



Long Bridge Project

Environmental Impact Statement (EIS)

Agency and Public Coordination Plan

November 23, 2016



U.S. Department of Transportation
Federal Railroad Administration



District Department of Transportation

Long Bridge Project EIS

Agency and Public Coordination Plan

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1.0 Project Description

As announced in a Notice of Intent (NOI) published in the *Federal Register* on August 26, 2016, the Federal Railroad Administration (FRA) has initiated the development of an Environmental Impact Statement (EIS) for the Long Bridge Project jointly with the District Department of Transportation (DDOT). The Long Bridge Project consists of potential improvements to the bridge and related railroad infrastructure located between the Virginia Railway Express (VRE) Crystal City Station in Arlington, Virginia and Control Point Virginia near 3rd Street, SW in Washington, DC (see **Figure 1**). FRA and DDOT will develop the EIS in compliance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 4321 et seq. The Long Bridge is owned and operated by CSX Transportation (CSXT), a Class I freight railroad, which also operates the Long Bridge Corridor. In addition to CSXT freight, the bridge is also currently utilized by Amtrak and Virginia Railway Express (VRE).

FRA is the lead Federal agency under NEPA. DDOT, as project sponsor, is a joint lead agency. FRA and DDOT will prepare the EIS consistent with NEPA; the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA in 40 CFR parts 1500–1508; FRA’s Procedures for Considering Environmental Impacts in 64 FR 28545, dated May 26, 1999; and 23 U.S.C. § 139. After release and circulation of a Draft EIS for public comment, FRA plans to issue a single document consisting of the Final EIS and a Record of Decision (FEIS/ROD) pursuant to the Fixing America’s Surface Transportation Act (Pub. L. 114–94, section 1304(n)(2)) unless it determines that statutory criteria or practicability considerations preclude issuing a combined document.

The EIS will document compliance with other applicable Federal, state, and local environmental laws and regulations, including but not limited to: Section 106 of the National Historic Preservation Act (NHPA); the Clean Water Act (CWA); Section 4(f) of the Department of Transportation Act of 1966; the Endangered Species Act (ESA); Executive Order (EO) 11988 and USDOT Order 5650.2 on Floodplain Management; EO 11990 on Protection of Wetlands; the Magnuson-Stevens Act related to Essential Fish Habitat; the Coastal Zone Management Act; and EO 12898 on Environmental Justice (EJ).

The EIS for the Long Bridge Project is preceded by several years of preliminary project development activities. In 2011, DDOT received a High Speed Intercity Passenger Rail grant from FRA to complete a two-phase feasibility study of the rehabilitation or replacement of the Long Bridge. Phase I of the Long Bridge Study included a preliminary operations plan; visual inspection of the corridor; initial evaluation of existing and future capacity needs; and preliminary development of conceptual alternatives. Phase II

