



FEDERAL CAPITAL IMPROVEMENTS PROGRAM

for the National Capital Region

2011-2016

F C I P

NATIONAL CAPITAL PLANNING COMMISSION
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FCIP Summary for Fiscal Years 2011–2016

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) 2011 budget transmitted to Congress in early 2010. Projects scheduled in the second to sixth years involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

PROJECTS SUBMITTED BY FEDERAL AGENCIES

The FCIP FYs 2011–2016 contains 146 proposed projects that have been submitted by federal agencies with budget estimates, and the estimated total cost of proposed projects for fiscal years 2011–2016 is \$8,616,788,000. The number of projects and the total costs of these projects, by agency, are listed in the following table.

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

Agency	Number of Projects	(000 of Dollars) Total FYs 2011-2016
Agriculture	16	332,386
Air Force	6	351,600
Army	20	1,219,717
Commerce	1	201,100
Defense	11	511,023
GSA	39	3,242,456
Health and Human Services	10	1,184,800
Homeland Security	7	7,583
NARA	1	11,000
NASA	9	388,989
Navy	4	115,480
Smithsonian Institution	15	828,500
State	2	57,193
Transportation	5	164,951
Total	146	\$8,616,788

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 36–39.

Of the 146 agency-submitted projects recommended for funding, 31 are in the category of *Recommended and Strongly Endorsed*. Projects that are *Recommended and Strongly Endorsed* receive the highest priority for the allocation of federal capital investment funds. Not only do these projects comply with all relevant laws, policies, and guidelines, but they also are critical to advancing key NCPC planning policies or other important federal interests within the region.

No newly submitted projects are listed as *Recommended and Strongly Endorsed*. However, one previously submitted project (*Restore Renwick Gallery*) from the Smithsonian Institution is now recommended and strongly endorsed.

Recommended and Strongly Endorsed—Submitted by Federal Agencies

DEPARTMENT OF AGRICULTURE

USDA Headquarters, Agriculture South Building Modernization

DEPARTMENT OF THE ARMY

Army Corps of Engineers (USACE), Flood Control Project

DEPARTMENT OF DEFENSE

Pentagon Renovation

GENERAL SERVICES ADMINISTRATION

Department of Commerce, Herbert C. Hoover Building Modernization

Department of Health and Human Services, Hubert Humphrey Building Modernization

Department of Labor, Frances Perkins Building Modernization

Department of State, Harry S. Truman Building Modernization

Department of the Interior Building Modernization

E. Barrett Prettyman U.S. Courthouse Modernization

Federal Office Building 10A Modernization

Federal Trade Commission Building Modernization

GSA, National Office Building Modernization

GSA, Regional Office Building Modernization

Internal Revenue Service Building Modernization

J. Edgar Hoover Building Modernization

Lafayette Building Modernization

Mary E. Switzer Building Modernization

New Executive Office Building Systems Replacement

Southeast Federal Center Remediation

Wilbur J. Cohen Building Modernization

U.S. Food and Drug Administration Consolidation

Saint Elizabeths Hospital West-DHS Consolidation

Saint Elizabeths Hospital West Campus Infrastructure

SMITHSONIAN INSTITUTION

National Museum of Natural History Revitalization

Restore Arts & Industries Building

Restore Renwick Gallery

Restore Smithsonian Castle

Revitalize National Museum of American History Public Space

DEPARTMENT OF STATE

Blast Resistant Windows

Security Upgrades

Of the 146 agency-submitted projects, 83 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 32 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 lack sufficient information to obtain a more detailed recommendation at this time. Many Base Realignment and Closure (BRAC)-related projects are included 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, the National Naval Medical Center in Bethesda (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 identify why projects have received this rating. It is important to note that this rating is not necessarily a comment on the merits of the overall project. It is often the case that resolution of planning issues with the federal, local, or regional planning agency, or development of additional information, will result in a different recommendation for the project.

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 of Dollars)	Percent of Total Program Costs
District of Columbia	70	4,071	47.3
Maryland			
Montgomery County	18	1,954	22.7
Prince George's County	27	819	9.5
Subtotal	45	2,773	32.2
Virginia			
Arlington County	10	451	10.0
Fairfax County	20	1,218	20.0
Subtotal	30	1,669	19.4
National Capital Region	1	104	1.2
Total	146	8,617	100.0

The estimated total cost of agency-submitted projects in this year's FCIP is \$8.6 billion. While the greatest number of projects—70 and proportion (47 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 30 projects, representing 19 percent of the total proposed projects by cost, while Maryland has 45 projects, representing 32 percent of total project costs. More detailed information is provided in the Analysis of Projects Submitted by Agencies section, starting on page 25.

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 17 projects totaling \$1.1 billion. Additional information about BRAC and projects that are influenced by BRAC is provided on pages 26–28. The General Services Administration (GSA) has submitted 39 projects representing \$3.2 billion in total costs for FYs 2011–2016. Five of these submissions are for construction and infrastructure at the Department of Homeland Security's consolidation at Saint Elizabeths and account for \$1.2 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.

PROJECTS SUBMITTED BY NCPC

Commission-submitted projects are those 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. These projects do not include estimated budgets.

Of the 36 projects that have been submitted by NCPC and recommended for future programming, NCPC *strongly endorses* 19 that are critical to strategically advancing significant Commission and local planning policies and initiatives, as well as other important federal interests. 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*.

This year, on April 1, NCPC adopted the CapitalSpace Plan, developed to provide a vision for a beautiful, high-quality, and unified park system for Washington. The CapitalSpace plan is not a comprehensive plan that addresses all park issues and park sites, nor is it a plan that addresses physical improvements at specific parks. Although Washington's parks and open space are abundant and beloved, the quality of the parks and open space and their uses has not kept pace with the desires of expanding resident and worker populations or millions of annual visitors. To help address this cooperatively, the National Capital Planning Commission (NCPC), the District of Columbia Office of Planning (DCOP) and Department of Parks and Recreation (DPR), and the National Park Service (NPS) formed the CapitalSpace partnership, and developed this plan.

This new plan is the source of five new NCPC-submitted projects, many of which are feasibility studies or plans that could lead to capital improvements. Several other previously submitted NCPC projects in the FCIP have been redefined as a result of the Monumental Core Framework Plan. All of these projects are *Recommended* and *Strongly Endorsed*.

The 12 remaining NCPC-submitted projects are in the category *Recommended for Future Programming*. NCPC recommends that the appropriate agencies program these projects into their budgets as soon as fiscal and budgetary conditions permit.

Recommended and Strongly Endorsed—Submitted by NCPC

- National Mall Improvements
- In-Depth Sewer Study for the Federal Triangle Area
- DC Circulator System Implementation
- Freight Railroad Realignment NEPA Studies
- 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

Commission-Submitted Projects from the Monumental Core Framework Plan

- Federal Walk Plan
- J. Edgar Hoover Building Site Feasibility Study
- Potomac Park Access Plan
- Potomac Park Shoreline Restoration and Canal Study
- River Esplanade and Bicycle Trail Enhancement Plan

- Southwest Rectangle Ecodistrict (10th Street And Maryland Avenue)
- 10th Street NW Corridor Improvements Within The Federal Triangle
- Federal Triangle and Archives-Navy Memorial-Penn Quarter Metrorail Stations Access Study
- Kennedy Center Access Improvement and Related Projects
- Pennsylvania Avenue (3rd To 15th Streets And Federal Triangle, NW) Public Space Improvement and Management Plan

PRIVATELY FUNDED PROJECTS ON FEDERAL PROPERTIES

The FCIP continues to identify privately funded projects occurring on federal properties in the NCR. Funding for these projects is not included as part of the capital improvement funding program. This year's FCIP includes two such projects: the Department of the Army, Armed Forces Retirement Home, *Scott Building Renovation* and *Armed Forces Retirement Home Master Plan*. 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 the Interior section.

FCIP Function and Process

ROLE OF THE FCIP

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

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

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

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

Capital Improvement Definition

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

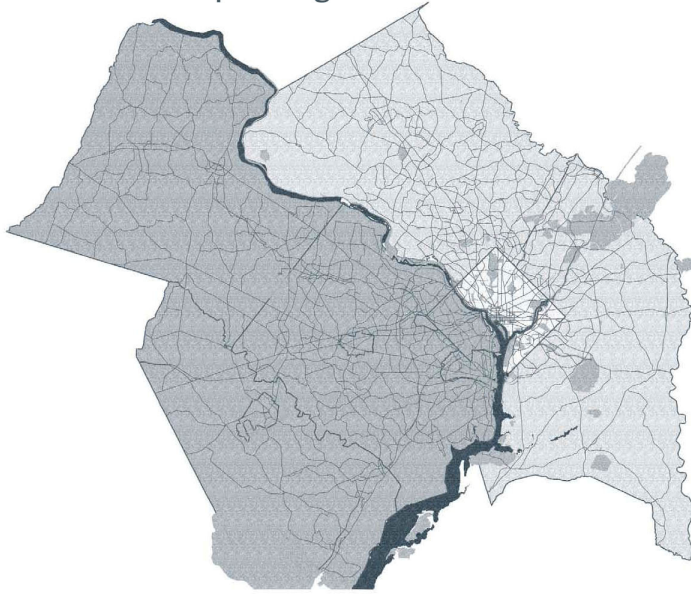
Expenditures for federal capital improvements include:

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

LEGAL AUTHORITY

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

National Capital Region



The National Capital Region (NCR) 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), and the incorporated cities therein.

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

FCIP PREPARATION PROCESS

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 2011 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 2010. In late spring, the Commission normally prepares its recommendations for the capital projects, and typically, the draft document is reviewed at the June meeting. Following Commission authorization at its July 2010 meeting, the proposed FCIP was distributed to participating federal departments and agencies, regional planning agencies, local and state governments, and the general public for review and comment. Where applicable, comments received from outside organizations are noted in the FCIP. During this review period, and up to the date of adoption, federal agencies may still revise the project descriptions and capital budget information. As such, NCPC continues 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.

Shortly after Commission adoption of the annual program, the Commission in September 2010 will request updated information regarding agency project and budget submissions for the FY 2012 capital budget. After receiving this updated information, the Commission confirms and/or updates their recommendations, and transmits this information to OMB in the fall.

PROJECT EVALUATION

Through the Federal Capital Improvements Program (FCIP), NCPC has authority to evaluate and recommend proposed federal capital projects for the NCR. NCPC's recommendations within the FCIP are based on the extent to which proposed projects conform to NCPC-approved site and building plans, NCPC-approved master plans for federal installations, NCPC-adopted federal plans and policies, and other federal interests. NCPC's recommendations for each federal capital project are categorized as *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination*; and *Recommended for Future Programming*. (Definitions of the four recommendation categories begin on page 36.)

The remainder of this chapter includes a description of NCPC-approved site and building plans, NCPC-approved master plans for federal installations, NCPC-adopted federal plans and policies, and other federal interests.

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.

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.

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

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
Department of Homeland Security		
Federal Law Enforcement Training Center		
U.S. Secret Service—J.J. Rowley Training Center	09-05-96	Yes
Department of the Interior—NPS		
The Mall	09-15-66	(General Development Corps)
	05-30-74	(Final Site Development (Bicentennial))
	03-02-95	(Design Concepts (Walkway Improv.))
	10-05-00	(Draft Management Plan)
Rock Creek Park		
National Aeronautics and Space Admin.		
Goddard Space Flight Center	04-04-03	
National Archives and Records Admin.		
College Park		
Department of the Navy		
Anacostia Naval Station		Yes
Naval Air Facility—Andrews AFB	02-04-93	
Naval Air Facility—Bolling AFB	01-08-98	Yes
Naval Center Suitland		
Naval Surface Warfare Center—Carderock	01-09-04	
Nebraska Avenue Complex		
Marine Corps Base Quantico	12-05-02	
Henderson Hall—Ft. Myer	09-06-84	Yes
WRNMMC—Bethesda	02-04-10	
Smithsonian Institution		
The Mall	07-10-69	(Comprehensive Plan)
	TBD	(Security Plan)
National Zoological Park	04-07-88	Yes
Department of State		
Foreign Affairs Training Center	03-02-89	Yes

Commission-Released Plans and Programs

The federal establishment has a large impact on the appearance, operation, and economy of the National Capital Region (NCR). As the NCR and the federal establishment evolve and change, new issues 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 the following:

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

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

There are five guiding principles articulated in the Legacy Plan:

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

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 feasibility study of relocating rail lines in Southwest and Southeast, and the RFK Stadium Site Redevelopment Study. In addition, to further specific planning for the monumental core as envisioned in the Legacy Plan, the Commission has recently completed *The Monumental Core Framework Plan: Connecting New Destinations with the National Mall*, which was adopted by the Commission in April of 2009 and is described below.

The Commission encourages all federal agencies to adhere to the concepts contained in the Legacy 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.

Comprehensive Plan for the National Capital: Federal Elements

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

Within the Comprehensive Plan, NCPC recognizes the 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.

As directed by law, NCPC prepares the Comprehensive Plan and the District of Columbia prepares the local elements. On August 5, 2004, NCPC adopted a complete revision of the Comprehensive Plan. 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.

Federal agencies should use the Comprehensive Plan as a planning policy guide in preparing projects for submission in the capital improvements program.

Memorials and Museums Master Plan

The Memorials and Museums Master Plan (2M Plan), adopted in 2001, extends the Legacy Plan's vision for the monumental core. 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.

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.

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

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

The National Capital Urban Design and Security Plan

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

In March 2001, the Commission's Interagency Security Task Force began discussing the 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.

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

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

In the spring of 2006, NCPC, in partnership with the U.S. Commission of Fine Arts (CFA) launched a multi-agency initiative to develop the *Monumental Core Framework Plan* (Framework Plan). To 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 was conducted. In 2009, following adoption by the CFA in March, the Framework Plan was unanimously adopted by the Commission in April.

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

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

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

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

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

The Framework Plan proposes four primary initiatives:

Extending the Commemorative Landscape

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

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

Linking Downtown with the National Mall

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

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

Connecting the National Mall with the Waterfront

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

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

Enhancing the Waterfront Experience

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

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

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

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

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

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

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

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

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

Yet the analysis also found that there are tremendous opportunities to ensure that Washington's parks are accessible to everyone who lives in, works in, or visits the city. The city's parks and open spaces can connect communities; provide a diversity of passive and active recreation that enhances urban living; and offer rich natural, cultural, commemorative and historic resources that define neighborhoods and provide unique

experiences. The CapitalSpace plan highlights the critical role parks play in achieving District and federal goals for a healthy, sustainable and livable city.

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

The Six Big Ideas are:

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

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

One of the most valuable outcomes of the CapitalSpace initiative is the development of shared goals, improved communication, and strengthened relationships between the partner agencies. These outcomes will allow the partners to better promote opportunities and address challenges facing Washington's parks. To further strengthen interagency communication and working relationships, the partner agencies are committed to holding quarterly meetings and developing an annual CapitalSpace status report to track progress on key action items. Further, the partner agencies have identified the following issues to be the subject of continuing inter-agency coordination. Additional information on these issues can be found within the draft final plan beginning on page 91 of the CapitalSpace Plan.

Collaborate on Overarching Issues

Several overarching recommendations arose in the development of the Six Big Ideas that partner agencies believe should be incorporated into any park project: expand and coordinate public information; improve coordination for ongoing maintenance; align plan document recommendations; expand green job developments;

and use sustainable practices to construct, maintain and program parks. Further, the partners will continue to work together on opportunities for new or more accessible park and open space.

Maximize Resources

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

Build Partnerships

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

Projects Submitted by Agencies

A total of 146 projects at an estimated cost of \$8.74 billion were submitted by 14 federal departments and agencies in the National Capital Region (NCR). Table 1 summarizes the total number of projects and budget estimates by each federal agency for the FYs 2011–2016 FCIP.

TABLE 1: TOTAL NUMBER OF PROJECTS AND BUDGET ESTIMATES BY AGENCIES

Department/Agency	No. of Projects	Budget Estimates (000 Dollars)						Total FYs 2011-2016
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	
Agriculture	16	90,910	31,706	47,830	63,540	49,000	49,400	332,386
Air Force	6	0	286,100	0	11,500	34,500	19,500	351,600
Army	20	328,017	254,500	291,400	95,000	179,800	71,000	1,219,717
Commerce	1	14,400	2,100	25,800	43,100	58,800	56,900	201,100
Defense	11	134,603	264,458	96,244	15,718	0	0	511,023
GSA	39	928,300	762,708	655,101	507,607	388,740	0	3,242,456
Health and Human Services	10	0	30,000	355,900	163,800	591,800	43,300	1,184,800
Homeland Security	7	5,728	0	1,856	0	0	0	7,583
NARA	1	5,000	6,000	0	0	0	0	11,000
NASA	9	21,695	38,784	22,005	57,803	43,752	204,950	388,989
Navy	4	115,480	0	0	0	0	0	115,480
Smithsonian Institution	15	69,960	261,700	129,900	122,050	139,150	105,750	828,510
State	2	0	30,000	1,044	0	11,149	15,000	57,193
Transportation	5	115,051	16,000	33,900	0	0	0	164,951
Total	146	1,829,144	1,984,056	1,660,980	1,080,118	1,496,691	565,800	8,616,788

Fiscal years may not sum to FYs 2011-2016 total due to non-reporting of individual FY budget requests on some projects

ANALYSIS OF PROJECTS SUBMITTED BY AGENCIES

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

Factors Shaping Projects within the Program

Two specific government actions—the American Recovery and Reinvestment Act (ARRA) and the Defense Base Closure and Realignment (BRAC)—have considerable influence on the types of projects and project costs within the FCIP. In addition, projects that consolidate disparate parts of an agency into one location within the NCR also have significant influence on the federal establishment’s impact on the appearance, operation, and economy of the NCR.

American Recovery and Reinvestment Act

In February 2009, the President Obama signed the American Recovery and Reinvestment Act to stimulate the economy during the current financial crisis. Beyond providing a short-term economic stimulus, ARRA was designed to modernize the nation’s health care system, improve our schools, modernize infrastructure, and invest in the clean energy technologies of the future. Cumulatively, the funding is expected to create or save between three and four million jobs nationwide.

ARRA contains appropriations provisions as well as tax, unemployment, health, state fiscal relief, and other provisions. The appropriations provisions are particularly focused on sustainable improvements and infrastructure investments. The funding is directly allocated to twenty-eight federal departments and agencies. A

substantial amount of the funds will be spent directly by federal agencies. Other investment areas, such as social programs, transportation, and schools will be directed through the associated federal agency to state, regional, and local agencies.

Although all monies are obligated in FY 2009, programs have completion dates that extend forward several years. Under this staggered timeline, the Act immediately channels monies to short-term “shovel-ready” projects and programs and then shifts to support long-term economic growth investments such as high-speed rail transit.

By providing a significant infusion of funding for physical construction projects in the NCR, ARRA will affect the FCIP in a number of ways, even though many of the projects may technically be multi-year capital improvements.

The Act has enabled federal agencies to add a number of new projects to their capital programs, from the Department of Homeland Security Consolidation to the refurbishment of the District of Columbia War Memorial, which both appear in this year’s FCIP.

ARRA also continues to reduce the number of projects that might otherwise be included in the FYs 2011–2016 FCIP. By providing an unusually large amount of funding in FY 2009, some projects previously anticipated to be completed over the next several years, will be finished in one year. Compressed, these projects no longer qualify as capital improvements for inclusion in the FCIP. Other projects originally envisioned in previous and future FCIPs may be delayed, redefined, or removed to accommodate the Act’s priorities and aggressive deadlines.

ARRA has also affected the content of the FCIP. Although the final agency programs were identified by May 1, the scope and cost of individual projects is subject to change. Because of the unusually short time frame to identify projects and associated costs, it is anticipated that projects may evolve as the project planning and execution continues. In particular, a number of projects require additional planning to assess and coordinate impacts with various local, state, and federal stakeholders. Consequently, the scope and total costs for some projects in the FCIP FYs 2011–2016 are being redefined by agencies.

Base Closure and Realignment

Over the past fiscal year, the Department of Defense (DoD) has continued its efforts to meet the 2005 Base Realignment and Closure recommendations. BRAC is the congressionally-authorized process DoD uses to reorganize its base structure to more efficiently and effectively support our forces, increase operational readiness, and facilitate new ways of doing business. The restructuring, which must be carried-out by September 15, 2011, involves a significant portion of DoD’s installations throughout the nation, including the National Capital Region.

One of the leading goals of BRAC is to divest unnecessary installation infrastructure and use the savings for improving fighting capabilities and quality of life for military forces. In the NCR, BRAC is reducing personnel at a number of facilities including the Potomac Annex and Bolling Air Force Base. Functions based at Walter Reed Army Medical Center and leased space in hundreds of buildings throughout the NCR will be dramatically reduced.

Other installations in the region are gaining new missions and associated jobs, particularly the Walter Reed National Military Medical Center (WRNMMC) (previously named the Bethesda Naval Medical Center), Fort Belvoir, and Andrews Air Force Base. Another installation, Fort Meade, which lies just outside the NCR in Anne Arundel County, is receiving several thousand additional employees.

The resulting influx of personnel and investment will have a significant impact on regional installations and surrounding communities. Dozens of BRAC-related capital improvement projects are proposed or now underway in the NCR. To facilitate the transformation, installations are closely working with their local communities related issues, such as transportation, housing, and services. The Defense Department has announced that it will provide funding for four off-base transportation projects to improve access to Fort Belvoir and two projects for the WRNMMC through its Defense Access Roadway Program.

The transformations occurring at the region’s three bases receiving the largest infusion of personnel is summarized below. The information has been compiled from various DoD documents and verified by DoD personnel. Construction costs are subject to change.

Walter Reed National Military Medical Center

BRAC is transforming the National Military Medical Center into the Walter Reed National Military Medical Center Bethesda, transferring a number of functions from the Walter Reed Army Medical Center (WRAMC) in DC to the Bethesda campus and Fort Belvoir. To serve the additional missions, the Navy is developing six projects at the Bethesda campus. Anticipating a significant increase in traffic to the campus, the Navy is also funding two off-base transportation improvement projects: Medical Center Metro Station Entrance/Pedestrian Access and Rockville Pike Turn lanes through its Defense Access Roadway Program. The Navy continues to work with NCPC, Montgomery County, and other stakeholders to identify and address the impacts of the anticipated growth.

Fort Belvoir

BRAC transfers a number of new missions to Fort Belvoir—some of which come from the WRAMC and leased space in Northern Virginia—resulting in thousands of new jobs at the Fort Belvoir. To best manage what represents a doubling of the installation's employment and the associated infrastructure impacts in and around the main post, the Army is dispersing the new jobs between the main post, the Engineer Proving Ground (EPG) Annex and the Mark Center a new Fort Belvoir annex. Projects at the main post and EPG still require additional planning coordination because they are not identified in a current master plan.

At the main post, the Army is building four BRAC-related projects. The largest project is a new hospital, being developed in conjunction with the reorganization of the WRAMC. Currently under construction, the new hospital is anticipated to cost \$807 million.

The Army is developing a second annex to the main post, known as the Mark Center for the Washington Headquarters Service (WHS) in Alexandria, Virginia. This annex, will enable Fort Belvoir to accommodate its expanded mission. The center is receiving two projects estimated to cost a total of \$472 million.

Andrews Air Force Base

BRAC transfers a number of new administrative functions from several bases around the country to Andrews Air Force Base. To accommodate the changes, the Air Force is planning four projects at the Base. These projects include a \$249 million ambulatory care center.

Many BRAC-related projects require additional planning coordination for various reasons. These include: the managing agencies 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. NCPC will continue to work with these and other DoD facilities to identify any BRAC-related changes affecting their capital programming.

Regional military installations will also receive funding in the next three years because of the 2009 American Recovery and Reinvestment Act (see above section). Funds provided by the act are not, however, programmed for projects authorized under the 2005 BRAC recommendations.

Consolidation

As part of its objective, BRAC has been 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 Department of Homeland Security's (DHS) consolidation at St. Elizabeths (as mentioned above) and the Food and Drug Administration's (FDA) consolidation in White Oak, Maryland. In addition, the DoD has identified nearly \$402 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 of research facilities at White Oak, the National Aeronautics and Space Administration (NASA) has within its capital program for FYs 2011–2016, \$178 million to construct a Systems Development Facility, an engineering and technical laboratory at the Goddard Space Flight Center. The Department of Health and Human Services and the Department of Agriculture also continue to request funding to increase the federal government's research and development capacity. These plans are 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 DC.

Trends in Projects Submitted by Agencies

Annual Total Costs of Federal Capital Improvement Programs

Chart 1: Comparison of Total Costs of Federal Capital Improvement Programs 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. Chart 1 shows only total costs requested by each annual program, not the amount that has been appropriated for federal capital improvements. The estimated total cost of agency-submitted projects in this year's FCIP is \$8.7 billion, significantly less than the \$10.3 billion in last year's FCIP total project cost.

As noted above, this difference is most likely attributable to ARRA, which has diminished the number of projects that might otherwise be included in the FY 2011–2016 program by providing an unusually large infusion of FY 2009 funding following completion of the FY 2009–2014 FCIP in September of 2008. As such, some projects previously anticipated to be completed in multiple phases will be finished in one year. Compressed, these projects no longer qualify as capital improvements for inclusion in the FCIP. Other projects originally envisioned in previous and future FCIP's are being delayed, redefined, or removed to accommodate the act's priorities and deadlines. In addition, and as noted above, ARRA also has affected the content of the FCIP. Although the final agency programs were identified in the FY 2010-2015 FCIP, the scope and cost of individual projects are subject to change as they evolve and their planning and execution continues. Also, some total costs for projects within the FYs 2011–2016 FCIP remain undefined as some agencies were still refining their capital programs and unable to communicate a portfolio of projects.

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

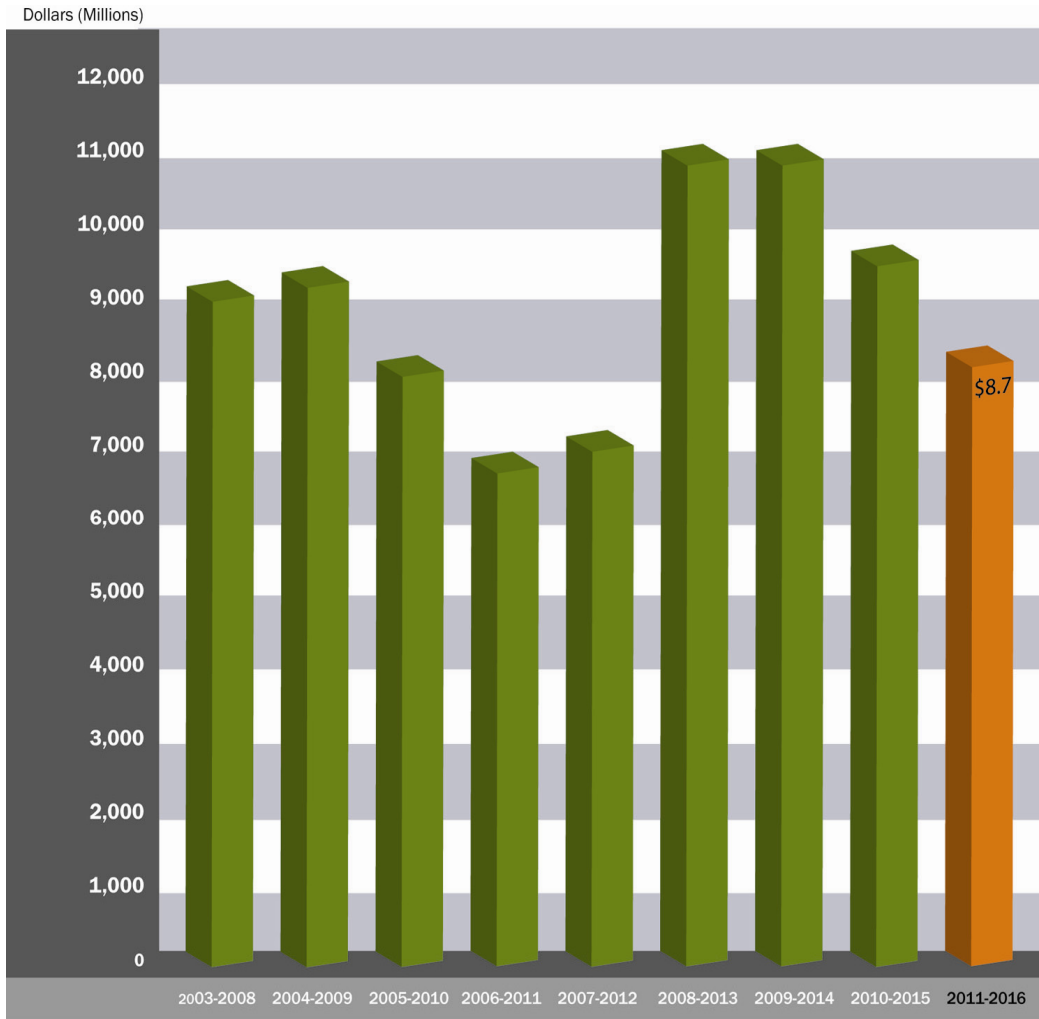


Table 3: Comparison of Total Agency Capital Improvements between Programs (FYs 2010–2015 and 2011–2016) compares the total costs of agency submissions between last year’s and this year’s FCIPs. Note: the table represents funding requests by the agencies, not the amount funded.

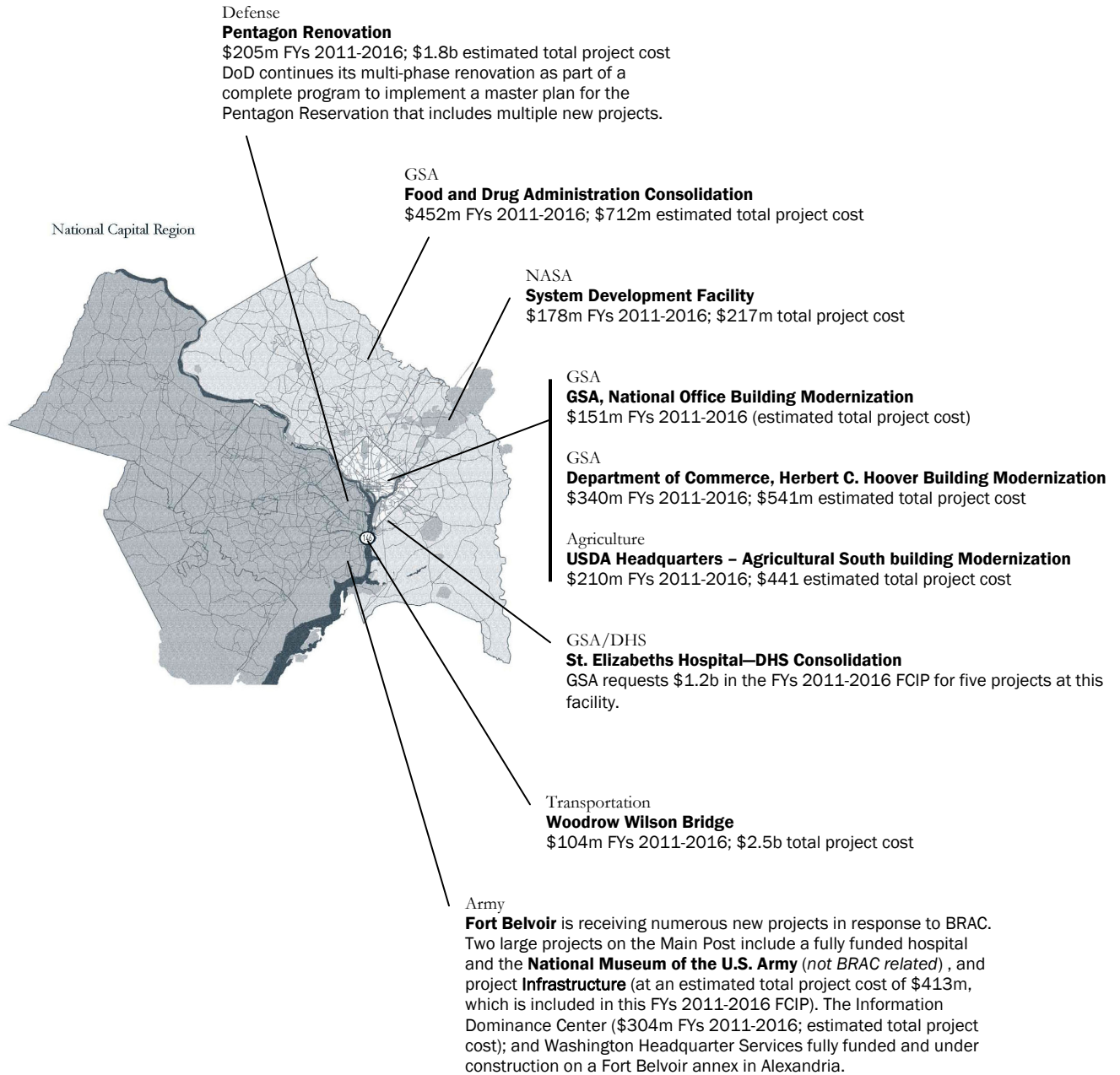
Of significance are the drops in funding requests by the Air Force, the Army, the DoD, GSA, HHS, NASA, Navy, and the Smithsonian Institution.

Table 3: Comparison of Total Agency Capital Improvements between Programs (FYs 2010–2015 and 2011–2016)

Department/Agency	Total FYs 2010-2015	Total FYs 2011-2016	(000 of Dollars) Difference
Agriculture	414,173	332,386	-81,787
Air Force	95,800	351,600	255,800
Army	2,013,013	1,219,717	-793,296
Commerce	256,600	201,100	-55,500
Defense	728,136	511,023	-217,113
Energy	18,020	0	-18,020
GSA	4,733,178	3,242,456	-1,490,722
Health and Human Services	225,000	1,184,800	959,800
Homeland Security	7,810	7,583	-227
Interior	3,886	0	-3,886
NARA	13,500	11,000	-2,500
NASA	330,245	388,989	58,744
Navy	215,959	115,480	-100,479
Smithsonian Institution	907,000	828,510	-78,490
State	41,233	57,193	15,960
Transportation	270,500	164,951	-105,549
Total	10,274,053	8,616,788	-1,657,265

Large projects within the FCIP

This year’s FCIP contains a total of 146 projects with an estimated cost of \$8.7 billion submitted by 14 federal departments; a few very large buildings or federal installations with multiple facilities account for much of the total cost of the program. Highlighted below are some of the largest projects, with budgets for FYs 2011–2016 and estimated total project costs where appropriate.



Project Types and Regional Distribution

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

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

For this year's FYs 2011–2016 FCIP, the projected costs of capital expenditures within jurisdictions in the NCR total \$8.7 billion and are listed by project type in Table 4: Estimated Project Costs for Each Type of Development by State/County (note that not all of the 146 projects submitted by agencies include cost information).

