at many levels: as the highly symbolic visual setting of government; as part of the city's circulation and transportation networks; as the location of many of the nation's most prominent memorials and museums; and as the stage for national and local events, including demonstrations, festivals, sports, and other recreation. These activities are encouraged on the Mall; however, the level of use provides continual maintenance and operational challenges. As the primary steward of the Mall, in the fall of 2010 the National Park Service (NPS) completed the National Mall Plan, a long-range vision focused on improvements related to public use, health, recreation, appearance and preservation of the area. The National Mall Plan includes general implementation priorities that will guide significant private/public partnerships to restore the National Mall. The NPS and its authorized fundraising partner, the Trust for the National Mall, are working together to begin improving signs and way-finding throughout the area. NPS has estimated that \$450 million may be required for deferred maintenance on the National Mall. NPS received

approximately \$56 million in ARRA funds for deferred maintenance. This project was first submitted by NCPC in the FYs 2009-2014 program.

Comment: NPS was provided \$55,825,000 in 2009 ARRA funds to address some of the capital needs of the National Mall. This includes repair of the seawall at the Jefferson Memorial; restoration of the World War I memorial; rehabilitation of West Potomac Park, including public access to the Lincoln Memorial, security, and improvements to the Reflecting Pool; and deferred maintenance to the landscape features on the Mall. These projects are underway. The NPS has submitted a funding request to reconstruct the turf and soil on the National Mall, see the Department of Interior's Project List in the Project Section for more information.

This project first appeared in the FYs 2009-2014 program

Recommended for Future Programming

This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by other agencies for future programming to advance and implement NCPC and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. Projects in this category may or may not currently be recommended in NCPC plans and could be conceptual in nature.

Projects Related to CapitalSpace

The CapitalSpace Plan, which was adopted on April 1, 2010 by the National Capital Planning Commission, identified a series of priority action items for implementation through the collaboration of the CapitalSpace partners and in partnership with not-for-profit organizations with resources and interest in park and open space stewardship. One overarching priority action item is to identify opportunities to make available to the public existing parks and open spaces that are currently inaccessible due to physical barriers, management policies, or inadequate programming. The CapitalSpace Plan is organized into six action-oriented big ideas focused on key areas of park system planning. The action items below represent one of the Six Big Ideas. Please refer to the CapitalSpace Plan for more detailed descriptions of the priority action items.

ENHANCING CENTER CITY PARKS

WASHINGTON, DC

Recommended for Future Programming

This project seeks to identify enhancements to the physical condition and design of center city parks, and to increase the use of these parks and the adjacent streets and sidewalks through additional programming that balances the community needs of Washington, DC in the 21st century and the historic and national significance of these parks. The specific parks to be improved will be identified through the collaborative efforts of the CapitalSpace partners.

This project first appeared in the FYs 2011-2016 program

ENHANCING URBAN NATURAL AREAS

WASHINGTON, DC

Recommended for Future Programming

This project recognizes the need to protect the ecologically-diverse and environmentally-sensitive resources within the parks and open spaces in the city through the adoption of clear, consistent and shared goals and guidelines among responsible agencies and adjacent jurisdictions for long-term park and natural resource management. One of the key initiatives under this project is the creation of a district-wide ecosystem research consortium to coordinate ecological research associated with our natural resources in the District, and collectively identify and map these

resources, implement restoration and protection strategies, and increase public awareness of the ecological functions of Washington's parks and open space system.

This project first appeared in the FYs 2011-2016 program

IMPROVING THE AVAILABILITY AND USE OF PLAYFIELDS

WASHINGTON, DC

Recommended for Future Programming

This project will study the different ways to increase the capacity of existing playfields owned and managed by the District Parks and Recreation, the District of Columbia Public Schools, and the National Park Service. The CapitalSpace partners are exploring ways to simplify the permitting process and coordinating the fee structure as a way to increase the capacity of the playfields. Other strategies include field assessments, coordinating field use with maintenance schedules, and coordination of capital programs among the three agencies.

This project first appeared in the FYs 2011-2016 program

SCHOOLYARD IMPROVEMENT STRATEGY

WASHINGTON, DC

Recommended for Future Programming

This project will focus on developing approaches to strengthen neighborhood involvement in the planning process for the modernization and redevelopment of schools and their yards. A longer-term product of this project is the development of a comprehensive schoolyard improvement strategy that assesses needs, provides standards for improvements, prioritizes projects, and clarifies agency responsibilities for general schoolyard maintenance and partnership opportunities for schoolyard enhancements. This project will require coordination with the District of Columbia Office of Public Education Facilities Modernization (DCOPEFM) and the District of Columbia Public Schools (DCPS). The specific parks to be improved will be identified through the collaborative efforts of the CapitalSpace partners.

This project first appeared in the FYs 2011-2016 program

TRANSFORMING SMALL PARKS INTO A COHESIVE NETWORK OF GREEN SPACES

WASHINGTON, DC

Recommended for Future Programming

This project will categorize small parks by geographic area, function, natural and cultural resources and other characteristics, and develop a shared database to identify opportunities for improved efficiencies in their management by multiple agencies. This project recognizes the potential of creating an interconnected system of green spaces through the neighborhoods of Washington, DC by improving the small parks found within the streets rights-of-way. These small parks, which are less than an acre in size, can provide neighborhood-oriented recreational and open space amenities, especially in areas where open space is limited or lacking, if they are improved as a cluster of green spaces. The specific parks to be improved will be identified through the collaborative efforts of the CapitalSpace partners.

This project first appeared in the FYs 2011-2016 program

Other Projects Recommended for Future Programming

BOUNDARY MARKERS FOR THE NATION'S CAPITAL

WASHINGTON, DC

Recommended for Future Programming

This project calls for repairing and maintaining the 40 boundary markers that were placed in the nation's capital in 1791 and 1792.

Comment: As part of the Jones Point Park redevelopment in Alexandria, Virginia, the National Park Service is constructing a protective enclosure to ensure the southern-most boundary marker of Washington, DC, is preserved in place. Interpretive panels about the survey of Washington, DC and life along the Potomac River are being included to lead visitors on a walking tour of the park.

This project first appeared in the FYs 1981-1985 program

DEVELOP A NEW FOREIGN MISSIONS CENTER

WASHINGTON, DC

Recommended for Future Programming

This project consists of the development of a new foreign missions center to accommodate the future location of chanceries within the District of Columbia. Specifically, the project includes the planning, design, and implementation of a new center. Planning includes the preparation of feasibility studies, site identification and analysis, development strategies, cost estimates, and the identification of funding sources. Development could include partnerships with other public entities and/or public-private partnering. Design includes programming, site planning, the design of infrastructure, and the preparation of cost estimates and construction phasing. Implementation includes land acquisition and/or lease commitments and the construction of required infrastructure improvements.

Comment: In 1968, the International Center Act established a 47-acre International Chancery Center (ICC) where foreign missions and international organizations could lease federal land from the United States government. All of the properties in the ICC have been leased. The ICC has proven effective in accommodating large foreign missions that relocated due to increasing facilities requirements. As security requirements increase, the appeal of locating in a center also has increased. NCPC's 2003 report, Foreign Missions in the District of Columbia Future Location Analysis advanced a new center model—more dense and urban in character than the current ICC—appropriate for future requirements and private site development opportunities within redeveloping areas of the city. More specifically, the report recommends the preparation of a feasibility study for a new foreign missions center or centers. The State Department is currently working on plans to develop a new foreign missions center at the existing Walter Reed Army Medical Center in Washington, DC.

This project first appeared in the FYs 2005-2009 program

DEVELOP WATERFRONT PARKS

WASHINGTON, DC

Recommended for Future Programming

This project calls for developing plans—consistent with security requirements and current planning efforts—that improve public parks along the waterfronts of the Washington Navy Yard, Anacostia Annex, Bolling Air Force Base, the Naval Research Laboratory, Fort McNair, and Anacostia Park. Also associated with this project is the Riverwalk Multi-use Trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park. This project first appeared in the FYs 1981-1985 program.

Comment: In 2003, the Anacostia Waterfront Framework Plan was prepared to guide the redevelopment of land along the Anacostia River in Washington. The plan reconnects the city to its waterfront through a contiguous shoreline trail system (known as the Anacostia Riverwalk Trail), much of which runs through both existing and

proposed waterfront parks. The Anacostia Riverwalk Trail, currently under construction through 2014, will provide a contiguous 16-mile path for multi-purpose use along both banks of the river from the Tidal Basin to the Maryland/District of Columbia boundary and connect north to the existing Bladensburg Trail. Much of the trail along the western shore is now open, linking a number of recently completed waterfront parks including The Yards Park, Diamond Teague Park, and a limited trail through the Navy Yard. Development of the trail along the eastern shore of the Anacostia between South Capitol Street and Benning Road is currently underway and the trail from Anacostia Park north to Kenilworth Aquatic Gardens is currently in the design phase. Further south along the Potomac River, the Woodrow Wilson Bridge Project (WWBP) opened a dedicated trail and community park in June 2010. It connects the George Washington Parkway Trail in Alexandria with the Potomac Heritage Trail in Prince George's County, providing yet another link along the waterfront. Jones Point Park, a 65-acre park, is currently being redeveloped to provide additional waterfront park amenities to visitors when visitors when completed in the Summer of 2012. The City of Alexandria is also focusing on future waterfront park opportunities on Old Town and released a draft small area plan in February 2011. Adoption of the plan is anticipated in Spring 2011.

