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## News

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### **FRA Releases Washington Union Station Expansion Project Supplemental Draft Environmental Impact Statement**

*FRA looks to regional partnerships to help implement a new project alternative and ensure Union Station remains in sound fiscal condition*

On May 12, 2023, the Federal Railroad Administration (FRA) released a Supplemental Draft Environmental Impact Statement (SDEIS) for the Washington Union Station Expansion Project (Project) as well as a Draft Section 106 National Historic Preservation Act Programmatic Agreement and Draft Section 4(f) of the US Department of Transportation Act Evaluation. FRA will accept public comments on these documents through July 6, 2023. The SDEIS assesses the potential impacts on the human and natural environment of a new Preferred Alternative developed in response to comments on the 2020 Draft Environmental Impact Statement (DEIS).

The Project would improve critical rail infrastructure to accommodate increased intercity and commuter rail service into the future. By reconstructing all tracks and platforms as well as providing new internal circulation space and amenities, the Project would accommodate higher levels of train service. The Project would support Maryland Area Regional Commuter (MARC) and Virginia Railway Express (VRE) through-running trains and complement investments in intercity passenger service on the Northeast Corridor and south of Washington, D.C., including the Long Bridge project.

Buses are accommodated in the new Preferred Alternative with a new east-west bus facility, recognizing their important transportation service at the multimodal Union Station. The bus facility at Union Station provides convenient access for scheduled intercity travel and connections for visitors to the District of Columbia.

In response to comments received on the 2020 DEIS, the new Preferred Alternative substantially reduces parking and places it and other vehicle functions including pick-up and drop-off below

the tracks. By placing vehicles below ground at substantial cost, the Preferred Alternative creates more opportunity for commercial development and public space above the tracks.

These and other changes were requested by the District of Columbia and other stakeholders. Reduced parking revenue and an expanded station require new sources of income to maintain and operate the station. FRA looks to the governments of the District of Columbia, Maryland, and Virginia, and others to become funding partners for the Project and to ensure the continued viability of the station.

A Union Station Expansion Project Delivery and Governance Study has been [launched](#) by InfrastructureDC (IDC), in partnership with the District of Columbia Government. FRA is pleased to participate in this study that can bring regional stakeholders together to support the expansion of Union Station.

The SDEIS is available [here](#), along with information on public comment opportunities and more information about the Project.

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