LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Appendix A3:

December 2017 Public Meeting

LONG BRIDGE PROJECT

Connecting North and South Through our Nation's Capital

Long Bridge Project

Environmental Impact Statement (EIS)

Summary of Public Information Meeting #4

February 12, 2018

District Department of Transportation

U.S. Department of Transportation
Federal Railroad Administration

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1.0 Introduction

The Federal Railroad Administration (FRA) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the Long Bridge Project jointly with the District Department of Transportation (DDOT). The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District (the Long Bridge Corridor).

The purpose of this report is to describe and document the Public Information Meeting held on December 14, 2017.

2.0 Meeting Overview

As noted in the previous section, on December 14, 2017, FRA and DDOT hosted a public information meeting to present the proposed alternatives to be evaluated in the Draft EIS (DEIS) for the Project. The meeting also served as part of concurrent consultation for Section 106 of the National Historic Preservation Act (NHPA) and Section 4(f) of the U.S. Department of Transportation Act. Key details related to the meeting are displayed in **Figure 2-1**.

Figure 2-1 | Key Meeting Information

Date

- December 14, 2017

Location

- DCRA Building Room E200, 1100 4th Street SW, Washington, DC 20024

Time

- 4:00 PM – 7:00 PM
- Formal presentations at 4:30 PM and 6:00 PM

Statistics

- 42 attendees
- 2 American Sign Language (ASL) interpreters
- 13 Title VI respondents
- 29 questions and comments written on seven comment cards, four Title VI Questionnaires, and stated during the presentation question-and-answer sessions
- 1,629 emailed comments

The meeting was conducted in an open house format, where participants had the opportunity to review informational exhibits regarding the NEPA and Section 106 processes, the project background, the Level

2 Concept Screening process executed since the last public meeting in May 2017, the proposed alternatives to be analyzed in the DEIS, and potential opportunities for bike-pedestrian crossings and landings. The informational exhibits consisted of 19 display boards (Appendix C). At two separate times (4:30 PM and 6:00 PM), DDOT gave a presentation on the information. The presentation was the same both times (Appendix D). Participants had the opportunity to ask questions and provide feedback during two question-and-answer sessions following the presentations, as well as by completing comment cards distributed at the meeting (Appendix E) or by contacting the Long Bridge Project team through the posted email or mailing addresses through January 16, 2018. Comments and questions provided through these methods are documented in this report. Participants could also ask questions and provide feedback to staff during the open house, but these interactions were not formally documented.

3.0 Outreach and Preparations

The Long Bridge Project team utilized several outreach and communication tools to inform the public about the meeting and to provide background information about the Long Bridge Project. Outreach methods included:

- Posting information on the project website, www.longbridgeproject.com, beginning November 21, 2017, three weeks prior to the meeting.
- Publishing advertisements in two newspapers—*Washington Post Express* (English) and *El Tiempo Latino* (Spanish) – on November 21 and 24, 2017 respectively, to inform both the English-speaking and Spanish-speaking public of the meeting.
- Distributing an e-blast notification to the Long Bridge public email listserv recipients on November 22, 2017, three weeks prior to the meeting, and a reminder notification on December 11, 2017, three days prior to the meeting.
- Announcing the meeting through a DDOT-issued press release on November 27, 2017.
- Publicizing the meeting via social media, including the DDOT Twitter account (see **Figure 3-1** for an example tweet) and the FRA Facebook account.

Figure 3-1 | DDOT Tweet on the Long Bridge Public Information Meeting, December 14, 2017

4.0 Meeting Format and Materials

The meeting occurred from 4:00 PM to 7:00 PM on December 14, 2017. Attendees signed in at the door and were offered a factsheet on the project. A copy of the factsheet is in Appendix B. As they entered, attendees had the opportunity to browse the informational exhibits around the room in an open house format. One grouping of exhibits provided background on the Long Bridge Project, the NEPA and Section 106 processes, and the project schedule. A second grouping of exhibits provided information about the Level 2 Concept Screening process and results, as well as details regarding the proposed Action and No Action alternatives. A third grouping of exhibits explained the crossing and landing opportunities being considered for a potential bike-pedestrian connection across the Potomac River. A copy of the informational exhibits is in Appendix C. Staff were available to provide information on the Project and answer questions. Photos of the open house are shown in **Figures 4-1** and **4-2**.

Participants had two opportunities to attend a formal presentation: one at 4:30 PM and one at 6:00 PM. The same presentation was given at both times. The presentation provided a more in-depth explanation of the information presented in the exhibits. A copy of the presentation is in Appendix D. At the conclusion of each presentation, meeting participants had the opportunity to ask questions and offer comments during a question-and-answer period in addition to providing written comments on the comment cards that were distributed.

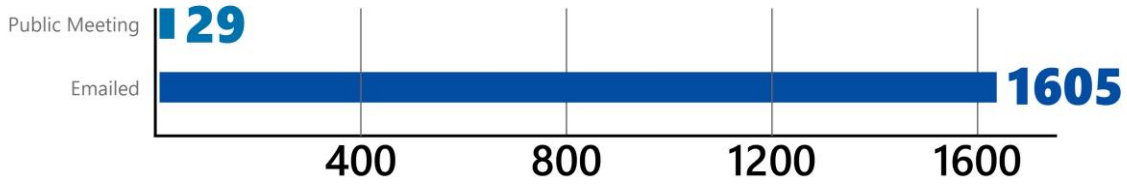
Figure 4-1 | Photo from the Long Bridge Public Information Meeting, December 14, 2017

Figure 4-2 | Photo from the Long Bridge Public Information Meeting, December 14, 2017

5.0 Comments Received

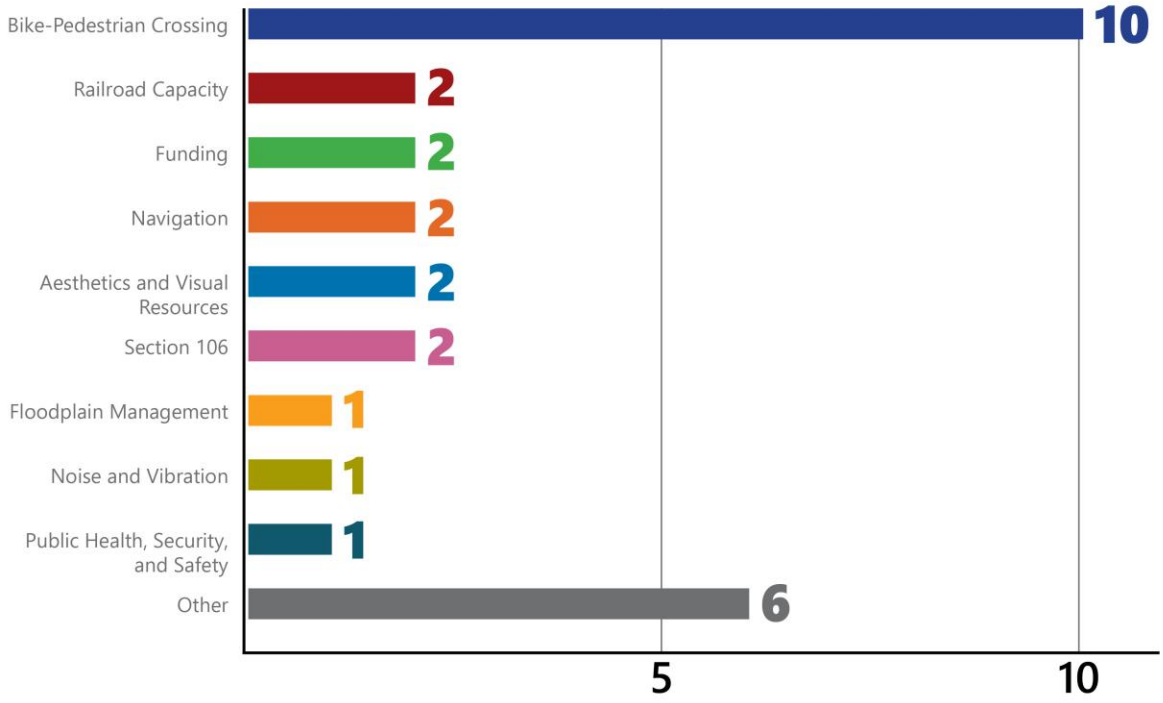
This section summarizes written and verbal comments received at the public meeting, as well as all comments received through the close of the public comment period on January 16, 2018. 98 percent of the comments were received via email during the comment period (**Figure 5-1**).

Figure 5-1 | Comment Method



The majority of comments and questions received at the public meeting addressed the opportunity for a bike-pedestrian connection across the Potomac River, while other comments addressed railroad capacity, navigation, aesthetics, floodplain management, public health and safety, noise and vibration, funding, and general comments about the meeting (**Figure 5-2**).

Figure 5-2 | Topics of Comments and Questions Received at the Public Meeting



5.1. Questions and Comments during Question-and-Answer Sessions

In addition to the comment cards distributed at the meeting, participants had the opportunity to ask questions and provide comments during the question-and-answer period following each presentation.

The questions and answers from the meeting are summarized below.

5.1.1. 4:30 PM Presentation

1. **Funding:** A participant asked whether the District would be able to fund the Project, since the District is not a state. Another participant asked about the source of funding for construction.
   - *Response: The District is not able to provide money to assets it does not own. Ownership and funding for the new bridge is still to be determined. DDOT, the Commonwealth of Virginia, and CSX Transportation (CSXT) are partners in this project and continue to discuss how construction and operations will be funded and managed. Randy Selleck of the Virginia Department of Rail and Public Transportation (DRPT) noted that the Commonwealth has committed to funding the final design of the bridge. Amanda Murphy from FRA noted that completion of the NEPA process is necessary for any Federal funding.*

2. **Navigation:** A participant noted the height of the current Long Bridge as a constraint that restricts larger recreational boats from traveling to Georgetown.
   - *Response: A navigation study is being conducted as part of this project to review the navigable channel associated with Long Bridge and this portion of the Potomac River.*

3. **Condition of Existing Bridge:** A participant inquired about the functional life of the existing bridge if it is retained.
   - *Response: The existing bridge is owned by CSXT, and they are responsible for keeping it in a safe condition. CSXT is confident that the condition of the bridge is acceptable for its current use.*

4. **Section 106:** A participant inquired whether the existing bridge has special historic significance.
   - *Response: The existing bridge is a contributing element to East and West Potomac Parks Historic District.*

5. **Assessment of Effects:** A participant noted that during the Section 106 Consulting Parties meeting in October, it was stated that the subject of the next meeting in Spring of 2018 was to be on the adverse effects of the alternatives, and questioned why these are being referred to as environmental impacts in this meeting.
   - *Response: The terminology is different for Section 106 and for NEPA. Effects and impacts are the same thing; Section 106 is concerned with adverse effects to historic properties, while NEPA considers both adverse and beneficial effects (or impacts) to multiple environmental resources, including historic properties.*

   The participant also asked whether anything beyond environmental issues will be considered as part of the EIS.

- *Response: "Environmental" under NEPA covers a wide range of impacts to the natural, human, and built environment, including environmental justice, effects to cultural resources, and socioeconomic issues. The participant was directed to look at one of the display boards that provided more information on the environmental resources that will be assessed in the the EIS.*

6. **DOD Facility:** A participant asked about the location of the DOD Facility.
   - *Response: The facility is located next to the parking lot of the National Park Service (NPS) National Capital Region (NCR) Headquarters.*

7. **Public Meeting Materials**: A participant requested that meeting notes, questions, and answers be posted to the website.
   - *Response: The presentation and informational exhibits will be posted to the project website (longbridgeproject.com) on Friday, December 15, 2017. A summary of the public meeting will also be posted to the website, following the closure of the public comment period.*

5.1.2. 6:00 PM Presentation

8. **Bike-Pedestrian Crossing:** A participant noted that a bike-pedestrian crossing would be a wonderful opportunity to provide something unique that will add to the public acceptance of the project.

9. **Funding:** A participant asked whether the funding division between the District, CSXT, and the Commonwealth of Virginia has been defined.
   - *Response: The funding is related to the ownership of the proposed project, and neither have been determined at this point. DRPT (Randy Selleck) noted that the Commonwealth has committed to fund final design, and there are ongoing conversations among the District, CSXT, and Virginia on governance, maintenance, and operations.*

5.2. Comments from Comment Cards and Title VI Questionnaires

In addition to the question-and-answer period following each presentation, meeting participants had the opportunity to provide comments by responding to three questions on a comment card that was distributed to all attendees. A blank copy of the comment card is in Appendix E. Questions included:

1. Do you have any feedback on the Level 2 Screening Process?
2. Do you have any feedback on the Alternatives to be evaluated in the Draft EIS?
3. Do you have any other comments on the Long Bridge Project?

Some participants also chose to provide comments on the Title VI questionnaires distributed to all attendees. A blank copy of the Title VI Questionnaire is in Appendix F.

All comments received on both comment cards and Title VI questionnaires are documented below. Where appropriate, comments are organized according to the NEPA resource topic to which the comment applies.

Transcriptions of the comments are below.

5.2.1. General Comments Regarding the Meeting and the Project (3)

- Great to have a formal presentation.
- Well done and very informative; information was clearly presented.
- It is very important regionally.

5.2.2. Transportation (11)

Railroad Capacity (1)

- I think the most acceptable options are now on the table…FOUR tracks for the future!

Bike-Pedestrian Crossing (9)

- Retaining the existing bridge and locating a bike/ped bridge downstream is preferable.
- Decoupling bike/ped accommodation by putting this on a separate structure means that accommodation realistically will never be realized, and thus knocks the whole project out of alignment with DC, NPS, and other plans.
- Bike/ped needs to be incorporated. The 14th Street crossing is not pleasant due to auto traffic whizzing by.
- A wonderful opportunity to create a new tourist attraction by adding bike/ped access at Long Bridge.
- Keep bike/ped bridge and access.
- On bike/ped bridge, create lookout spots (like Wilson Bridge).
- I view ped/bike infrastructure as a key portion of the project. Future efforts need to make this a priority.
- It is clear that ground work is being laid to completely decouple bike/ped from the Long Bridge Project. This will knock the entire project out of alignment with relevant plans of DC, NPS and others.
- I am extremely concerned that bike/ped options may not be accommodated as part of this project. Given the significant impact on SW DC because of the CSX railroad expansion, and the added noise, exhaust pollution, and traffic disruptions, it seems reasonable to expect a complete transportation solution that includes bicycle and pedestrian access. Realistically, if this access is not provided as part of the Long Bridge Project, it will not happen in my lifetime.

Navigation (1)

- It is important to ensure pleasure boats can get under the bridge at high tide. Currently, the Long Bridge prevents many boaters from reaching areas north of the bridge due to a vertical clearance, especially at high tide. Recommend a minimum of 20' clearance at high tide.

5.2.3. Aesthetics and Visual Resources (2)

- Lighting: the aesthetics of the new design would be enhanced by white or colored light.
- From a representative of the Mandarin Oriental Hotel located at 1330 Maryland Avenue SW, Washington, DC 20024: We can see the rusting structures from our establishment. Some of our guest rooms have incredible scenic views of the Jefferson Memorial; however, some guests find these same rooms objectionable due to the unpleasant sight of (and perceived or real noise from) being along train tracks.

5.2.4. Floodplain Management (1)

- The options for over water ramps place the bike/ped landing on the DC side at points that are regularly flooded due to sea level rise, and therefore are not acceptable.

5.2.5. Noise and Vibration (1)

- From a representative of the Mandarin Oriental Hotel: We are located along one of the curves of the train track and employees and guests can hear screeching wheels as the trains travel alongside our hotel. We hear the occasional horn. We feel rumbling and tremors of the freight trains. We are concerned about the negative impact of the expansion of rail service (volume and frequency) directly alongside our guest rooms. Please consider sound-proofing and beautifying the areas adjacent to our top luxury property.

5.2.6. Public Health, Security, and Safety (1)

- From a representative of the Mandarin Oriental Hotel: We can read "hot sulfur" on the side of some freight trains and wonder what would happen should an accident occur.

5.2.7. NEPA Resource Areas - No Comments

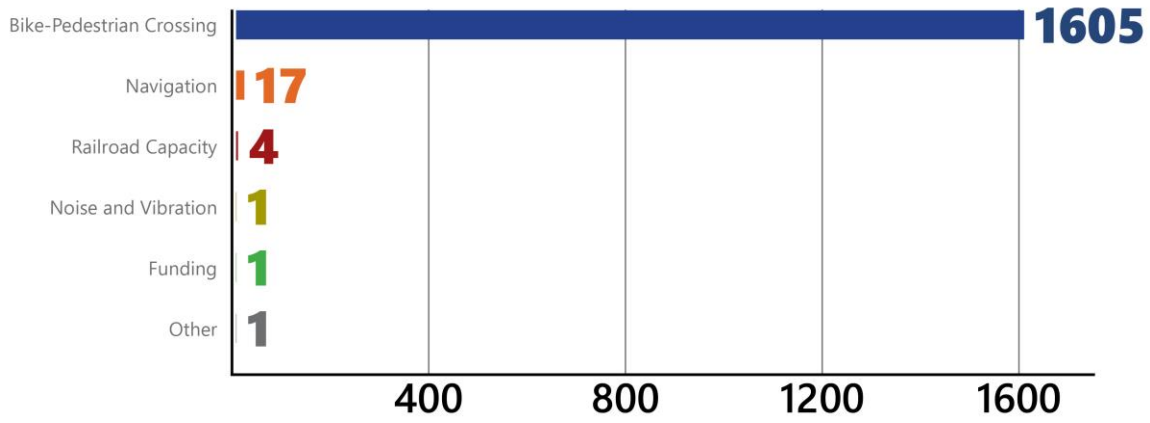
No comments were received related to the following NEPA resource areas:

- Cultural Resources/Section 106
- Parks and Recreation Areas/Section 4(f)
- Air Quality
- Hazardous Materials and Solid Waste Disposal
- Coastal Zone Management
- Water Resources and Water Quality
- Wetlands
- Greenhouse Gas Emissions and Resilience
- Natural and Ecological Systems
- Threatened and Endangered Species
- Environmental Justice
- Energy Resources
- Cumulative Impacts

5.3. Comments Received During the Comment Period

The public was also invited to provide comments to the project email address, info@longbridgeproject.com. This section documents comments received through the closing of the comment period on January 16, 2018. Most of the comments received via email focused on the potential opportunity for a bike-pedestrian crossing and increased height clearances for the railroad bridge to allow for additional river navigation (**Figure 5-3**).

Figure 5-3 | Topics of Comments Received During the Comment Period



5.3.1. Bike-Pedestrian Crossing (1,605)

Although not part of the Proposed Action's Purpose and Need, the Long Bridge Project will explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network. The feasibility of this opportunity will be assessed as the Project progresses, and will consider whether a path can be designed to be consistent with railroad operator plans and pursuant to railroad safety practices. Future efforts to accommodate connections to the pedestrian and bicycle network may be advanced as part of the Project, or as part of a separate project(s) sponsored by independent entities.

