

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

March 1, 2005

Ms. Leeann Turner
Director for Homeland Security Grants Administration
Office of the Deputy Mayor for Public Safety and Justice
1350 Pennsylvania Avenue, NW, Suite 327
Washington DC 20004

Dear Ms. Turner:

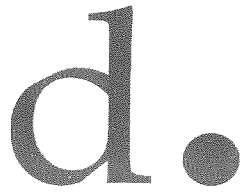
It is with great pleasure that the District Department of Transportation submits the attached grant application for 2005 Department of Homeland Security-Urban Area Security Initiative funding of our Securing Freight Rail Transportation in the National Capital Region project (Code: #1B). This project is the first step in providing a long-term solution to the threat posed by the transporting of hazardous materials through the monumental core of Washington DC.

We hope the grant will be approved and funding can be provided for the study. If you have any questions regarding this application please call Rick Rybeck at (202) 671-2325.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Tangherlini', written over a light blue horizontal line.

Dan Tangherlini
Director



District Department of Transportation

**Securing Freight Rail Transportation in the National
Capital Region**

**Department of Homeland Security - Urban Area Security
Initiative (UASI) Grant Application**

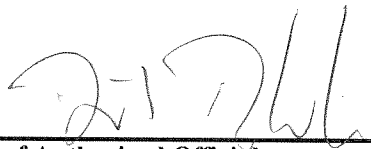
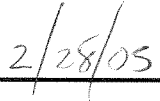
Project Code - #1B

March 1st, 2005



GOVERNMENT OF THE
DISTRICT OF
COLUMBIA

APPLICANT PROFILE

FY 2005 Homeland Security Grant Program: Urban Areas Security Initiative	
PROJECT TITLE:	Securing Freight Rail Transportation in the National Capital Region
EMERGENCY SUPPORT FUNCTION:	TRANSPORTATION
PROJECT PERIOD:	
PROJECT SYNOPSIS:	The seven mile stretch of CSX rail running through the District of Columbia poses a significant security threat to the Nation's Capital. It slices through the Southwest Federal Center which is home to twelve federal headquarters buildings, comes within four blocks of the United States Capitol grounds and travels through densely populated residential neighborhoods. Specifically, over 71,000 federal employees work within a half mile of the freight line and over 54,000 DC residents live within that same proximity. This project will identify a preferred new alignment for this rail which is the first step in achieving a long term solution to this security problem. The project will be conducted in cooperation with the National Capital Planning Commission. It will also be fully coordinated with all regional jurisdictions and stakeholders.
IMPLEMENTING JURISDICTION:	District of Columbia
AGENCY:	District of Columbia Department of Transportation
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AUTHORIZATION OFFICIAL	
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PROJECT DIRECTOR	
NAME:	Rick Rybeck
TITLE:	Deputy Associate Director, TPPA
ADDRESS:	2000 14th Street, NW 7th Floor, Wash DC 20009
TEL:	(202) 671-2325
FAX:	(202) 671-0617
EMAIL:	rick.rybeck@dc.gov
FINANCIAL OFFICER	
NAME:	Pamela Graham
TITLE:	Assoc. Chief Financial Officer for Transp. & Public Works
ADDRESS:	2000 14th Street, NW 6th Floor, Wash DC 20009
TEL:	(202) 671-2300
FAX:	(202) 671-0626
EMAIL:	Pamela.Graham@dc.gov
 	
Signature of Authorized Official	Date

B. Table of Contents

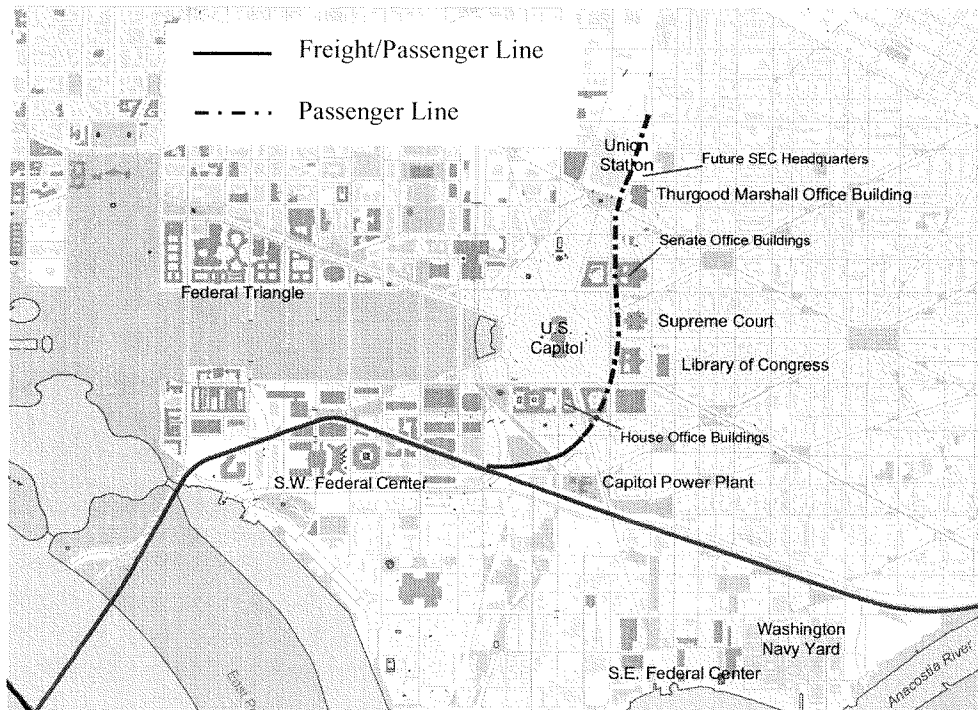
**Securing Freight Transportation in the National Capital Region
Urban Area Security Initiative – Grant Application
Code Number 1B**

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C. Proposal Summary

Background

The objective of this project is to identify a long-term solution to the problem of freight rail security within the National Capital Region. Currently, seven miles of rail line travel directly through the heart of the nation's capital. It slices through the Southwest Federal Center which is home to twelve federal headquarters buildings, comes within four blocks of the United States Capitol grounds and travels through densely populated residential neighborhoods. Specifically, over 71,000 federal employees work within a half mile of the freight line and over 54,000 DC residents live within that same proximity. The following illustration depicts the rail line's proximity to critical federal buildings within the core of Washington DC.



