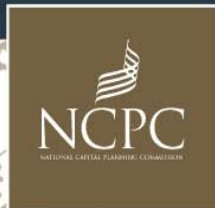


NATIONAL CAPITAL PLANNING COMMISSION

# FEDERAL CAPITAL IMPROVEMENTS PROGRAM

For the National Capital Region

2009 - 2014



Adopted  
September 4, 2008

NATIONAL CAPITAL PLANNING COMMISSION  
401 9<sup>TH</sup> STREET, NW, SUITE 500, WASHINGTON, DC 20004  
202-482-7200 Fax 202-482-7272 [www.ncpc.gov](http://www.ncpc.gov)

# Contents

<b>Introduction</b> .....	<b>3</b>
<b>Program Summary</b> .....	<b>5</b>
Special Topic Area: Managing Flood Risk in Washington, DC.....	8
<b>Projects Listed By Recommendation</b> .....	<b>11</b>
<b>Program Process</b> .....	<b>25</b>
FCIP Function and Process.....	25
Legal Authority.....	26
<b>Project Evaluation</b> .....	<b>27</b>
Plans and Programs.....	28
Recommendation Definitions.....	37
Project Submission Recommendations.....	40
<b>Project Background and Trends</b> .....	<b>41</b>
Base Closure and Realignment Actions in the Region.....	41
Analysis of Trends in the FCIP.....	44
Probable Impacts.....	50
<b>Project Descriptions and Recommendations by Agency</b> .....	<b>57</b>
Department of Agriculture.....	59
Department of the Air Force.....	67
Department of the Army.....	71
Department of Defense.....	87
General Services Administration.....	99
Department of Health and Human Services.....	113
Department of Homeland Security.....	117
U.S. Institute of Peace.....	121
Department of Interior.....	123
National Aeronautics and Space Administration.....	127
Department of the Navy.....	131
Smithsonian Institution.....	135
Department of State.....	147
Department of Transportation.....	149
Commission Submitted Projects: <i>Recommended and Strongly Endorsed</i> .....	153
Commission Submitted Projects: <i>Recommended for Future Programming</i> .....	161
<b>Projects by Jurisdiction</b> .....	<b>167</b>
District of Columbia.....	168
Maryland.....	173
Montgomery County.....	174
Prince George’s County.....	175
Virginia.....	177
Arlington County.....	178
Fairfax County.....	179
National Capital Region.....	180
<b>Appendix A: Projects Listed By Recommendation and Initial Submission Year</b> .....	<b>181</b>
<b>Appendix B: Status of Federal Construction</b> .....	<b>191</b>
<b>Appendix C : Status of Master Plans for Installations Included in the Program</b> .....	<b>197</b>
<b>Appendix D: Funding Status of Projects Previously Recommended and Strongly Endorsed</b> .....	<b>199</b>
<b>Appendix E: Public Comments</b> .....	<b>201</b>
<b>Abbreviations</b> .....	<b>221</b>
<b>Acknowledgments</b> .....	<b>223</b>



# 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) 2009 budget transmitted to Congress in early 2008. 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.

Following Commission authorization at their June 2008 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. During this review period, NCPC worked closely with the agencies to provide project and capital budget information that will closely reflect the actual budget information agencies provide to OMB in September. 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.

As FY 2009 will be a transition year, executive agencies are not submitting formal budget requests to OMB in September, but will instead continue to operate under the budget parameters established for FY 2008. It is anticipated that budget estimates for executive branch agencies, including capital projects, will be prepared for the new Administration’s transition team in the winter. NCPC typically collects and summarizes the final capital budget values provided by federal agencies to OMB in late September; this will not be done this year but will resume next year.

**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 2009-2014 contains 222 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 2009-2014 is \$11,598,922,000. NCPC has submitted 32 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: NUMBER OF PROJECTS AND BUDGET ESTIMATES, BY FEDERAL AGENCY**

Agency	Number of Projects	Total FYs 2009-2014 \$(000's)
Agriculture	22	438,173
Air Force	9	149,900
Army	37	2,222,658
Defense	17	1,125,771
GSA	42	4,605,538
Health and Human Services	12	573,700
Homeland Security	7	27,876
Interior	3	14,099
NASA	12	446,400
Navy	7	651,061
Smithsonian Institution	14	847,275
State	2	52,618
Transportation	6	339,875
<b>Total</b>	<b>190</b>	<b>\$ 11,598,922</b>

The Commission makes recommendations for projects proposed within the FCIP. The FCIP categorizes each federal capital project based on its conformity with established planning policies. The four recommendation categories – *Recommended and Strongly Endorsed*, *Recommended*, *Projects Requiring Additional Planning Coordination*, and *Recommended for Future Programming* – are defined on pages 37.

Of the 190 agency-submitted projects recommended for funding, 33 are in the category of *Recommended and Strongly Endorsed*. Of the 33 projects that have been submitted by NCPC and recommended for future programming, NCPC *strongly endorses* 16 that are critical to strategically advancing significant Commission and local planning policies and initiatives, as well as other important federal interests.

Projects that are *Recommended and Strongly Endorsed* receive the highest priority for the allocation of federal capital investment funds. Not only do these projects comply with all relevant laws, policies, and guidelines, but they also are critical to advancing key NCPC planning policies or other important federal interests within the region. Projects may include those submitted by other federal departments and agencies, or those that arise from NCPC initiatives such as the Legacy Plan, the *National Capital Urban Design and Security Plan*, the *Memorials and Museums Master Plan*, and the *Comprehensive Plan for the National Capital: Federal Elements*. Three new projects submitted by agencies this year are categorized as *Recommended and Strongly Endorsed*: the National Park Service's *Emergency Repairs for Settlement at the Jefferson Memorial Seawall*, and the Smithsonian Institution's *Renovation of the Smithsonian Castle and Renovation of Renwick Gallery*. Two new NCPC-submitted projects are included in this category: *Improvements to the National Mall* and *In-Depth Sewer Study for the Federal Triangle Area*. In addition, NCPC *recommends and strongly endorses* for future programming two other NCPC-submitted projects, the *Dulles Corridor Rapid Transit Project* and the need to *Address Urgent Capital*

*Priorities of the Metro System and Capacity of Metrorail*; these two projects have only been *Recommended for Future Programming* by NCPC in previous FCIPs.

Of the 190 agency-submitted projects, 113 are *Recommended*. Recommended projects are those submitted by federal agencies other than NCPC and are in conformance with all applicable laws; with the submitting agency's master plan and policies; and with the policies and plans of the relevant federal, regional, and local authorities. These projects, though meritorious and worthy of funding, are not deemed critical to the implementation of federal strategic planning objectives.

NCPC identifies 44 projects as *Requiring Additional Planning Coordination*, where NCPC requests that a particular planning issue of a project be further addressed. Projects listed in the *Requiring Additional Planning Coordination* category are generally included for the following reasons. Some proposals have outstanding planning issues that are currently being reviewed with NCPC staff, or require consultation with NCPC to address and resolve concerns. Some proposals are in a very early stage of development, and so little information has been presented to NCPC that a more detailed recommendation is not possible at this time. Finally, many Base Realignment and Closure (BRAC)-related projects are now appearing in the FCIP, and a number are listed as *Requiring Additional Planning Coordination*. This reflects the challenges facing many of these installations to update their master plans while advancing projects to meet the BRAC-imposed schedules. Following approval by the President in September 2005, the BRAC recommendations for restructuring a significant portion of the infrastructure of the Department of Defense (DoD) officially went into effect, and must be completed by September 15, 2011. The BRAC decisions have impacted capital improvement project proposals at several DoD facilities within the National Capital Region, most notably Walter Reed Army Medical Center in the District of Columbia, Fort Belvoir in Virginia, and the National Naval Medical Center (renamed the Walter Reed National Military Medical Center) and Andrews Air Force Base in Maryland.

NCPC comments are provided on all projects in the *Requiring Additional Planning Coordination* category, and identifies 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.

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

Reflecting the Commission's most current planning work, this year the FCIP includes a section, starting on page 8, highlighting both agency-submitted and NCPC-submitted capital funding projects related to flood control. NCPC, together with other federal and District agencies, has been working to examine the risks and impacts of flooding caused by heavy rainfall, river overflow, and hurricanes in the monumental core. This section includes current proposals to provide short and long-term improvements to the National Mall levee, and supports planning and long-term, comprehensive measures to address interior flooding from stormwater.

The FCIP continues to identify privately-funded projects occurring on federal properties. Funding for these projects is not included as part of the capital improvement funding program. This year's FCIP includes four such projects: the Department of the Army, Armed Forces Retirement Home, *Scott Building Renovation* and *Armed Forces Retirement Home Master Plan*, the *U.S. Institute for Peace Headquarters*, and the *National Intrepid Center of Excellence* at the Walter Reed National Military Medical Center. In addition, this year the FCIP contains information on commemorative works projects. These projects are typically privately funded, but are located on properties controlled by the National Park Service, Government Services Administration, Department of Defense properties, or other federal agencies. As the majority of project proposals are located on NPS properties, this information is listed in the Department of Interior section.

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 or the privately-funded projects occurring on federal properties).



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

	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
<b>District of Columbia</b>	<b>79</b>	<b>5,348</b>	<b>46.1</b>
<b>Maryland</b>			
Montgomery County	17	1,581	13.6
Prince George's County	37	953	8.2
<b>Subtotal</b>	<b>54</b>	<b>2,534</b>	<b>21.8</b>
<b>Virginia</b>			
Arlington County	32	1,454	12.5
Fairfax County	23	1,958	16.9
<b>Subtotal</b>	<b>55</b>	<b>3,412</b>	<b>29.4</b>
<b>National Capital Region</b>	<b>2</b>	<b>305</b>	<b>2.7</b>
<b>Total</b>	<b>190</b>	<b>11,599</b>	<b>100.0</b>

The estimated total cost of agency-submitted projects in this year's FCIP is \$11.6 billion. While the greatest number of projects - 79 - and 42 percent of the total project costs are proposed in the District of Columbia, there were more projects and a greater percentage of total requested project costs in the surrounding region. Virginia has 55 projects, representing 29 percent of the total proposed projects by cost, while Maryland has 54 projects representing 22 percent of total project costs. More detailed information is provided in the Project Background and Trends section, starting on page 41.

Project and cost distribution has been shaped by two major areas of new construction and building modernization. Virginia and Maryland have both seen an increase in BRAC-related construction projects, most notably at Fort Belvoir, Virginia. Fort Belvoir is gaining a significant number of new functions and approximately 19,000 new personnel and has submitted 19 projects totaling \$1.9 billion. Additional information about BRAC and projects that are influenced by BRAC is provided on pages 41-43. The General Services Administration (GSA) has submitted 42 projects representing \$4.6 billion in total costs for FYs 2009-2014. Three of these submissions are new construction and infrastructure at the Department of Homeland Security's consolidation at Saint Elizabeths and account for \$1.4 billion of the agency's total proposed spending. The majority of GSA's proposed projects, however, involve modernization of existing federal buildings located in the monumental core. These modernization projects make up a substantial portion of the proposed capital program spending in the District.

Within this FCIP, estimated total cost of agency-submitted projects and the number of projects they submitted (190) are similar to last year, but there are significant differences in the projects themselves and their associated costs. Major changes in this year's FCIP, compared to last year's, can be attributable to Base Realignment and Closure (BRAC) recommendations. The Air Force's and Navy's budget programs have nearly tripled primarily due to BRAC-associated projects, including the new Walter Reed National Military Medical Center; and the Army's budget program has dropped by nearly one-third (over \$1.1 billion) due to FY '08 funding that has already been received by the Army for the National Geospatial-Intelligence Agency, the new Fort Belvoir Community Hospital, and the Washington Headquarters Services administration facility. Other significant changes in this FCIP compared to last year's include: an increase of approximately \$183 million for the Department of Defense's (DoD) budget program for site development and ancillary facilities in support of the Pentagon; nearly \$380 million in the budget program for the National Aeronautics and Space Administration's (NASA) new Systems Development Facility, an engineering and technical laboratory at the Goddard Space Flight Center; approximately \$250 million in the Smithsonian Institution's budget program for the new National Museum of African American History and Culture; and a drop of nearly \$125 million within the Department of Transportation's budget program that represents the nearing of the completion of the Woodrow Wilson Bridge Replacement.

## **SPECIAL TOPIC AREA: MANAGING FLOOD RISK IN WASHINGTON, DC**

Since 2006, NCPC has focused attention on flooding risks in the nation's capital, and particularly in the areas around the monumental core. Flooding poses risks to the numerous cultural and historic resources in the area, federal buildings and property, federal operations, the transit system, and national security, given the concentration of key federal functions. The risk is not only from river flooding when excess water overtops the river channels, but also from heavy rainfall when the sewer system is unable to handle the excess stormwater. Hurricanes can also cause flooding when the combined effects of wind and low atmospheric pressure produce an abnormal rise in water level immediately before or during a storm. Finally, changing climate conditions and sea level rise may exacerbate flooding risks.

The National Capital Region has experienced significant river flooding in 1889, 1936, 1937, 1942, 1972, and 2003. Since 1936, Washington DC has been protected from *river* flooding by a US Army Corps of Engineers (USACE) – built levee system that runs along the Reflecting Pool at the Mall, and requires three temporary closures at 23<sup>rd</sup> Street NW, 17<sup>th</sup> Street NW and at Fort McNair. USACE has requested funding to improve the levee for a number of years, and this request is again listed in the FCIP on page 73. The need for levee improvements became more urgent in the wake of new standards developed after Hurricane Katrina. On the basis of these standards, USACE failed the levee, deeming the 17<sup>th</sup> Street closure unreliable. As a result, the Federal Emergency Management Agency (FEMA) proposed to map much of the downtown federal and business districts within the 100-year floodplain – which would result in significant costs from increased insurance requirements and tougher building standards. The District of Columbia pledged \$2.5 million to construct an interim levee solution by November 2009; consequently, FEMA agreed to defer their map changes. However, a permanent – and more expensive – levee solution will be needed to allow USACE to certify that the levee meets Congressionally-authorized protection levels.

NCPC lists the USACE-submitted *Flood Control Project, Washington DC and Vicinity as Recommended and Strongly Endorsed*. NCPC has been working in close coordination with District and federal agencies to develop and implement both interim and permanent levee solutions. The intended goal is for the temporary levee solution at 17<sup>th</sup> Street, which protects against the 100 year flood, to be the basis for a permanent levee solution that will meet the higher 500 year flood level. Further, the permanent solution should meet the dual objectives of flood protection and a design in keeping with the setting of the National Mall. Alternatives and cost estimates are currently being developed that may update the project description and costs submitted for the USACE project referenced above. It appears that the temporary levee solution may cost approximately \$4 million. The permanent solution at 17<sup>th</sup> Street may cost an additional \$8 million, with other necessary improvements to the levee and contingencies estimated at costing \$3.5 million. These estimates do not include relocation of the adjacent lock-keepers house. Currently, the USACE has \$3.6 million authorized (but not appropriated) towards this project, and the District of Columbia has contributed \$2.5 million towards the temporary levee solution. Therefore, for the temporary levee to move forward and meet FEMA deadlines, the USACE must receive authorized funding. Further, a significant funding shortfall remains to complete a permanent levee solution.

NCPC is highlighting this as an important project that protects federal and local property and federal operations, and encourages continued federal and local actions to ensure that both temporary and permanent levee solutions can be achieved.

More recently, the Federal Triangle area suffered severe flooding in June 2006 after excess rainfall overwhelmed the existing sewer infrastructure. This resulted in millions of dollars in damages, relocations and loss of productivity. Even with improvements to the levee system, this area is still at risk from urban drainage flooding, which is a separate and persistent problem requiring an independent solution. NCPC convened federal and District stakeholders to discuss ideas to develop technical solutions, improve emergency response and enhance coordination between various agencies.

The stakeholders identified that a key need was a thorough hydrology and sewer engineering study for the monumental core to assess the likelihood of future flooding and identify a range of solutions, from system-wide to site-specific. The sewers in the monumental core are old, and the capacity of any particular section varies between a 2- to 15-year storm event, depending on the design standard

at the time of construction. While even the newest sewer system has a finite capacity, the lack of information about the sewer system makes it difficult to identify and examine potential solutions to mitigate future flood risks. The proposed study would not solve interior flooding risks, but is a necessary first step towards identifying potential solutions and allowing informed decision making about acceptable levels of flood risk and possible capital improvement solutions. Long-term, capital improvement proposals affecting the sewer infrastructure and/or federal facilities may result from this study.

This year, NCPC has submitted an *In-depth Sewer Study for the Federal Triangle Area* as a *Recommended and Strongly Endorsed* project, listed on page 151.



# Projects Recommendations

The 190 projects submitted by agencies for the *Federal Capital Improvements Program, FYs 2009-2014* are listed below by their project recommendation.

## *Recommended and Strongly Endorsed*

### **DEPARTMENT OF AGRICULTURE USDA HEADQUARTERS**

1. Agriculture South Building Modernization (p. 60)

### **U.S. NATIONAL ARBORETUM (USNA)**

2. Hickey Run Pollution Abatement Project (p. 60)

### **DEPARTMENT OF THE ARMY**

#### **ARLINGTON NATIONAL CEMETERY (ANC)**

3. Total Cemetery Management System Development (TCMS) (p. 72)

#### **ARMY CORPS OF ENGINEERS (USACE)**

4. Flood Control Project (p. 73)

### **DEPARTMENT OF DEFENSE**

#### **PENTAGON**

5. Pentagon Renovation (p. 87)

### **GENERAL SERVICES ADMINISTRATION**

6. Department of Commerce, Herbert C. Hoover Building Modernization (p. 100)
7. Department of Health and Human Services, Hubert Humphrey Building Modernization (p. 101)
8. Department of Labor, Frances Perkins Building Modernization (p. 101)
9. Department of State, Harry S Truman Building Modernization (p. 101)
10. Department of the Interior Building Modernization (p. 101)
11. E. Barrett Prettyman U.S. Courthouse Modernization (p. 102)
12. Eisenhower Executive Office Building Modernization (p. 102)
13. Federal Office Building 8 (p. 102)
14. Federal Office Building 10A Modernization (p. 103)
15. Federal Trade Commission Building Modernization (p. 103)
16. GSA, National Office Building Modernization (p. 103)
17. GSA, Regional Office Building Modernization (p. 104)
18. Internal Revenue Service Building Modernization (p. 104)
19. J. Edgar Hoover Building Modernization (p. 104)
20. Lafayette Building Modernization (p. 104)
21. Mary E. Switzer Building Modernization (p. 105)
22. New Executive Office Building Systems Replacement (p. 105)
23. Southeast Federal Center Remediation (p. 105)
24. Wilbur J. Cohen Building Modernization (p. 105)
25. U.S. Food and Drug Administration Consolidation (p. 106)

**DEPARTMENT OF THE INTERIOR**

**NATIONAL PARK SERVICE (NPS)**

26. Emergency Repairs for Settlement at the Jefferson Memorial Seawall (p. 123)

**SMITHSONIAN INSTITUTION**

**SMITHSONIAN MUSEUMS**

27. Renovate Smithsonian Castle (p. 136)  
28. National Museum of American History Kenneth E. Behring Center Public Space Revitalization (p. 137)  
29. National Museum of Natural History Revitalization (p. 138)  
30. Renew Renwick Gallery (p. 139)

**DEPARTMENT OF STATE**

**HARRY S. TRUMAN BUILDING**

31. Blast Resistant Windows (p. 147)  
32. Security Upgrades (p. 147)

**DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

33. National Mall Road Improvements (p. 149)

*Recommended*

**DEPARTMENT OF AGRICULTURE**

**USDA HEADQUARTERS**

34. Perimeter Security (p. 61)

**BELTSVILLE AGRICULTURAL RESEARCH CENTER (BARC)**

35. Infrastructure 200 Area (p. 61)  
36. New Beef Research Facility (p. 62)  
37. New Four Dairy Heifer Facilities (p. 62)  
38. New Swine Parasitology Facility (p. 62)

**NATIONAL AGRICULTURAL LIBRARY (NAL)**

39. NAL Modernization, Repair of Brick Veneer (p. 62)  
40. Repair to Sidewalks (p. 63)  
41. Replace Tower Windows (p. 63)

**U.S. NATIONAL ARBORETUM (USNA)**

42. Administration Building Modernization (p. 63)  
43. Asian Valley Paths Renovation and Restroom Replacement (p. 63)  
44. Azalea Paths Renovation (p. 64)  
45. Bladensburg Road Entrance (p. 64)  
46. Chinese Garden (p. 64)  
47. Education and Visitor Center (p. 64)  
48. Ellipse Area Development (p. 65)  
49. Events Pavilion (p. 65)  
50. Fern Valley Native Plant Garden (p. 65)  
51. Greenhouse Complex Renovation (p. 65)  
52. Lab/Office Facility (p. 66)  
53. Storm Water Management Project (p. 66)

**DEPARTMENT OF THE AIR FORCE**

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

- 54. Band Addition, Building 2 (p. 67)

**DEPARTMENT OF THE ARMY**

**ARLINGTON NATIONAL CEMETERY (ANC)**

- 55. Columbarium Phase V (Court 9) (p. 74)
- 56. Facilities Maintenance Complex Materials Storage Buildings (p. 74)
- 57. Facilities Maintenance Complex Vehicle Storage Building (p. 74)

**FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON**

- 58. Construct New Hospital (p. 75)
- 59. Defense Access Road (p. 75)
- 60. National Geospatial Intelligence Agency (p. 76)

**FORT MCNAIR MILITARY COMMUNITY, MILITARY DISTRICT OF WASHINGTON**

- 61. Joint Forces Headquarters, National Capital Region (JFHQ-NCR) Operation Center (p. 76)
- 62. Modernize Inter-American Defense College (IADC) (p. 77)
- 63. Modernize MP Barracks, Building 48 (p. 77)

**FORT MYER MILITARY COMMUNITY (FMMC)**

- 64. Construct 2<sup>nd</sup> 210 Barracks Building (p. 77)
- 65. Expand Physical Fitness Center (p. 78)
- 66. Directorate of Emergency Services Building Expansion, Building 415 (p. 78)
- 67. Reconfigure Hatfield Gate (p. 78)
- 68. U.S. Army Band Facility (p. 79)

**DEPARTMENT OF DEFENSE**

**THE PENTAGON RESERVATION**

- 69. Electrical Upgrades to Reservation (p. 89)
- 70. Federal Office Building 2--Columbia Pike Realignment (p. 90)
- 71. Federal Office Building 2--Demolition/Remedial/Site Preparation (p. 90)
- 72. Hazardous Response Facility and CBRNE Headquarters (p. 91)
- 73. Heliport Phase I: Replacement Parking Via a North Secure Parking Garage (p. 91)
- 74. Heliport Phase II, Heliport, Control Tower, Fire Station, and One-Level Parking Structure (p. 92)
- 75. Pentagon Fuel Station/Convenience Store (p. 93)
- 76. Permanent Secure Access Lane Facility (SAL)/Memorial Restroom (p. 93)
- 77. Pentagon Motor Pool Vehicle Secure Storage (p. 93)
- 78. Route 27 High Occupancy Vehicle Access (p. 94)
- 79. Secure Perimeter/Pedestrian Plaza (p. 94)
- 80. South Parking Road Improvements Phase II (p. 95)
- 81. Conversion of HVAC Steam to Hot Water System (p. 95)
- 82. Pentagon Athletic Center-Phase II (p. 96)
- 83. Pentagon Force Protection Agency (PFPA) Screen Facility (PSF) (p. 96)

**GENERAL SERVICES ADMINISTRATION**

84. Consumer Products Safety Commission (p. 107)
85. Forrestal Building Modernization (p. 107)
86. Department of Housing and Urban Development , Robert C. Weaver Building (p. 107)
87. Fire and Life Safety Systems, Department of Energy, Germantown (p. 108)
88. Fire and Life Safety Systems, Department of Housing and Urban Development (p. 108)
89. Fire and Life Safety Systems, Federal Office Building 10A (p. 108)
90. Fire and Life Safety Systems, Frances Perkins Building (p. 108)
91. Fire and Life Safety Systems, Internal Revenue Service Building (p. 108)
92. Fire and Life Safety Systems, J. Edgar Hoover Building (p. 108)
93. Fire and Life Safety Systems, Postal Square (p. 108)
94. HOTD II Steam Distribution Tunnels (p. 109)
95. Lafayette Building LITE Renovations (p. 109)
96. National Courts Window Replacement (p. 109)
97. Nebraska Avenue Complex (p. 109)
98. Remote Delivery Service Center (p. 110)
99. Southern Maryland Courthouse Annex (p. 110)
100. West Wing Utility Plant Replacement (p. 110)
101. East Wing Utility Plant Replacement (p. 110)

**DEPARTMENT OF HEALTH AND HUMAN SERVICES****NATIONAL INSTITUTES OF HEALTH**

102. Animal Research Center/Central Vivarium (p. 113)
103. John Edward Porter Neuroscience Research Center, Phase II (p. 113)
104. Northwest Child Care Facility (p. 114)
105. South Quad Parking Facility (p. 114)
106. Building 37 Basement Renovation (p. 115)
107. Laboratory N, Center for the Biology of Disease, South Quad (p. 115)
108. Laboratory P, Center for the Biology of Disease, South Quad (p. 115)
109. Laboratory M, Center for the Biology of Disease, South Quad (p. 115)
110. Expansion of Cell Processing Space, Building 10 (p. 116)
111. New Patient Imaging Space Adjacent to Clinical Research Center, Intensive Care Unit (p. 116)
112. Emergency/Back-up Power CIT Data Center (p. 116)
113. Zebrafish Research Facility (p. 116)

**DEPARTMENT OF HOMELAND SECURITY****FEDERAL LAW ENFORCEMENT TRAINING CENTER (FLETC)**

114. Building 1, Administration Building (p. 118)
115. Building 1A, Classroom and Simulator Building (p. 118)

**U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER (JJRTC)**

116. Perimeter Security Upgrade (p. 119)
117. Utilities and Infrastructure Upgrades (p. 119)

**DEPARTMENT OF THE INTERIOR****NATIONAL PARK SERVICE (NPS)**

118. Preserve Historic Peirce Mill Structure & Restore Milling Machinery (p. 123)
119. Theodore Roosevelt Memorial Site Rehabilitation (p. 124)



**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION  
GODDARD SPACE FLIGHT CENTER**

- 120. Construct System Development Facility (p. 127)
- 121. Modify Various Buildings for Accessibility (p. 127)
- 122. Repair Central Power Plant Equipment (p. 128)
- 123. Repair Domestic Water/Sewer (p. 128)
- 124. Repair/Replace Roofs, Various Buildings (p. 128)
- 125. Replace Load Center, Building 13 (p. 128)
- 126. Restore Building 16 - 16W (p. 128)
- 127. Restore Building 23 (p. 129)
- 128. Restore Building 26 (p. 129)
- 129. Restore Chilled Water Distribution System (p. 129)
- 130. Site Utilities Upgrade – Steam Distribution (p. 129)
- 131. Upgrade Fire Alarm Systems, Various Buildings (p. 129)

**DEPARTMENT OF THE NAVY**

**NAVAL CENTER SUITLAND**

- 132. National Maritime Intelligence Center (p. 131)

**NAVAL SURFACE WARFARE CENTER, CARDEROCK DIVISION**

- 133. Research Development Test and Evaluation Support Facility (p. 132)

**SMITHSONIAN INSTITUTION**

**NATIONAL ZOOLOGICAL PARK**

- 134. Renew Bird House Facilities and Site (p. 140)
- 135. Renew Seal/Sea Lion Facility (p. 140)
- 136. Repair Structural Systems, National Zoological Park General Services Building (p. 141)

**SMITHSONIAN MUSEUMS**

- 137. Construct/Install Anti-Terrorism Protection (p. 141)
- 138. Renovate Museum Support Center (MSC) Labs and Upgrade Mechanical/Electrical Systems in Pods (p. 143)
- 139. Museum Support Center (MSC) Pod 3 (p. 144)
- 140. Quadrangle/Roof Mechanical Systems (p. 144)
- 141. Replace National Air and Space Museum Mechanical Systems (p. 145)
- 142. Restore Hirshhorn Façade (p. 145)

**DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

- 143. 14th Street Bridge/George Washington Parkway Corridor Improvements (p. 150)
- 144. Pedestrian Bridge Over Dulles Access and Toll Road (p. 150)
- 145. Rehabilitate Virginia Route 123/CIA Interchange (p. 150)
- 146. Woodrow Wilson Bridge Replacement (p. 150)

## *Projects Requiring Additional Planning Coordination*

### **DEPARTMENT OF THE AIR FORCE, AIR MOBILITY COMMAND**

#### **ANDREWS AIR FORCE BASE**

- 147. Administration Facility Addition (p. 68)
- 148. BRAC Administrative Facility (p. 68)
- 149. Consolidated Education Center/Library (p. 68)
- 150. Construct New Munitions Storage Area (p. 69)
- 151. Construct POV Lane at Pearl Harbor Gate (p. 69)
- 152. NCR Administrative Facility (p. 69)
- 153. Physical Fitness Center (p. 70)
- 154. Replace Munitions Maintenance & Storage (p. 70)

### **DEPARTMENT OF THE ARMY**

#### **ARLINGTON NATIONAL CEMETERY (ANC)**

- 155. Land Expansion-Fort Myer Parking Area (p. 79)
- 156. Millennium Land Expansion Project (p. 79)

#### **ARMY NATIONAL GUARD (ANG)**

- 157. Readiness Center Addition (p. 80)

#### **FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON**

- 158. Child Development Center, (Main Post) (p. 81)
- 159. Construct New Barracks (p. 81)
- 160. Construct New Physical Fitness Center (p. 81)
- 161. Dental Clinic (p. 81)
- 162. Emergency Services Center (p. 82)
- 163. Flight Control Tower (p. 82)
- 164. Fort Belvoir Infrastructure (p. 82)
- 165. Information Dominance Center (p. 82)
- 166. Addition to Building 358, Joint Personnel Recovery Agency (p. 83)
- 167. North Atlantic Regional Medical Command (NARMC) Headquarters Building (p. 83)
- 168. Network Operations Center (p. 83)
- 169. North Post Access Road Control Point (p. 83)
- 170. Renovate Buildings 211, 214, 215, & 220 (p. 84)
- 171. Structured Parking, 200 Area (p. 84)
- 172. Warrior in Transition (WIT) Complex (p. 84)
- 173. Washington Headquarters Services (p. 84)

#### **FORT MYER MILITARY COMMUNITY, MILITARY COMMUNITY (FMMC)**

- 174. Construct 3rd 210 Barracks Building and DFAC Building (p. 85)
- 175. Construct New Parking Garage (p. 85)

### **DEPARTMENT OF DEFENSE**

#### **THE PENTAGON RESERVATION**

- 176. Pentagon Force Protection Agency (PFPA) Security Complex (PSC) (p. 97)

#### **GENERAL SERVICES ADMINISTRATION**

- 177. Saint Elizabeths Hospital West Campus, Department of Homeland Security Consolidation (p. 111)
- 178. Saint Elizabeths Hospital West Campus Infrastructure (p. 111)
- 179. Saint Elizabeths Hospital West Campus Extension/Site Acquisition (p. 111)
- 180. Saint Elizabeths Hospital Martin Luther King Avenue Site (p. 111)

**DEPARTMENT OF HOMELAND SECURITY**

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

- 181. Merletti Classroom Building Auditorium Annex (p. 119)
- 182. White House Mock-up North/South Grounds (p. 120)

**U.S. COAST GUARD**

- 183. Construct Addition to Mid-South Laboratory (p. 120)

**DEPARTMENT OF THE NAVY**

**ARLINGTON SERVICE CENTER**

- 184. Crystal Park 5 Renovation (p. 133)

**NAVAL RESEARCH LABORATORY**

- 185. Autonomous Research Laboratory (p. 133)

**WALTER REED NATIONAL MILITARY MEDICAL CENTER, BETHESDA (WRNMMC)**

- 186. Medical Center Facilities Additions Buildings A & B (p. 131)

**WASHINGTON NAVY YARD**

- 187. Construct New Naval Systems Management Warehouse, Anacostia Annex (p. 134)
- 188. Navy Systems Management Activity Relocation, Anacostia Annex (p. 134)

**SMITHSONIAN INSTITUTION**

**SMITHSONIAN MUSEUMS**

- 189. National Museum of African American History and Culture (p. 146)

**DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

- 190. Defense Access Road Phase I and II (p. 150)

*Projects on Federal Properties Funded Through Other Sources*

**DEPARTMENT OF THE ARMY**

**ARMED FORCES RETIREMENT HOME**

*Recommended*

Scott Building Renovations (p. 86)

*Project Requiring Additional Planning Coordination*

Master Plan (p. 86)

**U.S. INSTITUTE OF PEACE**

*Recommended*

Headquarters and Public Education Center (p. 121)

**DEPARTMENT OF THE NAVY**

**WALTER REED NATIONAL MILITARY MEDICAL CENTER, BETHESDA**

*Recommended*

National Intrepid Center of Excellence (NICoE) (p. 132)

## *Commission-Recommended Projects*

Commission-recommended projects have not been submitted by federal agencies, but the Commission believes should be submitted by a particular agency for future programming to advance and implement NCPC and/or local planning policies and planning initiatives, identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.

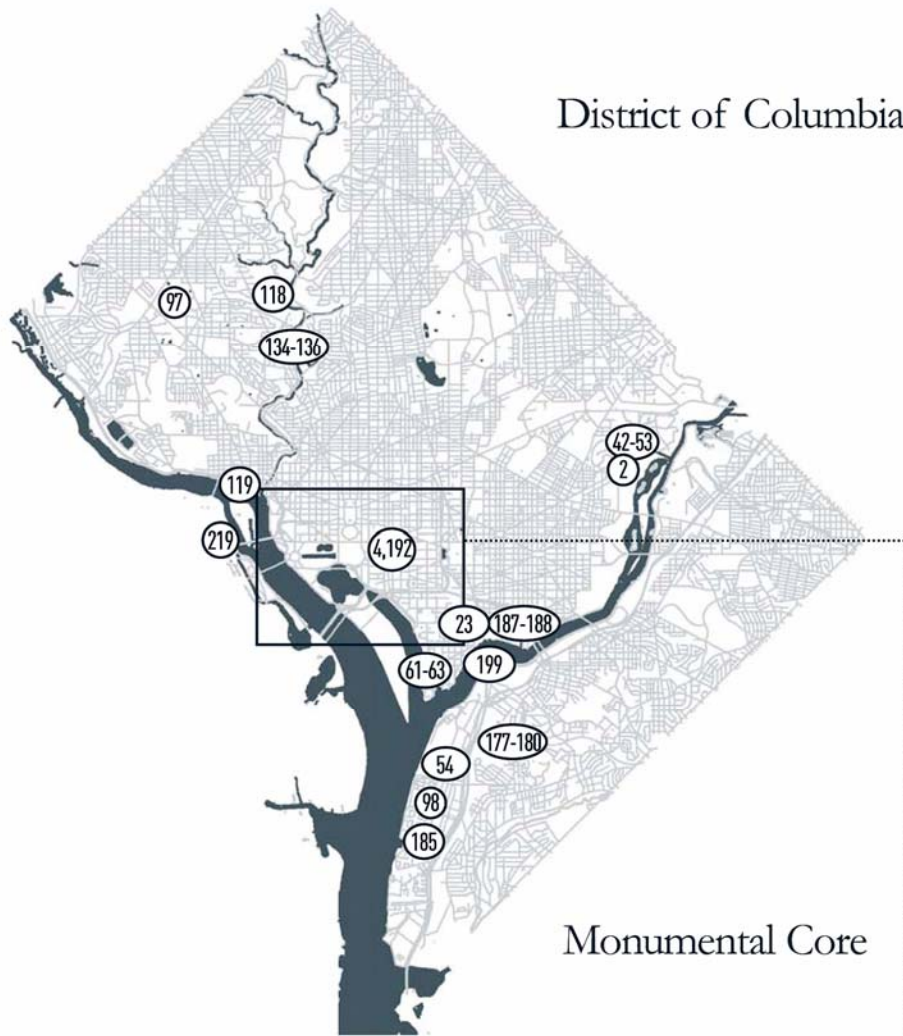
### *Recommended and Strongly Endorsed*

191. National Mall Improvements (p. 153)
192. In-Depth Sewer Study for the Federal Triangle Area (p. 153)
193. 10<sup>th</sup> Street, SW Corridor Improvements (p. 154)
194. 10<sup>th</sup> Street, NW Corridor Improvements within the Federal Triangle (p. 154)
195. DC Circulator System Improvements (p. 154)
196. Freight Railroad Realignment NEPA Studies (not mapped) (p. 155)
197. Kennedy Center Plaza Project (p. 155)
198. Maryland Avenue, SW Corridor Improvements (p. 156)
199. New Frederick Douglass Memorial Bridge (p. 156)
200. South Capitol Street Reconstruction (p. 156)
201. South Capitol Street Waterfront Park (p. 157)
202. Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail (not mapped) (p. 157)
203. Dulles Corridor Rapid Transit Project (p. 158)
204. Constitution Avenue (3<sup>rd</sup> To 15<sup>th</sup> Streets, NW) Perimeter Security and Streetscape Improvements (p. 159)
205. Federal Bureau of Investigation Perimeter Security and Streetscape Improvements (p. 160)
206. Pennsylvania Avenue (3<sup>rd</sup> to 15<sup>th</sup> Streets, NW and Federal Triangle) Perimeter Security and Streetscape Improvements (p. 160)

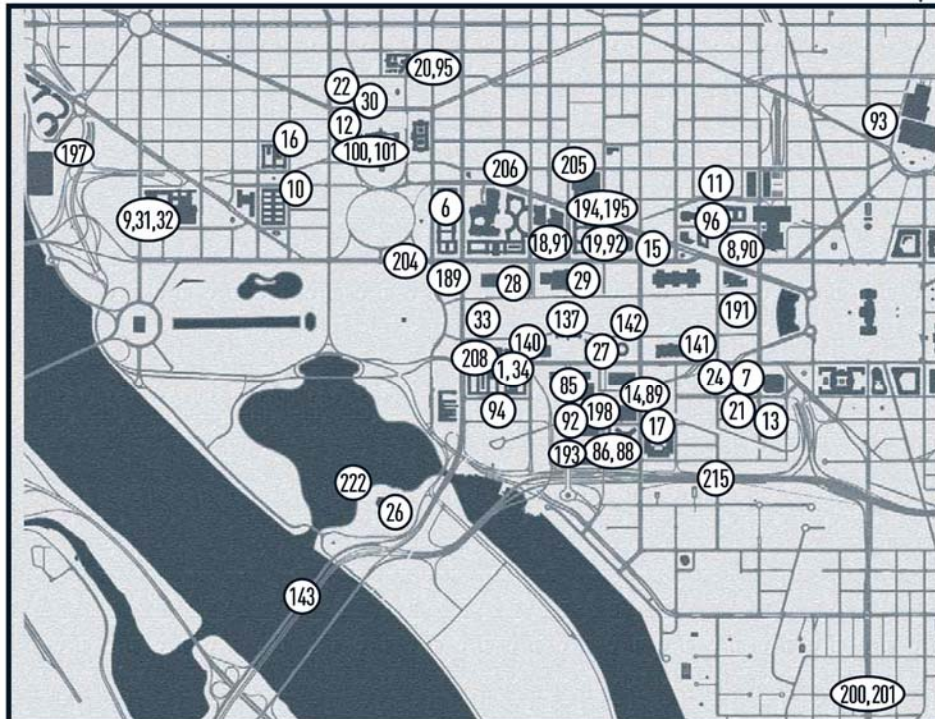
### *Recommended for Future Programming*

207. Boundary Markers for the Nation's Capital (not mapped) (p. 161)
208. Cultural Use Site Development Study (not mapped) (p. 161)
209. Develop a New Foreign Missions Center (not mapped) (p. 161)
210. Develop Waterfront Parks (not mapped) (p. 162)
211. Fort Circle Parks System (not mapped) (p. 162)
212. Future Site Acquisitions for Memorial and Museum Uses (not mapped) (p. 162)
213. High Speed Rail to Baltimore-Washington International Airport (not mapped) (p. 163)
214. Transit Projects in the District of Columbia, Virginia, and Maryland (not mapped) (p. 163)
215. Plan and Design to Deck-Over and Remove Portions of the Southeast/Southwest Freeway (p. 164)
216. Regional "Blue Trail" System (not mapped) (p. 164)
217. Regional Park System (not mapped) (p. 164)
218. Regional Visitor Center and Information Kiosks (not mapped) (p. 165)
219. Roosevelt Bridge Rehabilitation (p. 165)
220. Tour Bus Parking Facility (not mapped) (p. 165)
221. Water Taxi System (not mapped) (p. 166)
222. West Potomac Park and Tidal Basin Seawall Repair (p. 166)