TABLE 4: ESTIMATED PROJECT COSTS (\$) FOR EACH TYPE OF DEVELOPMENT BY STATE/COUNTY

	New Construction	Rehab Renovation	Site Improvement	Other	Total	Percent of Total
District of Columbia	514,978,000	3,340,814,000	215,643,000	0	4,071,435,000	47.3%
Montgomery County	1,223,180,000	730,500,000	0	0	1,953,680,000	22.7%
Pr. George's County	369,490,000	362,372,441	60,149,953	0	819,012,394	9.5%
Maryland	1,619,670,000	1,092,872,441	60,149,953	0	2,772,692,394	32.2%
Arlington County	191,420,000	204,848,000	54,616,000	0	450,884,000	5.2%
Fairfax County	949,077,000	268,700,000	0	0	1,217,777,000	14.1%
Pr. William County	0	0	0	0	0	0.0%
Virginia	1,140,497,000	473,548,000	54,616,000	0	1,668,661,000	19.4%
NCR*	0	104,000,000	0	0	104,000,000	1.2%
Total Region	3,275,145,000	5,011,234,441	330,408,953	0	8,616,788,394	100.0%

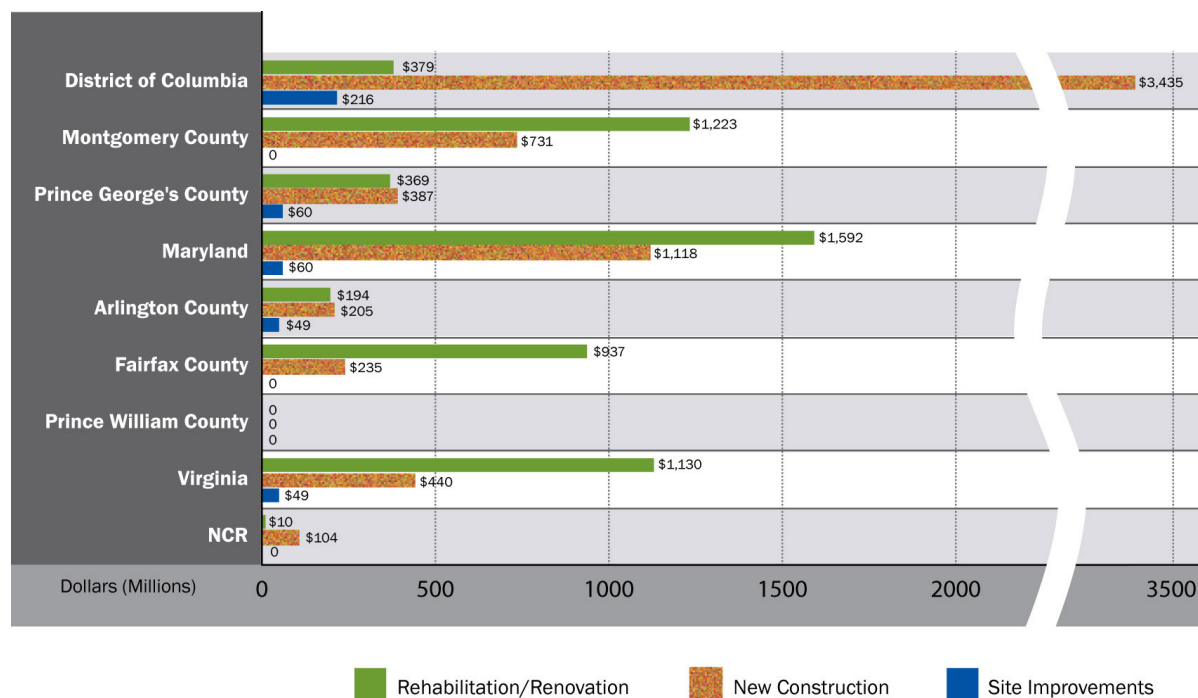
*This includes projects that are proposed across multiple jurisdictions.

In this FCIP, nearly half (47 percent) of the total project costs are proposed in the District of Columbia. The District of Columbia's share of \$4.0 billion is driven primarily by modernization projects and the Department of Homeland Security's (DHS) consolidation at the Saint Elizabeths campus (an estimated \$1.2 billion project for FYs 2011–2016). 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 19 percent of the total proposed projects by cost, while Maryland has 31 percent of total project costs.

Proposed costs related to rehabilitation projects total \$5.0 billion, and these projects are primarily located in the District. FCIP project costs attributed to new construction are \$3.3 billion and are primarily for projects in Maryland and Virginia.

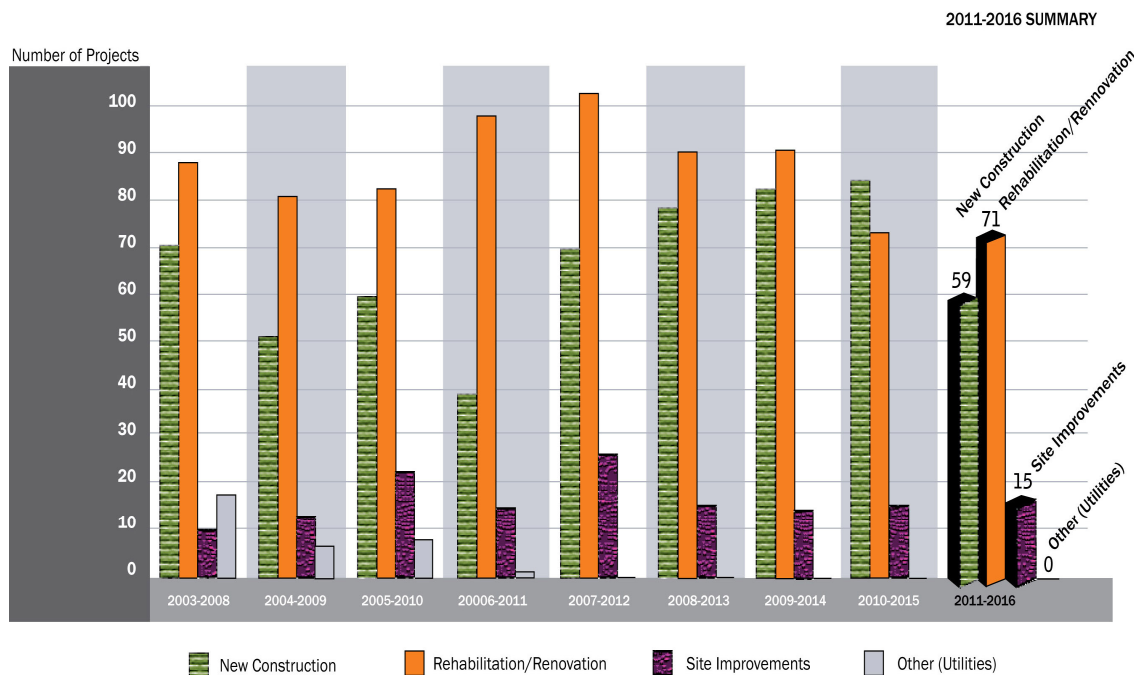
Chart 2: Distribution of Estimated Project Costs by State/County, illustrates the different shares of total project costs by state/county for the four types of development.

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



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

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



Potential Impacts of Projects Submitted by Agencies on the NCR

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

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

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

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

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

Supporting Alternative Modes of Transportation

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

Meeting Community Goals and Objectives

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

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

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

Federal Procurement

Budget estimates provide some measure of the anticipated expenditures of funds for land acquisition and development in the various jurisdictions within the NCR. It is anticipated that most, if not all, of these expenditures will benefit the local economy of the region. If all of the projects in the program were approved, multiple billions in direct expenditures of funds for construction-related services and labor would be introduced into the economies of the 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 spent an estimated \$31.5 billion in FY 2001 to procure research and development, services, supplies, and equipment, including software and electronic components. By FY 2008, that spending rose to an estimated \$134.8 billion; the resulting direct and indirect spending accounts for more than one-third of the total Regional Gross Product.^[1] In addition, single contractors (those specializing in goods or services for a specific federal agency) tend to locate near the federal facility that they service, often benefiting a local jurisdiction's economy.

Federal Employment within the NCR

As noted above, the importance of a cohesive national government for operational efficiency is expressed in Public Law 80-279 (4 U.S.C. 71 et seq.). It was followed by Public Law 108-185 (40 U.S.C. 8302 (2003)), which recognized the federal government's role in helping to sustain the economic vitality of the District of Columbia. The Commission continues to support the achievement of 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.¹

PROJECT DESCRIPTIONS AND RECOMMENDATIONS BY AGENCY

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

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

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

Recommendation Definitions

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

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

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

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

The definitions of the recommendation categories are explained as follows.

¹ Fuller, Stephen S. "Federal Procurement Spending Increased to \$66.5 billion in the Washington Area in FY 2008 for a Gain of \$6.1 billion Over FY 2007." School of Public Policy, George Mason University. July 23, 2009.

RECOMMENDED AND STRONGLY ENDORSED

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

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

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

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

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

RECOMMENDED

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

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

PROJECTS REQUIRING ADDITIONAL PLANNING COORDINATION

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

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

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

RECOMMENDED FOR FUTURE PROGRAMMING

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

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

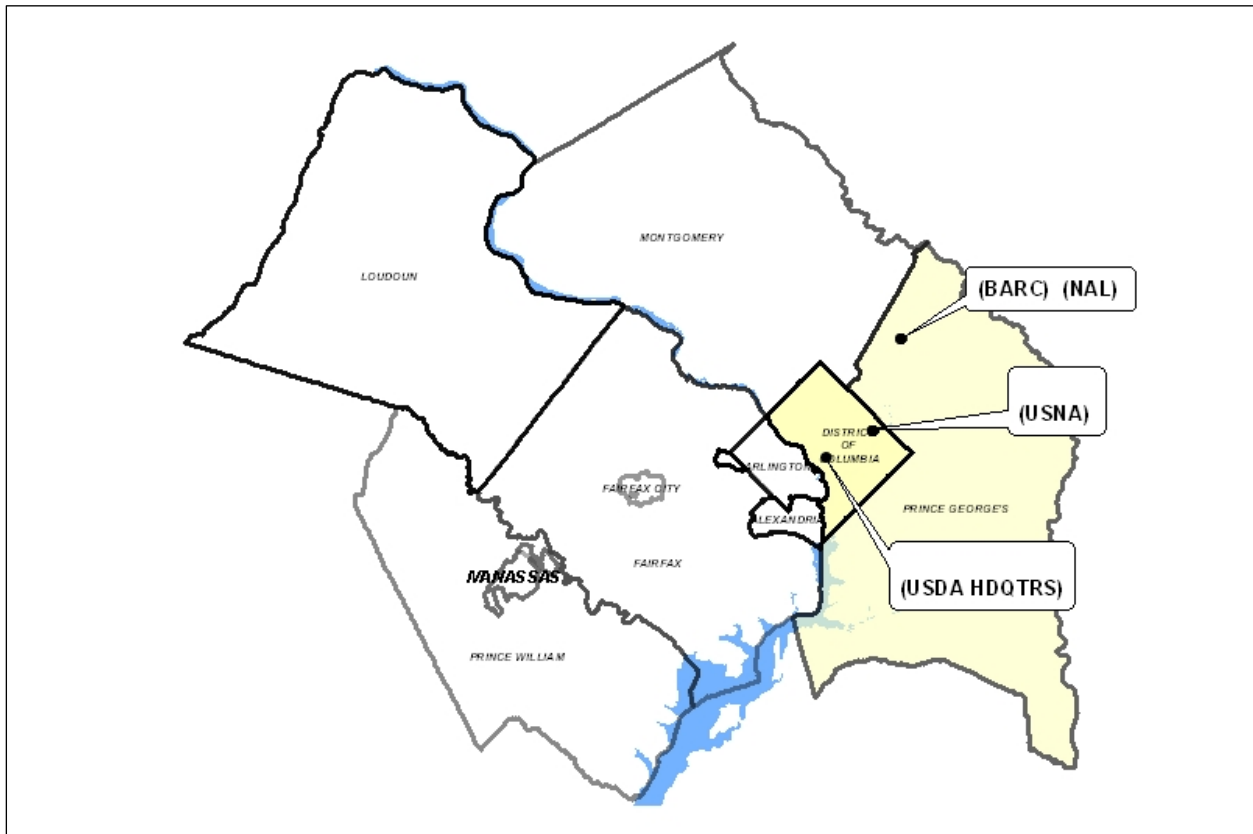
NCPC submits proposed plans and studies for inclusion in the FCIP for consideration by other agencies for future programming. These initiatives differ from projects since they do not identify a specific capital project. These studies do, however, emphasize a planning policy or initiative that NCPC believes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

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

Department of Agriculture

The Department of Agriculture submitted fifteen projects for the proposed FCIP for FYs 2011-2016. These projects consist of new facilities, modernization projects and infrastructure repairs at the Beltsville Agricultural Research Center campus in Prince Georges County, Maryland; and the U.S. National Arboretum and environmental management and security projects at facilities in Washington, DC.

National Capital Region



Refer to page 38 for individual project numbers and titles

The estimated total cost of the projects submitted by the Department of Agriculture for FYs 2011-2016 is \$332,386,000. NCPC *recommends and strongly endorses* one of these projects and *recommends* fourteen projects.

Department of Agriculture

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended and Strongly Endorsed</i>								
USDA HEADQUARTERS								
1 Ag. South Bldg. Modernization	230,781	28,000	28,000	28,000	28,000	49,000	49,000	210,000
<i>Recommended</i>								
BELTSVILLE AGRICULTURAL RESEARCH CENTER (BARC)								
2 Building 306 Renovations	0	20,200	0	0	0	0	0	20,200
3 Infrastructure 200 Area	0	0	0	0	5,750	0	0	5,750
4 New Four Dairy Heifer Facilities*	0	0	0	0	0	400	0	400
5 New Swine Parasitology Facility	0	1,600	0	12,690	0	0	0	14,290
U.S. NATIONAL ARBORETUM (USNA)								
6 Administration Building Mod	9,906	0	0	0	0	0	0	0
7 Asian Valley Paths Renovation	137	0	0	2,063	0	0	0	2,063
8 Azalea Paths Renovation	75	0	0	2,315	0	0	0	2,315
9 Bladensburg Road Entrance	1,795	12,000	0	0	0	0	0	12,000
10 Chinese Garden	240	24,520	0	0	0	0	0	24,520
11 Education and Visitor Center	0	1,000	0	0	27,900	0	0	28,900
12 Ellipse Area Development	0	0	850	0	0	0	0	850
13 Events Pavilion	0	0	0	872	0	0	0	872
14 Greenhouse Complex Renovation	4,673	3,320	0	0	0	0	0	3,320
15 Lab/Office Facility	0	270	2,415	0	0	0	0	2,685
16 Storm Water Management Project	0	0	441	1,890	1,890	0	0	4,221
Subtotals								
USDA HEADQUARTERS	230,781	28,000	28,000	28,000	28,000	49,000	49,000	210,000
BARC	0	21,800	0	12,690	5,750	400	0	40,640
USNA	16,826	41,110	3,706	7,140	29,790	0	0	81,746
Department of Agriculture Total	247,607	90,710	31,706	47,830	63,540	49,400	49,000	332,386

* The agency anticipates that funding will be requested for this project during FYs 2011-2016.

Recommended and Strongly Endorsed

USDA HEADQUARTERS

WASHINGTON, DISTRICT OF COLUMBIA

AGRICULTURE SOUTH BUILDING MODERNIZATION

Recommended and Strongly Endorsed

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
230,781	28,000	28,000	28,000	28,000	49,000	49,000	210,000	484,556

\$210,000,000 (estimated project cost during FYs 2011-2016). 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 \$484,556,000; the project has received \$149,908,000 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. Building plans for Phase III were approved on October 3, 2002. Phase IVA building plans were approved September 2006.

Recommended

BELTSVILLE AGRICULTURAL RESEARCH CENTER (BARC)

PRINCE GEORGE'S COUNTY, MARYLAND

BUILDING 306 RENOVATIONS

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	20,200	0	0	0	0	0	20,200	20,200

\$20,200,000 (estimated total project cost). This project will renovate Building 306, a three-story 63,000 sf building, plus attic and partial basement housing mechanical equipment, constructed in 1939. The building is approximately 1/3 office and 2/3 laboratory space. The majority of the renovation is interior. The exterior portion of the renovation will consist of:

- Replacement of the existing slate roof with a new slate roof (real slate).
- Removal of exterior, emergency-exit, fire-escapes from the south end (Power Mill Road) and north end of the building, upon completion of the new interior stairs.
- Replacement of wood windows on the south end and north end of the building. New windows will match the recently replaced, wood windows, on the east and west sides of the building.

- Removal of numerous, existing, through-window air conditioning units, upon replacement of the central air-conditioning system.
- Replacement of the existing ground-mounted emergency generator, air-cooled chiller, and transformer with new equipment, in the same locations.
- Limited replacement of an underground sanitary sewer line (not visible after new pipe is installed and trench is filled.)
- Consolidation and replacement of roof-mounted exhaust stacks.

The renovation will definitely improve the aesthetics of the building. Let me know if you need any additional information.

INFRASTRUCTURE 200 AREA

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	5,750	0	0	5,750	5,750

\$5,750,000 (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. The project is part of a larger need for infrastructure improvements throughout BARC totaling over \$40 million.

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

NEW FOUR-DAIRY HEIFER FACILITIES

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	400	0	400	3,800

\$400,000 (estimated project cost during FYs 2011-2016). 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 \$3,800,000.

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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	1,600	0	12,690	0	0	0	14,290	14,290

\$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.

U.S. NATIONAL ARBORETUM (USNA)

WASHINGTON, DISTRICT OF COLUMBIA

ADMINISTRATION BUILDING MODERNIZATION*

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
9,906	0	0	0	0	0	0	0	19,336

\$0 (estimated project cost during FYs 2011-2016). The Administration Building was constructed in 1961 and consists of 36,178 gross-square-feet including offices, laboratories, an auditorium, and a herbarium. The facility is a one-story building with a basement. In FY 1991, the Agricultural Research Service conducted a Facility Condition Study that identified numerous age-related facility deficiencies in the mechanical, electrical, and plumbing systems; the roofing; and the infrastructure. The modernization will include upgrading the HVAC, electrical, and fire protection systems. It will replace or repair the facility's deteriorated finishes and create use-group separation by changing the layout of the building. This renovation also will include electrical power upgrades, exterior facade work, parking improvements, a new entry vestibule, and window replacement for energy efficiency. The modernized facility will comply with the Architectural Barriers Act of 1968, as amended. The exterior concrete facade panels will be repaired or replaced, and the entrance will be upgraded. Consultation has occurred with 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
137	0	0	2,063	0	0	0	2,063	2,063

\$2,063,000 (estimated project cost during FYs 2011-2016). 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
75	0	0	2,315	0	0	0	2,315	2,315

\$2,385,000 (estimated project cost during FYs 2011-2016). 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 \$2,385,000; the project has received \$75,000 in prior funding for project design.

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

BLADENSBURG ROAD ENTRANCE

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
1,795	12,000	0	0	0	0	0	12,000	13,800

\$13,800,000 (estimated project cost during FYs 2011-2016). 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 \$13,800,000.

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
240	24,520	0	0	0	0	0	24,520	24,760

\$24,520,000 (estimated project cost during FYs 2011-2016). 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 \$24,760,000. The U.S. portion is estimated to cost \$17,500,000 and is to be funded through private donations.

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	1,000	0	0	27,900	0	0	28,900	28,900

\$28,900,000 (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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	850	0	0	0	0	850	850

\$850,000 (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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	872	0	0	0	872	872

\$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.

GREENHOUSE COMPLEX RENOVATION

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
4,673	3,320	0	0	0	0	0	3,320	7,950

\$3,320,000 (estimated project cost during FYs 2011-2016). 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 \$7,950,000; 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*

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	270	2,415	0	0	0	0	2,685	2,685

\$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*

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	441	1,890	1,890	0	0	4,221	4,221

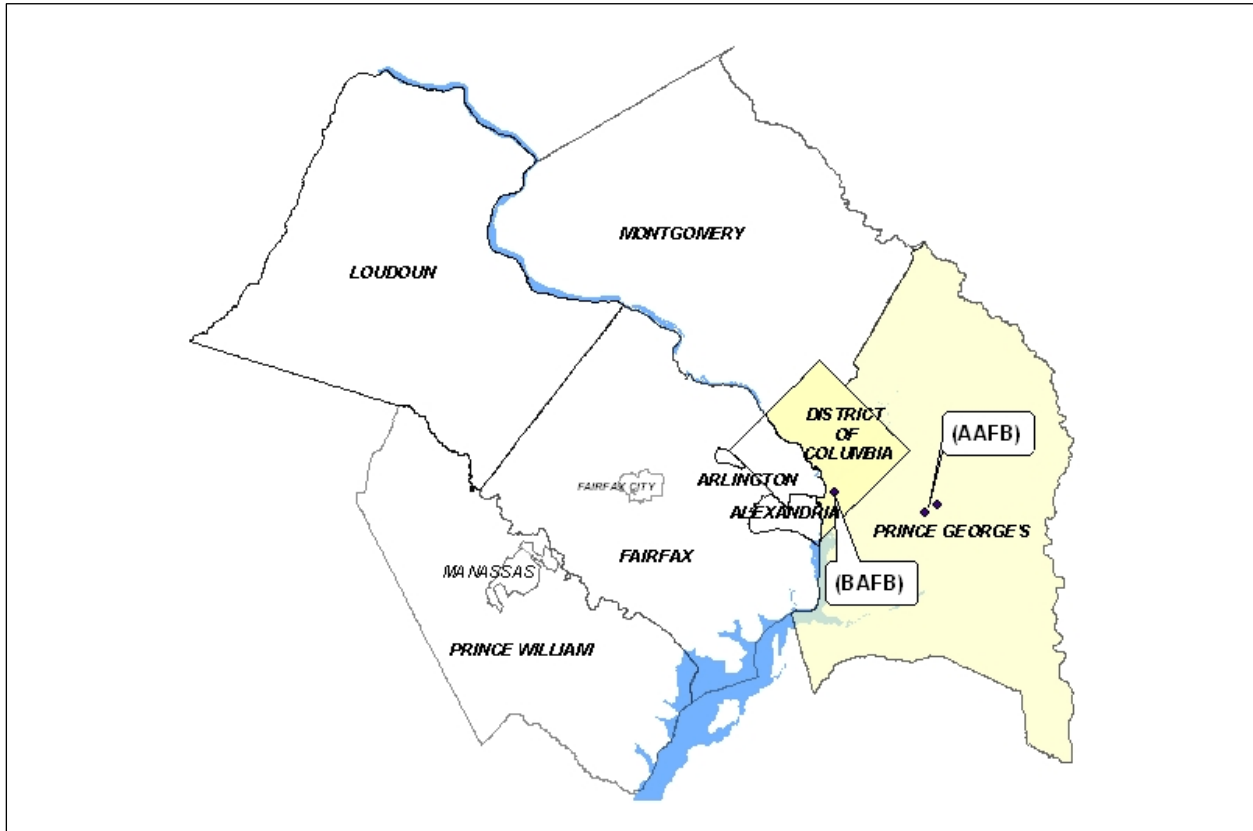
\$4,221,000 (estimated project cost during FYs 2010-2015). This project will replace the existing system. A comprehensive storm water management plan will be prepared for the 446-acre USNA. The plan will be environmentally sound, and incorporate new technology and techniques to retain much of the storm 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

The Department of the Air Force submitted six proposed projects for the FCIP for FYs 2011-2016. These projects are for construction and renovation projects at Bolling Air Force Base in Washington, DC and at Andrews Air Force Base in Prince George's County, Maryland

National Capital Region



Refer to page 46 for individual project numbers and titles

The estimated total cost of the projects submitted by the Department of the Air Force for FYs 2011-2016 is \$351,600,000. NCPC *recommends* three projects and *requires additional planning coordination* for the remaining three projects.

Department of the Air Force

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended</i>								
BOLLING AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON								
1 Band Annex	0	0	0	0	11,500	0	0	11,500
ANDREWS AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON								
2 Ambulatory Care Center	0	0	249,000	0	0	0	0	249,000
3 Dental Clinic	0	0	23,900	0	0	0	0	23,900
Subtotal	0	0	272,900	0	11,500	0	0	284,400

Projects Requiring Additional Planning Coordination

ANDREWS AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON								
4 Consolidated Education Ctr/Library	0	0	0	0	0	0	19,500	19,500
5 Physical Fitness Center	1,080	0	0	0	0	34,600	0	35,680
BOLLING AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON								
6 Joint Air Defense Operations Center	0	0	13,200	0	0	0	0	13,200
Department of the Air Force Total	1,050	0	286,100	0	11,500	34,600	19,500	351,600

Recommended

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

BAND ANNEX

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	11,500	0	0	11,500	11,500

\$11,500,000 (estimated total project cost). This project will construct a 1,907sm band annex facility south of the existing USAF band facility Building 2, also known as Hangar 2, for various band related activities to include individual practice, rehearsals, library, musical production space, and storage space for specialized equipment. Currently the USAF band facility does not provide adequate storage space for \$25M in rare and one-of-a-kind musical compositions and \$13M in equipment inventory, lacks sufficient work space for band personnel, and many of the rehearsal spaces in the existing building are too small. 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 National Capital Region (NCR). Comply with DoD force protection requirements per unified facilities criteria.

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

ANDREWS AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON
PRINCE GEORGE'S COUNTY, MARYLAND

AMBULATORY CARE CENTER

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	249,000	0	0	0	0	249,000	249,000

\$249,000,000 (estimated total project cost). This project will construct a new 344,554 square-foot service center, specialty care center, an ambulance shelter renovation, and a building connector. The project consists of a multi-story reinforced concrete and structural steel building. Elements of the project include site preparation, HVAC, elevators, utilities, landscaping, concrete walks, asphalt paving for 790 surface parking spaces, 500 space deck parking, that may also include special drilled pier foundation, storm water management, and soil remediation. Antiterrorism/Force Protection (AT/FP) requirements per DoD Unified Facilities Criteria (UFC) are additional elements of this project.

Available medical facilities at Andrews AFB do not support the medical and supporting administrative functions required for Andrews AFB, Bolling AFB, the Pentagon, and retirees. Thus, this new facility is required to host the current and future demand of this joint base and its providers in the NCR.

A categorical exclusion was processed for this project January 21, 2009 based on the Base Closure and Realignment Environmental Assessment for Joint Base Andrews-NAF Washington, Maryland.

This is a new project in this FYs 2011-2016 program.

DENTAL CLINIC

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	23,900	0	0	0	0	23,900	23,900

\$23,900,000 (estimated total project cost). This project will construct a new 26,612 square-foot dental clinic, providing dental care and support space. Project elements consist of a multi-story reinforced concrete and structural steel building, site preparation work, HVAC, elevators, utilities, landscaping, concrete walkways, asphalt paving for 50 surface parking spaces, storm water management, soil remediation, and other associated construction task. Antiterrorism/Force Protection (AT/FP) requirements per DoD Unified Facilities Criteria (UFC) are also included.

Available medical facilities at Andrews AFB do not support the dental and supporting administrative functions required for Andrews AFB, Bolling AFB, the Pentagon, and retirees. Thus, this new facility is required to host the current and future demand of this joint base and its providers in the NCR.

A categorical exclusion was processed for this project January 21, 2009 based on the Base Closure and Realignment Environmental Assessment for Joint Base Andrews-NAF Washington, Maryland.

This is a new project in this FYs 2011-2016 program.

Projects Requiring Additional Planning Coordination

ANDREWS AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON PRINCE GEORGE'S COUNTY, MARYLAND

General Comment: Some of the projects below support the Base Realignment and Closure (BRAC) 2005 re-stationing 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 plan for future submission to NCPC. The projects listed below are not identified in the facility's currently adopted master plan.

CONSOLIDATED EDUCATION CENTER/LIBRARY

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	19,500	19,500	19,500

\$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 project first appeared in the FYs 2010-2015 program.

PHYSICAL FITNESS CENTER

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
1,080	0	0	0	0	34,600	0	34,600	35,680

\$34,500,000 (estimated project cost during FYs 2011-2016). 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 \$35,680,000; the project has received \$1,080,000 in prior funding.

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

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

JOINT AIR DEFENSE OPERATIONS CENTER

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	13,200	0	0	0	0	13,200	13,200

\$13,200,000 (estimated total project cost). This project will construct a new 2,100 SM Facility. Project consists of multi-story reinforced concrete and structural steel building. Project includes site work, HVAC, elevators, utilities, landscaping, concrete walk, asphalt paving for 100 parking spaces that may also include special drilled pier foundation, storm water management, soil remediation, and any other work associated with this project. Also included are Antiterrorism/Force Protection (AT/FP) requirements per DoD Unified Facilities Criteria (UFC).

Available facility areas at Bolling AFB will not accommodate the mission and supporting administrative functions as directed by the Secretary of Defense, October 2003, the stand-up of the National Capital Region Integrated Air Defense (NCR-IAD). The stand-up was directed via an EXORD and manning has been provided via TDY forces. ACC/A3Y is working to stand-up a permanent AF unit to support the operation in place of TDY forces, which requires a permanent facility. Thus, a new facility must be constructed to house these personnel.

Bolling AFB is unable to support NCR-IAD mission requirements and if this facility is not funded and constructed. Adequate space to perform essential Air Force functions will not be available to support this mission requirements resulting in a negative impact on overall requirements and day to day operations of the NCR-IAD functions.

This new site is not historic landmark and as such is not applicable to the conditions set forth in Executive Order 11593.

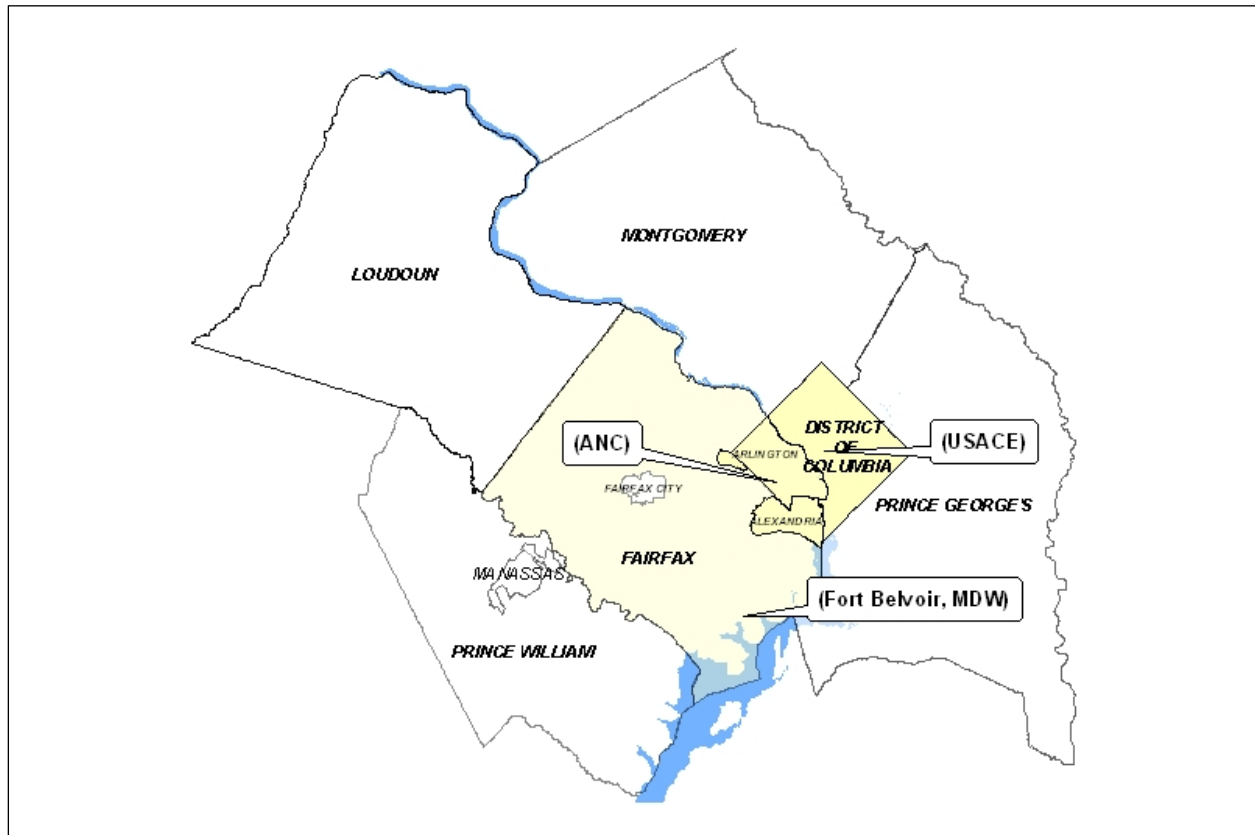
This facility is programmed for joint use with Army; however, it is fully funded by the Air Force.

This is a new project in this FYs 2010-2015 program.

Department of the Army

The Department of the Army has submitted twenty-one proposed projects for the FCIP for FYs 2011-2016. These projects are for renovating and rehabilitating many existing military base facilities and the construction of new or replacement structures and infrastructure on bases throughout the National Capital Region.

National Capital Region



Refer to page 51 for individual project numbers and titles

The estimated total cost of the projects submitted by the Department of the Army for FYs 2011-2016 is \$1,219,717,000. NCPC *recommends and strongly endorses* one of these projects, *recommends* five projects, and categorizes fifteen as *projects requiring additional planning coordination*.

Department of the Army

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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Recommended and Strongly Endorsed

U.S. Army Corps of Engineers (USACE)

1 Flood Control Project	9,906	0	0	0	0	0	0	6,790*
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Recommended

Arlington National Cemetery (ANC)

2 Columbarium Court 9	700	0	10,000	10,000	0	0	0	20,000
3 Millennium Land Expansion	29,013	6,991	5,000	6,000	5,000	5,000	0	27,991

Fort Belvoir, MDW

4 Flight Control Tower	0	8,100	0	0	0	0	0	8,100
5 Fort Belvoir Infrastructure	111,000	41,000	0	0	0	0	0	41,000
6 Washington Headquarters Srv.	1,300,000	5,710	0	0	0	0	0	5,710

Projects Requiring Additional Planning Coordination

Fort Belvoir, MDW

7 Airfield Modernization Phase I	0	0	0	0	0	76,000	0	76,000
8 Airfield Modernization Phase II	0	0	0	0	0	38,000	0	38,000
9 Airfield Modernization Phase III	0	0	0	0	0	49,000	0	49,000
10 Battalion Headquarters	0	0	0	29,000	0	0	0	29,000
11 Construct New Barracks	0	0	34,000	0	0	0	0	34,000
12 Construct New Fitness Center at EPG	0	0	0	30,000	0	0	0	30,000
13 Information Dominance Center	0	0	53,000	90,000	90,000	0	71,000	304,000
14 Joint Personnel Recovery Agency Addn.	0	19,000	0	0	0	0	0	19,000
15 McNamara Headquarters Annex, DLA	0	0	0	113,000	0	0	0	113,000
16 National Museum of the US Army	0	288,175	100,000	0	0	0	0	388,175
17 Nat'l Museum US Army Infrastructure	0	0	25,000	0	0	0	0	25,000
18 Replace Commissary Facility	0	0	27,500	0	0	0	0	27,500
19 Structured Parking, 200 Area	0	0	0	0	0	11,800	0	11,800
20 Technical Engineer Complex	0	0	0	13,400	0	0	0	13,400

Subtotals

Arlington National Cemetery (ANC)	29,713	6,991	15,000	16,000	5,000	5,000	0	47,991
U.S. Army Corps of Eng. (USACE)	9,906	0	0	0	0	0	0	6,790
Fort Belvoir, MDW	1,411,000	321,026	239,500	275,400	90,000	174,800	71,000	1,171,726
Department of the Army Total	1,450,619	328,017	254,500	291,400	95,000	179,800	71,000	1,219,717

Recommended and Strongly Endorsed

U.S. ARMY CORPS OF ENGINEERS (USACE)
WASHINGTON, DISTRICT OF COLUMBIA

FLOOD CONTROL PROJECT

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
9,906	0	0	0	0	0	0	6,790*	9,912

\$6,790,000 (estimated project cost during FYs 2011-2016). 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.

