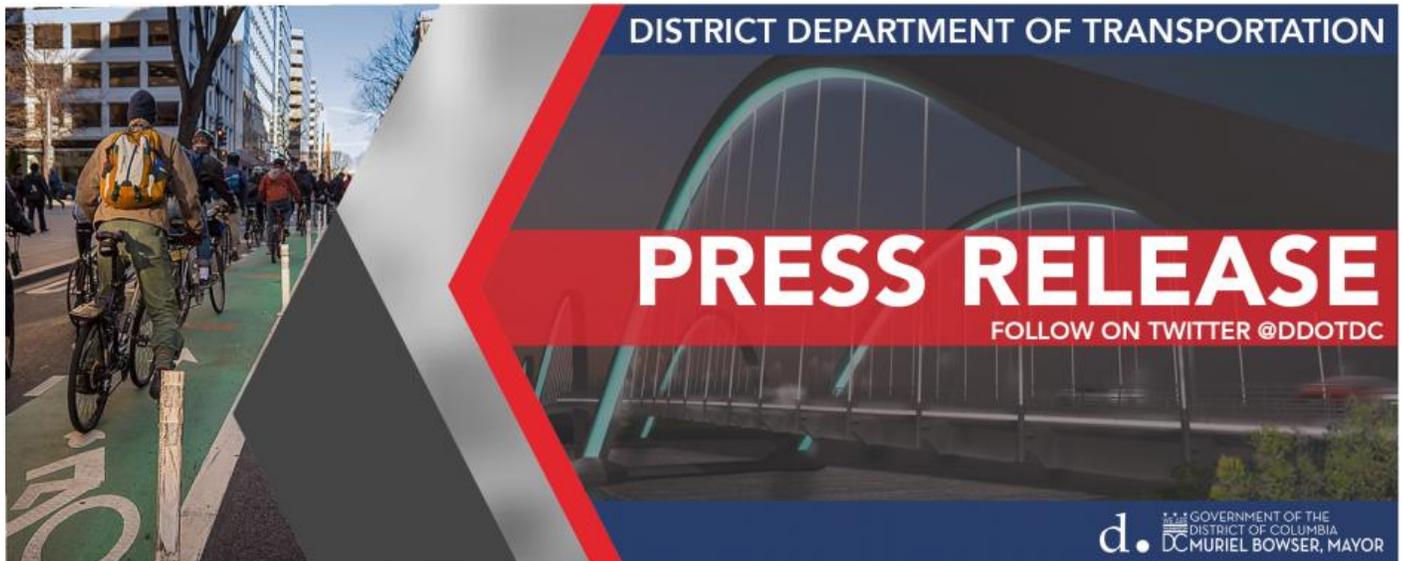


Appendix A:

Public Meeting Outreach

Appendix A includes:

- DDOT press release
- *Washington Post* and *El Tiempo Latino* ads
- E-blast notification to the Long Bridge public email listserv
- Public meeting flyer
- FRA Facebook posts
- FRA tweets
- Rails-to-Trails Conservancy tweet
- Washington Area Bicyclist Association tweet
- Sierra Club DC tweet
- DRPT tweet
- VRE tweets
- VRE *Train Talk eNews* notice
- Washington Area Bicyclist Association blog post



FOR IMMEDIATE RELEASE

[Media Contacts](#)

FRA and DDOT Release Draft Environmental Impact Statement, Draft Section 4(f) Evaluation and Draft Section 106 Programmatic Agreement for the Long Bridge Project

WASHINGTON – Today, the U.S. Department of Transportation’s Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) published the Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation and Draft Section 106 Programmatic Agreement (PA) for the Long Bridge Project. The Virginia Department of Rail and Public Transportation (DPRT) is the named Project Sponsor for the future phases of the Long Bridge Project.

The DEIS identifies the project’s preferred alternative, which includes expanding the 1.8-mile Long Bridge Corridor from two to four tracks crossing the Potomac River from RO Interlocking (note that “RO” is the proper name of the interlocking – it is not an acronym) near Long Bridge Park in Arlington, Virginia to L’Enfant (LE) Interlocking near 10th Street SW in Washington, DC. With this alignment, a new two-track bridge would be constructed upstream of the existing bridge, and the existing bridge would be retained to create a four-track crossing. The Preferred Alternative ties into the DC to Richmond Southeast High Speed Rail (DC2RVA) Project’s four-track alignment at RO Interlocking and VRE’s proposed four-track expansion project at LE Interlocking. The proposed project includes a new bike-pedestrian shared use path that would bridge over the George Washington Memorial Parkway and Potomac River.

The project, which will cost an estimated \$1.9 billion, will take approximately five years to construct. Once complete, the project will increase long-term railroad capacity and improve the reliability of railroad service through the Long Bridge Corridor, a critical link to the local, regional, and national transportation network.

Following a public comment period, the Virginia Department of Rail and Public Transportation will manage the project's construction.

Built in 1904, Long Bridge is the only railroad crossing over the Potomac River between the District and Virginia. The Long Bridge Corridor currently serves freight (CSX Transportation), intercity passenger (Amtrak), and commuter rail (Virginia Railway Express [VRE]).

The DEIS provides an in-depth analysis of the project's potential impacts and benefits to environmental and cultural resources. It also provides a comparison of the alternatives considered. Publication of the DEIS is a milestone in the National Environmental Policy Act (NEPA) process. The DEIS is available on the Project website at: longbridgeproject.com/deis. It is also available at local libraries listed on the Project website: longbridgeproject.com.

Notice of Public Comment

Publication of the DEIS, Draft 4(f) Evaluation and PA initiates the public comment period which will last through October 28, 2019. After the close of the comment period, a Final EIS (FEIS), 4(f) Evaluation and PA that addresses comments and a Record of Decision (ROD) will be issued.

A U.S. Coast Guard preliminary public notice is anticipated that will seek comments from mariners about vessel operations and on the navigation clearances proposed for the project. Comments should be submitted to Office of Commander (dpb), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA 23704-5004.

Public comments can also be provided by mail to Anna Chamberlin, AICP, Long Bridge Project, 55 M Street, SE, Suite 400, Washington, DC, 20003-3515; by email info@longbridgeproject.com; or, by using the online comment form available at: <https://longbridgeproject.com/contact/>.

The public hearing for the DEIS, Draft 4(f) Evaluation and PA will be held on October 22, 2019, from 4:00 PM to 7:00 PM at 1100 4th Street SW in Room E200, Washington, DC 20024. Comments during the public hearing can be provided in writing, by speaking to the court reporter, or during the public comment session at the hearing. Anyone wishing to speak at the public hearing may sign up at the hearing. Verbal comments are limited to three minutes per person, and groups are requested to provide comments through one spokesperson.

To learn more about the project, please visit: longbridgeproject.com.

###

The mission of the District of Columbia government's Department of Transportation (DDOT) is to enhance the quality of life for District residents and visitors by ensuring that people, goods, and information move efficiently

and safely with minimal adverse impact on residents and the environment.

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goDCgo



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

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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



L4 Home Sales

HOMES FROM 2

Wendy L. Petruzzello to Sassan Kimiavi and Gazelle Hashemian, \$2.7 million.

Uphsur St., 1727-Philip A. Lepanto and Katherine E. Swanson to Milgo Galaydh and Matthew L. Aruch, \$1.15 million.

V St., 1390, No. 416-Ana P. Cusolito to Janelle C. Jones, \$539,000.

Vermont Ave., 1331, No. B-Dean Pineles and Kristina Stahlbrand to Timothy Boland, \$485,000.

W St., 2126-John L. Thurman to estate of Allison B. Asarch, \$1.15 million.

Webster St., 119-Christopher G. and Kristin H. Roberts to Sherman Michael Lacey and Charlene Susan Fargue, \$724,900.

Whittier Pl., 1309-Dana Jones to Ernest Chrapppah and Priscila F. Dos Santos Chrapppah, \$625,000.

Wisconsin Ave., 2320, No. 216-Justin Corrado to Rafik and Christine Emily Gregorian, \$355,000.

Woodley Rd., 2811-Thomas James Connors and Michelle Dolbec to Lee Jared and Annalise Kristine Nelson, \$1.45 million.

First St., 1301, No. 1-Robert K. Amatato to Lee and Carly Rose Eliav, \$799,000.

Second St., 1846-Kyle T. and Kenisha D. Nicholson to Samantha Jane Cook, \$992,500.

Third St., 6002-Armando and Dionicio Rubi to Olive Franklin, \$540,000.

Fourth St., 4328-Estate of Joseph A. Pendleton and David P. Pendleton to Alan Macmullin and Natalie Brooks, \$685,000.

Fifth St., 4818-Wells Fargo Bank and Structured Asset Mortgage Investments to Omotara A. and Olorotimi Oladele Ogunbiyi, \$550,001.

Eighth St., 1817-Bnsic Title Holding Corp. to Sima Tessema, \$599,000.

Ninth St., 1826, No. A-Amy L. Parker to Yasmine Lorraine Harik and Franz Gerald Szymanski, \$727,000.

Tenth St., 1217, No. A-Aziz and Silvia Margarita Yazdani to Asma Ishaq, \$1.35 million.

12th St., 2001, No. 412-Brenda H. Jones to Laura Dominiak, \$567,500.

13th St., 3811-Adam C. Nielsen and Eleanor A. Davis to Adam R. Martina and Cailin A. Crockett, \$910,000.

14th St., 2125, No. 325W-Christopher K. Grieco to Kedar B. Kamalapurkar and Shannon M. Bell, \$1.18 million.

14th St., 5610-Dilan Investment 1003 Corp. to Hunter Taylor and Dominique Mai-Queen Manchak, \$1.26 million.

16th St., 1701-Johnsua H. and Zaree A. Singer to Paul D. and Paula Austin, \$479,000.

16th St., 2008, No. 6-Jeffrey L. and Carolyn S. Crooks to Brittany Bunch, \$213,500.

17th St., 1514-Abby Lyn Meltzer to Samantha Wobst, \$407,500.

18th St., 1815, No. 302-Rachel D. Lev to Tanya Senanayake, \$450,000.

19th St., 1631, No. 44-Douglas Peregrine Clark to William Buchanan, \$632,000.

21st St., 1260, No. 500-Kaum Ja and Robert Elkert to Julieta Jakubowicz, \$305,000.

22nd St., 1414, No. 43-Richard Lewis Goldberg to Richard Dalbello, \$789,900.

24th St., 922, No. 816-Aneta and Alexander Treyster to Xiaofei Ma and Yun Zhou, \$252,500.

28th St., 2816-Jorgen Kjaer and Kristine Damkjaer to Gary J. Gayler and Bonnie L. Shub, \$1.56 million.

30th St., 1019-Estate of Raymond J. Kukulski and Joseph Gregory Sarfino to Seth M. Messner, \$1,07 million.

32nd Pl., 6691-Tomasz P. Malinowski to Giuseppe Laviano

and Silvia Berto, \$910,000.

34th St., 1627-Honor M. Eldridge to Patrick and Alex Koetzle, \$1.4 million.

39th St., 1963-Estate of James Alden Richardson Sr. and James A. Richardson Jr. to Michael Farquhar, \$850,000.

41st St., 5208-William B. and Barbara J. Craven to Eric Finzi and Brigit Van Widenfelt, \$1.18 million.

45th St., 4527-Mark and Ann Marshall Schweitzer to Arianna Ugliano and Alessandro Gullo, \$1.25 million.

SOUTHEAST

A St., 1434-Richard A. Reffett III and Brittany A. Brown to Alina Hamden and Nicholas Despotidis, \$830,000.

Altamont Pl., 2315, No. 104-Cornelius Brown to Kenny Nelson Pegram, \$78,000.

Bangor St., 1412-Edward Porter Alston to Alan Henderson, \$300,000.

Bay St., 1724-Estate of Ella J. Jones and Debra J. Williams to Patrick Dutra Rodefelf and Carol Wenl Wu, \$776,000.

Bruce Pl., 1816-Carole and Jean-Jacques Tiako to Kristal Morris, \$395,000.

Carolina Ave. N., 813-Christopher B. and Monique Rollins to Kimberly Beck, \$1.36 million.

Hilltop Terr., 731-Swan Properties Inc. to Elizabeth Afuh, \$420,000.

Lebaum St., 520-Jung Soo Lee to Magnus Ngula Hyera, \$399,000.

Mellon St., 436-Equilibrium Croftwood Corp. to Jesse R. Greaves, \$795,000.

Oakwood St., 212-212, No. 312-Charles E. Diggs II to Kristin Nicole Avina, \$205,500.

Pennsylvania Ave., 1391, No. 266-Thomas Robert Fitzgerald to Ruth Marie Garcia, \$485,000.

Ridge Pl., 2006-Estate of Henry P. Huff Sr. and Joicelyn D. Huff to Lakesha Bunn, \$320,000.

W St., 1349-Daisy Properties Corp. to Jason C. and Janeen Thomas, \$530,200.

Third St., 412-Udelibthyesa Corp. to Nicholas Richard Bartelt and Junko Sugimoto, \$1.25 million.

Ninth St., 212-Mindy Finn and David Feinberg to Adam J. Wolf and Whitney Minkler, \$985,000.

25th St., 3409-HWC Corp. to Michael Alan Williamson Jr. and Candice Jarquin, \$384,000.

SOUTHWEST

N St., 301, No. 80-Estate of John N. Robbins Jr. and Paul M. Menszer to Laure Fabrega, \$730,000.

Seventh St., 700, No. 811-David Velasco and Valentina Echeverry to Ethan C. Krauss, \$502,400.

Long Bridge Public Hearing

The District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) invite the public to a public hearing for the Long Bridge Project Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation and Draft Section 106 Programmatic Agreement. Publication of the DEIS is a milestone in the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) processes. Through the DEIS, DDOT and FRA provide an in-depth analysis of the Project's potential impacts and benefits to environmental and cultural resources. This public hearing is also part of the concurrent consultation for Section 4(f) of the United States Department of Transportation Act of 1966 and Section 106 of the NHPA. The DEIS is available on the Project website at longbridgeproject.com. It is also available at local libraries listed on the Project website.

About the Long Bridge Project:

The Long Bridge Project consists of proposed improvements to the bridge corridor and related railroad infrastructure located between RO Interlocking near Long Bridge Park in Arlington, Virginia, and the L'Enfant Interlocking near 10th Street SW in Washington, DC. CSX Transportation (CSXT) owns and operates the two-track Long Bridge. CSXT, Amtrak and VRE currently use the bridge.

Public Hearing

Tuesday, October 22, 2019
 Open House format:
 4:00 p.m. to 7:00 p.m.
 Formal presentations followed by public comment at 4:30 p.m. and 6:00 p.m. (same presentation both times)
Location:
 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. Please be sure to allow an additional 15 minutes to go through security.
Getting to the Public Hearing:
 Metro: Waterfront Station (Green Line)
 Bus: Metrobus routes 74, A9, P6, and V1; Circulator Eastern Market-L'Enfant Plaza route.

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 1997, 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.

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THE WASHINGTON POST · THURSDAY, OCTOBER 3, 2019



The Federal Railroad Administration (FRA) and District Department of Transportation (DDOT) announce today the publication of the Long Bridge Project's Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation. The Virginia Department of Rail and Public Transportation (DPRT) is the named Project Sponsor for the future phases of the Long Bridge project. The DEIS also includes the Draft Programmatic Agreement (PA) for resolution of adverse effects to historic properties under Section 106 of the National Historic Preservation Act of 1966 (NHPA).

