

NATIONAL CAPITAL PLANNING COMMISSION

FEDERAL
CAPITAL
IMPROVEMENTS
PROGRAM

.....
2008-2013
.....



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Introduction

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.

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) 2008 budget transmitted to Congress in early 2007. 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.

The Commission’s recommendations and comments within the FCIP do not represent approval or denial of proposed projects. Inclusion of projects within the FCIP are not to be construed or represented to constitute Commission review of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.

Program Summary

The *FCIP, FYs 2008-2013* contains 224 proposed projects. Of these, 190 projects have been submitted by federal agencies with budget estimates, and the estimated total cost of proposed projects for fiscal years 2008-2013 is \$11,577,797,989. NCPC has submitted 34 projects which are recommended for future programming, and these projects do not include estimated budgets.

The number of projects and the total costs of these projects, by agency, are listed in the following table (the table does not include projects recommended for future programming).

Table 1: Project and Budget Estimates, by Federal Agency
\$(000's)

Department/Agency	Number of Projects	Total FYs 2008-2013
Agriculture	22	315,184
Air Force	5	66,606
Army	41	3,447,504
Defense	13	942,627
GSA	40	4,584,785
Health and Human Services	17	621,700
Homeland Security	8	11,680
Interior	2	12,512
NASA	12	88,300
Navy	8	232,259
Smithsonian Institution	11	496,585
State	2	111,906
Transportation	9	646,150
Total	190	\$ 11,577,798

The Commission provides recommendations on all projects listed in the FCIP. The four recommendation categories – *Recommended and Strongly Endorsed*, *Recommended*, *Projects Requiring Additional Planning Coordination*, and *Recommended for Future Programming* – are defined on pages 35-37. Of the 190 projects submitted by agencies, 31 are categorized as *Recommended and Strongly Endorsed* and 120 are *Recommended*. The Department of Agriculture, National Arboretum’s Hickey Run Pollution Abatement Project is the only new agency-submitted project listed in the proposed FCIP as *Recommended and Strongly Endorsed*. 18 new projects submitted to the FCIP are categorized as *Recommended*. There are 39 projects in the FCIP that are categorized as *Projects Requiring Additional Planning Coordination*; of these, 23 are new projects in this year’s FCIP. Twenty-nine of the projects in this category are located at military installations responding to the Base Realignment and Closure (BRAC) actions.

Of the 34 NCPC-submitted projects, 13 are *Recommended and Strongly Endorsed*, and this includes four **new** projects: *10th Street SW Corridor Improvements*; *10 Street NW Corridor Improvements within the Federal Triangle*; *Maryland Avenue SW Corridor Improvements*; and the *Freight Railroad Realignment* project. The remaining 21 are *Recommended for Future Programming*.

The number of projects and the total costs of these projects, by jurisdiction in the National Capital Region, are listed in the following table (the table does not include projects recommended for future programming).

Table 2: Project and Budget Breakouts, by Jurisdiction

	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
District of Columbia	79	5,063	43.7
Maryland			
Montgomery County	22	1,152	10.1
Prince George's County	31	406	3.5
Subtotal	53	1,558	13.5
Virginia			
Arlington County	28	1,105	9.5
Fairfax County	27	3,285	28.4
Prince William County	1	140	1.2
Subtotal	56	4,530	39.1
National Capital Region (other)	2	427	3.7
Total Region	190	11,578	100.0

CHANGES TO THE FCIP DOCUMENT

The *FYs 2008-2013 FCIP* contains several changes in format and content, undertaken to improve the usefulness of the document. These changes are noted below to assist readers in locating and understanding information.

Previous versions of the FCIP were organized to emphasize information by jurisdiction. In the current version, project submissions are grouped by agency and recommendation for ease in locating descriptions. Jurisdictional information is included in a separate section. All projects are listed in alphabetical order, using the title submitted by each federal agency. This is intended to improve usability for federal agencies, while still serving the needs of local jurisdictions.

NCPC has consolidated rarely-used recommendation categories, and more clearly identified projects the Commission strongly supports, as well as projects with unresolved planning issues. Three infrequently used categories have been removed - *Recommended for Program Purposes Only*; *Recommended for Deferral*; and *Not Recommended* - and a single category with new criteria created - *Projects Requiring Additional Planning Coordination*.

This newly-created category, *Projects Requiring Additional Planning Coordination*, includes projects for a variety of reasons:

- Projects may not conform to the submitting agency's own 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. Generally, agencies should retain these projects in their capital program, but seek to address identified issues.

NCPC comments are provided on all projects in this category, and identify why projects have received this rating. It is important to note this rating is not necessarily a comment on the merits of the overall project. It is often the case that resolution of the conflicting issues with the federal, local or regional planning agency, or development of additional information will result in a different recommendation for the project.

NCPC works with federal agency representatives to ensure that the information in the FCIP is current as of the date of Commission adoption; however, the project descriptions and costs provided by federal agencies are subject to change.

Following Commission authorization at their June 2007 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. Where applicable, comments received from outside organizations are noted in the FCIP.

PROGRAM ANALYSIS

The estimated total cost of agency-submitted projects in this year's FCIP is \$11.6 billion. This is a significant increase over last year's FCIP total project cost of \$7.7 billion. A substantial component of this increase may be attributed to new projects proposed at Fort Belvoir, Virginia to meet the Base Realignment and Closure (BRAC) actions, and the GSA-submitted development proposals at the Saint Elizabeths campus in the District of Columbia, as part of the proposed consolidation of the Department of Homeland Security facilities.

The BRAC recommendations affect previously proposed and new capital improvement project proposals at many facilities within the National Capital Region. Additional information about BRAC and projects that are influenced by BRAC is provided on pages 39-41. Although this year's FCIP contains projects from several military facilities that are BRAC-related, the specific impacts to facilities and particular projects are still being determined. In particular, Walter Reed Army Medical Center in Washington, DC and Fort Belvoir in Virginia have experienced substantial changes in their capital improvement programs as a result of BRAC actions. Walter Reed Army Medical Center, which was identified for closure, has submitted no capital improvement program proposals. Fort Belvoir, which is gaining a significant number of new functions and approximately 20,000 new personnel, has submitted 23 projects totaling \$3.2 billion.

The General Services Administration (GSA) has submitted 40 projects representing \$4.6 billion in total costs from FYs 2008-2013. The three projects related to new construction and infrastructure at the DHS consolidation at Saint Elizabeths represent \$1.2 billion of this amount. However, the majority of GSA's proposed projects involve modernization of existing federal buildings located in the monumental core. NCPC lists many of these projects as *Recommended and Strongly Endorsed*, reflecting long-standing agency policies encouraging the continued location of federal activities and employees in the District of Columbia.

The District of Columbia has the greatest number of projects – 79 - in the FCIP, and 44 percent of the total proposed project costs. Virginia has 39 projects, but these represent 39 percent of the total proposed project costs. FCIP project costs attributed to new construction are \$5.1 billion and are primarily for projects in Maryland and Virginia, while proposed costs related to rehabilitation projects are \$5.8 billion, and these projects are primarily located in the District. More detailed information is provided in the Project Background and Trends section, starting on page 39.

PROJECTS LISTED BY RECOMMENDATION

The 190 projects submitted by agencies for the *Federal Capital Improvements Program, FYs 2008-2013* are listed below.

Recommended and Strongly Endorsed

DEPARTMENT OF AGRICULTURE

USDA HEADQUARTERS

1. Agriculture South Building Modernization (p. 54)

U.S. NATIONAL ARBORETUM

2. Hickey Run Pollution Abatement Project (p. 54)

DEPARTMENT OF THE ARMY

ARLINGTON NATIONAL CEMETERY

3. Total Cemetery Management System Development (p. 65)

ARMY CORPS OF ENGINEERS

4. Flood Control Project, Washington, DC and Vicinity (p. 65)

DEPARTMENT OF DEFENSE

PENTAGON RESERVATION

5. Pentagon Renovation (p. 77)
6. Pentagon Memorial (p. 78)

GENERAL SERVICES ADMINISTRATION

7. Department of Commerce, H.C. Hoover Building (p. 86)
8. Department of Health and Human Services, Hubert Humphrey Building Modernization (p. 86)
9. Department of Labor, Frances Perkins Building (p. 86)
10. Department of State, Harry S Truman Building Modernization (p. 86)
11. Department of the Interior Building Modernization (p. 87)
12. E. Barrett Prettyman U.S. Courthouse Modernization (p. 87)
13. Eisenhower Executive Office Building Modernization (p. 87)
14. Federal Office Building 8 Modernization (p. 87)
15. Federal Office Building 10A Modernization (p. 88)
16. Federal Trade Commission Building Modernization (p. 88)
17. GSA, National Office Building Modernization (p. 88)
18. GSA, Regional Office Building Modernization (p. 88)
19. Internal Revenue Service Building Modernization (p. 89)
20. J. Edgar Hoover Building Modernization (p. 89)
21. Lafayette Building Modernization (p. 89)

- 22. Mary E. Switzer Building Modernization (p. 89)
- 23. New Executive Office Building Systems Replacement (p. 90)
- 24. Southeast Federal Center Remediation (p. 90)
- 25. Wilbur J. Cohen Building Modernization (p. 90)
- 26. U.S. Food and Drug Administration Consolidation (p. 90)

SMITHSONIAN INSTITUTION

- 27. Donald W. Reynolds Center Courtyard Landscaping (p. 117)

DEPARTMENT OF STATE

- 28. Blast Resistant Windows for Harry S Truman Building (p. 126)
- 29. Security Upgrades for Harry S Truman Building (p. 126)

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

- 30. National Mall Road Improvements (p. 128)
- 31. Streetscape Improvements at Juarez Circle (p. 128)

Recommended

DEPARTMENT OF AGRICULTURE

BELTSVILLE AGRICULTURAL RESEARCH CENTER

- 32. Infrastructure 200 Area (p. 55)
- 33. New Beef Research Facility (p. 55)
- 34. New Four Dairy Heifer Facilities (p. 55)
- 35. New Swine Parasitology Facility (p. 55)

NATIONAL AGRICULTURAL LIBRARY

- 36. NAL Modernization, Repair of Brick Veneer (p. 55)
- 37. Repair to Sidewalks (p. 56)
- 38. Replace Tower Windows (p. 56)

USDA HEADQUARTERS

- 39. Perimeter Security (p. 56)

U.S. NATIONAL ARBORETUM

- 40. Administration Building Modernization (p. 57)
- 41. Asian Valley Paths Renovation and Restroom Replacement (p. 57)
- 42. Azalea Paths Renovation (p. 57)
- 43. Bladensburg Road Entrance (p. 58)
- 44. Chinese Garden (p. 58)
- 45. Education and Visitor Center (p. 58)

46. Ellipse Area Development (p. 58)
47. Events Pavilion (p. 58)
48. Fern Valley Native Plant Garden (p. 58)
49. Greenhouse Complex Renovation (p. 59)
50. Lab/Office Facility (p. 59)
51. Storm Water Management Project (p. 59)

DEPARTMENT OF THE AIR FORCE

BOLLING AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON

52. Communication Frame Facility (p. 61)
53. Force Protection South Gate (p. 61)

DEPARTMENT OF THE ARMY

ARLINGTON NATIONAL CEMETERY

54. Columbarium Phase V (Court 9) (p. 66)
55. Facilities Maintenance Complex Materials Storage Building (p. 66)
56. Facilities Maintenance Complex Vehicle Storage Building (p. 66)
57. Land Expansion, Fort Myer Parking Area (p. 66)
58. Millennium Land Expansion Project (p. 66)

ARMED FORCES RETIREMENT HOME

59. Construct Long Term Care Building (p. 67)

FORT MCNAIR MILITARY COMMUNITY, MILITARY DISTRICT OF WASHINGTON

60. Joint Forces Headquarters, National Capital Region (p. 67)
61. Modernize Inter-American Defense College (p. 68)
62. Modernize MP Barracks, Building 48 (p. 68)

FORT MYER MILITARY COMMUNITY, MILITARY COMMUNITY

63. Barracks Complex Phase II (p. 68)
64. Construct New Parking Garage (p. 68)
65. Expand Physical Fitness Center (p. 69)
66. Modernize Horse Stables (p. 69)
67. Public Safety Building Expansion, Building 415 (p. 69)
68. Reconfigure Hatfield Gate (p. 69)
69. U.S. Army Band Facility (p. 70)

DEPARTMENT OF DEFENSE

THE PENTAGON RESERVATION

70. Electrical Upgrades to the Reservation (p. 79)
71. Federal Office Building 2--Columbia Pike Realignment (p. 79)
72. Federal Office Building 2 – Demolition of Existing Structures and Site Remediation (p. 80)

- 73. Federal Office Building 2 – Relocation of the Gasoline Service Station and Retail Store (p. 80)
- 74. Hazardous Response Facility and CBRNE Headquarters (p. 80)
- 75. Heliport, Control Tower, Fire Station, and One-Level Parking Structure (p. 81)
- 76. North Parking Garage (p. 82)
- 77. North Rotary Road Relocation (p. 82)
- 78. Pentagon Motor Pool (p. 83)
- 79. Route 27 High Occupancy Vehicle Access (p. 83)
- 80. Secure Perimeter, Pedestrian Plaza (p. 83)
- 81. South Parking Road Network (p. 84)

GENERAL SERVICES ADMINISTRATION

- 82. Consumer Products Safety Commission (p. 91)
- 83. Department of Housing and Urban Development (HUD), Robert C. Weaver Building (p. 92)
- 84. Forrestal Building Modernization (p. 91)
- 85. Fire and Life Safety Systems, Department of Energy, Germantown (p. 92)
- 86. Fire and Life Safety Systems, Department of Housing and Urban Development (p. 92)
- 87. Fire and Life Safety Systems, Federal Office Building 10A (p. 92)
- 88. Fire and Life Safety Systems, Frances Perkins Building (p. 92)
- 89. Fire and Life Safety Systems, Internal Revenue Service Building (p. 93)
- 90. Fire and Life Safety Systems, J. Edgar Hoover Building (p. 93)
- 91. Fire and Life Safety Systems, Postal Square (p. 93)
- 92. HOTD II Steam Distribution Tunnels (p. 93)
- 93. Lafayette Building LITE Renovations (p. 93)
- 94. National Courts Window Replacement (p. 93)
- 95. Nebraska Avenue Complex (p. 93)
- 96. Remote Delivery Service Center (p. 94)
- 97. Southern Maryland Courthouse Annex (p. 94)
- 98. West Wing Utility Plant Replacement (p. 94)

DEPARTMENT OF HEALTH AND HUMAN SERVICES

NATIONAL INSTITUTES OF HEALTH

- 99. 2nd Floor Addition to In-Vivo NMR Center (p. 97)
- 100. Animal Research Center/Central Vivarium (p. 97)
- 101. Building 10 Repair Program (p. 97)
- 102. Building 3 Renovation (p. 98)
- 103. Building 37 Basement Renovation (p. 98)
- 104. Complete Fit Out B3-East Labs in Clinical Research Center (p. 98)
- 105. Emergency/Back-up Power CIT Data Center (p. 98)
- 106. Expansion of Cell Processing Space, Building 10 (p. 98)

- 107. John Edward Porter Neuroscience Research Center, Phase II (p. 99)
- 108. Laboratory M, Center for the Biology of Disease, South Quad (p. 99)
- 109. Laboratory N, Center for the Biology of Disease, South Quad (p. 99)
- 110. Laboratory P, Center for the Biology of Disease, South Quad (p. 100)
- 111. New Patient Imaging Space Adjacent to Clinical Research Center, Intensive Care Unit (p. 100)
- 112. Northwest Child Care Facility (p. 100)
- 113. PET c-Good Lab Practices Facility/Radio-Chem Lab (p. 100)
- 114. South Quad Parking Facility (p. 101)
- 115. Zebrafish Research Facility (p. 101)

DEPARTMENT OF HOMELAND SECURITY

FEDERAL LAW ENFORCEMENT TRAINING CENTER

- 116. Building 1, Administration (p. 103)
- 117. Building 1A, Classroom and Simulator (p. 103)

JAMES J. ROWLEY TRAINING CENTER

- 118. Perimeter Security Upgrade (p. 104)
- 119. Utilities and Infrastructure Upgrade (p. 104)

U.S. COAST GUARD

- 120. Construct New Station Building at Bolling Air Force Base (p. 104)

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

- 121. Georgetown Waterfront Park (p. 107)
- 122. Structural and Utility Rehabilitation for the Executive Residence (p. 107)

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

GODDARD SPACE FLIGHT CENTER

- 123. Exploration Sciences Building (p. 109)
- 124. Modify Various Buildings for Accessibility (p. 109)
- 125. Repair Central Power Plant Equipment (p. 109)
- 126. Repair Cooling Tower Cells 7-9 and Building 24 (p. 109)
- 127. Repair Domestic Water/Sewer (p. 109)
- 128. Repair/Replace Roofs, Various Buildings (p. 110)
- 129. Restore Building 23 (p. 110)
- 130. Restore Chilled Water Distribution System (p. 110)
- 131. Security and Safety Upgrades (p. 110)
- 132. Site Utilities Upgrade – Steam Distribution (p. 110)
- 133. Upgrade Fire Alarm Systems, Various Buildings (p. 111)

DEPARTMENT OF THE NAVY

NAVAL CENTER, SUITLAND

134. National Maritime Intelligence Center (p. 113)

NAVAL SURFACE WARFARE DIVISION CARDEROCK

135. Engineering Management and Logistics Facility (p. 113)

SMITHSONIAN INSTITUTION

NATIONAL ZOOLOGICAL PARK

136. African Savannah Exhibit Construction (p. 117)
137. Asia Trail Construction (p. 117)
138. Renew Seal/Sea Lion Facility (p. 118)

SMITHSONIAN MUSEUM

139. Construct/Install Anti-Terrorism Protection (p. 119)
140. Museum Support Center Pod 3 (p. 120)
141. National Museum of African American History and Culture (p. 121)
142. National Museum of American History – Behring Center Public Space Revitalization (p. 121)
143. National Museum of Natural History Revitalization (p. 122)
144. Quadrangle Roof/ Mechanical Systems Replacement (p. 123)
145. Restore Hirshhorn Façade (p. 124)

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

146. 14th Street Bridge/George Washington Parkway Corridor Improvements (p. 128)
147. Manassas Battlefield Park Bypass Study (p. 129)
148. Mount Vernon Circle Parking (p. 129)
149. Pedestrian Bridge Over Dulles Access and Toll Road (p. 129)
150. Rehabilitate Virginia Route 123/CIA Interchange (p. 129)
151. Woodrow Wilson Bridge replacement (p. 130)

Projects Requiring Additional Planning Coordination

DEPARTMENT OF THE AIR FORCE, AIR MOBILITY COMMAND

ANDREWS AIR FORCE BASE

152. Consolidated Command Post (p. 61)
153. Physical Fitness Center, West Side (p. 61)
154. Replace Munitions Maintenance and Storage Complex (p. 62)

DEPARTMENT OF THE ARMY

FORT BELVOIR

- 155. Addition to Building 358 Joint Personnel Recovery Agency (p. 73)
- 156. Child Development Center, Main Post (p. 70)
- 157. Construct New Barracks (p. 70)
- 158. Construct New Hospital (p. 70)
- 159. Construct New Physical Fitness Center at Engineering Proving Grounds (p. 71)
- 160. Defense Access Road (p. 71)
- 161. Dental Clinic (p. 71)
- 162. Emergency Services Center (p. 71)
- 163. Family Travel Camp (p. 72)
- 164. Flight Control Tower (p. 72)
- 165. Fort Belvoir Infrastructure (p. 72)
- 166. Information Dominance Center (p. 72)
- 167. Missile Defense Agency (p. 73)
- 168. Museum Support Center (p. 73)
- 169. North Atlantic Regional Medical Command Headquarters Building (p. 73)
- 170. National Geospatial Agency (p. 73)
- 171. Network Operations Center (p. 74)
- 172. North Post Access Road Control Point (p. 74)
- 173. Post Exchange (PX) Expansion (p. 74)
- 174. Renovate Buildings 211, 214, 215, & 220 (p. 74)
- 175. Renovate Building 238 for USANCA (p. 75)
- 176. Structured Parking, 200 Area (p. 75)
- 177. Washington Headquarters Services (p. 75)

GENERAL SERVICES ADMINISTRATION

- 178. Saint Elizabeths Hospital West Campus, Department of Homeland Security Consolidation (p. 95)
- 179. Saint Elizabeths Hospital West Campus Infrastructure (p. 95)
- 180. Saint Elizabeths West Campus Extension/Site Acquisition (p. 95)

DEPARTMENT OF HOMELAND SECURITY

U.S. COAST GUARD

- 181. Construct Addition to Mid-South Laboratory, Alexandria, Virginia Station (p. 105)

U.S. SECRET SERVICE - JAMES J. ROWLEY TRAINING CENTER

- 182. Merletti Classroom Building Auditorium Annex (p. 105)
- 183. White House Mock-up North/South Grounds (p. 105)

DEPARTMENT OF THE NAVY

ARLINGTON SERVICE CENTER

184. Renovate Building 12 Crystal Park (p. 113)

NATIONAL NAVAL MEDICAL CENTER, BETHESDA

185. Fitness Center (p. 114)

NAVAL RESEARCH LABORATORY

186. Autonomous Research Laboratory (p. 114)

ANACOSTIA ANNEX

WASHINGTON NAVY YARD

187. Construct New NSM Warehouse (p. 114)
188. Navy Systems Management Activity Relocation (p. 114)
189. Renovate Building 200 (p. 115)

DEPARTMENT OF TRANSPORTATION

190. Defense Access Road Phase I and II (p. 131)

Commission-Recommended Projects

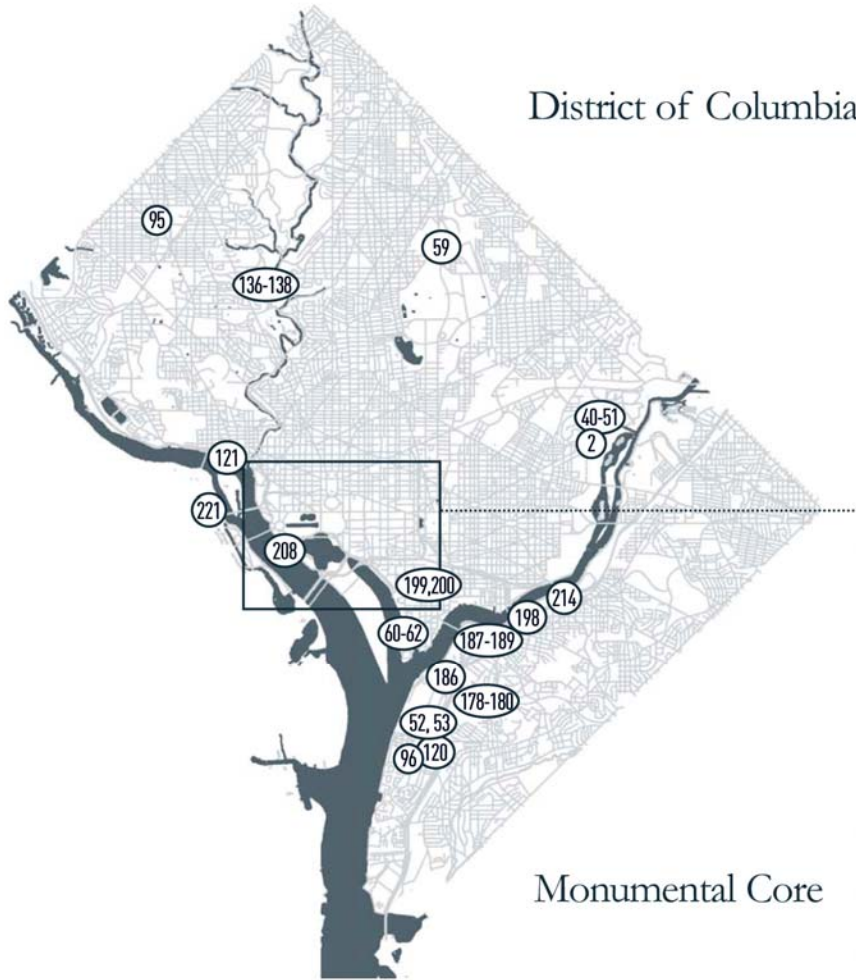
Recommended and Strongly Endorsed

191. 10th Street, SW Corridor Improvements (p. 132)
192. 10th Street, NW Corridor Improvements within the Federal Triangle (p. 132)
193. DC Circulator System Improvements (p. 132)
194. Freight Railroad Realignment NEPA Studies (p. 133)
195. Kennedy Center Plaza Project (p. 133)
196. Maryland Avenue, SW Corridor Improvements (p. 133)
197. Mobility, Parking, and Security Impact Studies (p. 134)
198. New Frederick Douglass Memorial Bridge (p. 134)
199. South Capitol Street Reconstruction (p. 134)
200. South Capitol Street Waterfront Park (p. 135)
201. Constitution Avenue (3rd To 15th Streets, NW) Perimeter Security and Streetscape Improvements (p. 136)
202. Federal Bureau Of Investigation Perimeter Security and Streetscape Improvements (p. 136)
203. Pennsylvania Avenue (3rd to 15th Streets, NW and Federal Triangle) Perimeter Security and Streetscape Improvements (p. 136)

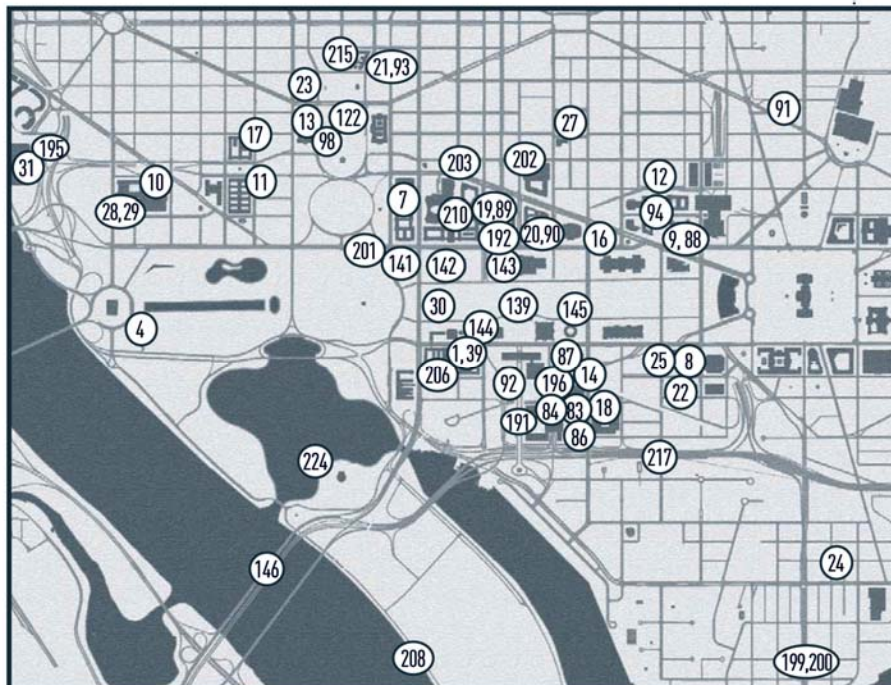
Recommended for Future Programming

204. Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail (p. 137)
205. Boundary Markers for the Nation's Capital (p. 137)
206. Conversion of the Department of Agriculture Building on the National Mall to a Public Use (p. 137)
207. Develop a New Foreign Missions Center (p. 137)
208. Develop Waterfront Parks (p. 138)
209. Dulles Corridor Rapid Transit Project (p. 138)
210. Federal Triangle Lighting (p. 138)
211. Fort Circle Parks System (p. 139)
212. Future Site Acquisitions for Memorial and Museum Uses (p. 139)
213. High Speed Rail to Baltimore-Washington International Airport (p. 139)
214. Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts (p. 139)
215. Lafayette Building Exterior Refinishing (p. 140)
216. Light Rail Projects in the District of Columbia, Virginia, and Maryland (p. 140)
217. Plan and Design to Deck-Over and Remove Portions of the Southeast/Southwest Freeway (p. 140)
218. Regional "Blue Trail" System (p. 141)
219. Regional Park System (p. 141)
220. Regional Visitor Center and Information Kiosks (p. 141)
221. Roosevelt Bridge Rehabilitation (p. 141)
222. Tour Bus Parking Facility (p. 142)
223. Water Taxi System (p. 142)
224. West Potomac Park Seawall Repair (p. 142)

District of Columbia



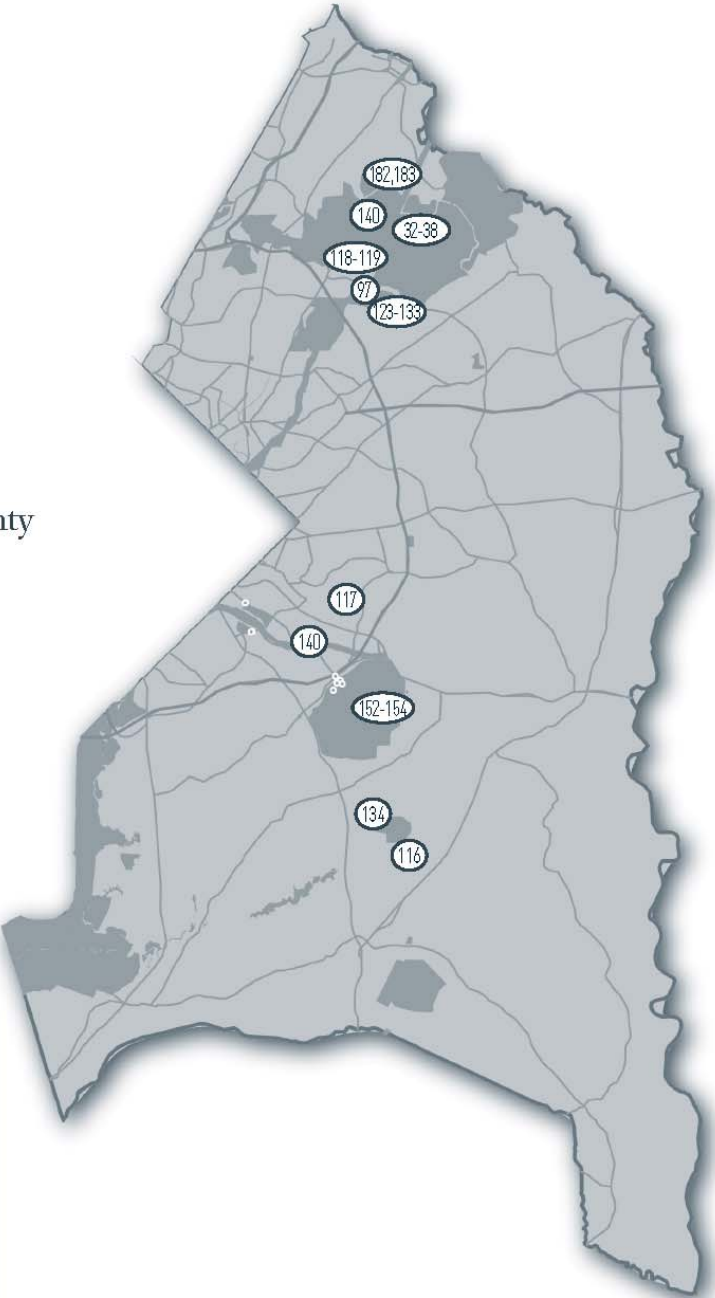
Monumental Core



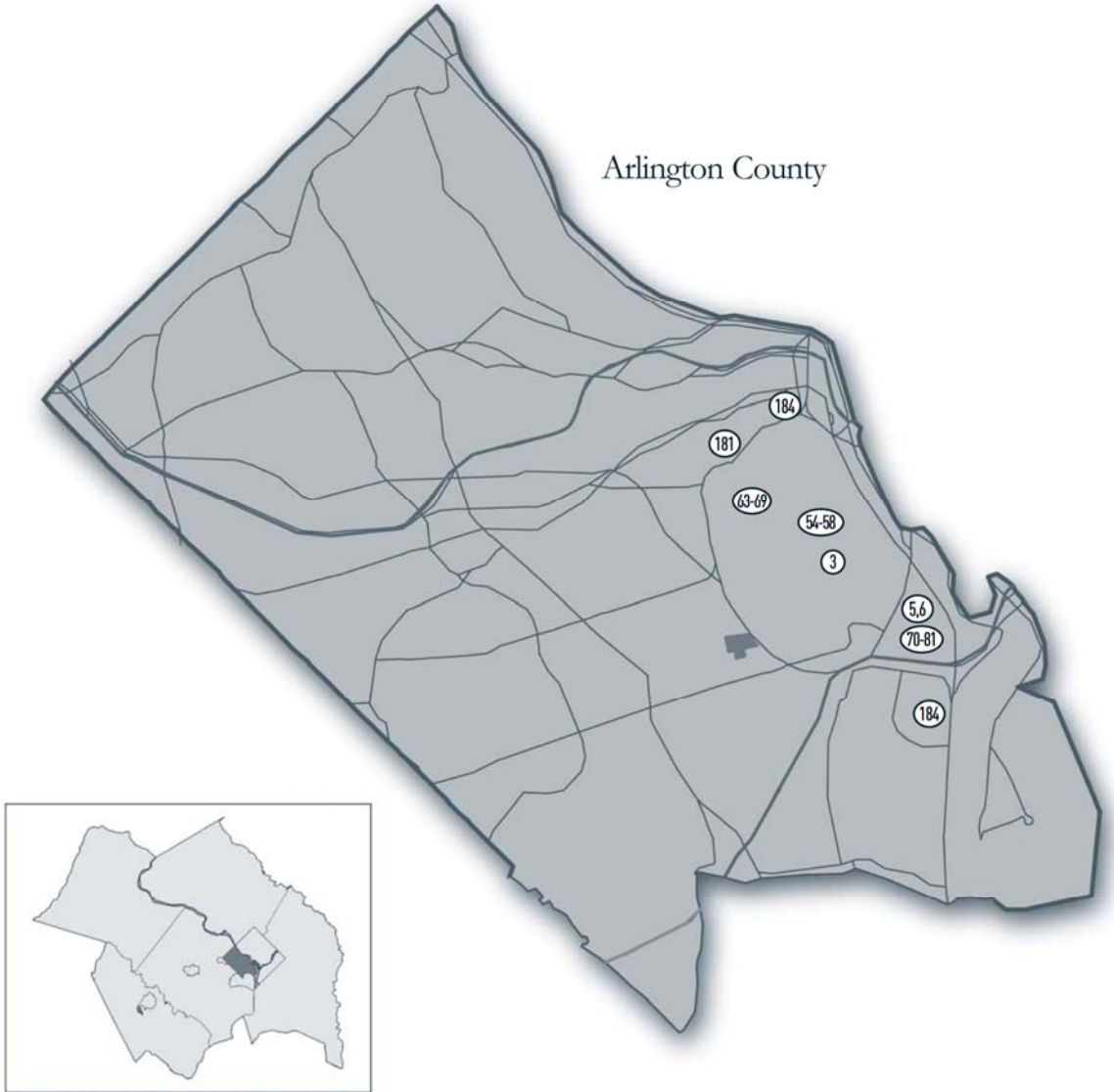
Montgomery County



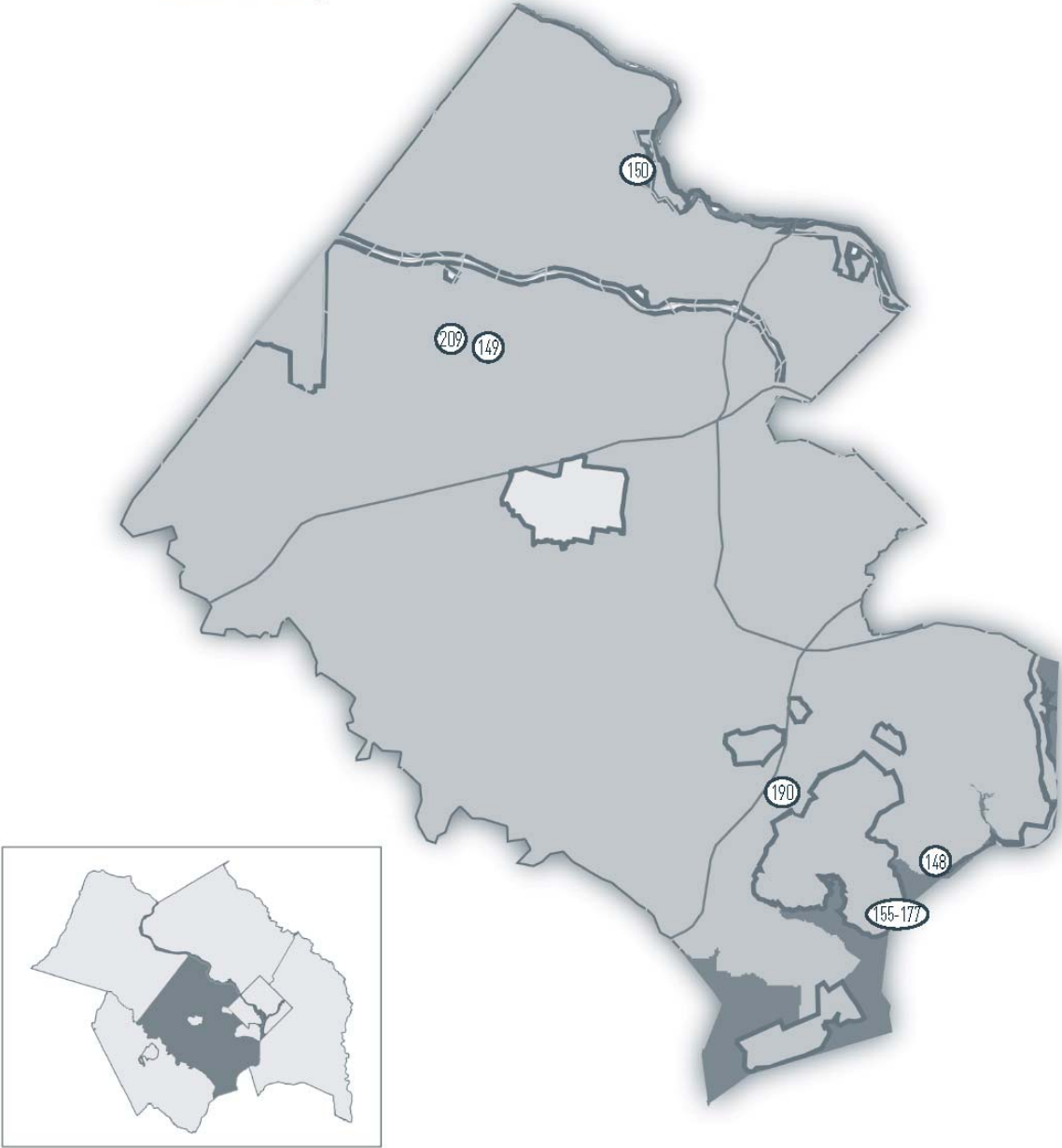
Prince George's County



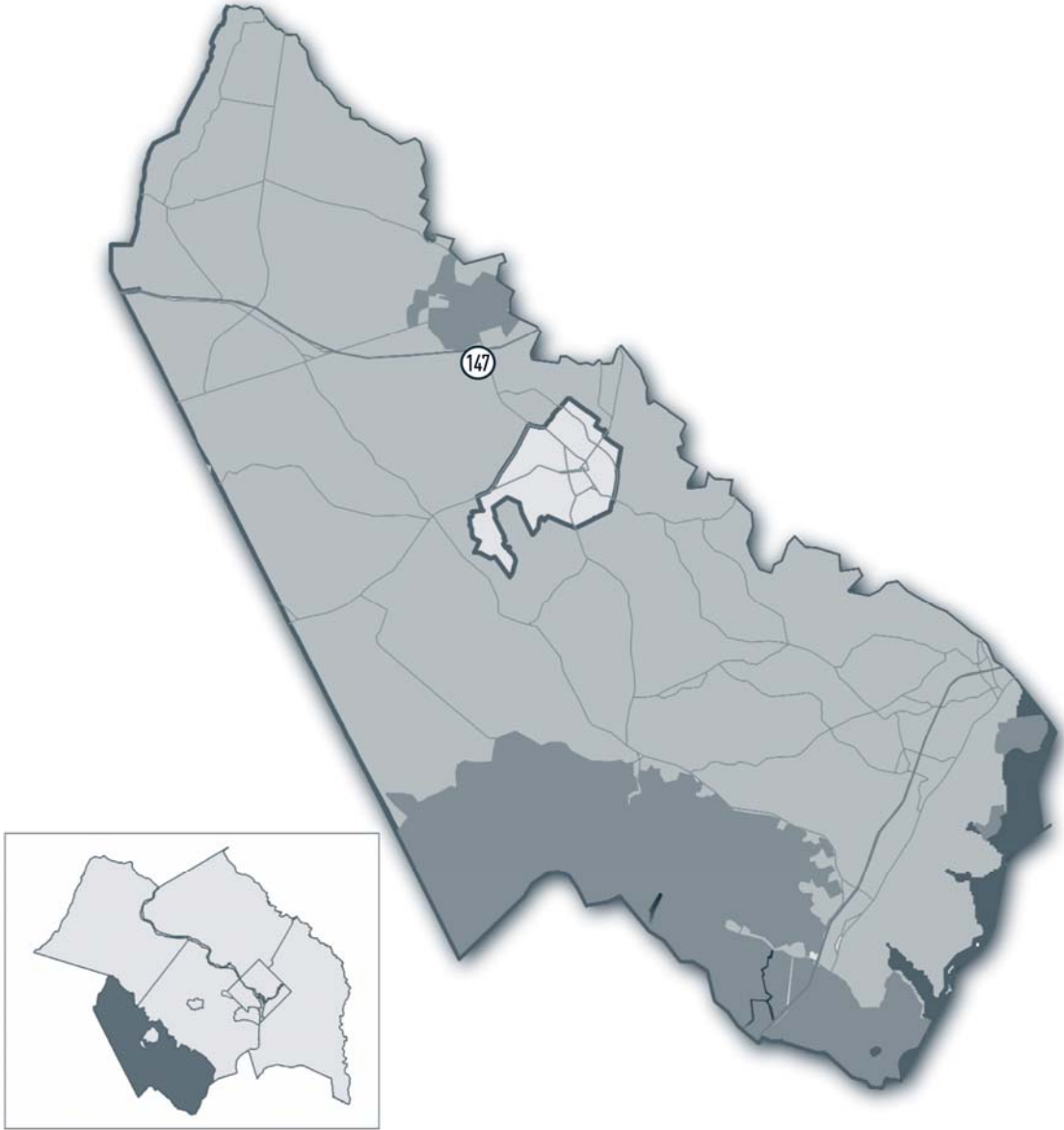
Arlington County



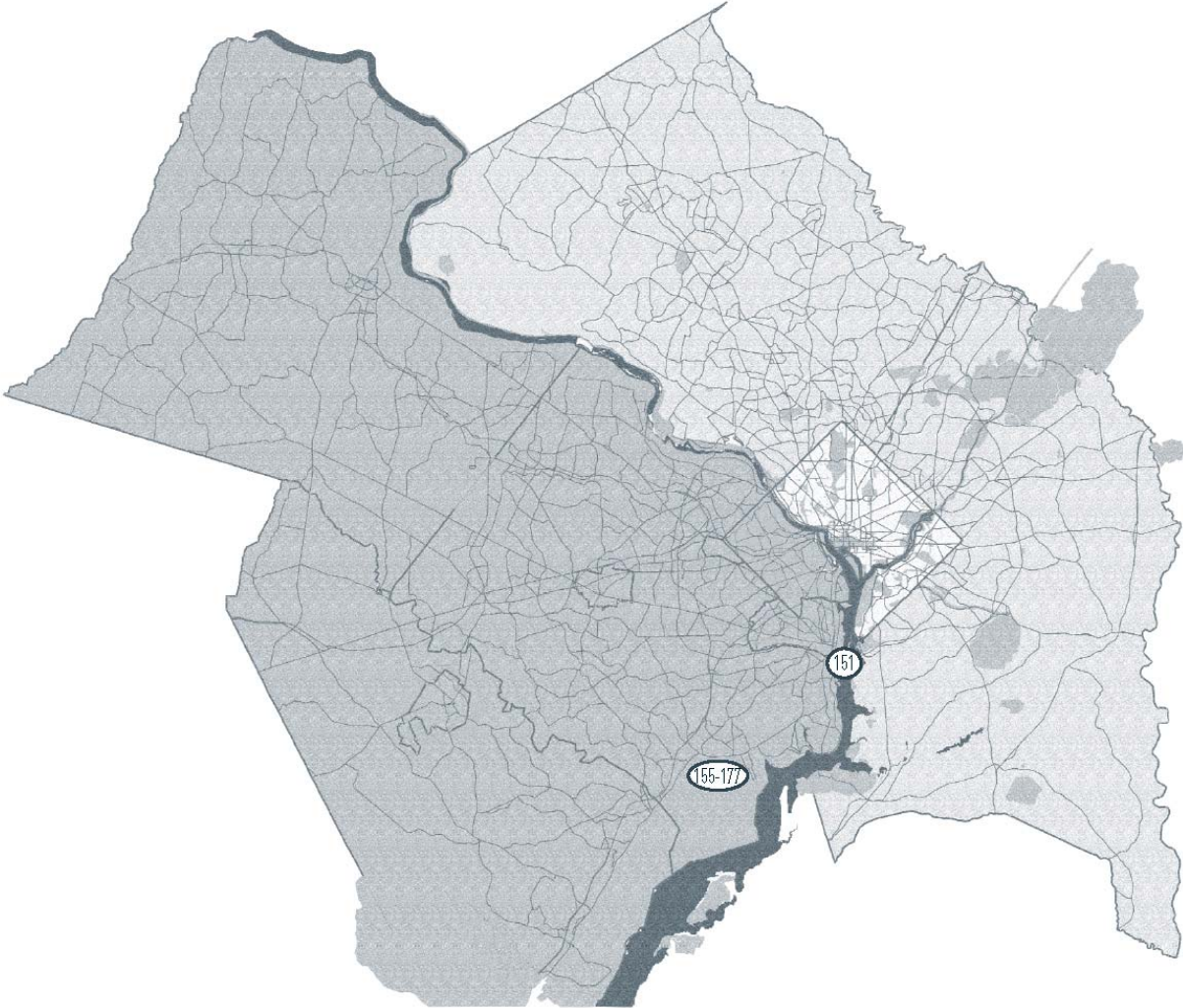
Fairfax County



Prince William County



National Capital Region



Program Process

FCIP FUNCTION AND PROCESS

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.

Role and Function 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 implementing planning policies and initiatives or supporting key federal interests.

Another function of the FCIP is to coordinate proposed federal agency capital projects with agencies' long-range systems plans and NCPC-approved master plans and site and building plans for federal installations or single facilities. 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 and affected local, regional, and state agencies.

State and local governments also submit their capital improvements 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.

FCIP Preparation Process

Preparing 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 2008 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 2007. In late spring, the Commission prepared its recommendations for capital projects for the following six years and circulates a proposed FCIP for review and comment by federal agencies, state and local governments, and interested organizations and citizens. Following the review period, the Commission adopted the FCIP in late summer 2007. Shortly after this, the Commission will request updated information regarding agency project and budget submissions for the FY 2008 capital budget. After

receiving this updated information, the Commission confirms and/or updates their recommendations, and transmits this information to OMB in the fall.

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* (June 2007) 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 OMB utilizes as they analyze federal budget requests for capital projects.

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.

Project Evaluation

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: Federal Elements* 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 updated 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 within 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.

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 have taken on greater urgency, such as security, declining federal employment, increasing federal procurement spending, and the location of monuments and memorials. The Commission developed a number of plans and programs to address these issues, including:

1. *Extending the Legacy: Planning America's Capital for the 21st Century (Legacy Plan)*
2. *Comprehensive Plan for the National Capital: Federal Elements*
3. *Memorials and Museums Master Plan*
4. *The National Capital Urban Design and Security Plan*

This chapter includes a description of these plans and programs, followed by definitions of the four recommendation categories used in evaluating the projects within the FCIP.