In 2003, 670,000 train cars traveled through this stretch of rail with 60,300 of these cars potentially containing hazardous materials¹. Clearly, a terrorist attack on hazardous freight cargo in this sensitive area would jeopardize the lives of federal employees, elected officials and citizens of the District of Columbia, and result in fatalities that could exceed those of September 11th. It is not merely the number of residents and employees

¹ Source: The National Capital Planning Commission's *DRAFT Freight & Passenger Lines Existing Conditions Report*. February 2005

in proximity to this rail line, but also its proximity to unique symbols of the nation that make this infrastructure such a prime target for terrorism. The impact of accidental or intentional releases of hazardous materials was emphasized by the recent rail accident in a very rural area South Carolina involving a chlorine tanker car that killed 9 people and forced the evacuation of thousands.

This seven mile stretch of rail line is located within the District of Columbia and is owned by the CSX Corporation. Two miles of the track are shared between passenger and freight services which include Amtrak and Virginia Railway Express (VRE). The line's Long Bridge, which supports freight and passenger service across the Potomac River is the only rail crossing of the Potomac within 70 miles of Washington DC. The I-95 Coalition has identified this bridge as a major choke point in the East Coast rail transportation corridor. The seven mile stretch of line is also single-tracked in several areas which cause many freight shipments to idle while waiting for clearance. In addition to impacting the efficiency of rail service, the idling of freight trains caused by the single tracking poses an increased risk of attack as they are stationary for significant amounts of time.

This identified problem has impacts for the entire National Capital region. If a terrorist attack were to cause the derailment or explosion of a freight car carrying hazardous materials, it would not only endanger the lives of federal workers and District residents, but severely disrupt critical commuter regional services and halt the flow of commodities with severe economic consequences. Realigning this rail line away from the monumental core of Washington DC presents a long term solution to this security threat. In addition, relocating this service would also help to resolve existing transportation problems caused by single-tracking and the sharing of track by freight and passenger services.

Project Overview

In order to evaluate the benefits of relocating this rail line, alternative routes within the region need to be evaluated. The overall objective of this study will be to identify a preferred alternative alignment of the seven mile stretch of rail running through the District of Columbia. To accomplish this, the study will collect regional data on critical freight service destinations, topographical and environmental characteristics and locations of significant population and employment. Using this data the study will recommend a preferred new alignment which maintains critical service destinations and maximizes distances from significant population and employment centers. The preferred alignment will also result in the least amount of environmental impacts and will look to increase the capacity of freight traffic traveling along the east coast. This study will allow policy makers to consider relocating the CSX line away from the dense urban monumental core of Washington DC, not only reducing its security risk, but also improving rail transportation along the east coast of the United States.

This effort will be fully coordinated with all regional stakeholders as well as the CSX and the Norfolk Southern corporations. The National Capital Planning Commission has already laid the groundwork for this coordination as it has assembled a Railroad Working

Group of which the District Department of Transportation (DDOT) is a member. Other members include the Commonwealth of Virginia, State of Maryland, AMTRAK, the Department of Homeland Security-Office of National Capital Region Coordination, the Transportation Security Administration, the Federal Railroad Administration, Architect of the Capitol, Virginia Railway Express and the Metropolitan Washington Council of Governments.

The period of performance for this project is estimated at approximately 40 weeks.

D. Project Goals, Objectives and Implementation Steps

The final product of the proposed project will be a report that identifies a preferred alternative alignment for the stretch of rail that crosses the District of Columbia. The Scope of Work for this effort, which attached as Appendix A, has four main goals to be accomplished. These include: Inventorying Regional Data, Identifying Potential Alternative Alignments, and Identifying a Preferred Alignment. The fourth goal is to ensure that the study is fully coordinated among all regional stakeholders. It is estimated that this scope of work can be accomplished in approximately 40 weeks. Below is a summary of how each of these four goals is achieved through the objectives and deliverables detailed in the referenced Scope of Work.

GOAL 1: INVENTORYING REGIONAL DATA – In order to successfully identify a preferred alignment, an inventory of pertinent regional data must be obtained. The data will be sufficient to fully evaluate the benefits of potential alternative alignments.

Objective 1.1 Issues Analysis - This analysis will provide a detailed description of current infrastructure issues and constraints associated with the existing alignment including the Long Bridge, the First Street Tunnel and Virginia Avenue Tunnel as well as a full description of the alignment's capacity limitations. This will include but not be limited to the limitations arising from the sharing of the track by freight and passenger services and the Long Bridge choke point. Data on projected future volumes for both passenger and freight services will be collected.

Deliverable: An Issues Analysis report that provides detail on the issues associated with the existing alignment. Detail and analysis should be beyond that provided in NCPC's Existing Conditions report.

Objective 1.2 Regional Scanning – The objective of this task is to inventory data necessary for the identification of potential alternative railroad corridors. These characteristics include, but are not limited to:

- Location of critical passenger and freight destinations.
- Current and projected ridership levels for critical passenger destinations.
- Economic data regarding critical freight destinations (estimate dollar value of freight, etc.)

- Inventory of existing regional CSX right of way
- Topographic and slope data
- Soil Data
- Identification of water features, rock formations, and other types of environmental barriers
- Identification of major residential and employment concentrations
- Identification of federal government employment centers
- Location of major highways, state routes, or other significant transportation facilities and corridors

Deliverable: A report, including necessary maps that summarizes and clearly presents the data collected in the task.

Objective 1.3 River Crossing Analysis - A thorough analysis of the Potomac River within the Washington DC region will be performed, to identify suitable locations for a new rail crossing. This analysis will identify potential locations for the new crossing south of Washington DC by locating points along the river which are: accessible to the existing rail alignment on the west side of the Potomac River; not heavily populated; and not utilized for active recreational activities. The analysis will take into account: the width of the Potomac River, soil types, wetlands, tributaries, or any other type of environmental features. The objective of this task is to identify as many points as possible along the east and west banks of the Potomac River which are possible locations for a new river crossing.

Deliverable: A report with any necessary accompanying maps which summarizes and clearly presents the areas considered to be potential bridge locations. The report should provide a justification with any necessary data and detail to explain how each location was identified.

