

Supplemental Draft Environmental Impact Statement

Appendix D1S

Supplemental Assessment of Effects and
Section 106 Correspondence



U.S. Department of Transportation
Federal Railroad Administration

May 2023

Supplemental Assessment of Effects

The Supplemental Assessment of Effects is accessible via the following links:

[Washington Union Station Expansion Project: Supplemental Assessment of Effects to Historic Properties Final Report](#)

[Washington Union Station Expansion Project: Supplemental Assessment of Effects to Historic Properties Appendix A \(Part 1\)](#)

[Washington Union Station Expansion Project: Supplemental Assessment of Effects to Historic Properties Appendix A \(Part 2\)](#)

[Washington Union Station Expansion Project: Supplemental Assessment of Effects to Historic Properties Appendix B](#)

[Washington Union Station Expansion Project: Supplemental Assessment of Effects to Historic Properties Appendix C](#)

Section 106 Correspondence



February 9, 2023

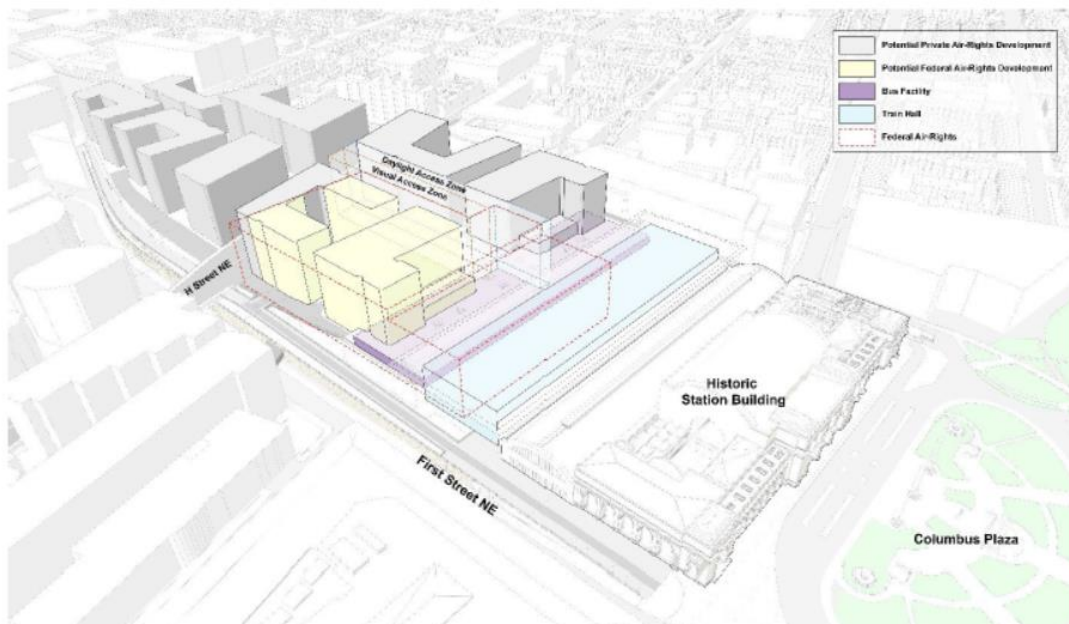
Ms. Amanda Murphy
Acting Federal Preservation Officer
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Washington Union Station Expansion Project; *Supplemental Assessment of Effects Report* and Resolution of Adverse Effects

Dear Ms. Murphy:

Thank you for providing the DC State Historic Preservation Office (DC SHPO) with a copy of the above-referenced *Supplemental Assessment of Effects Report* (SAOE) and for hosting an additional consulting parties meeting on January 31, 2023 to discuss the report's findings. We provided verbal comments during the meeting and are writing to reiterate and provide additional comments in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.

Prior to addressing effects, however, we applaud FRA, USRC, Amtrak and Akridge for working cooperatively to develop the Revised Preferred Alternative known as "Alternative F" (see rendering below). This revised scheme represents a very substantial improvement over the previously proposed "Alternative A-C" and addresses many of the consulting parties' comments in meaningful ways. We recognize that a project of this magnitude cannot be implemented without causing some adverse effects and we sincerely appreciate that many of the most significant, such as those associated with above-grade parking, were avoided or greatly minimized by developing the revised alternative.



ADVERSE EFFECTS:

The DC SHPO concurs with FRA's finding that three historic properties will be adversely affected by the Station Expansion Project (SEP), specifically:

- 1.) Washington Union Station,
- 2.) the Washington Union Station Site, and
- 3.) the REA Building.

