

# STAFF RECOMMENDATION

NCPC File No. 1485

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## FEDERAL CAPITAL IMPROVEMENTS PROGRAM FOR THE NATIONAL CAPITAL REGION FISCAL YEARS 2008-2013

Report to the Office of Management and Budget

August 30 2007

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### Abstract

The preparation of the *Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2008-2013 (FCIP)*, has been underway since December 2006, when the National Capital Planning Commission asked federal departments and agencies to provide information on proposed projects. Staff has reviewed the submitted project information for conformity with the *Comprehensive Plan for the National Capital*, federal agency master plans, and other adopted plans and policies. At its June 7, 2007, meeting the Commission authorized circulation of the proposed program to federal departments and agencies, regional planning agencies, state and local governments, and the general public for review and comment. As a result of this referral, changes were made to the proposed FCIP that affected the status of certain projects as well as budget estimates and schedules.

The *FCIP, FYs 2008-2013*, contains 224 projects. The program contains 190 projects submitted by federal agencies totaling \$11.6 billion and 34 projects submitted by NCPC for future programming.

### Commission Action Requested

Adopt the *Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2008-2013* pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. § 8723(a))

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### Executive Director's Recommendation

The Commission:

**Adopt** the *Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2008-2013*.

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## BACKGROUND

In accordance with the National Capital Planning Act and the Office of Management and Budget's (OMB) circular No. A-11, *Preparation, Submission and Execution of the Budget*, agencies are required to submit their planned capital improvement programs within the National Capital Region (NCR) to NCPC. The Commission evaluates agencies' capital projects within these programs and makes recommendations in the six-year Federal Capital Improvements Program (FCIP). OMB uses NCPC's recommendations as guidance while reaching budgetary decisions on these projects. The Commission also uses the information it receives for the FCIP to coordinate federal projects with state and local governments at the earliest possible time.

The Commission's recommendations are based on the extent proposed projects conform to general 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. In particular, the Commission reviews projects for their conformity with Commission-approved site and building plans, Commission-approved installation master plans, and Commission-released plans and programs. The first year of this proposed FCIP represents funding requests contained in the President's fiscal year 2008 budget (the capital budget), transmitted to the Congress in early 2007. Projects scheduled in the second to sixth year (the capital program) involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

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

## PROGRAM SUMMARY

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

The number of projects and the total costs of these projects, by agency, are listed in the following table (the table does not include projects recommended for future programming). The two agencies with the greatest number of projects and budget requests are the General Services Agency and the Department of the Army.

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

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

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). The District of Columbia has the highest percentage of total program costs, closely followed by Virginia.

**Table 2: Project and Budget Breakouts, by Jurisdiction**

	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
<b>District of Columbia</b>	<b>79</b>	<b>5,063</b>	<b>43.7</b>
<b>Maryland</b>			
Montgomery County	22	1,152	10.1
Prince George's County	30	406	3.5
Subtotal	<b>52</b>	<b>1,558</b>	<b>13.5</b>
<b>Virginia</b>			
Arlington County	28	1,105	9.5
Fairfax County	27	3,285	28.4
Prince William County	1	140	1.2
Subtotal	<b>56</b>	<b>4,530</b>	<b>39.1</b>
<b>National Capital Region</b>	<b>2</b>	<b>427</b>	<b>3.7</b>
<b>Total Region</b>	<b>190</b>	<b>11,578</b>	<b>100.00</b>

Following Commission authorization at their June 2007 meeting, the proposed *FCIP* was distributed to participating federal departments and agencies, regional planning agencies, local and state governments, and the general public for their review and comment.

The Commission provides recommendations on all projects listed in the *FCIP*. Of the projects submitted by agencies, 31 are categorized as *Recommended and Strongly Endorsed*; 119 are *Recommended*; and 40 are noted as *Projects Requiring Additional Planning Coordination*. Of the 34 NCPC-submitted projects, 13 are *Recommended and Strongly Endorsed*, and the remaining 21 are *Recommended for Future Programming*.

The *FCIP* also includes projects occurring on federal properties but funded by non-federal sources. This year's *FCIP* includes four such projects: the Department of the Army, Armed Forces Retirement Home, *Construct Long-Term Care Building*; the Department of Defense *Pentagon Memorial*; and the Smithsonian Institution's *Patent Office Building Courtyard Landscaping, South Stair Reconstruction, and Perimeter Landscaping*.

### PROJECT INITIATIVES

NCPC continues to initiate changes to the *FCIP* to improve the usefulness of the document. Agencies continue to refine project proposals and cost estimates over time. NCPC staff has continued to work with federal agency representatives to ensure that the information in the proposed *FCIP* is current as of the date of Commission adoption. This is done so that the information in the *FCIP* closely resembles the budget information formally submitted to OMB in September. In addition, NCPC will continue to collect and summarize the final capital budgets submitted to OMB for consideration in the Presidents FY 2008 budget.

Previous versions of the *FCIP* were organized to emphasize information by jurisdiction. In this version, project submissions are grouped by agency and recommendation for ease in locating descriptions, but jurisdictional information is included in a separate section. This is intended to improve usability for agencies and OMB, while still serving the needs of local jurisdictions.

The Office of Management and Budget requested that NCPC consider consolidating rarely used categories, and more clearly identifying projects the Commission strongly supports, as well as projects with unresolved planning issues. As a result, staff proposed at the June 2007 Commission meeting that three infrequently used categories be removed - *Recommended for Program Purposes Only*; *Recommended for Deferral*; and *Not Recommended*, and a single category with new criteria created: *Projects Requiring Additional Planning Coordination*. The revised categories and definitions are as follows: *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination*; and *Recommended for Future Programming*. See Attachment A for the original and proposed criteria language.

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

- Projects may not conform to the submitting agency's own master plan, federal agency system plans or NCPC-approved site and building plans.

- A project may be included in this category if it lacks sufficient basic information for review, such as building programs or conceptual plans. Many out-year projects that are still in development may fall into this category.
- A project may also receive this rating if it significantly conflicts with existing adopted federal, regional or local plans, planning initiatives identified in the Comprehensive Plan, or is contrary to federal interests as defined by adopted planning guidelines or policies. Significant planning issues might also be identified through consultations with NCPC staff or through Commission review. Generally, agencies should retain these projects in their capital program, but seek to address identified issues.

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

### PROGRAM ANALYSIS

The federal government is active in constructing a number of major projects throughout the National Capital Region, and this activity is expected to continue.

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

On May 10, 2005, the Secretary of Defense released his proposed Base Realignment and Closure (BRAC) recommendations for defense facilities. Upon 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. In accordance with the BRAC statute, DoD now has to begin closing and realigning DoD installations and facilities. The process must be completed by September 15, 2011.

The BRAC recommendations impact previously proposed and new capital improvement project proposals at many facilities within the National Capital Region. The proposed FCIP includes a table that identifies the various BRAC actions in the National Capital Region. Although the final decision on the BRAC recommendations is now known, the specific impacts to facilities and particular projects are still being determined, although this year's FCIP contains projects from several military facilities that are BRAC-related. Most of the BRAC-related projects are listed as *Projects Requiring Additional Planning Coordination*, discussed in more detail below.

In particular, Walter Reed Army Medical Center in Washington, DC and Fort Belvoir in Virginia have experienced substantial changes in their capital improvement programs as a result of BRAC

actions. Walter Reed Army Medical Center, which was identified for closure, has submitted no capital improvement program proposals. Fort Belvoir, which is gaining a significant number of new functions and approximately 20,000 new personnel, has submitted 23 projects totaling \$3.2 billion.

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

The District of Columbia has the greatest number of projects – 79 - in the FCIP, and 44 percent of the total proposed project costs. Virginia has 39 projects, but these represent 39 percent of the total proposed project costs. FCIP project costs attributed to new construction are \$5.1 billion and are primarily for projects in Maryland and Virginia, while proposed costs related to rehabilitation projects are \$5.8 billion, and these projects are primarily located in the District.