GOAL 2 - IDENTIFYING POTENTIAL ALTERNATIVE ALIGNMENTS: Once all of the pertinent regional data has been assembled, an analysis will be performed that will identify potential alternative alignments for the existing CSX rail line.

Objective 2.1 Corridor Identification – Based on the regional data collected, an analysis will be performed to identify three to five potential corridors for a new rail alignment. The identification of these corridors will be based on the following factors:

- Connection to passenger and freight service destinations;
- Connection to the potential Potomac River crossings identified in Objective 1.3;
- Proximity to residential areas and general employment areas.
- Proximity to federal employment centers, particularly those with high security levels;
- Minimization of environmental impacts; and

- Ability to accommodate new rail infrastructure necessary to satisfy current and projected passenger and freight services demands.

Deliverable: A report with any necessary accompanying maps that will summarize and clearly present the corridors considered viable for a new rail alignment. The report will provide a justification with any necessary data and detail to explain how each location was identified.

Objective 2.2 Preferred Corridor Identification - This objective is to analyze the potential corridors previously identified and select 2 to 3 preferred corridors. These preferred corridors will be selected as the alternatives which present the most efficient, logical choices and are consistent with any applicable operational criteria and standards. The preferred corridors should not be located in proximity to any federal employment centers, should minimize environmental impacts, and maximize distances from residential areas and employment centers as best as possible.

Deliverable: A report and any necessary maps that identify the preferred corridors and provides a summary of the rationale used to identify them.

Objective 2.3 Cost Analysis – This objective of this task is to develop a general cost estimate for the preferred alternative corridors identified in Objective 2.2. Costs will be based on general estimates for engineering, property acquisition, and construction. Estimates will be provided for each preferred corridor identified.

Deliverable: A report and matrix that summarizes the cost estimates and explains in summary the rationale used to determine them.

GOAL 3 - IDENTIFYING A PREFERRED ALIGNMENT: This goal entails utilizing all of the collected information for the preferred corridors, to identify the single preferred alignment for this stretch of rail.

Objective 3.1 Recommendation of a Preferred Corridor - Utilizing the collected information, a preferred alternative corridor for a new railroad alignment will be identified. This preferred alternative will be selected as the best choice based on the factors identified and not necessarily based on one specific factor.

Deliverable: A report and any necessary maps identifying the preferred corridor and providing a summary of the rationale used to identify it.

GOAL 4 – FULL COORDINATION OF STUDY: A critical component of this effort is that it be fully coordinated with all regional stakeholders. The study will be coordinated with the Railroad Working Group, the National Capital Planning

Commission, as well as CSX and Norfolk Southern Corporation. This coordination will be achieved by reaching the following objectives.

Objective 4.1 Coordination with the Railroad Working Group – At least eight total meetings will be held with the Railroad Working Group through the life of the study. These meetings will be to solicit input in analysis and recommendations of alternatives and potential river crossings.

Objective 4.2 Coordination with CSX and Norfolk Southern - Two briefings will be made to both representatives of CSX and Norfolk Southern Railroads.

Objective 4.3 Coordination with the National Capital Planning Commission – A presentation will be given to the National Capital Planning outlining the study and the preferred alternative alignment.

E. Project Description

The alternative alignment study will help advance many national and region wide security goals. The following narrative describes how relocating the seven mile stretch of rail line advances specific nationwide goals as outlined in both Homeland Security Presidential Directive 8 and those described on page 8 of the Request for Applications #05 HSGP – UASI.

Homeland Security Presidential Directive 8 – National Preparedness

According to HSPD-8, the National Preparedness Goal aims for federal, state, local and tribal entities to achieve and sustain nationally accepted risk based target levels of capability for *prevention (emphasis added)*, preparedness, response and recovery for major events, especially terrorism. Further, the risk based target levels are based upon National Planning Scenarios which include 12 terrorist attacks (including chemical, biological, radiological, nuclear, explosive, and cyber) two natural disasters and pandemic influenza.

The proposed Railroad Realignment study will advance HSPD 8 – National Preparedness directive as it pertains to preventing a catastrophic event or terrorist attack. Train cars loaded with potential explosive or chemically dangerous materials pass through the District of Columbia each year.. These cars also move through the Southwest Federal Center which is the location of 12 federal headquarters buildings and where over 71,000 federal employees work each day. Also these cars move within four blocks of the United States Capitol Grounds and the densely populated neighborhoods surrounding it. Clearly, any type of catastrophic event or terrorist attack on any of the train cars filled with hazardous materials would cause illness, fatalities and injuries as well as major disruption to the federal government and rail traffic through the eastern corridor.

Homeland Security Directive Presidential Directive 8 – Implementation/Prevention and Preparing for Terrorist Attacks Involving Improvised Explosive Devices.

Improvised explosive devices (IED's) have been identified by HSPD-8 as posing a threat of great concern to states and local jurisdictions across the nation. IEDs have historically been the terrorist weapon of choice because they combine a high degree of effectiveness with minimal cost. According to the Request For Applications, grantees should leverage grant funding to develop capabilities to *prevent*, detect, interdict and respond to IED terrorist attacks.

Studying the realignment of the seven mile stretch of rail is the critical first step in preventing an IED attack on the rail line, thereby creating a catastrophic chemical terrorist event. In the 2004 Madrid train bombings, terrorist used IED's to donate the bombs causing massive destruction on the rail lines. The seven mile stretch of rail line running through the Nation's Capital is susceptible to a similar attack. A terrorist could use remotely controlled devices similar to those in Madrid to detonate an explosive device on train car carrying hazardous materials as it pass through the Southwest Federal Center. Realigning this stretch of track will be a significant preventative measure in ensuring this type of IED attack will not occur.

Goals Outlined in the Request for Applications

On page 8, the RFA lists goals for projects qualifying for UASI funding. Of these goals, this project will help achieve the goal of assessing and hardening critical infrastructures. The seven mile stretch of rail is a critical piece of infrastructure performing as an important link in the east coast railroad network. The section not only supports regional freight traffic, but critical commuter trains such as Amtrak and the Virginia Railway Express. Further, the rail line's Potomac River Bridge (a.k.a. "the Long Bridge") is the only crossing of the Potomac River within 70 miles of Washington DC. Any attack on the rail line would not only cause fatalities and destruction, but would have severe economic and transportation consequences for the entire East Coast. Realigning the rail away from the heart of the Nation's Capital will harden the infrastructure so that it is less vulnerable. Simultaneously, doing so will reduce the symbolic impact of an attack on this infrastructure, thereby reducing its attractiveness as a target.