The DEIS is available on the Project website at: longbridgeproject.com/deis. It is also available at local libraries listed on the Project website: longbridgeproject.com.

The DEIS provides in-depth analysis of the Project's potential impacts and benefits to environmental and cultural resources, and a comparison of the alternatives considered. The DEIS identifies the Preferred Alternative which includes expanding the 1.8-mile Long Bridge Corridor from two to four tracks crossing the Potomac River from RO Interlocking (note that "RO" is the proper name of the interlocking – it is not an acronym) near Long Bridge Park in Arlington, Virginia to L'Enfant (LE) Interlocking

near 10th Street SW in Washington, DC. With this alignment, a new two-track bridge would be constructed upstream of the existing bridge, and the existing bridge would be retained to create a four-track crossing.

The Preferred Alternative:

- Will meet the purpose of the Project to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor.
- Will meet the needs of the Project to address current insufficient capacity, resiliency, and redundancy due to the projected demand in future railroad services; and, to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.
- Is anticipated to cost \$1.9 billion and take 5 years to construct.
- Proposed mitigation for the Project includes a new bike-pedestrian shared use path that would bridge over the George Washington Memorial Parkway and Potomac River.

Publication of the DEIS is a milestone in the National Environmental Policy Act (NEPA) and NHPA processes. The DEIS is available on the Project website and at local libraries listed on the Project website. Publication of the DEIS, Draft Section 4(f) Evaluation, and Draft PA initiates the public comment period during which a public hearing will be held. Public comments on the DEIS, Draft Section 4(f) Evaluation, and Draft PA will be accepted until October 28, 2019. After the close of the comment period, a Final EIS (FEIS), Section 4(f) Evaluation and PA that addresses comments and a Record of Decision (ROD) will be issued.

The public hearing for the DEIS, Draft Section 4(f) Evaluation and PA will be on October 22, 2019 from 4:00 PM to 7:00 PM in Room E200 of the DCRA Building located at 1100 4th St. SW Washington, DC 20024.

- Comments during the public hearing can be provided in writing, by speaking to the court reporter, or by speaking at the hearing during the open public comment session.
- Anyone wishing to speak at the public hearing may sign up at the hearing.
- Verbal comments are limited to three minutes per person, and groups are requested to provide comments through one spokesperson.

Public comments can also be provided by mail to Anna Chamberlin, AICP, Long Bridge Project, 55 M Street, SE, Suite 400, Washington, DC, 20003-3515; by email info@longbridgeproject.com; or, by using the online comment form available at: <https://longbridgeproject.com/contact/>.

A U.S. Coast Guard preliminary public notice is anticipated that will seek comments from mariners about vessel operations and on the navigation clearances proposed for the Project. Comments should be submitted to Office of Commander (dpb), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA 23704-5004.

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

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District Department of Transportation



U.S. Department of Transportation
Federal Railroad Administration

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Long Bridge Project DEIS Public Hearing

Tuesday, October 22, 2019

Open House format: 4:00 p.m. to 7:00 p.m.

Formal presentations followed by public comment: 4:30 p.m. and 6:00 p.m. (same presentation at both times)

DCRA Building, Room E200

1100 4th Street SW, Washington, DC 20024

Purpose of the Meeting

The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to a public hearing for the Long Bridge Project Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement (PA). Publication of the DEIS is a milestone in the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) processes. Through the DEIS, DDOT and FRA provide an in-depth analysis of the Project's potential impacts and benefits to environmental and cultural resources. This public hearing is also part of the concurrent consultation for Section 4(f) of the United States Department of Transportation Act

of 1966 and Section 106 of the NHPA. The DEIS is available on the Project website at: longbridgeproject.com/deis/. It is also available at local libraries listed on the website.

Directions

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. Please be sure to allow an additional 15 minutes to go through security.

Getting to the Meeting:

Metrorail: Waterfront Station (Green Line)

Bus: Metrobus routes 74, A9, P6, and V1;

Circulator Eastern Market-L'Enfant Plaza route

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

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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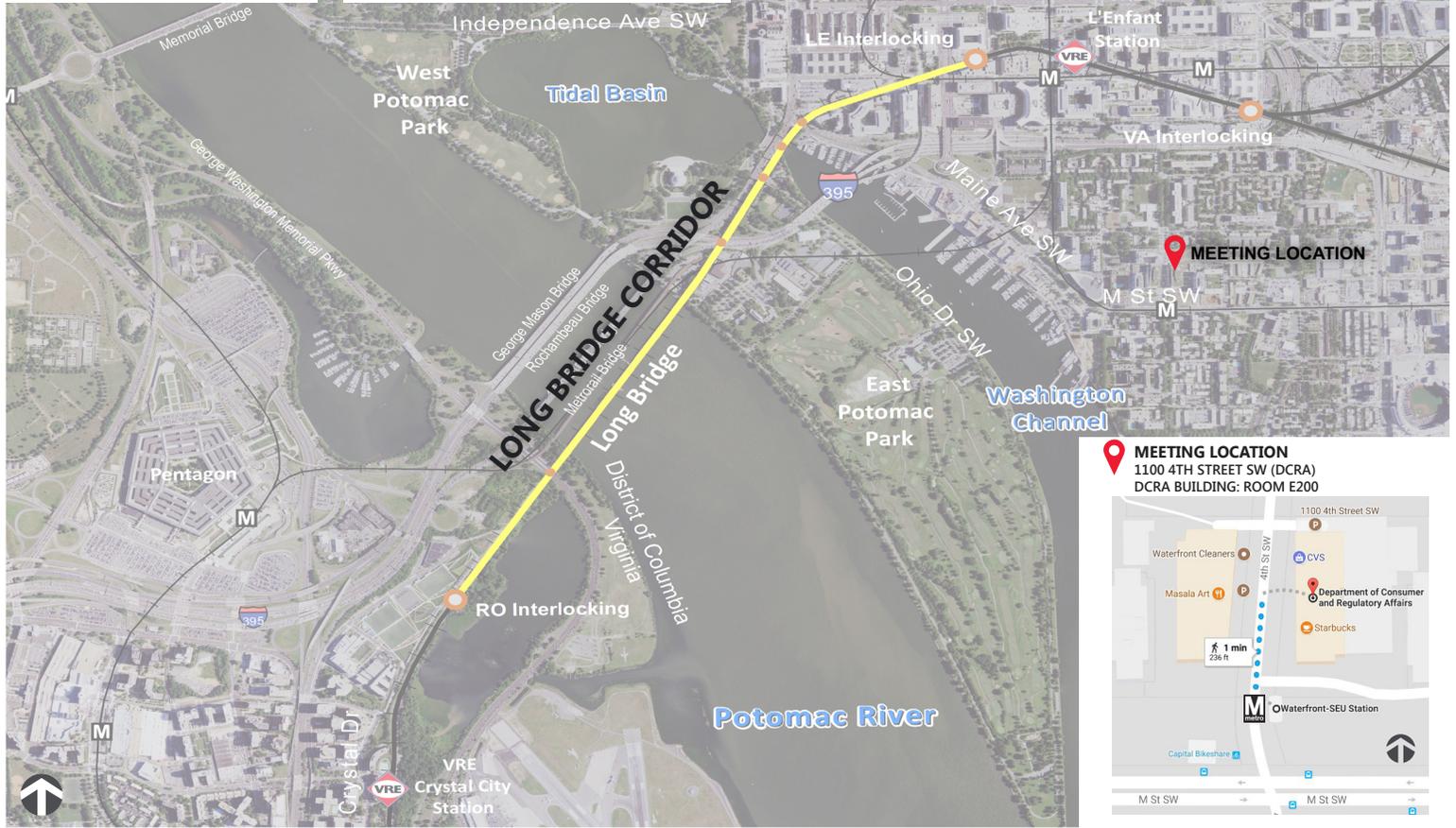
District Department of Transportation



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Federal Railroad Administration**

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PUBLIC HEARING

Draft Environmental Impact Statement

Tuesday, October 22, 2019

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

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

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The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to a public hearing to present the Draft Environmental Impact Statement (DEIS) for the Long Bridge Project. Publication of the DEIS is a milestone in the National Environmental Policy Act (NEPA) process.

Through the DEIS, DDOT and FRA provide an in-depth analysis of the Project's potential impacts and benefits to environmental resources. This public hearing is also part of the concurrent consultation for Section 106 of the National Historic Preservation Act.

The DEIS is available on the Project website at: www.longbridgeproject.com and at local libraries listed on the Project website. Comments during the public hearing can be provided in writing, by speaking to the court reporter, or by speaking at the hearing during the open public comment session.

Anyone wishing to speak at the public hearing may sign up at the hearing. Verbal comments are limited to three minutes per person, and groups are requested to provide comments through one spokesperson.

About the Long Bridge Project:

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

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

FRA Facebook Posts

Federal Railroad Administration
October 22 at 3:00 PM · 🌐

TODAY: The public hearing on the Long Bridge Project starts in one hour. Read more: bit.ly/2kmWpR2.



4 Likes · 1 Share

Like Comment Share

Federal Railroad Administration
October 15 at 4:00 PM · 🌐

One week from today: FRA and the District Department of Transportation will host a public hearing on the Long Bridge Project at the Department of Consumer and Regulatory Affairs. More information at <https://bit.ly/2kmWpR2>.



15 Reactions · 1 Comment 4 Shares

Like Comment Share

Federal Railroad Administration
October 21 at 2:00 PM · 🌐

TOMORROW: Don't miss the chance to comment on the Draft Environmental Impact Statement and other documents for the Long Bridge Project. For more information, read bit.ly/2kmWpR2.



6 Likes

Like Comment Share

Federal Railroad Administration
September 13 · 🌐

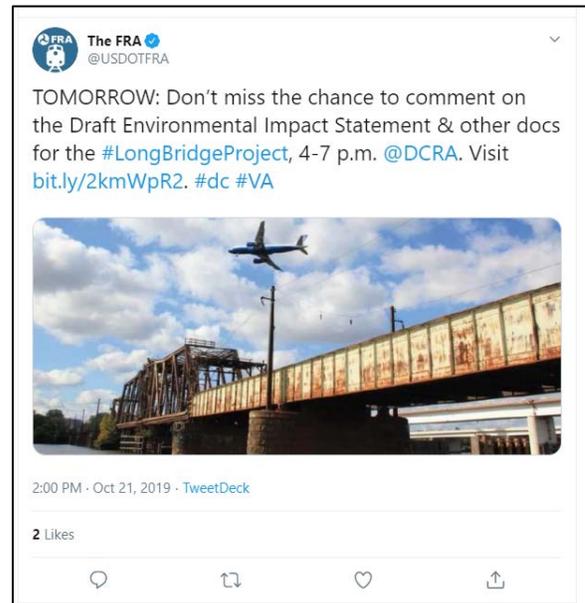
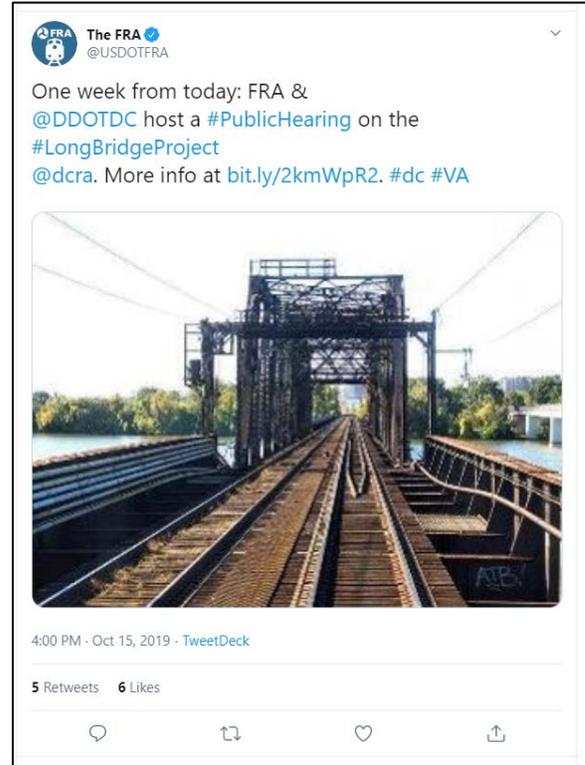
Mark your calendar: FRA and the District Department of Transportation will host a public hearing on the Long Bridge Project at the DC Department of Consumer and Regulatory Affairs Building on Oct. 22, 4-7 p.m. More information at <https://bit.ly/2kmWpR2>.



6 Likes

Like Comment Share

FRA Tweets



The FRA @USDOTFRA

TODAY: #PublicHearing on the #LongBridgeProject starts in one hour. Read more: bit.ly/2kmWpR2. #dc #VA



3:00 PM · Oct 22, 2019 · [TweetDeck](#)

1 Like

WABA @WABADC

How can you support the Long Bridge bike-pedestrian crossing?

- 1.) Attend at the public hearing on October 22nd
- 2.) Submit your comments by October 28th



Long Bridge Bike-Ped Crossing Moves Forward
Submit your comments and show your support for the Long Bridge bike-ped crossing.
waba.org

3:18 PM · Oct 18, 2019 · [TweetDeck](#)

3 Retweets 21 Likes

Other Tweets

Rails-to-Trails Conservancy @railstotrails

#DC, #DMV: We hope you can show your support for the Long Bridge project at the public meeting tonight!

WABA @WABADC · Oct 18
How can you support the Long Bridge bike-pedestrian crossing?
1.) Attend at the public hearing on October 22nd
2.) Submit your comments by October 28th
waba.org/blog/2019/10/18/

5:05 PM · Oct 22, 2019 · [Twitter for iPhone](#)

4 Likes

Sierra Club DC @SierraDC

@DDOTDC is hosting a public hearing on the Long Bridge Project at the @DCRA building tonight. It's a major piece of #infrastructure that could also give pedestrians and cyclists a new span over the Potomac. Leave a public comment on the proposal by 10/28: bit.ly/2o4rKcP

9:30 AM · Oct 22, 2019 · [TweetDeck](#)

1 Retweet

Virginia DRPT @VirginiaDRPT

Long Bridge -- region's worst rail bottleneck -- public hearing set Tuesday in D.C.



Long Bridge -- region's worst rail bottleneck -- public hearing... It's arguably one of the most important transportation projects in our region -- rebuilding Long Bridge.
potomaclocal.com

8:46 AM · Oct 22, 2019 · [Twitter Web Client](#)



0

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Long Bridge Public Hearing October 22, 2019

Virginia Railway Express sent this bulletin at 10/21/2019 06:00 AM EDT

VRE NEWS - Public Meeting

VIRGINIA RAILWAY EXPRESS (VRE)



Connecting North and South Through our Nation's Capital

Long Bridge Project DEIS Public Hearing

Tuesday, October 22, 2019

Open House format: 4:00 p.m. to 7:00 p.m.