This project first appeared in the FYs 1981-1985 program

E STREET SECURITY AND STREETScape IMPROVEMENTS

WASHINGTON, DC

Recommended for Future Programming

Temporary security elements have been in place at the entry to this corridor of E Street NW between 15th Street and 17th Street. The provisional design quality of the closure has become increasingly unacceptable over time. The purpose of this project is to develop a solution that provides necessary security that also respects the historic context and iconic status of President's Park South. The Comprehensive Plan for the White House Grounds and the Ellipse, and the Cultural Landscape Report prepared by the National Park Service (NPS), will serve as the foundation for the design solution developed.

Comment: On March 8, 2011 the National Park Service and the U.S. Secret Service announced the initiation of an Environmental Assessment to determine how best to design improvements to President's Park South that accommodate necessary security measures and respect the historic and iconic nature of the park. In conjunction with this, NCPC announced a design competition to generate thoughtful and creative design solutions that would be analyzed and evaluated as part of the NPS/USSS Environmental Assessment.

This project first appeared in the FYs 2011-2016 program

FORT CIRCLE PARKS SYSTEM

WASHINGTON, DC

Recommended for Future Programming

This project calls for completion of the Fort Circle Parks System to create a ring of Civil War fort parks and connecting greenways, as described in the McMillan Plan and NPS General Management Plan. Completion will require the acquisition of necessary interest in lands to provide for a continuous trail, protect the park-like environment of the system, and preserve the important scenic, historic, and natural elements and panoramic views of the Civil War forts. Community-oriented recreational opportunities, interpretation of the fort sites, and a well-delineated connecting trail in a park-like setting should be provided throughout the system. In 2010, the NPS developed the Potomac Heritage National Scenic Trail Map Brochure, which includes the Civil War forts in the Washington, DC region, as a way to symbolically and visually connect the Fort Circle Parks system through a series of bike and walking trails, sidewalks and signage. The NPS is currently developing the Long Range Interpretive Plan (LRIP) for the Civil War Defenses of Washington, which includes the Fort Circle Parks. The purpose of the plan is to set forth the framework for interpretation of the fort parks managed by the NPS, identify key interpretive themes and identify interpretive opportunities for the next 5-10 years. Creation of this plan is a collaborative process that will consider cultural and natural resource interpretive messages and community engagement. The LRIP is scheduled for completion in the fall of 2011.

This project first appeared in the FYs 1987-1991 program

FREIGHT RAILROAD REALIGNMENT NEPA STUDIES

WASHINGTON, DC

Recommended for Future Programming

In order to fully understand the potential impacts and benefits of relocating freight rail away from the monumental core of Washington a National Environmental Policy Act (NEPA) evaluation must be undertaken. This study will build on and update the conclusions of the 2007 Freight Railroad Realignment Feasibility Study and provide further analysis and outreach on alternative alignment locations and impacts. The result will be an updated and more detailed conclusion and cost-benefit analysis on realigning this stretch of rail.

Affected Agencies: Metropolitan Washington Council of Governments, state and local governments and organizations in the District of Columbia, Maryland and Virginia.

Lead Agency: Federal Railroad Administration. Support Agencies: NCPC, Department of Homeland Security, DDOT, State of Maryland Department of Transportation, Commonwealth of Virginia Department of Rail and Public Transit

Comment: The City of Bowie, Maryland, in its review of the July 2010 proposed FCIP, again stated its opposition to this project and requested its removal from the FCIP. NCPC notes that the proposed NEPA evaluation is one piece of a multi-stage investigation of an important and complex regional transportation issue. The NEPA study would evaluate alternatives for the CSX railroad alignment that currently traverses the Monumental Core of the nation's capital. NCPC looks forward to working with the City of Bowie and other affected stakeholders in the NEPA evaluation if and when such process is initiated. This letter is included in Appendix D.

This project first appeared in the FYs 2008-2013 program

FUTURE SITE ACQUISITIONS FOR MEMORIAL AND MUSEUM USES

WASHINGTON, DC

Recommended for Future Programming

This project seeks to advance NCPC's Memorials and Museums Master Plan by studying the feasibility of acquiring or preserving specific sites or parcels identified within the Master Plan. This could be accomplished by leveraging public and private funds and partnering with other governmental agencies and private organizations.

Comment: This is recommended in NCPC 1997 Extending the Legacy Plan.

This project first appeared in the FYs 2004-2009 program

HIGH SPEED RAIL TO BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT

NATIONAL CAPITAL REGION

Recommended for Future Programming

NCPC supported the concept of providing direct rail service to Baltimore-Washington International Airport in its Legacy Plan. Providing rapid rail service between Washington and cities along the Northeast corridor is a stated goal in NCPC's Comprehensive Plan for the National Capital: Federal Elements. This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: The design and construction of a maglev (magnetic levitation train) demonstration project between Camden Yards in Baltimore, Maryland, and Union Station in Washington, DC—with service to Baltimore-Washington International Airport—has been under study since 1994. Preliminary studies indicate that the project would serve between 20,000 and 40,000 trips per day, even with continued Amtrak service in the corridor. It would provide residents and visitors to Washington with a second airport only 15 minutes from Union Station and reduce pressure on Ronald Reagan Washington National Airport, which is operating at capacity with rationing of gate slots. The project is visualized as the initial stage of a high-speed maglev system that would serve the entire Northeast

Corridor between Boston, MA, and Charlotte, NC. Currently, the Federal Railroad Administration has funded an EIS for this project, and is considering whether to proceed to the design phase.

Comment: The City of Greenbelt, Maryland, in its review of the July 2010 proposed FCIP, again expressed its opposition to this project.

This project first appeared in the FYs 2004-2009 program

TOUR BUS PARKING FACILITY WASHINGTON, DC

Recommended for Future Programming

In cooperation with the District of Columbia government, this project calls for developing a comprehensive understanding of tour bus operations and travel patterns in the District of Columbia and the problems inherent in those operations. The project involves developing an accompanying strategic tour bus management plan which outlines operational and facility solutions that benefit visitors, residents, business owners, the tour and conventions industries, and the city and federal governments alike. Finally, the project would call for designing and constructing a central tour bus parking facility to serve federal attractions near the National Mall.

Lead Agency: District of Columbia Department of Transportation (DDOT). Support Agencies: NCPC, Destination DC, Downtown DC Business Improvement District, and NPS.

This project first appeared in the FYs 2004-2009 program

TRANSIT PROJECTS IN THE DISTRICT OF COLUMBIA, VIRGINIA, AND MARYLAND NATIONAL CAPITAL REGION

Recommended for Future Programming

NCPC's Comprehensive Plan for the National Capital: Federal Elements recommends planning and implementing regional transportation systems -- operated by state and local governments and other authorities -- that accommodate the transportation requirements of federal facilities, including employee, visitor, and service needs. This project calls for various rail projects that complement the existing regional transit system, including the Inner Purple Line in Montgomery and Prince Georges Counties in Maryland; a trolley system in the District of Columbia; light rail in the Route 1 Corridor in Arlington County and the City of Alexandria, light rail along Columbia Pike within Arlington County and Fairfax County, in Virginia and priority corridors for rapid bus systems in the region.

Comment: The District Department of Transportation submitted the H Street and Anacostia streetcar projects to NCPC in February 2007. The Commission supports expanding public transportation service throughout Washington, but requested that DDOT consider alternative streetcar technologies that would not require use of overhead wires, particularly in the historic L'Enfant City, where they are prohibited by federal law.

Comment: Fairfax County, Virginia, in its review of the July 2010 proposed FCIP, again commends the inclusion of the light rail along Columbia Pike from the Pentagon area to Bailey's Crossroads in this year's project recommendations.

Comment: The City of Greenbelt, Maryland, in its review of the July 2010 proposed FCIP, stated its support for this project to complement or improve the region's transit systems.