PLANS AND PROGRAMS

1. 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.

The Commission encourages all federal agencies to adhere to the concepts contained in the Legacy Plan 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 the Legacy Plan and other planning initiatives currently underway.

KEY INITIATIVES OF THE LEGACY PLAN

The Commission is currently involved in 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 study of the feasibility of relocating of rail lines in Southwest and Southeast, the RFK Stadium Site Redevelopment Study, and the National Capital Framework Plan.

The Kennedy Center Plaza

The Legacy Plan promotes improved access and new development opportunities at the Kennedy Center. The plan calls for an exciting civic plaza to bridge the tangle of freeways currently separating the center from the rest of the city; a new connection on the Potomac River side, that would link the center to a rejuvenated waterfront; and new development along the plaza to the north and south. Since the release of the Legacy Plan, plans for the Kennedy Center have evolved to include improved pedestrian, vehicular, and bicycle access, with new connections to E Street, NW, 25th Street, NW, and other points north and south of the Center. In June 2004, the Commission approved the concept design submitted by the Federal Highway Administration for the new plaza and related improvements, making extensive recommendations for the project as it moves forward. The project is currently waiting for additional funding.

Circulator

The Legacy Plan acknowledges that an effective regional transportation system, which meets the needs of federal and non-federal workers, residents, and visitors, is in the federal government's vital interest. The daily downtown population is approximately 225,000, and it is estimated that approximately 21 million tourists visit

the region's core annually. In cooperation with the Commission, the District Department of Transportation, the Downtown DC Business Improvement District, and the Washington Metropolitan Area Transit Authority developed the DC Circulator to help meet the city's transportation needs.

The Circulator is a convenient bus transit service that supplements the existing Metrorail and Metrobus system and serves the monumental core and adjacent urban area. Transportation access and mobility between the District's downtown, the National Mall, Smithsonian museums, the U.S. Capitol, Georgetown, the Southwest Waterfront, and Union Station are critical to the long-term growth and vitality of the District's economy. DC Circulator routes are located within a quarter of a mile of 90 percent of the federal employees who work in the downtown employment district; the system provides an efficient means for federal employees to move among federal buildings and downtown destinations.

The DC Circulator began service on July 10, 2005. The initial system consisted of a north-south route between the Washington Convention Center and the Southwest Waterfront and an east-west route between Union Station and Georgetown, running primarily along Massachusetts Avenue and K Street. A third loop was added to the system in March 2006 to provide service along the National Mall, between 4th Street and 17th Street. Additional routes are under study.

The Anacostia Waterfront Initiative

The Legacy Plan aspires to recapture Washington's waterfronts by creating a continuous band of open space from Georgetown to the National Arboretum and providing new and highly desirable development opportunities in areas adjacent to this space. Following the vision in the Legacy Plan, the Anacostia Waterfront Initiative (AWI) is a multi-agency effort to develop and implement a comprehensive plan for an energized waterfront. The AWI unifies diverse areas along the waterfront into a cohesive and attractive mixture of commercial, residential, recreational, and open space uses. The AWI balances waterfront development and conservation; enhances park areas; and provides greater access to the waterfront from neighborhoods on both sides of the Anacostia River. A majority of the District's Anacostia riverfront is publicly owned by the Department of Defense (DoD), the National Park Service (NPS), and the District of Columbia. The federal government has a key interest and role in the planning, design, and decision-making processes of the AWI and its related development projects.

The Anacostia Waterfront Corporation was formed in 2005 by the District of Columbia as the development authority to coordinate AWI projects in the District. Principal among these projects is Poplar Point, a 110-acre site located in the area adjacent to historic Anacostia, directly across from the Navy Yard. The focal point for this project is the reconnection of the neighborhood and its residents to the river. Plans include gateway improvements, environmental restoration, and cultural, and community facilities.

Additional District of Columbia projects supporting AWI concepts moved forward in 2007. The Commission reviewed and approved the conceptual design for the Anacostia Riverwalk trail. Construction will begin in 2006 for a section of trail between Benning Road and the Navy Yard. In addition, a streetcar project for the Anacostia community south of the river is under development as an on-street transit system.

Federal projects in the vicinity of AWI are progressing as well. The Department of the Navy continues to redevelop the Navy Yard, which has approximately 10,000 employees. The General Services Administration (GSA) awarded a contract for developing the nearby Southeast Federal Center for private mixed-use development that will accommodate an additional 9,700 employees and 2,500 new residences. The Department of Transportation's recently completed headquarters building will serve as the anchor for the Southeast Federal Center project.

South Capitol Street

The Legacy Plan also envisioned a revitalized South Capitol Street corridor, including a new Frederick Douglass Memorial Bridge, as a lively urban gateway to the city combining public and private development. Responding to this vision in 2001, Congress directed multiple agencies to study ways to reconfigure the South Capitol Street corridor into an urban boulevard that provides a symbolic gateway to the nation's capital and revitalizes the surrounding communities. Since then, federal and District agencies have worked in cooperation

on increasingly refined analyses to achieve this vision, including the District Department of Transportation's (DDOT) studies to reconstruct and relocate the Frederick Douglass Memorial Bridge.

The Commission has focused in particular on studies that identify federal interests and provide guidance in the areas of design, open space, and land use. In 2003 NCPC prepared the *South Capitol Street Urban Design Study* in conjunction with DDOT, the District Office of Planning, and the Maryland Department of Transportation. *The South Capitol Street Corridor: An Advisory Services Panel Report* was prepared by the Urban Land Institute (ULI) in 2004 for NCPC. These studies examined urban design and redevelopment of the corridor and recommended immediate implementation of redesign and reconstruction of South Capitol Street and the Frederick Douglass Memorial Bridge.

The Commission formed a task force to move the ULI recommendations forward, resulting in a set of recommendations for the corridor that were released in 2005. NCPC's South Capitol Street Task Force proposed:

- Establishing corridor widths and design concepts to transform South Capitol Street into a grand urban boulevard.
- Creating a traffic rotary at the juncture between South Capitol Street and the Douglass Bridge, containing a five-acre "commons" suitable for public gathering and commemorative works.
- Creating a South Capitol waterfront park between the commons and the Anacostia River with major public open spaces and sites for memorials or new national museums.
- Establishing a mixed-use cultural development zone adjacent to the commons and waterfront park.

The District Office of Planning (DCOP), AWC, and the District Zoning Commission, along with NCPC are developing a new zoning overlay for the South Capitol Street corridor. This new overlay area covers the entire South Capitol Street corridor south of M Street. An Environmental Impact Statement (EIS) for the study area is being conducted by DDOT and is scheduled for completion by mid-year 2007. Periodic, extended closures to the Frederick Douglass Memorial Bridge are scheduled to occur by the summer of 2007. These closures are necessary to keep the bridge operational until the replacement structure is constructed.

Railroad Relocation

The Legacy Plan envisioned reclaiming the historic Maryland and Virginia Avenues and realigning freight and passenger rail lines, which currently traverse the monumental core. These rail lines disrupt neighborhoods and prevent access to the waterfront, thwarting plans for urban revitalization and limit capacity along the east coast rail network. They also pose potential security and safety concerns to adjacent federal facilities and residential neighborhoods. NCPC believes plans should be developed to remove or deck-over portions of the freeway in this area to reconnect the surface-level street system.

In July 2004, in an effort to inform federal and local officials about the rail line's security, urban design, and capacity issues, NCPC sponsored a tour of the CSX railroad tracks that bisect the city. NCPC then initiated a consultant study providing a detailed analysis of the existing conditions for the seven-mile stretch of CSX freight rail line in the District. Completed in April 2005, the study was the first step toward understanding this rail segment.

In 2005, NCPC partnered with DDOT in successfully requesting a Department of Homeland Security Urban Area Security Initiative (UASI) grant to study alternative alignments for rail service south of the monumental core. The project has been coordinated with the Interagency Security Task Force and the Railroad Working Group, which includes regional stakeholders from Virginia, Maryland, and the District; federal partners such as the Federal Railroad Administration. A \$1 million study of alternatives for the rail line was initiated March 2006 and completed March 2007. The study provides a detailed analysis of rail transportation and infrastructure issues and options for the rail lines realignment.

National Capital Framework Plan

NCPC's 1997 Legacy Plan envisions a capital city with grand boulevards radiating from the U.S. Capitol hosting museums, commemorative works, and public places that tell the story of America's cultural heritage, enriching the lives of visitors, residents, and workers alike. It envisions that these places are accessible by a superior network of public transit and pedestrian systems and supported by convenient services, amenities,

and a historic waterfront that provides vibrant places to congregate and quiet places to enjoy rest and solitude along healthy rivers.

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 National Capital Framework Plan (Framework Plan). The purpose of the Framework Plan is to bring NCPC's Legacy Plan closer to fruition, help preserve the open space of the National Mall, and address the 2003 amendments to the Commemorative Works Act designating the National Mall a completed work of civic art and establishing a no-build zone in the "Reserve."

The Framework Plan will illustrate how to develop, enliven, enhance, and connect civic spaces beyond the National Mall to create destinations worthy of America's future commemorative and cultural facilities, as well as mixed-use activity areas that are accessible, vibrant, and attractive places to live, work, and visit. It will help guide decision-makers to plan, design, and construct these important cultural destinations in a manner that respects the symbolic values inherent in the urban design of the nation's capital. Coordination of these planning efforts will ensure a coherent approach to future development, reduce costs and optimize the efficient use of land, transportation, infrastructure, and amenities.

The Framework Plan will include preliminary concept designs for areas that have been deemed a priority. These areas include portions of the Southwest Federal Center - Maryland and Virginia Avenues and Banneker Overlook - and East Potomac Park. The Framework Plan will also set out a detailed action plan that will identify strategies, next steps, and cost estimates for identified priorities in the study area. The feasibility, location and cost of specific projects must be assessed to prioritize projects and leverage capital improvements with other ongoing public and private initiatives. These future projects will require further environmental study, innovative funding strategies, and public / private partnerships to be implemented over time.

NCPC and CFA have formed a Steering Committee comprised of 15 federal and local agencies that will provide a forum for input, collaboration, and interagency coordination on complex land use, transportation, and public space issues. Additionally, extensive public outreach is being conducted during development of the Framework Plan.

The National Capital Framework Plan complements the NPS's National Mall Plan, which 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.

North Capitol Street Gateway Study

The North Capitol Street Gateway Study furthers the Legacy Plan's concept of grand boulevards radiating from the U.S. Capitol and promotes improved access and new development opportunities along the corridor. This urban design study looks to better define and implement the various goals contained in the *Memorials and Museums Master Plan* and the *Urban Design and Security Plan*. NCPC has partnered with the District Office of Planning (DCOP), DC Department of Transportation (DDOT), the National Capital Revitalization Corporation (NCRC), the Architect of the Capitol (AOC), and the U.S. Armed Forces Retirement Home, to conduct this study. The study will show how to increase local neighborhood livability and economic development by improving the physical, economic and safety condition of the corridors and create a new environment that invites private investment and neighborhood pride.

2. Comprehensive Plan for the National Capital: Federal Elements

National capital cities share many traits with other major cities, but they also have unique qualities and distinct planning and development needs that set them apart. One of the Commission's primary tools in planning for federal activities is the *Comprehensive Plan for the National Capital: Federal Elements*. The Comprehensive 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 national capital as more than a concentration of federal employees and facilities but also as the symbolic heart of America. The capital city 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.

Accommodate Federal and National Capital Activities

A key theme in the Comprehensive Plan is the appearance and image of our nation's capital. The city's physical design conveys the values and qualities to which we aspire as a nation. The federal elements ensure that federal activities within the region reflect the highest standards of architecture, urban design, and planning.

A second important theme is the operational efficiency of the federal government. The Comprehensive Plan envisions a National Capital Region (NCR) that is an economic, political, and cultural center. Regardless of their location, federal facilities should promote the highest quality design while providing an environment in which employees can perform their jobs safely and efficiently.

A third critical theme is transportation mobility and accessibility. To facilitate the movement of federal employees to and from the workplace, federal agencies in the region offer a variety of creative commuting programs. However, considering the NCR's status as one of the most congested areas in the country, federal agencies must continue to find innovative strategies for addressing the transportation challenges facing the region.

Finally, the plan addresses the stewardship of the region's natural and cultural resources. For more than two centuries, the federal government has actively acquired, developed, and maintained parks and open space while protecting and enhancing natural resources in the region. It is imperative that regional authorities develop a unified approach to ensure that these resources are preserved so that they may be enjoyed by all in the future.

As directed by law, NCPC prepares the *Comprehensive Plan for the National Capital: Federal Elements* and the District of Columbia prepares the local elements. On August 5, 2004, NCPC adopted a complete revision of the *Comprehensive Plan for the National Capital: Federal Elements*. Within this revision are seven federal elements:

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

These elements—along with the District’s local elements, the system plans of federal and District agencies, individual installation master plans and subarea plans, development controls, and design guidelines—provide a road map for NCPC’s land-use planning and for development decision-making in the region.

Reinforce Smart Growth and Sustainable Development Planning Principles

The Comprehensive Plan recognizes the value of smart growth and sustainable development principles. The plan supports strategies that orient development to public transit; protect environmental and natural resources; organize new development in compact land-use patterns; promote opportunities for infill development to take advantage of existing public infrastructure; and adapt and reuse existing historic and underutilized buildings to preserve the unique identities of local neighborhoods.

Support Local and Regional Planning Economies and Promote Public Participation

The federal government has long been a major generator of growth and development in the NCR. Federally owned and leased facilities are located throughout the region, and federal activities contribute significantly to the economic health, welfare, and stability of the region. NCPC and federal agencies must work closely with authorities and community groups in jurisdictions where federal activities are located or proposed. The Commission strongly promotes public participation in the preparation and review of federal policies, plans, and programs in the region.

KEY INITIATIVES OF THE COMPREHENSIVE PLAN

CapitalSpace

NCPC, together with the District of Columbia and the National Park Service (NPS), is currently working on a new parks initiative – *CapitalSpace: A Park System for the Nation’s Capital*. CapitalSpace will develop a shared vision, comprehensive asset inventory, needs assessment, and planning framework for federal and local parks and open space in the District of Columbia. CapitalSpace also will create strategies that allow each agency’s individual actions to work towards shared objectives. Making the best use of the precious resources available in Washington’s parks and open space calls for:

- Enhancing the quality of existing parks and open space.
- Creating better connections and access.
- Strengthening recreational, ecological and historical open space systems.
- Meeting the needs of multiple users.
- Identifying and addressing recreational needs.

The CapitalSpace initiative will address these issues by encouraging existing and new partnerships; enhancing planning and resource management of recreational systems; promoting strategic incorporation of green spaces into the urban environment; identifying new approaches to effectively meet the needs of multiple users at the national and local level; identifying management strategies for a variety of open spaces; and establishing shared priorities to help shape future federal and local resource allocation.

3. 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. The 2M Plan recommends placing memorials and museums outside of the city’s monumental core, in locations that provide appropriate settings for commemorative works, support the Legacy vision, and satisfy important local economic and neighborhood objectives. By identifying 100 sites for future memorials and museums, the 2M Plan ensures that future generations of Americans will have premier locations for commemorative works.

Calling the National Mall a “substantially completed work of civic art,” Congress endorsed the concepts in the 2 M 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.

Memorials and museums have an enormous impact on Washington's economic life. These attractions are the primary destinations for more than 21 million annual visitors and support a regional tourism economy of \$4.2 billion. Sixty-one percent of Washington's visitors come to pursue historic or cultural interests. These heritage travelers stay longer and spend more money than other travelers, helping to spur growth throughout a wide cross-section of the economy.

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*.

Most sites identified in the Master 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. Master Plan Site Eight, located in the South Capitol Street corridor, is one notable example. The future success of such sites will involve close coordination with the local government's planning process.

KEY INITIATIVES OF THE MEMORIAL AND MUSEUMS MASTER PLAN

The *Memorials and Museums Master Plan* includes policies for advancing acquisition of key commemorative lands that are not under federal control or facilitating the reservation of key parcels of land when non-federal properties are redeveloped. The Master Plan policy calls for NPS, GSA, the District, and/or the Commission to acquire parcels located within the urban fabric of the District for national commemorative action. Only seven of the recommended Master Plan sites are potential candidates for acquisition. The plan further suggests that the federal government identify government lands in its inventory that might be surplused or exchanged to account for potential loss of property tax and other revenue from possible federal purchases. As proposed in the Master Plan, development of commemorative features on private lands should be arranged with the consent of property owners.

4. 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 reopening 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 perimeter security while reestablishing a sense of openness and freedom; it promotes comprehensive streetscape projects that incorporate perimeter security for a number of federal facilities along a street, and discourages makeshift barriers and block-by-block 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.

KEY INITIATIVES OF THE NATIONAL CAPITAL URBAN DESIGN AND SECURITY PLAN

Following an analysis of security considerations for Pennsylvania Avenue in front of the White House, the task force agreed that this portion of the street should remain closed to vehicular traffic at this time. To reverse the adverse visual effects of the closure, the task force called for replacing the haphazard barricades with a distinguished, pedestrian-oriented public space that respects the historic integrity of the street. As recommended in the Security Plan, the Commission coordinated with its federal agency partners in developing a design scheme. Completed in 2004 by the Federal Highway Administration (Eastern Federal Lands Division), the design by Michael Van Valkenburgh Associates replaced bulky makeshift barriers with specially designed bollards and guard booths that are visually pleasing and incorporated into the streetscape. New tree planting and paving materials along Pennsylvania Avenue improve the pedestrian experience and create a welcoming public space, while providing a more dignified view of the White House grounds. This important place has been transformed into a gracious and beautiful public space, worthy of the White House.

On May 5, 2005, NCPC adopted a series of urban design and security objectives and policies as an addendum to *The National Capital Urban Design and Security Plan*. These objectives and policies clarify, refine, and further articulate the Commission's position on urban design and anti-terrorism security in urban environments and address the evolving nature of physical security requirements. The addendum provides improved guidance to federal agencies in planning and designing perimeter security projects. NCPC also updated *The National Capital Urban Design and Security Plan* to report on projects that have been planned and built in accordance with the plan.

The Commission strongly endorses projects that coordinate security-related capital improvements among one or more agencies located along a street, as recommended in *The National Capital Urban Design and Security Plan*. If properly planned and coordinated, these projects can provide adequate security for federal facilities while enhancing the unique character of the NCR through appropriate urban design.

RECOMMENDATION DEFINITIONS

The FCIP categorizes each federal capital project based on its conformity with established planning policies. In previous FCIP documents, these categories were: *Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Program Purposes Only*; *Recommended for Future Programming*; *Recommended for Deferral*; and *Not Recommended*. These categories have been revised to provide clarity and improve the usefulness of this document. 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 below.

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* change annually based on current critical planning objectives. For the *FYs 2008-2013 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 and 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 that often do not constitute actual projects, for consideration by other agencies for future programming. These plans and studies 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).

PROJECT SUBMISSION RECOMMENDATIONS

NCPC requests that departments and agencies comply with the following recommendations, when appropriate, in submitting their multi-year capital program plans for inclusion in the FCIP.

- Federal agencies should use the *Comprehensive Plan for the National Capital: Federal Elements* as a planning policy guide in preparing projects for submission in the capital improvements program.
- Federal agencies should 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.
- Federal agencies should evaluate proposed development projects for compliance with applicable federal, state, and local requirements regarding historic preservation or environmental protection, including impacts on traffic and nearby properties. Implementation may require review by federal, state, county, and city officials pursuant to historic preservation or environmental regulations, including issuance of permits, promulgated under the authority of federal law.
- NCPC urges federal agencies to identify ways to mitigate potential adverse impacts from projects that will generate additional storm water runoff or potentially affect a 100-year floodplain or wetland area. These mitigation measures should be identified during the preliminary plan review stage.
- NCPC requests that in planning for future projects, federal agencies adhere to a particular policy in the Federal Facilities Element of the Comprehensive Plan. The policy states that, in selecting new locations or relocating federal activities, agencies should consider the use of existing underdeveloped federal facilities before space is leased or additional lands are purchased. In addition, the Commission encourages federal agencies to conform to the Comprehensive Plan and Executive Order 12072 regarding the location of federal facilities in the District of Columbia.
- As stated in the Federal Workplace Element of the Comprehensive Plan, the federal government should achieve not less than 60 percent of the region's federal employment in the District of Columbia. This policy is used by NCPC to ensure the retention of the historic concentration of federal employment in the seat of the national government. NCPC encourages federal agencies and departments to help realize this goal by locating and maintaining Cabinet-level departments and independent agencies and commissions—including facilities housing departmental, commission, or agency heads, their assistants, and other staff—within the District of Columbia. Agencies and departments also are encouraged to consider locating and maintaining other types of federal facilities within the District of Columbia, as guided by other policies within the Comprehensive Plan.
- NCPC encourages all federal departments and agencies to adhere to the concepts contained in the Legacy Plan for projects within the monumental core. The plan provides means to preserve and enhance Washington's monumental core, which is the general area encompassing the Capitol grounds; the National Mall, the Washington Monument grounds, the White House grounds; the Ellipse; West Potomac Park; East Potomac Park; the Southwest Federal Center, Federal Triangle, President's Park, the Northwest Rectangle, Arlington National Cemetery, the Pentagon, Fort Myer, and Henderson Hall.
- 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*.

Project Background and Trends

This section contains data evaluated in the course of preparing the *FCIP FY's 2008-2013*. It also includes an analysis of trends in several key areas in the FCIP and an assessment of probable impacts in a limited number of topic areas. Of note this year is the continuing influence of the Base Realignment and Closure (BRAC) actions in the National Capital Region (NCR), as well as NCPC's use of a new data source for reviewing federal employment figures for the region.

BACKGROUND ON BASE CLOSURE AND REALIGNMENT ACTIONS IN THE REGION

In September 2005, the Base Realignment and Closure (BRAC) recommendations for restructuring a significant portion of the infrastructure of the Department of Defense (DoD) went into effect. In accordance with the BRAC statute, DoD must close and realign DoD installations and facilities. This process must be completed by September 15, 2011.

BRAC is a congressionally-enabled process that allows DoD to efficiently divest of unnecessary infrastructure by identifying bases for closure or realignment. At installations selected for closure, all missions cease or are relocated to another installation. For installations subject to realignment, only some of the installation's missions cease or are relocated. Some installations gain missions and/or employees from closed or realigned facilities.

Alterations in the missions and employment bases of facilities have various effects on capital programming processes. Operational modifications can affect the phasing of various projects; for example, one project may be delayed so that resources can be allocated to another, higher-priority project. Some projects may be cancelled altogether, or new projects may be added. In some cases, a major new mission may require capital improvements to build or improve facilities or infrastructure, such as roads and utilities. If the modifications are substantial enough or represent new activities, the installation may have to develop a revised master plan to address the effects of the changes.

Several DoD facilities in the NCR-and several facilities just outside the NCR boundaries, are included in the BRAC actions. The BRAC actions affected previously proposed and new capital improvement projects at many facilities within the National Capital Region, and during the previous two years several facilities provided limited project and cost information to the FCIP. This year's FCIP contains projects from several military facilities that are BRAC-related, although the specific impacts to many facilities and projects are still being determined.

In particular, Walter Reed Army Medical Center (WRAMC) in Washington, DC and Fort Belvoir in Virginia have experienced substantial changes in their capital improvement programs as a result of BRAC actions. WRAMC, which was identified for closure, has submitted no capital improvement proposals. Fort Belvoir, which is gaining a significant number of new functions and approximately 19,000 new personnel, has submitted 23 projects totaling \$3.2 billion in this year's FCIP. The following entities are relocating to Fort Belvoir: the National Geospatial Intelligence Agency; the Washington Headquarter Services; Army Lease b; the U.S. Medical Command; the Program Executive Office, Enterprise Information Systems; and the Missile Defense Agency. A number of smaller functions will be moved from Fort Belvoir to other military facilities.

The substantial scope of development and short deadline to complete the Fort Belvoir projects has resulted in a very compressed planning process. To plan for the realignment of Fort Belvoir, an environmental impact statement has been prepared evaluating alternatives for accommodating the proposed growth resulting from the BRAC actions. A Record of Decision was issued on August 7, 2007. In addition, a process is underway to provide an updated master plan that will address both BRAC-related and other projects proposed at Fort Belvoir. Fort Belvoir is working closely with local, state, regional and federal organizations to address many complex issues, including transportation needs, but many issues are still unresolved.

Several other military installations in the region, including the National Naval Medical Center, the Washington Navy Yard, the Arlington Service Center, the Naval Research Laboratory, Bolling Air Force Base and Andrews Air Force Base have all provided BRAC-related projects to the FCIP, or are currently working to update their master plans to reflect the BRAC actions.

Most of the BRAC-related projects have been listed by NCPC in this year's FCIP as *Projects Requiring Additional Planning Coordination*, as many of the installations are still preparing planning, environmental and other studies and developing the projects, and many projects have impacts that are still being assessed and coordinated with various local, state and federal stakeholders.

The BRAC recommendations also had significant impacts on DoD leasing activities in the NCR, resulting in shifts in federal employment locations. More than 22,000 jobs currently located in leased space in Arlington, Virginia will be moved to other locations, with a substantial number relocating to existing DoD facilities in suburban Maryland and Virginia. The FCIP does not track federally leased space, but capital changes required to accommodate employment relocations to federally owned sites will be reflected in FCIP documents for the next several years.

The following table identifies the BRAC actions in the NCR, based on information from 2005. Several installations have developed more current numbers; however, for consistency we are showing these numbers, but anticipate an updated table in next year's FCIP. NCPC will continue to work with these and other DoD facilities to identify any BRAC-related changes affecting their capital programming.

TABLE 1: BRAC 2005 Closure and Realignment NCR Employment Impacts

Economic Area / Region of Influence Installation	Net Job Changes			Direct Job Changes	Indirect Job Changes	Total Job Changes
	Military	Civilian	Contractor			
District of Columbia						
Bolling Air Force Base	(244)	(275)	(213)	(732)	(525)	(1,257)
Leased Space – DC	(103)	11	(10)	(102)	(64)	(166)
Naval District Washington	(80)	(323)	50	(353)	(389)	(742)
Potomac Annex	(219)	(185)	(153)	(557)	(1,026)	(1,583)
Walter Reed Army Medical Center	(2,668)	(2,373)	(622)	(5,663)	(3,869)	(9,532)
Total for District of Columbia	(3,314)	(3,145)	(948)	(7,407)	(5,873)	(13,280)
NCR – Maryland						
Army Research Laboratory Adelphi	0	(43)	0	(43)	(39)	(82)
Bethesda/Chevy Chase	(5)	(2)	0	(7)	(5)	(12)
Leased Space – MD	(16)	(35)	0	(51)	(37)	(88)
National Naval Medical Center Bethesda	1,418	674	737	2,829	2,049	4,878
Naval Surface Weapons Station Carderock	0	6	0	6	5	11
Andrews Air Force Base	178	275	91	544	238	782
Naval Air Facility Washington	(9)	(9)	0	(18)	(23)	(41)
Naval Surface Warfare Center Indian Head*	0	(95)	0	(95)	(71)	(166)
Navy Reserve Center Adelphi*	(17)	0	0	(17)	(10)	(27)
Total for NCR – MD	1,549	771	828	2,966	2,107	5,073
NCR – Virginia						
Arlington Service Center	211	(110)	(383)	(282)	(206)	(488)
ATEC Lease	(181)	(227)	(62)	(470)	(325)	(795)
Bailey’s Crossroads	(426)	(1,038)	(220)	(1,684)	(1,251)	(2,935)
Ballston Lease	(262)	(93)	(191)	(546)	(359)	(905)
Crystal City Lease	(1,075)	(1,453)	(793)	(3,321)	(2,292)	(5,613)
Defense Finance and Accounting Service, Arlington	(83)	(372)	0	(455)	(485)	(940)
Fort Belvoir	4,162	6,375	2,058	12,595	8,726	21,321
Headquarters Battalion, Headquarters Marine Corps, Henderson Hall	401	184	81	666	441	1,107
Hoffman Lease	(575)	(1,881)	(164)	(2,620)	(2,495)	(5,115)
Leased Space	(4,032)	(10,733)	(3,985)	(18,750)	(13,309)	(32,059)
Marine Corps Base Quantico	446	(1,357)	1,210	299	2,109	2,408
Rosslyn Lease	0	(211)	(83)	(294)	(213)	(507)
U.S. Marine Corps Direct Reporting Program Manager Advanced Amphibious Assault	0	(32)	0	(32)	(24)	(56)
Total for NCR – VA	(1,414)	(8,234)	(2,532)	(14,894)	(9,683)	(24,576)

Parentheses indicate negative numbers

*Outside NCPC-defined NCR

Source: Compiled from tables in Appendix B and C, *BRAC 2005 Closure and Base Realignment Impacts*.

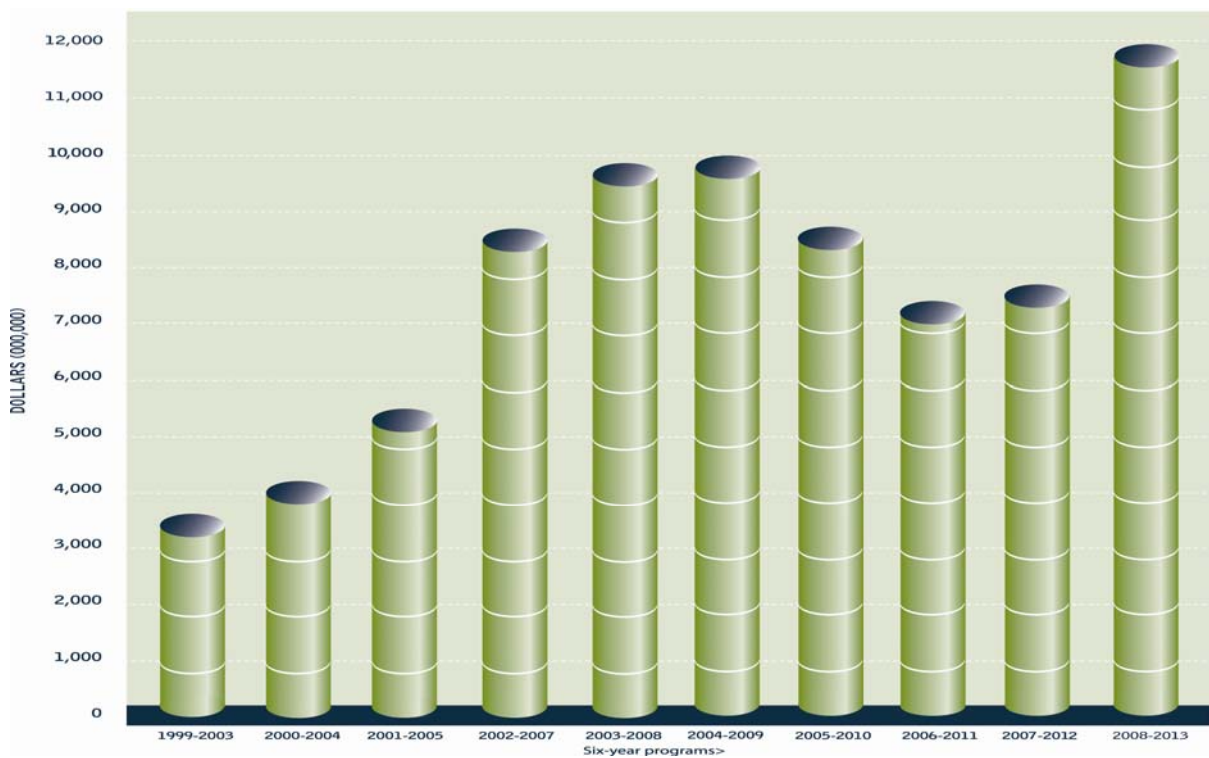
Note: The listing of installations does not include BRAC recommendations with no net job changes.

ANALYSIS OF TRENDS IN THE FCIP

Trends in Annual Total Project Costs

Chart 1: Comparison of Federal Capital Improvement Programs, below, shows total costs for federal capital improvement programs over the last nine years. Note that the programs for fiscal years 2002-2007 and beyond cover six years, whereas previous programs covered five years. The estimated total cost of agency-submitted projects in this year's FCIP is \$11.6 billion. This is a significant increase over last year's FCIP total project cost of \$7.7 billion. A substantial component of this increase can be attributed to new projects proposed at Fort Belvoir, Virginia to meet the BRAC actions, and the GSA-submitted development proposals at the Saint Elizabeths campus in the District of Columbia, as part of the proposed consolidation of the Department of Homeland Security.

CHART 1: COMPARISON OF FEDERAL CAPITAL IMPROVEMENTS PROGRAMS



Trends in Project Types and Regional Distribution

The FCIP contains four types of projects: 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.

Table 2 breaks out the number of projects in the program by major jurisdiction in the region, and also separates projects according to type and sub-classification. This table indicates that 42.6 percent of projects in this FCIP are New Construction projects; 49.0 percent are Rehabilitation/Renovation projects; and the remaining 8.4 percent are Site Improvement projects.

TABLE 2, NUMBER OF PROJECTS BY REGION

Development Classification	DC	MONT.	P.G.	MD	ARL.	FAIRFAX	P.W.	VA	NCR	Percent of Total	
New Construction											
Office Building	5	2	2	4	0	5	0	5	0	14	
Special Purpose	16	11	10	21	15	12	1	27	0	65	
Residential	1	0	0	0	0	1	0	1	0	2	
Subtotal	22	13	12	25	15	18	1	33	0	81	42.6
Rehabilitation/Renovation	50	9	13	22	11	8	0	20	2	93	49.0
Site Improvements											
Land	3	0	1	1	3	0	0	3	0	7	
Hard Surfaces	4	0	4	4	0	1	0	1	0	9	
Subtotal	7	0	5	5	3	1	0	4	0	16	8.4
Other	0	0	0	0	0	0	0	0	0	0	0.0
Total	79	22	30	52	29	27	1	57	2	190	100.0

The projected costs of capital expenditures for jurisdictions in the region total \$11.6 billion and are listed by project type in Table 3 (note: not all of the 190 projects submitted by agencies include cost information). The approximate distribution of expenditures is as follows:

- \$5.1 billion (43.7 percent) for projects located in the District of Columbia;
- \$1.6 billion (13.5 percent) for projects in Maryland (\$1.2 billion, or 10 percent, for projects in Montgomery County; and \$406 million, or 3.5 percent, for projects located in Prince George's County);
- \$4.5 billion (39.1 percent) for projects in Virginia (\$1.1 billion, or 9.5 percent, for projects in Arlington County; \$3.3 billion, or 28.4 percent, for projects in Fairfax County; and \$140 million, or 1.2 percent, for projects in Prince William County); and
- \$427 million (3.7 percent) for the Woodrow Wilson Bridge Replacement Project.

TABLE 3: COST ESTIMATES FOR EACH TYPE OF DEVELOPMENT BY COUNTY/STATE

\$(000 OF DOLLARS)

	New Construction	Rehabilitation/ Renovation	Site Improvements	Other	Total	Percent of Total
District of Columbia	353,323	4,206,571	503,022	0	5,062,916	43.7
Maryland						
Montgomery County	1,066,600	85,800	0	0	1,152,400	10.0
Pr. George's County	320,289	54,444	30,901	0	405,634	3.5
Subtotal	1,386,889	140,244	30,901	0	1,558,034	13.5
Virginia						
Arlington County	210,602	868,494	25,773	0	1,104,869	9.5
Fairfax County	3,073,479	186,100	25,600	0	3,285,179	28.4
Pr. William County	140,000	0	0	0	140,000	1.2
Subtotal	3,424,081	1,054,594	51,373	0	4,530,048	39.1
NCR-Other*	0	426,800	0	0	426,800	3.7
Total Region	5,164,293	5,828,209	585,296	0	11,577,798	100

*This includes projects that are proposed across multiple jurisdictions.

The District of Columbia has the greatest number of projects in this year's FCIP – 79 – and 44 percent of the total proposed project costs. Virginia has 39 projects, representing 39 percent of the total proposed project costs. This is a substantial change from the previous year, where the cost percentages for the District, Virginia and Maryland were 53 percent, 21 percent and 19 percent, respectively. This change, again, reflects the significant size and number of projects at Fort Belvoir, located in Fairfax County, Virginia.

FCIP project costs attributed to new construction are \$5.1 billion, primarily for projects in Maryland and Virginia. Proposed costs related to rehabilitation projects are \$5.8 billion and these projects are located primarily in the District. The General Services Administration (GSA) has submitted 40 projects representing \$4.6 billion in total costs. The three projects related to new construction and infrastructure at Saint Elizabeths represent \$1.2 billion of this amount. However, the majority of GSA's proposed projects involve modernization of existing federal buildings located in the monumental core of the District of Columbia. NCPC lists these projects as *Recommended and Strongly Endorsed*, reflecting long-standing agency policies encouraging the continued location of federal activities and employees in the District of Columbia.

Each of the recommended projects has been classified by development type. Chart 2 illustrates the four types of development, the amount of funds, and the number of projects assigned to each. Chart 3 illustrates the percentage of the total FY's 2008-2013 costs for each jurisdiction. Distribution of estimated project cost by jurisdiction throughout the National Capital Region is shown in Chart 4. Chart 5 illustrates that Rehabilitation/Renovation projects comprised the largest number of submitted projects for those FCIPs prepared between fiscal years 2001-2005 through fiscal years 2008-2013. In previous programs, New Construction represented the largest category of projects. Site Improvements and Other projects have comprised the smallest number of projects within every FCIP prepared since fiscal year 1998.

CHART 2: BUDGET ESTIMATE BY TYPE OF DEVELOPMENT

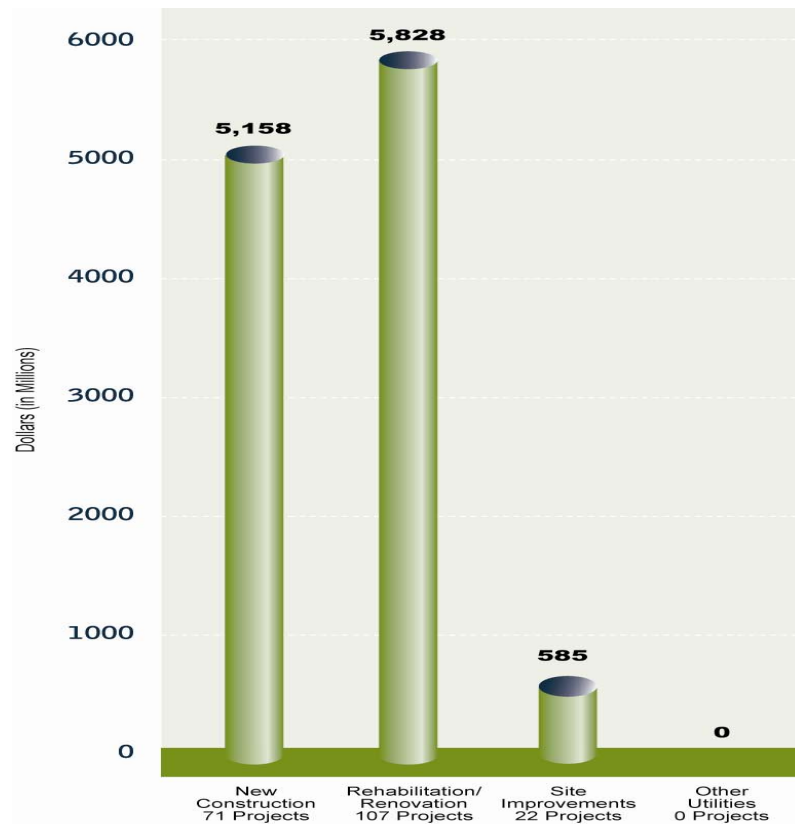


CHART 3: GENERAL DISTRIBUTION OF BUDGET ESTIMATES WITHIN THE REGION

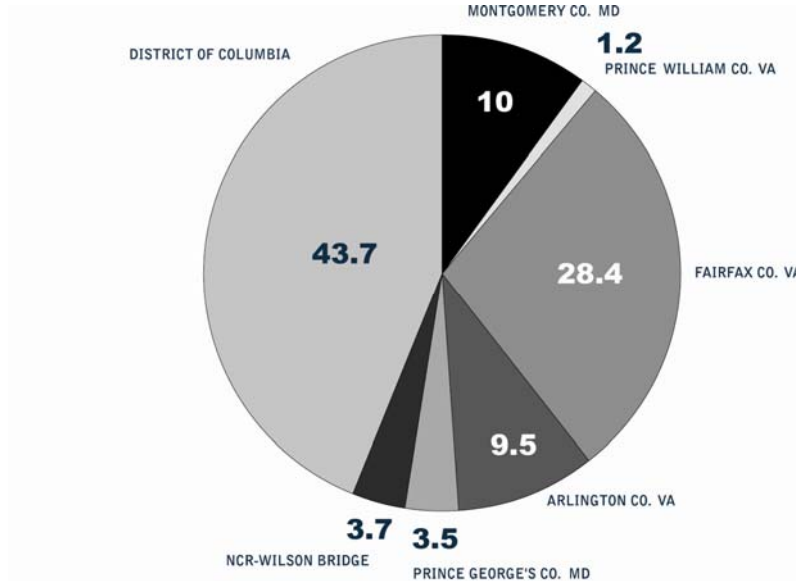


CHART 4: DISTRIBUTION OF ESTIMATED PROJECT COST BY JURISDICTION

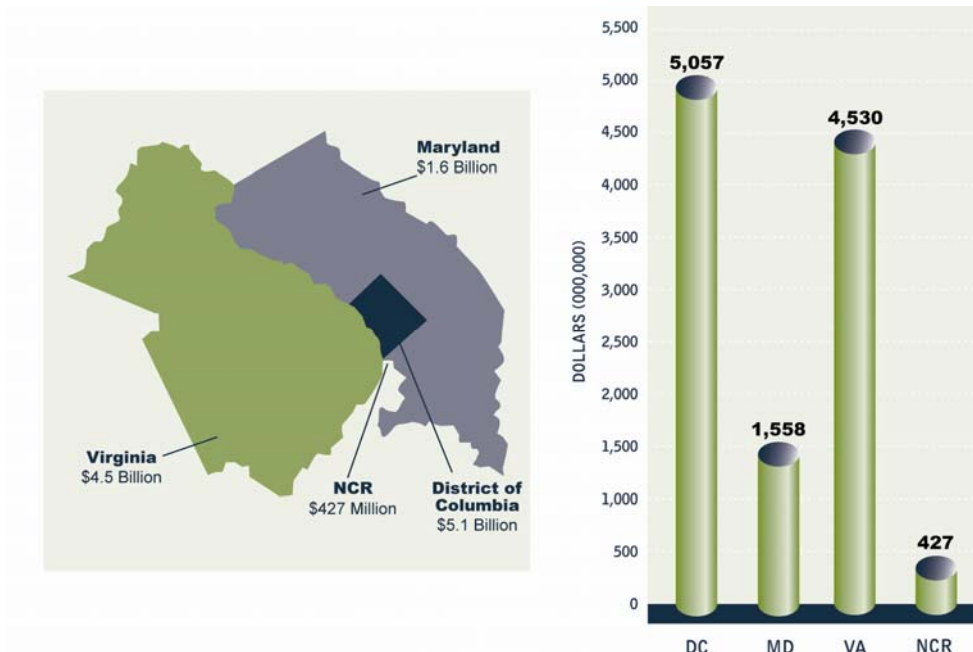
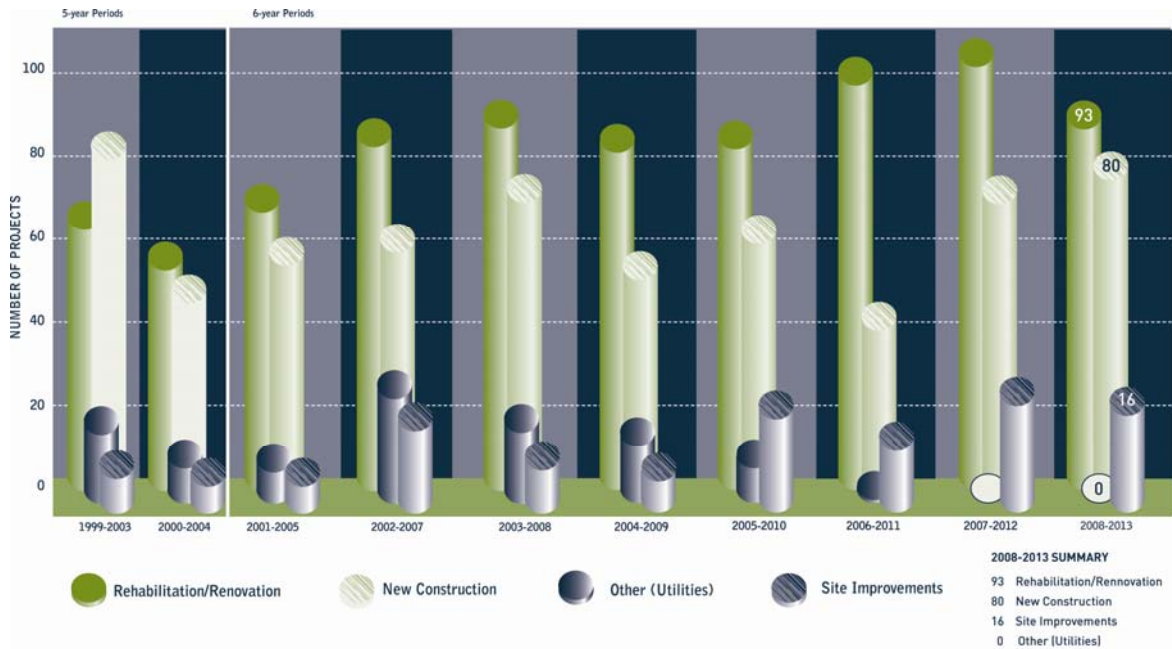


CHART 5: COMPARISON OF TYPES OF PROJECTS BETWEEN FEDERAL CAPITAL IMPROVEMENTS PROGRAMS



PROBABLE IMPACTS

Some of the impacts that these projects may have on the region and its individual jurisdictions include potential direct and indirect economic benefits resulting from federal capital expenditures and changes in employment.

Economic

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 various 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 spend more than \$30 billion to procure research and development, services, supplies and equipment including software and electronic components. The resulting direct and indirect spending accounts for more than 20 percent of the total Regional Gross Product. 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.

Employment

NCPC has historically used the FCIP to track civilian and military federal employment in the NCR. This recognizes that capital projects often have an impact on employment numbers and locations throughout the region. To help sustain the economic vitality of the District of Columbia – the seat of the federal government – 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.

Only a limited number of federal agencies provide employment figures for projects within the FCIP. When available, they are provided at the end of the project description. However, to track the overall distribution of federal employment, NCPC has worked with the Office of Personnel Management (OPM) to obtain aggregate numbers for civilian employment. Military employment figures are provided by the Department of Defense.

From 1980 to 2004, OPM had provided a data set known as the Biennial Report of Employment by Geographic Area (Biennial Report), which was the basis for employment charts in prior FCIP documents. This data set is no longer being collected, so NCPC will be using a similar dataset, the Central Personnel Data Files (CPDF) to provide the clearest and most comparable picture of civilian federal employment in the region. The new CPDF data differs from the Biennial Report in that it **does not** include employment information from the US Postal Service, the legislative branch, and the judicial branch. It is also important to note that neither of these data sets includes information on agencies that are exempt from reporting personnel for reasons of security.

The following three tables show the amount and distribution of federal employment throughout the NCR from 1980 forward. Table 4 has total civilian and military federal employment, Table 5 provides military federal employment, and Table 6 provides civilian employment.