NCPC has submitted 34 projects. Many of the strongly recommended projects stem from the agency's *Extending the Legacy* plan. A number of the Legacy plan ideas have been already been translated into projects now being undertaken by federal and District government agencies, including the revitalization of the South Capital Street corridor, the redevelopment of the riverfronts, particularly the Anacostia and the DC Circulator. NCPC continues to promote other Legacy-derived ideas, including planning for new locations for future commemorative works and for the relocation of the existing freight rail line currently located proximate to the Capitol. Further, NCPC continues to promote capital projects that coordinate perimeter security for one or more agencies along street corridors.

NCPC also tracks whether projects have had funds appropriated by Congress, and in particular, the funding status of projects listed as *Recommended and Strongly Endorsed*. Of the 35 projects listed as *Recommended and Strongly Endorsed* in last year's FCIP, 14 received some funding, as listed in Attachment C. Projects that have had funds fully appropriated by Congress are no longer listed within the FCIP. Significant projects from last year's FCIP that have been fully funded include the Department of Interior's *Provide Accessibility and Improve Ford's Theatre National Historic Site*.

## PROJECT RECOMMENDATIONS

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 categories used are: *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination*; and *Recommended for Future Programming*. The criteria for each category are listed in Appendix A.

Section 4 of the National Capital Planning Act (40 U.S.C. § 8721(a)) requires that NCPC prepare and adopt a “comprehensive, consistent, and coordinated plan for the National Capital.” The

Comprehensive Plan is NCPC's blueprint for the long-term development of the National Capital Region and is the decision-making framework for Commission actions on plans and proposals submitted for its review.

Projects that are *Recommended and Strongly Endorsed* receive NCPC's highest priority for the allocation of federal capital funds. Not only do these projects comply with all relevant laws, policies, and guidelines, but they also are critical to advancing key NCPC planning policies or other important federal interests within the region. Projects may include those submitted by other federal departments and agencies, or those that arise from NCPC initiatives such as the *Legacy Plan*, the *National Capital Urban Design and Security Plan*, the *Memorials and Museums Master Plan*, and the *Comprehensive Plan for the National Capital: Federal Elements*. Criteria for proposed projects *Recommended and Strongly Endorsed* may change based on current critical planning objectives; the criteria for this year's FCIP remain the same as last year's.

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.

Of the 190 agency-submitted projects included in the FCIP, NCPC strongly endorses funding for 31. The following agency-submitted **new** project is listed in the proposed FCIP as *Recommended and Strongly Endorsed*:

**Department of Agriculture, National Arboretum**

**Hickey Run Pollution Abatement Project:** This project will collect and remove floatable debris, oil, and grease from water within Hickey Run. The project has been separated from the previous project at Hickey Run for storm water management to address water quality in the Anacostia River watershed.

Two agency-submitted projects were included in prior FCIP documents as *Recommended and Strongly Endorsed* and are now proposed as *Recommended*. The Smithsonian Institution's *Construct/Install Anti-Terrorism Protection* project description includes multiple facilities, locations, and project types. Some of these proposals have been reviewed and approved by the Commission, while in other instances the Commission has acted to disapprove portions of the projects in accordance with the Commission's published perimeter security project design policies and submission guidelines. The Department of Agriculture's *Perimeter Security* project recommendation category reflects NCPC's preference for perimeter security strategies that focus less intensively on bollards, as noted in the urban design and security plan.

Of the 34 projects that have been submitted by NCPC, 13 are *Recommended and Strongly Endorsed*, as they are critical to strategically advancing significant Commission and local planning policies and initiatives, as well as other important federal interests. This includes four **new** projects: *10<sup>th</sup> Street SW Corridor Improvements*; *10 Street NW Corridor Improvements within the Federal Triangle*; *Maryland Avenue SW Corridor Improvements*; and the *Freight Railroad Realignment Project*. Several projects previously listed in this section have been

removed. Two projects have been completed: the *Railroad Relocation Feasibility Study* and the *RFK Stadium Site Redevelopment Study*. Four streetscape and security improvement projects for the Downtown, Independence Avenue, Southwest Federal Center and the West End have also been removed due to the changing security environment and the completion of several site-specific security improvement projects within these areas. NCPC further recommends that the appropriate agencies program the remaining 21 projects into their budgets as soon as fiscal and budgetary conditions permit.

*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.

There are 118 agency-submitted projects that are proposed as *Recommended*. This year 18 **new** projects submitted to the proposed FCIP are categorized as *Recommended*. They include the following:

- Department of Agriculture, National Arboretum: *Storm Water Management*
- Department of the Army, Fort Myer: *Construct New Parking Garage*
- Department of Defense, Pentagon Master Plan: *Federal Office Building 2-Demolition of Existing Structures and Site Remediation; Federal Office Building 2-Relocation of the Gasoline Service Station and Retail Store.*
- General Services Administration: *Department of Energy, Fire and Life Safety Systems, Germantown, MD; Lafayette Building LITE Renovations; West Wing Utility Plant Replacement*
- Department of Health and Human Services, National Institutes of Health: *2nd Floor Addition to In-Vivo NMR Center; Complete Fit Out B3-East Labs in Clinical Research Center; Emergency/Back-up Power CIT Data Center; Expansion of Cell Processing Space, Building 10; New Patient Imaging; PET C-Good Lab Practices Facility/Radio-Chem Lab; Zebrafish Research Facility*
- Department of Homeland Security: *Construct Addition to Mid-South Laboratory Alexandria, Virginia Station*
- Department of the Navy, Suitland: *National Maritime Intelligence Center*
- Department of Transportation: *Pedestrian Bridge Over Dulles Access and Toll Road*
- National Aeronautics and Space Administration: *Security and Safety Upgrades*

There are 40 projects in the proposed FCIP that are categorized as *Requires Additional Planning Coordination*; of these, 23 are new projects in this year's FCIP. Attachment B provides more detailed information about these projects. Generally, agencies should retain these projects in their capital program, but seek to address identified issues with NCPC and other stakeholders.

29 of the projects in this category are located at military installations responding to the BRAC actions. These include all 23 projects at Fort Belvoir. The substantial scope of development and short deadline to complete the Fort Belvoir projects has resulted in a very compressed planning process, and the installation is working on, but has not completed, an updated master plan reflecting all of these proposed projects. Fort Belvoir is working closely with local, state, regional and federal organizations to address many complex issues, including transportation needs but many issues are still being resolved. Similarly, other military installations have submitted projects, but need to update their master plans to reflect these projects, as well as coordinate with affected local and state agencies and the surrounding communities to address impacts. The west campus of Saint Elizabeths is proposed for major redevelopment, and GSA has submitted three projects. A master plan is still under development for this campus, as are ongoing discussions with stakeholders to address the impacts of these projects. Finally, several projects in this category are new to NCPC, and staff anticipates that once more information is available regarding these projects, they will be appropriately located in another category.

#### PREVIOUS ACTIONS AND RESPONSES TO COMMENTS RECEIVED

At its June 7, 2007 meeting, the Commission authorized the circulation of the proposed *FCIP, FYs 2008-2013*, to participating federal departments and agencies, regional planning agencies, state and local governments, and the general public for review and comment. The comments that have been received are summarized below.

Several federal agencies updated their project information. The proposed FCIP reflects the following changes since the draft FCIP was issued in June.

The Department of the Air Force, Andrews Air Force Base, Air Mobility Command deleted the *Base Civil Engineers Complex* project.

The Department of the Army, Fort Belvoir deleted two projects: *Construct Administrative Facility for Program Executive Office (PEO)* and *Medical Guest House* projects.

Department of Homeland Security, James J. Rowley Training Center provided two additional projects to the program: These projects are the *Merletti Classroom Building Auditorium Annex* and the *White House Mock-up, North/South Grounds*. The projects were categorized as *Projects Requiring Additional Planning Coordination*, and their costs are to be determined. Three projects were deleted: *Building 12 U.S. Capitol Police Practical Applications Center* and *Building 17 Remote Mail Delivery and Warehouse* at the Federal Law Enforcement Training Center and the *Loop Road Addition and Realignment* project at the James J. Rowley Training Center were deleted.