According to the SAOE, the SEP will result in physical, visual, and noise & vibration-related adverse effects on each of these historic properties. We agree with these determinations but find that the SAOE's analysis of the nature, severity and degree of adverse effects may not be sufficiently comprehensive or precise. In other words, we believe the identified adverse effects are likely to be more extensive than the SAOE suggests. Moreover, the design refinements that will inevitably occur as the Project is implemented over time are almost certain to cause new and unanticipated adverse effects that the SAOE does not identify. A few examples to illustrate these points are provided below.

Page 70 of the SAOE describes the view from H Street looking south towards Union Station's barrel vault as "not a historic view" and uses National Environmental Policy Act (NEPA) terminology to describe the related SEP effect as a "potential moderate visual effect." It is unclear whether that NEPA term equates to an "adverse effect" under Section 106 but we have long maintained that views south from H Street are historically significant because they capture Daniel Burnham's well-planned design for the rail yard and contribute greatly to the character of the Union Station Site and its public visibility. Therefore, it is our position that the SEP will have an adverse visual effect on the Union Station Site and Union Station's overall setting when viewed from H Street. This will be especially true if the critically important "central space" which has been one of the most consistent themes of our comments, is not constructed. Although the SAOE states that the central space is not part of the Project, it has effectively been integrated into the Preferred Alternative as part of the Daylight Access and Visual Access Zones and its construction is essential to provide critically important civic character to the overall development. We hope that the spirit of cooperation that produced the revised Preferred Alternative will continue to ensure this vital element will be fully realized.

Another example relates to the proposed ramps on the east and west of the station (see rendering below). We understand some of these ramps are primarily intended for bike and pedestrian circulation while others will exclusively serve vehicular traffic. Although the comparatively smaller size of the upper ramp may prove less visually intrusive than the existing ramp, any benefit from that reduction is completely undermined by the introduction of a new ramp cut into the flat ground of the east station plaza. Like its twin on the west, this plaza, bounded by a balustrade topped by a row of elegant lamp standards, defines the station's visual and architectural base and the ground plane upon which the building rests. The once grand character of these "outdoor rooms" can be seen in the historic photographs on the following page. The solid, formally designed platform has never before been violated by such an inappropriate intrusion. Like the pit once introduced into the Main Hall, it will further destroy the intended design of the plaza as an outdoor room, converting it to an ill-designed landing for intrusive ramps stretching into full frontal view.



This adverse effect is further exacerbated by the failure to restore the original ends of the historic train concourse that established the most important façade defining these outdoor rooms. It is unclear whether the SAOE specifically includes these ramps among the SEP’s identified adverse effects, but they will adversely affect both Union Station and the Union Station Site, including Columbus Plaza – which the SAOE has determined will not be adversely affected – since these ramps will be visible from within that formal space. We also count what Page 73 describes as the “severe noise effects” associated with ramp construction among the Project’s cumulative noise & vibration-related adverse effects despite the SAOE suggesting they will not be adverse due to their temporary nature.



A related rendering of the west end of the station illustrates another adverse effect that will result from implementation of the Project over time, especially as it relates to the design of the proposed new train hall and anticipated air rights development shown in the Project renderings. To be clear, we fully support the proposed location and massing of the train hall and other primary elements of the Preferred Alternative and we recognize that the illustrations in the SAOE are based upon a design concept that has not yet been fully reviewed. We also agree that it is important for the new train hall to convey its prominence and centrality as a primary public entrance hall through distinctive and memorable contemporary architecture.

However, a train hall featuring an overhanging canopy or other element as visually prominent as the one shown in the rendering on the right risks competing with and detracting from the prominence of the historic station, as has already been discussed in public consultation.



Once again, the failure to reconstruct the ends of the historic train concourse exacerbates the adverse effects on the station as a whole, while in contrast, their restoration would completely eliminate this adverse effect and further mitigate other adverse effects by restoring the historic character of the east and west plazas.

As mentioned during the consulting parties meeting, the SAOE does not identify the adverse effect that would result from the transfer of the Federal Air Rights Area out of Federal ownership “without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance” as required by at 36 CFR 800.5(2)(vii). Such restrictions or conditions will be necessary because the Federal Air Rights Area falls within and contributes to the Union Station Site and some mechanism will be required to ensure new development in this area conforms with the *Secretary's Standards* and, where they are consistent with the *Standards*, the massing, scale and organizational layout defined by the Preferred Alternative.