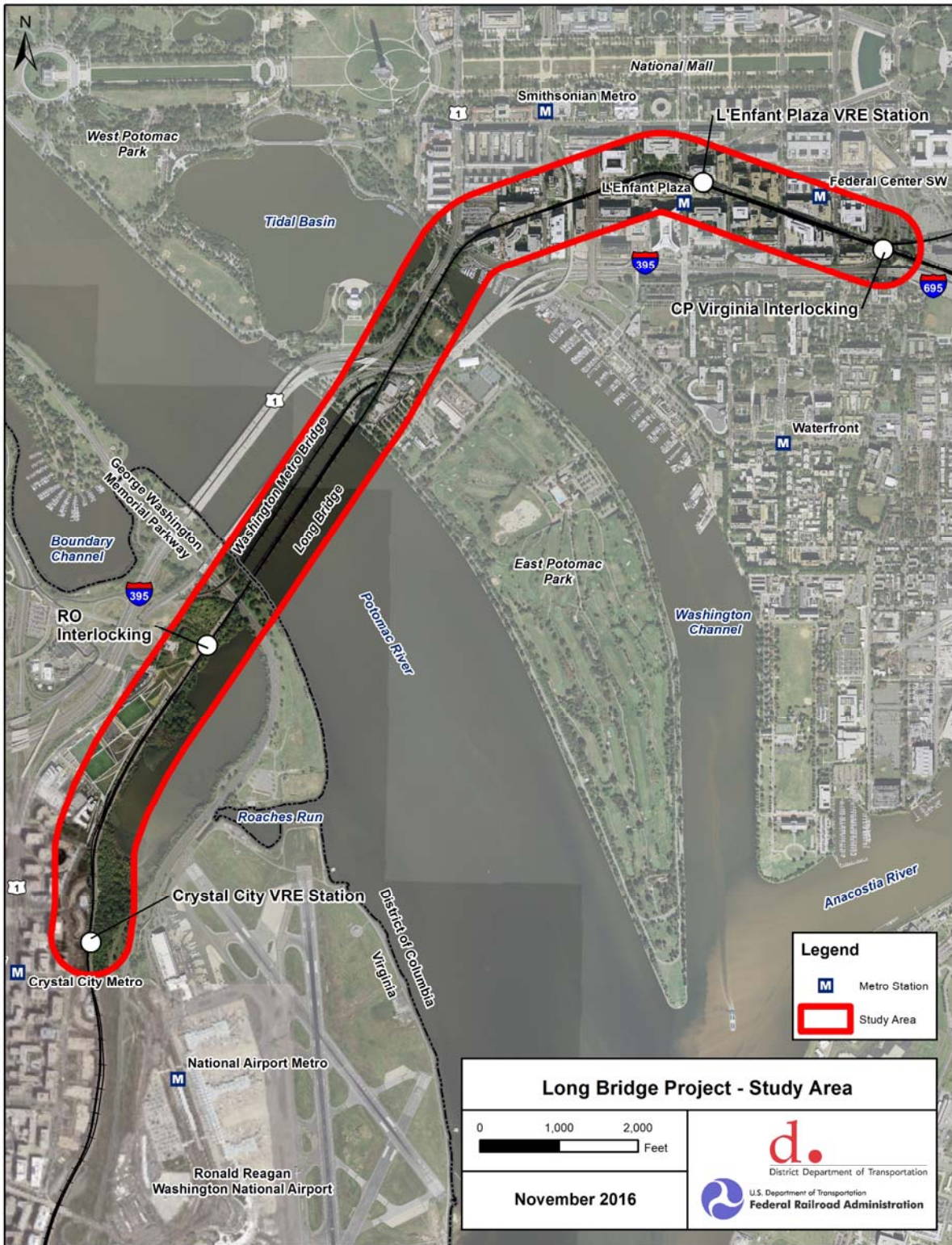


Figure 1: Long Bridge Project - Study Area

of the Long Bridge Study included development of the Draft Purpose and Need; Environmental Data Collection Report; Long Range Service Plan¹; further refinement of engineering concepts; and development of evaluation criteria to identify and screen concepts which will be carried forward for analysis. Phase II also included the issuance of the NOI in the *Federal Register* (August 26, 2016), informing the public of the upcoming EIS and describing how they can become involved in the EIS process. The NOI formally began the agency and public scoping process. Comments received during scoping (August 26 through October 14, 2016) from agencies and other stakeholders regarding recommended or required coordination have been incorporated into this plan. In 2016, DDOT received a Transportation Investment Generating Economic Recovery (TIGER) grant from FRA for the preparation of the Long Bridge EIS, which will be completed in Phase III.

2.0 Purpose of the Agency and Public Coordination Plan

The Fixing America's Surface Transportation Act (FAST Act) of 2015 requires FRA to apply the environmental review process outlined in 23 U.S.C. § 139 to railroad projects to the greatest extent feasible. This Coordination Plan (CP) has been prepared to comply with the requirements of 23 U.S.C. § 139, which established procedures for efficient environmental reviews. The purpose of this CP is to identify Federal, District, state, regional and local agencies that have a role in the Long Bridge Project EIS and describe their responsibilities. The CP includes a schedule for completing the environmental review process which will be in effect throughout the NEPA process. It outlines the approach FRA and DDOT, as joint lead agencies, will follow to provide the public and other stakeholders opportunities for input on the environmental review process, in accordance with applicable laws, regulations, and policies. Concurrent with the EIS development, FRA and DDOT will advance work to identify and obtain required permits, as outlined in this CP. Throughout the NEPA process, the CP can be amended as needed to

¹ The Long Range Service Plan is the maximum potential service scenario based on long-range service proposals for this corridor and adjacent corridors.

include more detailed engagement strategy plans for agencies and the public. Changes and updates to the plan will be documented in the “Revision History” section.

3.0 Agencies, Roles, and Responsibilities

There are many Federal, District, state, regional, and local agencies with varied interests in the Long Bridge Project. In accordance with 40 CFR 1501.5 and 23 U.S.C. § 139, agency roles and responsibilities are defined below.

3.1. Lead Agencies

Lead agencies include the U.S. Department of Transportation (DOT), or any operating administration thereof designated by the Secretary, and any project sponsor that is a state or local governmental entity receiving Federal funds for the purpose of preparing any environmental document under NEPA. Lead agencies are responsible for providing an opportunity for public, cooperating, and participating agency involvement. It is the responsibility of the lead agencies to identify, invite, and involve cooperating and participating agencies.

Lead agencies are responsible for ensuring that the environmental review process is conducted properly and in accordance with all applicable environmental regulations. Lead agencies have the authority and responsibility to take proper and necessary actions to facilitate the expeditious resolution of the environmental review process for the project; and to prepare or ensure that any required EIS or other NEPA document is completed in accordance with applicable Federal laws (23 U.S.C. § 139 (c)(6)).

3.2. Cooperating Agencies

Cooperating agencies are Federal agencies other than the lead Federal agency that have jurisdiction by law, or special expertise with respect to a particular environmental issue involved in a particular project (40 CFR 1501.5). Cooperating agencies may also be state or local agencies of similar qualifications or Indian tribal governments (40 CFR 1508.5), if agreed upon by the lead agencies. Federal agencies that are required to make an approval or take an action for a project must cooperate with the lead agencies to ensure that the cooperating Federal agency can reference the Long Bridge Project EIS to make their own NEPA determination for project actions within their jurisdiction (23 U.S.C. § 139(d)(8)).

Cooperating agencies have the responsibility to:

- Provide input on defining the project’s purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis;
- Identify issues that could substantially delay or prevent granting of permits or approvals;
- Participate in coordination meetings and joint field reviews;
- Provide timely review and comments on pre-draft or pre-final environmental documents; and
- Prepare mitigation recommendations.

Cooperating agencies are participating agencies, but not all participating agencies are cooperating agencies; therefore, cooperating agencies share the responsibilities of participating agencies.

3.3. Participating Agencies

Participating Agencies are Federal, District, state or local agencies, or Federally recognized tribal governmental organizations with an interest in the project. Nongovernmental organizations and private entities cannot serve as participating agencies.

The role of participating agencies is to:

- Provide input on defining the project’s purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis;
- Participate in coordination meetings and joint field reviews, as appropriate;
- As requested by FRA, provide timely review and comments on certain pre-draft or pre-final environmental documents; and
- Provide timely comments on unresolved issues.

On August 15, 2016, FRA sent scoping initiation letters that included invitations to appropriate agencies to become cooperating or participating agencies. The letters notified agencies of the EIS scoping period, which was also advertised in the *Federal Register* in a NOI filed August 26, 2016. The deadline for submitting scoping comments was September 26, 2016, which was later extended to October 14, 2016. The summary of agency roles presented in **Table 1** are based on responses and information received at the conclusion of the scoping comment period. Attachment 1 includes points of contact for each of these agencies.

