



**Site Selection Panel Recommendation Report
Federal Bureau of Investigation Headquarters
Confidential, Pre-Decisional & Deliberative**

I. GENERAL BACKGROUND

The Federal Bureau of Investigation (“FBI”) has continuously occupied the J. Edgar Hoover (“JEH”) building, located at 935 Pennsylvania Avenue NW, Washington, D.C., since its completion in 1974. Beginning in or around 2013, the U.S. General Services Administration (“GSA”) embarked on the process of finding a new headquarters location for the FBI. The prior project involved potentially exchanging JEH for a new facility that would consolidate the FBI’s headquarters operations.

In January 2013, GSA issued a Request for Information (“RFI”) to garner reaction from members of the development community, local and state jurisdictions, and other interested parties regarding feasibility, issues, and considerations of such a transaction structure. The 38 responses to the RFI helped to inform GSA’s strategic planning for the project. In November 2013, the RFI was followed by a Request for Expressions of Interest (“REOI”) for sites within the National Capital Region to be used for the development of a new FBI headquarters. The REOI process identified three acceptable sites; one in Fairfax County, Virginia and two in Prince George’s County, Maryland. On December 19, 2014, GSA issued a Phase I Request for Proposals (“RFP”) seeking an exchange partner to develop, design, construct, and deliver the new facility. The Phase I RFP process was used to select a short list of up to five qualified offerors to compete in the Phase II procurement. In January 2016, GSA issued the Phase II Request for Proposals to the shortlisted offerors, which detailed the requirements of the new facility and information on the three selected sites. On February 8, 2016, GSA submitted a prospectus to the Committee on Environment and Public Works of the U.S. Senate and the Committee on Transportation and Infrastructure of the U.S. House of Representatives, which was subsequently approved. Lastly, in conjunction with the RFP process, GSA issued a Draft Environmental Impact Statement (“DEIS”) pursuant to the National Environmental Policy Act (“NEPA”). On July 11, 2017, GSA issued a public statement announcing the decision to cancel the procurement.

II. THE FISCAL YEAR 2022 CONSOLIDATED APPROPRIATIONS ACT

On March 15, 2022, as part of the Fiscal Year 2022 Consolidated Appropriations Act (Public Law No. 117-103) (the “FY22 Act”), Congress instructed GSA to “select a site from one of the three listed in the General Services Administration Fiscal Year 2017 PNCR–FBI–NCR17 prospectus for a new fully consolidated Federal Bureau of Investigations (FBI) headquarters.” Congress further instructed that “[s]uch decision shall be made in as expeditious manner as possible.” The three previously identified sites listed in the 2017 prospectus are the same ones identified further herein in this Site Selection Panel Recommendation Report (the “Panel Report”). In the joint explanatory statement accompanying the FY22 Act, Congress requested for GSA to “brief the Committees on the viability of the sites listed in the PNCR–FBI–NCR17 within 90 days after the date of enactment of this Act.” In furtherance of Congress’ instructions, and beginning in the spring of 2022, GSA engaged in targeted outreach with local elected officials and others from Virginia and Maryland, as well as the landholders for the two private sites in Maryland, to obtain updated information concerning the three previously identified parcels. On June 17, 2022, GSA publicly announced that all three sites remained viable. The relevant correspondence concerning the viability assessment, if any, is attached hereto as exhibits.

III. OUTREACH ACTIVITIES

After making its viability assessment, GSA engaged in extensive outreach activities with various parties, including elected officials from Virginia and Maryland and the private landowners for the Maryland sites. The relevant correspondence concerning the outreach activities, if any, was provided to the selection panel as part of its review process.

IV. GENERAL OVERVIEW OF THE SITE SELECTION PANEL’S PROCESS

In order to assist the selection authority with determining which site is most advantageous to the United States, GSA convened a site selection panel composed of full-time government employees to independently and collectively assess which site is the most advantageous to the United States using the following five site selection criteria: (1) FBI proximity to mission-related locations; (2) transportation access; (3) site development flexibility and schedule risk; (4) promoting sustainable siting and advancing equity; and (5) cost.

The site selection authority appointed a site selection panel consisting of two GSA employees (with one serving as the chairperson) and one FBI employee to review information regarding each site. The materials provided included information gathered and compiled by the Government on the identified sites, including information provided by Maryland and Virginia.

As set forth further herein, the site selection panel is tasked with evaluating and/or otherwise applying a color rating to each criterion for each site and providing a recommendation to the site selection authority. As noted further below, the site selection authority will determine which site is most advantageous to the United States, based on all factors considered, including the consensus ratings provided by the panel. The site selection authority is authorized to select a site that the authority believes is most advantageous to the United States without regard to the requirements contained in the Competition in Contracting Act (CICA). Further, site selection is not an acquisition of goods and/or services; therefore, the provisions of the Federal Acquisition Regulation (FAR) do not apply to this selection process.

The panel conducted its work in compliance with the Site Selection Plan. On July 20, 2023, each panel member received an email containing the Site Selection Plan along with schedule and logistical information. The panel convened on July 27, 2023, received a briefing on the evaluation instructions, and was provided with the opportunity to ask questions. At the kick-off meeting, the contracting officer provided the complete packet of materials for the panel to use in its evaluation; those materials are attached as exhibits hereto.

After the kick-off meeting, each panel member conducted their individual evaluations using worksheets provided by the contracting officer. The individual panel members' worksheets are included as an exhibit hereto. After each panel member finished their respective individual evaluations, the panel reconvened to discuss their individual evaluations in order to reach a consensus rating for each site, as more fully described in the Site Selection Plan, and as recorded on the consensus worksheets included as an exhibit hereto. The panel achieved a consensus on July 31, 2023, and then proceeded to prepare this written report.

V. SELECTION CRITERIA OVERVIEW

The panel assigned an overall color to each of the Five Criteria listed below. Each panel member separately assigned a color to each of the subcriteria before convening as a group to assign an overall color rating to the criteria.

Criteria #1: FBI Proximity to Mission-Related Locations (subcriteria are of equal importance)

- 1.a: The Proximity of the Site to the FBI's Quantico Facility
- 1.b: The Proximity of the Site to Non-Consolidating Operationally Significant FBI/NCR Real Estate Assets
- 1.c: The Proximity of the Site to Downtown Facilities (U.S. Department of Justice, U.S. Capitol, and White House)

Criteria #2: Transportation Access (subcriteria are of equal importance)

- 2.a: The Walking Distance from the Site to a Station on the Metrorail System Operated by the Washington Metropolitan Area Transit Authority
- 2.b: The Walking Distance from the Site to Virginia Railway Express (VRE) or the Maryland Area Regional Commuter (MARC)
- 2.c: Accessibility to Major Bus Line Stop(s)
- 2.d: The Site's Proximity to the Nearest Commercial Airport

Criteria #3: Site Development Flexibility and Schedule Risk (subcriteria are of equal importance)

- 3.a: Site area and Site Geometry
- 3.b: Schedule Risk

Criteria #4: Promoting Sustainable Siting and Advancing Equity (subcriteria are of equal importance)

