

**U.S. DEPARTMENT OF HOMELAND SECURITY,  
TRANSPORTATION SECURITY ADMINISTRATION  
THREE TEST-PROGRAM SURVEILLANCE CAMERAS  
CSX Railroad Right-Of-Way in the vicinity of the Rhode Island Avenue-Brentwood Metro  
Station, NE, Washington, D.C.**

**Delegated Action of the Executive Director**

April 27, 2007

Pursuant to delegations of authority adopted by the Commission on October 3, 1996, I approve the preliminary and final site development plans pursuant to 40 U.S.C. § 8722(b)(1) and (d) for the installation of three test program surveillance cameras within the CSX Railroad Right-Of-Way in the vicinity of the Rhode Island Avenue-Brentwood Metro Station, NE, Washington, D.C., NCPC Map File No. 52.00(38.40)42218, for a period of time not to exceed two years.

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The Transportation Security Administration (TSA) has submitted a proposal for the installation of three new visual surveillance test cameras on existing poles along the CSX Transportation Corporation's railroad tracks located 1.7 miles northwest of Union Station, within the switching track yard, and near the Rhode Island Avenue-Brentwood Metro Station.

The cameras comprise a test environment to monitor trespassers on the CSX property and introduce a surveillance system test area that focuses only on railroad property and will not monitor the Rhode Island Avenue-Brentwood Metro Station. The site location of the test area is wholly within the CSX right-of-way, on existing poles ranging from 35 feet to 55 feet in height, and that are owned by CSX, who has given TSA permission to place the cameras and operate them on the property.

The test cameras on the existing railroad poles would demonstrate a different smaller camera and electronics system than was approved by the Commission in its action involving another railroad surveillance system in November 2006. The selected area for the test project is situated outside the previous Commission approved Department of Homeland Security Rail Corridor Pilot Project. The submitted project location has been targeted for evaluation due to the high number of trespassers who routinely cut gate locks and fencing on CSX property. All cameras will be located below and pointing away from the Metro Station platform that is 20 to 25 feet above the camera positions.

The camera installations require no trenching or digging to connect to command centers, and will use ambient or infrared light, thus requiring no additional lights for operation. Operators will not have control of the cameras until the system generates an alarm. When activated by the alarm, the cameras will automatically scan and search, or can be manually controlled by operators. Video recording of the camera

images will occur during such activation, and will be reviewed by CSX security personnel after real-time observation of the event. An audible 110 decibel level alarm is generated with the system only when the trespasser approaches spatial areas within the CSX right-of-way near track switch mechanisms or signal control buildings. This sound level does not exceed that of a Metro train or CSX rail engine warning horn.

The proposal adheres to the requirements of a delegated action as a temporary security measure. The Coordinating Committee reviewed the proposal on April 11, 2007, forwarding the proposal to the Commission with the statement that the project has been coordinated with the agencies present. The participating agencies were: NCPC, the District Department of Transportation; the General Services Administration and the Washington Metropolitan Area Transit Authority.

The Department has secured the District of Columbia State Historic Preservation Officer's review for this action, with the DC SHPO concurring in a no adverse affect determination. Additionally, the TSA has categorically excluded the proposal in its review through the use of the Department of Homeland Security Management Directive 5100.1, Environmental Planning Program. NCPC staff finds the proposal qualifies as a Categorical Exclusion pursuant to NCPC Environmental and Historic Preservation Policies and Procedures at §8(C)(21) with the proposal an improvement of an existing facility where all of the following conditions are met:

- (a) The structure and proposed use are in compliance with local planning and zoning and any applicable District of Columbia, state, or federal requirements;
- (b) The proposed use will not substantially increase the number of motor vehicles at the facility;
- (c) The site and the scale of construction are consistent with those of existing adjacent or nearby buildings; and
- (d) There is no evidence of community controversy or other environmental issues.

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Patricia E. Gallagher, AICP  
Executive Director