

STAFF RECOMMENDATION

S.Wood

NCPC File No. 1485



FEDERAL CAPITAL IMPROVEMENTS PROGRAM

For the National Capital Region

Fiscal Years 2010-2015

Submitted by the National Capital Planning Commission (NCPC)

August 27, 2009

Abstract

The preparation of the *Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2010-2015 (FCIP)* began in January 2009, 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 4, 2009 meeting the Commission authorized circulation of the draft 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 so the proposed final FCIP reflects new projects, revised budget estimates and project schedules, and responses to submitted comments.

The *FCIP, FYs 2010-2015* contains 213 projects. The program contains 181 projects submitted by federal agencies totaling \$10.3 billion and 32 projects submitted by NCPC for future programming.

Commission Action Requested by Applicant

Adoption of *Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2010-2015*, pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. § 8723(a)).

Executive Director's Recommendation

The Commission:

Adopt the *Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2010-2015*.

Direct staff to provide the adopted document to the Office of Management and Budget and to regional jurisdictions and interested parties.

* * *

PROJECT DESCRIPTION

Site

National Capital Region: the District of Columbia, the states of Maryland and Virginia, and the counties of Montgomery and Prince George's in Maryland, and Arlington, Fairfax, and Loudon in Virginia, and their independent cities.

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) on project conformity with established planning policies using the following categories: *Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Future Programming*; and *Projects Requiring Additional Planning Coordination*. 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 first year of this proposed FCIP represents funding requests contained in the President's fiscal year 2010 budget (the capital budget), transmitted to the Congress in early 2009. 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.

Proposal

The *FCIP, FYs 2010-2015* contains 213 proposed projects. Of these, 181 projects have been submitted by federal agencies with budget estimates, and the estimated total cost of proposed projects for FYs 2010-2015 is \$10.3 billion. The FCIP contains 30 new agency-submitted projects. NCPC has submitted 32 projects which are recommended for future programming, and these projects do not include estimated budgets.

Recommendations are provided on all projects listed in the FCIP, using four categories. Of the projects submitted by agencies, 30 are categorized as *Recommended and Strongly Endorsed*; 110 are *Recommended*; and 41 are noted as *Projects Requiring Additional Planning Coordination*. Of the 32 NCPC-submitted projects, 21 are *Recommended and Strongly Endorsed*, and the remaining 11 are *Recommended for Future Programming*.

Following Commission authorization at their June 2009 meeting, the draft 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 proposed final FCIP reflects updated information provided by federal agencies and responses to comments provided by the public.

PROJECT ANALYSIS

The FCIP for FYs 2010-2015 contains 181 projects submitted by federal agencies, of which 14 are new. The estimated total cost of projects submitted by agencies is \$10,274,053,350. 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 by NCPC). The two agencies with the greatest number of projects and largest budget requests are the General Services Administration and the Department of the Army.

Table 1: Projects and Budget Estimates, by Federal Agency

Department/Agency	Number of Projects	Total \$ (000's) FYs 2010-2015
Agriculture	22	414,173
Air Force	6	95,800
Army	35	2,013,013
Commerce	1	256,600
Defense	14	728,136
Energy	4	18,020
GSA	42	4,733,178
Health and Human Services	12	225,000
Homeland Security	6	7,810
Interior	2	3,886
NARA	1	13,500
NASA	10	330,245
Navy	5	215,959
Smithsonian Institution	13	907,000
State	2	41,233
Transportation	6	270,500
Total	181	\$ 10,274,053

The estimated total cost of agency-submitted projects in this year's FCIP is nearly \$1 billion less than last year's FCIP total project cost. This difference may reflect the impact of the 2009

American Reinvestment and Recovery Act (ARRA), and the continuing implementation of projects in response to the Base Realignment and Closure (BRAC), discussed in more detail below. In addition, some agencies were unable to provide budget numbers for their projects in the FCIP, notably the Department of Health and Human Services /National Institutes of Health. Two Department of the Army sites that typically provide projects, Fort Myer and Fort McNair, did not submit project proposals this year.

American Recovery and Reinvestment Act

In February 2009, the President signed the American Recovery and Reinvestment Act (ARRA) to stimulate the economy. As part of the ARRA, significant FY 2009 dollars were directed to federal agencies for physical construction, renovation and preservation projects and related activities. Due to the significant concentration of federal facilities and properties in the National Capital Region, ARRA is significantly affecting capital programming activities here. Examples include the modernization of the John E. Porter Neuroscience Research Center—Phase II (\$266 million) at the National Institute of Health, and the General Services Administration's modernization of the Department of Interior Headquarters (\$63 million) and the Harry S Truman Buildings (\$14 million).

By providing a significant infusion of funding for federal capital projects in the National Capital Region, ARRA will affect the FCIP in a number of ways. First, ARRA has enabled federal agencies to accelerate funding for projects listed in prior FCIP documents, so some projects previously anticipated to be requesting funding in phases over the next several years will be completed with ARRA funding and may not appear in this or future FCIP documents, or may appear under an accelerated schedule. Although all ARRA monies were authorized in FY 2009, ARRA identified various deadlines for agencies to obligate funds,. The FCIP tracks upcoming federal agency requests for capital funding, rather than authorization or expenditures. ARRA funding was also used for projects that may not have been listed in prior FCIP documents and will not be listed in this or future FCIPs. Finally, as federal agencies worked to identify projects for ARRA funding, it influenced projects and project timing for their long-term capital project planning. Summaries based on currently available information about ARRA projects that result in federal capital improvement projects are provided in this year's FCIP; however, this information is still being developed and reported by federal agencies.