- 4.a: Advancing racial equity and support for underserved communities through the Federal Government
- 4.b: Promoting sustainable locations for Federal facilities and strengthening the vitality and livability of the communities in which Federal facilities are located

Criteria #5: Cost (cost elements are added together)

- Cost to Acquire Site + Cost to Prepare Site + Cost of Off-Site Improvements + Relative Cost Difference of Expected Construction Start Dates

VI. OVERVIEW OF THE COLOR SCHEME, WEIGHTS, AND PROCESS

<u>Criteria</u>	<u>BLUE</u>	<u>GREEN</u>	<u>YELLOW</u>
All	Most advantageous to the Government, relative to the other sites (ties are allowed if differences are marginal)	Second most advantageous to the Government, relative to the other sites (ties are allowed if differences are marginal)	Third most advantageous to the Government, relative to the other sites (ties are allowed if differences are marginal)

A. For All Criteria: The panelists individually evaluated each site against one another by assigning a color to each subcriteria. The individual panelists did **not** assign a color to the overall criteria, but waited until the panel convened as a group to do so. Using the subcriteria colors, the panel determined the predominant color for each site per criteria. The panel assigned one Blue, at a minimum, for each criteria or subcriteria; however, it was possible for each panelist and the panel as a group to assign the same color to more than one site. Therefore, it was possible, for instance, for the panel to assign two Blues and one Green and zero Yellows for a given criteria.

B. The Weighting of Each Criteria: The overall color rating for each criterion was weighted per the predetermined multiplier. The criteria colors were totaled per the following weighting formula once all criteria were evaluated:

- Criteria #1: 25 /100
- Criteria #2: 20 /100
- Criteria #3: 15 /100
- Criteria #4: 20 /100
- Criteria #5: 20 /100

VII. BREAKDOWN OF THE SELECTION CRITERIA

Again, much like the previous two sections, while the information contained in this section is also contained in the Site Selection Plan, the panel believes that it is worthwhile to reiterate the breakdown of the criteria here as well.

CRITERIA #1: FBI PROXIMITY TO MISSION-RELATED LOCATIONS

(subcriteria are of equal importance)

Subcriteria 1.a: The Proximity of the Site to the FBI's Quantico Facility: The panel considered the driving distance from the site to the FBI's Quantico facility in Quantico, Virginia. For purposes of this site selection criteria, the driving distance was determined by calculating the shortest driving distance from the approximate boundary of each site to the FBI Quantico Facility's Russell Road vehicle gate. To calculate the driving distance, the panel was provided with the distance based on the average results from each of the following two commercial web mapping platforms: Google Maps and Apple Maps. The Government prefers a site that is as close to the FBI's Quantico facility as possible.

Subcriteria 1.b: The Proximity of the Site to Non-Consolidating Operationally Significant FBI/NCR Real Estate Assets: The panel considered the cumulative driving distance from each site to the FBI's operationally significant FBI real estate assets, measured in miles. The Government prefers a site that is as close to the real estate assets as possible.

"Non-Consolidating Operationally Significant FBI/NCR Real Estate Assets" means:

- "Operational Airports" (airports housing FBI aviation assets); and
- Federally owned or leased facilities with over 500 available seats, excluding the FBI's Quantico facility, not planned to consolidate.

The information provided to the panel showed the shortest driving distance from the approximate boundary of each site to each of the real estate assets. The driving distance was calculated based on the average results from each of the following two commercial web mapping platforms: Google Maps and Apple Maps. The panel used the total cumulative driving distance to compare the sites and assign a color.

Subcriteria 1.c: The Proximity of the Site to Downtown Facilities (U.S. Department of Justice, U.S. Capitol, and White House): The panel considered the cumulative driving distance from the approximate boundary of each site to the following downtown facilities: the headquarters of the U.S. Department of Justice (DOJ); the U.S. Capitol; and, the White House, in miles. The panel used the total cumulative driving distance calculated by using the results from

each of the following two commercial web mapping tools, Google Maps and Apple Maps. The Government prefers a site that is as close to the downtown facilities as possible.

CRITERIA #2: TRANSPORTATION ACCESS

(subcriteria are of equal importance)

Subcriteria 2.a: The Walking Distance from the Site to a Station on the Metrorail System operated by the Washington Metropolitan Area Transit Authority:

The panel considered the walking distance of the site to a Metro Station to evaluate which site would best expand public transportation use and access. For purposes of this criteria, Metro Station means a station operated by the Washington Metropolitan Area Transit Authority. The information provided to the panel included the walking distance from the site to the nearest Metro Station as calculated in the 2016 Draft Environmental Impact Statement. A site that is as close to a Metro station as possible is preferred. Based on the information provided, the panel compared the sites and assigned a color.

Subcriteria 2.b: The Walking Distance from the Site to a Virginia Railway Express (VRE) or Maryland Area Regional Commuter (MARC) Station:

The panel considered the distance of the site to a commuter rail station to evaluate which site would best expand public transportation use and access. For purposes of this criteria a commuter rail station means one that is operated by the VRE or the MARC Train System. The information provided to the panel included the walking distance from the site to the nearest commuter rail station as calculated in the 2016 Draft Environmental Impact Statement. The Government prefers a site that is as close to a commuter rail station as possible. Based on the information provided, the panel compared the sites and assigned a color.

Subcriteria 2.c: Accessibility to Bus Line Stops:

The panel considered the number of bus lines servicing stops within 1/2 mile of each site to evaluate which site would best expand public transportation use and access. The information provided to the panel included the number of lines per site as calculated in the 2016 Draft Environmental Impact Statement and updated for current conditions. The Government's preference is for a site that has as many bus line stops within the immediate vicinity of the site as possible. Based on the information provided, the panel compared the sites and assigned a color.

Subcriteria 2.d: The Site's Proximity to the Nearest Commercial Airport:

The panel considered the driving distance from the site to the nearest Commercial Airport, measured in miles. The Government prefers a site with the shortest distance. "Commercial Airport" means:

- Washington Dulles International Airport; 1 Saarinen Cir, Dulles, VA 20166;
- Reagan National Airport; 2401 Ronald Reagan Washington National Airport Access Rd, Arlington, VA 22202; or

- Baltimore/Washington Thurgood Marshall Airport; 7050 Friendship Rd, Baltimore, MD 21240.

The information provided to the panel showed the shortest driving distance from the anticipated boundary of each site under consideration to each Commercial Airport. The distance was calculated based on the results from each of the following two commercial web mapping platforms: Google Maps and Apple Maps. Based on the information provided, the panel used the distance to compare the sites and assigned a color.

CRITERIA #3: SITE DEVELOPMENT FLEXIBILITY AND SCHEDULE RISK
(subcriteria are of equal importance)

Subcriteria 3.a: Site Area and Site Geometry: The panel considered whether the site is flexible enough to allow for expansion and build-out to accommodate future growth. The site should have the flexibility to support future programmatic changes due to unforeseen changing mission requirements. To support future growth or consolidation, a site should have the capacity to support additional buildings and/or operational functions. Based on the information provided, the panel compared the sites and assigned a color.

