



# Public Meeting

## Draft Environmental Impact Statement (EIS) and Section 106 Consultation

Preferred Alternative Selection  
November 29, 2018

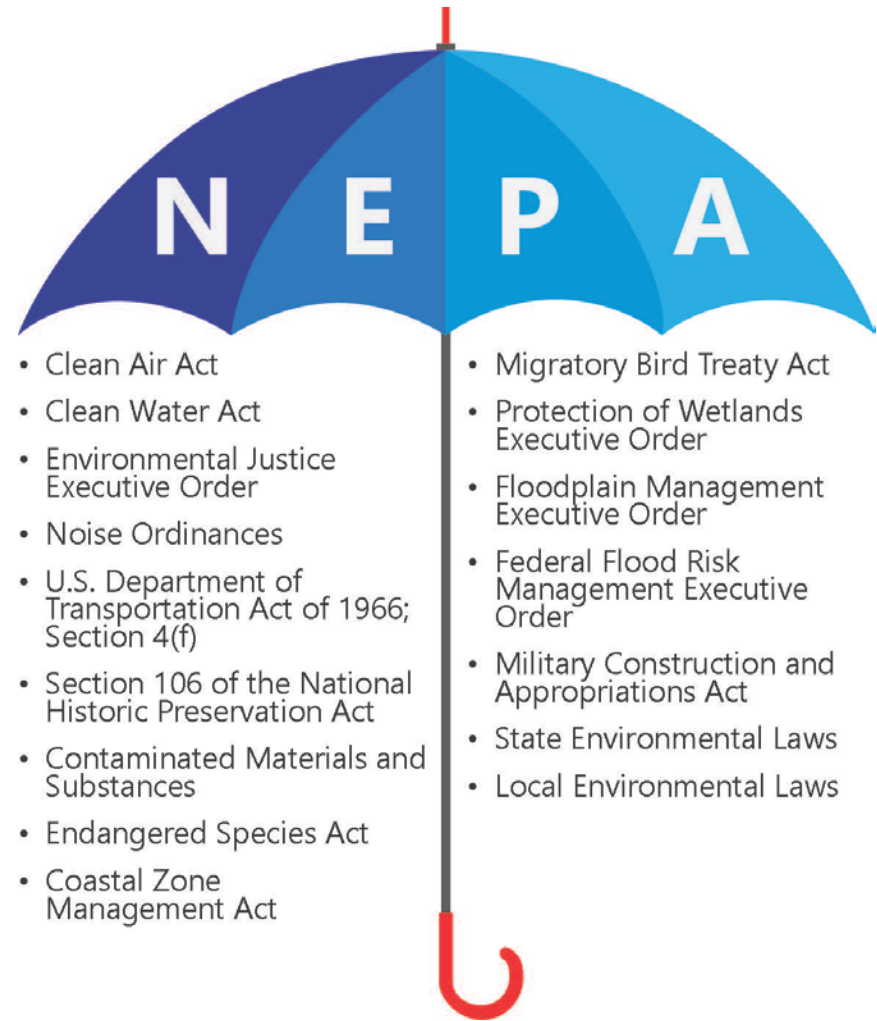


# Agenda

- Project Overview
- No Action Alternative and Action Alternatives
- Preferred Alternative Selection for EIS
- Proposed Mitigation (Bike-Pedestrian Crossing)
- 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?

- 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)