Formal presentations followed by public comment: 4:30 p.m. and 6:00 p.m. (same presentation at both times)

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

Purpose of the Meeting

The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to a public hearing for the Long Bridge Project Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and

LEARN MORE

- [For more information: www.longbridgeproject.com](http://www.longbridgeproject.com)



Draft Section 106 Programmatic Agreement (PA). Publication of the DEIS is a milestone in the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) processes. Through the DEIS, DDOT and FRA provide an in-depth analysis of the Project's potential impacts and benefits to environmental and cultural resources. This public hearing is also part of the concurrent consultation for Section 4(f) of the United States Department of Transportation Act of 1966 and Section 106 of the NHPA. The DEIS is available on the Project website at: longbridgeproject.com/deis/. It is also available at local libraries listed on the website.

Directions

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. Please be sure to allow an additional 15 minutes to go through security.

Getting to the Meeting: *Metrorail:* Waterfront Station (Green Line) *Bus:* Metrobus routes 74, A9, P6, and V1; Circulator Eastern Market-L'Enfant Plaza route

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

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:



JOIN DONATE NEWS

ADVOCACY CLASSES EVENTS GET INVOLVED PROGRAMS RESOURCES



LONG BRIDGE BIKE-PED CROSSING MOVES FORWARD

October 17, 2019 | [Katie Harris](#)

The Long Bridge Project, which will replace an aging rail connection between DC and Crystal City, includes a brand new bike-pedestrian bridge over the Potomac River. As they finalize plans and funding sources, DC government officials need to hear from you: [the bike-pedestrian crossing must remain in the plan.](#)

I SUPPORT THE BIKE-PED CROSSING!

The Long Bridge has the potential to be the best crossing of the Potomac River for people who ride, and will support the transportation and environmental goals of DC, Arlington and Alexandria. The entire project will only be a success if the bike-pedestrian crossing is included.



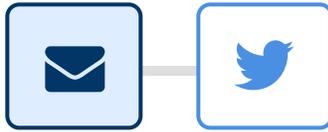
The Long Bridge (as seen in the background)

Northern Virginia, particularly Crystal City, is expecting significant growth in the near future. Wise transportation investments like the bicycle and pedestrian bridge associated with Long Bridge, will ensure that personal mobility can be prioritized without the negative impacts of increased traffic congestion or air pollution.

The Long Bridge Project is a once in a generation opportunity to transform our regional transportation network by adding freight and passenger rail capacity, connecting major regional bicycle and pedestrian trails and providing new, direct links to two of the fastest growing areas of our region. You can read more about the details of the Long Bridge Project [here](#).

In September 2019, District Department of Transportation published the Draft Environmental Impact Study (DEIS), and included the bike-pedestrian crossing as a mitigation measure for the rail components of the project. This is great news! It also shows that the 1600+ people who spoke up in support of the connection (thank you for taking action!) made a difference in the project.

The project managers are accepting public comment until October 28. **Will you speak up in support of the bike-pedestrian crossing?**



Support the Long Bridge bike-ped crossing!

 * * *

city and state not required

 *

Great infrastructure doesn't just *happen*. It takes all of us standing up and asking for better bike connections, better trails, and better river crossings. Help this great project by [submitting your comments right now](#).

Another opportunity to comment is at the public hearing on Tuesday, October 22.

What: Long Bridge Project DEIS Public Hearing

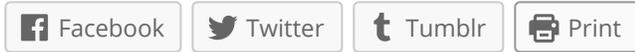
Date: Tuesday, October 22, 2019

Time: Open House between 4:00 p.m. to 7:00 p.m. Presentations (same presentation at both times) will be at 4:30 pm and 6:30 pm. Public comment will follow the presentations.

Where: DCRA Building, 1100 4th Street SW, Washington, DC 20024 Room E200 (Bring your ID and leave time to go through security!)

Whether you show up in person and testify in support of better biking connections, or [write in](#) to show your support, please stand with us to show that there is tremendous demand for this bike-pedestrian bridge.

Share this:



Topics: [Uncategorized](#). Tags: [capital trails coalition](#), [DDOT](#), [long bridge](#).

[← PREVIOUS](#)
[Running Errands by Bike Community Ride with Alexandria BPAC!](#)

[NEXT →](#)
[Ward 7 20×20 Meeting](#)

RECENT POSTS

[Better bridges = better bike rides](#)

[2020 Transportation Safety Leadership Training Program](#)

[We don't have to wait](#)

[We're hiring a Communications Coordinator](#)

[More Joy, Less Stress: 2019 Adult Education Season Wrap Up](#)

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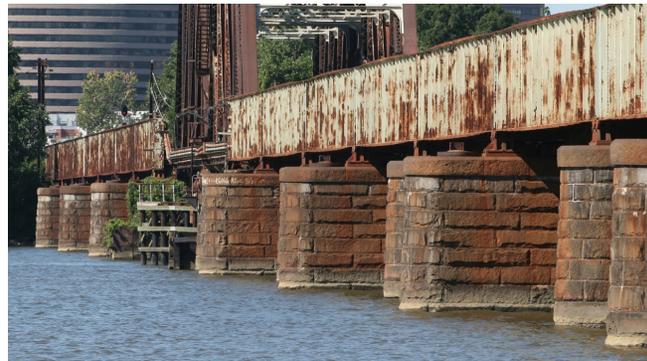
[PRESS](#)

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 includes preparation of a Draft Environmental Impact Statement (EIS) that is currently available for public review and comment.

The Federal Railroad Administration (FRA) is the lead Federal agency for the EIS. The District Department of Transportation (DDOT) is the joint lead agency for the EIS. The Virginia Department of Rail and Public Transportation (DRPT) will be the Project Sponsor for design and construction.

FUTURE PROJECT DATES

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

CONTACT US

Comments can be provided any of the following ways:

At this meeting

Website: www.longbridgeproject.com

Email: info@longbridgeproject.com

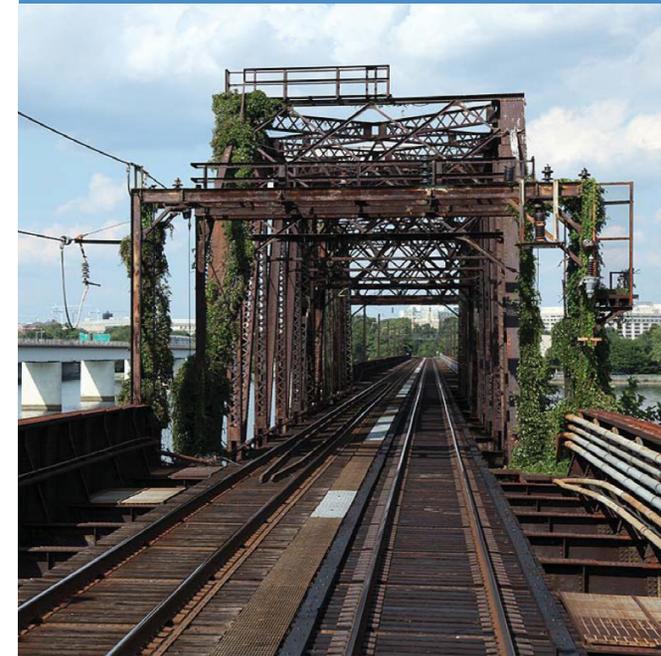
Mail: Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003



U.S. Department of Transportation
Federal Railroad Administration



ENVIRONMENTAL IMPACT STATEMENT (EIS) FACT SHEET



OCTOBER 2019

THE LONG BRIDGE PROJECT

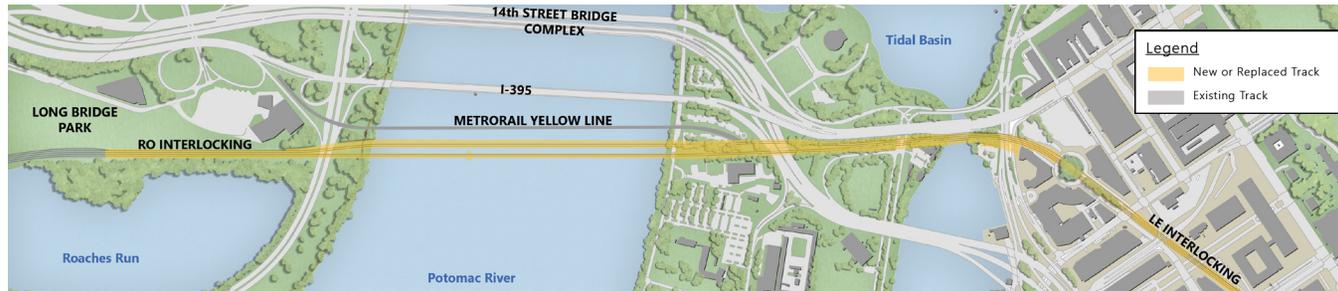
The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District.



ACTION ALTERNATIVE A



ACTION ALTERNATIVE B



PURPOSE AND NEED

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

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

ACTION ALTERNATIVE A

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

ACTION ALTERNATIVE B

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

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

Appendix C:

Informational Exhibits



WELCOME TO THE LONG BRIDGE PROJECT

Draft Environmental Impact Statement, Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement Public Hearing

Tuesday, October 22, 2019

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)



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

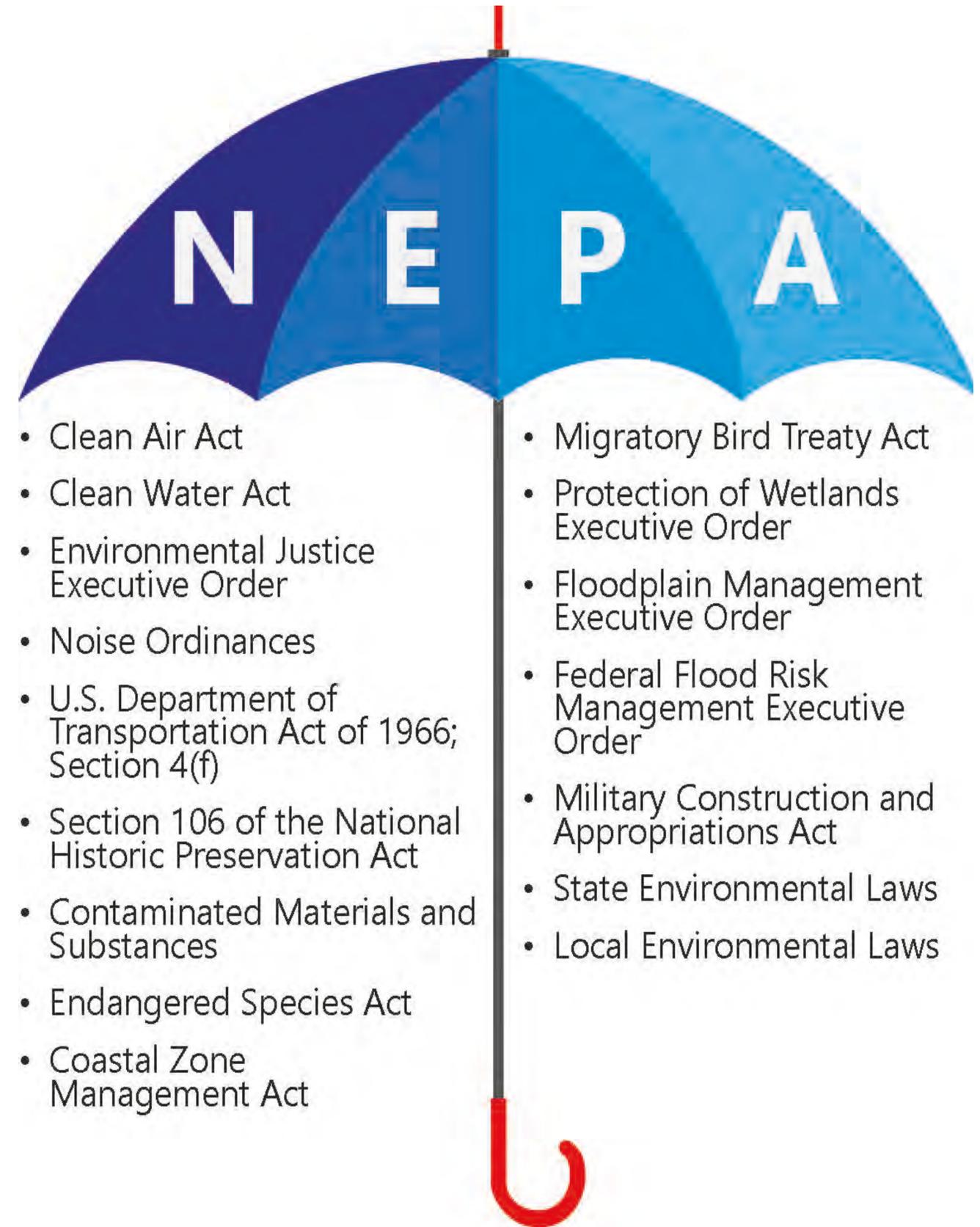
What is NEPA?

- 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).

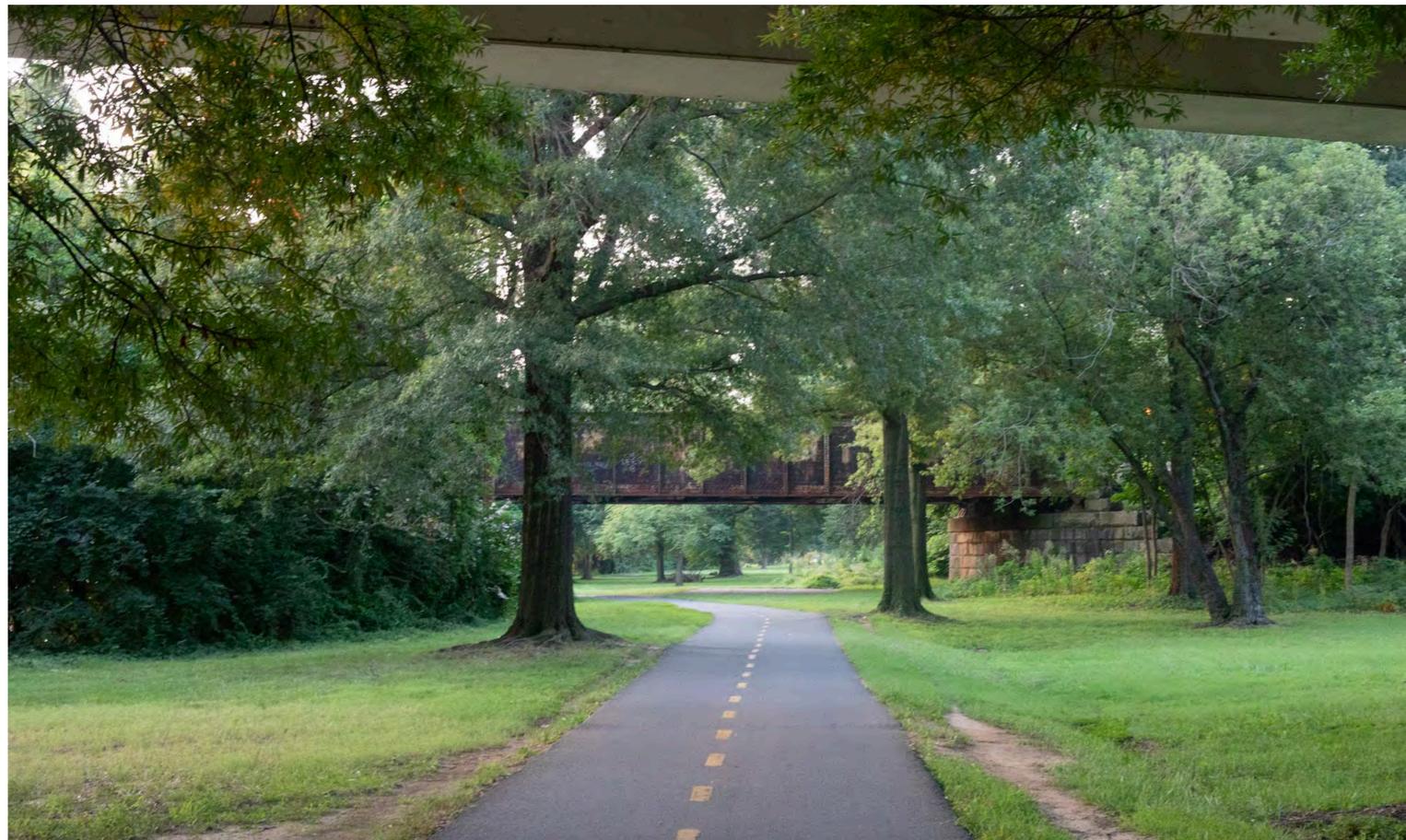


Project Overview

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits projects funded or approved by a USDOT agency from using publicly owned park and recreational areas, wildlife and waterfowl refuges, or historic sites and structures unless...