Subcriteria 3.b: Schedule Risk: This criterion considers the potential schedule risks to meeting the expected construction start date at any of the sites. These risks include acquiring the site, relocating tenants, demolition of existing facilities, remediating the soil, and taking other necessary actions. The sooner the site is available for the commencement of construction activities, at the least risk to the Government, the better. Based on the information provided, the panel analyzed the risks associated with each site and then compared, contrasted, and weighed those risks against one another to evaluate the degree of future schedule risk to the Government and assigned a color.

CRITERIA #4: PROMOTING SUSTAINABLE SITING AND ADVANCING EQUITY
(subcriteria are of equal importance)

This criterion considers the likelihood that selecting the site will advance the policies and goals contained in Executive Orders 13985, 14057, and 14091 to:

- Advance racial equity and support for underserved communities through the Federal Government; and
- Promote sustainable locations for Federal facilities and strengthen the vitality and livability of the communities in which Federal facilities are located.

Subcriteria 4.a: Advancing racial equity and support for underserved communities through the Federal Government:

Executive Order 13985 established that the Federal Government should pursue a comprehensive approach to advancing equity for all and creating opportunities for the improvement of communities that have been historically underserved. Section 1 of the order states:

It is therefore the policy of my Administration that the Federal Government should pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity is the responsibility of the whole of our Government. Because advancing equity requires a systematic approach to embedding fairness in decision-making processes, executive departments and agencies (agencies) must recognize and work to redress inequities in their policies and programs that serve as barriers to equal opportunity.

By advancing equity across the Federal Government, we can create opportunities for the improvement of communities that have been historically underserved, which benefits everyone.

In addition, Executive Order 14091, *Further Advancing Racial Equity and Support for Underserved Communities Through The Federal Government* (Feb. 16, 2023), “builds upon [] previous equity-related Executive Orders by extending and strengthening equity-advancing requirements for agencies, and it positions agencies to deliver better outcomes for the American people.” Furthermore, E.O. 14091 instructs agencies to “undertake efforts...to strengthen urban equitable development policies and practices, such as advancing community wealth building projects [and] facilitating equitable flows of private capital, including to underserved communities...”

Accordingly, the panel considered aspects of each site that may advance the policy goals set forth in E.O. 13985 and 14091 including but not limited to: (i) whether federal resources have been or are equitably distributed to people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality in the county where the site is located (versus the county in which the other site is located) that have historically been disadvantaged when it comes to federal investment; (ii) the share of the county’s federal office space (using the data from the Federal Real Property Profile) in the community where the site is located versus the county in which the other site is located; (iii) the median household income of the county where the site is located versus the county in which the other site is located; (iv) the percentage of federal jobs located in the county where the site is located versus the county in which the other site is located; (v) whether the site is located in an

“underserved community,” as that term is defined in E.O. 13985; (vi) whether locating the facility at the site could provide increased employment opportunities for an “underserved community,” as that term is defined in E.O. 13985; (vii) whether locating the site at the facility could create middle-skill, high-paying jobs (defined as those in excess of the median individual income in the county where the site is located) in an “underserved community,” as that term is defined in E.O. 13985; and (viii) whether locating the site at the location could create opportunities for the improvement of communities that have been historically underserved.

Based on the information provided, the panel compared the sites and assigned a color.

Subcriteria 4.b: Promoting sustainable locations for Federal facilities and strengthening the vitality and livability of the communities in which Federal facilities are located: Section 510(b) of E.O. 14057 instructed the Chair of Council on Economic Quality (“CEQ”), in consultation with the Director of the Office of Management and Budget to “consider issuing guidance for agencies to promote sustainable locations for Federal facilities and strengthen the vitality and livability of the communities in which Federal facilities are located.” In August 2022, CEQ issued “Implementing Instructions for Executive Order 14057 Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability.” The implementing instructions note that when making siting decisions for Federal workplaces, agencies should advance:

- **Sustainable land use that promotes conservation of natural resources, reduced GHG emissions, and increased resilience to the impacts of climate change;**
- Efficient use of and integration with existing local infrastructure;
- Expanded use of and broad access to public transportation;
- **Equitable development that promotes environmental justice and spurs economic opportunity for disadvantaged communities that historically have been marginalized and overburdened by pollution and underinvestment; and**
- **Coordination and alignment with the development plans of Tribal, State, and local governments that advance these and related goals.**

For purposes of Criteria 4, the panel reviewed information pertaining to the first, fourth, and fifth bullets. GSA took the second bullet into consideration during the previous site selection activities to winnow the potential list of sites to Springfield, Landover, and Greenbelt. Criteria 2 (transportation access) addresses the third bullet.

Based on the information provided, the panel compared the sites and assigned a color.

CRITERIA #5: COST

(cost elements are added together)

- Cost of Site Acquisition: If the Government needs to purchase the site, the cost to acquire the site is the one provided by the owner of the site to the Government. The panelists were provided with the statement of price provided to the Government. A site provided to the Government at no cost would have no acquisition cost.
- Cost of Site Preparation: The estimated, reasonable costs to prepare the site for any future construction. This includes relocating tenants not already planned for relocation, demolishing existing facilities, remediating the soil, and taking other necessary actions. The panelists were provided with the statements of costs estimated by the Government.
- Cost of Off-Site Improvements: The difference, if any, between the anticipated off-site infrastructure improvements to be paid for by third parties and the cost, if any, of any such improvements that will need to be paid by the Government. This criterion takes into the account the delta, if any. The information provided to the panelists included these costs.
- Relative Cost Differences of Expected Construction Start Dates: This allows for the recognition of relative cost differences, if any, due to an earlier expected construction start date at any of the sites. A later construction start date would push the final completion of the overall project to a later date. The cost applied here consists of two elements: (1) construction escalation; and (2) J. Edgar Hoover Building sustainment/carrying costs. These two elements will then be multiplied by the time difference (in months), if any.

Based on the information provided, the panel totaled the various costs for each site and then compared the total cost of each site against one another and assigned this criteria a color.

VIII. ANALYSIS OF SITE ALTERNATIVES

Site Criteria #1: FBI Proximity To Mission-Related Locations

The panel evaluated the following subfactors as part of its deliberations on this criteria:

- a) The proximity of the Site to the FBI's Quantico Facility
- b) The proximity of the site to Non-Consolidating Operationally Significant FBI/NCR Real Estate Assets
- c) The proximity of the Site to Downtown Facilities (U.S. Department of Justice, U.S. Capitol, and White House)