At the public meeting on December 14, 2017 three potential bike-pedestrian crossing options were shown that would land near the Mount Vernon Trail in Virginia and in East Potomac Park in the District. Following the public meeting, 1,604 email comments were received in support of a bike-pedestrian crossing as part of the Long Bridge Project, and one email comment was received against it. Of the 1,604 email comments in favor of a bike-pedestrian crossing, 98 percent of commenters supported extending bike-pedestrian landings across the George Washington Memorial Parkway (GWMP) to destinations in Arlington and across the Washington Channel to destinations in the District.

The following form email was received from 1,277 people (80 percent of the 1,604 email comments in favor of a bike-pedestrian crossing):

"Ms. Chamberlin,

I care about making this region a safer, more connected place to bike, and I write today in regards to the Long Bridge project.

This project represents a once in a century opportunity to append a biking and walking trail to the new bridge, creating a continuous non-motorized connection across the river and two major highways. This connection is an important part of transportation master plans created by DC, Arlington, and the National Park Service.

I urge DDOT to:

-- Make the Long Bridge bicycle and pedestrian connection continue across the George Washington Parkway to connect to the Long Bridge Park's multi-use esplanade across the George Washington Parkway to the Mount Vernon Trail, as called for in Arlington County's Long Bridge Park Master Plan,

-- Make the Long Bridge bicycle and pedestrian trail connect directly to Maine Avenue, instead of requiring an indirect, congested or outdated connection across the Washington Channel, as called for in the District's MoveDC plan and State Rail Plan,

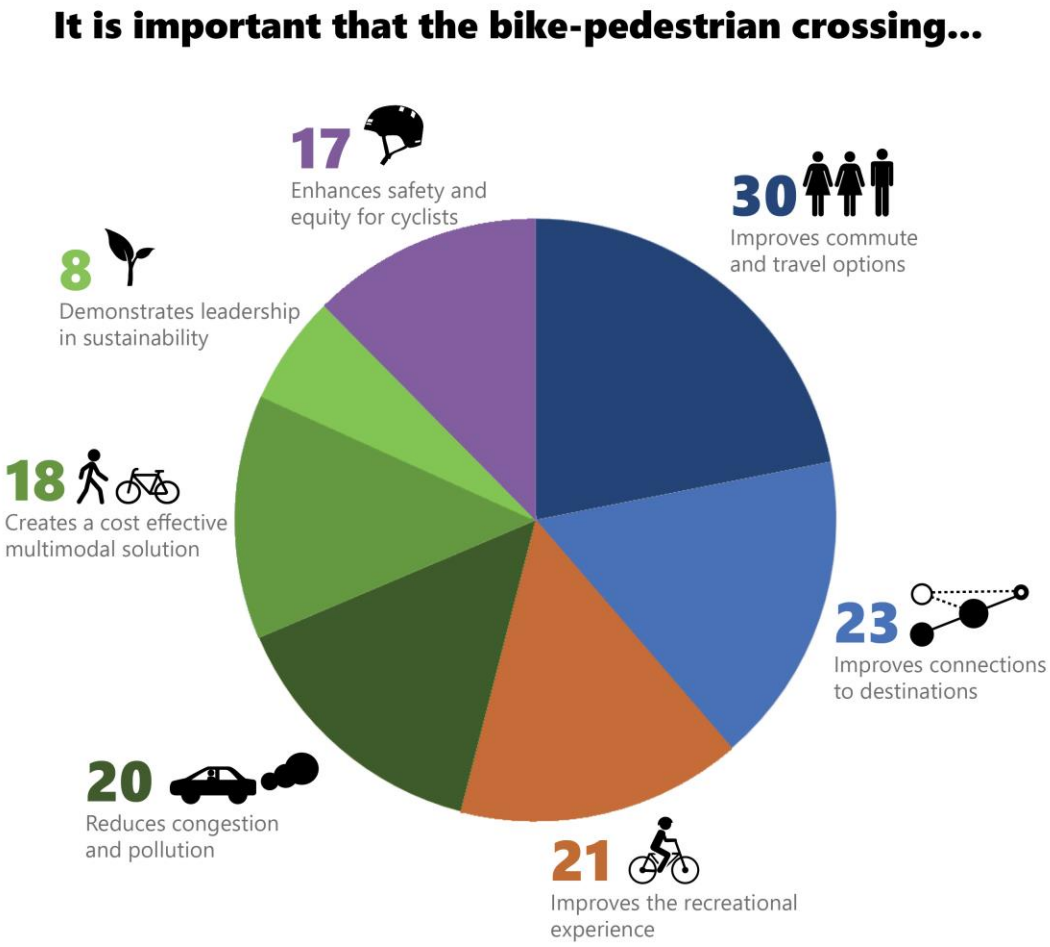
-- Leave space for a future trail connection across Maine Ave to Maryland Ave and Hancock Park, and

-- Build the bicycle and pedestrian infrastructure simultaneously with the rail span, not as a separate project.

Thank you,"

Of the 1,604 email comments in favor of a bike-pedestrian crossing, 231 (14 percent) modified form emails were received – some with personalized comments or minor adjustments to the form email – and 97 (6 percent) unique email comments were received. **Figure 5-4** summarizes common themes among the personalized and unique comments. The most frequent comment mentioned that it is important that the bike-pedestrian crossing "improves commute and travel options." Several commenters said that they commute across the river by bike today or they would if there were more direct connections. The second most common comment stated that it is important that the bike-pedestrian crossing "improves connections to destinations" like Navy Yard-Ballpark, L'Enfant Plaza, The Wharf, Pentagon City, Crystal City, and Ronald Reagan Washington National Airport.

Figure 5-4 | Bike-Pedestrian Crossing Priorities



Commenters also mentioned that it is important that the bike-pedestrian crossing "improves the recreational experience" for leisure activities, and "reduces congestion and pollution" to benefit residents in the region. Several commenters said that it is important that the bike-pedestrian crossing "creates a cost effective multimodal solution." They thought it was important for agencies to package these related projects into one, and avoid duplicative construction efforts across the river and neighboring jurisdictions. Other commenters said that it is important that the project "enhances safety and equity for cyclists," citing dangerous locations for cyclists like Maine Avenue SW and the Mount Vernon Trail Connector into Crystal City. Lastly, some commenters said that it is important that the bike-pedestrian crossing "demonstrates leadership in sustainability." Examples included building a world-class bike-pedestrian bridge, and integrating the bridge with the landscape.

In addition to the points summarized above, these specific comments related to the design of the bike-pedestrian crossing were provided:

- Cantilever the bike-pedestrian bridge from the railroad bridge rather than building a separate bridge. A separate structure would add visual clutter across the river.
- The bike-pedestrian crossing should be a minimum of 16 feet.
- There are examples of bridges that combine freight lines with trails. Research the Steel Bridge in Portland, Oregon, and the Harahan Bridge/Big River Crossing in Memphis, Tennessee.
- Landing on the shore of East Potomac Park is problematic. That area floods twice daily at each high tide, and flooding will only get worse.
- The sharp U-turn solution for the bike-pedestrian bridge landing is not desirable.
- Explore the existing elevated pedestrian bridge that crosses Maine Avenue SW, and build a bike-pedestrian corridor along the Maryland Avenue SW right of way.

5.3.2. Navigation (17)

There were 17 email comments received by members of the recreational boater community. All comments urged FRA and DDOT to consider sufficient vertical clearance that allow pleasure boaters to travel to the upper Potomac River at high tide. Some boaters cannot currently travel or travel safely up stream. One commenter recommended that a "no wake" zone is implemented to help with safety concerns. Commenters mentioned the desire to travel to popular destinations like the Three Sisters Islands and the Georgetown Waterfront, along with more recent development at The Wharf and The Yards. Proposed Alternative B was the preferred alternative among boaters because it allows for a new railroad bridge and increased vertical clearance. Almost all commenters recommended a 20 feet minimum clearance at mean high tide, compared to 18 feet today. Two commenters specially mentioned increasing the clearance to 25 feet.

5.3.3. Additional Comments (7)

In addition to supporting a bike-pedestrian crossing and increased railroad bridge height clearances, the following is a summary of other comments received via email.

- Two commenters support a four-track bridge, and an additional commenter preferred the option that reconditions the existing bridge and adds a 2-track bridge.
- One commenter mentioned that capacity issues with freight and rail traffic over the Potomac River will only get worse, and [this Project] needs to be a priority.
- One commenter mentioned that a dedicated bus-only lane should be considered.
- One commenter mentioned that increased train traffic will cause additional pollution and noise along the Long Bridge Park, and that the impacts should be studied.
- One commenter inquired about the budgeting process and potential cost of the project.

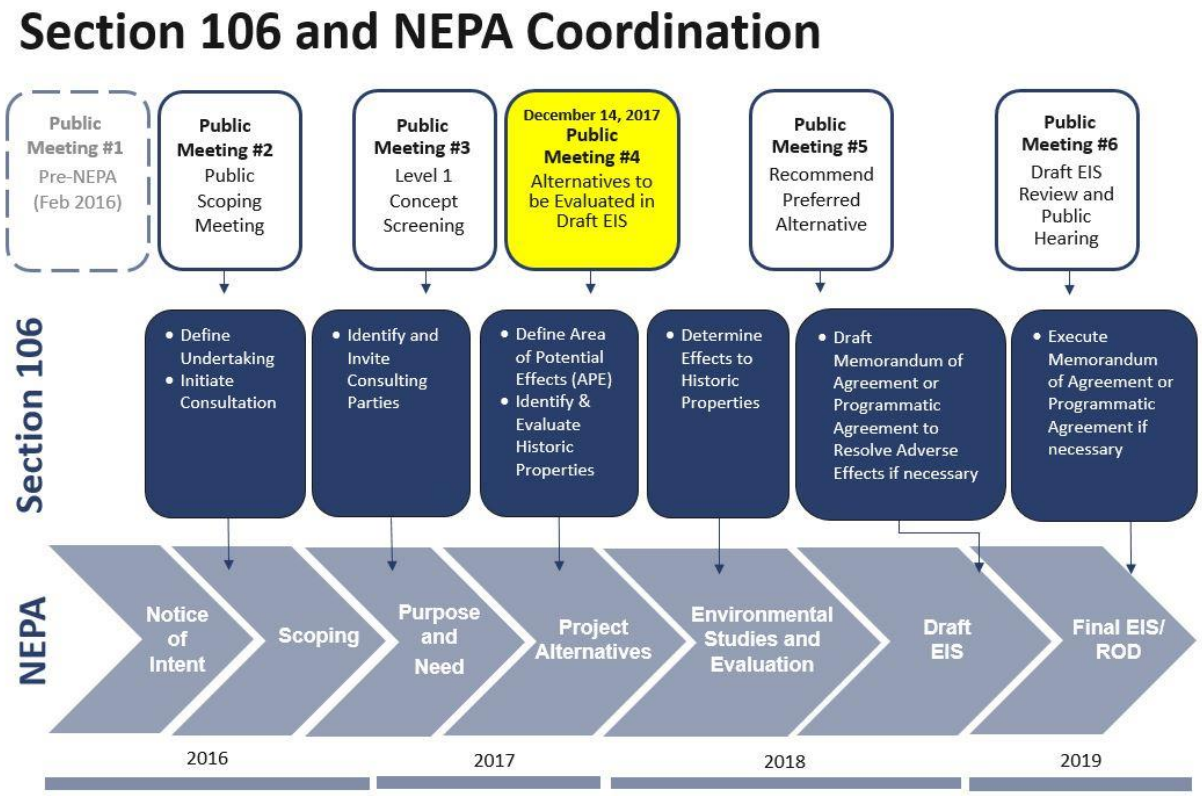
6.0 Follow Up and Next Steps

The Long Bridge Project website was updated on December 15, 2017, to add the informational exhibits, presentation, and factsheet from the public meeting. The home page noted that the public could submit comments to the project email and mailing addresses through January 16, 2018. The materials on the

website are all compliant with Section 508 of the Rehabilitation Act of 1973, as amended in 1998 (29 U.S.C. § 794 (d)).

The next public engagement opportunity is expected to occur in Summer of 2018. The purpose of the meeting will be to present the recommendation for the Preferred Alternative, based on the analysis performed as part of the DEIS.

Figure 6-1 | Steps in the Section 106 and NEPA Processes



LONG BRIDGE PROJECT
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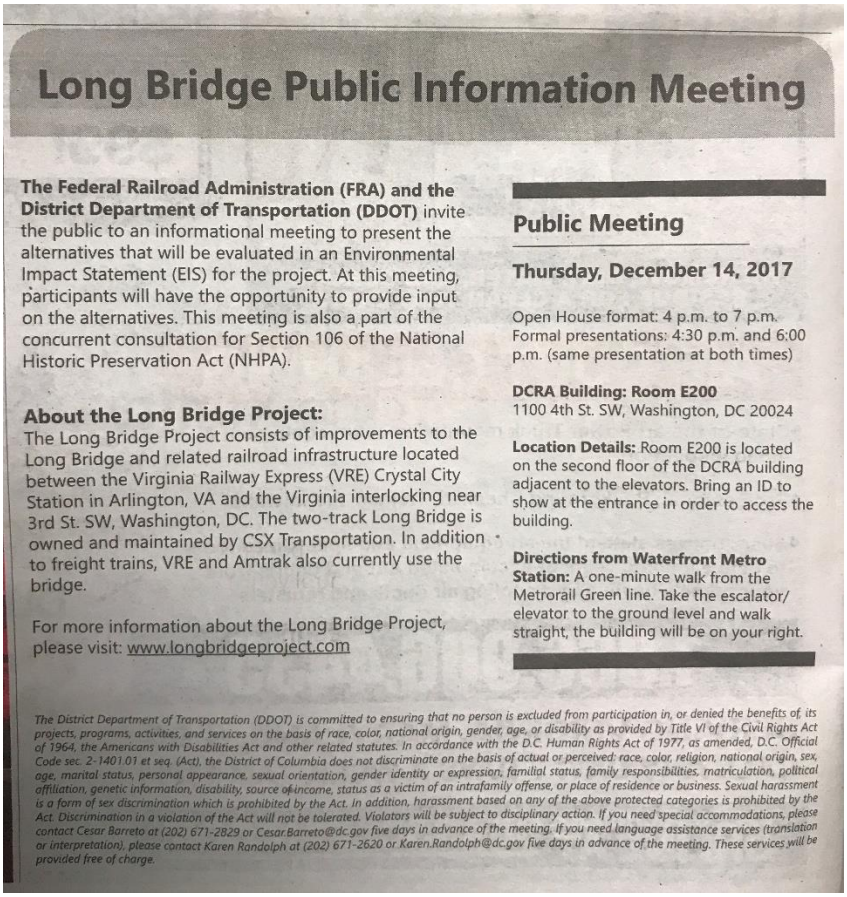
Appendix A

Public Meeting Outreach

Long Bridge Project Public Meeting Outreach

Outreach	Description	Distribution Date
Website	Long Bridge Project website updated with public meeting information: http://longbridgeproject.com	November 21, 2017 to announce the meeting and December 15, 2017 with meeting updates and materials
Long Bridge Project E-blast	Distributed two e-blasts to the Long Bridge public email listserv recipients (approximately 320 members of the public)	November 22, 2017 (initial email) and December 11, 2017 (reminder email)
Newspaper Advertisements	Published advertisements in two newspapers— the *Washington Post Express* (English) and *El Tiempo Latino* (Spanish)	The *Washington Post Express* ad ran on November 21, 2017 and the *El Tiempo Latino* ad ran on November 24, 2017
Social Media	DDOT Twitter account published tweets regarding the Public Meeting	Tweet posted on December 14, 2017
Press Release	DDOT released a press release announcing the Public Meeting	Released on November 27, 2017

Advertisement in the Washington Post Express, November 21, 2017



Long Bridge Public Information Meeting

The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to an informational meeting to present the alternatives that will be evaluated in an Environmental Impact Statement (EIS) for the project. At this meeting, participants will have the opportunity to provide input on the alternatives. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act (NHPA).

About the Long Bridge Project:
The Long Bridge Project consists of improvements to the Long Bridge and related railroad infrastructure located between the Virginia Railway Express (VRE) Crystal City Station in Arlington, VA and the Virginia interlocking near 3rd St. SW, Washington, DC. The two-track Long Bridge is owned and maintained by CSX Transportation. In addition to freight trains, VRE and Amtrak also currently use the bridge.

For more information about the Long Bridge Project, please visit: www.longbridgeproject.com

Public Meeting

Thursday, December 14, 2017

Open House format: 4 p.m. to 7 p.m.
Formal presentations: 4:30 p.m. and 6:00 p.m. (same presentation at both times)

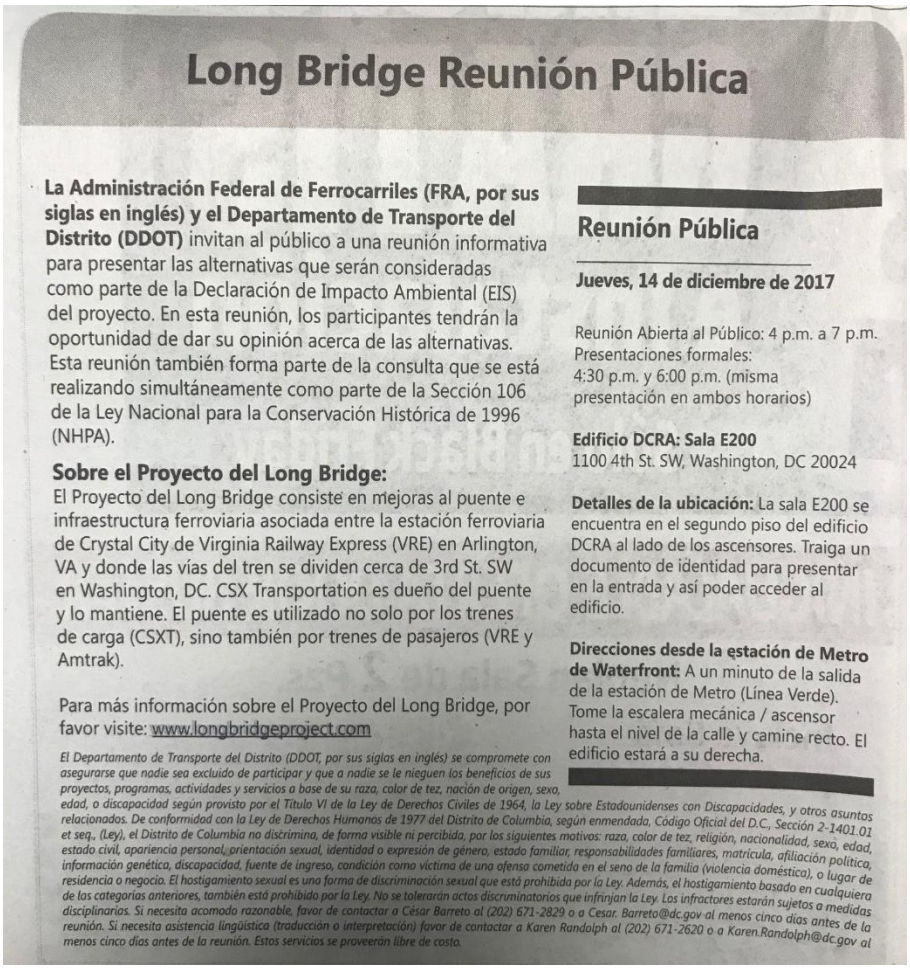
DCRA Building: Room E200
1100 4th St. SW, Washington, DC 20024

Location Details: Room E200 is located on the second floor of the DCRA building adjacent to the elevators. Bring an ID to show at the entrance in order to access the building.

