

Appendix G:

Media Coverage

Appendix G includes articles from the following outlets:

- *Washington Post*
- *Curbed DC*
- *Greater Greater Washington*
- *NBC12.com*, October 4, 2019
- *Arlington Patch*
- *Potomac Local*

The Washington Post

Democracy Dies in Darkness



Plan for Long Bridge expansion moves forward

By **Luz Lazo**

September 11, 2019 at 7:00 a.m. EDT

A proposal to expand the Long Bridge over the Potomac River, which officials say is key to the region's growing rail needs, appears to be moving forward.

The District Department of Transportation and the Federal Railroad Administration have released a draft environmental impact statement on the project, laying out a preferred construction process that the agencies say addresses the need to expand the 115-year-old double-track bridge while keeping costs and impacts to a minimum.

The project would double capacity on the bridge to handle more commuter and intercity rail service, as well as expected increases in freight transportation over the coming decades. Officials in the District and Virginia say the investment would address a bottleneck in the system as trains funnel from three tracks to the two-track bridge, and make possible the growth of passenger and commuter rail service across the Potomac.

AD

The bridge is used by CSX, Virginia Railway Express and Amtrak.

The plan favored by DDOT and FRA would keep the Long Bridge and build a second two-track bridge next to it to create a four-track crossing. Construction would take five years and cost about \$1.9 billion. Earlier estimates had put the cost at \$1.3 billion to \$1.6 billion.

The preferred alternative, however, is the most cost-effective of those under consideration. It also lessens the impact on the environment, historic property and parkland in the area, according to the agencies.

As part of the project, a stand-alone bike and pedestrian bridge would be built upstream from the new rail bridge, allowing people to walk or bike across the Potomac River between the D.C. waterfront and Crystal City in Arlington.

AD

A second option still under consideration is to build a pair of two-track bridges to

replace the Long Bridge. That option would cost up to \$2.8 billion — and would take up to eight years and three months of construction, according to government estimates. Officials say there is no need to replace the existing bridge.

CSX, which owns the bridge, inspects it annually and completed a rehabilitation three years ago. Railroad officials say the bridge is sound and can handle freight traffic for some time to come. Efforts to increase capacity over the Potomac are mainly to address growth in passenger rail.

The Long Bridge carries 76 trains on a typical weekday. Nearly half carry Northern Virginia commuters into the District. By 2040, volume on the bridge is projected to increase by 150 percent, according to the project report. The number of VRE trains is expected to grow to 92 from 34. Amtrak's daily trips could grow to 44 trains from 24, and Maryland's MARC could add eight trains.

AD

The FRA and DDOT are expected to release a final recommendation next year. If the project wins federal approval, design could take another two years before construction begins, officials said. Funding for the project has yet to be identified. Officials in the District and Virginia say they are working as a region to secure grants and will have a funding plan in place by the time the study is completed

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Virginia rail officials say \$30 million has been budgeted for design and engineering — \$15 million from state rail funding and a \$15 million pledge from CSX.

A public comment period is open through Oct. 28 for anyone who wants to comment on the draft environmental impact statement. Public comments can be provided by mail to Anna Chamberlin, AICP, Long Bridge Project, 55 M St. SE, Suite 400, Washington, D.C., 20003-3515; by email to info@longbridgeproject.com; or by using the online comment form available at <https://longbridgeproject.com/contact/>.

A public hearing is planned for 4 to 7 p.m. Oct. 22 at 1100 Fourth St. SW, Room E200, in the District.

AD

Luz Lazo

Luz Lazo is a transportation reporter at The Washington Post covering passenger and freight transportation, buses, taxis and ride-sharing services. She also writes about traffic, road infrastructure and air travel in the Washington region and beyond. She joined The Post in 2011.

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The latest on the rehabilitation and expansion of D.C.'s Long Bridge corridor

The project would create a new rail bridge, doubling the corridor's capacity

By **Andrew Giambrone** | Sep 10, 2019, 3:00pm EDT



The Long Bridge | The Washington Post/Getty Images

The U.S. and D.C. governments last week published a [draft environmental impact statement](#) (EIS) detailing their preferred design for the redevelopment of the Long Bridge, currently the only rail connection over the Potomac River between the District and [Virginia](#). The project would result in four tracks along the corridor, which already conveys both commuter and freight service, including Amtrak, Virginia Railway Express, and CSX trains. Under plans described in the draft EIS, a new rail bridge with two tracks would be placed between the existing Long Bridge and a Metrorail bridge to its north, doubling the corridor's [capacity](#).