F. Organization, Experience and Qualifications

The grantee is the District Department of Transportation which is an agency of the Government of the District of Columbia. The mission of the agency is to enhance the quality of life for District residents and visitors by ensuring that people, goods, and information move efficiently and safely, with minimal adverse impacts on residents and the environment. DDOT's core responsibilities include:

- Planning, designing, constructing, and maintaining the District's streets, alleys, sidewalks, bridges, traffic signals, and street lights;

- Managing and improving the street system to facilitate traffic flow through the District of Columbia;
- Assisting with the removal of snow and ice from the streets, and the coordination of activities during snow emergencies; and
- Coordinating the District's mass transit services, including the reduced-fare program for students using MetroBus and MetroRail

In successfully implementing these responsibilities, DDOT has developed strong expertise in the areas of transportation, infrastructure and project management all of which are critical qualities in successfully completing the proposed alternative alignment study.

Additionally, this project will be undertaken in coordination with the National Capital Planning Commission (NCPC). As the regional federal planning agency, NCPC has long identified the existing alignment of the CSX rail line as a potential security threat to the federal work force as well as a hindrance to increasing development opportunities and open space. The Commission has completed initial work that is vital to the success of this study. Specifically, NCPC has completed an Existing Conditions study on this segment of rail which will be a foundation of information for the realignment study. Further, NCPC has assembled the Railroad Working Group which has garnered support from regional stakeholders. This is reflected in the letters of support attached in Appendix B. NCPC has also established a dialogue with CSX and will continue to coordinate this effort with them. As an agency responsible for regional planning and project coordination, NCPC brings an added element of expertise and consensus-building to the project.

DDOT will contract with technical consultants to provide the data and analysis for the study. The consultant will be selected based upon their experience in working with railroad issues as well as their technical expertise. The consultant will provide the needed GIS, engineering and overall technical support needed to successfully complete this project.

G. Staffing Plan

The project will be managed by staff members of the District Department of Transportation in coordination with the staff of the National Capital Planning Commission. The technical aspects of the Scope of Work will be carried out by a consultant to be retained by DDOT.

H. Project Budget and Budget Justification

The amount of DHS-UASI funds requested is \$1.0 Million. This entire amount is for technical consulting services to perform the Scope of Work attached in Appendix A. This amount was determined by reviewing the Scope of Work for the Howard Street Tunnel Study in Baltimore, Maryland which was priced at \$1.0 Million by the Federal Railroad Administration. Both scopes are similar in approach and technical expertise required.

DDOT and NCPC will utilize staff time to manage the project, coordinate public participation and coordinate the involvement of the Railroad Working Group, CSX, Norfolk Southern and any other interested parties.

I. Certification and Assurances

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF THE DEPUTY MAYOR FOR PUBLIC SAFETY AND JUSTICE

Certifications Regarding Lobbying; Debarment, Suspension and Other Responsibility Matters; and Drug-Free Workplace Requirements

Applicants should refer to the regulations cited below to determine the certification to which they are required to attest. Applicants should also review the instructions for certification included in the regulations before completing this form. Signature of this form provides for compliance with certification requirements under 28 CFR Part 69, "New Restrictions on Lobbying" and 28 CFR Part 67, "Government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug-Free Workplace (Grants)." The certifications shall be treated as a material representation of fact.

1. LOBBYING

As required by Section 1352, Title 31 of the U.S. Code, and implemented at 28 CFR Part 69, for persons entering into a grant or cooperative agreement over \$100,000, as defined at 28 CFR Part 69, The applicant certifies that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal grant or cooperative agreement;
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant or cooperative agreement, the undersigned shall complete and submit Standard Form - III, "Disclosure of Lobbying Activities," in accordance with its instructions;
- (c) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers including sub grants, contracts under grants and cooperative agreements, and subcontracts) and that all sub-recipients shall certify and disclose accordingly.

2. DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS (DIRECT RECIPIENT)

As required by Executive Order 12549, Debarment and Suspension, and implemented at 28 CFR Part 67, for prospective participants in primary covered transactions, as defined at 28 CFR Part 67, Section 67.510—

A. The applicant certifies that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c.) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State, or local) terminated for cause or default; and

B. Where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.

3. DRUG-FREE WORKPLACE (GRANTEES OTHER THAN INDIVIDUALS)

As required by the Drug Free Workplace Act of 1988, and implemented at 28 CFR Part 67, Subpart F. for grantees, as defined at 28 CFR Part 67 Sections 67.615 and 67.620—

A. The applicant certifies that it will or will continue to provide a drug-free workplace by:

- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in The applicant's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- (b) Establishing an on-going drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The applicant's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

- (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency, in writing, within 10 calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title to: Office of Grants Management and Development, 717 14th St., NW, Suite 1200, Washington, DC 20005. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and incising termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
 - (3) Making a good faith effort to continue to maintain a drug free workplace through implementation of paragraphs (a), (1), (c), (d), and (e). and (f)

B. The applicant may insert in the space provided below the sites for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

District Department of Transportation

2000 14th Street, NW

Washington, DC 20009

As the duly authorized representative of the applications, I hereby certify that the applicant will comply with the above certifications.

1. Grantee Name and Address:

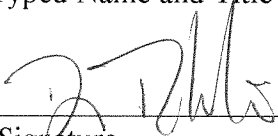
District Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

2. Application Number and/or Project Name: Code # 1 B

3. Grantee IRS/Vendor Number: 536001131

Dan Tangherlini, Director

4. Typed Name and Title of Authorized Representative


5. Signature

2/28/05
6. Date

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF THE DEPUTY MAYOR FOR PUBLIC SAFETY AND JUSTICE

STANDARD ASSURANCES

The applicant hereby assures and certifies compliance with all Federal statutes, regulations, policies, guidelines and requirements, including OMB Circulars No. A-21, A-110, A-122, A-128, A-87; E.O. 12372 and Uniform Administrative Requirements for Grants and Cooperative Agreements - 28 CFR, Part 66, Common Rule, that govern the application, acceptance and use of Federal funds for this federally-assisted project.