The previous draft Assessment of Effects report was more detailed than the SAOE and we note that the earlier document is incorporated into the SAOE as an appendix but we believe the SAOE should better document the full extent of adverse effects that will result from the SEP, most notably the enormous adverse effect that will result from the near complete destruction of Union Station's historic rail yard. All the historic train platforms, umbrella sheds, cast iron column supports, electrical systems and signals used to control train traffic, some First Street tunnel infrastructure and even the open space that has defined the rail yard for generations will be lost. We stress the importance of documenting the extent of this loss to demonstrate the importance of providing a commensurate degree of avoidance, minimization and mitigation in return.

On a related note, the cumulative effects of the SEP are discussed to a limited degree in the SAOE but the document lacks a single section that evaluates the cumulative adverse effects as a whole. As you are aware, the criteria of adverse effect at 36 CFR 800.5(a)(1) specifically include cumulative effects. These must be fully considered because they can collectively diminish historic properties' integrity to a greater degree than individual adverse effects alone. This provides yet another reason to establish appropriate avoidance, minimization and mitigation measures.

Other examples to illustrate the importance of expanding upon the nature, severity and degree of adverse effects exist but this letter cannot provide an exhaustive list. In addition to establishing the need for appropriate avoidance, minimization and mitigation measures, however, the few examples we have provided also demonstrate the importance of developing a Programmatic Agreement (PA) that establishes an on-going review process to more fully identify and evaluate adverse effects that will occur over time.

OTHER FINDINGS OF EFFECT:

The SAOE finds that the SEP will have a potential adverse effect on the historic City Post Office due to temporary vibration resulting from construction of a new ramp within the adjacent G Street, NW right-of-way. We agree with this finding.

On the other hand, the previously proposed potential traffic-related adverse effect on the Capitol Hill Historic District has been revised to “no adverse effect.” This revised determination is based upon several modifications to the previous Preferred Alternative and related findings including: 1) locating approximately one half of the “Pick Up/Drop Off” (PUDO) below grade, 2) shifting access to all below-grade functions, including parking and PUDO, to the west side of Union Station and away from Capitol Hill, 3) eliminating the ramp at F Street NW, which would have routed traffic directly east into the historic district, and 4) using traffic modeling to demonstrate that most intersections in the historic district will operate at acceptable Levels of Service (LOS). The SAOE further documents that FRA will continue to study traffic effects and develop traffic control measures based upon best management practices. In our opinion, these steps are likely to avoid any general traffic-related adverse effects that can be directly tied to the SEP.

Since we are not objecting to the SAOE’s finding that traffic will have “no adverse effect” on every other historic property in the Area of Potential Effect – including those properties that are being adversely affected in other ways – it would be difficult to argue that traffic would only adversely affect the Capitol Hill Historic District and no other historic properties. However, we do believe that construction-related traffic has some potential to cause adverse effects on the historic district if trucks are used to remove all debris rather than trains and those trucks are not managed in ways that would direct them outside of the historic district and minimize their frequency, noise and vibration when alternative routes were not available. We understand that FRA is considering measures such as routing trucks away from residential areas and using construction phasing to address these types of concerns and we believe these measures should be formalized and incorporated into the PA to ensure that potential adverse effects do not become actual adverse effects in the future.

RESOLUTION OF ADVERSE EFFECTS:

We appreciate that several general minimization and mitigation measures were suggested during the most recent consulting parties meeting and we agree that all the recommended approaches will be appropriate – most notably those that address how the review of the Preferred Alternative will be implemented over time. Design guidelines were suggested as one approach and we fully support their development but note that they would not likely meet the “legally enforceable” requirement established by 36 CFR 800.5(2)(vii). On the other hand, a Federal Air Rights Area covenant such as the one that currently requires compliance with the *Secretary’s Standards* within the Private Air Rights Area would be legally enforceable and could conceivably be tied to the Preferred Alternative and, to the degree it would be appropriate to do so, the SEP Master Development Plan. As you will recall from the consulting parties meeting, we are requesting FRA to provide more information about this plan – what it entails, who will be responsible for implementing it, and how – since it, along with the Preferred Alternative, could provide

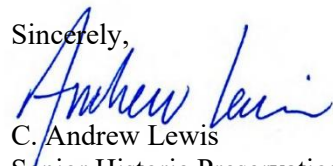
a useful framework for guiding future reviews, especially if coupled with the existing Private Air Rights Area covenant and a new covenant for the Federal Air Rights Area. Since the anticipated land swaps between the Federal government and the air rights owner will have effects on historic properties and subject the Federal government to the existing covenant, we request FRA to provide us with detailed maps and other information to illustrate and define the exact areas that are to be exchanged as well as a timeline for when the necessary land swaps are scheduled to take place.