TABLE 4: DISTRIBUTION OF CIVILIAN AND MILITARY FEDERAL EMPLOYMENT IN THE NCR 1986-2006

Year	District of Columbia		Maryland		Virginia		MD+VA	NCR
	Total	Percent	Total	Percent	Total	Percent	Total	Total
1986	173,189	50.4%	69,601	20.3%	100,863	29.4%	170,464	343,653
1988	183,070	51.6%	72,082	20.3%	99,960	28.1%	172,042	355,112
1990	186,696	52.1%	73,784	20.6%	97,720	27.3%	171,504	358,200
1992	196,392	52.5%	76,279	20.4%	101,118	27.1%	177,397	373,789
1994	179,210	50.6%	74,783	21.1%	100,504	28.4%	175,287	354,497
1996	163,752	49.3%	71,092	21.4%	97,078	29.2%	168,170	331,922
1998	156,937	50.2%	69,667	22.3%	86,317	27.6%	155,984	312,921
2000	157,084	50.4%	70,901	22.8%	83,498	26.8%	154,399	311,483
2002	163,609	51.1%	73,089	22.8%	83,538	26.1%	156,627	320,236
2004	162,437	50.3%	72,275	22.4%	88,242	27.3%	160,517	322,954
2006	155,230	48.9%	71,070	22.4%	90,842	28.6%	161,912	317,142

TABLE 5: DISTRIBUTION OF MILITARY FEDERAL EMPLOYMENT IN THE NCR 1986-2006

Year	District of Columbia		Maryland		Virginia		NCR
	Total	Percent	Total	Percent	Total	Percent	Total
1986	13,130	21.10%	10,750	17.30%	38,208	61.50%	62,088
1988	12,642	20.80%	11,111	18.20%	37,167	61.00%	60,920
1990	13,883	23.80%	11,402	19.50%	33,089	56.70%	58,374
1992	14,131	24.30%	10,500	18.10%	33,437	57.60%	58,068
1994	13,785	23.80%	11,180	19.30%	32,942	56.90%	57,907
1996	14,371	25.20%	10,735	18.80%	31,974	56.00%	57,080
1998	13,632	26.20%	9,560	18.40%	28,812	55.40%	52,004
2000	12,811	26.60%	8,877	18.40%	26,533	55.00%	48,221
2002	12,770	24.90%	9,154	17.90%	29,332	57.20%	51,256
2004	12,270	24.00%	8,933	17.50%	29,833	58.50%	51,036
2006	12,351	24.00%	7,932	17.50%	27,231	58.50%	51,037

TABLE 6: DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1986-2006

Year	District of Columbia		Maryland		Virginia		NCR Total
	Total	Percent	Total	Percent	Total	Percent	
1986	160,059	56.8%	58,851	20.9%	62,655	22.3%	281,565
1988	170,428	57.9%	60,971	20.7%	62,793	21.3%	294,192
1990	172,813	57.6%	62,382	20.8%	64,631	21.6%	299,826
1992	182,261	57.7%	65,779	20.8%	67,681	21.4%	315,721
1994	165,425	55.8%	63,603	21.4%	67,562	22.8%	296,590
1996	149,381	54.4%	60,357	22.0%	65,104	23.7%	274,842
1998	143,305	54.9%	60,107	23.0%	57,505	22.0%	260,917
2000	144,273	54.8%	62,024	23.6%	56,965	21.6%	263,262
2002	150,839	56.1%	63,935	23.8%	54,206	20.2%	268,980
2004	150,167	55.2%	63,342	23.3%	58,409	21.5%	271,918
2006	142,879	53.0%	63,138	23.4%	63,611	23.6%	269,628

All tables and charts in this section have been prepared by NCPC using information from:

Civilian Source: Office of Personnel Management, Central Personnel Data File (CPDF). It includes all Executive Branch agencies except the U.S. Postal Service, the Postal Rate Commission the Central Intelligence Agency, the Federal Bureau of Investigation, the National Security Agency the Defense Imagery and Mapping Agency, the Tennessee Valley Authority, the White House Office, the Office of the Vice President, the Board of Governors of the Federal Reserve System, and the Defense Intelligence Agency. Non-appropriated fund employees in Defense activities, Commissioned Corps employees and foreign nationals employed outside the United States and its territories are also excluded. The Judicial Branch is excluded except for the Government Printing Office, the U.S. Tax Court and selected Commissions.

Military Source: Department of Defense, Statistical Information Analysis Division.

The overall federal employment levels in the region have been gradually declining but remained generally constant since 1996, hovering between 332,000 and 317,000, with 317,142 reported for 2006. Over the last several years, Maryland and Virginia have had similar numbers of the region’s civilian federal employees, each at about 21-23 percent. The District has had between 54-56 percent of civilian federal employees in the region, although 2006 saw a decline of over 7,000 civilian employees. The number of military employees has declined throughout the region. Virginia has a significantly greater share of the region’s military employees overall.

CHART 6: DISTRIBUTION OF MILITARY FEDERAL EMPLOYMENT IN THE NCR 1986-2006

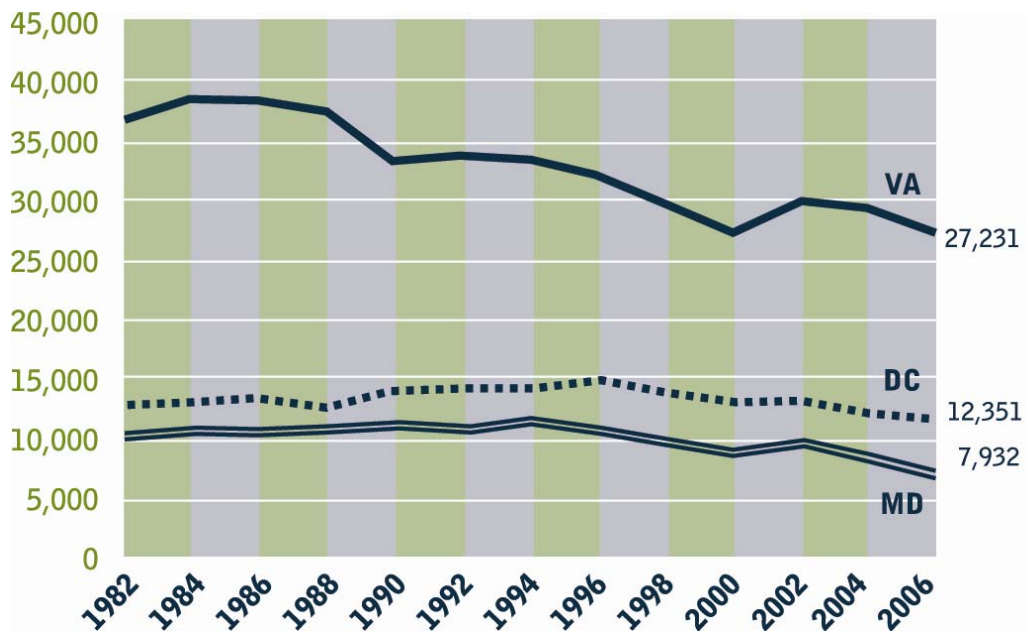


CHART 7: DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1986-2006

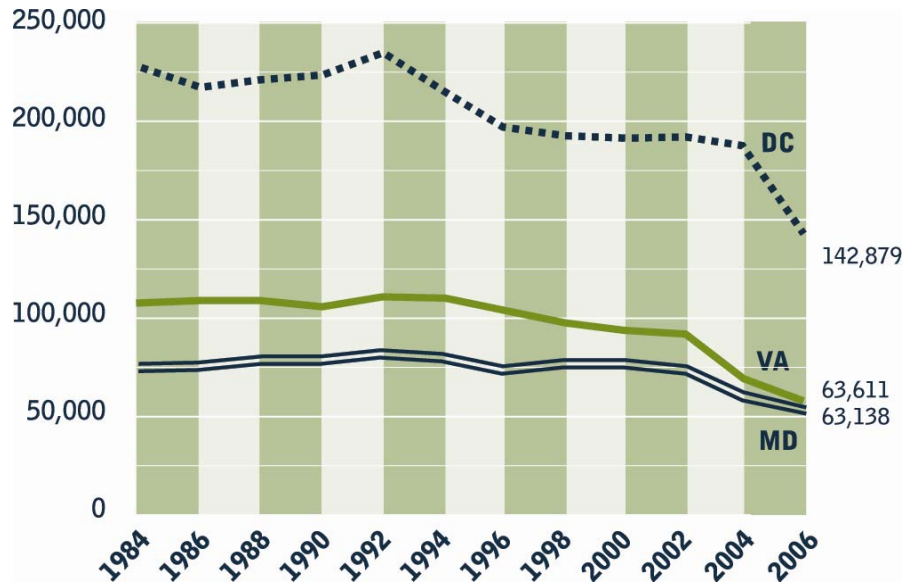
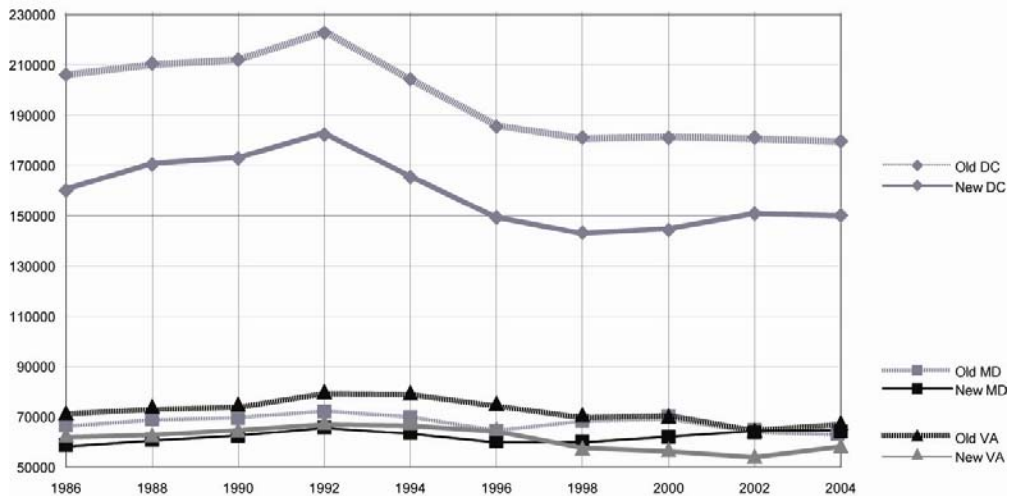


Chart 8 provides a trend comparison between the Biennial Report and the CDPF data from 1986 to 2004. Generally, the two data sets are comparable, but the CDPF data, which will now be used for the FCIP, shows approximately 30,000 fewer employees in the District of Columbia and 10,000 fewer employees in Virginia.

CHART 8: COMPARISON OF BIENNIAL (OLD) AND CDPF (NEW) EMPLOYMENT DATA 1986-2004



The Commission requests that each department and agency adhere to the policy in the Comprehensive Plan that specifies maintenance of the historic relative distribution of federal employment – approximately 60 percent in the District of Columbia and 40 percent elsewhere in the region - when appropriate, when submitting their capital budget requests and multi-year capital program for inclusion in the FCIP.

CHART 9: PERCENT DISTRIBUTION OF FEDERAL EMPLOYMENT IN THE NCR 1984-2006

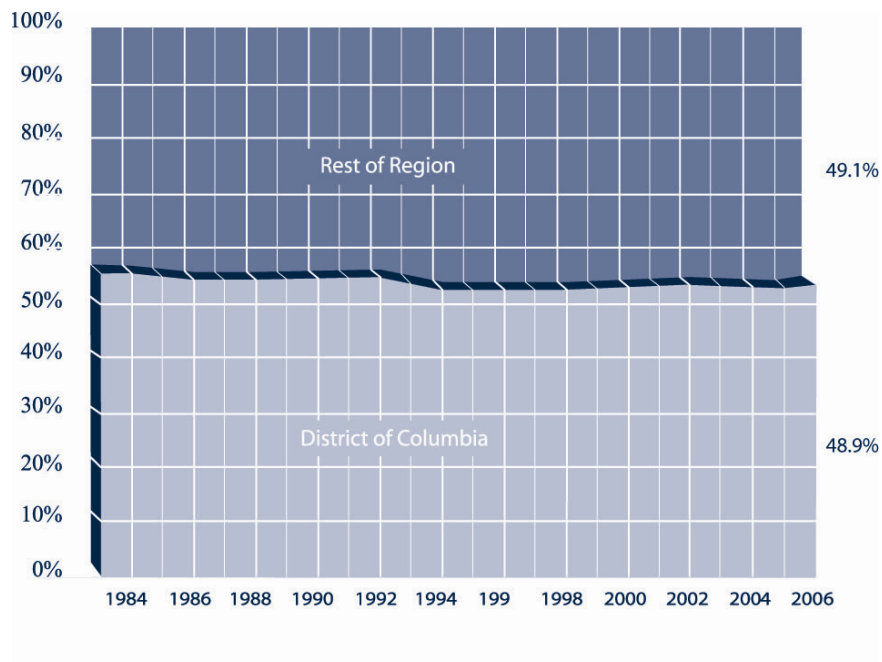


Chart 9 shows the percent distribution of federal employment between the District of Columbia and the rest of the National Capital Region. In 1969, District of Columbia had 58% of the federal workforce in the region. By 1986, that number had dropped to 50.4%. (Note that the Biennial Data 1986 value was 53.9%. Using the new CPDF data set, as noted above, consistently shows a lower percentage of federal employment in the District as compared to the rest of the region). Over the last twenty years, the ratio has remained relatively stable, but is consistently below the desired “60/40” level established by NCPD policy. The employment changes occurring as a consequence of BRAC, as well as the recent and ongoing development of several headquarter facilities, are still being determined, but will be examined in future FCIP documents.

Project Descriptions and Recommendations by Agency

A total of 190 projects at an estimated cost of \$11.6 billion were submitted by 13 federal departments and agencies in the National Capital Region (NCR). The remaining 34 of the 224 projects within the FCIP were submitted by NCPC as projects it believes should be submitted for future capital programming by the appropriate agencies. Of the 190 proposed projects, all but three involve the use of federal funds.

TABLE 7, TOTAL NUMBER OF PROJECTS AND BUDGET ESTIMATES BY FEDERAL AGENCIES

Department/Agency	Number of Projects	Budget Estimates (000 Dollars)						Total FYs 2008-2013
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
Agriculture	22	60,927	23,263	20,578	60,540	52,197	97,679	315,184
Air Force	5	7,256	39,495	19,855	0	0	0	66,606
Army	41	1,378,668	1,196,531	346,151	275,780	133,750	116,624	3,447,504
Defense	13	152,045	252,210	209,500	152,287	135,615	40,970	942,627
GSA	40	568,000	1,018,085	836,900	928,500	570,300	663,000	4,584,785
Health and Human Services	17	22,300	27,900	16,800	12,500	281,200	261,000	621,700
Homeland Security	8	2,180	7,000	0	2,500	0	0	11,680
Interior	2	11,802	710	0	0	0	0	12,512
NASA	11	37,700	4,000	19,100	12,600	12,200	2,700	88,300
Navy	8	112,069	107,260	12,930	0	0	0	232,259
Smithsonian Institution	11	56,990	70,930	93,180	106,880	95,755	72,850	496,585
State	2	10,255	6,323	8,933	47,080	4,561	34,754	111,906
Transportation	9	128,650	113,700	99,000	68,800	50,200	6,800	646,150
Grand Total	189	2,548,842	2,867,407	1,682,927	1,667,467	1,335,778	1,296,377	11,577,798

Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

PROJECT DESCRIPTIONS

Each project submitted for the FCIP is described in the following pages. Projects are listed in two ways. First, projects are listed by submitting agency and a subsequent section organizes projects 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, Fairfax, and Prince William (no projects have been submitted this year for Loudoun County 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.

Department of Agriculture

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended and Strongly Endorsed

USDA Headquarters

Ag. South Bldg. Modernization	119,233	14,148	0	15,000	46,350	46,350	46,350	168,198
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U.S. National Arboretum

Hickey Run Pollution Abatement	2,237	2,700	0	0	0	0	0	2,700
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Recommended

Beltsville Agricultural Research Center (BARC)

Infrastructure 200 Area	0	0	5,076	0	0	0	0	5,076
New Beef Research Facility	0	0	0	0	0	0	1,909	1,909
New Four Dairy Heifer Facilities	0	0	378	2,950	0	0	0	3,328
New Swine Parasitology Facility	0	1,374	0	0	11,750	0	0	13,124
Subtotal	0	1,374	5,454	2,950	11,750	0	1,909	23,437

National Agricultural Library (NAL)

NAL, Repair of Brick Veneer	2,385	1,620	0	0	0	0	0	1,620
Repair to Sidewalks	0	0	30	295	0	0	0	325
Replace Tower Windows	200	3,024	0	0	0	0	0	3,024
Subtotal	2,585	4,644	30	295	0	0	0	4,969

USDA Headquarters

Perimeter Security	385	0	15,600	0	0	0	0	15,600
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U.S. National Arboretum

Administration Building Modernization	906	15,768	0	0	0	0	0	15,768
Asian Valley Paths Renovation	0	0	0	0	1,999	0	0	1,999
Azalea Paths Renovation	75	0	0	0	0	2,269	0	2,269
Bladensburg Road Entrance	1,100	10,360	0	0	0	0	0	10,360
Chinese Garden	240	9,100	0	0	0	0	0	9,100
Education and Visitor Center	0	0	0	2,333	0	0	47,530	49,863
Ellipse Area Development	0	0	0	0	0	816	0	816
Events Pavilion	0	0	0	0	0	872	0	872
Fern Valley Native Plant Garden	328	50	0	0	0	0	0	50
Greenhouse Complex Renovation	4,673	2,513	0	0	0	0	0	2,513
Lab/Office Facility	0	270	2,179	0	0	0	0	2,449
Storm Water Management Project	0	0	0	0	441	1,890	1,890	4,221
Subtotal	7,322	38,061	2,179	2,333	2,440	5,847	49,420	100,280

Department of Agriculture Total	10,292	44,079	23,263	5,578	14,190	5,847	51,329	144,286
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DEPARTMENT OF AGRICULTURE

Recommended and Strongly Endorsed

USDA HEADQUARTERS

WASHINGTON, DISTRICT OF COLUMBIA

AGRICULTURE SOUTH BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$168,198,000 (estimated project cost during FYs 2008-2013). The Agriculture South Building, located at 14th and Independence Avenue, NW, 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. LEED certification is a goal. There are currently 6500 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. The estimated total project cost is \$287,431,000; the project has received \$119,233,000 in prior funding.

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. Final site and building plans for Phase III were approved on October 3, 2002.

U.S. NATIONAL ARBORETUM

WASHINGTON, DISTRICT OF COLUMBIA

HICKEY RUN POLLUTION ABATEMENT PROJECT

Recommended and Strongly Endorsed

\$2,700,000 (estimated project cost during FYs 2008-2013). The project will collect and remove floatable debris, oil, and grease from water within Hickey Run. This project will be referred to NCPC for approval of the final site development plan. The project was referred to the CFA and has received concurrence. The DCHPO has provided concurrence provided notification shall be made if prehistoric lithics are uncovered during excavation. This project is strongly recommended to improve water quality to the Anacostia River watershed. The estimated total project cost is \$4,936,950; the project has received \$2,236,950 in prior funding.

This project previously appeared in the FYs 2006 – 2012 program as part of the Hickey Run Storm-water Abatement Program.

Comment: At its May 4, 2006 meeting the design concept for this project was approved by delegated action of the Executive Director.

Recommended

BELTSVILLE AGRICULTURAL RESEARCH CENTER

PRINCE GEORGES COUNTY, MARYLAND

INFRASTRUCTURE 200 AREA

Recommended

\$5,076,000 (estimated total project cost). This project will replace and upgrade utilities in the 200 Area of the Beltsville Agricultural Research Center-East campus. Infrastructure improvements are part of the consolidation aspect of this modernization.

This project first appeared in the FYs 2005-2010 program.

NEW BEEF RESEARCH FACILITY

Recommended

\$1,909,000 (estimated total project cost). The project calls for building a 13,800-square-foot facility to replace the existing outdated facility. The replacement facility, which will have the capacity for 132 animals, will provide space for research on infectious diseases and production. The building design process has not yet begun. The Maryland Historical Trust (MHT) will be contacted and an environmental site assessment will be conducted.

This project first appeared in the FYs 2000-2004 program under the title "Beef Research Barn/Calf Facility and Beef Research Facility."

NEW FOUR-DAIRY HEIFER FACILITIES

Recommended

\$3,328,000 (estimated total project cost). The proposed facility will be part of the Animal and Natural Resources Institute (ANRI). The facility is intended for calves over three months old and heifers up to 22-26 months. Although its location has not yet been determined, this facility will be part of a combined effort to consolidate laboratory animal and service facilities. Location will be based on the following criteria: compatibility of species; adjacency to pastures; adjacency to existing utilities; movement of livestock on and across Powder Mill and Beaver Dam Roads; and adequate separation of quarantine and parasitology functions. Coordination with the MHT will be part of this project's preliminary stages and an environment site assessment will be performed. The estimated design cost for this project is \$378,000, for FY2009; and the estimated construction cost is \$2,950,000 for FY2010.

This project first appeared in the FYs 2005-2010 program.

NEW SWINE PARASITOLOGY FACILITY

(Phase 1 – Large Animal Biotechnology Building for Cattle and Swine)

Recommended

\$13,124,000 (estimated total project cost). The proposed facility will be part of the ANRI. Due to the age and diversified locations of the swine facilities at the BARC, consolidation will improve animal management inefficiencies and security. In the interests of disease prevention, a pathogen-free design concept will be considered. Coordination with the MHT will be part of this project's preliminary stages and an environment site assessment will be performed. The estimated design cost for this project is \$1,374,000.

This project first appeared in the FYs 2005-2010 program.

NATIONAL AGRICULTURAL LIBRARY

BELTSVILLE, MARYLAND

NAL MODERNIZATION, REPAIR OF BRICK VENEER

Recommended

\$1,620,000 (estimated project cost). This project will repair the building's brick façade, which has no weep holes or expansion capability. Five courses of brick will be removed at each shelf angle, and the flashing will be replaced. New brick will be installed with weep holes, extension extender, and a neoprene sponge for expansion. The new brick will

match the color and texture of the existing bricks; the brick will be repointed; four expansion joints will be installed on the two all-brick faces; and the new mortar will match the existing. Consultation has occurred with the MHT and the NCPC; however, since this is a replacement-in-kind project, concurrence was received from the MHT, and no review was required by NCPC. The project has received \$2,384,940 in prior funding.

This project first appeared in the FYs 2006-2011 program.

REPAIR TO SIDEWALKS

Recommended

\$325,000 (estimated project cost during FYs 2008-2013). This replacement-in-kind project will address the sunken concrete aggregate sidewalks surrounding the tower portion of the building. The sidewalks over the years have sunken about four inches, creating a safety hazard. This sinking also has caused water to enter the building during wind-blown rains. The new sidewalks will match the existing concrete aggregate in appearance.

This project first appeared in the FYs 2006-2011 program.

REPLACE TOWER WINDOWS

Recommended

\$3,024,000 (estimated project cost during FYs 2008-2013). This project will replace the windows in the tower with energy efficient windows. The current windows leak badly, creating adverse environmental conditions in the building. The collections cannot tolerate the wide swings in temperature and humidity that currently occur in the building. The new windows will match the existing in appearance. Consultation has occurred with the MHT, and NCPC; however, since this is a replacement-in-kind project, concurrence was received from the MHT and no review was required by NCPC. The estimated total project cost is \$3,224,000; the project has received \$200,000 in prior funding for design.

This project first appeared in the FYs 2006-2011 program.

USDA HEADQUARTERS

WASHINGTON, DISTRICT OF COLUMBIA

PERIMETER SECURITY

Recommended

\$15,600,000 (estimated project cost during FYs 2008-2013). The perimeter security project includes a series of bollards, plinth walls, planter and retaining walls, as well as other devices, which will surround the buildings at the U.S. Department of Agriculture (USDA) Headquarters Complex located at 14th and Independence Avenue SW. The USDA completed an environmental assessment in September 2004. The total cost of this project is estimated to be \$15,985,000; the project has received \$385,000 in prior funding.

This project first appeared in the FYs 2002-2007 program.

Comment: The project was “Recommended and Strongly Endorsed” in last year’s FCIP; NCPC has now listed many security projects as “Recommended” due to their impacts to the public realm. At its May, 6, 2004 meeting, NCPC approved the concept site plans for perimeter security for this project, and commended the USDA for adopting a unified approach in developing the concept for enhanced perimeter security for its Headquarters Complex. In addition, as the USDA develops preliminary and final site development plans, the Commission recommends that they:

- Increase bollard spacing throughout to the full extent practicable and in accordance with current recommendations of the Interagency Security Committee. This applies particularly to vehicular entrances to the South Building from C Street, where bollards intrude into the pedestrian path and bollard placement precludes high-speed vehicle approaches.
- Increase pedestrian circulation and queuing space at all street corners where the concept recommends bollards, and ensure that bollard spacing and placement does not obstruct wheelchair access on and around handicapped ramps.

- Provide additional street trees and hardened benches, particularly along Independence Avenue adjacent to the Whitten and South Buildings.
- Minimize use of wedge-type vehicle barriers at driveways. Where required, these barriers should be located so that their visibility from adjacent sidewalks is minimized.
- Coordinate with the Washington Metropolitan Area Transit Authority regarding the placement of other bollards and security elements around the existing Metro station entrance at the northeast corner of the South Building, at the intersection of 12th Street and Independence Avenue.
- Relocate bollards along 12th Street at the west side of the Cotton Annex to the building yard, or provide additional justification for the threat level assigned to this facility.

U.S. NATIONAL ARBORETUM

WASHINGTON, DC

ADMINISTRATION BUILDING MODERNIZATION

Recommended

\$15,768,000 (estimated project cost during FYs 2008-2013). The U.S. National Arboretum (USNA) Administration Building was constructed in 1961 and consists of 36,178 gross-square-feet including offices, laboratories, an auditorium, and a herbarium. The facility is a one-story building with a basement. In FY 1991, the Agricultural Research Service conducted a Facility Condition Study that identified numerous age-related facility deficiencies in the mechanical, electrical, and plumbing systems; the roofing; and the infrastructure. The modernization will include upgrading the HVAC, electrical, and fire protection systems. It will replace or repair the facility's deteriorated finishes and create use-group separation by changing the layout of the building. This renovation also will include electrical power upgrades, exterior facade work, parking improvements, a new entry vestibule, and window replacement for energy efficiency. The modernized facility will comply with the Architectural Barriers Act of 1968, as amended. The exterior concrete facade panels will be repaired or replaced, and the entrance will be upgraded. Consultation has occurred with District of Columbia Historic Preservation Office (DCHPO) and the U.S. Commission of Fine Arts (CFA); concurrences have been received. Current total employment is 33; projected employment following improvements is 42. The estimated total project cost is \$16,674,000; the project has received \$906,000 in prior funding for project design.

This project first appeared in the FYs 2000-2004 program.

Comment: At its May 6, 2004 meeting, NCPC approved preliminary and final site and building plans to modernize the Administration Building.

ASIAN VALLEY PATHS RENOVATION AND RESTROOM REPLACEMENT

Recommended

\$1,999,000 (estimated total project cost). 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).

AZALEA PATHS RENOVATION

Recommended

\$2,269,000 (estimated project cost during FYs 2008-2013). 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 \$2,344,000; 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

\$10,360,000 (estimated project cost during FYs 2008-2013). 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 estimated total project cost is \$11,460,000; the project has received \$1,100,000 in prior funding for project design.

This project first appeared in the FYs 2006-2011 program.

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.

CHINESE GARDEN

Recommended

\$9,100,000 (estimated project cost during FYs 2008-2013). 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. This project will be referred to NCPC, CFA, and DCHPO, and other agencies if required. The project will require master plan modification. Prior funding for the project was \$240,000. The estimated total project cost is \$9,340,000.

This project first appeared in the FYs 2006-2011 program.

EDUCATION AND VISITOR CENTER

Recommended

\$49,863,000 (estimated total project cost). 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 2000-2004 program.

ELLIPSE AREA DEVELOPMENT

Recommended

\$816,000 (estimated total project cost). 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

\$872,000 (estimated total project cost). In accordance with the 2000 Master Plan, this project will provide for a newly constructed pavilion that will eventually be enclosed. 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.

FERN VALLEY NATIVE PLANT GARDEN

Recommended

\$50,000 (estimated total project cost during FYs 2008-2013). This project includes constructing a new main entrance to Fern Valley from the ellipse, renovating paths, rebuilding bridges, standardizing seating, and making a portion of this area

accessible. DCHPO concurrence was received on June 12, 2006. CFA approved the concept design on May 18, 2006 and the final design was approved on March 15, 2007. Prior funding for the project was \$328,000. The estimated total project cost is \$378,000.

This project first appeared in the FYs 2006-2011 program.

Comment: At its August 3, 2006 meeting the preliminary and final site development plans for this project were approved by delegated action of the Executive Director.

GREENHOUSE COMPLEX RENOVATION

Recommended

\$2,513,000 (estimated project cost during FYs 2008-2013). The USNA Greenhouse Complex Renovation will be done in phases. Phase 1 consists 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, will replace 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 \$7,186,000; the project has received \$4,673,000 in prior funding.

This project first appeared in the FYs 2004-2009 program.

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.

LAB/OFFICE FACILITY

Recommended

\$2,449,000 (estimated total project cost). The USNA laboratory is currently located in the Administration Building, constructed in 1961. The new facility will house 3,400-gross-square-feet of laboratory space, consisting of four laboratories and one general wet laboratory to support USNA's research requirements. The facility also will have five offices, storage space, and an equipment room. The new laboratory will have separate HVAC, electrical, and fire protection systems. The exterior facade will be reinforced concrete panels, similar to the adjacent Administration Building. DCHPO and CFA will have an opportunity to provide concurrences/comments on the design submittals. An environmental review also will be performed.

This project first appeared in the FYs 2005-2010 program.

STORM WATER MANAGEMENT PROJECT

Recommended

\$4,221,000 (estimated project cost during FYs 2008-2013). 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 – 2012 program as part of the Hickey Run Storm Water Abatement Program.

Department of the Air Force

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended

BOLLING AIR FORCE BASE

Communication Frame Facility	0	2,350	0	0	0	0	0	2,350
Force Protection South Gate	75	0	632	7,855	0	0	0	8,487
Subtotal	75	2,350	632	7,855	0	0	0	10,837

Projects Requiring Additional Planning Coordination

ANDREWS AIR FORCE BASE

Consolidated Command Post	0	1,886	18,863	0	0	0	0	20,749
Physical Fitness Center West Side	150	2,000	20,000	0	0	0	0	22,000
Replace Munitions Maint. & Storage	67	1,020	0	12,000	0	0	0	13,020
Subtotal	217	4,906	38,863	12,000	0	0	0	55,769

Department of the Air Force Total	292	7,256	39,495	19,855	0	0	0	66,606
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DEPARTMENT OF THE AIR FORCE

Recommended

BOLLING AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON WASHINGTON, DISTRICT OF COLUMBIA

COMMUNICATION FRAME FACILITY

Recommended

\$2,350,000 (estimated project cost during FYs 2008-2013). This project provides for the construction of a two-story, metal-framed, brick-veneer facility to house telephone and data network components as well as control and maintenance activities. The proposed facility will provide space for cable trays, racks, conduit entry and exit, and a loading dock. Estimated total project cost is \$2,530,000; the project has received \$180,000 in prior funding.

This project first appeared in FYs 2007-2012 program

FORCE PROTECTION SOUTH GATE

Recommended

\$8,487,000 (estimated project cost during FYs 2008-2013). This project provides for adequate force protection for the base personnel and facilities. This requires the construction of a new gate for the security forces to perform personnel identification, vehicle inspections, and prevent unauthorized vehicles from entering the installation. Estimated total project cost is \$8,562,000; the project has received \$75,000 in prior funding.

This project first appeared in the FYs 2007-2012 program.

Project Requiring Additional Planning Coordination

ANDREWS AIR FORCE BASE, AIR MOBILITY COMMAND

PRINCE GEORGES COUNTY, MARYLAND

General Comment: Andrews Air Force Base is currently updating their master program for future submission to NCPC. The projects listed below are not identified in the facility's currently adopted master program.

CONSOLIDATED COMMAND POST

Project Requiring Additional Planning Coordination

\$20,749,000 (estimated total project cost). This project consolidates several command and control functions across Andrews into a single integrated facility to provide for efficient operations and prevent a loss of continuity. This project will consist of a two-story structure with reinforced concrete footings, floor slab, walls and roof system. The facility includes site improvements, roads and parking, communications support, and all other necessary work as required.

This is a new project in this FYs 2008-2013 program.

PHYSICAL FITNESS CENTER, WEST SIDE

Project Requiring Additional Planning Coordination

\$22,000,000 (estimated project cost during FYs 2008-2013). The project will construct an 80,700-square-foot 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 a running track, cardiovascular room, multi-purpose court, racquetball courts, offices, storage, and health and wellness center. All necessary and required work associated with this project will be included.

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. 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. Force protection measures will be incorporated per the IAW USAF Installation Force Protection Guide. The substandard 3,907-square-meter facility will be demolished upon completion of this project. The estimated total project cost is \$22,150,000; the project has received \$150,000 in prior funding.

This project first appeared in FYs 2003-2008 program.

REPLACE MUNITIONS MAINTENANCE AND STORAGE COMPLEX

Project Requiring Additional Planning Coordination

\$13,020,000 (estimated project cost during FYs 2008-2013). This project will design and construct a 33,700-square-foot munitions complex that includes: a Conventional Munitions Shop, Munitions Administration, maintenance and inspection shops, munitions storage or inert storage, above ground multi-cubicle magazine storage munitions or multi-cubical storage, and igloos storage. The project also includes a 7,500 square-foot munitions assembly conveyor pad, reinforced asphalt pavements with adequate loading and turn-around area for tractor trailer trucks and other necessary support vehicles. Approximately 81,600 feet of new access road and 12,500 feet of parking area would be constructed south of East Perimeter Road. The estimated total project cost is \$13,087,000; the project has received \$67,000 in prior funding.

This is a new project in this FYs 2008-2013 program.

Department of the Army

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended and Strongly Endorsed

Arlington National Cemetery

Total Cemetery Management	850	1,085	800	1,425	0	0	0	3,310
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U.S. Army Corps of Engineers

Flood Control Project	3,097	0	4,603	0	0	0	0	4,603
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Recommended

Arlington National Cemetery

Columbarium Court V	700	0	0	0	0	0	0	0*
Facilities Maint. Complex Storage Bldg	0	0	0	2,003	0	0	0	2,003
Facilities Maint. Complex Vehicle Bldg	0	0	0	0	1,180	0	451	1,631
Land Expansion Ft. Myer	0	0	0	0	300	0	373	673
Millennium Land Expansion	3,600	2,107	4,298	0	1,700	2,650	0	10,755
Subtotal	4,300	2,107	4,298	2,003	3,180	2,650	824	15,062

Armed Forces Retirement Home

Construct Long Term Care Building	0	0	0	26,400	0	0	0	26,400
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MDW, Fort McNair

Joint Forces Headquarters, NCR	0	0	0	0	2,000	18,500	0	20,500
Modernize IAD College	0	0	900	9,100	0	0	0	10,000
Modernize MP Barracks, Bldg. 48	0	0	0	0	700	6,600	0	7,300
Subtotal	0	0	900	9,100	2,700	25,100	0	37,800

MDW, Fort Myer

Barracks Complex Phase II	0	0	0	5,000	47,000	0	0	52,000
Construct New Parking Garage	0	0	0	0	500	22,500	0	23,000
Expand Physical Fitness Center	0	0	600	5,400	0	0	0	6,000
Modernize Horse Stables	3,600	5,200	0	0	0	0	0	5,200
Public Safety Bldg. Expand Bldg. 415	0	100	1,400	0	0	0	0	1,500
Reconfigure Hatfield Gate	0	0	0	600	5,400	0	0	6,000
U.S. Army Band Facility	0	0	0	0	0	4,000	41,000	45,000
MDW, Fort Myer Total	3,600	5,300	2,000	11,000	52,900	26,500	41,000	138,700

Department of the Army

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Projects Requiring Additional Planning Coordination

Fort Belvoir

Child Development Center	0	0	0	0	0	0	5,900	5,900
Construct New Barracks	0	0	0	0	104,000	0	0	104,000
Construct New Hospital	10,000	500,000	240,000	0	0	0	0	740,000
Construct New Fitness Center at EPG	0	0	0	0	0	19,500	0	19,500
Defense Access Road	18,000	13,000	0	0	0	0	0	13,000
Dental Clinic	0	0	0	7,000	0	0	0	7,000
Emergency Services Center	0	0	6,200	0	0	0	0	6,200
Family Travel Camp	0	3,780	0	0	0	0	0	3,780
Flight Control Tower	0	2,900	0	0	0	0	0	2,900
Fort Belvoir Infrastructure	0	20,000	91,000	41,000	0	0	0	152,000
Information Dominance Center	0	0	0	0	59,000	60,000	60,000	179,000
Joint Personnel Recovery Agency Addn.	0	0	0	19,000	0	0	0	19,000
Missile Defense Agency	0	25,600	0	0	0	0	0	25,600
Museum Support	27,000	0	0	0	0	0	0	0*
NARMC Headquarters Bldg.	0	0	11,400	0	0	0	0	11,400
National Geospatial Agency	122,200	428,900	545,000	122,900	28,000	0	0	1,124,800
Network Operations Center	0	0	8,300	0	0	0	0	8,300
North Post Access Rd. Control Point	0	0	7,700	0	0	0	0	7,700
Post Exchange (PX) Expansion	0	50,000	0	0	0	0	0	50,000
Renovate Buildings 211, 214, 215, & 220	0	0	0	0	26,000	0	0	26,000
Renovate Building 238 (USANCA)	0	4,450	0	0	0	0	0	4,450
Structured Parking, 200 Area	0	0	0	0	0	0	8,900	8,900
Washington Headquarters Services	118,801	321,546	274,330	106,323	0	0	0	702,199
Subtotal	296,001	1,370,176	1,183,930	296,223	217,000	79,500	74,800	3,221,629

Department of the Army Total	158,199	1,378,668	1,196,531	346,151	276,780	133,751	116,624	3,447,504
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*The agency anticipates that funding will be requested for these projects during FYs 2008-2013.

DEPARTMENT OF THE ARMY

Recommended and Strongly Endorsed

ARLINGTON CEMETERY

ARLINGTON COUNTY, VIRGINIA

TOTAL CEMETERY MANAGEMENT SYSTEM DEVELOPMENT (TCMS)

Recommended and Strongly Endorsed

\$3,310,000 (estimated project cost during FYs 2008-2013). This project will provide Arlington National Cemetery (ANC) with:

- Automated Internment Scheduling System (ISS) that will provide an automated mechanism to schedule approximately 30 burials per day and numerous honors ceremonies;
- Geographic Information System (GIS) that will pinpoint the location of internment sites, utilities, and even the natural objects within its 624 acres;
- Electronic Total Data Repository (TDR) that will provide fast information retrieval for locating persons interred/inurned at ANC for administrative personnel, families, and tourists via desktop workstations, kiosks, and the ANC web site; and
- ANC Automated Headstone Ordering System (AHOS). Currently the effort is being duplicated between ISS and Automated Monument Application System (AMAS).
- Electronic Document Management System (EDMS) that will manage and track the flow of documents received and sent by ANC, link the ANC's Complaint and Records Management systems to the TCMS and the ANC website.

The estimated total project cost is \$3,310,000; the project has received \$850,000 in prior funding.

This project first appeared in the FYs 2006-2011 program.

U.S. ARMY CORPS OF ENGINEERS

WASHINGTON, DC

FLOOD CONTROL PROJECT, WASHINGTON D.C. AND VICINITY

Recommended and Strongly Endorsed

\$4,603,000 (estimated project cost during FYs 2008-2013). The existing flood protection project for downtown Washington, D.C. consists of a levee between the Lincoln Memorial and Washington Monument, a raised section of P Street, SW, adjacent to Fort McNair, and three temporary closures. This project will make the closures at 23rd Street and Constitution Avenue, NW and 2nd and P Streets, SW permanent. The temporary closure at 17th Street, NW has been redesigned to improve its reliability and minimize the time required for construction during flood events. The authorized modifications will bring the top of the existing levee along the Reflecting Pool (between 23rd and 17th Streets) to a uniform elevation and increase the level of freeboard protection provided. Three control structures have also been added to prevent backflow through the storm sewer system.

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. The existing project, which began operation in 1940, was constructed to protect against a flood discharge of 700,000 cubic feet per second on the Potomac River. Subsequent to project completion, P Street settlement and construction in Potomac Park increased the gap in the protection. Due to the experience of the 1942 flood, the Flood Control Act of 1946 authorized improvements to restore the design level of protection and improve the project's operation. The project's total effectiveness depends on implementing the improvements authorized in 1946. At present, project operation continues to require implementation of emergency measures such that the project's ability to provide the design level of protection is questionable.

The project, which is awaiting construction funding, was authorized by the Flood Control Act of 1946, the Water Resources Development Act of 1996, and the Water Resources Development Act of 1999. The Water Resources Development Act of 1999 increased the project cost ceiling. Funding for construction was included in the President's FY 2007 budget; however, Congress did not include funding in the Joint Resolution providing funding for FY 2007 because this project would be considered a new construction start. All the historical properties were evaluated as part of the General Design Memorandum, dated May 1992. No historical landmarks will be affected by the proposed project.

An environmental assessment, including a Finding of No Significant Impact, is included in the final General Design Memorandum, dated May 1992. The Supplement to the General Design Memorandum, dated June 1996, included an environmental assessment and Finding of No Significant Impact addressing changes since the General Design Memorandum was prepared. The estimated total project cost is \$7,200,000; the project has received \$3,097,000 in prior funding.

This project first appeared in the FYs 2000-2004 program.

Comment: In 2007, NCPC prepared a report on flood risks, which identified the need to work closely with the Army Corps of Engineers, NPS and other stakeholders to advance appropriate levee improvements. All proposals for a levee would require NCPC review.

Recommended

ARLINGTON NATIONAL CEMETERY

ARLINGTON COUNTY, VIRGINIA

COLUMBARIUM PHASE V (COURT 9)

Recommended

(ANC has not determined when funding for this project will be sought.) The project constructs Court Nine and complements the eight columbaria courts already constructed. Phase V adds the final element of the original architectural plan to the Columbarium Complex. This columbaria court is a single structure with a significantly expanded footprint from the other columbaria courts in the complex. It will be designed to match the existing courts in form, height, materials, and detail. It is estimated that 15,000 niches will be added during this phase. The estimated total project cost is \$13,966,000; the project has received \$700,000 in prior funding.

This project first appeared in this FYs 2005-2010 program.

FACILITIES MAINTENANCE COMPLEX MATERIALS STORAGE BUILDINGS

Recommended

\$2,003,000 (estimated project cost during FY 2008-20013). The project will construct material storage buildings and is phase II of the Facilities Maintenance Complex. The new facility will replace buildings in the old warehouse area that have been demolished to prepare for the Millennium Land Expansion project, listed below. The project includes the construction of a 14,200-square-foot covered storage facility for sand, gravel, and other materials. The facility is designed to match the style, color, and finish of the existing maintenance complex buildings. A dumpster center is included for green waste from landscaping operations, general paper and office trash, and construction debris.

This project first appeared in FYs 2005-2010 program.

FACILITIES MAINTENANCE COMPLEX VEHICLE STORAGE BUILDING

Recommended

\$1,631,000 (estimated project cost during FYs 2008-2013). This project, Phase III of the Facilities Maintenance Complex, will construct a vehicle storage building. The building is composed of two bays—one open and one enclosed. The design for the facility is complete.

This project first appeared in FYs 2005-2010 program.

LAND EXPANSION-FORT MYER PARKING AREA

Recommended

\$673,000 (estimated total project cost during FYs 2008-2013). This mission essential program will develop a 15 acre parking area when transferred from Fort Myer to Arlington National Cemetery. Preliminary study indicates that this program will provide ANC with approximately 8,800 internment spaces and 7,055 niches incorporated into the boundary wall.

This project first appeared in the FYs 2007-2012 program.

MILLENIUM LAND EXPANSION PROJECT

Recommended

\$10,754,989 (estimated project cost during FY 2008-2013). The project combines three separate land parcels—the Old Warehouse Area of the cemetery, Section 29 (transferred from the NPS), and the Fort Myer picnic area—into a single 31-acre burial area. The project is estimated to yield 19,000 interment sites and 19,200 niches in a columbarium/retaining wall system, and 5,500 niches integral to the boundary wall on the cemetery side. The project includes site preparation, storm water rerouting, the reconstruction of McNair Drive, the enclosure of a drainage ditch, utility relocation, earthwork, the development of roadways, gates, a columbaria niche wall and walk system, an interment shelter, a boundary wall, and landscaping. The total cost of the project is estimated to be \$20,258,989; the project has received \$9,504,000 in prior funding.

This project first appeared in FYs 2005-2010 program.

ARMED FORCES RETIREMENT HOME

WASHINGTON, DC

Funding for this project is provided by income and interest from a trust fund supported by an active-duty paid by soldiers and airmen, military fines levied against troops, and fees from residents living at the home.

CONSTRUCT LONG-TERM CARE BUILDING

Recommended

\$26,400,000 (estimated total project cost). This project calls for the construction of a new 78,000-square-foot Long-Term Care Building to house 126 residential rooms with parking garage below the building, on the campus at 3700 North Capital Street NW, Washington, DC. The residential rooms will be clustered around activity and program spaces connected by common areas. The first floor program space will include multi-function rooms, physical/occupational therapy space, administrative offices, housekeeping, rehabilitation, education, etc. This facility will serve as a replacement for an existing health care building.

This project first appeared in the FYs 2006-2011 program.

Comment: At its meeting of February 2, 2006, NCPC reviewed a draft Master Plan for the Armed Forces Retirement Home.

FORT MCNAIR, MILITARY DISTRICT OF WASHINGTON

WASHINGTON, DC

JOINT FORCES HEADQUARTERS, NATIONAL CAPITAL REGION

Recommended

\$20,500,000 (estimated total project cost). This new facility will provide a safe and secure operational environment for military and civilian staff and representatives from services and agencies functioning together as the Joint Forces Headquarters-National Capital Region (JFHQ-NCR). The JFHQ-NCR is charged with planning, coordination and maintaining situational awareness and employing forces for homeland defense in the NCR. Currently, JFHQ-NCR occupies portions of two facilities on Fort McNair. Current space is very cramped and is detrimental to successful and efficient operation. Adequate facilities are essential for successful executive of this mission and protection of the NCR.

This project will include a two-story operations facility with partial basement consisting of office and operational space, conference rooms, support areas and storage areas. The new facility will connect to existing utilities and will meet current anti-terrorism/force protection (AT/FP) requirements. The exact location on Fort McNair for this project has not been finalized. Extensive historic preservation consultation will be required due to the planned location of this facility in the historic district.

This project first appeared in the FYs 2007-2012 program.

MODERNIZE INTER-AMERICAN DEFENSE COLLEGE (IADC)

Recommended

\$10,000,000 (estimated total project cost). This project is to upgrade the existing Inter-American Defense College (IADC) facility (Building 52) at Fort McNair. The IADC is a specialized academic center for Western Hemispheric defense and security. Building 52, located in the Fort McNair Historic District, is approximately 100 years old and was originally constructed as a barracks building. Through multiple changes of use and partial upgrades in the past century, the building has emerged as a marginal environment for the high profile, international, academic forum it is intended to be. As such, the effectiveness of the instruction, the efficiency of multi-use functions, and the public image portrayed to the international community are all diminished.

The two-story structure with full basement will be upgraded and reconfigured to provide space for 60 students enrolled in IADC's one-year course and improve the efficiency and effectiveness of its 55 staff members. Required upgrades include providing handicapped access, correcting fire safety violations, replacing antiquated and failing utility systems, and repairing interior finishes. Exterior elements of the historic building, including doors and windows, may be restored.

This project first appeared in the FYs 2007-2012 program.

MODERNIZE MP BARRACKS, BUILDING 48

Recommended

\$7,300,000 (estimated total project cost). This project will upgrade current unaccompanied enlisted personnel housing in Building 48 for 44 military personnel assigned to Fort McNair. Current barracks spaces, located on the third floor of Building 48, do not meet current Army standards for personnel housing. Rooms will be reconfigured to maximize privacy and storage space for soldiers. Toilet and shower facilities along with community recreation lounges will be refurbished to support soldiers who live in Building 48. Facility upgrades will include modernizing or replacing all utilities including electrical service, energy monitoring and control system connections, communications, water, sewer, and gas. At this time, there are no plans for exterior renovations to this building, located in the Fort McNair Historic District.