The Department of the Interior, National Park Service deleted the following projects: *National Mall Management Plan*, *Provide Accessibility to Fords Theater*, and *Theodore Roosevelt Memorial Rehabilitation*.

The General Services Administration consolidated five projects listed for the Saint Elizabeths campus into three, and provided updated cost estimates for some other projects.

The National Aeronautics and Space Administration deleted the following projects: *HVAC Controls – Rehabilitation*, and *Rehabilitate Building 88 Utilities*.

The Department of Transportation, Federal Highway Administration has deleted the project *Columbia Island EIS*, and provided cost estimates for six projects totaling \$591,350,000.

In addition, comment letters were received from six jurisdictions in the surrounding region. These letters are summarized below, and are included as attachments.

**Arlington County, Virginia's** comments are included as Attachment D and are summarized below.

The County would like to urge the Commission to ensure that all federal projects comply with the County's Chesapeake Bay Preservation Ordinance, and promote sustainable environmental standards.

The County requests coordination with Fort Myer for the new Fort Myer Parking Garage and coordination with the County and the Virginia Department of Transportation for the Reconfigured Hatfield Gate project. The County also request coordination on the Pentagon Memorial for improved transit and non-motorized access to the memorial.

The County request coordination with various agencies and the County for the various Pentagon Reservation Master Plan projects during the various stages of project review.

The County also suggests the Commission consider recommending a joint project with the County and with the City of Alexandria for the development of the Four Mile Run Restoration Project, and North Tract for improvements to the Roaches Run Waterfowl Sanctuary and Gravelly Point.

The County also suggests the Commission share future information relating to Base Realignment and Closure employment changes with the County when it is available.

**The City of Bowie, Maryland's** comments are included as Attachment E and are summarized below.

The City of Bowie has reviewed the proposed FCIP, FY's 2008-2013 and their comments are included as Attachment E. The following summarizes key points.

The City strongly opposes the NCPC-submitted Freight Railroad Realignment NEPA Studies project, and requests its deletion from the proposed FCIP.

**Fairfax County, Virginia's** comments are included as Attachment F and are summarized below.

The County supports the four transportation projects identified within Fairfax County, the *Mount Vernon Circle Parking*, the *Pedestrian Bridge over the Dulles Access and Toll Road*, the *Rehabilitation of the Route 123 – CIA Interchange*, and the *Defense Access Road Phase I and II (formerly the Fort Belvoir Connector Road)*. The County offers its full endorsement and supports these projects as identified.

The County remains concerned about the nature, location and extent of the twenty-five projects at Fort Belvoir and believes that the potential impacts on the surrounding area must be carefully evaluated. The County strongly supports and endorses the NCPC comment that appears as a preface to the FCIP section on Fort Belvoir.

The County strongly supports and urges NCPC support of commitment to the completion of the Dulles Corridor Rapid Transit.

**The City of Greenbelt, Maryland's** comments are included as Attachment G and are summarized below.

The City of Greenbelt has reviewed the proposed *FCIP, FY's 2008-2013* and requests continued coordination with the City on the status of all development projects for the Goddard Space flight Center and the Beltsville Agricultural Center as they occur.

**The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department's** comments are included as Attachment H and are summarized below.

The County supports all of the investment proposed in the CIP for existing and new federal facilities including Andrews Air Force Base (AAFB), Beltsville Agricultural Research Center (BARC), National Agricultural Library, Southern Maryland Courthouse Annex, Federal Law Enforcement Training Center (FLETC), Goddard Space Flight Center, and the Smithsonian Institution Museum Support Center, which contributes to improving the quality of life in Prince George's County as well as supporting the federal mission in the region.

The County continues to recommend including funds in the CIP for completion of the Suitland Federal Center (SFC) campus.

**Prince William County, Virginia's** comments are included as Attachment I and are summarized below.

The County of Prince William has endorsed the *Manassas Battlefield Park Bypass* project with Alternative D in a resolution dated November 1, 2005.

#### **RESPONSE TO COMMENTS**

As appropriate, the substance of the letters has been noted in the NCPC comment section for each relevant project. NCPC will forward the comments received from local governments to the appropriate federal agencies for review. Staff will also work with the federal agencies and local jurisdictions to address the issues presented in the comments during future project review.

## Attachment A:

### Proposed Changes to FCIP Recommendation Criteria

#### RECOMMENDATION DEFINITIONS

Each year the Commission makes capital project recommendations for projects proposed within the FCIP. These recommendations are then reviewed by the Office of Management and Budget and other agencies that use them to guide capital budget and programming decisions. The Commission's recommendations do not represent approval of the development or project plans of the proposed projects.

The FCIP categorizes each federal capital project based on its conformity with established planning policies. The categories are: *Recommended and Strongly Endorsed*; *Recommended*; ~~*Recommended for Program Purposes Only*~~; *Recommended for Future Programming*; and *Projects Requiring Further Planning Coordination* ~~*Recommended for Deferral*~~; and ~~*Not Recommended*~~.

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

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

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

The definitions of the recommendation categories are explained below.

#### RECOMMENDED AND STRONGLY ENDORSED

Projects "Recommended and Strongly Endorsed" are capital projects that are critical to strategically advancing and implementing key NCPC planning policies and initiatives, or important federal interests within the region. A federal department or agency submits these projects to the FCIP, or they are future projects recommended by the Commission. Projects submitted by NCPC for this recommendation typically are within 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 proposed projects that are "Recommended and Strongly Endorsed" change annually based on current critical planning objectives. For the 2006-2011 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 promotes the orientation of new development toward public transit and into compact land use patterns. Promotes 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 any 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 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.**

### **RECOMMENDED FOR PROGRAM PURPOSES ONLY**

~~Projects “Recommended for Program Purposes” within the FCIP are projects submitted by federal agencies—not by NCPC—that the Commission found to be non-conforming with NCPC and local plans and policies. However, these projects do not necessarily pose any serious planning issues. While these projects may not necessarily be critical to implementing any strategic planning objectives, they may contribute to the implementation of these objectives. The Commission recommends that these projects stay in the FCIP but requires that their non-conforming aspects be addressed before the projects are presented to NCPC for site and building design review and approval. The definition used for projects that are “Recommended for Program Purposes” throughout this FCIP is as follows:~~

~~**This category includes projects submitted with budget estimates by federal agencies that are considered to pose no serious planning issues, but are not 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; or NCPC approved site and building plans. While recommended for programming, the non-conforming aspects of the project are to be satisfactorily addressed prior to submission of the project for NCPC review and approval.**~~

### **RECOMMENDED FOR FUTURE PROGRAMMING**

In addition to the Commission submitting projects for inclusion in the “Recommended and Strongly Endorsed” category, the Commission continues to recommend projects that have not

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 the Commission—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. The definition used for projects that are “Recommended for Future Programming” throughout this FCIP is as follows:

**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.**

#### **RECOMMENDED FOR DEFERRAL**

~~A project is “Recommended for Deferral” within this FCIP because it conflicts with an adopted plan or policy. Typically, projects recommended in this category do not conform with established and Commission adopted installation master plans. Projects in this category are submitted by other agencies (the Commission does not submit projects for deferral) and are typically not found critical to contributing to the implementation of strategic planning objectives. The definition used for projects that are “Recommended for Deferral” throughout this FCIP is as follows:~~

~~**This category includes projects submitted with budget estimates by federal agencies that NCPC believes should be postponed, without prejudice, pending resolution of conflict 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; or NCPC approved site and building plans.**~~

#### **NOT RECOMMENDED**

~~Projects are rarely “Not Recommended” within the FCIP given that they have often been vetted against existing plans and policies by the agencies prior to being considered as viable capital improvements. This year’s FCIP does not contain any projects within the “Not Recommended” category. Projects within this category would be submitted for the FCIP by other agencies and would not be critical to contributing to the implementation of strategic planning objectives. The definition used for projects that are “Not Recommended” is as follows:~~

~~**This category includes projects submitted with budget estimates by federal agencies, but which NCPC does not recommend because of inconsistencies with the 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; or NCPC approved site and building plans.**~~

#### **PROJECTS REQUIRING ADDITIONAL PLANNING COORDINATION**

This category includes projects for a variety of reasons:

- Projects may not conform to the submitting agency’s own master plan, federal agency system plans or NCPC-approved site and building plans.