Directions from Waterfront Metro Station: A one-minute walk from the Metrorail Green line. Take the escalator/ elevator to the ground level and walk straight, the building will be on your right.

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action. If you need special accommodations, please contact Cesar Barreto at (202) 671-2829 or Cesar.Barreto@dc.gov five days in advance of the meeting. If you need language assistance services (translation or interpretation), please contact Karen Randolph at (202) 671-2620 or Karen.Randolph@dc.gov five days in advance of the meeting. These services will be provided free of charge.

Advertisement in El Tiempo Latino, November 24, 2017



Long Bridge Reunión Pública

La Administración Federal de Ferrocarriles (FRA, por sus siglas en inglés) y el Departamento de Transporte del Distrito (DDOT) invitan al público a una reunión informativa para presentar las alternativas que serán consideradas como parte de la Declaración de Impacto Ambiental (EIS) del proyecto. En esta reunión, los participantes tendrán la oportunidad de dar su opinión acerca de las alternativas. Esta reunión también forma parte de la consulta que se está realizando simultáneamente como parte de la Sección 106 de la Ley Nacional para la Conservación Histórica de 1996 (NHPA).

Sobre el Proyecto del Long Bridge:
El Proyecto del Long Bridge consiste en mejoras al puente e infraestructura ferroviaria asociada entre la estación ferroviaria de Crystal City de Virginia Railway Express (VRE) en Arlington, VA y donde las vías del tren se dividen cerca de 3rd St. SW en Washington, DC. CSX Transportation es dueño del puente y lo mantiene. El puente es utilizado no solo por los trenes de carga (CSXT), sino también por trenes de pasajeros (VRE y Amtrak).

Para más información sobre el Proyecto del Long Bridge, por favor visite: www.longbridgeproject.com

Reunión Pública

Jueves, 14 de diciembre de 2017

Reunión Abierta al Público: 4 p.m. a 7 p.m.
Presentaciones formales:
4:30 p.m. y 6:00 p.m. (misma presentación en ambos horarios)

Edificio DCRA: Sala E200
1100 4th St. SW, Washington, DC 20024

Detalles de la ubicación: La sala E200 se encuentra en el segundo piso del edificio DCRA al lado de los ascensores. Traiga un documento de identidad para presentar en la entrada y así poder acceder al edificio.

Direcciones desde la estación de Metro de Waterfront: A un minuto de la salida de la estación de Metro (Línea Verde). Tome la escalera mecánica / ascensor hasta el nivel de la calle y camine recto. El edificio estará a su derecha.

El Departamento de Transporte del Distrito (DDOT, por sus siglas en inglés) se compromete con asegurarse que nadie sea excluido de participar y que a nadie se le nieguen los beneficios de sus proyectos, programas, actividades y servicios a base de su raza, color de tez, nación de origen, sexo, edad, o discapacidad según provisto por el Título VI de la Ley de Derechos Civiles de 1964, la Ley sobre Estadounidenses con Discapacidades, y otros asuntos relacionados. De conformidad con la Ley de Derechos Humanos de 1977 del Distrito de Columbia, según enmendada, Código Oficial del D.C., Sección 2-1401.01 et seq., (Ley), el Distrito de Columbia no discrimina, de forma visible ni percibida, por los siguientes motivos: raza, color de tez, religión, nacionalidad, sexo, edad, estado civil, apariencia personal, orientación sexual, identidad o expresión de género, estado familiar, responsabilidades familiares, matrícula, afiliación política, información genética, discapacidad, fuente de ingreso, condición como víctima de una ofensa cometida en el seno de la familia (violencia doméstica), o lugar de residencia o negocio. El hostigamiento sexual es una forma de discriminación sexual que está prohibida por la Ley. Además, el hostigamiento basado en cualquiera de las categorías anteriores, también está prohibido por la Ley. No se tolerarán actos discriminatorios que infrinjan la Ley. Los infractores estarán sujetos a medidas disciplinarias. Si necesita acomodo razonable, favor de contactar a César Barreto al (202) 671-2829 o a Cesar.Barreto@dc.gov al menos cinco días antes de la reunión. Si necesita asistencia lingüística (traducción o interpretación) favor de contactar a Karen Randolph al (202) 671-2620 o a Karen.Randolph@dc.gov al menos cinco días antes de la reunión. Estos servicios se proveerán libre de costo.

DDOT Tweet on the Long Bridge Public Information Meeting, December 14, 2017

DDOT DC @DDOTDC · Dec 14

Tonight is the public information meeting for the Long Bridge Project. Come join us between 4 pm and 7 pm at the DCRA building, 1100 4th St., SW in Room E200. Open house format with presentations at 4:30 pm and 6 pm. More info longbridgeproject.com/upcoming-meeti...

1

DDOT Press Release, November 27, 2017

Public Meeting Notice: Long Bridge Project

Monday, November 27, 2017

FOR IMMEDIATE RELEASE

Media Contacts

Terry Owens — (202) 763-8635, terry.owens@dc.gov
Michelle Phipps-Evans — (202) 497-0124, michelle.phipps-evans@dc.gov

(Washington, DC) - The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to review and comment on the alternatives to be evaluated in a Draft Environmental Impact Statement (EIS) for the Long Bridge project, as part of the National Environmental Policy Act (NEPA).

At this meeting, participants will have the opportunity to provide input on the alternatives. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act (NHPA).

What: Long Bridge Public Information Meeting #4
When: Thursday, December 14, 2017
4 pm to 7 pm
Formal Presentations offered at 4:30 pm and 6 pm
(same presentation both times)
Where: Department of Consumer and Regulatory Affairs (DCRA) Building
1100 4th Street SW, Room E200
Washington, DC 20024

About the Long Bridge Project:
The Long Bridge Project consists of improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Va., and the L'Enfant (LE) Interlocking near 10th Street SW in Washington, DC. The two-track Long Bridge is owned and maintained by CSX Transportation. In addition to freight trains, the Virginia Railway Express (VRE) and Amtrak also currently use the bridge.

The purpose of the project is to provide additional long-term rail capacity to improve the reliability of rail service through the Long Bridge corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The project 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 railroad network.

FRA and DDOT are preparing an Environmental Impact Statement (EIS) for the Long Bridge Project to consider alternatives and evaluate the potential impacts of those alternatives on the environment in accordance with the National Environmental Policy Act of 1969 (NEPA).

For more information about the study, please contact DDOT Project Manager, Anna Chamberlin, at anna.chamberlin@dc.gov or (202) 671-2218, or visit the study website http://longbridgeproject.com.

Location Details:
Room E200 is located on the second floor of the DCRA building adjacent to the elevators. Bring an ID to show at the entrance in order to access the building.

- **Directions from Waterfront Metro Station:** A one-minute walk from the Metrorail Green line. Take the escalator/elevator to the ground level and walk straight, the building will be on your right.

Getting to the Meeting
Be sure to check out www.goDCgo.com to learn about transportation options for getting to the meeting.

Can't Make the Meeting?
Materials from this meeting will be made available on the study website, http://longbridgeproject.com, within 24 hours of the meeting's conclusion. Those who would like to leave a comment can do so by emailing info@longbridgeproject.com.

Do you need assistance to participate?
If you need special accommodations, please contact Cesar Barreto at (202) 671-2829 or Cesar.Barreto@dc.gov five days in advance of the meeting. If you need language assistance services (translation or interpretation), please contact Karen Randolph at (202) 671-2620 or Karen.Randolph@dc.gov five days in advance of the meeting. These services will be provided free of charge.

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes.

In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above-protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

AYUDA EN SU IDIOMA

Si necesita ayuda en Español, por favor llame al 202-671-2700 para proporcionarle un intérprete de manera gratuita.

AVISO IMPORTANTE

Este documento contiene información importante. Si necesita ayuda en Español o si tiene alguna pregunta sobre este aviso, por favor llame al 202-671-2620. Infórmele al representante de atención al cliente el idioma que habla para que le proporcione un intérprete sin costo para usted. Gracias.

AIDE LINGUISTIQUE

Si vous avez besoin d'aide en Français appelez-le 202-671-2700 et l'assistance d'un interprète vous sera fournie gratuitement.

AVIS IMPORTANT

Ce document contient des informations importantes. Si vous avez besoin d'aide en Français ou si vous avez des questions au sujet du présent avis, veuillez appeler le 202-671-2700. Dites au représentant de service quelle langue vous parlez et l'assistance d'un interprète vous sera fournie gratuitement. Merci.

GIÚP ĐỠ VỀ NGÔN NGỮ

Nếu quý vị cần giúp đỡ về tiếng Việt, xin gọi 202-671-2700 để chúng tôi thu xếp có thông dịch viên đến giúp quý vị miễn phí.

THÔNG BÁO QUAN TRỌNG

Tài liệu này có nhiều thông tin quan trọng. Nếu quý vị cần giúp đỡ về tiếng Việt, hoặc có thắc mắc bề thông báo này, xin gọi 202-671-2700. Nói với người trả lời điện thoại là quý vị muốn nói chuyện bằng tiếng Việt để chúng tôi thu xếp có thông dịch viên đến giúp quý vị mà không tốn đồng nào. Xin cám ơn.

የአማርኛ

ለአማርኛ አርጓሎ ከፈለጉ በ 202-671-2700 ይደውሉ። የነፃ አስተርጓሚ ይመደብለዎታል።

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언어 지원

한국어로 언어 지원이 필요하신 경우 202-671-2700로 연락을 주시면 무료로 통역이 제공됩니다

안내

이 안내문은 중요한 내용을 담고 있습니다 한국어로 언어 지원이 필요하시거나 질문이 있으실 경우202-671-2700 로 연락을 주십시오 필요하신 경우, 고객 서비스 담당원에게 지원 받고자 하는 언어를 알려주시면 무료로 통역 서비스가제공됩니다 감사합니다

語言協助

如果您需要用（中文)接受幫助，請電洽202-671-2700, 將免費向您提供口譯員服務

重要通知

本文件包含重要資訊。如果您需要用（中文）接受幫助或者對本通知有疑問，請電洽202-671-2700。請告訴客戶服務部代表您所說的語言，會免費向您提供口譯員服務。謝謝！

goDCgo

Your #1 resource for transportation information and options to make getting to, and around the District easier than ever.

DC Streetcar

DC Streetcar will facilitate travel for District residents, workers and visitors by complementing existing transit options, and by creating neighborhood connections where they currently do not exist.

DC Transportation Online Permitting System

This online system enables home owners, tenants, and businesses alike to apply for the specific type of public space occupancy, construction, excavation, annual or rental permit required for use of the public space within the District of Columbia.

Resources ›

Public Information Meeting
December 14, 2017

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Long Bridge Project
Public Information Meeting

Thursday, December 14, 2017

Open House format: 4 p.m. to 7 p.m.
Formal presentations: 4:30 p.m. and 6:00 p.m.
(same presentation at both times)
DCRA Building, Room E200
1100 4th St SW, Washington, DC 20024

Purpose of the Meeting

The Federal Railroad Administration (FRA) and **the District Department of Transportation (DDOT)** invite the public to review and comment on the alternatives to be evaluated in a Draft Environmental Impact Statement (EIS) for the Long Bridge project, as part of the National Environmental Policy Act (NEPA). At this meeting, participants will have the opportunity to provide input on the alternatives. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act (NHPA).

Directions

Details: Room E200 is located on the second floor of the DCRA building adjacent to the

elevators. *Bring an ID* to show at the entrance in order to access the building.

Directions from Waterfront Metro Station: A one-minute walk from the Metrorail Green line. Take the escalator/elevator to the ground level and walk straight, the building will be on your right.

For more information about the Long Bridge Project, please visit:

longbridgeproject.com

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District Department of Transportation

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

U.S. Department of Transportation
Federal Railroad Administration

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Appendix B

Project Factsheet

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 will include preparation of an Draft 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

Preferred Alternative Recommendation Public Meeting	Spring 2018
Draft EIS Available for Comment/Public Hearing	Winter 2019
Final EIS/Record of Decision	Summer 2019

CONTACT US

Comments can be provided any of the following ways:

At this meeting

Website: www.longbridgeproject.com

Email: info@longbridgeproject.com

Mail: Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003

d.
District Department of Transportation

U.S. Department of Transportation
Federal Railroad Administration

LONG BRIDGE PROJECT

Connecting North and South Through our Nation's Capital

ENVIRONMENTAL IMPACT STATEMENT (EIS) FACT SHEET

DECEMBER 2017

THE LONG BRIDGE PROJECT

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

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

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Appendix C

Informational Exhibits

WELCOME TO THE LONG BRIDGE PROJECT

Public Meeting
Thursday, December 14, 2017

Open House Format: 4:00 p.m. to 7:00 p.m.
Formal Presentations: 4:30 p.m. and 6:00 p.m.
(same presentation at both times)

d. District Department of Transportation

U.S. Department of Transportation
Federal Railroad Administration

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Project Overview

What is the Project?

- The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) are preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA).
- The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia.
- The two-track Long Bridge was built in 1904 and is owned and maintained by CSX Transportation (CSXT).
- Virginia Railway Express (VRE) and Amtrak also currently use Long Bridge.
- Long Bridge is a contributing element to the East and West Potomac Parks Historic District.

Project Overview

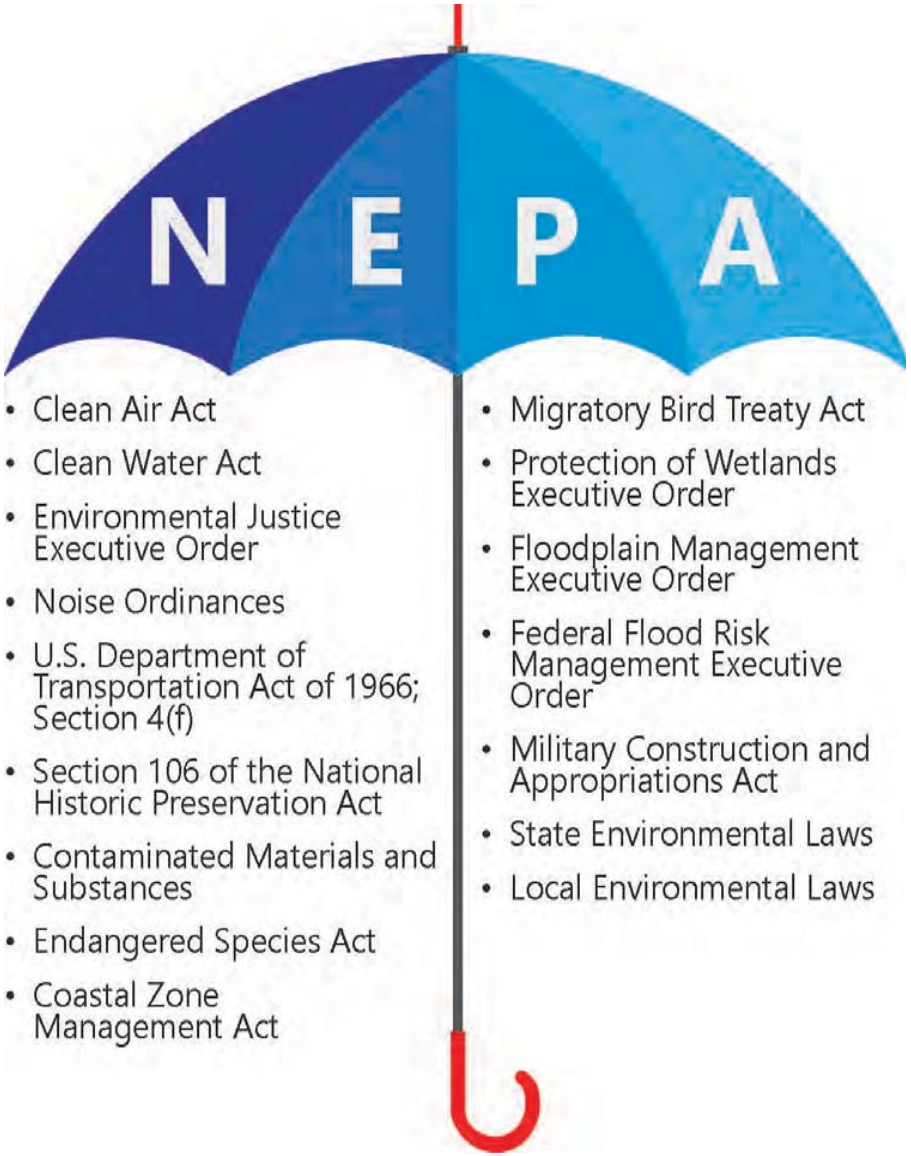
What is NEPA?

- 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.

What is Section 106?

Section 106 of the National Historic Preservation Act (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).



Project Area Update

Previous Project Area Limits

Updated Project Area Limits

New limits from RO Interlocking near Long Bridge Park in Arlington, Virginia to LE Interlocking near 10th Street SW in the District of Columbia.

- 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.
- Project limits updated based on:
  - All changes to infrastructure would be between Rosslyn (RO) and L'Enfant (LE) interlockings.
  - RO Interlocking provides transition between the Long Bridge Project and the separate and independent DC to Richmond Southeast High-Speed Rail (DC2RVA) project.
  - LE Interlocking provides transition between the Long Bridge Project and the separate and independent VRE projects that include the addition of a 4th track between LE and Virginia (VA) interlockings near 3rd Street SW.

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.

