Welcome to the Long Bridge Project EIS Scoping Meeting

The goals of this meeting are to:

- Announce preparation of an Environmental Impact Statement (EIS)
- Present the Draft Project Purpose and Need
- Describe criteria for screening alternatives to be analyzed in the EIS
- Identify environmental issues to be studied in the EIS
- Present EIS timeline
- Seek public comments
What is NEPA?

- National Environmental Policy Act of 1969 (NEPA) creates the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making.

- NEPA is an “umbrella” law that encourages integrated compliance with other environmental laws so that other proposed project’s impacts are comprehensively evaluated before implementation.

- The Long Bridge Project’s compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public review/comment.

- FRA is the lead Federal agency and DDOT is the joint lead agency for the EIS.

- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise ordinances
- U.S. Department of Transportation Act of 1966; Section 4(f) (Parks and Historic Properties)
- Section 106 of the National Historic Preservation Act
- Contaminated materials and substances (CERCLA, RCRA, etc.)
- Endangered Species Act
- Rivers and Harbors Act
- Coastal Zone Management Act
- Migratory Bird Treaty Act
- State Environmental Laws
- Local Environmental Laws
What is Scoping?

- Scoping is the first step in preparation of the EIS
- NEPA requires that there be an early and open public process for determining the scope of issues in the EIS
- The general public, interest groups, affected Tribes, and government agencies are all encouraged to participate
- We are hoping to get comments on matters such as:
  - If you are an Amtrak passenger or Virginia Railway Express (VRE) commuter, what rail service improvements are critical to you (e.g., reliability, frequency)?
  - Are there any other environmental resources, parks or recreational facilities, neighborhoods, or community facilities in the study area which you feel could be affected by the project?
- Following the scoping period we will prepare a report summarizing public and agency comments. This report will be available on the project website (www.longbridgeproject.com).
Existing Long Bridge Conditions

- Two-track steel truss railroad bridge owned by CSX Transportation (CSXT)
- Three tracks approaching the bridge from the north and south
- Constructed in 1904
- Contributing element to East and West Potomac Parks Historic District
- Only freight railroad bridge connecting Virginia to the District of Columbia - next closest north-south crossing is at Harpers Ferry, WV
- Serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
- Serves a total of 74 trains per day
The Long Bridge Project consists of improvements to the Long Bridge and related railroad infrastructure from Virginia Railway Express Crystal City Station in Arlington, VA to Control Point Virginia interlocking near 3rd Street, SW in Washington, DC.

The project comprises of three phases and is funded by various FRA grants.

Phase I – 2015
- Feasibility study of the rehabilitation or replacement of the bridge
- Identified short-term and long-term multimodal needs

Phase II – 2015 - 2016
- Draft Purpose and Need Statement
- Notice of Intent to prepare an EIS (published in Federal Register 8/26/2016)
- Long-range service plan
- Conceptual alternatives
- Alternatives screening criteria

Phase III – 2016 - 2019
- Development of the EIS, including
  - Alternatives screening
  - Environmental impacts evaluation
  - Agency coordination
  - Public involvement
  - Documentation – Draft EIS, Final EIS, Record of Decision, and other supporting reports
Draft Project
Purpose and Need

- The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues in the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network. The Proposed Action needs are described in more detail below:

- Railroad Capacity
  - Railroad capacity is the ability of the existing Long Bridge corridor to accommodate freight and passenger trains
  - Existing Long Bridge will fail to meet the combined projected 2040 demands of commuter, intercity passenger, and freight markets

- Resiliency
  - Resiliency of a rail network is the ability to provide operational flexibility and reliability for train services during normal operations, as well as during periods of higher demand and/or unexpected operating conditions
  - Shared-use infrastructure within the Long Bridge Project study area limits the flexibility of commuter, intercity passenger, and freight service to operate efficiently within the corridor, creating a systemic bottleneck that results in conflicts and delays

- Network Connectivity
  - Existing bridge is a major chokepoint, which limits efficient network connectivity for the rail operators within the Long Bridge corridor, including CSXT, VRE, Amtrak, and potentially MARC, and the overall transportation networks ability to provide freight service along the eastern seaboard, as well as high-performance passenger rail service between major population centers

- Redundancy
  - Redundancy is the inclusion of additional components that are not necessary for railroad functionality, but are available in the event of a failure of other components
  - No reasonable detours exist to route rail traffic around the Long Bridge for maintenance or emergencies without extensive service delays

<table>
<thead>
<tr>
<th>Train Operator</th>
<th>Current # Trains/Day</th>
<th>2040 # Trains/Day</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSXT</td>
<td>18</td>
<td>42</td>
<td>133%</td>
</tr>
<tr>
<td>Amtrak</td>
<td>24</td>
<td>44</td>
<td>83%</td>
</tr>
<tr>
<td>VRE</td>
<td>32</td>
<td>92</td>
<td>188%</td>
</tr>
<tr>
<td>MARC</td>
<td>0</td>
<td>8</td>
<td>–</td>
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<tr>
<td>Norfolk Southern</td>
<td>0</td>
<td>6</td>
<td>–</td>
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</tbody>
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<thead>
<tr>
<th>On-Time Performance</th>
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</thead>
<tbody>
<tr>
<td>Current</td>
</tr>
<tr>
<td>Amtrak</td>
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<tr>
<td>VRE</td>
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Preliminary concepts to address the issues at Long Bridge will first be screened by FRA and DDOT to determine those most reasonable based on criteria from the Purpose and Need and comments received during scoping period.

