

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 railroad service (VRE). The Long Bridge is the only railroad bridge connecting Virginia to the District. The next closest crossing is at Harpers Ferry, WV. The Long Bridge is a contributing element to the 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 includes preparation of a Draft Environmental Impact Statement (EIS) that is currently 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. The Virginia Department of Rail and Public Transportation (DRPT) will be the Project Sponsor for design and construction.

FUTURE PROJECT DATES

Comments due on Draft EIS	October 28, 2019
Prepare Final EIS (FEIS)/ Record of Decision (ROD)	Fall 2019 - Spring 2020
Release FEIS/ROD	Summer 2020

CONTACT US

Comments can be provided any of the following ways:

At this meeting

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Email: info@longbridgeproject.com

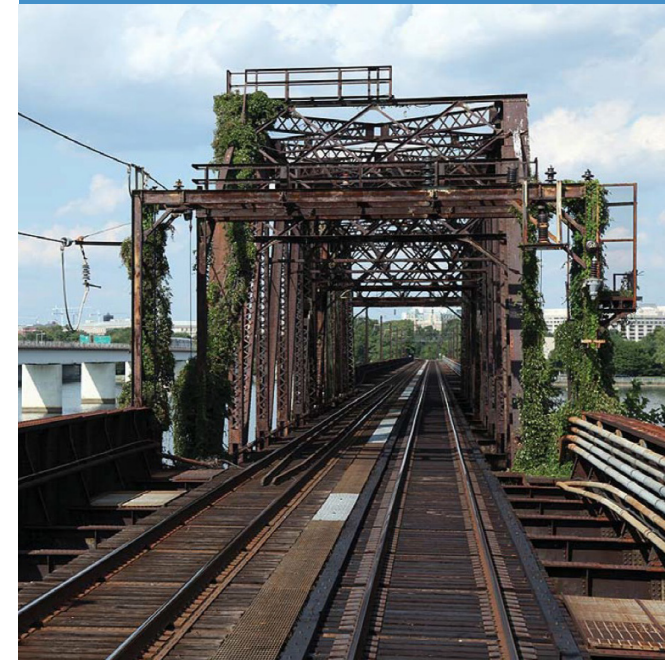
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U.S. Department of Transportation
Federal Railroad Administration



ENVIRONMENTAL IMPACT STATEMENT (EIS) FACT SHEET



OCTOBER 2019

THE LONG BRIDGE PROJECT

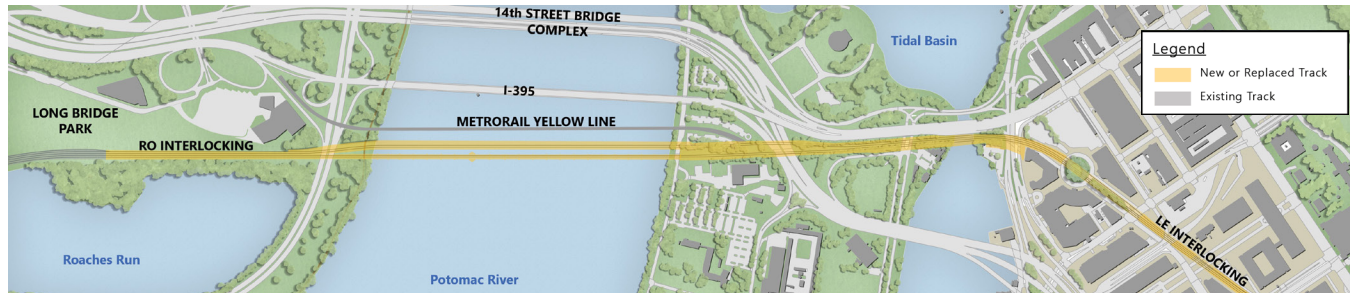
The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District.



ACTION ALTERNATIVE A



ACTION ALTERNATIVE B



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.

ACTION ALTERNATIVE A

- Construct new two-track railroad bridges over the Potomac River and the George Washington Memorial Parkway.
- **Retain existing Long Bridge** over the Potomac River and existing railroad bridge over the George Washington Memorial Parkway.
- At the southern end of the Project Limits, add two tracks to existing corridor and tie into the four tracks at RO Interlocking proposed by the DC to Richmond Southeast High Speed Rail project.
- After crossing the Potomac River and Ohio Drive SW, add two tracks to the existing corridor through East Potomac Park, across the Washington Channel and Maine Avenue SW, and underneath Maryland Avenue to tie into the four tracks at LE Interlocking proposed by VRE.

ACTION ALTERNATIVE B

- Construct new two-track railroad bridges over the Potomac River and the George Washington Memorial Parkway.
- **Replace existing Long Bridge** over the Potomac River and existing railroad bridge over the George Washington Memorial Parkway with new two-track bridges.
- Expand Long Bridge Corridor from two to four tracks, as in Action Alternative A.

FRA and DDOT selected Action Alternative A as the Preferred Alternative for the Project because it would have similar benefits as Action Alternative B but with fewer impacts, a shorter construction duration, and lower capital cost.