This project first appeared in the FYs 2004-2009 program

WATER TAXI SYSTEM
NATIONAL CAPITAL REGION

Recommended for Future Programming

This project supports the study and implementation of a water taxi system with landings along both sides of the Anacostia and Potomac rivers waterfronts. As envisioned, the system would serve existing active waterfront areas and planned development associated with the Anacostia Waterfront Initiative; the South Capitol Street development plan; the redevelopment of the Southwest Waterfront at Maine Avenue; access improvements at the Kennedy Center; and development of a new waterfront park in Georgetown. The system should supplement the existing transportation system by giving commuters and visitors an alternative transportation mode.

Comment: NCPC first introduced this concept in its Legacy Plan. In the spring of 2008, a private water taxi service was initiated between the City of Alexandria waterfront and the National Harbor development in Prince George's County. DDOT is currently studying the feasibility of a water taxi service along the waterfronts within the District of Columbia. New District of Columbia waterfront projects, such as Diamond Teague Park near the Washington Nationals stadium and the Kennedy Center River Terrace Stairs to the Rock Creek and Potomac Parkway Trail, are being designed to accommodate water taxi service in the future.

This project first appeared in the FYs 2004-2009 program

Projects by Jurisdiction

In this section projects are organized by jurisdiction by submitting agency. Each department's projects are listed by submitting agency within each local jurisdiction. These summary table project listings contain the relevant six-year budget estimate for cross-referencing projects by jurisdiction. Projects submitted by NCPC are listed at the end.

A summary table is provided of projects listed by their location in the NCR, including the District of Columbia and the counties of Maryland and Virginia—Montgomery, Prince George's, Arlington, and Fairfax (no projects have been submitted this year for Loudoun County or the independent cities within the NCR).

TABLE 7: TOTAL BUDGET ESTIMATES SUBMITTED BY FEDERAL AGENCIES BY STATE/COUNTY

	Budget Estimates (000 of Dollars)	
	Prior Funding	Total FYs 2012-2017
District of Columbia Total	552,553	1,729,864
Montgomery County Total	2,000	1,000,585
Prince George's County Total	27,918	786,125
Maryland Total	29,918	1,786,710
Arlington County Total	922,499	449,715
Fairfax County Total	40,170	1,385,220
Prince William County Total	0	156,611
Virginia Total	959,731	1,814,860
Total National Capital Region	1,512,202	5,331,434

District of Columbia

The FCIP for FYs 2012-2017 contains thirty-nine proposed projects within the District of Columbia. Of this total, all have been submitted to NCPC by other agencies. NCPC has submitted an additional twenty-nine projects for future programming.

The estimated total cost of the thirty-nine agency submitted projects for FYs 2012-2017 is \$ 1,729,864,000. NCPC *strongly endorses* eight of these projects and considers them critical to strategically advancing and implementing significant Commission and local planning policies and initiatives as well as other important federal interests. NCPC *further recommends twenty-three* projects that are in conformance with Commission and local plans and planning policies. The remaining eight projects *require additional planning coordination*.

Of the twenty-nine projects that NCPC submitted and recommended for future programming, the Commission *strongly endorses fourteen* as critical to advancing significant Commission and local planning policies and initiatives as well as other important federal interests. NCPC recommends that the appropriate agencies program these projects in their budgets as soon as fiscal and budgetary conditions permit. The Commission further suggests that the remaining fifteen projects, which are recommended for future programming, be added to the appropriate agencies' budgets as soon as fiscal and budgetary conditions permit.

Budget Estimates (000 of Dollars)

	Prior Funding	Total FYs 2012-2017
District of Columbia Total	552,553	1,729,864

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017
DEPARTMENT OF AGRICULTURE		
National Arboretum		
Asian Valley Paths Renovation	--	2,063
Azalea Paths Renovation	--	2,315
Bladensburg Road Entrance	1,795	12,000
Chinese Garden	240	20,750
Education and Visitor Center	--	28,900
Ellipse Area Development	--	850
Events Pavilion	--	872
Greenhouse Complex Renovation	4,673	3,450
Storm Water Management Project	--	4,221
Subtotal	6,708	75,421
USDA Headquarters		
Agriculture South Building Modernization	160,742	294,000
Subtotal	160,742	294,000
Total in District of Columbia	167,450	369,421
DEPARTMENT OF DEFENSE		
Defense Intelligence Analysis Center		
Cooling Tower Expansion	--	--
DIAC Parking Garage	--	--
DIAC Q&T Module Replacement	--	--
Subtotal	0	0
Total in District of Columbia	0	0
DEPARTMENT OF STATE		
Harry S Truman Building		
Perimeter Security Improvements	2,849	49,000
Subtotal	2,849	49,000
Total in District of Columbia	2,849	49,000
DEPARTMENT OF THE AIR FORCE		
Air Force District of Washington, Andrews Air Force Base		
Band Annex	--	10,000
Joint Air Defense Operations Center	--	13,200
Subtotal	0	23,200
Total in District of Columbia	0	23,200

DEPARTMENT OF THE ARMY

Joint Base Myer Henderson Hall

Decentralize Steam Plant - Fort McNair	--	2,450
Eight Emergency Power Generators - Fort McNair	3,949	0
Renovation of Building 20. Grant Hall - Fort McNair	4,350	0
US Army Transportation Agency - Fort McNair	7,000	0
Widen Fifth Avenue - Fort McNair	1,015	0
Subtotal	16,314	2,450

Armed Forces Retirement Home

Master Plan	810	350
Scott Project	--	--
Subtotal	810	350

U.S. Army Corps of Engineers

Levee Improvements	5,442	6,314
Subtotal	5,442	6,314

Total in District of Columbia

22,566 9,114

DEPARTMENT OF THE INTERIOR

National Park Service

Perform Critical Life/Health/Safety Repairs to the Failed Slurry Wall/Pool Membrane World War II Memorial, National Mall & Memorial Parks (NAMA)	--	3,318
Preserve Historic Stone Walls in Georgetown, Chesapeake & Ohio National Historical Park (CHOH), Washington, DC	--	3,858
Reconstruct Turf and Soil in the National Mall, National Mall and Memorial Parks (NAMA), Washington, DC	16,173	10,572
Subtotal	16,173	17,748
Total in District of Columbia	16,173	17,748

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rock Creek Parkway Rehabilitation	14,900	14,945
Subtotal	14,900	14,945
Total in District of Columbia	14,900	14,945

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

NARA

National Archives Experience, Phase 2	5,000	6,000
Subtotal	5,000	6,000
Total in District of Columbia	5,000	6,000

SMITHSONIAN INSTITUTION

Smithsonian Museums

National Museum Of African American History And Culture (NMAAHC)	45,000	210,000
National Museum Of American History (NMAH) -- Kenneth E. Behring Center Public Space Revitalization	79,800	198,450
National Museum Of Natural History (NMNH) Revitalization	169,220	152,050
Renew Bird House Facilities And Site	--	30,000
Renovate Arts And Industries Building	20,600	134,000
Renovate Smithsonian Castle	--	225,400
Repair Structural Systems, National Zoological Park General Services Building	5,957	25,000
Replace National Air And Space Museum Mechanical System	100	61,250
Restore Hirshhorn Facade	--	10,100
Restore Renwick Gallery	--	17,500
Subtotal	320,677	1,063,750
Total in District of Columbia	320,677	1,063,750

Maryland

The FCIP for FYs 2012-2017 contains a total of twenty-six proposed projects in Montgomery and Prince George's Counties. All of these projects have been submitted by agencies. The estimated total cost of the 26 projects is \$1,786,710,000 for FYs 2012-2017.

MONTGOMERY COUNTY

Eight projects are located in Montgomery County with an estimated total cost of \$1,000,585,000 for FYs 2012-2017. NCPC *Recommends* all eight projects and considers them in conformance with Commission and local plans and planning policies.

PRINCE GEORGE'S COUNTY

Eighteen projects are located in Prince George's County with an estimated total cost of \$61,500,000 for FYs 2012-2017. NCPC *recommends* 10 projects and considers them in conformance with Commission and local plans and planning policies. The remaining eight projects *require additional planning coordination*.