# Long Bridge

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



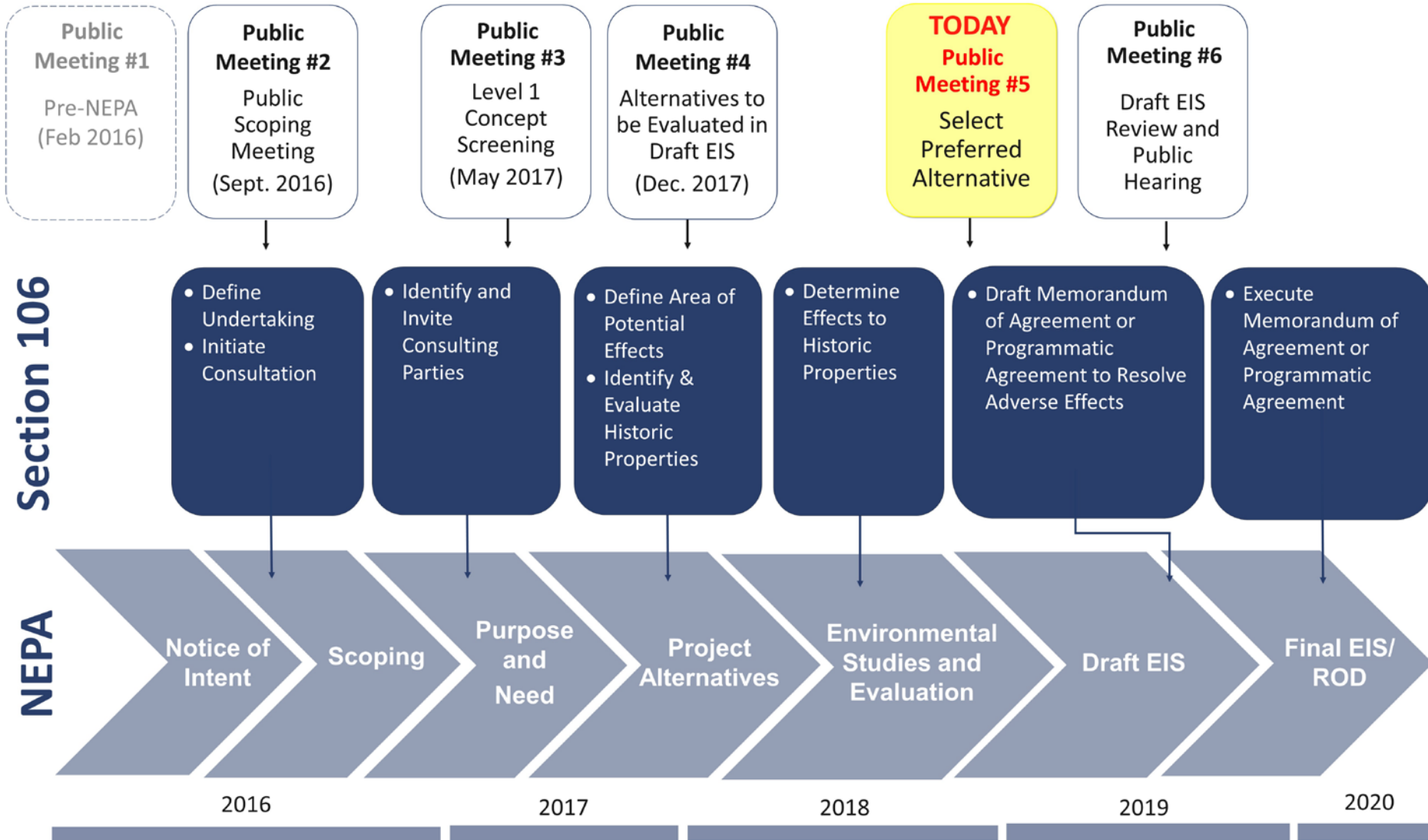
# Condition of Long Bridge

CSXT owns Long Bridge and states that they:

- Are responsible for annually inspecting all their bridges;
- Completed Long Bridge rehabilitation in October 2016;
- Maintain Long Bridge in proper condition for railroad purposes; and
- Confirm that Long Bridge is sufficient to meet the needs of their freight customers for the foreseeable future.



# Section 106 and NEPA Coordination



# Train Volumes

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	--
<b>TOTAL</b>	<b>76</b>	<b>192</b>	