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 National Park Service prepared an Environmental Assessment for a series of design alternatives in January 2009 and, based on the EA, concluded a Finding of No Significant Impact for the preferred alternative in June 2009. The DC Historic Preservation Officer (SHPO) acknowledged the formal initiation of the Section 106 process on July 29, 2008, and confirmed NPS' determination that the levee project had the potential to constitute an adverse affect on historic properties, including the historic landscapes of the Washington Monument Grounds, the National Mall, and West Potomac Park. A Programmatic Agreement (PA) was executed on May 1, 2009.

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, initiated efforts to develop a design for a permanent 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 construction of the permanent closure structure at 17th Street is completed, 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 revise the Flood Insurance Rate Map to show the Washington Downtown area being protected from a 100-year level flood.

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

Comment: 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 23rd Street NW, 17th Street NW and at Fort McNair. 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 decertified the levee, deeming the 17th 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 implement interim levee improvements by November 2009 to provide flood protection until USACE received funding to design and construct permanent improvements that would meet Congressionally-authorized protection levels. FEMA agreed to defer their map changes. Once the District initiated efforts to develop a design, however, it was unable to identify an interim solution that could be built within the budget available while meeting USACE requirements for certification and FEMA requirements for the level of protection. As a result, the District, the National Park Service, USACE began to develop a permanent solution. Design documents and the necessary approvals are nearly complete that would allow construction to begin during the summer of 2009 and provide permanent flood protection by the November deadline. Funding for work to date has come from the \$2.5 million pledged by the District for the 17th Street closure.

NCPC has been working in close coordination with District and federal agencies to develop and implement a permanent levee solution that will meet the Congressionally-authorized level of protection. Further, the permanent solution should meet the dual objectives of flood protection and a design in keeping with the setting of the National Mall. Recent cost estimates indicate that the total cost for the necessary improvements at 17th Street will be approximately \$7.4 million, including \$2.5 million for design, and \$4.9 million for construction. This figure does not include the design and construction of the authorized modifications to the existing levee system, which is estimated to be \$4 million. Currently, the USACE does not have sufficient funding authorization to complete all necessary levee improvements.

Comment: The District of Columbia Building Industry Association and Mr. Lindsley Williams, in their review of the 2009 FCIP, both stated their support for this project and for the Commission submitted project *“In-depth Sewer Study for the Federal Triangle Area”* (see p.204). Mr. Williams also states his continued support for including these projects at the highest recommendation level.

Recommended

ARLINGTON NATIONAL CEMETERY (ANC)

ARLINGTON COUNTY, VIRGINIA

COLUMBARIUM COURT 9

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
700	0	10,000	10,000	0	0	0	20,000	20,700

\$20,000,000 (estimated project cost during FY’s 2011-2016) 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 19,864 niches will be added during this phase.

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

Comment: At its November 6, 2008 meeting, NCPC commented favorably on the concept design of Columbarium Phase V (Court 9) at Arlington National Cemetery.

MILLENIUM LAND EXPANSION PROJECT

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
29,013	6,991	5,000	6,000	5,000	5,000	0	27,991	57,604

\$21,600,000 (estimated project cost during FYs 2011-2016). 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 \$50,604,000; the project has received \$29,013,000 in prior funding.

This project first appeared in FYs 2005-2010 program.

Comment: Arlington County, in its review of the July 2010 proposed FCIP, expressed its concern with environmental impacts in the area associated with this project and the need for eco-friendly concerns. This letter is included in Appendix D.

FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON FAIRFAX COUNTY, VIRGINIA

General Comment: Many of the Fort Belvoir projects support the Base Realignment and Closure (BRAC) 2005 actions within the NCR and due to the 2011 deadline for completion, are moving forward in advance of completion of the final long-range master plan by Fort Belvoir. Several of the following projects (Access Road Improvements, Construct New Hospital, and National Geospatial-Intelligence Agency) have been reviewed by NCPC. 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 July 2010 proposed FCIP, has expressed its continued concern with commitment to projects for Fort Belvoir without significant commitment by the Department of the Army for transit improvements to offset transportation impacts in the area associated with these projects. The County reiterates its belief that no additional projects for Fort Belvoir should be included in the FCIP until the completion of the master planning effort and further associated environmental impact statement.

FLIGHT CONTROL TOWER

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	8,100	0	0	0	0	0	8,100	8,100

\$8,100,000 (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

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
111,000	41,000	0	0	0	0	0	41,000	152,000

\$41,000,000 (estimated project cost during FYs 2011-2016). 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.

WASHINGTON HEADQUARTERS SERVICES ALEXANDRIA, VIRGINIA

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
1,300,000	5,710	0	0	0	0	0	5,710	1,305,710

\$5,710,000 (estimated project cost during FYs 2011-2016). This project will construct a 2,242,778 gross-square-foot facility for Washington Headquarters Services. Work will include open and private office space, sensitive compartmented information facility (SCIF), command center, conference rooms, video teleconferencing center, training and instruction facilities, auditorium, General Officer/Senior Executive Service office suites, administrative support areas, storage, cafeteria, physical fitness facility, access control, elevators, HVAC, lighting, fire protection and information systems. Supporting facilities include electric, water, sewer and gas, chilled water and steam distribution, access roads, paving, sidewalks, curb and gutter, storm drainage, site improvements and information systems. This project is located on a 14 acre site known as the Mark Center off of I-395 at Seminary Road. The estimated total project cost is \$1,305,710,000; the project has received \$1,305,000,000 in prior funding.

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

Comment: On April 2, 2009, the Commission approved the location, and the preliminary and final building foundation plans for the West and East Tower buildings of the BRAC 133 Project for the Washington Headquarters Services, and

commented favorably on the concept site and building plans for the Washington Headquarters Services. The Commission further recommended that in the continued development of the building and site design, the applicant: plan for the location of a slip-ramp to I-395 from the South Parking garage to accommodate federal employee traffic and include the final design of the ramp when the Army submits the BRAC 133 project for final review to the Commission; conduct further design coordination with the City of Alexandria to address building and project design issues identified by the City and include any revisions in the future submissions to the Commission; complete the National Historic Preservation Act and Section 106 process for the North Garage location; submit a revised land use plan as part of the updated Fort Belvoir master plan; and continue to coordinate with interested members of the public.

Projects Requiring Additional Planning Coordination

FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON

FAIRFAX COUNTY, VIRGINIA

General Comment: Fort Belvoir is preparing for significant growth by 2011 due to implementation of the 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, the City of Alexandria 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*.

AIRFIELD MODERNIZATION PHASE I

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	76,000	0	76,000	76,000

\$76,000,000 (estimated construction cost) This project proposes to construct/replace the infrastructure in support of modernization of Davison Army Airfield to include clearing and grubbing, soil excavation, construction of underground electric distribution lines, potable water and gas distribution and wastewater collection lines, an access road, storm water lines and retention structure, an aircraft hangar, maintenance apron, and building information systems. Force protection measures include perimeter laminated glazing in reinforced frames, reinforced exterior doors, fencing, barriers, and visual barriers, heating and cooling will be provided by self-contained units. Access for the handicapped will be provided for in administrative areas. Demolish three buildings (37,354 SF). The project is proposed to comply with Executive Order 13423 and standard for LEED.

A new project in this FYs 2011-2016 program

AIRFIELD MODERNIZATION PHASE II

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	38,000	0	38,000	38,000

\$38,000,000 (estimated total project cost). This project will construct an airfield base operations building, unit airfield operations building, an aircraft hangar, and maintenance apron, fire alarm and suppression, and building information systems. Install Intrusion Detection Systems (IDS). Connect Energy Management and Control Systems (EMCS). Supporting facilities include electric service, water, wastewater, and gas lines, access road, parking, sidewalks, and curbs and gutters, storm drainage, site improvements, and information systems. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, security lighting, barriers, and visual screening. Heating and cooling will be provided via stand-alone systems. Handicapped access will be provided in

administrative areas. Comprehensive interior design services are required. This project will comply with Executive Order 13423, and meet the standard for LEED.

A new project in this FYs 2011-2016 program

AIRFIELD MODERNIZATION PHASE III

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	49,000	0	49,000	49,000

\$49,000,000 (estimated total project cost). This project will construct aircraft hangars and maintenance aprons, aviation battalion headquarters, armory, taxiways, fire alarm and suppression, and building information systems. Install Intrusion Detection Systems (IDS). Connect Energy Management and Control Systems (EMCS). Supporting facilities include electric service, water, wastewater, and gas lines, access road, parking, sidewalks, and curbs and gutters, storm drainage, site improvements, and information systems. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, security lighting, barriers, and visual screening. Heating and cooling will be provided via stand-alone systems. Handicapped access will be provided in administrative areas. Comprehensive interior design services are required. Demolish 10 buildings (57,174 SF). This project will comply with Executive Order 13423, and meet the standard for LEED.

A new project in this FYs 2011-2016 program

BATTALION HEADQUARTERS

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	29,000	0	0	0	29,000	29,000

\$29,000,000 (estimated total project cost) This project will construct a modified, standard-design, two-story, large-battalion headquarters building, a two-company operations, and a medium-sized tactical equipment maintenance facility. Project includes private and open administrative offices; conference rooms' key-card readers; receiving/distribution area; arms room; supply storage areas; elevator; classrooms; vehicle and equipment hardstand storage; secure interior storage; communications; and antiterrorism/force protection measures. Supporting facilities include connections and upgrades to utilities; paved parking and circulation roads; sidewalks; security lighting; perimeter security fencing with gates; communications; landscaping; storm water management systems; and antiterrorism/force protection measures. Project is proposed to meet LEED standards.

A new project in this FYs 2011-2016 program

CONSTRUCT NEW BARRACKS

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	34,000	0	0	0	0	34,000	34,000

\$34,000,000 (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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	30,000	0	0	0	30,000	30,000

\$30,000,000 (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.

INFORMATION DOMINANCE CENTER

Project Requiring Additional Planning Coordination

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	53,000	90,000	90,000	0	71,000	304,000	304,000

\$304,000,000 (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.

MCNAMARA HEADQUARTERS ANNEX, DLA

Project Requiring Additional Planning Coordination

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	113,000	0	0	0	113,000	113,000

\$113,000,000 (estimated total project cost). This project will construct a 266,560 gross-square-foot facility to house the Defense Energy Support Center part of the Defense Logistics Agency at Fort Belvoir. This complex will consist of a sensitive compartmented information facility (SCIF), administrative, emergency generator, HVAC, lighting and information systems. Supporting facilities include structured parking, electrical service, water distribution and wastewater collections lines, site improvements and information systems. AT/FP measures will be included and access for the handicapped will be provided. A total of 600 parking spaces will be provided through structured parking. The project is proposed to meet LEED Silver standards. This project was previously named "*Defense Energy Support Center Administrative Facility*".

A new project in this FYs 2011-2016 program

NATIONAL MUSEUM OF THE US ARMY

Project Requiring Additional Planning Coordination

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	288,175	100,000	0	0	0	0	388,175	388,175

\$388,175,000 (estimated project cost). This project will construct a 155,977 gross-square-foot facility to house the National Museum of the US Army at Fort Belvoir. This complex will consist of indoor and outdoor exhibit space, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, site improvements, relocation of golf course facilities and realignment of the golf course. AT/FP measures will be included and access for the handicapped will be provided. A total of 550 vehicles and 40 recreational vehicle parking spaces will be provided through surface parking. The project is proposed to meet LEED Silver standards. Access gate improvements will be included.

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

NATIONAL MUSEUM OF THE US ARMY INFRASTRUCTURE

Project Requiring Additional Planning Coordination

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	25,000	0	0	0	0	25,000	25,000

\$25,000,000 (estimated total project cost) This project will provide for construction of the national Museum of the United States Army (NMUSA) infrastructure improvements to include electric service, water and gas distribution and wastewater collection lines, access roads, traffic improvements, intersection upgrade, storm water drainage, and physical security measures. This project is required to provide infrastructure improvements supporting construction and operation of the NMUSA campus. This is in support of the January 16, 2009 Memorandum of Agreement between the Army and the Army Historical foundation, that the Army will make available a suitable, appropriate, and partially prepared U.S. government site for this complex. This project will begin construction of road and infrastructure improvements in advance of the scheduled June 2012 construction start of the NMUSA.

This is a new project in this FYs 2011-2016 program.

REPLACE COMMISSARY FACILITY

Project Requiring Additional Planning Coordination

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	27,500	0	0	0	0	27,500	27,500

\$27,500,000 (estimated project cost). This project will construct a 132,000 gross-square-foot facility to house a replacement Commissary at Ft Belvoir. This complex will consist of food display area, storage and refrigeration, administrative, emergency generator, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, site improvements and information systems. AT/FP measures will be included and access for the handicapped will be provided. A total of 650 parking spaces will be provided through surface parking. The project is proposed to meet LEED Silver standards. The replacement facility is in the vicinity of the existing facility and existing facility will be demolished as part of this project. Existing parking will be reused to reduce other parking requirements.

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

STRUCTURED PARKING, 200 AREA

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	11,800	0	11,800	11,800

\$11,800,000 (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.

TECHNICAL ENGINEER COMPLEX

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	13,400	0	0	0	13,400	13,400

\$13,400,000 (estimated total project cost). This project will construct a modified, standard-design, company operations building to include additional administrative office space, a small-size tactical equipment maintenance facility with vehicle maintenance shop, organizational equipment storage and oil storage buildings, organizational vehicle parking, open and organizational equipment storage, and connection to Energy Monitoring Control Systems (EMCS), intrusion detection systems, fire alarm and suppression and building information system. Supporting Facilities include electric services, water and gas distribution and wastewater collection lines, access road, pavements, curbs and gutters, storm drainage, site preparation and information systems. Antiterrorism/force protection measures include laminated glass windows in reinforced frames, reinforced exterior doors, security lighting, fencing, barriers, and visual screening. Access for individuals with disabilities will be provided in administrative areas. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPAAct05) features will be included. Project is proposed to meet LEED standards.

A new project in this FYs 2011-2016 program

FORT MCNAIR, MILITARY DISTRICT OF WASHINGTON
WASHINGTON, DISTRICT OF COLUMBIA

FORT MYER MILITARY COMMUNITY (FMCM)
ARLINGTON COUNTY, VIRGINIA

Note: Fort McNair and Fort Myer did not submit project submissions for this year's FCIP.

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.

Prior Funding	Budget Estimates (000 of Dollars)						Total FYs	Total	
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	2011-2016	Project Cost	
Armed Forces Retirement Home (AFRH)									
Scott Building Renovations		0	70,000	0	0	0	0	0	70,000
Master Plan		0	250	0	0	0	0	0	250
AFRH Total		0	70,250	0	0	0	0	0	70,250

Recommended

SCOTT BUILDING RENOVATIONS

Prior Funding	Budget Estimates (000 of Dollars)						Total FYs	Total
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	2011-2016	Project Cost
0	70,000	0	0	0	0	0	70,000	70,000

\$70,000,000 (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.

This project first appeared in the 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

Prior Funding	Budget Estimates (000 of Dollars)						Total FYs	Total
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	2011-2016	Project Cost
0	250	0	0	0	0	0	250	250

\$250,000 (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 77 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.

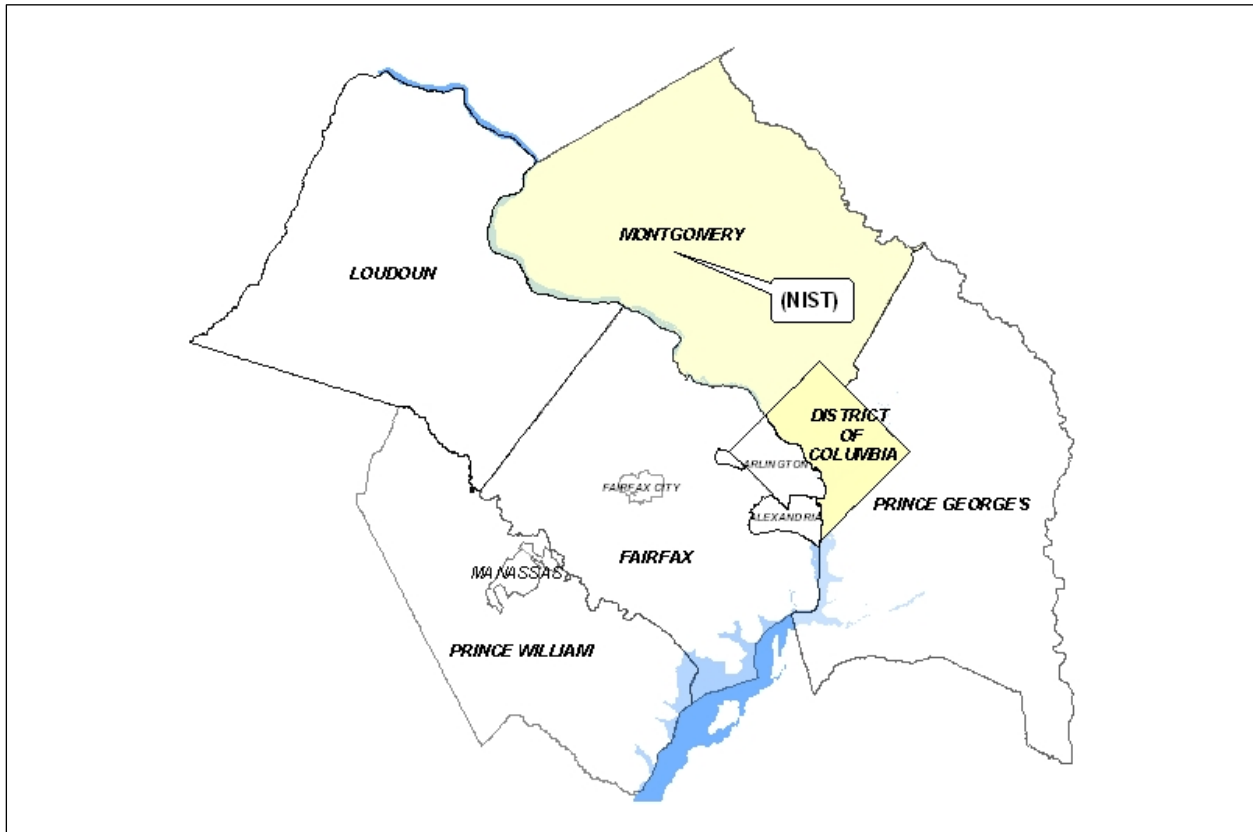
This project first appeared in the FYs 2009-2014 program.

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 Commerce

The Department of Commerce submitted one project for the proposed FCIP for FYs 2011-2016. This project is to modernize or replace existing facilities located on the National Institute of Standard's campus in Montgomery County, Maryland.

Montgomery County



Refer to page 66 for individual project numbers and titles

The estimated total cost of the project submitted by the Department of Commerce for FYs 2011-2016 is \$201,100,000. NCPC *recommends* this project and its funding as soon as fiscal and budgetary conditions permit.

Department of Commerce

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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Recommended

NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY (NIST)

1 General Purpose Laboratories Ren.	0	14,400	2,100	25,800	43,100	58,800	56,900	201,100
Department of Commerce Total	0	14,400	2,100	25,800	43,100	58,800	56,900	201,100

Recommended

NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY (NIST)

MONTGOMERY COUNTY, MARYLAND

GENERAL PURPOSE LABORATORIES RENOVATION

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	14,400	2,100	25,800	43,100	58,800	56,900	201,100	450,000

\$201,100,000 (estimated total project cost for FYs 2011-2016). This project will begin with the design and construction of swing space, which will allow NIST to vacate the first General Purpose Laboratory (GPL) (Building #220, Metrology) and begin the systematic renovation of the buildings into high performance laboratory space and related offices. Each building will be completely renovated with new systems which will significantly improve temperature, vibration, humidity and air cleanliness, new energy efficient windows and insulation in the walls and roof, and all appropriate energy conservation and sustainability features would be incorporated. It is the intention of the project to comply with Executive Order 13423. The exterior character of the buildings should remain largely intact.

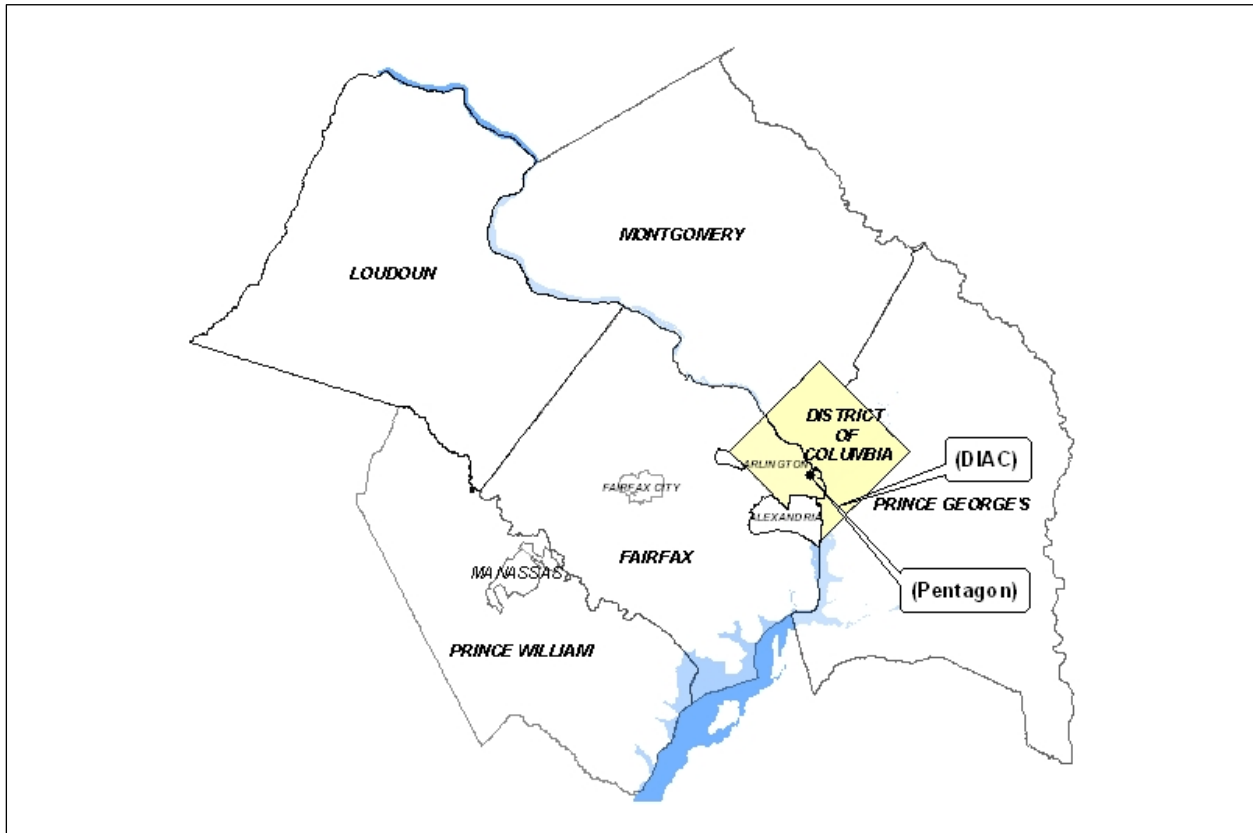
The seven GPL buildings represent a third of the NIST Gaithersburg, Maryland space inventory and range in size from 142,805 gross-square-feet to 219,654 gross-square-feet. All seven buildings were completed and occupied in 1966, are three or four stories, and have nearly identical beige brick facades. The 43 year-old GPL's support the majority of NIST's research and measurements to promote innovation and technology development, but this work is hindered by poor control of temperature, vibration and air quality as the buildings are equipped with obsolete equipment and systems.

This is a new project in the FYs 2010-2015 program.

Department of Defense

The Department of Defense submitted twelve projects for the proposed FCIP for FYs 2011-2016. These twelve projects are for new construction, modernization or replacement of existing facilities located at the Pentagon in Arlington, Virginia. Three construction projects are proposed at the Defense Intelligence Analysis Center at Bolling Air Force Base in Washington, DC.

National Capital Region



Refer to page 68 for individual project numbers and titles

The estimated total cost of the projects submitted by the Department of Defense for FYs 2011-2016 is \$511,023,000. NCPC *recommends and strongly endorses* one project, *recommends* five projects, and the remaining six projects *require additional planning coordination*.

Department of Defense

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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Recommended and Strongly Endorsed

PENTAGON

1 Pentagon Renovation	1,612,397	103,148	72,400	29,300	0	0	0	204,848
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Recommended

DEFENSE INTELLIGENCE ANALYSIS CENTER (DIAC)

2 National Defense Intelligence College	0	5,700	57,000	0	0	0	0	62,700
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PENTAGON RESERVATION MASTER PLAN/IMPLEMENTATION

3 Heliport/Motor Pool/Control Tower	644	2,547	64,355	0	0	0	0	66,929
4 Pedestrian Plaza	65	0	157	1,415	15,718	0	0	17,290
5 Secure Access Lane Remote VSF	525	4,923	0	0	0	0	0	4,923

PENTAGON RESERVATION MASTER PLAN/IMPLEMENTATION—ANCILLARY PROJECTS

6 Pentagon Screening Facilities (Metro)	259	6,473	0	0	0	0	0	6,473
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Projects Requiring Additional Planning Coordination

DEFENSE INTELLIGENCE ANALYSIS CENTER (DIAC)

7 Cooling Tower Expansion	0	230	2,300	0	0	0	0	2,530
8 Parking Structure Replacement	0	3,900	39,000	0	0	0	0	42,900

PENTAGON RESERVATION MASTER PLAN/IMPLEMENTATION—ANCILLARY PROJECTS

9 FB 2-Demolit./Remed./Site Prep	961	0	26,625	0	0	0	0	26,625
10 Pentagon Fuel Sta./Conven. Store	1,100	7,000	0	0	0	0	0	7,000
11 Pentagon Support Operations Center	0	655	2,621	65,529	0	0	0	68,805

Subtotals

Defense Intelligence Agency	0	9,830	98,300	0	0	0	0	108,130
Pentagon	1,615,951	124,773	166,158	96,244	15,718	0	0	402,893
Department of Defense Total	1,615,951	134,603	264,458	96,244	15,718	0	0	511,023

Recommended and Strongly Endorsed

PENTAGON

ARLINGTON COUNTY, VIRGINIA

PENTAGON RENOVATION

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
1,612,397	103,148	72,400	29,300	0	0	0	204,848	1,817,245

\$204,848,000 (estimated project cost during FY 2011-2016). 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 \$1,817,245,000; the project has received \$1,612,397,000 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

DEFENSE INTELLIGENCE ANALYSIS CENTER (DIAC)

BOLLING AIR FORCE BASE, DC

NATIONAL DEFENSE INTELLIGENCE COLLEGE (NDIC) MODULE EXPANSION

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	5,700	57,000	0	0	0	0	62,700	62,700

\$62,700,000 (estimated total project cost). The National Defense Intelligence College (NDIC), located at the DIA's Defence Intelligence Analysis Center (DIAC), educates future intelligence leaders in the Armed Services, the US Combatant Commands and the Departments and agencies of the intelligence and homeland security communities. The NDIC serves as the leading institution for intelligence education and research, and grants graduate and undergraduate degrees in Intelligence. To support its unique and specialized mission, the NDIC requires a multi-purpose environment featuring classrooms, libraries, and administrative spaces which meet stringent security requirements.

This project constructs a 75,000 sf addition consisting of 2 stories within 3 modules, on the west end of the existing DIAC, to house the NDIC. The expansion will retain the contemporary architectural flavor of the existing facility and will be sited to preserve the expansive vistas of the Potomac River. The addition will not affect any other existing facilities or structures.

Historic preservation issues are not applicable. NEPA documents will be completed to comply with environmental requirements. Project will comply with the requirements of EO 13423. Although not intended as a security or anti-terrorism/force protection initiative, this project will meet the requirements of UFC 4-010-01 – DoD Minimum Antiterrorism Standards for Buildings, as applicable.

A new project in this FYs 2011-2016 program.

THE PENTAGON RESERVATION

ARLINGTON COUNTY, VIRGINIA

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.

Comment: Arlington County, in its review of the July 2010 proposed FCIP, supports initiatives of the master plan to reduce impervious impacts in the area associated with this project and request participation in the review of projects in this planning process. This letter is included in Appendix D.

HELIPORT/MOTOR POOL (INCLUDING CONTROL TOWER AND FIRE STATION)

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
644	2,5740	64,355	0	0	0	0	66,929	66,929

\$66,929,000 (estimated total project cost). This project will construct a permanent facility to replace the helipad facility destroyed in the 9/11 terrorist attack on the Pentagon. This structure shall include the permanent helipad and a 1-story parking structure. The parking structure will house the pentagon motor pool. The facility shall include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; site improvements; and security measures. Limited supporting facilities include outside lighting, pavement, sidewalks, and access roads. The helipad will be designed to accommodate five CH53 helicopters, the Osprey, and all currently known helicopters as of the date of this document. It includes one concrete landing pad and space for 4 additional parked helicopters in an adjacent area. The approach zones take advantage of prevailing wind conditions and maximize available clear zones. The ability to service underground facilities by the utility companies will be provided through access grates. The helipad will be located in the existing secure north parking lot between Route 110 and the Pentagon. A parking garage will be located below the helipad. Vehicle access to the garage will be via the secure North Parking Connector Road. The garage will provide a "green" grass roof structure and house the helicopters on this roof. This facility will be screened from the surrounding roadways. Design will be in full compliance with applicable DOD, Army, and FAA flight regulations. Project is intended to comply with Executive Order 13423, Strengthening Federal Environmental, Energy and Transportation Management and/or will be designed to meet a LEED rating as a green building. Project is designed to improve security at an existing federal installation, or is part of a new anti-terrorism initiative or program.

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

PEDESTRIAN PLAZA

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
65	0	157	1,415	15,718	0	0	17,290	17,355

\$17,355,000 (estimated total project cost). The emphasis of this project is to provide enhanced and varied levels of security at the South Parking Lot, particularly addressing the standoff distance from the face of the Pentagon to the edge defined as the relocated North Rotary Road. Accommodations for vehicular and pedestrian access establish a pedestrian zone between North Rotary Road and the Pentagon that will address employees arriving and leaving the Pentagon and visitors to the Pentagon Memorial. Exterior site construction will occur to include site utilities, relocation, and improvements; security measures and enhancements; outside lighting; service vehicle road access; sidewalks; landscaping; curbs and gutters; site drainage; stormwater management; and site furnishings. Demolition and removal of asphalt, hazardous soil and waste remediation, and other environmental improvements required to accommodate the new site amenities. South Parking Pedestrian Mall improvements will include a tie-in to the Pentagon 9/11 Memorial Gateway through an extension and coordination of materials proposed for this area. Improvements to this area will extend from the face of the building along the existing South Parking area to a relocated North Rotary Road secure set-back line. Safe and secure pedestrian movement throughout this area will be provided. Service and emergency vehicle access will be available throughout the Pentagon's perimeter. All existing bus stops and routes will be relocated and modified to accommodate the Mall enhancements. Site lighting for pedestrian movement will be provided. Project is intended to comply with Executive Order 13423, Strengthening Federal Environmental, Energy and Transportation Management and/or is designed to meet a LEED rating as a green building. Project is designed to improve security at an existing federal installation, or is part of a new anti-terrorism initiative or program.

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

SECURE ACCESS LANE FACILITY (SAL) REMOTE VEHICLE SCREENING FACILITY

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
525	4,923	0	0	0	0	0	4,923	5,448

\$4,923,100 (estimated project cost during FYs 2011-2016). Permanent replacement for temporary facility that provides initial screening for trucks entering the Pentagon and meet all SAL functional requirements to include a permanent security booth and work area for staff; a restroom and decontamination shower facilities, and a kennel for trained canines. A new canopy for the truck screening area shall be provided, based upon a concept previously prepared. Restrooms shall be lighted, plumbed and ventilated, but not mechanically cooled. Given the proposed facility's adjacency to the Pentagon Memorial and the constrained site, this facility shall provide restroom facilities to visitors of the Memorial. The SAL portion of the facility shall be provided with electrical, lighting, cooling and ventilation. IT and secure communications shall be provided by WHS, but pathways within the structure are a part of the scope. Anti-terrorism/force protection measures will be incorporated in accordance with criteria prescribed in the current UFC regulations. This site lends itself to full compliance with the UFC regulations. Project is intended to comply with Executive Order 13423, Strengthening Federal Environmental, Energy and Transportation Management and/or will be designed to meet a LEED rating as a green building. Project is designed to improve security at an existing federal installation. The estimated total project cost is \$5,448,000; the project has received \$525,000 in prior funding.

This project first appeared in the FYs 2009-2014 program

THE PENTAGON RESERVATION

ARLINGTON COUNTY, VIRGINIA

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.

PENTAGON SCREENING FACILITIES (METRO and CORRIDOR 8 ENTRANCES)

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
259	6,473	0	0	0	0	0	6,473	6,732

\$6,473,000 (estimated project cost during FYs 2011-2016). The Pentagon serves as the command and control center for the armed forces. In accordance with national policy, the construction of screening facilities at the Metro and Corridor 8 entrances to the Pentagon will greatly enhance the overall security posture for the Reservation and the National Capital Region. The project will replace two temporary security check points with three permanent screening buildings. Two buildings will provide screening for visitors and employees at the Metro Entrance. A third building will provide screening for both visitors and employees at the Corridor 8 entrance. The current temporary screening structures were not designed as permanent architectural solutions to the increased screening requirements that were implemented post 9/11 at the Pentagon. State of the art facilities will support the Pentagon Police Department's additional mission requirements. These facilities will play an integral role in serving as a main security layer against an evolving and serious threat. Lessons learned from the 4 March 2010 security incident will be incorporated into this and all other Pentagon Force Protection Agency functional areas. This project will provide the full capability to screen

visitors for potentially hazardous devices prior to entry into the Pentagon while providing protection from the elements to the tens of thousands of personnel who visit the Pentagon annually.

The project will provide larger, modern structures 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 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 will be provided. Because this project will provide the proper stand-off, equipment and functional space, it will ensure the Pentagon Police Department's capability to provide force protection, security, and law enforcement to the Pentagon, employees, and visitors. The estimated total project cost is \$6,732,000; the project has received \$259,000 in prior funding.