Budget Estimates (000 of Dollars)

	Prior Funding	Total FYs 2012-2017
Montgomery County Total	2,000	1,000,585
Prince George's County Total	27,918	786,125
Maryland Total	29,918	1,786,710

Montgomery County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017
DEPARTMENT OF COMMERCE		
National Institutes of Standards and Technology		
General Purpose Laboratories Renovation	2,000	500,000
Subtotal	2,000	500,000
Total in Montgomery County	2,000	500,000
DEPARTMENT OF HEALTH AND HUMAN SERVICES		
National Institutes of Health		
Building 10 Clinical Center, Phase C (E Wing)	--	349,300
Building 29A	--	97,300
Demolition of Building 7	--	2,100
Patient Rehabilitation Medicine Addition	--	23,400
Subtotal	0	472,100
Total in Montgomery County	0	472,100
DEPARTMENT OF THE INTERIOR		
National Park Service		
Repair Breach -- Mile 12.5 -- Storm Damage Hanna, Chesapeake & Ohio National Historical Park (CHOH), Maryland	--	3,294
Repair Canal Structures, Watered Area, Lock 5 to Lock 22, Chesapeake & Ohio National Historical Park (CHOH), Maryland	--	7,191
Subtotal	0	10,485
Total in Montgomery County	0	10,485
DEPARTMENT OF THE NAVY		
NAVFAC Washington Environmental		
Child Development Center	--	18,000
Subtotal	0	18,000
Total in Montgomery County	0	18,000

Prince George's County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017
DEPARTMENT OF AGRICULTURE		
Agricultural Research Service		
Construct Collections Facility	--	97,400
Infrastructure Modernization at BARC	8,400	31,600
New Veterinary Clinic	--	4,400
Subtotal	8,400	133,400
Total in Prince George's County	8,400	133,400
 DEPARTMENT OF HOMELAND SECURITY		
Federal Law Enforcement Training Center		
Renovate Building 1 and Demo Buildings 1A & 1B	--	0
Subtotal	0	0
U.S. Secret Service, James J. Rowley Training Center		
Merletti Classroom and Auditorium Building	--	0
Perimeter Security Upgrade	--	0
Utilities and Infrastructure Upgrades	--	0
Subtotal	0	0
Total in Prince George's County	0	0
 DEPARTMENT OF THE AIR FORCE		
Air Force District of Washington, Andrews Air Force Base		
Ambulatory Care Center	9,000	233,900
Consolidated Operations Facility	--	23,000
Dental Clinic	1,792	21,073
Fitness Center	1	33,520
Subtotal	10,793	311,493
Total in Prince George's County	10,793	311,493
 NATIONAL AERONAUTICS AND SPACE ADMINISTRATION		
Goddard Space Flight Center		
Chiller Plant Reliability Upgrade	--	1,870
Construct Flight Projects Building	2,510	41,700
Construct Instrument Development Facility	--	45,235

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

Logistics Facility Upgrade	--	10,812
Repair/Replace Roofs, Various Buildings	--	3,709
Space Exploration & Education Center	--	176,406
Subtotal	2,510	279,732
Total in Prince George's County	2,510	279,732

SMITHSONIAN INSTITUTION

Smithsonian Museums

Renovate Museum Support Center (MSC) Labs And Upgrade Mechanical/Electrical Systems In Pods	6,215	61,500
Subtotal	6,215	61,500
Total in Prince George's County	6,215	61,500

Virginia

The FCIP for FYs 2012-2017 contains fifty-one proposed projects in Arlington, Fairfax, and Prince William Counties. All of these projects have been submitted by agencies. One project is *Recommended and Strongly Endorsed*. The estimated total cost of the submitted projects is \$1,814,860,000 for FYs 2012-2017.

ARLINGTON COUNTY

Twenty-six projects are located in Arlington County with an estimated total cost of \$449,715,000 for FYs 2012-2017. NCPC *Recommends and Strongly Endorses* one of these projects that conforms to NCPC and local plans and policies, and *recommends* ten of these projects, with the remaining fifteen projects as *Projects Requiring Additional Planning Coordination*.

FAIRFAX COUNTY

Nineteen projects are located in Fairfax County with an estimated total cost of \$1,217,777,000 for FYs 2012-2017. NCPC *Recommends* three of these projects, which conform to NCPC and local plans and policies. The remaining 16 projects are recommended as *Projects Requiring Additional Planning Coordination*.

PRINCE WILLIAM COUNTY

Six projects are located in Fairfax County with an estimated total cost of \$156,611,000 for FYs 2012-2017. NCPC *Recommends* one of these projects, as conforming to NCPC and local plans and policies. The remaining five projects are recommended as *Projects Requiring Additional Planning Coordination*.

Budget Estimates (000 of Dollars)

	Prior Funding	Total FYs 2012- 2017
Arlington County Total	922,499	449,715
Fairfax County Total	40,170	1,385,220
Prince William County Total	0	156,611
Virginia Total	959,731	1,814,860

Arlington County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017
DEPARTMENT OF DEFENSE		
Pentagon		
Maintenance Facility/ Motor Pool	--	6,062
Navy Annex/ Federal Office Building 2- Demolition/Remediation/Site Preparation	1,722	26,625
Pentagon Control Tower Fire and Fire Station	581	6,457
Pentagon Pedestrian Safety Gateway	343	2,285
Pentagon Renovation	--	101,700
Pentagon Support Operations Center	292	33,557
Subtotal	2,938	176,686
Total in Arlington County	2,938	176,686
DEPARTMENT OF THE ARMY		
Joint Base Myer Henderson Hall		
Accessible Entrance for Bldg 214 - Fort Myer	--	--
Bldg 25 Demolition - Henderson Hall	6,000	6,000
Connector Road - Henderson Hall	759,000	0
Consolidated Dispatch Center for DES - Fort Myer	--	3,500
Construct Barracks No. 3 and Dining Facility - Fort Myer	90,000	86,000
Construct The United States Band Building (TUSAB) - Fort Myer	--	51,000
Convert Bldg #47 - Fort Myer	--	--
Decentralize Steam Plant - Fort Myer	--	3,080
Demolition of Bldg 406 - Fort Myer	--	500
Nineteen Emergency Power Generators - Fort Myer	10,312	0
Old Post Chapel Bldg #335 Renovation - Fort Myer	2,500	0
Radnor Heights Sub-Station Construction - Fort Myer	--	--
Renovation of Bldg 217 Post Office - Fort Myer	--	--
Renovation of Building 249 Combined Operations Facility - Fort Myer	9,095	0
Repair Bldg 301 Water Distribution Pumping Station - Fort Myer	--	500
Third Infantry Regimental Annex Project - Fort Myer	--	1,000
Subtotal	876,907	151,580
Arlington National Cemetery		
Columbarium Court 9	18,700	0
Millennium Site	23,954	6,636
Navy Annex Planning & Development	--	53,913
New Administration Building	--	60,900
Subtotal	42,654	121,449
Total in Arlington County	919,561	273,029

Fairfax County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017
DEPARTMENT OF THE ARMY		
Fort Belvoir, Military District of Washington		
Administrative Facilities, ACC	--	360,000
Airfield Modernization, PH 1	--	76,000
Airfield Modernization, PH 2	--	38,000
Airfield Modernization, PH 3	--	49,000
Aviation Hanger	--	21,000
Battalion Headquarters	--	29,000
Construct Barracks	--	36,000
DAU Training Center	--	46,000
McNamara Headquarters Annex, DLA	--	84,000
National Museum of the US Army (Private Funding for Construction)	--	128,000
Physical Fitness Center	--	33,000
Recreation Lodging Facility (Privatized, Private Funding)	--	41,000
Replace Commissary Facility	--	48,000
Roads and Infrastructure Improvements	--	31,000
Sensitive Compartmented Information Facility	--	306,000
Vehicle Maintenance Shop - Wheeled	--	14,200
Subtotal	0	1,340,200
Total in Fairfax County	0	1,340,200
DEPARTMENT OF TRANSPORTATION		
Federal Highway Administration		
Fairfax County Parkway Phase III	33,600	33,600
Pedestrian Bridge Over Dulles Access and Toll Road	2,420	2,420
Rehabilitate and Reconstruct VA Route 123 Interchange of GW Parkway	4,150	9,000
Subtotal	40,170	45,020
Total in Fairfax County	40,170	45,020

Prince William County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	Total FYs 2012-2017
DEPARTMENT OF THE NAVY		
NAVFAC Washington Environmental		
P543 Waste Water Treatment Plant - Upshur	--	9,969
P567 The Basic School Student Quarters- Phase 6	--	28,488
P571 Realign Purvis Road/Russell Road Intersection	--	6,442
P611 Bachelor Enlisted Quarters	--	31,374
P612 Enlisted Dining Facility	--	5,034
P632 Academic Instruction Facility	--	75,304
Subtotal	0	156,611
Total in Prince William County	0	156,611

Appendix A

PROJECTS LISTED BY RECOMMENDATION AND INITIAL SUBMISSION YEAR

The following summarizes the Commission's recommendations for fiscal years 2012–2017 proposed capital projects. The list indicates the program years for which the projects were initially submitted.

Recommended and Strongly Endorsed

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF AGRICULTURE

USDA Headquarters

FYs 1995-1999 Agriculture South Building Modernization

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

FYs 2000-2004 Washington, D.C. (Flood Control Project)

DEPARTMENT OF THE INTERIOR

National Park Service

FYs 2012-2017 Reconstruct Turf and Soil in the National Mall, Washington, D.C.