- A project may be included in this category if it lacks sufficient basic information for review, such as building programs or conceptual plans. Many out-year projects that are still in development may fall into this category.
- A project may also receive this rating if it significantly conflicts with existing adopted federal, regional or local plans, planning initiatives identified in the Comprehensive Plan or is contrary to federal interests as defined by adopted planning guidelines or policies. Significant planning issues might also be identified through consultations with NCPC staff or through Commission review. Generally, agencies should retain these projects in their capital program, but seek to address identified issues.

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

**Attachment B:**  
**Projects Proposed for Inclusion in the New Category *Requiring Additional Planning Coordination***

Agency	Project Title	Prior Recommendation	Comment
Department of the Air Force, Andrews Air Force Base	Consolidated Command Post Replace Munitions Maintenance and Storage  Physical Fitness Center, West Side	New Projects  Recommended	These projects are not included in Andrews' existing master plan. The master plan is in the process of being updated.
Department of the Army, Fort Belvoir	Addition to Building 358 Defense Access Road Family Travel Camp Information Dominance Center Museum Support Center NARMC Headquarters Building North Post Access Road Control Point Structured Parking, 200 Area	Recommended for Program Purposes Only	Fort Belvoir is preparing for significant growth by 2011 due to implementation of the BRAC actions. These projects predated the BRAC actions, but are being included in the significantly expanded master planning and environmental review process being undertaken by the Army. The Army is currently working with Fairfax County and other local, regional and federal entities to identify and address the impacts of the anticipated growth. In recognition of these identified impacts and pending the completion of an updated master plan that includes these projects, these remain in the <i>Projects Requiring Additional Planning Coordination</i> .
Department of the Army, Fort Belvoir	Child Development Center, Main Post Construct New Barracks Construct New Hospital Construct New Fitness Center at EPG Dental Clinic Emergency Services Center Flight Control Tower Fort Belvoir Infrastructure Missile Defense Agency National Geospatial Agency Network Operations Center Post Exchange Expansion Renovate Buildings 211, 214, 215 and 220	New Projects	Fort Belvoir is preparing for significant growth by 2011 due to implementation of the BRAC actions. These projects are not identified in the existing master plan, but are being included in the significantly expanded master planning and environmental review process being undertaken by the Army. The Army is currently working with Fairfax County and other local, regional and federal entities to identify and address the impacts of the anticipated growth. In recognition of these identified impacts and pending the completion of an updated master plan that includes these projects, these remain in the <i>Projects Requiring Additional Planning Coordination</i> .

	Renovate Building 238 Washington Headquarters Services		
General Services Administration	Forrestal Building	Recommended	At its May 5, 2005 meeting, NCPC reviewed a series of alternatives for protecting the Forrestal Building against vehicle-borne and portable bombs. The concept designs for Phases 1, 3 and 6 were approved; the concepts for Phases 2, 4 and 5 were disapproved. 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 10 <sup>th</sup> Street, SW.
General Services Administration	Saint Elizabeths– DHS Consolidation Saint Elizabeths West Campus Infrastructure Saint Elizabeths – West Campus Extension/Acquisition  *The previous year’s FCIP contained “Saint Elizabeths Hospital – US Coast Guard”, which was listed as Recommended.	New Projects	The west campus of Saint Elizabeths Hospital is proposed for major redevelopment. GSA is currently working with NCPC as well as other federal, local and community groups to identify and address the issues related to the proposed development, including traffic, historic preservation and security, and are preparing various studies, environmental and historic preservation documentation, and a master plan. In recognition of outstanding development issues and pending completion of a master plan and supporting information, the following projects are categorized as “Requiring Additional Planning Coordination.”
Department of Homeland Security	US Coast Guard: Construct Addition to Mid-South Laboratory US Secret Service: Merletti Classroom Building Auditorium Annex; White House Mock-up	New Projects	No additional information has been submitted to NCPC regarding these projects. DHS should coordinate with NCPC as greater project information becomes available.
Department of the Navy	Washington Navy Yard: Construct New NSM Warehouse; Navy Systems Management Activity Relocation; Renovate Building 200 Arlington Service Center: Renovate Building 12, Crystal Park Naval Research Laboratory: Autonomous Research Laboratory	Recommended  Recommended  Recommended	The projects listed below are not identified in their respective facility’s adopted master program, and several are being expanded in scope to accommodate BRAC actions. The Department of the Navy should coordinate with NCPC to ensure consistency between these projects and the master plan.
Department of the Navy, National Naval Medical Center	Fitness Center	New Project	In response to the anticipated growth resulting from the 2005 BRAC actions, the National Naval Medical Center is currently updating their master program for future submission to NCPC. This project should be evaluated in coordination with the additional BRAC-related projects, and included in the updated Master Plan.
Department of Transportation, Federal	Defense Access Road Phase I and II	Recommended	This project is closely connected to the planning at Fort Belvoir, described above. In recognition of the identified impacts connected with the proposed development

Highway Adminstration			at Fort Belvoir and in recognition of the current coordination between the FHWA, the Army, the Virginia Department of Transportation, Fairfax County and other groups, this project is listed as <i>Requiring Additional Planning Coordination</i> .
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## Attachment C

<i>Projects Recommended and Strongly Endorsed In FY07</i>	<i>Received Funding FY07</i>	<i>Fully Funded in FY07</i>	<i>Project Not Funded</i>	<i>Number of Years in FCIP</i>
(PROJECTS SUBMITTED BY AGENCIES)				
<b>DEPARTMENT OF AGRICULTURE</b>				
<b>U.S. National Arboretum</b>				
1. Hickey Run Storm Water Management			•	2
<b>USDA Headquarters</b>				
2. Agriculture South Building Modernization			•	12
3. Perimeter Security			•	6
<b>DEPARTMENT OF THE ARMY</b>				
<b>U.S. Army Corps of Engineers</b>				
4. Washington, D.C. and Vicinity Flood Control Project			•	8
5. Total Cemetery Management System Development			•	1
<b>DEPARTMENT OF DEFENSE</b>				
<b>The Pentagon</b>				
6. Pentagon Renovation	•			19
7. Pentagon Memorial	•			4
<b>GENERAL SERVICES ADMINISTRATION</b>				
8. Internal Revenue Service Building Modernization			•	14
9. Eisenhower Executive Office Building Modernization	•			14
10. GSA, National Office Building Modernization			•	7
11. Federal Office Building 8 Modernization	•			13
12. Federal Office Building 10A Modernization	•			13
13. GSA, Regional Office Building Modernization	•			15
14. Department of State, Harry S Truman Building Modernization			•	15
15. Department of Commerce, Herbert C. Hoover Building Modernization	•		•	15
16. Mary E. Switzer Building Modernization			•	9
17. Department of the Interior Building Modernization	•			15
18. Lafayette Building Modernization			•	15
19. Wilbur J. Cohen Building Modernization			•	15
20. Department of Health and Human Services, Humphrey Building Modernization			•	7
21. New Executive Office Building Systems Replacement			•	6
22. Department of Labor, Frances Perkins Building Modernization			•	5
23. Federal Trade Commission Building Modernization			•	15
24. E. Barrett Prettyman U.S. Courthouse Modernization			•	5
25. J. Edgar Hoover Building Modernization			•	5
<b>White Oak</b>				
26. Food and Drug Administration Headquarters			•	13
<b>DEPARTMENT OF THE INTERIOR</b>				
<b>National Park Service</b>				
27. Structural Rehabilitation for the Executive	•			4