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

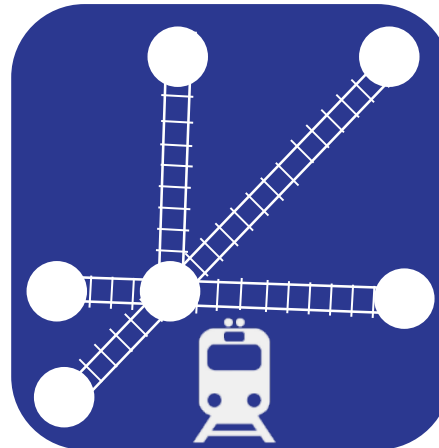


# Purpose and Need

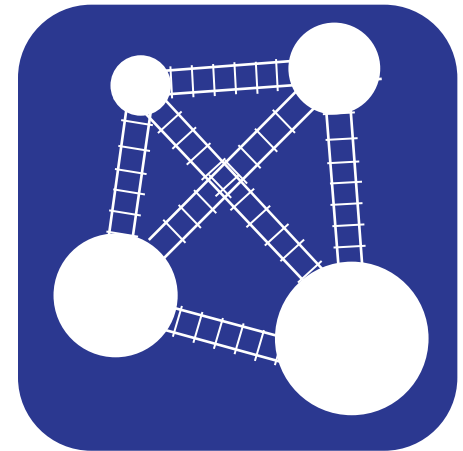
## Railroad Capacity



## Network Connectivity



## Railroad Resiliency and Redundancy



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# No Action Alternative

## Planning Year 2040



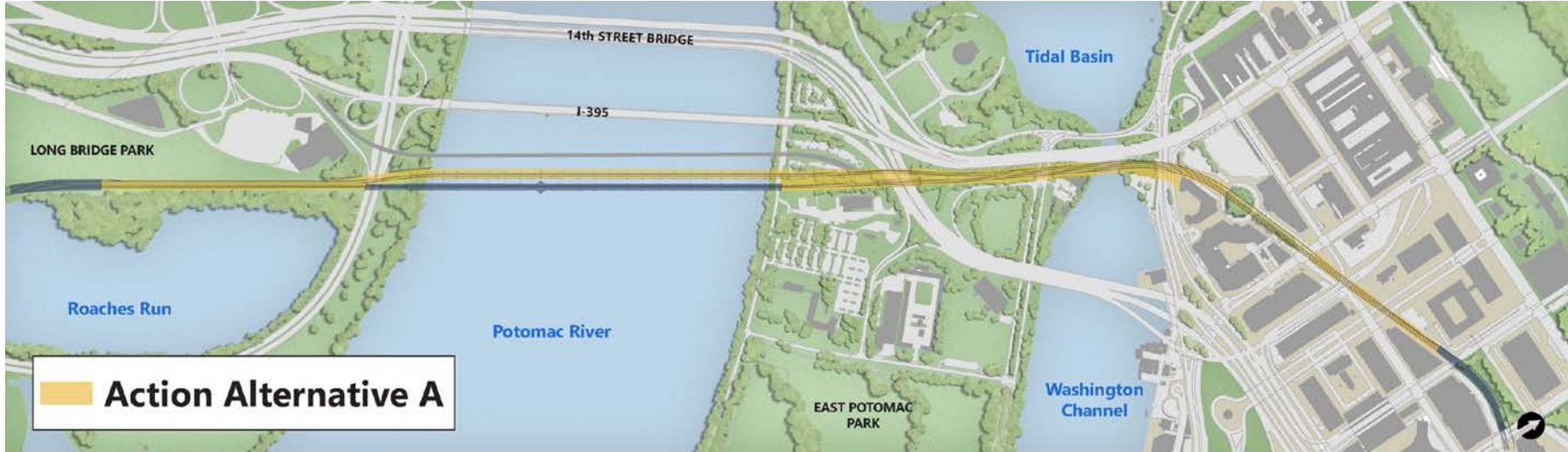
### LEGEND

- 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

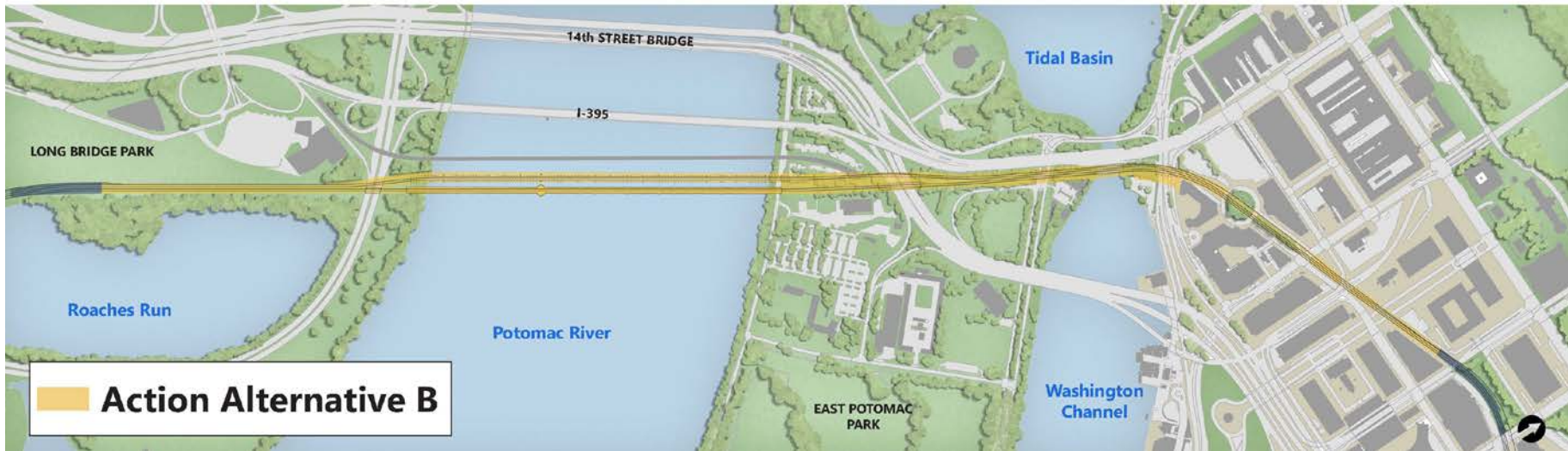
Service Layer Credits: public/GLUP  
GIS Mapping Center, VHB



# Action Alternatives



## Long Bridge Corridor

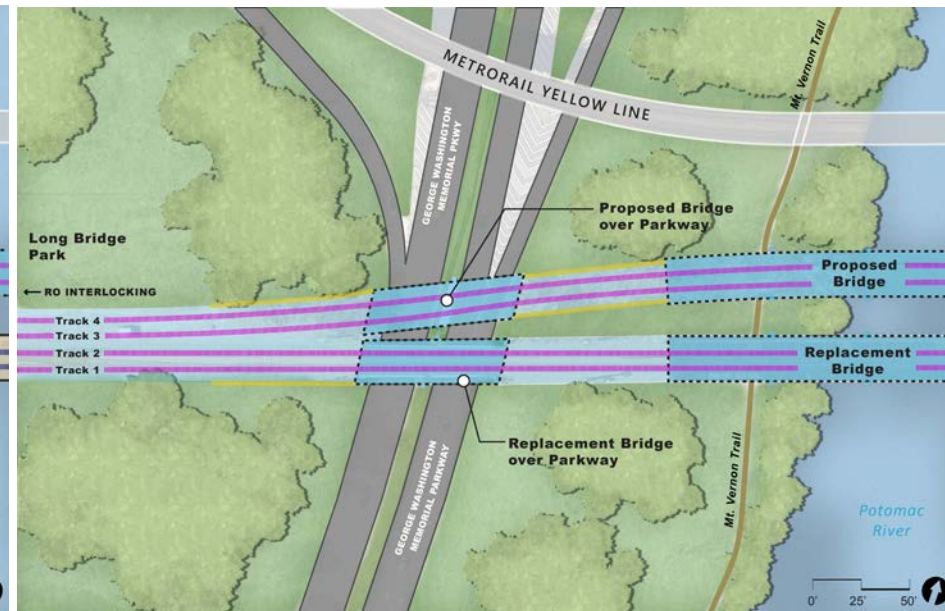
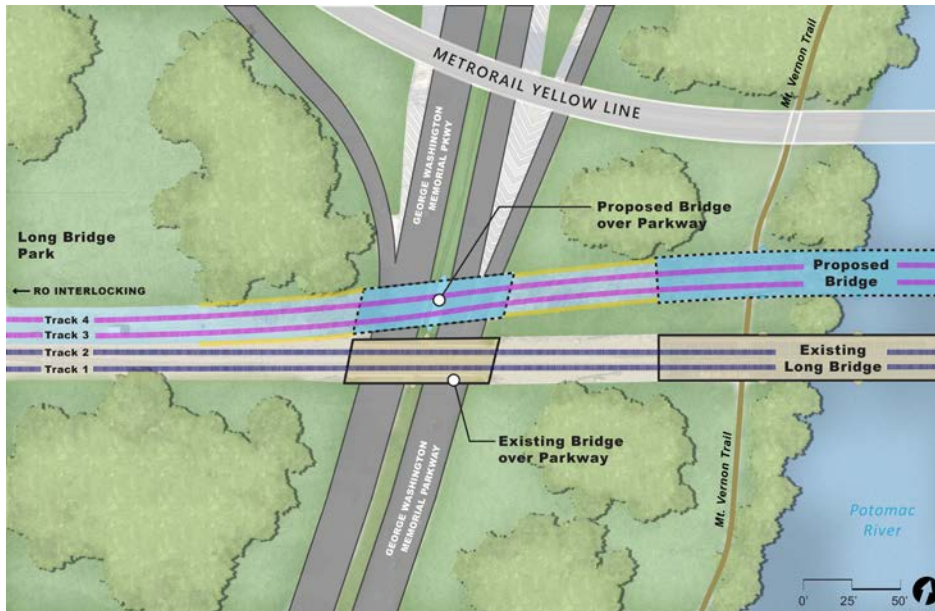