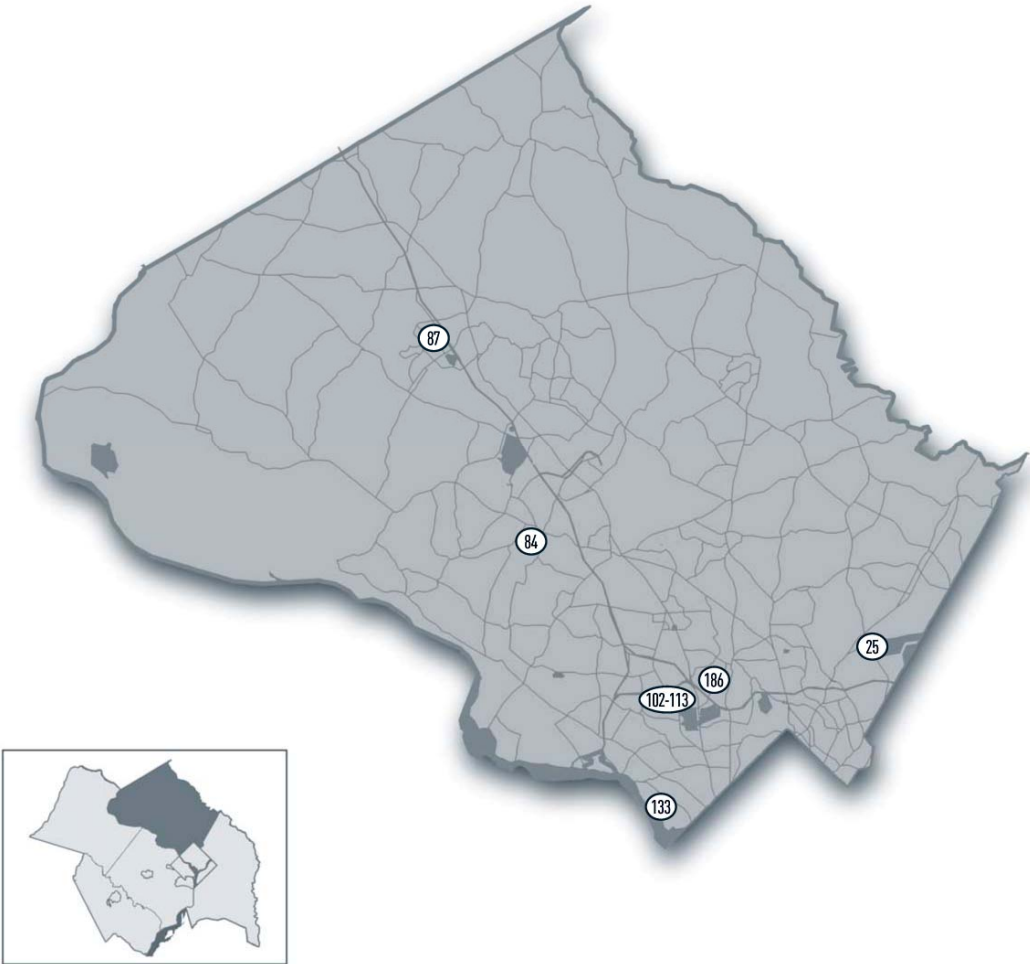
# District of Columbia



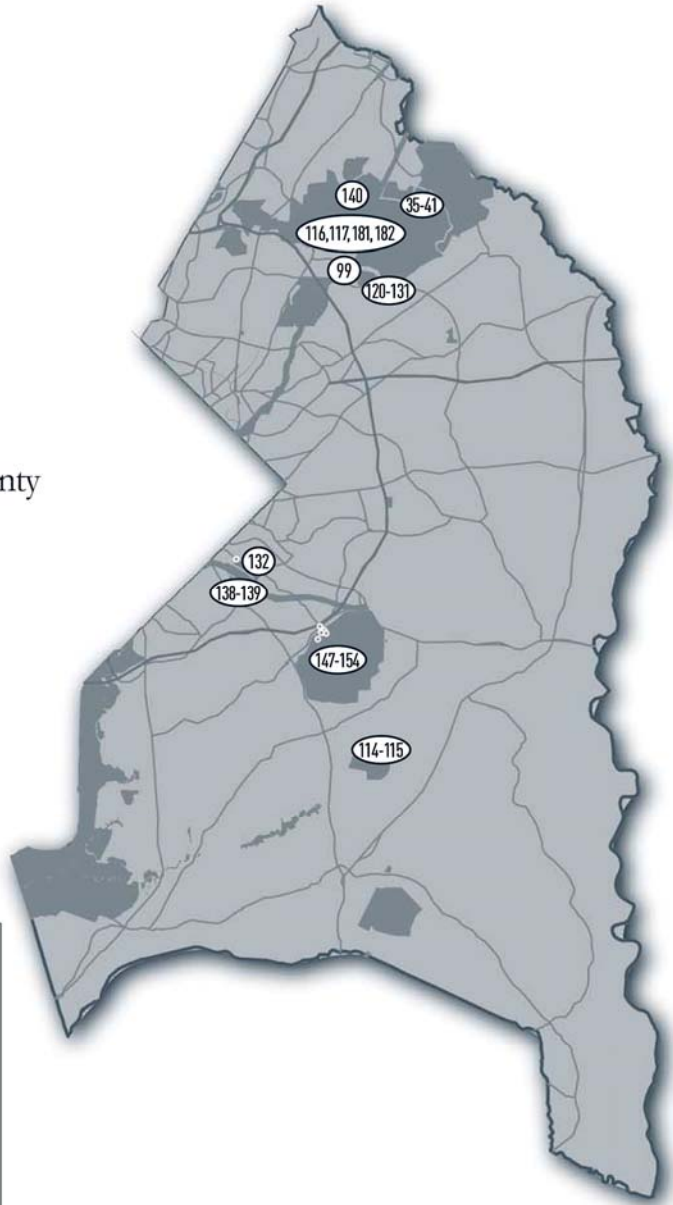
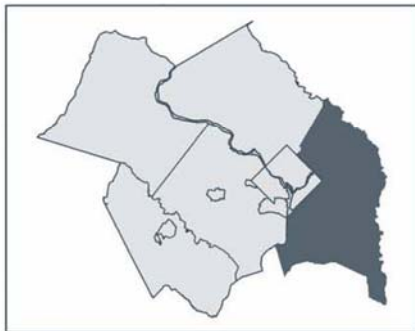
## Monumental Core



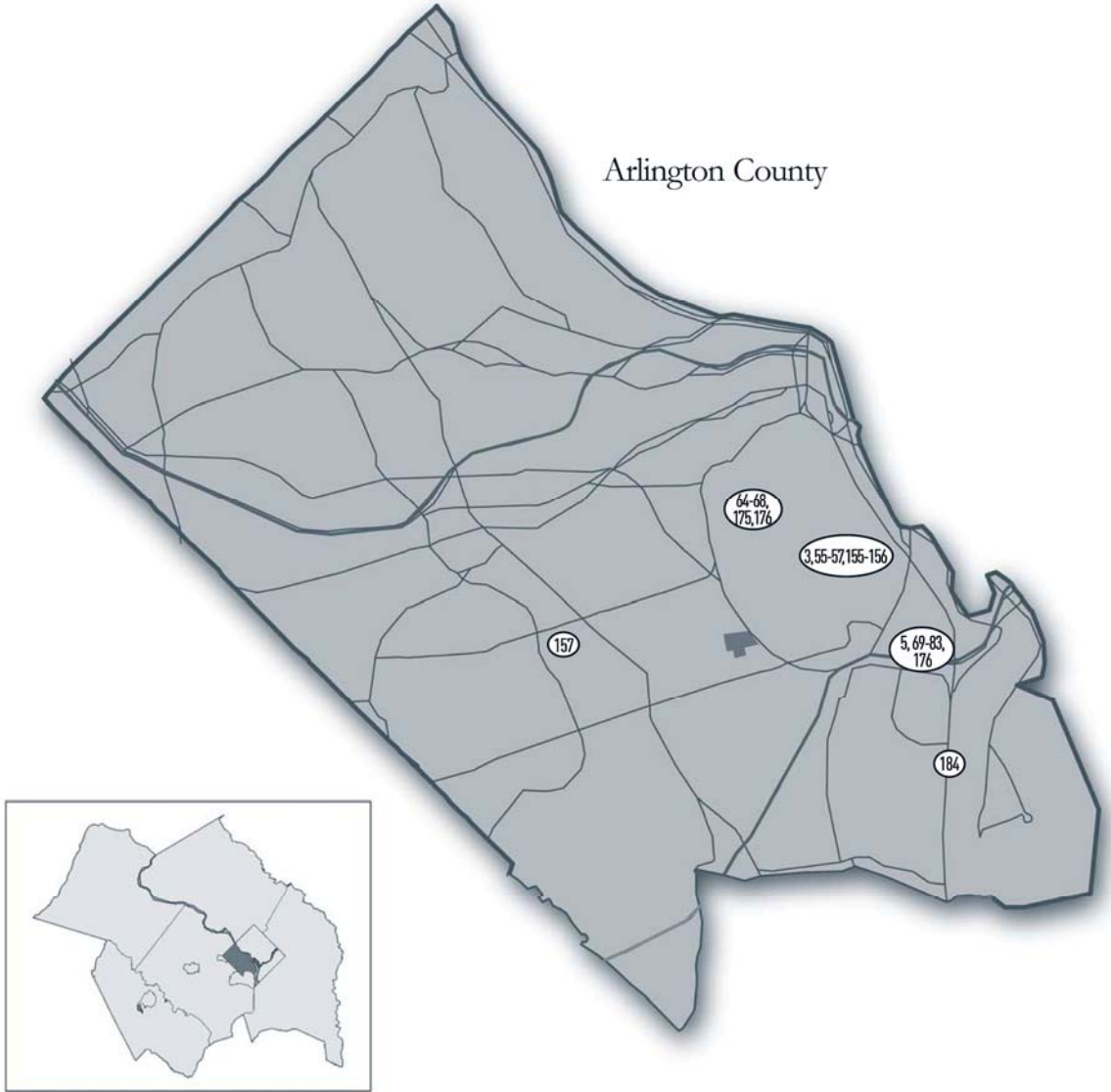
Montgomery County



Prince George's County

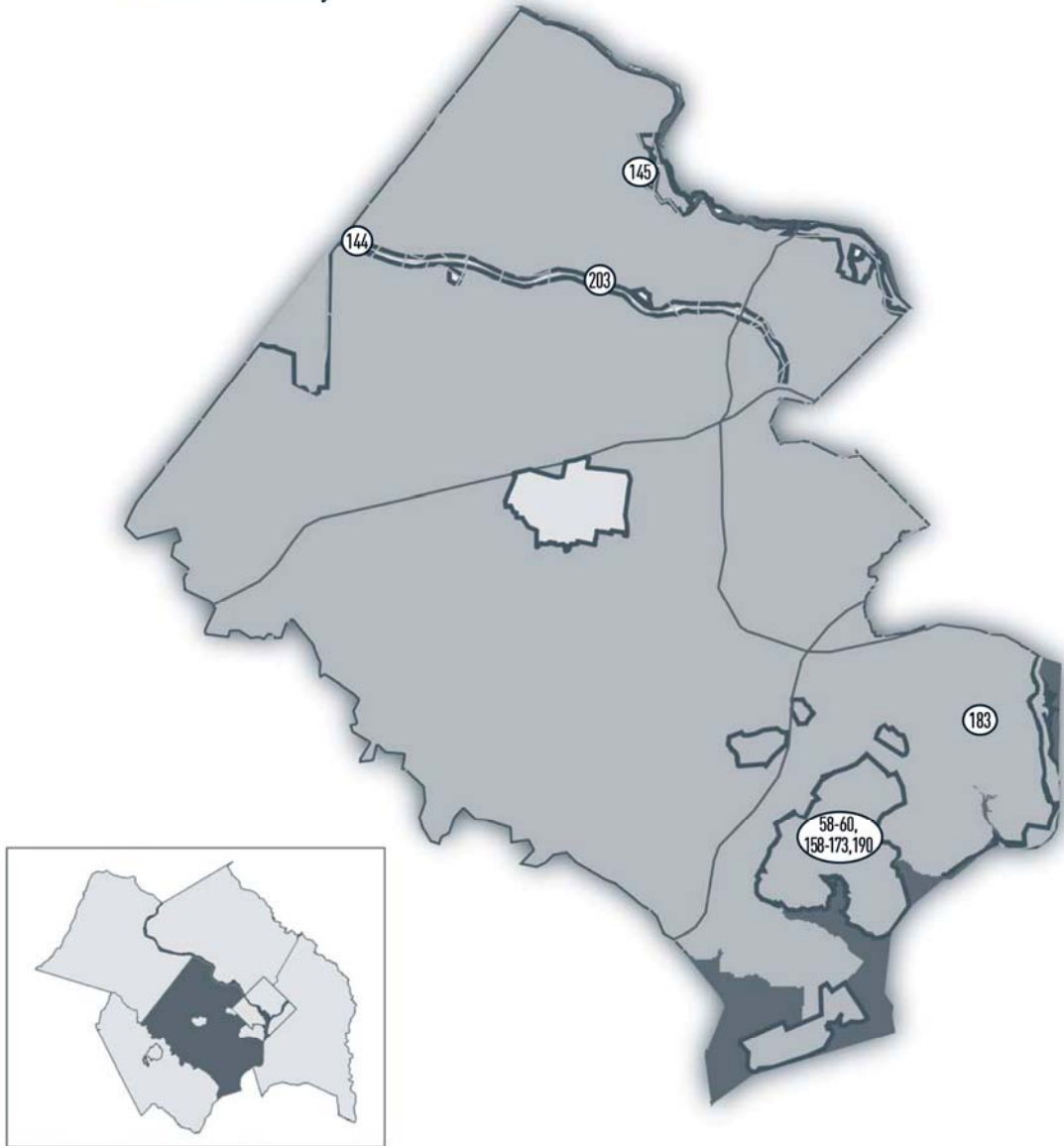


Arlington County

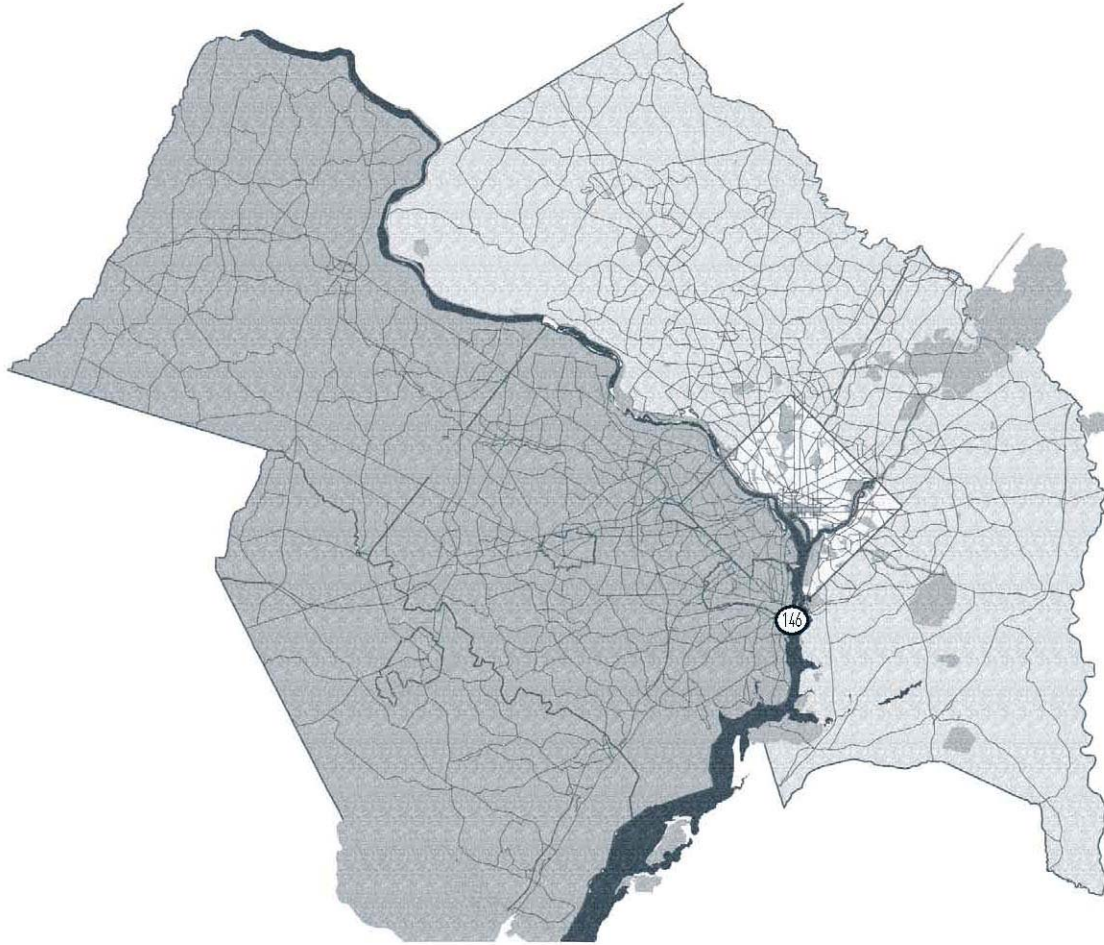




Fairfax County



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 2009 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 2008. In late spring, the Commission prepared

its recommendations for the capital projects and, following Commission authorization at their June 2008 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. During this review period, and up to the date of adoption, federal agencies may still revise the project descriptions and capital budget information. As such, NCPC continued to update the information in the FCIP document to provide project and capital budget information that closely reflects the actual budget information agencies provide to OMB in September.

As Fiscal Year 2009 will be a transition year, executive agencies are not submitting formal budget requests to OMB in September of 2008, but will instead continue to operate under the budget parameters established for FY 2008. It is anticipated that budget estimates for executive branch agencies, including capital projects, will be prepared for the new Administration's transition team in the winter. NCPC typically collects and summarizes the final capital budget values provided by federal agencies to OMB in late September; this will not be done this year but will resume next year.

## **LEGAL AUTHORITY**

Preparation of the FCIP is pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. 8723(a)), which requires that NCPC annually review and recommend a six-year program of federal public works projects for the NCR. In addition, Section 33.1(d) of OMB Circular No. A-11 *Preparation, Submission, and Execution of the Budget* (July 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. In November 2007, the Commission approved a District

Department of Transportation concept design for stairs and an elevator between the Kennedy Center terrace and the Rock Creek and Potomac Parkway trail. The project includes a plaza along the Potomac River that could accommodate water taxi services in the future.

### **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 District of Columbia has been advancing several projects along the Anacostia waterfront. This includes Poplar Point, a 110-acre site located in the area adjacent to historic Anacostia, directly across from the Navy Yard. The focal point for Poplar Point 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 the last year. Portions of the Anacostia Riverwalk trail have been constructed. Construction was completed in early 2008 for a section of trail between Benning Road and the Navy Yard. A streetcar project for the Anacostia community south of the river is under development as an on-street transit system. And, the Commission has reviewed plans for Washington Canal Park and Diamond Teague Park.

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. Construction has begun at “The Yards”, as this project has been named, with the first phases of residential and retail, as well as the new riverside park, to be complete in 2009. 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 have developed a new zoning overlay for the South Capitol Street corridor, and this area is rapidly developing. In 2008, the Washington Nationals baseball stadium was completed, and the northern end of the existing Frederick Douglass Bridge was brought down to grade. On February 7, 2008 a Draft Environmental Impact Statement that incorporates transforming South Capital Street into an urban boulevard, creating the traffic rotary, and rebuilding the bridge was released for public review and comment. DDOT and FHWA are currently reviewing the comments received.



## **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, the District; and 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 line's 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 the 10<sup>th</sup> Street 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.

To develop the Framework Plan, NCPC and CFA formed a Steering Committee comprised of 15 federal and local agencies to provide a forum for input, collaboration, and interagency coordination on complex land use, transportation, and public space issues. Additionally, extensive public outreach has been conducted. In July 2007, a draft Framework Plan was released for a public review and comment period. A final Framework Plan is expected to be complete in early 2009. Future FCIPs will likely include planning proposals from the Framework Plan once it is adopted by NCPC.

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.

## ***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 2M Plan by enacting a Reserve on the Mall in 2003, significantly limiting new museums or memorials on the Mall and increasing the need to identify suitable locations in other areas.

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 2M Plan are already under federal control, and their future use can be coordinated through Commission review of federal projects and master plans. A few sites are non-federal; and some sites are suggested in conjunction with future development and infrastructure improvements, such as reconstruction of bridges and roads, that would involve a combination of federal, local, and private-sector property. 2M Plan Site Eight, located in the South Capitol Street

corridor, is one 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 2M 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 2M 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 2M 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. In addition, the Commission strongly endorses a comprehensive program for the timely modernization of federal properties, many of which include perimeter security components and have been submitted by agencies for this FCIP. These projects are called out through the comment sections. Projects that include permanent physical security measures must conform to NCPC urban design and security policies, and submission guidelines. Further, where area-wide perimeter security strategies are contemplated, federal agencies are encouraged to ensure that individual proposals are fully coordinated with those initiatives.

NCPC is working with District and federal agencies to further examine the costs and issues related to site-specific perimeter security projects, including:

- The relative benefits of area-wide security solutions compared to site-specific solutions;
- Efforts to ensure that limited resources be directed to our most sensitive assets first; and
- Ensuring that perimeter security proposals effectively weigh the competing demands of public space and access.

Project review and recommendations in future FCIP documents will likely consider these issues.

## RECOMMENDATION DEFINITIONS

The FCIP categorizes each federal capital project based on its conformity with established planning policies. The current categories and definitions are: *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination*; and *Recommended for Future Programming*. (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 in 2007 to provide clarity and improve the usefulness of this document.)

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* may change based on current critical planning objectives; these criteria remain the same as last year's. For the *FYs 2009-2014 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, FYs 2009-2014*. It also includes a preliminary analysis of trends in several key areas in the FCIP and an assessment of probable impacts in a limited number of topic areas.

## **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 National Capital Region (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 NCR, 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, D.C., the Walter Reed National Military Medical Center (WRNMMC) in Bethesda, Maryland (previously named the National Naval Medical Center), and Fort Belvoir in Fairfax County, 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. In anticipation of the closure of WRAMC, the Navy has submitted a funding request of \$483 million for FYs 2009-2014 to complete the new hospital at the WRNMMC (it has already received \$496 million in FY 2008). At Fort Belvoir, a new community hospital will be constructed in conjunction with the reorganization of WRAMC and the National Naval Medical Center. The Army is requesting \$362 million for FYs 2009-2014 to complete the new hospital (it has already received \$403 million in FY 2008). In addition to the new hospital, Fort Belvoir will be gaining a significant number of new functions and approximately 19,000 new personnel. Including the new hospital, the Army has submitted 19 projects totaling \$1.9 billion in this year's FCIP for FYs 2009-2014. 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. Site selection for the Washington Headquarter Services at Fort Belvoir is currently underway, with three remote sites currently under consideration following the release of an environmental assessment in July of 2008. Once the site is selected, it will be incorporated into Fort Belvoir's administrative structure. 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 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. NCPC will continue to work with these and other DoD facilities to identify any BRAC-related changes affecting their capital programming.

**TABLE 3: 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			
<i>District of Columbia</i>						
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)
<i>NCR – Maryland</i>						
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
<i>NCR – Virginia</i>						
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: More detailed employment impact assessments have been developed at some facilities through master plan and environmental review; however, for consistency, 2005 numbers have been used.

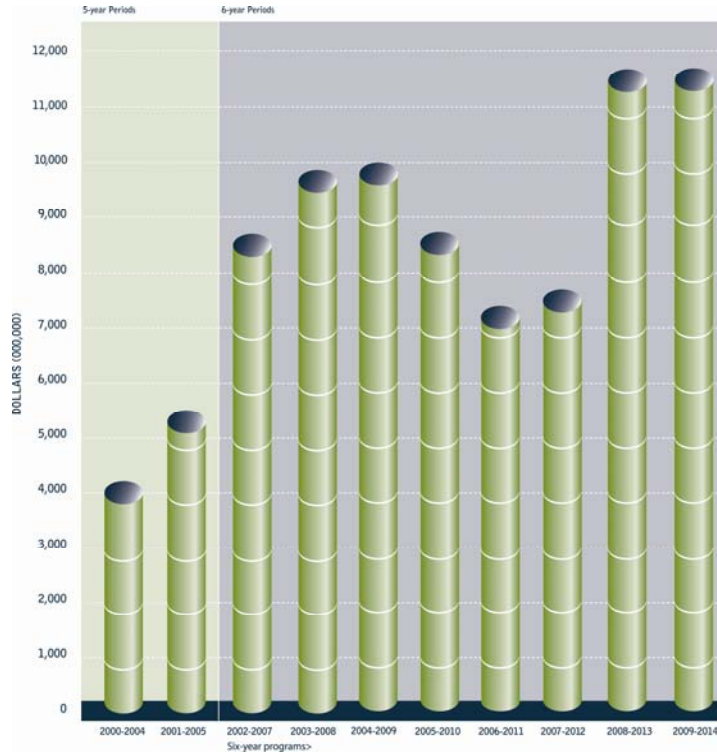
Note: The listing of installations does not include BRAC recommendations with no net job changes.

## ANALYSIS OF TRENDS IN THE FCIP

### *Trends in Annual Total Project Costs*

Chart 1: Comparison of Total Costs of Federal Capital Improvement Programs, below, compares the estimated total cost of this year's FCIP to estimated total costs for federal capital improvement programs over the last ten 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, equaling last year's FCIP total project cost.

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



Within this FCIP, the estimated total cost of agency-submitted projects and the number of projects submitted (190) are similar to last year, but there are significant differences in the projects themselves and their associated costs. Major changes in this year's FCIP, compared to last year's, can be attributable to Base Realignment and Closure (BRAC) recommendations. The Air Force's and Navy's budget programs have nearly tripled primarily due to BRAC-associated projects, including the new Walter Reed National Military Medical Center; and the Army's budget program has dropped by nearly one-third (over \$1.1 billion) due to FY 2008 funding that has already been received by the Army for the National Geospatial-Intelligence Agency, the new Fort Belvoir Community Hospital, and the Washington Headquarters Services administration facility. Other significant changes in this FCIP compared to last year's include: an increase of approximately \$183 million for the Department of Defense's (DoD) budget program for site development and ancillary facilities in support of the Pentagon; nearly \$380 million in the budget program for the National Aeronautics and Space Administration's (NASA) new Systems Development Facility, an engineering and technical laboratory at the Goddard Space Flight Center; approximately \$250 million in the Smithsonian Institution's budget program for the new National Museum of African American History and Culture; and a drop of nearly \$125 million within the Department of Transportation's budget program that represents the nearing of the completion of the Woodrow Wilson Bridge Replacement.

### *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 4, Number of Projects for Each Type of Development by State/County, 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 43.2 percent of projects in this FCIP are New Construction projects; 48.4 percent are Rehabilitation/Renovation projects; and the remaining 8.4 percent are Site Improvement projects.

**TABLE 4: NUMBER OF PROJECTS FOR EACH TYPE OF DEVELOPMENT BY STATE/COUNTY**

Development Classification	DC	MONT.	P.G.	MD	ARL.	FAIRFAX	P.W.	VA	NCR	Total	Percent of Total
<b>New Construction</b>											
Office Building	5	3	7	10	2	5	0	7	0	22	
Special Purpose	13	7	11	18	15	11	0	26	1	58	
Residential	1	0	0	0	0	1	0	1	0	2	
<b>Subtotal</b>	<b>19</b>	<b>10</b>	<b>18</b>	<b>28</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>82</b>	<b>43.2</b>
<b>Rehabilitation/Renovation</b>											
	52	7	14	21	13	5	0	18	1	92	48.4
<b>Site Improvements</b>											
Land	5	0	1	1	3	0	0	3	0	9	
Hard Surfaces	3	0	4	4	0	0	0	0	0	7	
<b>Subtotal</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>8.4</b>
<b>Other</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>Total</b>	<b>79</b>	<b>17</b>	<b>37</b>	<b>54</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>55</b>	<b>2</b>	<b>190</b>	<b>100.0</b>

The projected costs of capital expenditures for jurisdictions in the region total \$11.6 billion and are listed by project type in Table 5, Estimated Project Costs for Each Type of Development by State/County (note that not all of the 190 projects submitted by agencies include cost information). The approximate distribution of expenditures is as follows:

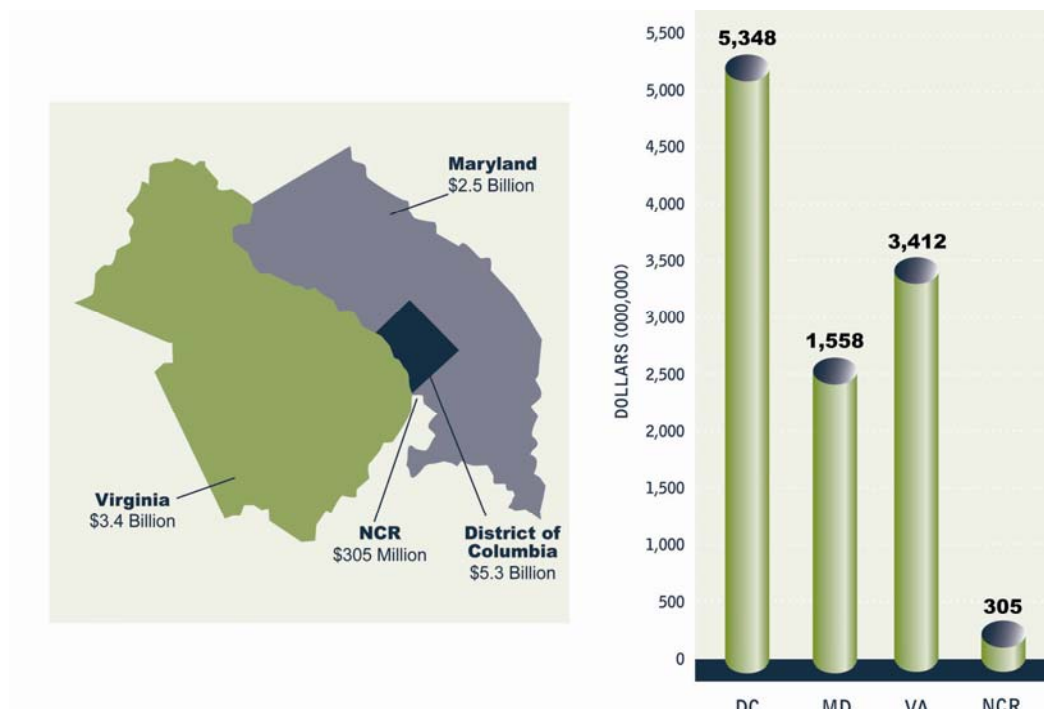
- \$5.3 billion (46.1 percent) for projects located in the District of Columbia;
- \$2.5 billion (21.8 percent) for projects in Maryland (\$1.6 billion, or 13.6 percent, for projects in Montgomery County; and \$953 million, or 8.2 percent, for projects located in Prince George’s County);
- \$3.4 billion (29.4 percent) for projects in Virginia (\$1.5 billion, or 12.6 percent, for projects in Arlington County; \$2.0 billion, or 16.9 percent, for projects in Fairfax County.

**TABLE 5: ESTIMATED PROJECT COSTS FOR EACH TYPE OF DEVELOPMENT BY STATE/COUNTY**

	\$(000 OF DOLLARS)					
	New Construction	Rehabilitation/ Renovation	Site Improvements	Other	Total	Percent of Total
<b>District of Columbia</b>	564,377	4,290,419	493,309	0	5,348,105	46.1
<b>Maryland</b>						
Montgomery County	1,544,699	36,100	0	0	1,580,799	13.6
Pr. George's County	490,841	435,690	26,330	0	952,861	8.2
<b>Subtotal</b>	<b>2,035,540</b>	<b>471,790</b>	<b>26,330</b>	<b>0</b>	<b>2,533,660</b>	<b>21.8</b>
<b>Virginia</b>						
Arlington County	446,000	968,250	39,946	0	1,454,196	12.6
Fairfax County	1,845,061	112,600	0	0	1,957,661	16.9
<b>Subtotal</b>	<b>2,291,061</b>	<b>1,080,850</b>	<b>39,946</b>	<b>0</b>	<b>3,411,857</b>	<b>29.4</b>
<b>NCR*</b>	<b>200</b>	<b>305,100</b>	<b>0</b>	<b>0</b>	<b>305,300</b>	<b>2.7</b>
<b>Total Region</b>	<b>4,891,178</b>	<b>6,143,159</b>	<b>559,585</b>	<b>0</b>	<b>11,598,922</b>	<b>100</b>

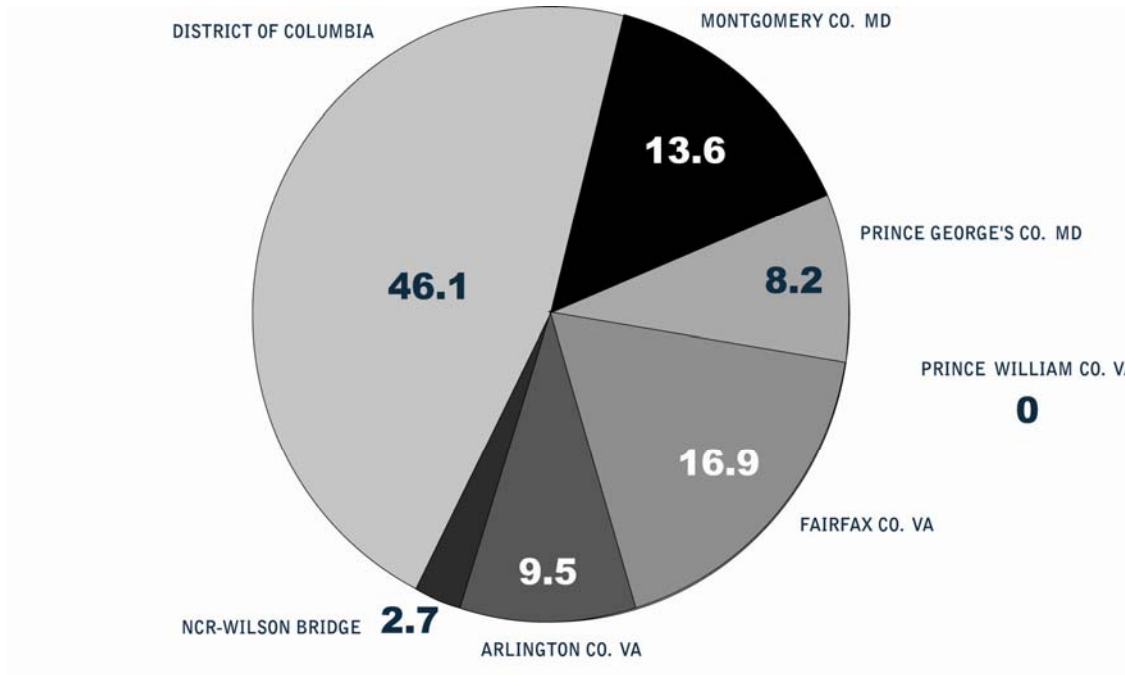
\*This includes projects that are proposed across multiple jurisdictions.

**CHART 2: DISTRIBUTION OF ESTIMATED PROJECT COSTS BY STATE/COUNTY**



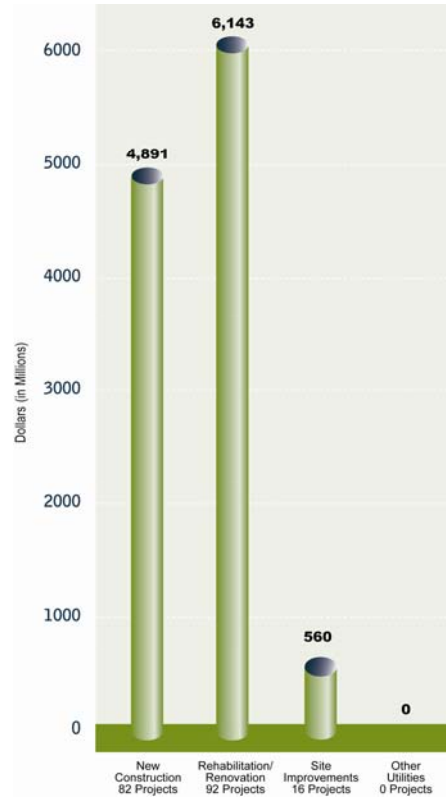


**CHART 3: DISTRIBUTION OF ESTIMATED PROJECT COSTS BY STATE/COUNTY, BY PERCENT**



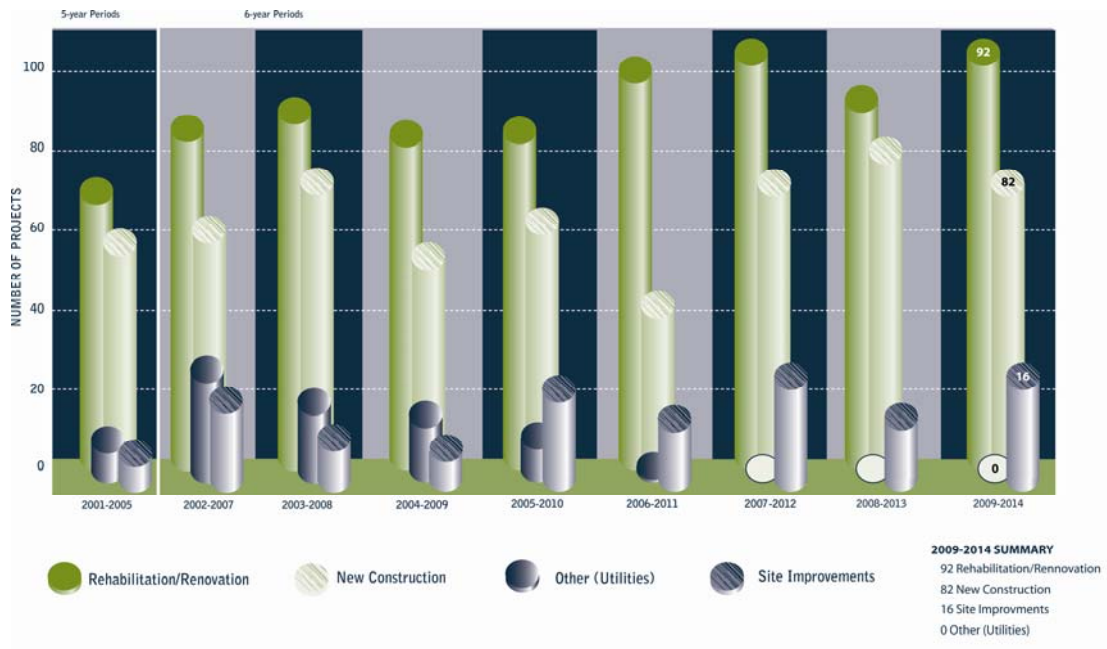
Charts 2 and 3, Distribution of Estimated Project Costs by State/County, illustrate the different shares of total project costs both by dollar amounts and percentages. The District of Columbia's share of \$5.3 billion is driven primarily by modernization projects and the Department of Homeland Security's (DHS) consolidation at the Saint Elizabeths campus (an estimated \$1.4 billion project for FYs 2009-2014). While the greatest number of projects—79—representing 46 percent of the total project costs, are proposed in the District of Columbia, the cumulative costs of projects in the counties in the region comprise the greater percentage of total requested project costs. Virginia and Maryland's share is primarily driven by new construction (much of which is related to BRAC) and projects for research and development facilities. Virginia has 55 projects, representing 29 percent of the total proposed projects by cost, while Maryland has 54 projects representing 22 percent of total project costs. FCIP project costs attributed to new construction are \$4.9 billion and are primarily for projects in Maryland and Virginia. Proposed costs related to rehabilitation projects total \$6.1 billion, and these projects are primarily located in the District. Chart 4: Estimated Project Costs by Type of Development, illustrates the four types of development, the amount of funds, and the number of projects assigned to each.

**CHART 4: ESTIMATED PROJECT COSTS BY TYPE OF DEVELOPMENT**



When comparing this FCIP with previous programs, Chart 5: Comparison of Types of Projects Between Federal Capital Improvement Programs, illustrates that since the fiscal years 2001-2005 FCIP, Rehabilitation/Renovation projects continue to comprise the largest share of FCIP projects. Site Improvements and Other projects continue to represent small portions of the FCIP.

**CHART 5: COMPARISON OF TYPES OF PROJECTS BETWEEN FEDERAL CAPITAL IMPROVEMENT PROGRAMS**



Most of the projects within this year's FCIP fall into one or more of four general categories that are meant to improve the efficiency of government functions: projects that are required by the BRAC recommendations; projects that consolidate disparate parts of an agency; research and development facilities, and building modernizations.

### BRAC

Upon approval by the President in September 2005, BRAC recommendations for restructuring a significant portion of the infrastructure of the DoD officially went into effect. The BRAC restructuring process, which includes many new facilities for various functions of the Armed Forces and national intelligence agencies, must be completed by September 15, 2011. This FCIP contains 32 BRAC-related projects, and a number are listed as *Projects Requiring Additional Planning Coordination*. This reflects the challenges facing many of these installations to update their master plans while advancing projects to meet the BRAC-imposed schedules. The BRAC decisions have impacted capital improvement project proposals at several DoD facilities within the NCR, most notably Fort Belvoir in Virginia, and the renamed Walter Reed National Military Medical Center in Bethesda, Maryland. These combined project requests at these two facilities is \$2.4 billion (\$1.9 billion and \$483 million, respectively for FYs 2009-2014). (Additional background on BRAC can be found on page 39.)

### Consolidation

BRAC has, as an objective, consolidating many functions of federally owned property for force protection and operational efficiency, and other federal civilian agencies are taking similar actions. Two major consolidation projects within the GSA's budget program are included in this FCIP: the DHS's consolidation at the St Elizabeths (as mentioned above) and the Food and Drug Administration's (FDA) consolidation in White Oak, Maryland. The combined project requests at these two facilities are \$1.9 billion (\$1.4 billion and \$508 million, respectively for FYs 2009-2014). In addition, the DoD has identified nearly \$600 million in new facilities and improvements to the Pentagon Reservation that will consolidate and enhance its missions and programs.

### Research and Development

The federal government's research and development facilities also represent significant investment within the NCR. In addition to the FDA's consolidation at White Oak and the NASA Systems Development Facility noted above, the Department of Health and Human Services and the Department of Agriculture continue to request funding to increase the federal government's research and development capacity, with plans to significantly increase and improve the research capacities of the National Institutes of Health in Bethesda, Maryland, the Beltsville Agricultural Research Center in Prince George's County, Maryland, and the National Arboretum in Washington, D.C.

### Modernization

Funding for building modernization projects is mostly requested within the GSA's and Smithsonian Institutions' budget programs. These projects are for many of the major federal office buildings and museums that make up the Monumental Core of Washington, D.C. New this year is the Smithsonian Institution's inclusion of a modernization project for the Castle, an iconic structure for the Institution and the nation that is located on the National Mall. 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.

Many of the agency-proposed projects in the FCIP include perimeter security components. NCPC is working with District government and federal agencies to examine the costs and issues related to site-specific perimeter security projects, including: the relative benefits of area-wide security solutions compared to site specific solutions; efforts to ensure that limited resources be directed to the most sensitive assets first; and ensuring that perimeter security proposals effectively address the competing

demands of public space and access. Project review and recommendations in future FCIP documents will likely consider these issues.

In addition to the agency-submitted projects within this FCIP, NCPC has submitted 32 projects. Many of the strongly recommended projects stem from the agency's *Extending the Legacy* plan. A number of the Legacy plan ideas have been already been translated into projects now being undertaken by federal and District government agencies, including the revitalization of the South Capital Street corridor, the DC Circulator, and the redevelopment of the riverfronts, particularly that of the Anacostia. NCPC continues to promote other Legacy-derived ideas, including planning for new locations for future commemorative works and for the relocation of the existing freight rail line currently located proximate to the Capitol. Further, NCPC continues to promote capital projects that coordinate perimeter security for one or more agencies along street corridors.

## **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. As this information is biennial, the information reported in this FCIP will not differ from last year's FCIP.

The following three tables and two charts show the amount and distribution of federal employment throughout the NCR from 1986 to 2006. Table 6 has total civilian and military federal employment, Table 7 provides military federal employment, and Table 8 provides civilian employment. Charts 6 and 7 shows the distribution of military and civilian federal employment throughout the NCR from 1986 to 2006.

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. BRAC will have an effect on the where the region's military personnel will be located in the future; the expected impacts on employment within the region are identified in Table 3 on page 43.

