

# Freight Railroad Realignment Feasibility Study



Securing freight rail transportation in the National Capital Region

## Appendices

April 2007

# Appendix A

## Support Letters

Funding for the Freight Railroad Realignment Feasibility Study was provided by an Urban Area Security Initiative grant from the U.S. Department of Homeland Security. The grant application and the scope of work that detailed areas of study and methods of coordination were supported by the following stakeholders:

- The State of Maryland Department of Transportation
- The Commonwealth of Virginia, Department of Rail and Public Transit
- Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board
- District Department of Transportation
- Council of the District of Columbia

This appendix contains copies of the letters of support.

# Support Letters



**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

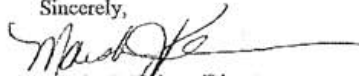
Patricia Gallagher, AICP  
Executive Director  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW Suite 500  
Washington DC, 20004

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,



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

# Support Letters



## 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 23216-0500

(804) 786-4440  
FAX (804) 786-7285  
VIRGINIA RELAY CENTER  
1-800-878-1120 (TDD)

September 27, 2004

Patricia Gallagher, AICP  
Executive Director  
National Capital Planning Commission  
401 9<sup>th</sup> 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

# Support Letters

## METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

*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 9<sup>th</sup> 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

# Support Letters

November 8, 2004

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

Dear Chairman Cogbill:

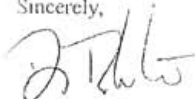
On behalf of Mayor Anthony Williams, I am expressing the District of Columbia's support for the National Capital Planning Commission's (NCPC's) study of relocation alternatives for the CSX rail line within the District of Columbia.

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,



Dan Tangherlini  
Director

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

# Support Letters



LINDA W. CROPP  
Chairman

COUNCIL OF THE DISTRICT OF COLUMBIA  
WASHINGTON, D. C. 20004

October 18, 2004

NCPC  
File No. 6473  
Primary Stat. \_\_\_\_\_  
Duo Date \_\_\_\_\_

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

Confer

CHAIRMAN _____	DE:	ASST. DIR. _____
EXEC DIR. _____		COO _____
OPA _____		PAED _____
GEN COUNSEL _____		PFID _____
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