Also, the Application assures and certifies that:

1. It possesses legal authority to apply for the grant; that a resolution, motion or similar action has been duly adopted or passed as an official act of The applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of The applicant to act in connection with the application and to provide such additional information as may be required.
2. It will comply with requirements of the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 P.L. 91-646 which provides for fair and equitable treatment of persons displaced as a result of Federal and federally-assisted programs.
3. It will comply with provisions of Federal law which limit certain political activities of employees of a State or local unit of government whose principal employment is in connection with an activity financed in whole or in part by Federal grants. (5 USC 1501, et. seq.).
4. It will comply with the minimum wage and maximum hour's provisions of the Federal Fair Labor Standards Act if applicable.
5. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.
6. It will give the sponsoring agency of the Comptroller General, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant.
7. It will comply with all requirements imposed by the Federal-sponsoring agency concerning special requirements of Law, program requirements, and other administrative requirements.
8. It will insure that the facilities under its ownership, lease or supervision which shall be utilized in the accomplishment of the project are not listed on the Environmental Protection Agency's (EPA), list of Violating Facilities and that it will notify the Federal grantor agency

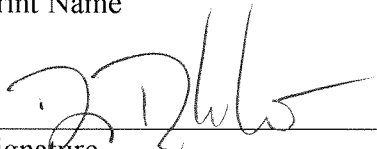
of the receipt of any communication from the Director of the EPA Office of Federal Activities indicating that a facility to be used in the project is under consideration for listing by the EPA.

9. It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, Public Law 93-234-, 87 Stat. 975, approved December 31, 1976. Section 102(a) requires, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for use in any area that has been identified by the Secretary of the Department of Housing and Urban Development as an area having special flood hazards. The phrase "Federal Financial Assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.
10. It will assist the Federal grantor agency in its compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (16 USC 470), Executive Order 11593, and the Archeological and Historical Preservation Act of 1966 (16 USC 569a-1 et. seq.) By (a) consulting with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic Places that are subject to adverse effects (see 36 CFR Part 800.8) by the activity, and notifying the Federal grantor agency of the existence of any such properties, and by (b) complying with all requirements established by the Federal grantor agency to avoid or mitigate adverse effects upon such properties.
11. It will comply, and assure the compliance of all its sub grantees and contractors, with the applicable provisions of Title I of the Omnibus Crime Control and Safe Streets Act of 1968, as amended, the Juvenile Justice and Delinquency Prevention Act, or the Victims of Crime Act, as appropriate; the provisions of the current edition of the Office of Justice Programs Financial and Administrative Guide for Grants; and all other applicable Federal laws, orders, circulars, or regulations.
12. It will comply with the provisions of 28 CFR applicable to grants and cooperative agreements including Part 18. Administrative Review Procedure; Part 20, Criminal Justice Information Systems; Part 22, Confidentiality of Identifiable Research and Statistical Information; Part 23, Criminal Intelligence Systems Operating Policies; Part 30, Intergovernmental Review of Department of Justice Programs and Activities; Part 42, Nondiscrimination/Equal Employment Opportunity Policies and Procedures; Part 61, Procedures for Implementing the National Environmental Policy Act; Part 63, Flood Plain Management and Wetland Protection Procedures; and Federal laws or regulations applicable to Federal Assistance Programs.
13. It will comply, and all its contractors will comply, with the non-discrimination requirements of the Omnibus Crime Control and Safe Streets Act of 1968, as amended, 42 USC 3789(d), or Victims of Crime Act (as appropriate); Title VI of the Civil Rights Act of 1964, as amended; Section 504 of the Rehabilitation Act of 1973, as amended; Subtitle A, Title II of the Americans with Disabilities Act (ADA) (1990); Title IX of the Education Amendments

of 1972; the Age Discrimination Act of 1975; Department of Justice Non-Discrimination Regulations, 28 CFR Part 42, Subparts C, D, E and G; and Department of Justice regulations on disability discrimination, 28 CFR Part 35 and Part 39.

14. In the event a Federal or State court or Federal or State administrative agency makes a finding of discrimination after a due process hearing on the grounds of race, color, religion, national origin, sex, or disability against a recipient of funds, the recipient will forward a copy of the finding to the Office for Civil Rights, Office of Justice Programs.
15. It will provide an Equal Employment Opportunity Program if required to maintain one, where the application is for \$500,000 or more.
16. It will comply with the provisions of the Coastal Barrier Resources Act (P.L 97-348), dated October 19, 1982, (16 USC 3501 et. seq.) which prohibits the expenditure of most new Federal funds within the units of the Coastal Barrier Resources System.

Dan Tangherlini
Print Name


Signature

Director
Print Title

2/28/05
Date

J. Appendices

Appendix A - Scope of Work

Railroad Relocation Initiative Alternative Alignment Corridor Study Scope of Work

WORKING DRAFT – JANUARY 2005

INTRODUCTION

This scope of work will produce a detailed alternative alignment study for the seven mile segment of railroad located within the District of Columbia, and owned by the CSX Corporation. This study will fully assess the existing alignment and identify and evaluate three to five potential alternative alignment corridors for this facility. Alternative alignment corridors should accomplish the following objectives:

- Mitigate the security concerns related to the proximity of the current system to the monumental core of Washington DC and the US Capitol
- Eliminate the existing barriers to the Anacostia River caused by the current alignment
- Accommodate state of the art railroad infrastructure
- Accommodate the expansion of the passenger and freight capacity within Washington DC region of the East Coast rail corridor
- Maintain the passenger service connection to Union Station in Washington DC

An analysis will be performed on the role this seven-mile stretch of rail line plays in the greater East Coast rail network. This includes understanding current passenger and freight service destinations, and current and projected freight and passenger volumes. Any identified alternative alignment corridor must be able to accommodate all current engineering standards for the construction of new railroad tracks and supporting infrastructure. This includes appropriate right-of-way widths, proper grades and topographic slopes, etc. The study will conclude by recommending a preferred alternative corridor.

Schedule

As described in Task 1 below, a schedule will be completed showing the timeline for the entire project and timeframe for the completing of each task. It is anticipated that many of the tasks detailed in this scope of work can progress concurrently and be completed

independent of each other. It is NCPC's goal to accomplish this scope of work on an accelerated basis.