This project first appeared in the FYs 2009-2014 program (previously titled "Pentagon Force Protection Agency (PFPA) Screening Facility (Metro)".)

Projects Requiring Additional Planning Coordination

DEFENSE INTELLIGENCE ANALYSIS CENTER (DIAC)

BOLLING AIR FORCE BASE, DC

COOLING TOWER EXPANSION

Projects Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	230	2,300	0	0	0	0	2,530	2,530

\$2,530,000 (estimated total project cost). This project is to install an additional cooling tower with an approximate capacity of 1,000 tons, adjacent to the existing DIAC powerhouse. The tower will primarily cool the existing emergency generators but will also be capable of cooling the existing chillers to support increased cooling demands of the facility.

The additional cooling capability will increase emergency generator capacity, creating additional system redundancy for continuity of mission critical operations. The additional chiller capacity will support system cooling for information technology requirements.

Historic preservation issues are not applicable. NEPA documents will be completed to comply with environmental requirements. The project will comply with requirements of Executive Order 13423. Although not intended as a security or anti-terrorism/force protection initiative, this project will meet the requirements of UFC 4-010-01—DoD Minimum Antiterrorism Standards for Buildings, as applicable.

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

PARKING STRUCTURE REPLACEMENT

Projects Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	3,900	39,000	0	0	0	0	42,900	42,900

\$42,900,000 (estimated total project cost). The existing DIA parking garage provides 936 personal vehicle, agency fleet, handicapped, carpool, vanpool and motorcycle parking spaces in direct support of the DIA workforce located at the DIAC. This project replaces the existing 300,00 square foot, three-story steel framed parking garage with a new structure of equivalent capacity within the DIAC campus.

A recent structural evaluation study has identified several critical deficiencies in the condition of the existing parking structure. Water infiltration has contributed to erosion of structural steel members and deterioration of the metal decking. Stairs do not meet code for uniformity and height of risers. Study recommendations based on an economic analysis include garage replacement in 2012.

Historic preservation issues are not applicable. NEPA documents will be completed to comply with environmental requirements. The project will comply with requirements of EO 13423. Although not intended as a security or anti-terrorism/force protection initiative, this project will meet the requirements of UFC 4-010-01—DoD Minimum Antiterrorism Standards for Buildings, as applicable.

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

THE PENTAGON RESERVATION

ARLINGTON COUNTY, VIRGINIA

FEDERAL OFFICE BUILDING 2—DEMOLITION/REMEDIATION/SITE PREPARATION

Project Requires Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
961	0	26,625	0	0	0	0	26,725	26,586

\$26,725,000 (estimated project cost during FYs 2011-2016). A 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 together with the amendments of NDAA 2002, 2005, 2008 and 2009 direct the transfer of four parcels of land, known as the Navy Annex/FB2 property, to the Secretary of the Army for use by Arlington National Cemetery (ANC). The transfer of property is to occur by January 1, 2012 with demolition of improvements beginning immediately after the transfer. The Acts require the Secretary of Defense to establish a Master Plan for the property to be transferred.

Project activities include an updated survey of the current site, definition of its property boundaries, soil conditions testing, survey and remediation of hazardous materials, and the removal of improvements. The Master Plan for the parcels to be transferred is currently being updated which will show the specific conditions and characteristics of the parcels upon transfer by January 1, 2012. A boundary survey was performed to legally define the areas to be transferred. The Navy Annex/ Federal Building Number 2 is considered of historic significance but is not of sufficient unique character to place it on the historic register. Thus, final recording of its historic features and elements will be documented prior to its actual demolition. The project will also include the exchange of property known as South Gate Road for an equal amount of land to be developed by Arlington County for a Heritage Center. Full coordination with Arlington County, Arlington National Cemetery, Fort Meyer/Henderson Hall and the residents of adjacent properties is necessary prior to any final determinations. The estimated total project cost is \$33,288,000; the project has received \$961,000 in prior funding.

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

PENTAGON FUEL STATION/CONVENIENCE STORE

Projects Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
1,100	7,000	0	0	0	0	0	7,000	8,100

\$8,100,000 (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. Project is intended to comply with Executive Order 13423, Strengthening Federal Environmental, Energy and Transportation Management and/or is designed to meet a LEED rating as a green building.

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").

PENTAGON SUPPORT OPERATIONS CENTER (PSOC)

Project Requires Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	655	2,621	65,529	0	0	0	68,805	68,805

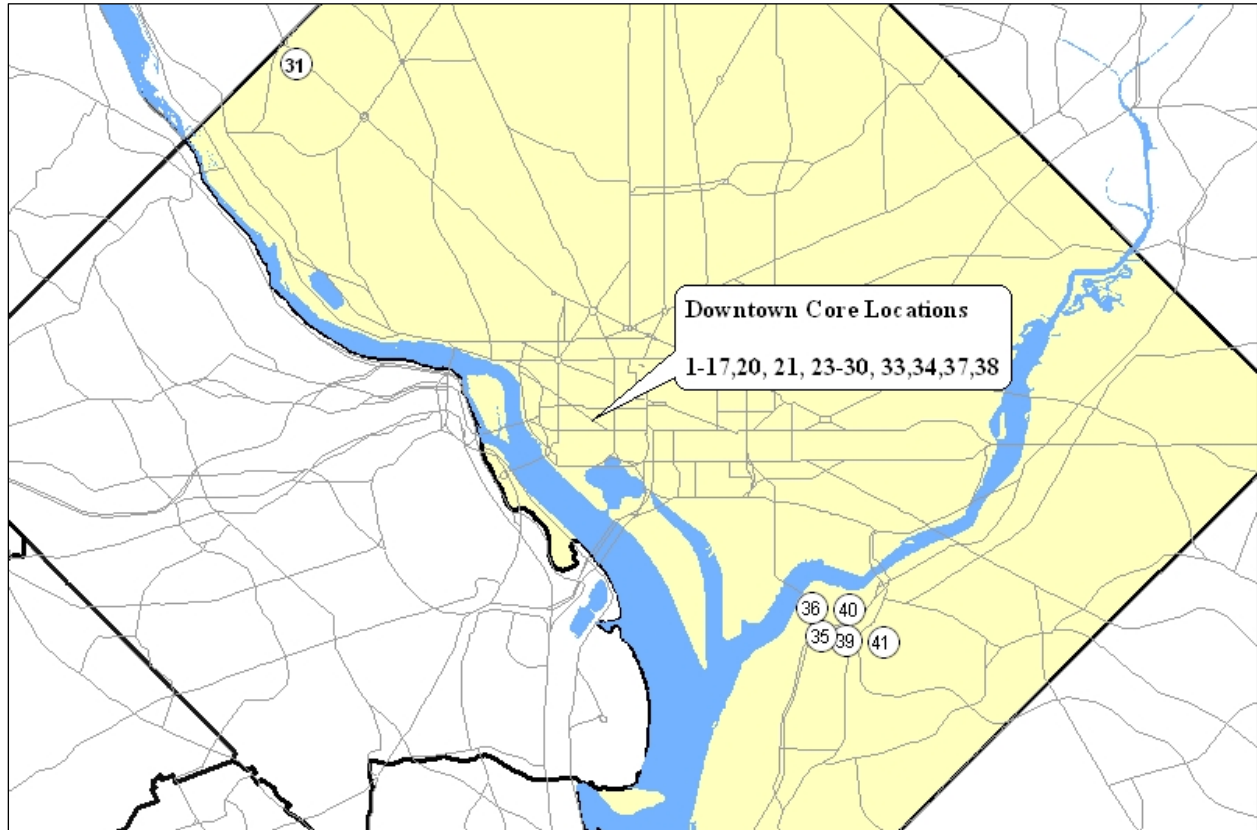
\$68,805,000 (estimated total project cost). This project provides for the construction of a complex by 2013 on two acres and in close proximity to the Pentagon. The proposed location will be adjacent to space occupied by the Pentagon Renovation (PENREN) just north of the Pentagon’s North Parking Lot. It will consolidate major force protection functions provided by 368 PFPA employees currently residing in three disparate locations (Federal Office Building II (FOB II), Rosslyn, and Crystal City); FOB II is scheduled to be turned over to Arlington National Cemetery in 2011. Specifically, the complex will include facilities housing PFPA’s extensive training program for law enforcement officers, threat analysis and threat investigations, criminal investigations, K-9 explosive detection and training, emergency operations, anti-terrorism/force protection functions, and the headquarters for our extensive CBRNE program. It will also consolidate physical security construction and maintenance functions currently residing in the PENREN complex. The project will include a 15-point firing range, interview rooms, kennels to house up to 25 dogs, the PFPA emergency operations center, and required Secure Compartmented Information Facilities (SCIF). Its proximity to the Pentagon will maintain a five minute response time for PFPA police officers, K-9 units, and investigators located in the complex. Project is intended to comply with Executive Order 13423, Strengthening Federal Environmental, Energy and Transportation Management and/or will be designed to meet a LEED rating as a green building. A feasibility study to refine requirements is targeted for award FY10.

This project first appeared in the FYs 2009-2014 program. Project previously titled, "Pentagon Force Protection Agency Security Complex" in the FYs 2009-2014 and 2010-2015 programs.

General Services Administration

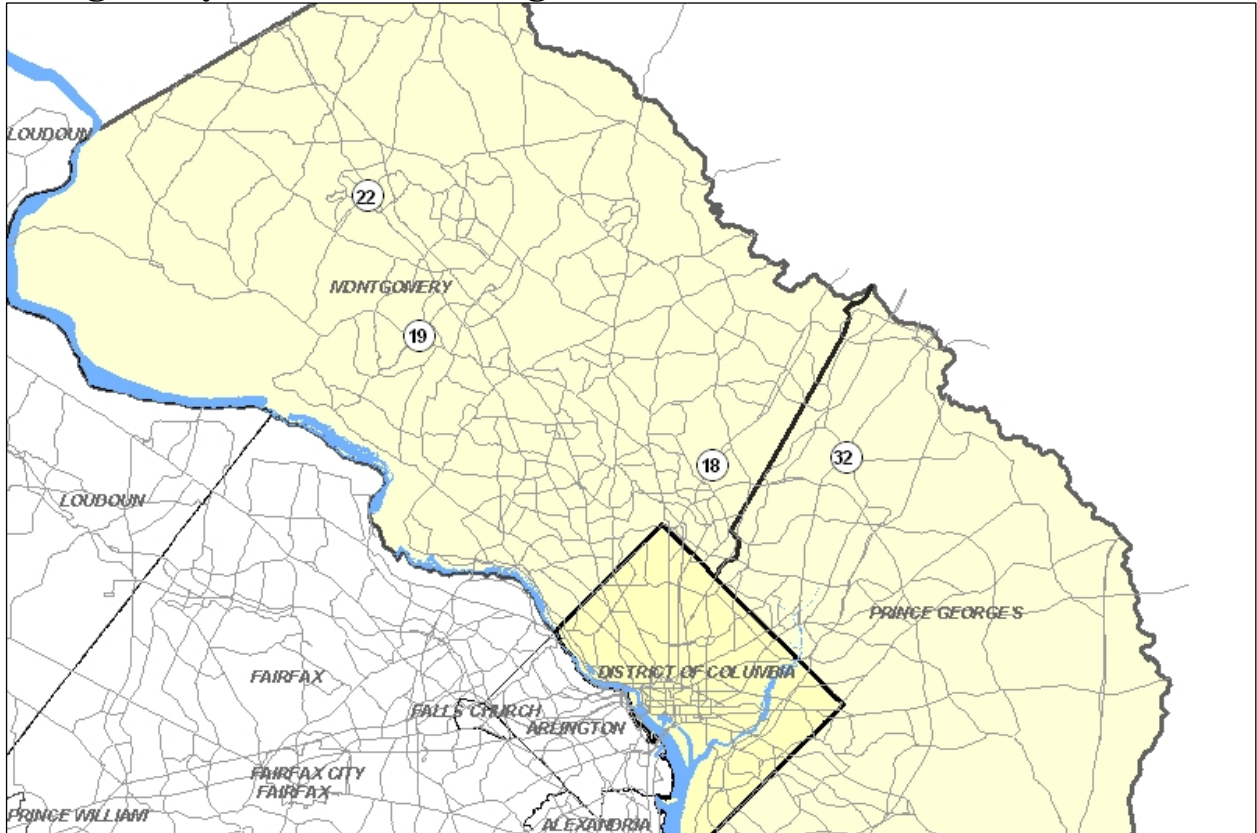
The General Services Administration (GSA) submitted forty proposed projects for the FCIP for FYs 2011-2016. These projects consist of new facilities, modernization projects and infrastructure projects for facilities throughout the region. Note that GSA leases space and provides other real property services to other federal agencies, so their submissions are for facilities used by agencies that have submitted projects included elsewhere in the FCIP.

District of Columbia



Refer to page 79 for individual project numbers and titles

Montgomery and Prince George's Counties



Refer to page 79 for individual project numbers and titles

The estimated total cost of the forty projects submitted by the General Services Administration for FYs 2011-2016 is \$3,242,456,000. NCPC recommends and strongly endorses eighteen of these projects and considers them critical to strategically advancing Commission and local planning policies and initiatives as well as other important federal interests. NCPC further recommends twenty of these projects and the funding of these projects as soon as fiscal and budgetary conditions permit. The remaining two projects require additional planning coordination.

General Services Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended and Strongly Endorsed</i>								
1 Commerce, Herbert C. Hoover Bldg.	0	0	0	97,041	106,607	0	0	203,648
2 HHS, Hubert Humphrey Building	0	0	0	61,000	0	0	0	61,000
3 Labor, Frances Perkins Bldg.	0	0	0	90,000	0	111,000	0	201,000
4 Dept. of State, Harry S Truman Bldg.	4,629	53,000	54,700	0	0	0	0	107,700
5 Department of the Interior Building	0	51,500	50,400	0	0	0	0	101,900
6 E. Barrett Prettyman U.S. Courthouse	0	0	63,500	63,000	48,000	50,500	0	225,000
7 Federal Office Building 8*	0	0	0	0	0	0	0	0
8 Federal Office Building 10A	0	0	0	27,060	0	76,240	0	103,300
9 Federal Trade Commission Bldg*.	0	0	0	0	0	0	0	0
10 GSA, National Office Building	0	0	0	0	0	0	0	0
11 GSA, Regional Office Building	0	0	0	0	0	0	0	0
12 Internal Revenue Service Bldg.*	0	0	0	0	0	0	0	0
13 J. Edgar Hoover Building	0	0	0	0	69,000	0	0	69,000
14 Lafayette Building Modernization	0	116,808	0	9,000	0	0	0	125,808
15 Mary E. Switzer Building	68,241	0	0	0	0	0	0	0
16 St. Elizabeths West – DHS Consol.	0	293,600	295,000	265,000	275,000	0	0	1,128,600
17 St. Elizabeths West Campus Infra.	6,444	63,300	4,000	2,000	0	0	0	69,300
18 SE Federal Center Remediation	15,000	15,000	0	0	0	0	0	15,000
19 Wilbur J. Cohen Building	0	0	0	0	0	24,000	0	24,000
20 U.S. FDA Consolidation	179,000	395,300	57,000	164,300	0	0	0	452,300
<i>Recommended</i>								
21 Consumer Products Safety Comm.*	0	0	0	0	0	0	0	0
22 Forrestal Building Modernization*	0	0	0	0	0	0	0	0
23 Robert C. Weaver Bldg., HUD	0	0	0	50,000	0	127,000	0	177,000
24 Life and Safety, DOE Germantown*	0	0	0	0	0	0	0	0
25 Life and Safety, HUD	0	11,200	0	0	0	0	0	11,200
26 Life and Safety, FOB 10A*	0	0	0	0	0	0	0	0
27 Life and Safety, Francis Perkins*	0	0	0	0	0	0	0	0
28 Life and Safety, IRS	0	18,000	0	0	0	0	0	18,000
29 Life and Safety, J. Edgar Hoover*	0	0	0	0	0	0	0	0
30 Life and Safety, Postal Square*	0	0	0	0	0	0	0	0
31 HOTD II Steam Distribution*	0	0	0	0	0	0	0	0
32 National Courts Windows*	0	0	0	0	0	0	0	0
33 Nebraska Avenue Complex*	52,835	0	0	0	0	0	0	0
34 Southern Maryland Courthouse	0	27,400	0	0	0	0	0	27,400
35 West Wing Utility Plant Replace	15,300	121,000	6,245	88,272	57,663	0	0	273,180
36 East Wing Utility Plant Replacement	0	16,200	0	0	0	0	0	16,200
37 West Wing Interior Construction	0	0	80,200	0	0	0	0	80,200
38 East Wing Interior Design	0	0	8,100	0	0	0	0	8,100
<i>Projects Requiring Additional Planning Coordination</i>								
39 St. Saint Elizabeths Hwy Interchange Construction West Campus	0	0	33,000	0	0	0	0	33,000
40 St. Elizabeths West Campus Ext.*	0	0	0	0	0	0	0	0
41 St. Elizabeths MLK Avenue Site*	0	0	0	0	0	0	0	0
GSA Total	341,449	928,300	762,708	655,101	507,607	388,740	0	3,242,456

* The agency anticipates that funding will be requested for these projects during FYs 2011-2016.

ALL PROJECTS ARE LOCATED IN WASHINGTON, DISTRICT OF COLUMBIA UNLESS OTHERWISE 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	97,041	106,607	106,607	0	203,648	203,648

\$203,648,000 (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*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	61,000	0	0	0	61,000	61,000

\$61,000 (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*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	90,000	0	111,000	0	201,000	201,000

\$201,000,000 (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*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
4,629	53,000	54,700	0	0	0	0	107,700	112,329

\$107,700,000 (estimated project cost during FYs 2011-2016). 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 \$112,329,000; 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	51,500	50,400	0	0	0	0	101,900	101,900

\$101,900,000 (estimated project cost during FYs 2011-2016). 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	63,500	63,000	48,000	50,500	0	225,000	225,000

\$225,000,000 (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.

FEDERAL OFFICE BUILDING 8 MODERNIZATION*

Recommended and Strongly Endorsed

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

(Estimated project costs are to be determined). The project will completely renovate the 545,000 gross-square-foot 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	27,000	0	76,240	0	103,300	103,300

\$103,300,000 (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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	0	0	0

\$ (Estimated 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	0	0	0

\$0 (estimated total project cost are to be determined). 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	0	0	0

\$ (Project costs are to be determined). 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	0	0	0

(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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	69,000	0	0	69,000	205,910

\$69,000,000 (estimated project cost during FYs 2011-2016). 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	116,808	0	9,000	0	0	0	125,808	125,808

\$125,808,000 (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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
50,881	0	0	0	0	0	0	0	119,122

\$119,122,000 (estimated total project cost). 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.

SAINT ELIZABETHS WEST CAMPUS—DHS CONSOLIDATION*

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	293,600	295,000	265,000	275,000	0	0	1,128,600	1,361,500

\$1,128,600,000 (estimated project cost during FYs 2011-2016). 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.”

Comment: The DHS Headquarters consolidation at Saint Elizabeths is one of the federal government’s largest capital projects in the region in many years. It offers the opportunity to provide greatly improved and secure government operations, retain federal employment in the District of Columbia and could be the catalyst for significant community and economic development. However, the scale of the project and its program requirements, as well as the sensitive historic, cultural and environmental resources on and adjacent to the property, have led to significant, lengthy interactions involving many federal, state and regional agencies, private and non-profit organizations and citizens to identify appropriate measures to address transportation, historic preservation, environmental, access and other concerns. One of the key measures was shifting some of the proposed development from the federally-controlled West Campus to the District of Columbia – controlled East Campus.

At its January 8, 2009 meeting, the Commission approved the West Campus portion and commented favorably on the transportation improvements and East Campus portion of the Final Master Plan for the Department of Homeland Security Headquarters Consolidation at St. Elizabeths, subject to a number of conditions, which include compliance with the information and mitigation measures from the November 2008 Final Environmental Impact Statement, obtaining the necessary review and approvals to construct a west access road; and completing further Section 106 consultations and undertaking various actions related to historic preservation. Further, an amendment to the Final Master Plan must be provided for NCPC review for the East Campus Portion of the DHS Headquarters Consolidation. In addition, further review – and more detailed conditions - will occur for various phases of development. GSA is currently working with DHS and many federal and local agencies and other stakeholders to fulfill the requirements of the master plan approval. Development of the DHS Headquarters in accordance with the master plan conditions would realize many of the projects’ opportunities, while addressing its impacts and therefore, the Saint Elizabeths West-DHS Consolidation and West Campus Infrastructure (listed below) projects are now categorized as *recommended and strongly endorsed*, rather than the previous designation as *requiring additional planning coordination*.

At its May 7, 2009 meeting, NCPC commented favorably on the concept design for the U.S. Coast Guard Headquarters Building and parking garage as Phase 1a of the Department of Homeland Security Headquarters at St. Elizabeths West Campus, noting that approval of the Final Master Plan is contingent upon GSA’s ability to construct the west access road connecting Firth Sterling Avenue, SE to the modified Malcolm X Avenue, SE/I-295 Interchange, through the Shepherd Parkway. The Commission recommended that in further development of the design for Phase 1, GSA conduct further studies addressing building facades, landscape design and parking garage design, and conduct additional Section 106 consultation related to the location of the security fencing

SAINT ELIZABETHS WEST CAMPUS INFRASTRUCTURE

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
6,444	63,300	4,000	2,000	0	0	0	69,300	292,244

\$69,300,000 (estimated project cost during FYs 2011-2016). 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 \$261,544,000; the project has received \$6,444,000 in prior funding.

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

Comment: See comment section for previous project.

SOUTHEAST FEDERAL CENTER REMEDIATION

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
15,000	15,000	0	0	0	0	0	15,000	30,000

\$15,000,000 (estimated project cost during FYs 2011-2016). 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 \$30,000,000; 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	24,000	0	24,000	185,000

\$185,000,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate 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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
179,000	395,300	57,000	164,300	0	0	0	452,300	631,300

\$222,869,000 (estimated project cost during FYs 2010-2015). 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 \$631,300,000; 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.
- December 4, 2008: NCPC approved preliminary and final site and building plans for the Southeast Parking Garage at the Food and Drug Administration, White Oak Campus in Montgomery County, Maryland.

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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

(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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

\$(Project cost to be determined). 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	50,000	0	127,000	0	177,000	177,000

\$177,000,000 (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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

\$0 (estimated total project cost TBD).

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

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

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	11,200	0	0	0	0	0	11,200	11,200

\$11,200,000 (estimated total project cost).

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

FEDERAL OFFICE BUILDING 10A, FIRE AND LIFE SAFETY SYSTEMS

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	1,200

\$1,200,000 (estimated total project cost).

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

FRANCES PERKINS BUILDING, FIRE AND LIFE SAFETY SYSTEMS

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	15,600	0	0	0	0	0	15,600	15,600

\$15,600,000 (estimated total project cost).

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

INTERNAL REVENUE SERVICE BUILDING, FIRE AND LIFE SAFETY SYSTEMS

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	18,000	0	0	0	0	0	18,000	18,000

\$18,000,000 (estimated total project cost).

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

J. EDGAR HOOVER BUILDING, FIRE AND LIFE SAFETY SYSTEMS

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	21,800	0	0	0	0	0	21,800	21,800

\$21,800,000 (estimated total project cost).

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

POSTAL SQUARE, FIRE AND LIFE SAFETY SYSTEMS

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	17,000

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

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

HOTD II STEAM DISTRIBUTION TUNNELS*

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

(Estimated project costs during FYs 2010-2015 to be determined). 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.

NATIONAL COURTS WINDOW REPLACEMENT*

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

(Estimated project costs 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*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
52,835	0	0	0	0	0	0	0	0

(Estimated project costs 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.

**SOUTHERN MARYLAND COURTHOUSE ANNEX
PRINCE GEORGE'S COUNTY, MARYLAND***Recommended*

<u>Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>2011-2016</u>	<u>Project Cost</u>
0	27,400	0	0	0	0	0	27,400	27,400

\$27,400,000 (estimated project cost during FYs 2011-2016) 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 City of Greenbelt, in its review of the July 2010 proposed FCIP, has stated its interest in this project and working closely with GSA on the development process and LEED certification. This letter is included in Appendix D.

WEST WING UTILITY PLANT REPLACEMENT*Recommended*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
15,300	121,000	6,245	88,272	57,663	0	0	273,180	288,480

\$288,480,000 (estimated project cost during FYs 2011-2016). 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. The estimated total project cost is \$288,480,000; the project has received \$15,300,000 in prior funding.

This project first appeared in the FY 2008-2013 program.

EAST WING UTILITY PLANT REPLACEMENT

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	16,200	0	0	0	0	0	16,200	16,200

\$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 project first appeared in the FYs 2010-2015 program.

WHITE HOUSE WEST WING-INTERIOR CONSTRUCTION

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	80,200	0	0	0	0	80,200	80,200

\$80,200,000 (estimated total project cost). This project is for interior construction related to the infrastructure system replacement.

This is a new project in the FY 2011-2016 program.

WHITE HOUSE EAST WING-INTERIOR DESIGN

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	8,100	0	0	0	0	8,100	8,100

\$8,100,000 (estimated total project cost). This project is for interior design related to the infrastructure system.

A new project in this FY 2011-2016 program.

Projects Requiring Additional Planning Coordination

SAINT ELIZABETHS HIGHWAY INTERCHANGE CONSTRUCTION WEST CAMPUS

Projects Requiring Additional Planning Coordination

Prior Funding	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total FYs 2010-2015	Total Project Cost
0	0	0	33,000	0	0	0	33,000	33,000

\$33,000,000 (estimated project cost during FYs 2011-2016). This project will construct a new interchanges at the west campus of St. Elizabeths and Shepard Parkway.

A new project in this FY 2011-2016 program.

SAINT ELIZABETHS WEST CAMPUS EXTENSION/SITE ACQUISITION

Project Requiring Additional Planning Coordination

Prior Funding	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total FYs 2010-2015	Total Project Cost
0	0	0	0	0	0	0	0	3,500

\$3,500,000 (estimated project cost during FYs 2011-2016). 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.

Comment: Connecting Firth Sterling Avenue, SE to the modified Malcolm X Avenue, SE / I-295 Interchange, through the Shepherd Parkway is a component of the DHS consolidation at Saint Elizabeths West Campus Consolidation, and a condition of the master plan approval. Key environmental and planning studies have been and are currently being completed and discussions are continuing with other federal agencies, including the National Park Service, the federal agency with management responsibility for Shepherd Parkway. Following resolution of these discussions, this project is anticipated to move from requiring *additional planning coordination* to *recommended and strongly endorsed*.

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

Projects Requiring Additional Planning Coordination

Prior Funding	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total FYs 2010-2015	Total Project Cost
0	0	0	0	0	0	0	0	500

\$500,000 (estimated total project cost). This project will include site acquisition of 1 acre of DC’s East Campus along Martin Luther King Jr. Avenue.

This project first appeared in the FY 2009-2014 program.

Comment: This proposal is at an early planning stage and there are no master plans yet developed for this site; therefore, it is listed as *requiring additional planning coordination*.

Department of Health and Human Services

The Department of Health and Human Services submitted ten proposed projects for the FCIP for FYs 2011-2016. These projects are to modernize existing research facilities and the construction of new laboratory space and parking structures. All projects are located on the National Institutes of Health campus in Montgomery County, Maryland.

Montgomery County



Refer to page 97 for individual project numbers and titles

The estimated total cost of the ten projects submitted by the Department of Health and Human Services for FYs 2011-2016 is \$1,184,800,000. NCPC *recommends* the funding of all these projects.

Department of Health and Human Services

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended</i>								
NATIONAL INSTITUTES OF HEALTH (NIH)								
1 Animal Research Center/Vivarium	17,300	0	22,000	346,800	0	0	0	368,800
2 Building 29A/29B Renovation	0	0	0	0	0	60,400	0	60,400
3 Clinical Center (Bldg 10) Renovation	0	0	0	0	19,600	176,400	0	196,000
4 Emergency Power CIT Data Center	13,000	0	8,000	0	0	0	0	8,000
5 Laboratory M, South Quad	0	0	0	3,000	0	144,200	0	147,200
6 Laboratory N, South Quad*	0	0	0	2,100	0	150,400	0	152,500
7 Laboratory P, South Quad	0	0	0	4,000	0	159,500	0	163,500
8 Patient Rehab Med. Addition to CRC	0	0	0	0	0	0	3,300	3,300
9 South Quad Parking Facility	0	0	0	0	0	1,100	40,000	41,100
10 South Quad Utility Expansion	0	0	0	0	0	44,000	0	44,000
DHHS Total	30,600	0	30,000	355,900	19,600	736,000	43,300	1,184,800

Recommended

NATIONAL INSTITUTES OF HEALTH (NIH)

MONTGOMERY COUNTY, MARYLAND

ANIMAL RESEARCH CENTER / CENTRAL VIVARIUM

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
17,300	0	22,000	346,800	0	0	0	368,800	386,100

\$368,800,000 (estimated project cost during FYs 2011-2016). 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 \$386,100,000; the project has received \$17,300,000 in prior funding.

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

BUILDING 29A/29B RENOVATION

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	60,400	0	60,400	TBD

\$60,400,000 (estimated project design cost during FYs 2011-2016). This project is to renovate Buildings 29A and 29B. The mechanical system controls in Building 29A are the original components that were installed in 1963, and they have exceeded their useful life expectancy. They must be repaired before NIH's pre-clinical research programs reoccupy the buildings after the FDA/CBER programs vacate the facility. Renovations will include mechanical, electrical, and other system upgrades to comply with AAALAC guidelines and other applicable regulations, codes, and standards. Building 29B is newer, and will require relatively minor renovations prior to being reoccupied. 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.

A new project in this FYs 2011-2016 program

CLINICAL CENTER (BUILDING 10) RENOVATION OF THE E WING

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	19,600	176,400	0	196,000	196,000

\$196,000,000 (estimated total project cost). The Clinical Center houses the hospital and the Core Clinical Research Program's research laboratories and clinical offices for the physicians who have direct patient care responsibility. The renovation includes floors 2-14 of the E Wing, and will provide the laboratories and clinical offices needed to complete the translation of scientific discoveries into new clinical treatments for a broad range of diseases, including new cancer treatments, vaccines for emerging infectious diseases, neurological diseases, diabetes, and obesity. The renovation includes complete replacement of existing infrastructure and program areas. 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.

A new project in this FYs 2011-2016 program

EMERGENCY/BACK UP POWER CIT DATA CENTER

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
13,000	0	8,000	0	0	0	0	8,000	29,730

\$8,000,000 (estimated project cost during FYs 2011-2016). 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 project has received \$13,300,000 in prior funding and 8,730,000 in ARRA funding.

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

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	3,000	144,200	0	0	147,200	TBD

\$147,200,000 (estimated project design cost during FYs 2011-2016). This project calls for designing and constructing an 184,000 gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment, and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

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

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	2,100	0	150,400	0	152,500	TBD

\$152,500,000 (estimated project design cost during FYs 2011-2016). 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.

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

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	4,000	0	159,500	0	163,500	TBD

\$165,500,000 (estimated project design cost during FYs 2011-2016). 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.

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

PATIENT REHAB MEDICINE ADDITION TO CRC

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	3,300	3,300	24,000,000

\$3,300,000 (estimated project cost during FYs 2011-2016) This project will consist of an addition to the Northeast portion of the Clinical Research Center (Building 10 CRC) totaling 24,000 gross square feet. It will include locker rooms, exercise treatment rooms, and a half court gymnasium for the use of hospital patients. Similar treatment areas were previously housed within Building 10, but those spaces are being renovated to house new mechanical systems. Funding requested is for planning and design. 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.

A new project in this FYs 2011-2016 program

SOUTH QUAD PARKING FACILITY

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	1,100	40,000	41,100	41,100

\$41,100,000 (estimated total project cost). 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.

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

SOUTH QUAD UTILITY EXPANSION

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	44,000	0	0	44,000,000

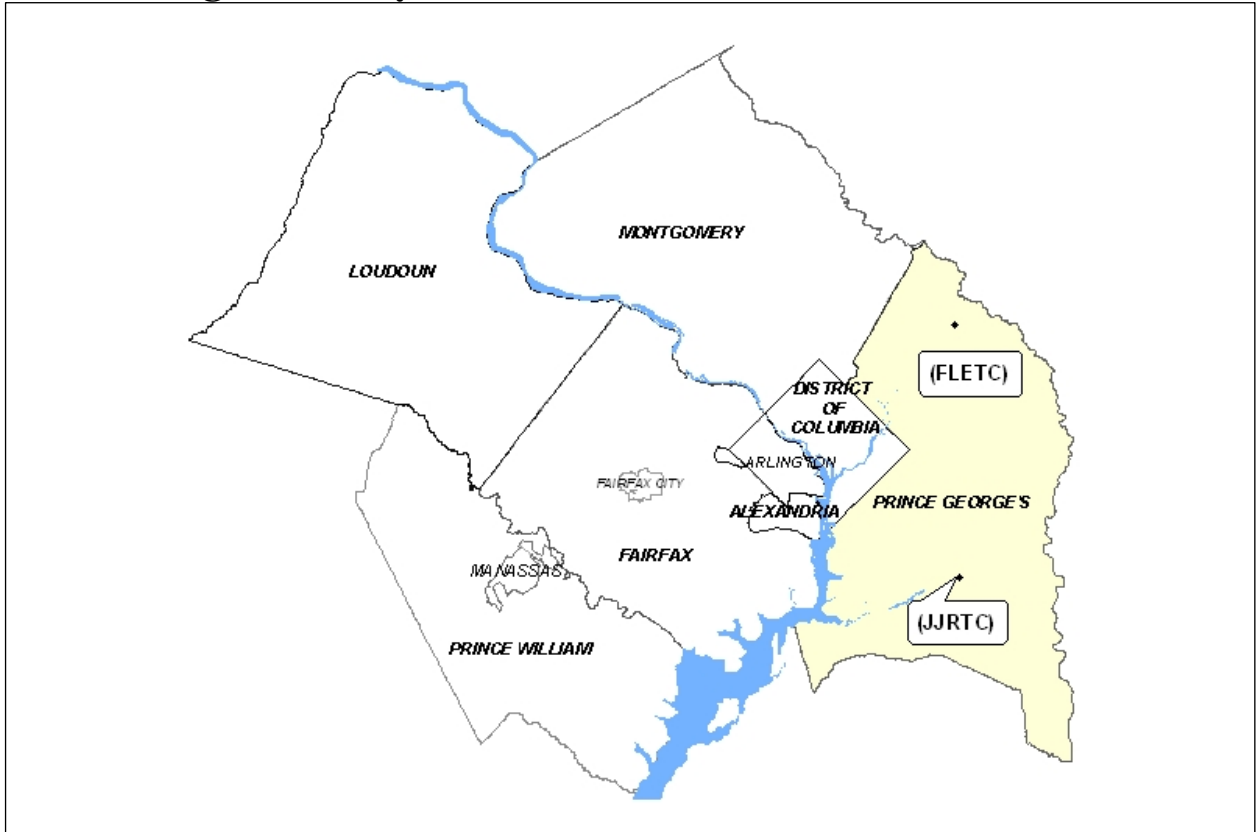
\$44,000,000 (estimated total project cost) This project calls for the design and construction of a new steam generating boiler system, with a capacity of 200,000 pounds per hour, and a chiller system to support the new Center for the Biology of Disease (CBD). The CBD would be located in the south-quadrant of the Bethesda campus consistent with the recommendations of the approved NIH Master Plan. This project is required to provide the space, heating equipment and systems required to support current and projected facilities in the south-quadrant of the NIH Bethesda to include Phase II of the Porter Neuroscience Research Center, the new Central Vivarium, and the CBD. The 1992 and 2002 Master Utility Plans (MUP) evaluated different boiler schemes for providing the heating needs of the NIH Bethesda Campus. These evaluations considered different size boilers and their locations. Installation of a new central 200,000 pound per hour boiler as part of the Power Plant Complex, Building 11 was identified as the best value option. Centrally installed boilers and chillers reduce the level of capacity redundancy if such systems were installed at each new facility and provides operational and maintenance advantages. 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.

