Executive Summary

ES.1 What is this document?

The Federal Railroad Administration (FRA) prepared this Final Environmental Impact Statement (FEIS) for the Washington Union Station (WUS) Expansion Project (the Project) in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [U.S.C.] § 4321 *et seq.*), the Council on Environmental Quality (CEQ) *Implementing Regulations for NEPA* (40 Code of Federal Regulations [CFR] Parts 1500-1508), and the FRA *Procedures for Considering Environmental Impacts* (64 Federal Register [FR] 28545, May 26, 1999, as updated by 78 FR 2713, January 14, 2013).

The FEIS addresses the substantive comments received on the Draft Environmental Impact Statement (DEIS) and the Supplemental DEIS (SDEIS) for the Project. The FEIS identifies the direct, indirect, and cumulative effects the proposed Washington Union Station (WUS) Expansion Project (the Project) could have on the human and natural environment. The FEIS also identifies measures to avoid, minimize, or mitigate potential adverse impacts. The FEIS contains the Final Section 4(f) Evaluation and the Section 106 Programmatic Agreement (PA) for the Project.

Pursuant to 23 U.S.C. § 139 (n)(2), FRA is issuing the Record of Decision (ROD) for the Project and the FEIS as a single document. The ROD documents FRA's decision to proceed with the Preferred Alternative (Alternative F) analyzed in the FEIS.

ES.2 What is the Project?

The Project would expand and modernize WUS's multimodal transportation facilities to meet current and future transportation needs while preserving the historic station building. The Project includes reconstructing and realigning the tracks and platforms; developing a train hall and new concourses; enhancing WUS accessibility; improving multimodal transportation services and connectivity; and improving and expanding infrastructure and other supporting facilities. The planning horizon year for full operation of the Project is 2040.

The Project Area (**Figure ES-1**) covers approximately 53 acres, and includes the existing historic station building, the WUS parking garage and bus facility, the rail terminal, and the railroad infrastructure up to the tracks to the Eckington and Ivy City Rail Yards, just north of New York Avenue Northeast (NE). Neither rail yard is included in the Project Area. The Project Area contains the Railway Express Agency (REA) Building (owned by Amtrak), the H Street Bridge (property of the District Department of Transportation [DDOT]), and a portion of G Street NE.

ES.3 What is the Project's Purpose and Need?

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.

ES.4 Who is the Project Sponsor?

USRC is the Project Sponsor. As Project Sponsor, USRC is responsible for implementing the Project through final design and construction, in coordination with Amtrak. As the Project Sponsor, USRC is ultimately responsible for monitoring and implementing the measures avoidance, minimization, and mitigation measures specified in **Section 7.1**, *Mitigation Measures and Project Commitments*, of the FEIS and in the ROD. Where measures would be implemented by contractors, USRC is responsible for ensuring that the contractors adequately implement the measures.

ES.5 What is FRA's role in the Project?

FRA is the Lead Agency responsible for preparing the Environmental Impact Statement (EIS) for the Project. FRA owns the WUS building, the parking garage and underlying real property, and the rail terminal north of the WUS building on behalf of the Federal Government. FRA's actions relating to the proposed Project may include issuing approvals or providing funding in the future for design or construction. The Preferred Alternative includes the potential transfer and development of Federally owned air rights above WUS. If such transfer and development does occur in the future, FRA may be involved with the transfer, lease, or disposal of this property as a separate Federal action.

If FRA provides financial assistance for the Project, the grant agreement will include a requirement to implement the mitigation identified in the ROD. In addition, FRA will conduct periodic monitoring in accordance with its established grant monitoring program throughout the period of performance of the grant. During monitoring, FRA will verify that a grantee complies with all applicable Federal requirements as laid out in the grant agreement, including implementation of mitigation.

Figure ES-1. Washington Union Station Expansion Project Area

ES.6 What are the Cooperating Agencies?