DEPARTMENT OF DEFENSE

Pentagon

FYs 1988-1992 Pentagon Renovation

SMITHSONIAN INSTITUTION

FYs 2003-2008 National Museum of American History-Kenneth E. Behring Center Public Space Revitalization

National Museum of Natural History Revitalization

Revitalize National Museum of American History Public Space

Restore Renwick Gallery

FYs 2009-2014 Renovate Smithsonian Castle

FYs 2010-2015 Renovate Arts and Industries Building

Recommended

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF AGRICULTURE

National Arboretum

<i>FYs 2000-2004</i>	Education and Visitor Center
<i>FYs 2004-2009</i>	Greenhouse Complex Renovation
<i>FYs 2006-2011</i>	Asian Valley Paths Renovation
	Azalea Paths Renovation
	Bladensburg Road Entrance
	Chinese Garden
	Ellipse Area Development
	Events Pavilion
<i>FYs 2008-2013</i>	Storm Water Management Project

Agricultural Research Service

<i>FYs 2010-2015</i>	Infrastructure Modernization at BARC
----------------------	--------------------------------------

DEPARTMENT OF THE AIR FORCE

Joint Base Andrews Air Force Base

<i>FYs 2010-2015</i>	Band Annex (Bolling)
<i>FYs 2011-2016</i>	Dental Clinic

DEPARTMENT OF THE ARMY

Arlington National Cemetery

<i>FYs 2005-2010</i>	Columbarium Court 9
	Millennium Site

Armed Forces Retirement Home

<i>FYs 2009-2014</i>	Scott Project
----------------------	---------------

Joint Base Myer Henderson Hall

<i>FYs 2012-2017</i>	Accessible Entrance for Bldg 214 - Fort Myer
	Construct Barracks No. 3 and Dining Facility - Fort Myer
	Construct the United States Band Building (TUSAB) - Fort Myer
	Demolition of Bldg 406 - Fort Myer
	Nineteen Emergency Power Generators - Fort Myer
	Radnor Heights Sub-Station Construction - Fort Myer
	Renovation of Building 20 Grant Hall - Fort McNair
	U.S. Army Transportation Agency – Fort McNair
	Widen Fifth Avenue – Fort McNair

DEPARTMENT OF COMMERCE

National Institutes of Standards and Technology

<i>FYs 2010-2015</i>	General Purpose Laboratories Renovation
----------------------	---

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

DEPARTMENT OF DEFENSE**Defense Intelligence Analysis Center**

FYs 2010-2015 National Defense Intelligence College

Pentagon

FYs 2007-2012 Heliport/Motor Pool/Control Tower

Pedestrian Plaza

FYs 2009-2014 Secure Access Lane at Memorial Drive (Remote Vehicle Screening)

Pentagon Screening Facility (Metro)

DEPARTMENT OF HEALTH AND HUMAN SERVICES**National Institutes of Health**

FYs 2000-2004 Animal Research Center/Central Vivarium

FYs 2002-2007 Laboratory N, Center for the Biology of Disease, South Quad

South Quad Parking Facility

FYs 2004-2009 Laboratory P, Center for the Biology of Disease, South Quad

FYs 2008-2013 Laboratory M, South Quad

Emergency/Back-up Power CIT Data Center Building 29A

FYs 2011-2016 Building 10 Clinical Center Phase C (E Wing)

Patient Rehabilitation Medicine Addition

FYs 2012-2017 Demolition of Building 7

DEPARTMENT OF HOMELAND SECURITY**Federal Law Enforcement Training Center**

FYs 2007-2012 Renovate Building 1 and Demolish Buildings 1A and 1B

DEPARTMENT OF THE INTERIOR

FYs 2012-2017 Perform Critical Life/Health/Safety Repairs to the Failed Slurry Wall/Pool Membrane -- World War II Memorial, National Mall & Memorial Parks (NAMA)

Preserve Historic Stone Walls in Georgetown, Chesapeake & Ohio National Historical Park (CHOH), Washington, DC

Reconstruct Turf and Soil in the National Mall, National Mall and Memorial Parks (NAMA), Washington, DC

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**Goddard Space Flight Center**

FYs 1986-1990 Repair/Replace Roofs, Various Buildings

FYs 2009-2014 Chiller Plant Reliability Upgrade

Construct Instrument Development Facility

FYs 2010-2015 Construct Flight Projects Building

FYs 2011-2016 Logistics Facility Upgrade

Space Exploration and Education Center

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

FYs 2010-2015 Construct National Archives Experience Phase 2

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

DEPARTMENT OF THE NAVY

NAVFAC Washington Environmental

FYs 2012-2017 Child Development Center
P571 Realign Purvis Road/Russell Road Intersection

SMITHSONIAN INSTITUTION

FYs 2003-2008 Restore Hirshhorn Façade
FYS 2006-2011 National Museum of African American History and Culture
FYs 2009-2014 Replace Air and Space Museum Mechanical Systems

Museum Support Center, Suitland

FYs 2009-2014 Renovate Museum Support Center Labs and Upgrade Mechanical/Electrical Systems in Pods

National Zoological Park

FYs 2009-2014 Renew Bird House Facility and Site
Repair Structural Systems, General Services Building

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

FYs 2009-2014 Fairfax County Parkway Phase III
FYs 2010-2015 Rock Creek Parkway Improvements
Pedestrian Bridge over Dulles Access and Toll Road

Projects Requiring Additional Planning Coordination

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

FYs 2012-2017 Construct Collections Facility
New Veterinary Clinic

DEPARTMENT OF STATE

FYs 2004-2009 Perimeter Security Improvements (Harry S Truman Building)

DEPARTMENT OF THE AIR FORCE

Joint Base Andrews Air Force Base

FYs 2009-2014 Consolidated Education Center/Library
Physical Fitness Center
FYs 2010-2015 Joint Air Defense Operations Center
FYs 2011-2016 Ambulatory Care Center

DEPARTMENT OF THE ARMY

Arlington National Cemetery

FYs 2012-2017 Navy Annex Planning & Development
New Administration Building

Armed Forces Retirement Home

FYs 2009-2014 Master Plan

Military District of Washington, Fort Belvoir

FYs 2004-2009 Sensitive Compartmented Information Facility

FYs 2008-2013 Construct New Barracks

FYs 2010-2015 National Museum of the U.S. Army

FYs 2011-2016 Administrative Facilities, ACC

Airfield Modernization Phase I

Airfield Modernization Phase II

Airfield Modernization Phase III

Battalion Headquarters

McNamara Headquarters Annex, DLA

Physical Fitness Center

Replace Commissary Facility

Roads and Infrastructure Improvements

Vehicle Maintenance Shop – Wheeled

FYs 2012-2017 Aviation Hanger

DAU Training Center

Recreation Lodging Facility (Privatized, Private Funding)

DEPARTMENT OF DEFENSE**Pentagon**

FYs 2007-2012 Pentagon Control Tower Fire and Fire Station

FYs 2008-2013 Navy Annex/ Federal Office Building 2- Demolition/Remediation/Site Preparation

FYs 2009-2014 Pentagon Support Operations Center

DEPARTMENT OF HOMELAND SECURITY**U.S. Secret Service – James J. Rowley Training Center**

FYs 2007-2012 Merletti Classroom and Auditorium Building

Perimeter Security Upgrade

Utilities and Infrastructure Upgrades

DEPARTMENT OF THE NAVY**NAVFAC Washington Environmental**

FYs 2012-2017 P543 Waste Water Treatment Plant - Upshur

P567 The Basic School Student Quarters- Phase 6

P571 Realign Purvis Road/Russell Road Intersection

P611 Bachelor Enlisted Quarters

P612 Enlisted Dining Facility

P632 Academic Instruction Facility

Recommended and Strongly Endorsed

(PROJECTS SUBMITTED BY THE COMMISSION)

ALL DEPARTMENTS

FYs 2004-2009 Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

	Dulles Corridor Rapid Transit Project
	Kennedy Center Access Improvement and Related Projects
<i>FYs 2010-2015</i>	Federal; Triangle and Archives-Navy Memorial-Penn Quarter Metrorail Stations Access Study
	J. Edgar Hoover Building Site Feasibility Study
	Pennsylvania Avenue Public Space Improvement and Management Plan
	Potomac Park Access Plan
	River Esplanade and Bicycle Trail Enhancement Plan
	Southwest Ecodistrict (10 th Street and Maryland Avenue Corridors)
	10 th Street NW Corridor Improvements Within the Federal Triangle
<i>FYs 2011-2016</i>	Federal Triangle Heritage Trail
	National Mall Improvements
	In-depth Sewer Study for the Federal Triangle Area

Recommended for Future Programming

(PROJECTS SUBMITTED BY THE COMMISSION)

ALL DEPARTMENTS

<i>FYs 1981-1985</i>	Boundary Markers of the Nation's Capital
<i>FYs 2005-2010</i>	Develop a New Foreign Missions Center
<i>FYs 1981-1985</i>	Develop Waterfront Parks
<i>FYs 1987-1991</i>	Fort Circle Parks System
<i>FYs 2004-2009</i>	Future Site Acquisitions for Memorial and Museum Uses
	High Speed Rail to Baltimore-Washington International Airport
<i>FYs 2004-2009</i>	Transit Projects in the District of Columbia, Virginia, and Maryland
	Tour Bus Parking Facility
	Water Taxi System
<i>FYs 2008-2013</i>	Freight Railroad Realignment NEPA Studies
<i>FYs 2011-2016</i>	Enhancing Center City Parks
	Transforming Small Parks into a Cohesive Network of Green Spaces
	Schoolyard Improvement Strategy
	Enhancing Urban Natural Areas
	Improving the Availability and Use of Playfields
	E Street Security and Streetscape Improvements

Appendix B

Status of Federal Construction

Historical distribution trends and the current status of land acquisition and project construction, which have been recommended by the Commission in recent capital improvements programs and subsequently funded by Congress, are indicated in the following tables. Table 6 shows the distribution of total congressional appropriations among the major jurisdictions in the NCR for Fiscal Years 1989 through 2010.