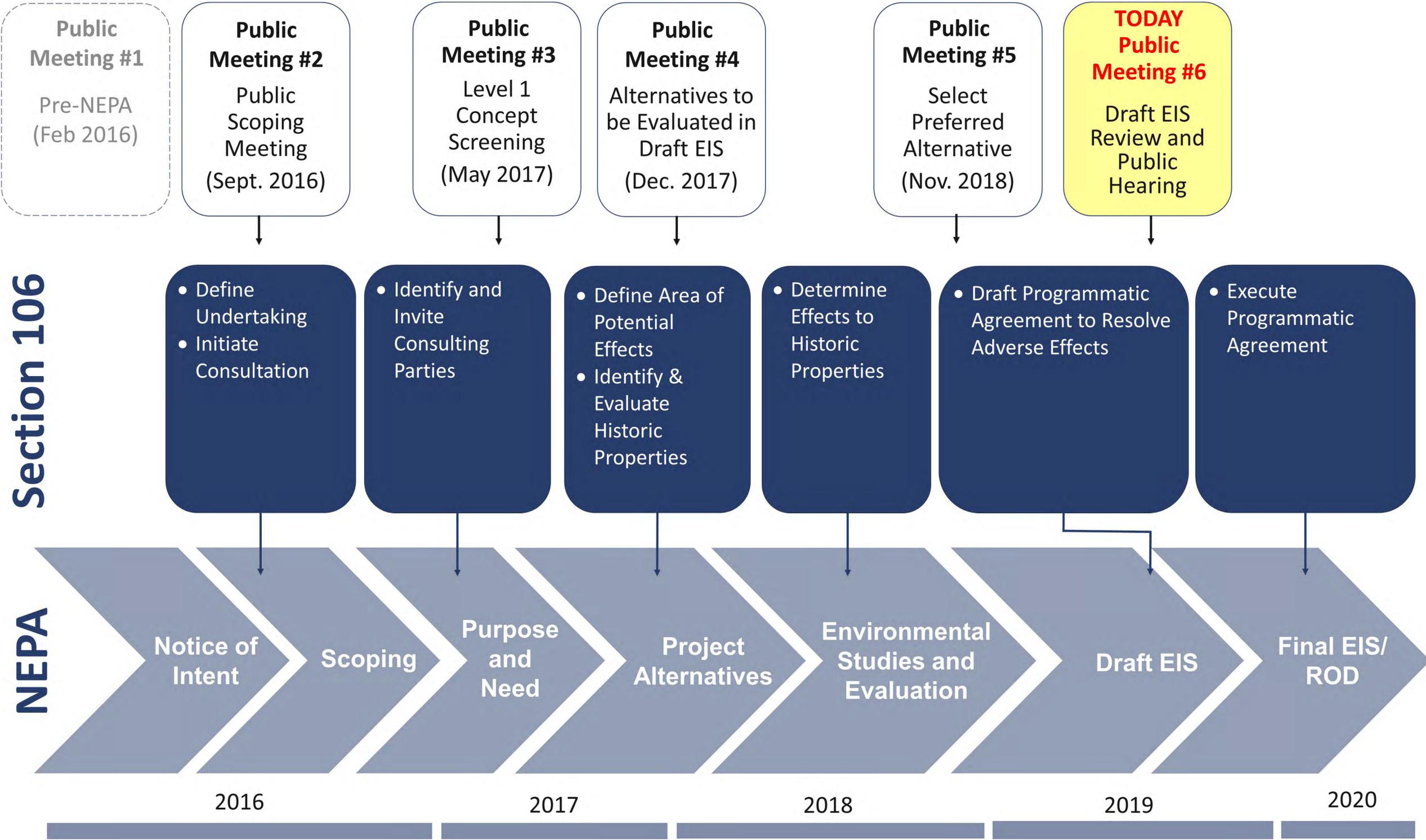
- There is no feasible or prudent avoidance alternative, and
- The project includes all possible planning to minimize harm to the property resulting from use.
- Or, the Project would have a *de minimis* impact on Section 4(f)-protected resources.



*Section 4(f)-protected historic properties are illustrated on the Section 106 Summary of Adverse Effects board

There are several Section 4(f)-protected historic sites and parks within the Long Bridge Project Study Area

Section 106 and NEPA Coordination



Project Area



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 extend from RO Interlocking near Long Bridge Park in Arlington, Virginia to 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.

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	

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



No Action Alternative



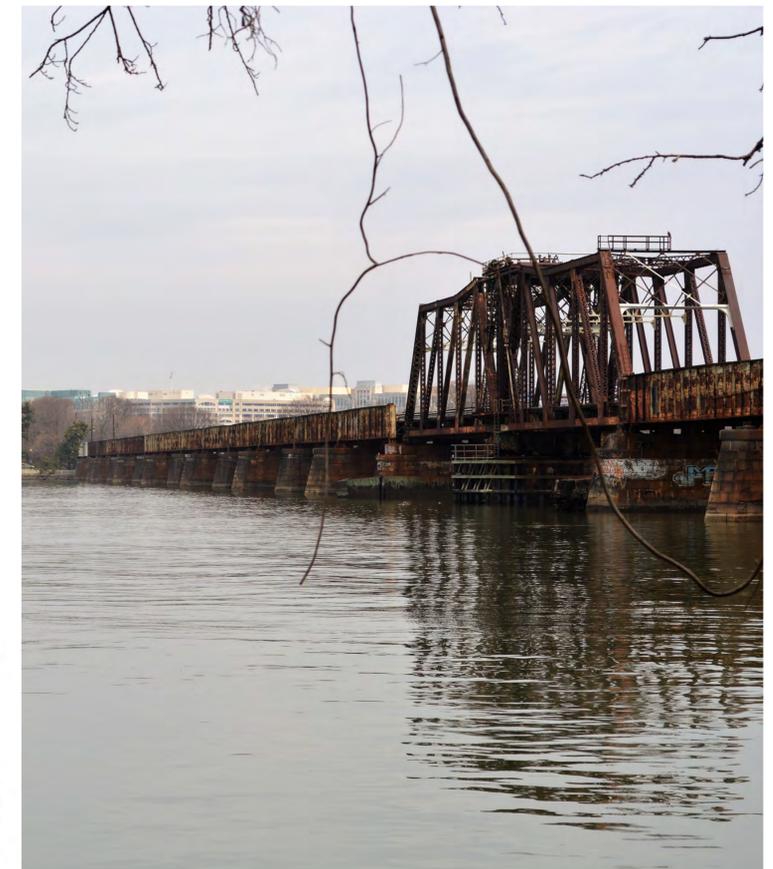
The No Action Alternative for the Long Bridge Project EIS consists of the existing transportation network, plus all projects within the Project Area that are predictable by the planning year of 2040

The No Action Alternative does not include the Long Bridge Project

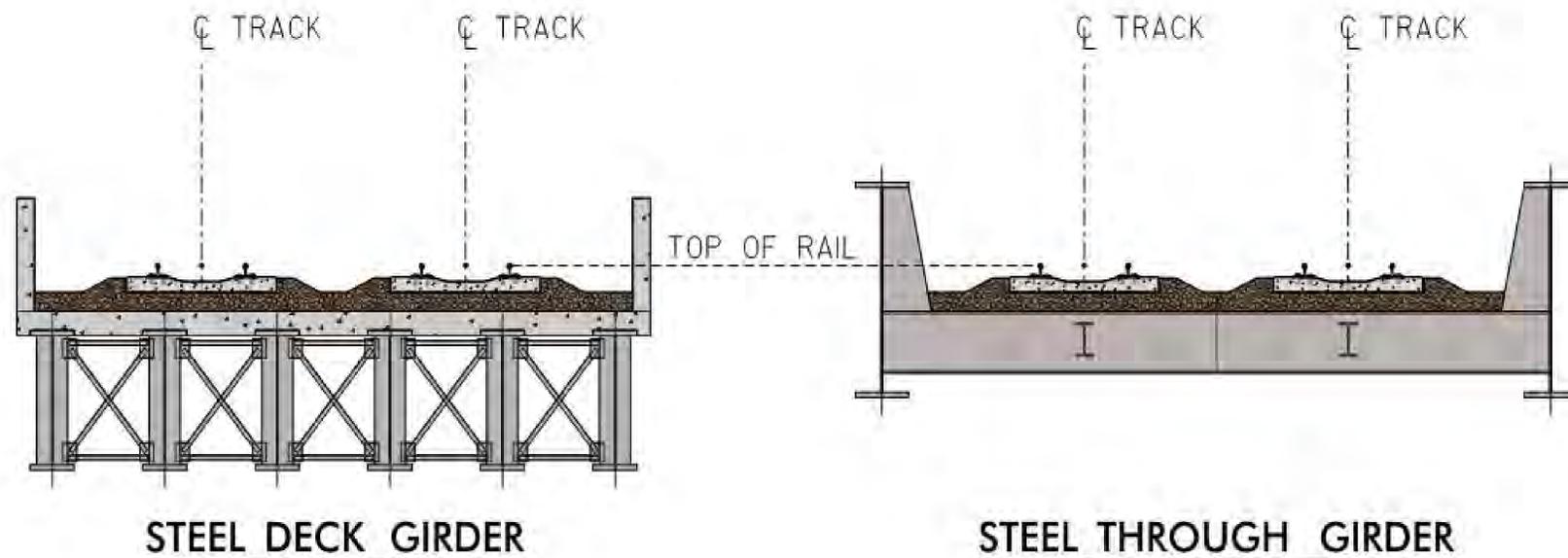
LEGEND

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

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

New Railroad Bridge Type Options



- > Consists of multiple steel I-shaped girders with a steel or bridge deck at the top of the girders
- > Bridge type generally preferred when clearance below the structure is not an issue

- > Consists of two main girders on the outsides of the bridge with smaller floorbeams spanning perpendicular to the main girders to support the transportation load, allowing for railways to pass "through" the girders
- > Bridge type generally preferred when clearance below the structure is critical

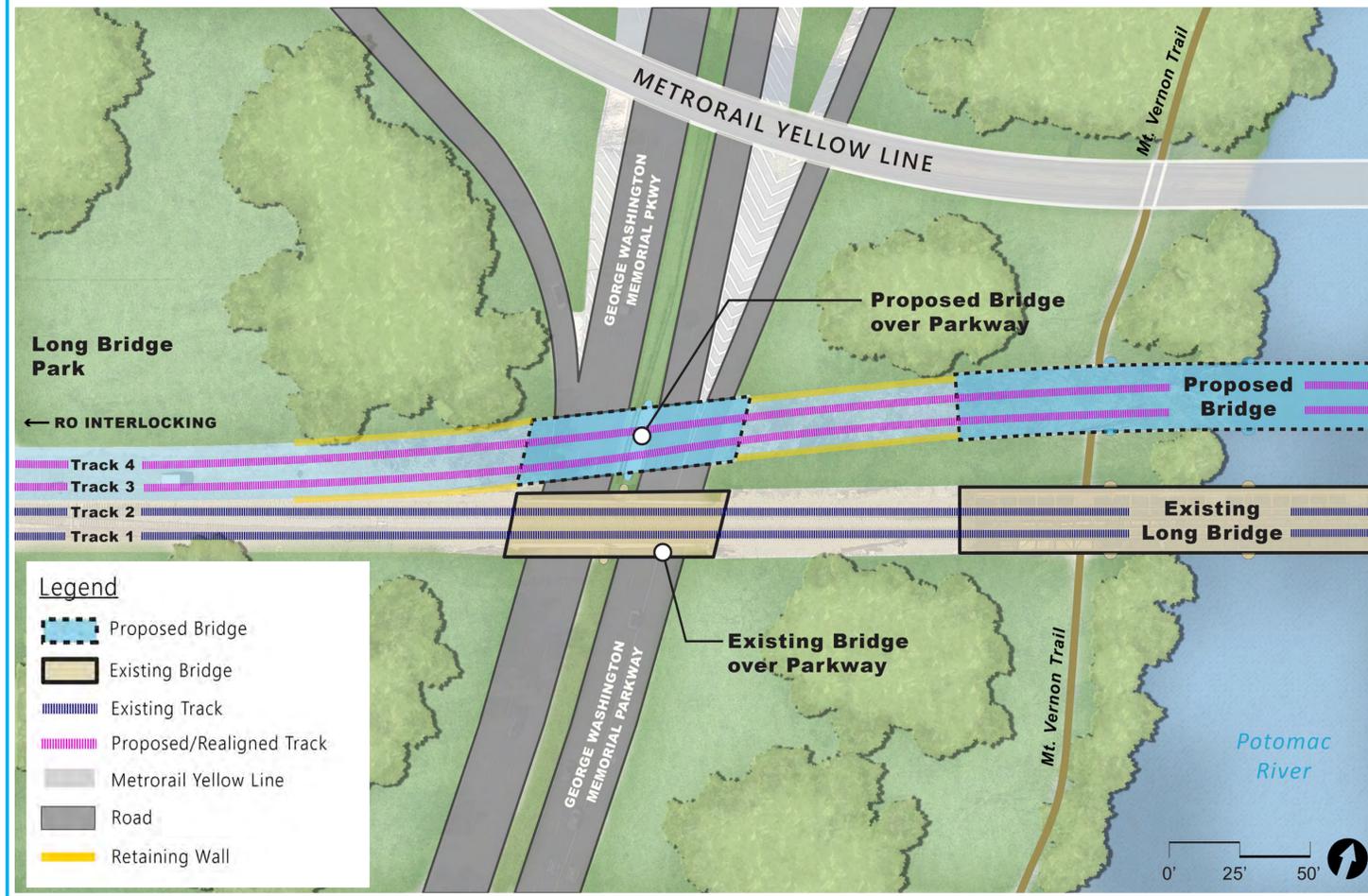
Steel through girder bridges & steel deck girder bridges

- Common railroad bridge structure types
 - Standard types used by CSXT
 - More cost effective than other structure types
- Allow for shallow structure depth over the Potomac River to retain existing vertical clearance over the navigation channel without significant increase to the bridge profile