A [potential bike and pedestrian bridge](#) might also be built between the proposed railroad bridge and the Metrorail bridge. Measuring roughly 2,300 feet long, it would start in

Long Bridge Park; cross over the George Washington Memorial Parkway, the Mount Vernon Trail, the river, and Ohio Drive SW; and end at a parking lot in East Potomac Park. Additional bike and pedestrian routes linking any such bridge to [Southwest](#) would be considered as separate projects, the draft EIS notes. The redevelopment is set to cost [\\$1.9 billion and take five years](#).



Long Bridge project map | District Department of Transportation/Federal Railroad Administration



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The draft EIS, which was compiled by the Federal Railroad Administration and the District Department of Transportation, leaves open the question whether the bike and pedestrian bridge would be built concurrently with the new train bridge or after the latter is finished:

“The bike-pedestrian crossing could be constructed along with the railroad bridge construction contract or separately following completion of the Project. If constructed along with the Project construction contract, it is anticipated that construction would begin following completion of the project as the same space is needed to deliver equipment and materials for the railroad bridge pier construction. Therefore, the construction of the bike-pedestrian bridge piers would take place

after completion of the railroad bridge piers. Construction would take approximately two additional years.”

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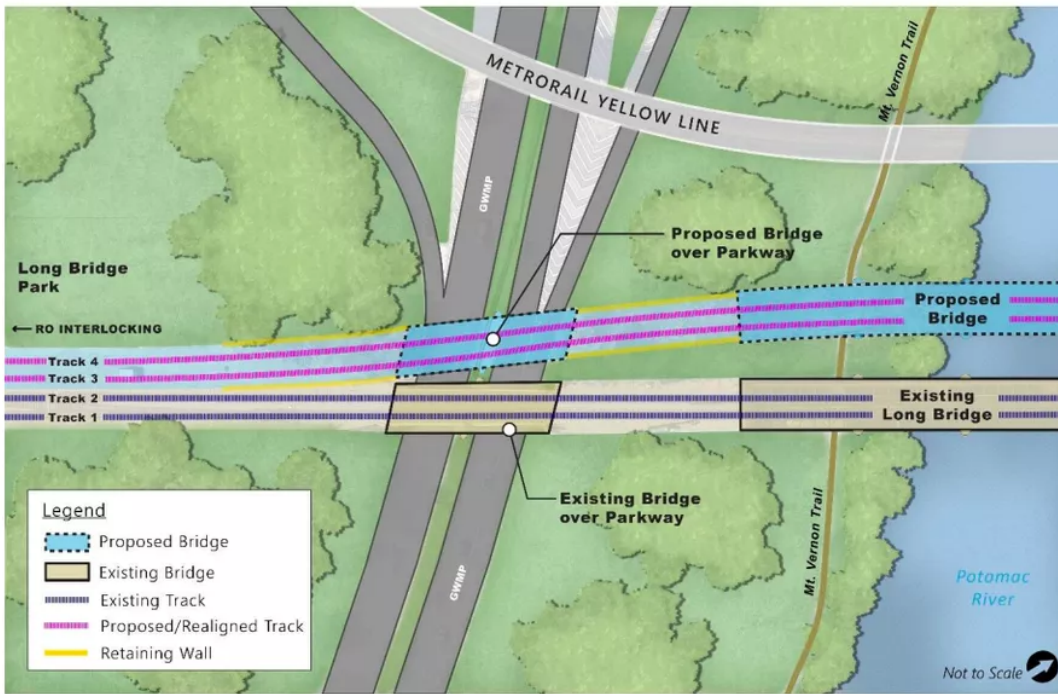
D.C.'s Long Bridge redevelopment will likely include cyclist and pedestrian access



A map highlighting the potential bike-pedestrian bridge | District Department of Transportation/Federal Railroad Administration