Table 1 | Summary of Agency Project Roles and Jurisdiction

AGENCY	PROJECT ROLE AND JURISDICTION
LEAD AGENCIES	
Federal Railroad Administration (FRA)	Lead Federal agency responsible for National Environmental Policy Act of 1969 (NEPA) compliance as well as compliance with other Federal laws. Federal grantor for the Long Bridge Project Preliminary Engineering (PE)/NEPA effort.
District Department of Transportation (DDOT)	Joint lead agency and local project sponsor, responsible for NEPA compliance, and recipient of the Federal grant for Long Bridge Project PE/NEPA effort. DDOT is providing local funding for the Project.
COOPERATING AGENCIES¹	
Virginia Dept. of Rail & Public Transportation (DRPT)	Cooperating state rail agency which oversees rail and transit planning and funding, and is a contributor of local funding for the PE/NEPA study.
Virginia Railway Express (VRE)	Cooperating state commuter rail agency which operates on the existing bridge and is a contributor of local funding for the PE/NEPA study.
National Park Service (NPS)	Cooperating Federal agency responsible for managing the National Park System, including permitting on NPS land. The NPS has jurisdiction over federal park land in the Study Area, including: George Washington Memorial Parkway (GWMP), the National Mall and Memorial Parks (NAMA), Captain John Smith Chesapeake National Historic Trail (CAJO), the Star-Spangled Banner National Historic Trail (STSP), Potomac Heritage National Scenic Trail (POHE), the Washington-Rochambeau Revolutionary Route National Historic Trail (W3R), and the Potomac River bottom. Actions that would require an NPS decision will require that NEPA compliance for this project be easily adoptable by NPS (43 CFR 46.120) and should meet the policies set forth in NPS’s Director’s Order 12: Conservation, Planning, Environmental Impact Analysis, and Decision-Making (DO-12) and the NPS Compliance Handbook (2015).
Federal Transit Administration (FTA)	Cooperating Federal agency providing expertise regarding commuter rail facilities and a potential source of funding for project construction.
U.S. Coast Guard (USCG)	Cooperating Federal agency responsible for permitting bridge projects in or over navigable waterways, pursuant to Section 9 of the River and Harbors Act.
National Capital Planning Commission (NCPC)	Cooperating agency with approval authority over Federal projects within the District, including all land transfers and physical alterations to Federal property, pursuant to the National Capital Planning Act of 1952. Federal properties noted within the Study Area include: GWMP, Potomac River bottom, NAMA, and Reservation 113.
PARTICIPATING AGENCIES¹	
Federal Emergency Management Agency (FEMA)	Federal agency that coordinates government-wide disaster relief efforts, consultation related to global warming, sea level rise, resiliency, and floodplain issues.

AGENCY	PROJECT ROLE AND JURISDICTION
Federal Highway Administration (FHWA) – Eastern Federal Lands Highways Division	Federal agency division that assists NPS in the maintenance of and improvement to NPS roadway facilities, including the GWMP.
Federal Highway Administration (FHWA) – DC Division	Federal agency division that provides leadership, guidance, and direction to DDOT for the planning, construction, and maintenance of roadways within the District.
Federal Aviation Administration (FAA)	Federal transportation agency with regulatory authority over Ronald Reagan Washington National Airport (DCA). Proximity and potential height of project elements, including construction equipment, mandate that FAA form 7460-1, Notice of Proposed Construction or Alteration, must be filed with the FAA as required by Title 14 of the Code of Federal Regulations (14 CFR) Part 77.9.
U.S. Army Corps of Engineers (USACE) – Baltimore District and Norfolk District	Federal permitting agency for impacts to rivers (including the Potomac River), streams, and wetlands under Rivers and Harbors Act, Section 10, and Clean Water Act (CWA) Sections 401 and 404. Oversees selection of the <i>Least Environmentally Damaging Practicable Alternative</i> (LEDPA) pursuant to CWA Section 404 before the NEPA process is finished. During scoping, the USACE agreed to serve as a participating agency; the Baltimore District will serve as the lead Corps District for the Project and has retained permission to become a cooperating agency later in EIS development.
U.S. Environmental Protection Agency (EPA)	Federal agency responsible for the formal notice and publication of the EIS and authority to review and comment on Federally proposed actions under the Clean Air Act (CAA) and CWA.
U.S. Fish & Wildlife Service (FWS)	Federal agency responsible for administration of the Endangered Species Act (ESA). The FWS has primary responsibility for terrestrial and freshwater organisms.
U.S. General Services Administration, National Capital Region (GSA NCR)	Federal agency responsible for administration of many government buildings and real estate within the NCR.
National Marine Fisheries Service (NMFS)	Federal agency responsible for administration of ESA. NMFS has primary responsibility for marine species and administration of the Magnusson-Stevenson Fishery Conservation and Management Act.
U.S. Commission of Fine Arts (CFA)	Independent Federal agency charged with giving expert advice to the President, Congress, and the Federal and District governments on matters of design and aesthetics, as they affect the Federal interest and preserve the dignity of the nation’s capital.
DC Office of Planning (DCOP)	Lead District agency for all land use, development, and neighborhood planning.

AGENCY	PROJECT ROLE AND JURISDICTION
DC State Historic Preservation Office (DC-SHPO)²	District Historic Preservation Office (SHPO) responsible for National Historic Preservation Act (NHPA) Section 106 compliance in the District. The DC-SHPO is responsible for reviewing the identification of historic properties eligible for listing in the National Register of Historic Places (NRHP), the effects of federal actions on historic properties, and measures to resolve adverse effects to historic properties.
DC Department of Energy and the Environment (DOEE)	Divisions within DOEE include: Fisheries and Wildlife, responsible for wildlife and habitat review; Water Quality Division, responsible for oversight of compliance with the CWA; Watershed Protection Division, Sediment and Storm Water Technical Services Branch, responsible for regulatory review of stormwater management, sediment and erosion control, and floodplain management; and Toxic Substances Division, responsible for oversight of compliance with District Underground Storage Tank regulations (Risk Based Corrective Action process) as well as the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERLCA).
DC Water and Sewer Authority (DC Water)	Provides utility clearances and controls stormwater outfalls in the District.
Washington Metropolitan Area Transit Authority (Metro)	Transit agency serving the region. Metro owns and operates the Metrorail bridge north of the Long Bridge.
Maryland Department of Transportation (MDOT-MTA)	Existing commuter rail service provider in Maryland with a potential interest to provide future run-through service to Virginia via Union Station and the Long Bridge.
Virginia Department of Transportation (VDOT)	State transportation agency responsible for roadways on southern approach to bridge and western side of the Study Area in Virginia.
Virginia Department of Game and Inland Fisheries (VDGIF)²	State regulatory agency responsible for wildlife and inland fish habitat in Virginia.
Virginia Marine Resources Commission (VMRC)	State agency with regulatory oversight of and permitting authority for tidal wetlands in Virginia.
Virginia Department of Historic Resources (VDHR)	SHPO responsible for NHPA Section 106 compliance in Virginia. The VDHR is responsible for reviewing the identification of historic properties eligible for listing in the NRHP, the effects of federal actions on historic properties, and measures to resolve adverse effects to historic properties.
Virginia Department of Environmental Quality (VDEQ)	State environmental agency responsible for compliance with the CWA including Section 401 and 404 permits for non-tidal wetlands, rivers and streams.