# Action Alternatives

## Long Bridge Park to the George Washington Memorial Parkway

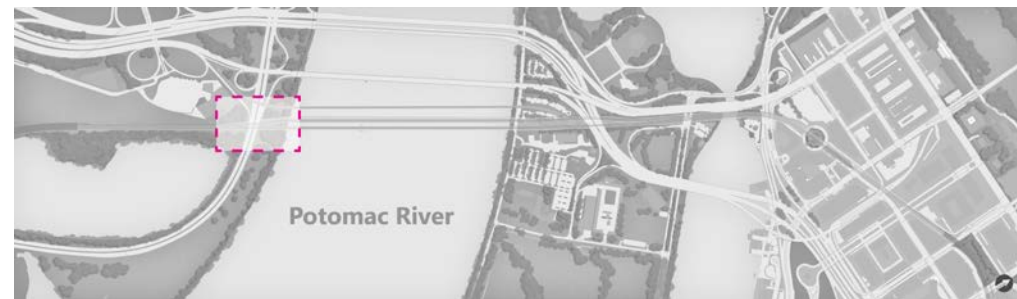
### Action Alternative A

### Action Alternative B



#### Legend

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



# Action Alternatives

Spanning the Mount Vernon Trail and the Potomac River

Action Alternative A

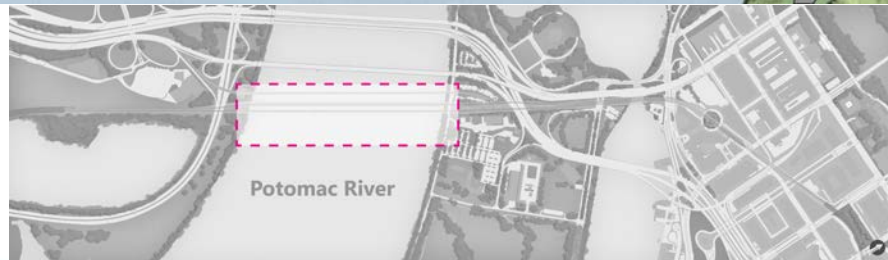


Action Alternative B



**Legend**

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

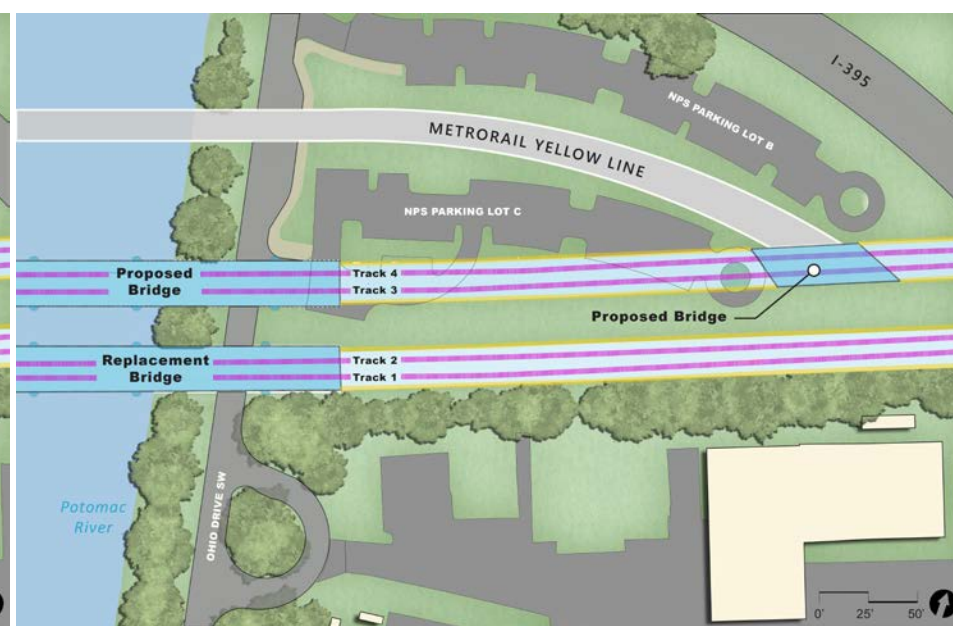
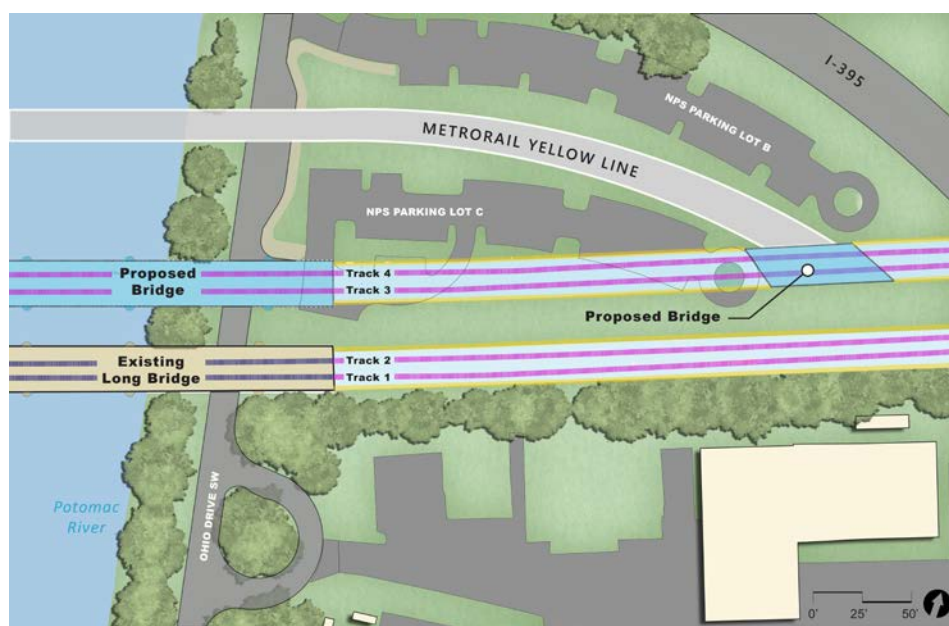


