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**Executive Director**  
Marcel C. Acosta

IN REPLY REFER TO:  
NCPC File No. 6884

January 6, 2014

Ms. Brigid Hynes-Cherin  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

Re: Maryland Transit Administration Purple Line Transit Project – Section 106 of the National Historic Preservation Act

Dear Ms. Hynes-Cherin:

The National Capital Planning Commission (NCPC) has been participating in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the Maryland Transit Administration Purple Line Transit Project (Purple Line Project). The Purple Line Project is a planned 16.3 mile light rail transit line between Bethesda and New Carrollton in Maryland. Though the Maryland Transit Administration (MTA) is the sponsor of the Purple Line Project, MTA may receive federal funding from the Federal Transit Administration (FTA) to implement the project, and therefore FTA is the lead federal agency for compliance with Section 106 of NHPA.

As the central planning agency for the federal government in the National Capital Region, NCPC has review authority over portions of the Purple Line Project that will affect federal parkland, or county parkland that was initially acquired under the authority of the Capper-Cramton Act of 1930. Based on the current engineering and design, the following six parks will be affected by the project: Sligo Creek Stream Valley Park, Anacostia Stream Valley Park, Northwest Branch Stream Valley Park, Paint Branch Stream Valley Park, Rock Creek Stream Valley Park, and the Baltimore-Washington Parkway. Pursuant to the Capper-Cramton Act, NCPC has approval authority over those portions of the project crossing the following three parks: Sligo Creek Stream Valley Park, Anacostia Stream Valley Park, and Northwest Branch Stream Valley Park, and therefore has an independent Section 106 responsibility for our permitting action. NCPC has an advisory role over the section of Purple Line Project crossing the

Baltimore-Washington Parkway pursuant to our authority over projects on federal land under the National Capital Planning Act. It is our understanding that the portions of the project crossing Rock Creek Stream Valley Park and Paint Branch Stream Valley Park will occur within existing county or state-owned right-of-way, and therefore, would not be subject to NCPC jurisdiction.

The purpose of this letter is to designate FTA as lead federal agency pursuant to 36 CFR 800.2(a)(2) to fulfill our collective Section 106 responsibilities for the design and construction of the Purple Line Project. As noted above, NCPC has been participating in the Section 106 process as a consulting party and we will continue to do so as the project moves forward through design development and construction. Of the properties where NCPC has a Section 106 responsibility, only Sligo Creek Stream Valley Park contains a historic property, the Sligo Creek Parkway, within the area of potential effect. Sligo Creek Parkway encompasses a long, linear area that includes both the parkway itself and the surrounding viewshed. Designed in the 1920s, the parkway consists of a two-lane road and access to several recreational sites including a golf course, playgrounds, pedestrian paths, and Sligo Creek. As indicated in the Section 106 Assessment of Effect for Historic Properties report (August 2013), the Preferred Alternative for the Purple Line Project would be built down the center of Wayne Avenue, an existing transportation corridor, which intersects Sligo Creek Parkway. FTA determined that the Purple Line Project would have no adverse effects on Sligo Creek Parkway and the Maryland Historical Trust concurred with that determination on November 6, 2013. Upon independent review, we agree with the findings of the Section 106 Assessment of Effect for Historic Properties report and concur that the Purple Line Project will have no adverse effects on Sligo Creek Parkway.

In closing, as noted in the Section 106 Assessment of Effect for Historic Properties report and concurred upon by the Maryland Historical Trust, FTA determined that the Purple Line Project would have an adverse effect on three historic properties including the Falkland Apartments, the Talbot Avenue Bridge, and the Metropolitan Branch of the B&O Railroad. However, these three properties are not on lands under NCPC's jurisdiction. FTA and MTA are developing a Programmatic Agreement with the Maryland Historical Trust and other appropriate parties including the National Park Service to reduce and resolve the adverse effects. As there are no adverse effects on properties where NCPC has jurisdiction and a Section 106 responsibility, NCPC will not participate as a signatory on the Programmatic Agreement being negotiated among FTA, MTA, the Maryland Historical Trust, and the National Park Service.

We look forward to continuing to work together on the Purple Line Project and will continue to participate as a consulting party in the Section 106 process. If you have any questions or need additional information on NCPC's involvement, please contact Mike Weil at (202) 482 - 7253 or [michael.weil@ncpc.gov](mailto:michael.weil@ncpc.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Marcel Acosta". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Marcel Acosta  
Executive Director

cc: J. Rodney Little, State Historic Preservation Officer, Maryland Historical Trust