Train Operator	Current # of Trains per Day	2040 # of Trains per Day	Percent Increase
VRE	34*	92	171%
MARC	0	8	--
Amtrak	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
Total	76	192	

** The Fall 2016 public meeting materials stated that 32 VRE trains travel Long Bridge per day. This number did not account for one non-revenue round-trip, which brings the total to 34 trains per day.*

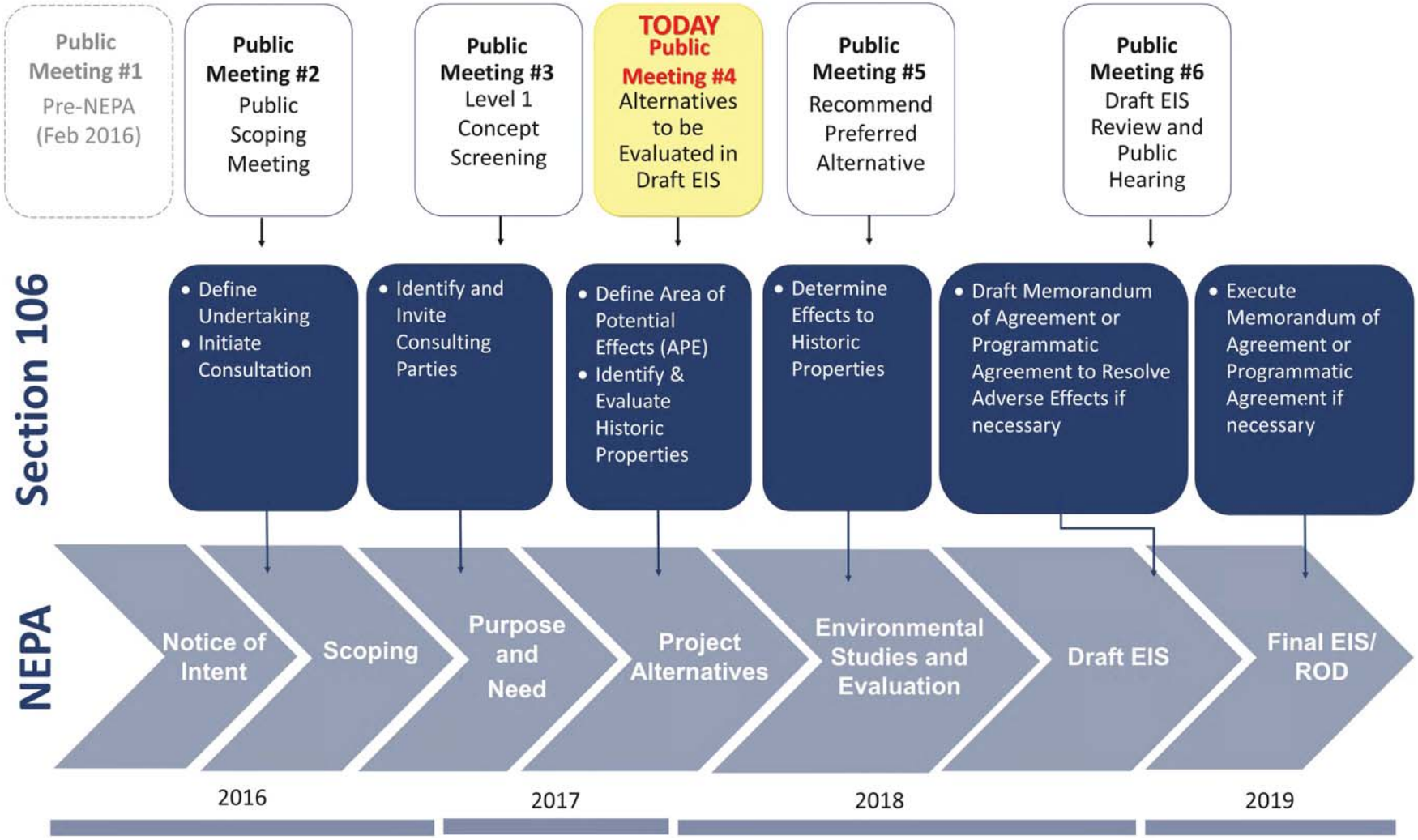
On Time Performance		
	Current (Observed)	No Action (2040)
Commuter	91%	25%
Intercity Long Distance	70%	12%
Intercity Regional		7%

** The Fall 2016 public meeting materials reported different on-time performance from what is reported here for two reasons:*

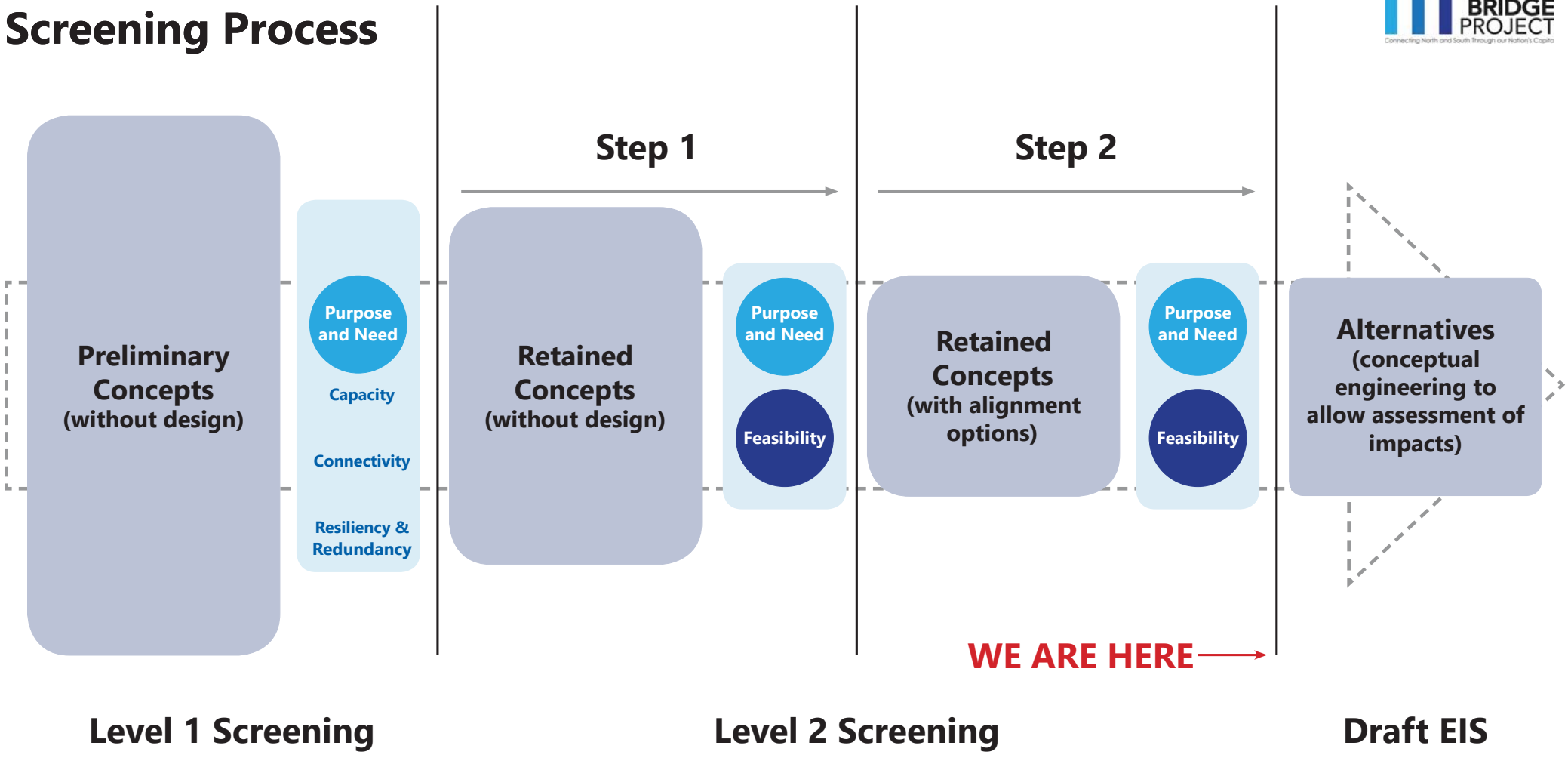
(1) The Current percentage is now based on observed performance, while previously the percentage was based on modeling results; and

(2) The No Action (2040) on-time performance has changed due to revisions in the model related to the tracks around L'Enfant Plaza Station.

Section 106 and NEPA Coordination



Screening Process



**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need*

Purpose and Need

Capacity: Eliminates operational bottleneck and prevents development of future bottleneck.

- Project area (existing) is 2 tracks with 3-track approaches at RO Interlocking in Virginia and LE Interlocking in the District.
- Current projects, as well as medium- and long-term plans, would expand railroad capacity in Virgina and the District.
- New investment should not preclude additional railroad capacity to satisfy long-term needs.

Network Connectivity and Resiliency & Redundancy: Improves ability to maintain normal railroad operations and network connectivity during planned maintenance and unanticipated outages.

- In order to maintain normal railroad operations during construction and later during planned maintenance or unanticipated outages, at least two tracks must remain in service across the river.
- The Long Bridge corridor serves as a critical link in the freight, commuter, and passenger railroad networks.
- If service across the bridge is interrupted:
  - Freight trains must divert to next closest crossing in Harpers Ferry, West Virginia;
  - VRE service between Virginia and the District is severed; and
  - Amtrak service between the Northeast Corridor and the Southeast Corridor is halted.

Feasibility

- **Provides 25 feet clearance between bridges over the river**
  - Structures over river require periodic maintenance and inspection.
  - 25 feet clearance enables vessels to fit between bridges for access.
- **Does not require interlocking infrastructure over the river**
  - Increased risk of derailment when making crossing movements.
  - No interlocking infrastructure permitted on bridge, to minimize likelihood of derailments over water.
- **Does not preclude future replacement or rehabilitation of existing bridge**
  - Existing bridge will likely need rehabilitation or replacement before newer infrastructure.
  - Must allow access to existing structure.
- **Avoids DoD Facility**
  - Must preserve construction and maintenance access to railroad by staying 10 feet from the fence line of the facility.

Level 2, Step 1 Concept Screening Results

Concept	Concept 3	Concept 5	Concept 8
Number of Tracks	**3 tracks**	**4 tracks**	**5 tracks**
Purpose and Need			
Eliminates/prevents operational bottleneck	✗	✓	✗
Improves ability to maintain normal railroad operations and network connectivity during planned maintenance and unanticipated outages	✗	✓	✓
Feasibility			
Provides 25 feet clearance between bridges over the river	✓	✓	✓
Does not preclude future replacement or rehabilitation of existing bridge	✓	✓	✓
Does not require interlocking infrastructure over the river	✓	✓	✗
Avoids DoD Facility	✓	✓	✓

✗ *indicates a fatal flaw*

Retained for further analysis

Concept 3 (3 tracks)

- Would create a long-term bottleneck because it would not provide 4 tracks.
- Would not allow 2 tracks to remain in service across the river when planned maintenance or unanticipated outages occur on the middle track.

Concept 5 (4 tracks) meets Purpose and Need and is feasible.

Concept 8 (5 tracks)

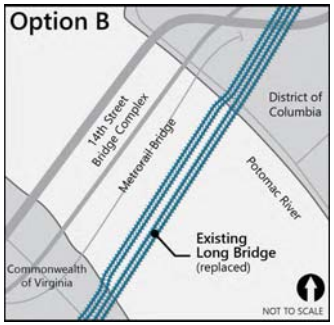
- Would create a new operational bottleneck by requiring trains using the 5th track to switch back to one of the 4 tracks on either side of the bridge.
- Would require interlocking infrastructure to extend onto the Long Bridge on the District side of the river.

**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need*

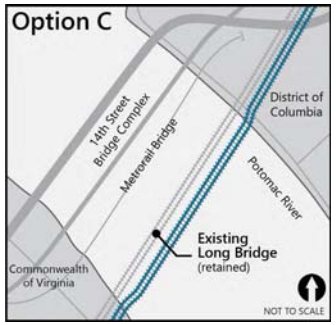
4-Track Alignment Options

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

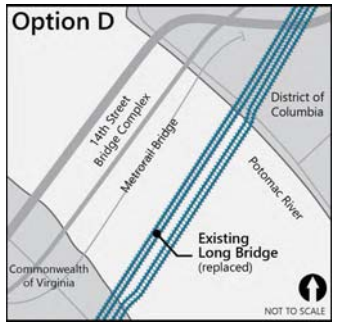
- New 2-track bridge upstream of existing bridge
- Retain existing bridge



- New 2-track bridge upstream of existing bridge
- Replace existing bridge



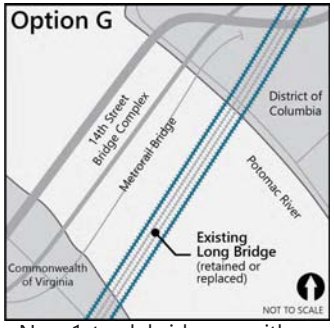
- New 2-track bridge downstream of existing bridge
- Retain existing bridge



- New 2-track bridge downstream of existing bridge
- Replace existing bridge

- New 2-track bridge upstream of existing bridge
- Demolish or rehabilitate existing bridge
- Expand new bridge to 4 tracks, overlapping footprint of previous bridge

- New 2-track bridge downstream of existing bridge
- Demolish or rehabilitate existing bridge
- Expand new bridge to 4 tracks, overlapping footprint of previous bridge



- New 1-track bridge on either side of existing bridge
- Retain or replace existing bridge

- New 4-track bridge upstream of existing bridge
- Demolish existing bridge

- New 4-track bridge downstream of existing bridge
- Demolish existing bridge

Level 2, Step 2 Concept Screening Results

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	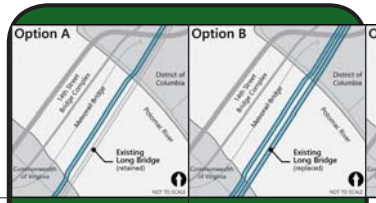		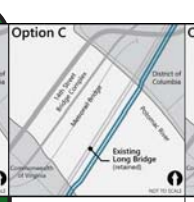	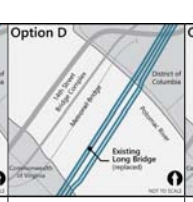	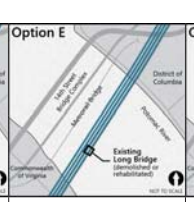	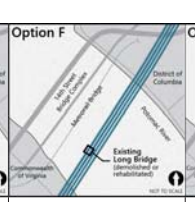	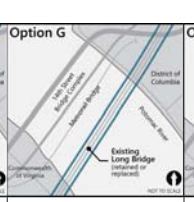	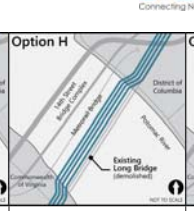	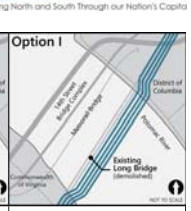
Option	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**
Purpose and Need									
Eliminates/prevents operational bottleneck	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves ability to maintain normal railroad operations and network connectivity during planned maintenance and unanticipated outages	✓	✓	✓	✓	✗	✗	✓	✗	✗
Feasibility									
Provides 25 feet clearance between bridges over the river	✓	✓	✓	✓	✓	✓	✓	✓	✓
Does not preclude future replacement or rehabilitation of existing bridge	✓	✓	✓	✓	✓	✓	✗	✓	✓
Does not require interlocking infrastructure over the river	✓	✓	✓	✓	✓	✓	✓	✓	✓
Avoids DoD Facility	✓	✓	✗	✗	✓	✗	✓	✓	✗

✗ *indicates a fatal flaw*

Retained

**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need*

Proposed Action Alternative A

4-track alignment; new 2-track bridge upstream (retain existing 2-track bridge)

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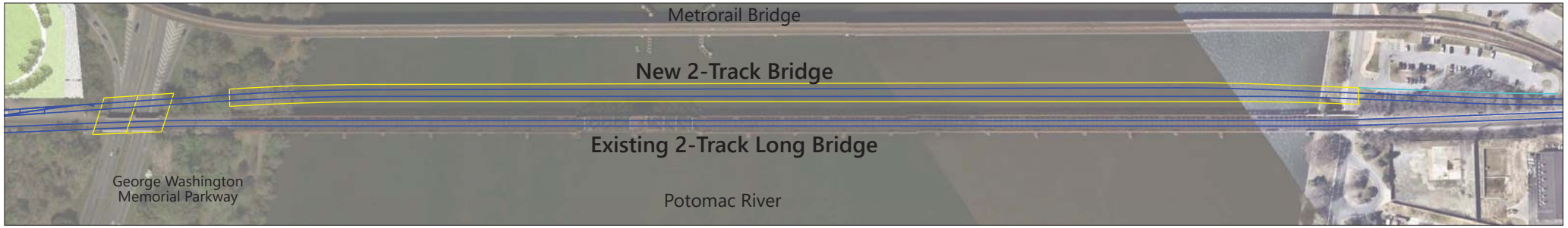
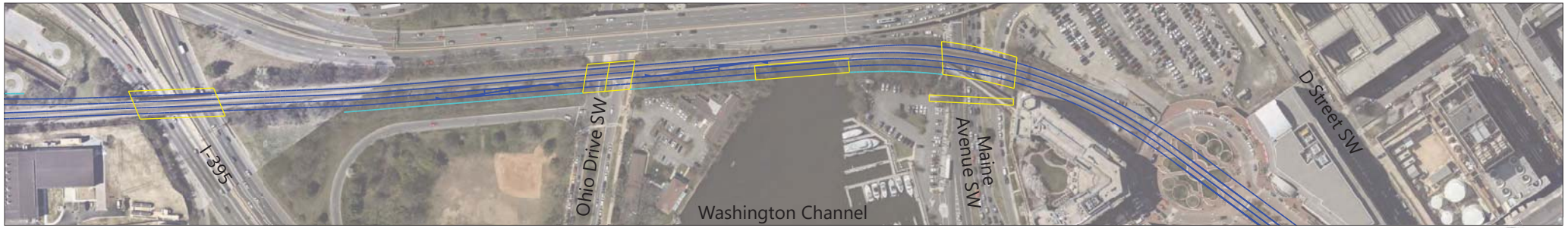
Track Alignment in Virginia

Track Alignment Crossing the Potomac River



Track Alignment in the District



Legend

- Track Alignment (centerlines)
- Retaining Walls
- New Bridge Structures

0 100 200 400 800 feet

N

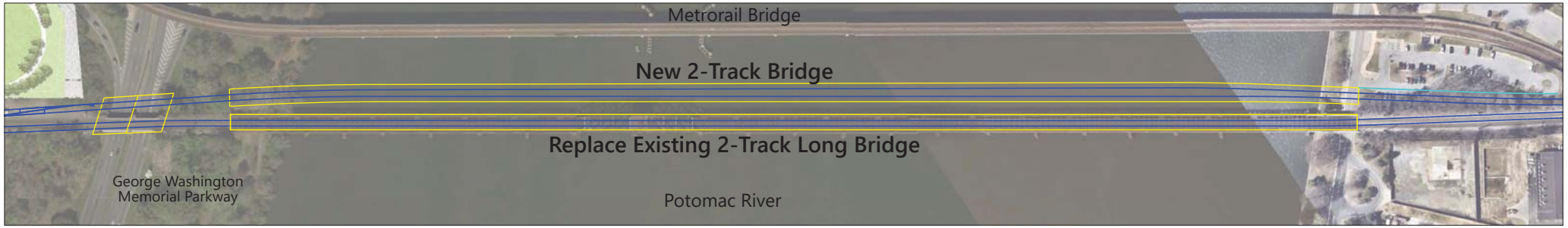
Proposed Action Alternative B

4-track alignment; new 2-track bridge upstream (replace existing 2-track bridge)

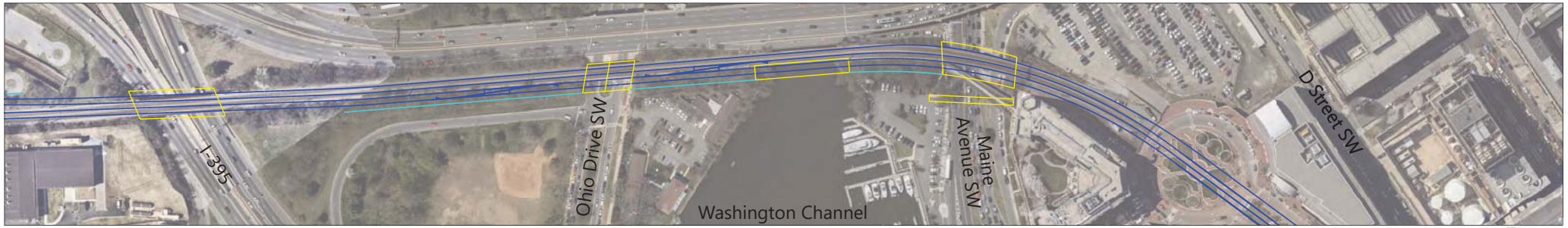
LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Track Alignment in Virginia