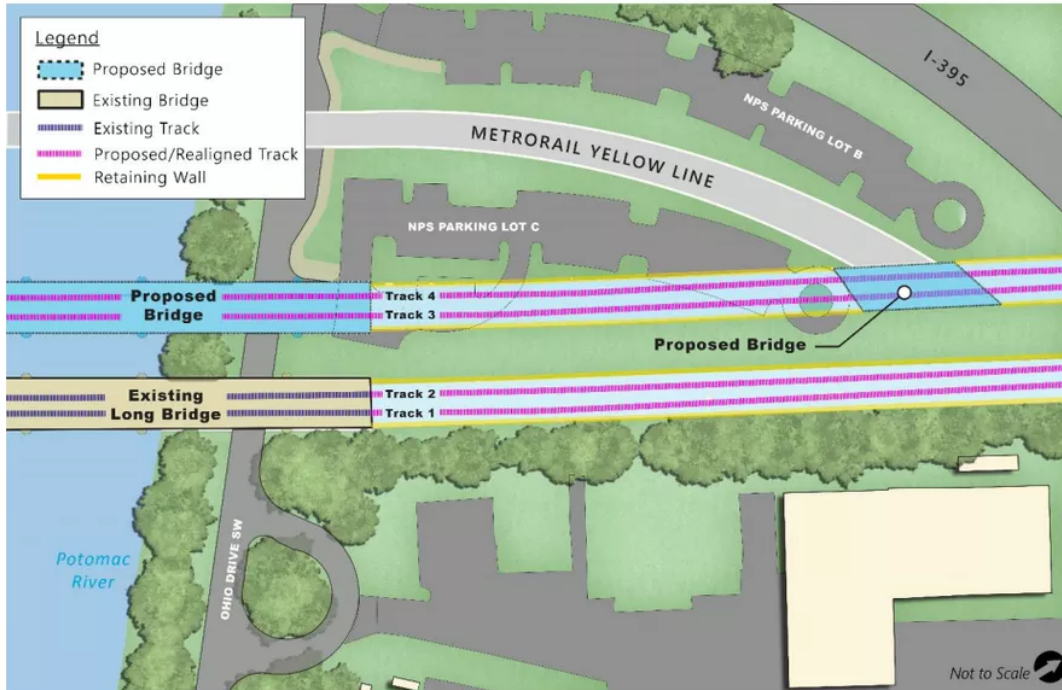
Public comment on the project is [open](#) through October 28, with a public hearing scheduled for October 22, between 4 p.m. and 7 p.m., at [1100 4th Street SW](#). A final design decision is expected in summer 2020, and the Virginia Department of Rail and Public Transportation would administer construction on the project. Below are blueprints for the preferred design.

Figure 3-7 | Action Alternative A – Long Bridge Park to the GWMP



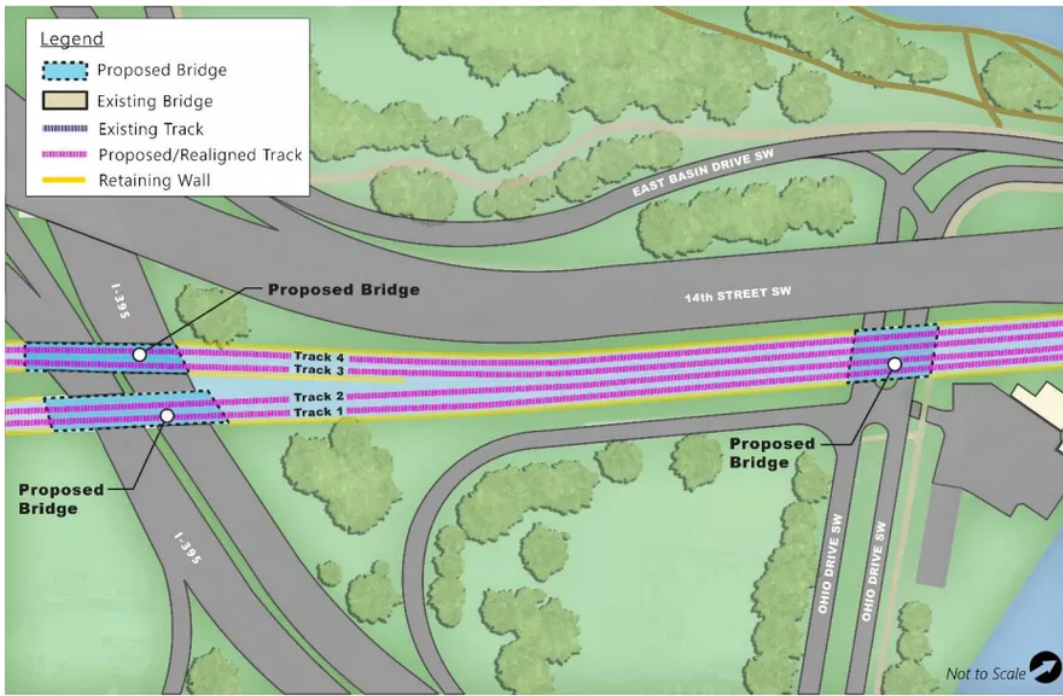
District Department of Transportation/Federal Railroad Administration