AGENCY	PROJECT ROLE AND JURISDICTION
Arlington County	Local jurisdiction in Virginia responsible for land use, development, and neighborhood planning within the County limits.
City of Alexandria	Local jurisdiction in Virginia responsible for land use, development, and neighborhood planning within the City limits.
Metropolitan Washington Council of Governments (MWCOC)	Regional agency that administers the region’s Transportation Improvement Program (TIP), Constrained Long Rang Transportation Plan (CLRP), and CAA compliance. MWCOC provides oversight for the regional transportation network and programming.
Metropolitan Washington Airports Authority (MWA)	Regional airport authority over DCA, responsible for review of proximity and potential height of Project elements, including construction equipment.

NOTES: ¹ Cooperating agencies are participating agencies, but not all participating agencies are cooperating agencies.

² Non-Federal agencies where a signed agreement to act as participating agency in the NEPA process has not been received, as of November 21, 2016. Per 23 U.S.C. § 139, any Federal agency that is invited by the lead agency to participate in the environmental review process for a project shall be designated as a participating agency by the lead agency unless it declines in writing. Local and state agencies must accept their participating agency role in writing or may be removed from future agency outreach efforts; however, DC-SHPO and VDGIF remain listed here because continued coordination is required pursuant to additional regulatory requirements (including NHPA, Section 106 and ESA, Section 7).

4.0 Coordination Points and Anticipated Completion Dates

Timeframes and review periods for the Project’s NEPA review process have been established in accordance with the CEQ regulations 40 CFR parts 1500-1508, the FRA Procedures for Considering Environmental Impacts (FRA’s Environmental Procedures) (64 FR 28545, May 26, 1999, as updated in 78 FR 2713, January 14, 2013), and 23 U.S.C. § 139. The key coordination points are summarized below, and **Table 2** provides a proposed schedule for completion of environmental review, in accordance with 23 U.S.C. § 139(g)(1)(B).

4.1. Notice of Intent (NOI)

The NOI was published in the Federal Register on August 26, 2016.

4.2. Scoping

Scoping began on August 15, 2016, with FRA's distribution of scoping initiation letters. Agencies were notified of the EIS scoping period, which was also advertised in the *Federal Register* in the NOI, and on the project website (www.longbridgeproject.com). The deadline for submitting scoping comments was September 26, 2016, which was later extended to October 14, 2016.

An agency scoping meeting was held September 14, 2016 at DDOT headquarters. The Draft Purpose and Need and Environmental Data Collection Report were emailed to the agencies September 9, 2016, prior to the meeting. The meeting included a presentation and discussion of the Draft Purpose and Need and Environmental Data Collection Report.

A public scoping open house meeting was also held September 14, 2016. Materials presented at the meeting, including displays, a Fact Sheet, and the Draft Purpose and Need were made available on the project website. Stakeholders, elected officials, and the public were notified of the meeting through issuance of the NOI and email notification. Flyers were also mailed to adjacent property owners. Advertisements were published in the Washington Post and the Washington Post Express.

4.3. Invitation to Cooperating and Participating Agencies

23 U.S.C. § 139 requires that within 45 days of the NOI (i.e., by October 12, 2016), FRA invite any other Federal and non-Federal agencies that may have an interest in the Project to become participating agencies. Letters were distributed to the agencies listed in **Table 1** on August 15, 2016 informing them about the initiation of NEPA and inviting them to attend the scoping meeting and to serve as cooperating or participating agencies for the Project.

4.4. Coordination Plan (CP)

23 U.S.C. § 139 requires that within 90 days of the NOI (i.e., by November 23, 2016), a CP for public and agency participation and comment on the environmental review process for the Project be established by the lead agency. This CP details the plan for agency and public involvement for the Project and includes a proposed schedule for completion of the environmental review (see **Table 2**). Upon finalization, this CP will have been established in consultation with each of the participating agencies for the Project. Once established, this environmental review schedule, and any subsequent updates, will be made available to the public and the participating agencies via the project website and the federal infrastructure projects Permitting Dashboard (<https://www.permits.performance.gov/>).

4.5. Ongoing Coordination with Agencies

Following establishment of the CP, regular outreach will be conducted with the Project's cooperating and participating agencies through DDOT's established Technical Advisory Committee (TAC) meetings and Interagency Coordination Meetings (ICMs), as described in Section 5.1. Cooperating and participating agency briefings will be coordinated through the ICMs at key milestones, as indicated in **Table 2**.

Cooperating and participating agencies will be provided an opportunity to comment on the following Project documents:

- the Draft Purpose and Need as developed for the scoping process;
- the Environmental Data Collection Report;
- the CP²;
- Environmental Analysis Methodology Memoranda pertaining to their area of expertise;
- Alternatives Report; and
- DEIS.

Additionally, cooperating agencies will be able to comment on the Administrative DEIS and Administrative FEIS/ROD prior to public review. Lead agencies may request that cooperating and participating agencies review additional reports as the EIS process progresses. 23 U.S.C. § 139(g)(2)(B) requires the lead agency to establish comment deadlines for agency comments at a maximum of 30 days from the date of availability, unless otherwise agreed to by the agencies.

²Note: the opportunity for participating and cooperating agencies to review and comment on the Draft Purpose and Need, Environmental Data Collection Report, and CP was completed prior to finalization of this plan.

4.6. Section 106 Coordination

For this Project, outreach and consultation required under Section 106 of the NHPA will be conducted concurrently with the NEPA process in accordance with 36 CFR Part 800.8. The approach for Section 106 coordination is discussed in Section 5.

