



U.S. Department
of Transportation
Federal Railroad
Administration

WASHINGTON
UNION STATION
STATION EXPANSION

Final Environmental Impact Statement and
Section 4(f) Evaluation / **Record of Decision** for

Washington Union Station Expansion Project

District of Columbia

March 2024

Rendering for illustrative purposes only. Final design may change.



WASHINGTON
UNION STATION
STATION EXPANSION

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

Prepared by:

United States Department of Transportation – Federal Railroad Administration

With Cooperating Agencies:

Federal Transit Administration
National Capital Planning Commission
District Department of Transportation

Pursuant to:

The National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. § 4321 et seq.) and Council on Environmental Quality Implementing Regulations for NEPA (40 CFR Parts 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 U.S.C. § 139); Section 4(f) of the United States Department of Transportation Act of 1966 (49 U.S.C. § 7401); Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800); the Clean Air Act of 1970 as amended (42 U.S.C. § 7401 et seq.); the Clean Water Act of 1972 (33 U.S.C. § 1251-1387); and the Endangered Species Act of 1973 (50 CFR Part 17).

Marlys Osterhues
Director
Office of Environmental Program Management
Federal Railroad Administration

Date of Approval

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Potential future financial assistance for the Project could be provided by the Federal Transit Administration (FTA). FTA adopted the FEIS pursuant to 23 U.S.C. § 139(c)(5) and is jointly issuing this FEIS/ROD with FRA in accordance with 23 U.S.C. § 139(d)(8) and 23 U.S.C. § 139(n)(2).

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GARCIA CREWS
Date: 2024.03.12 09:55:14
-04'00'

Theresa Garcia Crews
Regional Administrator
Federal Transit Administration Region III

Date of Approval

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

Abstract

The Federal Railroad Administration (FRA) prepared a Final Environmental Impact Statement (FEIS) and Final Section 4(f) Evaluation for the Washington Union Station (WUS) Expansion Project (the Project). Union Station Redevelopment Corporation (USRC) is the Project Sponsor.

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.

Pursuant to 23 U.S.C. 139 § (n)(2), FRA is issuing a single document consisting of the FEIS and Record of Decision (ROD). The FEIS addresses the substantive comments received on the Draft Environmental Impact Statement (DEIS) and Supplemental DEIS (SDEIS) for the Project. Because FRA and the Project Proponents (USRC and Amtrak) developed the Preferred Alternative (Alternative F) and analyzed it in the SDEIS to address substantive agency and public comments on the DEIS, the FEIS only considers two alternatives: the No-Action Alternative and the Preferred Alternative (Alternative F). Other changes made in responses to comments include factual corrections, impact analysis refinements, and mitigation measures refinements. The comments received on the DEIS and SDEIS are included in Appendices F3a and F3b of the FEIS. FRA's responses to the comments are provided in Appendix F3c.

Appendix F4 of the FEIS contains the Programmatic Agreement (PA) that FRA executed in compliance with Section 106 of the National Historic Preservation Act to address the Project's adverse effects on historic properties.

The ROD states and explains FRA's decision to select the Preferred Alternative (Alternative F) for future implementation. The ROD also identifies the avoidance, minimization, and mitigation measures that USRC would implement along with the Project.