DISTRIBUTION OF TOTAL CONGRESSIONAL FUNDING OF FCIP PROJECTS IN THE NATIONAL CAPITAL REGION

TABLE 8, DISTRIBUTION OF TOTAL CONGRESSIONAL FUNDING OF FCIP PROJECTS BY MAJOR JURISDICTIONS IN THE NATIONAL CAPITAL REGION—FISCAL YEARS 1988–2008

Fiscal Year	District of Columbia	(000 OF DOLLARS)						NCR	Percent	Total
		Percent	Maryland	Percent	Virginia	Percent				
1989	\$ 116,300	43.3	\$ 83,100	30.9	\$ 69,400	25.8	\$ 0	00.0	\$268,800	
1990	\$ 131,500	44.4	\$ 112,800	38.1	\$ 51,900	17.5	\$ 0	00.0	\$296,200	
1991	\$ 150,500	21.4	\$ 434,900	61.8	\$ 117,800	16.6	\$ 0	00.0	\$703,200	
1992	\$ 138,300	19.0	\$ 330,100	45.0	\$ 264,100	36.0	\$ 0	00.0	\$732,500	
1993	\$ 422,213	53.0	\$ 325,815	41.1	\$ 43,851	5.6	\$ 0	00.0	\$791,879	
1994	\$ 371,401	44.4	\$ 304,699	36.4	\$ 160,970	19.2	\$ 0	00.0	\$837,070	
1995	\$ 290,054	29.1	\$ 554,580	55.6	\$ 153,091	15.3	\$ 0	00.0	\$997,725	
1996	\$ 339,103	49.0	\$ 239,497	34.0	\$ 120,900	17.0	\$ 0	00.0	\$699,500	
1997	\$ 286,112	42.8	\$ 278,414	41.6	\$ 93,531	14.0	\$ 11,100	01.6	\$669,157	
1998	\$ 147,378	28.0	\$ 171,417	32.0	\$ 156,995	30.0	\$ 55,000	10.0	\$530,790	
1999	\$ 321,960	44.0	\$ 203,481	28.0	\$ 205,105	28.0	\$ 0	00.0	\$730,546	
2000	\$ 275,894	30.0	\$ 273,544	30.0	\$ 199,122	22.0	\$ 165,000	18.0	\$913,560	
2001	\$ 451,735	41.0	\$ 244,089	22.0	\$ 121,673	11.0	\$ 283,000	26.0	\$1,100,497	
2002*	\$ 513,315	28.6	\$ 254,963	14.2	\$1,024,112	57.1	\$ 0	00.0	\$1,792,390	
2003	\$ 407,991	32.5	\$ 474,576	37.8	\$ 140,588	11.2	\$ 232,942	18.5	\$1,256,097	
2004	\$ 581,822	38.7	\$ 253,160	16.8	\$ 190,011	12.7	\$ 478,061	31.8	\$1,503,054	
2005	\$ 301,357	41.5	\$ 170,278	17.0	\$ 233,736	22.9	\$ 20,258	2.0	\$1,006,094	
2006	\$ 16,629	8.8	\$ 48,815	25.8	\$ 4,251	2.2	\$ 119,441	63.2	\$189,136	
2007	\$ 305,621	49.3	\$ 51,735	8.4	\$ 143,259	23.1	\$ 118,900	19.2	\$619,515	
2008	\$ 141,301	6.0	\$ 576,100	24.6	\$1,458,775	63.4	\$ 164,340	7.0	\$2,402,516	
2009	\$ 650,947	25.2	\$ 780,971	30.2	\$1,062,642	41.1	\$ 91,000	3.5	\$2,585,560	
2010	\$ 38,945	2.4	\$ 206,920	12.8	\$ 1,374,005	84.8	\$ 0	00.0	\$ 1,619,870	

Appendix C

FUNDING STATUS OF PROJECTS PREVIOUSLY RECOMMENDED AND STRONGLY ENDORSED

The projects listed below, were *Recommended and Strongly Endorsed* in the *FYs 2011–2016 FCIP*. This list shows the current funding status and the numbers of years the project has been presented in the FCIP.

<i>Projects Recommended and Strongly Endorsed in FY11</i>	<i>Received Funding in FY11</i>	<i>Fully Funded in FY11</i>	<i>Not Funded</i>	<i>Number of Years in FCIP</i>
(PROJECTS SUBMITTED BY AGENCIES)				
DEPARTMENT OF AGRICULTURE				
U.S. National Arboretum				
Hickey Run Storm Water Management			•	6
USDA Headquarters				
Agriculture South Building Modernization	•			16
DEPARTMENT OF THE ARMY				
U.S. Army Corps of Engineers				
Flood Control Project	•			12
DEPARTMENT OF DEFENSE				
The Pentagon				
Pentagon Renovation	•			23
SMITHSONIAN INSTITUTION				
Renovate Smithsonian Castle			•	3
National Museum of American History Kenneth E. Behring Center Public Space Revitalization.	•		•	8
National Museum of Natural History Revit.	•		•	8
Renew Renwick Gallery			•	8
Restore Arts and Industries Building	•			3
DEPARTMENT OF STATE				
Security Upgrades for Harry S Truman Building			•	8
Blast-Resistant Windows	•			8
(PROJECTS SUBMITTED BY THE COMMISSION)				
ALL DEPARTMENTS				
South Capitol Street Waterfront Park			•	4
Railroad Relocation Feasibility Study			•	5
10 th Street, SW Corridor Improvements				2
10 th Street, SW Corridor Improvements within the Federal Triangle			•	2

Appendix D

PUBLIC COMMENTS

Following Commission authorization at their July 2011 meeting, the proposed FCIP was distributed to participating federal departments and agencies, regional planning agencies, local and state governments, and the general public for their review and comment. Public comments received relating to specific projects or overall concerns regarding the FCIP local government agencies and individuals are included in the following section. These comments are noted in the associated project and also forwarded to the appropriate federal agencies for review and reply. Staff will also work with the federal agencies and local jurisdictions to address the issues presented in the comments during future project review.

The City of Bowie, Maryland

County of Fairfax, Virginia

Loudon County, Virginia



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

September 20, 2011

Mr. L. Preston Bryant, Jr., Chairman
National Capital Planning Commission
401 9th Street, NW
North Lobby
Suite 500
Washington, DC 20004

RE: Freight Railroad Realignment NEPA Studies
Draft Proposed Federal Capital Improvement Program for the
National Capital Region, Fiscal Years 2012-2017 (NCPC File No. 1485)

Dear Chairman Bryant:

Thank you for forwarding a copy of the Draft Proposed Federal Capital Improvement Program (FCIP) for the National Capital Region, Fiscal Years 2012-2017 to the City of Bowie for our review. We have again noticed that the Draft Proposed FCIP continues to include, and the National Capital Planning Commission (NCPC) continues to recommend, a full National Environmental Policy Act (NEPA) evaluation for the above-referenced project (Page 112).

As you will likely remember, the City of Bowie previously expressed its strong opposition to any aspect of this project and requested that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region. Your FY 2012-2017 Draft document, while shifting the NEPA evaluation from "Recommended and Strongly Endorsed" to "Recommended for Future Programming", still encourages the Freight Railroad Realignment, which is contrary to the City's intentions.