A new project in this FYs 2011-2016 program

Department of Homeland Security

The Department of Homeland Security submitted seven proposed projects for the FCIP for FYs 2011-2016. All projects are located on the agency's campuses in Prince George's County, Maryland.

Prince George's County



Refer to page 102 for individual project numbers and titles

The estimated total cost of the seven projects submitted by the Department of Homeland Security for FYs 2011-2016 is \$7,584,000. NCPC *recommends* five of these projects with the remaining two projects *requiring additional planning coordination*.

Department of Homeland Security

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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Recommended

FEDERAL LAW ENFORCEMENT TRAINING CENTER (FLETC)

1 Building 1A/B Demolition	360	0	0	1,856	0	0	0	1,856
2 Building 1 Renovation	719	4,520	0	0	0	0	0	4,520
3 Demolition Building 230	0	1,208	0	0	0	0	0	1,208

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

4 Perimeter Security Upgrade	0	0	0	0	0	0	0	0**
5 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)

6 Merletti Classroom Building Annex	0	0	0	0	0	0	0	0*
7 White House Mock-up	0	0	0	0	0	0	0	0*

DHS Total	1,079	5,728	0	1,856	0	0	0	7,584
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Subtotals

FLETC	1,079	5,728	0	1,856	0	0	0	7,584
USSS, JJRTC	0	0	0	0	0	0	0	0
DHS Total	1,079	5,728	0	1,856	0	0	0	7,584

* 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 2011-2016.

Recommended

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

BUILDING 1A, 1B DEMOLITION

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
360	0	0	0	1,856	0	0	1,856	0

\$1,855,560 (estimated project cost during FYs 2011-2016). This project calls for an existing three-story brick masonry and concrete multi-purpose warehouse building that totals approximately 39,900 square feet. The building is in severe disrepair and the space is needed for parking and green space once building #1 is renovated. The structure currently houses the site's Information Technology Systems which is planned to be relocated to building 1. The interior of the building was abated for lead and asbestos during 2003.

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 project first appeared in the FYs 2006-2011 program.

BUILDING #1 RENOVATION

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
719	4,520	0	0	0	0	0	4,520	5,239

\$4,519,881 (estimated project cost during FYs 2011-2016). This project calls for the renovation of a pre-existing two-story brick masonry office building with a basement that totals 14,900 square feet. The building will serve as the main administrative office building to support the 247-acre training center. It will also house the sites Information Technology Systems; relocating from building 1A. 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, supervisory personnel, and support staff of 18, who are currently housed in Buildings 32, 100, and 101.

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 \$719,000 in prior funding; the estimated total project cost is \$5,238,881

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

DEMOLITION BUILDING 230*Recommended*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	1,208	0	0	0	0	1,208	1,208

\$1,207,953 (estimated project cost during FYs 2011-2016). This project calls for the demolition of a pre-existing four story, type II, unprotected building with a basement that totals 52,800 square feet. The building is in poor shape with asbestos containing building material and lead based paint throughout. FLETC conducted a facility wide environmental assessment that was completed in 2001.

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

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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

(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*

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	0	0	0	0	0

(Project costs to be determined.) This project provides for the upgrades of all primary infrastructure systems (natural gas, water distribution, sanitary, and electrical distribution), to meet current demands and to allow for campus facility growth. Existing campus infrastructure is in need of frequent repair, is inadequate, does not exist in locations identified for future construction, and cannot support any additional loads. Upgrades have been identified for all major systems to enhance them or extend them to newly proposed project sites.

The primary work proposed will extend gas lines, increase water line pressure through a series of pumps, add sewer lines and pumping stations, and develop loop capabilities for the electrical distribution system. Design and construction will be required for this activity.

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

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

MERLETTI CLASSROOM BUILDING AUDITORIUM ANNEX

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	0	0	6,516*

\$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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	0	0	0	3,360*

\$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

Department of the Interior

The Department of the Interior has submitted no proposed projects for the FCIP for FYs 2011-2016.

PROPOSED MONUMENTS AND MEMORIALS

The capital projects listed below are planned for construction 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 percent of the estimated cost of construction to offset the cost of perpetual maintenance and preservation of the commemorative work. Most commemorations are located in parks and on 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 \$120,000,000; 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, SW. Eisenhower was a five star General in the U.S. Army, first supreme commander of NATO, and the thirty-fourth President of the United States. The estimated project cost is \$90-110,000,000.

UKRAINIAN VICTIMS OF MANMADE FAMINE MEMORIAL

A memorial commemorating the manmade famine inflicted on the Ukrainian people during 1932 and 1933, will be constructed on a 3,800-square-foot triangle bounded by F Street, Massachusetts Avenue, and North Capitol Streets NW. Known as the Holodomor, this memorial will educate the public and develop awareness about how the tragedy affected the Ukrainian people. Cost estimates have not yet been determined.

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 a diplomat. 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 will 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.

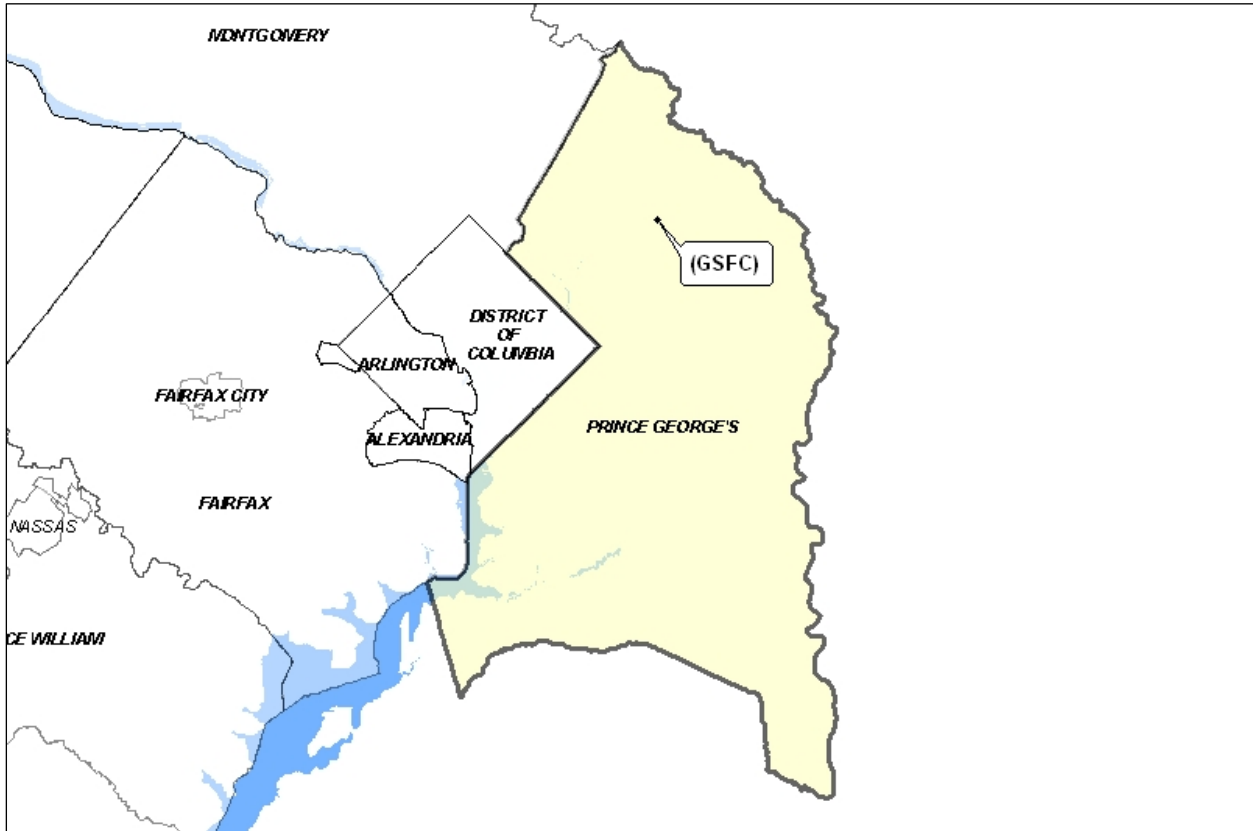
VIETNAM VETERANS MEMORIAL CENTER

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 an 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

The National Aeronautics and Space Administration (NASA) submitted nine projects for the proposed FCIP for FYs 2011-2016. These projects consist of new facilities, modernization projects and infrastructure repairs at its campus in Prince George's County, Maryland.

Prince George's County



Refer to page 110 for individual project numbers and titles

The estimated total cost of the program submitted by NASA for FYs 2011-2016 is \$388,989,000. NCPC *recommends* all projects submitted.

National Aeronautics and Space Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended</i>								
GODDARD SPACE FLIGHT CENTER (GSFC)								
1 Chiller Plant Reliability Upgrade	0	0	282	4,700	0	0	0	4,982
2 Construct Flight Projects Building	0	2,510	36,900	4,800	0	0	0	44,210
3 Construct System Devlpmnt. Facility	0	0	0	1,308	42,500	43,600	44,700	132,108
4 Logistics Facility Upgrade	0	0	612	10,200	0	0	0	10,812
5 Repair Domestic Water/Sewer	0	0	0	0	0	72	1,200	1,272
6 Repair/Replace Roofs	1,800	1,185	990	997	603	80	500	4,355
7 Restore Building 26	1,100	14,000	0	0	0	0	0	14,000
8 Site Utilities Upgrade/Steam Dist.	23,500	4,000	0	0	0	0	0	4,000
9 Space Exploration/Education Center	0	0	0	0	14,700	0	158,550	173,250
NASA Total	26,400	21,695	38,784	22,005	57,803	43,752	204,950	433,920

Recommended

GODDARD SPACE FLIGHT CENTER (GSFC)

PRINCE GEORGE'S COUNTY, MARYLAND

CHILLER PLANT RELIABILITY UPGRADE

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	282	4,700	0	0	0	4,982	4,982

\$4,982,000 (estimated total project cost). This project will install chilled water lines between the Building 31 Chiller Plant and the west campus distribution system, to allow Buildings 34 and the new Flight Projects Building to be supplied with chilled water from either plant. It will add a chiller to the spare bay in the Building 31 Plant, as well as associated equipment such as cooling tower fill and fans, pumps, piping, and controls. This will allow both the west and east chiller plants to operate at N+2 redundancy.

At present, the project qualifies as a Categorical Exclusion (CatEx) under NEPA per 14 CFR 1216.305 (d) (7) minor construction of new facilities including rehabilitation, modification, and repair. During the planning phase of the project an environmental checklist will be prepared and the final CatEx determination will be made. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope and location, will need to be reevaluated to determine if other NEPA documentation will be required.

This project first appeared in the FYs 2009–2014 program under the title "Power Plant Expansion".

CONSTRUCT FLIGHT PROJECTS BUILDING

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	2,510	41,700	0	0	0	0	44,210	44,210

\$44,210,000 (estimated total project cost). This project provides for the design and construction of a 97,000-gross-square-foot office building to relocate Flight Projects Directorate-Code 400 from retrofitted warehouse space. The Flight Projects Building will house approximately 250 personnel, including approximately 33 Code 101-Project Proposal personnel from buildings 86 and 8. The new building is intended to be multi-story, with maximum re-configurable space in an envelope to complement its surroundings. The proposed site is in the vicinity of the current Building 16 Complex, comprising 016 (two-story brick office building), 016W (warehouse/office structure), 016A (Gas Cylinder Storage Bldg), 016B (Ordnance Bldg), and 086 (Project Support Facility). Consistent with the GSFC Master Plan, the 16 Complex is slated for demolition to support this project and other related projects. After the building is occupied, activities will remove a footprint equal to 222,464 gross-square-feet. This project will be constructed to achieve a LEED Silver rating.

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

CONSTRUCT SYSTEMS DEVELOPMENT FACILITY

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	1,308	42,500	43,600	44,700	132,108	178,000

\$178,000,000 (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 in the center. Implementation strategy will be phased out through several fiscal years starting in FY 13.

Presently, the project requires the preparation of an Environmental Assessment (EA) under NEPA per 14 CFR 1216.305 (b) (6) Major construction of facilities. During the planning phase of the project an environmental checklist will be prepared and the final determination will be made. Based on the results of the EA either a Finding of No Significant Impact (FONSI) or a Notice of Intent (NOI) to prepare an EIS will be prepared. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope and location, will need to be reevaluated to determine the appropriate NEPA documentation.

This project first appeared in the FYs 2009–2014 program.

LOGISTICS FACILITY UPGRADE

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	612	10,200	0	0	0	10,812	10,812

\$10,812,000 (estimated total project cost). This upgrade project will allow for the relocation of the following logistical functions: packing & crating, traffic management, project parts storage, Headquarters publications & furniture storage, business management & procurement, micro-electronics fabrication, HAZMAT management, and disposal (office moves, service rooms, etc). Currently, the project is addressed in an existing NASA NEPA document. During the planning phase of the project an environmental checklist will be prepared and the final determination will be made.

Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc.) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope will need to be reevaluated to determine if other NEPA requirements will need to be addressed.

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

REPAIR DOMESTIC WATER/SEWER

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	72	1,200	1,272	1,272

\$1,272,000 (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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
7,100	1,185	990	997	603	80	500	4,355	6,155

\$3,394,000 (estimated project cost during FYs 2011–2016). This project will repair and replace the roofing with a modified bitumen roofing system—used campus 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 9, 20, 21, 23, 29, and 32. The estimated total project cost is \$21,800,000; the project has received \$7,100,000 in prior funding.

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

RESTORE BUILDING 26

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
1,100	14,000	0	0	0	0	0	14,000	15,000

\$14,000,000 (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 project qualifies as a Categorical Exclusion (CatEx) under NEPA per 14 CFR 1216.305 (d) (7) Minor construction of new facilities including rehabilitation, modification, and repair. During the planning phase of the project an environmental checklist will be prepared and the final CatEx determination will be made. Requirements to comply with additional environmental statutes (e.g. National Historic Preservation Act, Clean Water Act, etc) will be identified during this process and will be satisfied prior to construction. Changes within the project, such as scope and location, will need to be reevaluated to determine if other NEPA documentation will be required.

This project first appeared in the FYs 2009–2014 program.

SITE UTILITIES UPGRADE — STEAM DISTRIBUTION

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
23,500	4,000	0	0	0	0	0	4,000	27,500

\$4,000,000 (estimated project cost during FYs 2011–2016). 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 \$23,500,000 in prior funding; the estimated total project cost is \$27,500,000.

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

SPACE EXPLORATION AND EDUCATION CENTER

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	0	0	0	14,700	0	158,550	173,250	173,250

\$173,250,000 (estimated project cost during FYs 2011-2016). The Science Exploration and Education Center (SEEC) will replace the existing NASA GSFC Visitor Center with 119,000 square foot, cutting edge learning lab that showcases current GSFC and NASA innovation. SEEC will consist of 33,000 square feet of exhibition space in addition to an auditorium, a retail store, and a café. The SEEC aims to inspire, engage and educate the public while leveraging endeavors in earth and space exploration. SEEC will become a model 21st century learning lab, with NASA and SEEC at the cutting edge of cognitive science and informal science education.

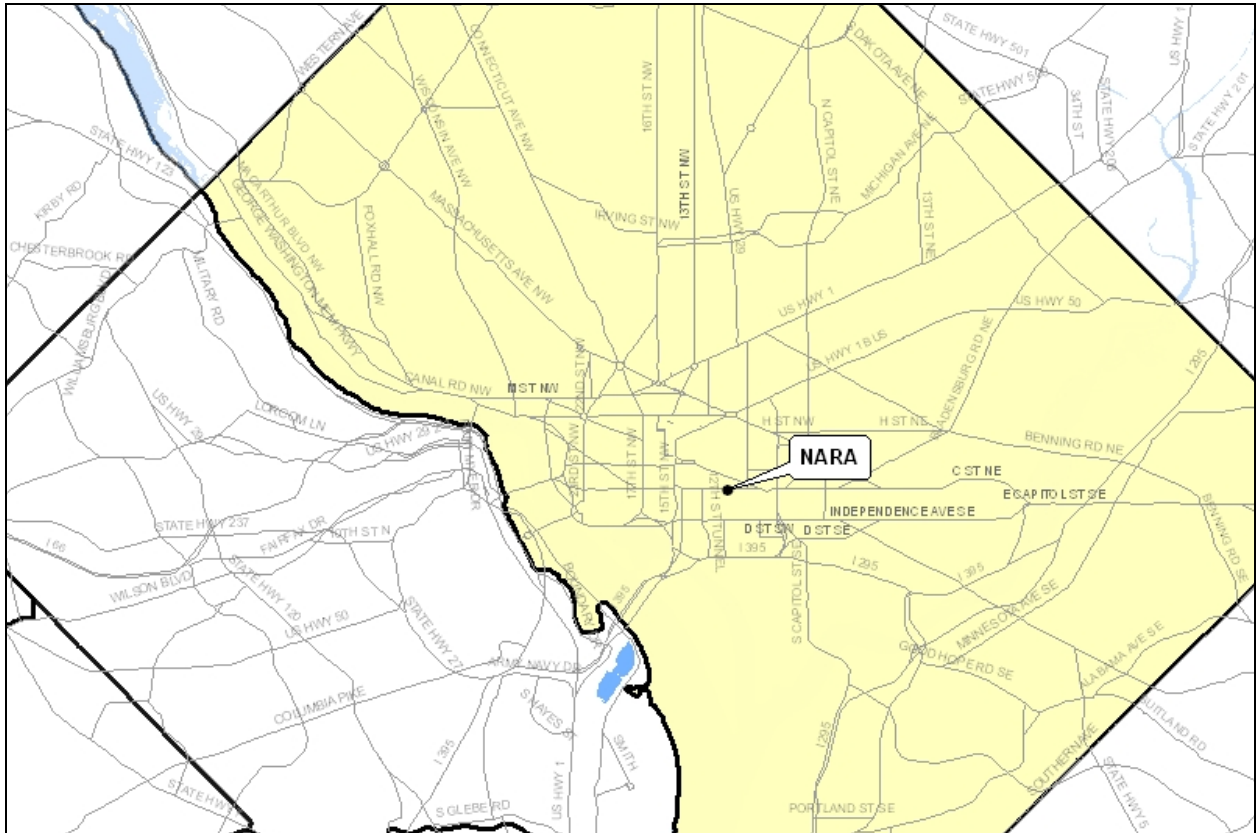
This project will comply with Executive Order 13423 and will be designed to meet a LEED Silver rating.

A new project in this FYs 2011–2016 program.

National Archives and Records Administration

The National Archives and Records Administration (NARA) submitted one proposed project for the FCIP for FYs 2011-2016. This project is to convert existing space to public area galleries and security screening area. The project is located at the agency's Washington, DC facility.

District of Columbia



Refer to page 115 for individual project numbers and titles

The estimated total cost of the project submitted by NARA for FYs 2011-2016 is \$11,000,000. NCPA recommends this project.

National Archives and Records Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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Recommended

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

National Archives Experience Phase 2	0	5,000	6,000	0	0	0	0	11,000
National Archives and Records Total	0	5,000	6,000	0	0	0	0	11,000

Recommended

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

WASHINGTON, DC

NATIONAL ARCHIVES EXPERIENCE PHASE 2

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	5,000	6,000	0	0	0	0	11,000	11,000

\$11,000,000 (estimated total project cost). This project will convert underutilized building space currently used as a microfilm research facility to an exhibit gallery. The National Archives and Records Administration (NARA) has undertaken a space configuration study in FY 2008 to determine if reducing the research area would permit relocating a retail shop, and creating a new gallery for the Emancipation Proclamation and an additional gallery for longer-term exhibits, such as the Magna Carta. This project would also improve the security entrance space inside the building and create a visitors orientation plaza to assist the one million plus annual visitors in understanding the National Archives.

The project affects only the ground floor level at the Constitution Avenue entrance, space that was previously used for storage and reconfigured under a previous renovation. There are no impacts to historically significant areas of the building.

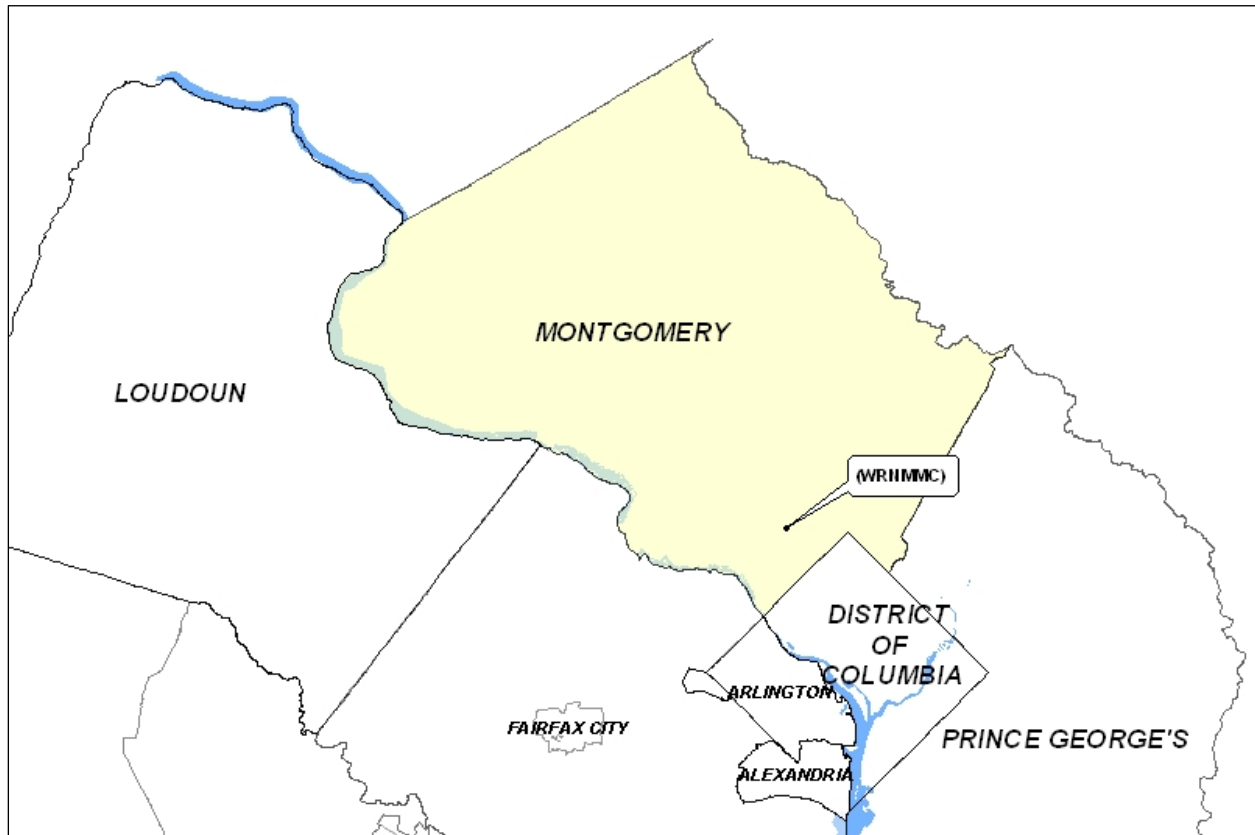
This project will comply with Executive Order 13423 and will be designed to LEED Silver Standards.

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

Department of the Navy

The Department of the Navy has submitted four projects for the proposed FCIP for FYs 2011-2016. These projects are for renovating existing facilities and the construction of new facilities on bases throughout the National Capital Region.

Montgomery County



Refer to page 117 for individual project numbers and titles

The estimated total cost of the four projects submitted by the Department of the Navy for FYs 2011-2016 is \$115,480,000. NCPC *recommends* all four of these projects.

Department of the Navy

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
WALTER REED NATIONAL MILITARY MEDICAL CENTER (WRNMMC)								
Traffic Mitigation Measures	18,400	7,600	0	0	0	0	0	7,600
Upgrade Buildings 3 and 5	7,000	28,000	0	0	0	0	0	28,000
Transient Wounded Warrior Lodging	0	63,280	0	0	0	0	0	63,280
NNMC Parking Expansion	0	16,600	0	0	0	0	0	16,600
Department of the Navy Total	25,400	115,480	0	0	0	0	0	115,480

Recommended

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

TRAFFIC MITIGATION MEASURES

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
18,400	7,600	0	0	0	0	0	7,600	26,000

\$7,600,000 (estimated project cost during FYs 2011-2016). This project will construct new Entry Control Points at the five entrances to the Walter Reed National Military Medical Center (WRNMMC). As required by BRAC, the project will widen several roads within the installation to permit efficient routing of freight deliveries and increase the overall safety and road capacity for on-base vehicular traffic and secure installation ingress and egress. The total cost of the project is estimated to be \$26,000,000; the project has received \$18,400,000 in prior funding.

A new project in this FYs 2011–2016 program.

UPGRADE BUILDINGS 3 AND 5

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
7,000	28,000	0	0	0	0	0	28,000	35,000

\$28,000,000 (estimated project cost during FYs 2011-2016). This project involves renovation of approximately 78,505 square-feet of space in Buildings 3 and 5 at the Walter Reed National Military Medical Center (WRNMMC). The renovated facility will provide adequate classroom, educational, and administrative space to support the mission of the hospital. Exterior work includes wall alterations and new windows to meet criteria and security requirements. The total cost of the project is estimated to be \$35,000,000; the project has received \$7,000,000 in prior funding.

A new project in this FYs 2011–2016 program.

TRANSIENT WOUNDED WARRIOR LODGING*Recommended*

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	63,280	0	0	0	0	0	63,280	63,280

\$63,280,000 (estimated total project cost). This project will construct a 139,000 square-foot, multi-story facility to provide transient housing to support the wounded warriors and their family at the Walter Reed National Military Medical Center (WRNMMC). Built-in equipment consists of accessible elevators, room card access system and security cameras. Sustainable design features will be integrated into the design and construction. Demolition of ancillary buildings and impervious site improvements are also included.

A new project in this FYs 2011–2016 program.

NNMC PARKING EXPANSION*Recommended*

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	16,600	0	0	0	0	0	16,600	16,600

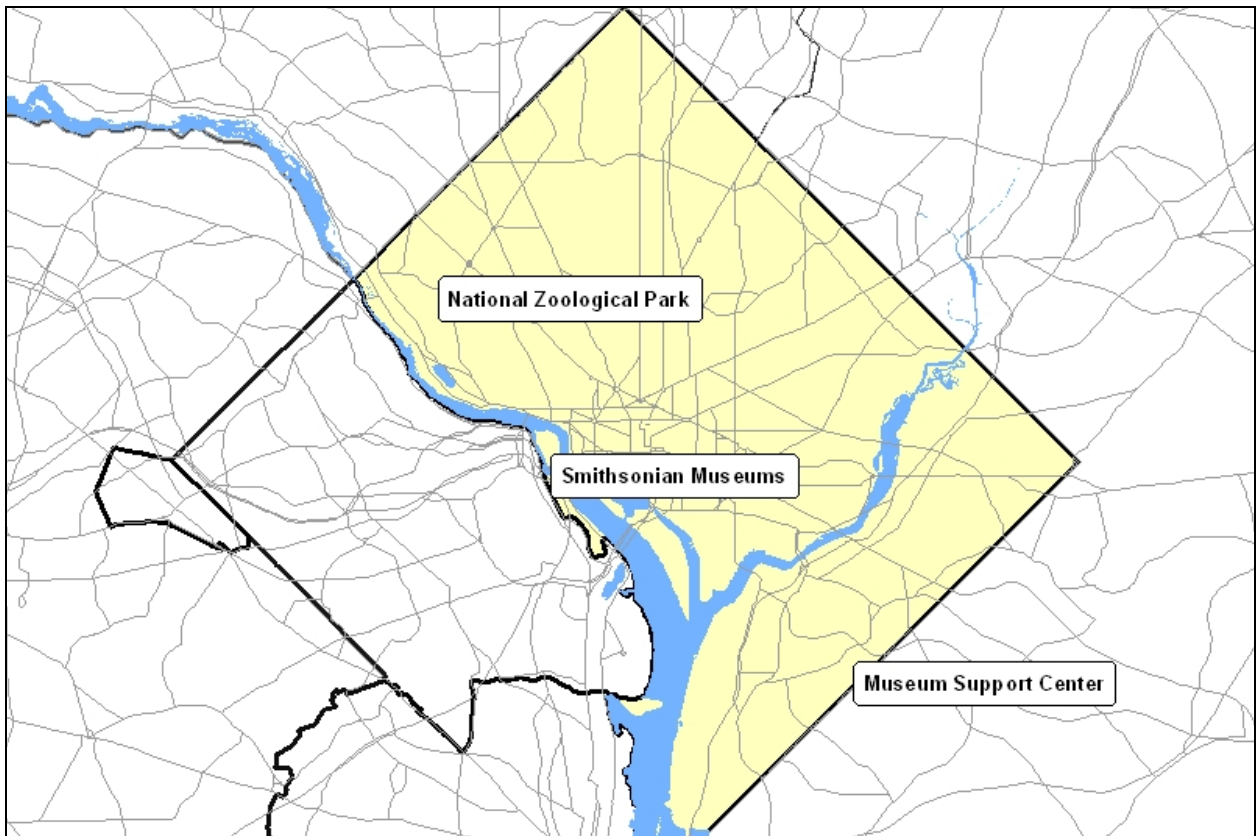
\$16,600,000 (estimated total project cost). This project will construct a 470 space parking garage. A total of 200 existing parking spaces will be displaced on site and incorporated into the parking garage. The parking spaces are intended to serve anticipated lodging uses and future uses at the Walter Reed National Military Medical Center (WRNMMC). Built-in equipment consists of elevators, an emergency call system, access control and a parking monitoring system.

A new project in this FYs 2011–2016 program.

Smithsonian Institution

The Smithsonian Institution submitted fourteen proposed projects for the FCIP for FYs 2011-2016. These projects are for renovations and restoration of existing museum space, and mechanical equipment replacement. These projects are located on the National Mall in Washington, DC, and collection support facilities in Prince George's County, Maryland.

National Capital Region



Refer to page 120 for individual project numbers and titles

The estimated total cost of the program submitted by the Smithsonian Institution for FYs 2011-2016 is \$828,510,000. NCPC *recommends and strongly endorses* the funding of five projects, *recommends* the funding of eight, and requires additional planning coordination for the remaining project.

Smithsonian Institution

Budget Estimates (\$000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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Recommended and Strongly Endorsed

Smithsonian Museums

1 Renovate Smithsonian Castle	0	760	1,000	7,000	7,300	0	25,000	41,060
2 NMAH Revitalization	61,800	18,000	12,350	40,300	600	8,500	3,000	82,750
3 NMNH Revitalization	206,270	20,100	14,600	20,800	20,000	21,000	15,500	112,000
4 Renovate Arts and Indust. Bldg	20,600	0	25,000	38,450	66,550	64,450	8,000	202,450
5 Restore Renwick Gallery	0	0	1,500	1,000	0	0	6,750	9,250

Recommended

National Zoological Park

6 Renew Bird House Fac. and Site	0	0	0	0	0	5,000	15,000	20,000
7 Renew Seal/Sea Lion Facility	23,700	6,000	0	0	0	0	0	6,000
8 Repair General Services Bldg	5,957	0	1,500	10,600	12,900	0	0	25,000

Smithsonian Museums

9 Anti-Terrorism Protection	32,115	0	0	2,350	1,700	1,000	7,000	12,050
10 Museum Support Center Renov	5,500	0	0	6,000	5,500	5,500	5,500	22,500
11 Museum Support Center Pod 3	42,500	5,000	0	0	0	0	0	5,000
12 Replace NASM Mech. Systems	0	100	750	2,500	7,500	25,000	20,000	55,850
13 Restore Hirshhorn Façade	0	0	0	900	0	8,700	0	9,600

Projects Requiring Additional Planning Coordination

Smithsonian Museums

14 NMAAHC	25,000	20,000	205,000	0	0	0	0	225,000
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Smithsonian Institution Total	423,442	69,960	261,700	129,900	122,050	139,150	105,750	828,510
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Subtotals

National Zoological Park	29,657	6,000	1,500	10,600	12,900	5,000	15,000	51,000
Smithsonian Museums	393,785	63,960	260,200	119,300	109,150	134,150	90,750	777,510

Smithsonian Institution Total	423,442	69,960	261,700	129,900	122,050	139,150	105,750	828,510
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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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	760	1,000	7,000	7,300	0	25,000	41,060	41,060

\$41,060,000 (estimated project cost during FYs 2011-2016). An estimated \$133,000,000 will be required in later years to complete the project. Renovation of the Smithsonian Institution Building, on the National Mall, will include the restoration of the most significant interior spaces of the building, the repair of interior and exterior finishes, and the accommodation of contemporary administrative and museum needs through appropriate new construction. This project will replace all mechanical, electrical, plumbing, and communications systems with new energy-efficient components that will control and monitor environmental conditions, ensure continued operation and long-term preservation of the building, provide future savings in operating and maintenance costs, and meet contemporary codes and ventilation standards. The project will also repair or replace the roofs and façades, replace the elevators, abate or encapsulate asbestos and lead paint, upgrade the fire detection and suppression systems, and make the building more accessible to persons with disabilities.

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

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

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

This project first appeared in the FYs 2009-2014 program.

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
61,800	18,000	12,350	40,300	600	8,500	3,000	82,750	144,550

\$82,750,000 (estimated project cost during FYs 2011-2016). 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 included improving the Flag Hall; renovating the first floor Presidential Reception Suite; upgrading the fire detection/alarm system; improving museum lighting and sound on the three main public floors; correcting life safety/fire protection deficiencies; restoring the public restrooms; providing a new power distribution system; correcting the mechanical system; replacing elevators and escalators; and providing vertical transport between the first and second floor. Privately funded architectural improvements included a new skylight and central atrium, grand stairs, and new artifact walls. The museum closed to the public in fall 2006 to permit the disruptive demolition and re-installation of major building systems in the central core area. The building reopened in November 2008.
 - c) West Wing Renewal – The project will continue system replacement and upgrade of life safety and accessibility codes to the west wing of the building. The work will not require closing the building to the public.
 - d) East Wing Renewal – The project will continue system replacement and upgrade of life safety and accessibility codes to the east wing of the building. The work will not require closing the building to the public.
- A follow-on project will replace the long window walls that extend from the first to the fourth floors, and renew the systems in the non-public fourth and fifth floors of the building.

