

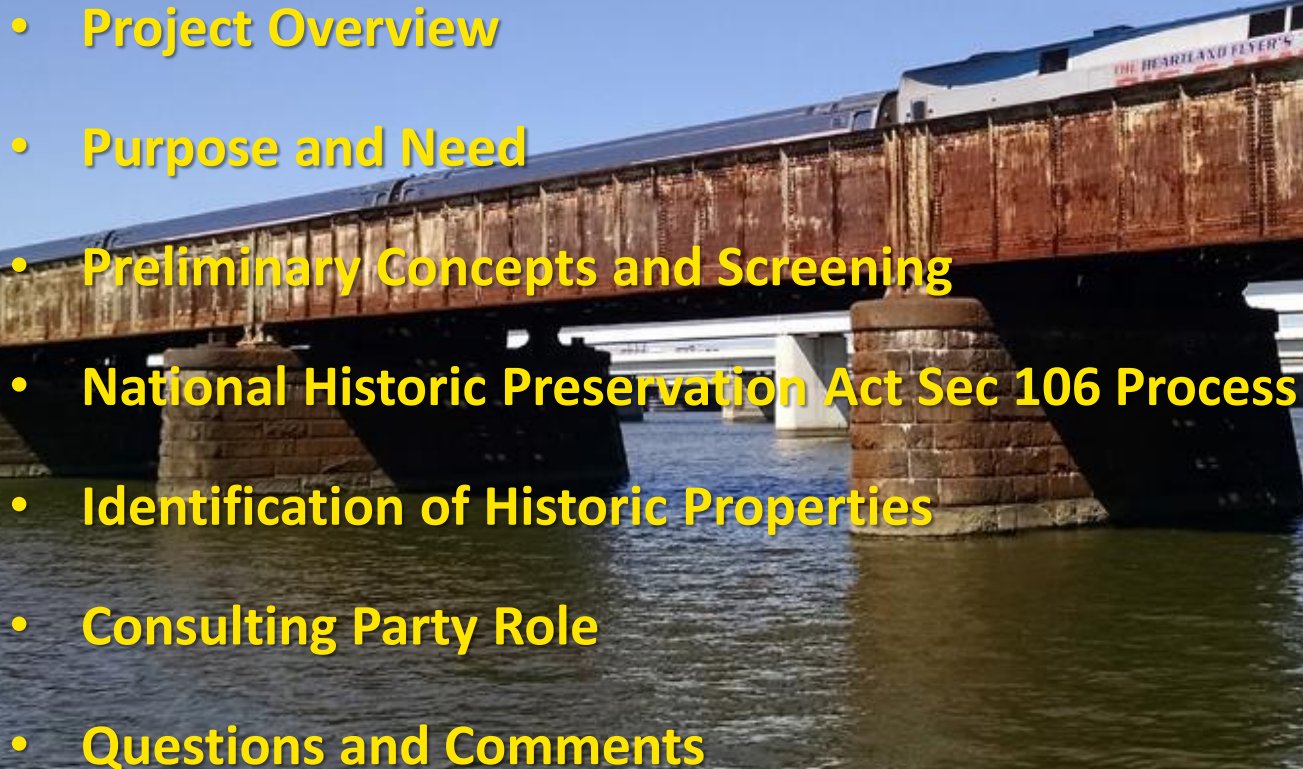


# National Historic Preservation Act Section 106 Consulting Parties Meeting #1

April 25, 2017



# Meeting Agenda

- **Project Overview**
  - **Purpose and Need**
  - **Preliminary Concepts and Screening**
  - **National Historic Preservation Act Sec 106 Process**
  - **Identification of Historic Properties**
  - **Consulting Party Role**
  - **Questions and Comments**
- 

# The Long Bridge

- Two-track steel truss railroad bridge constructed in 1904
- Owned by CSXT
- Serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
- Only railroad bridge connecting Virginia to DC – next closest crossing is at Harpers Ferry, WV
- Typically serves 76 weekday trains
- Three tracks approaching the bridge from the north and south
- Contributing element to East and West Potomac Parks Historic District





# Long Bridge Project

The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the VRE Crystal City Station in Arlington, Virginia and the Virginia Interlocking near 3rd Street SW in Washington, DC.



