



U.S. Department  
of Transportation

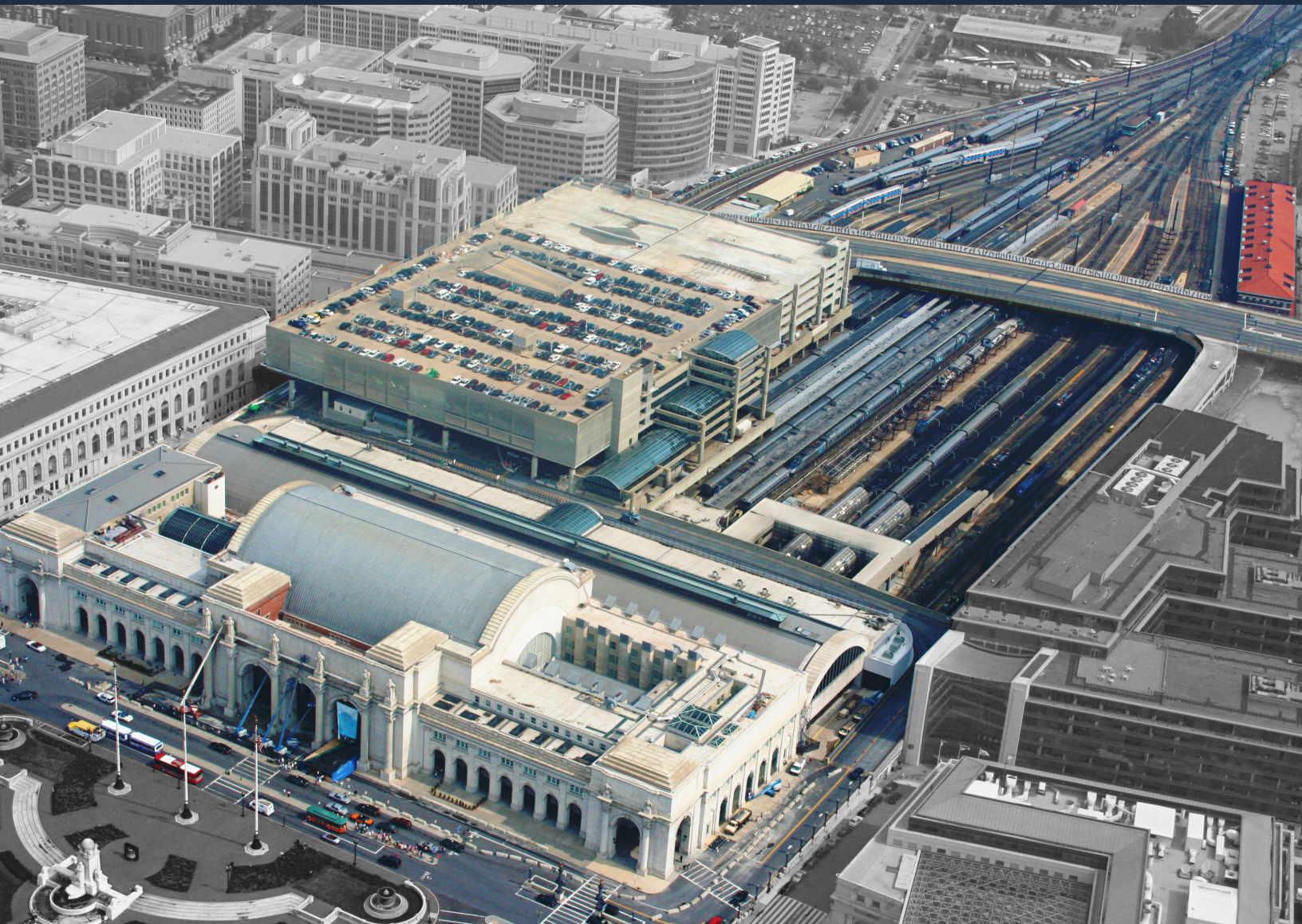
Federal Railroad  
Administration

WASHINGTON  
UNION STATION  
STATION EXPANSION

Draft Environmental Impact Statement and  
Draft Section 4(f) Evaluation for

# Washington Union Station Expansion Project

District of Columbia  
June 2020





WASHINGTON  
**UNION STATION**  
**STATION EXPANSION**

**Draft Environmental Impact Statement  
and  
Draft Section 4(f) Evaluation**

**Prepared by:**

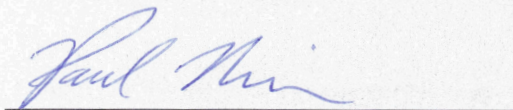
United States Department of Transportation – Federal Railroad Administration

