

Long Bridge Project
Draft Environmental Impact Statement
and
Draft Section 4(f) Evaluation

Prepared By:

United States Department of Transportation – Federal Railroad Administration
and
District Department of Transportation

With Cooperating Agencies:

National Park Service
Federal Transit Administration
National Capital Planning Commission
United States Army Corps of Engineers – Baltimore District
United States Coast Guard
Virginia Department of Rail and Public Transportation
Virginia Railway Express

Submitted Pursuant To:

National Environmental Policy Act of 1969 (42 USC 4321) and the Council on Environmental Quality Implementing Regulations for NEPA (40 CFR 1500-1508); Federal Railroad Administration Procedures for Considering Environmental Impacts (78 FR 2731); Efficient Environmental Reviews for Project Decisionmaking (23 USC 139); Section 4(f) of the United States Department of Transportation Act of 1966 (49 USC 303); Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800); the Clean Air Act of 1970 (42 USC 7401); the Clean Water Act of 1972 (33 USC 1251); and the Endangered Species Act of 1973 (50 CFR 17).



Paul Nissenbaum
Associate Administrator for Railroad Policy and Development
Federal Railroad Administration


Date of Approval

Jeffrey Marootian, Director
District Department of Transportation


Date of Approval

The Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT), have prepared a Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Long Bridge Project (the Project).

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address railroad service demands and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network. The Project connects logical termini, has independent utility, and does not restrict consideration of alternatives for other reasonably foreseeable transportation projects in the area.

In the DEIS, FRA and DDOT evaluated three alternatives: the No Action Alternative, Action Alternative A (the Preferred Alternative), and Action Alternative B. FRA and DDOT conducted a comprehensive alternatives development and evaluation process, and identified these alternatives for analysis in the DEIS. The potential effects of the alternatives on the natural and human environments were evaluated, which led to the selection of the Preferred Alternative. Where adverse impacts were identified, measures to mitigate those effects are described. The DEIS and Draft Section 4(f) Evaluation also evaluated and documented the Project in terms of its compliance with the requirements of Section 4(f).

The Preferred Alternative would construct new two-track railroad bridges over the Potomac River and the George Washington Memorial Parkway (GWMP) and expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking through LE Interlocking. In addition to new two-track bridges over the GWMP and Potomac River, the Preferred Alternative would construct a new two-track bridge over the Washington Metropolitan Area Transit Authority Metrorail Portal; two new, separate, two-track bridges over I-395; and new four-track bridges over Ohio Drive SW, the Washington Channel, and Maine Avenue SW. The Preferred Alternative would retain the existing Long Bridge over the Potomac River and the railroad bridge over the GWMP. A bicycle and pedestrian path will also be constructed as Section 4(f) mitigation that would connect Long Bridge Park in Arlington, Virginia and East Potomac Park in the District that will also be bridged across the Potomac River on a separate structure.

The following individuals may be contacted for additional information concerning this document:

Anna Chamberlin, AICP

Neighborhood Planning Manager, Planning & Sustainability Division
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
anna.chamberlin@dc.gov

The DEIS and Draft Section 4(f) Evaluation are available for public review at the Project website: **www.longbridgeproject.com**. In addition, printed copies of the DEIS and Draft Section 4(f) Evaluation are available in several repositories, listed on the Project website. Comments on the DEIS are due by **October 28, 2019** and may be submitted via postal mail to either address listed above, via email to **info@longbridgeproject.com**, or through the online comment form at **www.longbridgeproject.com**. Following the public comment period, FRA and DDOT intend to issue a combined Final EIS and Record of Decision document pursuant to 49 USC 304(a), unless statutory criteria or practicability considerations preclude issuance of the combined document.