Base Realignment and Closure

The 2005 Base Realignment and Closure (BRAC) action by Congress resulted in a number of capital programming activities at Department of Defense facilities around the region, most notably Fort Belvoir in Virginia, which has a \$1.8 billion capital improvement program, the renamed Walter Reed National Military Medical Center in Maryland, and Andrews Air Force Base in Maryland. BRAC requires that projects to implement the BRAC actions must be completed by 2011. Since 2005, the anticipated BRAC projects have been a significant component of the projects and requested funding of the region's capital improvements program. While BRAC continues to influence the proposed number and funding requests for capital projects through 2011, many of the BRAC-related capital projects have received funding and have been or are being implemented.

This FCIP contains 32 BRAC-related projects, many listed as *requiring additional planning coordination*. This reflects the challenges facing many installations to update their master plans while meeting the BRAC-imposed schedules, and the impacts of ARRA funding for capital projects. For example, Fort Belvoir is working closely with local, state, regional and federal organizations to address many complex issues, including transportation needs, and is working on an updated master plan, but many issues are still being resolved.

Department of Homeland Security Consolidation at Saint Elizabeths

The development of the Department of Homeland Security's (DHS) Headquarters at Saint Elizabeths in the District, a project submitted by the General Services Administration, has a capital program of \$1.7 billion for the next six years, nearly 17 percent of the total FCIP program. With the NCPC Commission approval of the master plan for the DHS Headquarters in January 2009, the *Saint Elizabeths West-DHS Consolidation* and *Saint Elizabeths West Campus Infrastructure* projects are now listed in this FCIP as *recommended and strongly endorsed*, reflecting the significant impact of this project proposal on both local and federal interests. Two other projects related to the DHS Headquarters consolidation are listed as *requiring further planning coordination*, designations that reflect their current "in-progress" planning status. The Commission's approval action directed GSA to develop a plan for the East Campus area that will be used by DHS (GSA is actively working to develop this plan), and a west access road through Shepherd Parkway, a national park (GSA is currently working with several federal and local agencies to resolve planning and design issues).

NCPC-Submitted Projects

NCPC has submitted 32 projects for future programming consideration. These projects are derived from NCPC-initiated projects; proposed plans and studies the Commission believes should be submitted by a federal 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. Of the 32 NCPC-submitted projects, NCPC *recommends and strongly endorses* 21 that are critical to strategically advancing significant Commission and local planning policies and initiatives, as well as other important federal interests. NCPC, together with the Commission of Fine Arts, released the *Monumental Core Framework Plan*, which aims to revitalize federal precincts near the National Mall and better connect them to the center city and the waterfront. This new plan is the source for twelve new NCPC-submitted proposals. Several other previously-submitted NCPC projects in the FCIP have been redefined as a result of the *Monumental Core Framework Plan*.

Agency Updates to the FCIP

Several federal agencies have updated their project submission information during the public comment period. Twenty additional projects were submitted by agencies during the comment period and one project was removed. NCPC categorization of these projects is noted below. The proposed final FCIP reflects the following changes since the draft FCIP was issued in June.

The Department of the Air Force, Bolling Air Force Base removed the *Joint Air Defense Operations Center* project. The updated cost estimates for the Air Force projects' now totals \$95,800,000.

Fort Belvoir submitted two new projects to the program: *338 Child Development Center*, and *Replace Post Exchange Facility*. The updated total cost estimates for the Department of the Army increased to \$2,013,013,000.

The Department of Defense-Pentagon Reservation provided updated cost estimates for three projects, increasing their funding request by \$2,872,000 for a total of \$728,136,000.

The General Services Administration provided updated cost estimates for twenty projects that were already included in the draft FCIP, updating the funding request total from \$3,551,453,000 to \$4,733,178,000.

The Department of the Navy updated its project funding request for a new total of \$215,959,000.

The Smithsonian Institution provided additional eleven capital projects and revised one previous submission. All twelve projects were submitted to last year's FCIP. The updated funding request totals \$907,000,000. NCPC *recommends and strongly endorses* three of these submissions; the *National Museum of Natural History Revitalization*; *Restore Smithsonian Castle*; and *Revitalize National Museum of American History Public Space*. NCPC *recommends* the remaining nine projects *Renew Bird House Hill Facilities*; *Renew Seal/Sea Lion Facility*; *Repair General Services Building Structure*; *Construct / Install Anti-Terrorism Protection*; *Museum Support Center Lab/HVAC Renovations*; *Museum Support Center Pod 3*; *Replace NASM Mechanical Systems*; and *Restore Hirshhorn Façade*.