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

vehicles as part of the Anti-Terrorism Protection security initiative. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

The NMAH's modern classical building was designed by Walker O. Cain of McKim Mead and White and built in 1964 as the Museum of History and Technology. The building is eligible for the National Register of Historic Places. It has been designated the Behring Center in honor of the gift from the Kenneth Behring Foundation in 2001. The building houses exhibits that explore America's technological, scientific, cultural, and political history. The collections include the Star-Spangled Banner that inspired Francis Scott Key, exhibitions on the American Presidency, and the First Ladies' gowns. The project has received \$61,800,000 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
206,270	20,100	14,600	20,800	20,000	21,000	15,500	112,000	318,270

\$112,000,000 (estimated project cost during FYs 2011-2016). 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 Oceans Exhibit, funded by the National Oceanic and Atmospheric Administration is complete, as is renovation of Halls 27 – 30 which now houses the Butterfly Exhibit. Work on the west wing ground floor and first continues along with the east court basement, ground floor and first floor. The updated space plan and master plan are now complete and form the basis for the sequencing of future infrastructure renovations. No adverse environmental impact to the surrounding area is anticipated.

The windows in the main building are original, covered with layers of lead-based paint, and are so badly deteriorated that they no longer provide a proper seal. The roof system above the rotunda and the major halls were installed in 1909, with portions replaced in the 1950s. The 40-year-old HVAC, fire protection and suppression, and laboratory exhaust systems are all 15 years past their projected normal useful life, and they break down frequently. The automatic temperature control system is obsolete and does not operate sufficiently to maintain stable temperature and humidity necessary for long-term preservation of the collections. Ninety percent of the electrical lighting and power panels in the building are more than 30 years old. The emergency power system is inadequate to operate the more than 30 elevators, three fire pumps, and emergency lighting in the building in the event of a major power outage. Restrooms for the

public, and some for staff, have been modified to make them handicapped accessible, but 22 staff restrooms in the building still do not meet ADA requirements. Asbestos has been abated in all major equipment rooms and in the attics, but it remains in spaces that can only be accessed during renovations work, such duct wrap, mastic, and pipe insulation. Lead in old paint is present throughout the building, and must be abated or encapsulated. To meet pressing space needs, mezzanines have been added over the years in a haphazard fashion. The mezzanines do not have sufficient fire separation from adjacent spaces, are inaccessible to persons with disabilities, and are overcrowded to the point of structural stress. None of these mezzanines can be renovated to meet code requirements and must, therefore, be removed or replaced. The museum continues to outgrow its quarters, diminishing the space available for public use. When the building opened in 1910, 220,000 square feet of exhibit space was provided. Today, visitation has increased a thousand fold from the earliest days of the museum, yet exhibits currently occupy 25 percent less space. The museum's main public entrance from the National Mall—used by 80 percent of the museum's visitors—is not accessible to persons with disabilities. Presently, the only accessible entrance to the museum is on Constitution Avenue, a three-block journey for those arriving at the Mall entrance.

Eligible for listing in the National Register of Historic Places, the NMNH was designed by Hornblower and Marshall and completed in 1911 in the Beaux-Arts style. Mills Petticord and Mills added east and west wings in 1964 for offices, storage, and laboratories. In the 1990s, east and west courtyard complexes were added for public facilities, offices, storage, and classrooms. The 1.8-million-square-foot building is one of the leading international centers for research on life sciences, earth and planetary studies, and anthropology. The museum's researchers study natural and cultural diversity by collecting and identifying specimens; establishing relationships among them; and explaining the underlying processes that generate, shape, and sustain their diversity. The Hope Diamond, dinosaur skeletons, an African bush elephant, and an insect zoo are among the collections. Annual visitation has been as high as 9.3 million. The project has received \$206,270,000 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 12th Street, NW.

RENOVATE ARTS AND INDUSTRIES BUILDING

Recommended and Strongly Endorsed

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
20,600	0	25,000	38,450	66,550	64,450	8,000	202,450	223,050

\$202,450,000 (estimated project cost during FYs 2011-2016). An additional \$30,000,000 from Legacy Funds will be utilized on this project. Renovation of the Arts and Industries Building, on the National Mall, will include the removal of the existing roof, restoration of the historic roof trusses, and reconstruction of the roof in conformance with current code requirements. All of the deteriorated, non-historic windows will be replaced. The brick and stone exterior will be repaired and restored. Floors and interior partitions that were added after the Building opened have obscured its original, open character will be removed. In addition, this project will replace all mechanical, electrical, plumbing, and communications systems with new energy-efficient components that will control and monitor environmental conditions, and meet contemporary codes and ventilation standards. The project will also abate or encapsulate asbestos and lead paint, upgrade the fire detection and suppression systems, and make the building more accessible to persons with disabilities. The project is an excellent opportunity to demonstrate the integration of historic preservation and sustainable design, particularly since the building was designed to take advantage of natural daylight and ventilation.

A leaking roof and antiquated, failing electrical and mechanical systems prompted the Regents to close the Arts and Industries Building to the public in January 2004. The Regents also directed that all building staff be relocated. It is now closed to all but essential maintenance and security staff. Despite its physical condition, the building remains a valuable asset and an important link to our Nation's and the Smithsonian's past. The building is a National Historic Landmark and its restoration offers an opportunity to accommodate unique public programs on the Mall.

The Arts and Industries Building, built between 1879 and 1881, is the nation's best-preserved example of nineteenth century world's fair or exposition architecture. It was the second building built by the Smithsonian, after the Castle, and the first designed as a museum. For thirty years it was known as the National Museum and over the past hundred years has been the first home of the National Museum of Natural History, the National Museum of American History, the National Air and Space Museum, and the Smithsonian's art museums.

An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The project has received \$20,600,000 in prior funding.

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

RESTORE RENWICK GALLERY

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	1,500	1,000	0	0	6,750	9,250	9,250

\$9,250,000 (estimated Federal project cost). The estimated cost reflects one-half of the project total, as the Smithsonian is exploring the feasibility of securing a partner to assist in renovating the Gallery. This project will renew and replace mechanical, electrical, and plumbing systems. Replace the chiller and major air handling and temperature/humidity control systems with energy-efficient equipment. Clean, repair, and upgrade the perimeter radiator system. Upgrade electronic security system and tie monitoring to the Patent Office Building. Renew public rest rooms and improve accessibility. Provide new security locker facilities for gender balance. Renew the walls, lighting, and laylights in the Grand Stair and Octagon Room to reverse existing damage and upgrade finishes and lighting in public space. Repair and clean the building's façade, repair the main entrance steps and handrails, and repair roofing and gutters to mitigate water intrusion. Upgrade windows and install blast mitigation on window openings to protect against a terrorist event. Replace and upgrade fire protection and life safety systems to meet current codes, and improve safety in attic space. Install backflow prevention to meet code requirements. Remove and mitigate architectural barriers throughout the building, including modifications to the lower level entrance, to improve accessibility to persons with disabilities. Upgrade interior signage.

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

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

museum offers research, educational programs, lectures, demonstrations, and films complementing the exhibitions. The average annual visitation is about 150,000.

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

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

Recommended

NATIONAL ZOOLOGICAL PARK

RENEW SEAL/SEA LION FACILITY

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
23,700	6,000	0	0	0	0	0	6,000	29,700

\$6,000,000 (estimated project cost during FYs 2011-2016). 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 \$29,700,000; the project has received \$23,700,000 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

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
5,957	0	1,500	10,600	12,900	0	0	25,000	30,957

\$25,000,000 (estimated project cost during FYs 2011-2016). This project will strengthen and repair structural deficiencies such as cracked concrete, deteriorated steel reinforcement and degraded tie-back tension rods in the General Services Building and in the retaining wall that supports the North Road, the major thoroughfare through the Zoo. Internal strengthening is needed at the lower level of the building along the backside and for the full length of the loading and storage bay areas. The project includes underpinning the back foundation wall, installing a new wall interior of the perimeter wall with waterproofing membrane, adding shear walls and tie-backs into the hillside, replacing and reconfiguring structural mezzanines, and strengthening interior columns. The Smithsonian's Vehicle Maintenance Branch will be relocated to Suitland to facilitate the renovation work.

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

The building was constructed in 1976 and is not considered a historically significant structure. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The estimated total project cost is \$30,957,000; the project has received \$5,957,000 in prior funding.

This project first appeared in the FYs 2009-2014 program.

RENEW BIRD HOUSE FACILITIES AND SITE

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	0	0	5,000	15,000	20,000	20,000

\$20,000,000 (estimated project cost during FYs 2011-2016). 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. An additional \$10,000,000 will be requested in future fiscal years to complete the project.

This project first appeared in the FYs 2009-2014 program.

SMITHSONIAN MUSEUMS CONSTRUCT/INSTALL ANTI-TERRORISM PROTECTION*

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
32,115	0	0	2,350	1,700	1,000	7,000	12,050	44,165

\$12,050,000 (estimated project cost during FYs 2011-2016). 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 project has received \$32,115,000 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 retrofits, 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:

An additional \$66,500,000 will be requested in future fiscal years.

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

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

NCPC exempted the following elements from its approval:

- The low free-standing walls at the north entrance fountain and along 14th Street, NW at the National Museum of American History.
- The line of bollards along Jefferson Drive, SW north of the entrances of the Freer Gallery and the Arts and Industries Building.

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

For the National 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 12th Street, NW to incorporate and modify the existing parking retaining walls and plinths.
- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along the sidewalk.
- Implement "Option II" 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 14th 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 NCPC, the NPS, the Commission of Fine Arts and the District of Columbia State Historic Preservation Officer to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize continuous lines of bollards along the north entrances of the Freer Gallery and the Arts and Industries Building. Incorporate alternative streetscape and site elements into the security perimeter line and confine placement of security elements to the building yard.
- Eliminate the lay-by at the south entrance of the Freer Gallery, along Independence Avenue, SW, and reduce the number of bollards by introducing alternative streetscape and site elements. Eliminate bollards that extend across the sidewalks and consider moving the security line to the edge of the building yard.
- Relocate the west portion of the perimeter security line between the curb line and the Haupt Garden wall at the Arts and Industries Building to a location east of the garden walkway; and reduce the number of bollards by introducing alternative streetscape and site elements.

**RENOVATE MUSEUM SUPPORT CENTER (MSC) LABS AND UPGRADE MECHANICAL/ELECTRICAL SYSTEMS IN PODS
PRINCE GEORGE'S COUNTY, MARYLAND**

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
5,500	0	0	6,000	5,500	5,500	5,500	22,500	28,000

\$22,500,000 (estimated project cost during FYs 2011-2016). This project will renovate the infrastructure and laboratories supporting the collections stored at MSC in Suitland, Maryland. It includes renovation of the entire mechanical, electrical, security, and fire protection systems for the laboratory and administration areas for the personnel who maintain and research the collections. It also rearranges the laboratory space to be more efficient and better utilized as modular/multi-use type spaces instead of one-process, under-utilized space. In conjunction with this, the administrative areas will be consolidated so as to provide a more controlled flow of incoming/outgoing specimens and artifacts to insure tighter documentation, pest control, and care of the overall collections.

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

Built in 1983, the facility was designed by architectural firms Keyes, Condon, 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. 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. The project has received \$5,500,000 in prior funding.

This project first appeared in the FYs 2009-2014 program.

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

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
42,500	5,000	0	0	0	0	0	5,000	47,500

\$5,000,000 (estimated project cost during FYs 2011-2016). 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. The final \$5,000,000 funding component, requested for FY 2011, will be used to purchase storage equipment.

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 \$47,500,000; the project has received \$42,500,000 in prior funding.

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

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

REPLACE NATIONAL AIR AND SPACE MUSEUM MECHANICAL SYSTEM

Recommended

<u>Prior Funding</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total FYs 2011-2016</u>	<u>Total Project Cost</u>
0	100	750	2,500	7,500	25,000	20,000	55,850	55,850

\$55,850,000 (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 project first appeared in the FYs 2009-2014 program.

RESTORE HIRSHHORN FACADE

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	0	0	900	0	8,700	0	9,600	9,600

\$9,600,000 (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 2015.

Projects Requiring Additional Planning Coordination

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

Project Requiring Additional Planning Coordination

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
25,000	20,000	205,000	0	0	0	0	225,000	500,000

\$225,000,000 (estimated federal appropriations during FYs 2011-2016 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.

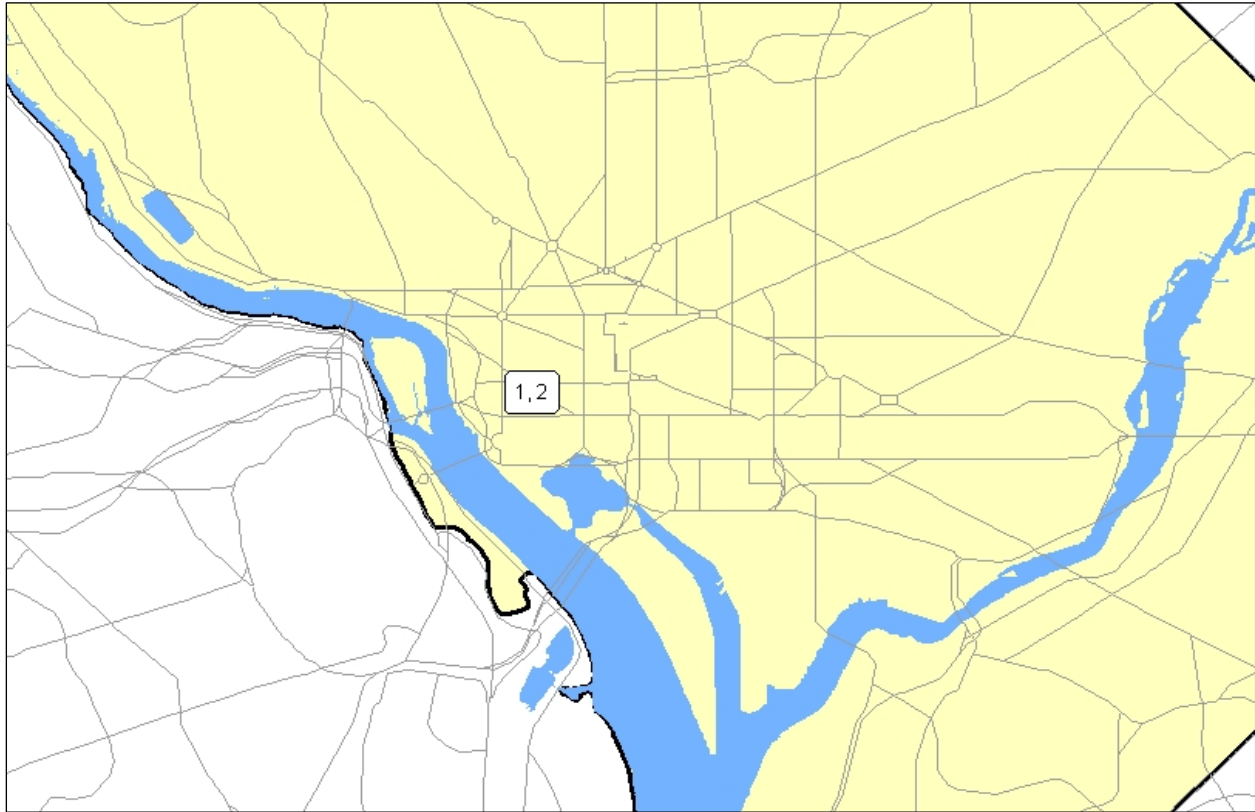
This project first appeared in the FYs 2006-2011 program.

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

The Department of State submitted two proposed projects for the FCIP for FYs 2011-2016. These projects are to modernize existing facilities. Both projects are located in Washington, DC.

National Capital Region



Refer to page 134 for individual project numbers and titles

The estimated total cost of the two projects submitted by the Department of State for FYs 2011-2016 is \$57,193,000. NCPC *recommends and strongly endorses* these as critical to implementing significant Commission and local planning policies and initiatives as well as other important federal interests.

Department of State

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended and Strongly Endorsed</i>								
Harry S Truman (HST) Building								
1 Blast Resistant Windows	30,400	0	20,000	0	0	0	15,000	35,000
2 Security Upgrades	2,849	0	10,000	1,044	0	11,149	0	22,193
Department of State Total	33,249	0	30,000	1,084	0	11,149	15,000	57,193

Recommended and Strongly Endorsed

HARRY S TRUMAN (HST) BUILDING

WASHINGTON, DISTRICT OF COLUMBIA

BLAST-RESISTANT WINDOWS

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
30,400	0	20,000	0	0	0	15,000	35,000	200,000

\$35,000,000 (estimated project cost during FYs 2011-2016). The HST Building 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 listing in 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 Phase 1A, which was the first phase area of the building renovation. The second phase, Phase 1B, in New State is being installed and will be completed in 2010. The total project cost is \$215,000,000; 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.

Comment: At its January 8, 2009 meeting, NCPC pursuant to delegations of authority adopted by the Commission on October 3, 1996, and 40 U.S.C., 8722(b)(1) and (d), on December 31, 2008, the Executive Director approved the preliminary and final site and building plans for the exterior alterations, primarily the replacement of windows to improve security, associated with the Phase IB Modernization of the U.S. Department of States Harry S. Truman Building in Washington, DC.

SECURITY UPGRADES

Recommended and Strongly Endorsed

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
2,849	0	10,000	1,044	0	11,149	0	22,193	57,904

\$21,233,000 (estimated project cost during FYs 2010-2015). 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 listing in the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. The Department of State, in conjunction with GSA, initiated National Historic Preservation Act Section 106 consultation with the District of Columbia Historic Preservation Office and the Advisory Council on Historic Preservation. The estimated total project cost is \$57,904,000; the project has received \$2,849,000 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.

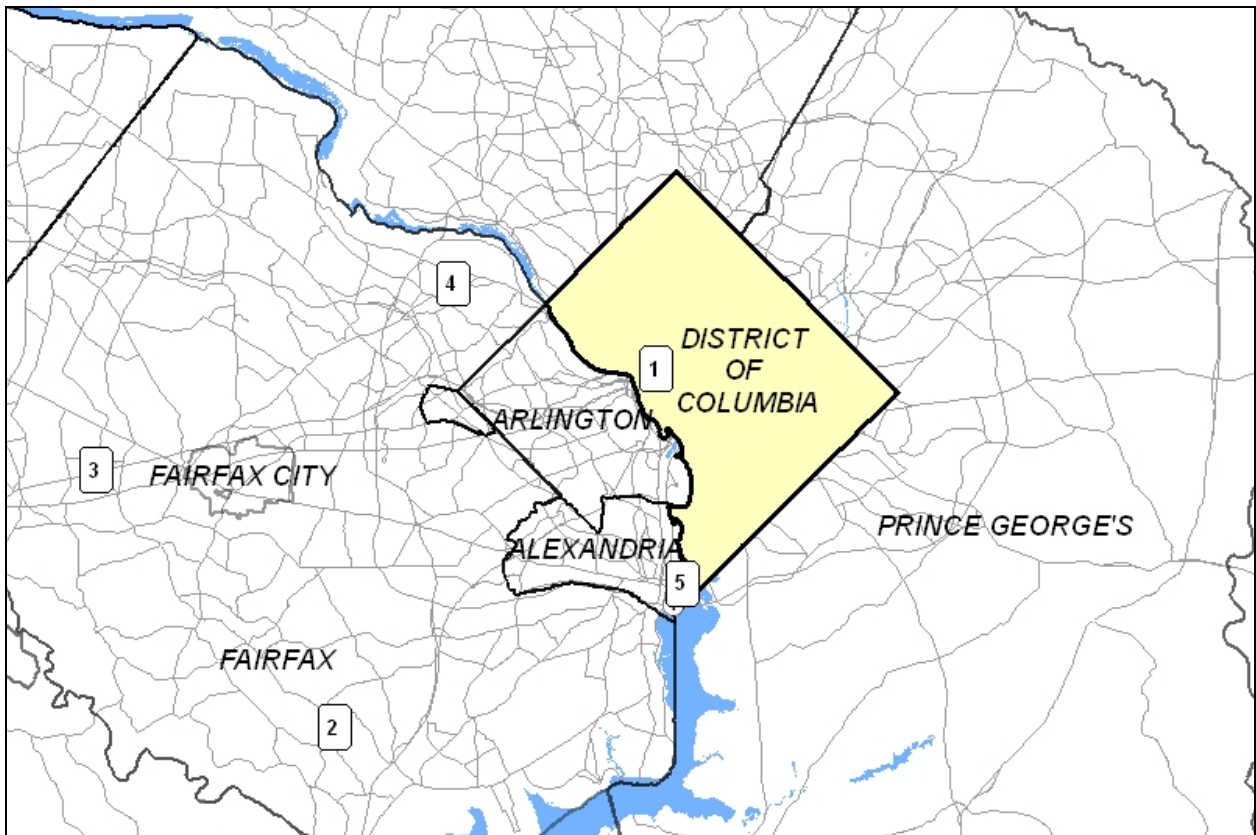
New construction and modernization projects that include permanent physical security measures are required to conform to NCPC submission guidelines and urban design and security policies. Further, where area-wide perimeter security strategies are contemplated, the State Department is encouraged to ensure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

The Department of Transportation submitted four projects for the proposed FCIP for FYs 2011-2016. These projects are located around the National Capital Region, and many cross jurisdictional borders. Projects include new construction and rehabilitation of existing infrastructure. Please note that the FCIP does not include transportation projects that may use federal funds, but are implemented by state, regional and local entities.

National Capital Region



Refer to page 138 for individual project numbers and titles

The estimated total cost of the project submitted by the Department of Transportation for FYs 2011-2016 is \$164,951,000. NCPC recommends all four projects and considers them in conformance with Commission and local plans and planning policies.

Department of Transportation

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
<i>Recommended</i>								
FEDERAL HIGHWAY ADMINISTRATION (FHWA)								
1 Rock Creek Parkway Rehabilitation	0	14,900	0	0	0	0	0	14,900
2 Fairfax County Parkway Phase III	0	33,600	0	0	0	0	0	33,600
3 Pedestrian Bridge Over Dulles Toll Rd	0	2,420	0	0	0	0	0	2,420
4 Rehabilitate VA Route 123 Interchange	0	10,031	0	0	0	0	0	10,031
5 Woodrow Wilson Bridge	2,373,000	54,100	16,000	33,900	0	0	0	104,000
DOT Total	2,305,700	115,051	16,000	33,900	0	0	0	164,951

FEDERAL HIGHWAY ADMINISTRATION

Recommended

ROCK CREEK PARKWAY REHABILITATION WASHINGTON, DC

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	14,900	0	0	0	0	0	14,900	14,900

\$14,900,000 (estimated project cost during FYs 2011–2016). This project is to rehabilitate Beach Drive from the Rock Creek and Potomac Parkway intersection to the National Park boundary at the Maryland State line. The project includes rehabilitation of Rock Creek and Potomac Parkway from P Street to the intersection of Beach Drive

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

FAIRFAX COUNTY PARKWAY PHASE III FAIRFAX COUNTY, VIRGINIA

Recommended

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	33,600	0	0	0	0	0	33,600	33,600

\$33,600,000 (estimated project cost during FYs 2011–2015). This project will relocate Hooes Road and Rolling Road with improvements to the interchange at Fairfax County Parkway and the Franconia-/springfield Parkway. The project will also complete construction of mainline section of Fairfax County Parkway connecting to I-95.

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

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

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
0	2,420	0	0	0	0	0	2,420	2,420

\$2,420,000 (estimated project cost during FYs 2011–2016). This project will construct a Pedestrian Access Bridge over Dulles Access and Toll Road. The access bridge will provide necessary pedestrian safety bridging this federal highway. The proposed bridge will be located adjacent to and to the west of the existing vehicular Trap Road Bridge over the Dulles Access and Toll Road. An existing 4 foot wide concrete sidewalk which is adjacent to the west side of Trap Road extends in a northerly direction from the Wolf Trap Park’s northern boundary. A proposed five (5) foot wide concrete sidewalk will be constructed to the south from the existing walk A 10 foot wide bituminous surfaced shared use path with 2 foot wide earth shoulders (approximately 1,600 feet long) will be constructed south from the proposed bridge following the Trap Road corridor to the intersection at Geilding Lane. The project will enhance traffic safety and improve operations for pedestrians, bicyclists and motor vehicles.

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

REHABILITATE AND RECONSTRUCT VIRGINIA ROUTE 123 INTERCHANGE**FAIRFAX COUNTY, VIRGINIA***Recommended*

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
4,150	10,031	0	0	0	0	0	10,031	19,251

\$10,031,000 (estimated project cost during FYs 2011–2016). This project will rehabilitate and reconstruct 2.5 miles of mainline roadway, including ramp alignment modifications to improve sight distances, vehicle merges, and overall safety.

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

WOODROW WILSON BRIDGE REPLACEMENT**DISTRICT OF COLUMBIA/MARYLAND/VIRGINIA***Recommended*

Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016	Total Project Cost
2,373,000	54,100	16,000	33,9000	0	0	0	104,000	2,477,000

\$104,000,000 (estimated project cost during FYs 2011–2016). 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 1-95/I-495 (Capital Beltway) from just west of Telegraph Road in Virginia to just east of Maryland Route 210 (including the Telegraph Road and U.S. 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 \$2,477,000,000; the project received \$2,305,700,000 in prior federal and state funding.

Section 106 coordination on project-related impacts to historic and archeological resources was undertaken as a part of the project’s environmental study, and summarized in a Final EIS issued in September 1996. A Memorandum of Agreement (MOA) was developed and signed in 1997 under the provisions of the National Historic Preservation Act to address archaeological and historic preservation issues that could not be addressed until more detailed design work

was accomplished. A Design Review Working Group was formed and has met during key design review periods to provide input on project design details relating to the project's impact on historic and archaeological features. Draft and Final Supplemental EISs were prepared and released for public review and comment in January and April of 2000, respectively. These documents provided information on ongoing Section 106 coordination under the provisions of the 1997 MOA. The Design Review Working Group will continue to monitor project design issues; provide comments up to the time that final contract plans are approved; and address any construction-related issues that might arise during the course of building the project.

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

- 1991: Draft EIS
- January 1996: Supplemental EIS
- July 1996: Supplemental EIS
- September 1997: Final EIS
- November 25, 1997: Record of Decision
- January 2000: Draft Supplemental EIS
- April 2000: Final Supplemental EIS
- June 16, 2000: Record of Decision
- July 27, 2000: U.S. Army Corps of Engineers Section 404 Permit
- September 10, 2001: NPS Environmental Assessment of proposed mitigation plan for Jones Point Park
- October 20, 2006: A qualitative hotspot analysis for PM₂₅ and a project-level transportation conformity determination in accordance with US EPA's Final Rule (dated 3-10-06)
- June 9–12, 2006: (Northbound Outer Loop) and July 14-17, 2006 (southbound Outer Loop) Opening of first of two new spans of the Woodrow Wilson Bridge.
- October 20, 2006: A qualitative hotspot analysis for PM₂₅ and a project-level transportation conformity determination in accordance with US EPA's Final Rule (dated 3-10-06)
- December 3, 2007: NPS issued a FONSI for the Jones Point Park Environmental Assessment
- May 30–June 1, 2008 (southbound Inner Loop) Opening of the second span of the WWB (SB traffic was switched from the Outer Loop Bridge to the Inner Loop Bridge)
- In the summer of 2008, the SB traffic was switched to the new Inner Loop Bridge (Local Lanes) which restored normal traffic to the interstate
- In the winter of 2008, the Outer and Inner Loop Bridges were completely open to traffic (Local and Thru Lanes)

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.

Commission-Submitted Projects

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, The Monumental Core Framework Plan*, and the *Memorials and Museums Master Plan*. Additional information related to these plans is provided on pages 16–20. Many of the projects included in this section call for plans or feasibility studies to further refine planning concepts and move projects towards detailed capital improvements proposals.

Monumental Core Framework Plan

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

FEDERAL WALK PLAN

Recommended and Strongly Endorsed

The project consists of the development of a heritage trail through the Federal Triangle. The project includes the planning, design, and implementation of a self-guided tour route that will highlight the area's rich cultural and development history, as well as its vast collection of artistic and architectural assets. The heritage trail is recommended in NCPC's Monumental Core Framework Plan as an important component to improving connections between downtown and the National Mall. Planning of the heritage trail includes collaboration among government stakeholders and the public on trail themes, topics, stories, routes, and available resources. Design of the heritage trail involves in-depth research on topics, detailed evaluation of trail route alternatives, and analysis of sign placement within public space. Final implementation of the trail includes fabrication, installation and celebration of trail signage; publication of trail guidebook; and possible launch of technological trail enhancements such as an audio tour. The project would be completed over the course of four years.

This project was first submitted by NCPC in the FYs 2010–2015 program.

J. EDGAR HOOVER BUILDING SITE FEASIBILITY STUDY

Recommended and Strongly Endorsed

This redevelopment feasibility study for the 900 block of Pennsylvania Avenue will assess the cost and benefits of redeveloping or reusing the site for a range of alternative uses. For example, the J. Edgar Hoover building site could be reprogrammed to accommodate the FBI with publicly accessible ground floor uses and a museum. Another alternative could be to relocate the FBI and redevelop the site with new cultural, federal office, and commercial uses.

This project first appeared in the FY2 2010-2015 program.

POTOMAC PARK ACCESS PLAN

Recommended and Strongly Endorsed

This plan will address the feasibility, environmental impacts, and costs and benefits of improving near-term pedestrian access between the mainland and Potomac Park, including along the northern neck of the Washington Channel, via vehicular and pedestrian bridges across the Washington channel at M and P streets, near Hains Point, and along the waterfront from Georgetown.

This project was first submitted by NCPC in the FYs 2009–2014 program.

POTOMAC PARK SHORELINE RESTORATION AND CANAL STUDY

Recommended and Strongly Endorsed

This study will address the impacts of potential sea-level changes on Potomac Park and the engineering feasibility, environmental impacts, and costs and benefits associated with reconstructing the Potomac Park shoreline and constructing a canal across Potomac Park.

This project first appeared in the FY2 2010-2015 program.

RIVER ESPLANADE AND BICYCLE TRAIL ENHANCEMENT PLAN

Recommended and Strongly Endorsed

This planning and design effort will create an accessible and integrated waterfront near the Kennedy Center and will include a traffic study to evaluate the impacts and feasibility of redirecting traffic from Rock Creek Parkway to Potomac Freeway to reduce congestion along the waterfront route. This would support improvements to the Potomac Riverwalk and bicycle path between Georgetown and the Lincoln Memorial.

This project first appeared in the FY2 2010-2015 program.

SOUTHWEST RECTANGLE ECODISTRICT (10TH STREET AND MARYLAND AVENUE)

Recommended and Strongly Endorsed

This initiative includes preparing a feasibility study to address the complex interrelated issues associated with redeveloping the 10th Street corridor and Maryland Avenue. This study will include:

- (1) Preparing concept design alternatives for the development of the 10th Street corridor and Maryland Avenue. A range of development alternatives, a cost-benefit analysis, a feasibility assessment for developing above the freeway, and urban design guidelines to coordinate with adjacent development of the Southwest Waterfront and the L'Enfant Plaza will be included in this study.
- (2) Studying the feasibility of a range of redevelopment alternatives for the Forrestal Complex and environs (20 acres between Independence and Maryland Avenues and 9th and 12th Streets, SW). This component of the study will include identifying potential uses, costs, and benefits associated with: (a) developing the air-rights and unused portions of the site; (b) redeveloping the site to accommodate the Department of Energy's needs while adding publicly accessible ground floor uses and a museum site; and (c) relocating the Department of Energy to a prominent location in the monumental core, while reprogramming the site for cultural, federal office, and commercial uses.
- (3) Preparing a redevelopment feasibility study for the U.S. Postal Service Headquarters site. This study should address costs and benefits for a range of uses for the site, including infill development that provides for publicly accessible ground-floor uses or redevelopment of the site to accommodate federal office spaces and commercial uses as well as the U.S. Postal Service.
- (4) Preparing a redevelopment feasibility study for federal properties located along Maryland Avenue. This will include an analysis of the costs and benefits of reclaiming and redeveloping Maryland Avenue and the historic L'Enfant Reservation 113 between 7th and 9th Streets.
- (5) Studying how the decking of infrastructure, re-creation of Maryland Avenue, and connections to new 10th, 11th, and 12th Streets can be efficiently integrated into the southwest road network and improve access to the precinct. This study will assess options to reconnect the street grid in the southwest area, including accommodating multiple modes of transportation, developing infill parcels, and improving the public realm.

The Southwest Rectangle Redevelopment Feasibility Study should be led by a task force comprised of major public agency stakeholders, including the relevant land-owning agencies, public tenants of buildings in this corridor, and other federal and D.C. agencies. This effort will be conducted in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act, as applicable.

This project was first submitted by NCPC in the FYs 2010–2015 program as “10th Street Redevelopment Feasibility Study “

LEAD AGENCIES: NCPC, GSA, NPS, DISTRICT OF COLUMBIA

10TH STREET NW CORRIDOR IMPROVEMENTS WITHIN THE FEDERAL TRIANGLE

Recommended and Strongly Endorsed

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

This project first appeared in the FY2 2010-2015 program.

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

Recommended and Strongly Endorsed

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

This project first appeared in the FY2 2010-2015 program.

KENNEDY CENTER ACCESS IMPROVEMENT AND RELATED PROJECTS

Recommended and Strongly Endorsed

This project entails reinitiating work on the second phase of the Kennedy Center Access Improvement Project Environmental Assessment which calls for planning and constructing highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts. The purpose of this study is to assess the highway operations, modifications, and environmental impacts associated with decking the Potomac Freeway, the E Street Expressway, and the Theodore Roosevelt Bridge ramps to accommodate the Kennedy Center expansion and a ceremonial connection between the Lincoln Memorial and Kennedy Center. The study should assess new infill development around the plaza, a waterfront park, and connections to the river and reestablished at-grade streets, such as E Street, NW, 25th Street, NW, and other points north and south of the Center, which integrates it more fully into the District of Columbia's street grid and West Potomac Park. The Kennedy Center project It 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 FYs 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. The Monumental Core Framework Plan adopted by the Commission of Fine Arts on March 19 and adopted by NCPC on April 2, 2009, highlights the Kennedy Center Plaza and expansion project as a key strategy to extend the commemorative landscape and appropriately honor the living presidential memorial to President John F. Kennedy.

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

Recommended and Strongly Endorsed

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

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

Other Recommended and Strongly Endorsed Projects

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, 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. NPS has estimated that \$395 million may be required for deferred maintenance on the National Mall. NPS received approximately \$56 million in ARRA funds for deferred maintenance. As NPS completes the plan, more detailed capital project information is anticipated to become available. A Draft Environmental Impact Statement (DEIS) for the National Mall Plan is expected to be released in the fall of 2009.

This project was first submitted by NCPC in the FYs 2009–2014 program.