Figure 3-8 | Action Alternative A – Ohio Drive SW to Metrorail Portal



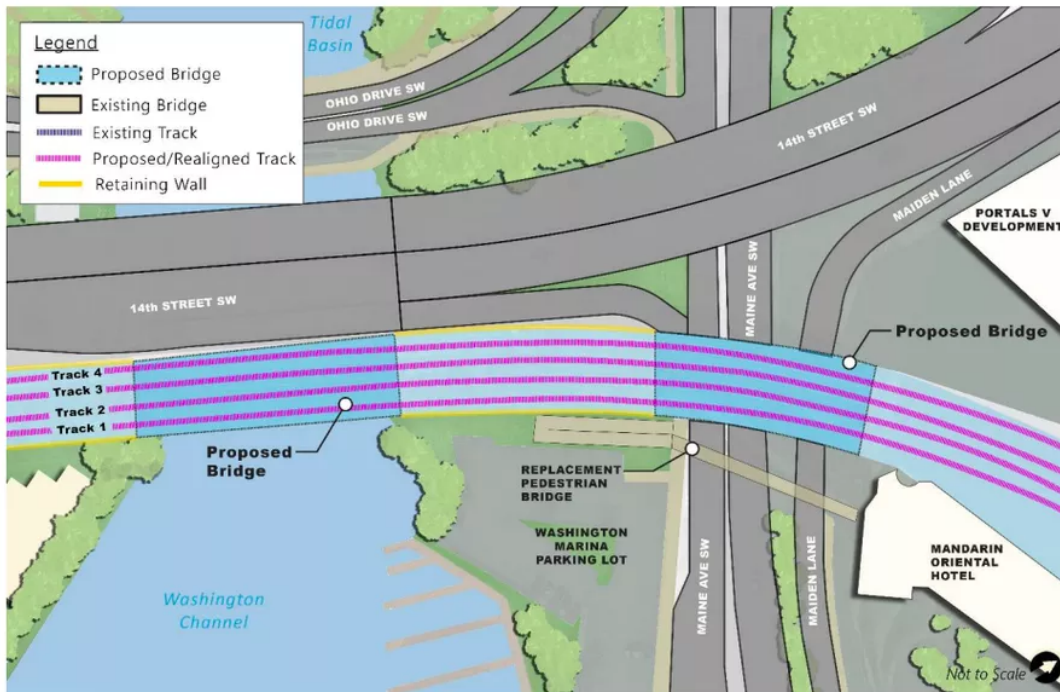
District Department of Transportation/Federal Railroad Administration