4.7. Permitting

There is currently no funding for final design or construction for this project. However, FRA and DDOT will coordinate permitting applications and requirements with NEPA wherever possible.

Agency input will be requested at key coordination points corresponding with the proposed schedule, and noted in **Table 2**.

Table 2 | Proposed Long Bridge Environmental Review Summary Schedule

MILESTONE	ACTUAL OR PLANNED COMPLETION
Cooperating and Participating Agencies Invited	August 15, 2016
Section 106 Consultation Initiated with VADHR and DC SHPO	August 22, 2016
Notice of Intent Published	August 26, 2016
Scoping Comment Period Begins	August 26, 2016
Interagency Meeting: Scoping	September 14, 2016
Public Meeting: Scoping	September 14, 2016
Scoping Period Ends	October 14, 2016
Draft Agency and Public CP Provided for Interagency Review	November 2, 2016
Final CP	November 23, 2016
Final Scoping Report	Planned December 2016
Preliminary Alternatives and Screening (Public and Interagency Meetings planned)	Planned Spring 2017

Interagency Review of EIS Methodologies	Planned Spring 2017
Detailed Alternatives Identified (Public and Interagency Meetings planned)	Planned Summer/Fall 2017
Administrative DEIS Provided for Cooperating Agency Review	Planned Spring 2018
DEIS Public Review	Planned Summer 2018
DEIS Public Hearing	Planned Summer/Fall 2018
Administrative Final EIS/Record of Decision (FEIS/ROD) provided for Cooperating Agency Review	Planned Fall/Winter 2018
Section 106 Process Completed	Planned Spring 2019
FEIS/ROD Publication	Planned Spring 2019

NOTE: The CP, including this schedule, may be amended to include more detailed engagement strategy plans for agencies and the public. (23 U.S.C. § 139(g)).

5.0 Agencies and Coordination

Throughout the NEPA process, agency coordination will occur in compliance with NEPA and other applicable regulatory requirements. There is currently no funding for final design or construction for this project. However, concurrent with the EIS, whenever possible, FRA and DDOT will work toward obtaining permits and approvals pursuant to, but not limited to: Section 106 of the NHPA, Sections 9 and 10 of the Rivers and Harbors Act; the CWA, Sections 401 and 404; Section 4(f) of the Department of Transportation Act of 1966; the National Capital Planning Act of 1952; FAA’s 14 CFR 77.9; and EO 12898.

5.1. Cooperating and Participating Agencies

Consensus among the lead, cooperating, and participating agencies is not required in the development of the Project’s purpose and need, range of alternatives, and methodologies for documenting environmental conditions and assessing impacts; however, FRA and DDOT must consider the views of the agencies with relevant interests before making a decision on a particular methodology.

Concurrently, additional regulatory compliance and permitting actions will be included in the NEPA environmental review process to the extent practicable.

The following meetings and forums to engage agency participation in the project are proposed:

- Interagency Coordination Meetings (ICMs); and
- Technical Advisory Committees (TACs)

5.1.1. Interagency Coordination Meetings

Interagency coordination meetings (ICMs) will be held at key coordination points (**Table 2**). The intent of these meetings is to facilitate agency engagement on the Long Bridge Project during development of the EIS and ensure each agency's ability to address their specific responsibilities, as outlined in Section 3 of this CP. These meetings will provide a mechanism for agencies to:

1. Provide comments, responses, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Identify, as early as practicable, any issues of concern regarding the Long Bridge Project's potential environmental or socioeconomic impact;
3. Provide meaningful input at project milestones (purpose and need, range of alternatives, environmental analysis, and preferred alternative); and
4. Provide timely review and comment on environmental documentation.

ICMs will include all lead, cooperating, and participating agencies identified in **Table 1**. ICMs will occur at specific project milestones and ICM attendees would be notified (via email) of important project events, including public meetings and technical document availability as shown in **Table 2**.

5.1.2. Technical Advisory Committee

DDOT will establish and facilitate a Technical Advisory Committee (TAC). TAC members will be comprised of technical staff representatives from the lead, cooperating, and participating agencies, and stakeholders. TAC meetings would be focused on the identification and resolution of specific technical issues and will include topics such as rail operations, conceptual alternatives development, navigational requirements, NEPA requirements, historic properties and Section 106, water resources, potential mitigation strategies, and advance permitting requirements. The purpose of the TAC meetings will be to address these issues in a timely manner utilizing the relevant expertise of each agency and ensure that the Long Bridge Project NEPA requirements for each agency are met. The TAC will meet every other month, or as needed. Regular TAC members are listed below. Additional agencies or stakeholders will be invited to attend future TAC meetings should specific technical issues requiring distinct expertise be identified during the NEPA process.

- FRA – Amanda Murphy, Environmental Protection Specialist
- DDOT—Anna Chamberlin, Project Review Manager
- VRE—Oscar Gonzalez, Project Manager
- DRPT—Randy Selleck, Rail Planning Project Manager
- NPS – Tammy Stidham, Chief of Planning
- FTA – Daniel Koenig, Environmental Protection Specialist
- USACE – Kathy Anderson, Chief, MD Section Southern (If USACE becomes a cooperating agency)
- NCPC – Michael Weil, Urban Planner
- CSXT – Chuck Gullakson, Assistant Vice President – National Gateway

5.2. National Park Service (NPS) Lands

Actions that would require an NPS decision to be made will require that NEPA compliance be easily adoptable by NPS (43 CFR 46.120). Additionally, NPS will be invited to serve as a consulting party pursuant to NHPA, Section 106 for the consultation process. Therefore, the project team will coordinate closely with NPS, including but not necessarily limited to the TAC, to ensure that NEPA compliance will meet the policies set forth in NPS’s Director’s Order 12: Conservation, Planning, Environmental Impact Analysis, and Decision-Making (DO-12) and the NPS Compliance Handbook (2015).