Comment: At its April 2, 2009 meeting, the National Park Service briefed NCPC on the National Mall Plan's Preliminary Preferred Alternative. The NPS is preparing a draft plan and draft Environmental Impact Statement that is expected to be released for public review in the fall 2009. At its May 7, 2009 meeting, NCPC approved preliminary and final site development plans for the installation of the UniGuide sign system, which includes identification signs for NPS sites and facilities and rules and regulations signs. At its July 9, 2009 meeting, the commission approved final site development plans for the fabrication and installation of pedestrian guide wayfinding pylons and map kiosks.

NPS was provided \$55,825,000 in 2009 ARRA funds to address some of the capital needs of the National Mall. This includes repair of the seawall at the Jefferson Memorial; restoration of the World War I memorial; rehabilitation of West Potomac Park, including public access to the Lincoln Memorial, security, and improvements to the Reflecting Pool; and deferred maintenance to the landscape features on the Mall.

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 would be a necessary first step towards identifying potential solutions and allowing informed decision making about acceptable levels of flood risk and possible capital improvement solutions. Long-term, capital improvement proposals affecting the sewer infrastructure and/or federal facilities may result from this study. The study is anticipated to cost \$500,000. Note: Additional information on flooding issues is provided on page 55.

This project was first submitted by NCPC in the FYs 2009–2014 program.

Lead Agencies: NCPC, DCWASA, District of Columbia Office of Planning and Department of the Environment, General Services Administration, Smithsonian Institute, FEMA

DC CIRCULATOR SYSTEM IMPLEMENTATION

Recommended and Strongly Endorsed

This project calls for completion of the DC Circulator system as described in the District of Columbia Downtown Circulator Implementation Plan (2003), with inexpensive, frequent, easy-to-use, comprehensive service linking the National Mall, East Potomac Park, Arlington National Cemetery, and the District's growing downtown areas. The complete system would complement the Metrorail system and interpretive transit services throughout the monumental core and surrounding urban area for visitors, residents, and workers, alike. The DC Circulator began operating on July 10, 2005. The initial two routes were a north-south service that ran from the Washington Convention Center to the Southwest Waterfront; and an east-west service that ran 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 on Independence and Constitution avenues along the National Mall between 4th and 17th streets, NW. On March 29th, 2009, a fourth route was added to provide service between McPherson Square, Columbia Heights, and Adams-Morgan; a fifth route was added to provide service between Union Station, Capitol Hill, and M Street, SW; and the National Mall Route was extended eastward to provide weekend service to the new Capitol Visitor Center on 1st Street, NE.

This project was first submitted by NCPC in the FYs 2009–2014 program.

Lead Agencies: NCPC, City Business Improvement Districts, DDOT, WMATA, and District of Columbia Surface Transportation, Inc. (DCST)

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 FYs 2008–2010, with construction scheduled from FYs 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 Department of Transportation and the Mayor of the District of Columbia, 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 projects below.) On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Statement on rebuilding the bridge and reconstruction of South Capitol Street. On February 7, 2008, the draft (EIS) was released for public review and comment. DDOT and the Federal Highway Administration (FHWA) are currently reviewing the comments received. The final EIS is scheduled for August 2009.

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.

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. The final EIS is scheduled for August 2009.

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 NATIONAL CAPITAL REGION

Recommended and Strongly Endorsed

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

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

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

DULLES CORRIDOR RAPID TRANSIT PROJECT VIRGINIA

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, recommend Metrorail as the Locally Preferred Alternative.

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

The FTA committed approximately \$159 million to be used in for project administration, final design work, utility relocations, right-of-way acquisitions, engineering and the costs for designing rail cars. In March of 2009, the FTA signed a Full Funding Agreement committing \$900 million in federal funds to the project for the completion of Phase I of the project. State and Fairfax County dollars to support the project have long been identified.

Phase I of the project will run from East Falls Church westward through Tyson's Corner to Wiehle Avenue on the eastern edge of Reston. Utility relocation work along the Route 7 Corridor has been underway since January 2008. Service is expected to begin in late 2013. Phase II will include six stations, Reston Parkway, Herndon-Monroe, Route 28, Dulles International Airport, Route 606, and Route 772. Phase II is expected to open in late 2016 or early 2017. 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 July 2010 proposed FCIP, stated its strong support for this project and NCPC's recommendation, the project is the number one priority in the County for future development. The County also strongly encourages the Department of Transportation and NCPC to move forward with completion of the "Pedestrian Bridge Dulles Access and Toll Road" project in the adopted FCIP FYs 2009-2014 (see appendix D).

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

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.

CapitalSpace Plan

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

ENHANCING CENTER CITY PARKS

Recommended for Future Programming

This project seeks to identify enhancements to the physical condition and design of center city parks, and to increase the use of these parks and the adjacent streets and sidewalks through additional programming that balances the community needs of Washington, DC in the 21st century and the historic and national significance of these parks. The specific parks to be improved will be identified through the collaborative efforts of the CapitalSpace partners. For 2010, the CapitalSpace partners selected two small parks located along Massachusetts Avenue, between 4th and 6th Street NW, for the first of a series of Center City parks enhancement projects.

A new project in this FYs 2011–2016 program.

TRANSFORMING SMALL PARKS INTO A COHESIVE NETWORK OF GREEN SPACES

Recommended for Future Programming

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

A new project in this FYs 2011–2016 program.

SCHOOLYARD IMPROVEMENT STRATEGY

Recommended for Future Programming

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

A new project in this FYs 2011–2016 program.

ENHANCING URBAN NATURAL AREAS

Recommended for Future Programming

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

A new project in this FYs 2011–2016 program.

IMPROVING THE AVAILABILITY AND USE OF PLAYFIELDS

Recommended for Future Programming

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

A new project in this FYs 2011–2016 program.

Other Recommended Projects

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.

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, DC.

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.

E STREET SECURITY AND STREETScape IMPROVEMENTS

Recommended for Future Programming

Temporary security elements have been in place at the entry to this corridor of E Street NW between 15th Street and 17th Street. The provisional design quality of the closure has become increasingly unacceptable over time.

The purpose of this project is to develop a solution that results in effective security barriers to public vehicular access along E Street and its branches. The solution should also create an attractive landscape area to visitor elements and architectural designs for security booths, sally ports and canine housing, while creating a strong sense of place appropriate to the historical significance of the location.

The Comprehensive Plan for the White House Grounds and the Ellipse, and the Cultural Landscape Report prepared by the National Park Service (NPS), will serve as the foundation for the design solution developed.

A new project in this FYs 2011–2016 program.

FREIGHT RAILROAD REALIGNMENT NEPA STUDIES

Recommended for Future Programming

To provide a long term solution to Freight Railroad movement and security within the National Capital Region, a National Environmental Policy Act (NEPA) evaluation must be undertaken. This study will build on and update the conclusions of the 2007 Freight Railroad Realignment Feasibility Study and provide further analysis and outreach on alternative alignment locations and impacts. The result will be an updated and more detailed conclusion and cost-benefit analysis on realigning this stretch of rail.

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 July 2010 proposed FCIP, again stated its opposition to this project and requested its removal from the FCIP. NCPC notes that the proposed NEPA evaluation is one piece of

a multi-stage investigation of an important and complex regional transportation issue. The NEPA study would evaluate alternatives for the CSX railroad alignment that currently traverses the Monumental Core of the nation's capital. NCPC looks forward to working with the City of Bowie and other affected stakeholders in the NEPA evaluation if and when such process is initiated. This letter is included in Appendix D.

FORT CIRCLE PARKS SYSTEM

Recommended for Future Programming

This project calls for urgent completion of the Fort Circle Parks System to create a ring of Civil War fort parks and connecting greenways, as described in the McMillan Plan and NPS' General Management Plan. Completion will require the acquisition of necessary interest in lands to provide for a continuous trail, protect the park-like environment of the system, and preserve the important scenic, historic, and natural elements and panoramic views of the Civil War forts. Community-oriented recreational opportunities, interpretation of the fort sites, and a well-delineated connecting trail in a park-like setting should be provided throughout the system.

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, DC. 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, DC—with service to Baltimore-Washington International Airport—has been under study since 1994. Preliminary studies indicate that the project would serve between 20,000 and 40,000 trips per day, even with continued Amtrak service in the corridor. It would provide residents and visitors to Washington with a second airport only 15 minutes from Union Station and reduce pressure on Ronald Reagan Washington National Airport, which is operating at capacity with rationing of gate slots. The project is visualized as the initial stage of a high-speed maglev system that would serve the entire Northeast Corridor between Boston, MA, and Charlotte, NC. Currently, the Federal Railroad Administration has funded an EIS for this project, and is considering whether to proceed to the design phase.

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

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, light rail along Columbia Pike within Arlington County and Fairfax County, in Virginia and priority corridors for rapid bus systems in the region.

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

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

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

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

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.

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 July 2010 proposed FCIP, again commends NCPC's support for this project which would complement the county's efforts to address recreational open space and drinking water protection through land preservation.

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: District of Columbia Department of Transportation (DDOT).

Support Agencies: NCPC, Destination DC, Downtown DC 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. Additionally, DDOT is conducting a feasibility study for Union Station to improve its ability to accommodate the future planned adjacent air-rights development, future development along the revitalized U Street Corridor, and the facility's use as a central tour bus parking facility for the city. The Union Station Intermodal Transportation Center Feasibility Study is scheduled for completion in the fall.

WATER TAXI SYSTEM NATIONAL CAPITAL REGION

Recommended for Future Programming

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

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.

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 without a specific location is 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 2011-2016
		FY 2011	FY 2012	FY 2013	FY 2014	FY2015	FY2016	
District of Columbia	572,670	669,400	1,146,614	815,185	693,447	582,539	164,250	4,071,435
Montgomery County	56,000	525,180	89,100	381,700	206,900	650,600	100,200	1,953,680
Prince George's County	44,229	81,623	311,684	42,551	69,053	83,752	230,350	819,012
Maryland	100,229	606,803	400,784	424,251	275,953	734,352	330,550	2,777,692
Arlington County	1,524,953	131,764	181,158	112,244	20,718	5,000	0	450,884
Fairfax County	854,039	367,077	239,500	275,400	90,000	174,800	71,000	1,217,777
Virginia	2,378,992	498,841	420,658	387,644	110,718	179,800	71,000	1,668,661
NCR	2,373,000	54,100	16,000	33,900	0	0	0	104,000
Total Region	5,424,891	1,829,144	1,984,056	1,660,980	1,080,118	1,496,691	565,800	8,616,788

Fiscal years may not sum to FYs 2011-2016 total due to non-reporting of individual FY budget requests on some projects

District of Columbia

The FCIP for FYs 2011-2016 contains 105 proposed projects within the District of Columbia. Of this total, 70 have been submitted to NCPC by other agencies. NCPC has submitted an additional 35 projects for future programming.

The estimated total cost of the 70 agency submitted projects for FYs 2011-2016 is \$ 4,071,435,000. NCPC *strongly endorses* 29 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* 30 projects that are in conformance with Commission and local plans and planning policies. The remaining 11 projects *require additional planning coordination*.

Of the 31 projects that NCPC submitted and recommended for future programming, the Commission *strongly endorses* 17 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 14 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)							Total FYs 2011-2016
	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY2015	FY2016	
District of Columbia Total	572,670	669,400	1,146,614	815,185	693,447	582,539	164,250	4,071,435

Fiscal years may not add to the FYs 2011-2016 total due to non-reporting of individual FY budget requests on some projects

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY2015	FY2016	Total FYs 2011-2016
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DEPARTMENT OF AGRICULTURE

USDA Headquarters

Ag. South Bldg. Modernization	230,781	28,000	28,000	28,000	28,000	49,000	49,000	210,000
Subtotal	230,781	28,000	28,000	28,000	28,000	49,000	49,000	210,000

U.S. National Arboretum (USNA)

Administration Bldg. Modernization	9,906	0	0	0	0	0	0	0
Asian Valley Paths Renovation	137,000	0	0	2,063	0	0	0	2,063
Azalea Paths Renovation	75	0	0	2,315	0	0	0	2,315
Bladensburg Road Entrance	1,795	12,000	0	0	0	0	0	12,000
Chinese Garden	240	24,520	0	0	0	0	0	24,520
Education and Visitor Center	0	1,000	0	0	27,900	0	0	28,900
Ellipse Area Development	0	0	850	0	0	0	0	850
Events Pavilion	0	0	0	872	0	0	0	872
Greenhouse Complex Renovation	4,673	3,320	0	0	0	0	0	3,320
Lab/Office Facility	0	270	2,415	0	0	0	0	2,685
Storm Water Management Project	0	0	441	1,890	1,890	0	0	4,221
Subtotal	16,826	41,110	3,706	7,140	29,790	0	0	81,746

Total in District of Columbia	247,607	69,110	31,706	35,140	57,790	49,000	49,000	291,746
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DEPARTMENT OF THE AIR FORCE

Bolling Air Force Base, Air Force District of Washington,

Band Addition	0	0	0	0	11,500	0	0	11,500
Joint Air Defense Operations Center	0	0	13,200	0	0	0	0	13,200

Total in District of Columbia	0	0	13,200	0	11,500	0	0	24,700
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DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers (USACE)

Flood Control Project	9,906	0	0	0	0	0	0	6,790
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Total in District of Columbia	9,906	0	13,200	0	11,500	0	0	6,790
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The following project is funded primarily from private funds, not funds appropriated by the federal government.

Armed Forces Retirement Home (AFRH)

Master Plan	0	250	0	0	0	0	0	250
Scott Building Renovation	0	70,000	0	0	0	0	0	70,000

DEPARTMENT OF DEFENSE

Defense Intelligence Agency (DIA)

Cooling Tower Expansion	0	230	2,300	0	0	0	0	2,530
N.D.I. College Module Expansion	0	5,700	57,000	0	0	0	0	62,700
Parking Structure Replacement	0	9,830	98,300	0	0	0	0	108,130

Total in District of Columbia	0	9,830	98,300	0	0	0	0	108,130
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GENERAL SERVICES ADMINISTRATION

Commerce, Herbert C. Hoover Bldg.	0	0	0	97,041	106,607	0	0	203,648
HHS, Hubert Humphrey Building	0	0	0	61,000	0	0	0	61,000
Labor, Frances Perkins Bldg.	0	0	0	90,000	0	111,000	0	201,000
Dept. of State, Harry S Truman Bldg.	4,629	53,000	54,700	0	0	0	0	107,700
Department of the Interior Building	0	51,500	50,400	0	0	0	0	101,900
E. Barrett Prettyman U.S. Courthouse	0	0	63,500	63,000	48,000	50,500	0	225,000
Federal Office Building 8	0	0	0	0	0	0	0	0
Federal Office Building 10A	0	0	0	27,060	0	76,240	0	103,300
Federal Trade Commission Bldg.	0	0	0	0	0	0	0	0
GSA, National Office Building	0	0	0	0	0	0	0	0
GSA, Regional Office Building	0	0	0	0	0	0	0	0
Internal Revenue Service Bldg.	0	0	0	0	0	0	0	0
J. Edgar Hoover Building	0	0	0	0	69,000	0	0	69,000
Lafayette Building Modernization	0	0	116,808	0	9,000	0	0	125,808
Mary E. Switzer Building	0	0	0	0	0	0	0	0
SE Federal Center Remediation	0	15,000	0	0	0	0	0	15,000
Wilbur J. Cohen Building	0	0	0	0	0	24,000	0	24,000
Forrestal Building Modernization	0	0	0	0	0	0	0	0
Robert C. Weaver Bldg., HUD	0	0	0	50,000	0	127,000	0	177,000
Life and Safety, HUD	0	11,200	0	0	0	0	0	11,200
Life and Safety, FOB 10A	0	0	0	0	0	0	0	0
Life and Safety, Francis Perkins	0	0	0	0	0	0	0	0
Life and Safety, IRS	0	18,000	0	0	0	0	0	18,000
Life and Safety, J. Edgar Hoover	0	0	0	0	0	0	0	0
Life and Safety, Postal Square	0	0	0	0	0	0	0	0
HOTD II Steam Distribution	0	0	0	0	0	0	0	0
National Courts Windows	0	0	0	0	0	0	0	0
Nebraska Avenue Complex	52,835	0	0	0	0	0	0	0
White House-East Wing Interior Design	0	0	8,100	0	0	0	0	8,100
White House-West Wing Interior Constr.	0	0	80,200	0	0	0	0	80,200
St. Elizabeths West Campus MLK	0	0	0	0	0	0	0	0
St. Elizabeths West Hwy Interchange-WC	0	0	33,000	0	0	0	0	33,000
St. Elizabeths West Campus Infra.	0	63,300	4,000	2,000	0	0	0	69,300
St. Elizabeths West Campus Ext.	0	0	0	0	0	0	0	0
St. Elizabeths West Campus MLK	0	0	0	0	0	0	0	0
Total in District of Columbia	0	505,600	705,780	655,101	507,607	388,740	0	2,762,756

DEPARTMENT OF THE INTERIOR

National Park Service (NPS)

Total in District of Columbia	0	0	0	0	0	0	0	0
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DEPARTMENT OF THE NAVY

Total in District of Columbia	0	0	0	0	0	0	0	0
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SMITHSONIAN INSTITUTION

Smithsonian Museums

Renovate Smithsonian Castle	0	760	1,000	7,000	7,300	0	25,000	41,060
NMAH Revitalization	61,800	18,000	12,350	40,300	600	8,500	3,000	82,750
NMNH Revitalization	206,270	20,100	14,600	20,800	20,000	21,000	15,500	112,000
Restore Renwick Gallery	0	0	1,500	1,000	0	0	6,750	9,250
Anti-Terrorism Protection	32,115	0	0	2,350	1,700	1,000	7,000	12,050
Renovate Arts and Industries Bldg	20,600	0	25,000	38,450	66,550	64,450	8,000	202,450
Replace NASM Mechanical Systems	0	100	750	2,500	7,500	25,000	20,000	55,850

Restore Hirshhorn Façade	0	0	0	900	0	8,700	0	9,600
NMAAHC	25,000	20,000	205,000	0	0	0	0	225,000
Subtotal	345,785	58,960	260,200	113,300	103,650	128,650	85,250	750,010
National Zoological Park								
Renew Bird House Facilities and Site	0	0	0	0	0	5,000	15,000	20,000
Renew Seal/Sea Lion Facility	23,700	6,000	0	0	0	0	0	6,000
Repair General Services Bldg	5,957	0	1,500	10,600	12,900	0	0	25,000
Subtotal	29,657	6,000	1,500	10,600	12,900	5,000	15,000	51,000
Total in District of Columbia	375,442	64,960	261,700	123,900	116,550	133,650	100,250	801,010

DEPARTMENT OF STATE

Harry S Truman Building

Blast Resistant Windows	30,400	0	20,000	0	0	0	15,000	35,000
Security Upgrades	2,849	0	10,000	1,044	0	11,149	0	22,193
Total in District of Columbia	33,249	0	30,000	1,044	0	11,149	15,000	57,193

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rock Creek Parkway Rehabilitation	0	14,900	0	0	0	0	0	14,900
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District of Columbia Total	666,204	669,400	1,146,614	815,185	693,447	582,539	164,250	4,071,435
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Fiscal years may not add to the FYs 2011-2016 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
10th Street, SW Corridor Improvements
10th 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 (3rd To 15th Streets, NW) Perimeter Security and Streetscape Improvements
Federal Bureau of Investigation Perimeter Security and Streetscape Improvements
Pennsylvania Avenue (3rd to 15th Streets, 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 2011-2016 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 \$2,772,692,394 for FYs 2011-2016.

MONTGOMERY COUNTY

Eighteen projects are located in Montgomery County with an estimated total cost of \$1,953,680,000 for FYs 2011-2016. NCPC *Recommends and Strongly Endorses* one project and *recommends* sixteen 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

Twenty-seven projects are located in Prince George's County with an estimated total cost of \$819,012,394 for FYs 2011-2016. NCPC *recommends* 17 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)								
	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY2015	FY2016	Total FYs 2011-2016
Montgomery County								
Total	56,000	525,180	89,100	381,700	206,900	650,600	100,200	1,953,680
Prince George's County								
Total	44,229	81,623	311,684	42,551	69,053	83,752	230,350	819,012
Maryland Total	100,229	606,803	400,784	424,251	275,953	734,352	330,550	2,777,692

Fiscal years may not sum to FYs 2011-2016 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 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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DEPARTMENT OF COMMERCE

National Institute of Standards and Technology (NIST)

General Purpose Labs Renovation	0	14,400	2,100	25,800	43,100	58,800	56,900	201,100
Total in Montgomery County	0	14,000	2,100	25,800	43,100	58,800	56,900	201,100

GENERAL SERVICES ADMINISTRATION

Consumer Products Safety Commission	0	0	0	0	0	0	0	0
FDA Consolidation	0	395,300	57,000	0	0	0	0	452,300
Life and Safety, DOE Germantown	0	0	0	0	0	0	0	0
Total in Montgomery County	0	395,300	57,000	0	0	0	0	452,300

DEPARTMENT OF HEALTH & HUMAN SERVICES

National Institutes of Health (NIH)

Animal Research Center	17,300	0	22,000	346,800	0	0	0	368,800
Building 29A/29B Renovation	0	0	0	0	0	60,400	0	60,400
Clinical Center (Bldg. 10) Renovation	0	0	0	0	19,600	176,400	0	196,000
Emergency Power CIT Data Center	13,300	0	8,000	0	0	0	0	8,000
Laboratory M, South Quad	0	0	0	3,000	144,200	0	0	147,200
Laboratory N, South Quad	0	0	0	2,100	0	150,400	0	152,500
Laboratory P, South Quad	0	0	0	4,000	0	159,500	0	163,500
Patient Rehab Medicine Addition to CRC	0	0	0	0	0	0	3,300	3,300
South Quad Parking Facility	0	0	0	0	0	1,100	40,000	41,100
South Quad Utility Expansion	0	0	0	0	0	44,000	0	44,000
Total in Montgomery County	30,600	0	30,000	355,900	163,800	591,800	43,300	1,184,800

DEPARTMENT OF THE NAVY

Walter Reed National Military Medical Center (WRNMMC)

NNMC Parking Expansion	0	16,600	0	0	0	0	0	16,600
Traffic Mitigation Measures	18,400	7,600	0	0	0	0	0	7,600
Transient Wounded Warrior Lodging	0	63,280	0	0	0	0	0	63,280
Upgrade Buildings 3 and 5	7,050	28,000	0	0	0	0	0	28,000
Total in Montgomery County	25,400	115,400	0	0	0	0	0	115,480

Montgomery County Total	56,000	525,180	89,100	381,700	206,900	650,600	100,200	1,953,680
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Fiscal years may not sum to FYs 2011-2016 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 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
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DEPARTMENT OF AGRICULTURE

Beltsville Agricultural Research Center (BARC)

Building 306 Renovations	0	20,200	0	0	0	0	0	20,200
Infrastructure 200 Area	0	0	0	0	5,750	0	0	5,750
New Four-Dairy Heifer Facilities	0	0	0	0	0	400	0	400
New Swine Parasitology Facility	0	1,600	0	12,690	0	0	0	14,290
Subtotal	0	21,800	0	12,690	5,750	400	0	40,640
Total in Prince George's County	0	21,800	0	12,690	5,750	400	0	40,640

DEPARTMENT OF THE AIR FORCE

Joint Base Andrews Air Force Base, Air Force District of Washington

Ambulatory Care Center	0	0	249,000	0	0	0	0	249,000
Consolidated Education Center/Library	0	0	0	0	0	0	19,500	19,500
Dental Clinic	0	0	23,900	0	0	0	0	23,900
Physical Fitness Center	150	0	0	0	0	34,500	0	34,500
Subtotal	150	0	272,900	0	0	34,500	19,500	326,900
Total in Prince George's County	150	0	272,900	0	0	34,500	19,500	326,900

GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	0	27,400	0	0	0	0	0	27,400
Total in Prince George's County	0	27,400	0	0	0	0	0	27,400

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center (FLETC)

Building 1, Administration	719	4,520	0	0	0	0	0	4,520
Building 1A, Classroom and Simulator	360	0	0	1,856	0	0	0	1,856
Building 230 Demolition	0	1,208	0	0	0	0	0	1,208
Subtotal	1,079	5,728	0	1,856	0	0	0	7,584

James J. Rowley Training Center (JJRTC)

Merletti Classroom Building Auditorium	-	-	-	-	-	-	-	..*
Perimeter Security Upgrade	-	-	-	-	-	-	-	0**
Utilities and Infrastructure Upgrades	-	-	-	-	-	-	-	0**
White House Mock-up Grounds	-	-	-	-	-	-	-	0*
Subtotal	-	-	-	-	-	-	-	..*

Total in Prince George's County	1,079	5,728	0	1,856	0	0	0	7,584
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* 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 2011-2016.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center (GSFC)

Chiller Plant Reliability Upgrade	0	0	282	4,700	0	0	0	4,982
Construct Flight Projects Building	0	2,510	36,900	4,800	0	0	0	44,210
Construct System Development Facility	0	0	0	1,308	42,500	43,600	44,700	132,108
Logistics Facility Upgrade	0	0	612	10,200	0	0	0	10,812
Repair Domestic Water/Sewer	0	0	0	0	0	72,000	1,200	1,272
Repair/Replace Roofs	1,800	1,185	990	997	603	80	500	4,355
Restore Building 26	1,100	14,000	0	0	0	0	0	14,000
Site Utilities Upgrade	23,500	4,000	0	0	0	0	0	4,000
Space Exploration and Education Center	0	0	8,000	0	14,700	0	158,500	173,250
Total in Prince George's County	26,400	21,695	38,784	22,005	57,803	43,752	204,950	388,989

SMITHSONIAN INSTITUTION

Smithsonian Museums

Museum Support Center Renovations	5,500	0	0	6,000	5,500	5,500	5,500	22,500
Museum Support Center Pod 3	42,500	5,000	0	0	0	0	0	5,000
Total in Prince George's County	48,000	5,000	0	6,000	5,500	5,500	5,500	27,500

Prince George's County Total	75,629	81,623	311,684	42,551	69,053	83,752	230,350	819,012
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Fiscal years may not sum to FYs 2011-2016 total due to non-reporting of individual FY budget requests on some projects

Virginia

The FCIP for FYs 2011-2016 contains 30 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 \$1,668,661,000 for FYs 2011-2016.

ARLINGTON COUNTY

Ten projects are located in Arlington County with an estimated total cost of \$450,884,000 for FYs 2011-2016. NCPC *Recommends and Strongly Endorses* one of these projects that conforms to NCPC and local plans and policies. NCPC *recommends* nine of these projects.

FAIRFAX COUNTY

Twenty projects are located in Fairfax County with an estimated total cost of \$1,217,777,000 for FYs 2011-2016. NCPC *Recommends* six of these projects, which conform to NCPC and local plans and policies. The remaining 14 projects are recommended as *Projects Requiring Additional Planning Coordination*.

Budget Estimates (000 of Dollars)

	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY2015	Total FYs FY2016 2011-2016	
Arlington County Total	1,645,664	131,764	181,158	112,244	20,718	5,000	0	450,884
Fairfax County Total	1,411,000	367,077	239,500	257,400	90,000	174,800	71,000	1,217,777
Virginia Total	3,056,664	498,841	420,658	387,644	110,718	179,800	71,000	1,668,661

Fiscal years may not sum to FYs 2011-2016 total due to non-reporting of individual FY budget requests on some projects

* This value is not provided on a yearly basis

Arlington County

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2011-2016
		FY 2011	FY 2012	FY 2013	FY 2014	FY2015	FY2016	
DEPARTMENT OF THE ARMY								
Arlington National Cemetery (ANC)								
Columbarium Court 9	700	0	10,000	10,000	0	0	0	20,000
Millennium Land Expansion	29,013	6,991	5,000	6,000	5,000	5,000	0	27,991
Subtotal	29,713	6,991	15,000	16,000	5,000	5,000	0	47,991
DEPARTMENT OF DEFENSE								
Pentagon								
Pentagon Renovation	1,612,397	103,148	72,400	29,300	0	0	0	204,848
Pentagon Reservation Master Plan Implementation								
FB2—Demolition/Site Preparation	961	0	26,625	0	0	0	0	26,625
Heliport/Motor Pool, Control Tower	644	2,574	64,355	0	0	0	0	66,929
Pedestrian Plaza and Secure Perimeter	65	0	157	1,415	15,718	0	0	17,290
Pentagon Fuel Station/ Conven. Store	1,100	7,000	0	0	0	0	0	7,000
Pentagon Screening Facility (Metro and Corridor B)	259	6,473	0	0	0	0	0	6,473
Pentagon Support Operations Center	0	655	2,621	65,529	0	0	0	68,805
SAL Remote Vehicle Screening Facility	525	4,923	0	0	0	0	0	4,923
Subtotal	3,554	21,625	93,758	66,944	15,718	0	0	198,045
Total in Arlington County	1,615,951	124,773	166,158	96,244	15,718	0	0	402,893
Arlington County Total	1,645,664	138,339	172,892	118,217	15,718	0	0	445,166

Fairfax County

Project Title	Prior Funding	Budget Estimates (000 of Dollars)					Total FYs	
		FY 2011	FY 2012	FY 2013	FY 2014	FY2015	FY2016	2011-2016

DEPARTMENT OF THE ARMY

Fort Belvoir, MDW

Airfield Modernization, Phase I	0	0	0	0	0	76,000	0	76,000
Airfield Modernization, Phase II	0	0	0	0	0	38,000	0	38,000
Airfield Modernization, Phase III	0	0	0	0	0	49,000	0	49,000
Battalion Headquarters	0	0	0	29,000	0	0	0	29,000
Construct New Barracks	0	0	34,000	0	0	0	0	34,000
Construct New Physical Fitness Center	0	0	0	30,000	0	0	0	30,000
Flight Control Tower	0	8,100	0	0	0	0	0	8,100
Fort Belvoir Infrastructure	111,000	41,000	0	0	0	0	0	41,000
Information Dominance Center	0	0	53,000	90,000	90,000	0	71,000	304,000
Joint Personnel Recovery Agency Addn.	0	19,000	0	0	0	0	0	19,000
McNamara Headquarters Annex, DLA	0	0	0	113,000	0	0	0	113,000
National Museum of the U.S. Army	0	288,175	100,000	0	0	0	0	388,175
Nat'l Museum U.S. Army Infrastructure	0	0	25,000	0	0	0	0	25,000
Replacement Commissary Facility	0	0	27,500	0	0	0	0	27,500
Structured Parking, 200 Area	0	0	0	0	0	11,800	0	11,800
Technical Engineer Complex	0	0	0	13,400	0	0	0	13,400
Washington Headquarters Srvs.	1,300,000	5,710	0	0	0	0	0	5,710
Total in Fairfax County	1,411,000	321,026	239,500	275,400	90,000	174,800	71,000	1,171,726

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration (FHWA)

Fairfax County Parkway Phase III	0	33,600	0	0	0	0	0	33,600
Pedestrian Bridge Dulles Access and Toll Road	0	2,420	0	0	0	0	0	2,420
Rehabilitate VA Rt. 123/CIA Interchange	0	10,031	0	0	0	0	0	10,031
Total in Fairfax County	0	46,051	0	0	0	0	0	46,051

Fairfax County Total	1,411,000	367,077	239,500	275,400	90,000	174,800	71,000	1,217,777
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National Capital Region

District of Columbia, Maryland, and Virginia

The FCIP for FYs 2011-2016 contains one proposed project within the NCR—this project has either cross-jurisdictional borders or no specified location. The Woodrow Wilson Bridge Replacement has been submitted by another agency and is *Recommended*.

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FYs 2011-2016
DEPARTMENT OF TRANSPORTATION								
Federal Highway Administration (FHWA)								
Woodrow Wilson Bridge	2,373,000	54,100	16,000	33,900	0	0	0	104,000
NCR Total	2,373,000	54,100	16,000	33,900	0	0	0	104,000

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 2011–2016 proposed capital projects. The list indicates the program years for which the projects were initially submitted.