Figure 3-9 | Action Alternative A – I-395 to Ohio Drive SW



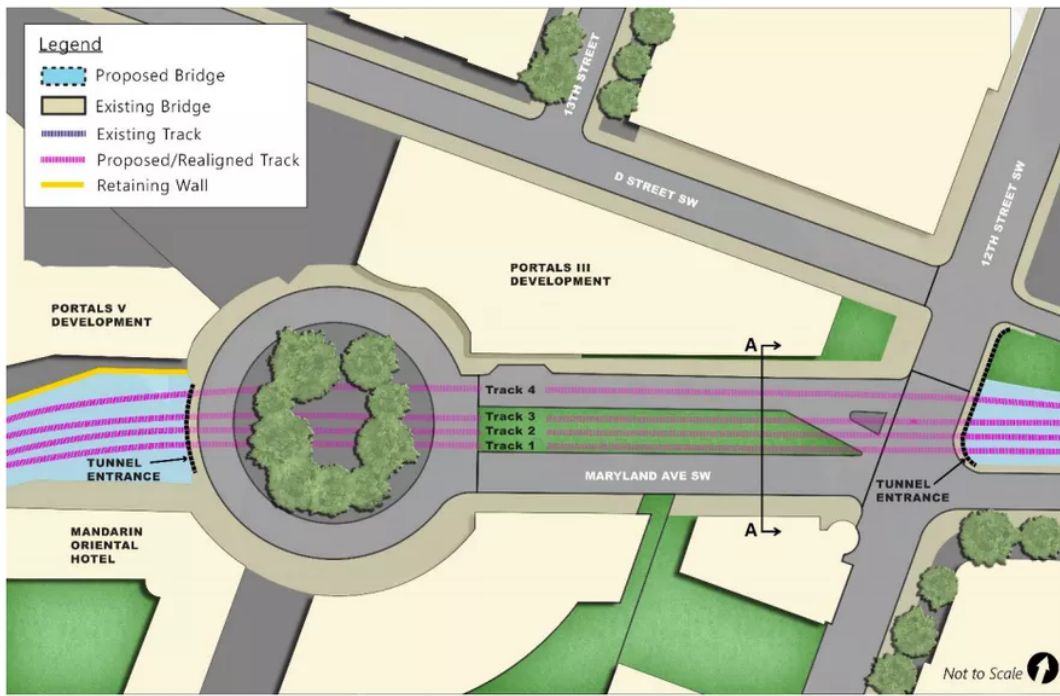
District Department of Transportation/Federal Railroad Administration

Figure 3-10 | Action Alternative A – Washington Channel to Maine Avenue SW



District Department of Transportation/Federal Railroad Administration

Figure 3-11 | Action Alternative A – Maryland Avenue SW Overbuild



District Department of Transportation/Federal Railroad Administration



Virginia won't let anything derail its growing Amtrak service

TRANSIT By Wyatt Gordon (Virginia Correspondent) September 10, 2019 56



Image by Amtrak used with permission.

This month marks a decade since Virginia debuted its first state-sponsored Amtrak routes: two lines from Lynchburg and Richmond that both terminate in DC. Such milestones are important, but the Commonwealth has other figures to celebrate—like the fact that its rail ridership has grown more than 7% within the last year.

That's partly because there are more opportunities to ride. Virginia's Department of Rail and Public Transportation (DRPT) expanded rail service to Hampton Roads by adding two more trains between Richmond and Norfolk, as well as one that travels to Newport News. The state is already planning a third Norfolk-bound train for 2021.

“There's been a tremendous shift within the past five years towards multi-modal thinking,” said DRPT Director Jennifer Mitchell. “We are very focused on rail expansion in Virginia. It's been a tremendous success so far. Our roads are so congested, we have to provide people alternatives to driving I-95, I-81, and I-64.”

This movement is exciting, but Virginia still has a ways to go before its train service is on par with its international neighbors, much less its regional ones.

There's a lot of room for growth

On any given weekday, there are 40 Amtrak trains that leave from Baltimore, Maryland and head to the District of Columbia. Another 29 Maryland Area Regional Commuter (MARC) trains depart from Pennsylvania Station to our nation's capital, and eight MARC trains make the journey to Washington from Baltimore's Camden Station. By contrast, there are only two Amtrak trains that travel to DC from the Main Street Station in Richmond, Virginia each day.

Part of that disparity surely results from distance. While Baltimore lies just 40 miles northeast of the District, Virginia's capital is three times further south. A quick glance abroad illustrates how shamefully underserved Richmond is, and how much better connected it could be.

Seventy-seven trains per day from Baltimore to DC may sound quite impressive. However, if we Americans invested in rail transportation as the Dutch do, we could have a mixture of local and express lines departing on average every eight minutes as is custom between Amsterdam and the Hague, which are also roughly 40 miles apart from one another. Such high-

frequency service equates to nearly double the number of connections between the two cities each day.

The trip from Amsterdam to Groningen—the Netherlands' seventh-largest city—is roughly 120 miles, the same distance from Richmond to DC. Instead of just two trains a day, passengers can head from Amsterdam to Groningen 42 times a day and at a cost of just \$29.

While Dutch-style intercity service may be a pipe dream for now, officials across the [Capital Region](#) are working to make higher-speed rail and more frequent passenger and commuter service a reality within the next decade.

The Long Bridge overhaul will mean better train service

One key to better rail service between DC and Virginia? Alleviating local rail's current bottleneck: the Long Bridge.