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

Table 2: Number of Projects and Estimated Project Costs, by State/County

	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
District of Columbia	81	5,712	55.6
Maryland			
Montgomery County	19	1,116	10.9
Prince George's County	35	543	5.3
Subtotal	54	1,402	16.1
Virginia			
Arlington County	17	725	7.1
Fairfax County	27	1,990	19.4
Subtotal	44	2,715	26.4
National Capital Region	2	190	1.9
Total	181	10,275	100.0

The greatest number of projects, 81, and 56 percent of the total proposed project costs are located in the District of Columbia. Virginia has 44 projects; representing 26 percent of the total proposed projects by cost. FCIP project costs attributed to new construction are \$3.9 billion and are primarily for projects in Maryland, Virginia and the DHS Headquarters in the District, while proposed costs related to rehabilitation projects total \$5.5 billion, and these projects are primarily located in the District.

CONFORMANCE

The Commission's recommendations in the FCIP 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 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.

CONSULTATION

Federal 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). NCPC has worked with agencies to provide project and capital budget information that will closely reflect the actual budget information agencies provide to OMB in September. NCPC will collect and summarize capital budget values provided by federal agencies to OMB in late September.

At its June 4, 2009 meeting, the Commission authorized the circulation of the draft *FCIP, FYs 2010-2015* to participating federal departments and agencies, regional planning agencies, state and local governments, and the general public for review and comment. NCPC distributed the proposed draft FCIP to these groups via our website, email, and mail for review and comment, and provided notice of the document's availability on our website and in NCPC's electronic newsletter. During the 45 day public comment period, updated information was provided by several federal agencies. The additional project submission information received from federal agencies during the comment period was posted on the NCPC website and distributed by email to local government agencies in the National Capital Region for review during the public comment period.

In addition, comment letters were received from five jurisdictions in the surrounding region and one organization. These letters are summarized below. The letters are included in the FCIP in an appendix, and as appropriate, project comments have been updated to reflect issues identified in these comment letters. Comment letters are shared with the appropriate submitting agency, and NCPC encourages agency coordination with commenting parties.

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

The City of Bowie remains strongly opposed to the NCPC-submitted *Freight Railroad Realignment NEPA Study* project, and requests its deletion from the proposed FCIP.

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

The City of Greenbelt supports investments at the Goddard Space Flight Center, the Beltsville Agriculture Center and the National Agricultural Library, and requests information on project status at these facilities; encourages future investment in Greenbelt Park; requests clarification of the project scope for the Southern Maryland Courthouse Annex; supports several NCPC-submitted transit projects; and encourages all federal projects to be constructed to a silver rating under the US Green Building Council's LEED program.

The City of Rockville, Maryland's comments are included as Attachment C and are summarized below.

No projects in the FCIP are within the City of Rockville's corporate limits and they do not have comments.

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

The County does not have any comments to provide on the FY's 2010-2015 FCIP since the plan does not propose any capital facilities in Loudoun County. The County welcomes dialogue with federal agencies to consider Loudoun County as a location for future federal capital projects.

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

The County requests identification and evaluation of the impacts from the projects proposed at Fort Belvoir, specifically those requiring transportation and infrastructure improvements, and seeks commitments from the Army for on- and off-post transportation and infrastructure improvements. The County requests that no additional projects from Fort Belvoir be included in the FCIP until the master planning effort and associated environmental work is completed. The County strongly supports transportation projects identified in the FCIP related to Fort Belvoir, including Phase III and IV of the Fairfax County Parkway, and the I-95 HOV Access at Fort Belvoir,

The County offers its full support for the *Dulles Rapid Transit Project*, submitted by NCPC, and suggests modifications to the project description. The County also supports the NCPC-submitted

Light Rail Projects in the District of Columbia, Virginia, and Maryland, and the *Regional Park System* project. The County strongly encourages the Department of Transportation and NCPC to advance and continue to include the *Pedestrian Bridge Over Dulles Access and Toll Road* project, proposed in the FY 2009-2014 FCIP.

Mr. Lindsley Williams provided his own comments and a related letter on behalf of the District of Columbia Building Association, which are included as Attachment F and are summarized below.

Both letters strongly support the *In-depth Sewer Study for the Federal Triangle Area*, an NCPC-submitted project, and the *Flood Control Project*, submitted by the Department of the Army, US Army Corps of Engineers, which proposes improvements to the existing levee system located on the National Mall. The letters urge funding of these projects, and encourage NCPC to continue to provide regular updates to the public on project funding and implementation:

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ATTACHMENT A



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

July 28, 2009

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 2010-2015
NCPC File No. 1485

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 2010-2015 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). Please be advised that the City of Bowie remains strongly opposed to this project and requests that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region, Fiscal Years 2010-2015. According to the draft document, projects that are *Recommended and Strongly Endorsed* receive the highest priority for the allocation of federal capital investment funds. Your draft document states, on page 6, that these types of projects comply with "all relevant laws, policies, and guidelines, but they also are critical to advancing key NCPC planning policies..." We must reiterate what we have pointed out to you in past correspondence: both the City of Bowie and Prince George's County are, as a matter of policy, opposed to any realignment of freight railroad traffic from the District of Columbia to our jurisdictions.