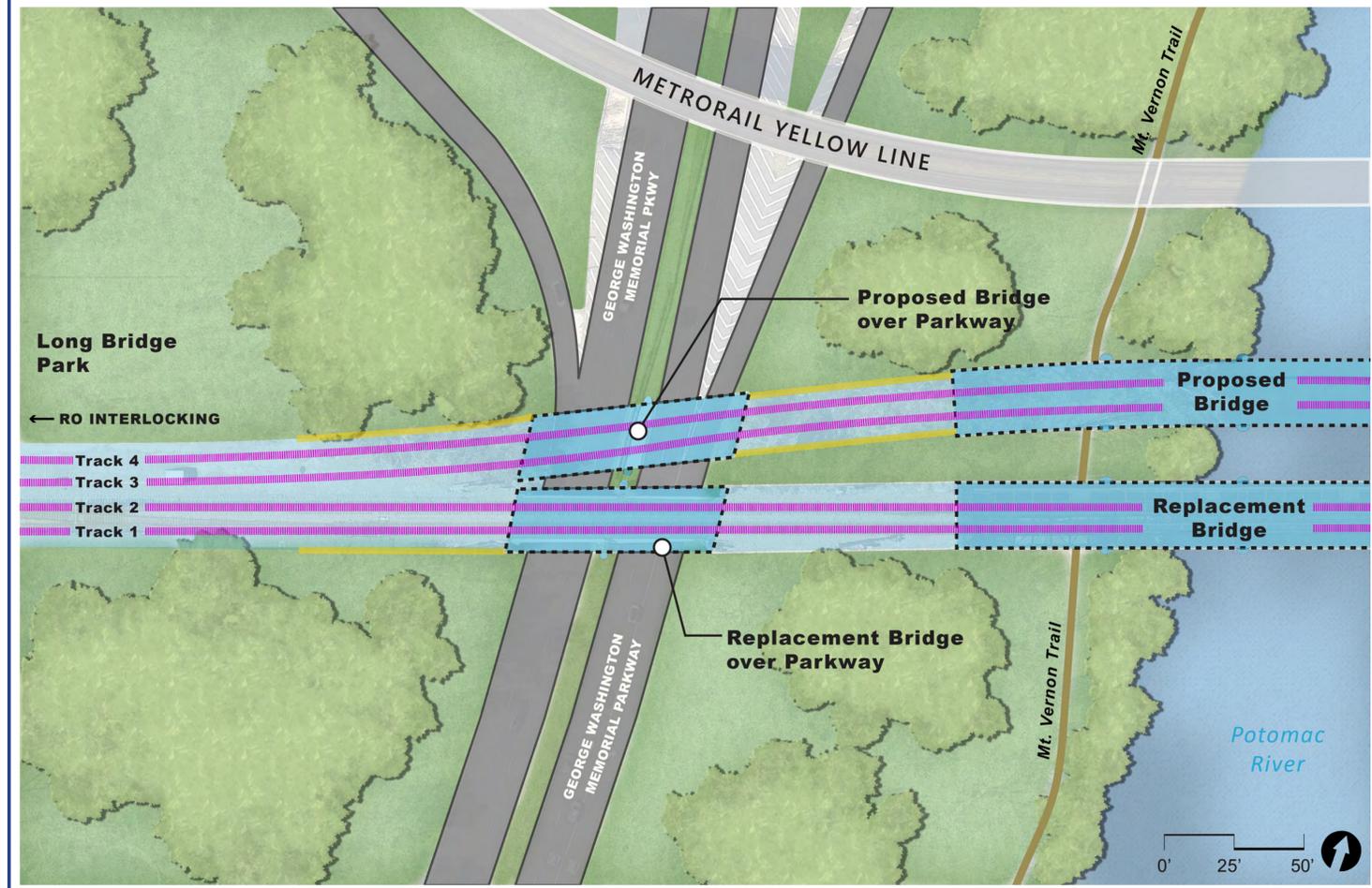
Action Alternatives

Long Bridge Park to the George Washington Memorial Parkway

Action Alternative A



Action Alternative B



Key Difference

- Action Alternative A **retains** the existing historic railroad bridge over the George Washington Memorial Parkway
- Action Alternative B **replaces** the existing historic railroad bridge over the George Washington Memorial Parkway



Action Alternatives

Spanning the Mount Vernon Trail and the Potomac River

Action Alternative A



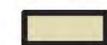
Action Alternative B



Key Difference

- Action Alternative A **retains** the existing historic Long Bridge over the Potomac River
- Action Alternative B **replaces** the existing historic Long Bridge over the Potomac River

Legend

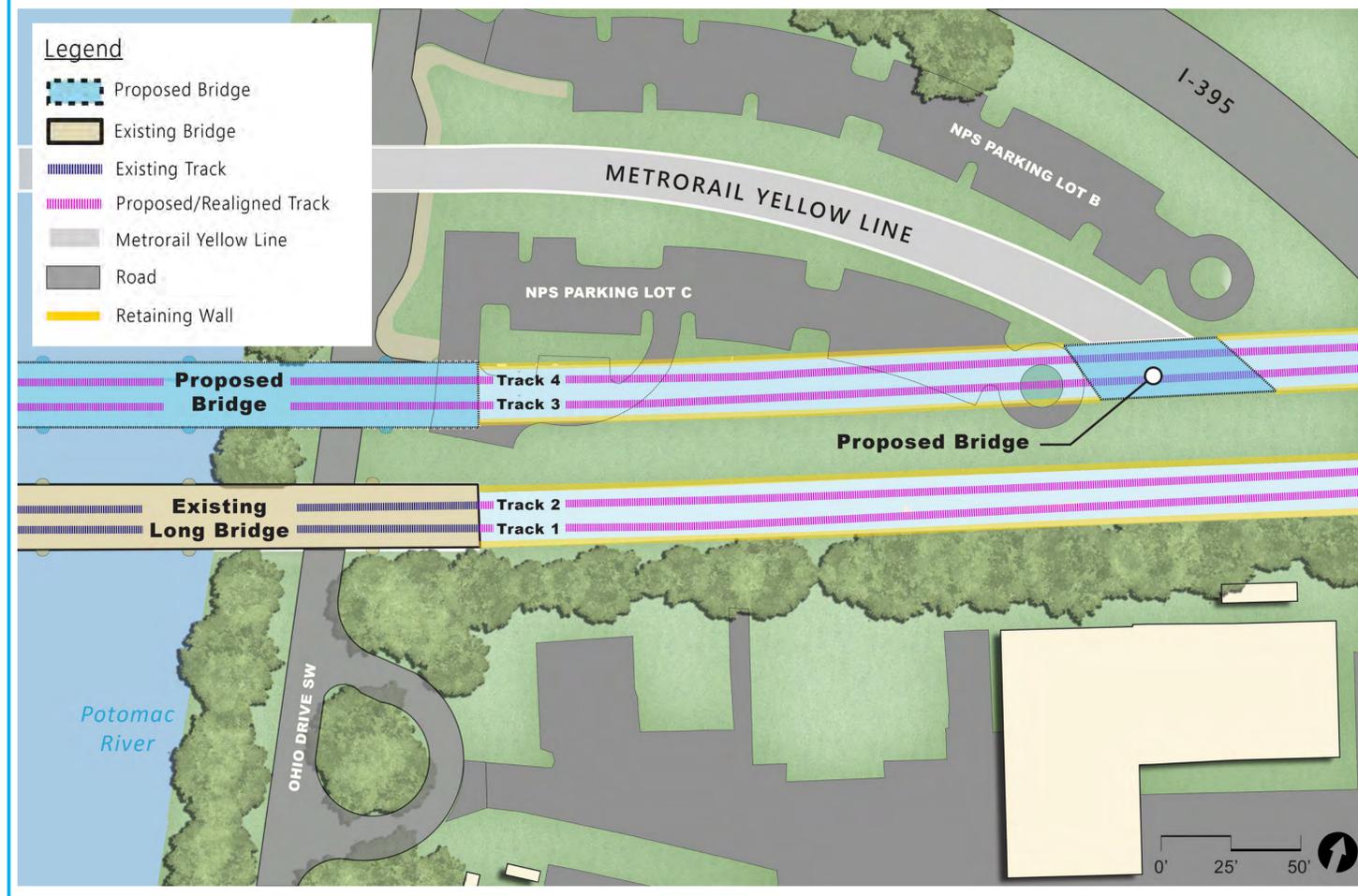
-  Proposed Bridge
-  Existing Bridge
-  Existing Track
-  Proposed/Realigned Track
-  Metrorail Yellow Line
-  Road



