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MURIEL BOWSER, MAYOR

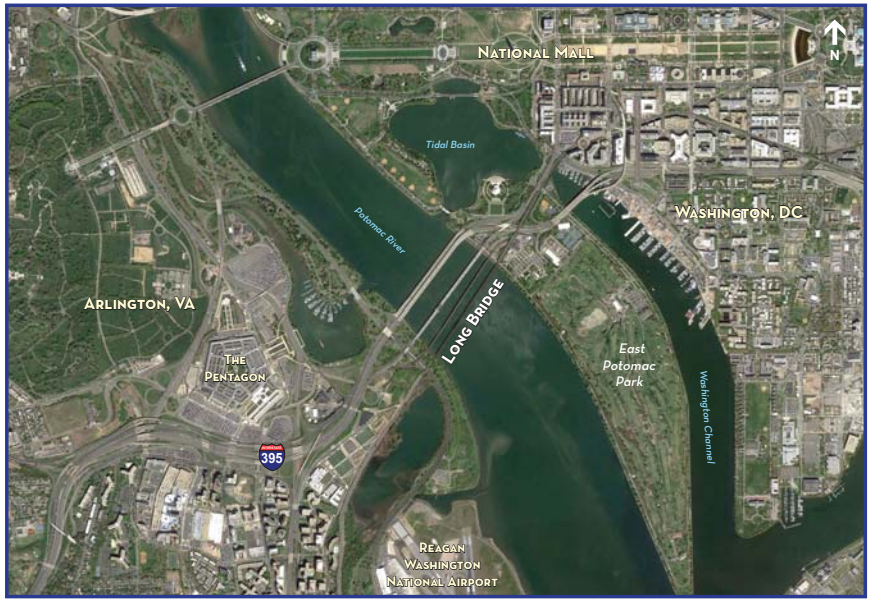
U.S. Department of Transportation
Federal Railroad Administration

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



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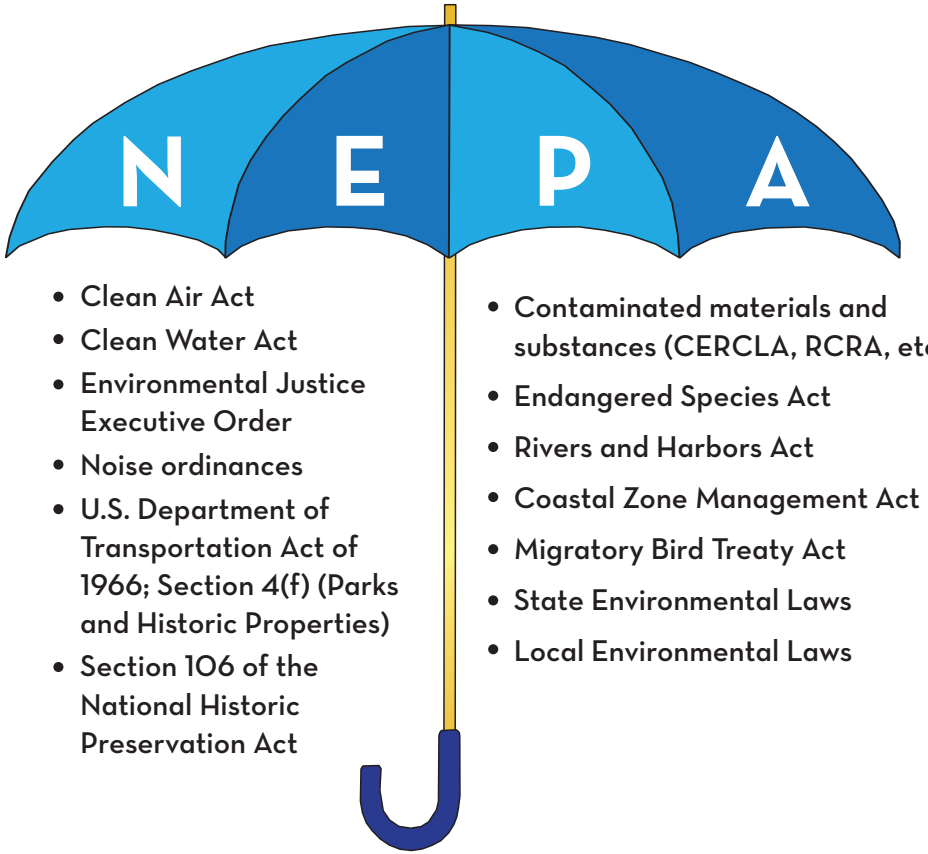
What is NEPA?

- 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



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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).