As you know, the purposes of the NEPA studies are to investigate and identify feasible corridors where rail freight trains carrying hazardous and toxic materials could be relocated from the Monumental Core/National Mall areas in the District of Columbia, and to evaluate the general benefits and costs of the most viable corridors. Consultants to the NCPC identified seven (7) feasible corridors in the region and narrowed those down to three (3) corridors for further evaluation. One (1) of the three (3) corridors would involve the construction of a tunnel from Potomac Yard to the vicinity of the District/Maryland boundary. A second alignment includes the use of new and existing railroad right-of-way from the Potomac River to the Jessup, MD area (known as the Indian Head option). The third corridor involves using new and existing railroad

MAYOR G. Frederick Robinson MAYOR PRO TEM Todd M. Turner
COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Truth ♦ Geraldine Valentino-Smith CITY MANAGER David J. Deutsch
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Freight Railroad Realignment NEPA Studies 2
Proposed Federal Capital Improvement Program for the
National Capital Region, Fiscal Years 2009-2014
NCPC File No. 1485

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.

Please be aware that the Bowie City Council continues to strongly object to any further funding of this project, which will potentially result in the rerouting and realignment of freight trains carrying hazardous and/or toxic materials through the City of Bowie. The Council remains concerned not only about the materials that would be transported through the City, but also because, if either the Indian Head or Dahlgren options discussed above were selected, the number of trains along the Pope's Creek Rail line would increase ten-fold, to nearly 30 trains daily. The Council is extremely 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. There are certainly more logical options within the Metropolitan Region, such as the western option, that would avoid these impacts.

Again, 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 which may be carrying hazardous and/or toxic materials through the City of Bowie or Prince George's County.

Sincerely,



Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Benjamin L. Cardin, United States Senate
The Honorable Barbara Mikulski, United States Senate
The Honorable Steny Hoyer, United States House of Representatives
The Honorable Donna Edwards, United States House of Representatives
The Honorable Martin J. O'Malley, Governor, State of Maryland
The Honorable Anthony G. Brown, Lieutenant Governor, State of Maryland
The Honorable Douglas J.J. Peters, Maryland State Senate
The Honorable Marvin Holmes, Maryland House of Delegates
The Honorable James Hubbard, Maryland House of Delegates
The Honorable Gerron Levi, Maryland House of Delegates
Mr. Marcel C. Acosta, Executive Director, NCPC
Mr. Stacy Wood, Community Planner, NCPC

08/26/2009 12:17 FAX 3014418248

CITY OF GREENBELT

CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD. 20770 - 1886

August 24, 2009

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

RE: FCIP Fiscal Years 2010-2015

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 2010-2015. The City appreciates the opportunity to offer its comments.

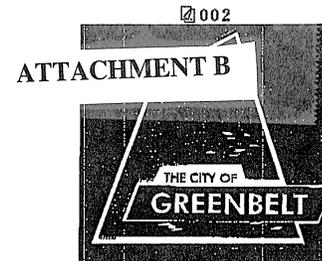
As in previous years, the City is most interested in projects occurring within, adjacent to or in close proximity to the City of Greenbelt. This includes projects located within the Beltsville Agricultural Research Center (BARC) of the Department of Agriculture, the Goddard Space Flight Center of the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

The City has no comments to offer at this time on the proposed projects for BARC and GSFC, but would like to take this opportunity to reiterate the City's interest in being kept informed on the status of all development projects ongoing and/or planned for the GSFC and BARC facilities. The City strongly supports investing in both BARC and GSFC to enable them to continue to be highly regarded facilities in their respective areas of expertise. The City also supports investing in improvements/upgrades to the National Agricultural Library. The City views all these facilities as valuable resources and looks forward to seeing them succeed in years to come. While there are currently no projects identified for Greenbelt Park, the City encourages the National Park Service to invest/reinvest in this very important regional park facility. 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 is looking forward to working closely with General Services Administration (GSA) staff on the project. While the FCIP refers to the project as the "Southern Maryland Courthouse Annex", the City understands the project to involve an addition to the rear of the existing Courthouse. The FCIP should be revised to accurately reflect the scope of the project. The City urges that the project is completed to achieve, at a minimum, U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification.

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov**CITY COUNCIL**

Judith F. Davis, Mayor
 Rodney M. Roberts, Mayor Pro Tem
 Konrad E. Herling
 Leta M. Mach
 Edward V.J. Putens

08/26/2009 12:17 FAX 3014418248

CITY OF GREENBELT

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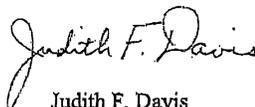
Mr. Stacy Wood
National Capital Planning Commission
August 24, 2009
Page 2 of 2

The City is very supportive of the National Capital Planning Commission's recommendation that future FCIP's should include investment in light rail (i.e., Inner Purple Line) and Washington Metropolitan Area Transit Authority Metrorail projects that are intended to complement and/or improve existing regional transit systems. 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 would like to encourage that all federal projects be designed and constructed to function as both healthy and energy-efficient structures through the implementation of green building design. At a minimum, new federal buildings should be designed and constructed to achieve a silver rating under the U.S. Green Building Council's LEED program.