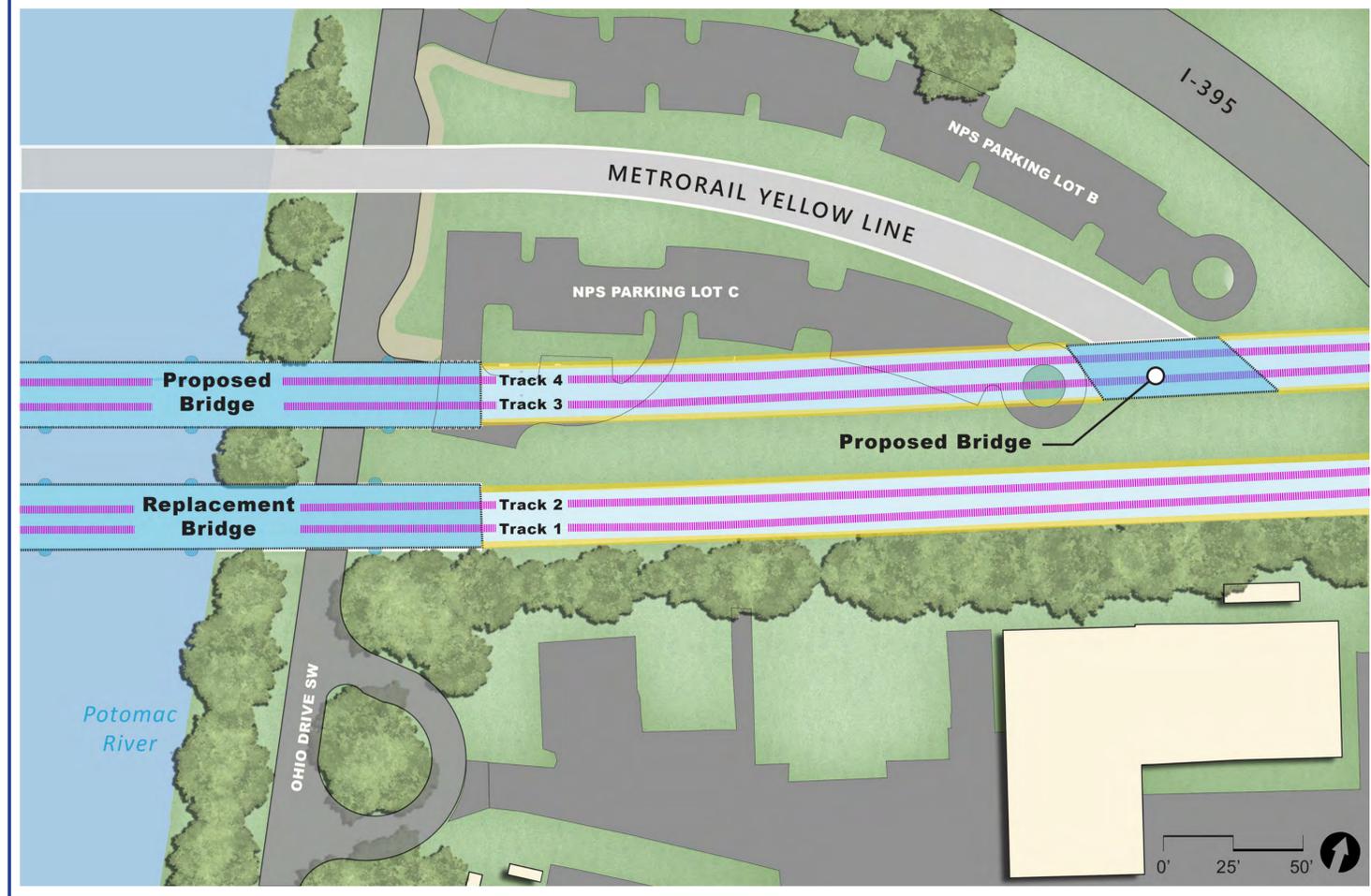
Action Alternatives

Ohio Drive SW and WMATA Metrorail Tunnel Portal

Action Alternative A

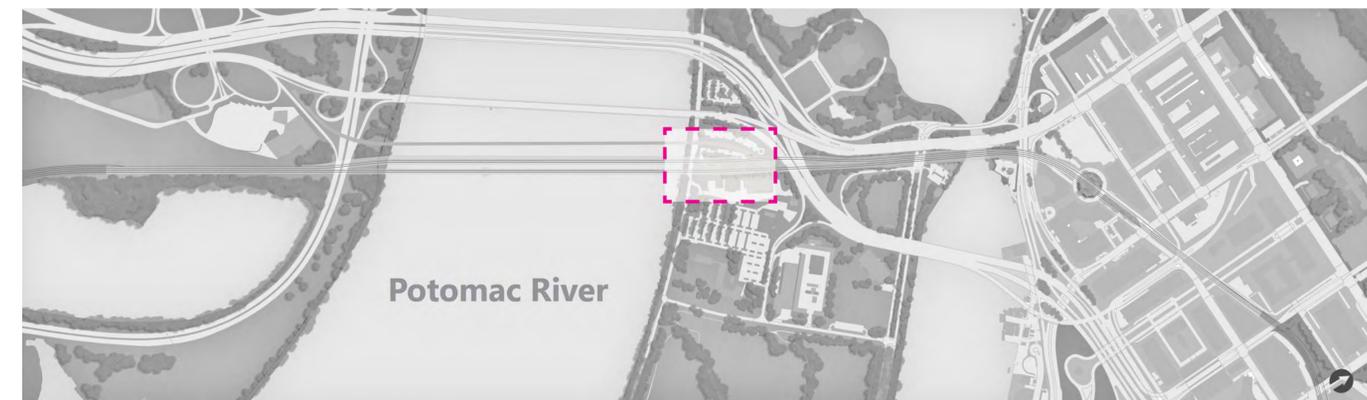


Action Alternative B



Key Difference

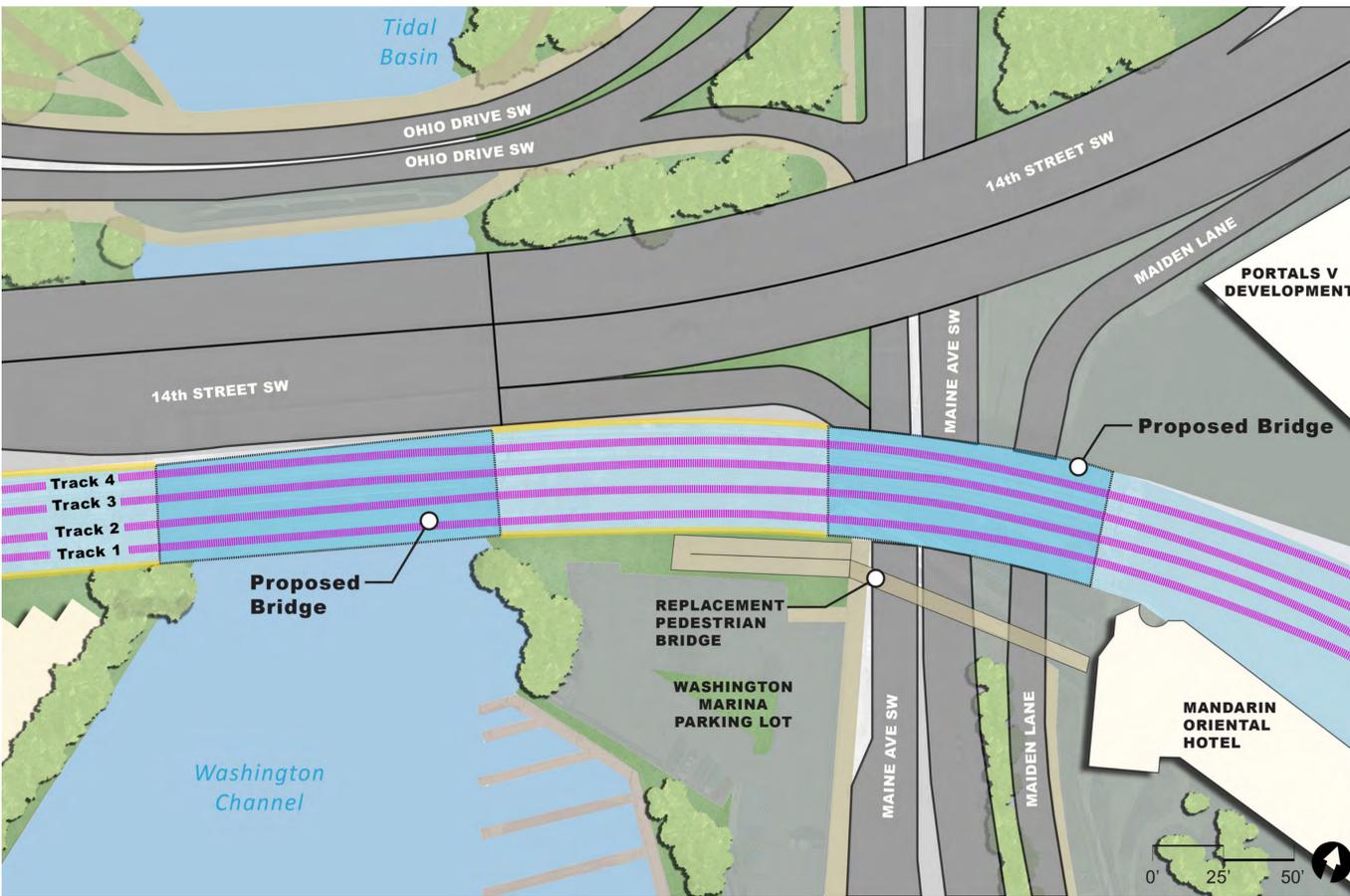
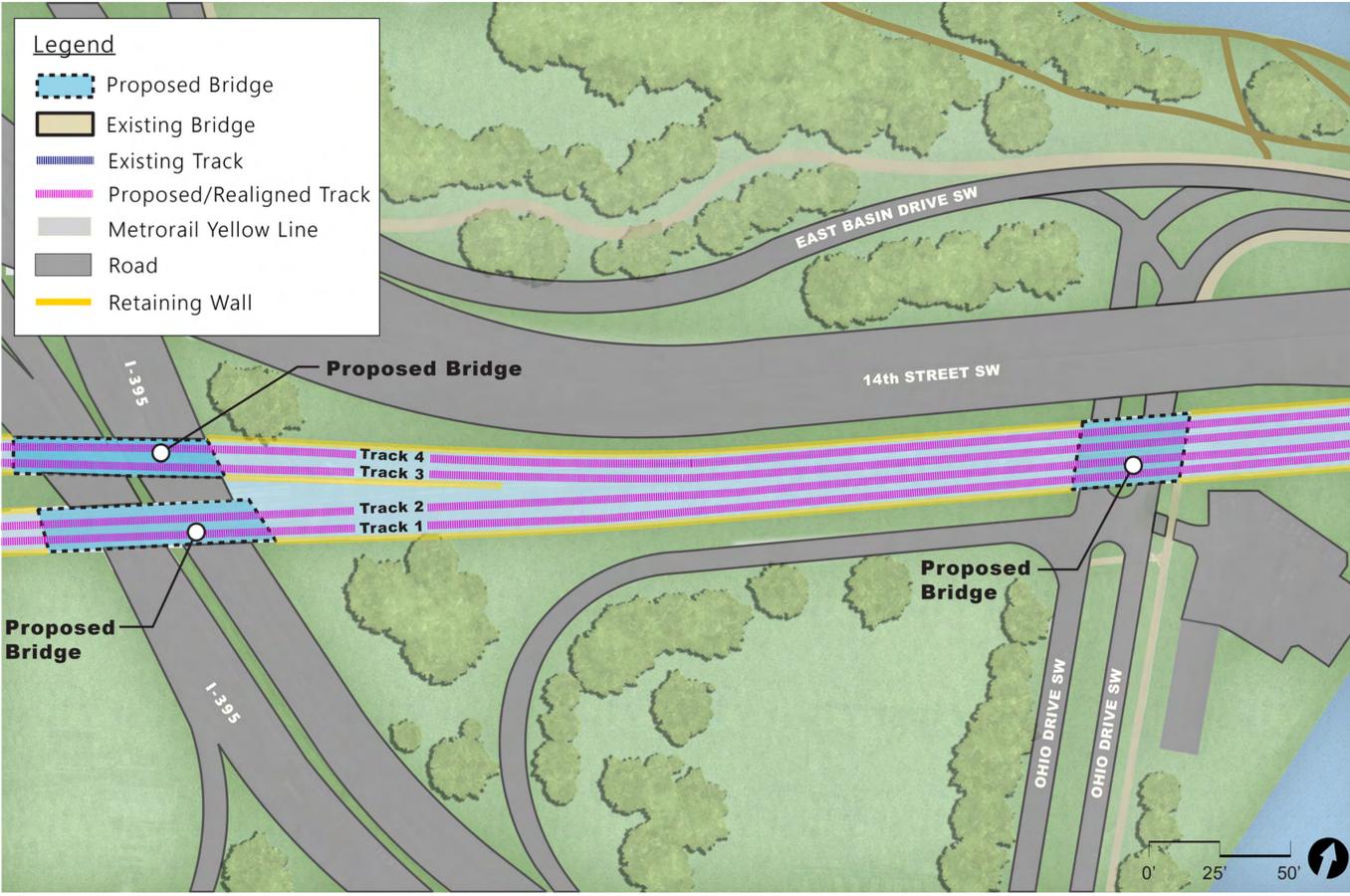
- Action Alternative A **retains** the existing historic Long Bridge over the Potomac River and Ohio Drive SW
- Action Alternative B **replaces** the existing historic Long Bridge over the Potomac River and Ohio Drive SW



Action Alternatives

I-395 to Maine Avenue SW Action Alternatives A & B

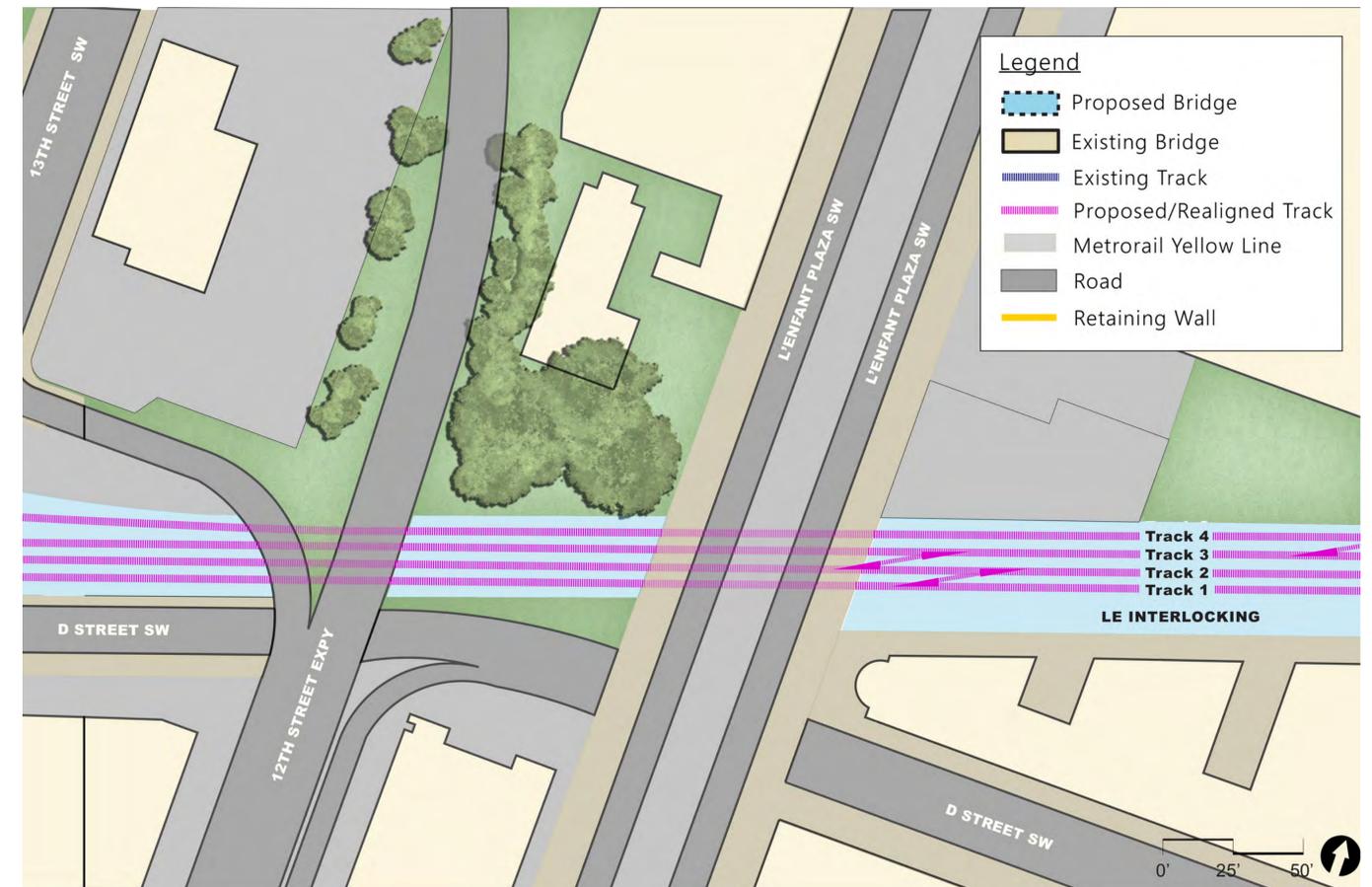
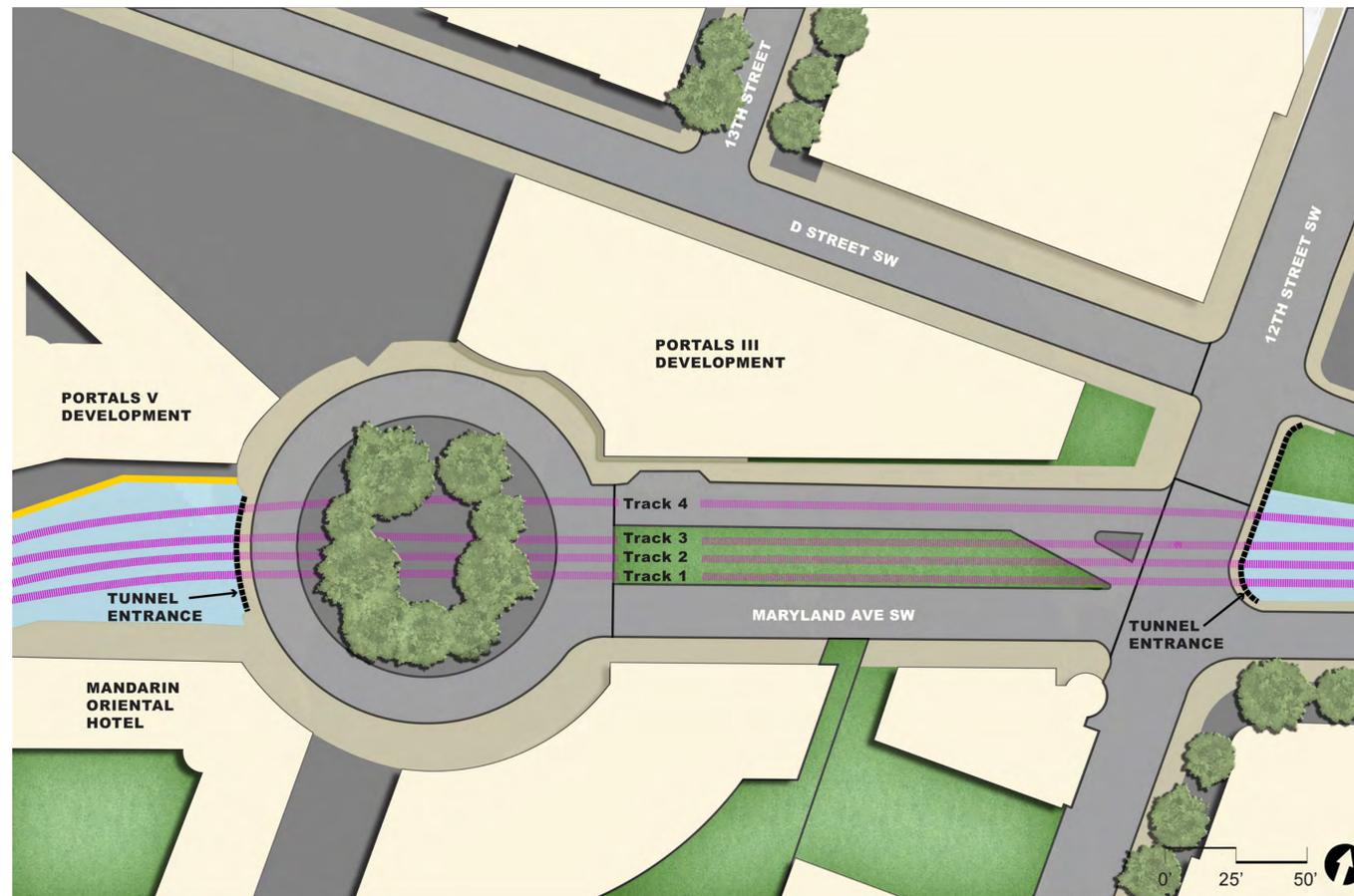
> Design elements do not vary between the Action Alternatives in these segments of the Project corridor <