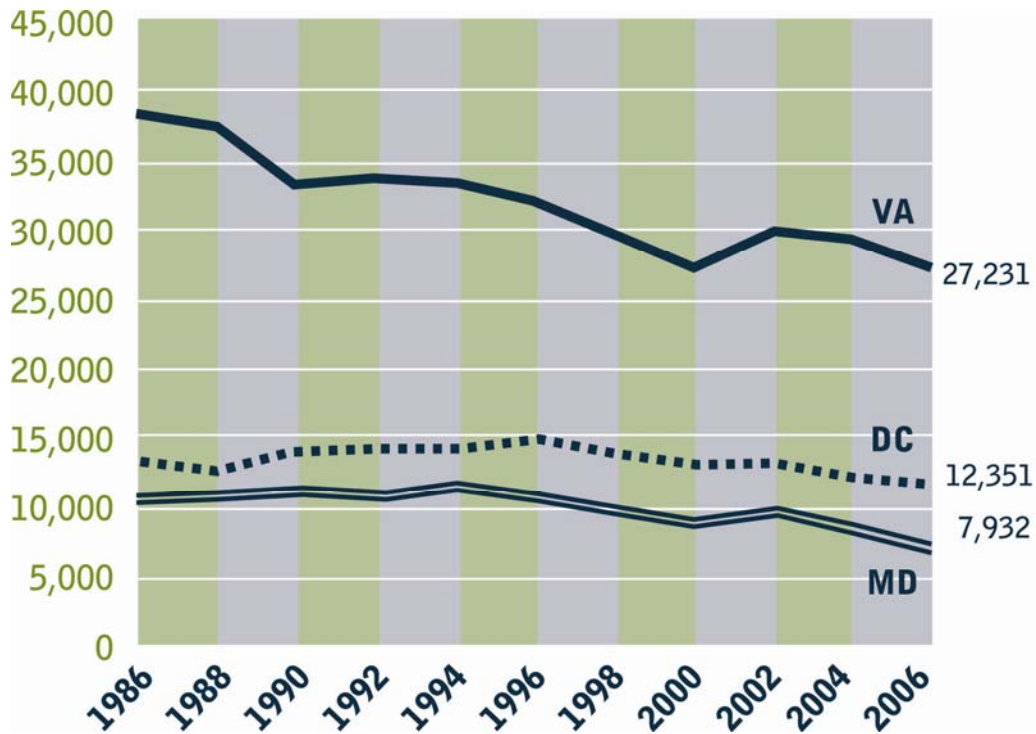
**TABLE 6: DISTRIBUTION OF CIVILIAN AND MILITARY FEDERAL EMPLOYMENT IN THE NCR 1986-2006**

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 7: 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

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



**TABLE 8: DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1986-2006**

Year	District of Columbia		Maryland		Virginia		NCR
	Total	Percent	Total	Percent	Total	Percent	Total
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

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

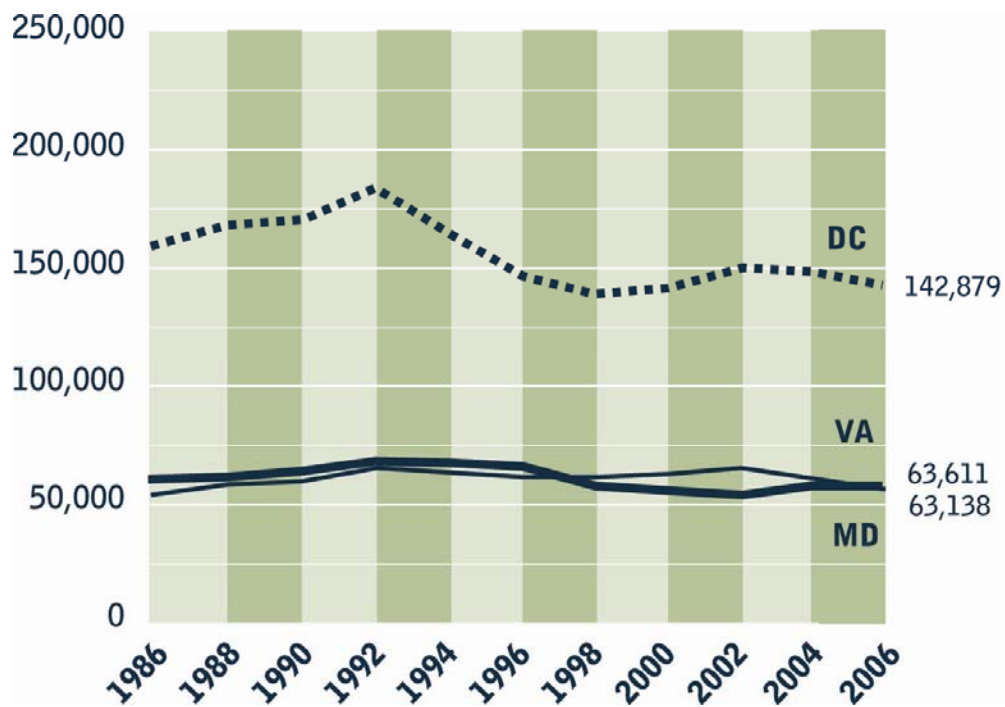
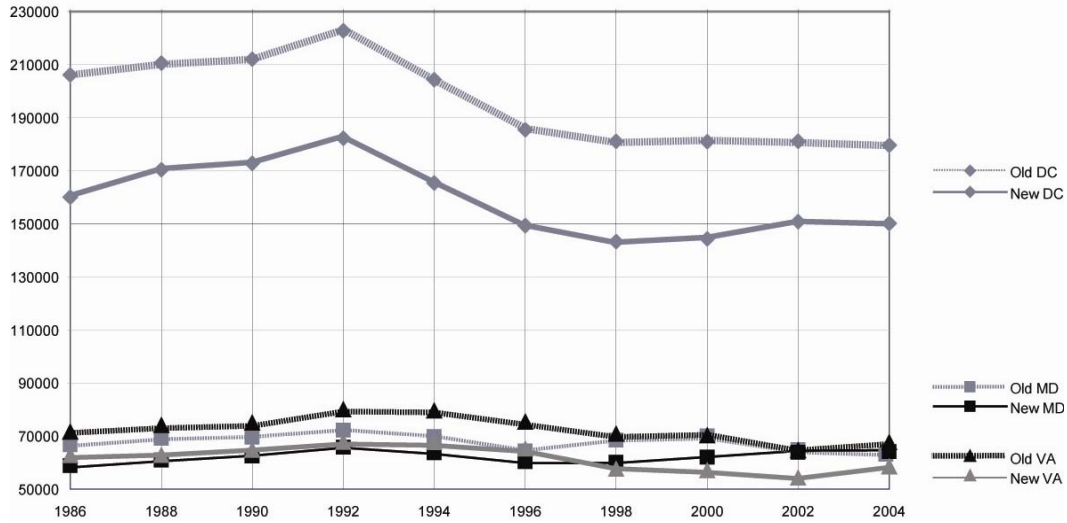


Chart 8 provides a trend comparison between the Biennial Report and the CPDF data from 1986 to 2004. Generally, the two data sets are comparable, but the CPDF data, which will now be used for the FCIP, shows approximately 30,000 fewer employees in the District of Columbia and 10,000 fewer employees in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

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

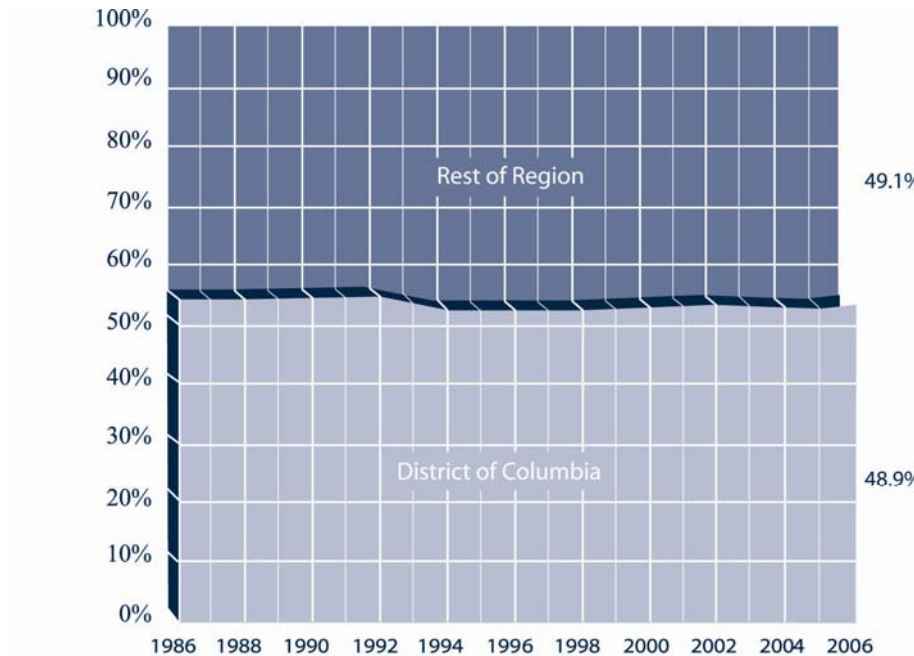


The Commission requests that each department and agency adhere to the policy in the Comprehensive Plan that specifies maintenance of the historic relative distribution of federal employment – approximately 60 percent in the District of Columbia and 40 percent elsewhere in the region - when appropriate,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



Chart 9 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 NCPC 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.

**CHART 9: PERCENT DISTRIBUTION OF FEDERAL EMPLOYMENT IN THE NCR 1986-2006**



Source: National Capital Planning Commission, 2006

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. The Legislative Branch is excluded expect for the Government Printing Office, the U.S. Tax Court and selected Commissions.

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



# Project Descriptions and Recommendations by Agency

A total of 190 projects at an estimated cost of \$11.6 billion were submitted by 14 federal departments and agencies in the National Capital Region (NCR). The remaining 32 of the 222 projects within the FCIP were submitted by NCPC as projects it believes should be submitted for future capital programming by the appropriate agencies.

**TABLE 9: TOTAL NUMBER OF PROJECTS AND BUDGET ESTIMATES BY FEDERAL AGENCIES**

Department/Agency	Number of Projects	Budget Estimates (000 Dollars)						Total FYs 2009-2014
		FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	
Agriculture	22	2,754	110,912	84,015	73,537	57,890	109,065	438,173
Air Force	9	133,420	21,300	0	10,000	29,800	19,500	214,020
Army	37	1,345,005	368,773	254,825	82,150	69,273	135,700	2,262,516
Defense	17	252,490	196,166	222,507	107,247	154,216	193,145	1,125,771
GSA	42	1,054,085	1,389,653	928,500	570,300	663,000	0	4,605,538
Health and Human Services	12	0	292,500	0	21,000	260,200	0	573,700
Homeland Security	7	12,400	0	5,600	0	0	0	27,876
Interior	3	11,090	1,090	0	0	1,919	0	14,099
NASA	12	7,900	221,900	22,600	12,200	6,800	175,000	446,400
Navy	7	492,901	145,230	12,930	0	0	0	651,061
Smithsonian Institution	14	65,500	109,260	142,900	286,200	119,315	124,100	847,275
State	2	0	4,195	12,467	23,000	1,383	11,573	52,618
Transportation	6	122,200	77,800	16,875	68,300	8,900	45,800	339,875
<b>Total</b>	<b>190</b>	<b>3,499,745</b>	<b>2,938,779</b>	<b>1,703,219</b>	<b>1,253,934</b>	<b>1,372,696</b>	<b>813,883</b>	<b>11,598,922</b>

Fiscal years may not sum to FYs 2009-2014 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, and Fairfax (no projects have been submitted this year for Loudoun and Prince William Counties or the independent cities within the NCR). The Wilson Bridge Replacement project and other projects without a specific location or located across multiple jurisdictions are listed under the National Capital Region.



# Department of Agriculture

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended and Strongly Endorsed*

#### **USDA HEADQUARTERS**

Ag. South Bldg. Modernization	119,233	0	63,000	53,000	55,000	56,000	57,000	284,000
-------------------------------	---------	---	--------	--------	--------	--------	--------	---------

#### **U.S. NATIONAL ARBORETUM (USNA)**

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

### *Recommended*

#### **USDA HEADQUARTERS**

Perimeter Security	385	0	10,500	0	0	0	0	10,500
--------------------	-----	---	--------	---	---	---	---	--------

#### **BELTSVILLE AGRICULTURAL RESEARCH CENTER (BARC)**

Infrastructure 200 Area	0	0	5,480	0	0	0	0	5,480
New Beef Research Facility	0	0	0	0	0	0	2,065	2,065
New Four Dairy Heifer Facilities	0	0	410	3,190	0	0	0	3,600
New Swine Parasitology Facility	0	0	1,600	0	12,690	0	0	14,290

#### **NATIONAL AGRICULTURAL LIBRARY (NAL)**

NAL, Repair of Brick Veneer	2,385	0	1,840	0	0	0	0	1,840
Repair to Sidewalks	0	0	30	320	0	0	0	350
Replace Tower Windows	200	0	3,350	0	0	0	0	3,350

#### **U.S. NATIONAL ARBORETUM (USNA)**

Administration Building Modernization	906	0	0	18,430	0	0	0	18,430
Asian Valley Paths Renovation	0	0	0	1,999	0	0	0	1,999
Azalea Paths Renovation	75	0	0	0	2,269	0	0	2,269
Bladensburg Road Entrance	1,795	0	10,600	0	0	0	0	10,600
Chinese Garden	240	0	10,700	0	0	0	0	10,700
Education and Visitor Center	0	0	0	4,220	0	0	50,000	54,220
Ellipse Area Development	0	0	0	0	816	0	0	816
Events Pavilion	0	0	0	0	872	0	0	872
Fern Valley Native Plant Garden	328	54	0	0	0	0	0	54
Greenhouse Complex Renovation	4,673	0	3,132	0	0	0	0	3,132
Lab/Office Facility	0	0	270	2,415	0	0	0	2,685
Storm Water Management Project	0	0	0	441	1,890	1,890	0	4,221

<b>Department of Agriculture Total</b>	<b>132,457</b>	<b>2,754</b>	<b>110,912</b>	<b>84,015</b>	<b>73,537</b>	<b>57,890</b>	<b>109,065</b>	<b>438,173</b>
--	----------------	--------------	----------------	---------------	---------------	---------------	----------------	----------------

#### Subtotals

<b>USDA HEADQUARTERS</b>	<b>119,618</b>	<b>0</b>	<b>73,500</b>	<b>53,000</b>	<b>55,000</b>	<b>56,000</b>	<b>57,000</b>	<b>294,500</b>
<b>BARC</b>	<b>0</b>	<b>0</b>	<b>7,490</b>	<b>3,190</b>	<b>12,690</b>	<b>0</b>	<b>2,065</b>	<b>25,435</b>
<b>NAL</b>	<b>2,585</b>	<b>0</b>	<b>5,220</b>	<b>320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,540</b>
<b>USNA</b>	<b>10,254</b>	<b>2,754</b>	<b>24,702</b>	<b>27,505</b>	<b>5,847</b>	<b>1,890</b>	<b>50,000</b>	<b>112,698</b>
<b>Department of Agriculture Total</b>	<b>132,457</b>	<b>2,754</b>	<b>110,912</b>	<b>84,015</b>	<b>73,537</b>	<b>57,890</b>	<b>109,065</b>	<b>438,173</b>

*Recommended and Strongly Endorsed*

**USDA HEADQUARTERS**

WASHINGTON, DISTRICT OF COLUMBIA

**AGRICULTURE SOUTH BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$284,000,000 (estimated project cost during FYs 2009-2014). The Agriculture South Building, located at 14th and Independence Avenue, SW, was constructed between 1930 and 1936 and was designed to house offices and laboratories. It is a seven-story steel frame and masonry building with 1,189,140 square feet of usable space. Previous renovations converted laboratories to office space. The objectives of this project include: upgrading existing life safety, mechanical, electrical, and plumbing systems to comply with current codes; conforming to the barrier-free accessibility requirements; preserving and enhancing the historically significant aspects of the original architecture; and upgrading common-use office spaces to conform to current standards. Benefits of this project include reducing leased office space by increasing building capacity; achieving a more energy-efficient building by replacing mechanical systems; and creating a more safe and comfortable work environment that enhances productivity. The Agriculture South Building is eligible for listing on the National Register of Historic Places (NRHP). Requirements of Section 106 of the National Historic Preservation Act of 1966 were completed prior to beginning Phase I. An environmental analysis is not applicable to this project. LEED certification is a goal. There are currently 5,800 employees; but, through the use of open-office landscaping with modular furniture, the post improvement population is expected to be 6,800. Parking will be unchanged, with 466 spaces. The estimated total project cost is \$403,233,000; 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 (USNA)**

WASHINGTON, DISTRICT OF COLUMBIA

**HICKEY RUN POLLUTION ABATEMENT PROJECT**

*Recommended and Strongly Endorsed*

\$2,700,000 (estimated project cost during FYs 2009-2014). 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 Commission of Fine Arts (CFA) and has received concurrence. The District of Columbia Historic Preservation Office (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 2006–2011 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*

### **USDA HEADQUARTERS**

WASHINGTON, DISTRICT OF COLUMBIA

#### **PERIMETER SECURITY**

##### *Recommended*

\$10,500,000 (estimated project cost during FYs 2009-2014). 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 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 \$10,885,000; the project has received \$385,000 in prior funding.

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

**Comment:** The project was previously listed as *Recommended and Strongly Endorsed*; in last year's FCIP NCPC listed this and other projects with security perimeter components as *Recommended*. This reflects NCPC's continuing work to examine the costs and issues related to site-specific perimeter security projects, including: the relative benefits of area-wide security solutions compared to site specific solutions; efforts to ensure that limited resources be directed to the most sensitive assets first; and ensuring that perimeter security proposals effectively with the competing demands of public space and access.

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 Washington Metropolitan Area Transit Authority (WMATA) 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 12<sup>th</sup> Street and Independence Avenue.

### **BELTSVILLE AGRICULTURAL RESEARCH CENTER (BARC)**

PRINCE GEORGE'S COUNTY, MARYLAND

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for projects at this facility. In addition to the funding for renovation and expansion of BARC facilities, the county expressed a request for funding for the renovation and preservation of buildings in the Patuxent Wildlife Research Center, and the need to assess a number of the buildings for their historic importance (see p. 213).

#### **INFRASTRUCTURE 200 AREA**

##### *Recommended*

\$5,480,000 (estimated total project cost). This project will replace and upgrade utilities in the 200 Area of the BARC-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*

\$2,065,000 (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 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*

\$3,600,000 (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 \$410,000.

*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*

\$14,290,000 (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 \$1,600,000.

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

## **NATIONAL AGRICULTURAL LIBRARY (NAL)**

**BELTSVILLE, MARYLAND**

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for projects at this facility. The county also requests the coordination of repair and replacement plans for the facilities projects, with the appropriate county agencies and officials (see p. 213).

## **NAL MODERNIZATION, REPAIR OF BRICK VENEER**

*Recommended*

\$1,840,000 (estimated project cost during FYs 2009-2014). 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 total cost of this project is estimated to be \$4,224,940; the project has received \$2,384,940 in prior funding.

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



## **REPAIR TO SIDEWALKS**

*Recommended*

\$350,000 (estimated total project cost). 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*

\$3,350,000 (estimated project cost during FYs 2009-2014). 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 total cost of this project is estimated to be \$3,550,000; the project has received \$200,000 in prior funding for design.

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

## **U.S. NATIONAL ARBORETUM (USNA)**

**WASHINGTON, DISTRICT OF COLUMBIA**

### **ADMINISTRATION BUILDING MODERNIZATION**

*Recommended*

\$18,430,000 (estimated project cost during FYs 2009-2014). The Administration Building was constructed in 1961 and consists of 36,178 gross-square-foot 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 DCHPO and CFA; concurrences have been received. Current total employment is 33; projected employment following improvements is 42. The estimated total project cost is \$19,336,000; 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 2009-2014). 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*

\$10,600,000 (estimated project cost during FYs 2009-2014). The new entrance will provide access at the west perimeter of the USNA, providing an easily recognized visitor entry. This entrance will ease the flow of vehicular traffic and provide for a relocated visitor parking area. The project is anticipated to include a dedicated tram lane and a new tram shelter/ticket booth and new entrance gate/sentry station. This project received final site and building plan approval from NCPC in January 2004 and received concurrence from DCHPO. Concurrence has been received from the CFA. The project has received \$1,795,100 in prior funding for project design. The estimated total project cost is \$12,395,100.

*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*

\$10,700,000 (estimated project cost during FYs 2009-2014). 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 \$10,940,000.

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

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

## **EDUCATION AND VISITOR CENTER**

### *Recommended*

\$54,220,000 (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 USNA 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*

\$54,000 (estimated total project cost during FYs 2009-2014). 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 \$382,000.

*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*

\$3,132,000 (estimated project cost during FYs 2009-2014). This project is being done in phases. Phase 1 is complete and consisted of demolishing the existing 14,600-square-foot glass greenhouse and constructing a new 6,300 to 7,700-square-foot glass greenhouse with a covered walkway between the existing headhouse, Building 018, and the new greenhouse. Phase I replaced a 40-year-old greenhouse. Phase 2 consists of renovating Building 018 which will serve as a headhouse. The exterior of the two-story building would not change from the existing pre-cast concrete wall panels and large windows; this work will be a replacement-in-kind maintenance activity. This project, as revised in 2006, was resubmitted to DCHPO on May 24, 2006, although initial concurrence was received in February 2004, and no adverse effect is anticipated. A revised submission was also sent to CFA and concurrence received on June 14, 2006, with recommendations. The estimated total project cost is \$7,805,000; 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*

\$2,685,000 (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 2009-2014). 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 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended*

#### **BOLLING AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON**

Band Addition – Building 2	0	0	0	0	10,000	0	0	10,000
----------------------------	---	---	---	---	--------	---	---	--------

### *Projects Requiring Additional Planning Coordination*

#### **ANDREWS AIR FORCE BASE, AIR MOBILITY COMMAND**

Administration Facility Addition	0	28,000	0	0	0	0	0	28,000
BRAC Administrative Facility	0	53,000	0	0	0	0	0	53,000
Consolidated Education Center/Library	0	0	0	0	0	0	19,500	19,500
Construct New Munitions Storage Area	0	0	9,300	0	0	0	0	9,300
Construct POV Lane/Pearl Harbor Gate	0	1,400	0	0	0	0	0	1,400
NCR Administrative Facility	0	50,000	0	0	0	0	0	50,000
Physical Fitness Center	150	0	0	0	0	29,800	0	29,800
Replace Munitions and Storage Complex	68	1,020	12,000	0	0	0	0	13,020
<b>Subtotal</b>	<b>218</b>	<b>133,420</b>	<b>21,300</b>	<b>0</b>	<b>0</b>	<b>29,800</b>	<b>19,500</b>	<b>204,020</b>

<b>Department of the Air Force Total</b>	<b>218</b>	<b>133,420</b>	<b>21,300</b>	<b>0</b>	<b>10,000</b>	<b>29,800</b>	<b>19,500</b>	<b>214,020</b>
--	------------	----------------	---------------	----------	---------------	---------------	---------------	----------------

### *Recommended*

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

#### **BAND ADDITION, BUILDING 2**

##### *Recommended*

\$10,000,000 (estimated total project cost). This project will construct a two-story addition to the existing band facility to increase administrative space. The project will increase the square footage of the facility by 20,000 square feet. The project will include exterior hardening of the entire structure to meet Anti-terrorism/Force Protection (AT/FP) standards. The United States Air Force Band facility is significantly undersized based on existing requirements. This project will provide adequate space for this important ceremonial mission that the Air Force provides in the NCR. Building 2, also known as Hangar 2, was completed in 1939 and has been identified as being eligible to be placed on the National Historic Register. Section 106 will need to be implemented with appropriate National Environmental Policy Act (NEPA) analysis and coordination with the District of Columbia Historic Preservation Office (DCHPO).

*This is a new project in this FYs 2009-2014 program.*

## *Projects Requiring Additional Planning Coordination*

### **ANDREWS AIR FORCE BASE, AIR MOBILITY COMMAND PRINCE GEORGE'S COUNTY, MARYLAND**

**General Comment:** Some of the projects below support the Base Realignment and Closure (BRAC) 2005 restationing decisions within the NCR and as such, are moving forward in advance of completion of a revised master plan. 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.

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for all projects at this facility. The county looks forward to continued coordination and involvement of the proposed improvements as well as environmental and encroachment issues for the base (see p. 213).

#### **ADMINISTRATION FACILITY ADDITION**

*Project Requiring Additional Planning Coordination*

\$28,000,000 (estimated total project cost). This project will construct a 72,119-square-foot administrative facility consisting of a multi-story reinforced concrete and structural steel building, HVAC, elevator, utilities, landscaping, concrete walkways, parking, special drilled pier foundation, storm water management, soil remediation, and any other work associated with site development. AT/FP requirements per the DoD Unified Facilities Criteria (UFC) are included.

BRAC identified 804 personnel to be relocated from leased facilities in the NCR to Andrews. However, there are many more personnel that were not counted, who must be relocated from leased space because existing leased space does not meet AT/FP requirements. This project will construct a facility addition to house 400 of these personnel. There are no existing facilities available at Andrews AFB to accommodate the incoming personnel.

*This is a new project in this FYs 2009-2014 program.*

#### **BRAC ADMINISTRATION FACILITY**

*Project Requiring Additional Planning Coordination*

\$53,000,000 (estimated total project cost). This project will construct a new 163,215-square-foot administrative facility consisting of a multi-story reinforced concrete and structural steel building, HVAC, elevator, utilities, landscaping, concrete walkways, 683 parking spaces from renovated and realigned existing parking areas, special drilled pier foundation, storm water management, soil remediation, and any other work associated with site development. AT/FP requirements per the DoD UFC are included.

Available facilities will not accommodate new mission and supporting administrative functions directed by BRAC. Under current BRAC models, 804 Headquarters USAF personnel are currently located in lease space in the NCR. BRAC law directs these personnel to relocate their operations to Andrews AFB. A new administrative facility must be constructed to house these personnel. Andrews is unable to support NCR mission requirements and BRAC if this facility is not constructed. Adequate space to perform essential Air Force functions will not be available to support the new mission requirements resulting in a negative impact on overall administrative requirements and day-to-day operations of the NCR functions.

*This is a new project in this FYs 2009-2014 program.*

#### **CONSOLIDATED EDUCATION CENTER/LIBRARY**

*Project Requiring Additional Planning Coordination*

\$19,500,000 (estimated total project cost). This project will construct a facility with a concrete foundation and floor slab, masonry walls with structural steel framing, standing seam metal roof, utilities, parking, and all other necessary features. AT/FP requirements are in accordance with applicable standards and DoD UFC. Also included is demolition of an existing 29,601-square-foot facility. An adequately sized and properly configured facility is required to support mission, education, and quality of life support programs

and services for the library; voluntary and professional military education functions of the education center; as well as the Airmen Leadership school, First Term Airman Center, Career Assistance Advisor, and all other voluntary and professional career development activities being conducted on base. Space is required for storing and issuing books, pamphlets, periodicals, newspapers, maps and records. Space is also required for public use computers and a reading/study area. Interaction, administrative, and support areas are included in the Education Center.

*This is a new project in this FYs 2009-2014 program.*

### **CONSTRUCT NEW MUNITIONS STORAGE AREA (MSA)**

*Project Requiring Additional Planning Coordination*

\$9,300,000 (estimated total project cost). This project will construct nine large earth-covered reinforced concrete igloos, two reinforced concrete segregated storage magazines capable of meeting Net Explosive Weight (NEW) requirements for the NCR, an inert storage area, a munitions maintenance facility, and an administrative facility. This project will also include access roads, reinforced pavements with adequate loading/turn-around support, utilities, other necessary support, and the demolition of eight facilities (4971, 4971, 4963, 4963, 4952, 4942, 4982, 4973) totaling 32,292 square feet. The current MSA, in use by the 316<sup>th</sup> Wing, ANG, 89<sup>th</sup> Airlift Wing, and other NCR agencies, was constructed in 1959 and is not properly sited for the current base configuration. Due to the old design of the facilities, the MSA can only utilize fifty percent of its functional storage space. This reduction has forced the MSA to eliminate accounts for NCR agencies and greatly reduce its capacity. This project includes a direct airfield access road that allows safer travel to and from the MSA, cutting escort missions for security forces in half.

*This is a new project in this FYs 2009-2014 program.*

### **CONSTRUCT PERSONAL OCCUPANCY VEHICLE (POV) LANE TO PEARL HARBOR GATE**

*Project Requiring Additional Planning Coordination*

\$1,400,000 (estimated total project cost). This project will construct a single traffic lane for Personal Occupancy Vehicle (POV) traffic at the existing Pearl Harbor gate, generally reserved for commercial traffic. The base does not have the ability to separate POV from commercial traffic at this gate. Commingling of these vehicles slows the processing of vehicles, which negatively impact construction projects on the base. The added traffic lane on the east side of the base will alleviate congestion caused by current conditions.

*This is a new project in this FYs 2009-2014 program.*

### **NATIONAL CAPITAL REGION ADMINISTRATION FACILITY**

*Project Requiring Additional Planning Coordination*

\$50,000,000 (estimated total project cost). This project will construct a new 144,238-square-foot administrative facility consisting of a multi-story reinforced concrete and structural steel building, HVAC, elevator, utilities, landscaping, concrete walkways, parking, special drilled pier foundation, storm water management, soil remediation, and any other work associated with site development. AT/FP requirements per the DoD UFC are included.

An adequately sized and configured administrative facility is required to support 800 personnel relocating to Andrews from leased space facilities in the NCR. This is required to comply with DoD antiterrorism standards.

BRAC identified 804 personnel to be relocated from leased facilities in the NCR. However, there are many more personnel that were not counted who must be relocated from leased space because existing leased space does not meet AT/FP requirements. This project will construct a facility to house 800 of these personnel.

*This is a new project in this FYs 2009-2014 program.*

## **PHYSICAL FITNESS CENTER**

### *Project Requiring Additional Planning Coordination*

\$29,800,000 (estimated project cost during FYs 2009-2014). This project will construct a physical fitness center, including a reinforced concrete foundation and floor slab, masonry construction with matching brick exterior, standing seam metal roof, pavements, utilities, soil remediation, storm water improvements, and necessary support. It includes an indoor running track, cardiovascular room, multi-purpose court, offices, storage, and the health and wellness center. All necessary and required work associated with this project will be included. Andrews has an inadequate and substandard physical fitness center. 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. The substandard facility will be demolished upon completion of this project. The total cost of the project is estimated to be \$29,950,000; the project has received \$150,000 in previous funding.

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

## **REPLACE MUNITIONS MAINTENANCE AND STORAGE COMPLEX**

### *Project Requiring Additional Planning Coordination*

\$13,020,000 (estimated project cost during FYs 2009-2014). This project includes the requirements to design the first phase of a new munitions complex for Andrews AFB. Phase one provides facilities to support the mission of the 113 Wing. The facilities to be designed are Conventional Munitions Shops—Munitions Administration, Maintenance & Inspection shops, storage or (Inert Storage), Above Ground Multi-Cubicle Magazine Storage Munitions (or Multi-Cubical Storage), and igloo storage (or Igloos)—totaling 33,700 square feet. Additionally, a Munitions Assembly Conveyor Pad of 7,500 square feet, reinforced asphalt pavement with adequate loading/turn-around area capable of supporting 40-foot tractor trailer trucks and other necessary support would be constructed as part of the new munitions storage area (MSA). The current munitions complex cannot be expanded to accommodate the required square footage to support the Base's requirements; therefore the existing functions will be relocated to a new complex.

Access roads would cross East Perimeter Road to connect the new MSA to the airfield ramp. Approximately 14,400 square feet of existing gravel road between East Perimeter Road and the airfield ramp would be paved to provide access from the new MSA to the airfield ramp. Approximately 81,600 square feet of new access road and 12,500 square feet of parking areas would be constructed south of East Perimeter Road. The route from the new MSA to the airfield ramp would follow approximately 400 feet of East Perimeter Road to take advantage of placing the access road to the new MSA site along an existing Woods Road. Locating the new access road along the existing Woods Road would permit crossing the wetland drainage at the narrowest point, approximately 5 foot wide. The wetland crossing would be bridged to avoid potential wetland impacts. The total cost of the project is estimated to be \$13,088,000; the project has received \$68,000 in previous funding.

*This project first appeared in the FYs 2008-2013 program.*



# Department of the Army

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended and Strongly Endorsed*

#### **Arlington National Cemetery (ANC)**

Total Cemetery Management	850	1,085	800	1,425	0	0	0	3,310
---------------------------	-----	-------	-----	-------	---	---	---	-------

#### **U.S. Army Corps of Engineers (USACE)**

Flood Control Project	3,122	0	0	0	0	0	0	6,790*
-----------------------	-------	---	---	---	---	---	---	--------

### *Recommended*

#### **Arlington National Cemetery (ANC)**

Columbarium Court V	700	0	0	0	0	0	0	0**
Facilities Maint. Complex Storage Bldg	0	2,003	0	0	0	0	0	2,003
Facilities Maint. Complex Vehicle Bldg	0	1,631	0	0	0	0	0	1,631

#### **Fort Belvoir, MDW**

Construct New Hospital	403,400	262,750	70,850	28,000	0	0	0	361,600
Defense Access Road	18,000	13,000	0	0	0	0	0	13,000
National Geospatial Agency	551,100	545,000	28,000	0	0	0	0	573,000

#### **Fort McNair, MDW**

Joint Forces Headquarters, NCR	0	0	0	0	0	0	14,000	14,000
Modernize IAD College	0	0	0	0	0	0	10,700	10,700
Modernize MP Barracks, Bldg. 48	0	0	0	5,400	0	0	0	5,400

#### **Fort Myer Military Community (FMCC)**

Construct 2nd 210 Barracks Building	0	14,000	0	0	0	0	0	14,000
Expand Physical Fitness Center	0	0	0	0	0	0	6,000	6,000
Public Safety Bldg. Expand Bldg. 415	0	1,800	0	0	0	0	0	1,800
Reconfigure Hatfield Gate	0	10,800	0	0	0	0	0	10,800
U.S. Army Band Facility	0	0	0	45,000	0	0	0	45,000

### *Projects Requiring Additional Planning Coordination*

#### **Arlington National Cemetery (ANC)**

Land Expansion Ft. Myer	0	0	0	300	0	373	0	673
Millennium Land Expansion	11,611	4,298	0	1,700	2,650	0	0	8,648

#### **Army National Guard (ARNG)**

Readiness Center Addition	10,600	95,600	0	0	0	0	18,000	113,600
---------------------------	--------	--------	---	---	---	---	--------	---------

#### **Fort Belvoir, MDW**

Child Development Center	0	14,200	0	0	0	0	0	14,200
Construct New Barracks	0	0	0	47,000	0	0	0	47,000
Construct New Fitness Center at EPG	0	0	0	0	19,500	0	0	19,500
Dental Clinic	0	0	11,800	0	0	0	0	11,800
Emergency Services Center	0	6,200	0	0	0	0	0	6,200
Flight Control Tower	0	0	8,300	0	0	0	0	8,300
Fort Belvoir Infrastructure	0	20,000	91,000	41,000	0	0	0	152,000
Information Dominance Center	0	0	0	59,000	60,000	60,000	0	179,000
Joint Personnel Recovery Agency Addn.	0	0	19,000	0	0	0	0	19,000
NARMC Headquarters Bldg.	0	0	25,000	0	0	0	0	25,000
Network Operations Center	0	8,300	0	0	0	0	0	8,300
North Post Access Rd. Control Point	0	0	7,700	0	0	0	0	7,700
Renovate Buildings 211, 214, 215, & 220	0	0	0	26,000	0	0	0	26,000

Structured Parking, 200 Area	0	0	0	0	0	8,900	0	8,900
Warrior in Transition Complex	0	70,000	0	0	0	0	0	70,000
Washington Headquarters Services	440,900	274,338	106,323	0	0	0	0	380,661
<b>Fort Myer Military Community (FMCC)</b>								
Construct 3rd 210 Barracks Building	0	0	0	0	0	0	37,000	37,000
Parking Garage	0	0	0	0	0	0	50,000	50,000
<b>Department of the Army Total</b>	<b>1,440,283</b>	<b>1,345,005</b>	<b>368,773</b>	<b>254,825</b>	<b>82,150</b>	<b>69,273</b>	<b>135,700</b>	<b>2,262,516</b>

Subtotals

<b>Arlington National Cemetery (ANC)</b>	13,161	9,017	800	3,425	2,650	373	0	16,265
<b>U.S. Army Corps of Eng. (USACE)</b>	3,122	0	0	0	0	0	0	6,790
<b>Army National Guard</b>	10,600	95,600	0	0	0	0	18,000	113,600
<b>Fort Belvoir, MDW</b>	1,413,400	1,213,788	367,973	201,000	79,500	68,900	0	1,931,161
<b>Fort McNair, MDW</b>	0	0	0	5,400	0	0	24,700	30,100
<b>Fort Myer Military Community (FMCC)</b>	0	26,600	0	45,000	0	0	93,000	164,600
<b>Department of the Army Total</b>	<b>1,440,283</b>	<b>1,345,005</b>	<b>368,773</b>	<b>254,825</b>	<b>82,150</b>	<b>69,273</b>	<b>135,700</b>	<b>2,262,516</b>

\* The agency has provided an overall budget, but not budget estimates by year. More detailed cost discussions are provided on pages 8 and 73.

\*\* The agency anticipates that funding will be requested for this project during FYs 2009-2014.

*Recommended and Strongly Endorsed*

**ARLINGTON NATIONAL CEMETERY (ANC)**  
**ARLINGTON COUNTY, VIRGINIA**

**TOTAL CEMETERY MANAGEMENT SYSTEM DEVELOPMENT (TCMS)**

*Recommended and Strongly Endorsed*

\$3,310,000 (estimated project cost during FYs 2009-2014). This project will provide 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;
- ANC Automated Headstone Ordering System (AHOS). Currently the effort is being duplicated between ISS and Automated Monument Application System (AMAS); and
- 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 \$4,160,000; 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 (USACE)

## WASHINGTON, DISTRICT OF COLUMBIA

### FLOOD CONTROL PROJECT

*Recommended and Strongly Endorsed*

\$6,790,000 (estimated project cost during FYs 2009-2014). 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 Baltimore District executed a Memorandum of Agreement (MOA) to provide engineering assistance to the NPS to meet FEMA's certification requirements for the project on May 12, 2008. Concurrent with this effort, the District of Columbia, working with its consultants on behalf of the NPS, prepared an implementation strategy for a more reliable closure structure at 17th Street. FEMA approved the strategy and postponed the final FIRM decision. The project must be constructed by November 2009. The Baltimore District must review and approve the design. When the interim closure is constructed, the Baltimore District will inspect the closure and issue a minimally acceptable inspection rating. The Baltimore District will notify FEMA of the upgraded inspection rating. FEMA will then grant the NPS an additional 1-2 years to construct a permanent closure (i.e., post & panel) at 17th Street. The Baltimore District needs funding to construct the permanent closure. The estimated total project cost is \$9,912,000; the project has received \$3,122,000 in prior funding.

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

**Comment:** A more detailed discussion of this project and flooding risks in Washington, DC can be found on page 28. NCPC is currently working closely with federal and District agencies, including the USACE, to develop and implement interim and permanent solutions for the National Mall Levee. All proposals for interim and permanent levee solutions require NCPC review.

**Comment:** The District of Columbia Building Industry Association, in its review of the June 2008 proposed FCIP, has stated its support for this project, and for the Commission submitted project “*In-depth Sewer Study for the Federal Triangle Area*” (see p. 217). In addition, Mr. Lindsley Williams, in his review of the June 2008 proposed FCIP, has stated his support for this project, and for the Commission submitted project “*In-depth Sewer Study for the Federal Triangle Area*” (see p. 219).

## *Recommended*

### **ARLINGTON NATIONAL CEMETERY (ANC)**

ARLINGTON COUNTY, VIRGINIA

#### **COLUMBARIUM PHASE V (COURT 9)**

##### *Recommended*

(ANC anticipates that funding for this project will be requested during FYs 2009-2014.) 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, an additional \$13,266,000 is estimated to be needed.

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

#### **FACILITIES MAINTENANCE COMPLEX MATERIALS STORAGE BUILDINGS**

##### *Recommended*

\$2,003,000 (estimated total project cost). 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 total project cost). 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.*

## **FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON**

### **FAIRFAX COUNTY, VIRGINIA**

**Comment:** The following three projects (Construct New Hospital, Defense Access Road, and National Geospatial-Intelligence Agency) support the Base Realignment and Closure Commission (BRAC) 2005 restationing decisions within the NCR and as such, are moving forward in advance of completion of the final long-range master plan by Fort Belvoir. NCPC reminds the Army of the requirement to submit to the Commission the final long range master plan and accompanying required environmental and historic preservation compliance documents for review.

**Comment:** Fairfax County, in its review of the June 2008 proposed FCIP, has stated its strong support for categorization of the projects at this facility as *“Project Requiring Additional Planning Coordination”*. The county requests a very significant commitment by the Department of the Army for transit improvements to offset impacts in the area associated with these projects. The county also believes that no additional projects for Fort Belvoir should be included in the FCIP until the master planning effort and associated environmental impact statements are complete.

#### **CONSTRUCT NEW HOSPITAL**

*Recommended*

\$361,600,000 (estimated project cost during FYs 2009-2014). This project is for the construction of an 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 \$765,000,000; the project has received \$403,400,000 in prior funding.

*This project first appeared in the FYs 2008-2013 program.*

**Comment:** At its September 6, 2007 meeting, NCPC approved the concept site and building plans for the new Fort Belvoir Community Hospital at Fort Belvoir. At its July 10, 2008 meeting, NCPC approved the preliminary and final site and building plans for the new hospital and commended the Army for maintaining the design integrity of the final hospital design with its sustainable and eco-friendly building elements and landscape design features.

#### **DEFENSE ACCESS ROAD**

*Recommended*

\$13,000,000 (estimated project cost during FYs 2009-2014). 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; 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 project was first listed in the FYs 2007–2012 FCIP as “Fort Belvoir Connector Road”.*

**Comment:** Funding and design of this road has been the subject of considerable discussion between the Army, Federal Highway Administration, the State of Virginia and Fairfax County. It is anticipated that the project, although federally funded and designed, will be turned over to the State of Virginia once constructed.

## **NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY**

### *Recommended*

\$573,000,000 (estimated project cost during FY's 2009-2014). This project will construct a 2,419,000 gross-square-foot facility to house the National Geospatial-Intelligence Agency (NGA) at the Engineering Proving Ground (EPG) at Fort Belvoir, Virginia. 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 (AT/FP) 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 \$1,124,100,000; the project has received \$551,100,000 in prior funding.

*This project first appeared in the FYs 2008-2013 program.*

**Comment:** NCPC commented favorably on the consolidation of the NGA and concept site and building plans on September 6, 2007. At its October 4, 2007 meeting, NCPC approved a master plan land use modification from research and testing to professional/institutional use at the NGA campus and approved the preliminary and final site and building plans for the campus Tech Center and Central Utility Plant. Also in October 2007, NCPC approved the preliminary and final site development plans for the North Loop Road, bridge, stormwater management facilities, and perimeter fence. At its January 3, 2008 meeting, NCPC approved the preliminary and final building plans for excavation and foundation construction for the main building on the campus and also approved the final Transportation Management Plan (TMP). At its February 7, 2008 meeting, NCPC approved the preliminary and final building plans for the Main Building on the campus; at its July 10, 2008 meeting, NCPC approved the preliminary and final site and building plans for the campus parking garage, covered walkway and pedestrian bridge, visitor control center, and final landscape design.

## **FORT MCNAIR, MILITARY DISTRICT OF WASHINGTON**

### **WASHINGTON, DISTRICT OF COLUMBIA**

#### **JOINT FORCES HEADQUARTERS NATIONAL CAPITAL REGION (JFHQ-NCR)—OPERATION CENTER**

### *Recommended*

\$14,000,000 (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 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 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*

\$10,700,000 (estimated total project cost). This project is to upgrade the existing IADC facility (Building 52). 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*

\$5,400,000 (estimated total project cost). This project will upgrade current unaccompanied enlisted personnel housing in Building 48 for 44 military personnel. Existing 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 (FMMC)**

### **ARLINGTON COUNTY, VIRGINIA**

## **CONSTRUCT THE SECOND 210 BARRACKS BUILDING**

### *Recommended*

\$14,000,000 (estimated total project cost). This project has been programmed to support the Army's Grow the Force initiative which includes increasing soldiers within the 3<sup>rd</sup> Infantry, known as The Old Guard or TOG. The project provides for construction of the second 210 barracks building on a clear construction site. No demolition is involved. The project proposes to construct one three-story buildings with 210 barracks space to accommodate the increased troop units and Soldiers from Henderson Hall Marine Corp as results of FMMC-HH Joint Basing. Current living space is inadequate when compared with modern-day criteria for unaccompanied enlisted personnel. The proposed site is outside 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*

## **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. 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.*

**Comment:** At its March 30, 2006 meeting the revised concept site and building plans for this project was approved by delegated action of the Executive Director.

## **DIRECTORATE OF EMERGENCY SERVICES BUILDING EXPANSION, BLDG 415**

### *Recommended*

\$1,800,000 (estimated total project cost). The Directorate of Emergency Services is located in four facilities. 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*

\$10,800,000 (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, 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*

### **ARLINGTON NATIONAL CEMETERY (ANC)**

#### **ARLINGTON COUNTY, VIRGINIA**

**General Comment:** The projects listed below are not identified in the facility's currently adopted master program. Arlington National Cemetery should initiate project coordination with NCPC.