Interagency Security Task Force

The Interagency Security Task Force was established by the National Capital Planning Commission to focus on security issues that impact the urban environment in the National Capital Region. The Railroad Relocation Initiative has been identified as a priority project within this Task Force's work program. The Task Force is comprised of seven Commission members selected by the Chairman of NCPC. The Task Force is chaired by Richard Friedman, presidential appointee.

Railroad Working Group

The Railroad Working Group was formed to coordinate this study of the existing rail service in Washington DC. The Group will be given the opportunity to review and comment on draft documents and schedules, receive updates and reports as well as receive presentations as noted in the following tasks. Currently includes representatives of the following agencies:

- District of Columbia Department of Transportation
- District of Columbia Office of Planning
- Maryland Department of Transportation
- Virginia Department of Rail and Public Transit
- Federal Railroad Association
- Virginia Railway Express
- Transportation Security Administration
- Department of Homeland Security
- Metropolitan Washington Council of Governments
- Amtrak
- Architect of the Capitol

Additional agencies may be added at the discretion of the National Capital Planning Commission.

Coordination with CSX and Norfolk Southern Railroads

In coordination with NCPC, the consultant will provide briefings to representatives of CSX and Norfolk Southern Railroad companies. These briefings will be scheduled by NCPC staff and the goal will be to receive technical feedback on the data, analysis and recommendations of the study.

Existing Conditions Study

The Existing Conditions Study is a study of the seven mile CSX track that was funded by NCPC and completed in January of 2005. This study provides a detailed inventory of this

stretch of rail line and provides a preliminary analysis of its transportation and infrastructure issues. This study is to be used as a building block for this scope of work, as much of the data can be used in providing further assessment of the existing track, and in shaping criteria for identifying potential new alignments.

TASKS

Task 1: Kick Off Meeting, Work Plan and Schedule

Upon the issuance of the Notice to Proceed, a kick-off meeting will be held between the contractor, key staff and the Railroad Working Group. The outcome of this meeting will be the development of a detailed work plan to accomplish the tasks enumerated below. A schedule will also be developed to establish bench marks and a timeframe for the completion of tasks. This work plan and schedule should also identify Tasks that can be worked on concurrently so as to successfully complete this scope of services in a timely manner.

Estimated Duration: One Week

Deliverable: Acceptable work plan and schedule. The schedule will be presented in a GANTT matrix showing the entire timeline of the project.

Task 2: Issues Analysis

This task includes performing further field research and observation in areas where the Existing Conditions study may need expansion. The goal is to ensure that there is a current understanding of the function and infrastructure characteristics of the rail line. Once this has been completed, a detailed analysis of the transportation and infrastructure issues will be performed. This analysis should provide a detailed description of current infrastructure problems with the existing alignment including the Long Bridge, the First Street Tunnel and Virginia Avenue Tunnel as well as a full description of the alignment's capacity limitations. This will include but not be limited to the limitations arising from the sharing of the track by freight and passenger services and the Long Bridge choke point. Data on projected future volumes for both passenger and freight services will be collected.

Estimated Duration: Six Weeks

Deliverable: An Issues Analysis report that provides detail on the issues associated with the existing alignment. Detail and analysis should be beyond that provided in the Existing Conditions report.

Task 3: Regional Scanning

To identify potential locations for a new rail alignment, an analysis of the Washington DC region must be performed to inventory the critical characteristics required for the new

alignment. These characteristics are the necessary components for the identification of potential railroad corridors. These characteristics include, but are not limited to:

- Location of critical passenger and freight destinations.
- Current and projected ridership levels for critical passenger destinations.
- Economic data regarding critical freight destinations (estimate dollar value of freight, etc.)
- Inventory of existing regional CSX right of way
- Topographic and slope data
- Soil Data
- Identification of water features, rock formations, and other types of environmental barriers
- Identification of major residential and employment concentrations
- Identification of federal government employment centers
- Location of major highways, state routes, or other significant transportation facilities and corridors

Estimated Duration: Ten Weeks

Deliverable: A report, including necessary maps that summarizes and clearly presents the data collected in the task. Any GIS data that is used will also be provided to NCPC in digital format.

Task 4: River Crossing Analysis

A thorough analysis of the Potomac River within the Washington DC region will be performed, to identify suitable locations for a new rail crossing. This analysis will identify potential locations for the new crossing south of Washington DC by locating points along the river which are:

- accessible to the existing rail alignment on the west side of the Potomac River
- not heavily populated
- not utilized for active recreational activities

Also in identifying these points the analysis will take into account:

- The width of the Potomac River
- Soil types, wetlands, tributaries, or any other type of environmental feature

The objective of this task is to identify as many points as possible along the east and west banks of the Potomac River which are possible locations for a new river crossing.

Estimated Duration: Six Weeks

Deliverable: A report with any necessary accompanying maps which summarizes and clearly presents the areas considered to be potential bridge locations. The

report should provide a justification with any necessary data and detail to explain how each location was identified. Any GIS data will also be transmitted to NCPC in digital format.

Task 5: Corridor Identification

Based on the information provided in Tasks 5-6, an analysis will be performed to identify three to five potential corridors for a new rail alignment. The identification of these corridors will be based on the following factors:

- Connection to passenger and freight service destinations
- Connection to the potential Potomac River crossings identified in Task 6
- Proximity to residential areas and general employment areas.
- Proximity to federal employment centers, particularly those with security levels of Level III and above.
- Minimization of environmental impacts
- Ability to accommodate new rail infrastructure necessary to satisfy current and projected passenger and freight services demands.

Estimated Duration: Twelve Weeks

Deliverable: A report with any necessary accompanying maps which summarizes and clearly presents the corridors considered viable for a new rail alignment. The report should provide a justification with any necessary data and detail to explain how each location was identified. Any GIS data will also be transmitted to NCPC in digital format

Task 6: Identification of Preferred Corridors

The objective of Task 8 will be to analyze the potential corridors identified in Task 7 and to select 2 to 3 preferred corridors. These preferred corridors will be selected as the alternatives which present the most efficient, logical choices and are consistent with any applicable operational criteria and standards. The preferred corridor should not be located in proximity to any federal employment center identified in Task 5. Also, these preferred corridors should minimize environmental impacts and maximize distances from residential areas and employment centers as best as possible.

Estimated Duration: Eight Weeks

Deliverables: A report and any necessary maps which identifies the preferred corridors and provides a summary of the rationale used to identify them. Any GIS data will also be transmitted to NCPC in digital format.