Analysis

- The Government prefers a site that is as close to the FBI's Quantico facility as possible. On slide #49 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Springfield location is shown as the site with the closest proximity to the FBI's Quantico Facility at 22.85 miles, and distances to Landover and Greenbelt were 46.55 and 49.5 miles, respectively.
 - This distance to Greenbelt (49.5) miles is more than double (2.16x) the distance to the closest site (Springfield - 22.9 miles), and is 2.9 miles (6.2%) further than the next closest site (Landover - 46.55 miles).
- The Government prefers a site that is as close to the Non-Consolidating Operationally Significant FBI/NCR Real Estate Assets as possible. On slide #50 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Springfield location is shown as the site with the smallest cumulative driving distance to Non-Consolidating Operationally Significant FBI/NCR Real Estate Assets at 191.05 miles, and cumulative driving distances to Landover and Greenbelt were 291.15 and 294.45 miles, respectively.
 - The cumulative driving distance to Greenbelt (294.5 cumulative miles) is more than 54% greater than the cumulative driving distance of the closest site (Springfield - 191.05 cumulative miles), and is 3.3 miles (1.1%) further than the next closest site in terms of cumulative driving distance (Landover - 291.2 cumulative miles).
- The Government prefers a site that is as close to identified Downtown Facilities as possible (U.S. Department of Justice, U.S. Capitol, and the White House). On slide #51 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Landover site is shown as the site with the shortest cumulative driving distance to the Downtown Facilities (U.S. Department of Justice, U.S. Capitol, and the White House) at 34.8 miles, and cumulative driving distances to Springfield and Greenbelt are 41.9 and 45.65 miles, respectively.
 - The cumulative driving distance to Greenbelt (45.65 cumulative miles) is the

furthest of the 3 sites to the Downtown Facilities. Its cumulative miles are 31% greater than the site with the least cumulative driving distance (Landover - 34.8 cumulative miles) and 20% more than the site with the next fewer cumulative miles (Springfield - 41.9 cumulative miles).

Factor Rating

The panel provided the following overall consensus ratings for the sites on this factor:

	<u>BLUE</u>	<u>GREEN</u>	<u>YELLOW</u>
Site	Springfield	Landover	Greenbelt

The panel provided the following consensus ratings for each subcriteria as follows:

Criteria	Springfield	Landover	Greenbelt
1.a	Blue	Yellow	Yellow
1.b	Blue	Yellow	Yellow
1.c	Green	Blue	Yellow

Springfield was the site the panel evaluated as most advantageous given that it was the highest rated site on two of three subfactors (a and b), and second most advantageous on one subfactor (c). Landover was rated second most advantageous as it was the second highest rated site on two subfactors (a and b) and the highest rated site on one subfactor (c). Greenbelt received the lowest rating on all three subfactors. Regarding subfactors a) and b), the panel recognizes that, on its face, the distances between the Landover and Greenbelt appear relatively small (6.2% for factor a and 1.1% for factor b). However, in the panel’s view, the distances are very significant (in excess by over a factor of 2 for subfactor a and 54% greater for subfactor b) when compared to the most advantageous site for both of those subfactors (Springfield). These large differences between the Maryland sites and Virginia sites justified the ratings in the estimation of the panel. Regarding the overall consensus rating for Landover versus Greenbelt, given Landover was the most advantageous site for subfactor c, the panel felt this distinction elevated it above Greenbelt for the overall rating as the second most advantageous for Criteria #1. While the site selection plan allows for ties if the differences are marginal, the difference between Landover (34.8 miles) and Greenbelt (45.65) to the downtown facilities is, in the panel’s view, not marginal and is, to the contrary, quite significant (31% greater).

Site Criteria #2: Transportation Access

The panel evaluated the following subfactors as part of its deliberations on this criteria:

- a) The Walking Distance from the Site to a Station on the Metrorail System Operated by the Washington Metropolitan Area Transit Authority
- b) The Walking Distance from the Site to Virginia Railway Express (VRE) or the Maryland Area Regional Commuter (MARC)
- c) Accessibility to Major Bus Line Stop(s)
- d) The Site's Proximity to the Nearest Commercial Airport

Analysis

- The Government prefers a site that is as close to a Metro station as possible. On slides #53-55 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Greenbelt site is shown as having the closest Walking Distance from the Site to a WMATA rail site at 0.1 miles (~50 feet). The next closest site is Springfield at 0.5 miles (~2000 feet), and the site with the greatest distance is Landover at 1.9 miles (~10,000 feet).
 - In the panel's opinion, the distance to/from the closest WMATA rail station to the Greenbelt site is considerably less than that of the other two sites. For instance, assuming a 3 mph walking speed, this would result in a trip of approximately 2 minutes to/from the Greenbelt site vs. a trip of 10 minutes to/from the Springfield site and nearly 40 minutes to/from the Landover site. While the site selection plan does not use a 3mph standard, the panel believed it to be relevant in determining whether there is a distinction here between 0.1 miles and 0.5 miles.
- The Government prefers a site that is as close to a commuter rail station as possible. On slides #56-58 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Greenbelt site is shown as having the closest Walking Distance from the Site to a commuter rail station at 0.1 miles. The next closest site is the Springfield site at 0.5 miles, and the most distant site is the Landover site at 1.9 miles.
 - In the panel's opinion, the distance to/from nearest commuter rail station to the Greenbelt site is considerably less than that of the other two sites. For instance, assuming a 3 mph walking speed, this would result in a trip of approximately 2 minutes to/from the Greenbelt site vs. a trip of 10 minutes to/from the Springfield site and nearly 40 minutes to/from the Landover site. While the site selection plan does not use a 3mph standard, the panel believed it to be relevant in determining whether there is a distinction here between 0.1 miles and 0.5 miles.
- The Government prefers a site that has as many bus lines within the immediate vicinity of the site as possible. On slides #60-62 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Springfield site is shown as having the highest number of Bus Line Stops for the 2023 data with a total of 23 lines. The

Greenbelt site has 9 bus lines, and the Landover site has 6 bus lines. Springfield’s total is nearly 4x the number of lines as the site with the least number of lines (Landover, and ~2.5x as many lines as the site with the second most number of lines (Greenbelt).

- The Government prefers a site with the shortest driving distances to a commercial airport. On slide #63 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Springfield site is shown as having the closest proximity to the Nearest Commercial Airport (Reagan Airport) at a distance of 11.75 miles vs. 15.8 miles for Landover and 18.7 miles for Greenbelt.
 - The distances from Landover and Greenbelt to the Nearest Commercial airport are approximately 58% greater and 34% greater, respectively, than the distance from the Springfield site.

Factor Rating

The panel provided the following overall consensus ratings for the sites on this factor:

	<u>BLUE</u>	<u>GREEN</u>	<u>YELLOW</u>
Site	Springfield	Greenbelt	Landover

The panel provided the following consensus ratings for each subcriteria as follows:

Criteria	Springfield	Landover	Greenbelt
2.a	Green	Yellow	Blue
2.b	Green	Yellow	Blue
2.c	Blue	Yellow	Green
2.d	Blue	Green	Yellow

Springfield was judged as most advantageous on two subfactors (c and d), and second most advantageous on two subfactors (a and b). Greenbelt was rated most advantageous on two subfactors (a and b), second most advantageous on one subfactor (c), and least advantageous on one subfactor (d). Landover was rated as least advantageous on three subfactors (a, b, and c), and second most advantageous on one subfactor (d). Overall, the panel judged the Springfield site as most advantageous as two of the four subfactors were rated most advantageous and two of the four subfactors were rated as second most advantageous. The Greenbelt site, while having two subfactors rated as most advantageous and one subfactor rated as second most advantageous, had

one factor rated as least advantageous, making the Springfield site the consensus selection by the panel on this factor.