#### **LAND EXPANSION-FORT MYER PARKING AREA**

##### *Project Requires Additional Planning Coordination*

\$673,000 (estimated total project cost). This mission-essential program will develop a 15 acre parking area when transferred from Fort Myer to ANC. 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**

##### *Project Requires Additional Planning Coordination*

\$8,648,000 (estimated project cost during FYs 2009-2014). 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 internment 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 internment shelter, a boundary wall, and landscaping. The total cost of the project is estimated to be \$20,258,989; the project has received \$11,611,000 in prior funding.

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

## **ARMY NATIONAL GUARD (ARNG)**

### **ARLINGTON COUNTY, VIRGINIA**

#### **READINESS CENTER ADDITION**

##### *Project Requiring Additional Planning Coordination*

\$113,600,000 (estimated project cost during FY's 2009-2014). This project will construct a new building to the south of the existing Army National Guard Center building (ARNG Readiness Center) at Arlington Hall located on George Mason Drive. As a result of BRAC, key elements of the ARNG and the National Guard Bureau Joint Staff which are currently located in leased space in Crystal City, Virginia, will be relocated to a new facility. The new Readiness Center Building (Phase I and II) will be an approximately 250,000 square-foot new building addition.

Elements of this project include site improvements, hardscape and landscaping, utilities, communication infrastructure, on-site storm water management facilities, and fire protection support. Because of the limited site size, AT/FP measures and hardening of portions of the facility will be required.

The new facility is designed to include a 100,000 square-foot tower that sits on four levels of above and below ground level space of approximately 140,000 square feet. The design has been developed so that these two building components can be constructed and occupied simultaneously. The new facility will be designed to meet all AT/FP requirements and provide adequate and appropriate spaces to meet the requirements of the project program. The building façade will utilize a combination of glass curtain-wall, precast concrete panels and a metal panel feature.

The organization of the building will be designed to accommodate the 26 directorates relocated from JP1. A 496 space parking garage will be built adjacent to an existing garage. The new garage will be partially submerged into the existing grade to reduce the overall height of the structure. The estimated total project cost is \$124,200,000; the project has received \$10,600,000 in prior funding.

*This is a new project in the FYs 2009-2014 program*

**Comment:** The Army National Guard is currently working with NCPC to develop a master plan and transportation management plan and pending the completion of an updated master plan that includes all projects, the following project is categorized as *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 BRAC 2005 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 NCPC, 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*.

**Comment:** Fairfax County, in its review of the June 2008 proposed FCIP, has stated its strong support for categorization of the projects at this facility as *"Project Requiring Additional Planning Coordination"*. The county requests a very significant commitment by the Department of the Army for transit improvements to offset impacts in the area associated with these projects. The county also believes that no additional projects for Fort Belvoir should be included in the FCIP until the master planning effort and associated environmental impact statements are complete (see p. 205).

## **CHILD DEVELOPMENT CENTER (MAIN POST)**

*Project Requiring Additional Planning Coordination*

\$14,200,000 (estimated total project cost). This project will construct a 15,400 gross-square-foot, 198-child standard design, and 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. AT/FP and access for the handicapped will be provided. Parking spaces have not been determined.

*This project first appeared in the FYs 2008-2013 program.*

## **CONSTRUCT NEW BARRACKS**

*Project Requiring Additional Planning Coordination*

\$47,000,000 (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. AT/FP measures will be included. Parking spaces have not been determined.

*This project first appeared in the FYs 2008-2013 program.*

## **CONSTRUCT NEW PHYSICAL FITNESS CENTER**

*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. AT/FP measures and access for the handicapped will be provided. A total of 120 parking spaces will be provided.

*This project first appeared in the FYs 2008-2013 program.*

## **DENTAL CLINIC**

*Project Requiring Additional Planning Coordination*

\$11,800,000 (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. AT/FP measures and access for the handicapped will be provided. Parking spaces have not been determined.

*This project first appeared in the FYs 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. AT/FP is included and handicapped access will be provided in the administrative areas.

*This project first appeared in the FYs 2008-2013 program.*

## **FLIGHT CONTROL TOWER**

*Project Requiring Additional Planning Coordination*

\$8,300,000 (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. AT/FP measures will be incorporated in the project.

*This project first appeared in the 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 project first appeared in the 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. AT/FP 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. AT/FP 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.*

## **NORTH ATLANTIC REGIONAL MEDICAL COMMAND (NARMC) HEADQUARTERS BUILDING**

*Project Requiring Additional Planning Coordination*

\$25,000,000 (estimated total project cost). This project will construct a 50,000 gross-square-foot medical command headquarters building. Primary facilities include the administrative building, standby generators, 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. AT/FP measures and access for the handicapped will be provided.

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

## **NETWORK OPERATIONS CENTER**

*Project Requiring Additional Planning Coordination*

\$8,300,000 (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. AT/FP and access for the handicapped will be provided. Parking spaces have not been determined.

*This project first appeared in the 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. AT/FP measures include laminated glazing in reinforced frames and reinforced exterior doors.

*This project first appeared in the FYs 2006-2011 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. AT/FP 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 project first appeared in the 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.*

## **WARRIORS IN TRANSITION (WIT) COMPLEX**

### *Project Requiring Additional Planning Coordination*

\$70,000,000 (estimated total project cost). This project will construct a standard-design Warrior in Transition (WIT) Complex. WIT primary facilities include barracks, a soldier and family assistance center and an administration and operations facility. Also included will be connections to an Energy Management Control System (EMCS) and a fire/smoke detection/enunciation/suppression system, installation of an Intrusion Detection System and building information systems. Supporting facilities include site work, all necessary utilities, lighting, information systems, parking sidewalks, roads, curb and gutters, storm drainage, site accessories, landscaping, furnishing and other site improvements. AT/FP measures will include building access control, surveillance and mass notification systems, minimum standoff distances, bollards, area lighting and barrier landscaping. ADA compliance is included as part of the project.

*This is a new project in the FYs 2009-2014 program*

## **WASHINGTON HEADQUARTERS SERVICES**

### *Project Requiring Additional Planning Coordination*

\$380,661,000 (estimated project cost during FYs 2009-2014). 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. The estimated total project cost is \$821,561,000; the project has received \$440,900,000 in prior funding.

*This project first appeared in the FYs 2008-2013 program.*

## **FORT MYER MILITARY COMMUNITY (FMMC)**

### **ARLINGTON COUNTY, VIRGINIA**

**General Comment:** The projects listed below are not identified in the facility's currently adopted master program. FMMC should initiate project coordination with NCPC.

#### **CONSTRUCT THE THIRD 210 BARRACKS BUILDING AND DFAC BUILDING**

*Project Requiring Additional Planning Coordination*

\$37,000,000 (estimated total project cost). This project is to construct standard design 210 Barracks and to construct a dining facility to serve 501-800 persons. The Barracks and dining facilities are two separate facilities. This project is required to replace the substandard barracks at both Fort Myer and Henderson Hall and to house the Marines from Henderson Hall as a result of FMMC and HH Joint Basing. The intended utilization is 170 Junior Enlisted and 20 Sergeants. Half of Soldiers are currently living in sub-standard barracks. Additionally the DFAC constructed in 1966 does not meet the current standards and needs to be demolished to support FMMC Long Range Master Plan related with Parking Lot Transfer to ANC and Joint Basing with Henderson Hall. This project includes building information systems, and connection to energy monitoring control systems (EMCS). Supporting facilities include utilities; electric service; exterior lighting; fire protection and alarm systems; paving, walks, curbs, and gutters; parking; erosion control; storm drainage; site grading and contouring; information systems; site improvements; and power distribution extension service. Access for persons with disabilities will be provided in public areas. Comprehensive building and furnishings related interior design services are required. Heating and cooling (120 tons) will be provided by self-contained units. Comprehensive interior design services are required. AT/FP will be provided by structural reinforcement, special windows and doors, and site measures.

*This is a new project in this FYs 2009-2014 program*

#### **CONSTRUCT NEW PARKING GARAGE**

*Project Requiring Additional Planning Coordination*

\$50,000,000 (estimated total project cost). This project will construct new parking garages 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 project first appeared in the FYs 2008-2013 program*

## ARMED FORCES RETIREMENT HOME (AFRH)

WASHINGTON, DC

*Funding for this project is provided by income and interest from a trust fund supported by an active-duty fee paid by soldiers and airmen, military fines levied against troops, and fees from residents living at the home. These funding amounts are not included in the FCIP totals.*

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2009-2014
	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	
<b>Armed Forces Retirement Home (AFRH)</b>								
Scott Building Renovations	0	5,635	74,365	0	0	0	0	80,000
Master Plan	0	200	0	0	0	0	0	200
<b>AFRH Total</b>	<b>0</b>	<b>5,835</b>	<b>74,365</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,200</b>

### *Recommended*

#### **SCOTT BUILDING RENOVATIONS**

\$80,000,000 (estimated total project cost). This project is for the complete renovation of the 357,000-square-foot Scott building which consists of Residential, Assisted Living, Memory Support and Long Term Care Units. These units will be supported by activity and program spaces of the Ground and First Floors of the Scott. These spaces include, but limited to, kitchen and dining, library, bank, resident business center, administrative spaces, and clinics for dental, eye, and health, etc.

*A new project in this FYs 2009-2014 program.*

**Comment:** A prior FCIP submission for a separate Long Term Care Building costing \$26,400,000 is incorporated in this project.

### *Projects Requiring Additional Planning Coordination*

#### **MASTER PLAN**

\$200,000 (estimated total project cost). This project is to continue with the master planning of excess property at the AFRH. The new development will generate income to fill the gap in annual operating deficit at the AFRH. The master planning consists of the following: three zones to be developed for a total of 107 acres, 6.144 million square feet and 8,580 new parking spaces. The intended uses are residential, commercial, hotel, retail and assisted living. Historic preservation issues and environmental issues have been or will be addressed in the Master Plan.

*A new project in this FYs 2009-2014 program.*

**Comment:** At its meeting of February 2, 2006, NCPC reviewed the draft master plan for the AFRH. At its July 10, 2008 meeting, NCPC approved the NEPA EIS Alternative 3A as presented and analyzed in the adopted final EIS for the AFRH and approved the submitted final master plan and transportation management plan for Zone A (returning Zones B and C to the AFRH Zone). The approval included agreed upon changes to the proposed parking supply in Zone A. In addition, the Commission noted that the AFRH does not intend to develop Zone C for at least 15 years and that its purpose in developing Zone C is to provide an income stream for capital and operating expenses, and that the staffs of NCPC, the District of Columbia, and the NPS have determined that the neighborhoods surrounding the AFRH have a need for additional public park space. The Commission therefore approved Zone A based on the AFRH's commitment to engage in a planning process with NCPC staff, the District of Columbia Office of Planning, the NPS, and the community to determine the feasibility of allowing Zone C to be used as a publicly accessible park while providing an income stream acceptable to AFRH. In recognition of outstanding development issues related to the implementation of the master plan, NCPC has categorized this project as *Requiring Additional Planning Coordination*.



# Department of Defense

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended and Strongly Endorsed*

#### **PENTAGON**

Pentagon Renovation	1,282,597	217,900	111,900	137,700	72,400	29,300	0	569,200
---------------------	-----------	---------	---------	---------	--------	--------	---	---------

### *Recommended*

#### **PENTAGON RESERVATION MASTER PLAN/IMPLEMENTATION**

Electrical Upgrades to Reservation	555	1,850	18,500	0	0	0	0	20,350
FB 2--Columbia Pike Realign	0	0	0	1,080	3,600	36,000	0	40,680
FB 2--Demolition/Site Preparation	2,663	4,000	26,625	0	0	0	0	30,625
Hazardous Response Facility	492	16,384	0	0	0	0	0	16,384
Heliport Phase I, Replacement Parking	0	0	0	1,295	4,317	43,173	0	48,785
Heliport Phase II, Control Tower	0	0	0	0	2,130	7,101	71,014	80,245
Pentagon Fuel Station/Conven. Store	0	276	920	9,200	0	0	0	10,396
Pentagon Motor Pool	0	0	0	757	2,524	25,236	0	28,517
Permanent Secure Access Lane	125	416	4,163	0	0	0	0	4,579
Route 27 HOV Access	0	0	0	0	356	1,186	11,855	13,397
Secure Perimeter/Pedestrian Plaza	0	0	518	1,710	17,100	0	0	19,328
South Parking Road Improv.-Phase II	0	0	0	0	3,281	10,937	109,368	123,586

#### **PENTAGON RESERVATION MASTER PLAN/IMPLEMENTATION--ANCILLARY PROJECTS**

Conversion of HVAC System	9,100	0	9,650	865	1,539	1,283	908	14,245
Pentagon Athletic Center--Phase II	711	6,979	0	0	0	0	0	6,979
PFFPA Screening Facility	345	690	16,900	0	0	0	0	17,590

### *Projects Requiring Additional Planning Coordination*

#### **PENTAGON RESERVATION MASTER PLAN/IMPLEMENTATION--ANCILLARY PROJECTS**

PFFPA Security Complex	0	3,995	6,990	69,900	0	0	0	80,885
------------------------	---	-------	-------	--------	---	---	---	--------

Department of Defense Total	1,296,588	252,490	196,166	222,507	107,247	154,216	193,145	1,125,771
-----------------------------	-----------	---------	---------	---------	---------	---------	---------	-----------

ALL PROJECTS ARE LOCATED IN ARLINGTON COUNTY, VIRGINIA

### *Recommended and Strongly Endorsed*

#### **PENTAGON**

##### **PENTAGON RENOVATION**

##### *Recommended and Strongly Endorsed*

\$569,200,000 (estimated project cost during FY 2009-2014). On September 11, 2001, a Boeing 757 struck the Pentagon's Wedge 1 at an angle and penetrated into an interior office ring in Wedge 2. Wedge 1 was just five days from completion. Three measures taken during the renovation of Wedge 1 to reinforce the inner and outer walls dramatically slowed the plane as it entered the building, reducing the extent that it penetrated the rings and preventing the immediate collapse of the structure directly above the area of

impact. In addition to the rebuilding efforts, the Renovation Program continued with its original scope of work, the continued design and renovation of the 6,500,000-gross-square-foot building to correct health, safety, and building deficiencies. The project includes: replacement of the heating, ventilating and air-conditioning system; upgrading of electrical and plumbing systems; installation of a cable management system; removal of asbestos throughout (plaster, ceilings, ductwork, piping); installation of new ceilings, lights, finish flooring, and sprinklers; replacement of failing floor slabs in the basement; renovation of toilets; renovation of special purpose spaces; repair/restoration of exterior finishes; repair/replacement of windows; repair of leaks throughout; realignment of traffic flow on the site; and repairs to bridges, walks, roads, fences, and paving. At the time of the attack, all renovation work was scheduled to be completed in December 2012. The Renovation Program continues to make up lost time and meet the original schedule. The Renovation Program met its personal challenge to relocate personnel back into the E-ring adjacent to the crash site by the one-year anniversary on September 11, 2002. The facility currently houses 18,000 employees. Upon completion of the renovation, the employee population will be maintained at a maximum 23,000 (1,000 employees will be transferred from elsewhere in the Northern Virginia area). The total cost of the project is \$1,851,797,000; the project has received \$1,282,597,000 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 Public Law 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 Structures are operational, to avoid expanding the parking supply.

## *Recommended*

### **THE PENTAGON RESERVATION MASTER PLAN AND IMPLEMENTATION**

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 in 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 envisions a transformed Pentagon Reservation, one that not only preserves, but also enhances the Pentagon as the symbolic home of the Department of Defense. It is 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 identifies 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. 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 2009 to 2014 are briefly described below. All costs reflect total project costs to include: 1) studies, analyses, design-intent-documentation, and concept development; 2) performance specifications or full 100% design package (plans, specifications, and cost estimate); and, 3) projected construction estimate. Implementation of the Master Plan will occur as individual projects are approved and funded.

## **ELECTRICAL UPGRADES TO THE RESERVATION**

### *Recommended*

\$20,350,000 (estimated project cost during FYs 2009-2014). The existing utility infrastructures is organized around numerous underground tunnels and direct bury structures, which circle the Pentagon building and connect to 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 upgrade the existing electrical system by providing a new substation. Other overall enhancements to the electrical service throughout the Reservation include all necessary elements required to upgrade existing systems due to increased 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 (AT/FP) 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. The facility shall be designed in accordance with the National Electrical Code, National Fire Protection and Life Safety codes, Standards of Seismic Safety for Federally Owned Buildings, and the Uniform Federal Accessibility Standards for site improvements. This facility provides the Pentagon Reservation with enhanced reliability that would not otherwise be met. The estimated total project cost is \$20,905,000; the project has received \$555,000 in prior funding.

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

## **FEDERAL OFFICE BUILDING 2—COLUMBIA PIKE REALIGNMENT**

*Recommended*

\$40,680,000 (estimated total project cost from all multiple sources). Development of a draft master plan for Federal Office Building 2 (FB2) was produced in response to the National Defense Authorization Acts (NDAA) of 2000 and 2003. These Acts direct the transfer of the FB2 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 with a one year extension for the building demolition as provided by the NDAA of 2007. 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 a point in the future following the official transfer of the land for ANC's use. It maximizes the amount of land available for the cemetery and optimizes the 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 Pentagon's 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. Because of funding and the need to coordinate with multiple stakeholders, the realignment of this road will not occur prior to the land transfer and building demolition by January 2011. Multiple party funding sources must be sought prior to realization of this particular project.

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

## **FEDERAL OFFICE BUILDING 2—DEMOLITION/REMEDIATION/SITE PREPARATION**

*Recommended*

\$30,625,000 (estimated project cost during FYs 2009-2014). 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 by Arlington National Cemetery (ANC). The transfer of property is to be completed by 2010 with demolition of all structures to be completed by 2011. 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 largest amount of 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. A Land Transfer Sub Master Plan is also under development that defines the specific conditions and characteristics of this site upon transfer on January 1, 2011. A boundary survey was performed to certify and legally define the areas to be transferred. FB2 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 is being 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. At this time, South Gate Road will not be demolished along with related secondary roadways prior to the land transfer. This will be addressed after

the transfer and discussed with all stakeholders. When this road is demolished, a secondary access to Henderson Hall may be needed. To establish a secondary means of egress, an assessment of existing neighborhood roads may be required. Full coordination with Arlington County and the residents of this adjacent property is necessary prior to any final determinations. The estimated total project cost is \$33,288,000; the project has received \$2,663,000 in prior funding.

*This project first appeared in the FYs 2008-2013 program. (formerly titled: Demolition of Existing Structures and Site Remediation)*

## **HAZARDOUS RESPONSE FACILITY AND CBRNE HEADQUARTERS**

*Recommended*

\$16,384,000 (estimated project cost during FYs 2009-2014). 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 PFPA 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 provides a long-term, permanent, more secure solution for this facility and assures 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 Heating and Refrigeration Plant 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 facility's 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 not be relocated on grillage atop this new facility due to its age, advanced technology, and current conditions; it was determined its relocation, repairs, and equipment upgrade and replacement costs would be too costly to fully rehabilitate this structure. Attempts to relocate some of the operable equipment will be examined. AT/FP measures will be incorporated in accordance with criteria prescribed in the current UFC regulations while designing and constructing this facility. All sites under consideration will lend itself to full compliance with the UFC regulations. The estimated total project cost is \$16,876,000; the project has received \$492,000 in prior funding.

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

## **HELIPORT PHASE I: REPLACEMENT PARKING VIA A NORTH SECURE PARKING GARAGE**

*Recommended*

\$48,785,000 (estimated total project cost). The Master Plan proposes to relocate and consolidate a majority of 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. Because the footprint and construction of the Heliport and its support functions will displace approximately 900 existing parking spaces, a North Parking garage must first be built. This project, once implemented, will begin to address the overall parking shortfalls on the Pentagon Reservation. The North Parking structure will accommodate 600 to 800 parking spaces within a two level parking structure; additional levels of

parking may be added and can be provided should parking spaces fall short of the intended overall goal for the Reservation. If only two levels of parking are provided initially, the overall structural system should be built to accommodate future expansion. Each level of parking, at this specific garage, is estimated to hold 300 to 400 vehicles. Sensitivity to the overall height of this parking garage is necessary to diminish conflicts with regulated flight path restrictions and clear zone altitude limitations for helicopters. A low maintenance green roof will help control storm water runoff and filter the rain water before it enters the Pentagon Lagoon. Pedestrians, from this facility, will cross the North River Pedestrian Bridge to access the Corridor 8 entrance.

*This project first appeared in the FYs 2007-2012 program (previously title "North Parking Garage")*

## **HELIPORT PHASE II: HELIPORT, CONTROL TOWER, FIRE STATION, AND ONE-LEVEL PARKING STRUCTURE (PERMANENT)**

*Recommended*

\$80,245,000 (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 temporary heliport control tower and fire station are located to the west of the RDF. These temporary facilities are in significant disrepair and will be replaced as part of this project. In the interim, physical repairs are scheduled to occur that will maintain the minimal current level of operations. This project's complex of structures will include: a permanent Heliport, control tower, fire station, and a one-story parking structure. Facilities to be enclosed will include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; site improvements; UPS system; and security measures. Dedicated surface parking adjacent to the enclosed fire station and control tower building, outside lighting, pavement, sidewalks, and access roads will be included in the final design. 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. This structure will accommodate the largest, known helicopter in existence and allow the parking of 5 associated vehicles (landing pad plus 4 additional parked helicopters in an adjacent area). The approach zones take advantage of prevailing wind conditions and maximize available clear zone restrictions and requirements. This Heliport will be in full compliance with applicable DOD, Army, and FAA flight regulations, a situation that the current, temporary Heliport cannot meet. 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. Long term temporary conditions may adversely affect the quality and responsiveness to emergency conditions. 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. The parking structure will retain approximately 700 secure parking spaces.

*This project first appeared in the FYs 2007-2012 program. (previously titled "Heliport, Control Tower, Fire Station, and One-Level Parking Structure")*

## **PENTAGON FUEL STATION/CONVENIENCE STORE**

### *Recommended*

\$10,396,000 (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 considered a potentially optimal site for this function. Two other locations of consideration are also under analysis and development at this time. This project will provide a new service station and retail store to continue to support its current patrons in addition to all personnel housed in the Pentagon to include the civilian population. The program requirements include numerous fueling terminals to accommodate a variety of fuels needed to support the Reservation functions and a convenience store. Future accommodations of alternative fuel sources will be included in the final design. Depending on where this facility is finally sited, lost surface parking must be replaced to the greatest extent possible. Under the Pentagon Reservation Master Plan, a maximum of 8,100 parking spaces will be provided for employee parking (a ratio slightly less than 1:4). Sites under consideration will deplete current surface parking and may impact optional locations for future parking garages on the Reservation. DOD will fund a portion of this project; the remainder of the funds will be derived from non appropriated funding sources.

*This project first appeared in the FYs 2007-2012 program (previously titled "Federal Office Building 2-Relocation of the Gasoline Service Station and Retail Store").*

## **PERMANENT SECURE ACCESS LANE FACILITY (SAL)/MEMORIAL RESTROOM**

### *Recommended*

\$4,579,000 (estimated project cost during FYs 2009-2014). The terrorist attack on the Pentagon of September 11, 2001 forced DOD to develop a screening facility for trucks and unmarked vehicles entering the Reservation. A temporary facility was constructed for this function. It currently provides for truck access within two lanes due to obstructions caused by the existing temporary support columns and structure. In addition, private vehicles also utilize these two lanes. Significant improvements to housing the K-9 and personnel security team are necessary. Because its overall mission has expanded, the permanent facility will provide initial security screening for trucks and other vehicles wishing to enter a certain distance to the Pentagon building. This facility will meet all screening functions to include a permanent security booth and work area for staff; a restroom and shower facilities; and a kennel for housing the K-9 team. Because of the proximity of this structure to the Pentagon Memorial and its constrained site, this project will also provide permanent restroom facilities to visitors of the Memorial. A new superstructure for the truck screening area shall be provided spanning three lanes. The enclosed buildings, slated to house personnel and dogs, shall be provided with heating, ventilation, and air conditioning throughout; electricity; fire protection; site and building utilities; site improvements; UPS system; and security measures. Dedicated surface parking adjacent to its structures, outside lighting, pavement, sidewalks, and access roads will be included in the final design. The estimated total project cost is \$4,704,000; the project has received \$125,000 in prior funding.

*This is a new project in the FYs 2009-2014 program.*

## **PENTAGON MOTOR POOL SECURE VEHICLE STORAGE**

### *Recommended*

\$28,517,000 (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 its Industrial Use Area and on a 1.05 acre site. This site is in close proximity to the Pentagon and functionally compatible with the existing industrial area. 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; heating, ventilation, and air conditioning in administrative areas only; interior fire protection systems; site and building utilities; compressed air system; and site improvements as required to support this mission. The project program includes: administrative offices, dispatch areas, network/communication

server/support spaces, storage (auto parts, equipment, tires, and non-flammable fluids) and supplies for vehicle maintenance, and car/bus wash area with vehicle lifts and platforms. Since the original relocation of the motor pool was necessitated by the on-going renovation of the Pentagon, a subsequent relocation to federal property provides a long-term solution to house this function proximate to the Pentagon. The Motor Pool building provides parking for the Pentagon Motor Pool fleet vehicles and support space for its personnel. Its structure will be approximately 80,000 square feet and two-stories in height. 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, under a separate project, so as not to pose a hazard to the HRP. Due to lease termination on the current location, permanent facilities for this function will no longer be available after July 2015.

*This project first appeared in the FYs 2007-2012 program. (Formerly listed as: Pentagon Motor Pool)*

## **ROUTE 27 HIGH OCCUPANCY VEHICLE ACCESS**

*Recommended*

\$13,397,000 (estimated total project cost). In conjunction with re-construction of the Columbia Pike and Route 27 interchange, it is proposed that a new high occupancy volume (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. With the potential impacts of a future high occupancy transit (HOT) program introduced to the I-395 corridor, a need for a second high occupancy access lane becomes more critical to the traffic conditions on the Pentagon Reservation. Should this second HOV access be implemented, the Pentagon Reservation Master Plan's proposed centralized ride share site should be reviewed for optimal traffic movement and access to multiple locations.

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

## **SECURE PERIMETER/PEDESTRIAN PLAZA**

*Recommended*

\$19,328,000 (estimated total project cost). The Pentagon Reservation serves several purposes. The building houses offices for the Department of Defense. The site is a major transportation hub and destination for carpoolers and public transportation riders. Visitors come for various events, such as ceremonies and conferences or in the future, to visit the Pentagon Memorial to remember the people who died at the Pentagon on 9/11. The events of September 11, 2001 have brought about increased concern for security measures. This concern has resulted in a need to prohibit pedestrians and vehicles within a defined stand-off distance from the face of the Pentagon. Changes in security have caused traffic patterns to shift to establish a higher level of security around the Reservation. The edges defining pedestrian movement in this area are delineated by multiple security implements and techniques. The Master Plan proposes to complete the security perimeter that defines this stand-off zone. Completion of the North Rotary Road Relocation (Interim Solution) set the necessary first steps to implementing its larger, permanent project--the Secure Perimeter/Pedestrian Plaza. This project addresses the area between this newly relocated road and the face of the Pentagon Building as proposed by the Pentagon Reservation Master Plan. To avoid future potential damage to the physical structure of the Pentagon and its occupants during another terrorist attack, additional enhancements and improvements are necessary to this South Parking area. Landscaping with berms and physical barriers will establish clear boundaries for both pedestrians and vehicles. This new plaza will further define a pedestrian zone that accommodates high volume traffic between the Pentagon, future South Parking structures, Pentagon Transportation Center, METRO, and a Ride-Share facility. It will finalize the necessary requirements and capture the additional elements to complete security measures for the South Parking Area adjacent to the building. 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 destinations west of the Pentagon. Employees arriving and leaving the Pentagon and visitors to the Pentagon Memorial will be included in this design. Exterior site construction will include site utilities, relocation and improvements; security measures and enhancements; outside lighting; service vehicle road access; sidewalks; landscaping; site drainage; storm water management; and site furnishings. Demolition and removal of asphalt, hazardous soil and waste remediation, and other environmental improvements required to accommodate the new site amenities will occur. The Plaza improvements will also include a tie-in to the Pentagon 9/11 Memorial Gateway through an extension and coordination of materials proposed for that area.

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

## **SOUTH PARKING ROAD IMPROVEMENTS--PHASE II (PARKING GARAGE 1)**

*Recommended*

\$123,586,000 (estimated total project cost). The Master Plan proposes to relocate and consolidate a majority of 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. This project, once implemented, will begin to address the overall parking shortfalls on the Pentagon Reservation. The South Parking Structure 1 will accommodate 4800 parking spaces within a four level parking structure (two levels above ground, two levels below ground). Each level of parking, at this specific garage, is estimated to hold 1200 to 1400 vehicles. A low maintenance green roof will help control storm water runoff and filter the rain water before it enters the Pentagon Lagoon. Pedestrians, from this facility, will cross North Rotary Road to access the Corridor 2 and 3 Bridge entrances.

*This is a new project in the FYs 2009-2014 program.*

## **THE PENTAGON RESERVATION MASTER PLAN AND IMPLEMENTATION—ANCILLARY PROJECTS**

The projects that follow are additional actions not envisioned during the original Pentagon Reservation Master Plan development or part of its approved plan. These projects resulted from further changes in programs, missions, and facility responsibilities. A few key projects are not noted for security reasons. The framework, policies, and direction the base Master Plan follows serves as the guide for these additional projects. Continuous reference to this Master Plan will be made during the design, execution, and construction of the projects noted below. These projects will seek LEED certification during their design and construction. Energy conservation and efficiency measures may include energy management control systems; lighting; and HVAC. Antiterrorism and force protection measures will also be included and evaluated during the design, execution, and construction of these projects.

### **CONVERSION OF HVAC STEAM SYSTEM TO HOT WATER SYSTEM**

*Recommended*

\$14,245,000 (estimated project cost during FYs 2009-2014). The existing steam line located along the South Parking side of the Pentagon was shut down due to the dangers to employees maintaining and servicing these systems. These existing steam lines were severely deteriorated and required extensive maintenance and repair measures to assure a continuance of operations. These lines are currently direct buried, in many areas below the water table, and exposed to all weather conditions. Some of these ground conditions include freezing and thawing, excessive wet and high moisture pockets, and other corrosive factors destroying and penetrating these steam lines. In addition, problems with debris in the line during other project construction activities, elevation changes between manholes, and failure of the outer insulation casing have aggravated the situation. The north steam line which runs through the east side of

the Pentagon is the only remaining operational line. This north line is a newer line that was constructed to divert some of the incapacitated service of the south line and support the Pentagon Renovation construction. Because of this unreliable, interruptible supply of steam utilities to the tenants of the Pentagon Reservation, an assessment to convert this system to hot water was performed. It was determined that such a conversion would be feasible and cost effective, potentially providing significant savings to energy resources, and manpower assets. The new lines would be built in trenches and in some cases run within existing tunnel configurations. Supporting work includes demolition of the existing steam line system; repairs to surface roadways, pavement, sidewalks, curbs, and gutters disturbed by the construction; and realignment of roads as necessary to install the new hot water lines. Hazardous waste remediation, demolition of below grade structures, rerouting of other existing utilities, and other conditions required to accommodate the new steam lines and trench system will be provided. Modifications to the storm water conditions in the area as necessary shall also be accommodated. The estimated total project cost is \$23,345,000; the project has received \$9,100,000 in prior funding.

*This is a new project in the FYs 2009-2014 program.*

## **PENTAGON ATHLETIC CENTER, PHASE II**

### *Recommended*

\$6,979,000 (estimated project cost during FYs 2009-2014). The Pentagon Athletic Center was designed and constructed within two phases. Phase I was completed in 2004. This phase, constructed in undeveloped space between the Mall Terrace and the Remote Delivery Facility, provided most but not all of the athletic requirements stipulated for this overall facility. It also left several conditions in a temporary state to include partial roof and corridor conditions; these areas could not be completed due to tenant occupancy in the spaces requiring construction. It also provided for a visual information center. Replacing most of the functions existing in the former aged PAC, the main exterior entrance, additional locker areas, a corridor connection for the rear entrance, and general office space remain unconstructed. Phase II of this project will complete these requirements and fulfill the replacement of the old facility. Use of this facility is by paid membership. In addition, the military utilize this facility daily to maintain and support their annual physical fitness regiment and requirements. Because of the large population occupying and using the PAC throughout the day, loss of functional areas hamper safety and mission essential requirements. This second phase will be located adjacent to Phase I in an existing, unrenovated area designated as Basement Segment 3B. Like the previous phase, Phase II will also incorporate force protection, security, and environmental conservation measures. This Phase II addition will include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; and, limited site improvements. Supporting facilities include outside lighting, pavement, sidewalks, and access roads. The project program includes: administrative offices for approximately 8 to 10 personnel, shower/locker facilities (additional for both men and women), exterior main building entrance, and corridor connections for the rear entrance and building support spaces. Materials and finishes existing in Phase I of this project will be extended into Phase II where appropriate. Without the completion of this second phase, this center operates with some functions that are less than that provided under the old facility. The estimated total project cost is \$7,690,000; the project has received \$711,000 in prior funding.

*This is a new project in the FYs 2009-2014 program.*

## **PENTAGON FORCE PROTECTION AGENCY (PFPA) SCREENING FACILITY (PSF)**

### *Recommended*

\$17,590,000 (estimated project cost during FYs 2009-2014). The 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 military departments within the NCR. This includes the planning, preparation, and implementation of all protective measures against terrorist attacks and threats. The Pentagon serves as the command and control center for the armed forces. In accordance with national policy, the construction of this facility will greatly enhance the overall security posture for the Reservation and the National Capital Region. Due to mission changes, the current Metro entrance facility does not adequately support all necessary screening functions. A new state of the art facility will support PFPA's additional mission requirements within a "no tolerance" environment. This facility will play an integral role in serving as a main security layer against an evolving and serious threat. Unlike the current cramped and obsolete structure, this new project will directly provide the full capability to screen visitors for potentially hazardous devices prior to entry into the Pentagon. In addition, it will appropriately provide space, comfort, and safety to the tens of thousands of personnel who visit the

Pentagon annually. This new facility will provide a larger, modern structure which will enhance visitor and employee security. The Program includes command and control offices for law enforcement officers, a contraband screening area that provides the capability to screen a large number of people annually, several lanes to conduct screening and visitor identification, badging stations, personnel holding areas, and restrooms. The PSF will be located at or near the current Metro Entrance. It is projected to be approximately 6,550 gross square feet and under one acre in requirement. Because of the functions of this facility, adequate space, safety features, and equipment support are important to assure appropriate security for employees, visitors, and other dignitaries visiting the Reservation. The construction will include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; site improvements, uninterrupted power supply systems; and, necessary security measures to support its mission. Additional supporting facilities include outside lighting, sidewalks, and landscaping. A covered connection to the current Metro Entrance Facility, hazardous waste remediation, and other environmental conditions required to accommodate the new facility will be provided. Because this project will provide more equipment and space, it will greatly enhance PFPA's capability to provide force protection, security, and law enforcement to the Pentagon, employees, and visitors. The estimated total project cost is \$17,935,000; the project has received \$345,000 in prior funding.

*This is a new project in the FYs 2009-2014 program.*

## *Projects Requiring Additional Planning Coordination*

### **PENTAGON FORCE PROTECTION AGENCY (PFPA) SECURITY COMPLEX (PSC)**

*Project Requires Additional Planning Coordination*

\$80,885,000 (estimated total project cost). The 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 military departments within the NCR. This includes the planning, preparation, and implementation of all protective measures against terrorist attacks and threats. Among its program requirements, this project provides a centralized, 24-hour, permanent training facility to support implementation of all protective measures against any type of attack or threat. It will also help officers maintain certification for most of their respective professional requirements that are being accomplished through a multitude of distant locations today. The Pentagon serves as the command and control center for the armed forces. In accordance with national policy, the construction of this complex will greatly enhance the overall security posture of the Reservation and the National Capital Region. This project will consolidate 8 Pentagon Force Protection Agency (PFPA) directorates onto the Pentagon Reservation and into a single location. This consolidation will enhance law enforcement, command and control, and operational security capabilities with the addition of required training, education, and K-9 housing accommodations. Previously, these functions were dispersed to support the renovation of the Pentagon. PFPA's mission has dramatically increased over the past four years to include support to off campus sites tied to the Pentagon Reservation. This consolidation will support a long-term, permanent, secure solution for PFPA operations. The project includes administrative offices for a total of 368 personnel. The varying directorates provide a wide range of force protection actions to include threat analysis; protective service; investigations; and chemical, biological, radiological, nuclear, and explosive response; and, training. Those personnel currently housed at Federal Office Building II (FB2) will be displaced due to the demolition and transfer of FB2 to the Secretary of the Army for use by Arlington National Cemetery on or before January 2011. Additional personnel will be relocated from Rosslyn and Crystal City, leased facilities that currently do not meet the AT/FP. Program requirements include a training facility incorporating classrooms; 15-point firing range; dedicated fitness and shower/locker facility supporting over 1,000 law enforcement officers, criminal investigators, intelligence analysts, and other members of PFPA; several sensitive compartmented information facilities (SCIFs) to support the timely processing of intelligence and threat analysis; and, interview rooms used by the Criminal Investigators and Intelligence Analysts to support on-going investigations. The site for this facility will require approximately 2 to 4 acres, a location somewhat distant from the envelope of the Pentagon building but on the Reservation, and will contain approximately 128,000 gross square feet. In addition, the program also includes administrative space for 8 directorates and a kennel for housing and maintaining the K-9 team 24 hours on the Reservation. Because of the functions of this facility, quality and responsiveness are important to assure the safety of its people, environment, and neighboring sites. The construction will include heating, ventilation, and air conditioning throughout; fire protection, site and

building utilities, site improvements, uninterrupted power supply systems, and security measures. Additional 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 firing range will provide noise abatement to prevent any office disruptions. The facility will require its own security fencing, entry/exit checkpoints, and perimeter protection depending upon its location on the Reservation. Dog kennels will require appropriate site placement in order to support 24 hour access by the Pentagon Force Protection Agency staff that care and handle this security force element.

*This is a new project in the FYs 2009-2014 program.*

**Comment:** NCPC does not have sufficient basic information, such as building program or conceptual plans, at this time to recommend this project within the FCIP.

# General Services Administration

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended and Strongly Endorsed*

Commerce, Herbert C. Hoover Bldg.	0	108,000	136,540	0	79,000	86,000	0	409,540
HHS, Hubert Humphrey Building	0	0	0	0	26,000	0	0	26,000
Labor, Frances Perkins Bldg.	0	0	0	13,000	0	151,000	0	164,000
Dept. of State, Harry S Truman Bldg.	4,629	6,000	36,000	0	104,000	0	0	146,000
Department of the Interior Building	0	48,000	48,327	0	0	0	0	96,327
E. Barrett Prettyman U.S. Courthouse	0	28,000	0	47,000	50,000	51,000	0	176,000
Eisenhower EOB Modernization	64,447	51,000	0	0	0	0	0	51,000
Federal Office Building 8	0	23,000	0	0	0	0	0	23,000
Federal Office Building 10A	0	0	0	0	23,000	0	0	23,000
Federal Trade Commission Bldg.	0	0	0	0	0	0	0	0*
GSA, National Office Building	0	0	151,700	141,000	0	0	0	292,700
GSA, Regional Office Building	0	0	0	0	150,000	0	0	150,000
Internal Revenue Service Bldg.	0	0	0	0	0	0	0	0*
J. Edgar Hoover Building	0	0	0	16,000	0	160,000	0	176,000
Lafayette Building Modernization	0	54,000	0	46,000	0	64,000	0	164,000
Mary E. Switzer Building	50,881	60,000	68,241	0	0	0	0	128,241
New EOB Systems Replacement	0	0	30,276	0	0	9,000	0	39,276
SE Federal Center Remediation	15,000	8,085	15,000	15,000	0	0	0	38,085
Wilbur J. Cohen Building	0	0	22,000	0	119,300	0	0	141,300
U.S. FDA Consolidation	179,000	285,000	222,869	0	0	0	0	507,869

### *Recommended*

Consumer Products Safety Comm.	0	0	0	0	0	0	0	0*
Forrestal Building Modernization	0	0	0	0	12,000	0	0	12,000
Robert C. Weaver Bldg., HUD	0	0	0	0	0	10,000	0	10,000
Life and Safety, DOE Germantown	0	3,000	0	0	0	0	0	3,000
Life and Safety, HUD	0	1,000	11,200	0	0	0	0	12,200
Life and Safety, FOB 10A	0	0	1,200	12,500	0	0	0	13,700
Life and Safety, Francis Perkins	0	2,000	15,600	0	0	0	0	17,600
Life and Safety, IRS	0	0	16,200	9,000	0	0	0	25,200
Life and Safety, J. Edgar Hoover	0	2,000	21,300	0	0	0	0	23,300
Life and Safety, Postal Square	0	2,000	17,000	0	0	0	0	19,000
HOTD II Steam Distribution	0	25,000	0	0	0	0	0	25,000
Lafayette Building LITE Renovations	0	8,000	1,200	0	0	0	0	9,200
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	29,900	10,000	0	130,000	0	169,900
West Wing Utility Plant Replacement	0	6,000	80,200	0	0	0	0	86,200
East Wing Utility Plant Replacement	0	0	16,200	0	0	0	0	16,200

### *Projects Requiring Additional Planning Coordination*

St. Elizabeths West – DHS Consol.	0	250,000	222,600	595,000	0	0	0	1,067,600
St. Elizabeths West Campus Infra.	6,444	79,000	222,100	24,000	7,000	2,000	0	334,100
St. Elizabeths West Campus Ext.	0	5,000	3,500	0	0	0	0	8,500
St. Elizabeths MLK Avenue Site	0	0	500	0	0	0	0	500

<b>GSA Total</b>	<b>362,018</b>	<b>1,054,085</b>	<b>1,389,653</b>	<b>928,500</b>	<b>570,300</b>	<b>663,000</b>	<b>0</b>	<b>4,605,538</b>
------------------	----------------	------------------	------------------	----------------	----------------	----------------	----------	------------------

\* The agency anticipates that funding will be requested for these projects during FYs 2009-2014.

## ALL PROJECTS ARE LOCATED IN WASHINGTON, DISTRICT OF COLUMBIA 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. New construction and modernization projects that include permanent physical security measures are required to conform to NCPC submission guidelines and urban design and security policies. 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.

NCPC is working with District and federal agencies to examine the costs and issues related to site-specific perimeter security projects, including: the relative benefits of area-wide security solutions compared to site specific solutions; efforts to ensure that limited resources be directed to the most sensitive assets first; and ensuring that perimeter security proposals effectively weigh the competing demands of public space and access. Project review and recommendations in future FCIP documents will likely consider these issues.

The modernization projects noted with an \* below include or are anticipated to include permanent perimeter security as a project component.

### *Recommended and Strongly Endorsed*

#### **DEPARTMENT OF COMMERCE, HERBERT C. HOOVER BUILDING MODERNIZATION\***

##### *Recommended and Strongly Endorsed*

\$409,540,000 (estimated total project cost). 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 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. At its December 6, 2007 meeting, NCPC approved the preliminary and final building plans for the Phase 1 modernization of the Hoover Building. Phase I includes the cleaning and restoration of the north building facade, the renovation of the existing Courtyard 6 infill, and the installation of cooling towers on the roof. The Commission reminded the GSA that it will need to conduct an environmental assessment to analyze the potential impacts associated with all portions of this project proposed for installation in public space, including perimeter security elements and the relocation of the National Aquarium, which is anticipated to have a new entrance facility located at least in part in public space.