Currently, all DC-bound trains from Virginia have to pass over the Long Bridge, a [110-year-old rail crossing](#) privately owned by CSX which spans the Potomac River between DC and Arlington. If the Long Bridge were to fail, the next closest north-south rail connection passes through Harper's Ferry, West Virginia.



Image by Virginia Railway Express.

The critical nature of this connection across the Potomac means the Long Bridge is already at 98% capacity. If Virginia wants to add more Amtrak, Virginia Railway Express (VRE), or even freight trains into its statewide transportation portfolio, then the Long Bridge needs an overhaul.

“The Long Bridge is the connection between the entire Northeast and Southeast rail corridors. This is a project with national implications and impact,” said DRPT’s Mitchell.

Happily, the District Department of Transportation just released its [environmental impact statement](#) on Thursday, September 5, and Virginia looks poised to build keep the momentum going.



[Long Bridge](#) by Rex Block used with permission.

Current plans envision a new two-track bridge just upstream of the existing Long Bridge. The new, publicly-held bridge would be dedicated to passenger and commuter service, while the old bridge would carry all freight traffic along the corridor. The full expansion plans cover a 1.8-mile stretch and would add two new tracks to Union Station to support northbound Amtrak and VRE service, as well as two more tracks that would veer east to the Virginia Avenue tunnel that serves freight.

To take full advantage of this added capacity, Virginia plans to build out its network by adding a third set of tracks from Lorton to Franconia in the south, as well as a fourth from Alexandria to the Long Bridge.

“This second project is about creating more capacity and more reliable service, and it goes hand-in-hand with the Long Bridge [project] to expand rail across the state,” explained Mitchell.

Without this additional expansion, there won't be enough clearance available to support the much-touted [DC2RVA High Speed Rail](#). The final [Record of Decision](#) on Virginia's DC2RVA plans was released Sept. 5, revealing plans to build out track almost all the way from DC to Richmond

(except through Ashland) and add nine roundtrips per day, four of them continuing to North Carolina.

Challenges in Central Virginia

Solving Northern Virginia's capacity issues won't be enough to increase connectivity between Richmond and DC. For that, Central Virginia will have to tackle its own challenges.

Today, two lines pass through the River City. The A Line veers west via Staples Mill; it currently handles all rail traffic to Raleigh and beyond. The S Line stops at Main Street Station downtown and continues onward to Hampton Roads without linking back up with the rest of the Southeastern network. In order to make higher-speed rail from DC to Raleigh truly useful, the S Line serving Richmond's Main Street Station will need to be connected back to Amtrak's main A Line further south, likely before the Ettrick Station in Chesterfield.

A lot of new infrastructure will be required in order to switch all southbound traffic to the S Line. This new configuration would make Staples Mill Richmond's more suburban commuter station with large amounts of parking and Main Street Station Richmond's most served terminal nestled firmly within its downtown.

Thankfully, Virginia is one of the few states that has dedicated rail funding. Nonetheless, local lawmakers are eyeing another way to pay for the necessary investments. After last year's General Assembly session sealed a deal to create a dedicated funding stream for the I-81 corridor, Central Virginia became the only region in the Commonwealth lacking a mechanism to generate revenue for transportation and transit projects.

To see if Virginia's lawmakers are as serious about rail as its bureaucrats, one need only wait till next session in 2020.

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BREAKING NEWS / Former Va. Gov. Doug Wilder proclaims innocence following sexual misconduct allegations



STATE

Rusting Potomac River railroad bridge facing overhaul - and maybe more



A freight train crosses the rust-covered Long Bridge over the Potomac River between Washington and northern Virginia. (Source: Heather Kim/Capital News Service)

By Dan Novak | October 4, 2019 at 4:51 PM EDT - Updated October 4 at 4:51 PM

WASHINGTON - Of the eight bridges connecting the nation's capital to northern Virginia across the Potomac River, only one is a railroad bridge. And that one stands out for its, shall we say, reddish tint.

But plans are moving forward to renovate the rusting 115-year-old Long Bridge, one of a cluster of five bridges that link the District of Columbia and Arlington along U.S. Route 1 and Interstate 395. Owned and operated by CSX Transportation, the two-track bridge currently carries freight, Amtrak and Virginia Railway Express commuter trains.

Repairs to the bridge are needed to withstand increased railroad capacity by 2040, according to a draft environmental impact statement released by the District Department of Transportation and the Federal Railroad Administration last month.