<i>Projects Recommended and Strongly Endorsed In FY07</i>	<i>Received Funding FY07</i>	<i>Fully Funded in FY07</i>	<i>Project Not Funded</i>	<i>Number of Years in FCIP</i>
Residence				
<b>SMITHSONIAN INSTITUTION</b>				
28. Construct/Install Anti-Terrorism Protection (not mapped)	•			15
29. Restore Renwick Gallery			•	5
30. Patent Office Building Landscaping and Stair Restoration			•	2
<b>DEPARTMENT OF STATE</b>				
31. Security Upgrades for Harry S Truman Building	•			4
32. Blast-Resistant Windows	•			4
<b>DEPARTMENT OF TRANSPORTATION</b>				
<b>Federal Highway Administration</b>				
33. Streetscape Improvements – Juarez Circle			•	4
34. National Mall Road Improvements	•			13
<i>Recommended and Strongly Endorsed (PROJECTS SUBMITTED BY NCPC)</i>				
<b>ALL DEPARTMENTS</b>				
35. Federal Triangle and Pennsylvania Avenue Perimeter Security			•	4
36. Constitution Avenue Perimeter Security			•	4
37. Independence Avenue Perimeter Security			•	4
38. 10th Street, SW Perimeter Security			•	4
39. Maryland Avenue, SW Perimeter Security			•	4
40. West End Perimeter Security			•	4
41. Southwest Federal Center Perimeter Security			•	4
42. Downtown Perimeter Security			•	4
43. Federal Bureau of Investigation Perimeter Security			•	4
44. Mobility and Parking Impact Studies			•	4
45. Circulator	•			4
46. South Capitol Street Reconstruction	•			5
47. South Capitol Street Waterfront Park			•	2
48. New Frederick Douglass Memorial Bridge			•	3
49. Railroad Relocation Feasibility Study			•	3
50. RFK Stadium Site Redevelopment Study			•	2
51. Kennedy Center Plaza Project			•	1

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07-26-2007

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THANI COPELAND  
CLERK TO THE  
COUNTY BOARD

**ARLINGTON COUNTY, VIRGINIA**  
**OFFICE OF THE COUNTY BOARD**  
 2100 CLARENDON BOULEVARD, SUITE 300  
 ARLINGTON, VIRGINIA 22201-5406  
 (703) 228-3130 • FAX (703) 228-7430  
 E-MAIL: countyboard@arlingtonva.us



## MEMBERS

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J. WALTER TEJADA  
VICE CHAIRMAN

BARBARA A. FAVOLA  
JAY FISSETTE

CHRISTOPHER ZIMMERMAN

July 26, 2007

Mr. John V. Cogbill, III  
 Chairman  
 National Capital Planning Commission  
 401 9<sup>th</sup> Street, NW  
 North Lobby, Suite 500  
 Washington, DC 20004

Dear Mr. Chairman:

I am writing to submit the comments of Arlington County with regard to the *June 7 Proposed Federal Capital Improvements Program, Fiscal Years 2008-2013* (and NCPC File No. 1485). We appreciate the opportunity to review the proposed federal capital projects, especially as they might affect the citizens and taxpayers of Arlington County, and advise you of any concerns or recommendations we might have in order to better assure coordination within the region.

We have a number of specific comments but overall would like to urge the Commission to work within its powers to ensure that all federal projects comply with the County's Chesapeake Bay Preservation Ordinance and the Stormwater Detention and Erosion and Sediment Control Ordinance requirements, which will be evaluated during the plan review process. In keeping with the County's emphasis on sustainability, we strongly encourage NCPC to work with federal agencies to identify opportunities to reduce environmental impacts throughout each project's life cycle by seriously considering measures that reduce stormwater runoff (e.g., rain gardens, green roofs, and other Low Impact Development measures). We also encourage the use of measures to improve energy efficiency, reduce the emissions of greenhouse gases, and minimize other air pollutants such as volatile organic compounds and nitrogen oxides. The County supports the implementation of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards as the preferred method to evaluate sustainable designs for public and private infrastructure projects.

Arlington County's more specific concerns fall into three categories, transportation improvements, ongoing park planning, and the Base Realignment and Closure Act of 2005 (BRAC).

- **Transportation Improvements.** Generally, the County would like to ensure that your Commission facilitates local and state involvement in the transportation facilities and connections in the area around all of the locations identified in this FCIP. Detailed concerns are listed below:
  - **New Fort Myer Parking Garage (p. 51):** We would like more information on the plans for this garage and are particularly interested to know if the new garage is a one-for-one replacement of the existing 1,300 space surface lot.
  - **Reconfigured Hatfield Gate (p. 52):** Arlington County requests that the Commission include the County and the Virginia Department of Transportation (VDOT) in transportation and site engineering for reconfigured access ramps with second Street South and Washington Boulevard (Route 27).
  - **Pentagon Memorial (p. 61):** We are concerned about the public (Tourmobile, auto, bike, pedestrian) access to the memorial. We encourage the Commission to coordinate public transit and non motorized access to the memorial with existing County routes and plans and communicate these planned linkages with County staff.
  - **Pentagon Reservation Master Plan (p. 61-62):**
    - The Pentagon is a major transit hub involving various transit modes from several agencies. This requires a significant coordination effort between these various agencies and the County. Additional dialog with the County is requested regarding transportation access and other issues related to implementation of the proposed plan.
    - **Federal Office Building 2-Columbia Pike Realignment (p. 63):** The County would like to be included in dialog about the planned schemes and logistics of the realignment plan. We are concerned not only with implementation, but also with the possibility of required land exchanges and would like to be involved in discussion of the proposed design. The Columbia Pike alignment should include the relocation and upgrade of bus stops currently at the Navy Annex. Specifically, bus stops should be moved closer to the crosswalk area serving the Air Force Memorial. Issues that arise will need to be worked through with VDOT and the County.

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4 / 5

- **Federal Office Building 2-Demolition (p. 63):** We encourage the Commission to help facilitate the communication of the demolition schedule for Southgate Road including plans for traffic detours and information about coordination with the Columbia Pike realignment.
- **Route 27 High Occupancy Vehicle (HOV) Access (p.67):** Arlington County encourages the design and implementation of HOV access to be coordinated with VDOT and County staff.
- Arlington supports and appreciates the inclusion of recommended language on page 63 mentioning 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.
- **Secure Perimeter Pedestrian Plaza (p.67):** The design should be coordinated with the County. We have a concern about the design of the multi-use sidewalk/trail to be built outside the security barriers.
- **Arlington Service Center-Building 12 Crystal Park (p.103):** Arlington County is currently undertaking a comprehensive planning study of the Crystal City area. These plans would benefit from information about plans for this building and therefore encourage the Commission to share relevant information as it becomes available.
- **Ongoing Park Planning:** There are two ongoing park projects within the County that have federal components that are worth mentioning. We encourage the Commission to support federal and local cooperation in these projects although they are not listed in the FCIP. First, the US Army Corps of Engineers (USACE) has partnered with Arlington County and the City of Alexandria in a feasibility study that is examining possible urban and environmental restoration opportunities for Four Mile Run as part of the Four Mile Run Restoration Project. Second, we encourage NCPC to support ongoing public open space planning in the North Tract of the former Potomac Yards, particularly with regard to connections with National Park Service (NPS) properties along the Mount Vernon Trail in the vicinity of Gravelly Point and Roaches Run Waterfowl Sanctuary.
- **Base Realignment and Closure Act of 2005 (BRAC):** Arlington County will be severely impacted by Department of Defense employee movements out of leased space within the County. Although the FCIP does not track leased space, we encourage the Commission to share detailed information relating to BRAC employee movements with County staff when it becomes available.