Track Alignment Crossing the Potomac River



Track Alignment in the District



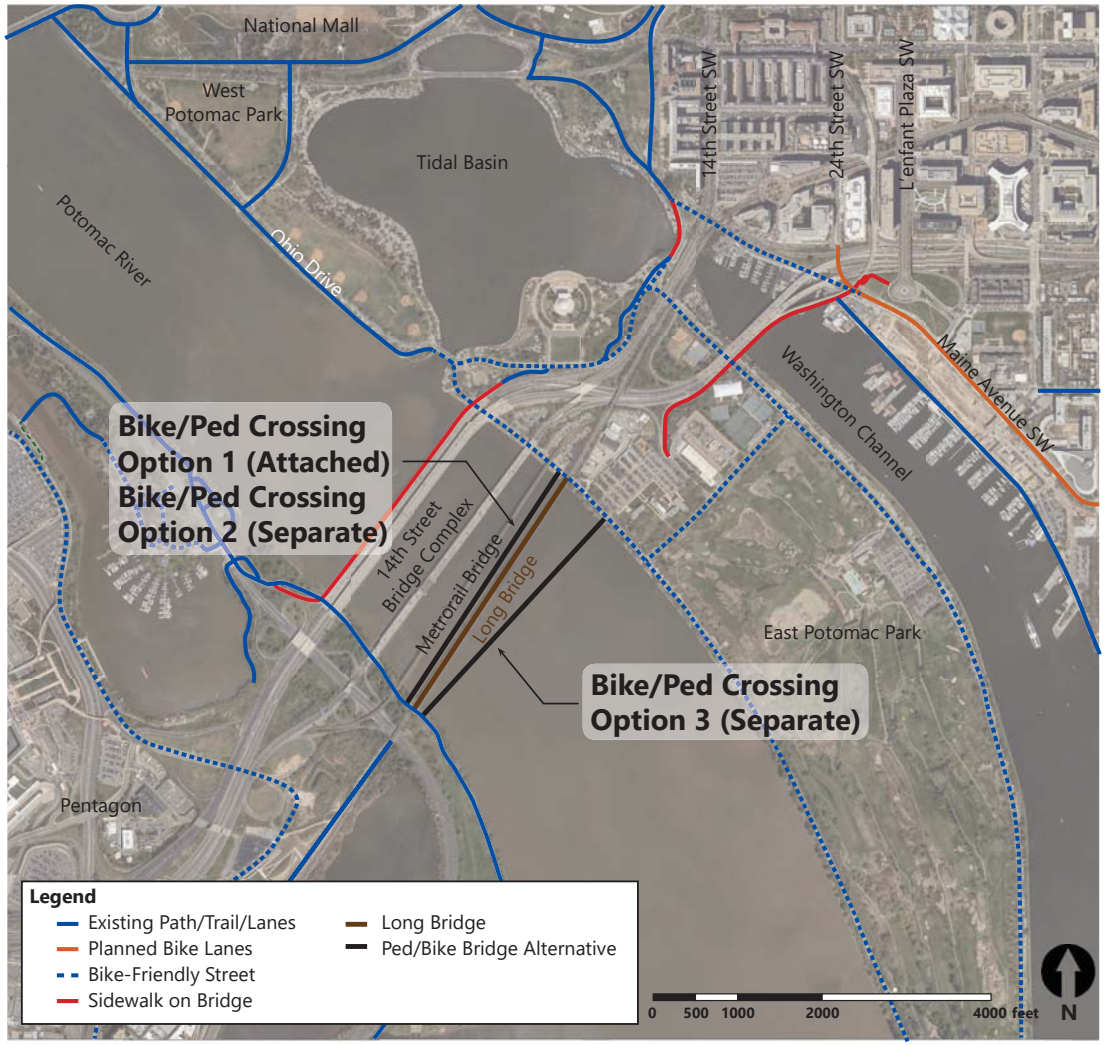
Legend

- Track Alignment (centerlines)
- Retaining Walls
- New Bridge Structures

0 100 200 400 800 feet

N

Bicycle and Pedestrian Crossing Opportunities



Each bike-pedestrian option could work with either Proposed Action Alternative

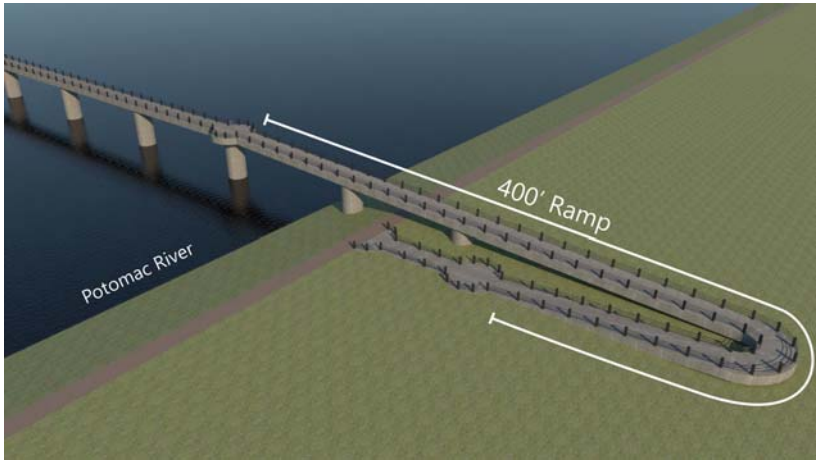
- Although not part of the Proposed Action Purpose and Need, the Project will explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network.
  - The feasibility of this opportunity will be assessed as the Project progresses, and will consider whether a path can be designed to be consistent with railroad operator plans and pursuant to railroad safety practices.
  - Future efforts to accommodate connections to the pedestrian and bicycle network may be advanced as part of the Project, or as part of a separate project(s) sponsored by independent entities.

**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need*

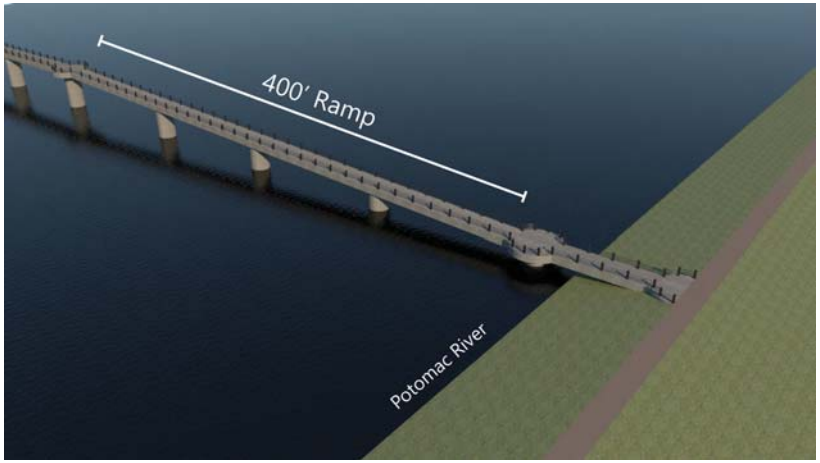
Bicycle and Pedestrian Crossing Ramps

Potential Ramp Types

Landing with Ramp over Land



Landing with Ramp over Water

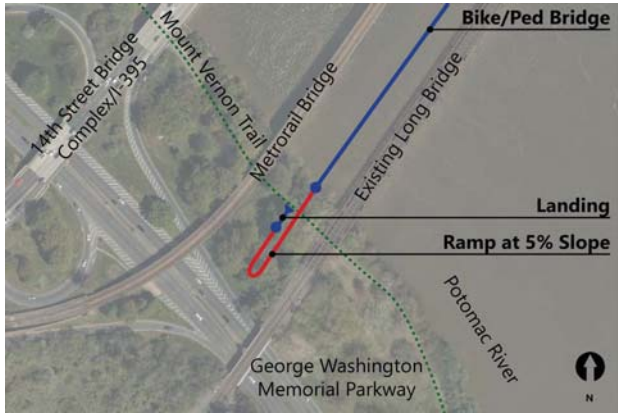


**Length of ramp dictated by maximum 5 percent slope required by Americans with Disabilities Act regulations*

Bicycle and Pedestrian Crossing Landings

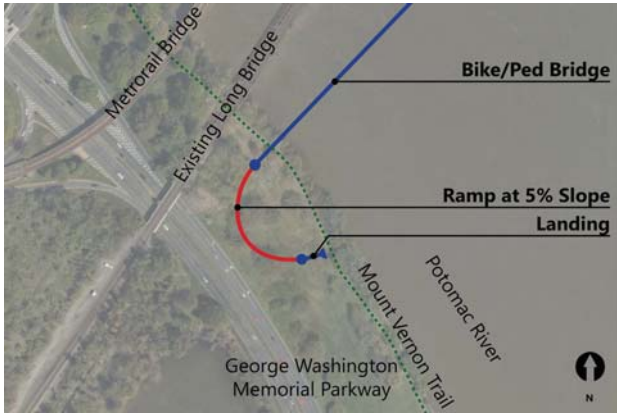
Potential Ramps on the Virginia Side

Upstream of Railroad Bridges

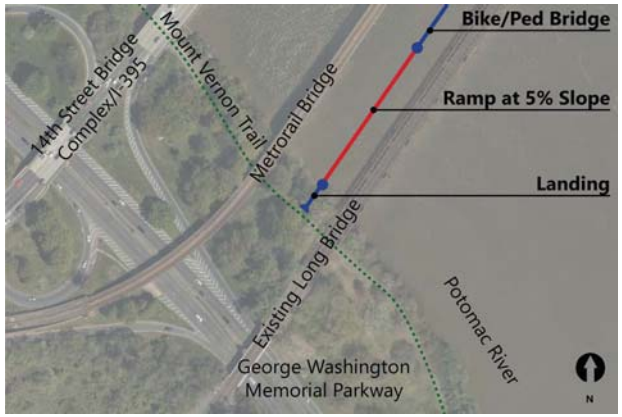


Landing with ramp over land

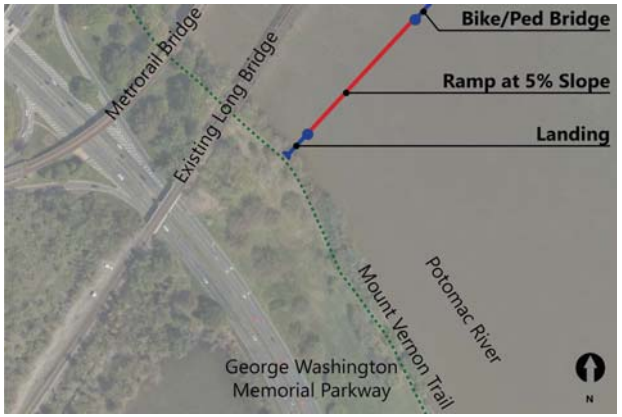
Downstream of Railroad Bridges



Landing with ramp over land



Landing with ramp over water



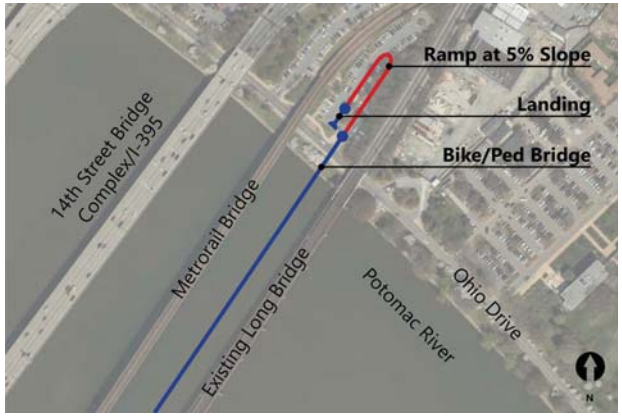
Landing with ramp over water

**Maximum 5 percent slope required by Americans with Disabilities Act regulations*

Bicycle and Pedestrian Crossing Landings

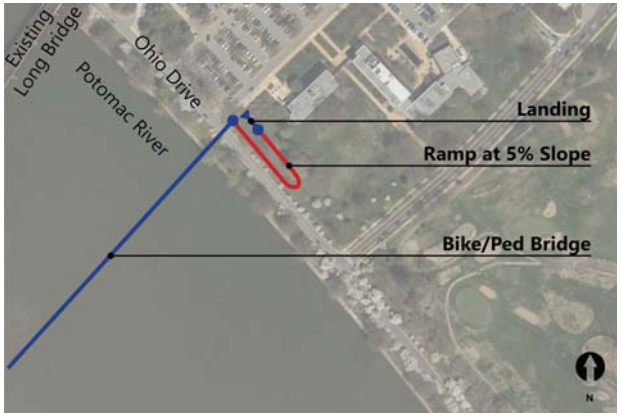
Potential Ramps on the District Side

Upstream of Railroad Bridges

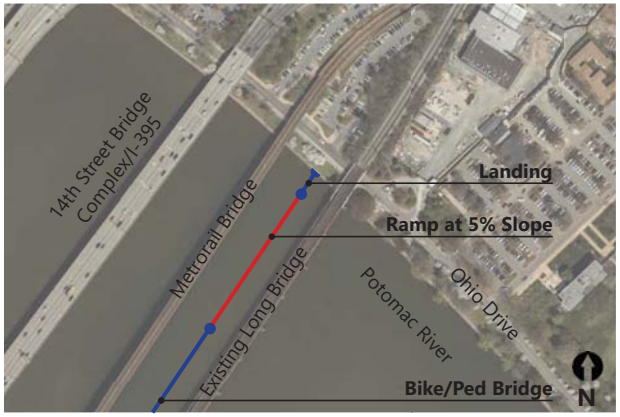


Landing with ramp over land

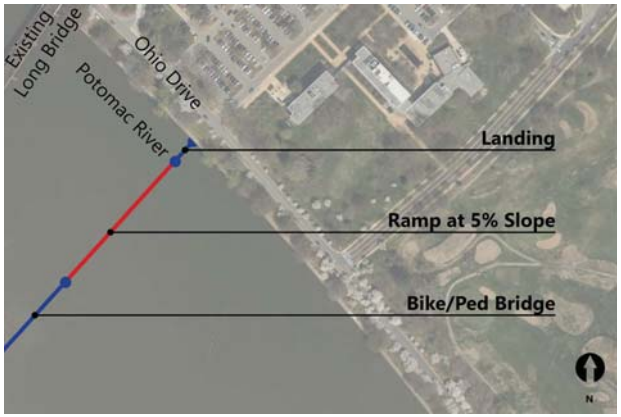
Downstream of Railroad Bridges



Landing with ramp over land



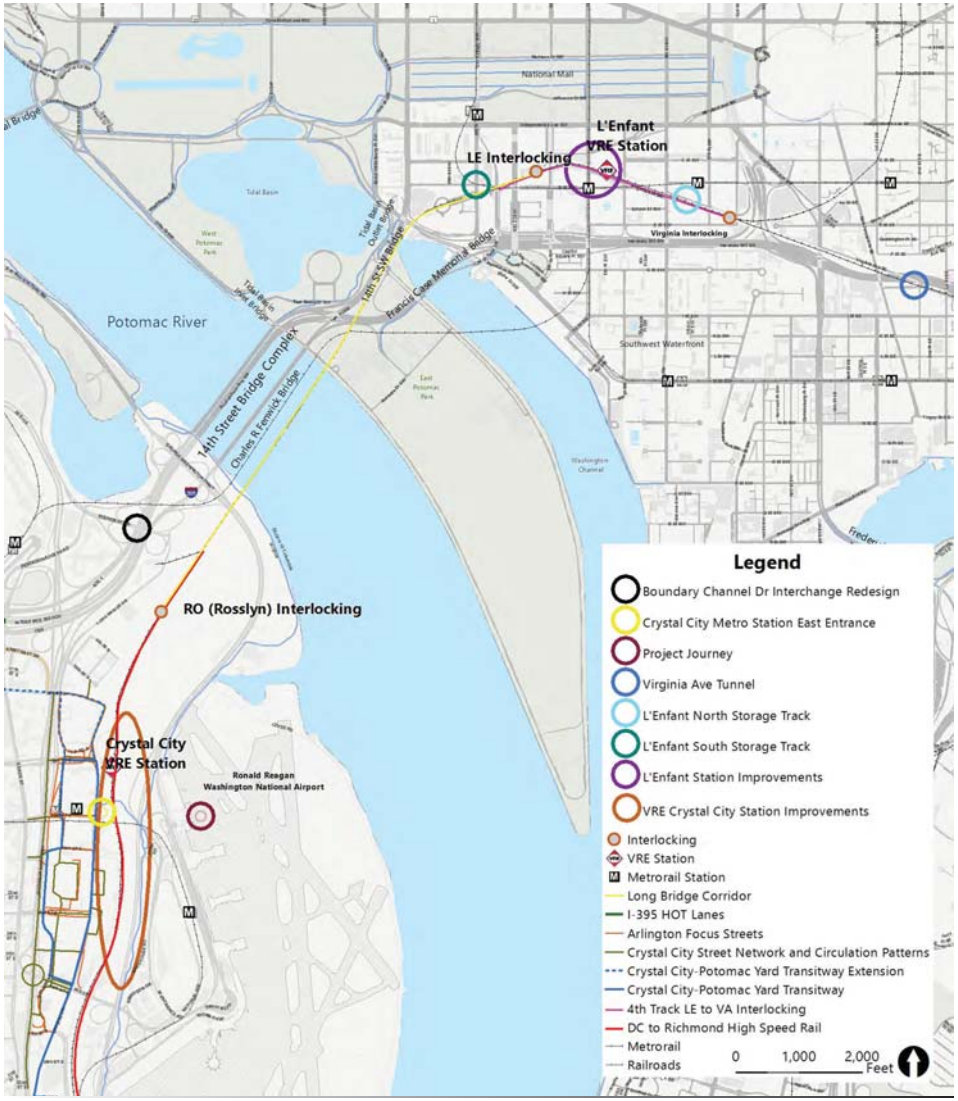
Landing with ramp over water



Landing with ramp over water

**Maximum 5 percent slope required by Americans with Disabilities Act regulations*

No Action Alternative



The No Action Alternative for the Long Bridge EIS consists of the existing transportation network, plus all projects within the Project Area that are predictable by the planning year of 2040. The No Action Alternative does not include the Long Bridge Project.