For the walking distances to both Metrorail and VRE/MARC, while the Greenbelt site was rated higher than Springfield, in the panel's view the difference between a 0.1 mile walk and a 0.5 mile walk, while more than nominal, is not overly significant. However, for subfactors c and d, the differences are more readily apparent and significant. Springfield has 23 bus lines compared to 9 for Greenbelt. And, Springfield is only 11.75 miles from the nearest commercial airport whereas Greenbelt is 18.7 miles. In other words, in the two factors where Greenbelt was more advantageous than Springfield, the advantage of Greenbelt over Springfield was lesser, as compared to where Springfield was more advantageous than Greenbelt, where the advantage of Springfield over Greenbelt was greater. The Landover site was rated least advantageous given that three subfactors were rated as least advantageous.

Site Criteria #3: Site Development Flexibility and Schedule Risk

The panel evaluated the following subfactors as part of its deliberations on this criteria:

- a) Site area and Site Geometry
- b) Schedule Risk

Analysis

- The Government prefers a site that is flexible enough to allow for expansion and build out to accommodate future growth.
- On slides #65, 67, and 69 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the sites are shown with their estimated buildable area and the configuration of the buildable area.
 - The Landover site has the largest buildable area (31.13 acres) of all the sites and the site geometry is very open, the buildable area is of regular configuration, and the site appears to be free of constraints to development. Multiple adjacent roads (~3) would be available for access points.
 - The Springfield site has the second largest buildable area (12.59 acres) of all the sites, the site geometry is very open, the buildable area is of regular configuration, and the site appears to be free of constraints to development. Multiple adjacent roads (~3) would be available for access points.
 - The Greenbelt site has the smallest buildable area (11.26 acres) of all the sites. The site has an irregular triangular configuration, and appears to have less

flexibility for development due to the irregular configuration, wetlands bordering the site to the south, and the limited number of roads for access points to the site. While the overall site has a similar total buildable acreage when compared to Springfield; the detail provided in slide 66 data from the FBI HQ Draft EIS that shows the impact from those development constraints with a potential site layout of a much smaller 4.59 acres as compared to a similar site layout/development area on the Springfield site of 9.28 acres. Based on similar data from the FBI HQ Draft EIS, which uses the FBI's requirements as detailed on slide 70, the Springfield site offers 100% larger buildable area when compared to Greenbelt.

- The information provided in slides 71-75 of the 230726-FULL PANEL Panelist_Package document, shows the detail of the potential schedule risks for each of the sites.
 - The Greenbelt site appears to offer the least amount of risk related to the schedule. The site has no existing tenants, shows that there are limited issues related to Hazardous Materials to be remediated, has limited demolition necessary to prepare the site and the proposed purchase price, albeit non-binding, is within the range of the Government appraisal. The site owner appears to be highly motivated, as the offeror indicates in its submission as detailed in Section E (pages 136-145) of the 230726-FULL PANEL Panelist Package document that it “prioritizes the development of the Greenbelt station...and indicates that WMATA has options to convey the site in an expedited manner”, and while a sale is subject to 3rd party approvals, there is a defined process to complete a sale of the property to the Government.
 - For the Springfield site, the information provided in slides 71-75 of the 230726-FULL PANEL Panelist_Package document, shows that there are a number of issues that could impact the schedule. There is approximately \$52 million required to complete the relocation of the current tenants and approximately \$13 million in site preparation as detailed in Section H.1. Additionally, there appears some unknowns related to the remediation that need to be addressed and abatement (slide 327 of the 230726-FULL PANEL Panelist Package document) would be required before demolition of the existing improvements. Information from the Contracting Officer and the technical advisors advised the panel that the classified tenant on the site was in the process of constructing its replacement facility with separate funding and would completely vacate the Springfield facility no later than March 2026, thus not impacting the proposed schedule. While these are risks that do not exist for Greenbelt or the Landover sites, these are not uncommon or atypical risks to real estate development. The technical advisory team has advised the panel that the Government has the necessary funding to complete the remediation and site preparation for all of the sites, while additional funding may be required for the tenant relocation at the Springfield site. Even given this site development risk at the Springfield site, the panel felt that already having ownership of the site was a great benefit to the Government and removed a significant risk to the schedule.

- The 230726-FULL_PANEL_Panelist_Package document shows that the Landover site has similar conditions to the Greenbelt site in that there are no tenants to relocate, there does not appear to be significant hazardous materials to remediate, and the proposed schedule indicates a proposed 9 month acquisition timeline. However, the asking price of [REDACTED], while non-binding, that is detailed on slide 325 in Section H.1 is approximately [REDACTED] the Government appraised amount of \$21,900,000. After discussion that included feedback from the Contracting Officer and the technical advisors regarding the alternatives in the site acquisition process, the panel felt that there was a significant concern that this extremely large difference would be difficult to bridge through negotiation and would likely jeopardize the site acquisition and ultimately the overall development.

Factor Rating

The panel provided the following overall consensus ratings for the sites on this factor:

	<u>BLUE</u>	<u>GREEN</u>	<u>YELLOW</u>
Site	Springfield	Greenbelt	Landover

The panel provided the following consensus ratings for each subcriteria as follows:

Criteria	Springfield	Landover	Greenbelt
3.a	Green	Blue	Yellow
3.b	Green	Yellow	Blue

The Springfield site was judged overall as the most advantageous to the Government for this criteria. The panel had significant discussion on this criteria given the more detailed subcriteria ratings. While the panel rated it second most advantageous on both subfactors, it was evaluated as the most advantageous in its entirety when compared to Greenbelt and Landover. The panel arrived at this decision from an overall analysis of this criteria.

Starting in reverse order, in the panel’s view, although Landover presents the far superior site from the perspective of site area and geometry, the panel rated Landover overall the least advantageous site predominantly based on the risk of being able to actually purchase the Landover site. The panel views the Landover site as significantly inferior from a schedule risk perspective, when compared to both the Springfield and Greenbelt sites. The very large ([REDACTED]) difference between the \$[REDACTED] asking price and the Government’s appraisal of \$21.9M presents

a significant risk that the panel feels would be very difficult to bridge through negotiation, and would present an existential risk to the project.

Given the panel's task to assign at least one overall Blue consensus rating to at least one site, the panel looked at the differences between Springfield and Greenbelt. The Springfield site is the second largest site and presents a regular configuration, which is beneficial for purposes of development. On the other hand, Greenbelt has less buildable acreage and its site presents an irregular configuration. In the panel's view, from a site area and geometry perspective, the Springfield is clearly more advantageous to the Government than Greenbelt and it provides for reasonable expansion capacity significantly greater than Greenbelt.

Regarding risk, while Springfield is the second most advantageous on schedule risk when compared to Greenbelt, in the panel's view, Springfield is not significantly inferior to Greenbelt when evaluating schedule risk. While the risks are not insignificant at the Springfield site, the risks identified at Springfield are mostly known and can be adequately managed to minimize schedule impacts. In addition, the panel feels that already having ownership of the Springfield site provides a great benefit to the Government and removes a significant risk to the schedule.