5.3. River and Harbors Act, Section 9

Pursuant to Section 9 of the River and Harbors Act and the January 2014 MOU between the USCG and FRA, FRA invited USCG to be cooperating agency on August 15, 2016. The MOU requires that a project plan be developed that serves as a framework for successful completion of the NEPA and Bridge Permit processes. The Project team will coordinate public meetings and the EIS hearing with USCG to ensure that the needs of both agencies are met. The project team will work with the USCG as NEPA progresses to determine the earliest possible stage for submittal of the Bridge Permit application. Further, the MOU requires the completion of a navigational impact report concurrent with the NEPA alternatives analysis. FRA will act as the lead Federal agency on behalf of USCG, as appropriate, for coordination regarding applicable environmental laws, such as Section 106.

5.4. National Capital Planning Act of 1952

Pursuant to the National Capital Planning Act of 1952, Federal property transfers in the District require NCPC approval. Property transfers require submission of an official legal plat with line for the NCPC Chair’s signature. Transfers should be addressed in the EIS with the exact area of land transfer, change in impervious surface area, number of trees to be removed, and proposed mitigation. Additionally, the

FEIS/ROD should include a section addressing each transfer. If necessary, the ROD will include a separate section for each land transfer along with a signature line for NCPC's Executive Director. Changes to Federal property will be submitted for NCPC review with appropriate supporting plans, narrative, graphics, NEPA, and Section 106 documentation.

5.5. FAA, Notice of Construction or Alteration (14 CFR 77.9)

The lead agencies will file FAA form 7460-1, Notice of Proposed Construction or Alteration, with the FAA as required 14 CFR 77.9. Notice will be filed using the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) web portal at www.oeaaa.faa.gov. The Project team will coordinate with MWAA and FAA via the TAC to determine the appropriate timing of this Notice.

5.6. Clean Water Act, Sections 401 and 404 and Rivers and Harbors Act, Section 10

Waters of the U.S., including wetlands, are protected under Section 401 and 404 of the Clean Water Act of 1972 and Section 10 of the Rivers and Harbors Act of 1899. In order to permit improvements, USACE requires that the preferred alternative for the Project is the Least Environmentally Damaging Practicable Alternative (LEDPA) pursuant to Section 404(b)(1) guidance. 33 U.S.C. § 408 (commonly referred to as "Section 408") authorizes the USACE, to grant permission for the alteration or occupation or use of a USACE civil works project. Section 408 applicability would be assessed and addressed as required through consultation with USACE. Through the TAC, the lead agencies will work with USACE to ensure that the preferred alternative is also the LEDPA.

5.7. National Historic Preservation Act, Section 106

Section 106 of the NHPA (36 CFR Part 800) requires federal agencies to take into account the effects of their undertakings on historic properties that are listed or meet the eligibility criteria for listing in the NRHP. The Section 106 process has a specific public involvement component. In particular, Section 106 regulations require that the lead Federal agency (FRA), in consultation with the SHPO (the District and Virginia), identify appropriate points for seeking public input and notification of the proposed actions associated with the Project. The regulations require that the Federal agency seek and consider the views of the SHPOs and the public in a manner that reflects the nature and complexity of the project and its effects on historic properties.

Public outreach for purposes of NEPA can be used to satisfy the public involvement requirements under NHPA Section 106, as long as the NEPA document contains adequate information about the Project's

effects on historic properties. FRA plans to pursue this coordinated NHPA Section 106 and NEPA approach for the Long Bridge Project EIS. Specifically, all public meetings for the Long Bridge Project will be advertised as a NHPA Section 106 meeting to satisfy public engagement requirements set forth in 36 CFR Part 800. Members of the public with a demonstrated interest in the Project (due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties) may make a request to FRA to be designated as a Section 106 Consulting Party.

On September 22, 2016, FRA initiated consultation with the DC and VA SHPOs. In addition, FRA sent a scoping letter to the Federally recognized Pamunkey Native American tribe to initiate Government-to-Government consultation and provide notice of the public scoping meetings. FRA will invite other agencies and stakeholders to be Consulting Parties in the Section 106 process. FRA will continue to coordinate to identify, accept, and notify stakeholders of their status as Section 106 Consulting Parties. Consulting Party invitations are planned to be sent in December 2016. At key milestones in the Section 106 process, Consulting Party meetings will be held. Information presented to the Consulting Parties will include the results of the historic and archaeological studies, as well as any potential effects to historic resources within the Study Area. The Consulting Parties will have the opportunity to comment on the identification and evaluation of historic properties, provide their views on effects to these properties and participate in the consideration of measures to avoid, minimize, or mitigate adverse effects on identified historic properties.

5.8. Section 4(f) Coordination

FRA must provide opportunities for coordination and comment to the official(s) with jurisdiction over any Section 4(f) resource that may be affected by the Project as well as to the U.S. Department of the Interior, and as appropriate, the Department of Agriculture and the Department of Housing and Urban Development. Section 4(f) resources include public parks, wildlife refuges, and historic resources. Section 4(f) historic sites, parks, and wildlife refuge properties will be identified through the Section 106 process and NEPA process, in consultation with NPS, VDHR, the DC-SHPO, Arlington County and other resource agencies, as appropriate. The public will be provided an opportunity to review and comment on the Project's Section 4(f) evaluation in coordination with the NEPA public review periods.

5.9. Environmental Justice (EJ) Outreach

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires consideration of whether a proposed action would

disproportionately affect minority or low-income groups (59 Fed Reg. 7629 [1994]). Federal concerns for nondiscrimination under Title VI of the Civil Rights Act of 1964 are applicable under the EJ process. Recipients of Federal aid must certify nondiscrimination on the basis of race, color, or national origin. Title VI specifically states that “no person in the United States shall on the ground of race, color, or national origin be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.” Additionally, EO 12898 requires Federal agencies to ensure public participation from communities with substantial minority or low-income populations. Each Federal agency has developed a strategy to address EJ, with CEQ responsible for oversight and coordination. The EJ analysis for the Long Bridge Project EIS will follow the guidance and methodologies recommended in CEQ’s EJ Guidelines under NEPA (December 1997), and the USDOT’s Final Order 5610.2(a) on EJ (April 1997 and updated May 2012).

An EJ analysis will be prepared for the Project to identify and address potential disproportionate adverse impacts to EJ populations and to ensure that EJ populations are targeted in public outreach efforts throughout the life of the Project (during and after the NEPA process).