Again, thank you for the opportunity to comment on the FCIP. If there are any questions, please contact Terri Hruby, Assistant Planning Director at (301) 474-0569.

Sincerely,



Judith F. Davis
Mayor

JFD:th

cc: City Council
Michael P. McLaughlin, City Manager
Celia Craze, Director, Planning &
Community Development
Terri Hruby, Assistant Planning Director

ATTACHMENT C



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

Mayor & Council
240-314-8280
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FAX 240-314-8289

August 19, 2009

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 2010 - 2015

Dear Mr. Acosta:

Thank-you for the opportunity to comment on the *Proposed Federal Capital Improvements Program for the Capital Region, Fiscal Years 2010-2015*. 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 make any comments at this time.

Please continue to keep us informed and seek our comments on projects located within or near our local jurisdiction. If you require any further information, please contact Ms. Susan Swift, Director, Community Planning and Development Services, at 240-314-8202, or sswift@rockvillemd.com. Again, thank-you.

Sincerely,

Susan R. Hoffman
Mayor

Cc: Ms. Susan Swift, Director CPDS
Mr. Stacy Wood, Community Planner

MAYOR
Susan R. Hoffmann

COUNCIL
John B. Britton
Piotr Gajewski
Phyllis Marcuccio
Anne M. Robbins

CITY MANAGER
Scott Ullery

CITY CLERK
Claire F. Funkhouser

CITY ATTORNEY
Debra Yerg Daniel

ATTACHMENT D



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

July 27, 2009

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

Dear Mr. Wood,

I am in receipt of the Proposed Federal Capital Improvements Program for the National Capital Region, Fiscal Years 2010-2015. The proposed plan does not propose any capital facility projects in Loudoun County; therefore I do not have any comments to provide for your public comment period.

In future planning cycles, Loudoun County would welcome a dialogue with Federal agencies to consider Loudoun County as a location for future federal capital projects. Please contact my office directly if there is an interest in locating in Loudoun County. Thank you.

Sincerely,

Linda Neri
County Administrator



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22035

ATTACHMENT E

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<http://www.fairfaxcounty.gov/chairman>

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

Dear Mr. Acosta:

Fairfax County appreciates the opportunity to provide comments on the Proposed Federal Capital Improvements Program (FCIP) for Fiscal Years 2010-2015. Overall, while the Fairfax County Board of Supervisors discussed and formally acted on this year's Program on August 3, 2009, they continue to be concerned by the substantial commitment being made to projects at Fort Belvoir without a commensurate commitment to mitigating on and off-post infrastructure and transportation impacts on the surrounding communities. The County's comments are provided below.

Twenty-two projects within Fairfax County listed in the FCIP are proposed at Fort Belvoir and are concentrated in one general area of the County. While essential improvements to the transportation network, such as the completion of the Fairfax County Parkway, are identified in this year's Program, Fairfax County remains concerned about the magnitude of Fort Belvoir projects and insists that their nature, location and extent be identified and fully evaluated for impacts on the surrounding area before any commitment to these projects is made. Specifically Fairfax County urges a stronger link between development projects at Fort Belvoir and specific transportation and infrastructure improvements, both on and off the Post, which are required to support them. Many of the listed projects are very large in scope and will be major traffic generators that have significant impacts to the local road network. Until the County has complete information and details about all Fort Belvoir project as well as the commitments the Army will make to offset the associated impacts, we withhold any endorsement of specific projects.

As has previously been transmitted to NCPC, Fairfax County insists that the Department of the Army make a very significant commitment to roadway and transit improvements to offset the impacts on its proposed development and road closings on the surrounding communities, as well as a commitment to Fairfax County elementary and middle schools which will be needed to support the additional population being moved to the base. As identified in the FCIP, the Army's planned commitment to off-post roadway and transit projects is a relatively small percentage of the total \$1.4 billion capital program envisioned at the base and should be substantially increased. In addition, the County reiterates its belief that no additional capital projects for Fort

Marcel C. Acosta

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Belvoir should be included in the FCIP until the completion of the master planning effort and further associated environmental impact statement.

Due to the Base Realignment and Closure (BRAC) process that must be completed by September 15, 2011, we understand there will be a number of new projects at Fort Belvoir. With a very large increase in personnel and related development projects at Fort Belvoir, the County strongly believes that the best opportunity to address transportation and infrastructure impacts is by dispersing future BRAC and other related development at Fort Belvoir Main Post, the Engineer Proving Ground (EPG), and the General Services Administration (GSA) warehouse adjacent to the Franconia-Springfield Metro station. The County strongly urges a complete examination of transportation and related funding options and sources to support this significant relocation of military and civilian jobs. Attachment I lists the off-site transportation projects which the County has identified as absolutely necessary to implement and support BRAC-related projects. Fairfax County urges funding for these projects and inclusion in the FCIP. 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.

In addition, Phase III and IV of the Fairfax County Parkway, I-95 HOV Access at Fort Belvoir and the Dulles Corridor Rapid Transit Project are recommended in the FCIP. Fairfax County strongly supports these projects. The Dulles Corridor Rapid Transit Project is the number one priority of Fairfax County and will enable the County to focus future development around transit nodes, reducing regional vehicle miles travelled and the region's carbon footprint while mitigating what would otherwise be significant increases in congestion. We appreciate NCPC's including this project as "recommended and strongly endorsed." However, we suggest that the description of this project, provided on pages 153 and 154 of the FCIP, be updated and modified as shown on Attachment II.