In sum, the difference in developable area of the Greenbelt site when compared to the Springfield site was a larger differential than when comparing the risk-associated impacts to the schedule that Springfield presents. Thus, the panel rated the Springfield site as the most advantageous to the Government for Criteria #3.

Site Criteria #4: Promoting Sustainable Siting and Advancing Equity

The panel evaluated the following subfactors as part of its deliberations on this criteria:

- a) Advancing racial equity and support for underserved communities through the Federal Government
- b) Promoting sustainable locations for Federal facilities and strengthening the vitality and livability of the communities in which Federal facilities are located

The panel notes that under subfactor a) there were 8 factors to evaluate, and under subfactor b) there were 3 factors to evaluate.

Analysis

- The panel reviewed information related to sustainable siting and advancing equity related to Executive Orders 13985, 14057, and 14091 that was included on pages 76-107 of the 230726-FULL_PANEL_Panelist_Package to evaluate Criteria #4.

- *Whether federal resources have been or are equally distributed.* The Landover, MD and Greenbelt, MD sites are located within Prince George's County, MD. On slide 81 of 607 of the 230726-FULL_PANEL_Panelist_Package, the total government spending shown is \$100B for Prince George's County as compared to the much larger amount for Fairfax County in the amount of \$377B. This demonstrates that federal resources as measured in government spending are not equally distributed between these two counties.
- *The share of the county's federal office space in the community where the site is located versus the county in which the other site is located.* On slide 78 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data indicates that Prince George's County currently has a greater concentration of a federal footprint in terms of both the total buildings count and overall square footage than Fairfax County (26% more buildings and 76% more square footage). Prince George's County contains 83 federal office buildings (51 owned - 5.12M sf / 32 leased - 1.83M sf) vs. Fairfax County's 66 federal office buildings (17 owned - 40K sf / 49 leased - 3.54M sf).
- *The median household income of the county where the site is located versus the county in which the other site is located.* On slide 82 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data indicates that Prince George's County has a significantly lower median household income with \$91,124 when compared to the much higher amount for Fairfax County in the amount of \$133,974.
- *The percentage of federal jobs located in the county where the site is located versus the county in which the other site is located.* On slide 78 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data indicates that there is a relatively equal percentage over federal civilian workforce (6.0% for Prince George's County vs. 5.2% for Fairfax County).
- *Whether the site is located in an "underserved community," as that term is defined in E.O. 13985.* On slide 83-89 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data suggest that Prince George's County compares unfavorably on a number of metrics detailed in E.O. 13985 and E.O. 14091 when compared to Fairfax County. In Prince George's County, 9% of residents are below the poverty level vs. 6% for Fairfax County. Prince George's County also has 62% owner-occupied housing with a median value of \$337,800 vs 69% and \$594,500 for Fairfax County. Additional metrics include the highest educational attainment where, while Prince George's County does outperform Fairfax County in High School graduation with 25% for Prince George's and 12% for Fairfax County, Prince George's County has a far lower attainment for Bachelor's Degree

(20%) and Graduate/Professional (15%) than Fairfax with Bachelor's Degree (32%) and Graduate/Professional (32%). Prince George's County has a higher percentage of Areas of Poverty as defined by U.S.DOT Areas of Persistent Poverty (AoPPs) with 5% when compared to that of Fairfax County which has a 2% AoPP. The last metric included is the Council on Environmental Quality's (CEQ) Climate and Economic Screening Tool (CEJST). This tool measures identifies communities that are “marginalized, underserved and overburdened by pollution” by highlighting census tracts that are above certain thresholds in: a) sociodemographic indicators (namely low income and low education) and b) Categories of climate or environmental criteria that includes

- climate change
- clean energy
- clean transit affordable/sustainable housing
- reduction/remediation of legacy pollution
- critical clean water/waste
- health burdens
- training/workforce development

There are a total of 48 CEJST tracts in Prince George's County, which is almost double the amount in Fairfax County at 27 tracts.

- *Whether locating the facility at the site could provide increased employment opportunities for an “underserved community” as that term is defined in E.O. 13985.* On slide 90 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data shown indicates that Prince George's County is expected to have a lower employment growth from 2020-2045 at a rate of 15%, which is significantly less than the projected growth for Fairfax County over that same timeframe with Fairfax expected growth at 27%. Prince George's County's expected growth rate of 15% is also significantly lower than the expected overall MWCOG Region with an expected growth of 26%.
- *Whether locating the site at a facility could create middle-skill, high paying jobs in an “underserved community” as that term is defined in E.O. 13985 and Whether locating the site at a location could create opportunities for the improvement of communities that have been historically underserved.* On slide 92 of 607 of the 230726-FULL_PANEL_Panelist_Package, the information indicates that based on the concussions of the Draft EIS that increased sale, income, and employment opportunities will be supported for all the sites.

While there are a few areas where the data presented suggests that Prince George's County is performing better than Fairfax County when evaluating the impacts detailed in E.O. 13985 and E.O.14091, the information presented in its entirety suggests that Prince

George's County would appear to more broadly benefit from the FBI going to a site in this county than would Fairfax County when evaluating the impacts from E.O. 13985 and E.O. 14091.

- *Sustainable land use that promotes conservation of natural resources, reduced GHG emission, and increased resilience to the impacts of climate change.* On slide 94 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data shown is based on EPA's Smart Location Database (SLD). The SLD is a nationwide geographic data resource for measuring location efficiency. It includes more than 90 attributes summarizing characteristics such as:
 - Housing Density
 - Diversity of Land Use
 - Neighborhood Design
 - Destination Accessibility
 - Transit Service
 - Employment
 - Demographics

The SLD uses those attributes to predict the likelihood of a work commute trip to a location in a given census block group occurring by one of four travel modes: drive alone, transit, carpool, and biking or walking.

Higher uptake in modes other than drive alone is associated with reduced GHG emissions.

The data suggests that the Greenbelt site with better drive alone and transit number and the Landover site with the highest percentage of Carpool as better alternatives to the Springfield site.

On slide 95 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data from the FBI HQ DEIS shows that the sites are very similar when considering the impacts of Floodplains, Vegetation, Stormwater, GHG Emissions and Air Quality.

- *Equitable development that promotes environmental justice and spurs economic opportunity for disadvantaged communities that historically have been marginalized and overburdened by pollution and underinvestment.* On slides 96-106 of 607 of the 230726-FULL_PANEL_Panelist_Package, metrics were evaluated using the Environmental Protection Agency's EJScreen Tool and DOT's Equitable Transportation Community (ETC) Tool. The EPA's EJScreen v2.1 pulls demographic data from the 2016-2020 ACS

as a way of assessing the potential vulnerability or susceptibility of a block group's residents to (environmental) impacts. The twelve Environmental Indicators the tool considers are:

- Particulate Matter 2.5
- Ozone
- Diesel Particulate Matter
- Air Toxics Cancer Risk
- Air Toxics Respiratory Hazard Index
- Traffic Proximity
- Lead Paint
- RMP Facility Proximity
- Hazardous Waste Proximity
- Superfund Proximity
- Underground Storage Tanks
- Wastewater Discharge

The higher the percentile score, the more vulnerable the population is to environmental factors. Slide 97 shows data from EJScreen Supplemental Demographic Index of Vulnerability to Environmental Impacts. This measure is based on the average of five (5) socioeconomic indicators:

- Low-Income
- Unemployment
- Limited English
- Less than High School Education
- Low Life Expectancy

The map included on slide 97 shows that the Greenbelt and the Landover sites have a significantly higher concentration and number of vulnerable census tracts when compared with the Springfield site, with both MD sites ranking in the 87th percentile of the Supplemental Demographic Index of Vulnerability to Environmental Impacts compared to the Springfield site at the 57th percentile.