This project first appeared in the FYs 2007-2012 program.

FORT MYER MILITARY COMMUNITY

ARLINGTON COUNTY, VIRGINIA

BARRACKS COMPLEX PHASE II

Recommended

\$52,000,000 (estimated total project cost). This project provides for construction of two new barracks buildings and the demolition of two inadequate existing barracks buildings. The project proposes to construct two three-story buildings as replacements for four existing buildings that have not been modernized since their construction in the 1960s. Current living space is inadequate when compared with modern-day criteria for unaccompanied enlisted personnel and a new dining facility. Two new buildings to house 420 soldiers will be constructed after the existing buildings are demolished. The proposed site is outside of the Fort Myer Historic District, but historic preservation will affect architectural elements and features of the new building.

This project first appeared in the FYs 2007-2012 program.

CONSTRUCT NEW PARKING GARAGE

Recommended

\$23,000,000 (estimated total project cost). This project will construct a new parking garage to replace the Fort Myer Tri-Service Parking Lot. Fort Myer will lose 1,300 surface parking spots in the annexation of land along the eastern edge of the post to Arlington National Cemetery. Parking garages will be required due to the limited land for surface replacement parking lots. In addition, a new helipad will be sited on one of the garages. Coordination with the Virginia SHPO will be required once the exact locations of the parking garages are determined. The garages' exterior facades must comply with Installation Design Guideline requirements.

This is a new project in this FYs 2008-2013 program.

EXPAND PHYSICAL FITNESS CENTER

Recommended

\$6,000,000 (estimated total project cost). This project is required to increase the size of the existing Physical Fitness Center on Fort Myer. The existing building contains 36,500 square feet. The exercise area and locker room are inadequate to support the visitors that use this facility. The addition of 7,000 square feet to the two-story facility will provide adequate room for the physical fitness and recreational needs of the community. The HVAC system will be upgraded to correct previous flaws and to support the additional space. This building is not in the Fort Myer Historic District but will require exterior architectural features that match the existing building and complements surrounding structures.

This project first appeared in the FYs 2007-2012 program.

MODERNIZE HORSE STABLES

Recommended

\$5,200,000 (estimated total project cost). This project will restore and modernize the historic stable facilities on Fort Myer to support the ceremonial, deployment, and contingency missions of the Third Infantry Regiment. Interior and exterior renovations are planned for five buildings located in the Fort Myer Historic District. Work also will include reconstructing the paddock areas near the stable and constructing new site features to improve the safety of existing horse training facilities. Landscaping elements will be improved and existing pavement will be replaced. Interior renovations include replacing unsafe wood structural members, reconfiguring interior layouts, revitalizing interior finishes, and improving existing utility connections. Historic preservation coordination will be required for exterior improvements to windows, door trim, and existing brickwork. The estimated total project cost is \$8,800,000; the project has received \$3,600,000 in prior funding.

This project first appeared in the FYs 2007-2012 program.

PUBLIC SAFETY BUILDING EXPANSION, BLDG 415

Recommended

\$1,500,000 (estimated total project cost). The Directorate of Public Safety is located in four facilities on Fort Myer, Virginia. The main building is Building 415, which accommodates the fire station, provost marshal, and director's office. The intent of the recently completed Public Safety Center (Building 415) was to provide a consolidated facility to accommodate the fire department and provost marshal. A new organization, Directorate of Emergency Services, did not exist when the original program was developed. A space analysis indicated that an additional 3,700 square feet is necessary to consolidate all functions within one building. This project will ensure efficient and effective operations of the Fort Myer Military Community safety and security program. The renovation will include a new wing on the existing building, site improvements, utility relocation, and a comprehensive interior redesign to ensure all program functions are included. Special historic architectural treatments will be required to match the existing building, which is not located in the Fort Myer Historic District.

This project first appeared in the FYs 2007-2012 program.

RECONFIGURE HATFIELD GATE

Recommended

\$6,000,000 (estimated total project cost). The Hatfield Gate, located to the west of Fort Myer on Route 27 (Washington Boulevard), is the primary entrance for employees, visitors and delivery trucks. The current gate layout does not meet DoD standards for access control points (ACP). Congestion and traffic problems hinder traffic flow entering and leaving Fort Myer. The proposed project may include traffic improvements to the ramps connecting Hatfield Gate to Route 27. The new ACP will include security features required by current AT/FP standards. This project should not have any significant historic preservation issues, as it is located outside of the Fort Myer Historic District.

This project first appeared in the FYs 2007-2012 program.

Comment: Arlington County notes their support for plans and actions to improve traffic flow in and out of Fort Myer via the Hatfield Gate. Fort Myer is encouraged to include Arlington County in their planning for this capital project.

U.S. ARMY BAND FACILITY

Recommended

\$45,000,000 (estimated total project cost). The U.S. Army Band (TUSAB) currently trains and practices in Building 400 on Fort Myer, constructed when the band was about half its current size of 265 members. The band now meets increased mission demands. The existing facility has 45,520 square feet of usable space, which is significantly less than TUSAB requirements of 89,280 square feet. Substandard features of the current facility include a shortage of equipment and uniform storage space, poor acoustical qualities in rehearsal halls, inadequate recording space, and insufficient office space.

The existing facility, which is outside of the Fort Myer Historic District, will be demolished. A new two-story building will be constructed in an existing parking area. The new facility will include rehearsal studios, recording studios, performance studios, and locker rooms for both men and women band members, equipment storage space, and a library. A three-level 600-space structured parking facility with bus parking to support the band will be constructed to replace existing surface parking spaces within the proposed site.

This project first appeared in the FYs 2007-2012 program.

Projects Requiring Additional Planning Coordination

FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON

FAIRFAX COUNTY, VIRGINIA

General Comment: Fort Belvoir is preparing for significant growth by 2011 due to implementation of the Base Realignment and Closure (BRAC) actions. Many of the projects listed below are not identified in the existing master plan, but are being included in the significantly expanded master planning and environmental review process being undertaken by the Army. The Army is currently working with Fairfax County and other local, regional and federal entities to identify and address the impacts of the anticipated growth. In recognition of these identified impacts and pending the completion of an updated master plan that includes these projects, these projects are categorized as "Requiring Additional Planning Coordination."

CHILD DEVELOPMENT CENTER (MAIN POST)

Project Requiring Additional Planning Coordination

\$5,900,000 (estimated total project cost). This project will construct a 15,400 gross-square-foot, 198-child standard design, child development center. Building will include patron classroom modules, entry/reception and administration area, staff lounge/training room, isolation room, kitchen, laundry, child, staff and visitor toilets; interior lighting, indoor and outdoor storage, separate age appropriate playground areas, fire protection and alarm systems, and building information systems. Supporting facilities include electric service, water and wastewater lines, parking, access road, sidewalks, curb and gutter, storm drainage, exterior lighting, site improvements, and information systems. Anti-terrorism/force protection and access for the handicapped will be provided. Parking spaces have not been determined.

This is a new project in this FYs 2008-2013 program.

CONSTRUCT NEW BARRACKS

Project Requiring Additional Planning Coordination

\$104,000,000 (estimated total project cost). This project provides for construction of a 500 unit barracks complex that includes living modules, hallways, stairwells, utilities, fire alarm/suppression systems, and information systems. Supporting facilities include street lighting, paving, walks, curb and gutters, storm drainage improvements, and information systems. Anti-terrorism/force protection measures will be included. Parking spaces have not been determined.

This is a new project in this FYs 2008-2013 program.

CONSTRUCT NEW HOSPITAL

Project Requiring Additional Planning Coordination

\$740,000,000 (estimated project cost during FYs 2008-2013). This project is for the construction of a 868,800 gross-square-foot community hospital. This facility will include primary and specialty patient care, medical and administrative

offices and OSD supporting unit hospital functions. All supporting facilities will be included. A total of 2,600 parking spaces will be provided through structured parking. The estimated total project cost is \$750,000,000; the project has received \$10,000,000 in prior funding.

This is a new project in this FY's 2008-2013 program.

CONSTRUCT NEW PHYSICAL FITNESS CENTER AT ENGINEER PROVING GROUND

Project Requiring Additional Planning Coordination

\$19,500,000 (estimated total project cost). This project provides for construction of a 71,799 gross-square-foot medium, standard-design physical fitness facility with multi-purpose courts, racquetball courts, aerobic exercise and strength training rooms, jogging track, indoor 25-meter swimming pool, 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. Anti-terrorism/force protection measures and access for the handicapped will be provided. A total of 120 parking spaces will be provided.

This is a new project in this FY's 2008-2013 program.

DEFENSE ACCESS ROAD

Project Requiring Additional Planning Coordination

\$13,000,000 (estimated project cost during FY's 2008-2013). This project finances the design, right-of-way acquisition, and construction of new off-installation entrances to Army activities, urgently needed improvements of existing highways serving Army activities; urgently needed improvements of existing highways serving Army activities; the federal government's share of the cost of relocating highways severed by expansion or construction of new Army facilities; and alterations to roads near Army activities to accommodate special military vehicles. The funds will be transferred to the Federal Highway Administration for execution of the work. This work is needed to mitigate the closure of Beulah Street and Woodlawn Road, and to upgrade the road network in and around Fort Belvoir. The estimated total project cost is \$31,000,000; the project has received \$18,000,000 in prior funding.

This was first listed in the FYs 2007 – 2012 FCIP as "Fort Belvoir Connector Road." See also the FHWA "Defense Access Road" project.

DENTAL CLINIC

Project Requiring Additional Planning Coordination

\$7,000,000 (estimated total project cost). This project will construct a 16,000 gross-square-foot dental clinic with office space, waiting area, restrooms, HVAC, fire suppression/alarm systems, interior lighting and information systems. Supporting facilities include connections to existing utilities, paving, curb and gutter, exterior lighting, site improvements and information systems. Anti-terrorism/force protection measures and access for the handicapped will be provided. Parking spaces have not been determined.

This is a new project in this FY's 2008-2013 program.

EMERGENCY SERVICES CENTER

Project Requiring Additional Planning Coordination

\$6,200,000 (estimated total project cost). This project provides for construction of an emergency services center consisting of a remote military police station and a modified, standard two-company satellite fire station with drive through bays. Building will include watch/alarm room, emergency medical services/decontamination, administrative offices, kitchen, dining/dayroom, dormitory rooms, men's and women's restrooms with showers and lockers, classroom and physical training facilities, laundry area, storage, wet and dry chemical extinguisher rooms, interior lighting, mechanical and electrical rooms, HVAC, fire alarm and suppression systems, standby generator and building information systems. Supporting facilities include the installation of electrical, water, and sewer lines, emergency traffic signal, access road, paving, curb and gutter, storm drainage, site improvements and information systems. Anti-terrorism/force protection is included and handicapped access will be provided in the administrative areas.

This is a new project in this FY's 2008-2013 program.

FAMILY TRAVEL CAMP

Project Requiring Additional Planning Coordination

\$3,780,000 (estimated total project cost). The project will construct a family RV travel and tent camp area. The area will include 60 RV back-in sites with concrete vehicle and picnic pads, water, sewer, electric, and telephone and communication hook-ups. The project includes renovation of an existing building to include a registration area, camp store, snack bar, lounge, restrooms, outdoor recreation equipment rentals, and an indoor archery range. A camp support building will be provided that will include showers, restrooms, a lounge area, and laundry facilities. The tent/car camp sites will have hardstands for vehicle parking and tent setup, picnic table and grill areas, and water/electric hook-ups. This project will provide paved vehicle circulation, roads, walking paths, landscaping, street lighting, sewage pump station, storm water management, a perimeter security fence with automatic card reader, an entrance gate, utility upgrades, area directional signage, and access for the handicapped.

This project first appeared in the FYs 2006-2011 program.

FLIGHT CONTROL TOWER

Project Requiring Additional Planning Coordination

\$2,900,000 (estimated total project cost). This project will construct a permanent, 12-story, fire-resistant flight control tower at Davison Army Airfield. This project will include radar operations, air traffic control (ATC) equipment, training rooms, administrative areas, ATC operations area, storage, break room, electrical and mechanical rooms, latrines, elevator, standby generator, HVAC, fire alarm and protection systems, building information systems, and uninterruptible power supply. Supporting facilities include electric service, water distribution, and wastewater collection lines, paving, parking curb and gutters, storm water drainage, site improvements, and information systems. Anti-terrorism/force protection measures will be incorporated in the project.

This is a new project in this FYs 2008-2013 program.

FORT BELVOIR INFRASTRUCTURE

Project Requiring Additional Planning Coordination

\$152,000,000 (estimated total project cost). This project will provide for construction of infrastructure facilities at Fort Belvoir. Work includes communications center, communication lines, access control facilities, underground electrical lines with substation, transformers and switches; hot water and chilled water generation plants, hot water and chilled water distribution lines, elevated potable water storage tank, water distribution mains and laterals; sanitary sewer main and laterals, natural gas pipelines, storm water collection and management structures, roads, bridges and perimeter fencing. Supporting facilities for the communications center include the extension and connection of all necessary utilities, paving, walks, curb and gutters, local storm water management, site work and landscaping.

This is a new project in this FYs 2008-2013 program.

INFORMATION DOMINANCE CENTER

Project Requiring Additional Planning Coordination

\$179,000,000 (estimated total project cost). This project will construct 290,000 gross square feet and renovate an existing 200,000 gross square feet for the Information Dominance Center (IDC) Sensitive Compartmented Information Facility (SCIF), consisting 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. Anti-terrorism/force protection measures will be incorporated. Access for the handicapped will be provided. A total of 1,440 parking spaces will be provided.

This project first appeared in the FYs 2004-2009 program.

ADDITION TO BUILDING 358, JOINT PERSONNEL RECOVERY AGENCY

Project Requiring Additional Planning Coordination

\$19,000,000 (estimated total project cost). This project will construct a 62,892-gross-square-foot permanent addition and renovate 24,842 gross-square-feet of Building 358 on Fort Belvoir. Work includes private and open office areas, Sensitive Compartmented Information Facility areas, conference and storage rooms, an auditorium, a technical library, a storage vault, elevators, fire protection and alarm systems, and information systems. Intrusion detection system (IDS) and key card readers will be installed. Supporting facilities include connections to existing utility systems, HVAC, paving, walks, curb and gutter construction, parking, street and general lighting, information systems and site improvements. Anti-terrorism/force protection measures will be incorporated. Access for the handicapped will be provided. A total of 237 parking spaces will be provided.

This project first appeared in the FYs 2006-2011 program.

MISSILE DEFENSE AGENCY

Project Requiring Additional Planning Coordination

\$25,600,000 (estimated total project cost). This project is for the construction of a headquarters command center/administrative facility to include: administrative space, command suites, security operations center, sensitive compartmented information facilities, mailroom, technical library, computer operations, meeting, training, break, and storage rooms. Associated building support facilities will also be included such as sidewalks, curb and gutter, street lighting, landscaping, and site improvements. Anti-terrorism/force protection measures and access for the handicapped will also be provided.

This is a new project in this FYs 2008-2013 program.

MUSEUM SUPPORT CENTER

Project Requiring Additional Planning Coordination

(Project costs are to be determined). The project will construct a Museum Support Center which includes reception and administrative areas; environmentally controlled museum art and collections holding, processing, and research areas with weapons and records vaults; exhibition fabrication and conservation laboratories; paint spray booth; photographic studio, shipping and receiving area, all-weather loading dock, truck bays, fire detection and suppression, intrusion detection system, closed circuit television, and information systems. Supporting facilities include exterior lighting, connections to existing utilities, HVAC, truck apron, sidewalks, curbs and gutters, parking, landscaping, fencing, an entrance gate, and information systems. Anti-terrorism/force protection measures will be incorporated. Access for the handicapped will be provided. A total of 65 parking spaces will be provided. The project has received \$27,000,000 in prior funding.

This project first appeared in the FYs 2004-2009 program.

NORTH ATLANTIC REGIONAL MEDICAL COMMAND (NARMC) HEADQUARTERS BUILDING

Project Requiring Additional Planning Coordination

\$11,400,000 (estimated total project cost). This project will construct a 50,000 gross-square-foot medical command headquarters building. Primary facilities include and administrative areas and building information systems. Supporting facilities include utilities, paving, storm drainage, site improvements, and information systems. Facility will have self-contained natural boiler heating and cooling units. Anti-terrorism/force protection measures and access for the handicapped will be provided.

This project first appeared in the FYs 2004-2009 program.

NATIONAL GEOSPATIAL AGENCY

Project Requiring Additional Planning Coordination

\$1,124,800,000. This project will construct a 2,419,000 gross-square-foot facility to house the National Geospatial Agency. This complex will consist of a sensitive compartmented information facility (SCIF), Tier II data center, remote inspection facility, visitor's center, auditorium, technical library, cafeteria, physical fitness facility, training and laboratory facilities, emergency generator, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, steam and chilled water distribution lines, access road with bridge,

paving, curb and gutter, site improvements and information systems. Anti-terrorism/force protection measures will be included and access for the handicapped will be provided. A total of 5,100 parking spaces will be provided through structured parking. The estimated total project cost is \$1,247,000; the project has received \$122,200,000 in prior funding.

This is a new project in this FYs 2008-2013 program.

NETWORK OPERATIONS CENTER

Project Requiring Additional Planning Coordination

\$8,100,000 (estimated total project cost). This project will construct a 21,525 gross-square-foot Network Operations Center with operations control, research/development/engineering/integration/testing, secure communications/video teleconferencing, secure storage, power and equipment rooms, telecommunications closets, satellite yard, fire alarm and protection systems, HVAC, and information systems. Supporting facilities include electric service, security lighting, water and wastewater lines, parking, access road, sidewalks, curb and gutter, storm drainage, site improvements and information systems. Anti-terrorism/force protection and access for the handicapped will be provided. Parking spaces have not been determined.

This is a new project in this FYs 2008-2013 program.

NORTH POST ACCESS ROAD CONTROL POINT

Project Requiring Additional Planning Coordination

\$7,700,000 (estimated total project cost). The project will construct a control point with vehicle inspection station, access control building, booth and canopy, vehicle turnarounds, security lighting, backup generator, building information systems, a two-lane access road with sidewalks/bike path, street lighting, drainage, traffic signal, and left and right turn controls for Richmond Highway (US Route 1). The project also will install active barriers funded through other procurement measures. Supporting facilities include electrical service, water and wastewater lines, storm drainage, site improvements, removal of asphalt pavement, relocation of communications lines, and information systems. Costs for supporting facilities for this project are high due to the need to relocate communications, water, and waste water lines, and an electrical substation. Heating and air conditioning (7 tons) will be provided by stand-alone systems. Anti-terrorism measures include laminated glazing in reinforced frames and reinforced exterior doors.

This project first appeared in the FYs 2006-2011 program.

POST EXCHANGE (PX) EXPANSION

Project Requiring Additional Planning Coordination

\$50,000,000 (estimated total project cost). This project is for the construction of a new main Post Exchange (PX) consisting of retail and administrative areas. Work will include HVAC, lighting, fire protection systems, units and surface mounted lighting. Interior finishes include vinyl floor tile, carpet, gypsum wallboard partitions, lighting and complete mechanical and electrical system support. Install AAFES-provided shelving and fixtures. Exterior support includes tying into the existing utilities, services, and communications, and providing pavement for delivery trucks, parking for 1400 patron vehicles, sidewalks, curbs, gutters, storm drainage, retention walls, site improvements and landscaping to complete a useable facility.

This is a new project in this FYs 2008-2013 program.

RENOVATE BUILDINGS 211, 214, 215 & 220

Project Requiring Additional Planning Coordination

\$26,000,000 (estimated total project cost). This project, part of the BRAC modernization of Buildings 211, 215, 219 and 220, totaling 133,160 gross-square-feet, provides administrative space, emergency operations center (EOC), and sensitive compartmented information facilities (SCIF). Secure and non-secure conference rooms, video teleconference center, data processing center, technical library, General Officer/Senior Executive Service office suites, storage, administrative support areas, uninterruptible power supply, standby generator, multi-story parking, and fire protection and alarm and building information systems are also included. Intrusion detection systems and closed circuit television (Other Procurement, Army funded) will be installed. Supporting facilities include electric service and information systems. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, progressive collapse hardening, barriers, and visual screening. Heating will be provided via connection to the existing

heating plant. Air conditioning (500 tons) will be provided via connection to a self-contained system. Access for the handicapped will be provided. Comprehensive interior design services are required.

This is a new project in this FYs 2008-2013 program.

RENOVATE BUILDING 238 FOR USANCA

Project Requiring Additional Planning Coordination

\$4,450,000 (estimated total project cost). This project will renovate Building 238 for continued use. Project work includes interior building demolition, construction of offices, access control, top secret vaults, conference rooms, video teleconference center, administrative support areas; communication closets, men's and women's restrooms, standby generators, HVAC, fire alarm and protection and building information systems. An Intrusion Detection System (IDS) will be installed. Connect to Energy Management Control System. Supporting facilities include connections to existing utilities, site improvements, and information systems. Antiterrorism/force protection measures and access for the handicapped will be provided.

This is a new project in this FYs 2008-2013 program.

STRUCTURED PARKING, 200 AREA

Project Requiring Additional Planning Coordination

\$8,900,000 (estimated total project cost). The project will construct a parking structure with a capacity of 400 parking spaces. This structure will be reinforced concrete with structural steel framing, parking decks, and a sloped interior ramp system. The project will include stairwells, elevator, security lighting, utility connections, fire protection and storm water management. Access for the handicapped will also be provided. One 12,974 gross-square-foot building will be demolished.

This project first appeared in the FYs 2006-2011 program.

WASHINGTON HEADQUARTERS SERVICES

Project Requiring Additional Planning Coordination

\$702,199,000 (estimated total project cost). This project will construct a 2,242,778 gross-square-foot facility for Washington Headquarters Services. Work will include 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, physical fitness facility, access control, elevators, HVAC, lighting, fire protection and information systems. Supporting facilities include electric, water, sewer and gas, chilled water and steam distribution, access roads, paving, sidewalks, curb and gutter, storm drainage, site improvements and information systems.

This is a new project in this FYs 2008-2013 program.

Department of Defense

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended and Strongly Endorsed

Pentagon Renovation	1,149,997	132,600	217,900	111,900	137,700	72,400	29,300	701,800
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The following project is funded from private funds, not funds appropriated by the federal government.

Pentagon Memorial	2,000	13,500	2,500	0	0	0	0	16,000
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Recommended

Pentagon Master Plan Implementation

Electrical Upgrades to Reservation	555	18,500	0	0	0	0	0	18,500
FB2--Columbia Pike Realign	0	0	960	32,000	0	0	0	32,960
FB2--Demolition of Existing Struct.	0	0	385	13,960	0	0	0	14,345
FB2--Relocations	0	0	783	28,000	0	0	0	28,783
Hazardous Response Facility	0	492	16,384	0	0	0	0	16,876
Heliport, Control Tower & Fire	0	0	0	0	1,887	62,900	0	64,787
North Parking Garage	0	0	0	0	0	0	1,170	1,170
North Rotary Road Relocation	2,899	0	0	0	0	0	0	0
Pentagon Motor Pool	0	0	698	23,259	0	0	0	23,957
Route 27 HOV Access	0	0	0	0	0	315	10,500	10,815
Secure Perimeter/Pedestrian Plaza	0	453	15,100	0	0	0	0	15,553
South Parking Road Network	0	0	0	381	12,700	0	0	13,081
Subtotal	3,454	19,445	34,310	97,600	14,587	63,215	11,670	240,827

Department of Defense Total	1,153,451	152,045	252,210	209,500	152,287	135,615	40,970	942,627
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DEPARTMENT OF DEFENSE

ALL PROJECTS ARE LOCATED IN ARLINGTON COUNTY, VIRGINIA

Recommended and Strongly Endorsed

PENTAGON RENOVATION

Recommended and Strongly Endorsed

\$701,800,000 (estimated project cost during FY 2008-2013). On September 11, 2001, a Boeing 757 struck the Pentagon's Wedge 1 on 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. Existing employment is 25,000; proposed employment is 26,000 (1,000 employees will be transferred from elsewhere in the Northern Virginia area). The total project cost of the project is \$1,851,797,000; the project has received \$1,149,997,000 in prior funding.

This project first appeared in FYs 1988-1992 program.

Note: *the Pentagon has been appropriated \$925,000,000 for repairs from the Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the United States, FY 2002 P.L. 107-38.*

Comment: NCPC has taken the following actions related to this project:

- October 7, 1999: NCPC approved the preliminary and final site and building plans for the Pentagon's remote delivery facility.
- October 5, 2000: NCPC approved the master plan modification and design concept for the relocation of the Metro entrance facility.
- March 1, 2001: NCPC approved preliminary and final site and building plans for this facility.
- June 2, 2005: NCPC approved the master plan for the Pentagon reservation with the exception of the Transportation Management Plan. As a part of its master plan approval, NCPC recommended converting the North Parking surface lots to landscaped storm water filtration systems, once the South Parking Structure is operational, to avoid increasing the parking supply.

This project is funded from private contributions and donations, not funds appropriated by the federal government.

PENTAGON MEMORIAL

Recommended and Strongly Endorsed

\$16,000,000 (estimated project cost during FY 2008-2013). The Pentagon Memorial Project is a joint effort among various organizations to construct a memorial commemorating the September 11, 2001, terrorist attack on the Pentagon and the 184 innocent lives lost in the Pentagon and on American Airlines Flight 77. The memorial site occupies approximately two acres on the west side of the Pentagon, in line with the path of Flight 77 and within view of the Pentagon's impacted area. The concept design is a Memorial Park inscribed with 184 memorial units (benches). Each unit is dedicated to a victim and engraved with a name.

Elegant in its self-supporting form, the cast aluminum memorial unit is at once a glowing light pool, a cantilevered bench and a place for the permanent inscription of each victim's name. A polyester composite matrix-gravel mix is poured into the memorial unit, thus acting as a glue to support and float the gravel above the light pool. Disbursed throughout the entire site, the porous stabilized gravel field is contained within two perimeter benches that serve as planters for ornamental grasses. These grasses act as a soft screen demarcating the boundary of the memorial park. Further, the combined length of the perimeter benches plus the bench portion of each memorial unit provides more than 2,100 linear feet of seating surface. The estimated total cost is \$18,000,000; the project has received \$2,000,000 in prior funding.

This project first appeared in FYs 2004-2009 program.

Comment: On September 1, 2002, NCPC approved the selected site for the Pentagon Memorial. At its June 5, 2003, meeting, NCPC approved the conceptual design of the Pentagon Memorial.

THE PENTAGON RESERVATION MASTER PLAN AND IMPLEMENTATION

ARLINGTON COUNTY, VIRGINIA

THE PENTAGON RESERVATION MASTER PLAN

The Pentagon Reservation Master Plan was created in response to new security initiatives following the terrorist attack of September 11, 2001 on the Pentagon; new program and mission requirements; and numerous changes to existing circulation patterns that occurred on and around the Reservation in preceding years. The Master Plan was developed as a strategic framework that set forth implementation priorities and a logical development sequence within which projects and proposed construction can occur. It presented a set of solutions and proposals that translated the functional requirements for improved security, sustainability and other site oriented objectives into a comprehensive, physical Master Plan guiding the development of the Reservation for the coming decades.

The Master Plan envisioned a transformed Pentagon Reservation, one that not only preserves, but also enhances the Pentagon as the symbolic home of the Department of Defense. It was a plan that promotes the vision of the Pentagon; meets the functional objectives and requirements; allows for flexibility in implementation over the time frame of the plan; and demonstrates the Department's commitment, leadership and stewardship to the surrounding community and the environment. In this manner, the Master Plan identified an agenda for building on existing resources, correcting deficiencies, and meeting changing needs.

Following an evaluation of current and future needs of the Reservation, key issues were identified that included site security, long range sustainability, personnel concerns, and facility requirements. Within a 20-year timeframe, this plan proposes no further growth on the Reservation, maintaining a total employee population of 23,000. Two primary objectives of the Master Plan were: 1) complete the permanent secure perimeter; and, 2) implement enhanced sustainability strategies to promote the long-term environmental health of the Reservation and its surroundings. Secondary objectives for this Master Plan were: 1) a permanent Heliport incorporating all standard flight and operational requirements; 2) consolidation of parking to provide additional open space and better land utilization; 3) improvements to vehicular and pedestrian circulation; 4) creation of an industrial zone for like uses; and, 5) establishment of design guidelines to enhance and protect the historic nature of the Pentagon Reservation. The Master Plan security proposals build on the existing security infrastructure put in place as part of the Remote Delivery Facility (RDF) Truck Inspection Facility and the Route 110 secure by-pass. The secure perimeter defines the boundaries, within the Reservation, that separate screened and unscreened vehicles, and delineates the checkpoints where access by both vehicles and pedestrians

can be controlled. The permanent perimeter will be flexible and allow the Pentagon to function normally, regardless of the active threat level. Physical barriers will control pedestrian access at the perimeter, channeling traffic to control points where screening can be carried out.

A major recommendation of the Master Plan under sustainable strategies is the restoration of large impervious land areas into natural and open, sustainable landscape regions. The transformation will be achieved through the consolidation of reservation surface parking lots into multi-level parking structures, with green roofs. This renewal of natural ground cover will provide direct environmental benefits; enhanced storm water management; erosion control; improved water quality through filtration; and relief from heat island effects. The resulting pervious site area on the Reservation will be increased by approximately 40 percent. This change will also enhance the ability of the site to retain and filter rainwater runoff and improve the water quality in the Potomac River and the larger Chesapeake Bay watershed. The Master Plan was prepared, reviewed, and approved by various internal and external stakeholders to include the Secretary of Defense, NCPC, CFA, the Virginia Society of Historic Preservation Office, Arlington County, Arlington National Cemetery, and the Virginia Department of Transportation.

The policies and proposals of the Pentagon Master Plan support the intent and policies of the Comprehensive Plan for the National Capital, developed by the NCPC. Consensus between the two plans is evident in broad terms and in specific areas including 1) creates new landscape and open areas in the NCR, 2) enhances connectivity to existing parkland, 3) retains a horizontal skyline at the western portion of the Arlington ridge bowl as viewed from the Capitol and the Mall, 4) eliminates the large paved areas along the Potomac and restores landscape areas with active and passive recreation, 5) enhances the landscape, while minimizing the view of developments, as seen from the surrounding roadways, and specifically the George Washington Parkway, 6) stabilizes the impact to the surrounding environment by holding the growth of personnel and vehicles at current levels, 7) increases pervious surface and creates retention ponds to reduce storm water runoff and enhance off-site water quality, 8) protects the setting of a historic property, including the significant views to and from the site, and 9) supports future public transportation initiatives in the region and Arlington County. Projects denoted for planning and construction during fiscal years 2008 to 2013 are briefly described below.

Recommended

ELECTRICAL UPGRADES TO THE RESERVATION

Recommended

\$19,055,000 (estimated total project cost). The existing utility infrastructure is arranged in numerous underground tunnels and direct bury structures, which circle the Pentagon building and connect to various trunk lines and other supporting structures. This system has been built up over the life of the Pentagon and lies below a significant portion of the reservation land. This project will provide overall enhancements to the electrical service throughout the Reservation to include all the necessary elements required to upgrade existing systems due to increased construction efforts on the Reservation and mission critical system and security improvements. Supporting work includes demolition of existing utility lines; repairs to surface roadways, other pavement, sidewalks, curbs, and gutters disturbed by the construction; and realignment of roads as necessary to install new utility conditions. Hazardous waste remediation, demolition of below grade structures, rerouting of other existing utilities, and other conditions required to accommodate the new utility lines and trenching systems will be provided. Applicable anti-terrorism/force protection measures will be incorporated in accordance with criteria prescribed in the current UFC regulations. Energy conservation and efficiency measures should be incorporated where applicable. Modifications to the storm water conditions in the area as necessary shall be provided. Reduction in maintenance costs and energy consumption increases in security, and enhancements to the delivery system will be realized through this project.

This project first appeared in the FYs 2007-2012 program

FEDERAL OFFICE BUILDING 2—COLUMBIA PIKE REALIGNMENT

Recommended

\$32,960,000 (estimated total project cost). The Master Plan for Federal Office Building 2 (FB2) was produced in response to the National Defense Authorization Acts of 2000 and 2003. These Acts direct the transfer of this site to the Secretary of the Army for use as part of Arlington National Cemetery (ANC). The transfer of property is to be completed by 2010. In addition, it requires the Secretary of Defense to establish a Master Plan for the property transferred. This Master Plan proposes a final configuration of the site at the point the site is provided to ANC for its use. It maximizes the amount of land available for the cemetery and creates the maximum contiguous property to facilitate its primary use. To provide

greater land area and maximize contiguous land, the Master Plan reconfigures the road network. The reconfigured road network includes a realignment of Columbia Pike to the south and a reconfiguration of the two intersections at Joyce Street and at Washington Boulevard (Route 27). The new road network will not affect the carrying capacity or traffic flow through and around the site. Columbia Pike, also known as Route 244, has an eastern terminus at the west end of the Pentagon South Parking. It has two interchanges with Route 27 and I-395 to the FB2 site, as well as the Pentagon Reservation. This roadway runs in a southwesterly direction from the Pentagon Reservation through Arlington County into Fairfax County. It also serves as a direct connection between the FB2 site and the Pentagon Building. This road typically carries 13,000 vehicles a day near the FB2 site. Realignment of this roadway presents the greatest opportunities for additional contiguous expansion space and a larger contiguous parcel transfer to ANC. With the cloverleaf interchange between Washington Boulevard, Columbia Pike can be reconfigured to maximize land use. This will provide improved linkages and a more efficient and expanded area for gravesite expansion for ANC. The ANC Master Plan (1998) also proposed the realignment of Columbia Pike at its intersection with Joyce Street.

This project first appeared in the FYs 2007-2012 program.

FEDERAL OFFICE BUILDING 2—DEMOLITION OF EXISTING STRUCTURES AND SITE REMEDIATION

Recommended

\$14,345,000 (estimated total project cost). The Master Plan for Federal Office Building 2 (FB2) was produced in response to the National Defense Authorization Acts of 2000 and 2003. These Acts direct the transfer of this site to the Secretary of the Army for use as part of Arlington National Cemetery (ANC). The transfer of property is to be completed by 2010. In addition, it requires the Secretary of Defense to establish a Master Plan for the property transferred. This Master Plan proposes a final configuration of the site at the point the site is provided to the ANC for its use. It maximizes the amount of land available for the cemetery and creates the maximum contiguous property to facilitate its primary use. Demolition activities will include an updated survey of the current site, definition of its property boundaries, soil conditions, existence and remediation of hazardous materials, and the eventual demolition of all structures defined as Federal Office Building 2. This facility 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. This 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. South Gate Road will be demolished and related secondary roadways will be added and developed as necessary to support surrounding neighborhoods and a secondary access to Henderson Hall.

This is a new project in the FYs 2008-2013 program.

FEDERAL OFFICE BUILDING 2—RELOCATION OF THE GASOLINE SERVICE STATION AND RETAIL STORE

Recommended

\$28,783,000 (estimated total project cost). Along with the demolition of FB2, the existing Quarters K Gas station must also be demolished and its functions relocated to another site. Because this facility serves the Pentagon Motor Pool, the Hazardous Response Facility, and military personnel, it must be located within the secure perimeter of the Reservation. Since this is an industrial function, the site of the Boundary Channel Parking Lot is determined as a potentially optimal site for this function. This project will provide a new service station and retail store in order to continue to support its current patrons. The program requirements include a convenience store, parking requirements to the maximum extent possible (additional employee parking is required as part of this project in order to meet the full parking space requirement projected under the Master Plan for the Reservation), and a gas station providing a variety of fuels needed to support the Reservation functions. A multiple story structure is envisioned for this facility.

This is a new project in the FYs 2008-2013 program.

HAZARDOUS RESPONSE FACILITY AND CBRNE HEADQUARTERS

Recommended

\$16,876,000 (estimated total project cost). Pentagon Force Protection Agency (PFPA) is responsible for providing force protection, security, HAZMAT response, and law enforcement, as required for the people, facilities, infrastructures and other resources at the Pentagon Reservation and for DOD activities on DOD-occupied facilities not under the jurisdiction of a military department within the NCR. The mission of this facility has dramatically increased over the past several years and fully supports any chemical, biological, or other threat incident to the Reservation and its personnel.

In February 1995, when construction of the Pentagon basement began, the PFFA Hazardous Material Facility was temporarily relocated to the bridges under the River Terrace, to Federal Office Building 2, and finally to a leased location in Arlington, Virginia for a ten-year period. Its functions were dispersed among three separate locations. A move onto Federal property would provide a long-term, permanent, more secure solution for this facility and assure immediate response, recovery, and sustainment of support activities necessary to maintain safety of its occupants. The consolidation of functions will realize greater efficiencies in responsiveness to an incident. Thus, a site of approximately .50 acre has been designated for this project, its structures, and supporting facilities.

This project constructs a new facility at the HRP to include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; site improvements; UPS system; and security measures. Supporting facilities include surface parking adjacent to the building, outside lighting, pavement, sidewalks, and access roads. Hazardous waste remediation and other environmental conditions required to accommodate the new facility will be provided. The facilities program includes such spaces as administrative offices, testing labs, training rooms, building support spaces, shower/lockers, bulk/refrigeration storage, and equipment for rapid response activities. The facility is to be constructed of a steel framework and panels that will be minimally visible from the roadway and from the main Pentagon campus. The footprint of the Pentagon Solar Farm will serve as the footprint of this new structure. The Solar Farm will be relocated on grillage atop this new facility and support some of its energy requirements. Anti-terrorism/force protection measures will be incorporated in accordance with criteria prescribed in the current UFC regulations. This site lends itself to full compliance with the UFC regulations.

This project first appeared in the FYs 2007-2012 program.

HELIPORT, CONTROL TOWER, FIRE STATION, AND ONE-LEVEL PARKING STRUCTURE (PERMANENT)

Recommended

\$64,787,000 (estimated total project cost). The terrorist attack on the Pentagon of September 11, 2001 forced DOD to relocate the Heliport from its previous location, on the west side of the Pentagon building just east of Route 27. Immediately after the attack, the Heliport was temporarily moved to the lower parade ground east of the River Terrace. This location proved unsatisfactory and the Heliport was moved to its second temporary location on the David O. Cooke Terrace above the Remote Delivery Facility (RDF) where it currently resides. Due to updated flight regulations, the RDF Truck Inspection Facility, and the 9/11 Memorial site, the Heliport is prevented from returning to its west side location. The Heliport control tower and fire station are located to the west of the RDF. The Heliport is used on a daily basis, typically, by high ranking military personnel, government VIPs, and foreign dignitaries who require heightened security measures, including immediate access to the Pentagon's main entrances. One of the heliport's primary functions is to accommodate contingency and emergency evacuations. The current Heliport location does not meet Army regulations for an optimum safe landing site, easy access by emergency vehicles, and visual screening. Thus, the Heliport must move to an appropriate location that meets flight and security criteria. The Pentagon Reservation Master Plan proposed to relocate the Heliport to the old Route 110 roadbed directly east of the Pentagon and north of the River Terrace. This proposed location meets five primary site selection criteria: 1) flight operation requirements of the military branches; 2) Ronald Reagan National Airport aircraft glide path separation; 3) control tower location providing flight path visual control with space for a fire truck facility; 4) easy access to the Pentagon and VIP parking lots; and 5) adequate visual screening from adjacent roadways. The old Route 110 roadbed is also a prime location for parking. The site is approximate to three major Pentagon entrances: the River Terrace entrance, Corridor 8 entrance, and the Mall Terrace entrance. It is also located within easy access to the Pentagon Conference Center situated below the River Terrace. The Master Plan proposed to develop the Heliport as a raised platform with one level of parking below. All vehicles entering the parking structure will be screened and will be excluded from parking directly beneath the central landing pad.

This project first appeared in the FYs 2007-2012 program.

NORTH PARKING GARAGE

Recommended

\$1,170,000 (estimated total project cost). The Master Plan proposes to relocate and consolidate a majority of the current surface parking into parking structures. Specifically, the plan proposes to consolidate 7,180 of the total 8100 parking spaces in structures. All structures will have at least one level above grade and one level below grade (except at the Permanent Heliport). The major benefits of the parking consolidation include: 1) the ability to complete and operate the secure stand-off zone at varying threat levels with little or no impact to parking, 2) eliminating the need to screen vehicles which will now be located outside of a security stand-off zone, 3) improving site circulation, 4) improving site land use efficiency, 5) reclaiming large surface areas for green space and sustainable site strategies, and finally, 6) enhancing pedestrian convenience and environmental comfort. Additional benefits include improved vistas to and from the Pentagon and an overall improvement to the Reservation setting. The North Parking Garage will be among the first structures to be built to accommodate parking shortfalls. This parking structure will accommodate 600 parking spaces within a two level parking structure; additional levels of parking may be required and can be provided should parking spaces fall short of the intended goal. A low maintenance green roof is proposed for this structure which will help control storm water runoff and filter the rain water before it enters the Pentagon Lagoon. Pedestrians, from the North Parking structure, will cross the North River Pedestrian Bridge to access the Corridor 8 entrance.

This project first appeared in the FYs 2007-2012 program.

NORTH ROTARY ROAD RELOCATION (INTERIM SOLUTION)

Recommended

\$2,899,000 (estimated total project cost). In conjunction with information garnered from recent security assessments, approvals of ATF standards, development of the Pentagon Reservation Master Plan in January 2005, and recent acquisition of funding, the North Rotary Road Relocation (Interim Solution) project begins to establish necessary initial steps in fulfilling more permanent security objectives for the South Parking Area of the Pentagon Reservation. Permanent security infrastructure put in place as part of the Remote Delivery Facility (RDF) Truck Inspection Facility and the Route 110 secure by-pass, measures located on the west and east side of the Reservation, are complimented by the actions of this project. Existing road conditions contain immediate temporary perimeter measures set in place following the horrific attack in 2001. Although a majority of the permanent perimeter security is complete, these temporary measures are located predominately on the south and southeast side of the Reservation. It has become necessary and urgent to begin replacing and enhancing these temporary measures. Establishing the permanent location of the North Rotary Road assists in linking security measures defined by these former projects and those temporary measures. In addition to security, this project supports other goals and objectives defined in the Pentagon Reservation Master Plan. Enhancing vehicular and pedestrian circulation is particularly critical in the South Parking Area. The current North Rotary Road serpentine like a snake along the perimeter of the Reservation's South Parking Lot. Cautious travel by cars, buses, vans, trucks, and other vehicles through this section is necessary to watch for pedestrians traversing across the parking lot to the safer sidewalks, loading and off-loading along the road's edge, vehicles passing to move quickly to numerous exit points off the Reservation, and cars moving up and down, in and out of this road in order to secure a solid parking spot. This interim project not only establishes the permanent location of the new North Rotary Road, as emulated in the Master Plan, but also addresses safer movement for pedestrians and vehicles. Furthermore, mass transportation (i.e. DOD buses, internal shuttle service, commuter buses, and Metro buses) is consolidated and centralized at the Pentagon Transit Center. Enhancements to an existing internal shuttle service provide valuable improvements that encourage parking in North Parking, an area currently underutilized. The North Rotary Road Relocation (Interim Solution) is also the necessary first step to implementing its larger, permanent project, the South Parking Pedestrian Plaza and Security Enhancements, efforts that will address the area between this new road relocation and the face of the Pentagon Building. In addition, it sets part of the boundaries for the future parking garages as defined in the Pentagon Reservation Master Plan.

This is a new project in the FYs 2008-2013 program, but funding and construction commenced in FY 2007. It is noted because of its importance and tie-in to projects proposed for the FYs 2008-2013 program. This project will begin construction in third quarter FY 2007 and be completed in early FY 2008. When completed, it will provide interim security measures that support the Secure Perimeter and Pedestrian Plaza Project.

Comment: At its May 31, 2007 meeting, through a delegated action, the executive director approved the preliminary and final site development plans for the interim relocation of North Rotary Road for a period not to exceed two years, including relocation of temporary security and screening facilities (guard booths) at the Pentagon Reservation, in Arlington County, Virginia.

PENTAGON MOTOR POOL

Recommended

\$23,957,000 (estimated total project cost). The Master Plan proposes to relocate the Motor Pool functions to a new building north of the Heating and Refrigeration Plant (HRP) within the Industrial Use area and on a 1.05 acre file. This site is in close proximity to the Pentagon and functionally compatible with the existing industrial functions. The Industrial Use area has its own security stand-off zone, perimeter, and guarded entrance separate from the Pentagon Security Perimeter. At this location, the vehicles housed in the Motor Pool will have easy access to both the River and Mall Terrace to pick up or drop off Pentagon executives or dignitaries. As most of the pick-ups and drop-offs occur midday, as opposed to the morning and evening peak periods, the Motor Pool will have minimal impact on Reservation traffic. All elements of the Pentagon Motor Pool that are currently located in leased facilities will be housed under a single structure and location. This facility will provide the necessary administrative, training, and storage areas required to support the mission. Since the original relocation of the motor pool was necessitated by the on-going renovation of the Pentagon, a subsequent relocation to federal property would provide a long-term solution to the requirement to have this function proximate to the Pentagon. This new Pentagon Motor Pool will be located on a 1.05 acre site north of the Heating and Refrigeration Plant (HRP) complex. The Motor Pool building provides parking for the Motor Pool fleet vehicles and support space for personnel. This structure will be constructed as an approximately 80,000 square foot two-story building. The fleet currently fuels on the same site where the vehicles are housed. For security reasons, this will not be possible at the new facility and fuel storage tanks will be located remotely so as not to pose a hazard to the HRP.

This project first appeared in the FYs 2007-2012 program.

ROUTE 27 HIGH OCCUPANCY VEHICLE ACCESS

Recommended

\$10,815,000 (estimated total project cost). In conjunction with re-construction of the Columbia Pike and Route 27 interchange, it is proposed that a new HOV access to and from the south be provided. A reversible ramp from the mid-point of the Route 27 overpass will connect to the existing HOV lanes. Based on projected traffic volumes, a signal is not warranted on Columbia Pike. In the morning, HOV lanes are flowing north bound and traffic destined to the Pentagon Reservation would exit on the ramp to a stop sign on Columbia Pike. In the evening, traffic exiting the Pentagon Reservation would make a left turn from Columbia Pike onto the ramp. Like all HOV ramps, the new ramp would be gate controlled and closed during some period of the day. Currently, the existing HOV lane from Eads Street is approaching capacity and while it is assumed that the Pentagon population will remain constant, growth in the Pentagon City/Crystal City area will increase demand. A new HOV access ramp will relieve traffic pressure onto the Eads Street HOV entrance lane by attracting carpoolers from within the Pentagon as well as Pentagon City. The provision of a second HOV access presents an opportunity to manage traffic flow by designating registered carpool parking in locations on the west side of South Parking proximate to the proposed HOV ramp. It also affords added benefits to evacuate the Reservation faster in the event of an emergency by providing more alternate routes.

This project first appeared in the FYs 2007-2012 program.

SECURE PERIMETER, PEDESTRIAN PLAZA

Recommended

\$15,553,000 (estimated total project cost). The Master Plan proposes to complete the permanent perimeter of the security stand-off zone. The majority of the permanent perimeter is complete, but temporary perimeter barriers are located on the south and southeast sides of the Pentagon. All new and existing security barriers and infrastructure will accommodate varying threat levels. Improvements to the South Parking area will address improvements to the rotary road circulation by moving unscreened vehicular and pedestrian traffic outside the security stand-off zone, clearly defining rotary road boundaries, adding signalized intersections, and rerouting bus and vehicular traffic. Proposed improvements include distinct, separate lanes for pick-up and drop-off activities, added way finding and pedestrian crossing signage, surface material cues, and visibly defined edges with raised curbs, walkways, and landscaping. In addition, a separate lane for

multiple drop-off and pick-up functions on North Rotary Road will be created. This lane is located on the north side of the road and is divided into two sections. The western section accommodates buses, including 9/11 Memorial tour buses and DOD shuttle buses. During peak times, the tour bus lands can be used for Kiss and Ride functions. The eastern portion will serve Kiss and Ride vehicles and couriers.