Another mitigation measure that should be included in the PA is the nomination of the Union Station Site to the National Register of Historic Places and the DC Inventory of Historic Sites. Despite the future alterations that will occur, the outstanding architectural and historical significance of this important site unquestionably warrants formal recognition. In fact, we recommend that the parties in this project support eventual nomination of Union Station and its site for the highest level of recognition the Federal government affords historic properties – National Historic Landmark status. On a local level, an added benefit of DC Inventory designation is that on-going design review of actions requiring DC building permits could be guided by the well-established DC Historic Preservation Review Board process and/or by DC SHPO staff, as appropriate.

We also agree that salvage and interpretive displays featuring historic fabric and images will serve as appropriate mitigation measures since they could be used to establish visible and tangible connections between old and new, perhaps most efficiently within areas such as the new H Street Headhouse, the long below-grade concourses and transitional areas between original and new construction.

We look forward to receiving a draft PA, developing and expanding upon these and other appropriate avoidance, minimization and mitigation measures, and to continuing to work with FRA and all consulting parties to complete the Section 106 review of this important project. If you should have any questions or comments regarding any of these matters, please contact me at andrew.lewis@dc.gov or 202-442-8841. Thank you for providing this additional opportunity to comment.

Sincerely,



C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 10, 2023

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office
1100 4th Street SW
Washington, DC 20024

RE: National Historic Preservation Act Section 106 Determination of Adverse Effect –
Washington Union Station Expansion Project, District of Columbia

Dear Mr. Lewis:

Union Station Redevelopment Corporation (USRC) and the National Railroad Passenger Corporation (Amtrak) (collectively, Project Proponents) are proposing the Washington Union Station Expansion Project (the Project) to expand and modernize the station's multimodal transportation facilities to meet current and future transportation needs while preserving the iconic historic station building. The Project constitutes an "Undertaking" pursuant to Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA), as amended, and its implementing regulations at 36 Code of Federal Regulations [C.F.R.] part 800 (hereinafter collectively referred to as Section 106). FRA is the lead Federal agency responsible for compliance with Section 106. The purpose of this letter is to formally notify you of FRA's determination of adverse effect for the Undertaking and transmit the Final Supplemental Assessment of Effect Report (SAOE) which supports this finding.

Section 106 Consultation to Date

As documented in the Final SAOE (Enclosure 1), FRA initiated Section 106 consultation with your office by letter on November 23, 2015. Over the past 7 years, FRA undertook a reasonable and good faith effort to consult and establish a methodology to ensure FRA produced enough information, in enough detail, to determine the Undertaking's likely effects to historic properties. To date, FRA has held 13 Consulting Party meetings; five public meetings; and has produced detailed reports to identify the Area of Potential Effect (APE), identify historic properties within the APE, assess effects to those historic properties, and seek ways to avoid and minimize adverse effects.

In June 2020, FRA issued a Draft Environmental Impact Statement (DEIS) and draft Assessment of Effect Report (AOE), which evaluated impacts and assessed effects to historic properties from six action alternatives as well as a No Action Alternative.¹ Consulting Party and other stakeholder comments on the action alternatives prompted FRA and the Project Proponents to

¹The 2020 DEIS and Draft AOE identified Alternative A-C as the preferred alternative.

refine the Project element design. For over a year and a half, FRA and the Project Proponents worked with key stakeholders, including Consulting Parties, to develop a new alternative (Alternative F) that substantially addressed the comments received. FRA identified Alternative F as the Preferred Alternative in July 2022. In contrast to the 2020 action alternatives, the Preferred Alternative avoids and/or minimizes effects to many historic properties.

On December 22, 2022, FRA issued a draft SAOE report that documents the effects of the Preferred Alternative on historic properties within the APE. FRA provided Consulting Parties 49 calendar days to review the draft SAOE, and during the review period, FRA held a consulting party meeting to discuss the draft SAOE. A copy of all comment letters from Consulting Parties on the draft SAOE and a comment matrix of FRA's responses is included in Enclosure 2 and 3, respectively. The comment matrix explains revisions made in the Final SAOE based on Consulting Party comments.