The map and data included on slide 98 shows the EJScreen Broadband Access, Food Deserts, and Medical Underservice Variables. This measure data focuses on service gaps, mapping the variables:

- Food Deserts
- Limited Broadband Access
- Medically Underserved Areas

The information shows that the Greenbelt and Landover sites have significantly higher concentrations of broadband gaps, housing burdens and food deserts when compared to the Springfield, VA site.

The map and data included on slide 99 shows Census Block Groups with Seven or More EJScreen Indices at 80th Percentile or Higher Threshold maps show census tracts where any of the thirteen (13) Environmental Justice Indices fall in the 80th percentile or higher. This image shows block groups where at least half of the thirteen (13) EJ Indices meet this threshold. The Greenbelt and the Landover sites have a high concentration of areas that fall in that 80th percentile and significantly more when compared with the Springfield site.

As mentioned above, in addition to the information and data evaluated using EPA's EJScreen v2.1 Tool, information was also gathered and analyzed using DOT's ETC Tool. In response to EO 14008, US DOT developed its own tool to explore the cumulative burden communities experience, as a result of historic underinvestment in transportation. Using 2020 Census data, the Equitable Transportation Community (ETC) Explorer includes five disadvantage components:

- Transportation Insecurity
- Climate and Disaster Risk Burden
- Environmental Burden
- Health Vulnerability
- Social Vulnerability

The higher the percentile score, the more vulnerable or harmed the population is.

On slides 101-102 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data presented is for the Disadvantaged Census Tracts. DOT considers a census tract to be disadvantaged if the overall index score places it in the 65th percentile or above for the entire US. The data shows that Prince George's County has a population of 212,000 out of 911,000 living in disadvantaged census tracts or 25% vs. a population of 40,000 out of 1.1 million in Fairfax County or just 3%.

On slide 103 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data presented shows the DOT ETC Tool for Transportation Insecurity. DOT describes Transportation Insecurity as occurring when people are unable to get where they need to go to meet the needs of their daily life due to:

- Cost Burdens
- Safety Concerns

- Access challenges (i.e. longer commute times and limited access to personal vehicles, transit, or pedestrian facilities).

The map shows a higher concentration in Prince George's County vs Fairfax County which indicates the population is more vulnerable or harmed.

DOT's ETC Social Vulnerability is a measure of socioeconomic indicators that have a direct impact on quality of life. The indicators measure: lack of unemployment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency. On slide 104 of 607 of the 230726-FULL_PANEL_Panelist_Package, the map shows a significantly higher concentration of social vulnerabilities in Prince George's County vs. Fairfax County, which suggests that a site selection in Prince George's County would be more appropriate on this indicator.

DOT's ETC Health Vulnerability is a category that assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times. On slide 105 of 607 of the 230726-FULL_PANEL_Panelist_Package, the data shown on the map shows that Prince George's County has a much higher concentration when compared to Fairfax County.

DOT's ETC Climate and Disaster Risk Burden indicators reflect sea level rise, changes in precipitation, extreme weather and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability which may cause people difficulties getting to their homes, schools, stores, and medical appointments. The data displayed on the map on slide 106 of 607 of the 230726-FULL_PANEL_Panelist_Package, appears to show that both Prince George's County and Fairfax County have significant challenges with this risk burden.

- *Coordination and alignment with development plans of Tribal, State, and local governments that advance these and related goals.*

The Metropolitan Washington Council of Governments (MWCOG) Regional Activity Centers (RACs) are designated by MWCOG as areas that:

- Align with capacity of existing transportation network
- Leverage planned transportation investments
- Are existing or emerging employment centers
- Have supporting infrastructure

The vision is that growth in RACs (75% of commercial SF and 50% of new households) will not compromise regional sustainability, accessibility, or livability goals, and will minimize sprawl, greenfield development and similar. On slide 107 of 607 of the 230726-FULL_PANEL_Panelist_Package, the map shows that both Prince George's County and Fairfax County have many RACs in close proximity to their sites.

Factor Rating

The panel provided the following overall consensus ratings for the sites on this factor:

	<u>BLUE</u>	<u>GREEN</u>	<u>YELLOW</u>
Site	Greenbelt / Landover	Springfield	

The panel provided the following consensus ratings for each subcriteria as follows:

Criteria	Springfield	Landover	Greenbelt
4.a	Green	Blue	Blue
4.b	Green	Blue	Blue

Greenbelt and Landover were determined to be the sites most advantageous to the Government for this factor. Both were determined most advantageous since the data provided were primarily not specific to the sites, but rather to the county, and both are located in Prince George's County. From the data provided, it was clear that the Greenbelt and Landover sites and Prince George's County overall would more likely benefit from the selection of one of these sites compared to the Springfield site or Fairfax County. With respect to Criteria 4.a, in particular, the site selection plan instructed the panel to "consider aspects of each site that may advance the policy goals set forth in E.O. 13985 and 14091...." In the panel's view, the data shows that selecting the Springfield site could result in a beneficial impact to Fairfax County. In other words, choosing Fairfax County would most likely advance the policy goals set forth in the applicable Executive Orders, just at a lesser degree than either Greenbelt or Landover. The panel elected not to assign Springfield a Yellow rating because although a majority of the factors on this criteria favored the Prince George's County sites, Greenbelt and Landover, some factors favored Fairfax County, and the two counties were close on several other factors. In the panel's judgment, Fairfax County did not warrant a least favorable rating.

Nearly all of the considerations favored Prince George's County with the exception of 1) the share of the county's federal office space (using the data from the Federal Real Property Profile) in the community where the site is located versus the county in which the other site is located, which favored Fairfax County, and 2) the percentage of federal jobs located in the county where the site is located versus the county in which the other site is located, which was essentially equal.