This project first appeared in the FYs 2007-2012 program.

SOUTH PARKING ROAD NETWORK

Recommended

\$13,081,000 (estimated total project cost). The Master Plan also proposes a new pedestrian plaza between the Pentagon and North Rotary Road. This new plaza, located within the security stand-off zone, will accommodate high volume pedestrian traffic patterns between the Pentagon, the South Parking structures, and Pentagon Transportation Center, and a Ride-share facility. The proposed plaza will serve pedestrians crossing North Rotary Road either above or below grade, as well as pedestrian circulation to the 9/11 Memorial and other memorial destinations west of the Pentagon.

This project first appeared in the FYs 2007-2012 program

General Services Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended and Strongly Endorsed

Commerce, Herbert C. Hoover Bldg.	0	0	108,000	75,000	0	79,000	86,000	348,000
HHS, Hubert Humphrey Building	0	0	0	0	0	26,000	0	26,000
Labor, Frances Perkins Building	0	0	0	0	13,000	0	151,000	164,000
State, Harry S Truman Building	4,629	0	6,000	36,000	0	104,000	0	146,000
Interior Building	0	0	48,000	37,000	0	0	0	85,000
E. Barrett Prettyman U.S. Courthouse	0	0	28,000	0	47,000	50,000	51,000	176,000
Eisenhower EOB Modernization	64,447	172,000	15,000	0	0	0	0	187,000
Federal Office Building 8	0	0	23,000	0	0	0	0	23,000
Federal Office Building 10A	0	0	0	0	0	23,000	0	23,000
Federal Trade Commission Building	0	0	0	0	0	0	0	0
GSA, National Office Building	0	0	0	138,000	141,000	0	0	279,000
GSA, Regional Office Building	0	0	0	0	0	150,000	0	150,000
Internal Revenue Service Building	0	0	0	0	0	0	0	0
J. Edgar Hoover Building	0	0	0	0	16,000	0	160,000	176,000
Lafayette Building	0	0	54,000	0	46,000	0	64,000	164,000
Mary E. Switzer Building	50,881	0	60,000	0	0	0	0	60,000
New EOB Systems Replacement	0	0	0	0	0	0	9,000	9,000
SE Federal Center Remediation	15,000	0	8,085	15,000	15,000	0	0	38,085
Wilbur J. Cohen Building	0	0	0	22,000	0	119,300	0	141,300
U.S. FDA Consolidation	179,000	58,000	285,000	150,000	0	0	0	493,000
Subtotal	263,127	230,000	635,085	473,000	278,000	551,300	521,000	2,688,385

Recommended

Consumer Products Safety Comm.	0	0	0	0	0	0	0	0
Forrestal Building Modernization	0	0	0	0	0	12,000	0	12,000
Robert C. Weaver Bldg., HUD	0	0	0	0	0	0	10,000	10,000
Life and Safety, DOE Germantown	0	0	3,000	0	0	0	0	3,000
Life and Safety, HUD	0	0	1,000	11,000	0	0	0	12,000
Life and Safety, FOB 10A	0	0	0	1,200	12,500	0	0	13,700
Life and Safety, Francis Perkins	0	0	2,000	19,000	0	0	0	21,000
Life and Safety, IRS	0	0	0	700	9,000	0	0	9,700
Life and Safety, J. Edgar Hoover	0	0	2,000	19,000	0	0	0	21,000
Life and Safety, Postal Square	0	0	2,000	17,000	0	0	0	19,000
HOTD II Steam Distribution	0	0	25,000	0	0	0	0	25,000
Lafayette Building LITE Renovations	0	0	8,000	0	0	0	0	8,000
National Courts Windows	0	0	0	0	0	0	0	0
Nebraska Avenue Complex	52,835	0	0	0	0	0	0	0
Remote Delivery Service Center	39,612	0	0	0	0	0	0	0
Southern Maryland Courthouse	0	0	0	0	10,000	0	130,000	140,000
West Wing Utility Plant Replacement	0	0	6,000	72,000	0	0	0	78,000
Subtotal	92,447	0	49,000	139,900	31,500	12,000	140,000	372,400

Projects Requiring Additional Planning Coordination

St. Elizabeths West – DHS Consol.	0	310,000	250,000	70,000	595,000	0	0	1,225,000
St. Elizabeths West Campus Infra.	6,444	21,000	79,000	154,000	24,000	7,000	2,000	287,000
St. Elizabeths West Campus Ext.	0	7,000	5,000	0	0	0	0	12,000
Subtotal	6,444	338,000	334,000	224,000	619,000	7,000	2,000	1,524,000

GSA Total	362,018	568,000	1,018,085	836,900	928,500	570,300	663,000	4,584,785
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GENERAL SERVICES ADMINISTRATION

ALL PROJECTS ARE LOCATED IN WASHINGTON, DC UNLESS NOTED

General Comment: NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of the General Services Administration (GSA) buildings in the monumental core. Modernization projects that include permanent physical security measures are required to conform to NCPC urban design and security policies and submission guidelines on urban design and security.

The modernization projects noted with an * below include permanent perimeter security as a project component. Further, where area-wide perimeter security strategies are contemplated, GSA is encouraged to ensure that individual proposals are fully coordinated with area-wide security strategies, such as Pennsylvania Avenue from 3rd to 15th Streets.

Recommended and Strongly Endorsed

DEPARTMENT OF COMMERCE, HERBERT C. HOOVER BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$348,000,000 (estimated total project cost during FYs 2008-2013). The project will upgrade and replace major building systems in a 69-year-old building located at 14th Street and Constitution Avenue, NW. The seven-story headquarters building has 1,913,245 occupiable square feet. Work includes upgrading fire and life safety, mechanical, plumbing, and electrical distribution systems; replacing HVAC equipment, ceilings, and lighting systems; and making limited tenant alterations. Restoring historically significant spaces, complying with all accessibility codes, and recapturing usable space are all included in the project plans. The six-phase modernization will allow the Department of Commerce to consolidate operations from leased space and utilize the building more efficiently. Changes proposed include an infill tower in one courtyard to provide swing space for each phase of the modernization, as well as long-term housing for elements currently located in swing space.

This project first appeared in the FYs 1993-1997 program.

Comment: At its April 6, 2006, meeting, NCPC commented favorably on the design concept for Phase 1 of the Herbert C. Hoover Building modernization, with the exception of the perimeter security and streetscape elements. The Commission found the proposal for perimeter security to be premature and recommended that further action be deferred until it could be coordinated with efforts to develop a comprehensive design solution for the entire Federal Triangle, including Pennsylvania and Constitution Avenues.

DEPARTMENT OF HEALTH AND HUMAN SERVICES, HUBERT H. HUMPHREY BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$26,000,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate PCBs, lead paint, asbestos, and hazardous materials.

This project first appeared in the FYs 2001-2005 program.

DEPARTMENT OF LABOR, FRANCES PERKINS BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$164,000,000 (estimated total project cost). The project involves the design and Phase I modernization of a 1,690,119-gross-square-foot building (including parking area). Work includes upgrades to the HVAC system, the building interior and exterior, fire and safety systems, and elevators. The building will be made compliant with accessibility codes. Interior work will reduce the load factor and increase usable square feet.

This project first appeared in the FYs 2001-2005 program.

DEPARTMENT OF STATE, HARRY S TRUMAN BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$146,000,000 (estimated project cost during FYs 2008-2013). The project will modernize, upgrade, and replace the major building systems at the Main Building located at 2201 C Street, NW. Work includes upgrading fire, life safety, and electrical distribution systems; replacing HVAC equipment; repairing/replacing ceilings and lights; replacing interior architectural features as needed; relocating walls and partitions to suit tenant space needs; making alterations to ensure

compliance with all accessibility codes; and restoring historically significant features and spaces. The total cost of the project is estimated to be \$150,629,000; the project has received \$4,629,000 in previous funding.

This project first appeared in the FYs 1992-1996 program.

Comment: At its December 2, 2004 meeting NCPC approved a design concept for perimeter security at the Department of State Harry S Truman Building. At its meeting on April 6, 2006, through a delegated action of the executive director, NCPC approved preliminary site and building plans for interim security screening structures at the building entrances.

DEPARTMENT OF THE INTERIOR BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$85,000,000 (estimated total project cost). This project will upgrade and replace major building systems in the 1,309,266-gross-square-foot Interior Building located at 19th and C Streets, NW. The building was designed for and has been exclusively occupied by the Department of the Interior since its construction in 1936. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; replacement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; alterations to ensure compliance with all accessibility codes; and restoration of historically significant spaces.

This project first appeared in the FYs 1992-1996 program.

Comment: At its July 25, 1996 meeting, NCPC approved the preliminary site and building plans for the renovation and modernization of the Department of the Interior Headquarters Building. The Commission requested that GSA coordinate the design of all elements with the District of Columbia State Historic Preservation Office and the Advisory Council on Historic Preservation, in accordance with the Section 106 review process. In addition, the Commission recommended that, in order to reduce their visual prominence, GSA give special attention to the exterior access ramps at the north and south entrances and the height and location of the rooftop stair enclosures. By delegated action NCPC approved the final building plans for the relocation of a proposed stairwell on the north side of the building.

E. BARRETT PRETTYMAN U.S. COURTHOUSE MODERNIZATION*

Recommended and Strongly Endorsed

\$176,000,000 (estimated total project cost). The project will upgrade and replace major building systems of the 634,297-occupiable-square-foot building at 333 Constitution Avenue, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes.

This project first appeared in the FYs 2003-2008 program.

EISENHOWER EXECUTIVE OFFICE BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$187,000,000 (estimated project cost during FYs 2008-2013). Phase II of the project will upgrade and improve the primary and secondary electrical distribution and telecommunication systems and piping and ductwork for future HVAC systems in the building located at 17th Street and Pennsylvania Avenue, NW. Design and construction costs are also included for preparing a specific part of the building as a safe harbor in the event of a chemical, biological or radiological attack. The total cost of the project is estimated to be \$251,447,000; the project has received \$64,447,000 in prior funding.

This project first appeared in the FYs 1993-1997 program.

FEDERAL OFFICE BUILDING 8 MODERNIZATION*

Recommended and Strongly Endorsed

\$23,000,000 (estimated total project cost). The project will completely renovate the 545,000 gross-square-feet of space in FOB 8, located at Second and C Streets, SW. The building, which currently houses laboratory space, will be renovated for office use.

This project first appeared in the FYs 1994-1998 program.

Comment: At its September 8, 2005 meeting, NCPC recommended that clear, untinted glass be used at the ground-floor level to allow maximum visual access to the building interior, and that mirrored or highly reflective glass not be used at any level of the structure. NCPC also recommended that the applicant consult with staff in developing a concept for perimeter security that is integrated with the landscape and defers comment on the landscape until more information on perimeter security is included. NCPC finds that the project as submitted is not yet consistent with relevant policies, including Policies 16 and 20 of the “National Capital Urban Design and Security Plan Objectives and Policies,” which NCPC adopted on May 5, 2005.

FEDERAL OFFICE BUILDING 10A MODERNIZATION*

Recommended and Strongly Endorsed

\$23,000,000 (estimated total project cost). The project will upgrade and renovate a 942,083-gross-square-foot building with parking. The facility is located at 800 Independence Avenue, SW. Work will include repairing and replacing major building systems, renovating the overall interior, and making minor exterior repairs and alterations.

This project first appeared in the FYs 1994-1998 program.

FEDERAL TRADE COMMISSION BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

(Project costs are to be determined.) The project will repair a 301,870-gross-square-foot building. Work includes making repairs to the superstructure, foundation, exterior, and windows; and replacing electrical, mechanical, and plumbing systems. Also included are the restoration of historical features, additions of fire and life safety requirements, and the improvement of restrooms to make them compliant with accessibility codes.

This project first appeared in the FYs 1993-1997 program.

GENERAL SERVICES ADMINISTRATION, NATIONAL OFFICE BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$279,000,000 (estimated total project cost during FYs 2008-2013). The project will upgrade and replace the mechanical, electrical, plumbing, and life and fire safety systems in the 710,431-gross-square-foot office building located at 18th and F Streets, NW. Additional work includes demolishing the existing receiving and support building in the west courtyard; demolishing the existing office and generator support building in the center of the east courtyard; and adding a new structure of approximately 105,000 square feet connecting the south end of the three legs of the building. Complete renovation will also include adding new passenger and freight elevators; generally improving the building’s space-use efficiency; and enhancing the building’s estimated market value while preserving its historically significant elements. Since its construction in 1917, the building has never undergone a complete systems modernization.

This project first appeared in the FYs 2001-2005 program.

Comment: At its February 3, 2005, meeting, NCPC approved the concept plans for this project and concurred with GSA’s proposal to create an E Street entrance to improve both the function and appearance of the building. Understanding that GSA had not decided on an entrance design and that there were no budgeted funds for it, NCPC excepted the submitted E Street entrance design from approval and recommended further study of proposed designs prior to the submission of preliminary site and building plans. In addition, NCPC required GSA to submit a perimeter security design as part of its preliminary site and building plans.

GENERAL SERVICES ADMINISTRATION, REGIONAL OFFICE BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$150,000,000 (estimated total project cost). The project is a two-phased modernization that will bifurcate the existing structure at 7th and D Streets, SW—yielding two distinct addresses with separate security—while creating a shared central lobby and centralized mechanical and building support systems. This modernization includes improvements to the mechanical and central heating, ventilating, and air-conditioning systems; and overall reconstruction of the interior space, including the correction of fire and life safety deficiencies. GSA-National Capital Region will occupy one half of the structure while the other half will be used as swing space for tenants during other building modernization projects.

This project first appeared in the FYs 1992-1996 program.

Comment: At its April 1, 2004, meeting, NCPC approved preliminary and final site and building plans to construct temporary beam gates and to locate concrete planters and one prefabricated guard booth.

INTERNAL REVENUE SERVICE BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

(Project costs are to be determined.) The project will upgrade and replace major building systems at the IRS Building located at 1111 Constitution Avenue, NW. The initial phase of the project will include upgrading building systems and replacing a collapsing basement floor slab. Replacement is also planned for building moats and basement-level mechanical and electrical systems. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; placement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; restoration of historically significant spaces; and alterations to ensure compliance with all accessibility codes. Cleaning and repointing the stone/masonry exterior of the building is also planned. The IRS building houses 3,856 employees in a total of 667,665 occupiable square feet of space.

This project first appeared in the FYs 1993-1997 program.

J. EDGAR HOOVER BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$176,000,000 (estimated total project cost). The project will upgrade and replace major building systems in this building occupied by the Federal Bureau of Investigation, located at Pennsylvania Avenue and E Street between 9th and 10th Streets, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes.

This project first appeared in the FYs 2003-2008 program.

Comment: At its January 5, 2006, meeting, through a delegated action of the executive director, NCPC approved preliminary site and building plans for the proposed FBI Visitor Center and security upgrades to the J. Edgar Hoover Building.

LAFAYETTE BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$164,000,000 (estimated total project cost). The project in this 598,652-gross-square-foot building is for the two-phase repair and replacement of all major building systems, usable space recapture, basic tenant improvements, preservation of historic elements, and security upgrades. The building is occupied by the Department of Veterans Affairs and the Export-Import Bank of the United States.

This project first appeared in the FYs 1992-1996 program.

Comment: At its May 4, 2006, meeting, NCPC approved preliminary building plans for modernization of the Lafayette Building. NCPC advised GSA that the perimeter security portion of the project as proposed did not meet any of the Commission's criteria for categorical exclusion under the National Environmental Policy Act (NEPA), in which case an environmental assessment may be required. NCPC recommended that in further development of the design for perimeter security, GSA develop a variety of hardened streetscape elements along Vermont Avenue as proposed for this area in *The National Capital Urban Design and Security Plan*; preserve the historic retail uses along 15th Street and ensure that adjacent security elements do not impede the area's commerce and vitality; and coordinate with the adjacent property owner to develop design strategies for providing perimeter security at the public alley from 15th Street.

MARY E. SWITZER BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$60,000,000 (estimated project cost during FYs 2008-2013). The project will improve the HVAC system in the Switzer Building, located at 330 C Street, SW. The overall condition of the interior space—including corrections of fire and life safety deficiencies—will also be improved. The 591,301-square-foot building houses 2,528 employees, primarily from the Department of Education. The project has received \$50,881,000 in prior funding.

This project first appeared in the FYs 1999-2003 program.

Comment: At its January 8, 2004 meeting, NCPC approved preliminary site and building plans for the building modernization. At its March 3, 2005 meeting, through a delegated action, the executive director approved the final site and building plans for the project.

NEW EXECUTIVE OFFICE BUILDING SYSTEMS REPLACEMENT

Recommended and Strongly Endorsed

\$9,000,000 (estimated total project cost). The project will replace HVAC, plumbing, and sewage systems. Work also includes replacing the electrical distribution system, implementing the wiring plan, and abating asbestos. This 426,516-gross-square-foot building is occupied by the Executive Office of the President.

This project first appeared in the FYs 2002-2007 program.

SOUTHEAST FEDERAL CENTER REMEDIATION

Recommended and Strongly Endorsed

\$38,085,000 (estimated project cost during FYs 2008-2013). The Southeast Federal Center property (SEFC) is an underutilized federal property with significant potential for development. The SEFC site is a 55.3-acre parcel located within the District of Columbia's southeast boundary along the Anacostia River. The site consists of two projects configured for development. An 11 acre parcel is the location of the new headquarters for the Department of Transportation. The second site, approximately 44 acres, is the subject of a request for proposals (RFP) for mixed-use development. This land may be privately purchased and developed via a ground lease arrangement scenario. The total cost of the project is estimated to be \$53,085,000; the project has received \$15,000,000 in prior funding.

This project first appeared in the FYs 2007-2012 program.

WILBUR J. COHEN BUILDING MODERNIZATION*

Recommended and Strongly Endorsed

\$141,300,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate hazardous materials in the 1,072,705-gross-square-foot office building located at 300 Independence Avenue, SW.

This project first appeared in the FYs 1992-1996 program.

Comment: At its July 8, 2004 meeting, through a delegated action of the executive director, NCPC approved temporary security barriers for a period not to exceed six months.

U.S. FOOD AND DRUG ADMINISTRATION CONSOLIDATION MONTGOMERY COUNTY, MARYLAND

Recommended and Strongly Endorsed

\$493,000,000 (estimated project cost during FYs 2008-2013). This project involves the continued design and construction of a new facility on 130 acres totaling 2,215,848 gross-square-feet of occupiable space in White Oak, Maryland. This facility will consolidate the U.S. Food and Drug Administration's (FDA) Center for Drug Evaluation and Research; Center for Devices and Radiological Health; Center for Biologic Evaluation and Research; Office of the Commissioner; and Office of Regulatory Affairs. Modern laboratories, offices, and support space will be provided for these operations. This project will lead to greater performance efficiency at FDA's various centers. The estimated total project cost is \$672,000,000; the project has received \$179,000,000 in prior funding.

This project first appeared in the FYs 1995-1999 program.

Comment: GSA and FDA developed an EIS Supplement that assessed impacts associated with this site. The environmental documentation process was completed in April 1997. At its June 26, 1997, meeting, the Commission approved—except for the parking—a master plan for this site.

NCPC has taken the following actions on this project:

- July 6, 2000: NCPC approved the design concept plans for FDA's consolidation site.
- December 14, 2000: NCPC approved preliminary site and building plans for the first building at FDA's consolidation site.

- April 5, 2001: NCPC approved final site and building plans for the Center for Drug Evaluation and Research (CDER) Laboratory.
- June 6, 2002: NCPC approved a revision to the FDA Consolidation Master Plan, which indicated an employment level of 6,235 and a parking ratio of one space for every two employees. FDA was required to submit a revised parking plan within nine months of fully occupying the CDER office and work with transit agencies to provide transit service to the site as soon as possible.
- August 1, 2002: NCPC approved preliminary and final site and building plans for the CDER building.
- February 6, 2003: NCPC approved final site and building plans for Building 100, the Central Utility Plant.
- March 3, 2005: NCPC approved final site and building plans for the North Parking Garage 1.
- April 7, 2005: NCPC approved preliminary and final site and building plans for CDER Office Building 2.
- April 6, 2006: NCPC approved preliminary and final site and building plans for the Center for Devices and Radiological Health Office Building.
- July 6, 2006: NCPC approved the 2006 master plan update and transportation management plan for the FDA consolidation at the White Oak Federal Research Center in Montgomery County, Maryland.
- June 7, 2007: NCPC approved the final site and building plans for the Building 1 Renovation, entry pavilion and perimeter security at the FDA consolidated campus at White Oak Federal Research Center, and reminded the applicant of the October 26, 2006 Commission recommendation that GSA and FDA continue working with Montgomery County and relevant transit agencies to improve service from Metrorail stations to the site to coincide with occupancy of the next major office building.
- June 7, 2007: NCPC approved the final site and building plans for the Office of the Commissioner/Office of Regulatory Affairs, Building 31-32, at the FDA consolidated campus at White Oak Federal Research Center.

The District of Columbia government continues to be concerned with GSA over the process by which certain FDA facilities are being proposed for relocation to White Oak and College Park, Maryland. In a letter to GSA, the D.C. Office of Corporation Counsel has taken the position that the relocation plans to date are contrary to the requirements of Executive Order 12072 on Federal Space Management, which states that the federal government encourage the location of federal workplaces in central cities, making downtown areas attractive places to work, conserving existing resources, and encouraging redevelopment. GSA has advised the D.C. Corporation Counsel of its continuing commitment to the Administration's urban policy as contained in Executive Order 12072 and confirmed in Executive Order 10036. With respect to the FDA consolidation activities in Maryland, it is GSA's position that the consolidation is authorized by law and that the location of the consolidation in Prince George's and Montgomery County, Maryland is pursuant to congressional direction.

Recommended

CONSUMER PRODUCTS SAFETY COMMISSION MONTGOMERY COUNTY, MARYLAND

Recommended

(Project costs are to be determined.) This project is to construct a one-story facility for the Consumer Product Safety Commission located at 10901 Darnestown Road, Gaithersburg, Maryland. The proposed project includes demolition of six existing structures currently located at the facility. The seven existing structures are one-story, free-standing cinder block laboratories totaling 19,548 square feet.

This project first appeared in the FYs 2007-2012 program.

FORRESTAL BUILDING MODERNIZATION

Recommended

\$12,000,000 (estimated project cost during FYs 2008-2013). This project calls for the installation of fire and life safety equipment in the Forrestal Building, located at 1000 Independence Avenue, SW. This building contains approximately 1,432,884 gross-square-feet of space with interior parking. Currently the Forrestal Building does not meet the fire and life safety code because it is not protected by a sprinkler system. In case of a fire, the fire alarm will sound, but there is no protection for the occupants or for the building. The original lights and wiring, which are installed in a tray ceiling, will

need to be replaced as they pose a significant fire hazard. Asbestos, which is insulating the ceiling and wiring, will be abated.

This project first appeared in the FYs 2002-2007 program.

Comment: At its May 5, 2005, meeting, NCPC reviewed a series of alternatives for protecting the Forrestal Building against portable and vehicle-borne bombs and approved the concept design for Phase 1, Column Wraps; Phase 3, 10th Street Road Hardening; and Phase 6, Building Core Protection for Building A of the Forrestal Complex. NCPC disapproved the concept design for Phase 2, Blast Shield over 10th Street; Phase 4, Security Elements and 10th Street Road Work; and Phase 5, 10th Street Bollards and Guard Booths. The Commission required that any subsequent submission include a programmatic evaluation of removing the portion of the building mass (four column bays) that bridges over 10th Street.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, ROBERT C. WEAVER BUILDING

Recommended

\$10,000,000 (estimated project cost during FY 2008-2013). This project proposes to replace the fire alarm system in the Robert C. Weaver HUD building, at 451 Seventh Street, SW, with a new fire alarm system that includes a voice communication component to comply with the national fire alarm code and GSA standards.

This project first appeared in the FYs 2006-2011 program.

FIRE AND LIFE SAFETY SYSTEMS

Since September 11, 2001, agencies realize that communication during an emergency is critical. The following six projects will replace existing fire alarm systems in a number of buildings throughout the District of Columbia and Maryland with new voice fire alarm systems to provide occupants with adequate protection during an emergency. The systems can be used for fire and other types of emergencies (e.g., shelter in place, partial evacuation). The program has received \$68,188 in previous funding for projects region-wide.

DEPARTMENT OF ENERGY, FIRE AND LIFE SAFETY SYSTEMS GERMANTOWN, MARYLAND

Recommended

\$3,000,000 (estimated total project cost).

This is a new project in the FYs 2008-2013 program.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, FIRE AND LIFE SAFETY SYSTEMS

Recommended

\$12,000,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FEDERAL OFFICE BUILDING 10A, FIRE AND LIFE SAFETY SYSTEMS

Recommended

\$13,700,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FRANCES PERKINS BUILDING, FIRE AND LIFE SAFETY SYSTEMS

Recommended

\$21,000,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

INTERNAL REVENUE SERVICE BUILDING, FIRE AND LIFE SAFETY SYSTEMS

Recommended

\$9,700,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

J. EDGAR HOOVER BUILDING, FIRE AND LIFE SAFETY SYSTEMS

Recommended

\$21,000,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

POSTAL SQUARE, FIRE AND LIFE SAFETY SYSTEMS

Recommended

\$19,000,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

HOTD II STEAM DISTRIBUTION TUNNELS

Recommended

\$25,000,000 (estimated project cost during FYs 2008-2013). This project will replace the buried steam distribution and condensate lines that supply steam and return condensate from the Heating Operation and Transmission District (HOTD) Central Heating Plant to 100 federal and District government buildings in metropolitan Washington, D.C. Replacing the lines will improve the reliability of the steam distribution system, reducing the likelihood of future line ruptures that can disrupt service and create hazards. The project is also expected to improve overall HOTD system efficiency through better insulated lines that reduce lost steam, return more condensate to the heating plant, and result in more efficient water use and lower costs.

This project first appeared in the FYs 2005-2010 program as HOTD Steam Distribution Complex.

LAFAYETTE BUILDING LITE RENOVATIONS

Recommended

\$8,000,000 (estimated project cost during FYs 2008-2013). This project will provide complete restroom renovations on floors 2-12 of the Lafayette Building located at 811 Vermont Avenue, NW, to improve these facilities to make them compliant with accessibility codes.

This is a new project in the FYs 2008-2013 program.

NATIONAL COURTS WINDOW REPLACEMENT

Recommended

(Project costs in FYs 2008-2013 are to be determined.) This project will remove old window panes and install blast mitigating, energy-efficient panes at the building occupied by the Court of Appeals for the Federal Circuit and the Court of Federal Claims.

This project first appeared in the FYs 2004-2009 program.

NEBRASKA AVENUE COMPLEX

Recommended

(Project costs in FYs 2008-2013 are to be determined.) This project will upgrade the primary electrical distribution system at the Nebraska Avenue Complex (NAC), 3801 Nebraska Avenue, NW, occupied by the Department of Homeland Security (DHS). The existing primary electrical distribution system has been deemed inadequate to supply DHS with the level of electrical service required to perform its mission. The NAC is a 32-building complex constructed on 37.55 acres of land in northwest Washington, DC at the intersection of Nebraska and Massachusetts Avenues. The buildings consist of approximately 600,000 gross-square-feet of space built between 1916 and 1997. Originally a girls' seminary, the

property was sold to the U.S. Navy in 1943 and has been occupied by the service since then, until passage of P.L. 108-268 in July 2004 which transferred the property to DHS. GSA proposes upgrading the primary electrical distribution system that serves 22 of the complex's buildings that are, or can be converted to, office space. The current system is served at 13.2KV from underground feeders and has the capacity to serve the entire complex under the present power loading of 4 watts per square foot. This capacity, however, does not meet DHS requirements of 18 watts per square foot. The proposed project will involve primary voltage distribution upgrades and individual building service upgrades plus replacement of the primary distribution system. The project has received \$52,835,000 in prior funding

This project first appeared in the FYs 2007-2012 program.

Comment: At its February 2, 2007 meeting, NCPC approved preliminary and final site and building plans for replacement of Building 61, and approved concept site development plans for a Generator Enclosure Facility.

REMOTE DELIVERY SERVICE CENTER

Recommended

(Project costs in FYs 2008-2013 are to be determined.) The project will construct a material handling facility with an on-site laboratory to screen mail for the Executive Office of the President. The proposed Remote Delivery Facility II will consist of approximately 82,847 gross-square-feet of space (51,814 square feet of useable space). The project has received \$39,612,000 in prior funding.

This project first appeared in the FYs 2005-2010 program.

Comment: At its March 2, 2006 meeting, NCPC approved preliminary and final site and building plans for a federal search facility to be located at the U.S. Naval Station Anacostia Annex.

SOUTHERN MARYLAND COURTHOUSE ANNEX GREENBELT, MARYLAND

Recommended

\$140,000,000 (estimated project cost during FYs 2008-2013) This project calls for designing and constructing the Southern Maryland Courthouse Annex at a site to be selected in Greenbelt, Maryland.

This project first appeared in the FYs 2005-2010 program.

WEST WING UTILITY PLANT REPLACEMENT

Recommended

\$78,000,000 (estimated project cost during FY 2008-2013). This project is to construct an underground utility tunnel, new underground west wing mechanical room and replace all HVAC equipment with new HVAC equipment. Other improvements will include a new underground electrical room, electrical distribution unit and an electrical vault to house switchgear and feeders.

This is a new project in the FY 2008-2013 program.

Projects Requiring Additional Planning Coordination

Comment: The west campus of Saint Elizabeths Hospital, located in southeast Washington, DC, is proposed for major redevelopment. GSA is currently working with NCPC as well as other federal, local, and community groups to identify and address the issues related to the proposed development, including traffic, historic preservation and security. GSA is preparing various studies, environmental and historic preservation documentation, and a master plan. In recognition of outstanding development issues and pending completion of a master plan and supporting information, the following projects are categorized as “Requiring Additional Planning Coordination.”

SAINT ELIZABETHS HOSPITAL WEST - DHS CONSOLIDATION

Project Requiring Additional Planning Coordination

\$1,225,000,000 (estimated project cost during FYs 2008-2013). This project will redevelop the West Campus of St. Elizabeths Hospital, a 182-acre site including 61 buildings with approximately 1.1 million gross-square-feet (GSF) of space. An additional 2 million+ gross-square-feet can be constructed on site. The site will be used for consolidating the Department of Homeland Security, with the first tenant anticipated to be the U.S. Coast Guard (USCG). The site also will be evaluated for the housing needs of other high-security federal tenants. The new headquarters will consolidate several leased locations into a single, federally owned site, leading to economies of scale not currently enjoyed by the service. GSA plans for the new headquarters will follow the Design Excellence program and achieve a Silver LEED rating.

This project first appeared in the FYs 2006-2011 program as “U.S. Coast Guard Headquarters at Saint Elizabeths Hospital.”

SAINT ELIZABETHS HOSPITAL - WEST CAMPUS INFRASTRUCTURE

Project Requiring Additional Planning Coordination

\$287,000,000 (estimated project cost during FYs 2008-2013). The project will upgrade and replace major infrastructure in preparation for the site’s first tenant – the U.S. Coast Guard. The estimated total project cost is \$293,444,000; the project has received \$6,444,000 in prior funding.

This is a new project in the FYs 2008-2013 program.

SAINT ELIZABETHS HOSPITAL WEST CAMPUS EXTENSION/SITE ACQUISITION

Project Requiring Additional Planning Coordination

\$12,000,000 (estimated project cost during FYs 2008-2013). The project will include the extension and site acquisition for Firth Sterling Avenue and Shepherd Parkway for additional access points and to mitigate potential traffic congestion.

This is a new project in the FYs 2008-2013 program.

Department of Health and Human Services

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Recommended								
National Institutes of Health								
2nd Floor Addn, In-Vivo NMR Center	0	0	0	0	0	0	6,000	6,000
Animal Research Center	17,300	0	0	0	0	0	220,000	220,000
Building 10 Repair Program	0	0	18,900	16,800	0	0	0	35,700
Building 3 Renovation	0	0	0	0	0	15,000	0	15,000
Building 37 Basement Renovation	0	0	0	0	0	0	14,000	14,000
Complete Fit Out B3-East Labs in CRC	0	2,000	0	0	0	0	0	2,000
Emergency Power CIT Data Center	0	13,300	0	0	0	9,000	6,000	28,300
Expand Cell Processing Space, Bldg 10	0	0	5,000	0	0	0	0	5,000
J. E. Porter Neuroscience Center II	66,400	0	0	0	0	250,000	0	250,000
Laboratory M, South Quad	0	0	0	0	0	0	3,000	3,000
Laboratory N, South Quad	0	0	0	0	0	2,100	0	2,100
Laboratory P, South Quad	0	0	0	0	0	4,000	0	4,000
New Patient Imaging	0	0	4,000	0	0	0	0	4,000
Northwest Child Care Facility	500	0	0	0	12,500	0	0	12,500
PET C-Good Lab Practices Lab	0	7,000	0	0	0	0	0	7,000
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
Zebrafish Research Facility	0	0	0	0	0	0	12,000	12,000
NIH Total	84,200	22,300	27,900	16,800	12,500	281,200	261,000	621,700
HHS Total	84,200	22,300	27,900	16,800	12,500	281,200	261,000	621,700

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Recommended

NATIONAL INSTITUTES OF HEALTH

BETHESDA, MARYLAND

2ND FLOOR ADDITION TO IN-VIVO NMR CENTER

Recommended

\$6,000,000 (estimated project cost during FYs 2008-2013) for the design and construction of a 4,000 gross-square-foot, 2nd floor addition to the In-vivo NMR Center on the Bethesda campus. The National Institute of Neurological Disorders and Stroke (NINDS) and National Institute of Mental Health (NIMH) neuroimaging community continues to expand. The addition creates new office space which allows current first floor office occupants to relocate, freeing up space on the first level to house planned NINDS and NIMH MRI equipment.

This is a new project in this FYs 2008-2013 program.

ANIMAL RESEARCH CENTER / CENTRAL VIVARIUM

Recommended

\$220,000,000 (estimated project cost during FYs 2008-2013). This project provides a 27,870-gross-square-meter (300,000-gross-square-feet) multi-level Animal Research Center/Central Vivarium to replace present facilities in the Building 14/28/32 complex. The new facility will provide animal holding, receiving, quarantine, and procedure areas; basic and specialized research laboratories; administrative support spaces; and the necessary utilities to comply with the Association for Assessment and Accreditation of Laboratory Animal Care (AAALAC) guidelines. The Animal Research Center/Central Vivarium is a vital part of NIH's research infrastructure and is the initial project in establishing a program for the Center for the Biology of Disease. Animal models continue to be one of the most valuable tools in basic biology and more complex mechanisms of disease. The multi-level facility will replace a marginal and crowded group of facilities with a new facility designed to house non-mammalian species in AAALAC-compliant space. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$237,300,000; the project has received \$17,300,000 in prior funding.

This project first appeared in the FYs 2000-2004 program under the title, "Central Vivarium."

BUILDING 10 REPAIR PROGRAM

Recommended

\$35,700,000 (estimated total project cost). This is a multi-year effort to remediate the most critical deficiencies (utility, fire safety, and environmental) in old Building 10. The static and dynamic systems through which utilities flow are archaic, severely deteriorated, and subject to random failure.

This investment will upgrade deteriorated primary utility infrastructure systems to continue to support the world class translational research programs that Building 10 has hosted for more than 50 years. These systems have undergone extensive study during the past 15 years to determine the capacity and capability of these systems to maintain the facilities research programs. Based upon these numerous studies conducted by independent groups, it was determined that the infrastructure systems had outlasted their useful life expectancy and were nearing failure. The Building 10 Repair Program was developed in response to these findings in an effort to revitalize certain critical existing systems until a full renovation of the building can be completed.

BUILDING 3 RENOVATION

Recommended

\$15,000,000 (estimated total project cost). This project involves converting approximately 41,000 gross square feet of mixed-use laboratory and support space into administrative space. The internal space configuration and infrastructure, including mechanical systems, will be modified to provide safe, reliable, and efficient space. The facility has been decontaminated, and the demolition of the interior has been completed. The building is eligible for listing in the National Register of Historic Places. There will be no changes or modifications to the exterior of the building. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2005-2010 program.

BUILDING 37 BASEMENT RENOVATION

Recommended

\$14,000,000 (estimated project cost during FYs 2008-2013). This project calls for design and construction work to renovate the basement of Building 37 from a decommissioned mechanical space to an expanded area for the Center for Cancer Research (CCR). This space will be used to expand the vivarium (additional rodent holding and procedure rooms); construct a state-of-the-art imaging facility; and relocate and expand the CCR DNA sequencing facility core service from the second floor. This will result in the most effective use of this space because of its proximity to the other CCR programs housed in Building 37 and the advantages of the basement environment (i.e., slab on grade, minimal vibrations, no windows, easy to secure). Preliminary planning efforts are ongoing. The project is not historically sensitive and does not impact a sensitive area. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2005-2010 program.

COMPLETE FIT OUT B3-EAST LABS IN CLINICAL RESEARCH CENTER

Recommended

\$2,000,000 (estimated total project design cost during FYs 2008-2013). This project calls for the fit out of shelled space in the basement of the Clinical Research Center, B3, Sector G, as laboratory space. Completion of this laboratory space will allow for the relocation of existing research programs from the Ambulatory Core Research Facility (ACRF) enabling expansion of clinical and basic neuroimaging research space into the ACRF.

This is a new project in this FYs 2008-2013 program.

EMERGENCY/BACK UP POWER CIT DATA CENTER

Recommended

\$28,300,000 (estimated project cost during FYs 2008-2013). The NIH Center for Information Technology (CIT) provides NIH with a central computing and networking resource. This resource is used for both scientific and administrative information processing, as well as support for a number of HHS-wide applications. Service demands on the Data Center have grown very rapidly during the past five years. This project calls for the installation of additional network transformers to make more power available for IT equipment and additional UPS systems that will prevent service interruptions due to power failures. The project will be done in three phases. Once completed, the project will provide the Data Center with parallel redundant, continuous uninterrupted technical power in an N+1 arrangement. This will satisfy the projected power needs of the Center.

This is a new project in this FYs 2008-2013 program.

EXPANSION OF CELL PROCESSING SPACE, BUILDING 10

Recommended

\$5,000,000 (estimated total project cost). This project provides for additional c-Good Laboratory Practices (cGLP) space for cell processing and cellular therapies provided by the Department of Transfusion Medicine, Clinical Center (CC). Products will be used for clinical trials and therapeutic purposes. The requested facility is a 3,000 to 4,000 net-square-foot addition and is adjacent to the CC Department of Transfusion Medicine Cell Processing Facility. As a cGLP-compliant facility, this space will require special construction features, including seamless walls, floors, and ceilings, nonporous work

surfaces, and special dedicated air handling. Additional requirements include piped liquid nitrogen for cell product storage and CO₂ for incubation of cultures, and a system for electronic monitoring and alarms.

This is a new project in this FYs 2008-2013 program.

JOHN EDWARD PORTER NEUROSCIENCE RESEARCH CENTER-PHASE II

Recommended

\$250,000,000 (estimated project cost during FYs 2008-2013). This project involves designing and constructing a 317,000-gross-square-foot multi-story laboratory facility devoted to neuroscience research. The facility, which will support biomedical research, will include laboratory space, an animal facility for rodents, offices, and conference rooms. Building 36, a multi-story laboratory building constructed in the 1960s, was demolished in 2006. It will be replaced with the new laboratory, the Neuroscience Research Center, Phase II.

The basic areas of neuroscience research overlap so extensively that NIH's research mission would be best served by combining such research under one roof. The Neuroscience Research Center will speed the rate at which fundamental discoveries are translated into effective neurological and psychiatric treatments.

In addition to the programmatic reasons for this new laboratory, the core facilities in which NIH neuroscientists work are inadequate. The neuroscience laboratory facilities at NIH have not kept pace with recent technological breakthroughs. To be one of the world's leading centers for technological development, NIH needs state-of-the-art facilities. The new facilities will provide the shared equipment rooms, common areas for lab meetings, seminar rooms, and an auditorium necessary to support collaboration among neuroscientists. The sites for both Phases I and II are interconnected such that the completed structure will be seen as one building. The planning and design of this facility has been completed, although NIH is redesigning Phase II. NIH received funding to demolish Building 36 and begin construction of Phase II. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost \$316,400,000; the project has received \$66,400,000 in prior funding.

This project first appeared in the FYs 2001-2005 program under the title, "National Neuroscience Center."

Comment: At its March 1, 2007 meeting NCPC approved the revised preliminary site and building plans for the Porter Neuroscience Research Center, Phase 2, at the National Institutes of Health Bethesda Campus.

LABORATORY M, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD

Recommended

\$3,000,000 (estimated project design cost during FYs 2008-2013). This project calls for designing and constructing an 184,000 gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment, and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2002-2007 program.

LABORATORY N, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD

Recommended

\$2,100,000 (estimated project design cost during FYs 2008-2013). This project calls for designing and constructing an approximately 138,000-gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space that will help facilitate advancements in research to improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment and cold rooms, a loading dock, and material handling spaces. Planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$115,000,000.

This project first appeared in the FYs 2002-2007 program.

LABORATORY P, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD

Recommended

\$4,000,000 (estimated project design cost during FYs 2008-2013). This project calls for designing and constructing a 224,000 gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment, and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$144,000,000.

This project first appeared in the FYs 2002-2007 program.

NEW PATIENT IMAGING SPACE ADJACENT TO CLINICAL RESEARCH CENTER INTENSIVE CARE UNIT

Recommended

\$4,000,000 (estimated project design cost during FYs 2008-2013). This project provides for additional space to image patients who are acutely ill and too sick to leave the immediate environment of the Intensive Care Unit (ICU). The proposed addition would be located on the 3rd floor Ambulatory Care Research Facility roof above the Clinical Center Department of Laboratory Medicine and adjacent to the Clinical Research Center ICU. The exact space requirement is not known but the "envelope" of available space in the proposed location is approximately 30 feet by 200 feet or 6,000 square feet. Specialized equipment will include two PET/CT scanners, a digital fluoroscopy machine, a magnetic resonance imaging scanner, and two control rooms. A mechanical room will be required to support this project. This facility will require a substantial structural system to support the heavy imaging equipment and will require shielding for X-ray, radionuclide, and magnetic resonance studies.

This is a new project in this FYs 2008-2013 program.

NORTHWEST CHILD CARE FACILITY

Recommended

\$12,500,000 (estimated total project cost). This project involves the construction of a 22,000-gross-square-foot child care facility for 150 to 175 children. The structure will include classrooms, administrative space, parent/teacher conference areas, kitchen and laundry facilities, interior and exterior play areas, equipment and utility space, and general and handicapped parking spaces. To attract and retain a high-quality workforce and to enhance staff productivity and performance, NIH must provide excellent and affordable child care. The current child care centers cannot accommodate increased demands, resulting in growing waiting lists and the inability to satisfy childcare needs. Preliminary planning has been done under the 2003 Master Plan update. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$13,000,000; the project has received \$500,000 in prior funding.

This project first appeared in the FYs 2001-2005 program.

PET C-GOOD LAB PRACTICES FACILITY/RADIO-CHEM LAB

Recommended

\$7,000,000 (estimated project design cost during FYs 2008-2013). This project calls for a 6,700 square foot NIH PET current-Good Laboratory Practices (cGLP) facility based on FDA regulations and extensive consultation with numerous individuals familiar with the design and implementation of radiopharmaceutical manufacture under cGLP. The design was developed with careful consideration of a complete quality management system, in a single coordinated facility, which will meet the proposed FDA cGLP requirements. This facility is integrally linked to the design and construction of a proposed NIMH laboratory as a second floor (B2 level). The PET cGLP facility is to be located on the B3 level of the ACRF. The space needed for construction comprises a large vaulted space east of the current PET facility.

This is a new project in this FYs 2008-2013 program.

SOUTH QUAD PARKING FACILITY

Recommended

\$1,100,000 (estimated project design cost during FYs 2008-2013). This project calls for the design and construction of a 1,024-vehicle multi-level parking garage in the south quadrant of the NIH Bethesda campus. Consistent with the approved NIH Master Plan, the facility is required to support personnel housed in all areas of the campus and to replace parking that has been displaced by construction of new facilities and by roadway changes planned in the south quadrant. Preliminary planning has begun. The NIH historic preservation officer will review this project for potential impact on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$41,100,000. Design costs during the six-year period are estimated at \$1.1 million.

This project first appeared in the FYs 2002-2007 program.

ZEBRAFISH RESEARCH FACILITY

Recommended

\$12,000,000 (total project cost during FYs 2008-2013). Zebrafish have become a critical research tool in genetics and molecular biology to assess the impact of “knock-outing” or modifying specific genes. Such experiments are more cost effectively accomplished in zebrafish than in rodents. As a consequence, NIH’s needs for zebrafish facilities are expanding. This project, which was approved by NCPC in April 2003, will be located southeast of Building 6/6A on the Bethesda campus.

This is a new project in this FYs 2008-2013 program.

Comment: At its April 24, 2003 meeting, NCPC approved the final site and building plans for the Zebrafish Addition to Building 6A, at the National Institutes of Health.

Department of Homeland Security

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended

Federal Law Enforcement Training Center

Building 1, Administration Building	535	0	3,000	0	0	0	0	3,000
Building 1A, Classroom and Simulator	360	0	4,000	0	0	0	0	4,000
Subtotal	895	0	7,000	0	0	0	0	7,000

James J. Rowley Training Center

Perimeter Security Upgrade	0	0	0	0	0	0	0	0
Utilities and Infrastructure Upgrade	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0

U.S. Coast Guard

Construct New Station Bldg @ Bolling	180	2,180	0	0	0	0	0	2,180
Subtotal	180	2,180	0	0	0	0	0	2,180

Projects Requiring Additional Planning Coordination

U.S. Coast Guard

Construct Addition, Mid-South Lab	0	0	0	0	2,500	0	0	2,500
Subtotal	0	0	0	0	2,500	0	0	2,500

James J. Rowley Training Center

Merletti Classroom Building Annex	0	0	0	0	0	0	0	6,206
White House Mock-up	0	0	0	0	0	0	0	3,360
Subtotal	0	0	0	0	0	0	0	9,566

DHS Total	1,075	2,180	7,000	0	2,500	0	0	21,246
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DEPARTMENT OF HOMELAND SECURITY

Recommended

FEDERAL LAW ENFORCEMENT TRAINING CENTER

CHELTENHAM, MARYLAND

BUILDING 1, ADMINISTRATION BUILDING

Recommended

\$3,000,000 (estimated project cost during FYs 2008-2013). This project calls for the renovation of a pre-existing two-story brick masonry office building with a basement that totals 25,590 square feet. The building will serve as the main administrative offices to support the 373-acre metropolitan Washington Federal Law Enforcement Training Center (FLETC). The renovation design for this building was completed in 2002, and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant awaiting funding to renovate.

The administration building will provide office space for the site director, administrative division chief, and support staff of 18, who are currently housed in Buildings 32, 100, and 101. This project will enable the FLETC to relocate instructors and administrative staff into these buildings to support the proposed Tactical Training Branch and law enforcement intelligence training programs.

FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed March 1, 2002, and printed in the Federal Register on March 8, 2002. This renovation will not generate any storm water runoff impacts or any floodplain or create wetland areas. The project has received \$535,000 in prior funding.

This project first appeared in the FYs 2006-2011 program.

BUILDING 1A, CLASSROOM AND SIMULATOR BUILDING

Recommended

\$4,000,000 (estimated project cost during FYs 2008-2013). This project calls for the renovation of a preexisting two-story brick masonry office building with a basement that totals 33,788 square feet. The building will serve as the FLETC's primary classroom and simulator building professional development training and education needs for more than 24,650 federal, state, and local law enforcement officers in metropolitan Washington, D.C. The renovation design for this building was completed in 2002, and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant, waiting funding to renovate. The Classroom and Simulator Building will provide 10 large classrooms, 18 smaller break-out meeting rooms, two computer training rooms, six driver simulators, and a 10-station firearms training simulator room.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed on March 1, 2002, and printed in the Federal Register on March 8, 2002. The project has received \$359,627 in prior funding.