Project	Year Complete
L'Enfant North and South Storage Tracks	2017
Virginia Avenue Tunnel (under construction)	2019
I-395 HOT Lanes	2020
Boundary Channel Drive Interchange	2021
Crystal City-Potomac Yard Transitway Extension	2021
Fourth Track Virginia (VA) to L'Enfant (LE) Interlocking	2021
Project Journey (new commuter concourse and security checkpoint at the Ronald Reagan Washington National Airport)	2021
Crystal City Metro Station East Entrance	2022
VRE Crystal City Station Improvements	2023
L'Enfant Station Improvements	2024
DC to Richmond High Speed Rail (DC2RVA)	2025
Arlington Complete Streets (Army Navy Drive, Crystal Drive, Clark Bell Street, 12th Street South, 18th Street South, 23rd Street South, and 27th Street South)	2037
Reconfigure Crystal City Street Network and Circulation Patterns	2040

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Appendix D

Public Meeting Presentation

LONG BRIDGE PROJECT

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Environmental Impact Statement (EIS)/ Section 106 Public Meeting

Proposed Alternatives

December 14, 2017

District Department of Transportation

U.S. Department of Transportation
Federal Railroad Administration

Today's Agenda

LONG BRIDGE PROJECT
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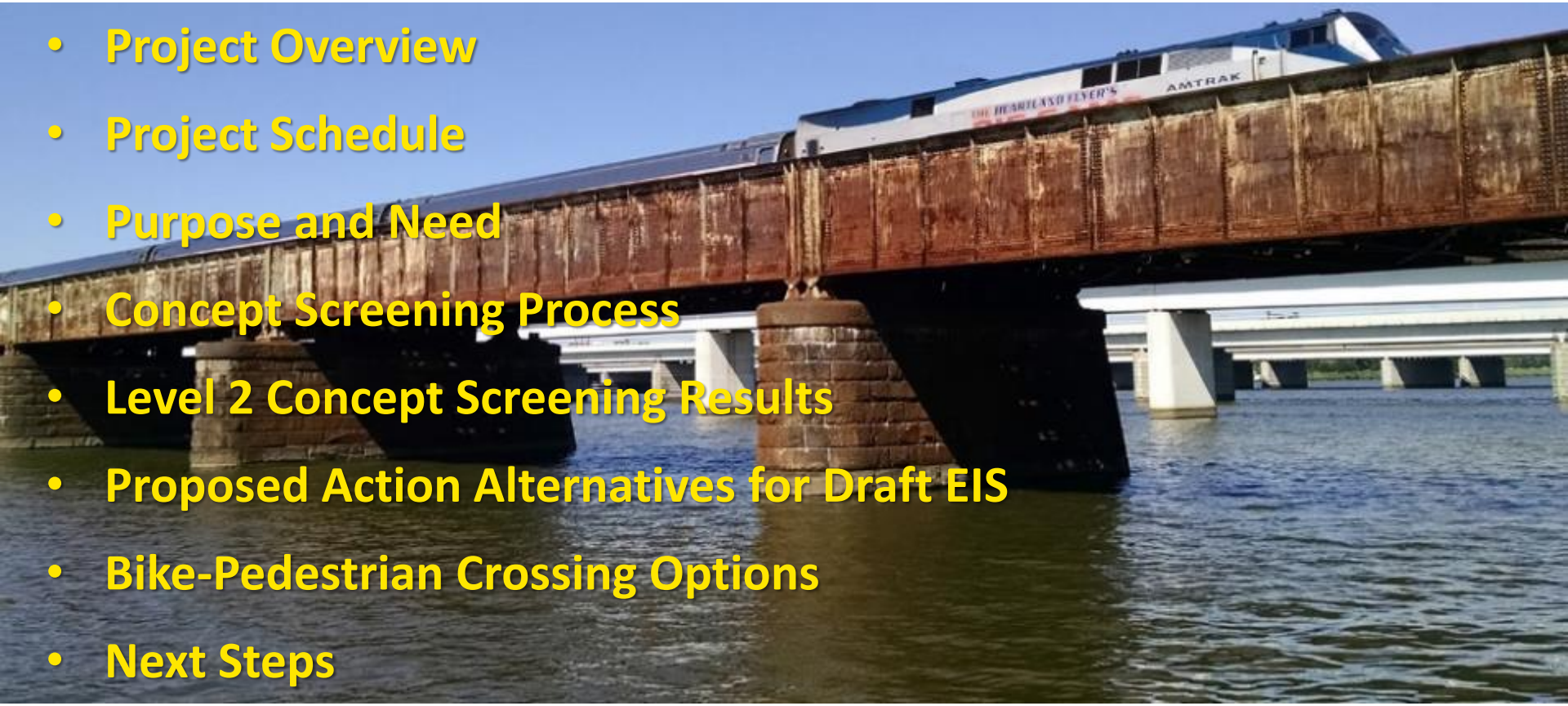
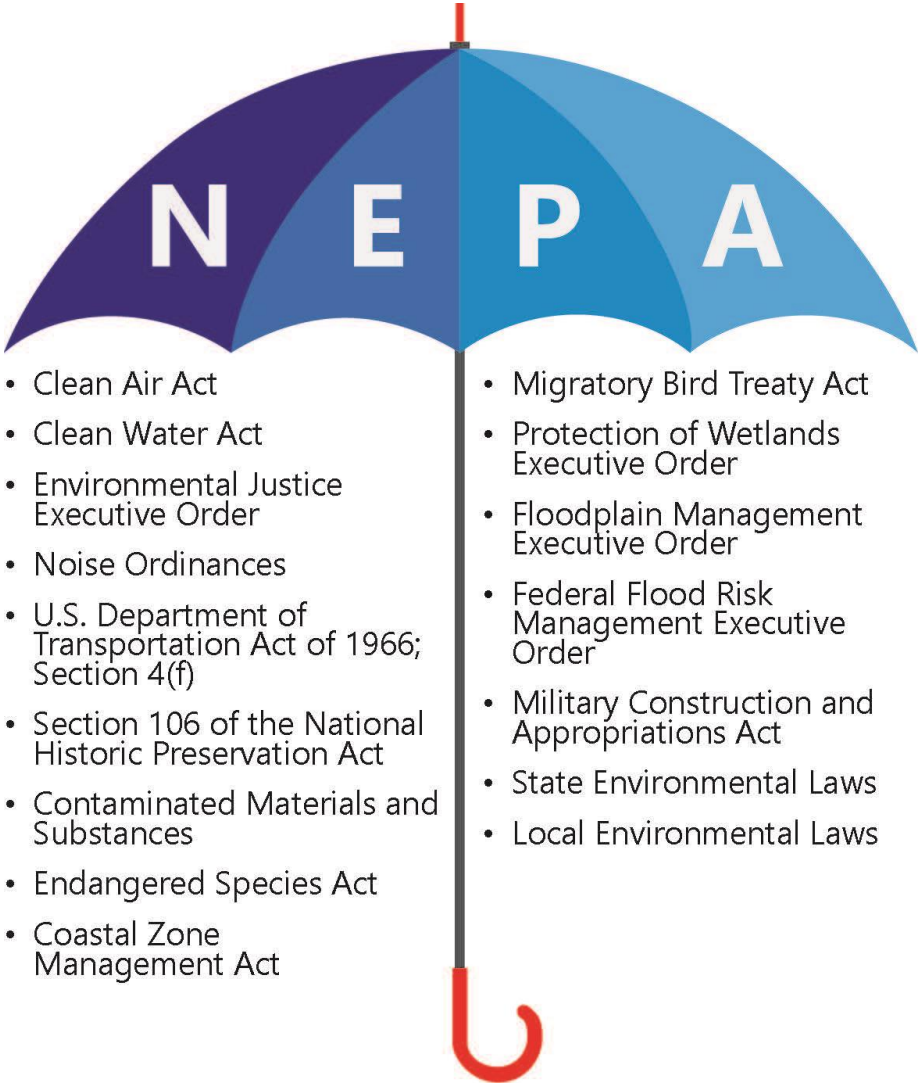


- Project Overview
- Project Schedule
- Purpose and Need
- Concept Screening Process
- Level 2 Concept Screening Results
- Proposed Action Alternatives for Draft EIS
- Bike-Pedestrian Crossing Options
- Next Steps

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.



What is Section 106?

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- 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)

The Long Bridge

LONG BRIDGE PROJECT
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- 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 south
- Contributing element to the East and West Potomac Parks Historic District

Project Area Limits Update

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Section 106 and NEPA Coordination

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Public Meeting #1 Pre-NEPA (Feb 2016)

Public Meeting #2 Public Scoping Meeting

Public Meeting #3 Level 1 Concept Screening

TODAY
Public Meeting #4 Alternatives to be Evaluated in Draft EIS

Public Meeting #5 Recommend Preferred Alternative

Public Meeting #6 Draft EIS Review and Public Hearing

Section 106

- Define Undertaking
- Initiate Consultation

- Identify and Invite Consulting Parties

- Define Area of Potential Effects (APE)
- Identify & Evaluate Historic Properties

- Determine Effects to Historic Properties

- Draft Memorandum of Agreement or Programmatic Agreement to Resolve Adverse Effects if necessary

- Execute Memorandum of Agreement or Programmatic Agreement if necessary

NEPA

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

2016 | 2017 | 2018 | 2019

Purpose and Need

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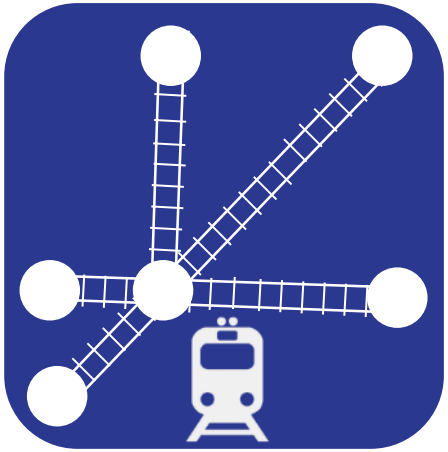
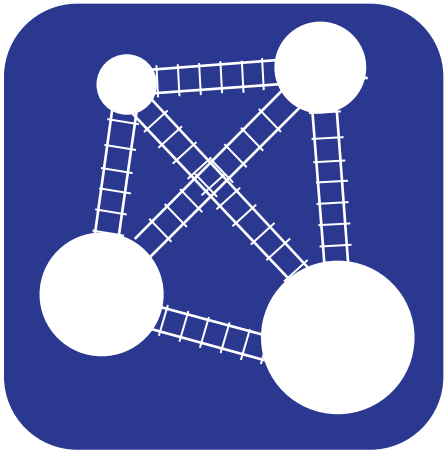
Railroad Capacity

Network Connectivity



Railroad Resiliency and Redundancy



Current and Future Operations

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Train Operator	Current # Trains per Day	2040 # Trains per Day	Percent Increase
VRE	34*	92	171%
MARC	0	8	--
Amtrak/DC2RVA	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
TOTAL	76	192	

** The Fall 2016 public meeting materials stated that 32 VRE trains travel Long Bridge per day. This number did not account for one non-revenue round-trip, which brings the total to 34 trains per day.*

On-Time Performance*		
	Current (Observed)	No Action (2040)
Commuter	91%	25%
Intercity Long Distance	70%	12%
Intercity Regional		7%

** The Fall 2016 public meeting materials reported different on-time performance from what is reported here for two reasons:*

(1) The Current percentage is now based on observed performance, while previously the percentage was based on modeling results; and

(2) The No Action (2040) on-time performance has changed due to revisions in the model related to the tracks around L'Enfant Plaza Station.

Screening Process

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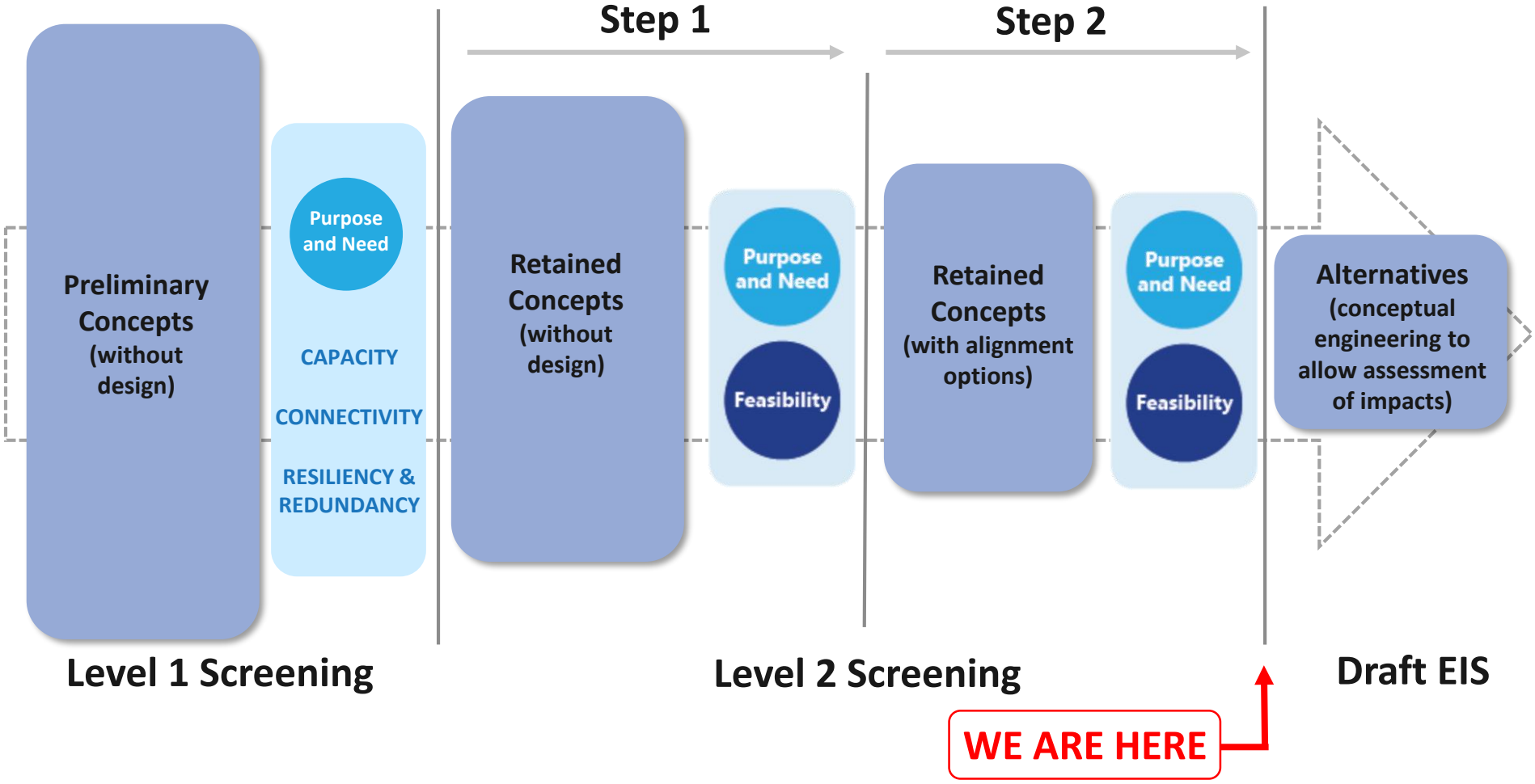

**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need.*

Level 2 Concept Screening Considerations

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- All concepts could be implemented and allow for safe railroad operations
- Environmental issues were considered during Level 2 Concept Screening, however they did not substantially differentiate among the concepts because they all occur within the same corridor
  - For example: all concepts would have an impact to water resources and wildlife habitat (Potomac River, Roaches Run), 4(f) properties (NPS land, Roaches Run), traffic impacts (corridor crosses highways)
  - Engineering will progress on the DEIS Alternatives and help inform environmental impact analysis
  - Environmental impacts of the DEIS Alternatives will be documented in the Draft EIS which will be made available for public comment.

Level 2 Concept Screening Criteria

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- **Purpose and Need**
  - **Capacity:** Eliminates operational bottleneck and prevents development of future bottleneck
  - **Network Connectivity and Resiliency & Redundancy:** Improves ability to maintain normal railroad operations and network connectivity during planned maintenance and unanticipated outages
- **Feasibility**
  - Provides 25 feet clearance between bridges over the river
  - Does not preclude future replacement or rehabilitation of existing bridge
  - Does not require interlocking infrastructure over the river
  - Avoids DoD Facility

Level 2, Step 1
Concept Screening Results

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Concept	Concept 3	Concept 5	Concept 8
Number of Tracks	**3 tracks**	**4 tracks**	**5 tracks**
Purpose and Need			
Eliminates/prevents operational bottleneck	✗	✓	✗
Improves ability to maintain normal railroad operations and network connectivity during planned maintenance and unanticipated outages	✗	✓	✓
Feasibility			
Provides 25 feet clearance between bridges over the river	✓	✓	✓
Does not preclude future replacement or rehabilitation of existing bridge	✓	✓	✓
Does not require interlocking infrastructure over the river	✓	✓	✗
Avoids DoD Facility	✓	✓	✓

✗ ***Indicates fatal flaw***

Retained for further analysis

**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need.*

Proposed Action Alternatives for Draft EIS

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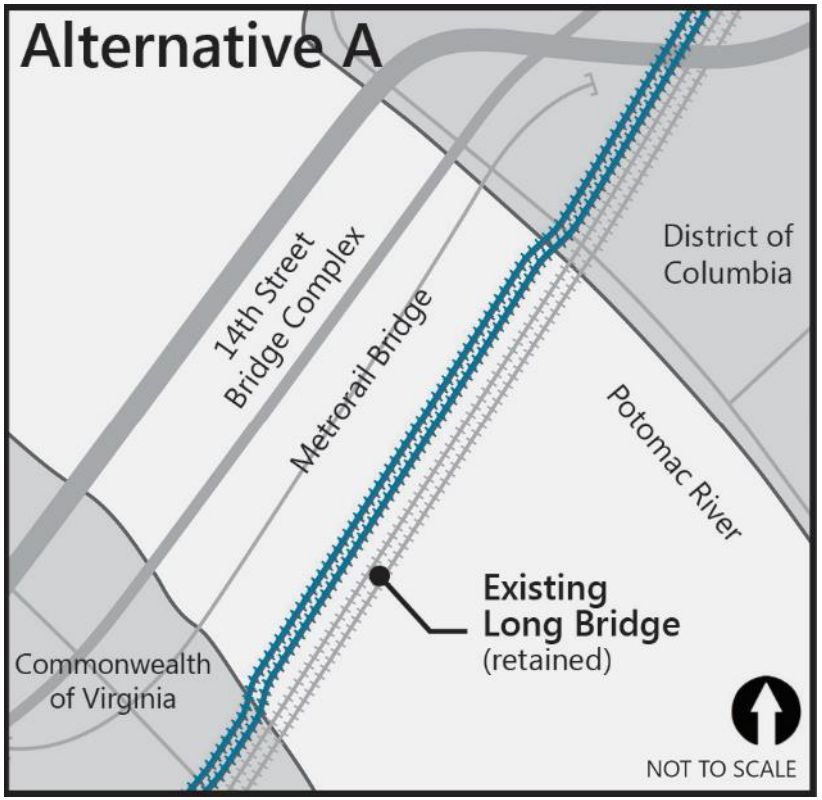
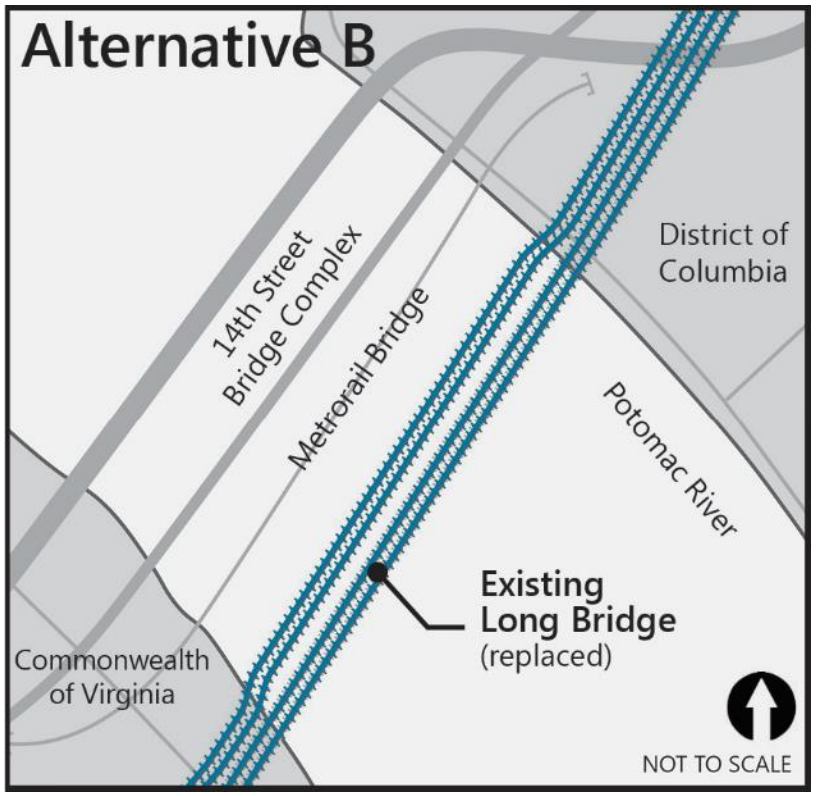