In their comments on the draft SAOE, the National Trust for Historic Preservation, Capitol Hill Restoration Society, and ANC6C disagreed with FRA's assessment that the Preferred Alternative's traffic would cause no adverse effect to the Capitol Hill Historic District (CHHD). FRA considered their comments, took a hard look at the findings, and conducted additional research into existing traffic conditions in the CHHD. FRA provides some additional clarifying information in the Final SAOE on this matter.

Determination of Effect

In accordance with 36 CFR Part 800.5(d)(2), FRA determines that the Undertaking would have an adverse effect on historic properties. The Preferred Alternative would alter characteristics of Washington Union Station, Washington Union Station Historic Site, and the Railway Express Agency Building that qualify them for inclusion in the National Register of Historic Places (NRHP) in a manner that would diminish their integrity. The Preferred Alternative also has the *potential* to alter characteristics of the City Post Office which qualifies it for the NRHP in a manner that diminishes its integrity. FRA will notify the Advisory Council on Historic Preservation of the adverse effect determination for the Undertaking and officially invite them to participate in Section 106 consultation. Pursuant to 36 CFR Part 800.6, FRA will consult with you and other Consulting Parties to resolve the adverse effects by developing a Programmatic Agreement.

Thank you for your continued cooperation on this important project.

Sincerely,



Amanda Murphy
Acting Federal Preservation Officer

Enclosures:

1. Supplemental Assessment of Effects to Historic Properties – Final Report for the Washington Union Station Expansion Project
2. Comment letters from Consulting Parties on the Draft SAOE
3. Comment matrix with FRA's responses to Consulting Party comments

Cc:

Kyle Nembhard, Amtrak
Johnette Davies, Amtrak
USRC
Advisory Council on Historic Preservation
Akridge
ANC 6C
ANC 6E
Architect of the Capitol
Capitol Hill Restoration Society
Commission of Fine Arts
Committee of 100 on the Federal City
Council Member Ward 6 (Charles Allen)
DC Preservation League
District Department of Transportation
Federal Highway Administration
Federal Transit Administration
General Services Administration
Government Printing Office
Greyhound
MARC/MTA
Megabus
Metropolitan Council of Governments
National Capital Planning Commission
National Park Service, National Mall and Memorial Parks
National Railway Historical Society, DC Chapter
National Trust for Historic Preservation
VRE
WMATA

Hon. Sara C. Bronin
Chair

Jordan E. Tannenbaum
Vice Chairman

Reid J. Nelson
Executive Director



March 22, 2023

The Honorable Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Ref: *Washington Union Station Expansion Project*
Washington, DC
ACHP Project Number: 009904

Dear Mr. Bose:

In response to the recent notification by the Federal Railroad Administration, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Section 106 agreement document for the referenced undertaking. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within the regulations, "Protection of Historic Properties" (36 CFR Part 800), implementing Section 106 of the National Historic Preservation Act. The criteria are met for this proposed undertaking because of the potential for procedural problems and substantial impacts to important historic properties.

Section 800.6(a)(1)(iii) of these regulations requires that we notify you as the head of the agency of our decision to participate in consultation. By copy of this letter, we are also notifying Ms. Amanda Murphy, Acting Federal Preservation Officer, of this decision.

Our participation in this consultation will be handled by Ms. Rachael Mangum, who can be reached at (202) 517-0214 or via email at rmangum@achp.gov. We look forward to working with your agency and other consulting parties to seek ways to avoid, minimize, or mitigate the undertaking's potential adverse effects on historic properties.

Sincerely,

Reid J. Nelson
Executive Director



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

April 5, 2023

Chief Robert Gray
Pamunkey Indian Tribe
1054 Pocahontas Trail
King William, VA 23086

RE: Washington Union Station Expansion Project
National Historic Preservation Act Section 106 Consultation - Washington, District of Columbia

Dear Chief Gray:

The Union Station Redevelopment Corporation (USRC) and National Railroad Passenger Corporation (Amtrak) (collectively, Project Proponents) are proposing the Washington Union Station Expansion Project (the Project) to expand and modernize the station's multimodal transportation facilities to meet current and future transportation needs while preserving the iconic historic station building. The Project constitutes an "Undertaking" pursuant to Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA), as amended, and its implementing regulations at 36 Code of Federal Regulations [C.F.R.] part 800 (hereinafter collectively referred to as Section 106). The Federal Railroad Administration (FRA) owns Washington Union Station and is the lead Federal agency responsible for compliance with Section 106. The purpose of this letter is to invite your Tribe to be a Consulting Party and notify you of FRA's determination of adverse effect to historic properties. FRA is also available for Government-to-Government consultation on this Project.