# Project Phases

## Phase I

Completed 2015

- Identified short-term and long-term opportunities
- Preliminary development of eight conceptual alternatives

## Phase II

2015-2017

- Developed long-range service plan
- Initiated EIS process
- Developed Draft Purpose and Need Statement
- Initiated Section 106 process

## Phase III

2017 - 2019

- Screen concepts
- Develop alternatives
- Prepare EIS/ROD
- Complete NHPA Section 106 consultation process

# Long Bridge Corridor



# Purpose and Need

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

Currently, there is **insufficient capacity, resiliency, and redundancy** to accommodate the projected demand in future rail services. The 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 railroad network.

# Preliminary Concepts

1	No Build
2	2-Track Bridge (Replace)
3	3-Track Crossing
3A	3-Track Crossing with Bike-Pedestrian Path
3B	3-Track Crossing with Streetcar
3C	3-Track Crossing with General Purpose Vehicle Lanes
4	3-Track Tunnel
5	4-Track Crossing
5A	4-Track Crossing with Bike-Pedestrian Path
5B	4-Track Crossing with Streetcar
5C	4-Track Crossing with General Purpose Vehicle Lanes


6	4-Track Tunnel
7	2-Track Crossing; 2-Track Tunnel
8	5+-Track Crossing or Tunnel
8A	5+-Track Crossing or Tunnel With Bike-Pedestrian Path
8B	5+-Track Crossing or Tunnel with Streetcar
8C	5+-Track Crossing or Tunnel with General Purpose Vehicular Lanes
9	New Corridor – Retain or Replace Existing*
10	New Corridor – Remove Existing*

