Public Meeting

Draft Environmental Impact Statement (EIS) and Section 106 Consultation

Preferred Alternative Selection

November 29, 2018
Agenda

• Project Overview
• No Action Alternative and Action Alternatives
• Preferred Alternative Selection for EIS
• Proposed Mitigation (Bike-Pedestrian Crossing)
• Next Steps
What is NEPA?

• The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

• NEPA encourages integrated compliance with other environmental laws so that a proposed project’s impacts are comprehensively evaluated before implementation.

• To comply with NEPA, FRA and DDOT are preparing an EIS that will be made available for public review and comment.

- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise Ordinances
- U.S. Department of Transportation Act of 1966; Section 4(f)
- Section 106 of the National Historic Preservation Act
- Contaminated Materials and Substances
- Endangered Species Act
- Coastal Zone Management Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order
- Floodplain Management Executive Order
- Federal Flood Risk Management Executive Order
- Military Construction and Appropriations Act
- State Environmental Laws
- Local Environmental Laws
What is Section 106?

• Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to:
  – Consider and determine the direct AND indirect effects of a proposed undertaking on historic properties
  – Consult with State Historic Preservation Offices, Tribes, and other consulting parties
  – Avoid, resolve or mitigate adverse effects to historic properties
  – See: 36 CFR Part 800 (Protection of Historic Properties)
Long Bridge

• Two-track steel truss railroad bridge constructed in 1904
• Owned by CSX Transportation (CSXT)
• Serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
• Only railroad bridge connecting Virginia to the District – next closest crossing is at Harpers Ferry, WV
• Typically serves 76 weekday trains
• Three tracks approaching the bridge from the north and the south
• Contributing element to the East and West Potomac Parks Historic District
Condition of Long Bridge

CSXT owns Long Bridge and states that they:

• Are responsible for annually inspecting all their bridges;
• Completed Long Bridge rehabilitation in October 2016;
• Maintain Long Bridge in proper condition for railroad purposes; and
• Confirm that Long Bridge is sufficient to meet the needs of their freight customers for the foreseeable future.
Section 106 and NEPA Coordination

- Project Area
  - Project limits: RO Interlocking near Long Bridge Park in Arlington, Virginia to LE Interlocking near 10th Street SW in the District

- The Project:
  - Connects logical termini;
  - Has independent utility even if no additional transportation improvements in the area are made;
  - And does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements in the area

- Section 106
  - Define Undertaking
  - Initiate Consultation

- Public Meeting #1
  - Pre-NEPA Meeting (Feb 2016)

- Public Meeting #2
  - Public Scoping Meeting (Sept. 2016)

- Public Meeting #3
  - Level 1 Concept Screening (May 2017)

- Public Meeting #4
  - Alternatives to be Evaluated in Draft EIS (Dec. 2017)

- TODAY
  - Public Meeting #5
    - Select Preferred Alternative

- Public Meeting #6
  - Draft EIS Review and Public Hearing

- NEPA
  - Notice of Intent
  - Scoping
  - Purpose and Need
  - Project Alternatives
  - Environmental Studies and Evaluation
  - Draft EIS
  - Final EIS/ROD

- Timeline:
  - 2016
  - 2017
  - 2018
  - 2019
  - 2020
## Train Volumes

<table>
<thead>
<tr>
<th>Train Operator</th>
<th>Current # Trains per Day</th>
<th>2040 # Trains per Day</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>VRE</td>
<td>34</td>
<td>92</td>
<td>171%</td>
</tr>
<tr>
<td>MARC</td>
<td>0</td>
<td>8</td>
<td>--</td>
</tr>
<tr>
<td>Amtrak/DC2RVA</td>
<td>24</td>
<td>44</td>
<td>83%</td>
</tr>
<tr>
<td>CSXT</td>
<td>18</td>
<td>42</td>
<td>133%</td>
</tr>
<tr>
<td>Norfolk Southern</td>
<td>0</td>
<td>6</td>
<td>--</td>
</tr>
<tr>
<td>TOTAL</td>
<td>76</td>
<td>192</td>
<td></td>
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</table>

### On-Time Performance

<table>
<thead>
<tr>
<th></th>
<th>Current (Observed)</th>
<th>No Action (2040)</th>
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</thead>
<tbody>
<tr>
<td>Commuter</td>
<td>91%</td>
<td>25%</td>
</tr>
<tr>
<td>Intercity Long Distance</td>
<td>70%</td>
<td>12%</td>
</tr>
<tr>
<td>Intercity Regional</td>
<td>7%</td>
<td></td>
</tr>
</tbody>
</table>
Purpose and Need

Railroad Capacity

Network Connectivity

Railroad Resiliency and Redundancy
Agenda

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• Next Steps
No Action Alternative
Planning Year 2040

LEGEND
- Boundary Channel Drive Interchange Redesign (2021)
- Virginia Avenue Tunnel (2018)
- L’Enfant North Storage Track (2018)
- L’Enfant South Storage Track (2019)
- L’Enfant Station Improvements (2024)
- Interlocking
- Other Bridges
- VRE Station
- Metrorail Station
- Long Bridge Corridor
- Study Area
- Fourth Track LE to VA locking (2023)
- Fourth Track AF to RO Interlocking (2025)
- Railroads
- Metrorail