Action Alternatives

Maryland Avenue SW Overbuild to LE Interlocking Action Alternatives A & B

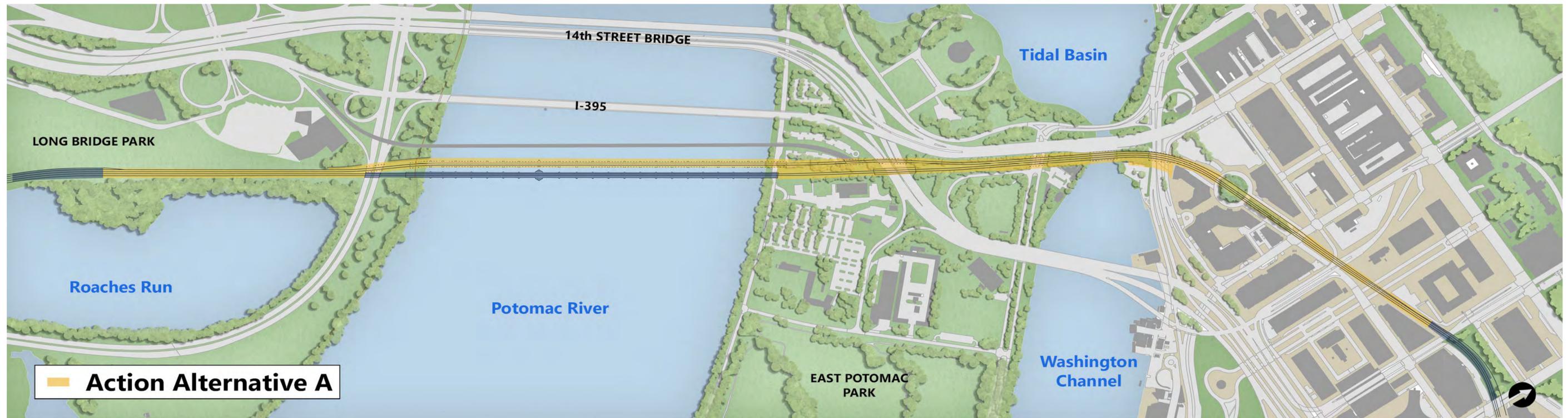
> Design elements do not vary between the Action Alternatives in these segments of the Project corridor <



Selection of Preferred Alternative - Action Alternative A

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

Action Alternative A has a **lower capital cost, shorter construction duration, and fewer impacts**



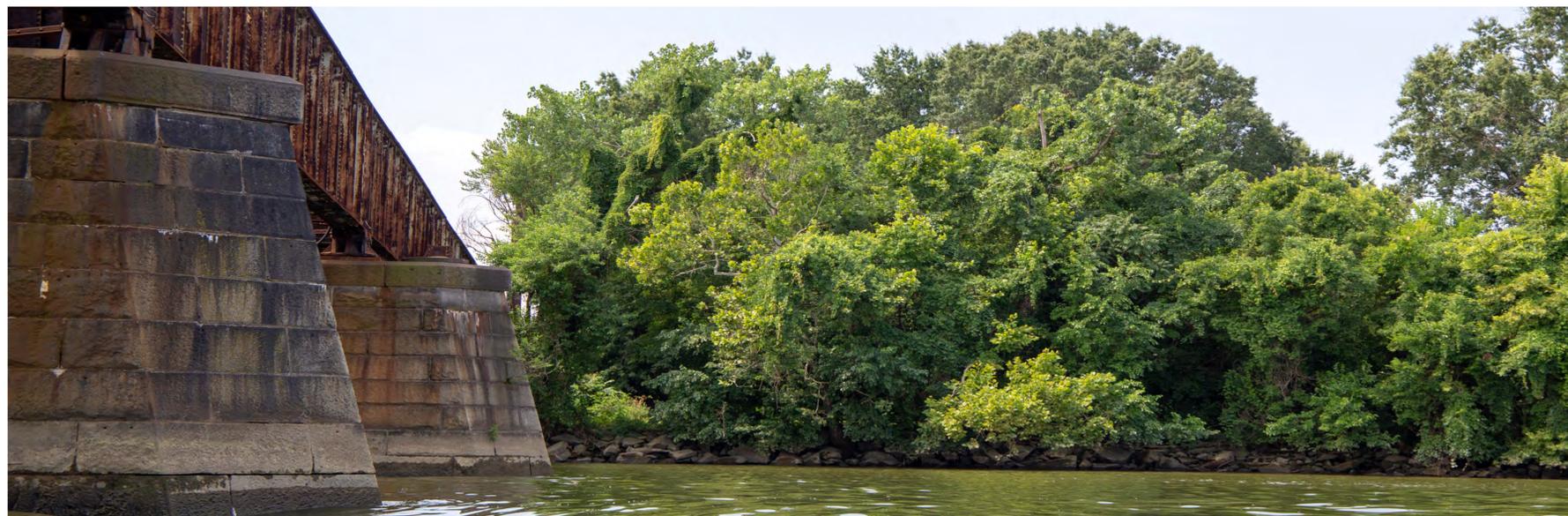
- Both Action Alternatives support the Purpose and Need and provide the same anticipated benefits
- Selection of the Preferred Alternative occurred after consideration of all comments from agencies and the public on the Project to date

Comparison of Alternatives

	No Action Alternative	Action Alternative A	Action Alternative B
Support of Purpose and Need			
Increases capacity; facilitates connectivity; and expands resiliency and redundancy	No	Yes	Yes
Capital Costs and Construction Duration			
Capital Costs*	--	Approx. \$1.9 billion	Approx. \$2.8 billion
Construction Duration	--	Approx. 5 years	Approx. 8.25 years
Differentiating Infrastructure Elements**			
Existing railroad bridge over George Washington Memorial Parkway (GWMP) retained	Yes	Yes	No
Existing Long Bridge retained	Yes	Yes	No

*Approximate costs are based on conceptual engineering and subject to change as design advances. Costs in 2019 dollars.

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



Compared to Action Alternative A, **Action Alternative B** would have...

- > **More permanent environmental impacts** due to replacement of existing Long Bridge and the railroad bridge over the GWMP
- > **More temporary construction impacts** due to demolition of existing bridges, construction of replacement bridges, and longer construction duration (up to 3.25 years longer)
- > **Greater Section 106 impacts** due to replacement of existing historic bridges - Long Bridge and the railroad bridge over the GWMP
- > **Greater Section 4(f) impacts to historic properties** protected under Section 4(f) due to replacement of the existing historic bridges and **greater Section 4(f) impacts to parks** protected under Section 4(f) due to additional construction staging areas and wider right-of-way required in East Potomac Park
- > **Greater temporary beneficial impact** on jobs due to construction

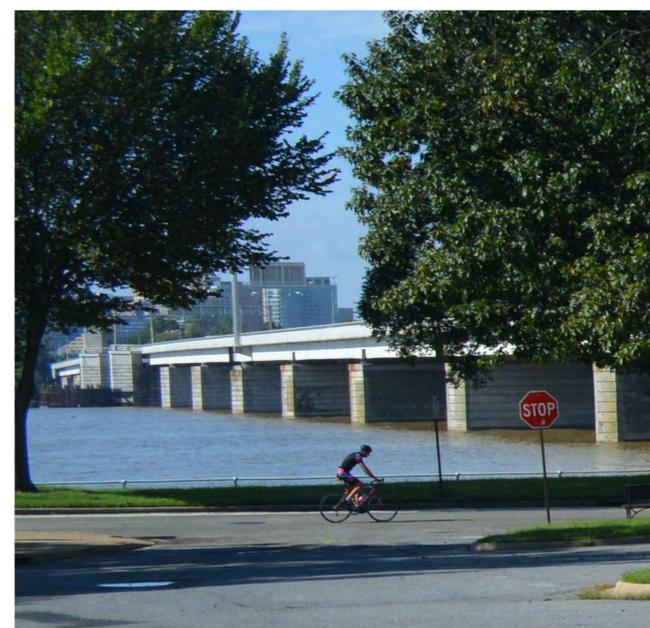
Bike-Pedestrian Crossing



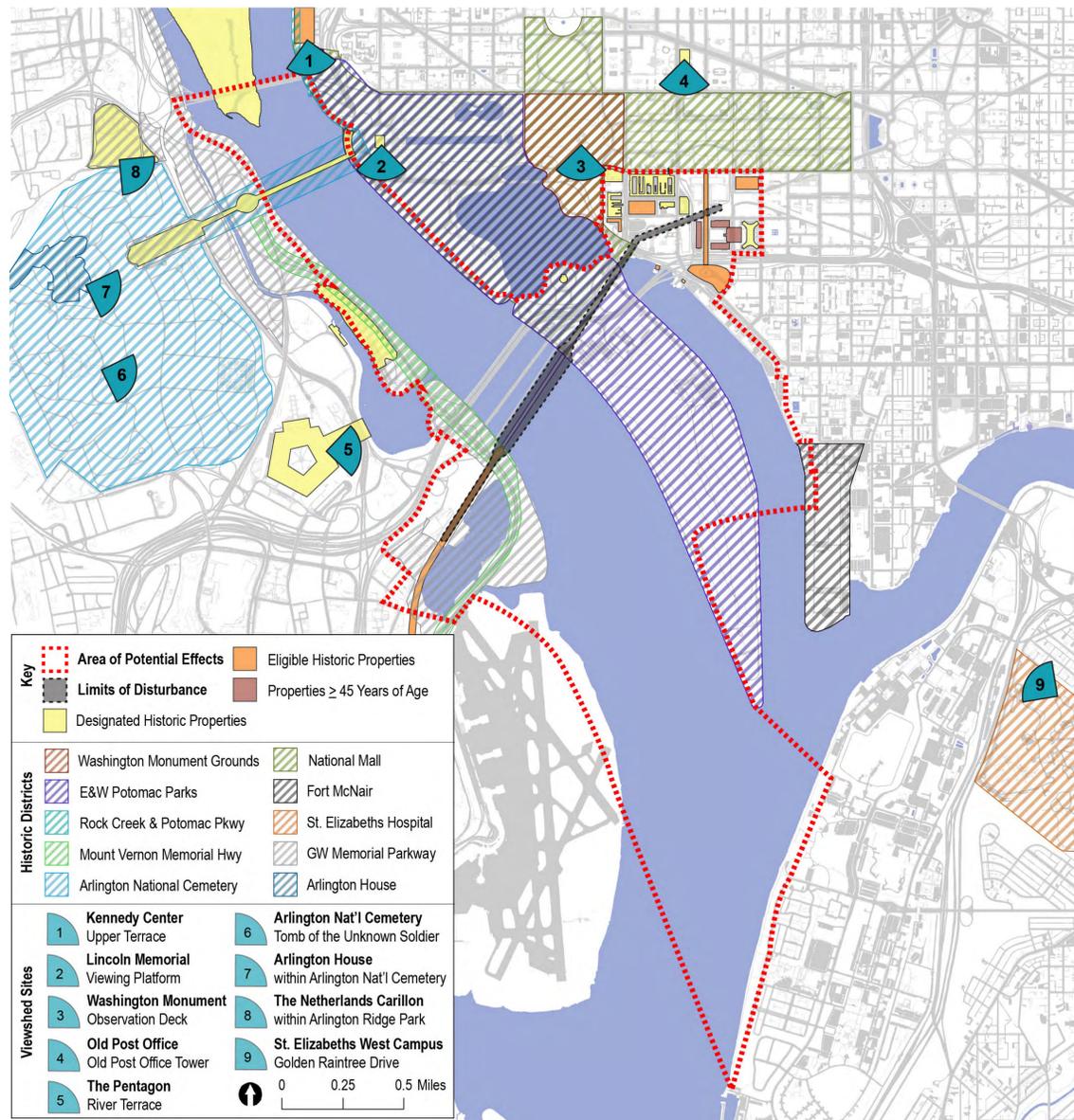
- > New bike-pedestrian crossing proposed as mitigation for impacts to Section 4(f)-protected resources
- > Crossing would provide important connection within the regional trail system
- > Crossing would link Long Bridge Park, Mount Vernon Trail, and East Potomac Park



If constructed as part of the railroad bridge construction contract, construction would begin following completion of the railroad bridge because the space for the bike-pedestrian crossing is needed to deliver equipment and materials for the bridge construction. Construction would take approximately 2 additional years.



Section 106 Summary of Adverse Effects & Resolutions



Historic Property	Adverse Effect	Minimization/Mitigation Measure
GWMP/MVMH East and West Potomac Parks	Visual changes to views and viewsheds	Design Review Viewshed Protection Plan Cultural Landscape Inventories
GWMP/MVMH East and West Potomac Parks NAMA	Removal of contributing trees and vegetation	Tree Protection Plan Tree Restoration Plan Design Review Viewshed Protection Plan Cultural Landscape Inventories
GWMP/MVMH East and West Potomac Parks NAMA	Introduction of new elements into HDs	Tree Restoration Plan Design Review
GWMP/MVMH East and West Potomac Parks NAMA	New bridge would obstruct views of existing Long Bridge	Interpretation Plan
GWMP/MVMH East and West Potomac Parks NAMA	Use of historic districts for construction staging	Construction Management Plan
GWMP/MVMH East and West Potomac Parks Riverbed	Potential adverse effects to archaeological resources	To be determined through future identification and evaluation efforts

Historic Property	No Action Alternative	Action Alternative A	Action Alternative B
National Mall Historic District - DC	N/A	N/A	N/A
George Washington Memorial Parkway (GWMP) - VA/DC	N/A	Adverse Effect	Adverse Effect
Mount Vernon Memorial Highway (MVMH) - VA/DC	N/A	Adverse Effect	Adverse Effect
East and West Potomac Parks - VA/DC	N/A	Adverse Effect	Adverse Effect



Appendix D:

Public Meeting Presentation



Public Hearing

Draft Environmental Impact Statement (EIS)