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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

LONG BRIDGE PROJECT

Long Bridge Project Overview

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- 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

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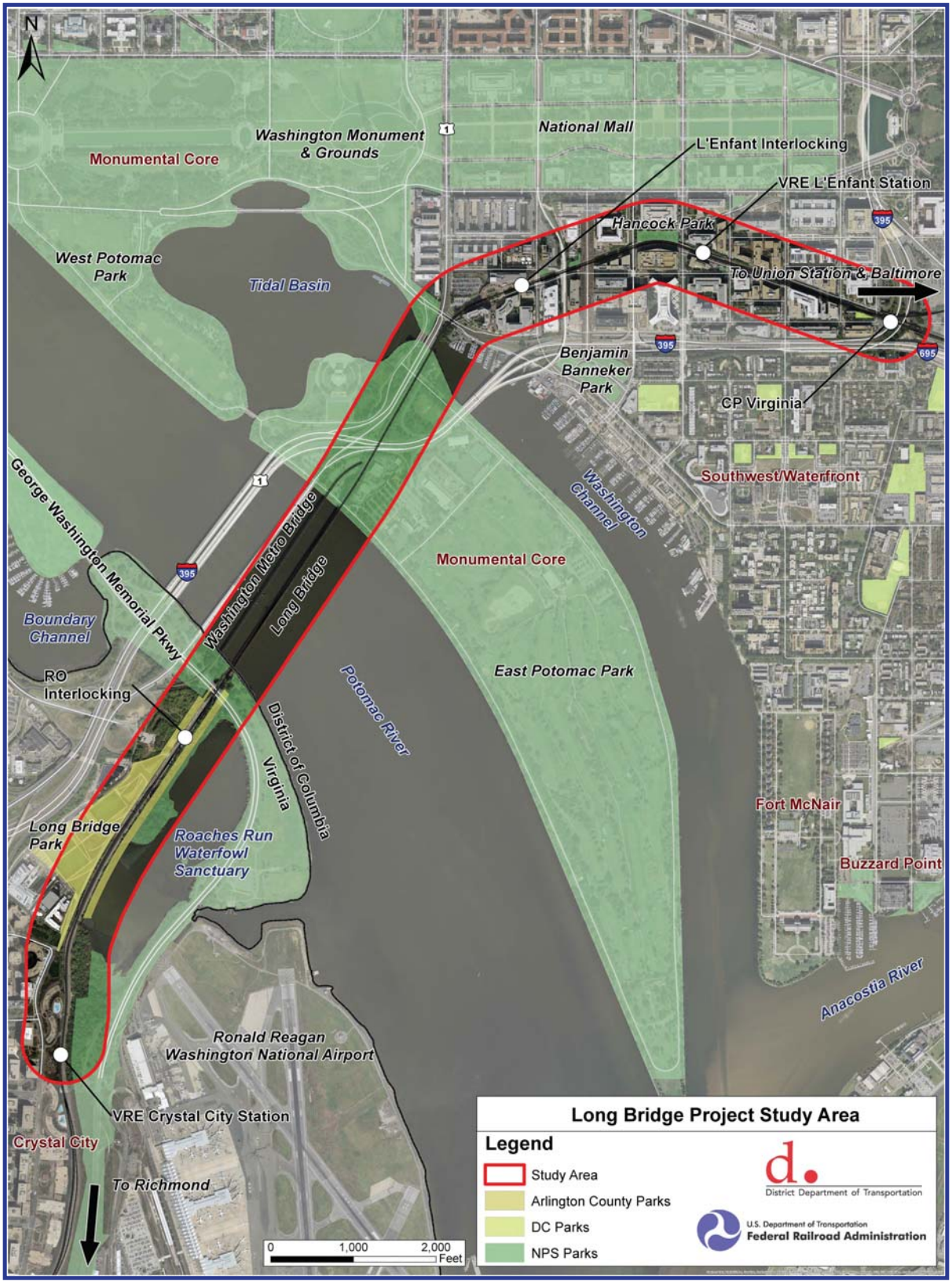
EIS Study Area



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Draft Project Purpose and Need

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- 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

Train Operator	Current # Trains/Day	2040 # Trains/Day	Percent Increase
CSXT	18	42	133%
Amtrak	24	44	83%
VRE	32	92	188%
MARC	0	8	–
Norfolk Southern	0	6	–

On-Time Performance		
	Current	2040
Amtrak	69%	16%
VRE	94%	48%

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Alternatives Development and Screening

Preliminary Concepts Screening → **Retained Alternatives to be Analyzed in EIS** → **Select Preferred Alternative**

- 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 freights 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

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Preliminary Concepts

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1	No Build
2	2-track Bridge (Replace)
3	3-track Crossing
3A	3-track Crossing with Bike-Pedestrian Path
3B	3-track Crossing with Streetcar
3C	3-track Crossing with General Purpose Vehicle Lanes
4	3-track Tunnel
5	4-track Crossing
5A	4-track Crossing with Bike-Pedestrian Path
5B	4-track Crossing with Streetcar
5C	4-track Crossing with General Purpose Vehicle Lanes

6	4-track Tunnel
7	2-track Crossing; 2-track Tunnel
8	5+ track Crossing and/or Tunnel
8A	5+ track Crossing and/or Tunnel with Bike-Pedestrian Path
8B	5+ track Crossing and/or Tunnel with Streetcar
8C	5+ track Crossing and/or Tunnel with General Purpose Vehicle Lanes
9	New Location

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Environmental Considerations

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- 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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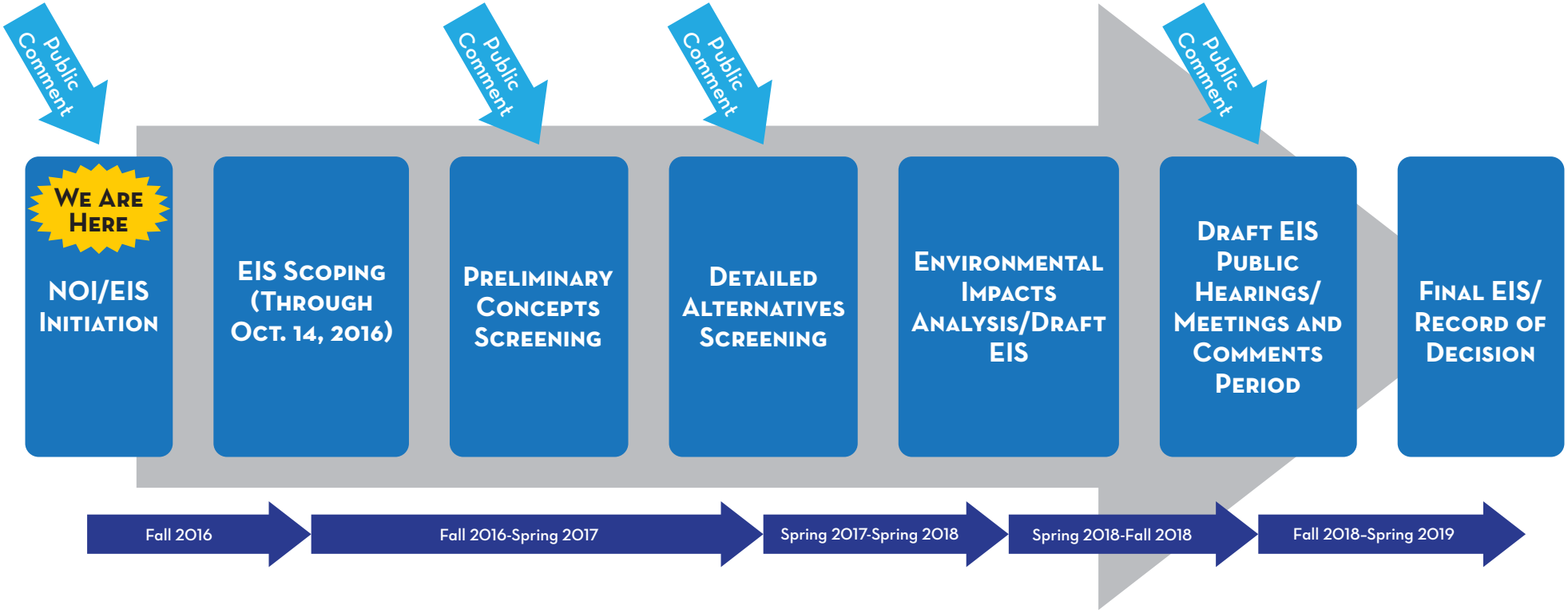
Long Bridge EIS Milestones



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We Want to Hear From You!

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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-20)
  Washington, DC 20590

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Related Studies and Projects

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VIRGINIA AVENUE TUNNEL

Virginia Avenue Tunnel

The Virginia Avenue Tunnel currently has a single track that accommodates one train at a time. The reconstruction will increase the tunnel width to install a second track and raise the height of the tunnel roof to make room for double-stack intermodal container trains.

WASHINGTON UNION STATION
STATION EXPANSION

Washington Union Station Expansion

The expansion and modernization of Washington Union Station (WUS) intends to provide a positive customer integrate with the adjacent neighborhoods, experience, support current and future rail service and operational needs, facilitate intermodal transportation, preserve and maintain the historic station and its features, sustain the economic viability of WUS, and businesses, and planned development.

MARC Growth and Investment Plan

A multi-phased, multi-year plan to triple the capacity of MARC, Maryland's commuter rail system. The plan establishes a series of improvement milestones ranging from increasing peak and off-peak service, improving on-time-performance to 95% or better, station improvements, and procurement of new locomotives.

MARC

VRE System Plan 2040

VRE

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.

NEC FUTURE Tier I EIS

NEC FUTURE

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.

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

DC to Richmond Southeast High Speed Rail Tier II EIS

The DC2RVA 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.

Atlantic Gateway
Partnering to Unlock the I-95 Corridor

Atlantic Gateway

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 FASTLANE 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.

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