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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,



Paul Ferguson  
Chairman



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

July 24, 2007

Mr. John V. Cogbill, III, Chairman  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW  
North Lobby  
Suite 500  
Washington, D.C. 20004

**Re:** Freight Railroad Realignment NEPA Studies  
Proposed Federal Capital Improvement Program for the  
National Capital Region, Fiscal Years 2008-2013  
NCPC File No. 1485

Dear Chairman Cogbill:

Thank you for forwarding a copy of the Proposed Federal Capital Improvement Program for the National Capital Region, Fiscal Years 2008-2013 to the City of Bowie for our review. We have noticed that the Proposed CIP includes, and the National Capital Planning Commission (NCPC) recommends and strongly endorses, the above referenced project (Page 123). Please be advised that the City of Bowie strongly opposes this project, and requests that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region, Fiscal Years 2008-2013.

As you know, the purposes of this study were to investigate and identify feasible corridors where rail freight trains carrying hazardous and toxic materials could be relocated from the Monumental Core/National Mall areas in the District of Columbia and to evaluate the general benefits and costs of the most viable corridors. Consultants to the NCPC identified seven (7) feasible corridors in the region and narrowed those down to three (3) corridors for further evaluation. One (1) of the three (3) corridors would involve the construction of a tunnel from Potomac Yard to the vicinity of the District/Maryland boundary. A second alignment includes the use of new and existing railroad right-of-way from the Potomac River to the Jessup, MD area (known as the Indian Head option). The third corridor involves using new and existing railroad right-of-way from the Potomac River (near the Governor Harry Nice Bridge) to the Jessup, MD area and is known as the Dahlgren option. Both the Indian Head and Dahlgren options include using the existing Pope's Creek Railroad, which traverses directly through the City of Bowie.

On May 21, 2007, the Bowie City Council received a briefing on this project from NCPC staff. At that time, the Council was told that the recently concluded study is the first phase of a more detailed, multi-stage investigative process. The next phase would include the preparation of

**Freight Railroad Realignment NEPA Studies                    2**  
**Proposed Federal Capital Improvement Program for the**  
**National Capital Region, Fiscal Years 2008-2013**

Please be aware that the Bowie City Council strongly objects to any further funding of this project resulting in the rerouting and realignment of freight trains carrying hazardous and/or toxic materials through the City of Bowie. The Council is concerned not only about the materials that would be transported through the City, but also, if either the Indian Head or Dahlgren options were selected for further study, the number of trains along the Pope's Creek Rail line, which would increase ten-fold, to nearly 30 trains daily. The Council is concerned about the impacts these trains and their cargo would have on the quality of life and safety of Bowie residents, and the impacts the trains would have on vehicular traffic flow within the City.

The City Council asks that you reconsider your recommendation, and withdraw the request for additional funding for any further studies involving the rerouting and/or realignment of freight trains carrying hazardous and/or toxic materials through the City of Bowie or Prince George's County.

Thank you for your understanding and anticipated support of our request.

Sincerely,



Bowie City Council  
G. Frederick Robinson  
Mayor

cc:    The Honorable Benjamin L. Cardin, United States Senate  
      The Honorable Barbara Mikulski, United States Senate  
      The Honorable Steny Hoyer, United States Congress  
      The Honorable Albert R. Wynn, United States Congress  
      Ms. Patricia E. Gallagher, AICP, Executive Director, NCPC  
      Mr. Stacy Wood, Community Planner, NCPC



GERALD E. CONNOLLY  
CHAIRMAN

COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**  
BOARD OF SUPERVISORS  
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July 24, 2007

Patricia E. Gallagher, AICP  
Executive Director  
National Capital Planning Commission  
401 9<sup>th</sup> Street, N.W., Suite 500  
Washington, D.C. 20004

Dear Ms. Gallagher:

I am writing to you on behalf of the Fairfax County Board of Supervisors to provide comments on the Proposed Federal Capital Improvements Program (FCIP) for Fiscal Years 2008-2013. While the Board discussed and formally acted on this year's Program on July 23, 2007, we are very troubled by the substantial commitment being made to projects at Fort Belvoir without a commensurate commitment to mitigating on- and off-post infrastructure and transportation impacts on the surrounding communities.

Twenty-five projects within Fairfax County listed in the FCIP are proposed at Fort Belvoir and concentrated in one general area of the County. We are extremely concerned about the large and growing number of Fort Belvoir projects, and insist that their nature, location and extent be identified and fully evaluated for impacts on the surrounding area before any commitment to these projects is made. Specifically Fairfax County urges a stronger link between development projects at Fort Belvoir and specific transportation and infrastructure improvements, both on and off the Post, which are required to support them. Many of the listed projects, such as the \$50 million Post Exchange (PX) Expansion, are very large in scope and will be major traffic generators with significant impacts on the local road network. Until the County has complete information and details about this and other Fort Belvoir projects, as well as the commitments the Army will make to offset the associated impacts, we cannot provide any endorsement of specific projects.

The County strongly supports NCPC's categorization of the Fort Belvoir projects as "Projects Requiring Additional Planning Coordination." Given existing conditions and the magnitude of projects proposed for Fort Belvoir, it is essential that the Department of the Army make a significant commitment to roadway and transit improvements to offset the impacts of its proposed development and road closings on the surrounding communities, as well as a commitment to Fairfax County elementary and middle schools necessary to support the additional residential development to be added to the base. As identified in the FCIP, the Army's planned

Patricia E. Gallagher

Page 2

addition, we reiterate our concern that no additional capital projects for Fort Belvoir should be included in the FCIP until the completion of the master planning effort and the associated environmental impact statement.

Due to the Base Realignment and Closure (BRAC) process that must be completed by September 15, 2011, we understand there will be a number of new projects at Fort Belvoir. As stated under the "Project Background and Trends" section of the FCIP, Fort Belvoir's population is projected to grow by approximately 21,300 personnel for a post-BRAC total working population of approximately 46,000. With such a dramatic increase in personnel and related development projects at Fort Belvoir, the best solution to address transportation and infrastructure impacts is to disperse future BRAC-related development at Fort Belvoir Main Post, the Engineer Proving Ground (EPG), and the General Services Administration (GSA) warehouse adjacent to the Franconia-Springfield Metro station. The Board strongly urges a complete examination of transportation and related funding options and sources to support this significant relocation of military and civilian jobs. Specifically, the completion of the Fairfax County Parkway through Army-owned land at the EPG is essential; we also urge consideration of extensions to the base of Metrorail's Blue Line from Franconia-Springfield and the Yellow Line from Huntington, including possible light rail extensions, which could be accomplished through direct investment or support of a public-private partnership.

Given existing conditions and the number of projects previously approved and now being planned for Fort Belvoir, the Department of the Army should closely coordinate all projects with the County and significantly offset all impacts of their proposed development. Prior to approval of any BRAC-related CIP projects, a commitment with identified funding for related transportation and infrastructure improvements, both on- and off-post, is essential.

Concerning the other FCIP projects in Fairfax County, we endorse the four Department of Transportation projects listed: the Mount Vernon Circle Parking, Pedestrian Bridge over the Dulles Access and Toll Road, the Rehabilitation of the Route 123 – CIA Interchange and the Defense Access Road Phase I and II (formerly the Fort Belvoir Connector Road). We request consultation throughout the process as these projects move forward and plans are finalized.

Additionally, the Dulles Corridor Rapid Transit Project, contained in the FCIP under the section for "National Capital Region" projects, is a top priority of the Board. We urge the continued support of NCPC and the federal financial commitment necessary to complete this important project. I would note that the description of the project on page 129 of the FCIP is outdated, and an update reflecting the current project status would be appropriate at this time.

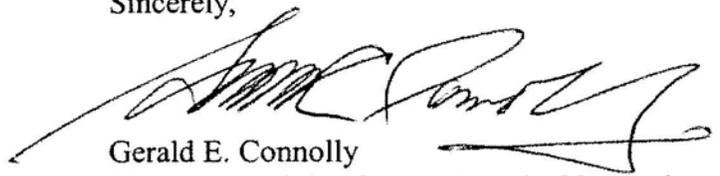
Finally, the Board supports the addition of Metrorail service to the Woodrow Wilson Bridge replacement project, presented on page 120 of the FCIP. We strongly urge the addition of this rail link across the bridge from Virginia to Maryland to the FCIP in the future.

Patricia E. Gallagher

Page 3

any questions or comments. We request a written response detailing how the issues we have presented concerning the FCIP will be addressed in the future, and we look forward to working with you throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald E. Connolly". The signature is fluid and cursive, with a long horizontal stroke at the end.

Gerald E. Connolly

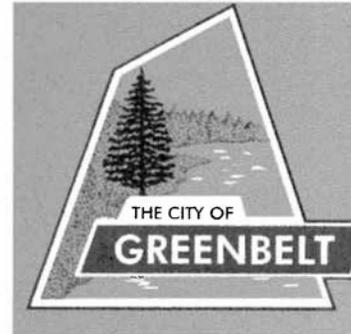
Chairman, Fairfax County Board of Supervisors

cc: Board of Supervisors  
The Honorable John Warner, United States Senate  
The Honorable Jim Webb, United States Senate  
The Honorable James P. Moran, United States House of Representatives  
The Honorable Frank Wolf, United States House of Representatives  
The Honorable Tom Davis, United States House of Representatives  
The Honorable Pierce Homer, Secretary of Transportation  
James P. Zook, Director, Department of Planning and Zoning

# CITY OF GREENBELT, MARYLAND

OFFICE OF THE CITY MANAGER

25 CRESCENT ROAD, GREENBELT, MD. 20770



July 12, 2007

Ms. Stacy Wood  
National Capital Planning Commission  
401 9th Street, NW, Suite 500  
Washington, DC 20004

**Michael P. McLaughlin**  
City Manager

RE: FCIP Fiscal Years 2008-2013

Dear Ms. Wood:

Thank you for allowing the City of Greenbelt to review and comment on the proposed Federal Capital Improvement Program (FCIP), Fiscal Years 2008-2013. The City appreciates the opportunity to offer its comments.

As in previous years, the City is most interested in projects occurring adjacent to or in close proximity to the City of Greenbelt. This includes projects located within the Beltsville Agricultural Research Center (BARC) of the Department of Agriculture and the Goddard Space Flight Center (GSFC) of the National Aeronautics and Space Administration.

The City has no comments to offer at this time on the proposed projects for BARC and GSFC, but would like to take this opportunity to reiterate the City's interest in being kept informed on the status of all development projects ongoing and/or planned for the GSFC and BARC facilities. The City strongly supports investing in both BARC and GSFC to enable them to continue to be highly regarded facilities in their respective areas of expertise. The City views both facilities as valuable neighbors, and looks forward to seeing them succeed in years to come.

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,

A handwritten signature in black ink that reads "Michael P. McLaughlin". The signature is written in a cursive style.

Michael P. McLaughlin  
City Manager

MPM:th

cc: City Council

Terri Hruby, Assistant Planning Director



August 9, 2007

Ms. Patricia E. Gallagher  
 Executive Director  
 National Capital Planning Commission  
 401 9<sup>th</sup> Street, Suite 500, NW  
 Washington, DC 20004

**Re: Proposed Federal Capital  
 Improvements Program FY 08-13**

Dear Ms. Gallagher:

Thank you for the opportunity to review the *Proposed Federal Capital Improvements Program (CIP) for the National Capital Region, Fiscal Years 2008 – 2013*. The Prince George's County Planning Department uses the Federal CIP to keep apprised of major federal initiatives and to make our concerns known to federal agencies early in the planning process. We support and applaud all of the investment proposed in the CIP for existing and new federal facilities including Andrews Air Force Base (AAFB), Beltsville Agricultural Research Center (BARC), National Agricultural Library, Southern Maryland Courthouse Annex, Federal Law Enforcement Training Center (FLETC), Goddard Space Flight Center, National Maritime Intelligence Center and the Smithsonian Institute Museum Support Center, which contributes to improving the quality of life in Prince George's County as well as supporting the federal mission in the region. We realize that we either had or will have the opportunity to review facility master plans or specific project site plans when they are prepared.

As we recommended in our comments last year, we stress the importance of including funds in the CIP for completion of the Suitland Federal Center (SFC) campus. The new Census Bureau and National Oceanic and Atmospheric buildings will be finished within the next one to two years. The funding to complete the first phase of the SFC master plan has not been appropriated. Funding for the demolition of the existing Census Bureau buildings and construction of the perimeter improvements is important to the revitalization efforts in Suitland. The proposed pedestrian paths and additional landscaping as well as the corner community park are not funded in the CIP. These improvements are essential to creating pedestrian access between the Metro station, the Suitland Federal Center, and the community at large.

The SFC is part of the Suitland-Iverson Regional Center designated by the 2002 *Prince George's County General Plan* and areas near the SFC have been the focus of extensive county revitalization efforts. A Mixed-Use Town Center Development Plan for Suitland was approved in March 2006. Implementation funds are needed to create a well-designed, vital federal employment center to help achieve county development goals and provide a high-quality work environment for federal employees.

The Legacy Plan includes reclaiming Maryland and Virginia Avenues and realigning freight and passenger rail lines. Prince George's County does not support an alternative alignment for the CSX freight rail

Ms. Patricia E. Gallagher

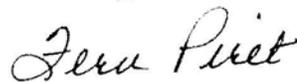
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Page Two

The following are specific comments regarding the proposed CIP:

- **Beltsville Agricultural Research Center (BARC).** In addition to the funding for renovation and expansion of BARC facilities, funding needs to be included in the CIP for the renovation and preservation of buildings in the Patuxent Wildlife Research Center. Over the past few years there has been much discussion about the poor condition of many of the older buildings at this premier research facility. A number of these buildings were built in the 1930s and should be assessed for their historic importance as well.
- **National Agricultural Library.** Plans for these repairs and replacement-in-kind should be coordinated with the Prince George's County Planning Department and county agencies and officials.
- **Andrews Air Force Base.** The facilities master plan for Andrews Air Force Base is being developed. As the base moves forward with plans for installation redevelopment, we anticipate continued cooperation and involvement with regard to the planning of the proposed improvements as well as the environmental aspects of the proposals.
- **U. S. Secret Service, James J. Rowley Training Center.** Updated plans should be coordinated with the Prince George's County Planning Department and county agencies and officials. The roadways in the area of the facility currently experience severe traffic congestion during and beyond peak hours. Because the adjacent facilities are federally owned, there are no current plans for improving capacity.
- **Smithsonian Institution Museum Support Center Pod 3.** As with other facilities within the Museum Support Center, we urge that consideration be given to creating opportunities for public access and education.
- **Projects Recommended for Future Funding.** The Proposed CIP continues the inclusion of a number of projects proposed by NCPC for future funding. We again add our support for the expansion of the capacity of the Metrorail system including a possible extension to Fort Meade and the Baltimore Washington International Airport, light rail within Prince George's County, and the regional "Blue Trail" system and hope that these projects will be included in the Federal CIP in the near future.

If you have any questions, please contact me or Betty Carlson-Jameson, Planner Coordinator and liaison to the Maryland State Clearinghouse at 301-952-3179.

Sincerely,



Fern Piret  
Planning Director

c: The Honorable Barbara A. Mikulski, U.S. Senator  
The Honorable Benjamin L. Cardin, U.S. Senator  
The Honorable Albert R. Wynn, U.S. Representative  
The Honorable Camille A. Exum, Chair, Prince George's County Council  
David J. Byrd, Deputy Chief Administrative Officer for Governmental Affairs



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**PLANNING  
OFFICE**

Stephen K. Griffin, AICP  
Director of Planning

July 18, 2007

Mr. Stacy Wood, Community Planner  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW, Suite 500  
Washington, DC 20004

RE: Comments on the Proposed Federal Capital Improvements Program for the  
National Capital Region, FY 2008-2013 – Manassas Battlefield Bypass Project

Dear Mr. Wood:

Thank you for the request for comments on the *Proposed Federal Capital Improvements Program for the National Capital Region, FY 2008-2013*. The federal project located in Prince William County is the Manassas Battlefield Bypass project. The route under consideration, from the Draft Environmental Impact Statement completed in January 2005, is Alternative D Revised.