*\* Added in response to Scoping comments*



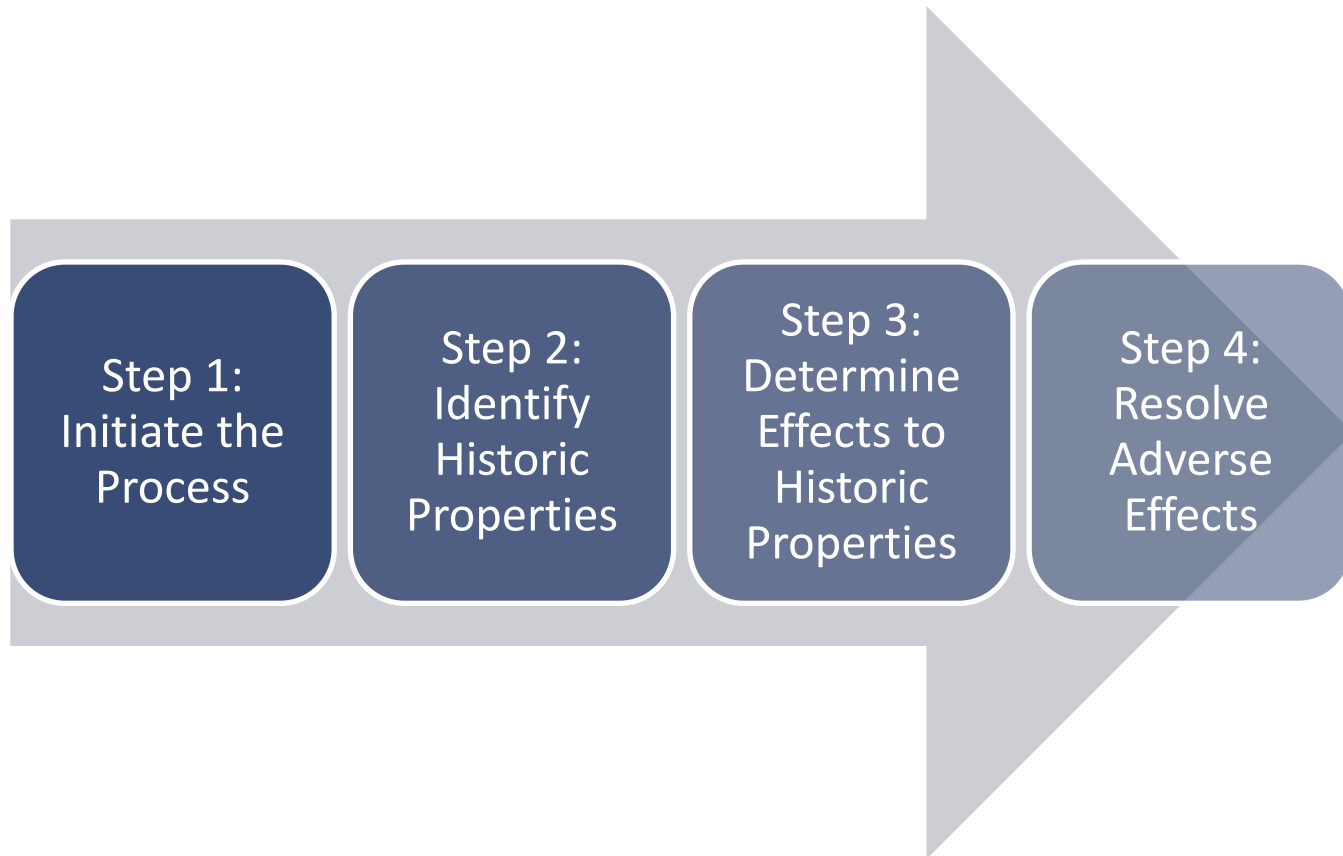
# National Historic Preservation Act Section 106

- **Federal Agencies must:**

- Consider and determine the direct AND indirect effects of a proposed undertaking on historic properties
  - Consult with SHPOs, Tribes, and other consulting parties
  - Avoid, resolve or mitigate adverse effects to historic properties
  - See: 36 CFR Part 800 (Protection of Historic Properties)
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# Section 106 Consultation Process