- Potential Screening Criteria
  - Does the concept accommodate future railroad capacity needs?
  - Does the concept provide operational flexibility and operational reliability?
  - Is the concept consistent with Federal, State, Regional, and Local Plans? Does the concept improve connections for rail passengers and allow freight trains to access the freight rail network?
  - Does the concept provide redundant infrastructure to allow operations to continue during maintenance or an emergency?
- EIS will consider a range of alternatives to address the issues at Long Bridge, including a No Action Alternative to be used as a baseline against which the impacts of the proposed actions can be measured.
- FRA and DDOT plan to identify a Preferred Alternative in the Draft EIS.
<table>
<thead>
<tr>
<th></th>
<th>Preliminary Concepts</th>
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<tbody>
<tr>
<td>1</td>
<td>No Build</td>
</tr>
<tr>
<td>2</td>
<td>2-track Bridge (Replace)</td>
</tr>
<tr>
<td>3</td>
<td>3-track Crossing</td>
</tr>
<tr>
<td>3A</td>
<td>3-track Crossing with Bike-Pedestrian Path</td>
</tr>
<tr>
<td>3B</td>
<td>3-track Crossing with Streetcar</td>
</tr>
<tr>
<td>3C</td>
<td>3-track Crossing with General Purpose Vehicle Lanes</td>
</tr>
<tr>
<td>4</td>
<td>3-track Tunnel</td>
</tr>
<tr>
<td>5</td>
<td>4-track Crossing</td>
</tr>
<tr>
<td>5A</td>
<td>4-track Crossing with Bike-Pedestrian Path</td>
</tr>
<tr>
<td>5B</td>
<td>4-track Crossing with Streetcar</td>
</tr>
<tr>
<td>5C</td>
<td>4-track Crossing with General Purpose Vehicle Lanes</td>
</tr>
<tr>
<td>6</td>
<td>4-track Tunnel</td>
</tr>
<tr>
<td>7</td>
<td>2-track Crossing; 2-track Tunnel</td>
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<tr>
<td>8</td>
<td>5+ track Crossing and/or Tunnel</td>
</tr>
<tr>
<td>8A</td>
<td>5+ track Crossing and/or Tunnel with Bike-Pedestrian Path</td>
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<tr>
<td>8B</td>
<td>5+ track Crossing and/or Tunnel with Streetcar</td>
</tr>
<tr>
<td>8C</td>
<td>5+ track Crossing and/or Tunnel with General Purpose Vehicle Lanes</td>
</tr>
<tr>
<td>9</td>
<td>New Location</td>
</tr>
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Environmental Considerations

- Transportation
- Social and economic conditions
- Property acquisition
- Parks and recreational resources
- Visual and aesthetic resources
- Historic and archaeological resources
- Air quality
- Aquatic navigation
- Greenhouse gas emissions and resilience
- Noise and vibration
- Ecology (including wetlands, water and sediment quality, floodplains, and biological resources)
- Threatened and endangered species
- Hazardous waste and contaminated materials
- Environmental Justice

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LONG BRIDGE EIS MILESTONES

NOI/EIS Initiation

EIS Scoping (Through Oct. 14, 2016)

Preliminary Concepts Screening

Detailed Alternatives Screening

Environmental Impacts Analysis/Draft EIS

Draft EIS Public Hearings/Meetings and Comments Period

Final EIS/Record of Decision

Public Comment

Public Comment

Public Comment

Public Comment

We Are Here

Fall 2016

Fall 2016-Spring 2017

Spring 2017-Spring 2018

Spring 2018-Fall 2018

Fall 2018-Spring 2019

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WE WANT TO HEAR FROM YOU!

The deadline for EIS scoping comments is October 14, 2016
Comments can be provided any of the following ways:

✦ At this meeting
✦ Website: www.longbridgeproject.com
✦ Email: info@longbridgeproject.com
✦ Mail: Ms. Amanda Murphy, Environmental Protection Specialist
  Office of Railroad Policy and Development
  Federal Railroad Administration
  1200 New Jersey Avenue, SE
  (Mail Stop-2O)
  Washington, DC 20590
Related Studies and Projects

VRE System Plan 2040
This Plan has three phases: Phase 1 will pursue relatively low-cost investments in equipment, stations, and yard storage; Phase 2 will expand VRE peak period service, introduce new services, and relieve the key capacity bottlenecks on the VRE system, including the Long Bridge; and Phase 3 includes completing triple tracking between Alexandria and Spotsylvania, increasing peak and mid-day service, and creating opportunity for weekend service and VRE-MARC run-through service.

Southeast High Speed Rail Tier I EIS
The Southeast High Speed Rail (SEHSR) is a passenger rail project that proposes to make high-speed passenger rail services available from Washington, DC to Atlanta, GA by building high-speed rail infrastructure between the two cities. The Tier I Study identified the preferred corridor for the Washington, DC to Charlotte, NC portion of the SEHSR.

DC to Richmond Southeast High Speed Rail Tier II EIS
The DC2 RVA study spans a 123-mile portion of the SEHSR Corridor that extends from Washington, DC to Richmond, VA. The study will evaluate proposed rail infrastructure and service improvement alternatives in the study corridor for environmental impacts with the goal of improving reliability, increasing service frequency, and increasing rail capacity.

NEC FUTURE Tier I EIS
The NEC FUTURE is an investment program aimed at responding to future travel market trends and passenger service needs by implementing a preferred alternative that intends to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of service via the construction of new and improvement of old infrastructure, eliminating network chokepoints, rethinking train schedules and distances, and integrating new and existing services.

Atlantic Gateway
Partnering to Unlock the I-95 Corridor
The Atlantic Gateway is a $1.4 billion partnership that focuses on the I-95 corridor between Washington DC and Fredericksburg, VA. Partially funded by a federal FASTLANCE grant, the program utilizes an innovative public/private partnership to leverage a suite of multi-modal improvements along one of the nation’s busiest corridors.