**With Cooperating Agencies:**

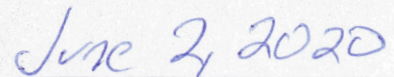
Federal Transit Administration  
National Park Service  
National Capital Planning Commission  
District Department of Transportation

**Pursuant to:**

The National Environmental Policy Act of 1969 (NEPA) (42 USC 4321 et seq.) and Council on Environmental Quality Implementing Regulations for NEPA (40 CFR 1500-1508); the Federal Railroad Administration Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, as updated by 78 FR 2713, January 14, 2013); Efficient Environmental Reviews for Project Decisionmaking (23 USC 139); Section 4(f) of the United States Department of Transportation Act of 1966 (49 USC 7401); Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800); the Clean Air Act of 1970 as amended (42 USC 7401 et seq.); the Clean Water Act of 1972 (33 USC 1251-1387); 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

W A S H I N G T O N  
**UNION STATION**  
**STATION EXPANSION**

The Federal Railroad Administration (FRA) has prepared a Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Washington Union Station (WUS) Expansion Project (the Project). The Project is proposed by Union Station Redevelopment Corporation (USRC) and National Railroad Passenger Corporation (Amtrak).

The purpose of the Project is to support current and future long-term growth in rail service and operational needs; achieve compliance with the Americans with Disabilities Act of 1990 (ADA) and emergency egress requirements; facilitate intermodal travel; provide a positive customer experience; enhance integration with the adjacent neighborhoods, businesses, and planned land uses; sustain WUS's economic viability; and support continued preservation and use of the historic station building. The Project is needed to improve rail capacity, reliability, safety, efficiency, accessibility, and security for both current and future long-term railroad operations at WUS.

In the DEIS, FRA considers seven alternatives: The No-Action Alternative and six Action Alternatives. FRA identified the Action Alternatives through a multi-step alternative development and evaluation process. The DEIS presents the potential impacts of the seven alternatives. Measures being considered by FRA to avoid, minimize, or mitigate the adverse impacts of the Action Alternatives are described. FRA has also prepared a Draft Section 4(f) Evaluation for the Project in compliance with Section 4(f) of the United States Department of Transportation Act of 1966.

All Action Alternatives have the following elements in common: new tracks and platforms; four new concourses; improved pedestrian access and circulation; additional bicycle accommodations; improved and new pick-up and drop-off areas; and a new loading dock. All Action Alternatives also include a new train hall, bus facility, and parking facility. The location, size, and configuration of these three elements vary according to the alternative.

After carefully considering the purpose and need for the Project as well as stakeholder, agency, and public input, FRA and the Project Proponents identified Alternative A-C as the Preferred Alternative. Alternative A-C would construct an east-west train hall just north of the historic station building. The new bus and parking facilities would be located approximately where the Union Station parking garage stands today. The following person may be contacted for additional information concerning this document:

Mr. David Valenstein  
Office of Railroad Policy and Development  
USDOT Federal Railroad Administration (MS-20 RPD-10)  
1200 New Jersey Avenue SE  
Washington, DC 20590  
[info@wusstationexpansion.com](mailto:info@wusstationexpansion.com)

The DEIS and Draft Section 4(f) Evaluation are available for public review on the Project website: [www.wusstationexpansion.com](http://www.wusstationexpansion.com). Comments may be submitted to the above email and mailing addresses. Comments must be sent no later than **July 27, 2020**.

Following the public comment period, pursuant to the Fixing America's Surface Transportation Act of 2015 (FAST Act), FRA plans to issue a single document consisting of the Final Environmental Impact Statement (FEIS), Final Section 4(f) Evaluation, and Record of Decision (ROD) unless statutory criteria or practicability considerations preclude issuance of the combined document.