It is the intent of the EIS process for this Project to ensure that all members of the public are provided opportunities to be heard and to participate meaningfully from the outset of the Project and throughout all phases of Project development. Preliminary research completed during Phase II of the Long Bridge Project identified no low-income households within the Study Area. Approximately 52.2 percent of the population within the Census tract-block groups intersecting the Study Area is minority by race and 6.5% of the population is Hispanic (ethnicity). Further EJ analysis during the NEPA study will include identifying low-income and minority populations, in coordination with DDOT, and Arlington County. EJ communities identified within the Study Area will be included in the public outreach process to ensure that they can participate meaningfully in review of the Project. As a general rule, the following principles will be adopted to support involvement of these local EJ communities in the Study Area:

- Documents, notices, and meetings will be made concise, understandable, and readily accessible to the public;
- Informational material will be made available through a variety of outlets;
- All public events will be scheduled at convenient and accessible locations and times; and
- Various community leaders and groups will be contacted to increase public participation of constituent communities.

5.10. Limited English Proficiency (LEP) Outreach

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are considered “limited English proficient,” or LEP. LEP populations are protected by Federal laws concerning language access rights, including Title VI of the Civil Rights Act of 1964 and EO 13166, *Improving Access to Services for Persons with Limited English Proficiency* (signed on August 11, 2000). EO 13166 states that LEP people should have meaningful access to Federally conducted and funded programs and activities. EO 13166 requires Federal agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so LEP persons can have meaningful access to them.

The Long Bridge Project is taking steps to provide meaningful access to those LEP individuals expected to be most regularly encountered; for example, translation services are available at public meetings upon advance request, as advertised in meeting notification materials.

5.11. Americans with Disabilities Act Compliance

Public meetings will be held in locations that comply with the Americans with Disabilities Act (ADA) to assure that stakeholders who are disabled or elderly may have convenient access to meetings. Sign language interpreters are available upon request at formal public meetings and other meetings, as advertised in meeting notification materials. Public notices announcing public meetings will provide instructions for requesting other special accommodations. The Project website has been designed to accommodate people with visual impairments (i.e., adjustable text size, compatibility with screen readers).

6.0 Stakeholders and Public Involvement Activities

The Project will include an open, participatory environmental review process in compliance with local and federal regulations and policies, pursuant to the implementing regulations for NEPA (40 CFR 1506.6 *Public Involvement*). FRA and DDOT will work with the cooperating and participating agencies to efficiently conduct public involvement in accordance with NEPA.

FRA and DDOT will inform the public early and solicit continued public feedback throughout the NEPA process; encouraging an open discussion of Project details and issues; and providing opportunities for comments and questions.

The goals of public involvement for the Project are as follows:

- To provide an opportunity and a mechanism for public participants to engage in the development of the EIS and give relevant input to the Project.
- To focus public input in a structured manner that will allow decisions to be made with the maximum benefit from public involvement.
- To ensure that elected officials, agencies, stakeholders, and the general public are adequately informed about the Project and its implications for their communities, and to identify potential issues so that they can be addressed and resolved before the completion of the EIS process.

6.1. Private Railroad Stakeholders

Private Railroad Stakeholders include the following:

- **CSX Transportation (CSXT):** Bridge Owner and operator of the Long Bridge Corridor. The design of any rail bridge that carries CSXT freight traffic must conform to, and be informed by, CSXT safety requirements and standards.
- **Amtrak:** Intercity and interstate passenger rail service operator using the bridge.
- **Norfolk Southern (NS):** Class I freight railroad operator with track rights on Long Bridge and to connecting CSXT tracks, though NS does not currently exercise those rights.

6.2. Project Management Team

The Project Management Team (PMT) will be convened to facilitate coordination between lead agencies, cooperating agencies that are providing funding for the Long Bridge Project, and private railroad stakeholders that are bridge owners or major users of the bridge. The PMT will be comprised of senior technical staff providing guidance on the development and execution of project approach, conclusions, recommendations, and other key decisions or findings.

PMT meetings will be held every other week, or as needed. PMT participants and their primary point of contact include:

- FRA – Amanda Murphy, Environmental Protection Specialist
- DDOT—Anna Chamberlin, Project Review Manager
- VRE—Oscar Gonzalez, Project Manager
- DRPT – Randy Selleck, Rail Planning Project Manager
- CSXT—Barry Hall, Director of Strategic Initiatives
- Amtrak – Amrita Hill, Infrastructure Planning Manager
- NS – Rick Crawford, Director - Public Projects Government Relations

6.3. Communicating with the Public

Public involvement will include a number of different outreach tools and activities. These will include the following:

- **Website:** A website has been developed for the Project (www.longbridgeproject.com). This website includes the Project Description, Project Schedule, Public Involvement, and Related Studies and Resources. The website will be kept up to date with information on the Project alternatives, environmental review, and current and previous Project documentation, and will provide a link to allow people to sign up for the mailing list and submit comments electronically. The website has been designed to include a section where visitors can sign up for the Project mailing list (to be included in future email blasts) and a web form to submit their comments and questions. Information about the Project is also available on DDOT’s website at: <http://ddot.dc.gov/page/long-bridge-study-phases-i-and-ii>.
- **Mailing List:** DDOT has developed an electronic and traditional mailing list of elected officials, public agency contacts, property owners adjacent to the Study Area, stakeholders and community groups, and members of the public with an interest in the Proposed Action. The mailing list will be used to distribute meeting announcements and information about the Project. Where email addresses are available, announcements including Project information and public involvement opportunities will be distributed electronically. The mailing list will be updated throughout the life of the Project to include new contacts obtained from meetings and from the Project website.
- **Local Government and Stakeholder Briefings:** Upon request or at key coordination points, or as needed, the lead agencies will brief the appropriate local government entities and stakeholders to provide information, answer questions, and receive feedback.

- **Public Information Meetings:** The lead agencies will hold public meetings to provide information about the status of the Project and solicit feedback at key milestones. For more information, see Section 6.3.1.
- **Public Comment Periods:** NEPA requires public comment periods to provide an opportunity for public input at two critical points during the environmental review: during the scoping period and when the Draft EIS is complete.