Project Background

The Project is located at the site of the existing Washington Union Station in the center of the District of Columbia. The purpose of the Project to support current and future long-term growth in rail service and operational needs; achieve compliance with the Americans with Disabilities Act and emergency egress requirements; facilitate intermodal travel; provide a positive customer experience; enhance integration with the adjacent neighborhoods, businesses, and planned land uses; sustain the Station'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 this historic station.

A full description of the Project; the Area of Potential Effect (APE); and assessment of effect to historic properties is included in Attachment 1. The Project generally consists of: replacing the station's existing non-historic Claytor concourse constructed in the 1980s with a train hall; excavating below the existing tracks and platforms to construct underground parking and pick-up/drop-off areas and concourses; replacing all tracks and platforms; constructing a deck above the tracks and platforms that would support a bus facility and additional pick-up/drop-off areas; construction of ramps to access vehicular areas; and construction of support facilities for the station.

Pursuant to 36 C.F.R. § 800.5(d)(2), on March 9, 2023, FRA determined that the Project would have an adverse effect on historic properties as it would alter characteristics of Washington Union Station, Washington Union Station Historic Site, and the Railway Express Agency Building that qualify them for

inclusion in the National Register of Historic Places (NRHP) in a manner that would diminish their integrity. There is also *potential* to alter characteristics of the City Post Office which qualifies it for the NRHP in a manner that diminishes its integrity. FRA notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination on March 9, 2023. ACHP notified FRA of their decision to participate in consultation on March 22, 2023.

Previous Archaeological Assessments

A Phase IA assessment conducted in 2015 for another project (Attachment 2) found the area where ground disturbing activities for the current Project would take place could contain a range of archaeological materials; although these are most likely resources that date to the 19th-century Swampoodle neighborhood (e.g. building foundations, wells, privies, or trash pits) upon which the station was constructed from 1903-1908. Additionally, per correspondence from September 24, 2021, related to the Subbasement Structural Slab Replacement Project, we understand that your Tribe is unaware of any site of cultural significance at Washington Union Station that may be impacted (Attachment 3).

Next Steps

Pursuant to 36 C.F.R. § 800.6, FRA will consult with Consulting Parties to resolve the adverse effects by developing a Programmatic Agreement (PA). A draft PA will be made available for Consulting Party and public review when the Project's Supplemental Draft Environmental Impact Statement (SDEIS) is published in May 2023. During the SDEIS 45-day public review period, FRA will hold virtual and in-person public hearings, and also a virtual Consulting Parties meeting to discuss the draft PA.

Request for Information and Comments

FRA respectfully requests that you: 1) review the attached materials and provide any information you have regarding historic properties of religious or cultural significance to your Tribe that may be present in the APE and/or may be affected by the Project, and 2) notify FRA within 30 calendar days from the date of your receipt of this letter whether you accept or decline this invitation to be a Consulting Party. Please e-mail your response to me at Amanda.Murphy2@dot.gov. If you have questions or wish to discuss the Project, I can be reached at 202-339-7231. Thank you for your cooperation on the Project.

Sincerely,



Amanda Murphy
Acting Federal Preservation Officer
Federal Railroad Administration

Attachment 1: *Final Supplemental Assessment of Effects Report for the Washington Union Station Expansion Project* (March 2023) available at <https://railroads.dot.gov/elibrary/washington-union-station-expansion-project-supplemental-assessment-effects-historic>

Attachment 2: *Archaeological Assessment for the Washington Union Station*, prepared by Karell Archaeological Services, 2015 available at https://drive.google.com/file/d/1IplPosMOFdUEebpxHGOKDUZoiotHupy8/view?usp=share_link

Attachment 3: *Email correspondence from Chief Robert Gray to Katherine Hummelt*, Re: Washington Union Station Subbasement Structural Slab Replacement Project Initiation of Section 106, 9/24/2021



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

April 5, 2023

Chuck Hoskin
Principal Chief
Cherokee Nation
P.O. Box 948
Tahlequah, OK 74465

RE: Washington Union Station Expansion Project
National Historic Preservation Act Section 106 Consultation - Washington, District of Columbia

Dear Chief Hoskin:

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Sincerely,



Amanda Murphy
Acting Federal Preservation Officer
Federal Railroad Administration

cc: Elizabeth Toombs, Cherokee Nation Tribal Historic Preservation Officer

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