We would like to go on record this time as opposing inclusion of the NEPA study process for the Freight Railroad Realignment proposal, despite its apparent lower priority ranking in the FCIP within the "Recommended for Future Programming" category. As we have stated previously, implementation of the CSX National Gateway project would avoid creation of a heavily-used freight corridor that would disrupt vehicular traffic and the overall quality of life for residents in eastern Prince George's County, as well as Charles County. The CSX National Gateway proposal will reduce bottlenecks by enabling double stack trains to be used along the alignment running through the District of Columbia and then up either the Camden Line or Brunswick Line, thereby eliminating the need for using the Pope's Creek Branch. We therefore find the recommended NEPA evaluation for the Freight Railroad Realignment to be unnecessary.

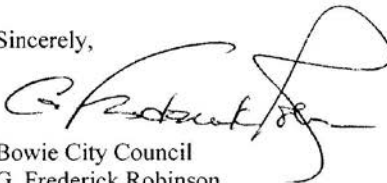
Should any further consideration of the Pope's Creek corridor be entertained, for the above reasons, the Bowie City Council will continue to oppose and strongly object to any specific funding or examination of a freight railroad realignment that will result in freight trains carrying hazardous and/or toxic materials through the City of Bowie.

MAYOR G. Frederick Robinson MAYOR PRO TEM James L. Marcos
COUNCIL: Dennis Brady ♦ Henri Gardner ♦ Diane M. Polangin ♦ Isaac C. Trowth ♦ Todd M. Turner CITY MANAGER David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

FEDERAL CAPITAL IMPROVEMENTS PROGRAM FYs 2012-2017

Thank you for your consideration of these updated comments and for the opportunity to make recommendations on the Draft FY 2012-2017 Federal CIP.

Sincerely,



Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Benjamin L. Cardin, United States Senate
The Honorable Barbara Mikulski, United States Senate
The Honorable Steny H. Hoyer, United States House of Representatives
The Honorable Donna Edwards, United States House of Representatives
The Honorable Martin J. O'Malley, Governor, State of Maryland
The Honorable Anthony G. Brown, Lieutenant Governor, State of Maryland
The Honorable Douglas J.J. Peters, Maryland State Senate
The Honorable Marvin E. Holmes, Maryland House of Delegates
The Honorable James W. Hubbard, Maryland House of Delegates
The Honorable Geraldine Valentino-Smith, Maryland House of Delegates
The Honorable Rushern L. Baker, III, Prince George's County Executive
The Honorable Ingrid M. Turner, Prince George's County Council
The Honorable Elizabeth M. Hewlett, Prince George's County Planning Board
Dr. Fern Piret, Prince George's County Planning Director
Dr. Haitham Hijazi, Prince George's Director of Public Works
Mr. Marcel C. Acosta, Executive Director, NCPC
Mr. Stacy Wood, Community Planner, NCPC



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

SUITE 530
12000 GOVERNMENT CENTER PKWY
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

Marcel C. Acosta
Executive Director
National Capital Planning Commission
401 9th Street, N.W., Suite 500
Washington, D.C. 20004

Dear Mr. Acosta:

Fairfax County appreciates the opportunity to provide comments on the Proposed Federal Capital Improvements Program (FCIP) for Fiscal Years 2012-2017. Consistent with comments submitted over the past several years, Fairfax County remains concerned about the number of large projects at Fort Belvoir and the Army's commitment towards offsetting on- and off-post infrastructure and transportation impacts on the surrounding communities. We applaud the type of local and federal cooperation exemplified by the new NGA facility at Fort Belvoir's North Area. This BRAC project, which brings over 8,000 jobs to Fairfax County, was accompanied by transportation improvements funded with a significant federal contribution. We hope that this project is a model that can be followed for other large federal projects. The County's comments are provided below.

Nineteen projects listed in the FCIP are proposed within Fairfax County at Fort Belvoir and are located on the Main Post in the southeastern area of the County. All nineteen are designated by NCPC as "Projects Requiring Additional Planning Coordination." As defined by NCPC, this category includes projects which may not conform to the submitting agency's own approved master plan, federal agency system plans or NCPC-approved site and building plans; projects which lack sufficient basic information for review, such as building programs or conceptual plans (including many out-year projects that are still in development); projects which significantly conflict with existing adopted federal, regional or local plans, planning initiatives identified in the Federal Comprehensive Plan, or are contrary to federal interests as defined by adopted planning guidelines or policies. Significant planning issues might also be identified through consultations with NCPC staff or through NCPC review.

Fairfax County supports NCPC's designation of the Fort Belvoir projects as "Projects Requiring Additional Planning Coordination." Fairfax County remains concerned about the magnitude and pace of growth at Fort Belvoir, and agrees that additional analysis should be performed to identify the nature, location and extent of these projects as well as to fully evaluate the impacts on the surrounding area before project commitments are made.

Fairfax County staff continues to have concerns that projects are proposed at Fort Belvoir in the absence of a fully updated and approved Real Property Master Plan (RPMP). We believe that the cumulative impacts associated with all the proposed projects at Fort Belvoir would best be examined in the context of the update of the RPMP, and associated Environmental Impact Statement, that is currently underway. This process would provide a much better opportunity for the Army, Fairfax County, NCPC, and the community to evaluate the full impacts of all proposed growth and development at Fort Belvoir. It is imperative that the cumulative impacts of current and future development be fully understood and addressed before additional development moves forward. The County reiterates its belief that no additional capital projects for Fort Belvoir should be included in the FCIP until the ongoing master plan update and associated environmental impact statement process is completed.

Many of the listed projects are very large in scope and will be major traffic generators that have significant impacts on the local road network. With the impending completion of the BRAC relocations to Fort Belvoir's main post, Mark Center and former Fort Belvoir Engineer Proving Ground (Fort Belvoir North Area), the traffic impacts are still not fully known. We will soon know to what extent the local road network will be impacted by projects approved in the past, and can base future recommendations on that data. Until the County has complete information and details about all Fort Belvoir projects as well as the commitments the Army will make to offset the associated impacts, we withhold any endorsement of specific projects.

In addition, the FCIP indicates that a revised Master Plan for the Humphrey Engineering Center is being prepared. Fairfax County requests that this planning effort be coordinated with the Fort Belvoir Master Plan update as the facilities are adjacent to one another and both will impact the Telegraph Road area.

As has been previously transmitted to NCPC, Fairfax County believes that the Department of the Army should make a very significant commitment to roadway and transit improvements to offset the impacts of its proposed development and road closings on the surrounding communities. The County strongly urges a complete examination of transportation and related funding options and sources to support the significant growth in military and civilian jobs associated with the Base Realignment and Closure (BRAC) process as well as new post-BRAC projects being proposed. We urge the full examination of all transit options to serve Fort Belvoir in order to maximize the number of people travelling to the Fort by transit in the future. Given existing conditions and the large number of projects previously approved and now being planned for Fort Belvoir, Fairfax County urges the Department of the Army to closely coordinate all projects with the County and to work toward significantly offsetting all impacts of their proposed development. As NCPC reviews FCIP projects related to Fort Belvoir, Fairfax County continues to believe that a commitment to related transportation and infrastructure improvements should be made, both those required on-post as well as a commitment to those required off-post, and that adequate funding for same be secured before Fort Belvoir-related CIP projects are approved.

We also note that Fort Belvoir continues a recent trend to propose projects that will locate commercial services and retail uses of a private nature on the base, such as the commissary, recreation lodging, and fitness facilities. The County reiterates its concern about the growth of commercial entities on Post. The continued location of expanded retail operations on the Post

may not take full advantage of existing supporting services located in this area of the County. Fairfax County is willing to work with the Department of the Army to ensure that the Fort's goals for promoting mixed-use development and providing services on the Post and the County's efforts to revitalize the Central Springfield and Richmond Highway areas are complementary and supportive of one another. Fairfax County is hopeful that the integration of BRAC and military base development within the surrounding communities can be more strongly advanced at Fort Belvoir with increased support to the local business community. We strongly encourage the Army to look at addressing this issue by recognizing that there are many small businesses in Fairfax County that are presently serving the Post military personnel. Creating a variety of similar businesses on the Post has a strong negative impact on these County businesses and fails to integrate the Post with the surrounding community.

Fairfax County supports and endorses the projects which are Recommended in this year's FCIP including the Pedestrian Bridge over the Dulles Access and Toll Road, and the Rehabilitation and Reconstruction of the VA Route 123 Interchange of GW Parkway. The County recommends that the Fairfax County Parkway Phase III project be removed from the FCIP as it is fully funded and under construction.

The County also offers its full support of the two Recommended and Strongly Endorsed Commission-Submitted Projects related to Fairfax County. The Dulles Corridor Rapid Transit Project is the number one priority of Fairfax County and will enable the County to focus future development around transit nodes, reducing regional vehicle miles travelled and the region's carbon footprint while mitigating what would otherwise be significant increases in congestion. Fairfax County appreciates NCPC's support of all of these projects. The County also supports the project identified as "Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail."