The NEPA scoping comment period officially began on August 26, 2016 and concluded on October 14, 2016. The comment period was initially scheduled to end on September 26, 2016 but was extended for 18 days to October 14, 2016. During the scoping period, the public was encouraged to submit comments by mail, electronically to the project email address (info@longbridgeproject.com), via the project website, or by attending the public open house.

Upon publication of the DEIS, FRA will hold a Public Hearing as detailed below. In accordance with NEPA, the DEIS will be published for public review and comment for a minimum 45-day period, not to exceed 60 days. Upon close of the comment period all substantive comments will be considered and addressed in the FEIS.

6.3.1. Public Meetings

Opportunities for public input throughout the Project will include the following:

- **Public Scoping Meeting:** FRA and DDOT conducted a Public Scoping Meeting on Wednesday, September 14, 2016, from 3:00 pm to 6:00 pm. The Meeting was held in the Club Room of L'Enfant Plaza on the Promenade Level, 470 L'Enfant Plaza, SW, Washington, DC. Fifty-two attendees signed in. The purpose of the meeting was to gather input and feedback on project scoping, including: the project's purpose and need; alternatives development and screening process; preliminary concepts; and environmental considerations to be addressed in the environmental review. The meeting was organized in an open-house format and attendees were encouraged to share comments and questions with representatives from FRA and DDOT. The representatives were available to converse with attendees and to notify the public of the project commenting options and availability of materials on the project website.
- **Public Hearings:** Following publication of the Draft EIS, FRA and DDOT will hold a public hearing. The public hearing will include an opportunity for oral testimony, to be recorded by a

stenographer. Comments and testimony provided at the public hearing will be addressed in the FEIS.

- Public Information Meetings:** In between the public scoping and the Draft EIS comment periods the Lead Agencies plan to hold two meetings to keep the public informed about the progress of the Project. One will be held in conjunction with the preliminary alternatives and screening; the second will be held for detailed alternatives analysis. The public information meeting format may include display boards, presentations, and informal discussions between Project team members and meeting attendees.

The Project website, newspaper advertisements, press releases, E-mails and mailings of meeting flyers, and social media (FRA Facebook and Twitter) will be used to publicize all public meetings.

The public meetings and hearings will be accessible to persons with disabilities and persons with LEP. Special services, such as an interpreter or sign language services, will be available upon request. Public notices announcing these meetings will provide instructions for requesting these services.

6.3.2. Project Document Repositories

Local document repositories enable members of the public to examine Project documents, including EIS documents, and other informational materials. Document repositories for the Long Bridge Project EIS will be identified later in the NEPA Process.

7.0 Revision History

Revisions to this plan are documented in the table below:

REVISION NUMBER	DATE	SUMMARY OF REVISIONS
1	11/2/2016	1 st Draft
2	11/23/2016	Revised to address agency comments; issued

**Attachment 1:
Agency Contacts**

AGENCY	POINT OF CONTACT	TITLE
LEAD AGENCIES		
Federal Railroad Administration	Amanda Murphy	Environmental Protection Specialist
	Shreyas Bhatnagar	Regional Manager
District Department of Transportation	Anna Chamberlin	Manager, Project Review
COOPERATING AGENCIES¹		
Virginia Department of Rail & Public Transportation	Randy Selleck	Rail Planning Project Manager
Virginia Railway Express	Oscar Gonzalez	Project Manager
National Park Service	Tammy Stidham	Chief Planning
Federal Transit Administration	Daniel Koenig	Environmental Protection Specialist
U.S. Coast Guard	Hal Pitts	Commander
National Capital Planning Commission	Michael Weil	Urban Planner
PARTICIPATING AGENCIES¹		
Federal Emergency Management Agency	<i>No Response</i>	
Federal Highway Administration – Eastern Federal Lands Highways Division	<i>No Response</i>	
Federal Highway Administration – DC Division	<i>No Response</i>	
Federal Aviation Administration	Susan Stafford	Environmental Protection Specialist
U.S. Army Corps of Engineers – Baltimore District and Norfolk District	Kathy Anderson (Baltimore)	Chief, Southern Section
	William Walker (Norfolk)	Chief, Regulatory Branch
U.S. Environmental Protection Agency	Barbara Rudnick	NEPA Team Leader
U.S. Fish & Wildlife Service	<i>No Response</i>	
U.S. General Services Administration National Capital Region	<i>No Response</i>	
National Marine Fisheries	<i>No Response</i>	

AGENCY	POINT OF CONTACT	TITLE
Service		
U.S. Commission of Fine Arts	Frederick Lindstrom	Assistant Secretary
DC Office of Planning	Dan Emerine	Senior Transportation Planner
DC State Historic Preservation Office²	Andrew Lewis	Senior Historic Preservation Specialist
DC Department of Energy and the Environment	Raymond Montero	Remedial Project Manager
DC Water and Sewer Authority	Moussa Wone	Design Manager, DC Clean Rivers Project
Washington Metropolitan Area Transit Authority	Jonathan Parker	Senior Planner
Maryland Department of Transportation (MTA/MARC)	Bradley Smith	Director, Office of Freight and Multimodalism
Virginia Department of Transportation	Nicholas Roper	Assistant District Engineer
Virginia Department of Game and Inland Fisheries²	<i>No response</i>	
Virginia Marine Resources Commission	Mark Eversole	Habitat Management
Virginia Department of Historic Resources	Ethel Eaton	Senior Policy Analyst
Virginia Department of Environmental Quality	Daniel Burstein	Regional Enforcement Specialist
Arlington County	J. Daniel Malouff	Regional Transportation Planner
City of Alexandria	Lee Farmer	Transit Capital Program Manager
Metropolitan Washington Council of Governments	Jon Schermann	Transportation Planner III
Metropolitan Washington Airports Authority	Erik Schwenke	Environmental Planner

NOTES: ¹ Cooperating agencies are participating agencies, but not all participating agencies are cooperating agencies.

² Non-Federal Agencies where a signed agreement to act as participating agency in the NEPA process has not been received, as of November 21, 2016, 2016. DC-SHPO and VDGIF remain listed here because continued coordination is required pursuant to additional regulatory requirements, including NHPA, Section 106 and ESA, Section 7).