# Action Alternatives

## Ohio Drive SW and WMATA Metrorail Tunnel Portal

### Action Alternative A

### Action Alternative B



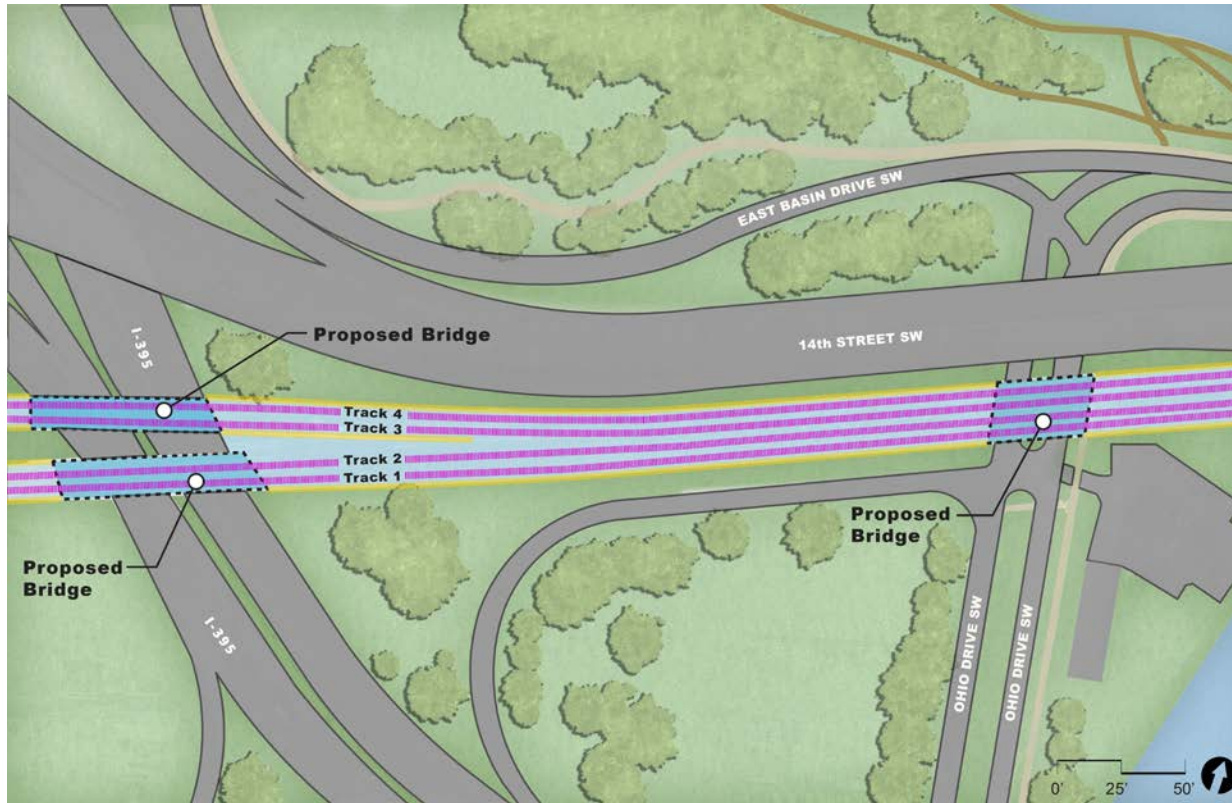
### Legend

- Proposed Bridge
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# Action Alternatives