We appreciate that the "Light Rail Projects in the District of Columbia, Virginia, and Maryland" listed under "Commission Submitted Projects: Recommended for Future Programming", this year includes light rail along Columbia Pike within Arlington and Fairfax County. We also again offer our support to the "Regional Park System" project which also is listed for Future Programming. The Northern Virginia Regional Park Authority, the body charged with acquiring and preserving regional parks in Fairfax, Loudoun and Arlington Counties, does not have sufficient money to make significant land acquisitions. NCPC's support for acquiring lands as part of a Regional Park System will complement Fairfax County's efforts to address recreational

Marcel C. Acosta
Page 3

open space and drinking water protection through land preservation.

As a final comment, please also note that the Pedestrian Bridge Dulles Access and Toll Road project, which was shown as "Projects Funded in FY2008" in the adopted FCIP FYs 2009-2014 is a Federal priority of Fairfax County and we strongly encourage the Department of Transportation and NCPC to move this project forward as soon as possible and continue to include the project in the FCIP document.

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

Sincerely,

Sharon Bulova
Chairman

cc: Board of Supervisors
The Honorable Jim Webb
The Honorable Mark Warner
The Honorable Gerald E. Connolly
The Honorable Jim Moran
The Honorable Frank Wolf
Pierce Homer, Secretary of Transportation
James P. Zook, Director, Department of Planning and Zoning

ATTACHMENT I

COUNTY OF FAIRFAX, VIRGINIA
TRANSPORTATION REQUESTS

**Fort Belvoir/Engineer Proving Grounds Base Realignment and Closure (BRAC) Projects
Transportation Improvements Needed to Address Impacts
of the Fort Belvoir/EPG BRAC Recommendations**

Description:

This request is for projects and improvements needed as a result of the BRAC plan for Fort Belvoir/Engineer Proving Grounds (EPG) in Fairfax County.

Purpose:

- As part of the BRAC plan, 19,500 employees (8,500 at EPG and 4,500 to Fort Belvoir, 6,500 at the Mark Center) will be coming to the area by 2011.
- These new jobs will also bring an estimated 1:1 – 1:3 ratio of additional defense contractors (20,000-60,000) and their families to the area.
- This increase in population will create an enormous increase in the demand on the existing transportation infrastructure.
- The estimated costs of the BRAC related transportation projects is estimated at \$1.6 billion, based on a number of evaluations conducted by the U.S. Army, Fairfax County, VDOT and the Northern Virginia BRAC Working Group.
- In addition to the many projects that the County has already included in the Constrained Long Range Plan and the County’s Capital Improvement Plan, the Fort Belvoir/EPG BRAC plan has created a need to address numerous transportation impacts that the plan will have on Fairfax County, Fort Belvoir and the EPG.
- The improvements, above and beyond what is incorporated in existing plans, include the following:

Top Priority

- | | |
|---|--------------|
| - Additional improvements to Fairfax County Parkway (FCP) construction beyond those included in the original base design (required due to BRAC relocations alone, including interchange modifications, widening to six or more lanes, access modifications, etc.) | \$50 Million |
| - Reconstruction of the I-95/FCP Interchange at Newington Road | \$75 Million |
| - Additional and improved ramps to and from I-95 for the EPG | \$40 Million |
| - A grade separated interchange at FCP/Neuman Street | \$50 Million |

High Priority

- | | |
|---|--------------|
| - Improvements to FCP between I-95 and Kingman Road | \$55 Million |
| - Interchange at FCP and Kingman Road | \$30 Million |
| - Transit center and ridesharing facility(s) | \$45 Million |
| - Implementation of expanded bus service and circulator service | \$75 Million |
| - Widening of I-95 from three lanes to four lanes from Newington Road to U.S. Route 123 | \$68 Million |
| - Additional crossings over U.S. Route 1 between the North and South posts | \$25 Million |

- Improvements to Beulah, Telegraph, Backlick, Loisdale and Newington Roads \$50 Million
- Widening of U.S. Route 1 through Fort Belvoir \$75 Million
- Interchange at U.S. Route 1 and FCP \$55 Million
- Interchange at Telegraph Road and U.S. Route 1 \$75 Million
- Extension of Metrorail to Fort Belvoir \$600 Million
- Completion of Van Dorn Street/Franconia Road Interchange \$90 Million
- Additional intersection and interim improvements in the impacted areas. \$15 Million
- Improvements identified by Belvoir Resolution Team (Army, VDOT and Fairfax Co.) \$15 Million

which include:

- o South King’s Highway at Harrison Street – This project will add a left turn lane on westbound King’s Highway, a right turn lane on eastbound King’s Highway, and a 2nd left turn lane on northbound Harrison Street. This project constructs a second receiving lane on westbound King’s Highway for five hundred feet to receive dual left turns.
- o Route 1 at Pohick Road (Tulley Gate) – Increase northbound Route 1 right turn lane radius and add an additional northbound right turn lane.
- o Route 1 at Sacramento Drive – Extend northbound Route 1 left turn lane.
- o Route 1 at Frye Road – Add dedicated eastbound right turn lane on Frye Road and dedicated southbound right turn lane on Route 1.
- o Route 1 at Lockheed Boulevard – Add eastbound right turn lane on Lockheed.
- o John J. Kingman Road at Fairfax County Parkway – Add second right turn lane on Kingman Road
- o Transportation Demand Management (TDM) Program – On Fort Belvoir for all agencies to use including shuttle bus service on base and from Franconia-Springfield and Huntington Metrorail stations and Lorton VRE station to the base.