"Right now Long Bridge is one of our top priorities," said Virginia Department of Rail and Transportation spokesman Chris Smith. "Any sort of passenger rail growth in the commonwealth can't happen without more

capacity.”

The limited number of tracks now causes bottlenecks and delays, a problem that needs addressing “not just for Virginia but for rail on the entire East Coast,” Smith said.

The preferred plan by DDOT and FRA would add another two-track bridge between the existing Long Bridge and the Metrorail span. The project, which would take five years and cost \$1.9 billion, could also include a separate bike and pedestrian crossing.

A standalone bridge for bikers would be a “major improvement from the existing options,” said Washington Area Bicyclist Association spokesman Colin Browne.

Memorial Bridge, 14th Street Bridge on I-395, Key Bridge and Roosevelt Bridge all have varying amount of space for bicyclists, Browne said, but a dedicated bridge for bike riders is “certainly safer and less stressful.”

A bridge of some kind has stood at the site of the current railroad river crossing for over 200 years.

In 1808, President Thomas Jefferson signed a law authorizing the construction of a bridge connecting the City of Washington to Alexandria County. For a modest toll, foot, horse and stagecoach traffic could cross the timber bridge.

On August 25, 1814, one day following the Battle of Bladensburg during the War of 1812, British troops set fire to the north end of the bridge as they entered Washington. At the same time, American troops burned the south end of the bridge as they retreated to Virginia. After the war, the bridge was returned to service.

Fueled by rapid technological changes, the bridge added a railroad span in 1863 and has been reconstructed twice since. A steel, two-track iteration was built in 1904, and after a restoration in 1942, it has remained largely unchanged.

An alternative plan put forth by the District and federal government proposes building two new, two-track bridges to replace the Long Bridge entirely. That plan, however, would cost \$2.8 billion and take over eight years to complete.

About 76 trains pass over the bridge daily, with volume on the bridge expected to rise more than 150 percent over the next two decades, according to the report.

Maryland Area Regional Commuter (MARC) train service, which currently serves Maryland communities and terminates at Union Station, plans to extend its service into Northern Virginia and would take advantage of the additional tracks.

DDOT and FRA are slated to release their final recommendation next year, and the agencies have not yet secured federal funding.

Construction on the Long Bridge would not begin until at least 2021, according to the report. The Virginia DPRT would handle the actual design and construction of the renovation.

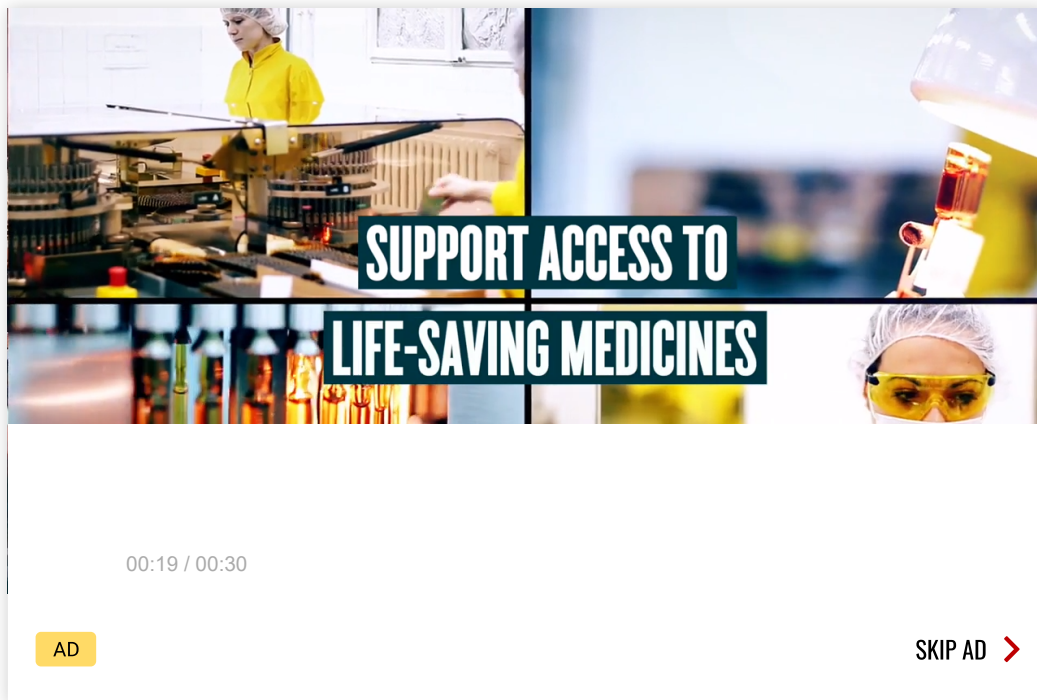
The Council of the District of Columbia, which approves all DDOT spending, has not yet weighed in on the project.