## I-395 to Ohio Drive SW



## Action Alternatives A & B



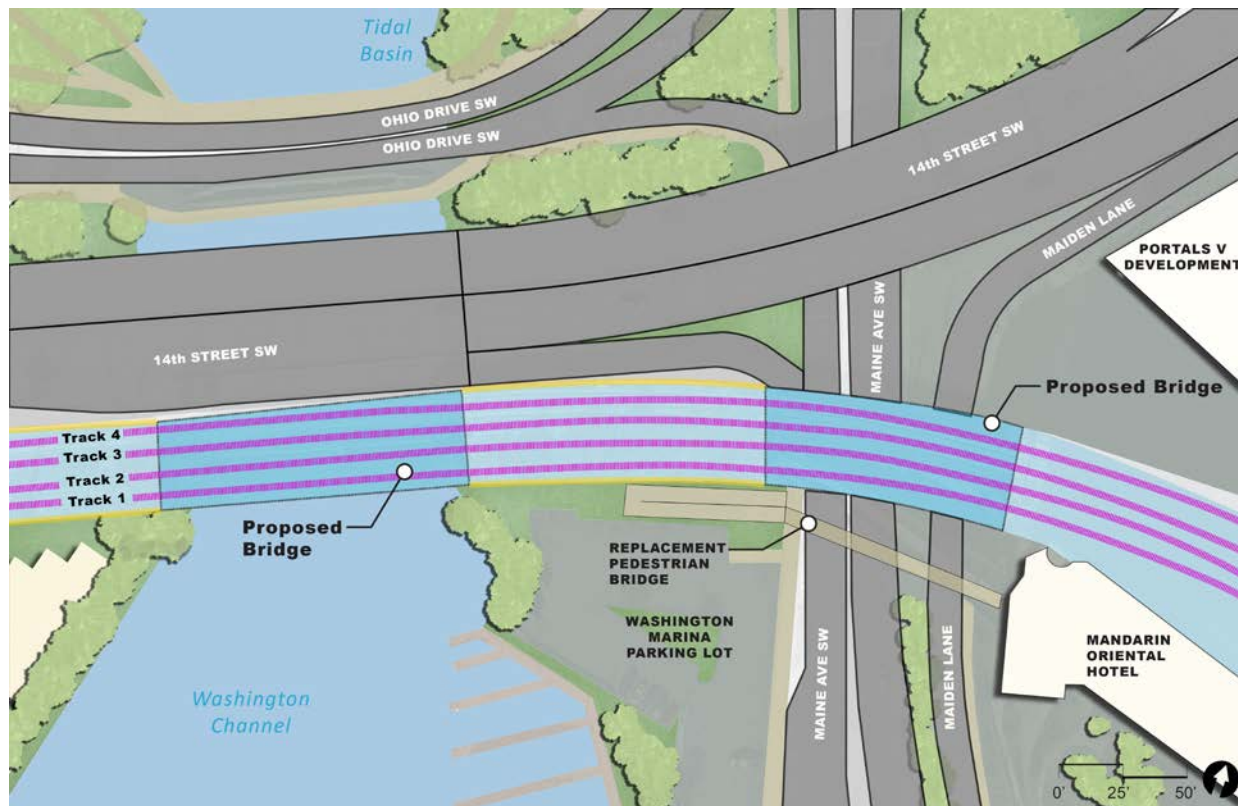
### Legend

-  Proposed Bridge
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# Action Alternatives