Funding Request

- Fairfax County is requesting substantial funding to address the impacts of the Fort Belvoir/EPG BRAC recommendations.

Project Cost/Previous Funding:

- Fairfax County and the Army’s traffic consultant have identified road and transit improvements that are necessary to prevent gridlock with the BRAC initiative. The total cost of needed improvements is estimated to be **\$1.6 billion**, of which only an estimated \$200 million is available.

Schedule:

- The BRAC recommendations stipulate that the new employees and contractors will be in the area in September 2011.

ATTACHMENT II

Recommended wording for Dulles Corridor Rapid Transit Project, page 153-154.

Dulles Corridor Rapid Transit Project. This project calls for the extension of Metrorail between the existing Orange Line (between East and West Falls Church stations) and eastern Loudoun County via Tyson's Corner, Reston/Herndon and Dulles International Airport. The draft Environmental Impact Statement, completed in FY 2002, recommends Metrorail as the Locally Preferred Alternative.

The Federal Transit Administration (FTA) on May 12, 2008 approved the request by the Metropolitan Washington Airports Authority (MWAA) 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 for project administration, final design work, utility relocations, right-of-way acquisitions, engineering and the costs for designing rail cars. A key step in the process is obtaining a Full Funding Grant Agreement (FFGA). On March 10, 2009, the FTA executed a FFGA with MWAA to construct Phase I of the project. The FFGA of \$900 million includes a previous costs incurred by the project for preliminary engineering and final design. State funds, Dulles Toll Road revenues and Fairfax County dollars to support the project have long been dedicated to designing and constructing Phase I.

Phase I of the project runs from East Falls Church to Wiehle Avenue. Phase II will include six new stations, three of which are in Fairfax County, including one serving Dulles International Airport. Utility relocation work along the Route 7 corridor has been underway since January 2008. Phase I is expected to begin revenue service in December 2013. Phase II is expected to open in late 2016 or early 2017. The project is being managed by the MWAA. This project was first submitted to NCPC in the FY2004 - FY2009 program.

ATTACHMENT F

Wood, Stacy T.

From: lindsay.williams@hklaw.com
Sent: Friday, August 21, 2009 1:29 PM
To: Wood, Stacy T.
Cc: Saum, Christine L.; Koster, Julia A.; gailedwards@dcbia.org; Amy.Edwards@hklaw.com; harriet.tregoning@dc.gov; IMCEAEX-
_O=HOLLAND+20+26+20KNIGHT_OU=ADMEX1_cn=Internet_cn=MillerRob@hklaw.com; Peter_May@nps.gov; michael.mcgill@gsa.gov
Subject: FY2010 FCIP: Support for 17th Street Levee/Flood Control and Downtown Flood Factor/Risk Analysis Projects
Attachments: 4-28-09 NCPC Letter.pdf

Mr. Wood and Others at NCPC --

This email transmits, on behalf of the **District of Columbia Building Industry Association**, that organization's letter to you of April 28, 2009 in which it expressed continuing support for and interest in two projects that are contained within the FY 2010 Federal Capital Improvements Program (FCIP), one relating to the replacement levee to span 17th Street immediately south of Constitution Avenue, NW and the other a critically needed study of downtown flooding. The interest expressed in that letter continues to this point -- and will continue beyond until both have reached the intended end products.

At the same time, please consider that letter as also conveying my own personal recommendations and requests.

This FCIP is among the items on the upcoming agenda for the National Capital Planning Commission to adopt at its meeting of September 3. This email is provided within the comment period that expires August 25.

We ask that you note both DCBIA's and my personal efforts to see that neither project is removed from the FCIP or receives anything less than the strongest recommendation in what is ultimately adopted.

At the same time, we urge that the Commission keep this on the open agenda, that the staff report and oral summary highlight these two projects, and that the public be updated as to the progress of each when the Commission meets September 3. In this regard, particular effort should be made to ensure that the 17th Street levee project's degree of completion will meet the deadline to which Federal and District officials agreed, namely that sufficient measures be installed and ready to protect to the "100-year level" (if the need should arise) by November 1, 2010 -- which will be less than two months from the date of the Commission's meeting.

I expect to be in the audience when the Commission meets and look forward to this last chapter of the approval process being closed. Assuming all proceeds as I expect, I do not foresee any reason to request the opportunity to address the Commission when it meets as this email and the letter it transmits should convey all that is needed.

In closing, and again assuming that all proceeds as expected, this email also expresses the appreciation of DCBIA any myself for the considerable and seemingly successful efforts to bring both of these projects from the level of recognized need to ready to build/ready to investigate in a very short period of time. Congratulations to one and all.

Thank you.

Lindsay Williams

Lindsay Williams | Holland & Knight

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8/27/2009



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Committee

Christopher H. Collins
Howard S. Knight LLP

April 28, 2009

BY HAND

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

Re: NCPC File 6885: Proposed Action Agenda at Meeting of May 7, 2009
Potomac Park Levee Improvements, National Mall,
17th Street and Constitution Avenue, NW, Washington, D.C.

NCPC File 6730: Flood Control Project / Flooding and Storm Water Initiative

Dear Mr. Chairman and Members of the Commission:

The District of Columbia Building Industry Association (“DCBIA”) represents nearly 500 real estate development firms and related businesses operating in the District of Columbia. This letter notes support for the 17th Street levee plan now proposed for final approval and requests that the Commission and the public be informed about the completion of both levee as approved as well as a related critically needed study of flooding in the downtown area of the District of Columbia.

As you know, the District’s downtown area includes a substantial area that would lie within a flood zone if adequate flood protection systems and measures were not at the ready. This downtown area includes major Federal and District government offices and assets (including those of the National Archives and many museums that are part of our national heritage and culture), many other high-density commercial and residential properties in private ownership, and critical Metrorail lines and stations – all of which would be “at risk” if waters from the Potomac were to rise significantly, not even to the level of a “100-year” flood. The levee system recommended will protect all these public and private investments to a higher projected standard – the so-called “185-year” flood level.

On behalf of our members as well as the general public, we have a direct and very keen interest in the timely and cost-effective resolution of flood control issues in our city. We commend NCPC, its members and staff for the leadership it is providing to address these important issues.

Re: Potomac Park Levee Improvements (File 6885)

Accordingly, DCBIA again expresses its strong support for giving final unconditional approval to the proposed replacement of no-longer certified flood protections systems to be

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located on the Mall across 17th Street just south of Constitution Avenue, NW, a project included in the already adopted Federal Capital Improvements Program (FCIP).

That said, while we urge prompt and full approval of the plans coming before you, we ask that your review summarize, by Agency, costs already obligated and paid, those obligated not yet paid, those anticipated to be obligated from current (or no-year) funds, and whatever funds are remaining to be secured to complete the project. This overall summary of public funds should reflect both the Federal Government and the District Government's commitments to date and those that lie ahead, all this with the aim of making sure that sufficient resources exist to fulfill earlier commitments to have a levee system in place that would at least meet the 100-year flood threat by November 1, 2009 – which is less than five months from your meeting of May 7, 2009. The November deadline date is the one after which the Federal Agency responsible for identifying flood risks, the Federal Emergency Management Agency, announced it would withdraw the current “flood plain maps” for the area in question and thereby designate the entire area as one where flooding should be expected, the ramifications of which are totally unacceptable – particularly when a viable solution is at hand.

The undertaking has been significant and the plan has been developed that is at once elegant and ready for construction in a remarkably short period of time – and for this we are most grateful. The critical last step is getting funds needed for the final stages in place so that work can commence this summer and be completed – at least to the 100-year flood standard – by the end of October of this year.

Thus, the issues for the Commission to address, cover not only “the planned project” but funding, and we ask that appropriate representatives of the Department of the Interior (and the National Park Service), the Department of Defense (and the U. S. Army Corps of Engineers), and the District of Columbia (and its resources) provide the full Commission and the public with a guarantee that funding is sufficient and in place to start and complete at least the essential elements of the plan presented for approval so that FEMA will not be forced to issue highly detrimental flood plain maps that reflect the open gap in the existing levee system that 17th Street, with no other system in place, provides. We further suggest that the funding summaries be included in the written staff report presented to the Commission as part of the discussion following the overall summary recommendation.

Of course, we would much prefer that the entire scope of work, including protection to the 185-year flood event level and landscaping be completed in a single effort so that The National Mall is not left with an open scar of potentially unfinished work for others to finish “later”.

Re: Flood Control Project / Flooding and Storm Water Initiative (File 6730)

In July 2008 DCBIA also supported the proposal submitted by the Commission to fund an in-depth study of the sewer systems serving the Federal Triangle to determine their capacity to respond to interior flooding. We believe such a study represents a necessary and sound first step in identifying potential solutions to the risks exemplified by the June 2006 floods in the area. While this project is now part of the most recent Federal Capital Improvements Budget, we ask that staff in briefing the Commission on the levee project also provide the public with a status report on the Flood Control Project as well that would address the time at which it would be expected to get underway and when it would be completed, along with any shortfalls relating to funds that remain needed and steps being taken to secure same (budget requests, appropriations, responsible Federal and District Agencies, allotments, etc.).

Again, as above, we urge the Commission's written report on the levee project set out the status of this project in the overall discussion of the levee project as a related matter of interest, thus updating the public record for all concerned.

Representative May 7

While DCBIA is not asking to speak at your upcoming meeting on the levee item, we will have at least one person in the audience who can answer questions if the need arises.

Sincerely yours,

District of Columbia Building Industry Association



W. Christopher Smith, Jr.
President