Service Layer Credits: public/GLUP GIS Mapping Center, VHB
Action Alternatives

Long Bridge Corridor

Action Alternative A

Action Alternative B
Action Alternatives
Long Bridge Park to the George Washington Memorial Parkway

Action Alternative A

Action Alternative B
Action Alternatives
Spanning the Mount Vernon Trail and the Potomac River

Action Alternative A

Action Alternative B
Action Alternatives
Ohio Drive SW and WMATA Metrorail Tunnel Portal

Action Alternative A

Action Alternative B

Legend
- Proposed Bridge
- Existing Bridge
- Existing Track
- Proposed/Realigned Track
- Metrorail Yellow Line
- Road
- Retaining Wall
Action Alternatives
I-395 to Ohio Drive SW

Legend
- Proposed Bridge
- Existing Bridge
- Existing Track
- Proposed/Realigned Track
- Metrorail Yellow Line
- Road
- Retaining Wall
Action Alternatives
Washington Channel to Maine Avenue SW

Legend
- Proposed Bridge
- Existing Bridge
- Existing Track
- Proposed/Realigned Track
- Metrorail Yellow Line
- Road
- Retaining Wall
Action Alternatives
Maryland Avenue SW Overbuild

Legend:
- Proposed Bridge
- Existing Bridge
- Existing Track
- Proposed/Realigned Track
- Metrorail Yellow Line
- Road
- Retaining Wall

Action Alternatives
A & B
Action Alternatives
12th Street SW to LE Interlocking

Action Alternatives
A & B
## Comparison of Alternatives

<table>
<thead>
<tr>
<th></th>
<th>No Action Alternative</th>
<th>Action Alternative A</th>
<th>Action Alternative B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Support for Purpose and Need</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increases capacity; facilitates connectivity; and expands resiliency and redundancy</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Capital Costs and Construction Duration</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Costs*</td>
<td>--</td>
<td>Approx. $1.3 to $1.6 billion</td>
<td>Approx. $2.0 to $2.3 billion</td>
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<tr>
<td>Construction Duration</td>
<td>--</td>
<td>Approx. 5 years</td>
<td>Approx. 8.25 years</td>
</tr>
<tr>
<td><strong>Differentiating Infrastructure Elements</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing railroad bridge over George Washington Memorial Parkway retained</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Existing Long Bridge retained</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

*Approximate costs are based on conceptual engineering and subject to change as design advances. Costs in 2018 dollars.

**All other infrastructure elements are the same for Action Alternatives A and B.
Comparison of Alternatives

Environmental Impacts, Section 106, Section 4(f)

Compared to Action Alternative A, **Action Alternative B** would have more:

- Permanent environmental impacts
- Temporary construction impacts
- Impacts to historic properties
- Impacts to parklands
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Selection of Preferred Alternative: Action Alternative A

FRA and DDOT selected **Action Alternative A** as the Preferred Alternative

- Action Alternative A has lower capital costs, shorter construction duration, and fewer impacts than Alternative B
- Selection of the Preferred Alternative occurred after consideration of all comments from agencies and the public on the Project to date
New Railroad Bridge Type Options

- Both options feasible under either Action Alternative
- Structure type to be determined in final design
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What is Section 4(f)?

- Requires special consideration of publicly-owned park and recreational areas, wildlife and waterfowl refuges, and historic sites and structures for Federal transportation projects.

- USDOT agencies may approve or fund a transportation project using a Section 4(f) resource ONLY if:
  - There is no feasible or prudent avoidance alternative, and
  - The project includes all possible planning to minimize harm to the property resulting from use.
  - Or, if the project would have a *de minimis* impact on Section 4(f)-protected resources.

- After all minimization efforts have been explored, mitigation measures are typically pursued.

FRA and DDOT are conducting a Section 4(f) Evaluation for the Long Bridge Project.
Independent structure upstream of the new railroad bridge spanning the Potomac River
Bike-Pedestrian Crossing
Potential Section 4(f) Mitigation

Option 1: Shared railroad bridge substructure

• Extended railroad piers
• Larger permanent footprint
• More security measures required
• More expensive than Option 2

Option 2: Independent bridge

• Preferred by railroad operator, property owners, and design review agencies
• Smaller permanent footprint
• Fewer security measures required
• Construction cost approximately 20% less than Option 1
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Next Steps

**EIS Next Steps**

- **2018**
  - Evaluate impacts
  - *Selection of Preferred Alternative*

- **Summer 2019**
  - Publish Draft EIS
  - Public Hearing on Draft EIS

- **Spring 2020**
  - Publish Final EIS
  - Execute Record of Decision - includes Section 4(f) and Section 106 mitigation commitments

**Section 106 Next Steps**

- **2018**
  - Assess effects

- **Winter/Spring 2019**
  - Develop draft Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to document resolution of adverse effects for the Preferred Alternative

- **Winter 2020**
  - Finalize and execute MOA or PA
Thank You

For more information visit:
longbridgeproject.com

or contact us at:
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