From a transportation perspective the project will permit the construction of a four-lane road around the park to bypass the park area that contains an existing two-lane road that cannot be widened. An historic highway overlay district is also proposed by the Board of County Supervisors to be adopted around the Manassas National Battlefield Park Bypass to ensure that the current land use and densities around the proposed bypass do not change.

From a cultural resources perspective this project will permit the closing of the roads within the park area to through traffic to enhance the quality of the overall cultural experience within the park. The new road may impact some of the surrounding natural and cultural areas, per the Environmental Impact Study report, which can be mitigated.

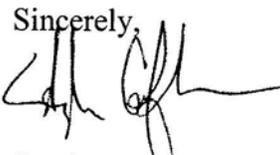
From a land use perspective the land is designated Agricultural Estate in the Long Range Land Use Plan and zoned Agricultural. Alternative D is the alternative most consistent with the County's Comprehensive Plan. The bypass road will be a limited access facility, so the currently approved land use and densities around the facility's location would not change. The visual impact of the new road will be minimal.

Mr. Stacy Woods  
Federal Improvement program  
July 18, 2007  
Page 2 of 2

I understand, per your conversation with staff, that you will be revising the last column in the charts on pages 144 and 148 to reflect the \$140,000,000 that will be allocated to this project sometime during FY 2008-20013. I further understand that this project does not have funding allocated per individual year because it has yet not been determined in what year within the next six years this project will commence. This revision will also more accurately calculate the Virginia total funding on Page 144.

The Board of County Supervisors endorsed this project with Alternative D in a resolution dated November 1, 2005. A copy of the resolution is attached.

Thank you for the opportunity to provide comments. We look forward to working with you on this important and valuable project.

Sincerely,  


Stephen K. Griffin, AICP  
Director of Planning

Attachment

Tracker 1826

SKG/EZP/ms

cc: Board of County Supervisors  
Susan Roltsch, Assistant County Executive  
Craig Gerhart, County Executive

**MOTION:** COVINGTON November 1, 2005  
**SECOND:** JENKINS Regular Meeting  
Res. No. 05-981

**RE:** ENDORSE THE SELECTION OF ALTERNATIVE D AS THE  
PREFERRED ALTERNATIVE FOR THE MANASSAS NATIONAL  
BATTLEFIELD PARK BYPASS DRAFT ENVIRONMENTAL IMPACT  
STATEMENT

**ACTION:** APPROVED

**WHEREAS**, the Manassas National Battlefield Bypass Study was initiated by Congress through the *Manassas National Battlefield Park Amendments of 1988 - Public Law 100 - 647* from the 100<sup>th</sup> Congress, 2<sup>nd</sup> session, section 10004(a); and

**WHEREAS**, the Federal Highway Administration (FHWA) and National Park Service (NPS) jointly started work on the Manassas National Battlefield Park Bypass Draft Environmental Impact Statement (DEIS) in December 2001; and

**WHEREAS**, the following six candidate build alternatives were selected by the FHWA/NPS joint study team to be further studied in July 2003, which all include/assume the extension of the Route 234 Bypass North:

1. **No Build** -- This alternative would not build a new road or any improvements, except for those currently planned. Routes 29 and 234 would remain open within the Park.
2. **Alternative A** -- This alternative would build a new four-lane road starting west of Luck Stone quarry on Route 29, continue north of Fairfax National Golf Course, across Bull Run, head south along the western boundary of the Davis Tract and along Stony Ridge, and join the Route 234 Bypass North.
3. **Alternative B** -- This alternative would build a new four-lane road as described in Alternative A, but would meet Sudley Road rather than run south, and from Sudley Road connect to the Route 234 Bypass North.
4. **Alternative C** -- This alternative would build a new four-lane road starting west of Luck Stone quarry on Route 29, it would cut through the north-east edge of the Park, continue south of Fairfax National Golf Course, across Bull Run (three times), head south along the western boundary of the Davis Tract and along Stony Ridge, and join the Route 234 Bypass North.
5. **Alternative D** -- This alternative would build a new four-lane road as described in Alternative C, but would meet Sudley Road rather than run south, and from Sudley Road connect to the Route 234 Bypass North.

**November 1, 2005**  
**Regular Meeting**  
**Res. No. 05-981**  
**Page Two**

6. **Alternative G** – This alternative runs south of the park and is a parallel facility to I-66. It would use existing infrastructure through Battlefield Business Park (Battleview Parkway) and would eliminate businesses in the Parkridge Center Shopping Center. The north traffic movement would use the Route 234 Bypass North; and

**WHEREAS**, the Federal Highway Administration and National Park Service selected Alternative D as its preferred alternative for this Study; and

**WHEREAS**, the Federal Highway Administration and National Park Service released the Manassas National Battlefield Park DEIS in January 2005, and Prince William County staff received a copy on February 17, 2005 for review; and

**WHEREAS**, the Federal Highway Administration and National Park Service held a public hearing on this project in Prince William County on May 5, 2005 to introduce its findings and information to the public and release of its decision on preferred alternative D; and

**WHEREAS**, the Federal Highway Administration and National Park Service presented its findings of the Manassas National Battlefield Park Bypass DEIS, a summary of public comments received, a set of refined alternatives D and G (which minimized impacts), and the decision of preferred Alternative D to the Board of County Supervisors on September 13, 2005; and

**WHEREAS**, preferred Alternative D is the alternative most consistent with the County's Comprehensive Plan (Route 234 North Bypass and improvements to Sudley Road), though the Comprehensive Plan does not include the closure of Routes 29 and 234 through the Park; and

**WHEREAS**, it would not be possible, because of Federal law, to improve/widen the roads within the Park; and

**WHEREAS**, the Manassas National Battlefield Park Bypass is identified as a limited access facility, which would not change the currently approved land use and densities around the facility's location; and

**WHEREAS**, the Federal Highway Administration's protocol and *Manassas National Battlefield Park Amendments of 1988* requires an endorsement from the Prince William Board of County Supervisors and concurrence of the Commonwealth Transportation Board, which is expected in November 2005, to move forward with a decision;

**November 1, 2005  
Regular Meeting  
Res. No. 05-981  
Page Three**

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby endorse the selection of Alternative D (or its refined version) as the Preferred Alternative for the Manassas National Battlefield Park Bypass Environmental Impact Statement to be forwarded to the Commonwealth Transportation Board for its concurrence/decision and ultimately to the Federal Highway Administration for a Record of Decision;

**BE IT FURTHER RESOLVED** that it is the Board's intent that a closure of Routes 29 and 234 within the Manassas National Battlefield Park should not occur until a replacement facility is in place and opened to traffic;

**BE IT FURTHER RESOLVED** that this endorsement is contingent on the Manassas National Battlefield Park Bypass being a limited access facility, and that the currently-approved land use and densities around the facility's location be insured through the adoption of a historic highway overlay district around the Manassas National Battlefield Park Bypass;

**BE IT FURTHER RESOLVED** that the Board will explore legislation, through the General Assembly, to make the above protections permanent.

**Votes:**

**Ayes:** Barg, Caddigan, Connaughton, Covington, Jenkins, Nohe

**Nays:** Stewart, Stirrup

**Absent from Vote:** None

**Absent from Meeting:** None

**For Information:**

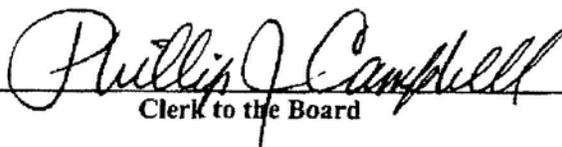
Public Works Director

Transportation Division Chief

FHWA Project Manager

NPS Project Manager

CERTIFIED COPY

  
Clerk to the Board