Task 7: Cost Analysis

This Task will generate an order of magnitude cost estimate for the preferred alternative corridors identified in Task 8. Costs will be based on general estimates for engineering, property acquisition, and construction. Estimates will be provided for each alternative.

Estimated Duration: Four Weeks

Deliverable: A report and matrix which summarizes the cost estimates and explains in summary the rationale used to determine them.

Task 8: Recommendation of Preferred Corridor

Utilizing the information generated in Task 8 and Task 9, a preferred alternative corridor for a new railroad alignment will be identified. This preferred alternative will be selected as the best choice based on the factors identified and not necessarily based on one specific factor. Recommendations from project staff, the NCPC Interagency Security Task Force and the Railroad Working Group will be accounted for in this task.

Estimated Duration: Three Weeks

Deliverable: A report and any necessary maps identifying the preferred corridor and providing a summary of the rationale used to identify it. Any GIS data will also be transmitted to NCPC in digital format.

Task 9: Short Term Solutions

The objective of Task 10 is to identify short term solutions to address the issues identified in Task 2. For this task, a short term solution means any type of operational, management or policy which could be implemented to correct an identified problem with the existing alignment within a 10 year horizon. This goal is to identify short term measures which address identified issues so as to maintain the function of the line while an alternative alignment is identified and constructed. A general cost estimate of each short term improvement shall be provided as well.

Estimated Duration: Three Weeks

Deliverable: Report with an accompanying matrix that describes proposed short term solutions; the issues and limitations it would resolve; and a general cost estimate for the improvement, if applicable.

COORDINATION

This scope of work will be fully coordinated with NCPC Staff as well as the Interagency Security Task Force and the Railroad Working Group. The Work Plan and Schedule

developed by the contractor in conjunction with NCPC staff in Task 1 will account for the following:

- Bi-weekly reports of progress made to the project manager through the life of the project. The project manager will then distribute these reports and any additional updated to the Railroad Working Group.
- The Work Plan and Schedule should include five coordination meetings with project staff. The objective is to solicit input, guidance and feedback on the analysis and direction of the project.
- Eight total meetings will be held with the Railroad Working Group. These meetings will be to solicit input in analysis and recommendations of alternatives and potential river crossings.
- Two briefings each to representatives of CSX and Norfolk Southern Railroads.
- Two presentations will be made to the NCPC Interagency Security Task Force. The first presentation will be to inform the Task Force on methodology and the overall project Work Plan. The second presentation will be to solicit input on a preferred alternative.
- As stated in Task 11, a presentation will be made to the National Capital Planning Commission.
- Flexibility needs be included within the project Work Plan and Schedule to accommodate three additional meetings/presentations. These could be held with a range stakeholders, including community groups, other government agencies, or any of the entities identified above.

To make these meetings and presentations as useful as possible, agendas will be prepared in conjunction with project staff and minutes will be taken by the consultant as necessary. All PowerPoint presentations, minutes and any meeting summaries will be transmitted to project staff after each meeting.

Appendix B - Letters of Support



Local governments working together for a better metropolitan region

November 17, 2004

District of Columbia
Bowie
College Park
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

Patricia Gallagher, AICP
Executive Director
National Capital Planning Commission
401 9th Street, N.W. – Suite 500
Washington, DC 20004

Dear Ms. Gallagher:

This letter is to express the support of the National Capital Region Transportation Planning Board (TPB) for the National Capital Planning Commission's effort to study the relocation of the active seven-mile stretch of CSX rail line within the District of Columbia. The Board recognizes the need to address the security concerns created by the movement of hazardous materials on this corridor. This rail line is critical to the movement of passengers and freight along the east coast, and the demand for passenger commuter rail service, in particular, is expected to increase steadily.

As the rail line goes through several jurisdictions outside of the District of Columbia, the impacts of any relocation of this stretch or of further changing the operations of the railroads to divert hazardous materials from the District core area must be assessed for the entire region. In addition to the movement of hazardous materials, certain chemicals sitting in cars on tracks can endanger neighborhoods and government buildings throughout the region. The Board supports a study to address these concerns and identify ways to ensure the safe operation of critical freight and passenger services in the region. This study should identify feasible options with specific costs and sources of funding for implementation as quickly as possible.

The TPB has reviewed the Commission's assessment of the federal and national interests in this effort, and concurs that the Commission has demonstrated through its outreach and coordination that it is the appropriate agency to lead and coordinate an alternative rail alignment study. The TPB looks forward to working with the Commission and our other planning partners on this important and timely effort.

Sincerely,

Christopher Zimmerman
Chairman
National Capital Region Transportation Planning Board



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

Trent M. Kittleman
Deputy Secretary

September 27, 2004

Patricia Gallagher, AICP
Executive Director
National Capital Planning Commission
401 9th Street, NW Suite 500
Washington DC, 20004

Dear Patricia Gallagher:

This letter is to express support from the Maryland Department of Transportation for the National Capital Planning Commission's effort to study the relocation of the existing seven mile stretch of CSX rail line within the District of Columbia. We realize the need to address security concerns related to the proximity of the current system to the core of Washington D.C. and the U.S. Capitol. This rail line also presents a barrier to vital economic development and transportation opportunities for Nation's Capital and the State of Maryland. Further, the line's Potomac River Bridge is shared among passenger and freight services and is the only crossing of the Potomac River within 70 miles of Washington DC. This has caused this bridge to become a major choke point for rail traffic within the East Coast corridor. Clearly, a study of the relocation of this rail line is a "win-win" proposition as it would develop solutions to this choke point, and present opportunities to expand critical freight and passenger services along the east coast.

We agree with the National Capital Planning Commission's assessment of the federal and national interests in this effort, and as such, we strongly believe that this effort should be led by the federal government. The National Capital Planning Commission has demonstrated through its outreach and coordination that it is the appropriate agency to lead and coordinate an alternative rail alignment study, and we support and stand ready to participate in such a study once funding has been identified. We look forward to working with you, your staff, and our other critical planning partners on this important and timely effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Marsha J. Kaiser".