This project first appeared in the FYs 2006-2011 program.

U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER BELTSVILLE, MARYLAND

PERIMETER SECURITY UPGRADE

Recommended

(Project costs to be determined.) This project will renovate and upgrade the existing campus perimeter trail and its associated security fencing system. Currently, the campus trail is inadequate and the fence fails to meet contemporary security requirements.

To counteract both shortfalls, construction of a double fence with razor wire and sensors and grading, graveling, and new bridges are proposed for the trail. Total design and construction for each element will be required for the three-mile trail.

This project first appeared in the FYs 2007-2012 program.

UTILITIES AND INFRASTRUCTURE UPGRADES

Recommended

(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.

U. S. COAST GUARD

CONSTRUCT NEW STATION BUILDING AT BOLLING AIR FORCE BASE

Recommended

\$2,180,000 (estimated project cost during FYs 2008-2013). This project is to construct a DHS Coast Guard Station at Bolling Air Force Base (AFB) to provide the landside mission requirements of the newly established Station Washington on the Potomac River. Washington, D.C. is a high profile potential terror target. Immediately following September 11, 2001, Coast Guard units surged to establish a deterrent presence on the highly accessible waterways that are close to high-profile-military facilities, government buildings, and national monuments in the Washington, D.C. metro area. Monitoring these waterways has become a high operational priority for the Coast Guard. Additionally, the Coast Guard is regularly tasked to support other federal agencies with law enforcement-capable platforms for monitoring and detecting activities in the Washington, D.C. metro area of responsibility (AOR). To meet these new requirements, Station Washington was established by the Coast Guard on the Potomac River in Washington, D.C.

The Station's operational, administrative and personnel requirements are currently supported through an Inter-Service Support Agreement (ISSA) between Bolling AFB and the USCG. Phase I of this project, with a total cost of \$1,500,000, will construct a 4,100-gross-square-foot, two-story structure with watch stander berthing rooms. The building was constructed to Bolling design guidelines, which include partial brick façade, an "A" roof, and other Georgian design features. No Coast Guard improvements were required at the mooring berths in the marina because Bolling AFB was dredging and replacing the floating docks during the construction phase.

Phase II of this project, with an estimated project cost of \$2,180,000, will include construction of a boat bay, berthing, training, fitness, and other spaces prioritized according to funds available. A Categorical Exclusion Determination (CED) has been prepared by the USCG for the permanent facility proposed action. During the developments of the CED, it was noted that no historical or archaeological resources listed in, or eligible for listing, in the NRHP would be affected by this project. No direct impacts to any historic structures would occur under this proposed action. Phase I of the project plans and site layouts were reviewed by the U.S. Commission of Fine Art, the District of Columbia State Historic

Preservation Officer, and the Bolling AFB Headquarters, 11th wing, 11th Civil Engineering Squadron, in addition to USCG.

This project first appeared in the FYs 2007-2012 program.

Comment: At its November 2, 2006, meeting NCPC approved the sub-area plan modification to the Bolling Air Force Base 1998 master plan and the preliminary and final site and building plans for the United States Coast Guard Command and Control Building on Bolling Air Force Base at the intersection of McGuire Avenue, SW and Giovonnoli Street, SW in Washington, D.C.

Projects Requiring Additional Planning Coordination

General Comment: These projects are in an early stage of development and have not been reviewed by NCPC; therefore, they are categorized as *Projects Requiring Additional Planning Coordination*.

U. S. COAST GUARD

ALEXANDRIA, VIRGINIA

CONSTRUCT ADDITION TO MID-SOUTH LABORATORY, ALEXANDRIA, VIRGINIA STATION

Project Requiring Additional Planning Coordination

\$2,500,000 (estimated project cost during FYs 2008-2013). This project is to construct a 5,300 gross-square-foot addition to Building L-11, U.S. Coast Guard Station Telecommunications and Systems Command, located in Alexandria, Virginia. This division provides technical and contractual support to the Coast Guard Information Resource Management (IRM) office. The new addition will eliminate the use of two doublewide trailers, which currently house a branch of this division, and eliminate overcrowded working conditions. The addition will be compatible in design and layout with the existing building, mirroring the wood frame and slab on grade construction, the brick veneer finish and the fiberglass shingled hip roof.

This is a new project in this FYs 2008-2013 program.

U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER

BELTSVILLE, MARYLAND

MERLETTI CLASSROOM BUILDING AUDITORIUM ANNEX

Project Requiring Additional Planning Coordination

\$6,205,700 (estimated total project cost.) This project will construct a new two-story, 97,823 square foot, limestone exterior building with basement. 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 be designed to accommodate any size group up to 250 people.

This is a new project in the FYs 2008-2013 program.

WHITE HOUSE MOCK-UP NORTH/SOUTH GROUNDS

Project Requiring Additional Planning Coordination

\$3,360,000 (estimated total project cost). This project will construct a full-scale, estimated 806,250 square foot, training mock up of the White House north and south grounds and the supporting security infrastructure. This structure will be a unique stand alone training facility within James J. Rowley Training Center that will provide Secret Service personnel the ability to conduct realistic tactical and/or multi-disciplined training at a site where conditions are as close as possible to the actual real world environment. This initiative will have a positive and significant impact on the preparedness of our personnel relative to the protective mission. This mock-up will allow for the training of the Presidential Protective Division, Vice Presidential Protective Division, Technical Security Division and Special Operations Division, which encompasses all of the tactical entities that support protective operations. In addition, the White House mock up training site will provide the Secret Service an ability to train members of other agencies that provide protective support services at the White House.

This is a new project in this FYs 2008-2013 program.

Department of Interior

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended

National Park Service

Georgetown Waterfront Park	10,496	5,900	0	0	0	0	0	5,900
Rehab Executive Residence	48,390	5,902	710	0	0	0	0	6,612

National Park Service Total	58,886	11,802	710	0	0	0	0	11,812
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NATIONAL PARK SERVICE

General Comment: Master and subarea plans for several national Park Service facilities in the NCR have been approved by NCPC. These plans contain many desirable projects and proposals that should be given further consideration by NPS for inclusion in the FCIP program.

Recommended

GEORGETOWN WATERFRONT PARK, DESIGN AND CONSTRUCTION

Recommended

\$5,900,000 (estimated project cost during FYs 2008-2013). Georgetown Waterfront Park is the last park along the Potomac River within the District of Columbia that the NPS will develop. The park is located adjacent to Georgetown, just downstream along the Potomac River from the Key Bridge, which connects Rosslyn, Virginia to Georgetown, DC. Phase I of this project provides for the development of an eight-acre site between K Street (Water Street) and the Potomac River, and Wisconsin Avenue and 34th Street along the Georgetown Waterfront. The development will transform the existing parking lot into an attractive landscaped recreational and scenic area. Phase I of the project includes extension of the Georgetown Shoreline Promenade (through Georgetown Waterfront Park), including landscaping and site furnishings. River overlook/viewing areas also will be included in this phase.

Phase II of this project will include the remainder of the Georgetown Waterfront Park from Wisconsin Avenue downstream to the end of the existing Waterfront Park, with similar improvements to those in Phase I, including the Georgetown Waterfront Promenade Extension through Georgetown Waterfront Park, landscaping and site furnishings. River overlook/viewing areas will be included as well as a regatta viewing area.

Phase III includes the construction of the Georgetown Shoreline Promenade Extension from the Thompson's Boat Center downstream to the John F. Kennedy Center for the Performing Arts. This was added to the project recently through the obtainment of Section 115 FHWA funds and was approved by the NPS Development Advisory Board in March 2006. NPS Federal Lands Highway Program funds will be used for a small portion of Phase III. It is likely that Phase III will be built before Phase II. The estimated total cost of this project is \$16,396,000; the project has received \$10,496,000 in prior funding.

This project first appeared in the FYs 2007-2012 program.

Comment: At its July 8, 2004, meeting NCPC approved the revised design concept for Georgetown Waterfront Park at the Wisconsin Avenue terminus. Through a delegated action on September 2, 2004, the Executive Director approved the preliminary site development plans to construct new sidewalks, bulkheads, paved promenade, asphalt bike path, site grading, and landscaping at the park. At its June 2, 2005, meeting, NCPC approved the final site and building plans for Georgetown Waterfront Park. At its October 6, 2005, meeting, NCPC approved the preliminary site development plans for the Georgetown Waterfront Park Revised Landscape Design for Three Overlook locations. At its May 4, 2006 meeting, NCPC approved the concept site plan for Phase Three of the Georgetown Waterfront Park, Development of Bikeway and Promenade from Thompson's Boathouse to the Kennedy Center. At its December 27, 2006 meeting, NCPC approved the revised preliminary site and building plans for the Georgetown Waterfront Park, Wisconsin Avenue Terminus.

STRUCTURAL AND UTILITY REHABILITATION FOR THE EXECUTIVE RESIDENCE

Recommended

\$6,612,000 (estimated project cost during FYs 2008-2013). The project addresses a backlog of restoration and rehabilitation items and long-term utility and structural repair for the White House and President's Park. Projects for the White House grounds and support facilities are also included. The estimated total cost of this project is \$55,002,000; the project has received \$48,390,000 in prior funding.

This project first appeared in the FYs 2004-2009 program under the title, "White House Improvements."

National Aeronautics and Space Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Recommended								
Goddard Space Flight Center								
Exploration Sciences Building	31,500	20,000	0	0	0	0	0	20,000
Modify for Bldg. Accessibility	0	0	0	0	900	900	800	2,600
Repair Central Power Plant	0	0	0	2,000	2,000	0	0	4,000
Repair Cooling Tower Cells 7-9 & Replace Transformer	0	13,800	0	0	0	0	0	13,800
Repair Domestic Water/Sewer	0	0	0	1,000	1,000	1,000	0	3,000
Repair/Replace Roofs	6,200	900	0	1,200	1,200	1,000	900	5,200
Restore Building 23	3,000	0	0	2,700	2,800	3,000	0	8,500
Restore Chilled Water	0	0	0	2,000	0	2,000	0	4,000
Security and Safety Upgrades	460	0	4,000	5,500	0	0	0	9,500
Site Utilities Upgrade	6,000	3,000	0	3,000	3,000	3,000	0	12,000
Upgrade Fire Alarms	0	0	0	1,700	1,700	1,300	1,000	5,700
Subtotal	47,160	37,700	4,000	19,100	12,600	12,200	2,700	88,300
NASA Total	47,160	37,700	4,000	19,100	12,600	12,200	2,700	88,300

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Recommended

GODDARD SPACE FLIGHT CENTER GREENBELT, MARYLAND

EXPLORATION SCIENCES BUILDING

Recommended

\$20,000,000 (estimated project cost during FYs 2008-2013). The exploration sciences building is intended to support the needs of the newly created exploration sciences directorate at the Goddard Space Flight Center (GSFC) by bringing together staff currently housed in older facilities across the GSFC campus into new, state-of-the-art, laboratory and office space. This project will construct a 240,000-square-foot facility for 750 people. The project has received \$31,500,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

Comment: At its May 4, 2006 meeting, NCPC approved the preliminary and final site and building plans for the Exploration Sciences Building at the GSPC.

MODIFY VARIOUS BUILDINGS FOR ACCESSIBILITY

Recommended

\$2,600,000 (estimated project cost during FYs 2008-2013). This project modifies 12 restrooms in various buildings at the Greenbelt site to accommodate persons with disabilities. Modifications include providing accessible paths within the buildings. Architectural modifications include new fixtures and interior finishes as well as designed paths and clearances for access to, and within, restroom facilities.

This project first appeared in the FYs 2003-2008 program.

REPAIR CENTRAL POWER PLANT EQUIPMENT

Recommended

\$4,000,000 (estimated project cost during FYs 2008-2013). This project repairs an aging condensate tank, piping, concrete cooling towers, controls, and mechanical equipment.

This project first appeared in the FYs 2006-2011 program.

REPAIR COOLING TOWER CELLS 7-9, BUILDING 24

Recommended

\$13,800,000 (estimated total project cost) This project replaces Cells 7, 8, and 9 in Building 24 with a new cooling tower and electrical/mechanical equipment and refurbishes the concrete basin and sump. Also included are the installation of local and PLC controls for equipment, and incorporate along with controls for Cells 5 and 6 into Plant Control System. This project also combines "Main Substation Transformer Replacement" project (FY07) for replacing three 3750 KVA, 34.5 KV/4.16 KV outdoor, oil-filled, pad-mounted transformers at the GSFC's main substation.

This project first appeared in the FYs 2007-2012 program.

REPAIR DOMESTIC WATER/SEWER

Recommended

\$3,000,000 (estimated total project cost). This project repairs sewer piping on the Greenbelt West Campus. Repair and upgrades to fire protection/domestic water piping on the West Campus also will occur.

This project first appeared in the FYs 2005-2010 program.

REPAIR/REPLACE ROOFS, VARIOUS BUILDINGS

Recommended

\$5,200,000 (estimated project cost during FYs 2008-2013). 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 on Buildings 1, 5, 8, and 28. The estimated total project cost is \$11,400,000; the project has received \$6,200,000 in prior funding.

This project first appeared in the FYs 1986-1990 program.

RESTORE BUILDING 23

Recommended

\$8,500,000 (estimated project cost during FYs 2008-2013). This project is the final phase in the restoration of the building mechanical systems serving the central core areas of the building. The project is phase six of a seven-phase initiative to restore the interior finishes and mechanical systems in Building 23. The initiative, which addresses the second floor, is intended to extend the usable life of the building. This phase restores 18,000 square feet and includes replacing HVAC equipment and distribution ductwork; upgrading restroom facilities to current ADA standards; converting to an addressable fire alarm system; and rehabilitating interior finishes (floors, ceilings, and walls). The estimated total project cost is \$11,500,000; the project has received \$3,000,000 in prior funding.

This project first appeared in the FYs 2006-2011 program.

RESTORE CHILLED WATER DISTRIBUTION SYSTEM

Recommended

\$4,000,000 (estimated project cost during FYs 2008-2013). This project is a continuation of the chilled water utility restoration program.

This project first appeared in the FYs 2006-2011 program.

SECURITY AND SAFETY UPGRADES

Recommended

\$9,500,000 (estimated project cost during FYs 2008-2013). This project will construct an approximately 20,000 gross-square-foot structure that will handle all of Goddard's Greenbelt Site shipping and receiving functions. These functions are presently handled at our warehouse located in the center of the campus, creating security and safety concerns. The new facility will consist of dock space for truck delivery, a mail distribution center, sorting and handling space, and a small amount of stacking space for deliveries scheduled for transfer to the main warehouse. Proposed site improvements will require a new guardhouse and vehicle inspection station, road improvements to accommodate truck traffic and additional parking. The project has received \$460,000 in prior funding.

This is a new project in this FYs 2008-2013 program.

SITE UTILITIES UPGRADE — STEAM DISTRIBUTION

Recommended

\$12,000,000 (estimated project cost during FYs 2008-2013). This project will replace the aging and deteriorated steam and condensate lines distributing steam from the boiler plant to the buildings. It will reinstate redundancy in the system, which has been eliminated because of pipe failures. By replacing failed condensate lines, the system will return condensate to the plant instead of discharging it to the drain. Steam manholes, valves, and piping will be repaired as well. The project has received \$6,000,000 in prior funding.

This project first appeared in the FYs 2001-2005 program.

UPGRADE FIRE ALARM SYSTEMS, VARIOUS BUILDINGS

Recommended

\$5,700,000 (estimated project cost during FYs 2008-2013). This project replaces Proteomics System III fire alarm systems with computer-based (MXL) fire alarm systems in Buildings 1, 2, and 6. The detection devices will provide complete coverage of all unoccupied spaces, corridors, lobbies, storage areas, equipment rooms, electric vaults, computer rooms, laboratories, and common areas

This project first appeared in the FYs 2003-2008 program.

Department of the Navy

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Recommended								
NMIC - Suitland								
National Maritime Intelligence Center	0	52,069	4,090	0	0	0	0	56,159
Subtotal	0	52,069	4,090	0	0	0	0	56,159
NSWD, Carderock								
Research, Development, Test and Evaluation Support Facility	0	0	0	10,260	0	0	0	10,260
Subtotal	0	0	0	10,260	0	0	0	10,260
Total	0	52,069	4,090	10,260	0	0	0	66,419
Projects Requiring Additional Planning Coordination								
Arlington Service Center								
Renovate Building 12 - Crystal Park 5	0	0	0	2,670	0	0	0	2,670
Subtotal	0	0	0	2,670	0	0	0	2,670
National Naval Medical Center								
Fitness Center Naval Medical Center	0	0	24,440	0	0	0	0	24,440
Subtotal	0	0	24,440	0	0	0	0	24,440
Naval Research Laboratory Anacostia								
Autonomous Research Laboratory	0	0	24,220	0	0	0	0	24,220
Subtotal	0	0	24,200	0	0	0	0	24,200
Washington Navy Yard								
Navy Systems Activity Relocation	0	0	46,890	0	0	0	0	46,890
Renovate Building W-200	0	60,000	0	0	0	0	0	60,000
Construct New NSM Warehouse	0	0	7,620	0	0	0	0	7,620
Subtotal	0	60,000	54,510	0	0	0	0	114,510
Total	0	60,000	103,150	2,670	0	0	0	165,820
Department of the Navy Total	0	112,069	107,240	12,930	0	0	0	232,239

DEPARTMENT OF THE NAVY

Recommended

NAVAL CENTER SUITLAND

SUITLAND, MARYLAND

NATIONAL MARITIME INTELLIGENCE CENTER

Recommended

\$56,159,000 (estimated total project cost). This project will construct a secure wing adjoining the existing center to house additional personnel in support of the increased mission of the Office of Naval Intelligence and its sub-tenants. The project also includes renovations to 14,190 square meters of the existing National Maritime Intelligence Center facility. The project provides adequate secured facility space to accommodate 700 additional personnel in an efficiently configured addition providing command support for administrative functions, analytical areas, fitness center, laboratories, conference center, and security operation center, to support Naval Intelligence Office functions. NEPA documentation has been completed through an Environmental Assessment.

This project is new in this FYs 2008-2013 program.

NAVAL SURFACE WARFARE DIVISION CARDEROCK

CARDEROCK, MARYLAND

ENGINEERING MANAGEMENT AND LOGISTICS FACILITY

Recommended

\$10,260,000 (estimated total project cost). This project involves constructing a new 71,860-square-foot facility to include combined research laboratory space; public works shops; and specialized spaces for the curator of models, security, and a digital media editing laboratory. The two-story building will be constructed of a steel and concrete frame with a masonry and pre-cast concrete exterior. Built-in equipment includes a loading dock leveler and elevators. Sustainable design features will be integrated into the design and construction. Temporary trailers, relocation of personnel, and demolition of ten dilapidated buildings are included in the scope.

This project first appeared in the FYs 2005-2010 program.

Projects Requiring Additional Planning Coordination

General Comment: The projects listed below are in this category because they have not been identified in their respective facility's adopted master program and/or are being developed to respond to the Base Realignment and Closure (BRAC) actions of 2005 and have not yet been coordinated with NCPC. The Department of the Navy should coordinate with NCPC to ensure consistency between these projects and their master plans.

ARLINGTON SERVICE CENTER

ARLINGTON, VIRGINIA

RENOVATE BUILDING 12 CRYSTAL PARK

Project Requiring Further Planning Coordination

\$2,670,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will renovate three buildings to provide 204,264-square-feet of administrative office space. The function of the building will remain the same after renovation. The project will retain the shell of the existing structures while completely renovating the interior.

NATIONAL NAVAL MEDICAL CENTER

BETHESDA, MARYLAND

FITNESS CENTER

Project Requiring Additional Planning Coordination

\$24,440,000 (estimated total project cost). This project is for constructing a new 6,983-square-foot fitness facility to replace an aging undersized existing fitness center. The center will include lobby/reception/display area, administrative support area, basketball, racquetball and volleyball courts, indoor track, a patron support area, cardiovascular and weight training exercise areas, storage spaces, and an eight lane indoor swimming pool with locker rooms and support spaces to include laundry, storage, restroom facilities, family changing rooms and pool mechanical equipment space. The existing gym (building 23) will be demolished as a part of this project.

This project is new in this FYs 2008-2013 program.

Comment: In response to the anticipated growth resulting from the 2005 BRAC actions, the National Naval Medical Center is currently updating their master program for future submission to NCPC. This project should be evaluated in coordination with the additional BRAC-related projects, and included in the updated Master Plan.

NAVAL RESEARCH LABORATORY

WASHINGTON, DC

AUTONOMOUS RESEARCH LABORATORY

Project Requiring Further Planning Coordination

\$24,220,000 (estimated total project cost). This project, formerly identified as the advanced computing facility, provides for the construction of a 49,000-square-foot, two-story facility at the Naval Research Laboratory, at 4555 Overlook Avenue, SE. The new state-of-the-art information technology facility will provide space for research in autonomous systems, high-performance computing, networking, simulation, planning, and virtual reality—especially in support of anti-terrorism/force-protection work. The facility will be constructed of steel frame on pile foundation systems, concrete floors with access flooring, and associated utilities. Included in the building are computing facilities, laboratories, research offices, and support spaces. The project includes demolition of six buildings.

This project first appeared in the FYs 2003-2008 program.

WASHINGTON NAVY YARD

WASHINGTON, DC

CONSTRUCT NEW NAVAL SYSTEMS MANAGEMENT WAREHOUSE, ANACOSTIA ANNEX

Project Requiring Further Planning Coordination

\$7,620,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will build a new climate-controlled warehouse of approximately 20,000 square feet, and open storage facility. Construction of associated administrative space to house the Director of Central Intelligence Directives and Joint Air Force/Army/Navy CONUS facilities is also included.

This project first appeared in the FYs 2007-2012 program.

NAVY SYSTEMS MANAGEMENT ACTIVITY RELOCATION

Project Requiring Further Planning Coordination

\$46,890,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will renovate a 71,000-square-foot administrative building. The function of the building will remain the same after renovation. The project creates a suitable replacement facility for the Nebraska Avenue Complex, which will be transferred to the Department of Homeland Security. The project retains the existing shell of the structure, while completely renovating the interior. As required by BRAC 2005, the operations of the Navy Systems Management Activity will relocate from a

number of leased facilities in Crystal City and Clarendon in Virginia to Navy-owned facilities at the Washington Navy Yard and Anacostia Annex. This renovation will incorporate unique construction features that are required and currently provided in support of the Navy Systems Management Activity mission, including physical security features and specialized storage systems.

This project first appeared in the FYs 2007-2012 program as "Renovate Building W-111."

RENOVATE BUILDING 200

Project Requiring Further Planning Coordination

\$60,000,000 (estimated total project cost.) This project will renovate a five-story, 266,342-square-foot administration building with a 55,000-square-foot footprint. The function of the building will remain the same. The project will retain the existing shell of the 1939 structure, while completely renovating the interior.

This project first appeared in the FYs 2005-2010 program.

Smithsonian Institution

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Recommended and Strongly Endorsed								
Donald W. Reynolds Center Landscaping	0	0	0	0	0	0	5,000	5,000
Subtotal	0	0	0	0	0	0	5,000	5,000
Recommended								
National Zoological Park								
Africa Exhibit	0	0	0	1,500	2,500	10,000	10,000	24,000
Asia Trail	71,850	9,000	0	0	0	0	0	9,000
Renew Seal/Sea Lion Facility	0	700	8,500	7,000	13,000	0	0	29,200
Subtotal	71,850	9,700	8,500	8,500	15,500	10,000	10,000	62,200
Smithsonian Museums								
Construct Anti-Terrorism								
Protection	21,825	8,490	9,800	12,380	18,380	17,455	20,000	86,505
Museum Support Center Pod 3	2,500	10,000	15,000	5,000	0	0	0	30,000
NMAAHC	0	2,000	3,000	11,000	14,000	0	0	30,000
NMAH Revitalization	36,800	1,300	5,200	22,000	26,000	28,000	4,000	86,500
NMNH Revitalization	149,570	25,500	28,700	34,300	33,000	33,000	33,000	187,500
Quadrangle Roof/Mech. Systems	0	0	0	0	0	0	850	850
Restore Hirshhorn Façade	0	0	730	0	0	7,300	0	8,030
Subtotal	210,695	47,290	62,430	84,680	91,380	85,755	57,850	429,385
Smithsonian Total	282,545	56,990	70,930	93,180	106,880	95,755	72,850	496,585

SMITHSONIAN INSTITUTION

General Comment: NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of Smithsonian Institution buildings in the monumental core.

ALL PROJECTS ARE LOCATED IN WASHINGTON, DC UNLESS NOTED

Recommended and Strongly Endorsed

DONALD W. REYNOLDS CENTER COURTYARD LANDSCAPING, SOUTH STAIR RECONSTRUCTION, AND PERIMETER LANDSCAPING

The following project is predominantly funded from private funds, not funds appropriated by the federal government.

Recommended and Strongly Endorsed

\$5,000,000 (estimated federal project cost during FYs 2008 - 2013). This project calls for reconstructing the interior courtyard landscaping with features that complement the historic courtyard facades; recreating the historic south staircase and updating it with an at-grade, accessible museum entrance on F Street, NW so that the new staircase and existing portico become prominent features of the building and public space of F Street, NW; and restoring the historic landscape and streetscape around the perimeter of the building based upon the analysis of the Cultural Landscape Report. The total estimated project cost is \$27,700,000, of which \$5 million is federal funding used for perimeter landscaping, and the remaining \$22.7 million raised from private funds.

This project first appeared in the FYs 2006-2011 program.

Comment: At its July 6, 2006, meeting, NCPC approved the final site development plans for the reconstruction of the courtyard landscape. At its April 6, 2006, meeting, NCPC approved the revised concept design for the rehabilitation of the reservation landscape, which includes the treatment and location of plants and trees, the extension of the south lawn and fence line to their historic position on F Street, the streetscape plan for sidewalk pavement and light standards, and the reconstruction of the F Street stairs. At the same meeting, NCPC approved the preliminary site development plans for the reconstruction of the courtyard landscape, with the exception of the catering benches and the configuration of the water scrim. The Smithsonian will use donated funds for this project.

Recommended

NATIONAL ZOOLOGICAL PARK

AFRICAN SAVANNAH EXHIBIT CONSTRUCTION

Recommended

\$24,000,000 (estimated total project cost). This project will create new indoor and outdoor space for large mammals in the renovated Cheetah Hill site. The National Zoological Park (Zoo) is in the process of updating its Master Plan, and the plan will identify a specific location and requirements for this facility.

The Zoo, a national historic district, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project. An environmental review will be conducted during the design phase.

This project first appeared in the FYs 2003-2008 program.

ASIA TRAIL CONSTRUCTION

Recommended

\$9,000,000 (estimated project cost during FYs 2008-2013). The Zoo's Renewal Plan reorganizes and rebuilds the Zoo, grouping animals by their natural geographic locations. As its first major component, Asia Trail will be a compelling, Asian-themed path from the new Sloth Bear exhibit at the main entrance to the renovated and expanded Panda House, and to a world-class Elephant House. Phase I of the Asia Trail opened October 2006, featuring many of the Zoo's most charismatic "stars" in a cohesive immersion experience: sloth bears, clouded leopards, fishing cats, red pandas, Japanese giant salamanders, and giant pandas. State-of-the-art interpretive displays connect the visitor's on-site experience with

current research and conservation efforts at Front Royal and in the field to reinforce the importance of ecology and habitat conservation.

Asia Trail I replaced deteriorated animal facilities as well as severely inadequate site utilities, including new water service for fire suppression systems and animals' needs; new high-voltage electric service; improved sewer and storm water management; new gas service; new security systems; new perimeter fencing and railings; a new fiber-optic communications backbone; and installation of new public walkways that meet ADA guidelines. New structures meet current USDA and American Zoological Association animal containment regulations. Holding buildings were designed for energy efficiency.

Asia Trail II will provide a modern facility for the long-range commitment to house, breed, and continue important research on a multi-generational herd of up to eight adult Asian elephants. The existing Elephant House will be renovated and expanded, and new outdoor areas will be developed to provide adequate year-round housing, new exhibit yards, safe primary containment, and heavily landscaped perimeters. An innovative elephant trek feature is designed to exercise the animals as well as offer sensory stimulus outside their daily routine. Large pools and multiple enrichment devices in the animals' enclosures will allow the elephants to exhibit behavior traits currently restricted by space limitations. Accessible areas surrounding the elephant enclosures will let the public observe the elephants and keeper demonstrations with new and exciting interpretive programs.

The Zoo's goal is to create a multi-generational herd that will allow studying a population that is closer to its natural structure. The Zoo predicts that this will produce more accurate data while promoting the health and welfare of animals held in captivity. The National Zoo will be one of only a few institutions committed to (or capable of) achieving this goal within the next 20 years. A multi-generational herd will encourage more normal behaviors and interactions among the elephants, and this will be documented with careful scientifically based research on behavior and hormonal analyses.

The project will be constructed in phases to accommodate the existing elephant herd at the Zoo. The estimated total project cost is \$111,760,000; the project has received \$71,850,000 in prior federal funding, and includes an additional \$30,900,000 in raised funds.

This project first appeared in the FYs 2003-2008 program.

Comment: At its January 8, 2004, meeting, NCPC approved the design concept for the Asia Trail project at the National Zoological Park. At its March 4, 2004, meeting, NCPC approved preliminary and final site and building plans for Phase I of the Asia Trail project at the National Zoological Park. Through a delegated action on December 2, 2004, NCPC's Executive Director approved concept design plans to construct a new zoo exhibit—called the Asia Trail elephant facility—at the National Zoological Park. Through a delegated action on March 2, 2006, NCPC's Executive Director commented favorably on the revised concept site and building plans for the proposed revised Asia Trail, Phase II, at the National Zoological Park.

RENEW SEAL/SEA LION FACILITY

Recommended

\$29,200,000 (estimated total project cost). The National Zoological Park in Washington, D.C., a National Historic District, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project.

The project will repair structural deficiencies in the seal and sea lion pools and in the lower bear areas as well as replace mechanical and electrical systems and water treatment systems. Additional staff support space will be added, and the area will be reconfigured to provide accessible viewing for visitors with disabilities. The seal/sea lion area has structural problems, failing mechanical and electrical systems, and do not meet ADA standards. The existing water systems fail to meet new water chemistry and animal protocol requirements. Staff support space is inadequate to meet animal care needs. An environmental review will be conducted during the design phase.

This project first appeared in the FYs 2002-2007 program under the title, "Renovate Seal/Sea Lion Lower Bears."

SMITHSONIAN MUSEUMS

CONSTRUCT/INSTALL ANTI-TERRORISM PROTECTION

Recommended

\$86,505,000 (estimated project cost during FYs 2008-2013). Since September 11, 2001, the Smithsonian Institution has developed a comprehensive plan for reducing the risk of a terrorist attack at a Smithsonian museum. The plan is designed to minimize the potential damage to people, collections, and buildings should a terrorist attack occur. With the help of outside experts, Smithsonian staff performed risk assessments, reviewed security and disaster preparedness plans, and commissioned blast assessments for Smithsonian public buildings. This resulted in the following recommendations to mitigate against vulnerabilities: installation of physical barriers separating the buildings from the street; installation of anti-shatter window film (or interior retro-fits) to mitigate the effects of glass window walls and doors shattering during a blast event; increased building perimeter camera surveillance; improved building emergency voice systems; secured non-public building areas with electronic access control; electronic screening of mail and visitors for the most heavily visited museums; protection against chemical, biological, and radiological attack; and mitigation against the effects of blast and progressive collapse. Historic preservation and environmental issues will be considered as part of the design phase of specific projects.

The anti-terrorism major renewal program consists of multiple projects to reduce the Smithsonian's vulnerability, including Mall-wide site adaptations, modifications to building perimeters and additions, and building system modifications. The program will be implemented over multiple fiscal years with the highest priority projects being those that reduce the Smithsonian's vulnerability to attack. The estimated total project cost is \$144,230,000; the project has received \$21,825,000 in prior funding. The full program includes the following elements:

- Construct permanent physical security barriers: Install hardened perimeter barriers, pop-up barriers, and guard booths meeting established government criteria to provide a reasonable standoff distance from Smithsonian facilities, thus ensuring vehicles carrying explosives cannot drive immediately adjacent to building exteriors. The current estimate for the total project is \$63,275,000.
- Mitigate window glass hazards: Modify windows, including film application with frame restraints or interior retro-fits, to prevent glass from shattering into deadly shards. Work will occur at the Patent Office Building, National Museum of Natural History, Renwick, Quadrangle, Freer, Smithsonian Institution Building, Victor Building, Udvar-Hazy Dulles Center, Arts and Industries Building, Cooper-Hewitt, and National Museum of the American Indian/Heye Center. The current cost estimate is \$71,920,000.
- Install perimeter cameras: Provide exterior surveillance cameras and monitoring in the security control rooms. Full-time recording will provide invaluable investigative information in the event of a potential security or terrorist-related event. The current cost estimate is \$805,000.
- Provide Electronic Access Control: Install Electronic Access Control (card readers) at all public/staff separation points throughout the Institution's facilities to restrict the public's ability to gain access to sensitive and critical areas. The current cost estimate is \$730,000.
- Modify air intakes for chemical, biological, and radiological mitigation: Modify and protect facility air intakes and HVAC systems at all Smithsonian facilities to prevent or reduce the impact of a potential chemical/biological/radiological attack against major metropolitan areas or the Smithsonian. The current cost estimate is \$4,500,000.
- Install emergency voice systems at the National Zoological Park: The current cost estimate is \$3,000,000.

This project first appeared in the FYs 2003-2008 program.

Comment: NCPC provided preliminary and final approval for security improvements at the National Air and Space Museum on September 9, 2004. NCPC provided concept approval and preliminary approval for the Smithsonian Institution's Mall-wide Perimeter Security Improvements on February 5, 2004 and October 7, 2004, respectively. The Smithsonian's Mall-wide security plans include nine Smithsonian Institution buildings between Constitution Avenue, NW and Independence Avenue, SW and between 7th Street and 14th Street in Washington, D.C.

NCPC exempted the following elements from its approval:

- The low free-standing walls at the north entrance fountain and along 14th Street, NW at the National Museum of American History.

- The line of bollards along Jefferson Drive, SW north of the entrances of the Freer Gallery and the Arts and Industries Building.

NCPC recommended that in the development of the final site plans, the Smithsonian Institution:

For the National Museum of Natural History

- Provide additional openings through the low free-standing walls to the lawn areas adjacent to the north entrance.
- Further develop the north entrance sign panel design to distinguish it in scale and profile from the height of the adjacent low free-standing walls. Replace solid wall sections flanking the sign panel with benches facing Constitution Avenue, NW.
- Relocate the perimeter security line along Madison Drive, NW and 12th Street, NW to incorporate and modify the existing parking retaining walls and plinths.
- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along the sidewalk.

For the National Museum of American History

- Redesign the north entrance area to incorporate and/or modify the existing fountain as part of the perimeter security.
- Relocate the perimeter security line along 14th Street, NW and incorporate it into the landscape of the building yard.

For the Quad: Smithsonian Castle, S. Dillon Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden, and the Ripley Garden

- Continue development of the Jefferson Drive curving wall and landscape design in collaboration with NCPC, the NPS, the Commission of Fine Arts and the District of Columbia State Historic Preservation Officer to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize continuous lines of bollards along the north entrances of the Freer Gallery and the Arts and Industries Building. Incorporate alternative streetscape and site elements into the security perimeter line and confine placement of security elements to the building yard.
- Eliminate the lay-by at the south entrance of the Freer Gallery, along Independence Avenue, SW, and reduce the number of bollards by introducing alternative streetscape and site elements. Eliminate bollards that extend across the sidewalks and consider moving the security line to the edge of the building yard.
- Relocate the west portion of the perimeter security line between the curb line and the Haupt Garden wall at the Arts and Industries Building to a location east of the garden walkway; and reduce the number of bollards by introducing alternative streetscape and site elements.

**MUSEUM SUPPORT CENTER POD 3
SUITLAND, MARYLAND**

Recommended

\$30,000,000 (estimated project cost during FYs 2008-2013). This project calls for the renovation of Pod 3 to accommodate Smithsonian collections. The renovation includes installing an additional level within the existing pod, and upgrading fire, HVAC, and other systems. There will be no change to the exterior massing.

Pod 3 was constructed as a large box and outfitted with a three-level steel collections storage structure. When attempting to fit the space for collections in alcohol, the design of the system proved to be unwieldy and did not meet current code requirements. The Institution will move the alcohol-stored collections into Pod 5, meeting all life-safety codes and providing appropriate accessibility to the collections by curatorial staff. Pod 3 will be reconfigured to meet the Institution's other collections storage needs. An environmental review was completed as part of the master plan of the Suitland campus—no adverse environmental impact to the surrounding area was identified.

Built in 1983, the facility was designed by architectural firms Keyes Condon Florance 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 524,000-square-foot facility houses no public exhibits. It has four large storage bays and an office-laboratory complex. The building is not open to the public, except for scholars and researchers. The estimated total project cost is \$32,500,000; the project has received \$2,500,000 in prior funding.

This project first appeared in the FYs 2005-2010 program.

Comment: At its July 26, 2007, meeting, NCPC approved the final site and building plans for a mechanical penthouse addition on the Smithsonian Institution Museum Support Center, Pod Three building bay.

NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE

Recommended

\$30,000,000 (estimated project cost during FYs 2008-2013 for programming and design. The project scope will be defined once further planning/programming for the new museum has been completed.) Public Law 108-184, signed by the President on December 16, 2003, established within the Smithsonian Institution the National Museum of African American History and Culture (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. Historic preservation issues will be addressed during the planning and design phases. An environmental review will be conducted during the design phase.

This project first appeared in the FYs 2006-20011 program.

Comment: On January 30, 2006, the Smithsonian's Board of Regents selected the southwest corner of 14th Street and Constitution Avenue, NW as the site for the museum.

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

Recommended

\$86,500,000 (estimated project cost during FYs 2008-2013). The Public Space Renewal Project will modernize key public safety systems and public services in the National Museum of American History (NMAH), Behring Center, which is eligible for the National Register of Historic Places due to its location on the National Mall 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. The project will also be coordinated with the Anti-Terrorism Protection program to reduce the building's vulnerability to attack.

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 includes 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 will include 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 will reopen in early summer 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.
- e) Non-Public Space Infrastructure Renewal – a final stage will renovate the fourth and fifth floors of the building and replace the chillers.

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 National Museum of American History’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 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. The estimated total project cost is \$136,800,000; the project has received \$50,300,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

Comment: At its March 1, 2007, meeting, NCPC approved the final site development plans for perimeter security around the National Museum of American History and recommends that the applicant consider incorporating foundation plantings in the area between the south terrace balustrade and the proposed 24-inch high, freestanding site walls located within the Madison Drive building yard. NCPC required that existing and future museum identification and way-finding signs, that will be relocated or proposed due to the perimeter security installation, be submitted to the Commission for review and approval.

NATIONAL MUSEUM OF NATURAL HISTORY REVITALIZATION

Recommended

\$187,500,000 (estimated project cost during FYs 2008-2013). The current phase of the project continues the ongoing Major Capital Revitalization of the Natural History Building, 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 provide the following:

- 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.
- 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. Construction is nearly complete for the renovation of Halls 7 through 10 and 23 through 25 for the future Ocean Exhibit, funded by the National Oceanic and Atmospheric Administration. Renovation of Halls 27 – 30 is also underway. Work in the west wing basement and the southwest portion of the third floor of the Main Building will begin in 2007. 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 duct wrap, mastic, pipe insulation, and most of the vinyl floor tile. 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 National Museum of Natural History 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. The estimated total project cost is \$379,570,000; the project has received \$149,570,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

QUADRANGLE/ROOF MECHANICAL SYSTEMS

Recommended

\$850,000 (estimated project cost during FYs 2008-2013). The membrane roof is leaking, and water is migrating as far as the second level underground. It is common to see buckets in the public areas catching drips and to experience shutdowns of escalators while repairs are made. Air quality and airflow throughout the building have also been persistent problems, particularly for staff. Furthermore, vertical circulation to and from the Ripley Center on the third level is inadequate and unreliable. The single main public elevator is small and greatly inconveniences visitors when out of service. The elevators do not meet accessibility standards for persons with disabilities. In addition, the interior stonework is chipped and stained, and the mortar has deteriorated. Correcting the leaks permanently will require removing the Haupt Garden, replacing the roof and waterproof membrane, and reinstalling the garden. Cost savings can be achieved by replacing the HVAC systems at the same time with increased capacity to eliminate airflow and air quality problems, and by renovating or replacing the elevators and escalator and repairing the stonework. The impact on the museums and the likelihood of closure and relocation will require careful study through a master planning process, and would add significantly to the costs. The estimated total project cost is \$70,350,000.

This project first appeared in the FYs 2007-2012 program.

RESTORE HIRSHHORN FACADE

Recommended

\$8,030,000 (estimated total project cost). 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 plaza 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 uninsulated, 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. The average annual visitation is 901,000.

This project first appeared in the FYs 2003-2008 program as Restore and Waterproof Hirshhorn Plaza and Foundation Walls. The plaza portion of the project has been deferred until after FY 2013.

Department of State

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended and Strongly Endorsed

Blast Resistant Windows	32,576	864	5,379	1,591	32,000	0	20,000	59,834
Security, Truman Building	2,675	9,391	944	7,342	15,080	4,561	14,754	52,072
Department of State Total	35,211	10,255	6,323	8,933	47,080	4,561	34,754	111,906

DEPARTMENT OF STATE

WASHINGTON, DC

Recommended and Strongly Endorsed

BLAST-RESISTANT WINDOWS FOR HARRY S TRUMAN BUILDING

Recommended and Strongly Endorsed

\$59,834,000 (estimated project cost during FYs 2008-2013). The project will provide new blast-resistant windows to replace the existing bronze and aluminum windows consisting of 2,400 punched-type windows and 58,000 square feet of curtain wall and storefront windows. The existing windows and portions of adjacent walls of the Harry S Truman (HST) Building, located at 22nd and C Street, NW—the U.S. Department of State headquarters—are being replaced and strengthened. The project complies with protection requirements defined in the Interagency Security Criteria and Bureau of Diplomatic Security design requirements for protection of employees and visitors from the effects of explosives on the building. The window replacement is part of a three-level plan to improve the security of the building's perimeter. The other two aspects of the plan are the creation of new security screening entrance pavilions and perimeter site improvements. The proposed improvements were developed in accordance with a 1995 Department of Justice Vulnerability Assessment, which determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters.

In 1992, the original section of the HST Building was determined potentially eligible for the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. During the planning and design stages of the windows project, the Department of State and GSA will review the impact and requirements related to Section 106 of the National Historic Preservation Act. In 2006, blast resistant windows were completed in the Marshall Wing, which was the first phase area of the building renovation. The total project cost is \$197,400,000; the project has received \$32,576,000 in prior funding.

This project first appeared in the FYs 2004-2009 program as part of the Security Upgrades project.

SECURITY UPGRADES FOR HARRY S TRUMAN BUILDING

Recommended and Strongly Endorsed

\$52,072,000 (estimated project cost during FYs 2008-2013). The goal of the perimeter security improvements project is to secure the HST Building, located at 22nd and C Street, NW—the U.S. Department of State headquarters—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 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 DCSHPO and the Advisory Council on Historic Preservation. The estimated total project cost is \$54,747,000; the project has received \$2,675,000 in prior funding.

This project first appeared in the FYs 2004-2009 program.

Comment: All proposed modifications to the streetscape and grounds are to be consistent with NCPC's recommendations in the *National Capital Urban Design and Security Plan*, adopted October 3, 2002. At its December 2, 2004, meeting, NCPC approved the design concept for perimeter security improvements. At its April 6, 2006, meeting, NCPC approved the preliminary and final site and building plans for the proposed interim security screening structures by delegated approval of the Executive Director.

Department of Transportation

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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Recommended and Strongly Endorsed

Federal Highway Administration

National Mall Road Improvements	76,600	0	3,000	8,300	0	2,000	0	13,300
Streetscape Improve/Juarez Cir	6,000	2,500	0	0	0	0	0	2,500
Subtotal	82,600	2,500	3,000	8,300	0	2,000	0	15,800

Recommended

Federal Highway Administration

14th Street Bridge/G.W. Parkway	8,480	200	0	0	0	0	0	200
Manassas Battlefield Pk. Bypass Study	4,000	0	0	0	0	0	0	140,000*
Mount Vernon Circle Parking	0	3,000	0	0	0	0	0	3,000
Pedestrian Bridge Dulles Toll Rd	0	2,300	0	0	0	0	0	2,300
Rehab. VA Rt. 123/CIA Interchange	0	150	100	5,000	14,000	0	0	19,250
Woodrow Wilson Bridge	2,049,700	120,500	110,600	85,700	54,800	48,200	6,800	426,600
Subtotal	2,062,180	126,150	110,700	90,700	68,800	48,200	6,800	591,350

Projects Requiring Additional Planning Coordination

Federal Highway Administration

Defense Access Road Phase I and II	0	0	0	0	0	0	0	39,000*
Subtotal	0	0	0	0	0	0	0	39,000

DOT Total	2,144,780	128,650	113,700	99,000	68,800	50,200	6,800	646,150
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*The agency has provided an overall budget amount, but not budget estimates by year.

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Recommended and Strongly Endorsed

NATIONAL MALL ROAD IMPROVEMENTS WASHINGTON, DC

Recommended and Strongly Endorsed

\$13,000,000 (estimated project cost during FYs 2008-2013). The project will improve roadway surfaces, drainage, sidewalks, wheelchair ramps, lighting, traffic control devices, landscaping, and other road features in the National Mall area. Some streets will be resurfaced while others will be torn out and completely rebuilt. Sidewalks of exposed stone will be constructed and new granite curbs will be designed so they can be crossed by disabled persons. Additional lights and new signs with consistent graphics will be installed. Some landscaping adjacent to the roadway will be provided. For the purposes of this project, the Mall is generally defined as the area along and between Independence and Constitution Avenues from the Potomac River to 2nd Street—east of the U.S. Capitol—and the area between 15th and 17th Streets, NW, from Constitution Avenue to Pennsylvania Avenue and from the Jefferson Memorial to Independence Avenue. The reconstruction of the L'Enfant Promenade (10th Street, SW between Independence Avenue and the Benjamin Banneker Park overlook), and the rehabilitation of the inlet and outlet bridges on Ohio Drive, from 15th Street to 23rd Street is also included in this project. Existing parking spaces will be retained with the exception of curbside parking on north-south roads crossing the Mall between Madison and Jefferson Drives. The estimated total cost for this project is \$89,912,000; the project has received \$76,600,000 in prior funding.

This project first appeared in the FYs 1994-1998 program.

Comment: At its July 22, 1992, meeting, NCPC approved a Streetscape Manual for the Interagency Initiative for the National Mall Road Improvement Program as a guide for improving roadways in the vicinity of the National Mall. The Commission had strongly endorsed this project, which appeared to help implement recommendations within the streetscape manual. In April 2006, a draft Streetscape Manual for the Interagency Initiative was distributed for updating. NCPC notes that the District of Columbia's Anacostia Waterfront Initiative addresses the redesign of the L'Enfant Promenade, which had been included within the boundaries of this project.

STREETSCAPE IMPROVEMENTS AT JUAREZ CIRCLE WASHINGTON, DC

Recommended and Strongly Endorsed

\$2,500,000 (estimated project cost during FYs 2008-2013). This project calls for designing and constructing improvements to Juarez Circle, located at Rock Creek Parkway and New Hampshire Avenue, NW adjacent to the Kennedy Center for the Performing Arts. The improvements will provide better pedestrian and vehicular traffic safety and promote intermodal transportation access to Metro. The estimated total cost for this project is \$10,500,000; the project has received \$6,000,000 in prior funding.

This project first appeared in the FYs 2007-2012 program.

Comment: NCPC staff is consulting with FHWA and the District of Columbia Office of Planning on design concepts and additional support needed for this project.