Draft Section 4(f) Evaluation

and

Draft Section 106 Programmatic Agreement

October 22, 2019

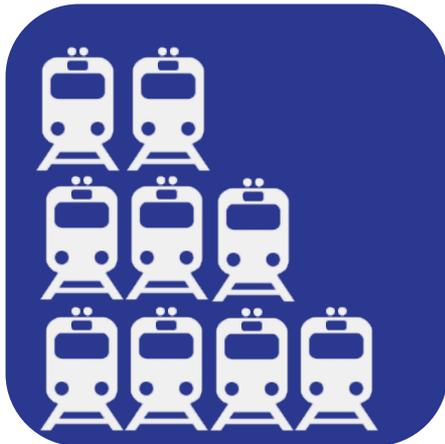


Project Overview

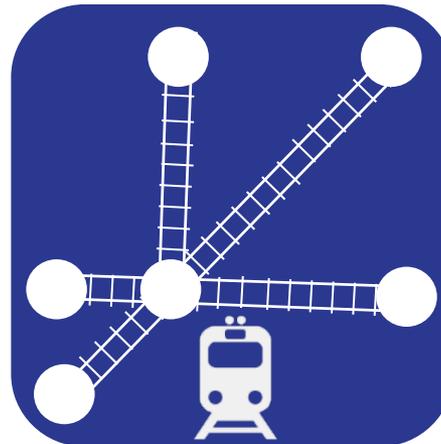


Purpose and Need

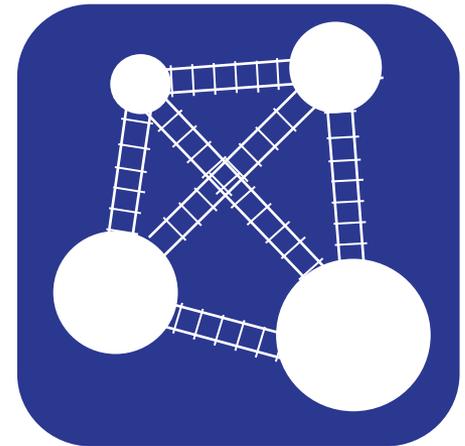
Railroad
Capacity



Network
Connectivity

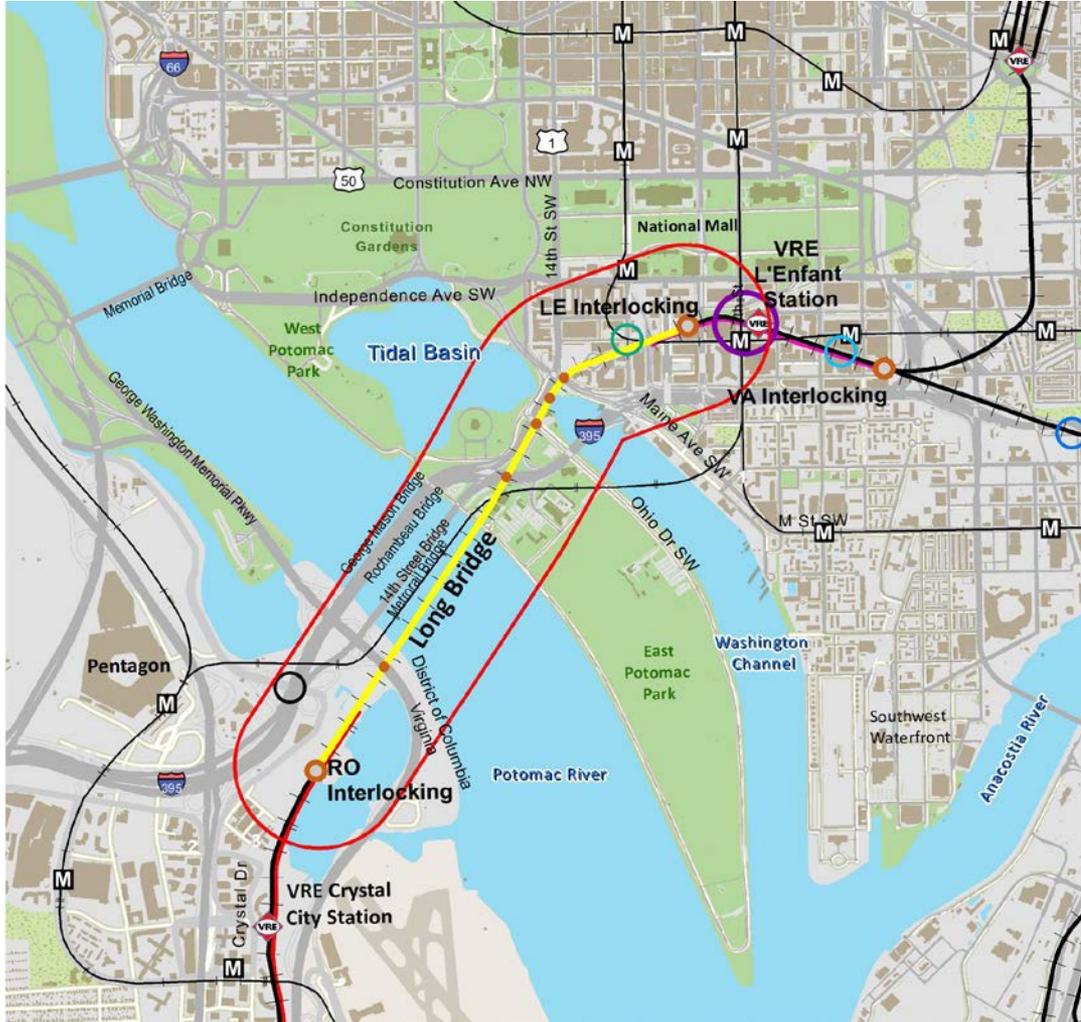


Railroad Resiliency
and Redundancy



No Action Alternative

Planning Year 2040



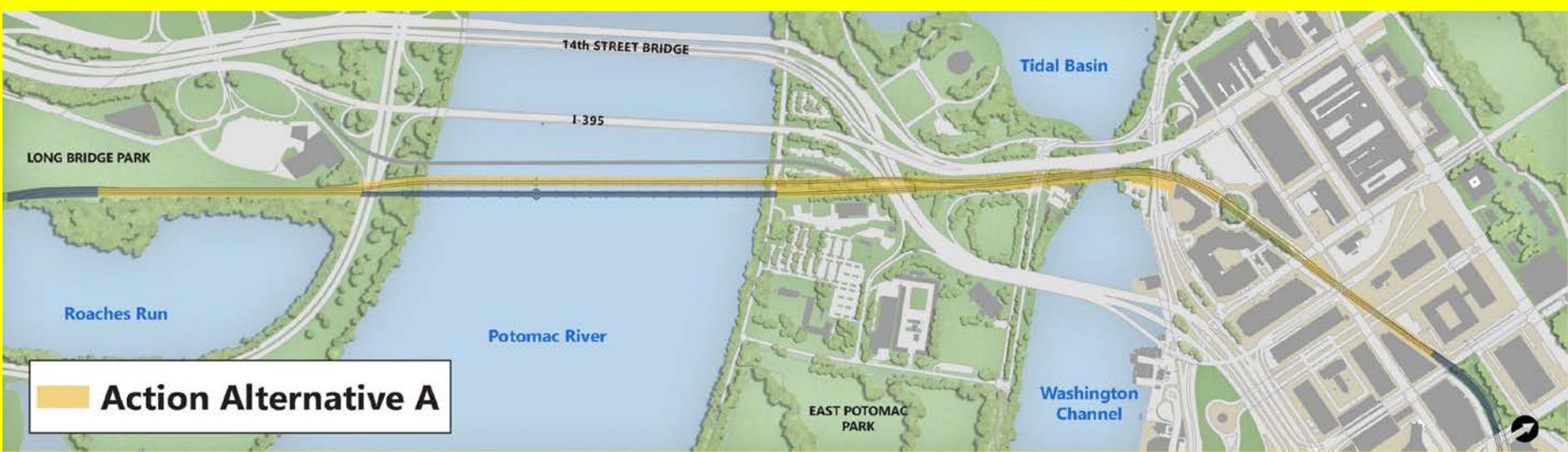
LEGEND

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

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



Action Alternatives



Bike-Pedestrian Crossing

Proposed Section 4(f) Mitigation



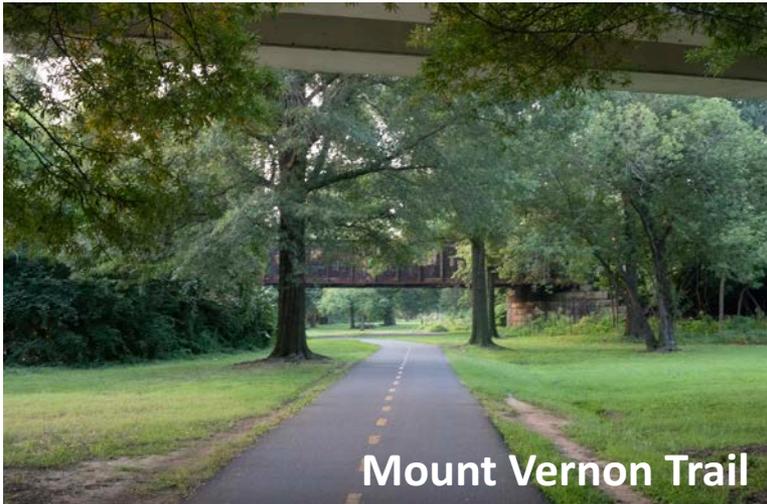
Independent structure upstream of the new railroad bridge spanning the Potomac River

Temporary Construction Impacts



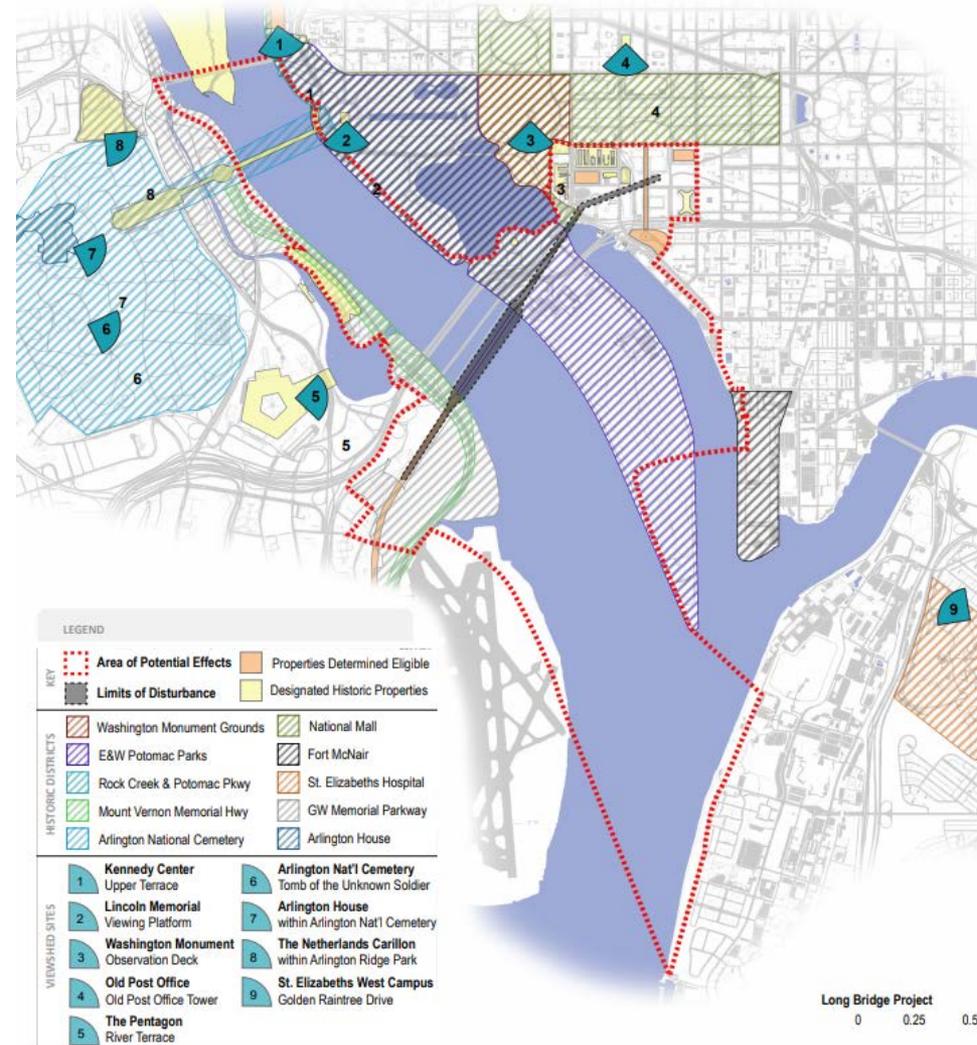
- Operational impacts to railroads, Metrorail, and roadways
- Impacts to parking lots
- Relocation of the Mount Vernon Trail
- Impacts to navigation
- Construction activities would exceed local daytime & nighttime noise limits
- Construction staging & access on parkland

Permanent Impacts



- Benefits to railroad operations
- Permanent impact to NPS Parking Lot C & Washington Marina parking
- Noise impacts at Long Bridge Park & Mandarin Oriental Hotel
- Conversion of park land to railroad use (approx. 3 acres)
- Removal of trees & mature vegetation
- Introduction of new elements into viewsheds

Section 106 & Section 4(f)



Section 106

Summary of Potential Resolution

Historic Property	Adverse Effect	Resolution
George Washington Memorial Parkway (GWMP)/Mount Vernon Memorial Highway (MVMH) East and West Potomac Parks	Visual changes to views and viewsheds	Design Review Viewshed Protection Plan Cultural Landscape Inventories
GWMP/MVMH East and West Potomac Parks National Mall and Memorial Parks (NAMA)	Removal of contributing trees and vegetation	Tree Protection Plan Tree Restoration Plan Design Review Viewshed Protection Plan Cultural Landscape Inventories
GWMP/MVMH East and West Potomac Parks NAMA	Introduction of new elements into HDs	Tree Restoration Plan Design Review
GWMP/MVMH East and West Potomac Parks	New bridge would obstruct views of existing Long Bridge, diminishing visual integrity as a contributing structure	Interpretation Plan
GWMP/MVMH East and West Potomac Parks NAMA	Use of historic districts for construction staging	Construction Management Plan
GWMP/MVMH East and West Potomac Parks Riverbed	Potential adverse effects to archaeological resources	To be determined through future identification and evaluation efforts

Draft Section 4(f) Evaluation

Summary of Uses to Section 4(f) Resources in the Study Area

Section 4(f) Resource	Official with Jurisdiction	Resource Type	Action Alternative A (Preferred Alternative)	Action Alternative B
Long Bridge Park	Arlington County	Parkland	<i>de minimis</i> impact	<i>de minimis</i> impact
GWMP	NPS	Parkland	Use	Use
GWMP Historic District	NPS	Historic Resource	Use	Use
MVMH Historic District	NPS	Historic Resource	Use	Use
Mount Vernon Trail	NPS	Parkland	No use	No use
East Potomac Park	NPS	Parkland	Use	Use
East and West Potomac Parks Historic District	NPS	Historic Resource	Use	Use
Hancock Park	NPS	Parkland	No use	No use
Plan of the City of Washington	NPS	Historic Resource	No use	No use

Next Steps

Environmental Impact Statement

October 28, 2019

Comments due on Draft EIS

Fall 2019 – Spring 2020

Consider & respond to comments;
Prepare Final EIS (FEIS);
Prepare Record of Decision (ROD)

Summer 2020

Release FEIS/ROD

Section 106 Process

October 28, 2019

Comments due on Draft
Programmatic Agreement

Fall 2019 – Spring 2020

Revise Programmatic Agreement;
Additional review by Signatories

Spring 2020

Finalize & execute
Programmatic Agreement

How to Comment on the Draft EIS, Draft PA, and Draft Section 4(f) Evaluation

- Available for review at www.longbridgeproject.com/DEIS
 - Hard copies available at:
 - DDOT Library, 55 M Street SE, Suite 400, Washington, DC 20003
 - Southwest Interim Library, 425 M Street SW, Washington, DC 20024
 - Aurora Hills Library, 735 18th Street South, Arlington, VA 22202
- Public comments accepted until **October 28, 2019**
 - At today's public hearing
 - Via email to info@longbridgeproject.com
 - Through the online comment form at www.longbridgeproject.com



How to Comment at Today's Hearing

- Speak during the open public comment session:
 - Sign up to speak at the sign-in table
 - Limit comments to three minutes
 - Groups are requested to provide comments through one spokesperson
 - The stenographer will record all comments
 - Please begin by stating your name and organization, if any, for the record
 - FRA and DDOT will not be responding to questions today – responses will be provided in the Final EIS



- You may provide verbal comments to the stenographer at any time until the end of the meeting
- Please provide written comments using the comment form

Thank You

For more information visit:
longbridgeproject.com

or contact us at:
info@longbridgeproject.com

Appendix E:

Example of Comment Card

LONG BRIDGE PROJECT PUBLIC HEARING

OCTOBER 22, 2019

Do you have any comments on the Long Bridge Project?



LONG BRIDGE PROJECT PUBLIC HEARING

OCTOBER 22, 2019

Do you have any comments on the Long Bridge Project?



Appendix F:

Example of Title VI Questionnaire