Marsha J. Kaiser, Director
Office of Planning and Capital Programming



COMMONWEALTH of VIRGINIA

KAREN J. RAE
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

September 27, 2004

Patricia Gallagher, AICP
Executive Director
National Capital Planning Commission
401 9th Street, NW Suite 500
Washington DC, 20004

Dear Ms. Gallagher:

I am writing to express my support for the National Capital Planning Commission's effort to study the active seven mile stretch of CSX rail line within the District of Columbia. We understand that there is increasing concern about the potential security threat created by the movement of hazardous materials on this corridor. This rail line is critical to the movement of passengers and freight along the east coast. It is expected the demand for passenger rail service, including intercity service provided by Amtrak, and commuter service provided by Virginia Railway Express, will increase. We expect that the NCPC study will look at a variety of options related to both passenger and freight rail, and will define alternatives that address both types of rail service.

The Virginia Department of Rail and Public Transportation has reviewed the National Capital Planning Commission's assessment of the federal and national interests in this effort, and as such, we believe that this effort should be led by the federal government. The National Capital Planning Commission has demonstrated through its outreach and coordination that it is the appropriate agency to lead and coordinate the study, and we are willing to participate where appropriate. We look forward to working with you, your staff, and our other critical planning partners on this important and timely effort.

Sincerely,

Alan C. Tobias
Manager of Passenger Rail Programs

Post-it® Fax Note 7671		Date 9/27/04	# of pages 1
To DAVID ZADAIN	From ALAN TOBIAS		
Co./Dept. NCPC	Co. DRPT		
Phone # 202-482-7230	Phone # 804-786-1063		
Fax # 202-482-7272	Fax # 804-225-3752		

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

★ ★ ★

██████████

██████████

Office of the Director

November 12, 2004

Patricia Gallagher, AICP
Executive Director
National Capital Planning Commission
401 9th Street, NW Suite 500
Washington DC, 20004


Dear Patricia Gallagher:

I am writing to express my support for the National Capital Planning Commission's effort to study relocation alternatives for the active seven mile stretch of CSX rail line within the District of Columbia.

This rail line presents a critical security concern to the District because it transports a wide variety of dangerous freight, including hazardous materials, through the heart of the nation's capital, adjacent to iconic national symbols such as the U.S. Capitol, and to thousands of District residents, Federal office employees, and tourists. Furthermore, the rail line presents a barrier to vital economic development and transportation opportunities for the District, including efforts to revitalize the Anacostia Waterfront. Relocation of this rail line would not only eliminate a potential security threat, but it would also provide opportunities to correct critical infrastructure problems, improve rail transportation along the east coast, and restore the beauty of historic areas of the nation's capital.

The National Capital Planning Commission has demonstrated through its outreach and coordination that it is the appropriate agency to lead a coordinated study of alternative rail alignments in the national capital region. The District Department of Transportation looks forward to working with you, and our other regional partners in advancing this study once Federal funding has been identified that is beyond existing Federal funding allocated to the District.

Sincerely,



Dan Tangherlini
Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Office of the Director

November 8, 2004

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

Dear Chairman Cogbill:

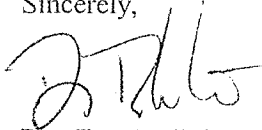
On behalf of Mayor Anthony Williams, I am expressing the District of Columbia's support for the National Capital Planning Commission's (NCPC's) study of relocation alternatives for the CSX rail line within the District of Columbia.

Recently, this rail line has been identified as a potential security concern to the District and the nation because a variety of dangerous freight, including hazardous materials, travels this line through the heart of the nation's capital, adjacent to the U.S. Capitol, federal agency offices and museums, and thousands of District residents, workers, and tourists. In addition, this stretch of rail line has been identified as a choke point for rail freight along the east coast. Finally, this rail line is a physical barrier that complicates economic, residential and recreational development opportunities for the District, including efforts to revitalize the Anacostia Waterfront. Relocation of this rail line would not only eliminate a serious security threat, but it would also provide opportunities to improve rail transportation (and national economic competitiveness) and restore the beauty of historic areas of the nation's capital.

Due to the extent that national security and federal interstate commerce issues are involved, NCPC is the appropriate agency to lead an alternative rail alignment study. For these same reasons, the District suggests that the federal government appropriate funding to NCPC to conduct this study and that this appropriation will not replace any existing or planned appropriation for the District of Columbia. In particular, this project should be funded from the Homeland Security, Defense or Transportation appropriations. DDOT staff has already worked with NCPC staff on this issue and NCPC has demonstrated its ability to contact and involve the multitude of federal, state and local stakeholders.

The District of Columbia looks forward to continuing our work with NCPC and our other planning partners on this important and timely effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Tangherlini', written in a cursive style.

Dan Tangherlini
Director

cc: Mayor Williams
Andrew Altman
Council of the District of Columbia



LINDA W. CROPP
Chairman

COUNCIL OF THE DISTRICT OF COLUMBIA

WASHINGTON, D. C. 20004

October 18, 2004

NCPC
 File No. 6473
 Primary Stat. _____
 Due Date _____

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

Cover

CHAIRMAN _____	DE- FOR _____
EXEC DIR _____	GOO _____
OPA _____	PRD _____
GEN COUNSEL _____	PPD _____
SECRETARIAT _____	UDPR _____
ADMIN _____	TDAD _____

Dear Chairman Cogbill:

I am writing to express my support for the National Capital Planning Commission's effort to study relocation alternatives for the active seven mile stretch of CSX rail line within the District of Columbia.

This rail line presents a critical security concern to the District because it transports a wide variety of dangerous freight, including hazardous materials, through the heart of the nation's capital, adjacent to iconic national symbols such as the U.S. Capitol, and to thousands of District residents, Federal office employees, and tourists. Furthermore, the rail line presents a barrier to vital economic development and transportation opportunities for the District, including efforts to revitalize the Anacostia Waterfront. Relocation of this rail line would not only eliminate a potential security threat, but it would also provide opportunities to correct critical infrastructure problems, improve rail transportation along the east coast, and restore the beauty of historic areas of the nation's capital.

The National Capital Planning Commission has demonstrated through its outreach and coordination that it is the appropriate agency to lead, and to coordinate with the District Department of Transportation, an alternative rail alignment study, once Federal funding has been identified that is beyond existing Federal funding allocated to the District. We look forward to working with you, your staff, and our other critical planning partners on this important and timely effort.

Sincerely,

Linda W. Cropp
Chairman

cc: Councilmembers
 Mayor