Recommended

14TH STREET BRIDGE/GEORGE WASHINGTON MEMORIAL PARKWAY CORRIDOR IMPROVEMENTS DISTRICT OF COLUMBIA/VIRGINIA

Recommended

\$200,000 (estimated project cost during FY 2008-2013). This Environmental Impact Statement will develop alternatives to address congestion, traffic operations and safety problems on I-395—in the 14th Street Bridge corridor—from Route 27 in Arlington County to the New York Avenue tunnel entrance (I-395 tunnel under the National Mall, SE) in

Washington, D.C. A separate Environmental Assessment to address safety problems on the George Washington Memorial Parkway in this corridor is complete. This study recommended replacing Humpback Bridge and constructing a new bridge to Columbia Island Marina from Boundary Channel Drive. A detailed cost estimate is to be provided after an EIS has been completed. The project has received \$8,480,000 in prior funding.

This project first appeared in the FYs 2006-2011 program.

**MANASSAS BATTLEFIELD PARK BYPASS STUDY
PRINCE WILLIAM COUNTY, VIRGINIA**

Recommended

\$140,000,000 (estimated total project cost). This project calls for developing alternatives that will allow for the closure of the portions of Routes 29 (Lee Highway) and 234 (Sudley Road) that currently transect the Manassas National Battlefield Park (MNPB) in Prince William County. The alternatives will provide other means of traveling around the park and incorporate the closed roads into the park circulation. The MNBP Bypass Study was initiated to meet the requirements of Public Law 100-647, cited as the MNBP Amendments Act of 1988. Congress authorized \$30 million for this project at that time. Funds were appropriated in FY 2001 to conduct an EIS. The draft EIS was completed January 2005. The project has received \$4,000,000 in prior funding.

This project first appeared in the FYs 2006-2011 program.

**MOUNT VERNON CIRCLE PARKING
FAIRFAX COUNTY, VIRGINIA**

Recommended

\$3,000,000 (estimated total project cost). This project calls for providing 150 additional parking spaces, improvements to the roadway and sidewalks and miscellaneous multi-use trail improvements. Improvements will accommodate current and future parking demands, improve traffic operation, and enhance the safety of pedestrians, motorists, and cyclists in the vicinity of Mount Vernon. The project is located on Virginia Route 235 and Mount Vernon Highway in Fairfax County.

This project first appeared in the FYs 2007-2012 program.

**PEDESTRIAN BRIDGE OVER DULLES ACCESS AND TOLL ROAD
FAIRFAX COUNTY, VIRGINIA**

Recommended

\$2,300,000 (estimated total project cost.) 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 project will also enhance traffic safety and improve operations for pedestrians, bicyclists and motor vehicles. This project is currently in preliminary design stage.

This is a new project in the FYs 2008-2013 program.

**REHABILITATE VIRGINIA ROUTE 123/CIA INTERCHANGE
VIRGINIA**

Recommended

\$19,250,000 (estimated total project cost). This project will rehabilitate 2.5 miles of Virginia Route 123 at the CIA interchange, including ramp alignment modifications to improve sight distances, vehicular merges, and safety.

This project first appeared in the FYs 2007-2012 program.

WOODROW WILSON BRIDGE REPLACEMENT MARYLAND/VIRGINIA

Recommended

\$426,600,000 (estimated project cost during FYs 2008-2013). This project replaces the existing six-lane Woodrow Wilson Bridge with a new 12-lane bascule bridge immediately south of the existing bridge. The project also includes reconstructing part of I-95/I-495 (Capital Beltway) from just west of Telegraph Road in Virginia to just east of Maryland Route 210 (including the Telegraph Road and US Route 1 interchanges in Virginia and the I-295 and MD 210 interchanges in Maryland). The new bridge will function with 10 lanes but is designed to accommodate two additional lanes for HOV/express bus or rail transit use. In addition, a 12-foot-wide access path for pedestrians and bicyclists will be included. Structural and operational deficiencies associated with the existing bridge necessitate its replacement. The width of the new bridge and operational problems with the existing interchanges require the reconstruction of the four interchanges and approach roadways. Terrorism countermeasures, to the extent deemed feasible and reasonable, will be incorporated into the construction of the new bridge. The estimated total cost of the project is \$2,476,300,000; the project received \$2,049,700,000 in prior federal and state funding.

Section 106 coordination on project-related impacts to historic and archeological resources was undertaken as a part of the project's environmental study and summarized in a Final EIS issued in September 1996. A Memorandum of Agreement (MOA) was developed and signed in 1997 under the provisions of the National Historic Preservation Act to address archaeological and historic preservation issues that could not be addressed until more detailed design work was accomplished. A Design Review Working Group was formed and has met during key design review periods to provide input on project design details relating to the project's impact on historic and archaeological features. Draft and Final Supplemental EISs were prepared and released for public review and comment in January and April of 2000, respectively. These documents provided information on ongoing Section 106 coordination under the provisions of the 1997 MOA. The Design Review Working Group will continue to monitor project design issues; provide comments up to the time that final contract plans are approved; and address any construction-related issues that might arise during the course of building the project.

The following documents have been prepared and circulated for public review as part of the study of impacts associated with this project:

- 1991 Draft EIS
- January 1996 Supplemental EIS
- July 1996 Supplemental EIS
- September 1997 Final EIS
- November 25, 1997 Record of Decision
- January 2000 Draft Supplemental EIS
- April 2000 Final Supplemental EIS
- June 16, 2000 Record of Decision
- July 27, 2000 U.S. Army Corps of Engineers Section 404 Permit
- September 10, 2001 NPS Environmental Assessment of proposed mitigation plan for Jones Point Park
- October 20, 2006 A qualitative hotspot analysis for PM₂₅ and a project-level transportation conformity determination in accordance with US EPA's Final Rule (dated 3-10-06)
- June 9-12, 2006 (Northbound Outer Loop) and July 14-17, 2006 (southbound Outer Loop) Opening of first of two new spans of the Woodrow Wilson Bridge.

This project first appeared in the FYs 2000-2004 program.

Comment: NCPC has reviewed several stages of the Woodrow Wilson Bridge project:

- April 8, 1999: NCPC approved the design concept plans for the replacement of the Woodrow Wilson Bridge.
- August 3, 2000: NCPC approved preliminary site and building plans and final foundation and Phase 1 dredging plans for the replacement.
- March 1, 2001: NCPC approved preliminary site and building plans for the urban deck overpass at Washington Street; improvements to Jones Point Park in Alexandria, Virginia; and development of the new Potomac River Waterfront Community Park at Rosalie Island.
- August 2, 2001: NCPC approved final building plans for the bridge structure and operator's house.
- November 1, 2001: NCPC approved the revised preliminary and final site and building plans for the urban deck overpass at Washington Street in Alexandria, Virginia, and requested that—in the preparation of subsequent plan

submissions involving the Potomac River Waterfront Community Park—the FHWA ensure a high standard of design for the lighting, buildings, and signage for that area.

- April 4, 2002: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Memorial Medallions.
- August 5, 2004: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Potomac River Waterfront Park.

Project Requiring Additional Planning Coordination

DEFENSE ACCESS ROAD PHASE I AND II FAIRFAX COUNTY, VIRGINIA

Project Requiring Additional Planning Coordination

\$39,000,000 (estimated total project cost). The first phase of this project will construct a two lane road (Connector Road) from Old Mill Road to Telegraph Road and provide intersection improvements at Richmond Highway/ Route 1. The second phase of this project will widen the Connector Road and Old Mill Road to four lanes

This project first appeared in the FYs 2007-2011 program as “Fort Belvoir Connector Road.” See also the Department of the Army/Fort Belvoir project with the same title.

Comment: This project represents components of the road project for which FHWA will be responsible. FHWA, Fort Belvoir, the Virginia Department of Transportation, Fairfax County and other parties are coordinating on this project as part of the activities to address the anticipated development at Fort Belvoir.

COMMISSION SUBMITTED PROJECTS: *Recommended and Strongly Endorsed*

Projects submitted by NCPD 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*, and the *Memorials and Museums Master Plan*.

10TH STREET SW CORRIDOR IMPROVEMENTS

Recommended and Strongly Endorsed

This project involves conducting a redevelopment feasibility study of 10th Street, SW between Independence Avenue and Banneker Overlook. The project goals are to increase and enhance development opportunities; re-establish the visual connections between the Smithsonian Castle and Banneker Overlook; and substantially improve the quality of the public realm in this corridor.

This is a new project in this FYs 2008-2013 program.

Affected Agencies: General Services Administration, DC Department of Planning and Transportation, the U.S. Department of Agriculture, the U.S. Department of Energy, the U.S. Postal Service, and the National Park Service.

Lead Agency: General Services Administration and National Capital Planning Commission.

Support Agencies: Commission of Fine Arts and all affected agencies.

10TH STREET NW CORRIDOR IMPROVEMENTS WITHIN THE FEDERAL TRIANGLE

Recommended and Strongly Endorsed

This project involves design of roadway and streetscape improvements along 10th Street, NW in the Federal Triangle. The project goals are to enhance the transportation operations and pedestrian quality of the existing bus terminal and improve connections between downtown and the National Mall.

This is a new project in this FYs 2008-2013 program.

Affected Agencies: General Services Administration, DC Office of Planning and Department of Transportation, U.S. Department of Justice and the U.S. Treasury, Internal Revenue Service, and Washington Metropolitan Area Transportation Authority.

Lead Agency: NCPD and Washington Metropolitan Area Transportation Authority.

Support Agencies: Commission of Fine Arts and all affected agencies.

DC CIRCULATOR SYSTEM IMPROVEMENTS

Recommended and Strongly Endorsed

This project calls for completing the implementation of the Circulator, including the development of all necessary roadway and sidewalk improvements and support facilities. NCPD, the Downtown DC Business Improvement District, the District Department of Transportation, and WMATA started the implementation phase for the Circulator after completing an implementation study in July 2003. The service serves as a convenient supplement to the Metrorail and Metrobus system for visitors and workers throughout the monumental core and surrounding urban area. The service conveniently transports visitors among the attractions concentrated in the monumental core and the services located in the surrounding urban area. (See page 22 for additional information.)

This project was first submitted by NCPD in the FYs 2004-2009 program.

Lead Agencies: NCPD, Downtown DC Business Improvement District, the District Department of Transportation, and WMATA.

Comment: The Circulator began operating on July 10, 2005. The initial two routes were a north-south service that runs from the Washington Convention Center to the Southwest Waterfront and an east-west service that runs from Union Station to Georgetown along Massachusetts Avenue and K Street. A third east-west route was added to the system in

March 2006, providing service along the National Mall between 4th Street and 17th Street. Additional routes are under study.

FREIGHT RAILROAD REALIGNMENT NEPA STUDIES

Recommended and Strongly Endorsed

To advance the CSX Freight Railroad Realignment effort, a full National Environmentally Policy Act (NEPA) evaluation must be undertaken. This study will build on the conclusions of the 2007 Freight Railroad Realignment Feasibility Study and will provide further analysis and outreach on alternative alignment locations and impacts. The result will be more detailed conclusions on realigning this stretch of rail and a more detailed evaluation of its costs and benefits.

This is a new project in this FYs 2008-2013 program.

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, District of Columbia Department of Transportation, State of Maryland Department of Transportation, Commonwealth of Virginia Department of Rail and Public Transit.

KENNEDY CENTER PLAZA PROJECT

Recommended and Strongly Endorsed

This project calls for planning and constructing highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts. The preparation of environmental documentation is part of this project. Improvements include a formal public plaza that spans the Potomac Freeway and connects the Kennedy Center to 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. A connection to the adjacent Potomac River waterfront is also part of planned improvements. This project will reflect extensive public involvement (i.e., public/agency meetings, public hearings) and will enhance access to the Kennedy Center by creating a continuation of the monumental core's street and visual patterns. The project cost for FY 2006-2011 was estimated at \$235,000,000.

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

Comment: This project was first conceived in NCPC's 1997 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.

MARYLAND AVENUE SW CORRIDOR IMPROVEMENTS

Recommended and Strongly Endorsed

This project involves development of design guidance and an environmental impact analysis for redevelopment opportunities along Maryland Avenue, SW.

This is a new project in this FYs 2008-2013 program.

Affected Agencies: General Services Administration, Washington Metropolitan Area Transportation Authority, DC Departments of Planning and Transportation, the U.S. Department of Agriculture, the U.S. Postal Service, U.S. Department of Transportation, the National Park Service, the Smithsonian Institution and the U.S. Capitol.

Lead Agency: General Services Administration.

Support Agencies: NCPC, Commission of Fine Arts, and all affected agencies.

MOBILITY, PARKING, AND SECURITY IMPACT STUDIES

Recommended and Strongly Endorsed

This project calls for a comprehensive parking and traffic study to identify and fund mitigation strategies for decreased circulation due to security measures. Potential studies include, but are not limited to: an impact study on the removal of a parking and traffic lane from Independence Avenue; an impact study on the removal of a parking lane at the Southwest Federal Center and the West End; a centralized parking study for the Southwest Federal Center; a transit study for bus operations; and a tunnel feasibility study to improve access through President's Park.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agencies: NCPC, Federal Highway Administration (Eastern Federal Lands Division), and the D.C. Department of Transportation.

NEW FREDERICK DOUGLASS MEMORIAL BRIDGE

Recommended and Strongly Endorsed

This project involves the design and construction of a new Anacostia River bridge, including both northern and southern bridge approaches and associated public open space. The estimated cost of replacing the Frederick Douglass Memorial Bridge (I-695 to Firth Sterling Avenue) is \$270 million. Rehabilitation work on the existing bridge to ensure the safety of the traveling public until the bridge is replaced is currently underway. Environmental studies for the replacement structure are currently being conducted, with review in FY 2007. Design of the new bridge will take place in FY 2008-2010, with construction scheduled from FY 2010-2013.

The bridge currently carries five lanes of traffic over the river between South Capitol Street and the Anacostia Freeway, Suitland Parkway, and points south and east. Built in 1941, it was last rehabilitated in 1976, and currently has a sufficiency rating of 50, which means that its structural adequacy, safety, serviceability, and function are seriously compromised. Trucks have been restricted from the outside travel lanes in both directions. The main superstructure—made of steel—is afflicted with areas of severe rusting, section loss, and paint failure. Finally, the drainage system is failing.

The Frederick Douglass Memorial Bridge is the southern portal to Capitol Hill, which connects the major regional freeways of I-395 and I-295 linking Maryland and neighborhoods east of the Anacostia River with downtown Washington. The bridge is one of the most important pieces of the Anacostia Waterfront Initiative—a multi-jurisdictional effort to revitalize the Anacostia waterfront. Improving the character, connectivity, safety, and multi-modal nature of the bridge and the South Capitol Street corridor is a vital piece of the planned improvements in this area. A new Frederick Douglass Memorial Bridge will complement similar improvements contemplated for the 11th Street Bridges and along the waterfront.

This project was first submitted by NCPC in the FYs 2005-2010 program.

Comment: In 2003, at the request and funding of Congress, the District of Columbia Department of Transportation transmitted to Congress the South Capitol Gateway Corridor Improvement Study. In June 2004, the Mayor of the District of Columbia and the Department of Transportation, along with other district and federal officials, signed an agreement to rebuild the Frederick Douglass Memorial Bridge. (See the South Capitol Street Reconstruction and South Capitol Street Waterfront.) On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Study to rebuild the bridge.

SOUTH CAPITOL STREET RECONSTRUCTION

Recommended and Strongly Endorsed

This project calls for redesigning and reconstructing South Capitol Street between Washington Avenue and the new Frederick Douglass Memorial Bridge as a great avenue and grand entry to the monumental core of the nation's capital. Improvements will result in a surface roadway accommodating existing and future vehicular traffic demands and pedestrian movement while also providing open space and pedestrian amenities along its length. As envisioned, the plan calls for development of an oval traffic rotary with a green commons and space for a memorial and civic art, where the new bridge intersects with South Capitol Street and Potomac Avenue. The plan includes development of a new South Capitol Street waterfront gateway park on the Anacostia River with space for a new museum, performing arts, or other cultural facility, or major memorial on the axis of South Capitol Street. Building on the momentum of the new baseball

stadium and bridge, the plan identifies opportunities for new housing, office, and retail development and would connect this area with the National Mall and rest of the city. (See page 23 for additional information.)

This project was first submitted by NCPC in the FYs 2002-2007 program.

SOUTH CAPITOL STREET WATERFRONT PARK

Recommended and Strongly Endorsed

NCPC's South Capitol Street vision and framework plan envisions the development of a new waterfront gateway park located at the foot of the new Frederick Douglass Memorial Bridge between the proposed oval traffic rotary and commons and the Anacostia River. The plan identifies the opportunity to locate a possible new museum or other cultural facility or a major memorial on the axis of South Capitol Street within this park. The land for this park is currently under private ownership.

The plan includes three scenarios to bring this vision of creating a spectacular new address for South Capitol Street to life.

- The central memorial alternative: a major memorial and smaller civic art in the common and an amphitheater or other active public space on the waterfront.
- The waterfront memorial alternative: a major memorial on the Anacostia River and smaller civic art or memorials and major public gatherings and events on the commons,
- The major cultural facility alternative: significant performing arts, museum, or other cultural facility at the waterfront terminus and a major memorial and civic art in the commons.

This project was first submitted by NCPC in the FYs 2006-2011 program.

Comment: In its September 2001 *Memorials and Museums Master Plan*, NCPC identified this area as a 'prime site' for the future location of a memorial or museum of national significance. In addition, in 2005 NCPC developed a concept for locating the Washington Maritime Heritage Center in this waterfront park. The U.S. Navy Museum would relocate from the Washington Navy Yard to the center and the facilities and programs for the National Maritime Heritage Foundation would be developed as components of the private mixed-use development of the waterfront.

Security Projects

In response to the installation of ad-hoc, unsightly, and uncoordinated security measures throughout the monumental core, NCPC—working in conjunction with numerous federal agency partners—prepared *Designing for Security in the Nation's Capital*, which contains recommendations for designing security measures throughout the monumental core. NCPC adopted this report on November 1, 2001. Following the report's recommendations, the Commission adopted *The National Capital Urban Design and Security Plan* on October 3, 2002. The plan promotes perimeter building security that protects employees, visitors, and federal functions and property from the threat of bomb-laden vehicles while creating livable, accessible streets that reflect the democratic principles inherent in the layout of the nation's capital. The plan recommends security in the context of a citywide program of streetscape enhancements and public realm beautification rather than separate, incoherent, and redundant systems of security components. The plan includes conceptual design approaches for projects and makes recommendations for their efficient and cost-effective implementation.

Successful implementation of *The National Capital Urban Design and Security Plan* prevents security solutions from having negative impacts on commerce and economic activity. In addition, it requires a coordinated effort between neighboring agencies and the District of Columbia (in particular, the District Department of Transportation, which programs public space within the District). Through a well-coordinated approach to planning, designing, and constructing streetscape projects, as identified in the plan, implementation of federal perimeter security will be more efficient and cost effective, capitalizing on economies of scale, mass production, and centralized administration.

NCPC recommends that the following projects identified in *The National Capital Urban Design and Security Plan* be included in the agency budgets as soon as fiscal and budgetary conditions permit.

CONSTITUTION AVENUE (3RD TO 15TH STREETS, NW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of enhancing key civic spaces and designing and constructing perimeter security for streets within and surrounding the Federal Triangle, including Pennsylvania Avenue. Improvements will consist of paving and plaza amenities; a variety of special bollards and guardhouses; trees; and custom-designed civic spaces. Hardened street furniture—including benches, lighting, drinking fountains, trash receptacles, planters, and bus shelters—also will help to secure the area. The project will include mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of Commerce, Department of Justice, Environmental Protection Agency, Federal Trade Commission, Internal Revenue Service, National Archives and Records Administration, National Gallery of Art, NPS, Interstate Commerce Commission, U.S. Agency for International Development, GSA, Interstate Commerce Commission/U.S. Customs Service, and U.S. Postal Service.

Lead Agencies: Federal Highway Administration, Eastern Federal Lands Division; GSA.

Support Agencies: NPS and affected agencies (listed above).

FEDERAL BUREAU OF INVESTIGATION PERIMETER SECURITY AND STREETScape IMPROVEMENTS

Recommended and Strongly Endorsed

This project involves designing and constructing perimeter security streetscape improvements consisting of hardened street furniture.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: Federal Bureau of Investigation and GSA.

PENNSYLVANIA AVENUE (3RD TO 15TH STREETS AND FEDERAL TRIANGLE, NW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of designing and constructing perimeter security streetscape components that include a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, guardhouses, and plinth walls.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of Commerce, Department of Justice, Federal Trade Commission, Internal Revenue Service, Interstate Commerce Commission/Customs Service, National Archives and Records Administration, National Gallery of Art (West Wing), National Museum of American History, National Museum of Natural History, GSA, NPS, and the Federal Reserve Board.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: GSA, Smithsonian Institution, and affected agencies (listed above).

Comment: The south side portion of Constitution Avenue between 3rd Street and 15th Street, NW is included in the Smithsonian Institution's project to "Construct/Install Anti-Terrorism Protection." The north side of Constitution Avenue will be included in the Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) project.

COMMISSION SUBMITTED PROJECTS:

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.

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

Recommended for Future Programming

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.

This project was first submitted by NCPC in the FYs 2004-2009 program.

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.

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.
- 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.

Federal Interest: 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.

BOUNDARY MARKERS FOR THE NATION'S CAPITAL

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.

This project was first submitted by NCPC in the FYs 1981-1985 program.

CONVERSION OF THE DEPARTMENT OF AGRICULTURE BUILDING ON THE NATIONAL MALL TO A PUBLIC USE

Recommended for Future Programming

Undertake a study to determine the possibility of creating a more public use of the current Department of Agriculture Headquarters Building that is appropriate to its National Mall location. Consider the adaptive reuse of the building to a Museum of American Agriculture that highlights the accomplishments of U.S. agricultural progress and contributions to the world.

This project first appeared in the FYs 1987-1991 program.

DEVELOP A NEW FOREIGN MISSIONS CENTER

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.

This project first appeared in the FYs 2005-2010 Program.

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 Walter Reed Army Medical Center site.

DEVELOP WATERFRONT PARKS

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 was first submitted by NCPC in the FYs 1981-1985 program.

DULLES CORRIDOR RAPID TRANSIT PROJECT

Recommended for Future Programming

This project calls 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, recommends Metrorail as the Locally Preferred Alternative. The final EIS, released in December 2004, informs decision makers and the public about the selection of the Metrorail extension and the potential consequences of implementing the proposed extension in the corridor. On March 2, 2005, the Federal Transit Administration (FTA) issued a Record of Decision for the project. The Record of Decision describes the basis of the decision in selecting the Locally Preferred Alternative, identifies the alternatives that were considered, and summarizes the mitigation measures that will be implemented to address the project's adverse environmental impacts. The Federal Aviation Administration issued a separate Record of Decision on July 12, 2005, related to the use of airport property for the Metrorail extension. An Environmental Assessment, released in February 2006, informs decision makers of design refinements to the project incorporated during preliminary engineering.

This project was first submitted by NCPC in the FYs 2004-2009 program.

FEDERAL TRIANGLE LIGHTING

Recommended for Future Programming

Extend the architectural lighting treatment – currently proposed for installation on the exterior of the Main Justice Building – to the remaining buildings along Constitution Avenue, including the rest of the Federal Triangle frontages.

This project was first submitted by NCPC in the FYs 1992-1996 program.

FORT CIRCLE PARKS SYSTEM

Recommended for Future Programming

Complete development of the Fort Circle Parks System as soon as possible to create a ring of Civil War fort parks and connecting greenways as described in the McMillan Plan. Acquire the necessary interest in lands to provide for a continuous trail to protect the park-like environment of the system, and to 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.

This project was first submitted by NCPC in the FYs 1987-1991 program.

Comment: Enhancing the Fort Circle Parks System is a policy adopted in the *Comprehensive Plan for the National Capital: Federal Elements*. NCPC has partnered with NPS and the District of Columbia's Department of Parks and Recreation and Office of Planning to complete and implement strategy for all parks and open spaces within Washington, D.C. Strategies to complete the recommendations of this project will be developed within this planning effort.

FUTURE SITE ACQUISITIONS FOR MEMORIAL AND MUSEUM USES

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.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC first introduced this concept in its 1997 *Legacy Plan*.

HIGH SPEED RAIL TO BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT

Recommended for Future Programming

NCPC supported the concept of providing direct rail service to Baltimore-Washington International Airport in its 1997 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, D.C.—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.

IMPROVE PEDESTRIAN LINKAGES BETWEEN NATIONAL MALL ATTRACTIONS AND THE ANACOSTIA AND POTOMAC RIVER WATERFRONTS

Recommended for Future Programming

This project includes studying, planning, and developing pedestrian linkages between visitor attractions on and near the National Mall with development along the Anacostia and Potomac Rivers. As initially proposed by NCPC's 1997 Legacy Plan, connections to the Southwest Waterfront and connections from East and South Capitol Streets to the Anacostia River should be considered for future monumental core-related activities.

This project was first submitted by NCPC in the FYs 1995-1999 program.

Comment: This concept was first proposed in NCPC's 1997 Legacy Plan. The Legacy Plan called for making greater use of the Anacostia River's waterfronts and shorelines and connecting these areas to the adjacent surrounding communities and neighborhoods. The portion of this concept along the Anacostia River is now a part of what is currently called the

Anacostia Waterfront Initiative (AWI), the framework plan for revitalizing the District's waterfront areas. The District of Columbia, through the newly created Anacostia Waterfront Corporation, is implementing projects developed within AWI, including a riverwalk multi-use trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park.

The Trail and its connecting points would extend along the east side of the Anacostia River from the Washington Navy Yard to Benning Road, and on the west side of the Anacostia River from the Anacostia Naval Station to the Bladensburg trail in Prince George's County, Maryland. The overall Trail is divided into three design sections:

- Section 1 – Includes all portions of the trail east of the Anacostia River from the Anacostia Naval Station at the south end to Benning Road at the north.
- Section 2 – Includes all portions of the trail west of the Anacostia River from the Washington Navy Yard at the south to Benning Road at the north.
- Section 3 – Includes all portions of the trail east of the Anacostia River from Benning Road to the Bladensburg Trail in Prince George's County, Maryland.

At its January 6, 2005, meeting, NCPC approved the concept site development plans for the Anacostia Riverwalk Multi-use Trail. At its June 2, 2005, meeting NCPC approved the preliminary and final site development plans for the Anacostia riverwalk multi-use trail section 2, west of the Anacostia River.

LAFAYETTE BUILDING EXTERIOR REFINISHING

Recommended for Future Programming

Refinish the plain brick exterior walls of the Veterans Affairs Central Office Building on Vermont Avenue that face the interior of the block and are highly visible from Lafayette Square and the White House. Such refinishing should be substantially similar in style and materials to the finish of the existing exterior walls that face Vermont Avenue and I Streets, NW.

This project was first submitted by NCPC in the FYs 1992-1996 program.

LIGHT RAIL PROJECTS IN THE DISTRICT OF COLUMBIA, VIRGINIA, AND MARYLAND

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 George's Counties in Maryland; a trolley system in the District of Columbia; and light rail in the Route 1 Corridor in Arlington County and the City of Alexandria in Virginia.

This project first was submitted by NCPC in the FYs 2004-2009 program.

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.

PLAN AND DESIGN TO DECK-OVER AND REMOVE PORTIONS OF THE SOUTHEAST/SOUTHWEST FREEWAY

Recommended for Future Programming

This project consists of developing plans to remove portions of the Southeast/Southwest Freeway in the District of Columbia and replacing lost capacity via the surface street grid. This project also includes developing plans to deck-over other portions of the freeway and reconnect the surface-level street system. The freeway forms a physical and visual barrier between neighborhoods and the waterfront and limits the potential for urban revitalization.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: This project was first conceived in NCPC's 1997 Legacy Plan. Currently, multi-agency studies to improve South Capitol Street and the Anacostia waterfront that are underway include the possibility of removing portions of the Southeast/Southwest Freeway between the Anacostia River and South Capitol Street. Another study should be developed to examine the possibility of removing the freeway portion between South Capitol Street and the 14th Street Bridge.

REGIONAL "BLUE TRAIL" SYSTEM

Recommended for Future Programming

This project calls for the development of a "blue trail" for paddle and rowing crafts on or within the NCR's waterways. The trail would incorporate appropriate signage and landing facilities along the Potomac and Anacostia Rivers, especially in those areas where key destinations are located on or near the rivers' edges (e.g., National Arboretum, Kenilworth Aquatic Gardens, and the Navy Yard Historical Museum).

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC's *Comprehensive Plan for the National Capital: Federal Elements* encourages the development of rowing activities and related support facilities as the region's river water quality improves.

REGIONAL PARK SYSTEM

Recommended for Future Programming

This project seeks to protect or acquire, in coordination with local jurisdictions, a connected outer ring of major open spaces at the region's periphery that link new and existing local properties with federal properties. This will provide a varied zone that encompasses continuous wildlife habitats, local recreational amenities, and federal research and training areas.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: The development of a comprehensive open space system throughout the region is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

REGIONAL VISITOR CENTER AND INFORMATION KIOSKS

Recommended for Future Programming

This project explores opportunities for an easily accessible and comprehensive visitor orientation/information center at a prominent location in the monumental core. The center would provide visitors with information on regional attractions and the development and history of Washington, D.C. as the nation's capital. The proposal also calls for locating supplemental information kiosks and/or smaller centers at highly visited areas throughout the region (including major transportation centers and federal and local attractions).

This project was first submitted by the Commission in the FYs 2004-2009 program.

Comment: The development of a comprehensive visitor center in the monumental core—as well as supplemental information kiosks throughout the region—are stated goals in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

ROOSEVELT BRIDGE REHABILITATION

Recommended for Future Programming

This project calls for designing and constructing improvements to the Roosevelt Bridge, which carries Interstate 66 between Virginia and the District of Columbia. Improvements should either replace the bridge with a new space or extend the life of the existing bridge. The bridge's capacity can be increased with additional vehicle travel lanes, exclusive transit lanes, and improved bicycle lanes connected to bicycle trails. This project should be coordinated with the Kennedy Center Plaza Project.

This project was first submitted by NCPC in the FYs 2004-2009 program.

TOUR BUS PARKING FACILITY

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.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agency: U.S. Department of Transportation.

Support Agencies: NCPC, D.C. Department of Transportation, Washington Convention and Tourism Corporation, Downtown D.C. Business Improvement District, Office of D.C. Councilmember Sharon Ambrose, and NPS.

Comment: In October 2003, the U.S. Department of Transportation released the District of Columbia Tour Bus Management Initiative Final Report. The report, a preliminary feasibility analysis, contains an analysis of potential sites for tour bus parking facilities within the District of Columbia. The report suggests that providing a conservative supply of structured parking spaces in one or more central locations within the District of Columbia may be a financially viable option. Another option is providing surface parking in areas at the periphery of the District to address a substantial share of the demand for tour bus parking spaces.

At its meeting on February 3, 2005, NCPC approved the concept design plans for an Interim Parking Lot at the former Washington Convention Center that will accommodate tour bus parking until new development occurs on the site. At its April 7, 2005 meeting, NCPC approved preliminary and final site and building plans for the Interim Parking Lot. A permanent site for the tour bus parking facility has not been identified.

WATER TAXI SYSTEM

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 River 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.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC first introduced this concept in its 1997 *Legacy Plan*.

WEST POTOMAC PARK SEAWALL REPAIR

Recommended for Future Programming

Repair the deteriorating seawalls, particularly in the vicinity of the Lincoln Memorial.

This project first was submitted by NCPC in the FYs 1985-1989 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 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, Fairfax, and Prince William (no projects have been submitted this year for Loudoun County or the independent cities within the NCR). The Wilson Bridge Replacement project and other projects without a specific location are listed under the National Capital Region.

TABLE 8, TOTAL BUDGET ESTIMATES SUBMITTED BY FEDERAL AGENCIES BY JURISDICTION

	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2008-2013
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
District of Columbia	770,153	700,986	898,692	853,001	1,123,950	749,913	736,374	5,062,916
Montgomery County	263,200	80,300	340,340	177,060	12,500	281,200	261,000	1,152,400
Prince George's County	53,357	110,693	74,437	39,345	34,350	12,200	134,609	405,634
Maryland	316,557	190,993	414,777	216,405	46,850	293,400	395,609	1,558,034
Arlington County	1,161,352	160,537	259,308	226,598	210,867	164,765	82,794	1,104,869
Fairfax County	296,001	1,375,626	1,184,030	301,223	231,000	79,500	74,800	3,285,179
Prince William County	4,000	-0-	-0-	-0-	-0-	-0-	-0-	140,000
Virginia	1,461,353	1,536,163	1,443,338	527,821	441,867	244,265	157,594	4,530,048
NCR	2,058,180	120,700	110,600	85,700	54,800	48,200	6,800	426,800
Total Region	4,606,242	2,548,842	2,867,407	1,682,927	1,667,467	1,335,778	1,296,377	11,577,798

Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

District of Columbia

The FCIP for FYs 2008-2013 contains a total of 112 proposed projects within the District of Columbia. Of this total, 79 have been submitted to NCPC by other agencies. NCPC has submitted an additional 33 projects for future programming.

The estimated total cost of the 79 recommended projects for FYs 2008-2013 is \$5,062,916,000. NCPC *strongly endorses* 27 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* 52 projects that are in conformance with Commission and local plans and planning policies.

Of the 33 projects that NCPC submitted and recommended for future programming, the Commission *strongly endorses* 13 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 20 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	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
District of Columbia Total	770,153	700,986	898,692	853,001	1,123,950	749,913	736,374	5,062,916

Fiscal years may not add to the FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

District of Columbia

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

Administration Building Modernization	906	15,768	0	0	0	0	0	15,768
Asian Valley Paths Renovation	0	0	0	0	1,999	0	0	1,999
Azalea Paths Renovation	75	0	0	0	0	2,269	0	2,269
Bladensburg Road Entrance	1,100	10,360	0	0	0	0	0	10,360
Chinese Garden	240	9,100	0	0	0	0	0	9,100
Education and Visitor Center	0	0	0	2,333	0	0	47,530	49,863
Ellipse Area Development	0	0	0	0	0	816	0	816
Events Pavilion	0	0	0	0	0	872	0	872
Fern Valley Native Plant Garden	328	50	0	0	0	0	0	50
Greenhouse Complex Renovation	4,673	2,513	0	0	0	0	0	2,513
Hickey Run Pollution Project	2,237	2,700	0	0	0	0	0	2,700
Lab/Office Facility	0	270	2,179	0	0	0	0	2,449
Storm Water Management Project	0	0	0	0	441	1,890	1,890	4,221
Subtotal	9,559	40,761	2,179	2,333	2,440	5,847	49,420	102,980

USDA Headquarters

Ag. South Bldg. Modernization	119,233	14,148	0	15,000	46,350	46,350	46,350	168,198
Perimeter Security	385	0	15,600	0	0	0	0	15,600
Subtotal	119,618	14,148	15,600	15,000	46,350	46,350	46,350	183,798
Total in District of Columbia	129,177	54,909	17,779	17,333	48,790	52,197	95,770	286,778

DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Bolling Air Force Base

Communication Frame Facility	0	2,350	0	0	0	0	0	2,350
Force Protection South Gate	75	0	632	7,855	0	0	0	8,487
Total in District of Columbia	75	2,350	632	7,855	0	0	0	10,837

DEPARTMENT OF THE ARMY

Military District of Washington, Fort McNair

Joint Forces Headquarters, NCR	0	0	0	0	2,000	18,500	0	20,500
Modernize IAD College	0	0	900	9,100	0	0	0	10,000
Modernize MP Barracks, Bldg. 48	0	0	0	0	700	6,600	0	7,300
Subtotal	0	0	900	9,100	2,700	25,100	0	37,800

U.S. Army Corps of Engineers

Flood Control Project	3,097	0	4,603	0	0	0	0	4,603
Subtotal	3,097	0	4,603	0	0	0	0	4,603

The following project is funded primarily from private funds, not funds appropriated by the federal government.

Armed Forces Retirement Home

Construct Long-Term Care Building	0	0	26,400	0	0	0	0	26,400
Total in District of Columbia	3,097	0	5,503	35,500	2,700	25,100	0	68,803

GENERAL SERVICES ADMINISTRATION

Commerce, Herbert C. Hoover Bldg.	0	0	108,000	75,000	0	79,000	86,000	348,000
Department of the Interior Bldg	0	0	48,000	37,000	0	0	0	85,000
E. Barrett Prettyman U.S. Courthouse	0	0	28,000	0	47,000	50,000	51,000	176,000
Eisenhower E.O. B. Modernization	64,447	172,000	15,000	0	0	0	0	187,000
Federal Office Building 10A	0	0	0	0	0	23,000	0	23,000
Federal Office Building 8	0	0	23,000	0	0	0	0	23,000
Federal Trade Commission Bldg.	0	0	0	0	0	0	0	0
Forrestal Building	0	0	0	0	0	12,000	0	12,000
GSA, National Office Building	0	0	0	138,000	141,000	0	0	279,000
GSA, Regional Office Building	0	0	0	0	0	150,000	0	150,000
HOTD Steam Distribution	0	0	25,000	0	0	0	0	25,000
Hubert Humphrey Building	0	0	0	0	0	25,000	0	25,000
Internal Revenue Service Bldg.	0	0	0	0	0	0	0	0
J.Edgar Hoover Building	0	0	0	0	16,000	0	160,000	176,000
Labor, Frances Perkins Bldg.	0	0	0	0	13,000	0	151,000	164,000
Lafayette Building	0	0	54,000	0	48,000	0	64,000	164,000
Lafayette Building Lite Renovations	0	0	8,000	0	0	0	0	8,000
Life and Safety, FOB 10A	0	0	0	1,200	12,500	0	0	13,700
Life and Safety, Francis Perkins	0	0	2,000	19,000	0	0	0	21,000
Life and Safety, HUD	0	0	1,000	11,000	0	0	0	12,000
Life and Safety, IRS	0	0	0	700,000	9,000	0	0	9,700
Life and Safety, J.Edgar. Hoover	0	0	2,000	19,000	0	0	0	21,000
Life and Safety, Postal Square	0	0	2,000	17,000	0	0	0	19,000
Mary E. Switzer Building	50,881	0	60,000	0	0	0	0	60,000
National Courts Windows	0	0	0	0	0	0	0	0
Nebraska Avenue Complex (NAC)	52,835	0	0	0	0	0	0	52,835
New Executive Office Building	0	0	0	0	0	0	9,000	9,000
Remote Delivery Service Center	39,612	0	0	0	0	0	0	0
Robert C. Weaver Federal Building	0	0	0	0	0	0	10,000	10,000
Saint Elizabeths West DHS Consolidtn.	0	310,000	250,000	70,000	595,000	0	0	1,225,000
Saint Elizabeths West Campus Ext.	0	7,000	5,000	0	0	0	0	12,000
Saint Elizabeths West Campus Infr..	6,444	21,000	79,000	154,000	24,000	7,000	2,000	287,000
SE Federal Center Remediation	15,000	0	8,085	15,000	15,000	0	0	38,085
State, Harry S Truman Bldg.	4,629	0	6,000	36,000	0	104,000	0	146,000
West Wing Utility Plan Replacement	0	0	6,000	72,000	0	0	0	78,000
Wilbur J. Cohen Building	0	0	0	22,000	0	119,300	0	141,300
Total in District of Columbia	183,018	510,000	730,085	686,900	918,500	570,300	533,000	3,948,785

DEPARTMENT OF HOMELAND SECURITY

U.S. Coast Guard Station

Construct New Station Building @ Bolling	180	2,180	0	0	0	0	0	2,180
Total in District of Columbia	180	2,180	0	0	0	0	0	2,180

DEPARTMENT OF THE INTERIOR

National Park Service

Georgetown Waterfront Park	10,496	5,900	0	0	0	0	0	5,900
Rehab Executive Residence	48,390	5,902	710	0	0	0	0	6,612
Total in District of Columbia	58,886	11,802	710	0	0	0	0	12,512

DEPARTMENT OF THE NAVY

Naval Research Laboratory

Autonomous Research Lab	0	0	24,220	0	0	0	0	24,220
Subtotal	0	0	24,220	0	0	0	0	24,220

Washington Navy Yard

Navy Systems Management Activity Reloc.	0	0	46,890	0	0	0	0	46,890
Renovate Building W-200	0	60,000	0	0	0	0	0	60,000
Subtotal	0	60,000	46,890	0	0	0	0	106,890

Washington Navy Yard Anacostia

Construct New NSM Warehouse	0	0	7,620	0	0	0	0	7,620
Subtotal	0	0	7,620	0	0	0	0	7,620

Total in District of Columbia	0	60,000	78,730	0	0	0	0	138,730
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SMITHSONIAN INSTITUTION

NMAAHC	0	2,000	3,000	11,000	14,000	0	0	30,000
Construct Anti-Terrorism Protection	21,825	8,490	9,800	12,380	18,380	17,455	20,000	86,505
Reynolds Center Courtyard Landscaping	0	0	0	0	0	0	5,000	5,000
NMAH Revitalization	122,170	25,500	28,700	34,300	33,000	33,000	33,000	187,500
Quadrangle Roof/ Mech. Systems	0	0	0	0	0	0	850	850
Restore Hirshhorn Façade	0	0	730	0	0	7,300	0	8,030
Revitalize NMAH	36,800	1,300	5,200	22,000	26,000	28,000	4,000	86,500
Subtotal	208,195	37,290	47,430	79,680	91,380	85,755	62,850	404,385

National Zoological Park

Africa Exhibit	0	0	0	1,500	2,500	10,000	10,000	24,000
Asia Trail	71,850	9,000	0	0	0	0	0	9,000
Renew Seal/Sea Lion Facility	0	700	8,500	7,000	13,000	0	0	29,200
Subtotal	71,850	9,700	8,500	8,500	15,500	10,000	10,000	62,200

Total in District of Columbia	280,045	46,990	55,930	88,180	106,880	95,755	72,850	466,585
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DEPARTMENT OF STATE

Blast Resistant Windows	30,400	864	5,379	1,591	32,000	0	20,000	59,834
Security Upgrades, Truman Bldg.	2,675	9,391	944	7,342	15,080	4,561	14,754	52,072
Total in District of Columbia	33,075	10,255	6,323	8,933	47,080	4,561	34,754	111,906

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Mall Road Improvements	76,600	0	3,000	8,300	0	2,000	0	13,300
Streetscape Imprvmnts @ Juarez Cr.	6,000	2,500	0	0	0	0	0	2,500
Total in District of Columbia	82,600	2,500	3,000	8,300	0	2,000	0	15,800

District of Columbia Total	770,153	700,986	898,692	853,001	1,123,950	749,913	736,374	5,062,916
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COMMISSION RECOMMENDED PROJECTS

10th Street, SW Corridor Improvements
 10th Street, NW Corridor Improvements within the Federal Triangle
 Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail
 Boundary Markers for the Nation's Capital
 Constitution Avenue (3rd To 15th Streets, NW) Perimeter Security and Streetscape Improvements
 Conversion of the Department of Agriculture Building on the National Mall to a Public Use
 DC Circulator System Improvements
 Develop a New Foreign Missions Center
 Develop Waterfront Parks
 Federal Bureau Of Investigation Perimeter Security and Streetscape Improvements
 Federal Triangle Lighting
 Fort Circle Parks System
 Freight Railroad Realignment NEPA Studies
 Future Site Acquisitions for Memorial and Museum Uses
 High Speed Rail to Baltimore-Washington International Airport
 Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts
 Kennedy Center Plaza Project
 Lafayette Building Exterior Refinishing
 Light Rail Projects in the District of Columbia, Virginia, and Maryland
 Maryland Avenue, SW Corridor Improvements
 Mobility, Parking, and Security Impact Studies
 New Frederick Douglass Memorial Bridge
 Pennsylvania Avenue (3rd to 15th Streets, NW and Federal Triangle) Perimeter Security and Streetscape Improvements
 Plan and Design to Deck-Over and Remove Portions of the Southeast/Southwest Freeway
 Regional "Blue Trail" System
 Regional Park System
 Regional Visitor Center and Information Kiosks
 Roosevelt Bridge Rehabilitation
 South Capitol Street Reconstruction
 South Capitol Street Waterfront Park
 Tour Bus Parking Facility
 Water Taxi System
 West Potomac Park Seawall Repair

Maryland

The FCIP for FYs 2008-2013 contains a total of 52 proposed projects in Montgomery and Prince George's Counties. All of these projects have been submitted by agencies. The estimated total cost of the 52 projects is \$1,558,034,000 for FYs 2008-2013.

MONTGOMERY COUNTY

Twenty-two projects are located in Montgomery County with an estimated total cost of \$1,152,400,000 for FYs 2008-2013. NCPC *recommends* twenty-one projects and considers them in conformance with Commission and local plans and planning policies, and *recommends and strongly endorses* one.

PRINCE GEORGE'S COUNTY

Thirty projects are located in Prince George's County with an estimated total cost of \$405,634,000 for FYs 2008-2013. NCPC *recommends* all thirty projects and considers them in conformance with Commission and local plans and planning policies.