## **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.*

**Comment:** On August 31, 2006, NCPC's executive director, through a delegated action, approved the preliminary and final site development plans for perimeter security at the Perkins building. On June 29, 2007, through a delegated action of the executive director, NCPC approved preliminary and final site development plans to relocate the childcare playground and the sculpture by Tony Smith at the Perkins building.

## **DEPARTMENT OF STATE, HARRY S TRUMAN BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$146,000,000 (estimated project cost during FYs 2009-2014). 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 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*

\$96,327,000 (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 DCHPO and the Advisory Council on Historic Preservation, in accordance with the Section 106 review process. In addition, the Commission

recommended that 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 in order to reduce their visual prominence. By delegated actions of the executive director on October 3, 1996, NCPC approved preliminary and final site and building plans for the relocation of a proposed stairwell on the north side of the building, for the installation of perimeter security bollards, and for a handicap accessible entrance.

#### **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*

\$51,000,000 (estimated project cost during FYs 2009-2014). 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.*

**Comment:** On May 30, 2008, through a delegated action of the executive director, NCPC approved the preliminary and final building plans for the Phase III Modernization of the Eisenhower Executive Office Building. Phases I and II were reviewed and approved by the Commission in October 2003 and September 2005.

#### **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 commented favorably on a concept design plan for FOB 8 and recommended that clear, un-tinted 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 found that the project as submitted is not yet consistent with relevant policies, including Policies 16 and 20 of NCPC's Urban Design and Security Objectives and Policies. At its October 4, 2007 meeting, NCPC commented favorably on a revised concept for renovation of the FOB 8, with the exception of the proposed security screening pavilion and perimeter security elements. The Commission commented unfavorably on the perimeter security design because the perimeter barrier system intrudes into the public right-of-way on all four sides of the building and the Commission comments unfavorably on the security screening pavilion proposed for the building yard because the pavilion addition pushes the front of the building 48 feet further north and therefore pushes the perimeter security line into public space. The Commission also required GSA to: submit an analysis of the level of security required in accordance with NCPC's Urban Design and Security Objectives and Policies; reduce the size and mass of the security screening pavilion to minimize impact to building's setting if the screening pavilion remains a part of the project; and submit its Third and C Streets Southwest Master Plan for Urban Improvements for NCPC review and approval prior to submitting the preliminary phase of this project. The Commission also reminded GSA that the scope of the project does not fall



within NCPC's criteria for categorical exclusion under NEPA, and therefore GSA must prepare and submit an environmental assessment for the project before it is submitted for preliminary review. Further, GSA must consult on the full effects of the undertaking to include perimeter security under NHPA Section 106, which requires establishing an area of potential effect, and notes that in its determination GSA has not considered the L'Enfant Plan and adjacent buildings that form the setting at 3rd and C Streets, SW.

#### **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*

\$292,700,000 (estimated total project cost during FYs 2009-2014). 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. At its January 3, 2008 meeting, through a delegated action, the executive director approved the preliminary and final site and building plans for the installation of a temporary fence at the building. At its March 6, 2008 meeting, through a delegated action, the executive director approved for a period not to exceed two (2) years, the preliminary and final site plans for modifications to the temporary perimeter security planters at the 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, located at Vermont Avenue and I Streets NW, 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 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. At its April 5, 2007 meeting, NCPC approved final plans for modernization of the Lafayette Building, with the exception of the fence-wall at the roof adjacent to the Shoreham Building.

#### **MARY E. SWITZER BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$128,241,000 (estimated project cost during FYs 2009-2014). 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*

\$39,276,000 (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 2009-2014). 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 currently under construction for mixed-use by a private developer via a ground lease arrangement with the GSA. Environmental remediation at the SEFC primarily consists of building abatement and demolition, soil removal, analysis of near-shore line sediment, and the cleaning of storm sewer systems. 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*

\$507,869,000 (estimated project cost during FYs 2009-2014). 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 \$686,869,000; 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.
- December 6, 2007: NCPC approved the preliminary and final site and building plans for the East Access Road, the northeast parking garages, and two security guard stations at the Food and Drug Administration 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 total project cost). 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 total project cost). 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 MONTGOMERY COUNTY, MARYLAND**

*Recommended*

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

*This project first appeared in the FYs 2008-2013 program.*

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

*Recommended*

\$12,200,000 (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*

\$17,600,000 (estimated total project cost).

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

### **INTERNAL REVENUE SERVICE BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$25,200,000 (estimated total project cost).

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

### **J. EDGAR HOOVER BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$23,300,000 (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 2009-2014). 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*

\$9,200,000 (estimated project cost during FYs 2009-2014). 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 project first appeared in the FYs 2008-2013 program.*

## **NATIONAL COURTS WINDOW REPLACEMENT**

### *Recommended*

(Project costs 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 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. At its October 4, 2007 meeting, NCPC approved preliminary and final site and building plans for new and replacement fencing and lighting, five new guard booths and two new screening facilities at the NAC. At its August 2, 2007 meeting, through a delegated action of the executive director, NCPC approved the preliminary and final site development plans to construct two standby generators and screening enclosures at the NAC. At its October 4, 2007 meeting, NCPC approved preliminary and final site and building plans for new and replacement fencing and lighting, five new guard booths and two new screening facilities at the NAC.

## **REMOTE DELIVERY SERVICE CENTER**

*Recommended*

(Project costs 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\* PRINCE GEORGE'S COUNTY, MARYLAND**

*Recommended*

\$169,900,000 (estimated project cost during FYs 2009-2014) 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.*

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for this project, which contributes to improving the quality of life in the county as well as supporting the federal mission in the region (see p. 213).

## **WEST WING UTILITY PLANT REPLACEMENT**

*Recommended*

\$86,200,000 (estimated total project cost). 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 project first appeared in the FY 2008-2013 program.*

## **EAST WING UTILITY PLANT REPLACEMENT**

*Recommended*

\$16,200,000 (estimated total project cost). This project will construct an underground utility tunnel from the Eisenhower Executive Office Building to the East Wing.

*This is a new project in the FY 2009-2014 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 CAMPUS, DHS CONSOLIDATION\***

*Project Requiring Additional Planning Coordination*

\$1,067,600,000 (estimated project cost during FYs 2009-2014). This project will redevelop the West Campus of Saint Elizabeths Hospital, a 182-acre site including 61 buildings with approximately 1.1 million gross square feet 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. 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*

\$334,100,000 (estimated project cost during FYs 2009-2014). 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 project first appeared in the FYs 2008-2013 program.*

### **SAINT ELIZABETHS HOSPITAL WEST CAMPUS EXTENSION/SITE ACQUISITION**

*Project Requiring Additional Planning Coordination*

\$8,500,000 (estimated project cost during FYs 2009-2014). 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 project first appeared in the FYs 2008-2013 program.*

### **SAINT ELIZABETHS HOSPITAL – MARTIN LUTHER KING, JR. AVENUE SITE**

*Project Requiring Additional Planning Coordination*

\$500,000 (estimated project cost during FYs 2009-2014). This project will include site acquisition of 1 acre of DC's East Campus along Martin Luther King Jr. Avenue.

*This is a new project in the FY 2009-2014 program.*



# Department of Health and Human Services

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
<i>Recommended</i>								
<b>NATIONAL INSTITUTES OF HEALTH (NIH)</b>								
Animal Research Center	15,300	0	0	0	0	220,000	0	220,000
J. E. Porter Neuroscience Center II	66,400	0	280,000	0	0	0	0	280,000
Northwest Child Care Facility	500	0	12,500	0	0	0	0	12,500
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
Building 37 Basement Renovation	0	0	0	0	0	14,000	0	14,000
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
Laboratory M, South Quad	0	0	0	0	0	3,000	0	3,000
Expand Cell Processing Space, Bldg 10	0	0	0	0	0	5,000	0	5,000
New Patient Imaging	0	0	0	0	0	5,000	0	5,000
Emergency Power CIT Data Center	13,300	0	0	0	9,000	6,000	0	15,000
Zebrafish Research Facility	0	0	0	0	12,000	0	0	12,000
<b>DHHS Total</b>	<b>104,500</b>	<b>0</b>	<b>292,500</b>	<b>0</b>	<b>21,000</b>	<b>260,200</b>	<b>0</b>	<b>573,700</b>

## *Recommended*

### **NATIONAL INSTITUTES OF HEALTH (NIH)**

#### **MONTGOMERY COUNTY, MARYLAND**

#### **ANIMAL RESEARCH CENTER / CENTRAL VIVARIUM**

##### *Recommended*

\$220,000,000 (estimated project cost during FYs 2009-2014). This project provides a 27,870-gross-square-meter (300,000-gross-square-foot) 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 \$235,300,000; the project has received \$15,300,000 in prior funding.

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

#### **JOHN EDWARD PORTER NEUROSCIENCE RESEARCH CENTER-PHASE II**

##### *Recommended*

\$280,000,000 (estimated project cost during FYs 2009-2014). This project involves designing and constructing a 294,000-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 \$346,400,000; 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 November 1, 2007 meeting, NCPC approved the final site and building plans for the Porter Neuroscience Research Center, Phase 2.

### **NORTHWEST CHILD CARE FACILITY**

*Recommended*

\$12,500,000 (estimated total project cost during FYs 2009-2014). This project involves the construction of a 22,000-gross-square-foot child care facility for approximately 170 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 a waiting list of over 1,000 children. Preliminary planning has been done under the 2003 Master Plan update and a Program of Requirements has been completed. 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.*

### **SOUTH QUAD PARKING FACILITY**

*Recommended*

\$1,100,000 (estimated project design cost during FYs 2009-2014). 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.

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

## **BUILDING 37 BASEMENT RENOVATION**

### *Recommended*

\$14,000,000 (estimated total project cost). 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.*

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

### *Recommended*

\$2,100,000 (estimated project design cost during FYs 2009-2014). 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 \$117,100,000.

*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 2009-2014). 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.*

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

### *Recommended*

\$3,000,000 (estimated project design cost during FYs 2009-2014). 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. The estimated total project cost is \$135,100,000.

*This project first appeared in the FYs 2002-2007 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 CO<sub>2</sub> for incubation of cultures, and a system for electronic monitoring and alarms.

*This project first appeared in the FYs 2008-2013 program.*

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

*Recommended*

\$5,000,000 (estimated total project cost). 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 3<sup>rd</sup> 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’x200’ 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 project first appeared in the FYs 2008-2013 program.*

## **EMERGENCY/BACK UP POWER CIT DATA CENTER**

*Recommended*

\$15,000,000 (estimated project cost during FYs 2009-2014). 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. The estimated total project cost is \$28,300,000; the project has received \$13,300,000 in prior funding.

*This project first appeared in the FYs 2008-2013 program.*

## **ZEBRAFISH RESEARCH FACILITY**

*Recommended*

\$12,000,000 (estimated total project cost). 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 will be located southeast of Building 6/6A on the Bethesda campus.

*This project first appeared in the 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 6/6A.

# Department of Homeland Security

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended*

#### **FEDERAL LAW ENFORCEMENT TRAINING CENTER (FLETC)**

Building 1, Administration Building	535	0	0	5,600	0	0	0	5,600
Building 1A, Classroom and Simulator	360	9,900	0	0	0	0	0	9,900

#### **U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER (JJRTC)**

Perimeter Security Upgrade	0	0	0	0	0	0	0	0**
Utilities and Infrastructure Upgrade	0	0	0	0	0	0	0	0**

### *Projects Requiring Additional Planning Coordination*

#### **U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER (JJRTC)**

Merletti Classroom Building Annex	0	0	0	0	0	0	0	6,516*
White House Mock-up	0	0	0	0	0	0	0	3,360*

#### **U.S. COAST GUARD**

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

<b>DHS Total</b>	<b>895</b>	<b>12,400</b>	<b>0</b>	<b>5,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,876</b>
------------------	------------	---------------	----------	--------------	----------	----------	----------	---------------

#### Subtotals

<b>FLETC</b>	<b>895</b>	<b>9,900</b>	<b>0</b>	<b>5,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,500</b>
<b>USSS, JJRTC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,876</b>
<b>U.S. COAST GUARD</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500</b>
<b>DHS Total</b>	<b>895</b>	<b>12,400</b>	<b>0</b>	<b>5,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,876</b>

\* The agency has provided an overall budget, but not budget estimates by year.

\*\* The agency anticipates that funding will be requested for this project during FYs 2009-2014.

## *Recommended*

### **FEDERAL LAW ENFORCEMENT TRAINING CENTER (FLETC) PRINCE GEORGE'S COUNTY, MARYLAND**

#### **BUILDING 1, ADMINISTRATION BUILDING**

##### *Recommended*

\$5,600,000 (estimated project cost during FYs 2009-2014). 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 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.

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 (MNCPPC), 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; the estimated total project cost is \$6,135,000.

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

#### **BUILDING 1A, CLASSROOM AND SIMULATOR BUILDING**

##### *Recommended*

\$9,900,000 (estimated project cost during FYs 2009-2014). 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 for professional development training and to satisfy the educational needs of more than 24,650 federal, state, and local law enforcement officers in metropolitan Washington, DC. 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 MNCPPC, 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; the estimated total project cost is \$10,259,627.

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



## **U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER (JJRTC)** **PRINCE GEORGE'S COUNTY, MARYLAND**

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, and has stated its support for projects at this facility. The county requests coordination of updated plans with the planning department and county agencies and officials. The roadways within the area of the facility currently experience severe traffic congestion during and beyond peak hours.

### **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.*

### *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. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER (JJRTC)** **PRINCE GEORGE'S COUNTY, MARYLAND**

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, and has stated its support for projects at this facility. The county requests coordination of updated plans with the planning department and county agencies and officials. The roadways within the area of the facility currently experience severe traffic congestion during and beyond peak hours (see p. 213).

### **MERLETTI CLASSROOM BUILDING AUDITORIUM ANNEX**

*Project Requiring Additional Planning Coordination*

\$6,516,000 (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 up to 250 people.

*This project first appeared 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 project first appeared in the FYs 2008-2013 program*

## **U.S. COAST GUARD**

**FAIRFAX COUNTY, VIRGINIA**

### **CONSTRUCT ADDITION TO MID-SOUTH LABORATORY**

*Project Requiring Additional Planning Coordination*

\$2,500,000 (estimated project cost during FYs 2009-2014). This project will construct a 5,000+ square-foot addition to the Mid-South building which houses part of the Telecommunication Systems Directorate (TSD) at the Coast Guard's Telecommunications and Information Systems Center (TISCOM) on Telegraph Road in the Alexandria community within Fairfax County. 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, brick veneer finish, and fiberglass shingled hip roof. This project is not designed to improve security at an existing federal installation, or is part of a new anti-terrorism initiative or program. This project will comply with the National Environmental Policy Act.

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

# U.S. Institute of Peace

## WASHINGTON, DISTRICT OF COLUMBIA

*The United States Institute of Peace is an independent, nonpartisan institution established and funded by Congress. Additional funding for this project is to be provided by private donations.*

### *Recommended*

#### **HEADQUARTERS AND PUBLIC EDUCATION CENTER**

\$175,000,000 (estimated total project cost). Located at the intersection of 23rd Street and Constitution Avenue NW, the headquarters and public education center will occupy a prominent site facing the Lincoln Memorial on the National Mall. As the headquarters for the Institute, the building will contain administrative offices, research facilities including a library and archives, a conference center, and a public outreach museum dedicated to the theme of peacemaking. The building will include two levels of below-grade parking, and five levels of above grade office, conference, and circulation space. It is a reinforced concrete structure with a precast concrete exterior façade punctuated with individual glazed openings. The roof of the building consists of a glass and steel structure of undulating spherical and toroidal segments. Each of the two atria is enclosed at the face of the building by full-height glass curtain walls. The project has received an initial federal funding of \$100,000,000 and the Institute is seeking additional private funding to complete the project.

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

**Comment:** At its June 1, 2006 meeting, NCPC approved the concept site and building plans for the headquarters and public education center. At its November 2, 2006 meeting, the Commission approved the preliminary site and building plans. At its June 6, 2007 meeting, NCPC approved the final site and building plans and reminded the Institute of the requirement to provide a copy of the building manual to the Commission, with content specifying final luminance limits for the building to serve as the NCPC record of final project illumination, as established by the Section 106 process Memorandum of Agreement. The Commission also required that the additional parking included for the Department of the Navy as a requirement and condition for the use of the site shall be subject to reconsideration by the Commission if the parking is not used by the Navy, and that the Institute must file an addendum to the Transportation Management Plan at such time indicating how the additional parking will be managed relative to the Commission's parking policies in the *Comprehensive Plan for the National Capital: Federal Elements*.



# Department of Interior

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended and Strongly Endorsed*

#### **NATIONAL PARKS SERVICE (NPS)**

Emergency Repairs Jefferson Mem.	0	10,000	0	0	0	0	0	10,000
----------------------------------	---	--------	---	---	---	---	---	--------

### *Recommended*

#### **NATIONAL PARK SERVICE (NPS)**

Preserve Peirce Mill Structure	1,090	1,090	1,090	0	0	0	0	2,180
Theodore Roosevelt Mem. Rehab	0	0	0	0	0	1,919	0	1,919

<b>Department of Interior Total</b>	<b>1,090</b>	<b>11,090</b>	<b>1,090</b>	<b>0</b>	<b>0</b>	<b>1,919</b>	<b>0</b>	<b>14,099</b>
-------------------------------------	--------------	---------------	--------------	----------	----------	--------------	----------	---------------

## **NATIONAL PARK SERVICE (NPS)**

**ALL PROJECTS ARE LOCATED IN WASHINGTON, DISTRICT OF COLUMBIA**

**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 and Strongly Endorsed*

#### **EMERGENCY REPAIRS FOR SETTLEMENT AT THE JEFFERSON MEMORIAL SEAWALL**

*Recommended and Strongly Endorsed*

\$10,000,000 (estimated total project cost). This project will complete emergency repairs to mitigate movement at the Jefferson Memorial seawall, north plaza and surrounding landscape. The recent settlement requires immediate corrective action to prevent additional impacts. Work will include repairs to the Jefferson Memorial north plaza and seawall, north plaza lighting, transitions to adjacent areas and survey monitoring for a period of one year after corrections are made.

*This is a new project in this FYs 2009-2014 program.*

### *Recommended*

#### **PRESERVE PEIRCE MILL STRUCTURE & RESTORE MILLING MACHINERY**

*Recommended*

\$2,180,000 (estimated project cost during FYs 2009-2014). This project will stabilize and preserve the c.1829 Peirce Mill complex, a National Register property located in the heart of Rock Creek Park. The scope of this project is based on the findings and recommendations documented in the Peirce Mill Historic Structures Report (draft 2001). The structure, including the wood shake roof, stone walls, timber structural support system, plank floors, and windows will be repaired according to the Secretary of the Interior's Standards. The mill's broken waterwheel and deteriorated machinery, which are based on 19th-century prototypes, will be restored to operating condition. Corrections addressing mechanical and electrical deficiencies will bring the building up to code. A fire suppression and alarm system will also be installed to protect visitors and staff, as well as the structure itself. A water intake will be developed to provide the flow of water needed to operate the restored milling apparatus. A flood control system will be constructed to protect the structure and the machinery. To address the needs of visitors and other public

safety concerns, as well as maintain the integrity of the grounds surrounding the mill, a cultural landscape report, based on the 1998 Cultural Landscape Inventory, will be completed. In turn, accessible ADA pedestrian circulation and the building entrance will be designed and installed; the adjacent non-historic comfort station/restroom will be demolished and the trail realigned to bring the site back to its original configuration, and landscape features will be constructed that will provide safe ways to separate pedestrians from vehicular traffic in the area. The estimated total cost of this project is \$3,270,000; the project has received \$1,090,000 in prior funding.

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

### **THEODORE ROOSEVELT MEMORIAL SITE REHABILITATION**

*Recommended*

\$1,919,000 (estimated total project cost). This project involves the following: reconstructing the elliptical moats by removing the existing deteriorated concrete liners and replacing them with new epoxy-concrete liners; cleaning, repointing, and resetting the existing granite facing stone; completing the redesign and installation of a new water circulation and filtration system; installing a dual-pipe distribution system for zoned operation; providing a new filtered discharge outlet to the Potomac River; upgrading pumps and filter equipment; rehabilitating the stonework, bridges, and walkways surrounding the memorial to sustain/repair materials and provide for accessibility; and rehabilitating and restoring vegetative landscaping to remove exotic invasives and re-establish the original design intent.

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

## **PROPOSED MONUMENTS AND MEMORIALS**

The capital projects listed below occur on federally owned land, although funding is typically provided privately and the budget estimates listed below are not included in the funding requests summarized in this FCIP. The Commemorative Works Act, which guides the process for establishing memorials on federal lands administered by NPS or GSA in Washington, defines a commemoration as any statue, monument, sculpture, memorial, plaque, inscription or landscape feature, including a garden or grove.

Congress passes a law for each new memorial concept; sites are selected through coordination with a number of federal and local partners and with approval of NCPC and the Commission of Fine Arts (CFA). Commemorative works are generally funded privately and usually maintained by NPS. According to the Act, sponsors donate 10% of the estimated cost of construction to offset the cost of perpetual maintenance and preservation of the commemorative work. Most memorials are located on parks and grounds owned and managed by NPS, although some memorial projects have been authorized for other lands, such as Department of Defense installations. These projects are guided by a separate process.

### **MARTIN LUTHER KING, JR NATIONAL MEMORIAL**

The memorial commemorates the life and work of Dr. Martin Luther King, Jr. and honors his contributions to peace through non-violent social change. The memorial will be constructed on a four-acre NPS site at the northwest corner of the Tidal Basin on the National Mall. The estimated project cost is \$100,000,000; Congress authorized the United States Treasury to match \$10,000,000 in private contributions for the construction of this memorial.

### **AMERICAN VETERANS DISABLED FOR LIFE MEMORIAL**

The memorial honors all disabled veterans. It will be located on a two-acre NPS site across Independence Avenue from the U.S. Botanic Garden, at Washington Avenue (Canal Street) and Second Street, SW. The estimated project cost is \$65,000,000.

**EISENHOWER NATIONAL MEMORIAL**

Dedicated to the life and achievements of President Dwight D. Eisenhower, the memorial will be located on a four-acre site (currently managed by NPS, GSA, and DDOT) directly north of the Department of Education building on 6th and Independence Avenue, NW. Eisenhower was a five star General in the Army, first supreme commander of NATO, and the thirty-fourth President of the United States. The estimated project cost is \$90-110,000,000.

**JOHN ADAMS MEMORIAL**

Dedicated to the life and achievements of President John Adams and his family, the memorial will be constructed in Washington, DC. Adams was the second president of the United States, drafter and signer of the Declaration of Independence and diplomat. This project has been authorized by Congress, but a specific location, design and cost estimates have not yet been determined.

**UKRAINIAN VICTIMS OF MANMADE FAMINE MEMORIAL**

A memorial commemorating the manmade famine inflicted on the Ukrainian people during 1932 and 1933, to be constructed in Washington, DC. Known as the Holodomor, this memorial will educate the public and develop awareness about how the tragedy impacted the Ukrainian people. This project has been authorized by Congress, but a specific location, design and cost estimates have not yet been determined.

**FREDERICK DOUGLASS MEMORIAL & GARDENS**

A garden memorial celebrating the life of Frederick Douglass, to be constructed in Washington, DC. Douglass (1818 –1895) was an American abolitionist, orator, author, statesman and reformer. This project has been authorized by Congress, but a specific location, design and cost estimates have not yet been determined.

**FRANCIS MARION MEMORIAL**

The memorial commemorates Francis Marion, who was a lieutenant colonel in the Continental Army and later brigadier general in the South Carolina Militia during the American Revolutionary War. This project has been authorized by Congress for construction in Washington, DC, but a specific location, design and cost estimates have not yet been determined.

**VIETNAM VETERANS MEMORIAL CENTER**

The mission of the Vietnam Veterans Memorial Center is to educate the public about the Vietnam War. It will include displays related to the history of the Vietnam Veterans Memorial Wall, pictures of service members and collections of personal items and other tributes placed at the Wall. The Center will be constructed underground near the Wall at a NPS site bordered by Constitution Avenue, 23rd Street and Henry Bacon Drive. The Center will be built in compliance with standards applicable to commemorative works. The estimated project cost is \$100,000,000.





# National Aeronautics and Space Administration

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
<i>Recommended</i>								
<b>GODDARD SPACE FLIGHT CENTER (GSFC)</b>								
Construct System Development Facility	0	0	205,000	0	0	0	175,000	380,000
Modify for Bldg. Accessibility	0	0	0	900	900	900	0	2,700
Repair Central Power Plant	0	0	0	2,000	2,000	0	0	4,000
Repair Domestic Water/Sewer	0	0	0	1,000	1,000	1,000	0	3,000
Repair/Replace Roofs	6,200	0	2,500	1,200	1,000	900	0	5,600
Replace Load Center Bldg 13	0	900	0	0	0	0	0	900
Restore Building 16 - 16W	460	4,000	5,500	0	0	0	0	9,500
Restore Building 23	3,000	0	0	2,800	3,000	0	0	5,800
Restore Building 26	0	0	900	10,000	0	0	0	10,900
Restore Chilled Water	0	0	0	3,000	3,000	3,000	0	9,000
Site Utilities Upgrade	6,000	3,000	0	1,700	1,300	1,000	0	7,000
Upgrade Fire Alarms	0	0	8,000	0	0	0	0	8,000
<b>NASA Total</b>	<b>15,660</b>	<b>7,900</b>	<b>221,900</b>	<b>22,600</b>	<b>12,200</b>	<b>6,800</b>	<b>175,000</b>	<b>446,400</b>

## *Recommended*

### **GODDARD SPACE FLIGHT CENTER (GSFC) PRINCE GEORGE'S COUNTY, MARYLAND**

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for projects at this facility. The county expressed the importance of the existing Soil Conservation Road to access in this portion of the county, and the need to keep the roadway open to traffic when the relocated roadway is opened (see p. 213).

#### **CONSTRUCT SYSTEMS DEVELOPMENT FACILITY**

##### *Recommended*

\$380,000,000 (estimated total project cost). The Systems Development Facility (SDF) will be a state-of-the-art laboratory facility and is the first project put forth by GSFC in Greenbelt, Maryland, aimed directly at improving its engineering and technical development capability. The resources this project provides will enable the next generation of many leading edge science missions and exploration systems that will make the vision of space exploration a reality. The SDF will consist of laboratories, clean rooms, high bays, supporting offices and associated infrastructure improvements and house approximately 400 personnel. Specialized lab space will include cryogenic, laser, microwave, thermal, optic, nanotechnology, and mechanical activities currently housed in several other buildings on the center.

*This is a new project in this FYs 2009-2014 program.*

#### **MODIFY VARIOUS BUILDINGS FOR ACCESSIBILITY**

##### *Recommended*

\$2,700,000 (estimated total project cost). 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 total project cost). 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 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*

\$5,600,000 (estimated project cost during FYs 2009-2014). 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 \$11,800,000; the project has received \$6,200,000 in prior funding.

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

## **REPLACE LOAD CENTER - BUILDING 13**

*Recommended*

\$900,000 (estimated total project cost). This project will replace a 20+ year old load center in Building 13, Room 199 and associated equipment as needed. Existing feeder devices at this center used fuses versus circuit breakers, which are non-standard at the Greenbelt campus. The new load center will contain breakers, which are easier to reset and provide useful electronic information. These load centers were installed in 1986 and contain parts that are no longer manufactured. GFSC has made every effort to remove equipment made by obsolete manufacturers.

*This is a new project in this FYs 2009-2014 program.*

## **RESTORE BLDG 16 - 16W**

*Recommended*

\$9,500,000 (estimated project cost during FYs 2009-2014). 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 their 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; the estimated total project cost is \$9,960,000.

*This is a new project in this FYs 2009-2014 program.*

### **RESTORE BUILDING 23**

*Recommended*

\$5,800,000 (estimated project cost during FYs 2009-2014). 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 \$8,800,000; the project has received \$3,000,000 in prior funding.

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

### **RESTORE BUILDING 26**

*Recommended*

\$10,900,000 (estimated total project cost.) This project will completely renovate Building 26 on the Goddard Campus. The project will change a building designed for heavy computer space in the 1970s to office space. This renovation will require the demolition of all walls, raised floors, ceiling's, electrical and HVAC systems. The complete reconfigured building will provide office and light lab space.

*This is a new project in this FYs 2009-2014 program.*

### **RESTORE CHILLED WATER DISTRIBUTION SYSTEM**

*Recommended*

\$9,000,000 (estimated total project cost). This project is a continuation of the chilled water utility restoration program.

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

### **SITE UTILITIES UPGRADE – STEAM DISTRIBUTION**

*Recommended*

\$7,000,000 (estimated project cost during FYs 2009-2014). This project will replace the aging and deteriorated steam and condensate lines distributing steam from the boiler plant to the buildings. It will reinstitute 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 the drain. Steam manholes, valves, and piping will be repaired as well. The project has received \$6,000,000 in prior funding, the estimated total project cost is \$13,000,000.

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

### **UPGRADE FIRE ALARM SYSTEMS, VARIOUS BUILDINGS**

*Recommended*

\$8,000,000 (estimated total project cost). 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 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
<i>Recommended</i>								
<b>NAVAL CENTER SUITLAND</b>								
NMIC	52,069	4,090	0	0	0	0	0	4,090
<b>NAVAL SURFACE WARFARE CENTER, CARDEROCK DIVISION</b>								
RDT&E Support Facility	0	0	0	12,930	0	0	0	12,930
<i>Projects Requiring Additional Planning Coordination</i>								
<b>ARLINGTON SERVICE CENTER</b>								
Crystal Park 5 Renovations	0	300	33,660	0	0	0	0	33,960
<b>NAVAL RESEARCH LABORATORY</b>								
Autonomous Research Laboratory	0	0	24,220	0	0	0	0	24,220
<b>WALTER REED NATIONAL MILITARY MEDICAL CENTER (WRNMMC)</b>								
Medical Center Facilities Additions	495,800	395,950	87,350	0	0	0	0	483,300
<b>WASHINGTON NAVY YARD</b>								
Construct New NSM Warehouse	500	6,064	0	0	0	0	0	6,064
NSM Activity Relocation	0	86,497	0	0	0	0	0	86,497
<b>Subtotal</b>	<b>500</b>	<b>92,561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92,561</b>
<b>Department of the Navy Total</b>	<b>548,369</b>	<b>492,901</b>	<b>145,230</b>	<b>12,930</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>651,061</b>

## *Recommended*

### **NAVAL CENTER SUITLAND** **PRINCE GEORGE'S COUNTY, MARYLAND**

#### **NATIONAL MARITIME INTELLIGENCE CENTER**

##### *Recommended*

\$4,090,000 (estimated project cost during FYs 2009-2014). 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. National Environmental Policy Act documentation has been completed through an Environmental Assessment. The total cost of the project is estimated to be \$56,159,000; the project has received \$52,069,000 in prior funding.

*This project first appeared in the FYs 2008-2013 program.*

**Comment:** At its May 1, 2008 meeting NCPC approved the final master plan for the National Maritime Intelligence Center, located in Suitland, MD.

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for projects at this facility. The county expressed the importance of the center which contributes to improving the quality of life in the county, while supporting the federal mission in the region (see p. 213).

## **NAVAL SURFACE WARFARE CENTER, CARDEROCK DIVISION MONTGOMERY COUNTY, MARYLAND**

### **RESEARCH DEVELOPMENT TEST AND EVALUATION (RDT&E) SUPPORT FACILITY**

*Recommended*

\$12,930,000 (estimated total project cost). This project involves constructing a new 35,700-square-foot facility to provide a centralized location for Carderock Division's RDT&E Operations Department to perform its mission more effectively and efficiently. The three-story building will be constructed of a steel frame and concrete foundation. Built-in equipment includes a new dock leveler system and elevators. Sustainable design features will be integrated into the design and construction. Demolition of four dilapidated buildings is included in the scope.

*This project first appeared in the FYs 2005-2010 program as "Engineering Management and Logistics Facility".*

## **WALTER REED NATIONAL MILITARY MEDICAL CENTER (WRNMMC) MONTGOMERY COUNTY, MARYLAND**

*The Intrepid Fallen Heroes Fund was begun in 2000 under the auspices of the Intrepid Museum Foundation, and established as an independent not-for-profit organization in 2003. Funding for this project is provided by private donations.*

### **NATIONAL INTREPID CENTER OF EXCELLENCE (NICOE)**

*Recommended*

The NICoE, a facility being designed and built by the Intrepid Fallen Heroes Fund, will be a two-story facility located on the medical campus, adjacent to the WRNMMC. The NICoE will be an advanced facility dedicated to research, diagnosis and treatment of military personnel and veterans suffering from traumatic brain injury and psychological health issues. Fully funded by the Intrepid Fallen Heroes Fund, upon completion of the structure in 2009 the Fund will transfer the NICoE to the Department of Defense for staffing and ongoing operation.

*This is a new project in this FYs 2009-2014 program.*

**Comment:** At its June 5, 2008 meeting and in conjunction with its review of the preliminary and final site and building plans for the WRNMMC new medical facility additions (Buildings A and B), NCPC also approved the preliminary and final site and building plans for the NICoE, and commended the applicant and their design team for a well developed, sophisticated, and innovative structure.

## *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 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 COUNTY, VIRGINIA

#### **CRYSTAL PARK 5 RENOVATION**

*Project Requiring Additional Planning Coordination*

\$33,960,000 (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.

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

### **NAVAL RESEARCH LABORATORY**

WASHINGTON, DISTRICT OF COLUMBIA

#### **AUTONOMOUS RESEARCH LABORATORY**

*Project Requiring Additional Planning Coordination*

\$24,220,000 (estimated total project cost). This project, formerly identified as the advanced computing facility, provides for the construction of a 49,585-square-foot, two-story facility 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 four buildings.

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

### **WALTER REED NATIONAL MILITARY MEDICAL CENTER (WRNMMC)**

MONTGOMERY COUNTY, MARYLAND

#### **MEDICAL CENTER FACILITIES ADDITIONS BUILDINGS A AND B**

*Project Requiring Additional Planning Coordination*

\$483,300,000 (estimated total project cost). This project will construct new medical facility additions to the WRNMMC, located at 8901 Rockville Pike in Bethesda, Maryland. The project will include renovation of existing facilities as well as construction of two new buildings to accommodate the medical service expansion required by BRAC. The new buildings and related utility/site upgrades will accommodate a new outpatient facility and expanded diagnostic and critical care functions of the Medical Center. The facilities include a Wounded Warrior Care Center, legal medicine, Program Management Office and a parking garage. The total cost of the project is estimated to be \$1,148,950,000; the project has received \$665,650,000 in prior funding.

*This is a new project in this FYs 2009-2014 program.*

**Comment:** At its September 27, 2007 meeting NCPC commented favorably on the concept design for the WRNMMC with the exception of the fenestration pattern. At its June 5, 2008 meeting NCPC approved the preliminary and final site and building plans for the new medical facility additions (Buildings A and B) and commended the applicant and their design team for a well developed, sophisticated, and

complementary addition to the campus that will enhance the appearance of historic building one as well as the overall image of the medical center.

## **WASHINGTON NAVY YARD**

### **WASHINGTON, DISTRICT OF COLUMBIA**

#### **CONSTRUCT NEW NAVAL SYSTEMS MANAGEMENT WAREHOUSE, ANACOSTIA ANNEX**

*Project Requiring Additional Planning Coordination*

\$6,064,000 (estimated project cost during FYs 2009-2014). This project was developed to fulfill BRAC actions. It will build a new climate-controlled warehouse of approximately 20,000 square feet, and an 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. The estimated total project cost \$6,564,000; the project has received \$500,000 in prior funding.

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

#### **NAVY SYSTEMS MANAGEMENT ACTIVITY RELOCATION, ANACOSTIA ANNEX**

*Project Requiring Additional Planning Coordination*

\$8,497,000 (estimated total project cost). This project was developed to fulfill BRAC actions. It will renovate a 155,158-square-foot administrative building. The function of the building will remain the same after renovation. The project retains the existing shell of the structure, while completely renovating the interior. As required by BRAC, 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. The project creates a suitable replacement facility for the operations of the Navy Systems Management Activity previously at the Nebraska Avenue Complex, which was transferred to the Department of Homeland Security.

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



# Smithsonian Institution

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### *Recommended and Strongly Endorsed*

#### **Smithsonian Museums**

Renovate Smithsonian Castle	0	0	0	7,000	7,000	20,000	72,000	106,000
NMAH Revitalization	51,600	3,200	14,000	17,000	20,000	31,860	0	86,060
NMNH Revitalization	176,770	28,700	23,800	24,500	24,500	25,000	25,000	151,500
Restore Renwick Gallery	0	0	3,000	25,000	0	0	0	28,000

### *Recommended*

#### **National Zoological Park**

Renew Bird House Facilities and Site	0	0	1,100	1,500	5,000	10,000	10,000	27,600
Renew Seal/Sea Lion Facility	700	8,500	16,000	6,000	0	0	0	30,500
Repair General Services Bldg	1,457	4,500	4,000	0	0	0	0	8,500

#### **Smithsonian Museums**

Anti-Terrorism Protection	30,315	2,600	5,130	15,200	21,400	19,605	9,200	73,135
Museum Support Center Renov.	0	0	6,500	6,700	14,000	7,000	7,900	42,100
Museum Support Center Pod 3	12,500	15,000	15,000	0	0	0	0	30,000
Quadrangle Roof/Mech. Systems	0	0	0	0	0	850	0	850
Replace NASM Mech. Systems	0	0	0	0	0	5,000	0	5,000
Restore Hirshhorn Façade	0	0	730	0	7,300	0	0	8,030

### *Projects Requiring Additional Planning Coordination*

#### **Smithsonian Museums**

NMAAHC	0	3,000	20,000	40,000	187,000	0	0	250,000
--------	---	-------	--------	--------	---------	---	---	---------

<b>Smithsonian Institution Total</b>	<b>273,342</b>	<b>65,500</b>	<b>109,260</b>	<b>142,900</b>	<b>286,200</b>	<b>119,315</b>	<b>124,100</b>	<b>847,275</b>
--------------------------------------	----------------	---------------	----------------	----------------	----------------	----------------	----------------	----------------

#### Subtotals

<b>National Zoological Park</b>	<b>2,157</b>	<b>13,000</b>	<b>21,100</b>	<b>7,500</b>	<b>5,000</b>	<b>10,000</b>	<b>10,000</b>	<b>66,600</b>
<b>Smithsonian Museums</b>	<b>271,185</b>	<b>52,500</b>	<b>88,160</b>	<b>135,400</b>	<b>281,200</b>	<b>109,315</b>	<b>114,100</b>	<b>780,675</b>

<b>Smithsonian Institution Total</b>	<b>273,342</b>	<b>65,500</b>	<b>109,260</b>	<b>142,900</b>	<b>286,200</b>	<b>119,315</b>	<b>124,100</b>	<b>847,275</b>
--------------------------------------	----------------	---------------	----------------	----------------	----------------	----------------	----------------	----------------

### **ALL PROJECTS ARE LOCATED IN WASHINGTON, DISTRICT OF COLUMBIA UNLESS NOTED**

**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.

New construction and modernization projects that include permanent physical security measures are required to conform to NCPC submission guidelines and urban design and security policies. Further, where area-wide perimeter security strategies are contemplated, the Smithsonian is encouraged to ensure that individual proposals are fully coordinated with area-wide security strategies.

NCPC is working with District and federal agencies to examine the costs and issues related to site-specific perimeter security projects, including: the relative benefits of area-wide security solutions compared to site specific solutions; efforts to ensure that limited resources be directed to the most sensitive assets first; and

ensuring that perimeter security proposals effectively weigh the competing demands of public space and access. Project review and recommendations in future FCIP documents will likely consider these issues.

The new construction and modernization projects noted with an \* below include or are anticipated to include permanent perimeter security as a project component.

## *Recommended and Strongly Endorsed*

### **SMITHSONIAN MUSEUMS**

#### **RENOVATE SMITHSONIAN CASTLE\***

*Recommended and Strongly Endorsed*

\$106,000,000 (estimated total project cost). Renovation of the Smithsonian Institution Building, on the National Mall, will include the restoration of the most significant interior spaces of the building, the repair of interior and exterior finishes, and the accommodation of contemporary administrative and museum needs through appropriate new construction. This project will replace all mechanical, electrical, plumbing, and communications systems with new energy-efficient components that will control and monitor environmental conditions, ensure continued operation and long-term preservation of the building, provide future savings in operating and maintenance costs, and meet contemporary codes and ventilation standards. The project will also repair or replace the roofs and façades, replace the elevators, abate or encapsulate asbestos and lead paint, upgrade the fire detection and suppression systems, and make the building more accessible to persons with disabilities.

The mechanical, electrical, and other utility systems, near the end of their useful lives, are subject to continual breakdown and require frequent manual operation. There are periodic power failures because of the age of the electrical wiring, some of which was installed before 1950. The equipment and piping are contaminated with asbestos. Fan coil units at the building's exterior walls provide heating and cooling with fresh air supplied from air handling units located in the attics. The system cannot meet the building's current heating and cooling loads. Condensation collection and inefficient equipment pose problems. Air circulation within offices is insufficient, and humidity control is limited. The steam pressure reduction station is in very poor condition. Frequent maintenance of interior finishes is required because of leaks from deteriorating piping and the age of some roof areas. The interior wall surfaces are contaminated with lead paint. Regular maintenance of exterior stone is required because of the age and weathering of the stone and mortar. The communications system is inadequate to meet the needs of activities in the building. The elevators are antiquated and require frequent repair. Many spaces are not accessible to persons with disabilities. In the basement, low-hanging wires and pipes in the passageways pose a hazard to staff moving between the Castle and the Quadrangle building. The emergency lighting system is outdated and does not function effectively. Piecemeal interior construction over the years has obscured the architecturally significant character of the building interior.

A National Historic Landmark, the Romanesque Smithsonian Castle was designed by James Renwick, Jr., and completed in 1855. It originally housed all of the new Institution's operations, including laboratories, a large lecture hall, museum galleries, and private living quarters for Secretary Joseph Henry's family. The 149,000 square-foot Castle continues to serve as the administrative headquarters and offices of the Secretary of the Smithsonian Institution. Also located in this building are the Smithsonian's Visitor Center, the Regents' Room, and a staff cafeteria in the basement. The Castle Collection consists of 3,500 pieces of nineteenth-century American furniture and decorative arts. Approximately 200 staff occupies the building. The annual visitation is 1.6 million.

An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

*This is a new project in the FYs 2009-2014 program.*

**Comment:** NCPC currently recommends and strongly endorses this project because it is an iconic structure for the Institution and the nation that is located on the National Mall. The strong endorsement is based on information provided to NCPC to date; however, this recommendation is subject to change as additional details of the project are provided to NCPC for review.

## **NATIONAL MUSEUM OF AMERICAN HISTORY (NMAH)—KENNETH E. BEHRING CENTER PUBLIC SPACE REVITALIZATION \***

### *Recommended and Strongly Endorsed*

\$86,060,000 (estimated project cost during FYs 2009-2014). The Public Space Renewal Project will modernize key public safety systems and public services in the NMAH, located at the intersection of 14th Street and Constitution Avenue, NW. All three main exhibit public floors of the museum, comprising approximately 330,000 gross-square-feet, are part of this major renewal which will redefine the visitors' experience and modernize and clarify circulation and amenities. In addition, the project will bring the NMAH to higher building code standards. The scope of work includes upgrades to public restrooms, the fire detection and alarm system, life safety egress, fire protection, elevators, escalators, mechanical and power distribution systems, exterior hardscape, landscape, and the physical security of the museum. In addition to the Public Space Renewal Project, the modernization includes architectural improvements and four major exhibits endorsed by the Blue Ribbon Commission, to be funded by the Behring Foundation and other private donors. The Public Space Renewal Project must be accomplished in coordination with the museum exhibit renewal program. 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 the fall of 2008.
- c) West Wing Renewal – The project will continue system replacement and upgrade of life safety and accessibility codes to the west wing of the building. The work will not require closing the building to the public.
- d) East Wing Renewal – The project will continue system replacement and upgrade of life safety and accessibility codes to the east wing of the building. The work will not require closing the building to the public.