However, the public is encouraged to submit comments on the agencies' plans in advance of a hearing on the project.

That meeting will be held on Oct. 22, from 4 p.m. to 7 p.m. at 1100 4th St., S.W., in Room E200.

Capital News Service is a program of University of Maryland's Philip Merrill College of Journalism. Students in the program provide state government coverage for a variety of media outlets in Virginia.

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Railroad Span Over Potomac From DC To Arlington Faces Overhaul

The 115-year-old Long Bridge that carries freight, Amtrak and VRE commuter trains between the District and Arlington needs repairs.

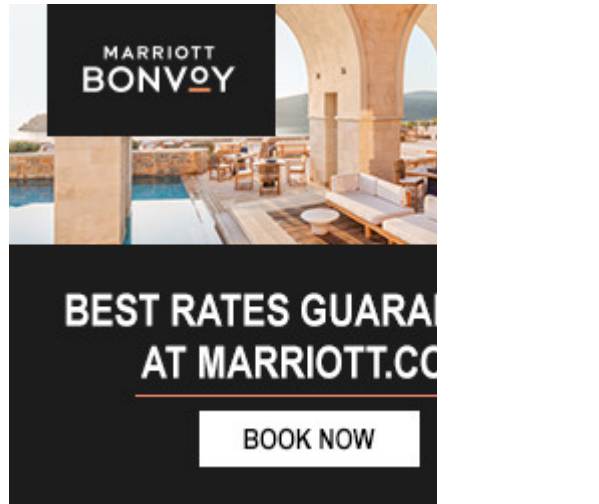
By [Deb Belt](#) | Oct 19, 2019 8:12 pm ET

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A freight train crosses the rust-covered Long Bridge over the Potomac River between Washington and northern Virginia. (Heather Kim/Capital News Service)

By DAN NOVAK, Capital News Service

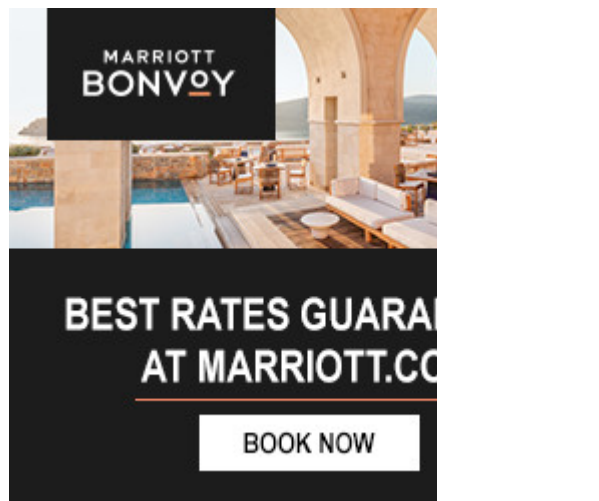


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Long Bridge – region’s worst rail bottleneck – public hearing set Tuesday in D.C.

Posted on October 21, 2019 (<https://potomaclocal.com/2019/10/21/long-bridge-regions-worst-rail-bottleneck-public-hearing-set-tuesday-in-d-c/>) | by Potomac Local (<https://potomaclocal.com/author/potomaclocal/>)



It's arguably one of the most important transportation projects in our region – rebuilding Long Bridge.

- It carries rail traffic over the Potomac River, bridging Virginia and Washington, D.C.
- The new \$1.9 billion bridge would serve to increase Virginia Railway Express and Amtrak capacity, potentially allowing for a one-seat VRE ride from Fredericksburg/Manassas to commuter rail stations in Maryland.
- It's the largest rail bottleneck in the region.
- Virginia's Department of Rail and Public Transit has pledged \$250 million as a down payment for the new bridge.

Here are the details about Tuesday's public hearing in Washington, D.C.

- Open House format: 4 to 7 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

Directions and 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 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.

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