	Budget Estimates (000 of Dollars)							
	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Montgomery County Total	263,200	80,300	340,340	177,060	12,500	281,200	261,000	1,152,400
Prince George's County Total	53,357	110,693	74,437	39,345	34,350	12,200	134,609	405,634
Maryland Total	316,557	193,993	414,777	216,405	46,850	293,400	395,609	1,558,034

Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

Montgomery County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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GENERAL SERVICES ADMINISTRATION

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Consumer Products Safety Comm.	0	0	0	0	0	0	0	0
FDA Consolidation	179,000	58,000	285,000	150,000	0	0	0	493,000
Life and Safety, DOE Germantown	0	0	3,000	0	0	0	0	3,000
GSA Total	179,000	58,000	288,000	150,000	0	0	0	496,000

DEPARTMENT OF HEALTH & HUMAN SERVICES

National Institutes of Health, Bethesda Campus

2nd Fl Addtn. to In-Vivo NMR Ctr.	0	0	0	0	0	0	6,000	6,000
Animal Research Center	17,300	0	0	0	0	0	220,000	220,000
Building 10 Repair Program	0	0	18,900	16,800	0	0	0	35,700
Building 3 Renovation	0	0	0	0	0	15,000	0	15,000
Building 37 Basement Renovation	0	0	0	0	0	0	14,000	14,000
Complete Fit Out B3-East Labs in CRC	0	2,000	0	0	0	0	0	2,000
Emergency/Back-up Power CIT Data Ctr	0	13,300	0	0	0	9,000	6,000	28,300
Expansion of Cell Process Space, Bldg 10	0	0	5,000	0	0	0	0	5,000
J. E. Porter Neuroscience Ctr II	66,400	0	0	0	0	250,000	0	250,000
Laboratory M, South Quad	0	0	0	0	0	0	3,000	3,000
Laboratory N, South Quad	0	0	0	0	0	2,100	0	2,100
Laboratory P, South Quad	0	0	0	0	0	4,000	0	4,000
New Patient Imaging	0	0	4,000	0	0	0	0	4,000
Northwest Child Care Facility	500	0	0	0	12,500	0	0	12,500
PET C-Good Lab Practices Lab	0	7,000	0	0	0	0	0	7,000
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
Zebrafish Research Facility	0	0	0	0	0	0	12,000	12,000
Total in Montgomery County	84,200	22,300	27,900	16,800	12,500	281,200	261,000	621,700

DEPARTMENT OF THE NAVY

Naval Surface Warfare Division – Carderock

Research Development Test and Evaluation Support Facility	0	0	0	10,260	0	0	0	10,260
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National Naval Medical Center – Bethesda

Fitness Center , NNMC	0	0	24,440	0	0	0	0	24,440
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Total in Montgomery County	0	0	24,440	10,260	0	0	0	34,700
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Montgomery County Total	263,200	80,300	340,340	177,060	12,500	281,200	261,000	1,152,400
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Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

Prince George's County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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DEPARTMENT OF AGRICULTURE

Beltsville Agricultural Research Center

Infrastructure 200 Area	0	0	5,076	0	0	0	0	5,076
New Beef Research Facility	0	0	0	0	0	0	1,909	1,909
New Four-Dairy Heifer Facilities	0	0	378	2,950	0	0	0	3,328
New Swine Parasitology Facility	0	1,374	0	0	11,750	0	0	13,124
Subtotal	0	1,374	5,454	2,950	11,750	0	1,909	23,437

National Agricultural Library

Repair-Brick Veneer	2,385	1,620	0	0	0	0	0	1,620
Repair Sidewalks	0	0	30	295	0	0	0	325
Replace Tower Windows	200	3,024	0	0	0	0	0	3,024
Subtotal	2,585	4,644	30	295	0	0	0	4,969

Total in Prince George's County	2,585	6,018	5,484	3,245	11,750	0	1,909	28,406
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DEPARTMENT OF THE AIR FORCE

Air Mobility Command, Andrews Air Force Base

Consolidated Command Post	0	1,886	18,863	0	0	0	0	20,749
Physical Fitness Center West Side	150	2,000	20,000	0	0	0	0	22,000
Replace Munitions Maintenance	67,000	1,020	0	12,000	0	0	0	13,020
Subtotal	217,000	4,906	38,863	12,000	0	0	0	55,769

Total in Prince George's County	217,000	4,906	38,863	12,000	0	0	0	55,769
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GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	0	0	0	0	10,000	0	130,000	140,000
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Total in Prince George's County	0	0	0	0	10,000	0	130,000	140,000
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Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

Building 1, Administration	535	0	3,000	0	0	0	0	3,000
Building 1A, Classroom and Simulator	360	0	4,000	0	0	0	0	4,000
Subtotal	895	0	7,000	0	0	0	0	7,000

James J. Rowley Training Center

Merletti Classroom Building Addition*	-	-	-	-	-	-	-	--
Perimeter Security Upgrade*	-	-	-	-	-	-	-	--
Utilities and Infrastructure Upgrades*	-	-	-	-	-	-	-	--
White House Mock-up N/S Grounds*	-	-	-	-	-	-	-	--
Subtotal	-	-	-	-	-	-	-	--
Total in Prince George's County	895	0	7,000	0	0	0	0	7,000

*Agency intends to submit project during this time period, but has not developed budget estimates.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

Exploration Sciences Building	31,500	20,000	0	0	0	0	0	20,000
Modernize Various Buildings. Accessibility	0	0	0	0	900	900	800	2,600
Repair Central Power Plant	0	0	0	2,000	2,000	0	0	4,000
Repair Cooling Tower Cells 7-9	0	13,800	0	0	0	0	0	13,800
Repair Domestic Water/Sewer	0	0	0	1,000	1,000	1,000	0	3,000
Repair/Replace Roofs	6,200	900	0	1,200	1,200	1,000	900	5,200
Restore Building 23	3,000	0	0	2,700	2,800	3,000	0	8,500
Restore Chilled Water	0	0	0	2,000	0	2,000	0	4,000
Security and Safety Upgrades	460	0	4,000	5,500	0	0	0	9,500
Site Utilities Upgrade	6,000	3,000	0	3,000	3,000	3,000	0	12,000
Upgrade Fire Alarms	0	0	0	1,700	1,700	1,300	1,000	5,700
Total in Prince George's County	47,160	37,700	4,000	19,100	12,600	12,200	2,700	88,300

DEPARTMENT OF THE NAVY

National Maritime Intelligence Center

National Maritime Intelligence Center	0	52,069	4,090	0	0	0	0	56,159
Total In Prince George's County	0	52,069	4,090	0	0	0	0	56,159

SMITHSONIAN INSTITUTION

Museum Support Center, Suitland

Museum Support Center Pod 3	2,500	10,000	15,000	5,000	0	0	0	30,000
Total in Prince George's County	2,500	10,000	15,000	5,000	0	0	0	30,000

Prince George's County Total	53,357	110,693	74,437	39,345	34,350	12,200	134,609	405,634
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Virginia

The FCIP for FYs 2008-2013 contains 56 proposed projects in Arlington, Fairfax, and Prince William Counties. All of these projects have been submitted by agencies. The estimated total cost of the projects is \$4,530,047,989 for FYs 2008-2013.

ARLINGTON COUNTY

Twenty-eight projects are located in Arlington County with an estimated total cost of \$1,104,868,989 for FYs 2008-2013. NCPC *recommends and strongly endorses* two of these projects which conform to NCPC and local plans and policies. The remaining projects are *recommended*.

FAIRFAX COUNTY

Twenty-seven projects are located in Fairfax County with an estimated total cost of \$3,285,179,000 for FYs 2008-2013. NCPC *recommends* four of these projects, which conform to NCPC and local plans and policies. The remaining 23 projects *require additional planning coordination*.

PRINCE WILLIAM COUNTY

One project is located in Prince William County with an estimated total cost of \$140,000,000 for programming in the FYs 2008-2013 period. NCPC *recommends* this project.

Budget Estimates (000 of Dollars)

	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs FY 2013 2008-2013	
Arlington County Total	1,161,352	160,537	259,308	226,598	210,867	164,765	82,794	1,104,869
Fairfax County Total	296,001	1,375,626	1,184,030	301,223	231,000	79,500	74,800	3,285,179
Prince William County Total	4,000	0	0	0	0	0	0	140,000*
Virginia Total	1,461,353	1,536,163	1,443,338	527,821	441,867	244,265	157,594	4,530,048

Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

* Budget estimates are not provided on a yearly basis.

Arlington County

DEPARTMENT OF THE ARMY

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2008-2013
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
Arlington National Cemetery								
Columbarium Court V	700	0	0	0	0	0	0	0
Facilities Maint Complex Storage Bldg	0	0	0	2,003	0	0	0	2,003
Facilities Maint Complex Vehicle Bldg	0	0	0	0	1,180	0	451	1,631
Land Expansion Ft. Myer	0	0	0	0	300	0	373	673
Millennium Land Expansion	3,600	2,107	4,298	0	1,700	2,650	0	10,755
Total Cemetery Management	850	1,085	800	1,425	0	0	0	3,310
ANC Total	4,301	3,192	5,098	3,428	3,180	2,650	824	18,372
MDW, Fort Myer								
Barracks Complex Phase II	0	0	0	5,000	47,000	0	0	52,000
Construct New Parking Garage	0	0	0	0	500	22,500	0	23,000
Expand Physical Fitness Center	0	0	600	5,400	0	0	0	6,000
Modernize Horse Stables	3,600	5,200	0	0	0	0	0	5,200
Public Safety Bldg. Expand Bldg. 415	0	100	1,400	0	0	0	0	1,500
Reconfigure Hatfield Gate	0	0	0	600	5,400	0	0	6,000
U.S. Army Band Facility	0	0	0	0	0	4,000	41,000	45,000
MDW, Fort Myer Subtotal	3,600	5,300	2,000	11,000	52,900	26,500	41,000	138,700
Department of the Army Total	7,901	3,462	7,098	14,428	56,080	29,150	41,824	157,072

DEPARTMENT OF DEFENSE

Pentagon Renovation	1,149,997	132,600	217,900	111,900	137,700	72,400	29,300	701,800
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The following project is funded from private funds, not funds appropriated by the federal government.

Pentagon Memorial	2,000	13,500	2,500	0	0	0	0	16,000
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The Pentagon Reservation

Master Plan & Implementation

Electrical Upgrades to Reservation	555	18,500	0	0	0	0	0	18,500
FB2--Columbia Pike Realign	0	0	960	32,000	0	0	0	32,960
FB2--Demolition of Existing Struc.	0	0	385	13,960	0	0	0	14,345
FB2--Relocations	0	0	783	28,000	0	0	0	28,783
Hazardous Response Facility	0	492	16,384	0	0	0	0	16,876
Heliport, Control Tower & Fire	0	0	0	0	1,887	62,900	0	64,787
North Parking Garage	0	0	0	0	0	0	1,170	1,170
North Rotary Road Relocation	2,899	0	0	0	0	0	0	0
Pentagon Motor Pool	0	0	698	23,259	0	0	0	23,957
Route 27 HOV Access	0	0	0	0	0	315	10,500	10,815
Secure Perimeter/Pedestrian Plaza	0	453	15,100	0	0	0	0	15,553
South Parking Road Network	0	0	0	381	12,700	0	0	13,081
Pentagon Subtotal	3,454	19,445	34,310	97,600	14,587	63,215	11,670	240,827
Pentagon Total	1,153,451	152,045	252,210	209,500	152,287	135,615	40,970	942,627

DEPARTMENT OF HOMELAND SECURITY

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2008-2013
	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
U.S. Coast Guard								
Construct Addn to Mid-South Lab	0	0	0	0	2,500	0	0	2,500
U.S. Coast Guard Total	0	0	0	0	2,500	0	0	2,500

DEPARTMENT OF THE NAVY

Arlington Service Center								
Renovate Building 12 - Crystal Park 5	0	0	0	2,670	0	0	0	2,670
Arlington Total	0	0	0	2,670	0	0	0	2,670

Arlington County Total	1,161,352	160,537	259,308	226,598	210,867	164,765	82,794	1,104,869
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Fairfax County

DEPARTMENT OF THE ARMY

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2008-2013
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
Military District Of Washington, Fort Belvoir								
Child Development Center (Main Post)	0	0	0	0	0	0	5,900	5,900
Construct New Barracks	0	0	0	0	104,000	0	0	104,000
Construct New Hospital	10,000	500,000	240,000	240,000	0	0	0	740,000
Construct New Physical Fitness Ctr	0	0	0	0	0	19,500	0	19,500
Defense Access Road	18,000	13,000	0	0	0	0	0	13,000
Dental Clinic	0	0	0	7,000	0	0	0	7,000
Emergency Services Center	0	0	6,200	0	0	0	0	6,200
Family Travel Camp	0	3,780	0	0	0	0	0	3,780
Flight Control Tower	0	2,900	0	0	0	0	0	2,900
Fort Belvoir Infrastructure	0	20,000	91,000	41,000	0	0	0	152,000
Information Dominance Center	0	0	0	0	59,000	60,000	60,000	179,000
Joint Personnel Recovery Agency Addtn	0	0	0	19,000	0	0	0	19,000
Missile Defense Agency	0	25,600	0	0	0	0	0	25,600
Museum Support	27,000	0	0	0	0	0	0	0
National Geospatial Agency	122,200	428,900	545,000	122,900	28,000	0	0	1,124,800
Network Operations Center	0	0	8,300	0	0	0	0	8,300
(NARMC) Med. Command Hdqtrs Bldg.	0	0	11,400	0	0	0	0	11,400
North Post Access Road Control Point	0	0	7,700	0	0	0	0	7,700
Post Exchange (PX) Expansion	0	50,000	0	0	0	0	0	50,000
Renovate Building 238	0	4,450	0	0	0	0	0	4,450
Renovate Buildings 211, 214, 215, & 220	0	0	0	0	26,000	0	0	26,000
Structured Parking, 200 Area	0	0	0	0	0	0	8,900	8,900
Washington Headquarters Services	118,801	321,546	274,330	106,323	0	0	0	702,199
Total in Fairfax County	296,001	1,370,176	1,183,930	296,223	217,000	79,500	74,800	3,221,629

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Defense Access Road Phase I and II	0	0	0	0	0	0	0	*39,000
Mount Vernon Circle Parking	0	3,000	0	0	0	0	0	3,300
Pedestrian Bridge Dulles Access Road	0	2,300	0	0	0	0	0	2,300
Rehabilitate VA Route 123/CIA Interchg	0	150	100	5,000	14,000	0	0	19,250
Total in Fairfax County	0	5,450	100	5,000	14,000	0	0	63,550

Fairfax County Total	296,001	1,375,626	1,184,030	301,223	231,000	79,500	74,800	3,285,179
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Prince William County

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2008-2013
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
DEPARTMENT OF TRANSPORTATION								
Federal Highway Administration								
Manassas Battlefield Bypass Study*	4,000	0	0	0	0	0	0	140,000
Total In Prince William County	4,000	0	0	0	0	0	0	140,000
Prince William County Total	4,000	0	0	0	0	0	0	140,000

* The Federal Highway Administration does not have budget estimates for each fiscal year for this project.

National Capital Region

The FCIP for FYs 2008-2013 contains a total of 12 proposed projects within the NCR—these projects either have cross-jurisdictional borders or no specified location. Of this total, two projects—the Woodrow Wilson Bridge Replacement and the 14th Street Bridge/George Washington Memorial Parkway Corridor Improvements project have been submitted by agencies and are *recommended*. The remaining ten projects have been submitted by the NCPC and are *recommended for future programming* in agency budgets. NCPC recommends that the appropriate agencies program the remaining ten projects in their budgets as soon as fiscal and budgetary conditions permit.

District of Columbia, Maryland, and Virginia

DEPARTMENT OF TRANSPORTATION

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
Federal Highway Administration								
14 th Street Bridge/GW Parkway	8,480	200	0	0	0	0	0	200
Woodrow Wilson Bridge Project	2,049,700	120,500	110,600	85,700	54,800	48,200	6,800	426,600
Federal Highway Total	2,058,180	120,700	110,600	85,700	54,800	48,200	6,800	426,600

NCR Total	2,058,180	120,700	110,600	85,700	54,800	48,200	6,800	426,800
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COMMISSION RECOMMENDED PROJECTS

Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail
 Boundary Markers for the Nation's Capital
 Dulles Corridor Rapid Transit Project
 Fort Circle Parks System
 High Speed Rail to Baltimore-Washington International Airport
 Light Rail Projects in the District of Columbia, Virginia, and Maryland
 Regional "Blue Trail" System
 Regional Park System
 Regional Visitor Center and Information Kiosks
 Water Taxi System

Appendix A

PROJECTS LISTED BY RECOMMENDATION AND INITIAL SUBMISSION YEAR

The following summarizes the Commission's recommendations for fiscal years 2008-2013 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

National Arboretum

FYs 2006-2011 Hickey Run Pollution Abatement Project

USDA Headquarters

FYs 1995-1999 Agriculture South Building Modernization

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

FYs 2000-2004 Flood Control Project, Washington, D.C. and Vicinity

Arlington National Cemetery

FYs 2006-2011 Total Cemetery Management System Development

DEPARTMENT OF DEFENSE

The Pentagon

FYs 1988-1992 Pentagon Renovation

FYs 2004-2009 Pentagon Memorial

GENERAL SERVICES ADMINISTRATION

FYs 1992-1996 Department of the Interior Building Modernization
Department of State, Harry S Truman Building Modernization
General Services Administration, Regional Office Building Modernization
Lafayette Building Modernization
Wilbur J. Cohen Building Modernization

FYs 1993-1997 Department of Commerce, Herbert C. Hoover Building Modernization
Eisenhower Executive Office Building Modernization
Federal Trade Commission Building Modernization
Internal Revenue Service Building Modernization

FYs 1994-1998 Federal Office Building 8 Modernization
Federal Office Building 10A Modernization

FYs 1995-1999 Food and Drug Administration Consolidation (White Oak)

FYs 1999-2003 Mary E. Switzer Building Modernization

FYs 2001-2005 Department of Health and Human Services, Hubert H. Humphrey Building Modernization

Department of Labor, Frances Perkins Building Modernization

General Services Administration, National Office Building Modernization

<i>FYs 2002-2007</i>	New Executive Office Building Systems Replacement
<i>FYs 2003-2008</i>	E. Barrett Prettyman U.S. Courthouse Modernization J. Edgar Hoover Building Modernization
<i>FYs 2007-2012</i>	Southeast Federal Center Remediation

SMITHSONIAN INSTITUTION

<i>FYs 2006-2011</i>	Donald W. Reynolds Courtyard Landscaping
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DEPARTMENT OF STATE

<i>FYs 2004-2009</i>	Blast-Resistant Windows Security Upgrades for Harry S Truman Building
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

<i>FYs 1994-1998</i>	National Mall Road Improvements
<i>FYs 2007-2011</i>	Streetscape Improvements at Juarez Circle – Kennedy Center

Recommended and Strongly Endorsed

(PROJECTS SUBMITTED BY THE COMMISSION)

<i>FYs 2002-2007</i>	South Capitol Street Reconstruction
<i>FYs 2004-2009</i>	DC Circulator System Improvements (not mapped) Kennedy Center Plaza Project Mobility, Parking and Security Impact Studies (not mapped)
<i>FYs 2005-2010</i>	New Frederick Douglass Memorial Bridge
<i>FYs 2006-2011</i>	South Capitol Street Waterfront Park
<i>FYs 2008-2013</i>	10th Street, SW Corridor Improvements 10th Street, NW Corridor Improvements within the Federal Triangle Freight Railroad Realignment NEPA Studies Maryland Avenue, SW Corridor Improvements

SECURITY PROJECTS

<i>FYs 2004-2009</i>	Constitution Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements Federal Bureau of Investigation Perimeter Security and Streetscape Improvements Pennsylvania Avenue (3rd to 15th Streets, and Federal Triangle, NW) Perimeter Security and Streetscape Improvements
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Recommended

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

<i>FYs 2000-2004</i>	Education and Visitor Center
<i>FYs 2004-2009</i>	Administration Building Modernization Greenhouse Complex Renovation

<i>FYs 2005-2010</i>	Lab/Office Facility
<i>FYs 2006-2011</i>	Asian Valley Paths Renovation and Restroom Replacement
	Azalea Paths Renovation
	Bladensburg Road Entrance
	Chinese Garden
	Ellipse Area Development
	Events Pavilion
	Fern Valley Native Plant Garden
<i>FYs 2008-2013</i>	Storm Water Management Project

USDA Headquarters

<i>FYs 2002-2007</i>	Perimeter Security
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Beltsville Agricultural Research Center

<i>FYs 2000-2004</i>	New Beef Research Facility
<i>FYs 2005-2010</i>	Infrastructure 200 Area
	New Swine Parasitology Facility
	New Four Dairy Heifer Facilities

National Agricultural Library

<i>FYs 2006-2011</i>	Repair Brick Veneer
	Repair to Sidewalks
	Replace Tower Windows

DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Andrews Air Force Base

<i>FYS 2003-2008</i>	Physical Fitness Center, West Side
<i>FYS 2008-2013</i>	Consolidated Command Post
	Replace Munitions Maintenance and Storage Complex

Air Force District of Washington, Bolling Air Force Base

<i>FYS 2001-2005</i>	Physical Fitness Center
<i>FYS 2007-2012</i>	Addition/Alteration Child Development Center
	Civil Engineering Maintenance Facility
	Communication Frame Facility
	Force Protection South Gate

DEPARTMENT OF THE ARMY

Arlington National Cemetery

<i>FYs 2005-2010</i>	Columbarium Phase V (Court 9)
	Facilities Maintenance Complex Materials Storage Buildings
	Facilities Maintenance Complex Vehicle Storage Building
	Land Expansion Fort Myer Parking Area
	Millennium Land Development Project

Armed Forces Retirement Home

FYs 2006-2011 Construct Long-Term Care Building

Fort McNair, Military District of Washington

FYs 2007-2012 Joint Forces Headquarters, National Capital Region
Modernize Inter-American Defense College
Modernize MP Barracks, Building 48

Fort Myer Military Community

FYs 2007-2012 Barracks Complex Phase II
Expand Physical Fitness Center
Modernize Horse Stables
Public Safety Building Expansion, Building 415
Reconfigure Hatfield Gate
U.S. Army Band Facility

FYs 2008-2013 Construct New Parking Garage

DEPARTMENT OF DEFENSE

The Pentagon

FYs 2007-2012 Electrical Upgrades to Reservation
Federal Office Building 2 - Columbia Pike Realignment
Hazardous Response Facility
Heliport, Control Tower & Fire Station, and One-Level Parking Structure
North Parking Garage
Pentagon Motor Pool
Route 27 HOV Access
Secure Perimeter/Ped Plaza
South Parking Road Network

FYs 2008-2013 Federal Office Building 2 – Demolition of Existing Structures and Remediation
Federal Office Building 2 – Relocation of the Service Station and Retail Store
North Rotary Road Relocation (Interim Solution)

GENERAL SERVICES ADMINISTRATION

FYs 2004-2009 Fire and Life Safety Systems, Postal Square
Fire and Life Safety Systems, Frances Perkins Building
Fire and Life Safety Systems, J. Edgar Hoover Building
Fire and Life Safety Systems, Department of Housing and Urban Development
Fire and Life Safety Systems, Federal Office Building 10A
Fire and Life Safety Systems, Internal Revenue Service Building
National Courts Window Replacement

FYs 2005-2010 Forrestal Building Modernization
HOTD II Steam Distribution Tunnels
Remote Delivery Service Center
Southern Maryland Courthouse Annex

FYs 2006-2011 Department of Housing and Urban Development, Robert C. Weaver Building

FYs 2007-2012 Consumer Products Safety Commission

Nebraska Avenue Complex (NAC)
FYs 2008-2013 Department of Energy, Germantown, Fire and Life Safety Systems
Lafayette Building Lite Renovations
West Wing Utility Plan Replacement

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

FYs 2000-2004 Animal Research Center/Central Vivarium
FYs 2001-2005 John Edward Porter Neuroscience Research Center, Phase II
Northwest Child Care Facility
FYs 2002-2007 Laboratory N, Center for the Biology of Disease, South Quad
South Quad Parking Facility
FYs 2004-2009 Building 10 Repair Program
Laboratory P, Center for the Biology of Disease, South Quad
FYs 2005-2010 Building 3 Renovation
Building 37 Basement Renovation
FYs 2008-2013 2nd Floor Addition to In-Vivo NMR Center
Complete Fit Out B3-East Labs in CRC
Emergency/Back-up Power CIT Data Center
Expansion of Cell Processing Space, Building 10
Laboratory M, South Quad
New Patient Imaging
Pet c-Good Lab Practices Facility/Radio-Chem. Lab
Zebrafish Research Facility

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

FYs 2006-2011 Building 1, Administration
Building 1A, Classroom and Simulator

James T. Rowley Training Center

FYs 2007-2012 Perimeter Security Upgrade
Utilities and Infrastructure Upgrade

U.S. Coast Guard

FYs 2007-2012 Construct New Station Building at Bolling Air Force Base

DEPARTMENT OF THE INTERIOR

National Park Service

FYs 2004-2009 Structural and Utility Rehabilitation for the Executive Residence
FYs 2007-2012 Georgetown Waterfront Park, Design and Construction

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

FYs 1986-1990 Repair/Replace Roofs, Various Buildings
FYs 2001-2005 Site Utilities Upgrade – Steam Distribution
FYs 2003-2008 Exploration Sciences Building

	Modify Various Buildings for Accessibility
	Upgrade Fire Alarm Systems, Various Buildings
<i>FYs 2005-2010</i>	Repair Domestic Water/Sewer
<i>FYs 2006-2011</i>	Repair Central Power Plant Equipment
	Restore Building 23
	Restore Chilled Water Distribution System
<i>FYs 2007-2012</i>	Repair Cooling Tower Cells 7-9, Building 24
<i>FYs 2008-2013</i>	Security and Safety Upgrades

DEPARTMENT OF THE NAVY

Naval Research Laboratory

FYs 2003-2008 Autonomous Systems Laboratory

Naval Surface Warfare Division Carderock

FYs 2005-2010 Engineering Management and Logistics Facility

National Maritime Intelligence Center – Suitland

FYs 2008-2013 National Maritime Intelligence Center

SMITHSONIAN INSTITUTION

<i>FYs 2003-2008</i>	Construct/Install Anti-Terrorism Protection (not mapped)
	National Museum of Natural History Revitalization
	Restore and Waterproof Hirshhorn Facade
	Revitalize National Museum of American History, Behring Center Public Space
	Restore Hirshhorn Façade
<i>FYs 2006-2011</i>	National Museum of African American History and Culture
<i>FYs 2007-2012</i>	Quadrangle/Roof Mechanical Systems

National Zoological Park

<i>FYs 2002-2007</i>	Renew Seal/Sea Lion Facility
<i>FYs 2003-2008</i>	Africa Exhibit (formerly Renovate Former Elephant House)
	Asia Trail

Museum Support Center, Suitland

FYs 2005-2010 Museum Support Center Pod 3

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

<i>FYs 2000-2004</i>	Woodrow Wilson Bridge Replacement
<i>FYs 2006-2011</i>	14 th Street Bridge/George Washington Memorial Parkway Corridor Improvements
	Manassas Battlefield Park Bypass
<i>FYs 2007-2012</i>	Fort Belvoir Connector Road
	Mount Vernon Circle Parking
	Rehabilitate VA Route 123/CIA Interchange
<i>FYs 2008-2013</i>	Pedestrian Bridge Over Dulles Access and Toll Road

Projects Requiring Additional Planning Coordination

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Andrews Air Force Base

FYs 2003-2008 Physical Fitness Center West Side
FYs 2008-2013 Consolidated Command Post
Replace Munitions Maintenance & Storage

DEPARTMENT OF THE ARMY

Military District of Washington, Fort Belvoir

FYs 2004-2009 Information Dominance Center
Museum Support Center
NARMC Medical Command Headquarters Building
FYs 2006-2011 Joint Personnel Recovery Agency Addition
Family Travel Camp
North Post Access Road Control Point
Structured Parking, 200 Area
FYs 2007-2012 Defense Access Road
FYs 2008-2013 Child Development Center (Main Post)
Construct New Barracks
Construct New Hospital
Construct New Physical Fitness Center at EPG
Dental Clinic
Emergency Services Center
Flight Control Tower
Fort Belvoir Infrastructure
Missile Defense Agency
National Geospatial Agency
Network Operations Center
Post Exchange (PX) Expansion
Renovate Building 238 (USANCA)
Renovate Buildings 211, 214, 215, and 220
Washington Headquarters Services

GENERAL SERVICES ADMINISTRATION

FYs 2006-2011 Saint Elizabeths – West Campus Modernization
FYs 2007-2012 Saint Elizabeths – Department of Homeland Security Consolidation
FYs 2008-2013 Saint Elizabeths – West Campus Infrastructure
Saint Elizabeths – West Campus Extension/Site Acquisition

DEPARTMENT OF HOMELAND SECURITY

U.S. SECRET SERVICE – JAMES J. ROWLEY TRAINING CENTER

FYs 2008-2013 Merletti Classroom Building Auditorium Annex
White House Mock-up North/South Grounds

DEPARTMENT OF THE NAVY

ANACOSTIA ANNEX

FYs 2007-2012 Construct New NSM Warehouse

ARLINGTON SERVICE CENTER

FYs 2008-2013 Crystal Park 5 Arlington Service Center Renovate Building 12

NATIONAL NAVAL MEDICAL CENTER, BETHESDA

FYs 2008-2013 Fitness Center – Bethesda, MD

NAVAL RESEARCH LABORATORY

FYs 2003-2008 Autonomous Research Laboratory

WASHINGTON NAVY YARD

FYs 2005-2010 Renovate Building W-200 – Washington Navy Yard, DC

FYs 2007-2012 Navy Systems Management Activity Relocation

Recommended for Future Programming

(PROJECTS SUBMITTED BY THE COMMISSION)

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

FYs 1981-1985 Boundary Markers of the Nation's Capital (not mapped)

FYs 1987-1991 Conversion of the Department of Agriculture Building on the National Mall to a Public Use

FYs 2005-2010 Develop a New Foreign Missions Center

FYs 1981-1985 Develop Waterfront Parks

FYs 2004-2009 Dulles Corridor Rapid Transit Project

FYs 1992-1996 Federal Triangle Lighting

FYs 1987-1991 Fort Circle Parks System (not mapped)

FYs 2004-2009 Future Site Acquisitions for Memorial and Museum Uses

High Speed Rail to Baltimore-Washington International Airport

FYs 1995-1999 Improve Pedestrian Linkages between National Mall Attractions and the Anacostia and Potomac River Waterfronts

FYs 2004-2009 Kennedy Center Plaza Project

FYs 1992-1996 Lafayette Building Exterior Refinishing

FYs 2004-2009 Light Rail Projects in the District of Columbia, Virginia, and Maryland

Plan and Design to Deck-over and Remove Portions of the Southeast/Southwest Freeway

Regional "Blue Trail" System

Regional Park System

Regional Visitors' Center and Information Kiosks

Roosevelt Bridge Rehabilitation

Tour Bus Parking Facility

Water Taxi System

FYs 1985-1989 West Potomac Park Seawall Repair

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 B1 shows the distribution of total congressional appropriations among the major jurisdictions in the NCR for Fiscal Years 1986 through 2007. Table B2 shows the Fiscal Year 2007 requested amounts and authorized amounts for projects within the FCIP. Table B3 shows appropriations and completion dates for individual projects. The projects, grouped by agency and installation (or site), are listed by major jurisdiction.

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

TABLE B1, -DISTRIBUTION OF TOTAL CONGRESSIONAL FUNDING OF FCIP PROJECTS BY MAJOR JURISDICTIONS IN THE NATIONAL CAPITAL REGION—FISCAL YEARS 1985–2006

Fiscal Year	District of Columbia	(000 of Dollars)							
		Percent	Maryland	Percent	Virginia	Percent	NCR	Percent	Total
1986	\$ 73,600	30.9	\$ 73,900	31.0	\$ 90,700	38.1	0	00.0	\$238,200
1987	\$ 64,000	38.4	\$ 75,100	45.3	\$ 27,000	16.3	0	00.0	\$166,100
1988	\$ 89,500	46.0	\$ 56,300	29.0	\$ 46,800	25.0	0	00.0	\$192,600
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

*Includes \$976,332,000 of supplemental funding: \$15,332,000 within the District of Columbia; \$925,000,000 within Arlington County, Virginia (primarily for Pentagon reconstruction following the terrorist attack of September 2001); and \$36,000,000 within Fairfax County, Virginia.

PROJECTS FUNDED IN FY 2007

Each year, federal capital projects within the program are: (1) funded; (2) not resubmitted for a variety of reasons; or (3) resubmitted by federal agencies. Below is a list of projects that were funded in whole or part in fiscal year 2007. Projects resubmitted are contained within the 2008-2013 program.

NCPC reviewed FY 2006 appropriations to identify which capital improvement projects that were included in the approved FY 2006 budgets of federal agencies in the NCR. This review provided information on the funding status of those projects recommended for the first year of the 2007-2012 FCIP, which was adopted by the Commission on July 6, 2006 (Note that the amount funded may differ from the amount requested due to changes in requested amounts following reporting for the FCIP, or supplemental or earmarked funds provided by Congress). The following is a summary of findings from this review.

TABLE B2: PROJECTS FUNDED IN FY 2007

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
DISTRICT OF COLUMBIA		
DEPARTMENT OF AGRICULTURE		
U.S. National Arboretum		
Bladensburg Road Entrance	8,700	-0-
Chinese Garden	670	-0-
Replace Restroom (Asian Valley)	650	-0-
Storm Water Management	250	-0-
Asian Valley Paths Renovation	127	-0-
Azalea Paths Renovation	1,500	-0-
Greenhouse Complex Renovation	2,627	-0-
Administration Building Modernization	13,394	-0-
Education and Visitor Center	650	-0-
Lab/Office Facility	220	-0-
Fern Valley Native Plant Garden	0	328
Headquarters Building		
Agriculture South Modernization	15,600	-0-
DEPARTMENT OF THE AIR FORCE		
Air Force District of Washington, Bolling Air Force Base		
Community Switch Facility	180	-0-
DEPARTMENT OF THE ARMY		
U.S. Army Corps of Engineers		
Flood Control Project	280	-0-

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
GENERAL SERVICES ADMINISTRATION		
Eisenhower EOB	116,197	64,447
GSA, National Office Bldg.	185,506	-0-
FOB 8	47,769	-0-
GSA, Regional Office Bldg.	93,100	-0-
State, Harry S Truman Bldg.	39,110	4,629
Mary E. Switzer Bldg.	27,270	50,881
Department of the Interior Bldg.	83,929	47,179
Lafayette Bldg.	57,920	-0-
Hubert Humphrey Bldg.	9,890	-0-
Prettyman U.S. Courthouse	16,110	-0-
Remote Delivery Service Center	35,000	39,612
St. Elizabeths Modernization	339,181	-0-
J.E. Hoover, Life and Safety	1,018	-0-
Postal Square, Life and Safety	10,000	-0-
Francis Perkins, Life and Safety	11,000	-0-
HUD, Life and Safety	429	-0-
FOB 10A, Life and Safety	419	-0-
IRS, Life and Safety	409	-0-
National Courts Windows	13,797	-0-
HOTD Steam Distribution	78,783	-0-
T. Roosevelt Reheat	2,700	-0-
Nebraska Avenue Complex (NAC)	15,662	1,200
Southeast Federal Center Remediation	15,000	15,000
U.S. Coast Guard Headquarters (St. E)	77,858	-0-
DEPARTMENT OF THE INTERIOR		
National Park Service		
Executive Residence Rehabilitation	6,219	6,298
Provide Accessibility to Ford's Theatre	3,114	8,335
Update National Mall Master Plan	-0-	548
Georgetown Waterfront Park	-0-	6,222
DEPARTMENT OF THE NAVY		
Naval Observatory		
Atomic Clock Vault	3,200	3,200
Washington Navy Yard		
Renovate Building W-200	75,000	-0-

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
SMITHSONIAN INSTITUTION		
Major Projects		
National Museum of Natural History Revitalization	27,400	27,400
Revitalize National Museum of American History	13,500	13,500
National Zoological Park		
Asia Trail	13,000	13,500
DEPARTMENT OF STATE		
Security Upgrades for Harry S Truman Building	772	1,206
Blast Resistant Windows	-0-	2,136
DEPARTMENT OF TRANSPORTATION		
Federal Highway Administration		
National Mall Road Improvements	2,000	-0-
Streetscape Improvements/Juarez Circle	500	-0-
TOTAL DISTRICT OF COLUMBIA	\$ 1,467,610	\$ 305,621

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
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MARYLAND

Montgomery County

GENERAL SERVICES ADMINISTRATION

FDA Consolidation, White Oak	179,300	-0-
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DEPARTMENT OF HEALTH AND HUMAN SERVICE

National Institute of Health

Neuroscience Research Center II	50,000	-0-
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Subtotal Montgomery County	229,300	-0-
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Prince George's County

DEPARTMENT OF AGRICULTURE

Beltsville Agricultural Research Center

New Four Dairy Heifer Facilities	2,700	-0-
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New Swine Parasitology Facility	1,700	-0-
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Infrastructure 200 Area	35,652	-0-
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National Agricultural Library

Replace Tower Windows	2,400	-0-
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NAL Modernization—Brick Veneer	1,400	-0-
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Repair to Sidewalks	25	-0-
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DEPARTMENT OF THE AIR FORCE

Air Mobility Command, Andrews Air Force Base

Visiting Quarters	28,600	-0-
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Strategic Planning and Development	2,900	-0-
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Temporary Lodging Facility	21,000	-0-
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DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

Building 17, Remote Mail Delivery Center	3,000	-0-
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NATIONAL AERONAUTICS & SPACE ADMIN

Goddard Space Flight Center

Exploration Science Building	30,000	30,000
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Master Plan Utilities Upgrade	3,500	3,500
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Repair/Replace Roofs	600	600
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Repair Emergency Chiller	3,200	3,300
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Facilities Master Plan Road Upgrade	6,400	6,400
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Restore Building 23	3,000	-0-
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Department/Agency, Installation Project Title	(000) Requested	(000) Funded
SMITHSONIAN INSTITUTION		
Museum Support Center, Suitland		
Museums Support Center Pod 5	5,400	5,435
Museums Support Center Pod 3	3,000	2,500
Subtotal Prince George's County	154,477	51,735
TOTAL MARYLAND	\$ 383,777	\$ 51,735

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
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VIRGINIA

Arlington County

DEPARTMENT OF THE ARMY

Arlington National Cemetery

Millennium Land Development	5,904	5,904
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Fort Myer Military Community

Public Safety Building Expansion – Building 415	100	-0-
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DEPARTMENT OF DEFENSE

The Pentagon

Pentagon Renovation	132,600	132,600
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The Pentagon Reservation

Electrical Upgrades to Reservation	555	555
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Hazardous Response Facility	492	-0-
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Subtotal Arlington County	139,551	139,059
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Fairfax County

DEPARTMENT OF THE ARMY

Fort Belvoir

Joint Personnel Recover Agency	18,000	-0-
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Renovate Graves Fitness Center	4,350	-0-
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Materials Receiving Center	4,200	4,200
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Museum Support	27,000	-0-
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Family Travel Camp	1,300	-0-
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Mount Vernon Circle Parking	1,250	-0-
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Fort Belvoir Connector Road	5,000	-0-
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Rehabilitate VA Rt. 123/CIA Interchange	150	-0-
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Subtotal Fairfax County	61,250	4,200
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TOTAL VIRGINIA	\$ 200,801	\$ 143,259
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Department/Agency, Installation Project Title	(000) Requested	(000) Funded
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NATIONAL CAPITAL REGION
Maryland, D.C., and Virginia

DEPARTMENT OF TRANSPORTATION

Federal Highways Administration

Woodrow Wilson Bridge Replacement	126,500	118,900
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TOTAL NCR	126,500	118,900
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TOTAL REGION	2,178,688	189,136
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Appendix C

STATUS OF MASTER PLANS FOR INSTALLATIONS INCLUDED IN THE PROGRAM

The Commission requests that federal agencies prepare agency-wide systems plans and installation master plans, as appropriate, to provide a long-range planning context for proposed projects. The following table provides information on the status of master plans for installations with projects are proposed in the FCIP.

TABLE C1 STATUS OF MASTER PLANS FOR INSTALLATIONS INCLUDED IN THE PROGRAM

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
Department of Agriculture		
Beltsville Agricultural Research Center	06-06-96	
U.S. Arboretum	02-01-07	Yes
Department of Defense		
The Pentagon	06-02-05	
Department of the Army		
WRNNMC		Yes
WRAMC—Main Section	04-03-03	
WRAMC—Forest Glen Section	06-03-05	
MDW—Arlington National Cemetery	03-05-98	Yes
MDW—Fort Myer	01-06-86	Yes
MDW—Fort Belvoir	05-06-93	Yes
Armed Forces Retirement Home	11-12-87	Yes
Humphrey Engineer Center	06-04-98	Yes
Department of the Navy		
Anacostia Naval Station		Yes
Naval Air Facility—Andrews AFB	02-04-93	
Naval Air Facility—Bolling AFB	01-08-98	Yes
Naval Surface Warfare Center	01-09-04	
Marine Corps Base Quantico	12-05-02	
Henderson Hall—Ft. Myer	09-06-84	Yes
Department of the Air Force		
Bolling Air Force Base	01-08-98	Yes
Andrews Air Force Base	05-31-79	Yes
District of Columbia Courts		
Judiciary Square	08-4-05	
Department of Health & Human Services		
NIH—Bethesda Campus	02-01-96	Yes
NIH—Poolesville Animal Center	05-05-96	
Department of the Interior—NPS		
The Mall	09-15-66	(General Development Corps)
	05-30-74	(Final Site Development (Bicentennial))
	03-02-95	(Design Concepts (Walkway Improv.))
	10-05-00	(Draft Management Plan)
	05-04-00	(Comprehensive Design Plan)
		Yes
Department of Homeland Security		
U.S. Secret Service—J.J. Rowley Training Center	09-05-96	Yes
General Services Administration		
Suitland Federal Center	10-03-03	
Southeast Federal Center	06-03-04	
FDA—White Oak	07-06-06	Yes

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
NASA Goddard Space Flight Center	04-04-03	
Smithsonian Institution The Mall	07-10-69 (Comprehensive Plan) (Security Plan)	Yes
National Zoological Park	04-07-88	Yes
Department of State Foreign Affairs Training Center	03-02-89	Yes

Appendix D

The projects listed below, were recommended and strongly endorsed in the *FY's 2007-2012 FCIP*. This list shows the current funding status and the numbers of years the project has been presented in the FCIP.

Projects Previously Recommended and Strongly Endorsed

<i>Projects Recommended and Strongly Endorsed In FY07</i>	<i>Received Funding FY07</i>	<i>Fully Funded in FY07</i>	<i>Project Not Funded</i>	<i>Number of Years in FCIP</i>
(PROJECTS SUBMITTED BY AGENCIES)				
DEPARTMENT OF AGRICULTURE				
U.S. National Arboretum				
1. Hickey Run Storm Water Management			•	2
USDA Headquarters				
2. Agriculture South Building Modernization			•	12
3. Perimeter Security			•	6
DEPARTMENT OF THE ARMY				
U.S. Army Corps of Engineers				
4. Washington, D.C. and Vicinity Flood Control Project			•	8
Arlington National Cemetery				
5. Total Cemetery Management System Development			•	1
DEPARTMENT OF DEFENSE				
The Pentagon				
6. Pentagon Renovation	•			19
7. Pentagon Memorial	•			4
GENERAL SERVICES ADMINISTRATION				
8. Department of Commerce, Herbert C. Hoover Building Modernization	•		•	15
9. Department of Health and Human Services, Humphrey Building Modernization			•	7
10. Department of the Interior Building Modernization	•			15
11. Department of Labor, Frances Perkins Building Modernization			•	5
12. Department of State, Harry S Truman Building Modernization			•	15
13. E. Barrett Prettyman U.S. Courthouse Modernization			•	5
14. Eisenhower Executive Office Building Modernization	•			14
15. Federal Office Building 8 Modernization	•			13
16. Federal Office Building 10A Modernization	•			13
17. Federal Trade Commission Building Modernization			•	15
18. Food and Drug Administration Headquarters			•	13
19. GSA, National Office Building			•	7

	<i>Projects Recommended and Strongly Endorsed In FY07</i>	<i>Received Funding FY07</i>	<i>Fully Funded in FY07</i>	<i>Project Not Funded</i>	<i>Number of Years in FCIP</i>
20.	Modernization GSA, Regional Office Building	●			15
21.	Internal Revenue Service Building Modernization			●	14
22.	J. Edgar Hoover Building Modernization			●	5
23.	Lafayette Building Modernization			●	15
24.	Mary E. Switzer Building Modernization			●	9
25.	New Executive Office Building Systems Replacement			●	6
26.	Wilbur J. Cohen Building Modernization			●	15

DEPARTMENT OF THE INTERIOR

National Park Service

27.	Structural Rehabilitation for the Executive Residence	●			4
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SMITHSONIAN INSTITUTION

28.	Construct/Install Anti-Terrorism Protection	●			15
29.	Restore Renwick Gallery			●	5
30.	Patent Office Building Landscaping and Stair Restoration			●	2

DEPARTMENT OF STATE

31.	Security Upgrades for Harry S Truman Building	●			4
32.	Blast-Resistant Windows	●			4

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

33.	Streetscape Improvements – Juarez Circle			●	4
34.	National Mall Road Improvements	●			13

Recommended and Strongly Endorsed
(PROJECTS SUBMITTED BY NCPC)

ALL DEPARTMENTS

35.	Federal Triangle and Pennsylvania Avenue Perimeter Security			●	4
36.	Constitution Avenue Perimeter Security			●	4
37.	Independence Avenue Perimeter Security			●	4
38.	10th Street, SW Perimeter Security			●	4
39.	Maryland Avenue, SW Perimeter Security			●	4
40.	West End Perimeter Security			●	4
41.	Southwest Federal Center Perimeter Security			●	4
42.	Downtown Perimeter Security			●	4
43.	Federal Bureau of Investigation Perimeter Security			●	4
44.	Mobility and Parking Impact Studies			●	4
45.	Circulator	●			4
46.	South Capitol Street Reconstruction	●			5
47.	South Capitol Street Waterfront Park			●	2
48.	New Frederick Douglass Memorial Bridge			●	3
49.	Railroad Relocation Feasibility Study			●	3
50.	RFK Stadium Site Redevelopment Study			●	2
51.	Kennedy Center Plaza Project			●	1

Appendix E

Public Comments

Comment letters were received during the public comment period from local government jurisdictions in the national capital region. These letters are summarized below, and are included as attachments. NCPC forwards comments received from local governments 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.

Arlington County, Virginia's comments are summarized below.

The County would like to urge the Commission to ensure that all federal projects comply with the County's Chesapeake Bay Preservation Ordinance, and promote sustainable environmental standards.

The County requests coordination with Fort Myer for the new Fort Myer Parking Garage and coordination with the County and the Virginia Department of Transportation for the Reconfigured Hatfield Gate project. The County also request coordination on the Pentagon Memorial for improved transit and non-motorized access to the memorial.

The County request coordination with various agencies and the County for the various Pentagon Reservation Master Plan projects during the various stages of project review.

The County also suggests the Commission consider recommending a joint project with the County and with the City of Alexandria for the development of the Four Mile Run Restoration Project, and North Tract for improvements to the Roaches Run Waterfowl Sanctuary and Gravelly Point.

The County also suggests the Commission share future information relating to Base Realignment and Closure employment changes with the County when it is available.

The City of Bowie, Maryland's comments are summarized below.

The City strongly opposes the NCPC-submitted Freight Railroad Realignment NEPA Studies project, and requests its deletion from the proposed FCIP.

Fairfax County, Virginia's comments are summarized below.

The County supports the four transportation projects identified within Fairfax County, the *Mount Vernon Circle Parking*, the *Pedestrian Bridge over the Dulles Access and Toll Road*, the *Rehabilitation of the Route 123 – CIA Interchange*, and the *Defense Access Road Phase I and II (formerly the Fort Belvoir Connector Road)*. The County offers its full endorsement and supports these projects as identified.

The County remains concerned about the nature, location and extent of the twenty-five projects at Fort Belvoir and believes that the potential impacts on the surrounding area must be carefully evaluated. The County strongly supports and endorses the NCPC comment that appears as a preface to the FCIP section on Fort Belvoir.

The County strongly supports and urges NCPD support of commitment to the completion of the Dulles Corridor Rapid Transit.

The City of Greenbelt, Maryland's comments are summarized below.

The City has reviewed the proposed *FCIP, FY's 2008-2013* and requests continued coordination with the City on the status of all development projects for the Goddard Space flight Center and the Beltsville Agricultural Center as they occur.

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department's comments are summarized below.

The County supports all of the investment proposed in the CIP for existing and new federal facilities including Andrews Air Force Base (AAFB), Beltsville Agricultural Research Center (BARC), National Agricultural Library, Southern Maryland Courthouse Annex, Federal Law Enforcement Training Center (FLETC), Goddard Space Flight Center, and the Smithsonian Institution Museum Support Center, which contributes to improving the quality of life in Prince George's County as well as supporting the federal mission in the region.

The County continues to recommend including funds in the CIP for completion of the Suitland Federal Center (SFC) campus.

The County does not support an alternative alignment for the CSX freight rail line to run through the county.

The Maryland Department of Planning's comments are summarized below.

The Department submits comments received from its agencies and local government jurisdictions. The Maryland State Highway Administration (SHA) has reviewed the proposed *FCIP, FY's 2008-2013* and submits the following comments: Continued coordination is requested with the Andrews Air Force Base, Air Mobility Command – Consolidated Command Post project for potential SHA impacts. Continued coordination with (SHA) is requested with the Food and Drugs Administration Consolidation at White Oak, Maryland. A traffic analysis is requested relating to the impact of numerous projects proposed for the National Institutes of Health campus. The SHA request additional coordination with the National Maritime Intelligence Center for the proposed project in Suitland, Maryland. In addition, the SHA suggest agencies seek additional funding sources relating to the expansion of transit alternatives such as Metrorail, Magelev, and the Purple Line. The SHA also expressed concern relating to the cumulative impact of future development proposals in southeast Washington, DC may have on Maryland facilities.

Prince William County, Virginia's comments are summarized below.

The County has endorsed the *Manassas Battlefield Park Bypass* project with Alternative D in a resolution dated November 1, 2005.

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
DCSHPO	District of Columbia State Historic Preservation Office
DHS	Department of Homeland Security
DoD	Department of Defense
EIS	Environmental Impact Statement
FCIP	Federal Capital Improvements Program
FDA	Federal 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
MDW	Military District of Washington
NAF	Non-Appropriated Funds
NCR	National Capital Region
NPS	National Park Service
NSF	Net Square Feet
NDW	Naval District of Washington
ULI	Urban Land Institute
WMATA	Washington Metropolitan Area Transit Authority

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