Recommended and Strongly Endorsed

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF AGRICULTURE

USDA Headquarters

FYs 1995-1999 Agriculture South Building Modernization

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

FYs 2000-2004 Flood Control Project

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
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

FYs 2003-2008 E. Barrett Prettyman U.S. Courthouse Modernization
J. Edgar Hoover Building Modernization

FYs 2007-2012 Southeast Federal Center Remediation

SMITHSONIAN INSTITUTION

FYs 2003-2008 National Museum of Natural History Revitalization
Restore Arts and Industries Building

Revitalize National Museum of American History Public Space
Restore Renwick
FYs 2009-2014 Restore Smithsonian Castle

DEPARTMENT OF STATE

FYs 2004-2009 Blast-Resistant Windows
Security Upgrades for Harry S. Truman Building

Recommended

(PROJECTS SUBMITTED BY AGENCIES)

DEPARTMENT OF AGRICULTURE

National Arboretum

FYs 2000-2004 Education and Visitor Center
FYs 2004-2009 Administration Building Modernization
Greenhouse Complex Renovation
FYs 2005-2010 Lab/Office Facility
FYs 2006-2011 Asian Valley Paths Renovation and Restroom Replacement
Azalea Paths Renovation
Bladensburg Road Entrance
Chinese Garden
Ellipse Area Development
Events Pavilion
FYs 2008-2013 Storm Water Management Project

Beltsville Agricultural Research Center

FYs 2005-2010 Infrastructure 200 Area
New Swine Parasitology Facility
New Four Dairy Heifer Facilities

DEPARTMENT OF THE AIR FORCE

Bolling Air Force Base

FYS 2010-2015 Band Annex

Andrews Air Force Base

FYs 2011-2016 Ambulatory Care Center
FYs 2011-2016 Dental Clinic – is it recommended

DEPARTMENT OF THE ARMY

Arlington National Cemetery

FYs 2005-2010 Columbarium Phase V
Millenium Land Expansion

Armed Forces Retirement Home

FYs 2009-2014 Scott Building Renovations
Master Plan

Fort Belvoir, Military District of Washington

FYs 2008-2013 Flight Control Tower
Fort Belvoir Infrastructure
Washington Headquarters Services

DEPARTMENT OF COMMERCE**National Institutes of Standards and Technology**

FYs 2010-2015 General Purpose Laboratories Renovation

DEPARTMENT OF DEFENSE**Defense Intelligence Analysis Center**

FYs 2010-2015 National Defense Intelligence College

Pentagon

FYs 2007-2012 Heliport/Motor Pool/Control Tower
Pedestrian Plaza

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

GENERAL SERVICES ADMINISTRATION

FYs 2004-2009 Fire and Life Safety Systems, Postal Square
Fire and Life Safety Systems, Frances Perkins Building
Fire and Life Safety Systems, J. Edgar Hoover Building
Fire and Life Safety Systems, Department of Housing and Urban Development
Fire and Life Safety Systems, Federal Office Building 10A
Fire and Life Safety Systems, Internal Revenue Service Building
National Courts Window Replacement

FYs 2005-2010 Forrestal Building Modernization
HOTD II Steam Distribution Tunnels
Remote Delivery Service Center
Southern Maryland Courthouse Annex

FYs 2006-2011 Department of Housing and Urban Development, Robert C. Weaver Building
Saint Elizabeths Hospital West—DHS Consolidation

FYs 2007-2012 Consumer Products Safety Commission
Nebraska Avenue Complex (NAC)

FYs 2008-2013 Department of Energy, Germantown, Fire and Life Safety Systems
Lafayette Building Lite Renovations
Saint Elizabeths Hospital West Campus Extension – DHS Consolidation
West Wing Utility Plant Replacement
Saint Elizabeths Hospital West Campus Infrastructure

FYs 2009-2014 East Wing Utility Plan Replacement

	Saint Elizabeths Hospital – Martin Luther King Jr. Avenue Site
<i>FYs 2011-2016</i>	East Wing Interior Design
	West Wing Interior Design

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

<i>FYs 2000-2004</i>	Animal Research Center/Central Vivarium
<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 2008-2013</i>	Laboratory M, South Quad
	Emergency/Back-up Power CIT Data Center
<i>FYs 2011-2016</i>	Building 29A/29B Renovation
	Clinical Center (Building 10) Renovation of the E Wing
	Patient Rehab Medicine Addition to CRC
	South Quad Utility Expansion

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

<i>FYs 2006-2011</i>	Building 1A/1B Demolition
	Building 1 Renovation
	Building 230 Demolition

James T. Rowley Training Center

<i>FYs 2007-2012</i>	Perimeter Security Upgrade
	Utilities and Infrastructure Upgrade

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

<i>FYs 1986-1990</i>	Repair/Replace Roofs, Various Buildings
<i>FYs 2001-2005</i>	Site Utilities Upgrade – Steam Distribution
<i>FYs 2005-2010</i>	Logistics Facility Upgrade
	Repair Domestic Water/Sewer
<i>FYs 2009-2014</i>	Chiller Plant Reliability Upgrade
	Construct Systems Development Facility
	Restore Building 26
<i>FYs 2010-2015</i>	Construct Flight Projects Building
<i>FYs 2010-2015</i>	Space Exploration and Education Center

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

<i>FYS 2009-2014</i>	Construct National Archives Experience Phase 2
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DEPARTMENT OF THE NAVY

Walter Reed National Military Medical Center

<i>FYs 2011-2016</i>	Traffic Mitigation Measures
	Upgrade Buildings 3 and 5

Transient Wounded Warrior Lodging
NNMC Parking Expansion

SMITHSONIAN INSTITUTION

FYs 2003-2008 Anti-Terrorism Protection
 Restore Hirshhorn Façade
FYs 2009-2014 Replace Air and Space Museum Mechanical Systems

Museum Support Center, Suitland

FYs 2005-2010 Museum Support Center Pod 3
FYs 2009-2014 Museum Support Center Lab/HVAC Renovations

National Zoological Park

FYs 2002-2007 Renew Seal/Sea Lion Facility
FYs 2009-2014 Renew Bird House Facility and Site
 Repair General Services Building

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

FYs 2000-2004 Woodrow Wilson Bridge Replacement
FYs 2010-2015 Rock Creek Parkway Improvements
 Fairfax County Parkway Phase III (Mainline Section)
 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 Consolidated Education Center/Library
 Physical Fitness Center
FYs 2010-2015 Joint Air Defense Operations Center

DEPARTMENT OF THE ARMY

Arlington National Cemetery

FYs 2005-2010 Land Expansion Ft. Meyer

Military District of Washington, Fort Belvoir

FYs 2004-2009 Information Dominance Center
FYs 2006-2011 Joint Personnel Recovery Agency Addition
 Structured Parking, 200 Area
FYs 2008-2013 Construct New Barracks
 Construct New Physical Fitness Center at EPG
FYs 2010-2015 National Museum of the U.S. Army
 Replace Commissary Facility
FYs 2011-2016 Airfield Modernization Phase I

Airfield Modernization Phase II
Airfield Modernization Phase III
Battalion Headquarters
McNamara Headquarters Annex, DLA
National Museum of the US Army Infrastructure
Technical Engineer Complex

DEPARTMENT OF DEFENSE

Defense Intelligence Agency

FYs 2010-2015 Cooling Tower Expansion
Parking Structure Replacement

Pentagon

FYs 2007-2012 Pentagon Fuel Station/Convenience Store
FYs 2008-2013 FOB-2 Demolition/Remediation/Site Preparation
FYs 2009-2014 PFPA Security Complex
Pentagon Support Operations Center

GENERAL SERVICES ADMINISTRATION

FYs 2008-2013 Saint Elizabeths – West Campus Extension/Site Acquisition
FYs 2009-2014 Saint Elizabeths – Martin Luther King Avenue Site
FYs 2011-2016 Saint Elizabeths – Highway Interchange Construction West Campus

DEPARTMENT OF HOMELAND SECURITY

U.S. Secret Service – James J. Rowley Training Center

FYs 2008-2013 Merletti Classroom Building Auditorium Annex
White House Mock-up North/South Grounds

SMITHSONIAN INSTITUTION

Smithsonian Museums

FYS 2006-2011 National Museum of African American History and Culture

Recommended and Strongly Endorsed

(PROJECTS SUBMITTED BY THE COMMISSION)

ALL DEPARTMENTS

FYs 2002-2007 South Capitol Street Reconstruction
FYs 2004-2009 Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail
Dulles Corridor Rapid Transit Project
Kennedy Center Access Improvement and Related Projects
FYs 2005-2010 New Frederick Douglass Memorial Bridge
FYs 2006-2011 South Capitol Street Waterfront Park
FYs 2008-2013 Freight Railroad Realignment NEPA Studies
FYs 2009-2014 DC Circulator Implementation
In-Depth Sewer Study for the Federal Triangle Area
National Mall Improvements
FYs 2010-2015 Federal; Triangle and Archives-Navy Memorial-Penn Quarter Metrorail Stations
Access Study

FEDERAL CAPITAL IMPROVEMENTS PROGRAM 2011-2016

Federal Walk Plan
 J. Edgar Hoover Building Site Feasibility Study
 Pennsylvania Avenue Public Space Improvement and Management Plan
 Potomac Park Access Plan
 Potomac Park Shoreline Restoration and Canal Study
 River Esplanade and Bicycle Trail Enhancement Plan
 Southwest Rectangle Ecodistrict
 10th Street NW Corridor Improvements Within the Federal Triangle

Recommended for Future Programming

(PROJECTS SUBMITTED BY THE COMMISSION)

ALL DEPARTMENTS

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

Appendix B

Status of Federal Construction

Historical distribution trends and the current status of land acquisition and project construction, which have been recommended by the Commission in recent capital improvements programs and subsequently funded by Congress, are indicated in the following tables. Table B1 shows the distribution of total congressional appropriations among the major jurisdictions in the NCR for Fiscal Years 1989 through 2010. Table B2 shows the Fiscal Year 2010 requested amounts and authorized amounts for projects within the FCIP.

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

TABLE B1, - DISTRIBUTION OF TOTAL CONGRESSIONAL FUNDING OF FCIP PROJECTS BY MAJOR JURISDICTIONS IN THE NATIONAL CAPITAL REGION—FISCAL YEARS 1988–2008

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

PROJECTS FUNDED IN FY 2010

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 2010. Projects resubmitted are contained within the 2011-2016 program.

NCPC reviewed FY 2009 appropriations to identify which capital improvement projects that were included in the approved FY 2009 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 2010-2015 FCIP, which was adopted by the Commission on September 4, 2009 (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 2010

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
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DISTRICT OF COLUMBIA

DEPARTMENT OF AGRICULTURE

U.S.D.A. Headquarters

Agriculture South Building Modernization	39,000	24,000*
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U.S. National Arboretum*

Bladensburg Road Entrance	10,600	--
Chinese Gardens	10,700	--
Fern Valley Native Plant Garden	54	--
Greenhouse Complex Renovation	3,132	--
Hickey Run Pollution Abatement	2,700	--
Lab/Office Facility	270	--
Education and Visitor's Center	4,220	--

*Note 2- Projects were funded with ARRA funds and not specific appropriations from Congress

DEPARTMENT OF DEFENSE

Defense Intelligence Analysis Center

Parking Structure Replacement	1,900	-0-
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DEPARTMENT OF ENERGY

Cafeteria Green Roof*	3,000	--
Wind Turbine*	1,900	--

(000)	(000)
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FEDERAL CAPITAL IMPROVEMENTS PROGRAM 2011-2016

Department/Agency, Installation Project Title	Requested	Funded
GENERAL SERVICES ADMINISTRATION		
Commerce, Herbert C. Hoover Bldg.	136,540	--
Department of the Interior Building	63,500	--
E. Barrett Prettyman U.S. Courthouse	24,400	
East Wing Utility Plan Replacement	16,200	--
GSA, National Office Building	151,700	--
Lafayette Building Modernization	108,775	--
Lafayette Building LIITE Renovations	1,200	--
Life and Safety, FOB 10A	1,200	--
Life and Safety, Francis Perkins	15,600	--
Life and Safety, J. Edgar Hoover	21,800	--
Life and Safety, Postal Square	12,000	--
Mary E. Switzer Building	68,241	--
New EOB Systems Replacement	30,276	--
Saint Elizabeths West Campus DHS Consolidation	232,500	--
Saint Elizabeths West Campus Extension	3,500	--
Saint Elizabeths West Campus Infrastructure	213,500	--
Saint Elizabeths West Campus MLK Ave.	500	--
Southeast Federal Center remediation	15,000	--
Department of State, Harry s Truman Building	14,400	--
West Wing Utility Plan Replacement	121,000	--
DEPARTMENT OF THE INTERIOR		
National Park Service		
Theodore Roosevelt Memorial Rehabilitation	1,706	--
NATIONAL ARCHIVES AND RECORDS		
National Archives Experience Phase II	13,500	-0-
DEPARTMENT OF THE NAVY		
Naval Research Laboratory		
Autonomous Research Laboratory	24,220	--
Anacostia Annex		
Naval Systems Management Activity Relocation	71,929	--

SMITHSONIAN INSTITUTION

Major Projects

Anti-Terrorism Protection	1,800	
National Museum of African American History and Culture	20,000	
National Museum of American History Revitalization	7,000	
National Museum of Natural History Revitalization	18,800	
Restore Arts and Industries Building	12,600	

National Zoological Park

Renew Seal/Sea Lion Facility	12,000	
Repair General Services Building	4,000	

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration**

Rock Creek Parkway Improvements	6,200	14,945
---------------------------------	-------	--------

TOTAL DISTRICT OF COLUMBIA

\$ 944,472 \$ 38,945

MARYLAND**Montgomery County****DEPARTMENT OF COMMERCE****National Institute of Standards and Technology**

General Purpose Laboratories Renovation	14,400	2,000
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GENERAL SERVICES ADMINISTRATION

FDA Consolidation, White Oak	137,900	--
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DEPARTMENT OF HEALTH AND HUMAN SERVICE**National Institute of Health**

J.E. Porter Neuroscience Center II	280,000	175,720
Northwest Child Care Facility	12,300	15,000

DEPARTMENT OF THE NAVY

Naval Surface Warfare Division – Carderock	5,300	--
Walter Reed National Medical Center – Bethesda	80,850	--

Subtotal Montgomery County

\$517,790 \$192,720

	(000)	(000)
Department/Agency, Installation Project Title	Requested	Funded

Prince George's County

DEPARTMENT OF THE AIR FORCE

Andrews Air Force Base, Air Force District of Washington

Construct New Munitions Storage Area	9,300	-0-
Replace Munitions Maintenance & Storage	12,000	-0-

DEPARTMENT OF THE ARMY

Adelphi Laboratory Center

Construct Helipad in Area 600	150	
Construct Salt Storage Facility	400	
Construct Warehouse/Historical Facility	1,000	
Harry Diamond Building Patio/Courtyard	500	
Main Access Control Point Upgrade	5,210	

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

Building 1A, Classroom and Simulator	6,600	-0-
Building 230 Demolition	1,210	-0-

GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	27,400	
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NATIONAL AERONAUTICS & SPACE ADMIN

Goddard Space Flight Center

Construct Flight Project Building	2,510	
Construct Shipping/Receiving Facility	12,400	12,400
Construct System Development Facility	900	900
Repair Central Power Plant	2,500	
Repair/Replace Roofs Buildings 5, 32,92	-0-	900
Restore Building 26	1,120	

SMITHSONIAN INSTITUTION

Museum Support Center, Suitland

Museum Support Center Lab/HVAC Renovations	5,500	
Museum Support Center Pod 3	5,000	

Subtotal Prince George's County	\$93,700	\$14,200
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TOTAL MARYLAND	\$ 611,490	\$ 206,920
	(000)	(000)

Department/Agency, Installation Project Title	Requested	Funded
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VIRGINIA

Arlington County

DEPARTMENT OF THE ARMY

Arlington National Cemetery

Millennium Land Expansion	18,400	10,093
Total Cemetery Management	1,425	-0-

DEPARTMENT OF DEFENSE

The Pentagon

Pentagon Renovation	111,900	
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The Pentagon Reservation

Control Tower and Fire Station	1,384	-0-
FB2—Office Building Demolition/Remediation/Site Prep	100	
Pentagon Fuel Station/Convenience Store	920	
Permanent Secure Access Lane	416	33
Pentagon Athletic Center—Phase II	6,979	6,979
Pentagon Force Protection Agency Screening Facility	683	-0-
Pentagon Force Protection Agency Security Complex	311	
SAL Remote Vehicle Screening Facility	509	
Upgrade Electrical System	19,727	

DEPARTMENT OF THE NAVY

Arlington Service Center

Crystal Park 5	33,660	-0-
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

George Washington Parkway Marina Access	1,300	
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Subtotal Arlington County	\$197,654	\$17,105
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Department/Agency, Installation Project Title	(000) Requested	(000) Funded
Fairfax County		
DEPARTMENT OF THE ARMY		
Fort Belvoir		
Child Development Center (Main Post)	45,000	14,200
Access Road Improvements	51,350	-0-
Construct New Hospital	140,750	-0-
Dental Clinic with Addition	17,700	19,000
Emergency Services Center	6,200	-0-
Emergency Services Center South Post	4,900	-0-
Flight Control Tower	8,300	8,300
Fort Belvoir Infrastructure	91,000	-0-
National Geospatial Agency	112,900	-0-
National Museum of the U.S. Army	288,275	-0-
(NARMC) Medical Command Headquarters	23,000	15,400
North Post Access Road Control Point	10,200	-0-
Office of the Chief Army Reserve Administrative Off. .	71,000	-0-
Replace Post Exchange Facility	45,000	-0-
Replacement Commissary Facility	2,500	-0-
Shoppette South Post	4,000	-0-
Washington Headquarters Services	465,961	1,300,000
DEPARTMENT OF TRANSPORTATION		
Federal Highway Administration		
Fairfax County Parkway Phase III	33,600	-0-
Fairfax County Parkway Phase IV	22,800	
Subtotal Fairfax County	1,444,436	1,356,900
TOTAL VIRGINIA	\$ 1,642,090	\$ 1,374,005

(000) Department/Agency, Installation Project Title	(000) Requested	Funded
NATIONAL CAPITAL REGION		
Maryland, D.C., and Virginia		
DEPARTMENT OF TRANSPORTATION		
Federal Highways Administration		
I-95 HOV Access at Fort Belvoir	19,000	--
Woodrow Wilson Bridge Replacement	67,300	--
TOTAL NCR	\$86,300	--
TOTAL REGION	\$3,813,145	\$2,585,560

Appendix C

FUNDING STATUS OF PROJECTS PREVIOUSLY RECOMMENDED AND STRONGLY ENDORSED

The projects listed below, were *Recommended and Strongly Endorsed* in the *FYs 2010–2015 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 FY09</i>	<i>Received Funding in FY10</i>	<i>Fully Funded in FY10</i>	<i>Not Funded</i>	<i>Number of Years in FCIP</i>
(PROJECTS SUBMITTED BY AGENCIES)				
DEPARTMENT OF AGRICULTURE				
U.S. National Arboretum				
Hickey Run Storm Water Management	•	•		5
USDA Headquarters				
Agriculture South Building Modernization	•			15
DEPARTMENT OF THE ARMY				
U.S. Army Corps of Engineers				
Flood Control Project	•			11
Arlington National Cemetery				
Total Cemetery Management System Development	•			3
DEPARTMENT OF DEFENSE				
The Pentagon				
Pentagon Renovation	•			22
GENERAL SERVICES ADMINISTRATION				
Department of Commerce, Herbert C. Hoover Building Modernization	•		•	18
Department of Health and Human Services, Humphrey Building Modernization			•	10
Department of the Interior Building Modernization	•			18
Department of Labor, Frances Perkins Building Modernization			•	10
Department of State, Harry S. Truman Building Modernization			•	18
E. Barrett Prettyman U.S. Courthouse Modernization			•	8
Eisenhower Executive Office Building Modernization	•			17
Federal Office Building 8 Modernization	•			16
Federal Office Building 10A Modernization	•			15
Federal Trade Commission Building Modernization			•	18
Food and Drug Administration Headquarters			•	16
GSA, National Office Building Modernization			•	10
GSA, Regional Office Building Modernization	•			18

<i>Projects Recommended and Strongly Endorsed in FY09</i>	<i>Received Funding in FY10</i>	<i>Fully Funded in FY10</i>	<i>Not Funded</i>	<i>Number of Years in FCIP</i>
Internal Revenue Service Building Modernization			•	17
J. Edgar Hoover Building Modernization			•	8
Lafayette Building Modernization			•	18
Mary E. Switzer Building Modernization			•	21
New Executive Office Building Systems Replacement			•	9
St. Elizabeths West—DHS Consolidation	•			5
St. Elizabeths West—Campus Infrastructure			•	3
Southeast Federal Center Remediation			•	3
Wilbur J. Cohen Building Modernization			•	18
SMITHSONIAN INSTITUTION				
Renovate Smithsonian Castle			•	2
National Museum of American History	•		•	
Kenneth E. Behring Center Public Space Revit.				7
National Museum of Natural History Revit.	•		•	7
Renew Renwick Gallery			•	7
Restore Arts and Industries Building				
DEPARTMENT OF STATE				
Security Upgrades for Harry S Truman Building			•	7
Blast-Resistant Windows			•	7
DEPARTMENT OF TRANSPORTATION				
Federal Highway Administration				
National Mall Road Improvements	•	•		14
(PROJECTS SUBMITTED BY THE OMISSION)				
ALL DEPARTMENTS				
Pennsylvania Avenue Perimeter Security			•	6
Constitution Avenue Perimeter Security			•	6
Federal Bureau of Investigation Perimeter Security			•	6
Mobility and Parking Impact Studies			•	6
DC Circulator	•			6
South Capitol Street Reconstruction	•			7
South Capitol Street Waterfront Park			•	4
New Frederick Douglass Memorial Bridge			•	5
Railroad Relocation Feasibility Study			•	5
Kennedy Center Plaza Project			•	3
10 th Street, SW Corridor Improvements			•	2
10 th Street, SW Corridor Improvements within the Federal Triangle			•	2
Maryland Avenue, SW Corridor Improvements			•	2

Appendix D

PUBLIC COMMENTS

Following Commission authorization at their July 2010 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.

Arlington County, Virginia

The City of Bowie, Maryland

The City of Greenbelt, Maryland

Fairfax County, Virginia

Loudoun County, Virginia

The City of Rockville, Maryland



OFFICE OF THE COUNTY MANAGER

2100 Clarendon Boulevard, Suite 302, Arlington, VA 22201
TEL 703-228-3120 FAX 703-228-3218 TTY 703-228-4611 www.arlingtonva.us

August 23, 2010

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

Dear Mr. Acosta,

I am writing to submit Arlington County's comments of Arlington County with regard to the *Proposed Federal Capital Improvements Program for the National Capital Region , Fiscal Years 2011-2016*. We appreciate the opportunity to review the proposed federal capital projects, especially as they might affect the citizens, taxpayers and tourists of Arlington County, and advise you of any concerns or recommendations we might have in order to better assure coordination within the region.

Arlington County's concerns fall into two categories: 1. Ongoing Base Master Planning and Facilities Improvements and 2. Transportation Improvements.

• **Master Planning and Facilities Improvements:**

- Arlington National Cemetery (ANC) (p.59): The Arlington County Planning Division would like to remain involved in cemetery expansion involving County and Fort Myer lands; the proposed 15 acre parking area should be developed in an eco-friendly manner with shade trees and other landscaping, a minimum of impervious surface, and bio-retention facilities.
- Fort Myer Military Community (FMMC) (p. 64): The Arlington County Planning Division would like an opportunity to review the FMMC plan when available, prior to the finalization of the current draft FCIP.
- Pentagon Reservation Master Plan and Implementation and Ancillary Projects (pgs. 72-79): Arlington County Government (ACG) continues to support initiatives to reduce impervious areas and increase the sustainability of the Pentagon Reservation. ACG would like to remain involved during further planning processes to implement this master plan recommendation. Arlington would like to voice interest in reviewing the appearance and height of elevated parking structures and other buildings to be constructed and views of these structures from public roadways, historic Arlington House and Arlington National Cemetery; with regards to the replacement of the service station, the County should encourage not just a more eco-friendly model, but a more aesthetically pleasing one, and should be apprised of the various locations under consideration for its relocation as they are not outlined in this document; encourage Pentagon officials to ensure that any new buildings or additions,

including screening facilities, structured and surface parking facilities, checkpoints, security booths, screening areas, the support operations center, etc., are designed to respect the Pentagon's historic significance and integrity and minimize their impact and visibility. Also important for consideration in the Pentagon Master Plan are pedestrian and bicycle connections to the Pentagon.

- Federal Office Building 2 (FB2) (Pg. 77): The Arlington County Government continues to support this project. The County requests continued involvement to maintain communication and knowledge on project details to address any impacts to Arlington County residents and businesses, particularly in nearby neighborhoods. This would include details, among others, related to the planned construction activities and the estimated duration as well as impacts to streets (surrounding neighborhood streets and Columbia Pike), and environmental conditions. Arlington County would also like to remain involved in demolition process and the property transfer, specifically as referred to on pg. 77 "The project will also include the exchange of property known as South Gate Road for an equal amount of land to be developed by Arlington County for a Heritage Center".
- Pedestrian Plaza and Secure Perimeter (Pg. 79): The Arlington County Government requests coordination on this project to monitor any proposed route changes or adjustments during construction to ensure that there is no significant decrease in existing service levels to and from the Pentagon and/or to collaborate with appropriate parties to determine appropriate mitigating actions.
- **Transportation Improvements.** (Pg. 141): The Arlington County Government appreciates the draft FCIP's recommendation for future programming of the NCPC's Comprehensive Plan for the National Capital. The Arlington County Government continues to pursue light rail ("streetcar") along Columbia Pike and is currently undergoing preliminary engineering and environmental review processes. The County also continues to pursue a "streetcar" system in the Crystal City-Potomac Yard corridor, as part of a larger system extending to Pentagon City as well as along the Route 1 corridor into Alexandria.

We are grateful for the opportunity to review and comment on your evaluation of the federal projects in the region, and we hope our comments and suggestions will be constructive.

Sincerely,



Michael B. Brown
County Manager



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

August 4, 2010

Mr. John V. Cogbill, III, Chairman
National Capital Planning Commission
401 9th Street, NW
North Lobby
Suite 500
Washington, DC 20004

Re: Freight Railroad Realignment NEPA Studies
Draft Proposed Federal Capital Improvement Program for the
National Capital Region, Fiscal Years 2011-2016

Dear Chairman Cogbill:

Thank you for forwarding a copy of the Draft Proposed Federal Capital Improvement Program (FCIP) for the National Capital Region, Fiscal Years 2011-2016 to the City of Bowie for our review. We have again noticed that the Draft Proposed FCIP continues to include, and the National Capital Planning Commission (NCPC) continues to recommend and strongly endorse, a full National Environmental Policy Act (NEPA) evaluation for the above-referenced project (Page 150).

As you will likely remember, the City of Bowie previously expressed its strong opposition to any aspect of this project and requested that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region. Your FY 2011-2016 Draft document offers commentary noting that the proposed NEPA evaluation is only one piece of a multi-stage investigation of an important and complex transportation issue, that the NEPA study would evaluate alternatives for the CSX railroad alignment that currently traverses the Monumental Core of the nation's capital and that NCPC looks forward to working with stakeholders, including the City of Bowie and Prince George's County in the NEPA evaluation, if and when such process is initiated.

We would like to go on record at this point opposing initiation of the NEPA study process, recognizing the potential success of the CSX National Gateway project as the preferred alternative. Implementation of the CSX National Gateway project would avoid creation of a heavily-used freight corridor that would disrupt vehicular traffic and the overall quality of life for residents in eastern Prince George's County, as well as Charles County. The CSX National Gateway proposal will reduce bottlenecks by enabling double stack trains to be used along the alignment running through the District of Columbia and then up either the Camden Line or Brunswick Line, thereby eliminating the need for using the Pope's Creek Branch. We therefore find the recommended NEPA evaluation for the Freight Railroad Realignment to be unnecessary.

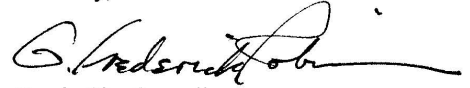
MAYOR G. Frederick Robinson MAYOR PRO TEM James L. Marcos
COUNCIL Dennis Brady ♦ Diane M. Polangin ♦ Isaac C. Trough ♦ Todd M. Turner ♦ Geraldine Valentino-Smith CITY MANAGER David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

FEDERAL CAPITAL IMPROVEMENTS PROGRAM 2011-2016

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

Thank you for your consideration of these updated comments and for the opportunity to make recommendations on the Draft FY 2011-2016 Federal CIP.

Sincerely,



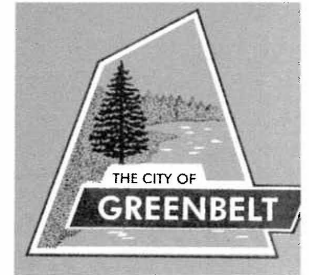
Bowie City Council
G. Frederick Robinson
Mayor

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

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CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



August 18, 2010

Mr. Stacy Wood
National Capital Planning Commission
401 9th Street, NW
Suite 500
Washington, DC 20004

CITY COUNCIL
Judith F. Davis, Mayor
Emmett V. Jordan, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

RE: FCIP Fiscal Years 2011-2016

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 2011-2016. 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), the Goddard Space Flight Center of the National Aeronautics and Space Administration (GSFC), the Greenbelt Federal Courthouse, the National Agricultural Library and possible future projects involving Greenbelt Park.

The City has no specific comments to offer at this time on the proposed projects for BARC and GSFC, but would 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 so that they continue to be highly regarded facilities in their respective areas of expertise. The City also supports investing in improvements/upgrades to the National Agricultural Library. 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. The City views all these aforementioned facilities as valuable resources and looks forward to seeing them succeed in years to come. The City strongly supports the "*Regional Park System*" project discussed in the FCIP.

The City is very interested in the planned expansion to the Greenbelt Federal Courthouse and anticipates working closely with General Services Administration (GSA) staff on the project. The City urges that the project, when completed, achieves the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or higher.

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov



FEDERAL CAPITAL IMPROVEMENTS PROGRAM 2011-2016

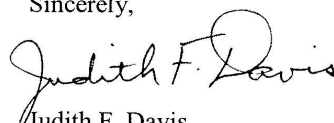
Mr. Stacy Wood
National Capital Planning Commission
August 18, 2010
Page 2 of 2

The City is very supportive of the National Capital Planning Commission's recommendation that future FCIP's should include investment in the Purple Line and other light rail projects. The City continues to support projects aimed at improving the region's transit system, including expanding mass transit access between Baltimore and Washington through upgrading existing infrastructure (i.e., rail). These very important local and regional transit projects should receive priority funding over projects, such as the "High Speed Rail to Baltimore-Washington International Airport" (i.e., maglev) referenced in this year's FCIP which the City does not support.

In closing, the City urges that all federal projects be designed and constructed to function as healthy, environmentally friendly and energy-efficient projects through the implementation of green building design. All new federal projects should achieve a silver rating under the U.S. Green Building Council's LEED program or higher.

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
Michael McLaughlin, City Manager
Celia Craze, Planning & Community Development Director
Terri Hruby, Assistant Planning Director
Joseph Spence, Director, Beltsville Agricultural Research Center
Dr. Edward J. Weiler, Director, Goddard Space Flight Center
Fred Cunningham, Park Manager, Greenbelt Park



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22035

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<http://www.fairfaxcounty.gov/gov/bos/chair/>

August 19, 2010

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

Dear Mr. Acosta:

Marcel,

Fairfax County appreciates the opportunity to provide comments on the Proposed Federal Capital Improvements Program (FCIP) for Fiscal Years 2011-2016. As with comments made over the past several years, the Fairfax County Board of Supervisors continues to be most concerned about the number of large projects at Fort Belvoir and the Army's commitment towards offsetting on- and off-post infrastructure and transportation impacts on the surrounding communities. The County's overall comments are provided below.

Fifteen projects listed in the FCIP are proposed within Fairfax County at Fort Belvoir and are concentrated in one general area. While essential improvements to the transportation network, such as the completion of the Fairfax County Parkway and I-95 HOV Access at Fort Belvoir's Engineering Proving Grounds are identified again in this year's Program, Fairfax County remains concerned about the magnitude and transportation impact of the many Fort Belvoir projects. We continue to insist that the nature, location and extent of these projects be identified and fully evaluated for impacts on the surrounding area before any commitment to the 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 Fort Belvoir 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 of these projects, as well as what commitments the Army will make to offset their associated impacts, Fairfax County withholds any specific project endorsements.

Fairfax County reiterates its strong request 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 Fort Belvoir base. The Army's planned commitment to off-post roadway and transit projects is a relatively small percentage of the total \$1.3 billion capital program identified in the proposed FCIP over the next five fiscal years at Fort

Belvoir 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 associated environmental impact statement.

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 associated with the Base Realignment and Closure (BRAC) process. Specifically, as is shown in this year's Program, we support the completion of the Fairfax County Parkway prior to the completion of all BRAC moves to be taken. We also urge 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.

Fairfax County strongly supports and endorses several projects which are recommended in this year's FCIP including the Phase IV of the Fairfax County Parkway (Boudinot Drive Interchange), I-95 HOV Access at Fort Belvoir – Engineering Proving Grounds, and the Pedestrian Bridge over the Dulles Access and Toll Road at Trap Road. The County also offers its full support of the Dulles Corridor Rapid Transit Project which is recommended and strongly endorsed in the FCIP. This project is the number one priority of Fairfax County and will enable the County to focus future development around transit nodes, reducing regional vehicle miles travelled and the region's carbon footprint while mitigating what would otherwise be significant increases in congestion. Fairfax County appreciates NCPC's support of all of these projects.

We appreciate that the "Transit Projects in the District of Columbia, Virginia, and Maryland" included under "Commission Submitted Project: Recommended for Future Programming", again includes light rail along Columbia Pike within Arlington and Fairfax County. We also reiterate our past support to the "Regional Park System" project which 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 part of a Regional Park System will complement Fairfax County's efforts to address recreational open space and drinking water protection through land preservation.

Marcel C. Acosta
Page 3

Fairfax County thanks you for the opportunity to comment on the Proposed FCIP for Fiscal Years 2011-2016 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,

A handwritten signature in black ink, appearing to read "Sharon", with a stylized flourish at the end.

Sharon Bulova
Chairman

cc: Board of Supervisors
Anthony H. Griffin, County Executive
James P. Zook, Director, Department of Planning and Zoning



Loudoun County, Virginia

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

August 23, 2010

Mr. Stacy Wood, Community Planner
National Capital Planning Commission
401 9th Street, NW, Suite 500
Washington, DC 20004

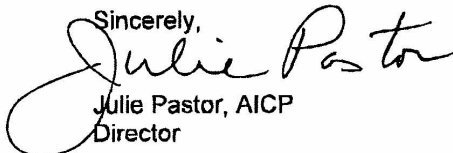
Dear Mr. Wood:

Thank you for the opportunity to review the Proposed Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2011-2016 (NCPS File Number 1485). While no projects have been submitted for Loudoun County, staff notes that the Dulles Corridor Rapid Transit Project is listed under the "Recommended and Strongly Endorsed" projects submitted by the National Capital Planning Commission due to its location across multiple jurisdictions.

The Dulles Corridor Rapid Transit Project is one of the County's and Region's priority transportation projects. This project is considered particularly important for the County's transportation system as it provides vital transportation links to Dulles Airport and offers convenient commuting opportunities for County residents who work in Fairfax County and other jurisdictions in the Region's core. This project will also benefit employees who travel "reverse commutes" from neighboring jurisdictions to employment centers within Loudoun County. Without this project, congestion levels on all three major east-west roadway connections to Fairfax County and the Region's core may reach intolerable levels, leading to serious impacts on the economic health of the County. By 2020, the region will need this project in order to stay within its emissions budget and satisfy the requirements of the Clean Air Act. The County has demonstrated its strong commitment to this project through the identification of local funding sources in the adopted Capital Improvement Program. On June 19, 2007, the Board of Supervisors demonstrated their commitment to this project by authorizing the County Administrator to sign a Memorandum of Understanding entering the County into a three-party Funding Agreement with Loudoun, Fairfax, and the Metropolitan Washington Airports Authority for the purpose of constructing Metrorail to Loudoun County ([2010 Loudoun County Countywide Transportation Plan](#)).

We appreciate your continued efforts to keep us up to date on projects proposed in the region. If you have any questions regarding these comments please contact Marie Genovese, Planner in the Department of Planning at (703) 777-0246.

Sincerely,


Julie Pastor, AICP
Director

cc: Tim Hemstreet, County Administrator
Cindy Keegan, AICP, Community Planning Program Manager
Miguel Salinas, Community Information and Outreach Program Manager
Andy Beacher, Director, Office of Transportation Services
Marie Genovese, AICP, Planner, Community Planning



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240-314-5000
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August 17, 2010

Mr. Marcel Acosta, Executive Director
 National Capital Planning Commission
 401 9th Street, NW, Suite 500
 Washington, DC 20004

Re: Proposed Federal Capital Improvement Program (FCIP) – FY 2011 -- 2016

Dear Mr. Acosta:

Thank-you for the opportunity to comment on the *Proposed Federal Capital Improvements Program for the Capital Region, Fiscal Years 2011-2016*. Because we did not identify any project(s) that were located within the corporate limits of the City of Rockville, we do not wish to comment, 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 Ms. Susan Swift, Director, Community Planning and Development Services, at 240-314-8203, or sswift@rockvillemd.com. Again, thank-you.

Sincerely,

Mayor
 City of Rockville

Cc: Mr. Stacy Wood, Community Planner
 Ms. Susan Swift, Director CPDS

MAYOR
 Phyllis Marcuccio

COUNCIL
 John B. Britton
 Piotr Gajewski
 Bridget Donnell Newton
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CITY MANAGER
 Scott Ullery

CITY CLERK
 Glenda P. Evans

CITY ATTORNEY
 Debra Yerg Daniel



ABBREVIATIONS

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

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ACKNOWLEDGMENTS

The Federal Capital Improvements Program was prepared by:

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