- New 2-track bridge upstream of existing bridge
- Retain existing bridge
- Allows for safe railroad operations



- New 2-track bridge upstream of existing bridge
- Replace existing bridge
- Allows for safe railroad operations

4-Track Alignment Options A - C

LONG BRIDGE PROJECT
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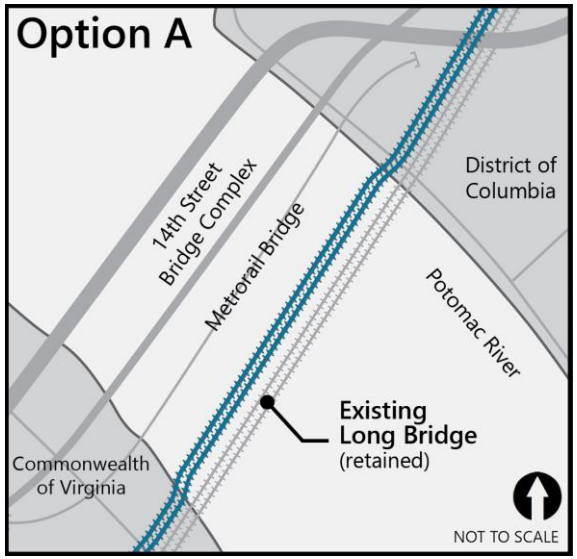
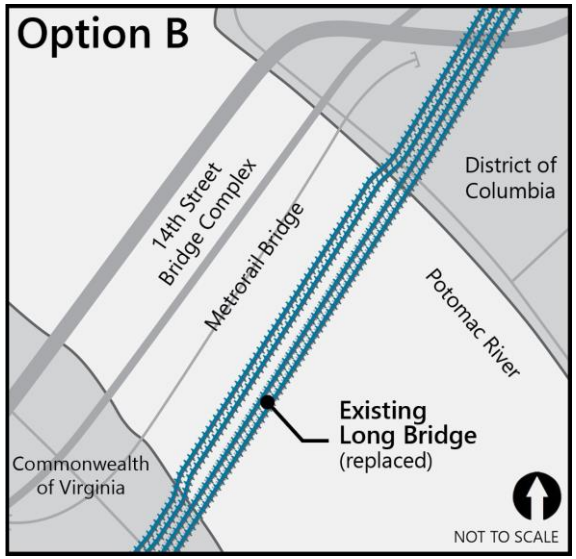
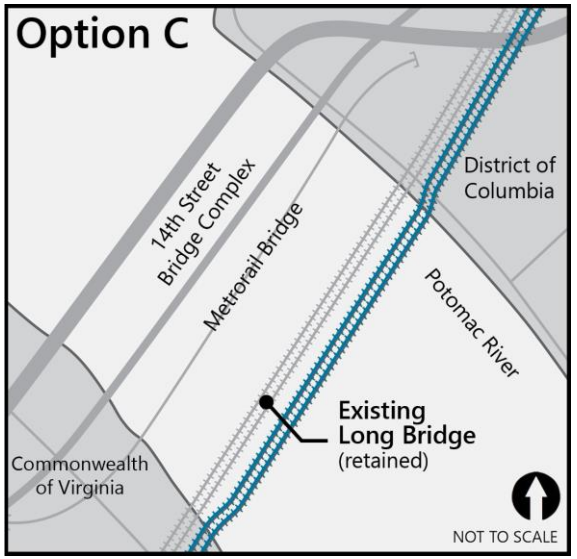


- New 2-track bridge upstream of existing bridge
- Retain existing bridge



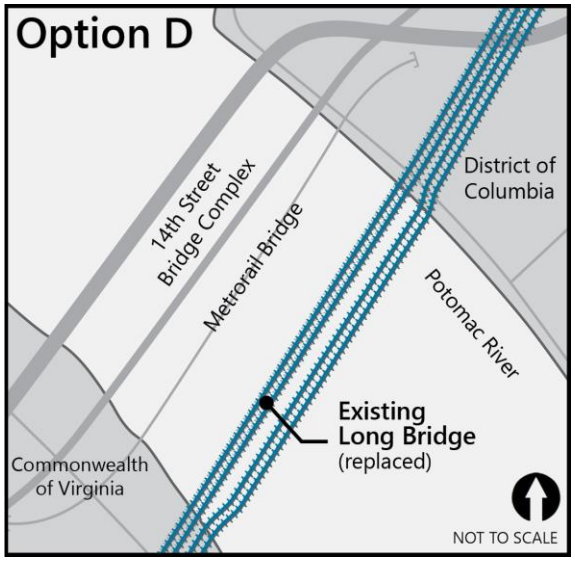
- New 2-track bridge upstream of existing bridge
- Replace existing bridge



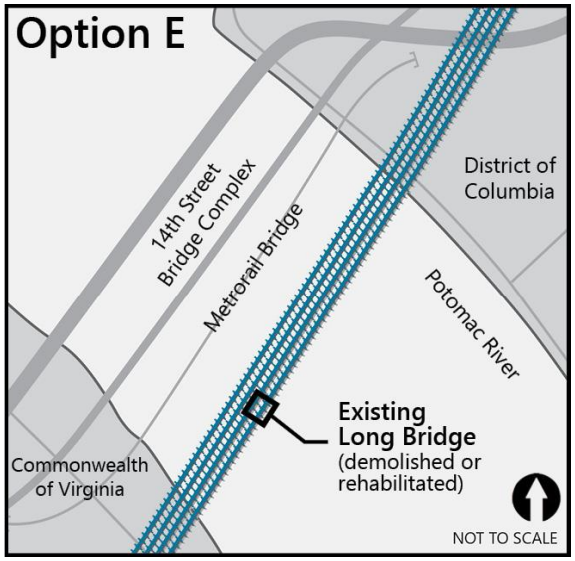
- New 2-track bridge downstream of existing bridge
- Retain existing bridge

4-Track Alignment Options D - F

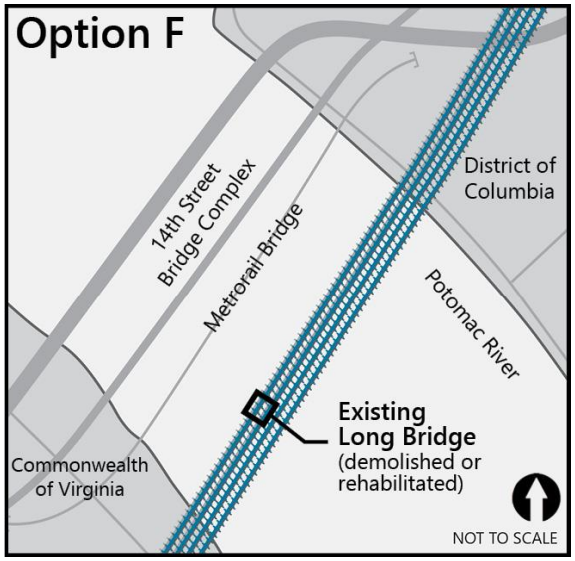
LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital



- New 2-track bridge downstream of existing bridge
- Replace existing bridge



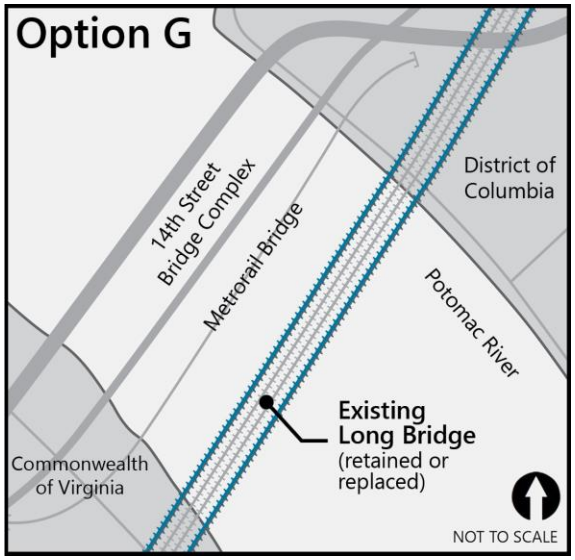
- New 2-track bridge upstream of existing bridge
- Demolish or rehabilitate existing bridge
- Expand new bridge to 4 tracks, overlapping footprint of previous bridge



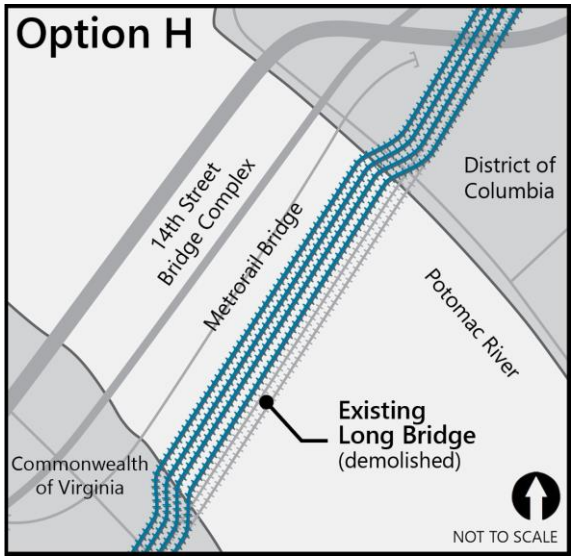
- New 2-track bridge downstream of existing bridge
- Demolish or rehabilitate existing bridge
- Expand new bridge to 4 tracks, overlapping footprint of previous bridge

4-Track Alignment Options G - I

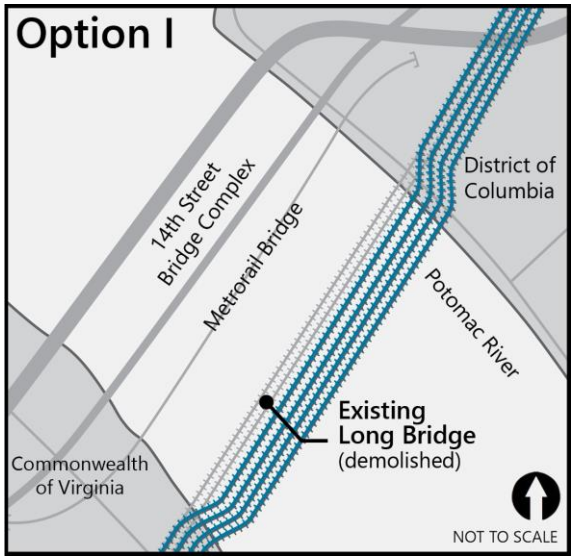
LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital



- New 1-track bridge on either side of existing bridge
- Retain or replace existing bridge



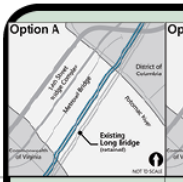
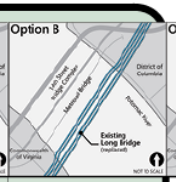
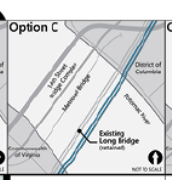
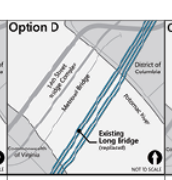
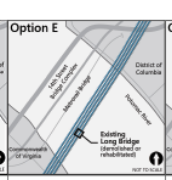
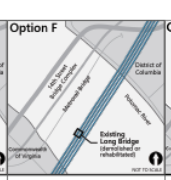
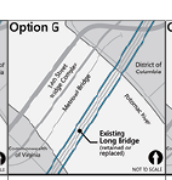
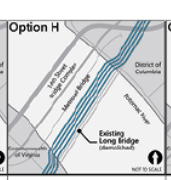
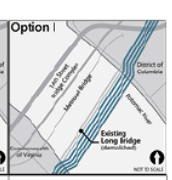
- New 4-track bridge upstream of existing bridge
- Demolish existing bridge



- New 4-track bridge downstream of existing bridge
- Demolish existing bridge

Level 2, Step 2
Concept Screening Results

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Option	A	B	C	D	E	F	G	H	I
									
Purpose and Need									
Eliminates/prevents operational bottleneck	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves ability to maintain normal railroad operations and network connectivity during planned maintenance and unanticipated outages	✓	✓	✓	✓	✗	✗	✓	✗	✗
Feasibility									
Provides 25 feet clearance between bridges over the river	✓	✓	✓	✓	✓	✓	✓	✓	✓
Does not preclude future replacement or rehabilitation of existing bridge	✓	✓	✓	✓	✓	✓	✗	✓	✓
Does not require interlocking infrastructure over the river	✓	✓	✓	✓	✓	✓	✓	✓	✓
Avoids DoD Facility	✓	✓	✗	✗	✓	✗	✓	✓	✗

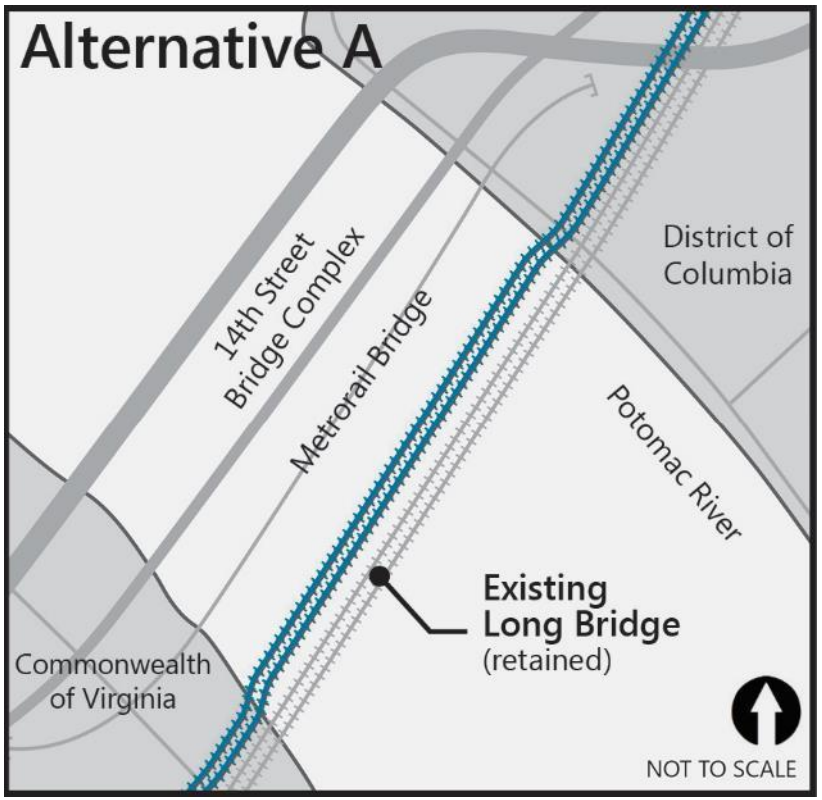
Options advanced for evaluation as Proposed Action Alternatives for Draft EIS

✗ ***Indicates fatal flaw***

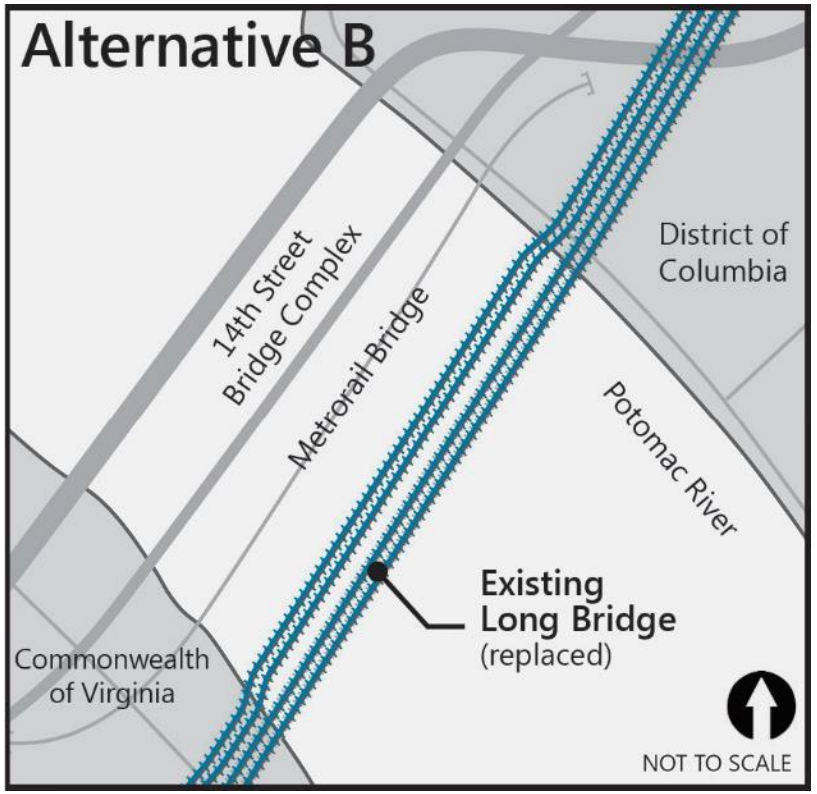
**Feasibility of bike-pedestrian crossing opportunities continue to be evaluated, but were not screened as part of the Level 2 Screening using Purpose and Need.*

Proposed Action Alternatives for Draft EIS

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital



- New 2-track bridge upstream of existing bridge
- Retain existing bridge



- New 2-track bridge upstream of existing bridge
- Replace existing bridge

Pedestrian/Bicycle Connectivity

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

- Although not part of the Proposed Action Purpose and Need, the Project will explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network.
  - The feasibility of this opportunity will be assessed as the Project progresses, and will consider whether a path can be designed to be consistent with railroad operator plans and pursuant to railroad safety practices.
  - Future efforts to accommodate connections to the pedestrian and bicycle network may be advanced as part of the Project, or as part of a separate project(s) sponsored by independent entities.