A follow-on project will replace the long window walls that extend from the first to the fourth floors, and renew the systems in the non-public fourth and fifth floors of the building.

The fire detection and alarm system is outdated and requires excessive maintenance. The public restrooms are outdated, do not meet code in fixture quantity, and are not fully accessible. Public circulation areas, amenities, lobbies, seating, telephones, and secure coat-check facilities are in disrepair. The elevators are not fully accessible and are not all on emergency power. The escalators are reaching the end of their useful life. Paths of emergency egress are not clearly defined, creating safety hazards for occupants. Fire separation doors are a life safety hazard and require excessive maintenance. The deficiencies in the mechanical system have caused extreme variations in the building humidity. Steam condensate piping and pressure-reducing valve stations are in poor condition, and transformer vaults are not air conditioned, threatening power failures due to heat. Leaks from the mechanical system require constant maintenance and threaten irreparable moisture damage to the museum collections. Site landscaping, hardscape, and special features—such as the west reflecting pool—are in disrepair, create safety hazards, and require renewal. In addition, the museum lacks a security perimeter barrier against terrorist threats, as well as a good screening system for visitors and vehicles as part of the Anti-Terrorism Protection security initiative. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

The NMAH's modern classical building was designed by Walker O. Cain of McKim Mead and White and built in 1964 as the Museum of History and Technology. The building is eligible for the National Register of Historic Places. It has been designated the Behring Center in honor of the gift from the Kenneth

Behring Foundation in 2001. The building houses exhibits that explore America's technological, scientific, cultural, and political history. The collections include the Star-Spangled Banner that inspired Francis Scott Key, exhibitions on the American Presidency, and the First Ladies' gowns. The estimated total project cost is in the range of \$250,000,000; the project has received \$51,600,000 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 NMAH 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 (NMNH) REVITALIZATION**

*Recommended and Strongly Endorsed*

\$151,500,000 (estimated project cost during FYs 2009-2014). The current phase of the project continues the ongoing Major Capital Revitalization of the NMNH, located at 10th Street and Constitution Avenue NW, with the renovation of the building's mechanical and electrical systems and associated work. The project will 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. Renovation of Halls 7 through 10 and 23 through 25 for the future Ocean Exhibit, funded by the National Oceanic and Atmospheric Administration is complete, as is renovation of Halls 27 – 30 which now houses the recently opened Butterfly Exhibit. Work in the west wing basement and the southwest portion of the third floor of the Main Building began in 2007. Renovation of 25 percent of the building's elevators started in 2008. 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 NMNH was designed by Hornblower and Marshall and completed in 1911 in the Beaux-Arts style. Mills Petticord and Mills added east and west wings in 1964 for offices, storage, and laboratories. In the 1990s, east and west courtyard complexes were added for public facilities, offices, storage, and classrooms. The 1.8-million-square-foot building is one of the leading international centers for research on life sciences, earth and planetary studies, and anthropology. The museum's researchers study natural and cultural diversity by collecting and identifying specimens; establishing relationships among them; and explaining the underlying processes that generate, shape, and sustain their diversity. The Hope Diamond, dinosaur skeletons, an African bush elephant, and an insect zoo are among the collections. Annual visitation has been as high as 9.3 million. The estimated total project cost is in the range of \$400,000,000; the project has received \$177,070,000 in prior funding.

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

**Comment:** At its February 2, 2006 meeting, NCPC approved the final site and building plans for perimeter security around the NMNH, with the "Base Option" treatment for the Madison Drive entrance, and recommends that the "Option 1" treatment for the Madison Drive entrance be implemented, as also shown on NCPC Map File No. 1.41(38.40) 41956. At its June 5, 2008 meeting, the Commission approved the revised final site and building plans for perimeter security consisting of a cable system in the planting beds along Madison Drive and a portion of 12<sup>th</sup> Street, NW.

## **RENEW RENWICK GALLERY**

*Recommended and Strongly Endorsed*

\$28,000,000 (estimated total project cost). This project will renew and replace mechanical, electrical, and plumbing systems. Replace the chiller and major air handling and temperature/humidity control systems with energy-efficient equipment. Clean, repair, and upgrade the perimeter radiator system. Upgrade electronic security system and tie monitoring to the Patent Office Building. Renew public rest rooms and improve accessibility. Provide new security locker facilities for gender balance. Renew the walls, lighting, and laylights in the Grand Stair and Octagon Room to reverse existing damage and upgrade finishes and lighting in public space. Repair and clean the building's façade, repair the main entrance steps and handrails, and repair roofing and gutters to mitigate water intrusion. Upgrade windows and install blast mitigation on window openings to protect against a terrorist event. Replace and upgrade fire protection and life safety systems to meet current codes, and improve safety in attic space. Install backflow prevention to meet code requirements. Remove and mitigate architectural barriers throughout the building, including modifications to the lower level entrance, to improve accessibility to persons with disabilities. Upgrade interior signage.

Deteriorating coping stone and brick joints on the façade are allowing water to enter the building, damaging plaster and interior finishes in offices, exhibit spaces, and concealed areas behind exhibit partitions. Many insulated window units are failing and the remaining units are approaching the end of their useful life. Mechanical and electrical systems are more than 30 years old and subject to failure. Safety issues in the attic prevent scheduled maintenance and repair to systems equipment. Repair parts are no longer available for the air-handling units, which are outdated and inefficient. Electrical distribution systems are operating at maximum capacity on obsolete equipment, and many elements do not meet current codes. Lighting systems are inefficient and inadequate to provide necessary illumination of public spaces. Second floor public rest rooms are antiquated and are inaccessible for many people. Although the fire protection sprinklers, smoke detectors, and pumps are adequate, the fire alarm system must be upgraded to meet current codes. The Octagon Room laylight below the skylight needs repair. Deteriorated plaster finishes and outdated lighting systems in this room and the Grand Stair require renovation. The lower level entry is lacking in accommodation for people with disabilities and the security operations desk requires upgrading. Most of the asbestos has been removed, but many areas contain lead paint.

Architect James Renwick designed this National Historic Landmark in the Second Empire style. It was constructed in 1858 as the city's first art museum, the original Corcoran Gallery of Art. With the advent of the Civil War, the building became a warehouse for military material and the headquarters of the Quartermaster General and finally opened as a museum in 1871. When the Corcoran moved to its new gallery in 1897, the Renwick became the home of the U.S. Court of Claims for 65 years. In 1965, the building was transferred to the Smithsonian and returned to use as a museum. An extension of the Smithsonian American Art Museum, the museum is dedicated to the collection, exhibition, study, and preservation of American crafts from the 19th century to the present. The recently renovated Grand Salon exhibits 170 paintings and sculpture from the Smithsonian American Art Museum, including Thomas Moran's three monumental views of the Grand Canyon of Yellowstone and the Chasm of the Colorado (two of which are on long-term loan from the U.S. Department of the Interior). These works and others by George Catlin, George Inness, Abbot Handerson Thayer, and John Twachtman are hung salon-style, one-atop-another and side-by-side. The museum offers research, educational programs, lectures, demonstrations, and films complementing the exhibitions. The average annual visitation is about 150,000.

An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

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

## *Recommended*

### **NATIONAL ZOOLOGICAL PARK RENEW BIRD HOUSE FACILITIES AND SITE**

#### *Recommended*

\$27,600,000 (estimated total project cost). This project is a comprehensive rehabilitation of the Bird House facilities, including the historic Bird House, exterior yards, viewing areas and landscape. Building systems will be replaced and both interior and exterior exhibits will be renewed. A new Migratory Bird exhibit is in the planning stages.

The existing Bird House structure (solid load-bearing brick walls) and exterior envelope are in fair to good condition; however, the interior finishes are worn and the building systems are reaching the end of their useful life. Renovation of the Bird House is included in the Master Facilities Plan for the National Zoological Park currently nearing completion.

The Bird House was originally constructed in 1928, with a large addition in 1937. The facilities underwent major renovation and modernization in 1963-65 during which the original terra-cotta tile high roof and the gabled north entrance portico were removed, significantly weakening the building's historic integrity. Planning for the rehabilitation project will include evaluating the feasibility of re-introducing some lost historic elements.

An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

*This is a new project in the FYs 2009-2014 program.*

### **RENEW SEAL/SEA LION FACILITY**

#### *Recommended*

\$30,500,000 (estimated project cost during FYs 2009-2014). The National Zoological Park, 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. The estimated total project cost is \$31,200,000; the project has received \$700,000 in prior funding.

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

## **REPAIR STRUCTURAL SYSTEMS, NATIONAL ZOOLOGICAL PARK GENERAL SERVICES BUILDING**

*Recommended*

\$6,500,000 (estimated project cost during FYs 2009-2014). This project will strengthen and repair structural deficiencies such as cracked concrete, deteriorated steel reinforcement and degraded tie-back tension rods in the General Services Building and in the retaining wall that supports the North Road, the major thoroughfare through the Zoo. Internal strengthening is needed at the lower level of the building along the backside and for the full length of the loading and storage bay areas. The project includes underpinning the back foundation wall, installing a new wall interior of the perimeter wall with waterproofing membrane, adding shear walls and tie-backs into the hillside, replacing and reconfiguring structural mezzanines, and strengthening interior columns.

The General Services Building houses numerous critical functions at the National Zoological Park, including the animal nutrition commissary, the maintenance and repair shops, and offices for safety, horticulture, exhibits, project management, engineering design and construction, as well as parking for staff and visitors. Recent studies identified critical structural deficiencies that, if not repaired, will cause structural failure and localized collapse. The structural deficiencies are responsible for the cracks in the foundation walls that allow water into the commissary, which was cited by the USDA in November 2005 as a deficiency requiring immediate attention.

The building was constructed in 1976 and is not considered a historically significant structure. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The estimated total project cost is \$7,957,000; the project has received \$1,457,000 in prior funding.

*This is a new project in the FYs 2009-2014 program.*

## **SMITHSONIAN MUSEUMS CONSTRUCT/INSTALL ANTI-TERRORISM PROTECTION\***

*Recommended*

\$73,635,000 (estimated project cost during FYs 2009-2014). 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 \$127,400,000; the project has received \$30,315,000 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.
- 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.
- 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.
- 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.
- 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.
- Install emergency voice systems at the National Zoological Park:

*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 7<sup>th</sup> Street and 14<sup>th</sup> 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 14<sup>th</sup> 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 Air and Space Museum of Natural History*

- Provide four exhibit plinths in conjunction with the approved bollards and flagpole plinths in the north entrance as part of their overall perimeter security design.

*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 12<sup>th</sup> 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.
- Implement "Option I1" treatment for Madison Drive entrance.

*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 14<sup>th</sup> Street, NW and incorporate it into the landscape of the building yard.



- 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.
- Submit existing and future museum identification and way-finding signs that will be relocated or proposed due to the perimeter security installation, for review and approval.

*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 NCPD, 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.

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

### **PRINCE GEORGE'S COUNTY, MARYLAND**

*Recommended*

\$42,100,000 (estimated project cost during FYs 2009-2014). This project will renovate 131,000 square feet of the infrastructure supporting the collections storage at MSC in Suitland, Maryland. It includes renovation of the entire mechanical, electrical, security, and fire protection systems for the laboratory and administration areas for the personnel who maintain and research the collections. It also rearranges the laboratory space to be more efficient and better utilized as modular/multi-use type spaces instead of one-process, under-utilized space. In conjunction with this, the administrative areas will be consolidated so as to provide a more controlled flow of incoming/outgoing specimens and artifacts to insure tighter documentation, pest control, and care of the overall collections.

The MSC was constructed in 1983 and the major utility systems are reaching the end of their useful life. It is imperative that programming and construction of replacement systems be initiated immediately as major maintenance problems have already surfaced in the last two years. In addition, the recent construction of Pod 5 (128,000 square feet) and the soon to be renovated Pod 3 (72,000 square feet) means more and specialized collections are being stored at the MSC. This increased storage necessitates more collections personnel to care for the collections and an improved, more efficient method of processing collections. Additional collections also require more efficient and multi-use laboratory space which can support more than one type of collection. Upon completion, the renovated space will be able to support the added collections, collections support personnel, and the increased research use of the laboratories.

Built in 1983, the facility was designed by architectural firms Keyes, Condon, Florence and Metcalf and Toby. The modern, pre-cast concrete center is a research, conservation, and collection storage facility that provides optimum environments for the storage, preservation and study of Smithsonian collections. The 652,000 square-foot facility houses no public exhibits. Rather, it has five large storage bays and an office-laboratory complex. The building is not open to the public, except for scholars and researchers.

An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

*This is a new project in the FYs 2009-2014 program.*

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for projects at the MSC, including this project and the Pod 3 renovation project below. The county also urges the consideration be given to creating opportunities for public access and education at this facility (see p. 213).

### **MUSEUM SUPPORT CENTER (MSC) POD 3 PRINCE GEORGE'S COUNTY, MARYLAND**

#### *Recommended*

\$30,000,000 (estimated project cost during FYs 2009-2014). This project calls for the renovation of Pod 3 of the MSC 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 652,000-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 \$42,500,000; the project has received \$12,500,000 in prior funding.

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

**Comment:** At its August 2, 2007 meeting, NCPC approved the final site and building plans for a mechanical penthouse addition on the Smithsonian Institution Museum Support Center, Pod 3 building bay.

### **QUADRANGLE/ROOF MECHANICAL SYSTEMS**

#### *Recommended*

\$850,000 (estimated project cost for a study during FYs 2009-2014). The membrane roof is leaking, and water is migrating as far as the second level underground. Temporary repairs completed in 2007 solved many of the immediate problems, but the roof will need to be completely replaced in the near future to ensure the integrity of the building envelope. 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.*

## **REPLACE NATIONAL AIR AND SPACE MUSEUM MECHANICAL SYSTEM**

### *Recommended*

\$5,000,000 (estimated total project cost.) This project will replace the mechanical systems in the building, including all equipment, fans, chillers, motors, pumps, ductwork and controls throughout the building.

The building and all its systems have been in operation since 1975. The mechanical equipment had an original useful life of 30 years and is therefore at the end of its lifecycle. The mechanical systems experience frequent breakdowns. Heating and cooling loads have increased dramatically, and existing equipment is no longer able to provide adequate environmental control. Existing air ducts are too small to increase airflow. Over the years, the coating that stabilizes the fibers that line mechanical ducts has worn down and allows the insulation fibers to be picked up by air movements and blown into occupied spaces. Although not carcinogenic, the fibers can be irritating to visitors and employees.

The National Air and Space Museum (NASM) was constructed in 1976 to memorialize the national development of aviation and space flight and has become the world's most visited museum. The 636,000 square-foot building preserves and displays artifacts, aeronautical and space flight equipment, significant historical data, and related technologies. It houses the Langley IMAX Theater and the Einstein Planetarium in addition to spaces for public programs, special exhibitions, and offices for publications, acquisitions and research. The recent annual visitation exceeds 6 million.

An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

*This is a new project in the FYs 2009-2014 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 museum is located at the corner of 7th Street and Independence Avenue SW, on the National Mall.

The façade of the building is not aging well. The joint sealant is worn, and water is getting behind the face as well as coming in from the top. Without correction, this will erode the stone attachments and infiltrate the building envelope. In addition, the façade is un-insulated, causing the building to use twice the energy most other Smithsonian museums use. The proposed project will add insulation to the façade section, replace the stone façade and reseal the joints.

Designed by Gordon Bunshaft of Skidmore Owings and Merrill, this cylindrical Neo-expressionist building and nearby garden were constructed in 1974 to house the Joseph H. Hirshhorn collection of modern and contemporary American and European paintings and sculptures. The museum and its garden house have one of the most comprehensive collections of modern sculpture in the world. 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.*

## *Projects Requiring Additional Planning Coordination*

### **NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE (NMAAHC)\***

#### *Project Requiring Additional Planning Coordination*

\$250,000,000 (estimated federal appropriations during FYs 2009-2014 for programming, design, and construction). The project scope and estimate 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 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. The total estimated cost of the project is in the range of \$500,000,000, to be split between federal appropriations and private funding.

*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. NPS transferred the site to the Smithsonian in June 2007. This important project is just initiating more detailed project planning. Coordination will continue to be needed to address the many complex issues at this site.

# Department of State

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
<i>Recommended and Strongly Endorsed</i>								
<b>Harry S Truman (HST) Building</b>								
Blast Resistant Windows	30,400	0	0	0	23,000	0	0	23,000
Security Upgrades	8,648	0	4,195	12,467	0	1,383	11,573	29,618
<b>Department of State Total</b>	<b>39,048</b>	<b>0</b>	<b>4,196</b>	<b>12,467</b>	<b>23,000</b>	<b>1,383</b>	<b>11,573</b>	<b>52,618</b>

## *Recommended and Strongly Endorsed*

### **HARRY S TRUMAN (HST) BUILDING** WASHINGTON, DISTRICT OF COLUMBIA

#### **BLAST-RESISTANT WINDOWS**

##### *Recommended and Strongly Endorsed*

\$23,000,000 (estimated project cost during FYs 2009-2014). 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 HST Building, located at 22nd and C Street, NW—the 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 second phase in New State is being designed and will be completed in 2010. The total project cost is \$197,400,000; the project has received \$30,400,000 in prior funding.

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

#### **SECURITY UPGRADES**

##### *Recommended and Strongly Endorsed*

\$29,618,000 (estimated project cost during FYs 2009-2014). The goal of the perimeter security improvements project is to secure the HST Building, located at 22nd and C Street, NW—the 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 the District of Columbia Historic Preservation Office and the Advisory Council on Historic Preservation. The estimated total project cost is \$57,581,000; the project has received \$8,648,000 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.

New construction and modernization projects that include permanent physical security measures are required to conform to NCPC submission guidelines and urban design and security policies. Further, where area-wide perimeter security strategies are contemplated, the State Department is encouraged to ensure that individual proposals are fully coordinated with area-wide security strategies.

NCPC is working with District and federal agencies to examine the costs and issues related to site-specific perimeter security projects, including: the relative benefits of area-wide security solutions compared to site specific solutions; efforts to ensure that limited resources be directed to the most sensitive assets first; and ensuring that perimeter security proposals effectively weigh the competing demands of public space and access. Project review and recommendations in future FCIP documents will likely consider these issues.

# Department of Transportation

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
<i>Recommended and Strongly Endorsed</i>								
<b>FEDERAL HIGHWAY ADMINISTRATION (FHWA)</b>								
National Mall Road Improvements	76,600	2,000	7,000	1,575	0	0	0	10,575
<i>Recommended</i>								
<b>FEDERAL HIGHWAY ADMINISTRATION (FHWA)</b>								
14th Street Bridge/G.W. Parkway	8,480	0	200	0	0	0	0	200
Pedestrian Bridge Dulles Toll Rd	2,300	0	0	0	0	0	0	0*
Rehab. VA Rt. 123/CIA Interchange	2,750	0	14,000	0	0	0	0	14,000
Woodrow Wilson Bridge	2,214,700	120,200	46,600	15,300	68,300	8,900	45,800	305,100
<i>Projects Requiring Additional Planning Coordination</i>								
<b>FEDERAL HIGHWAY ADMINISTRATION (FHWA)</b>								
Defense Access Road Phase I and II	0	0	10,000	0	0	0	0	10,000**
<b>DOT Total</b>	<b>2,304,230</b>	<b>122,200</b>	<b>77,800</b>	<b>16,875</b>	<b>68,300</b>	<b>8,900</b>	<b>45,800</b>	<b>339,875</b>

\* The agency has provided an overall budget, but not budget estimates by year.

\*\* The agency anticipates that additional funding will be requested for this project during FYs 2009-2014.

## FEDERAL HIGHWAY ADMINISTRATION

### *Recommended and Strongly Endorsed*

#### **NATIONAL MALL ROAD IMPROVEMENTS WASHINGTON, DISTRICT OF COLUMBIA**

##### *Recommended and Strongly Endorsed*

\$10,575,000 (estimated project cost during FYs 2009-2014). 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 \$107,725,000; 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.

## *Recommended*

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

#### *Recommended*

\$200,000 (estimated total project cost). 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). 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.*

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

#### *Recommended*

\$0 (The agency anticipates that funding will be requested for this project during FYs 2009-2014). 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. The project has received \$2,300,000 in prior funding. The total cost of this project has not been determined.

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

### **REHABILITATE VIRGINIA ROUTE 123/CIA INTERCHANGE FAIRFAX COUNTY, VIRGINIA**

#### *Recommended*

\$14,000,000 (estimated project cost during FYs 2009-2014). 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. The estimated total project cost is \$16,750,000; the project has received \$2,750,000 in prior funding.

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

### **WOODROW WILSON BRIDGE REPLACEMENT MARYLAND/VIRGINIA**

#### *Recommended*

\$305,100,000 (estimated project cost during FYs 2009-2014). 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 \$2,519,100,000; the project received \$2,214,000,000 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 PM<sub>25</sub> 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*

\$10,000,000 (estimated project cost during FYs 2009-2014). 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. The estimated total cost for this project is \$49,000,000.

*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

Commission-recommended projects have not been submitted by federal agencies, but the Commission believes should be submitted by a particular agency for future programming to advance and implement NCPC and/or local planning policies and planning initiatives, identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.

**ALL PROJECTS ARE LOCATED IN WASHINGTON, DISTRICT OF COLUMBIA, UNLESS NOTED**

## *Recommended and Strongly Endorsed*

Projects submitted by NCPC for this recommendation category are typically drawn from Commission plans and studies, including the *Legacy Plan*, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*. Additional information related to these plans is provided on pages 28-36.

### **NATIONAL MALL IMPROVEMENTS**

#### *Recommended and Strongly Endorsed*

The National Mall, known as America's civic stage, is one of the most significant spaces in the country. The Mall functions at many levels: as the highly symbolic visual setting of government; as part of the city's circulation and transportation networks; as the location of many of the nation's most prominent memorials and museums; and as the stage for national and local events including demonstrations, festivals and sports and other recreation. These activities are encouraged on the Mall; however, the level of use has damaged the trees and turf and provides continual maintenance challenges. As the primary steward of the Mall, the National Park Service (NPS) is preparing the *National Mall Plan*, which is a long-range vision focused on improvements related to public use, health, recreation, appearance and preservation of the area. The planning process involves significant participation by approximately twenty cooperating agencies with review, jurisdictional or operating authority. The *National Mall Plan* will provide the vision for a significant private/public partnership to restore the National Mall. The NPS and its authorized fundraising partner, the Trust for the National Mall, are working together to begin improving signs and way-finding throughout the area. An estimated \$500 million of additional funding may be required to restore the Mall. This includes: \$350 million in deferred maintenance, \$100 million for infrastructure improvements, such as repairing and constructing additional dining and restrooms, and \$50 for educational programming. As NPS completes the plan, more detailed capital project information is anticipated to become available.

*This is a new project in this FYs 2009-2014 program.*

### **IN-DEPTH SEWER STUDY FOR THE FEDERAL TRIANGLE AREA**

#### *Recommended and Strongly Endorsed*

The Federal Triangle area suffered severe flooding in June 2006 after excess rainfall overwhelmed the existing sewer infrastructure. This resulted in millions of dollars in damages, relocations and loss of productivity. Even with improvements to the levee system on the National Mall, this area is still at risk from urban drainage flooding, which is a separate and persistent problem requiring an independent solution. A multi-agency group has proposed a thorough hydrology and sewer engineering study for the monumental core to assess the likelihood of future flooding and identify a range of solutions, from system-wide to site-specific. The sewers in the monumental core are old, and the capacity of any particular section varies between a 2- to 15-year storm event, depending on the design standard at the time of construction. While even the newest sewer system has a finite capacity, the lack of information about the sewer system makes it difficult to identify and examine potential solutions to mitigate future flood risks. The proposed study would not solve interior flooding risks, but is a necessary first step towards identifying potential solutions and allowing informed decision making about acceptable levels of flood risk and possible capital improvement solutions. Long-term, capital improvement proposals affecting the sewer infrastructure and/or federal facilities may result from this study. The study is anticipated to cost \$500,000. Note: Additional information on flooding issues is provided on page 8.

*This is a new project in this FYs 2009-2014 program.*

**Comment:** The District of Columbia Building Industry Association, in its review of the June 2008 proposed FCIP, has stated its support for this project (see page 217). In addition, Mr. Lindsley Williams, in his review of the June 2008 proposed FCIP, has stated his support for this project (see page 219).

### **10TH STREET SW CORRIDOR IMPROVEMENTS**

*Recommended and Strongly Endorsed*

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

*This project was first submitted by NCPC in the FYs 2008-2013 program.*

**Affected Agencies:** General Services Administration (GSA), District of Columbia Office of Planning (DCOP), District Department of Transportation (DDOT), the Department of Agriculture, the Department of Energy, the U.S. Postal Service, and the NPS

**Lead Agency:** GSA and NCPC

**Support Agencies:** Commission of Fine Arts (CFA) 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 10<sup>th</sup> 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 project was first submitted by NCPC in the FYs 2008-2013 program.*

**Affected Agencies:** GSA, DCOP, DDOT, Department of Justice, Department of the Treasury, Internal Revenue Service, and Washington Metropolitan Area Transit Authority (WMATA)

**Lead Agency:** NCPC and WMATA

**Support Agencies:** CFA and all affected agencies.

**Comment:** This project was recently initiated by DDOT; NCPC will be participating in the study and may recommend future funding to support implementation.

### **DC CIRCULATOR SYSTEM IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project calls for completing the implementation of the DC Circulator, including the development of all necessary roadway and sidewalk improvements and support facilities. NCPC, the Downtown DC Business Improvement District, DDOT, and WMATA started the implementation phase for the DC 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.

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

**Lead Agencies:** NCPC, Downtown DC Business Improvement District, DDOT, and WMATA.

**Comment:** The DC 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 Environmental 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 project was first submitted by NCPC in the 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, DDOT, State of Maryland Department of Transportation, Commonwealth of Virginia Department of Rail and Public Transit.

**Comment:** The City of Bowie, Maryland, in its review of the June 2008 proposed FCIP, has stated strong opposition to this project and requests its deletion from the FCIP (see p. 203). In addition, the Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its opposition to this project and the railroad's alternative alignment through Prince George's County (see p. 213). NCPC notes that the proposed NEPA evaluation is one piece of a multi-stage investigation of an important and complex regional transportation issue. The NEPA study would evaluate alternatives for the CSX railroad alignment that currently traverses the Monumental Core of the nation's capital. NCPC looks forward to working with the City of Bowie, Prince George's County, and other affected stakeholders in the NEPA evaluation if and when such process is initiated.

## **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 the Federal Highway Administration in the FYs 2004-2009 program.*

**Comment:** This project was first conceived in NCPC's *Legacy Plan*. The proposed Kennedy Center Plaza has been identified as a Prime Site for new memorials and museums in the *Memorials and Museums Master Plan*, released by the Commission in 2001. At its meeting on June 3, 2004, NCPC approved the concept site and building plans for the access improvements, plaza, and buildings. On August 1, 2005, the Kennedy Center announced that it was postponing plans for the plaza indefinitely, after funding for the project was not included in the transportation bill passed by Congress in July 2005. On November 1, 2007 NCPC commented favorably on a concept design for the pedestrian connection between the Kennedy Center river terrace and the Rock Creek and Potomac Parkway Trail, as submitted by DDOT.

## **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 project was first submitted by NCPC in the FYs 2008-2013 program.*

**Affected Agencies:** GSA, WMATA, DCOP, DDOT, the Department of Agriculture, the U.S. Postal Service, the Department of Transportation, the NPS, the Smithsonian Institution, and the Architect of the Capitol.

**Lead Agency:** GSA.

**Support Agencies:** NCPC, CFA, and all affected agencies.

## **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, DDOT 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 Statement on the rebuilding the bridge and reconstruction of South Capitol Street. On February 7, 2008 the Draft Environmental Impact Statement was released for public review and comment. DDOT and the Federal Highway Administration (FHWA) are currently reviewing the comments received.

## **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.

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

**Comment:** On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Statement on the rebuilding the bridge and reconstruction of South Capitol Street. On February 7, 2008 the Draft Environmental Impact Statement was released for public review and comment. DDOT and FHWA are currently reviewing the comments received.

### **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. On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Statement on the rebuilding the bridge and reconstruction of South Capitol Street, including impacts to the waterfront. On February 7, 2008 the Draft Environmental Impact Statement was released for public review and comment. DDOT and FHWA are currently reviewing the comments received.

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

*Recommended and Strongly Endorsed*

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

*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, particularly given rising energy costs and continuing roadway congestion. It is in the best interest of the federal government to encourage employees to use transit in order to reduce demand on the region's limited roadway capacity. The current

levels of traffic congestion and poor air quality degrade federal employees' quality of life and impact the federal government's ability to conduct business.

At its meeting on April 1, 2004, NCPC adopted a resolution that summarizes the current issues facing Metro; the future projected WMATA budget deficit; the importance of the Metro system to the federal government and the region; and the need to increase WMATA's budget to maintain the Metro system in the future. Specifically, the resolution:

- Recognizes the major role the Metro system plays in the "health" of the Washington metropolitan area economy and in improving the operational efficiency of the federal government.
- Endorses the need for a renewed partnership between the federal, state, and local governments to meet WMATA's funding needs, preserve the WMATA mass transit system, and allow for it to adequately meet the growing ridership needs in the region.
- Encourages robust federal surface transportation reauthorization legislation, separate federal funding for WMATA, and committed state and local support to address WMATA's urgent capital priorities.

At its meeting on September 4, 2008, NCPC *strongly endorsed* this project to reflect the continuing interest in providing transit service that meets regional and federal needs, particularly given rising energy costs and continuing roadway congestion.

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for this project and a possible extension to Fort Meade and the Baltimore Washington International Airport (see p. 213).

## **DULLES CORRIDOR RAPID TRANSIT PROJECT NATIONAL CAPITAL REGION**

*Recommended and Strongly Endorsed*

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 Federal Transit Administration (FTA) on May 12, 2008 approved the request by the Metropolitan Washington Airports Authority to advance the Dulles Corridor Metrorail Project into the Final Design stage of the FTA's new Starts Process.

The FTA committed approximately \$159 million to be used in for project administration, final design work, utility relocations, right-of-way acquisitions, engineering and the costs for designing rail cars. Moving into Final Design is key step in the process of obtaining a Full Funding Grant Agreement anticipated to be \$900 million dollars. State and Fairfax County dollars to support the project have long been identified.

The Dulles Metrorail project is a 23-mile of extension of Metro's Orange line and will run from East Falls Church through Tyson's Corner, Reston, Dulles Airport and end in Ashburn in Eastern Loudoun County. The project is being built in two places. Phase one runs from East Falls Church to Wiehle Avenue on the eastern edge of Reston. Phase 2 will include 6 new stations, including one serving Dulles International Airport. Utility relocation work along the Route 7 Corridor has been underway since January 2008. Phase 1 is expected to begin revenue service in 2013. Phase 2 is expected to open in 2015. The project is being managed by the Metropolitan Washington Airports Authority.

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

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



**Comment:** Fairfax County, in its review of the June 2008 proposed FCIP, stated its strong support for this project and encouraged NCPC to upgrade the project to “*Recommended and Strongly Endorsed*”. The project is the number one priority in the County and is close to receiving the Full Funding Grant Agreement with the Department of Transportation (see p. 205). Note: At its meeting on September 4, 2008, NCPC *strongly endorsed* this project to reflect the continuing interest in providing transit service that meets regional and federal needs, particularly given rising energy costs and continuing roadway congestion.

## 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. This plan suggests that perimeter building security intended to protect employees, visitors, and federal functions and property from the threat of bomb-laden vehicles could also support 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 security solutions will have minimal impacts on commerce and economic activity. In addition, these projects need to be coordinated between neighboring agencies and the District of Columbia (in particular, DDOT, which programs public space within the District). Through a well-coordinated approach to planning, designing, and constructing streetscape projects, 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 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 Constitution Avenue and the north and south streets in the Federal Triangle. 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:** FHWA, 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:** FHWA, Eastern Federal Lands Division.

**Support Agencies:** Federal Bureau of Investigation and GSA.

## **PENNSYLVANIA AVENUE (3<sup>RD</sup> TO 15<sup>TH</sup> STREETS AND FEDERAL TRIANGLE, NW) STREETSCAPE AND PERIMETER SECURITY IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing streetscape improvements that beautify the public spaces and address identified security needs for the many federal properties that are located on either side of the Avenue.

*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, Federal Bureau of Investigation, 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:** GSA.

**Support Agencies:** FHWA, Eastern Federal Lands Division, Smithsonian Institution, and affected agencies (listed above).

## *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.

### **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.*

### **CULTURAL USE SITE DEVELOPMENT STUDY**

*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 existing Walter Reed Army Medical Center in Washington, D.C.

## **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.*

## **FORT CIRCLE PARKS SYSTEM**

*Recommended for Future Programming*

This project call for completion 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 and NPS' General Management Plan. Completion will require the acquisition of necessary interest in lands to provide for a continuous trail, protect the park-like environment of the system, and 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 NATIONAL CAPITAL REGION**

### *Recommended for Future Programming*

NCPC supported the concept of providing direct rail service to Baltimore-Washington International Airport in its *Legacy Plan*. Providing rapid rail service between Washington and cities along the Northeast corridor is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

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

**Comment:** The design and construction of a maglev (magnetic levitation train) demonstration project between Camden Yards in Baltimore, Maryland, and Union Station in Washington, 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.

**Comment:** The City of Greenbelt, Maryland, in its review of the June 2008 proposed FCIP, expressed its strong opposition to this project (see p. 209).

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

### *Recommended for Future Programming*

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

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

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

**Comment:** Fairfax County, Virginia in its review of the June 2008 proposed FCIP, urged the inclusion of the light rail along Columbia Pike from the Pentagon area to Bailey's Crossroads in this project recommendations (see p. 205). In addition, the Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for this project and the possible extension of Metrorail to Fort Meade and the Baltimore Washington International Airport as well as light rail within Prince George's County (see p. 213). The City of Greenbelt, Maryland, in its review of the June 2008 proposed FCIP, also expressed its support of this project, and in particular, the Inner Purple Line (see p. 209). Note: At its meeting on September 4, 2008, NCPC revised its project recommendation to include the Columbia Pike light rail project.

## **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 *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 NATIONAL CAPITAL REGION**

### *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.

**Comment:** The Prince George's County Planning Department, in its review of the June 2008 proposed FCIP, has stated its support for this project and its inclusion in the FCIP in the near future (see p. 213). Fairfax County also supports this project as a complement to its effort to address recreational open space and drinking water protection through land preservation (see p. 205).

## **REGIONAL PARK SYSTEM NATIONAL CAPITAL REGION**

### *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*.

**Comment:** Fairfax County, Virginia, in its review of the June 2008 proposed FCIP, and has stated its support for this project which would complement the county's efforts to address recreational open space and drinking water protection through land preservation (see p. 205).

## **REGIONAL VISITOR CENTER AND INFORMATION KIOSKS NATIONAL CAPITAL REGION**

### *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 NATIONAL CAPITAL REGION**

### *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:** Department of Transportation.

**Support Agencies:** NCPC, DDOT, Destination DC, Downtown D.C. Business Improvement District, and NPS.

**Comment:** In October 2003, the 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  
NATIONAL CAPITAL REGION**

*Recommended for Future Programming*

This project supports the study and implementation of a water taxi system with landings along both sides of the Anacostia and Potomac 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 *Legacy Plan*. In the spring of 2008 a private water taxi service was initiated between the City of Alexandria waterfront and the National Harbor development in Prince George's County. DDOT is currently studying the feasibility of a water taxi service along the waterfronts within the District of Columbia. New District of Columbia waterfront projects, such as Diamond Teague Park near the Washington National's stadium and the Kennedy Center River Terrace Stairs to the Rock Creek and Potomac Parkway Trail, are being designed to accommodate water taxi service in the future.

**WEST POTOMAC PARK AND TIDAL BASIN SEAWALL REPAIR**

*Recommended for Future Programming*

Repair the deteriorating seawalls, particularly in the vicinity of the Lincoln and Jefferson Memorials.

*This project first was submitted by NCPC in the FYs 1985-1989 program.*

**Comment:** NPS is currently undertaking emergency repairs to mitigate movement at the Jefferson Memorial seawall, north plaza and surrounding landscape (see the project description on page 121).



# 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, and Fairfax (no projects have been submitted this year for Loudoun and Prince William Counties or the independent cities within the NCR). The Wilson Bridge Replacement project and other projects without a specific location are listed under the National Capital Region.

**TABLE 1: TOTAL BUDGET ESTIMATES SUBMITTED BY FEDERAL AGENCIES BY STATE/COUNTY**

	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2009-2014
		FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	
<b>District of Columbia</b>	<b>691,286</b>	<b>924,990</b>	<b>1,359,351</b>	<b>1,154,647</b>	<b>936,347</b>	<b>706,507</b>	<b>259,473</b>	<b>5,348,105</b>
Montgomery County	1,264,999	683,950	602,719	12,930	21,000	260,200	0	1,580,799
Prince George's County	95,044	170,310	307,310	48,410	38,890	173,600	204,465	952,861
<b>Maryland</b>	<b>1,360,043</b>	<b>854,260</b>	<b>910,029</b>	<b>61,340</b>	<b>59,890</b>	<b>433,800</b>	<b>204,465</b>	<b>2,533,660</b>
Arlington County	1,153,451	384,007	230,626	270,932	109,897	154,589	304,145	1,454,196
Fairfax County	154,401	1,216,288	391,973	201,000	79,500	68,900	0	1,957,661
<b>Virginia</b>	<b>2,685,652</b>	<b>1,600,295</b>	<b>622,509</b>	<b>471,932</b>	<b>189,397</b>	<b>223,489</b>	<b>304,145</b>	<b>3,411,857</b>
<b>NCR</b>	<b>2,223,180</b>	<b>120,200</b>	<b>46,800</b>	<b>15,300</b>	<b>68,300</b>	<b>8,900</b>	<b>45,800</b>	<b>305,300</b>
<b>Total Region</b>	<b>5,582,381</b>	<b>3,499,745</b>	<b>2,938,779</b>	<b>1,703,219</b>	<b>1,253,934</b>	<b>1,372,696</b>	<b>813,883</b>	<b>11,598,922</b>

Fiscal years may not sum to FYs 2009-2014 total due to non-reporting of individual FY budget requests on some projects

# District of Columbia

The FCIP for FYs 2009-2014 contains 117 proposed projects within the District of Columbia. Of this total, 79 have been submitted to NCPC by other agencies. NCPC has submitted an additional 32 projects for future programming.

The estimated total cost of the 79 agency submitted projects for FYs 2009-2014 is \$ 5,348,105,000. NCPC *strongly endorses* 30 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* 49 projects that are in conformance with Commission and local plans and planning policies. The remaining 8 projects *require additional planning coordination*.

Of the 22 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 9 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 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
District of Columbia Total	691,286	924,990	1,359,351	1,154,647	936,347	706,507	259,473	5,348,105

Fiscal years may not add to the FYs 2009-2014 total due to non-reporting of individual FY budget requests on some projects

**Budget Estimates (000 of Dollars)**

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	------------------	---------	---------	---------	---------	---------	---------	------------------------

## DEPARTMENT OF AGRICULTURE

**USDA Headquarters**

Ag. South Bldg. Modernization	119,233	0	63,000	53,000	55,000	56,000	57,000	284,000
Perimeter Security	385	0	10,500	0	0	0	0	10,500
<b>Subtotal</b>	<b>119,618</b>	<b>0</b>	<b>73,500</b>	<b>53,000</b>	<b>55,000</b>	<b>56,000</b>	<b>57,000</b>	<b>294,500</b>

**U.S. National Arboretum (USNA)**

Hickey Run Pollution Project	2,237	2,700	0	0	0	0	0	2,700
Administration Building Modernization	906	0	0	18,430	0	0	0	18,430
Asian Valley Paths Renovation	0	0	0	1,999	0	0	0	1,999
Azalea Paths Renovation	75	0	0	0	2,269	0	0	2,269
Bladensburg Road Entrance	1,795	0	10,600	0	0	0	0	10,600
Chinese Garden	240	0	10,700	0	0	0	0	10,700
Education and Visitor Center	0	0	0	4,220	0	0	50,000	54,220
Ellipse Area Development	0	0	0	0	816	0	0	816
Events Pavilion	0	0	0	0	872	0	0	872
Fern Valley Native Plant Garden	328	54	0	0	0	0	0	54
Greenhouse Complex Renovation	4,673	0	3,132	0	0	0	0	3,132
Lab/Office Facility	0	0	270	2,415	0	0	0	2,685
Storm Water Management Project	0	0	0	441	1,890	1,890	0	4,221
<b>Subtotal</b>	<b>10,254</b>	<b>2,754</b>	<b>24,702</b>	<b>27,505</b>	<b>5,847</b>	<b>1,890</b>	<b>50,000</b>	<b>112,698</b>

<b>Total in District of Columbia</b>	<b>132,594</b>	<b>2,754</b>	<b>98,202</b>	<b>80,505</b>	<b>60,847</b>	<b>57,890</b>	<b>107,000</b>	<b>407,198</b>
--------------------------------------	----------------	--------------	---------------	---------------	---------------	---------------	----------------	----------------

## DEPARTMENT OF THE AIR FORCE

**Bolling Air Force Base, Air Force District of Washington,**

Band Addition – Building 2	0	0	0	0	10,000	0	0	10,000
<b>Total in District of Columbia</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>10,000</b>

## DEPARTMENT OF THE ARMY

**Fort McNair Military Community, Military District of Washington**

Joint Forces Headquarters, NCR	0	0	0	0	0	0	14,000	14,000
Modernize IAD College	0	0	0	0	0	0	10,700	10,700
Modernize MP Barracks, Bldg. 48	0	0	0	5,400	0	0	0	5,400
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,400</b>	<b>0</b>	<b>0</b>	<b>24,700</b>	<b>30,100</b>

**U.S. Army Corps of Engineers (USACE)**

Flood Control Project	3,122	0	0	0	0	0	0	6,790
<b>Total in District of Columbia</b>	<b>3,122</b>	<b>5,835</b>	<b>74,365</b>	<b>5,400</b>	<b>0</b>	<b>0</b>	<b>24,700</b>	<b>37,190</b>

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

**Armed Forces Retirement Home (AFRH)**

Master Plan	0	200	0	0	0	0	0	200
Scott Building Renovation	0	5,635	74,365	0	0	0	0	80,000

## GENERAL SERVICES ADMINISTRATION

Commerce, Herbert C. Hoover Bldg.	0	108,000	136,540	0	79,000	86,000	0	409,540
HHS, Hubert Humphrey Building	0	0	0	0	26,000	0	0	26,000
Labor, Frances Perkins Bldg.	0	0	0	13,000	0	151,000	0	164,000
Dept. of State, Harry S Truman Bldg.	4,629	6,000	36,000	0	104,000	0	0	146,000
Department of the Interior Building	0	48,000	48,327	0	0	0	0	96,327
E. Barrett Prettyman U.S. Courthouse	0	28,000	0	47,000	50,000	51,000	0	176,000
Eisenhower EOB Modernization	64,447	51,000	0	0	0	0	0	51,000
Federal Office Building 8	0	23,000	0	0	0	0	0	23,000
Federal Office Building 10A	0	0	0	0	23,000	0	0	23,000
Federal Trade Commission Bldg.	0	0	0	0	0	0	0	0
GSA, National Office Building	0	0	151,700	141,000	0	0	0	292,700
GSA, Regional Office Building	0	0	0	0	150,000	0	0	150,000
Internal Revenue Service Bldg.	0	0	0	0	0	0	0	0
J. Edgar Hoover Building	0	0	0	16,000	0	160,000	0	176,000
Lafayette Building Modernization	0	54,000	0	46,000	0	64,000	0	164,000
Mary E. Switzer Building	50,881	60,000	68,241	0	0	0	0	128,241
New EOB Systems Replacement	0	0	30,276	0	0	9,000	0	39,276
SE Federal Center Remediation	15,000	8,085	15,000	15,000	0	0	0	38,085
Wilbur J. Cohen Building	0	0	22,000	0	119,300	0	0	141,300
Forrestal Building Modernization	0	0	0	0	12,000	0	0	12,000
Robert C. Weaver Bldg., HUD	0	0	0	0	0	10,000	0	10,000
Life and Safety, HUD	0	1,000	11,200	0	0	0	0	12,200
Life and Safety, FOB 10A	0	0	1,200	12,500	0	0	0	13,700
Life and Safety, Francis Perkins	0	2,000	15,600	0	0	0	0	17,600
Life and Safety, IRS	0	0	16,200	9,000	0	0	0	25,200
Life and Safety, J. Edgar Hoover	0	2,000	21,300	0	0	0	0	23,300
Life and Safety, Postal Square	0	2,000	17,000	0	0	0	0	19,000
HOTD II Steam Distribution	0	25,000	0	0	0	0	0	25,000
Lafayette Building LITE Renovations	0	8,000	1,200	0	0	0	0	9,200
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
West Wing Utility Plant Replacement	0	6,000	80,200	0	0	0	0	86,200
East Wing Utility Plant Replacement	0	0	16,200	0	0	0	0	16,200
St. Elizabeths West – DHS Consol.	0	250,000	222,600	595,000	0	0	0	1,067,600
St. Elizabeths West Campus Infra.	6,444	79,000	222,100	24,000	7,000	2,000	0	334,100
St. Elizabeths West Campus Ext.	0	5,000	3,500	0	0	0	0	8,500
St. Elizabeths West Campus MLK	0	0	500	0	0	0	0	500
<b>Total in District of Columbia</b>	<b>166,406</b>	<b>766,085</b>	<b>1,136,884</b>	<b>918,500</b>	<b>570,300</b>	<b>533,000</b>	<b>0</b>	<b>3,924,769</b>

## DEPARTMENT OF THE INTERIOR

### National Park Service (NPS)

Emergency Repairs Jefferson Mem.	0	10,000	0	0	0	0	0	10,000
Preserve Peirce Mill Structure	1,090	1,090	1,090	0	0	0	0	2,180
Theodore Roosevelt Mem. Rehab	0	0	0	0	0	1,919	0	1,919
<b>Total in District of Columbia</b>	<b>1,090</b>	<b>11,090</b>	<b>1,090</b>	<b>0</b>	<b>0</b>	<b>1,919</b>	<b>0</b>	<b>14,099</b>

## DEPARTMENT OF THE NAVY

### Naval Research Laboratory

Autonomous Research Laboratory	0	0	24,220	0	0	0	0	24,220
--------------------------------	---	---	--------	---	---	---	---	--------

### Washington Navy Yard

Construct New NSM Warehouse	500	6,064	0	0	0	0	0	6,064
NSM Activity Relocation	0	86,497	0	0	0	0	0	86,497
<b>Subtotal</b>	<b>500</b>	<b>92,561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92,561</b>

<b>Total in District of Columbia</b>	<b>500</b>	<b>92,561</b>	<b>24,220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116,781</b>
--------------------------------------	------------	---------------	---------------	----------	----------	----------	----------	----------------

## SMITHSONIAN INSTITUTION

### Smithsonian Museums

Renovate Smithsonian Castle	0	0	0	7,000	7,000	20,000	72,000	106,000
NMAH Revitalization	51,600	3,200	14,000	17,000	20,000	31,860	0	86,060
NMNH Revitalization	176,770	28,700	23,800	24,500	24,500	25,000	25,000	151,500
Restore Renwick Gallery	0	0	3,000	25,000	0	0	0	28,000
Anti-Terrorism Protection	30,315	2,600	5,130	15,200	21,400	19,605	9,200	73,135
Quadrangle Roof/Mech. Systems	0	0	0	0	0	850	0	850
Replace NASM Mechanical Systems	0	0	0	0	0	5,000	0	5,000
Restore Hirshhorn Façade	0	0	730	0	7,300	0	0	8,030
NMAAHC	0	3,000	20,000	40,000	187,000	0	0	250,000
<b>Subtotal</b>	<b>271,185</b>	<b>37,500</b>	<b>66,660</b>	<b>128,700</b>	<b>267,200</b>	<b>102,315</b>	<b>106,200</b>	<b>708,575</b>

### National Zoological Park

Renew Bird House Facilities and Site	0	0	1,100	1,500	5,000	10,000	10,000	27,600
Renew Seal/Sea Lion Facility	700	8,500	16,000	2,500	0	0	0	28,500
Repair General Services Bldg	1,457	4,500	4,000	0	0	0	0	8,500
<b>Subtotal</b>	<b>2,157</b>	<b>13,000</b>	<b>21,100</b>	<b>7,500</b>	<b>5,000</b>	<b>10,000</b>	<b>10,000</b>	<b>66,600</b>

<b>Total in District of Columbia</b>	<b>273,342</b>	<b>50,500</b>	<b>87,760</b>	<b>136,200</b>	<b>272,200</b>	<b>112,315</b>	<b>116,200</b>	<b>775,175</b>
--------------------------------------	----------------	---------------	---------------	----------------	----------------	----------------	----------------	----------------

## DEPARTMENT OF STATE

### Harry S Truman Building

Blast Resistant Windows	30,400	0	0	0	23,000	0	0	23,000
Security Upgrades	8,648	0	4,195	12,467	0	1,383	11,573	29,618

<b>Total in District of Columbia</b>	<b>39,048</b>	<b>0</b>	<b>4,195</b>	<b>12,467</b>	<b>23,000</b>	<b>1,383</b>	<b>11,573</b>	<b>52,618</b>
--------------------------------------	---------------	----------	--------------	---------------	---------------	--------------	---------------	---------------

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

National Mall Road Improvements	0	2,000	7,000	1,575	0	0	0	10,575
---------------------------------	---	-------	-------	-------	---	---	---	--------

---

<b>District of Columbia Total</b>	<b>691,261</b>	<b>924,990</b>	<b>1,359,351</b>	<b>1,154,647</b>	<b>936,347</b>	<b>706,507</b>	<b>259,473</b>	<b>5,348,105</b>
-----------------------------------	----------------	----------------	------------------	------------------	----------------	----------------	----------------	------------------

Fiscal years may not add to the FYs 2009-2014 total due to non-reporting of individual FY budget requests on some projects

## *Commission-Recommended Projects*

### *Recommended and Strongly Endorsed*

National Mall Improvements  
In-Depth Sewer Study for the Federal Triangle Area  
10<sup>th</sup> Street, SW Corridor Improvements  
10<sup>th</sup> Street, NW Corridor Improvements within the Federal Triangle  
DC Circulator System Improvements  
Freight Railroad Realignment NEPA Studies  
Kennedy Center Plaza Project  
Maryland Avenue, SW Corridor Improvements  
New Frederick Douglass Memorial Bridge  
South Capitol Street Reconstruction  
South Capitol Street Waterfront Park  
Address Urgent Capital Priorities of the Metro System and Expand Capacity Of Metrorail  
Dulles Corridor Rapid Transit Project ( )  
Constitution Avenue (3<sup>rd</sup> To 15<sup>th</sup> Streets, NW) Perimeter Security and Streetscape Improvements  
Federal Bureau of Investigation Perimeter Security and Streetscape Improvements  
Pennsylvania Avenue (3<sup>rd</sup> to 15<sup>th</sup> Streets, NW and Federal Triangle) Perimeter Security and Streetscape Improvements

### *Recommended for Future Programming*

Boundary Markers for the Nation's Capital  
Cultural Use Site Development Study  
Develop a New Foreign Missions Center  
Develop Waterfront Parks  
Fort Circle Parks System  
Future Site Acquisitions for Memorial and Museum Uses  
High Speed Rail to Baltimore-Washington International Airport  
Transit 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 Visitor Center and Information Kiosks  
Roosevelt Bridge Rehabilitation  
Tour Bus Parking Facility  
Water Taxi System  
West Potomac Park and Tidal Basin Seawall Repair

# Maryland

The FCIP for FYs 2009-2014 contains a total of 54 proposed projects in Montgomery and Prince George's Counties. All of these projects have been submitted by agencies. The estimated total cost of the 54 projects is \$2,118,645,000 for FYs 2009-2014.

## **MONTGOMERY COUNTY**

Seventeen projects are located in Montgomery County with an estimated total cost of \$1,580,799,000 for FYs 2009-2014. NCPC *Recommends and Strongly Endorses* one project and *recommends* fifteen projects and considers them in conformance with Commission and local plans and planning policies. The remaining project *requires additional planning coordination*.

## **PRINCE GEORGE'S COUNTY**

Thirty-seven projects are located in Prince George's County with an estimated total cost of \$952,965,000 for FYs 2009-2014. NCPC *recommends* 27 projects and considers them in conformance with Commission and local plans and planning policies. The remaining 10 projects *require additional planning coordination*.

### **Budget Estimates (000 of Dollars)**

	<b>Prior Funding</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>Total FYs 2009-2014</b>
Montgomery County								
Total	1,264,999	683,950	602,719	12,930	21,000	260,200	0	1,580,799
Prince George's County								
Total	95,044	170,310	307,310	48,410	38,890	173,600	204,465	952,861
<b>Maryland Total</b>	<b>1,360,043</b>	<b>854,260</b>	<b>910,029</b>	<b>61,340</b>	<b>59,890</b>	<b>433,800</b>	<b>204,465</b>	<b>2,533,660</b>

Fiscal years may not sum to FYs 2009-2014 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 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### GENERAL SERVICES ADMINISTRATION

FDA Consolidation	512,149	285,000	222,869	0	0	0	0	507,869
Consumer Products Safety Commission	0	0	0	0	0	0	0	0
Life and Safety, DOE Germantown	3,000	3,000	0	0	0	0	0	3,000
<b>Total in Montgomery County</b>	<b>515,149</b>	<b>288,000</b>	<b>222,869</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>510,869</b>

### DEPARTMENT OF HEALTH & HUMAN SERVICES

#### National Institutes of Health (NIH)

Animal Research Center	17,300	0	0	0	0	220,000	0	220,000
J. E. Porter Neuroscience Ctr II	66,400	0	280,000	0	0	0	0	280,000
Northwest Child Care Facility	500	0	12,500	0	0	0	0	12,500
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
Building 37 Basement Renovation	0	0	0	0	0	14,000	0	14,000
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
Laboratory M, South Quad	0	0	0	0	0	3,000	0	3,000
Expansion of Cell Process Space, Bldg 10	0	0	0	0	0	5,000	0	5,000
New Patient Imaging	0	0	0	0	0	5,000	0	5,000
Emergency/Back-up Power CIT Data Ctr	0	0	0	0	9,000	6,000	0	15,000
Zebrafish Research Facility	0	0	0	0	12,000	0	0	12,000
<b>Total in Montgomery County</b>	<b>84,200</b>	<b>0</b>	<b>292,500</b>	<b>0</b>	<b>21,000</b>	<b>260,200</b>	<b>0</b>	<b>573,700</b>

### DEPARTMENT OF THE NAVY

#### Naval Surface Warfare Center, Carderock Division

RDT&Evaluation Support Facility	0	0	0	12,930	0	0	0	12,930
---------------------------------	---	---	---	--------	---	---	---	--------

#### Walter Reed National Military Medical Center (WRNMMC)

Medical Center Facilities Addition	665,650	395,950	87,350	0	0	0	0	483,300
------------------------------------	---------	---------	--------	---	---	---	---	---------

<b>Total in Montgomery County</b>	<b>665,650</b>	<b>395,950</b>	<b>87,350</b>	<b>12,930</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>496,230</b>
-----------------------------------	----------------	----------------	---------------	---------------	----------	----------	----------	----------------

<b>Montgomery County Total</b>	<b>1,264,999</b>	<b>683,950</b>	<b>602,719</b>	<b>12,930</b>	<b>21,000</b>	<b>260,200</b>	<b>0</b>	<b>1,580,799</b>
--------------------------------	------------------	----------------	----------------	---------------	---------------	----------------	----------	------------------

Fiscal years may not sum to FYs 2009-2014 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 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

## DEPARTMENT OF AGRICULTURE

### Beltsville Agricultural Research Center (BARC)

Infrastructure 200 Area	0	0	5,480	0	0	0	0	5,480
New Beef Research Facility	0	0	0	0	0	0	2,065	2,065
New Four-Dairy Heifer Facilities	0	0	410	3,190	0	0	0	3,600
New Swine Parasitology Facility	0	0	1,600	0	12,690	0	0	14,290
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>7,490</b>	<b>3,190</b>	<b>12,690</b>	<b>0</b>	<b>2,065</b>	<b>25,435</b>

### National Agricultural Library (NAL)

Repair-Brick Veneer	0	0	1,840	0	0	0	0	1,840
Repair Sidewalks	0	0	30	320	0	0	0	350
Replace Tower Windows	0	0	3,350	0	0	0	0	3,350
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>5,220</b>	<b>320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,540</b>

<b>Total in Prince George's County</b>	<b>0</b>	<b>0</b>	<b>12,710</b>	<b>3,510</b>	<b>12,690</b>	<b>0</b>	<b>2,065</b>	<b>30,975</b>
--	----------	----------	---------------	--------------	---------------	----------	--------------	---------------

## DEPARTMENT OF THE AIR FORCE

### Andrews Air Force Base, Air Mobility Command

Administration Facility Addition	0	28,000	3,000	0	0	0	0	31,000
BRAC Administrative Facility	0	53,000	7,000	0	0	0	0	60,000
Consolidated Education Center/Library	0	0	0	0	0	0	19,500	19,500
Construct New Munitions Storage Area	0	9,300	0	0	0	0	0	9,300
Construct POV Ln. at Pearl Harbor Gate	0	1,400	0	0	0	0	0	1,400
NCR Administrative Facility	0	50,000	7,500	0	0	0	0	57,500
Physical Fitness Center	0	0	0	0	0	29,800	0	29,800
Replace Munitions Maintenance	0	1,020	12,000	0	0	0	0	13,020

<b>Total in Prince George's County</b>	<b>0</b>	<b>133,420</b>	<b>21,300</b>	<b>0</b>	<b>0</b>	<b>29,800</b>	<b>19,500</b>	<b>204,020</b>
--	----------	----------------	---------------	----------	----------	---------------	---------------	----------------

## GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	0	0	29,000	10,000	0	130,000	0	169,900
------------------------------------	---	---	--------	--------	---	---------	---	---------

## DEPARTMENT OF HOMELAND SECURITY

### Federal Law Enforcement Training Center (FLETC)

Building 1, Administration	535	0	0	5,600	0	0	0	5,600
Building 1A, Classroom and Simulator	360	9,900	0	0	0	0	0	9,900
<b>Subtotal</b>	<b>895</b>	<b>9,900</b>	<b>0</b>	<b>5,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,500</b>

### James J. Rowley Training Center (JJRTC)

Merletti Classroom Building Auditorium	-	-	-	-	-	-	-	6,516*
Perimeter Security Upgrade	-	-	-	-	-	-	-	0**
Utilities and Infrastructure Upgrades	-	-	-	-	-	-	-	0**
White House Mock-up Grounds	-	-	-	-	-	-	-	3,360*
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9,876</b>

<b>Total in Prince George's County</b>	<b>895</b>	<b>9,900</b>	<b>0</b>	<b>5,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,376</b>
--	------------	--------------	----------	--------------	----------	----------	----------	---------------

\* The agency has provided an overall budget, but not budget estimates by year.

\*\* The agency anticipates that funding will be requested for this project during FYs 2009-2014.

# NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

## Goddard Space Flight Center (GSFC)

Construct System Development Facility	0	0	205,000	0	0	0	175,000	380,000
Modify Various Buildings for Accessibility	0	0	0	900	900	900	0	2,700
Repair Central Power Plant	0	0	0	2,000	2,000	0	0	4,000
Repair Domestic Water/Sewer	0	0	0	1,000	1,000	1,000	0	3,000
Repair/Replace Roofs	6,200	0	2,500	1,200	1,000	900	0	5,600
Replace Load Center Building 13	13,800	900	0	0	0	0	0	900
Restore Building 16 - 16W	0	4,000	5,500	0	0	0	0	9,500
Restore Building 23	3,000	0	0	2,800	3,000	0	0	5,800
Restore Building 26	0	0	900	10,000	0	0	0	10,900
Restore Chilled Water	0	0	0	3,000	3,000	3,000	0	9,000
Site Utilities Upgrade	6,000	3,000	0	1,700	1,300	1,000	0	7,000
Upgrade Fire Alarms	0	0	8,000	0	0	0	0	8,000
<b>Total in Prince George's County</b>	<b>29,000</b>	<b>7,900</b>	<b>221,900</b>	<b>22,600</b>	<b>12,200</b>	<b>6,800</b>	<b>175,000</b>	<b>446,400</b>

# DEPARTMENT OF THE NAVY

## Naval Center Suitland

National Maritime Intelligence Center	52,649	4,090	0	0	0	0	0	4,090
---------------------------------------	--------	-------	---	---	---	---	---	-------

# SMITHSONIAN INSTITUTION

## Smithsonian Museums

Museum Support Center Renovations	0	0	6,500	6,700	14,000	7,000	7,900	42,100
Museum Support Center Pod 3	12,500	15,000	15,000	0	0	0	0	30,000
<b>Total in Prince George's County</b>	<b>12,500</b>	<b>15,000</b>	<b>21,500</b>	<b>6,700</b>	<b>14,000</b>	<b>7,000</b>	<b>7,900</b>	<b>72,100</b>

---

<b>Prince George's County Total</b>	<b>95,044</b>	<b>170,310</b>	<b>307,310</b>	<b>48,410</b>	<b>38,890</b>	<b>173,600</b>	<b>204,465</b>	<b>952,861</b>
-------------------------------------	---------------	----------------	----------------	---------------	---------------	----------------	----------------	----------------

Fiscal years may not sum to FYs 2009-2014 total due to non-reporting of individual FY budget requests on some projects

# Virginia

The FCIP for FYs 2009-2014 contains 55 proposed projects in Arlington, and Fairfax Counties. All of these projects have been submitted by agencies. One project is *Recommended and Strongly Endorsed*. The estimated total cost of the projects is \$3,411,857,000 for FYs 2009-2014.

## ARLINGTON COUNTY

Thirty-two projects are located in Arlington County with an estimated total cost of \$1,454,196,000 for FYs 2009-2014. NCPC *Recommends and Strongly Endorses* one of these projects that conforms to NCPC and local plans and policies. NCPC *recommends* nine of these projects. The remaining projects are recommended as *Projects Requiring Additional Planning Coordination*.

## FAIRFAX COUNTY

Twenty-three projects are located in Fairfax County with an estimated total cost of \$1,957,661,000 for FYs 2009-2014. NCPC *Recommends* three of these projects, which conform to NCPC and local plans and policies. The remaining 20 projects are recommended as *Projects Requiring Additional Planning Coordination*.

### Budget Estimates (000 of Dollars)

	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
Arlington County Total	1,153,451	384,007	230,626	270,932	109,897	154,589	304,145	1,454,196
Fairfax County Total	1,532,201	1,216,288	391,973	201,000	79,500	68,900	0	1,957,661
<b>Virginia Total</b>	<b>2,685,652</b>	<b>1,600,295</b>	<b>622,509</b>	<b>471,932</b>	<b>189,397</b>	<b>223,489</b>	<b>304,145</b>	<b>3,411,857</b>

Fiscal years may not sum to FYs 2009-2014 total due to non-reporting of individual FY budget requests on some projects

\* This value is not provided on a yearly basis

# Arlington County

## Budget Estimates (000 of Dollars)

Project Title	Prior	Budget Estimates (000 of Dollars)						Total FYs
	Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	2009-2014

## DEPARTMENT OF THE ARMY

### Arlington National Cemetery (ANC)

Columbarium Court V	0	0	0	0	0	0	0	0
Facilities Maint Complex Storage Bldg	0	2,003	0	0	0	0	0	2,003
Facilities Maint Complex Vehicle Bldg	0	1,631	0	0	0	0	0	1,631
Land Expansion Ft. Myer	0	0	0	300	0	373	0	673
Millennium Land Expansion	3,600	4,298	0	1,700	2,650	0	0	8,648
Total Cemetery Management	850	1,085	800	1,425	0	0	0	3,310
<b>Subtotal</b>	<b>3,601</b>	<b>9,017</b>	<b>800</b>	<b>3,425</b>	<b>2,650</b>	<b>373</b>	<b>0</b>	<b>16,265</b>

### Army National Guard (ARNG)

Readiness Center Addition	0	95,600	0	0	0	0	18,000	113,600
---------------------------	---	--------	---	---	---	---	--------	---------

### Fort Myer, MDW,

Construct 2 <sup>nd</sup> 210 Barracks Building	0	14,000	0	0	0	0	0	14,000
Construct 3 <sup>rd</sup> 210 Barracks Building	0	0	0	0	0	0	37,000	37,000
DES Building Expansion Bldg. 415	0	1,800	0	0	0	0	0	1,800
Expand Physical Fitness Center	0	0	0	0	0	0	6,000	6,000
Reconfigure Hatfield Gate	0	10,800	0	0	0	0	0	10,800
U.S. Army Band Facility	0	0	0	45,000	0	0	0	45,000
Vehicle Parking Garage	0	0	0	0	0	0	50,000	50,000
<b>Subtotal</b>	<b>0</b>	<b>26,600</b>	<b>0</b>	<b>45,000</b>	<b>0</b>	<b>0</b>	<b>93,000</b>	<b>164,600</b>

<b>Total in Arlington County</b>	<b>3,601</b>	<b>131,217</b>	<b>800</b>	<b>48,425</b>	<b>2,650</b>	<b>373</b>	<b>111,000</b>	<b>294,465</b>
----------------------------------	--------------	----------------	------------	---------------	--------------	------------	----------------	----------------

## DEPARTMENT OF DEFENSE

### Pentagon

Pentagon Renovation	1,149,997	217,900	111,900	137,700	72,400	29,300	0	569,200
---------------------	-----------	---------	---------	---------	--------	--------	---	---------

### Pentagon Reservation Master Plan Implementation

Electrical Upgrades to Reservation	1,850	1,850	0	0	0	0	0	20,350
FB2--Columbia Pike Realign	0	0	0	1,080	3,600	36,000	0	40,680
FB2--Demolition/Site Preparation	0	4,000	26,625	0	0	0	0	30,625
Hazardous Response Facility	0	16,384	0	0	0	0	0	16,384
Heliport Phase I Replacement Pkng	0	0	0	1,295	4,317	43,173	0	48,785
Heliport Phase II, Control Tower	0	0	0	0	2,130	7,101	71,014	80,245
Pentagon Fuel Station Convenience Store	0	276	920	9,200	0	0	0	10,396
Pentagon Motor Pool Vehicle Storage	0	0	0	757	2,524	25,236	0	28,517
Permanent Secure Access Lane	0	416	4,163	0	0	0	0	4,579
Route 27 HOV Access	0	0	0	0	356	1,186	11,855	13,397
Secure Perimeter/Pedestrian Plaza	0	0	518	1,710	17,100	0	0	19,328
South Parking Road Improvements II	0	0	0	0	3,281	10,937	109,368	123,586
Conversion of HVAC System	0	0	9,650	865	1,539	1,283	908	14,245
Pentagon Athletic Center-Phase II	0	6,979	0	0	0	0	0	6,979
Pentagon Force Protection Agency Scriming	0	690	16,900	0	0	0	0	17,590
Pentagon Force Protection Agency SC	0	3,995	6,990	69,990	0	0	0	80,885
<b>Subtotal</b>	<b>3,454</b>	<b>34,590</b>	<b>84,266</b>	<b>84,807</b>	<b>34,847</b>	<b>124,916</b>	<b>193,145</b>	<b>556,571</b>

<b>Total in Arlington County</b>	<b>1,153,451</b>	<b>252,490</b>	<b>196,166</b>	<b>222,507</b>	<b>107,247</b>	<b>154,216</b>	<b>193,145</b>	<b>1,125,771</b>
----------------------------------	------------------	----------------	----------------	----------------	----------------	----------------	----------------	------------------

## DEPARTMENT OF THE NAVY

### Arlington Service Center

Crystal Park 5	0	300	33,660	0	0	0	0	33,960
----------------	---	-----	--------	---	---	---	---	--------

<b>Arlington County Total</b>	<b>1,153,451</b>	<b>384,007</b>	<b>230,626</b>	<b>270,932</b>	<b>109,897</b>	<b>154,589</b>	<b>304,145</b>	<b>1,454,196</b>
-------------------------------	------------------	----------------	----------------	----------------	----------------	----------------	----------------	------------------

# Fairfax County

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
---------------	---------------	---------	---------	---------	---------	---------	---------	---------------------

### DEPARTMENT OF THE ARMY

#### Fort Belvoir, MDW

Child Development Center (Main Post)	0	14,200	0	0	0	0	0	14,200
Construct New Barracks	0	0	0	47,000	0	0	0	47,000
Construct New Hospital	0	262,750	70,850	28,000	0	0	0	361,600
Construct New Center at EPG	0	0	0	0	19,500	0	0	19,500
Defense Access Road	0	13,000	0	0	0	0	0	13,000
Dental Clinic	0	0	11,800	0	0	0	0	11,800
Emergency Services Center	0	6,200	0	0	0	0	0	6,200
Flight Control Tower	0	0	8,300	0	0	0	0	8,300
Fort Belvoir Infrastructure	0	20,000	91,000	41,000	0	0	0	152,000
Information Dominance Center	0	0	0	59,000	60,000	60,000	0	179,000
Joint Personnel Recovery Agency Addition	0	0	19,000	0	0	0	0	19,000
National Geospatial Agency	0	545,000	28,000	0	0	0	0	573,000
Network Operations Center	0	8,300	0	0	0	0	0	8,300
NARMC) Medical Command Building	0	0	25,000	0	0	0	0	25,000
North Post Access Road Control Point	0	0	7,700	0	0	0	0	7,700
Renovate Buildings 211, 214, 215, & 220	0	0	0	26,000	0	0	0	26,000
Structured Parking, 200 Area	0	0	0	0	0	8,900	0	8,900
Warrior in Transition Complex (WTT)	0	70,000	0	0	0	0	0	70,000
Washington Headquarters Services	0	274,338	106,323	0	0	0	0	380,661

<b>Total in Fairfax County</b>	<b>152,101</b>	<b>1,213,786</b>	<b>367,973</b>	<b>201,000</b>	<b>79,500</b>	<b>68,900</b>	<b>0</b>	<b>1,931,161</b>
--------------------------------	----------------	------------------	----------------	----------------	---------------	---------------	----------	------------------

### DEPARTMENT OF HOMELAND SECURITY

#### U.S. Coast Guard

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

### DEPARTMENT OF TRANSPORTATION

#### Federal Highway Administration (FHWA)

Pedestrian Bridge Dulles Access and Toll Road	2,300	0	0	0	0	0	0	0
Rehabilitate VA Rte. 123/CIA Intrchg	0	0	14,000	0	0	0	0	14,000
Richmond Hwy Widening	0	0	10,000	0	0	0	0	10,000

<b>Total in Fairfax County</b>	<b>2,300</b>	<b>0</b>	<b>24,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,000</b>
--------------------------------	--------------	----------	---------------	----------	----------	----------	----------	---------------

<b>Fairfax County Total</b>	<b>154,401</b>	<b>1,216,288</b>	<b>391,973</b>	<b>201,000</b>	<b>79,500</b>	<b>68,900</b>	<b>0</b>	<b>1,957,661</b>
-----------------------------	----------------	------------------	----------------	----------------	---------------	---------------	----------	------------------

# National Capital Region

## District of Columbia, Maryland, and Virginia

The FCIP for FYs 2009-2014 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; the 14<sup>th</sup> Street Bridge/George Washington Memorial Parkway Corridor Improvements project; have been submitted by other agencies and are *Recommended*. The remaining 10 projects have been submitted by the NCPC. Two of the NCPC submitted projects are *Recommended and Strongly Endorsed* and the remaining eight projects are *Recommended for Future Programming* in agency budgets.

### Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FYs 2009-2014
<b>DEPARTMENT OF TRANSPORTATION</b>								
<b>Federal Highway Administration (FHWA)</b>								
14 <sup>th</sup> Street Bridge/GW Parkway	8,480	0	200	0	0	0	0	200
Woodrow Wilson Bridge	2,214,700	120,200	46,600	15,300	68,300	8,900	45,800	305,100
<b>NCR Total</b>	<b>2,223,180</b>	<b>120,200</b>	<b>46,800</b>	<b>15,300</b>	<b>68,300</b>	<b>8,900</b>	<b>45,800</b>	<b>305,300</b>

### *Commission-Recommended Projects*

#### *Recommended and Strongly Endorsed*

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

#### *Recommended for Future Programming*

Boundary Markers for the Nation's Capital  
Fort Circle Parks System  
High Speed Rail to Baltimore-Washington International Airport  
Transit 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 2009-2014 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**

##### **U.S. 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

##### **Arlington National Cemetery**

*FYs 2006-2011* Total Cemetery Management System Development

#### **DEPARTMENT OF DEFENSE**

##### **Pentagon**

*FYs 1988-1992* Pentagon Renovation

#### **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

**DEPARTMENT OF THE INTERIOR**

**National Park Service**

<i>FYs 2009-2014</i>	Emergency Repairs for Settlement at the Jefferson Memorial
----------------------	--

**SMITHSONIAN INSTITUTION**

<i>FYs 2003-2008</i>	Revitalize National Museum of American History, Behring Center Public Space
	National Museum of Natural History Revitalization

<i>FYs 2009-2014</i>	Restore Renwick Gallery
	Restore Smithsonian Castle

**DEPARTMENT OF STATE**

<i>FYs 2004-2009</i>	Blast-Resistant Windows
	Security Upgrades for Harry S Truman Building

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

<i>FYs 1994-1998</i>	National Mall Road Improvements
----------------------	---------------------------------

*Recommended*

(PROJECTS SUBMITTED BY AGENCIES)

**DEPARTMENT OF AGRICULTURE**

**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
----------------------	--------------------



**Beltsville Agricultural Research Center**

*FYs 2000-2004* New Beef Research Facility  
*FYs 2005-2010* Infrastructure 200 Area  
New Swine Parasitology Facility  
New Four Dairy Heifer Facilities

**National Agricultural Library**

*FYs 2006-2011* Repair Brick Veneer  
Repair to Sidewalks  
Replace Tower Windows

**DEPARTMENT OF THE ARMY****Arlington National Cemetery**

*FYs 2007-2012* Defense Access Road  
*FYs 2008-2013* Construct New Hospital  
National Geospatial Agency

**Arlington National Cemetery**

*FYs 2005-2010* Columbarium Phase V (Court 9)  
Facilities Maintenance Complex Materials Storage Buildings  
Facilities Maintenance Complex Vehicle Storage Building

**Armed Forces Retirement Home**

*FYs 2006-2011* Construct Long-Term Care Building  
*FYs 2009-2014* Scott Building Renovations

**Fort Belvoir, Military District of Washington**

*FYs 2007-2012* Defense Access Road  
*FYs 2008-2013* Construct New Hospital  
National Geospatial Agency

**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  
*FYs 2009-2014* Construct 2<sup>nd</sup> 210 Barracks Building

## **DEPARTMENT OF DEFENSE**

### **Pentagon**

<i>FYs 1988-1992</i>	Pentagon Renovation
<i>FYs 2007-2012</i>	Electrical Upgrades to Reservation FB2--Columbia Pike Realign Hazardous Response Facility Heliport Phase I Replacement Parking Heliport Phase II, Control Tower & Fire Station Pentagon Motor Pool Vehicle Secure Storage Route 27 HOV Access Secure Perimeter/Pedestrian Plaza
<i>FYs 2008-2013</i>	FB2--Demolition/Remedial/Site Preparation
<i>FYs 2009-2014</i>	Pentagon Fuel Station/Convenience Store Permanent Secure Access Lane at Memorial Drive South Parking Road Improvements Phase II Pentagon Athletic Center-Phase II Pentagon Force Protection Agency SC Pentagon Force Protection Agency Screening Conversion of HVAC Steam to Hot Water System

## **GENERAL SERVICES ADMINISTRATION**

<i>FYs 2004-2009</i>	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
<i>FYs 2005-2010</i>	Forrestal Building Modernization HOTD II Steam Distribution Tunnels Remote Delivery Service Center Southern Maryland Courthouse Annex
<i>FYs 2006-2011</i>	Department of Housing and Urban Development, Robert C. Weaver Building
<i>FYs 2007-2012</i>	Consumer Products Safety Commission Nebraska Avenue Complex (NAC)
<i>FYs 2008-2013</i>	Department of Energy, Germantown, Fire and Life Safety Systems Lafayette Building Lite Renovations West Wing Utility Plan Replacement
<i>FYs 2009-2014</i>	East Wing Utility Plan Replacement

## **DEPARTMENT OF HEALTH AND HUMAN SERVICES**

### **National Institutes of Health**

<i>FYs 2000-2004</i>	Animal Research Center/Central Vivarium
<i>FYs 2001-2005</i>	John Edward Porter Neuroscience Research Center, Phase II Northwest Child Care Facility

<i>FYs 2002-2007</i>	Laboratory N, Center for the Biology of Disease, South Quad South Quad Parking Facility
<i>FYs 2004-2009</i>	Laboratory P, Center for the Biology of Disease, South Quad
<i>FYs 2005-2010</i>	Building 37 Basement Renovation
<i>FYs 2008-2013</i>	Emergency/Back-up Power CIT Data Center Expansion of Cell Processing Space, Building 10 Laboratory M, South Quad New Patient Imaging Zebrafish Research Facility

**DEPARTMENT OF HOMELAND SECURITY**

**Federal Law Enforcement Training Center**

<i>FYs 2006-2011</i>	Building 1, Administration Building 1A, Classroom and Simulator
----------------------	--

**James T. Rowley Training Center**

<i>FYs 2007-2012</i>	Perimeter Security Upgrade Utilities and Infrastructure Upgrade
----------------------	--

**DEPARTMENT OF THE INTERIOR**

**National Park Service**

<i>FYs 2005-2010</i>	Theodore Roosevelt Memorial Rehabilitation
<i>FYs 2009-2014</i>	Preserve Historic Peirce Mill Complex

**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

**Goddard Space Flight Center**

<i>FYs 1986-1990</i>	Repair/Replace Roofs, Various Buildings
<i>FYs 2003-2008</i>	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>	Construct System Development Facility
<i>FYs 2009-2014</i>	Restore Building 16 - 16W Restore Building 26 Replace Load Center – Building 13 Site Utilities Upgrade – Steam Distribution

**DEPARTMENT OF THE NAVY**

**Naval Surface Warfare Division Carderock**

<i>FYs 2009-2014</i>	Research Development Test and Evaluation Support Facility
----------------------	---

**National Maritime Intelligence Center – Suitland**

<i>FYs 2008-2013</i>	National Maritime Intelligence Center
----------------------	---------------------------------------

**SMITHSONIAN INSTITUTION**

FYs 2003-2008 Construct/Install Anti-Terrorism Protection (not mapped)  
 Revitalize National Museum of American History, Behring Center Public Space  
 Restore Hirshhorn Façade

FYs 2007-2012 Quadrangle/Roof Mechanical Systems

FYs 2009-2014 Replace Air and Space Museum Mechanical System

**National Zoological Park**

FYs 2002-2007 Renew Seal/Sea Lion Facility

FYs 2009-2014 Renew Bird House Hill Facilities  
 Repair General Services Building Structural Systems

**Museum Support Center, Suitland**

FYs 2005-2010 Museum Support Center Pod 3

FYs 2009-2014 Museum Support Center Lab/HVAC Renovations

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

FYs 2000-2004 Woodrow Wilson Bridge Replacement

FYs 2006-2011 14th Street Bridge/George Washington Parkway Corridor Improvements

FYs 2007-2012 Rehabilitate Virginia Route 123/CIA Interchange

FYs 2008-2013 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 2009-2014 Administrative Facilities Addition  
 BRAC Administrative Facility  
 Consolidated Education Center/Library  
 Construct New Munitions Storage Area  
 Construct POV Lane at Pearl Harbor Gate  
 NCR Administration Facility  
 Physical Fitness Center  
 Replace Munitions Maintenance and Storage

**Air Force District of Washington, Bolling Air Force Base**

FYs 2009-2014 Band Addition Building 2

**DEPARTMENT OF THE ARMY****Arlington National Cemetery**

FYs 2005-2010 Land Expansion Ft. Meyer  
 Millennium Land Expansion

**Armed Forces Retirement Home**

*FYs 2009-2014* Master Plan

**Army National Guard**

*FYs 2009-2014* Readiness Center Addition

**Military District of Washington, Fort Belvoir**

*FYs 2004-2009* Information Dominance Center

*FYs 2006-2011* Joint Personnel Recovery Agency Addition

North Post Access Road Control Point

Structured Parking, 200 Area

*FYs 2008-2013* Child Development Center (Main Post)

Construct New Barracks

Construct New Physical Fitness Center at EPG

Dental Clinic

Emergency Services Center

Flight Control Tower

Fort Belvoir Infrastructure

Network Operations Center

Renovate Buildings 211, 214, 215, and 220

Washington Headquarters Services

*FYs 2009-2014* Warrior in Transition Complex (WTT)

North Atlantic Regional Medical Command Headquarters Building

**Fort Meyer Military Community**

*FYs 2009-2014* Construct 3<sup>rd</sup> 210 Barracks Building

Vehicle Parking, Garage Phase I and II

**GENERAL SERVICES ADMINISTRATION**

*FYs 2007-2012* Saint Elizabeths – West Campus Department of Homeland Security Consolidation

*FYs 2008-2013* Saint Elizabeths – West Campus Infrastructure

Saint Elizabeths – West Campus Extension/Site Acquisition

*FYs 2009-2014* Saint Elizabeths – Martin Luther King Avenue Site

**DEPARTMENT OF HOMELAND SECURITY****U.S. Coast Guard**

*FYs 2009-2014* Construct Addition to Mid-South Laboratory, Alexandria Virginia Station

**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****Arlington Service Center**

*FYs 2008-2013* Crystal Park Renovation

**Naval Research Laboratory**

*FYs 2003-2008* Autonomous Research Laboratory

**Washington Navy Yard**

*FYs 2007-2012*

Construct New NSM Warehouse  
Navy Systems Management Activity Relocation

**Walter Reed National Military Medical Center**

*FYs 2009-2014*

Medical Facilities Center Additions Buildings A and B

**SMITHSONIAN INSTITUTION**

**Smithsonian Museums**

*FYs 2009-2014*

National Museum of African American History and Culture

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

*FYs 2007-2012*

Defense Access Road Phase I and II

## *Recommended and Strongly Endorsed*

(PROJECTS SUBMITTED BY THE COMMISSION)

### **ALL DEPARTMENTS**

<i>FYs 2002-2007</i>	South Capitol Street Reconstruction
<i>FYs 2004-2009</i>	Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail
	Constitution Avenue (3rd - 15th Streets, NW) Perimeter Security and Streetscape Improvements
	DC Circulator System Improvements
	Dulles Corridor Rapid Transit Project
	Federal Bureau of Investigation Perimeter Security and Streetscape Improvements
	Kennedy Center Plaza Project
	Pennsylvania Avenue (3rd to 15th Streets, and Federal Triangle, NW) Streetscape and Perimeter Security Improvements
<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
<i>FYs 2009-2014</i>	Improvements to the National Mall
	In-Depth Sewer Study for the Federal Triangle Area

## *Recommended for Future Programming*

(PROJECTS SUBMITTED BY THE COMMISSION)

### **ALL DEPARTMENTS**

<i>FYs 1981-1985</i>	Boundary Markers of the Nation's Capital
<i>FYs 2005-2010</i>	Develop a New Foreign Missions Center
<i>FYs 1981-1985</i>	Develop Waterfront Parks
<i>FYs 1992-1996</i>	Federal Triangle Lighting
<i>FYs 1987-1991</i>	Fort Circle Parks System
	Cultural Use Site Development Study
<i>FYs 2004-2009</i>	Future Site Acquisitions for Memorial and Museum Uses
	High Speed Rail to Baltimore-Washington International Airport
<i>FYs 2004-2009</i>	Transit Projects in the District of Columbia, Virginia, and Maryland
	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
<i>FYs 1985-1989</i>	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 1987 through 2008. Table B2 shows the Fiscal Year 2008 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.

**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		Maryland		Virginia		NCR	Percent	Total
	Percent		Percent		Percent				
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
2008	\$ 141,301	6.0	\$ 576,100	24.6	\$1,458,775	63.4	\$ 164,340	7.0	\$2,402,516

\*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 2008

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 2008. Projects resubmitted are contained within the 2009-2014 program.

NCPC reviewed FY 2007 appropriations to identify which capital improvement projects that were included in the approved FY 2007 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 2008-2013 FCIP, which was adopted by the Commission on September 6, 2007 (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 2008**

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
<b>DISTRICT OF COLUMBIA</b>	<b>\$ 696,362</b>	<b>\$ 141,301</b>
<b>MARYLAND</b>	<b>\$ 190,924</b>	<b>\$ 638,100</b>
<b>VIRGINIA</b>	<b>\$ 1,536,163</b>	<b>\$ 1,458,775</b>
<b>NATIONAL CAPITAL REGION</b>	<b>\$ 120,500</b>	<b>\$ 164,340</b>
<b>TOTAL</b>	<b>\$2,543,949</b>	<b>\$2,402,516</b>

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
---	--------------------	-----------------

### DISTRICT OF COLUMBIA

#### DEPARTMENT OF AGRICULTURE

##### U.S. National Arboretum

Administration Building Modernization	13,394	-0-
Bladensburg Road Entrance	10,360	-0-
Chinese Garden	9,100	-0-
Fern Valley Native Plant Garden	50	-0-
Storm Water Management Project	250	-0-
Greenhouse Complex Renovation	2,513	-0-
Lab/Office Facility	270	-0-

##### Headquarters Building

Agriculture South Modernization	14,148	-0-
---------------------------------	--------	-----

#### DEPARTMENT OF THE AIR FORCE

##### Air Force District of Washington, Bolling Air Force Base

Community Frame Facility	2,350	-0-
--------------------------	-------	-----

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
<b>GENERAL SERVICES ADMINISTRATION</b>		
Eisenhower EOB	172,000	-0-
St. Elizabeths West – DHS Consolidation	310,000	-0-
St. Elizabeths West –Campus Infrastructure	21,000	-0-
St. Elizabeths West – Campus Extension	7,000	-0-
<b>DEPARTMENT OF HOMELAND SECURITY</b>		
<b>U.S. Coast Guard</b>		
Construct New Station at Bolling AFB	2,180	-0-
<b>DEPARTMENT OF THE INTERIOR</b>		
<b>National Park Service</b>		
Executive Residence Rehabilitation	5,902	5,731
Georgetown Waterfront Park	5,900	4,500
<b>DEPARTMENT OF THE NAVY</b>		
<b>Washington Navy Yard</b>		
Renovate Building W-200	60,000	56,730
<b>SMITHSONIAN INSTITUTION</b>		
<b>Major Projects</b>		
Construct Anti-Terrorism Protection	8,490	-0-
National Museum of African American History and Culture	2,00	2,000
National Museum of American History Revitalization	1,300	1,300
National Museum of Natural History Revitalization	25,500	25,500
<b>National Zoological Park</b>		
Asia Trail	9,000	9,000
Renew Seal/Sea Lion Facility	700	-0-
<b>DEPARTMENT OF STATE</b>		
Security Upgrades for Harry S Truman Building	9,391	6,140
Blast Resistant Windows	864	30,400
<b>DEPARTMENT OF TRANSPORTATION</b>		
<b>Federal Highway Administration</b>		
14 <sup>th</sup> Street Bridged/G.W. Parkway Improvements	200	-0-
Streetscape Improvements/Juarez Circle	2,500	-0-
<b>TOTAL DISTRICT OF COLUMBIA</b>	<b>\$ 696,362</b>	<b>\$ 141,301</b>

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
---	--------------------	-----------------

## MARYLAND

### Montgomery County

#### GENERAL SERVICES ADMINISTRATION

FDA Consolidation, White Oak	58,000	58,000
------------------------------	--------	--------

#### DEPARTMENT OF HEALTH AND HUMAN SERVICE

##### National Institute of Health

Complete Fit Out B3-East Labs in CRC	2,000	2,000
Emergency Power CIT Data Center	13,300	13,300
PET C-Good Lab Practices Lab	7,000	7,000

#### DEPARTMENT OF THE NAVY

##### Walter Reed National Military Medical Center

Medical Center Addition	-0-	495,800
-------------------------	-----	---------

<b>Subtotal Montgomery County</b>	<b>80,300</b>	<b>576,100</b>
-----------------------------------	---------------	----------------

### Prince George's County

#### DEPARTMENT OF AGRICULTURE

##### Beltsville Agricultural Research Center

New Swine Parasitology Facility	1,374	-0-
---------------------------------	-------	-----

##### National Agricultural Library

Replace Tower Windows	3,024	-0-
NAL Modernization—Brick Veneer	1,620	-0-

#### DEPARTMENT OF THE AIR FORCE

##### Andrews Air Force Base, Air Force District of Washington

Consolidated Command Post	1,886	-0-
Physical Fitness Center West Side	2,000	-0-
Replace Munitions Maintenance & Storage	1,020	-0-

#### DEPARTMENT OF THE NAVY

##### Naval Center Suitland

National Maritime Intelligence Center	52,000	52,000
---------------------------------------	--------	--------

#### NATIONAL AERONAUTICS & SPACE ADMIN

##### Goddard Space Flight Center

Exploration Science Building	20,000	-0-
Repair Cooling Tower Cells 7-9 and Replace Transformer	13,800	-0-
Repair/Replace Roofs	900	-0-
Site Utilities Upgrade	3,000	-0-

#### SMITHSONIAN INSTITUTION

##### Museum Support Center, Suitland

Museums Support Center Pod 3	10,000	10,000
------------------------------	--------	--------

<b>Subtotal Prince George's County</b>	<b>110,624</b>	<b>62,000</b>
--	----------------	---------------

---

<b>TOTAL MARYLAND</b>	<b>\$ 190,924</b>	<b>\$ 638,100</b>
-----------------------	-------------------	-------------------

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
---	--------------------	-----------------

## **VIRGINIA**

### Arlington County

#### **DEPARTMENT OF THE ARMY**

##### **Arlington National Cemetery**

Total Cemetery Management	1,085	-0-
Millennium Land Expansion	2,107	-0-

##### **Fort Myer Military Community**

Modernize Horse Stables	5,200	-0-
Public Safety Building Expansion – Building 415	100	-0-

#### **DEPARTMENT OF DEFENSE**

##### **The Pentagon**

Pentagon Renovation	132,600	132,600
---------------------	---------	---------

##### **The Pentagon Reservation**

Electrical Upgrades to Reservation	18,500	555
Hazardous Response Facility	492	-0-
Secure Perimeter/Pedestrian Plaza	453	-0-

<b>Subtotal Arlington County</b>	<b>160,537</b>	<b>133,155</b>
----------------------------------	----------------	----------------

### Fairfax County

#### **DEPARTMENT OF THE ARMY**

##### **Fort Belvoir**

Construct New Hospital	500,000	403,400
Defense Access Road	13,000	18,000
Family Travel Camp	3,780	-0-
Flight Control Tower	2,900	-0-
Fort Belvoir Infrastructure	20,000	-0-
Missile Defense Agency	25,600	30,600
National Geospatial Agency	428,900	428,900
Postal Exchange (PX) Expansion	50,000	-0-
Renovate Building 238 (USANCA)	4,450	-0-
Washington Headquarters Services	321,546	440,900

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Highway Administration**

Mount Vernon Circle Parking	3,000	1,250
Pedestrian Bridge Over Dulles Toll Road	2,300	2,420
Rehabilitate VA Rt. 123/CIA Interchange	150	150

<b>Subtotal Fairfax County</b>	<b>1,375,626</b>	<b>1,325,620</b>
--------------------------------	------------------	------------------

---

#### **TOTAL VIRGINIA**

<b>\$ 1,536,163</b>	<b>\$ 1,458,775</b>
---------------------	---------------------

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
---	--------------------	-----------------

**NATIONAL CAPITAL REGION**  
Maryland, D.C., and Virginia

**DEPARTMENT OF TRANSPORTATION**

Federal Highways Administration

Woodrow Wilson Bridge Replacement	120,500	164,340
-----------------------------------	---------	---------

---

<b>TOTAL NATIONAL CAPITAL REGION</b>	<b>\$ 120,500</b>	<b>\$ 164,340</b>
--------------------------------------	-------------------	-------------------

# 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
<b>Department of Agriculture</b>		
Beltsville Agricultural Research Center	06-06-96	
U.S. Arboretum	02-01-07	Yes
<b>Department of Defense</b>		
The Pentagon	06-02-05	
<b>Department of the Army</b>		
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	07-10-08	Yes
Humphrey Engineer Center	06-04-98	Yes
<b>Department of the Navy</b>		
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
<b>Department of the Air Force</b>		
Bolling Air Force Base	01-08-98	Yes
Andrews Air Force Base	05-31-79	Yes
<b>District of Columbia Courts</b>		
Judiciary Square	08-4-05	
<b>Department of Health &amp; Human Services</b>		
NIH—Bethesda Campus	01-06-05	Yes
NIH—Poolesville Animal Center	05-05-96	
<b>Department of the Interior—NPS</b>		
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
<b>Department of Homeland Security</b>		
U.S. Secret Service—J.J. Rowley Training Center	09-05-96	Yes
<b>General Services Administration</b>		
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
<b>NASA</b>		
Goddard Space Flight Center	04-04-03	
<b>Smithsonian Institution</b>		
The Mall	07-10-69 (Comprehensive Plan) TBD (Security Plan)	Yes
National Zoological Park	04-07-88	Yes
<b>Department of State</b>		
Foreign Affairs Training Center	03-02-89	Yes



# Appendix D

## FUNDING STATUS OF PROJECTS PREVIOUSLY RECOMMENDED AND STRONGLY ENDORSED

The projects listed below, were *Recommended and Strongly Endorsed* in the *FY's 2008-2013 FCIP*. This list shows the current funding status and the numbers of years the project has been presented in the FCIP.

<i>Projects Recommended and Strongly Endorsed in FY08</i>	<i>Received Funding in FY08</i>	<i>Fully Funded in FY08</i>	<i>Not Funded</i>	<i>Number of Years in FCIP</i>
(PROJECTS SUBMITTED BY AGENCIES)				
<b>DEPARTMENT OF AGRICULTURE</b>				
<b>U.S. National Arboretum</b>				
Hickey Run Storm Water Management			•	3
<b>USDA Headquarters</b>				
Agriculture South Building Modernization			•	13
<b>DEPARTMENT OF THE ARMY</b>				
<b>U.S. Army Corps of Engineers</b>				
Flood Control Project			•	9
<b>Arlington National Cemetery</b>				
Total Cemetery Management System Development			•	2
<b>DEPARTMENT OF DEFENSE</b>				
<b>The Pentagon</b>				
Pentagon Renovation	•			20
Pentagon Memorial	•			5
<b>GENERAL SERVICES ADMINISTRATION</b>				
Department of Commerce, Herbert C. Hoover Building Modernization	•		•	16
Department of Health and Human Services, Humphrey Building Modernization			•	8
Department of the Interior Building Modernization	•			16
Department of Labor, Frances Perkins Building Modernization			•	6
Department of State, Harry S Truman Building Modernization			•	16
E. Barrett Prettyman U.S. Courthouse Modernization			•	6
Eisenhower Executive Office Building Modernization	•			15
Federal Office Building 8 Modernization	•			14
Federal Office Building 10A Modernization	•			14
Federal Trade Commission Building Modernization			•	16
Food and Drug Administration Headquarters			•	14
GSA, National Office Building Modernization			•	8
GSA, Regional Office Building Modernization	•			16

<i><b>Projects Recommended and Strongly Endorsed in FY08</b></i>	<i><b>Received Funding in FY08</b></i>	<i><b>Fully Funded in FY08</b></i>	<i><b>Not Funded</b></i>	<i><b>Number of Years in FCIP</b></i>
Internal Revenue Service Building Modernization			●	15
J. Edgar Hoover Building Modernization			●	6
Lafayette Building Modernization			●	16
Mary E. Switzer Building Modernization			●	19
New Executive Office Building Systems Replacement			●	7
Southeast Federal Center Remediation			●	1
Wilbur J. Cohen Building Modernization			●	16
<b>SMITHSONIAN INSTITUTION</b>				
Donald W. Reynolds Center Courtyard Landscaping			●	3
<b>DEPARTMENT OF STATE</b>				
Security Upgrades for Harry S Truman Building	●			5
Blast-Resistant Windows	●			5
<b>DEPARTMENT OF TRANSPORTATION</b>				
<b>Federal Highway Administration</b>				
Streetscape Improvements – Juarez Circle			●	5
National Mall Road Improvements	●			14
 (PROJECTS SUBMITTED BY THE COMMISSION)				
<b>ALL DEPARTMENTS</b>				
Pennsylvania Avenue Perimeter Security			●	5
Constitution Avenue Perimeter Security			●	5
Federal Bureau of Investigation Perimeter Security			●	5
Mobility and Parking Impact Studies			●	5
DC Circulator	●			5
South Capitol Street Reconstruction	●			6
South Capitol Street Waterfront Park			●	3
New Frederick Douglass Memorial Bridge			●	4
Railroad Relocation Feasibility Study			●	4
Kennedy Center Plaza Project			●	2
10 <sup>th</sup> Street, SW Corridor Improvements				1
10 <sup>th</sup> Street, SW Corridor Improvements within the Federal Triangle				1
Maryland Avenue, SW Corridor Improvements				1

# Appendix E

## **PUBLIC COMMENTS**

Following Commission authorization at their June 2008 meeting, the proposed FCIP was distributed to participating federal departments and agencies, regional planning agencies, local and state governments, and the general public for their review and comment. Public comments received relating to specific projects or overall concerns regarding the FCIP local government agencies and individuals are included in the following section. These comments are noted in the associated project and also forwarded to the appropriate federal agencies for review and reply. Staff will also work with the federal agencies and local jurisdictions to address the issues presented in the comments during future project review.

**The City of Bowie, Maryland** (p. 203)

**Fairfax County, Virginia** (p. 205)

**The City of Greenbelt, Maryland** (p. 209)

**Loudoun County, Virginia** (p. 211)

**The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department** (p. 213)

**The City of Rockville, Maryland** (p. 215)

**District of Columbia Building Association** (p. 217)

**Mr. Lindsley Williams, Washington, DC** (p. 219)





# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

July 28, 2008

Mr. John V. Cogbill, III, Chairman  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW  
North Lobby  
Suite 500  
Washington, DC 20004

**Re:** Freight Railroad Realignment NEPA Studies  
Proposed Federal Capital Improvement Program for the  
National Capital Region, Fiscal Years 2009-2014  
NCPC File No. 1485

Dear Chairman Cogbill:

Thank you for forwarding a computer disk containing the Proposed Federal Capital Improvement Program (FCIP) for the National Capital Region, Fiscal Years 2009-2014 to the City of Bowie for our review. We have noticed that the Proposed FCIP continues to include, and the National Capital Planning Commission (NCPC) continues to recommend and strongly endorse, the above referenced project (Page 124). Please be advised that the City of Bowie remains strongly opposed to this project, and, once again, requests that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region, Fiscal Years 2009-2014.

As you know, the purposes of these NEPA studies are to investigate and identify feasible corridors where rail freight trains carrying hazardous and toxic materials could be relocated from the Monumental Core/National Mall areas in the District of Columbia, and to evaluate the general benefits and costs of the most viable corridors. Consultants to the NCPC identified seven (7) feasible corridors in the region and narrowed those down to three (3) corridors for further evaluation. One (1) of the three (3) corridors would involve the construction of a tunnel from Potomac Yard to the vicinity of the District/Maryland boundary. A second alignment includes the use of new and existing railroad right-of-way from the Potomac River to the Jessup, MD area (known as the Indian Head option). The third corridor involves using new and existing railroad right-of-way from the Potomac River (near the Governor Harry Nice Bridge) to the Jessup, MD area and is known as the Dahlgren option. Both the Indian Head and Dahlgren options include using the existing Pope's Creek Railroad, which traverses directly through the City of Bowie.

On May 21, 2007, the Bowie City Council received a briefing on this project from NCPC staff. At that time, the Council was told that NCPC's 2007 study is the first phase of a more

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

detailed, multi-stage investigative process. The next phase will include the preparation of an Environmental Impact Study, which is not funded.

Please be aware that the Bowie City Council continues to strongly object to any further funding of this project, which will result in the rerouting and realignment of freight trains, potentially carrying hazardous and/or toxic materials, through the City of Bowie. The Council remains concerned not only about the materials that would be transported through the City, but also, if either the Indian Head or Dahlgren options, discussed above, were selected for further study, the number of trains along the Pope's Creek Rail line would increase ten-fold, to nearly 30 trains daily. The Council is concerned about the impacts these trains and their cargo would have on the quality of life and safety of Bowie residents, and the impacts the trains would have on vehicular traffic flow within the City.

The City Council once again asks that you reconsider your recommendation, and withdraw the request for additional funding for any further studies involving the rerouting and/or realignment of freight trains which may be carrying hazardous and/or toxic materials through the City of Bowie or Prince George's County.

We appreciate your understanding, and are hopeful that the National Capital Planning Commission will delete this recommended project from the Proposed Federal Capital Improvement Program for the National Capital Region.

Sincerely,



Bowie City Council  
G. Frederick Robinson  
Mayor

cc: The Honorable Benjamin L. Cardin, United States Senate  
The Honorable Barbara Mikulski, United States Senate  
The Honorable Steny Hoyer, United States House of Representatives  
The Honorable Donna Edwards, United States House of Representatives  
The Honorable Martin J. O'Malley, Governor, State of Maryland  
The Honorable Anthony G. Brown, Lieutenant Governor, State of Maryland  
The Honorable Douglas J.J. Peters, Maryland State Senate  
The Honorable Marvin Holmes, Maryland House of Delegates  
The Honorable James Hubbard, Maryland House of Delegates  
The Honorable Gerron Levi, Maryland House of Delegates  
Mr. Marcel C. Acosta, Executive Director, NCPC  
Mr. Stacy Wood, Community Planner, NCPC



GERALD E. CONNOLLY  
CHAIRMAN

COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**  
BOARD OF SUPERVISORS  
FAIRFAX, VIRGINIA 22035

Suite 530

12000 GOVERNMENT CENTER PARKWAY  
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE 703/324-2321  
FAX 703/324-3955

<http://www.fairfaxcounty.gov/gov/bos/chair/>

COPY

August 5, 2008

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

Dear Mr. Acosta:

Fairfax County appreciates the opportunity to provide comments on the Proposed Federal Capital Improvements Program (FCIP) for Fiscal Years 2009-2014. Overall, while the Fairfax County Board of Supervisors discussed and formally acted on this year's Program on August 4, 2008, they continue to be very troubled by the substantial commitment being made to projects at Fort Belvoir without a commensurate commitment to mitigating on and off-post infrastructure and transportation impacts on the surrounding communities. The County's comments are provided below.

Nineteen projects within Fairfax County listed in the FCIP are proposed at Fort Belvoir and are concentrated in one general area of the County. Fairfax County is extremely concerned about the magnitude of Fort Belvoir projects and insists that their nature, location and extent be identified and fully evaluated for impacts on the surrounding area before any commitment to these projects is made. Specifically Fairfax County urges a stronger link between development projects at Fort Belvoir and specific transportation and infrastructure improvements, both on and off the Post, which are required to support them. Many of the listed projects are very large in scope and will be major traffic generators that have significant impacts to the local road network. Until the County has complete information and details about all Fort Belvoir project as well as the commitments the Army will make to offset the associated impacts, we can not provide any endorsement of specific projects.

Fairfax County strongly supports NCPC's categorization of the Fort Belvoir projects as "Projects Requiring Additional Planning Coordination." Given existing conditions and the extreme magnitude of projects proposed for Fort Belvoir, Fairfax County insists that the Department of the Army make a very significant commitment to roadway and transit improvements to offset the impacts on its proposed development and road closings on the surrounding communities, as well as a commitment to Fairfax County elementary and middle schools which will be needed to support the additional population being moved to the base. As identified in the FCIP, the Army's planned commitment to roadway and transit projects is an extremely small percentage of the total \$3.3 billion capital program envisioned at the base and should be substantially increased. In

addition, the County reiterates its belief that no additional capital projects for Fort Belvoir should be included in the FCIP until the completion of the master planning effort and further associated environmental impact statement.

Due to the Base Realignment and Closure (BRAC) process that must be completed by September 15, 2011, we understand there will be a number of new projects at Fort Belvoir. As stated under the "Project Background and Trends" section of the FCIP, Fort Belvoir's population will grow by approximately 21,300 personnel for a post-BRAC total working population of around 46,000. With such a very large increase in personnel and related development projects at Fort Belvoir, the County strongly believes that the best opportunity to address transportation and infrastructure impacts is by dispersing future BRAC-related development at Fort Belvoir Main Post, the Engineer Proving Ground (EPG), and the General Services Administration (GSA) warehouse adjacent to the Franconia-Springfield Metro station. The County strongly urges a complete examination of transportation and related funding options and sources to support this significant relocation of military and civilian jobs. Specifically, we urge the completion of the Fairfax County Parkway through Army-owned land at the EPG as well as the possible extension to the base of Metrorail's Blue Line from Franconia-Springfield, the Yellow Line from Huntington or both lines (including possible light rail extension). This could be accomplished through direct investment or support of a public-private partnership. Given existing conditions and the large number of projects previously approved and now being planned for Fort Belvoir, Fairfax County urges the Department of the Army to closely coordinate all projects with the County and to work toward significantly offsetting all impacts of their proposed development. As NCPC reviews FCIP projects related to BRAC development, Fairfax County insists that a commitment to related transportation and infrastructure improvements, both those required on-post as well as a commitment to those required off-post, be identified and that adequate funding for same be identified before BRAC related CIP projects are approved.

In addition, the Dulles Corridor Rapid Transit Project is contained in the FCIP under the section for "National Capital Region" projects and is "recommended for future programming." Fairfax County strongly supports this project and encourages NCPC to move this project to the "Recommended and Strongly Endorsed" category. This project is the number one priority of Fairfax County and is close to the Full Funding Grant Agreement (FFGA). This project will enable the County to focus future development around transit nodes, reducing regional vehicle miles travelled and the region's carbon footprint while mitigating what would otherwise be significant increases in congestion. The project should be considered by NCPC as a top priority.

We would also like to note that the "Light Rail Projects in the District of Columbia, Virginia, and Maryland" which is included under Commission Submitted Project: Recommended for Future Programming, does not include light rail along Columbia Pike from the Pentagon area to Bailey's Crossroads. We urge that this project be included in NCPC's recommendations. In addition, we offer our support to the "Regional Park System" project which also is listed for Future Programming. The Northern Virginia Regional Park Authority, the body charged with acquiring and preserving regional parks in Fairfax, Loudoun and Arlington Counties, does not have sufficient money to make significant land acquisitions. NCPC's support for acquiring lands as



Marcel C. Acosta  
Page 3

part of a Regional Park System would complement Fairfax County's efforts to address recreational open space and drinking water protection through land preservation.

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

Sincerely,



Gerald E. Connolly  
Chairman

cc: Board of Supervisors  
The Honorable Jim Webb  
The Honorable John Warner  
The Honorable Tom Davis  
The Honorable Jim Moran  
The Honorable Frank Wolf  
Pierce Homer, Secretary of Transportation  
James P. Zook, Director, Department of Planning and Zoning



## CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD. 20770 - 1886



July 21, 2008

Mr. Stacy Wood  
National Capital Planning Commission  
401 9th Street, NW  
Suite 500  
Washington, DC 20004

**CITY COUNCIL**  
Judith F. Davis, Mayor  
Rodney M. Roberts, Mayor Pro Tempore  
Konrad E. Herling  
Leta M. Mach  
Edward V.J. Putens

RE: FCIP Fiscal Years 2009-2014

Dear Mr. Wood:

Thank you for allowing the City of Greenbelt to review and comment on the proposed Federal Capital Improvement Program (FCIP), Fiscal Years 2009-2014. The City appreciates the opportunity to offer its comments.

As in previous years, the City is most interested in projects occurring within, adjacent to or in close proximity to the City of Greenbelt. This includes projects located within the Beltsville Agricultural Research Center (BARC) of the Department of Agriculture and the Goddard Space Flight Center of the National Aeronautics and Space Administration (GSFC) and possible future projects involving Greenbelt Park.

The City has no comments to offer at this time on the proposed projects for BARC and GSFC, but would like to take this opportunity to reiterate the City's interest in being kept informed on the status of all development projects ongoing and/or planned for the GSFC and BARC facilities. The City strongly supports investing in both BARC and GSFC to enable them to continue to be highly regarded facilities in their respective areas of expertise. The City views both these facilities as valuable neighbors, and looks forward to seeing them succeed in years to come. While there are currently no projects identified for Greenbelt Park, the City encourages the National Park Service to invest/reinvest in this very important regional park facility. As with all projects within or adjacent to the City, the City would request that it be kept informed of any projects involving Greenbelt Park.

The City is very supportive of the National Capital Planning Commission's recommendation that future FCIP's should include investment in light rail (i.e., Inner Purple Line) and Washington Metropolitan Area Transit Authority Metrorail projects that are intended to complement and/or enhance existing regional transit systems. These very important local and regional transit projects should receive priority funding. On the other hand, the City strongly opposes the "High Speed Rail to Baltimore-Washington International Airport" (i.e., Maglev) referenced in this year's FCIP, due to its environmental impacts.

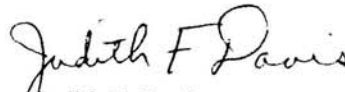
A NATIONAL HISTORIC LANDMARK  
(301) 474-8000 FAX: (301) 441-8248  
[www.greenbeltmd.gov](http://www.greenbeltmd.gov)

Mr. Stacy Wood  
National Capital Planning Commission  
July 21, 2008  
Page 2 of 2

In closing, the City would like to encourage that all federal projects be designed and constructed to function as both healthy and energy-efficient structures through the implementation of green building design. At a minimum, new federal buildings should be designed and constructed to achieve a silver rating under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program.

Again, thank you for the opportunity to comment on the FCIP. If there are any questions, please contact Terri Hruby, Assistant Planning Director at 301.474.0569.

Sincerely,

  
Judith F. Davis  
Mayor

JFD:th

cc: City Council  
Honorable Barbara Mikulski  
Honorable Benjamin Cardin  
Honorable Steny H. Hoyer  
Michael McLaughlin, City Manager  
Terri Hruby, Assistant Planning Director



Loudoun County, Virginia

Department of Planning

1 Harrison Street, S.E., 3<sup>rd</sup> Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0246 • Fax (703) 777-0441

July 9, 2008

Mr. Stacy Wood, Community Planner  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW, Suite 500  
Washington, DC 20004

Dear Mr. Wood:

Thank you for the opportunity to review the Proposed Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2009-2014. As there are no proposed projects for Loudoun County, we have no comments at this time.

We appreciate your continued efforts to keep us up to date on projects proposed in the region.

Sincerely,

Julie Pastor, AICP  
Planning Director

cc: Kirby Bowers, County Administrator  
Linda Neri, Deputy County Administrator  
Cindy Keegan, AICP, Community Planning Program Manager  
Susan Berry-Hill, AICP, Community Information and Outreach Program Manager  
Marie Genovese, Planner, Community Planning



MN  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
PPC  
PC

Prince George's County Planning Department  
Office of the Planning Director

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco

(301) 52-3595  
D8-062602

August 5, 2008

Mr. Stacy Wood  
Community Planner  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW, Suite 500  
Washington, DC 20004

**Re: Proposed Federal Capital Improvements  
Program FY 09-14**

Dear Mr. Wood:

Thank you for the opportunity to review the *Proposed Federal Capital Improvements Program (CIP) for the National Capital Region, Fiscal Years 2009 – 2014*. The Prince George's County Planning Department uses the Federal CIP to keep apprised of major federal initiatives and to make our concerns known to federal agencies early in the planning process. We support and applaud 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), James J. Rowley Training Center, Goddard Space Flight Center, National Maritime Intelligence Center and the Smithsonian Institute 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. We realize that we either had or will have the opportunity to review facility master plans or specific project site plans when they are prepared.

As we recommended in our comments last year, we stress the importance of including funds in the CIP for completion of the Suitland Federal Center (SFC) campus. The new Census Bureau and National Oceanic and Atmospheric buildings will be finished within the next one to two years. The funding to complete the first phase of the SFC master plan has not been appropriated. Funding for the demolition of the existing Census Bureau buildings and construction of the perimeter improvements is important to the revitalization efforts in Suitland. The proposed pedestrian paths and additional landscaping as well as the corner community park, are not funded in the CIP. These improvements are essential to creating pedestrian access between the Metro station, the Suitland Federal Center, and the community at large.

The SFC is part of the Suitland-Iverson Regional Center designated by the 2002 *Prince George's County General Plan* and areas near the SFC have been the focus of extensive county revitalization efforts. A Mixed-Use Town Center Development Plan for Suitland was approved in March 2006. Implementation funds are needed to create a well-designed, vital federal employment center to help achieve county development goals and provide a high-quality work environment for federal employees.

The Legacy Plan includes reclaiming Maryland and Virginia Avenues and realigning freight and passenger rail lines. Prince George's County does not support an alternative alignment for the CSX freight rail line to run through Prince George's County.

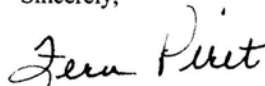
Mr. Stacy Wood  
August 5, 2008  
Page Two

The following are specific comments regarding the proposed CIP:

- **Beltsville Agricultural Research Center (BARC).** In addition to the funding for renovation and expansion of BARC facilities, funding needs to be included in the CIP for the renovation and preservation of buildings in the Patuxent Wildlife Research Center. Over the past few years there has been much discussion about the poor condition of many of the older buildings at this premier research facility. A number of these buildings were built in the 1930s and should be assessed for their historic importance as well.
- **National Agricultural Library.** Plans for these repairs and replacement-in-kind should be coordinated with the Prince George's County Planning Department and county agencies and officials.
- **Andrews Air Force Base.** The facilities master plan for Andrews Air Force Base is being developed. As the base moves forward with plans for installation redevelopment, we anticipate continued cooperation and involvement with regard to the planning of the proposed improvements as well as the environmental aspects of the proposals. Prince George's County and Andrews Air Force Base are currently developing a Joint Land Use Study (JLUS) addressing encroachment issues surrounding the base perimeter.
- **U. S. Secret Service, James J. Rowley Training Center.** Updated plans should be coordinated with the Prince George's County Planning Department and county agencies and officials. The roadways in the area of the facility currently experience severe traffic congestion during and beyond peak hours. Because the adjacent facilities are federally owned, there are no current plans for improving capacity.
- **Goddard Space Flight Center.** When the facilities master plan for Goddard was prepared, there was an indication that the relocated Soil Conservation Road would be constructed prior to considerable facilities construction. Given the importance of the existing Soil Conservation Road to access in this portion of the county, it is important that a relocated Soil Conservation Road is open to traffic at the time that the existing roadway is closed. We urge the timely construction of this facility.
- **Smithsonian Institution Museum Support Center Pod 3.** As with other facilities within the Museum Support Center, we urge that consideration be given to creating opportunities for public access and education.
- **Projects Recommended for Future Funding.** The proposed CIP continues the inclusion of a number of projects proposed by NCPC for future funding. We again add our support for the expansion of the capacity of the Metrorail system including a possible extension to Fort Meade and the Baltimore Washington International Airport, light rail within Prince George's County, and the regional "Blue Trail" system and hope that these projects will be included in the Federal CIP in the near future.

If you have any questions, please contact me or Betty Carlson-Jameson, Planner Coordinator and liaison to the Maryland State Clearinghouse, at 301-952-3179.

Sincerely,



Fern Piret  
Planning Director

cc: The Honorable Barbara A. Mikulski, U.S. Senator  
The Honorable Benjamin L. Cardin, U.S. Senator  
The Honorable Donna F. Edwards, U.S. Representative  
The Honorable Samuel H. Dean, Chairman, Prince George's County Council  
David J. Byrd, Deputy Chief Administrative Officer for Governmental Affairs  
Office of the County Executive





City of Rockville  
111 Maryland Avenue  
Rockville, Maryland  
20850-2364  
www.rockvillemd.gov

Mayor & Council  
240-314-8280  
TTY 240-314-8137  
FAX 240-314-8289

August 5, 2008

Mr. Marcel Acosta, Executive Director  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW, Suite 500  
Washington, DC 20004

**Re: NCPC File No. 1485**

Dear Mr. Acosta:

Thank-you for the opportunity to comment on the *Proposed Federal Capital Improvements Program for the Capital Region, Fiscal Years 2009-2014*. Because we did not identify any project(s) located within the corporate limits of the City of Rockville, we do not wish to provide any comments at this time.

Please continue to keep us informed and seek our comments on projects located within or near our local jurisdiction. If you require any further information, please contact Susan Swift, Director of the City's Department of Community Planning and Development Services, at 240-314-8203, or [sswift@rockvillemd.com](mailto:sswift@rockvillemd.com).

Again, thank you for keeping us apprised of this important document.

Sincerely,

Susan R. Hoffmann  
Mayor

MAYOR  
Susan R. Hoffmann

COUNCIL  
John B. Britton  
Piotr Gajewski  
Phyllis Marcuccio  
Arne M. Robbins

CITY MANAGER  
Scott Ullery

CITY CLERK  
Claire F. Funkhouser

CITY ATTORNEY  
Paul T. Glasgow

cc: Stacy Wood, Community Planner, National Capital Planning  
Commission  
Susan Swift, Director, Community Planning and Development Services





2008 Board of Directors

Executive Committee
W. Christopher Smith, Jr.
DCBIA President
William C. Smith & Co., Inc.
Jair K. Lynch
DCBIA Vice President
The Jair Lynch Companies
Merrick T. Malone
DCBIA Vice President
Metropolis Development Company
Deborah Reiner Saltsberg
DCBIA Vice President
Forest City Washington
Gretchen M. Dudley
DCBIA Secretary
Development Consultant
Kelly P. Toole
DCBIA Treasurer
Beers & Cutler
Charles K. Barber
DCBIA Immediate Past President
The George Washington University
David W. Briggs
Holland & Knight LLP
Jeffrey H. Gaiman
Greenstein DeLorme & Luchs, P.C.
Ernest Drew Jarvis
CB Richard Ellis
Jerry A. Moore III
Venable LLP

Directors
James J. Abdo
Abdo Development, LLC
Freddie Lewis Archer
Lewis Real Estate Services
Mark Baughman
SKB Architecture & Design
Maybelle Taylor Bennett
Howard University Community Association
Robert S. Brans
Patton Boggs LLP
Kenneth W. Broussard
KeyBank Real Estate Capital
Pamela D. Bundy
Sundy Development Corporation
James A. Butz
JPI
Christopher R. Clarke
Terra Nova Title & Settlement Services
Brian P. Coulter
The JBG Companies
Michael J. Darby
Monument Realty LLC
Barry DePauw
Clark Construction Group
Paul S. Devroux, Jr.
Devroux & Purnell Architects/Planners
Christopher J. Donatelli
Donatelli Development
L. Henry Gilford
Gilford Corporation
N. Linda Goldstein
Gouliston & Storrs
Rebecca K. Greenepan
Bank of America
Cheryl P. Hamilton
Adaoha Properties LLC
Lamont H. Hoffman
PN Hoffman, Inc.
Michael D. Huke
CIH Properties, Inc.
Gary E. Humes
Arnold & Porter
Geoffrey M. Kieffer
Woodmark Commercial Services
Matthew J. Klein
Akridge
E. Randall Lannon
Vornado/Charles E. Smith
Caray C. Majeski
DRI Development Services, LLC
Deryl McKissack
McKissack & McKissack
Vincent B. Orange
Pepco Region
Matthew L. Richardson
Host Hotels & Resorts
Howard J. Riker
Hines
Michael L. Seltz
Virtuteers of America, Inc.
Berkley M. Sharvie
The Wilkes Company
Kenneth F. Simmons
Boston Properties, Inc.
Suman Sorg
Sorg & Associates, P.C.
Joseph Sternlieb
EastBanc, Inc.
Debra Yagodzinaki
Nixon Peabody LLP
Counsel
Christopher H. Collins
Holland & Knight LLP

August 4, 2008

BY HAND

John V. Cogbill III, Chairman
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004

Re: FCIP Funding of Upgrades to 17th Street Closure, National Mall Levee System

Dear Chairman Cogbill:

I am writing as president of the District of Columbia Building Industry Association (DCBIA) to express our support for recommendations in the June 5, 2008, Proposed Federal Capital Improvements Program (FCIP) that would provide for the upgrading of the 17th Street closure of the National Mall levee system. In our view, the priority provision of temporary upgrades to the closure followed by more permanent measures represents a practical and cost-effective response to flood control issues in the affected area. The FCIP designates the proposal submitted by the U.S. Army Corps of Engineers for this undertaking as "recommended and strongly endorsed." We heartily concur.

We also support the proposal submitted by the Commission to fund an in-depth study of the sewer system serving the Federal Triangle to determine its capacity to respond to interior flooding. We believe such a study represents a necessary and sound first step in identifying potential solutions to the risks exemplified by the June 2006 floods in the area. Your proposal is also designated as "recommended and strongly endorsed." Once again, we heartily concur.

DCBIA represents nearly 500 commercial and residential developers and related businesses operating in the District of Columbia. We have a direct and very keen interest in the timely and cost-effective resolution of flood control issues in our city. We commend NCP, its members and staff for the leadership it is providing to address these important issues.

Please let us know if we can provide assistance to you.

Sincerely,

District of Columbia Building Industry Association

Handwritten signature of W. Christopher Smith, Jr.
W. Christopher Smith, Jr.
President

cc: Stacy Wood, FCIP Project Manager

Past Presidents Council

William B. Alsop III
Hines
Neal B. Bien
Ben/Paul Ventures, Inc.
Robert H. Braunschler
Leus Dreyfus Property Group
Gregory W. Fazakerley
CG Investments
Steven A. Grigg
Republic Properties Corporation
Albert R. "Butch" Hopkins, Jr.
Anacostia Holding Company, Inc.
Joseph F. Horning, Jr.
Horning Brothers, Inc.
Philip R. Miller
MDC Land, Inc.
William O. Voss
Business Consultant
Thomas W. Wilbur
Akridge
James S. Williams
The Carlyle Group

Executive Council

Tanja H. Castro
Holland & Knight LLP
Peter G. Gartlan
The Donohoe Companies, Inc.
Maughan Anthony Gould
Newmark Knight Frank
Abraham J. Greenstein
Greenstein DeLorme & Luchs, P.C.
Michele V. Hagana
Fort Lincoln New Town Corporation
Dennis M. Horn
Holland & Knight LLP
Philip M. Horowitz
Venable LLP
Douglas N. Jemal
Douglas Development Corp.
Harold M. "Harry" Johnson
HRH
Peter J. McKenna
Beers & Cutler
Robert L. Moore
Development Corporation of
Columbia Heights
William H. Norton
Northwestern Mutual Life
Insurance Company
Darrel D. Rippeteau
Rippeteau Architects, P.C.
Raymond A. Ritchey
Boston Properties, Inc.
Fred L. Valentine
Business Consultant

Advisory Committee

J. Henry Ambrose
Verizon Communications, Inc.
Vera L. Fontana
Washington Gas
Joseph D. Schall
Pepco

Executive Vice President

Gail Edwards



**Wood, Stacy T.**

---

**From:** Lindsley Williams  
**Sent:** Wednesday, August 06, 2008 10:58 PM  
**To:** Koster, Julia A.  
**Cc:** Wood, Stacy T.; Acosta, Marcel C.  
**Subject:** FCIP 2009-2014  
**Attachments:** NCPC Letter Re Funding for 17th St Levee.doc; Lindsley\_Williams\_Reply.pdf

Ms. Koster,

Attached you should find a copy of the letter that the D. C. Building Association sent you (dated August 4) on two aspects of the Federal Capital Improvements Program, the levee program near the intersection of 17th Street and Constitution Avenue, NW and the study of downtown flooding, both items being ones the FCIP recommends, as does the DCBIA. Please add my personal support to these elements of the FCIP when you are ready to consider its formal approval.

I would like, however, to add my deep professional appreciation for the efforts of Michelle Desiderio of your staff who was, in my view, critical to both the development of a broad understanding of the levee "problem" as it first appeared and then altering the "currents" of initial positions taken by the U. S. Army Corps of Engineers ("USACE") and the Federal Emergency Management Agency ("FEMA") so that a program such as that now planned could be developed, funded, and thereby provide the means by which to hold back flooding of the sort that models project could occur in the future to the great detriment of Federal, District and private interests in a large area of central Washington, D.C. Ms. Desiderio's efforts should be recognized by your Agency in some appropriate fashion.

At the same time, I would also like to express my deep appreciation for the leadership of Harriett Tregoning, the Mayor's representative to NCPC and Director of the DC Office of Planning. She stepped up to the issues presented and assembled an overall team of DC officials to make sure that there was not just a better understanding of "the problems," but also solutions that were viable and timely.

Approval of the FCIP in this respect "launches" the replacement of the existing, seemingly flawed, 17th Street levee with one that will stand up to time a challenge.

I also attach a letter sent to me by FEMA about one aspect of the existing and possible future flood zone. Essentially, my observation is that the area that would be flooded if the 17th Street levee failed includes much of the Mall and, in particular, various ramps leading to the depressed segments of I-395 below the Mall that lead north toward New York Avenue, NW. These ramps appear to be about 4 meters above the normal river level and, if flood water were to reach them, they would become spillways that could lead to inundation of some depressed segments of that highway and thus extend risk north along its alignment. I will urge FEMA/USACE to evaluate this with care and possibly add small "temporary" levees to protect these assets just as others that now are provided in two locations elsewhere (one is along P Street near Fort McNair) in the larger area studied in the mid-1980s and more recently. I have provided copies of early supporting materials about this to Ms. Desiderio, among others.

As to the study of downtown flooding, I also wish to add my support for that aspect of the FCIP.

Thank you.

Lindsley Williams

--

Lindsley Williams

01170000

U.S. Department of Homeland Security  
Region III  
One Independence Mall, Sixth Floor  
615 Chestnut Street  
Philadelphia, PA 19106-4404



**FEMA**

June 27, 2008

Mr. Lindsley Williams  
3307 Highland Place, NW  
Washington, DC 20008

Community: Washington, District of Columbia  
Community No.: 110001

Dear Mr. Williams:

This letter is in response to your email dated March 5, 2008 to Mr. Timothy Karikari of the District Department of the Environment, regarding the Preliminary copies of the Flood Insurance Study (FIS) report and Digital Flood Insurance Rate Map (DFIRM) for Washington, DC released August 16, 2007.

In your email you suggest that the current floodplain maps do not reflect the full extent of where flooding would occur should waters actually flow to the floodplain boundaries shown on the DFIRM. Your email states that you believe the entrance ramps to the extended segments of the I-395 freeway could provide a route for floodwaters to extend farther north than current limits note, adjacent to the former swamp located at New Jersey Avenue between D and F Streets, NW.

Since your letter was received, a mutual agreement has been reached between the government of the District of Columbia and the Federal Emergency Management Agency (FEMA) to allow time for improvements to be made to the Potomac Park levee system. A letter dated May 1, 2008 from the Federal Emergency Management Agency (FEMA) to the District of Columbia states that FEMA will observe an established mitigation schedule which provides an 18-month period to construct an improved temporary closure at 17<sup>th</sup> Street on the Potomac Park levee. As a result of this 18-month provisional period, a formal notice of cancellation for the Letter of Final Determination (LFD) was sent to Mayor Adrian M. Fenty on June 16, 2008. The effect of this action is to cancel the September 26, 2008 effective date of the FIS and DFIRM for Washington, DC.

In order to incorporate your comments into the revised flood maps, please submit technical data such as certified hydraulic analyses or certified topographic data that supports your observations. The floodplain delineation is based on the most accurate flood hazard data available at the time of this study. The DFIRM will remain the same for this location unless engineering calculations that disprove FEMA's floodplain determination are submitted or the planned revisions referenced above impact your area of concern. FEMA will re-evaluate the delineation, if new data can be supplied by September 1, 2008.

[www.fema.gov](http://www.fema.gov)

## **ABBREVIATIONS**

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





# Acknowledgments

## **NATIONAL CAPITAL PLANNING COMMISSION**

### Presidential Appointees

John V. Cogbill, III (*Chairman*)  
Herbert F. Ames  
José Luis Galvez, III, AIA

### Mayoral Appointees

Stacie S. Turner  
Arrington Dixon

## **EX-OFFICIO MEMBERS AND ALTERNATES**

The Honorable Adrian M. Fenty *Mayor, District of Columbia*

Harriet Tregoning  
Jennifer L. Steingasser

The Honorable Vincent C. Gray *Chairman, Council of the District of Columbia*

Robert E. Miller (*Vice Chairman*)  
Christopher Murray

The Honorable Dirk Kempthorne *Secretary of the Interior*

Mary A. Bomar  
Lisa Mendelson-Ielmini  
Peter May

The Honorable James A. Williams *Acting Administrator, General Services Administration*

David L. Winstead  
Tony Reed  
Bart Bush  
Michael S. McGill

The Honorable Robert M. Gates *Secretary of Defense*

Ralph E. Newton

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

Deborah Parkinson

The Honorable Henry A. Waxman *Chairman, Committee on Government Reform, United States House of Representatives*

Mark Stephenson  
Michael Ash  
Denise Wilson

## **EXECUTIVE STAFF**

Marcel C. Acosta, *Executive Director*  
Barry S. Socks, *Chief Operating Officer*  
Michael A. Sherman, *Chief of Staff*  
Deborah B. Young, *Secretary to the Commission*  
Lois J. Schiffer, *General Counsel*  
Christine Saum, AIA, *Chief Urban Designer*  
Julia Koster, AICP, *Director, Planning Research and Policy Division*  
William G. Dowd, PE, *Director, Plan and Project Implementation Division*  
David W. Levy, RA, AICP, *Director, Urban Design and Plan Review Division*  
Lisa N. MacSpadden, *Director, Office of Public Affairs*  
Charles J. “Jody” Rieder, *Director, Office of Administration*

## **ACKNOWLEDGMENTS**

The Federal Capital Improvements Program was prepared by:

Stacy T. Wood, *Community Planner*

Jeffrey L. Hinkle, AICP, *Community Planner*

Kael W. Anderson, *Community Planner*

Paul A. Jutton, *Graphic Designer*

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