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**Consultation**

# Historic Properties Preliminary Identification



# Historic Properties

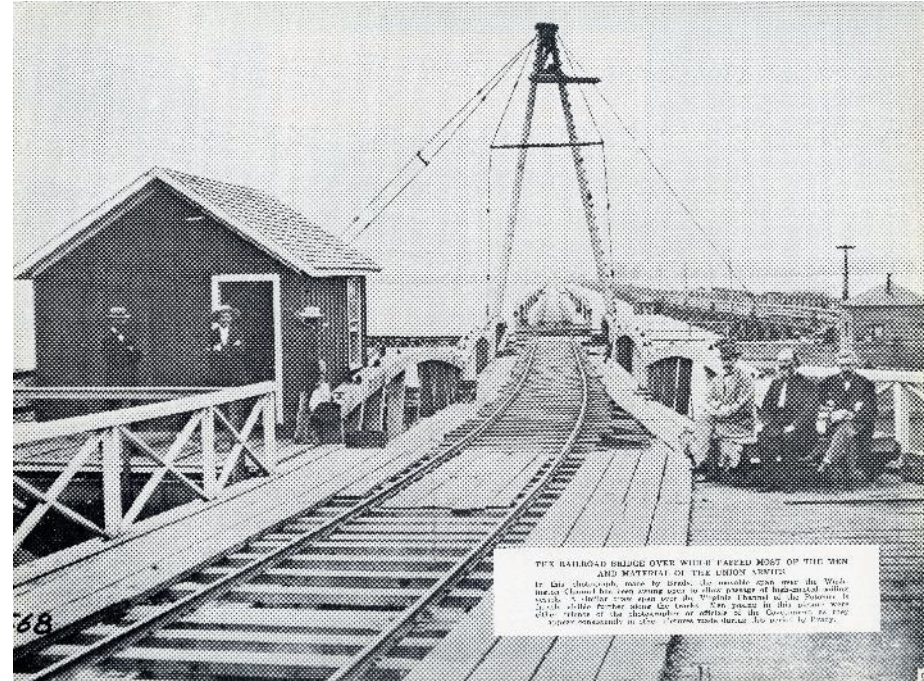
## Preliminary Identification



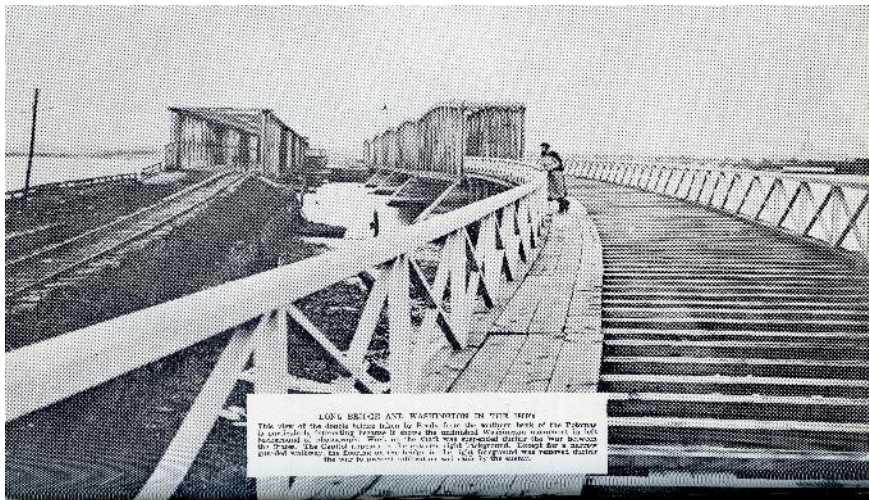
Name	Owner	Location
Parkways of the National Capital Region	NPS	Washington Region Multi-Property Submission
L'Enfant Plan of the City of Washington, DC	NPS-NCR	Washington Region Multi-Property Submission
East and West Potomac Parks Historic District	NPS-NAMA	Washington, DC
Thomas Jefferson Memorial	NPS-NAMA	East Basin Drive SW, Washington, DC
Central Heating Plant	GSA	325 13 <sup>th</sup> Street SW, Washington, DC
USDA Cotton Annex	GSA	300 12 <sup>th</sup> Street SW, Washington, DC
HUD Building (Robert C. Weaver Federal Building)	HUD	451 7th Street, SW, Washington, DC
US Railroad Retirement Board (Mary Switzer Building)	GSA	330 C Street SW, Washington, DC
George Washington Memorial Parkway	NPS-GWMP	Arlington County, (Extends to City of Alexandria and Fairfax County)
Mount Vernon Memorial Highway	NPS-GWMP	Arlington County (Extends to City of Alexandria, and Fairfax County)



# Long Bridge (previous bridge, 1800s)



THE RAILROAD BRIDGE OVER WHICH PASSED MOST OF THE MEN  
AND MATERIAL OF THE UNION ARMY  
IN THE SOUTHWEST, BUILT BY THE U.S. ARMY, IS NOW  
A MONUMENT TO THE GREAT BRIDGE OF THE SOUTH. IT  
IS THE ONLY BRIDGE OF THE ARMY IN THE SOUTH. IT  
WAS BUILT IN 1862, AND WAS THE ONLY BRIDGE OF  
THE ARMY IN THE SOUTH. IT WAS BUILT BY THE  
U.S. ARMY, AND WAS THE ONLY BRIDGE OF THE  
ARMY IN THE SOUTH.