Site Criteria #5: Cost

The panel evaluated the following subfactor as part of its deliberations on this criteria:

- a) Cost to Acquire Site + Cost to Prepare Site + Cost of Off-Site Improvements + Relative Cost Difference of Expected Construction Start Dates

Analysis

- The panel reviewed data related to Cost of Site Acquisition, Costs of Site Preparation, Costs of Off-Site Improvements, Relative Cost Differences of Expected Construction Start Dates, which comprises the total cost for Criteria #5.
- On slide #109 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Greenbelt site is shown to have the lowest total cost of the site acquisition with a projected amount of \$26,150,000. This is significantly less than the other two sites.
- On slide #109 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Springfield site is shown to have the second lowest total cost of the site acquisition with a projected amount of \$64,100,000.
- On slide #109 of 607 of the 230726-FULL_PANEL_Panelist_Package document, the Landover site is shown to have the highest total cost of the site acquisition with a projected amount of \$[REDACTED]. This is significantly higher than the other two sites.
- The project schedule shown on slide 587 of the 230726-FULL_PANEL_Panelist_Package document shows that there are no costs associated with differences in start dates between any of the sites.
- Costs under this factor for the Springfield site were 45% higher than the Greenbelt site, and costs for the Landover site were [REDACTED]% higher than the costs for the Greenbelt site and [REDACTED]% higher than the costs for the Springfield site.

Factor Rating

The panel provided the following ratings for the sites on this factor:

	<u>BLUE</u>	<u>GREEN</u>	<u>YELLOW</u>
Site	Greenbelt	Springfield	Landover

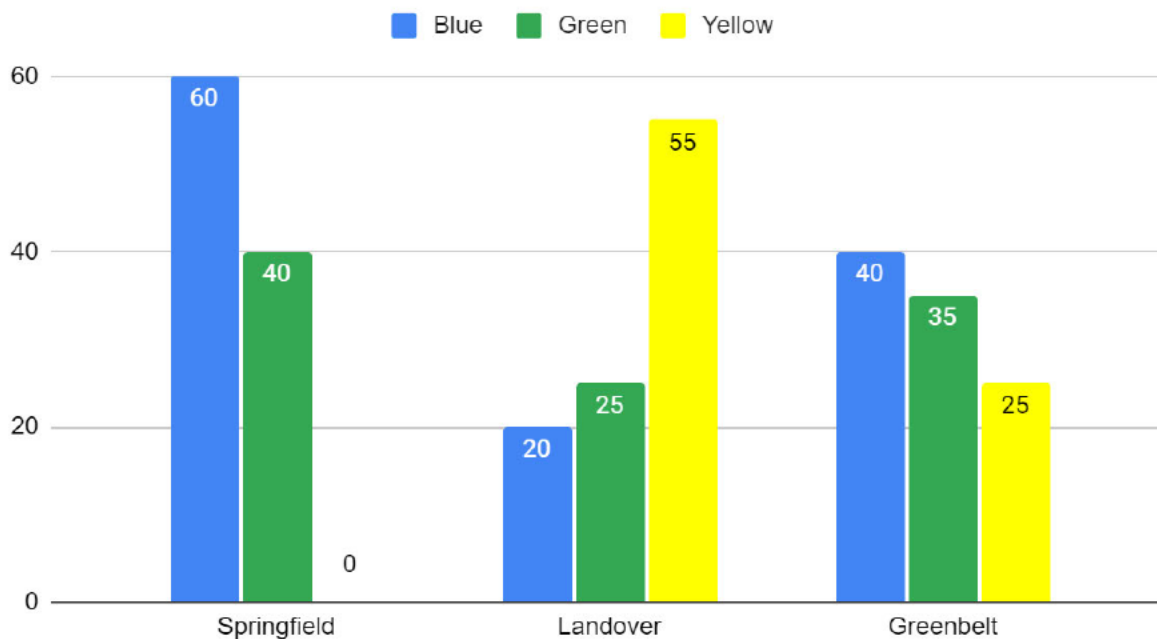
The panel determined the Greenbelt site was the most advantageous to the Government on this factor. Its acquisition costs were consistent with the Government’s appraisal of value, the site preparation costs were minimal, off-site improvement costs were to be absorbed by the local jurisdictions, and the various schedule scenarios showed a relatively low likelihood of an extensive acquisition timeline that would delay the start of construction on the site (and add costs to the overall project). Greenbelt’s total cost was significantly lower than either Springfield or Landover. The Springfield site was deemed second most advantageous to the Government. The site is already owned by the government, thus reducing both acquisition / schedule risk and cost risk, and its total anticipated costs are significantly lower than the total costs for the Landover site.

IX. CONSENSUS EVALUATION AND WEIGHTING IN TABULAR AND GRAPHIC FORMATS

Consensus Evaluation					
#	Criteria	Weight	Greenbelt Color Rating	Landover Color Rating	Springfield Color Rating
1	FBI Proximity To Mission-Related Locations	25	Yellow	Green	Blue
2	Transportation Access	20	Green	Yellow	Blue
3	Site Development Flexibility & Schedule Risk	15	Green	Yellow	Blue
4	Sustainable Site & Equity	20	Blue	Blue	Green
5	Cost	20	Blue	Yellow	Green

Weighted Consensus Evaluation			
Site	Blue	Green	Yellow
Greenbelt	40	35	25
Landover	20	25	55
Springfield	60	40	0

Weighted Consensus Evaluation Chart



X. SUPPORTING RECOMMENDATION

The Site Selection Plan requires this panel to provide a recommendation to the Site Selection Authority. While the above-noted color ratings, graphs, and rankings are useful and certainly serve as a guide to this panel, in making its recommendation, the panel carefully and deliberately considered the underlying rationale supporting the assigned color(s) to each site. That is to say, the panel consciously avoided applying a rote, mathematical computation in making its recommendation.

The consensus recommendation of the panel was that Springfield is the site most advantageous to the Government. It was ranked most advantageous on three criteria which comprise 60% of the evaluation weights, including being ranked most advantageous on the most heavily weighted criteria. It also was not rated least advantageous on any of the evaluation criteria. The fact that the site was already owned by the Government significantly reduced any acquisition-related schedule risk, and the on-site remediation / demolition costs, while significant, were comparatively known risks typical to real estate development. The site also was of regular configuration, and, while not as large as the Landover site, had significantly more practical expansion capability than the Greenbelt site. Finally, while not presenting as significant a benefit to the local community on Criteria #4, there are still significant needs in Fairfax County the site would help address.

The Greenbelt site was rated second most advantageous to the Government. While it did rank most advantageous on two criteria comprising 40% of the weighting, and second most advantageous on criteria comprising 35% of the weighting, it was judged least advantageous on the most heavily weighted criteria, criteria #1. In addition, while its anticipated acquisition costs and schedule risk were low, the site's expansion capability was the poorest of three site sites.

Finally, the Landover site was rated as the least advantageous site to the Government. It was only rated most advantageous on one criteria comprising 20% of the weighting, and was rated least advantageous on three criteria comprising 55% of the weighting. Its acquisition costs were the highest of the three sites, and was judged to be a significant acquisition schedule risk given the large disparity between the owner's offering price and the Government's appraised value.

XI. CONCLUSION

For the reasons set forth above, the Site Selection Panel recommends that the Site Selection Authority select the Springfield site as the location to build the new headquarters for the Federal Bureau of Investigation.

Recommended by:

[Redacted Signature] —
[Redacted Name]
Chairperson
U.S. General Services Administration

[Redacted Date]
Date

[Redacted Signature] —
[Redacted Name]
U.S. General Services Administration

[Redacted Date]
Date

[Redacted Signature] —
[Redacted Name]
Federal Bureau of Investigation

[Redacted Date]
Date