## Washington Channel to Maine Avenue SW

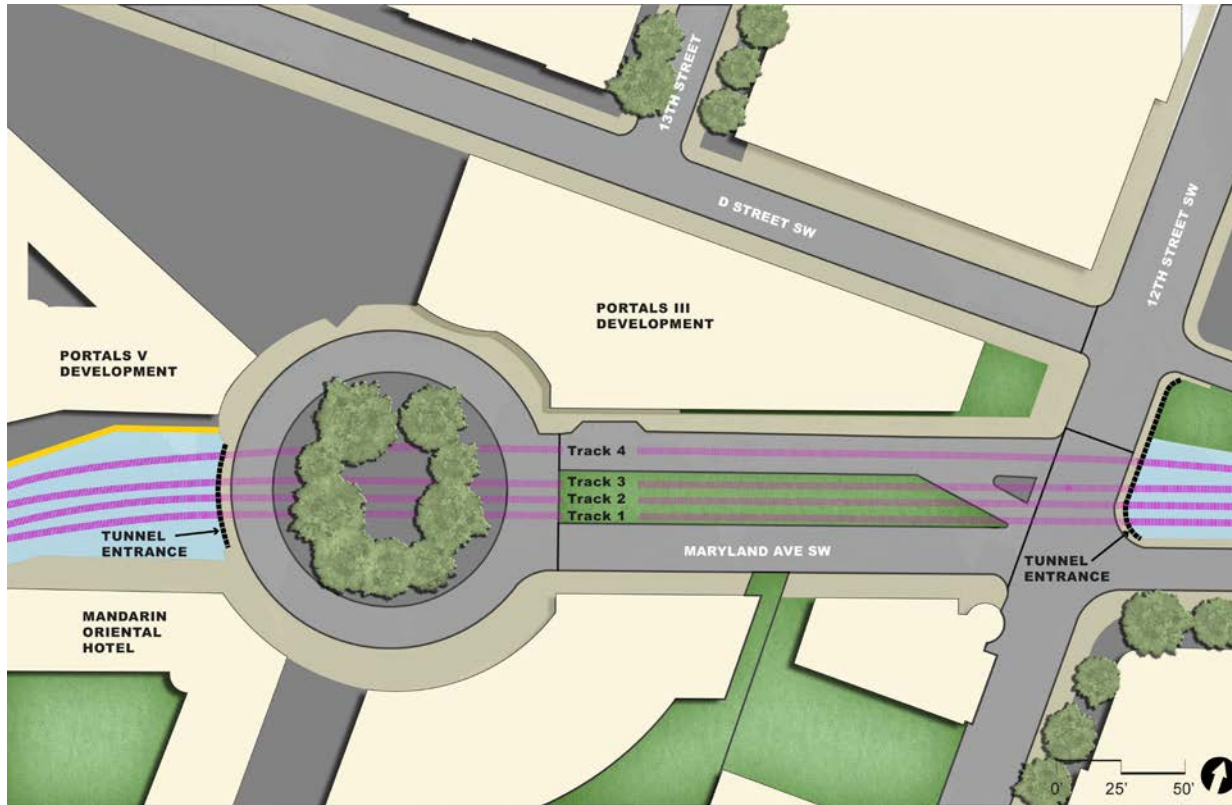


## Action Alternatives A & B



# Action Alternatives

## Maryland Avenue SW Overbuild

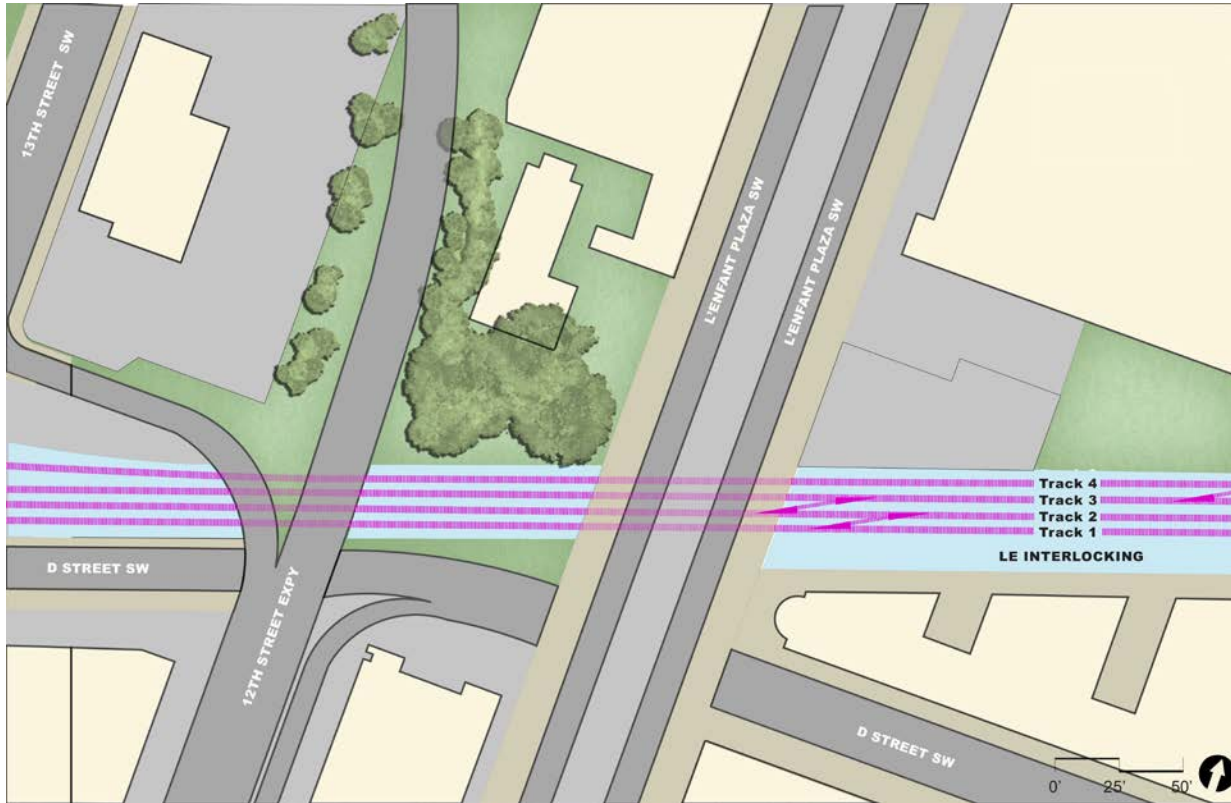


## Action Alternatives A & B



# Action Alternatives





## 12<sup>th</sup> Street SW to LE Interlocking



## Action Alternatives A & B



### Legend

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

# Comparison of Alternatives



	No Action Alternative	Action Alternative A	Action Alternative B
<b>Support for Purpose and Need</b>			
Increases capacity; facilitates connectivity; and expands resiliency and redundancy	No	Yes	Yes
<b>Capital Costs and Construction Duration</b>			
Capital Costs*	--	Approx. \$1.3 to \$1.6 billion	Approx. \$2.0 to \$2.3 billion
Construction Duration	--	Approx. 5 years	Approx. 8.25 years
<b>Differentiating Infrastructure Elements**</b>			
Existing railroad bridge over George Washington Memorial Parkway 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 2018 dollars.*

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

# Comparison of Alternatives

## Environmental Impacts, Section 106, Section 4(f)

Compared to Action Alternative A, **Action Alternative B** would have **more**:

- Permanent environmental impacts
- Temporary construction impacts
- Impacts to historic properties
- Impacts to parklands

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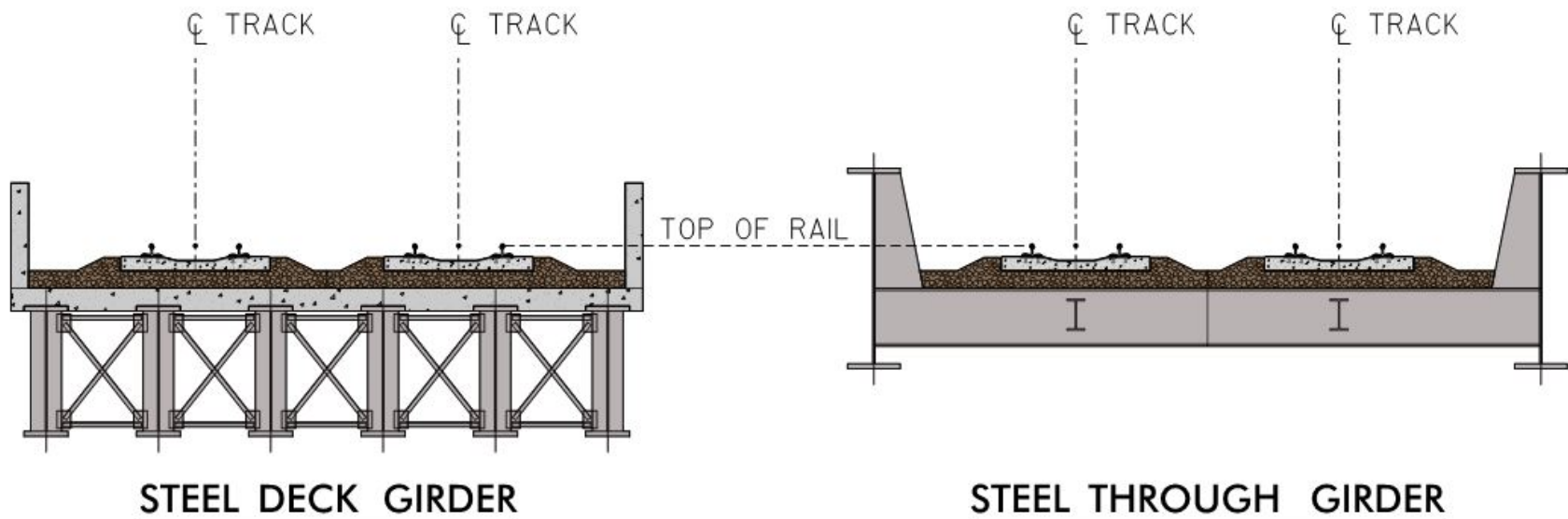
# Selection of Preferred Alternative: Action Alternative A