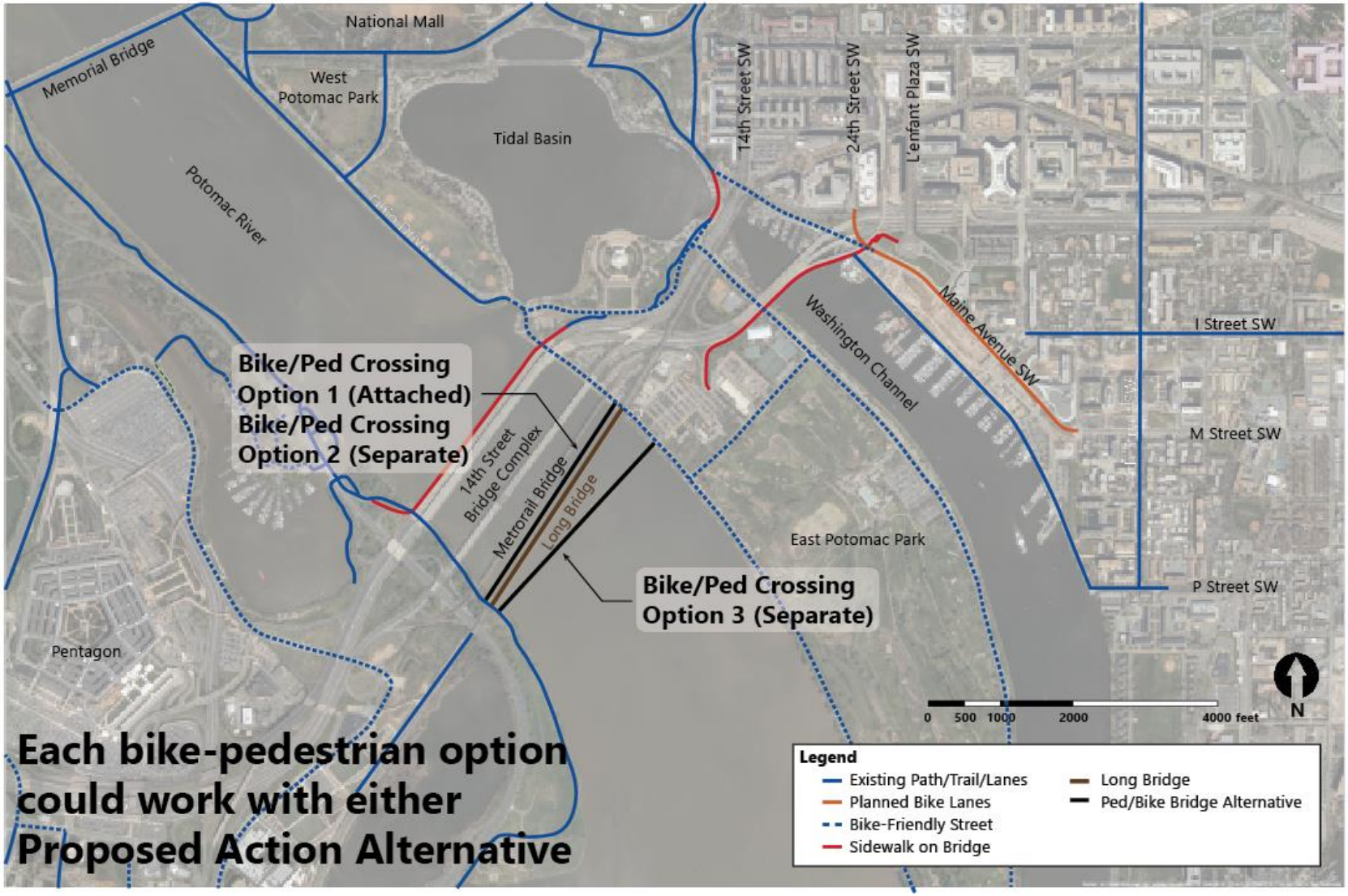
Feasibility of Bike-Pedestrian Crossings

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

- Feasibility of bike-pedestrian crossing opportunities continues to be evaluated
- Criteria for initial identification of opportunities for bike-pedestrian crossings:
  - Provides 25 feet clearance between bridges over the river
  - Avoids DoD Facility
  - Connects to existing bike-pedestrian network
  - Ramps from crossing to existing connections cannot have more than a 5 percent slope (required by Americans with Disabilities Act regulations)
- The opportunity for a bike-pedestrian crossing could potentially be feasible with either of the Proposed Action Alternatives

Bike-Pedestrian Crossing Opportunities

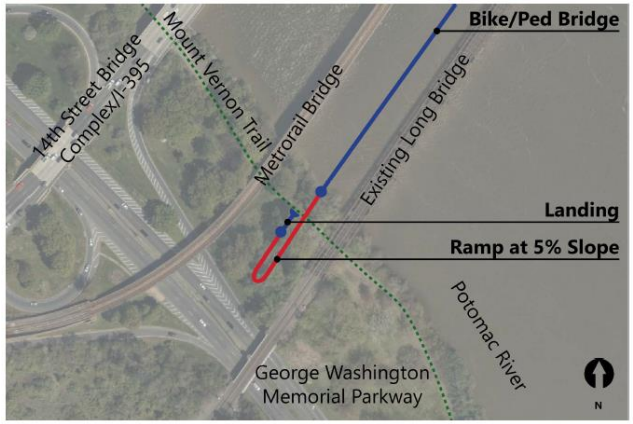
LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital



Bike-Pedestrian Crossing Ramps
Potential Landings in Virginia

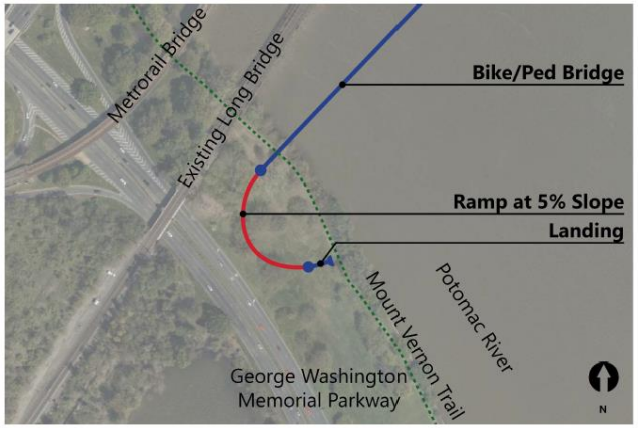
LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Upstream of Railroad Bridges

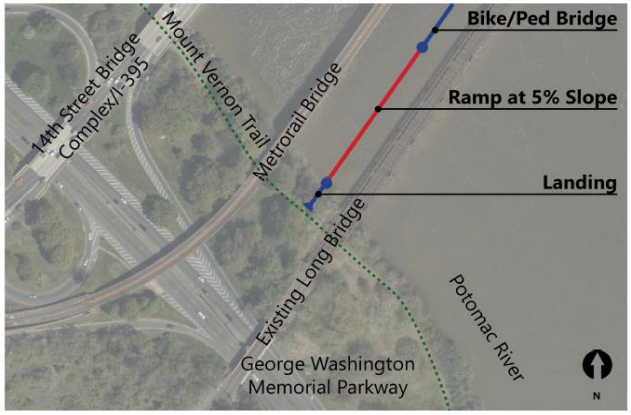


Landing with ramp over land

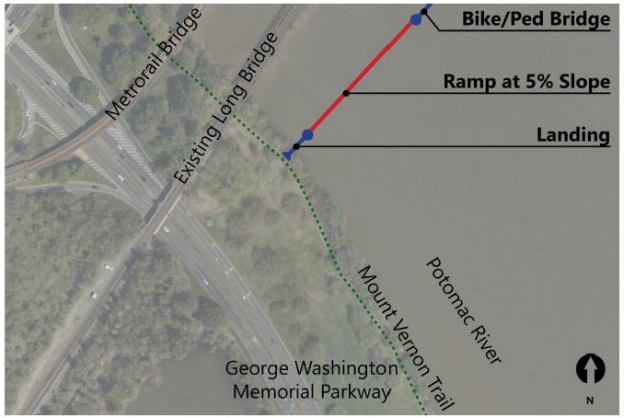
Downstream of Railroad Bridges



Landing with ramp over land



Landing with ramp over water



Landing with ramp over water

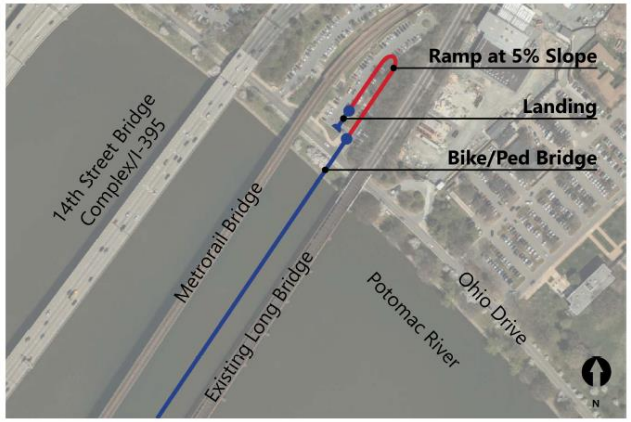
** Maximum 5 percent slope required by Americans with Disabilities Act regulations*

Bike-Pedestrian Crossing Ramps

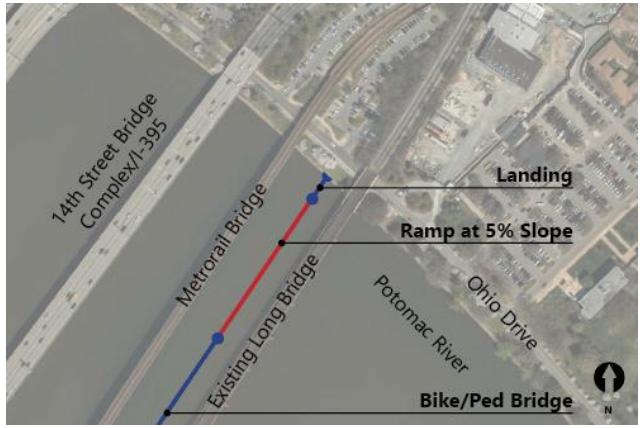
Potential Landings in the District

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Upstream of Railroad Bridges

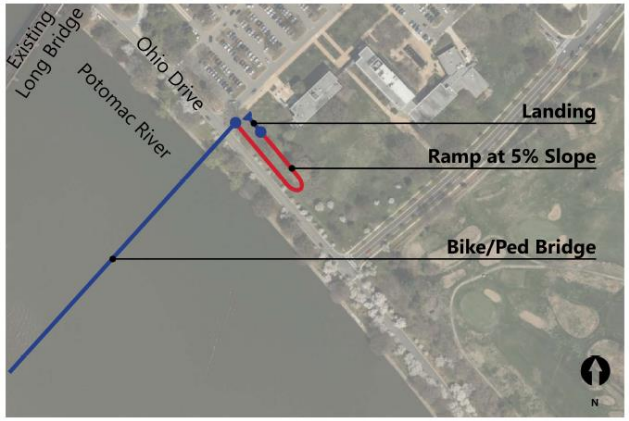


Landing with ramp over land

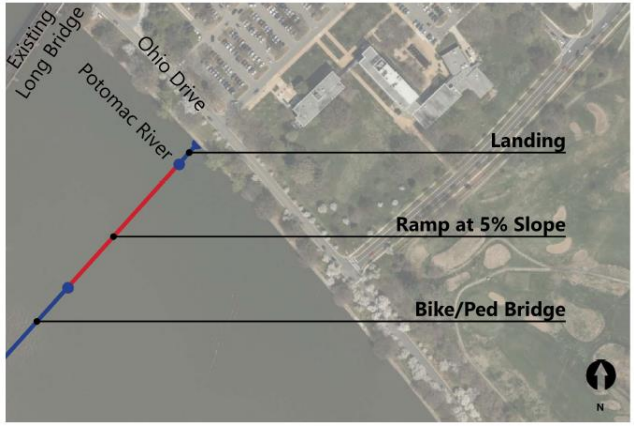


Landing with ramp over water

Downstream of Railroad Bridges



Landing with ramp over land



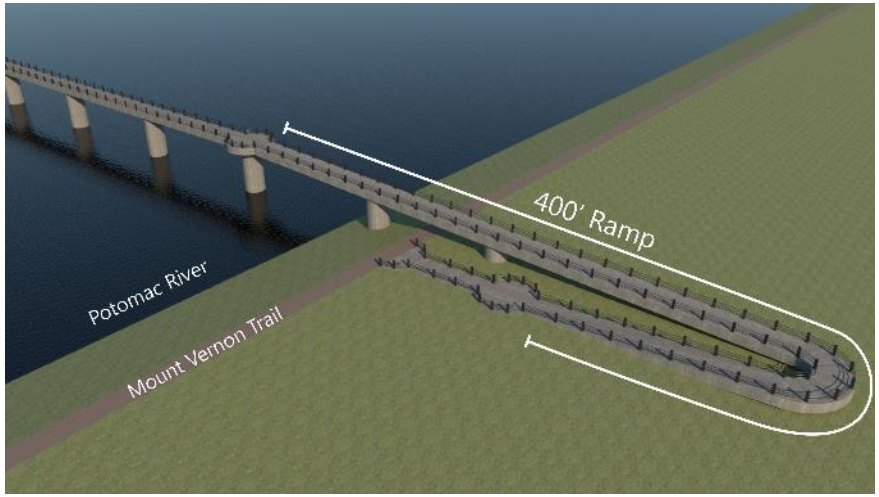
Landing with ramp over water

** Maximum 5 percent slope required by Americans with Disabilities Act regulations*

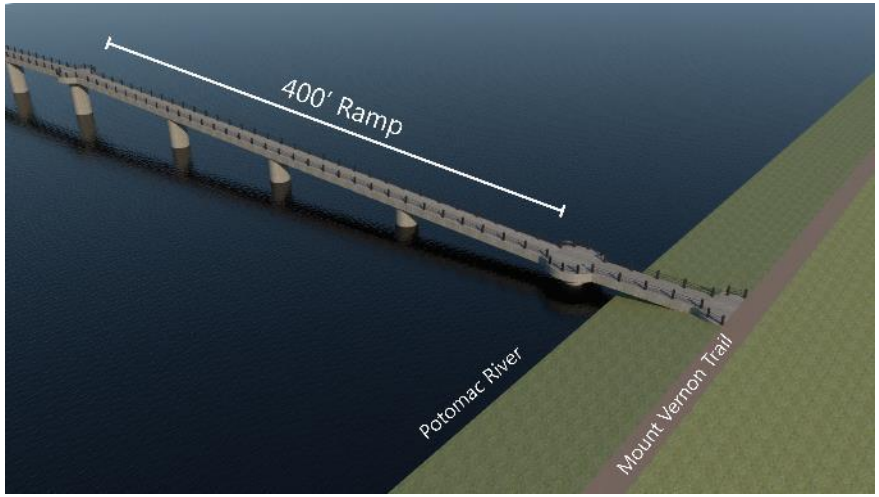
Bike-Pedestrian Crossing Ramps
Potential Ramp Types

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Landing with Ramp over Land



Landing with Ramp over Water



** Length of ramp dictated by maximum 5 percent slope required by Americans with Disabilities Act regulations*

No Action Alternative

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Project	Planned Completion Year
L'Enfant North and South Storage Tracks	2017
Virginia Avenue Tunnel (under construction)	2019
I-395 HOT Lanes	2020
Fourth Track Virginia (VA) to L'Enfant (LE) Interlocking	2021
Crystal City-Potomac Yard Transitway Extension	2021
Project Journey (new commuter concourse and security checkpoint at the Ronald Reagan Washington National Airport)	2021
Boundary Channel Drive Interchange	2021
Crystal City Metro Station East Entrance	2022
VRE Crystal City Station Improvements	2023
L'Enfant Station Improvements	2024
Fourth Track RO to AF Interlocking	2025
Arlington Complete Streets (Army Navy Drive, Crystal Drive, Clark Bell Street, 12th Street South, 18th Street South, 23rd Street South, and 27th Street South)	2037
Reconfigure Crystal City Street Network and Circulation Patterns	2040

Next Steps

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

- **Accept comments on alternatives through January 16, 2018**
- Publish *Alternatives Development and Analysis Report* (Spring 2018)
- Document affected environment
- Develop engineering design for alternatives
- Evaluate environmental consequences of alternatives
- Determine effects to historic properties
- Recommend and select preferred alternative (Spring 2018)
- Develop Draft Memorandum of Agreement or Programmatic Agreement to resolve adverse effects to historic properties, if necessary (Fall 2018)
- Publish Draft EIS for public review and comment (Early 2019)
- Public Hearing on Draft EIS (Early 2019)

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Thank You

For more information visit:

longbridgeproject.com

or contact us at:

info@longbridgeproject.com

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Appendix E

Example of Comment Card

LONG BRIDGE PROJECT PUBLIC INFORMATION MEETING

DECEMBER 14, 2017

Do you have any feedback on the Level 2 Screening Process?

Do you have any feedback on the Alternatives to be evaluated in the Draft EIS?

Do you have other comments on the Long Bridge Project?

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

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Do you have any feedback on the Level 2 Screening Process?

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LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital

Appendix F

Example of Title VI Questionnaire

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

DDOT Sponsored/Co-Sponsored Meeting and Event

TITLE VI PUBLIC INVOLVEMENT QUESTIONNAIRE

The District Department of Transportation is committed to providing all citizens, regardless of race, color, age, gender, or national origin, the opportunity to participate in and respond to transportation plans, programs, and activities that may affect their community. To help us make sure we are reaching our goal and maintaining compliance with Title VI of the Civil Rights Act of 1964 and all relevant federal and local nondiscrimination laws, we ask that you **voluntarily** complete the following information. DDOT's Title VI Coordinator will handle the information you provide with confidentiality. For more on DDOT's Title VI Program, please contact DDOT's Civil Rights Office at 202.671.2700 or ddot.titlevi@dc.gov.

Please print your responses:

Project/Meeting Name:

Date (Month, Day, Year):

Location of the Meeting (Address):

Was this meeting held at a convenient time? Yes No
If no, what time of day would be more convenient for you? 10am – 12pm 3pm – 5pm 6pm – 8pm

How did you travel to get here today? (Please circle all that apply)

Car Bus Metro Taxi /Uber Bicycle Walked Circulator Capitol Bikeshare Other_____

How did you find out about this meeting? (Please circle all that apply)

DDOT Website Project Website Listserv Blog Flier Newspaper Facebook Twitter
Other_____

Did you find the meeting location to be accessible? (Location, access to transportation and/or disability)
Yes _____ No_____ (If no, please explain)_____

Name:	Gender (Please circle) Female Male

Ward:	Email:	Zip Code:

What is your race/ethnicity? (Please circle as many as apply)

American Indian/Alaskan Native African-American Asian/Pacific Islander
Caucasian Hispanic Other_____

What is your age? (Please circle)

Under 18 yrs. 18-24 yrs. 25-34 yrs. 35-44 yrs. 45-54 yrs. 55-64 yrs. 65-74 yrs. senior citizen

What is your primary language spoken at home: (Please circle one)

English Spanish French Amharic Chinese Korean Vietnamese
Tagalog Other (please specify)_____

Did you require special accommodations (ADA, language translation, etc): Yes No
(If yes indicate type of accommodation provided)

Were ADA features satisfactory? Yes No If no, please explain

Were Language Access accommodations satisfactory? Yes No If no, please explain

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

DDOT Sponsored/Co-Sponsored Meeting and Event

Comments/Concerns regarding this meeting or the project:
