

## THE LONG BRIDGE

The Long Bridge is a two-track steel truss railroad bridge that was constructed in 1904. The bridge is owned by CSX Transportation (CSXT) and serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE). The Long Bridge is the only railroad bridge connecting Virginia to DC. The next closest crossing is at Harpers Ferry, WV. The Long Bridge is a contributing element to East and West Potomac Parks Historic Districts.



## 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 is an “umbrella” law that encourages integrated compliance with other environmental laws so that a 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 and comment.

The Federal Railroad Administration (FRA) is the lead Federal agency for the EIS. The District Department of Transportation (DDOT) is the joint lead agency for the EIS.

## FUTURE PROJECT DATES

Draft Alternatives Public Meeting	Fall 2017
Draft EIS Available for Comment/Public Hearing	Summer/Fall 2018
Final EIS/Record of Decision	Spring 2019

## CONTACT US

Comments can be provided any of the following ways:

At this meeting

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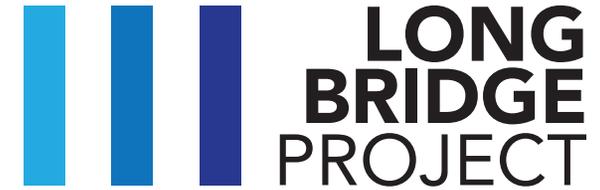
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District Department of Transportation



U.S. Department of Transportation  
**Federal Railroad Administration**



Connecting North and South Through our Nation’s Capital

## ENVIRONMENTAL IMPACT STATEMENT (EIS) FACT SHEET



**MAY 2017**

## THE LONG BRIDGE PROJECT

The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the VRE Crystal City Station in Arlington, Virginia and the Virginia Interlocking near 3rd Street SW in Washington, DC.



## PURPOSE AND NEED

The purpose of the Proposed Action is to provide additional long-term railroad capacity to improve the reliability of railroad service through the Long Bridge corridor.

Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

## EIS EVALUATION TOPICS

The EIS will evaluate ways of meeting the purpose and need of the proposed action. The EIS will document the effects of the Build Alternatives and the No Build Alternative on the natural, cultural, and human environment, including:

- Existing and Planned Land Use
- Transportation
- Navigation
- Air Quality
- Green House Gas Emissions and Climate Change
- Noise and Vibration
- Hazardous Materials and Solid Waste Disposal
- Coastal Zone Management

- Water Resources and Water Quality
- Wetlands
- Floodplains
- Natural and Ecological Systems
- Threatened and Endangered Species
- Communities and Demographics
- Environmental Justice
- Public Health, Security, and Safety
- Cultural Resources
- Parks and Recreation Areas
- Visual and Aesthetic Resources
- Utilities and Energy Resources