We appreciate that the "Transit Projects in the District of Columbia, Virginia, and Maryland," is included as Recommended for Future Programming as a Commission-Submitted Project and again includes light rail along Columbia Pike within Arlington and Fairfax County.

Fairfax County thanks you for the opportunity to comment on the Proposed FCIP for Fiscal Years 2012-2017 and urges that our concerns and identified issues be discussed with the related agencies and departments and be fully addressed before any project commitments are made. If you should have any questions or comments, please contact me at (703) 324-2321.

Sincerely,



Sharon Bulova
Chairman

Cc: Board of Supervisors
Anthony H. Griffin, County Executive
Fred R. Selden, Director, Department of Planning and Zoning



Loudoun County, Virginia

Department of Planning
1 Harrison Street, S.E., 3rd Floor, P.O. Box 7000, MSC #62
Leesburg, VA 20177-7000
Telephone (703) 777-0246 • Fax (703) 777-0441

September 23, 2011

Marcel C. Acosta, Executive Director
National Capital Planning Commission
401 9th Street, Northwest
North Lobby, Suite 500
Washington, DC 20004

Re: *Draft Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2012-2017* (NCPC File Number 1485)

Dear Mr. Acosta,

Thank you for the opportunity to comment on the draft *Federal Capital Improvements Program (FCIP) for the National Capital Region, Fiscal Years 2012-2017* (NCPS File Number 1485). Loudoun County understands that the National Capital Planning Commission (NCPC) is responsible for planning the orderly development of the federal establishment in the National Capital Region, which consists of the District of Columbia, surrounding counties in Maryland and Virginia, including Montgomery, Prince George's, Arlington, Fairfax, Loudoun, and Prince William, and the incorporated cities therein.

Of the 145 agency-submitted projects recommended for funding, 24 are in the category of *Recommended and Strongly Endorsed*. These projects receive the highest priority for the allocation of federal capital investment funds and are critical to the strategic advancement and implementation of key NCPC planning policies and initiatives or important federal interests within the region. The *Recommended and Strongly Endorsed* category includes projects submitted by federal agencies or recommended by NCPC that are critical to strategically advancing and implementing specific NCPC and/or local planning policies and development initiatives; clearly defined federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.

Two related projects applicable to Loudoun County include:

- Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail; and
- Dulles Corridor Rapid Transit Project.

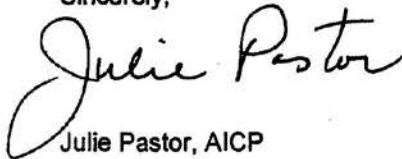
The Capital Priorities project supports adequate funding for urgent capital priorities of the Washington Metropolitan Area Transit Authority (WMATA). The project calls for the purchase of additional rail cars, and the design and construction of capacity improvements to rail stations, power supplies, and other equipment to address passenger demand and reliability issues throughout the transit system. The Dulles Corridor project provides for the extension of Metrorail in an exclusive right-of-way between the existing Metrorail Orange

Line (between East and West Falls Church stations) and eastern Loudoun County via Tyson's Corner, Reston/Herndon, and the Washington Dulles International Airport. Phase I of the project will run 11.5 miles from East Falls Church to Wiehle Avenue on the eastern edge of Reston. It will include stations in Tyson's Corner: Tyson's East, Tyson's Central 123, Tyson's Central 7, and Tyson's West. Construction began in March 2009, had approximately 42 percent of its construction completed as of April 2011, and is scheduled to be completed in late 2013. Phase II will include 6 stations: Reston Parkway, Herndon-Monroe, Route 28, Dulles Airport, Route 606, and Route 772, and extend the line 11.6 miles. Phase II is expected to open in late 2016 or early 2017. The project is being managed by the Metropolitan Washington Airports Authority (MWAA).

Loudoun County policies state that the County will facilitate the implementation of rail service in the Dulles Greenway corridor (*CTP, Chapter 3, Dulles Corridor Metrorail Project Policy 1*). The Countywide Transportation Plan (CTP) recognizes the Dulles Corridor Metrorail Project as a priority for both the County and the region. Although not part of the current project, the Town of Leesburg in its Town Plan envisions an extension of Metrorail to Leesburg, extending along the remaining length of the Dulles Greenway. The Dulles Corridor project is considered particularly important for the County transportation system, as it provides vital surface transportation links to Dulles Airport and offers convenient commuting opportunities for County residents who work in Fairfax County and other jurisdictions in the region's core. The project will also benefit employees who travel "reverse commutes" from neighboring jurisdictions to employment centers in Loudoun County. Without the Dulles project, congestion levels on all three major east-west roadway connections to Fairfax County and the region's core may reach intolerable levels leading to serious impacts on the economic health of the County. Moreover, by 2020, the region may need the project in order to stay within its emissions budget and satisfy the requirements of the Clean Air Act (*CTP, Chapter 3, Dulles Corridor Metrorail Project text*).

Loudoun County states its strong support for these projects and recognizes the major role of the Metrorail system in meeting local and regional transportation needs.

Sincerely,



Julie Pastor, AICP
Director

cc: Tim Hemstreet, County Administrator
Andy Beacher, Director, Office of Transportation Services
Tom Farley, Rail Coordinator, Office of Transportation Services
Cindy Keegan, AICP, Community Planning Program Manager
Miguel Salinas, Community Information and Outreach Program Manager
Joe Gorney, AICP, Senior Planner, Community Planning

ABBREVIATIONS

AFDW	Air Force District of Washington
AT/FP	Anti-Terrorism/Force Protection
AWI	Anacostia Waterfront Initiative
BRAC	Base Realignment and Closure
CFA	Commission of the Fine Arts
DCHPO	District of Columbia Historic Preservation Office
DHS	Department of Homeland Security
DoD	Department of Defense
EIS	Environmental Impact Statement
FCIP	Federal Capital Improvements Program
FDA	Food and Drug Administration
FOB	Federal Office Building
FY	Fiscal Year
GSA	General Services Administration
GSF	Gross Square Feet
GSM	Gross Square Meters
HVAC	Heating, Ventilating, Air Conditioning
MHT	Maryland Historic Trust
MNCPPC	Maryland-National Capital Park and Planning Commission
MDW	Military District of Washington
NAF	Non-Appropriated Funds
NCPC	National Capital Planning Commission
NCR	National Capital Region
NPS	National Park Service
NSF	Net Square Feet
NDW	Naval District of Washington
UFC	Unified Facilities Criteria (Department of Defense)
ULI	Urban Land Institute
WMATA	Washington Metropolitan Area Transit Authority

Acknowledgments

NATIONAL CAPITAL PLANNING COMMISSION

Presidential Appointees

L. Preston Bryant, Jr. *Chairman*
John M. Hart

Mayoral Appointees

Arrington Dixon
Robert E. Miller (*Vice Chairman*)

EX-OFFICIO MEMBERS AND ALTERNATES

The Honorable Leon E. Panetta, *Secretary of Defense*

Michael L. Rhodes
Bradley Provancha

The Honorable Ken Salazar, *Secretary of the Interior*

Jonathan B. Jarvis
Steve Whitesell
Peter May

The Honorable Martha Johnson, *Administrator, General Services Administration*

Julia Hudson
Cathleen Kronopolus
Mina Wright
Michael S. McGill

The Honorable Joseph I. Lieberman, *Chairman, Committee on Homeland Security and Governmental Affairs, United States Senate*

Elyse Greenwald

The Honorable Darrell Issa, *Chairman, Committee on Government Reform, United States House of Representatives*

John Cuaderes
Peter Warren
Howard A. Denis

The Honorable Vincent C. Gray, *Mayor, District of Columbia*

Harriet Tregoning
Jennifer L. Steingasser

The Honorable Kwame R. Brown, *Chairman, Council of the District of Columbia*

Councilmember Tommy Wells
Megan Vahey

EXECUTIVE STAFF

Marcel C. Acosta, *Executive Director*

Barry S. Socks, *Chief Operating Officer*

William G. Dowd, PE, *Director, Physical Planning Division*

Julia Koster, AICP, *Director, Office of Public and Intergovernmental Affairs*

Shane Dettman, AICP, *Acting Director, Urban Design and Plan Review Division*

Charles J “Jody” Rieder, *Director, Office of Administration*

Christine Saum, AIA, *Acting Director Policy and Research Division and Chief Urban Designer*

Anne R. Schuyler, *General Counsel*

Deborah B. Young, *Secretary to the Commission*

ACKNOWLEDGMENTS

The Federal Capital Improvements Program was prepared by:

Stacy T. Wood, *Urban Planner*

Christian Madera, *Web and New Media Manager*

Carlton E. Hart, *Urban Planner*

Paul A. Jutton, *Graphic Designer*

NCPC wishes to acknowledge the assistance of other federal agencies throughout the National Capital Region in preparing the *Federal Capital Improvements Program*.