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



- Action Alternative A has lower capital costs, shorter construction duration, and fewer impacts than Alternative B
- Selection of the Preferred Alternative occurred after consideration of all comments from agencies and the public on the Project to date

# New Railroad Bridge Type Options



- Both options feasible under either Action Alternative
- Structure type to be determined in final design



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# What is Section 4(f)?

- Requires special consideration of publicly-owned park and recreational areas, wildlife and waterfowl refuges, and historic sites and structures for Federal transportation projects.
- USDOT agencies may approve or fund a transportation project using a Section 4(f) resource ONLY if:
  - 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, if the project would have a *de minimis* impact on Section 4(f)-protected resources.
- After all minimization efforts have been explored, mitigation measures are typically pursued.



**FRA and DDOT are conducting a Section 4(f) Evaluation for the Long Bridge Project.**

# Bike-Pedestrian Crossing Option Selection

## Potential Section 4(f) Mitigation



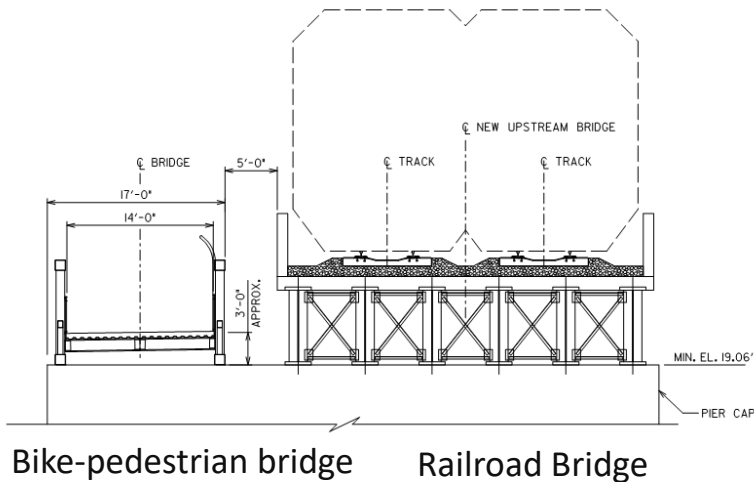
Independent structure upstream of the new railroad bridge spanning the Potomac River

# Bike-Pedestrian Crossing

## Potential Section 4(f) Mitigation

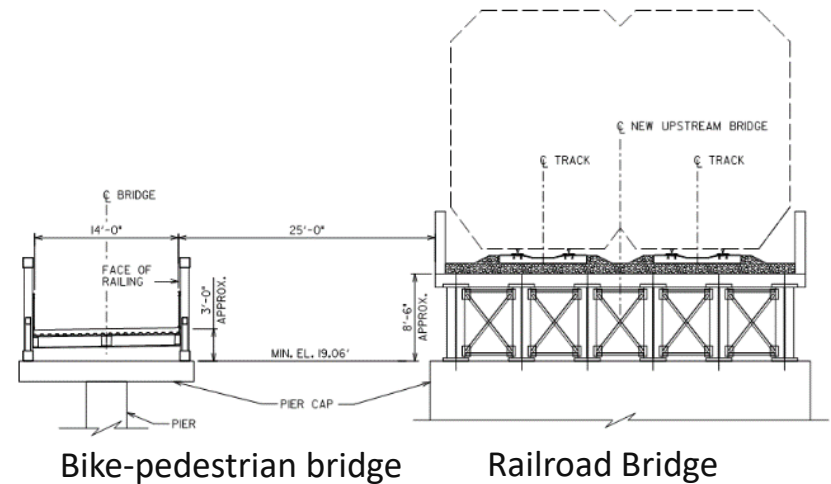
### Selected Option

#### Option 1: Shared railroad bridge substructure



- Extended railroad piers
- Larger permanent footprint
- More security measures required
- More expensive than Option 2

#### Option 2: Independent bridge



- Preferred by railroad operator, property owners, and design review agencies
- Smaller permanent footprint
- Fewer security measures required
- Construction cost approximately 20% less than Option 1

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# Next Steps

## EIS Next Steps

2018

Evaluate impacts

*Selection of Preferred Alternative*

Summer 2019

Publish Draft EIS

Public Hearing on Draft EIS

Spring 2020

Publish Final EIS

Execute Record of Decision -  
includes Section 4(f) and Section 106  
mitigation commitments

## Section 106 Next Steps

2018

Assess effects

Winter/Spring 2019

Develop draft Memorandum  
of Agreement (MOA) or  
Programmatic Agreement (PA)  
to document resolution of  
adverse effects for the Preferred  
Alternative

Winter 2020

Finalize and execute  
MOA or PA

# Thank You

For more information visit:  
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