LONG BRIDGE AND RECONSTRUCTION IN THE 1860s  
This view of the double railroad bridge for R.R. Co. on the western bank of the Potomac  
is one of the earliest views of the bridge. The bridge was built in 1862, and was  
the first of the double railroad bridges. It was built by the U.S. Army, and was  
the only bridge of the U.S. Army in the South. It was built by the U.S. Army,  
and was the only bridge of the U.S. Army in the South.



# Long Bridge, 1924



# Long Bridge, circa 1931





# Long Bridge, 1950s





# Long Bridge, 1980s



# Additional Identification of Historic Properties Efforts

- **Pending and recently listed NRHP properties** in D.C. and Arlington County
- **Properties determined eligible** for National Register listing
- **Potential archaeological resources** within the Limits of Disturbance (LOD)
- **Properties greater than 45 years of age** that have not been previously evaluated for NRHP eligibility
- **Visual Impact Assessments** to identify and analyze potential effects from alternatives
- Review of **existing NPS Cultural Landscape Inventories (CLIs)**
- **Feedback** from SHPOs and consulting parties

# Consulting Party Involvement

## Consulting Parties are:

- Applicants for federal assistance/ approvals
- State Historic Preservation Officers;
- Federally recognized Indian tribes/THPOs;
- Local governments;
- Advisory Council on Historic Preservation;
- Other individuals/organizations with interest due to the nature of their legal or economic relation to the project or affected properties, or their concern with the project's effects on historic properties (subject to FRA approval)

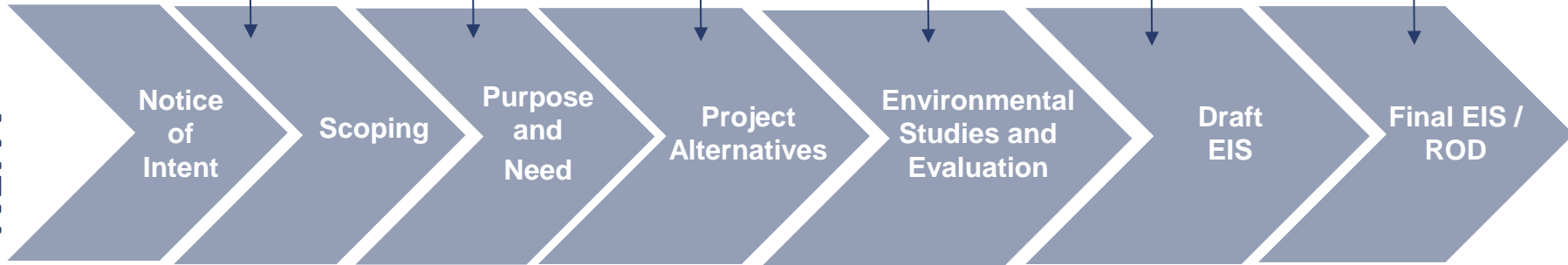
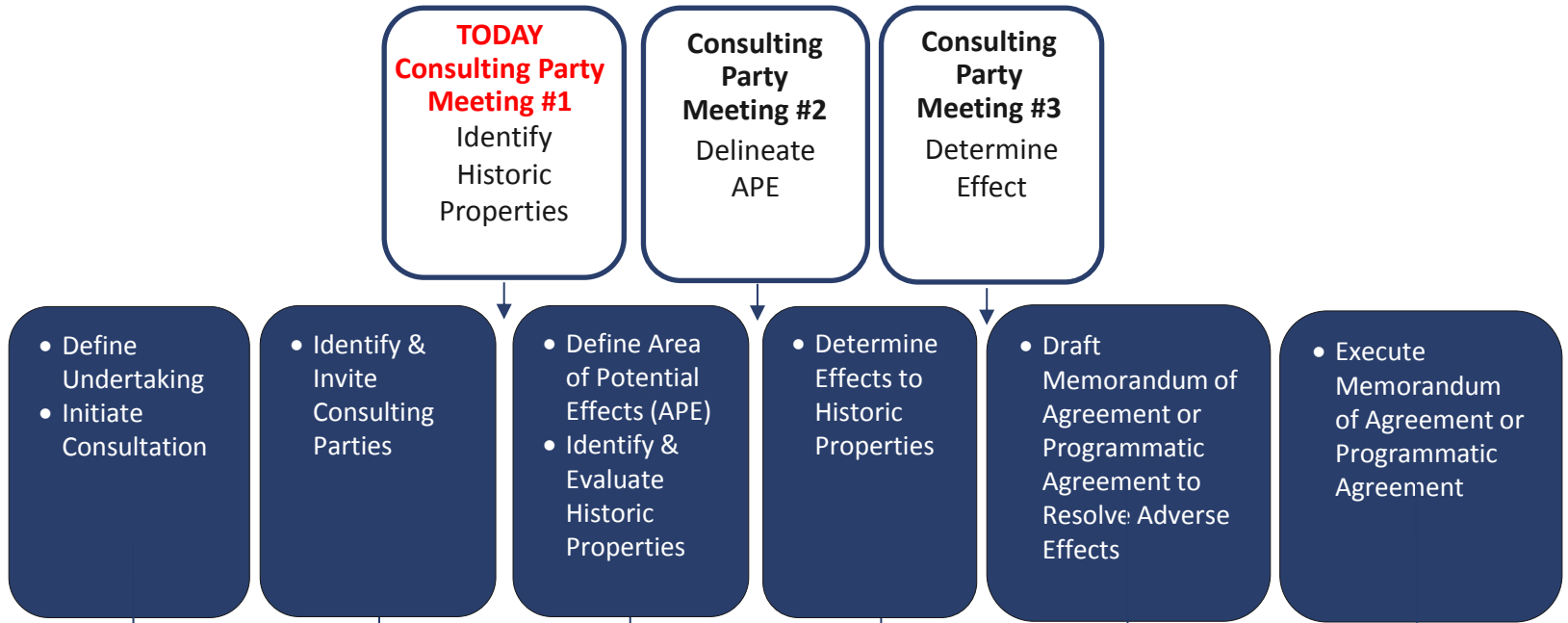
## Potential roles of the consulting parties:

- Discuss views
- Help identify historic properties
- Review pertinent historic preservation information provided by FRA
- Help develop and consider possible solutions to avoid, minimize, or mitigate adverse effects to historic properties
- Implement mitigation measures

# Section 106 and NEPA Coordination

Section 106

NEPA



Fall 2016

Winter 2017 – Fall 2017

Winter 2018 – Summer 2018

Fall 2018 – Spring 2019



# Interagency Meeting

Tuesday, May 16, 2017

9:00 AM – 11:00 AM

DDOT

55 M Street SE, 4<sup>th</sup> Floor

Discussion/Comments:

- Preliminary concept screening results
- Proposed criteria for next round of screening

# Section 106/ NEPA Public Meeting



**Tuesday, May 16, 2017**

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

Formal presentation: 4:30 p.m. and 6: 00 p.m. (same presentation at both times)

L'Enfant Plaza Club Room  
(Promenade Level)  
470 L'Enfant Plaza SW  
Washington, DC 20024

# Consulting Party Comments

- Consulting party comments are requested by May 9, 2017
- Comments can be provided in multiple ways:
  - At this meeting
  - Website: [www.longbridgeproject.com](http://www.longbridgeproject.com)
  - Email: [info@longbridgeproject.com](mailto:info@longbridgeproject.com) - **ENCOURAGED!**
  - Correspondence addressed to:

Ms. Amanda Murphy  
Environmental Protection Specialist  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Mail Stop-20  
Washington, DC 20590

# Questions?

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

or contact us at:  
[info@longbridgeproject.com](mailto:info@longbridgeproject.com)