As Lead Agency, FRA invited other agencies having jurisdiction by law or agencies with special expertise on resources potentially affected by the Project to be cooperating agencies. The Cooperating Agencies for the Project are:

- **National Capital Planning Commission (NCPC)**. NCPC is the Federal government's central planning agency for the National Capital Region. The Commission provides overall planning guidance for Federal land and buildings in the region by reviewing the design of Federal and certain local projects, overseeing long-range planning for future development, and monitoring capital investment by Federal agencies. NCPC has authority to approve the location, height, bulk, number of stories, and size of Federal public buildings in the District. NCPC has approval authority over all land transfers and physical alterations involving Federal property. As applicable, NCPC may rely on this FEIS/ROD in satisfying its obligations under NEPA as they pertain to the Project.
- **Federal Transit Administration (FTA).** FTA is a modal administration within the United States Department of Transportation. FTA's purview is public transportation and transit systems and it has a Federal interest in transit operations. Potential future financial assistance for the Project could be provided by FTA; therefore, FTA is adopting 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).
- **DDOT** manages and maintains the District's publicly owned transportation infrastructure and is the owner of the District's street network. DDOT has jurisdiction over rights-of-way (ROW) in the District, including travel lanes, on-street parking, sidewalk space, and public space between the property line and the edge of the sidewalk nearest to the property line. DDOT follows the *Right of Way Policies and Procedures Manual*[1] to establish a fair and efficient manner to complete the acquisitions or transfers of property, and to issue permits to allow for uses of the ROW that are compatible with overall operations. DDOT is leading a project to replace the H Street Bridge, creating a need for coordination between DDOT and FRA as part of planning for the Project.

The National Park Service (NPS) accepted FRA's invitation to be a Cooperating Agency at the beginning of the NEPA process for the Project. However, on January 24, 2023, NPS indicated that they would no longer serve as a Cooperating Agency due to the lack of Project impacts on lands under their jurisdiction.

[1] District Department of Transportation. 2019. *Right of Way Policies and Procedures Manual. Approved July 31, 2019.* Accessed from https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DDOT%20ROW%20Manual%202019-07-31.pdf. Accessed on August 3, 2023.

ES.7 What is an EIS?

NEPA requires Federal agencies to identify the effects of their actions on the environment. NEPA also requires that agencies involve the public in their decision-making. This allows agencies to make well-informed decisions. An EIS identifies the impacts a project could have on the human and natural environment. An EIS also identifies measures to avoid, minimize, or mitigate potential impacts. Finally, it helps ensure compliance with applicable Federal, state, and local environmental laws and regulations.

ES.8 What was the EIS process for the Project?

Table ES-1 shows the key milestones in the EIS process for the Project.

Table ES-1. Key NEPA Steps and Milestones

Date	Steps or Milestone
November 4, 2015	Publication of Notice of Intent (NOI) in the *Federal Register*
November 27, 2015	Interagency scoping meeting
December 7, 2015	Public scoping meeting
January 4, 2016	End of 60-day scoping period
July 2016	FRA and the Project Proponents identified Preliminary Concepts retained for screening
July 2017	FRA identified five concepts for further refinement and evaluation
August 2017	FRA identified five Preliminary Action Alternatives
February 2018	After refinement of the Preliminary Action Alternatives, FRA identified five Action Alternatives to be analyzed in the Draft Environmental Impact Statement (DEIS) (Alternatives A through E)
July 2019	After further refinements, FRA identified a sixth Action Alternative for analysis in the DEIS (Alternative A-C)
June 4, 2020	FRA released the DEIS for public review
June 12, 2020	Publication of the Notice of Availability (NOA) of the DEIS in the *Federal Register*
July 2, 2020	Publication of an amended NOA in the *Federal Register* extending the comment period through September 28, 2020
July 14, 2020	FRA held a public hearing on the DEIS
September 28, 2020	End of the 116-day DEIS public review period
October 5, 2020	FRA paused the NEPA process
October 2020-July 2022	FRA and the Project Proponents developed Alternative F in response to the comments on the DEIS
July 11, 2022	FRA resumed the NEPA process, identified Alternative F as the new Preferred Alternative
May 12, 2023	FRA released the Supplemental DEIS (SDEIS) for public review
May 19, 2023	Publication of the NOA of the SDEIS in the *Federal Register*
June 27-28, 2023	FRA held public hearings on the SDEIS

Date	Steps or Milestone
July 6, 2023	End of 55-day SDEIS public review period
March 2024	FRA published the FEIS/ROD for the Project

FRA initiated the NEPA process for the Project by publishing an NOI to prepare an EIS in the *Federal Register* on November 4, 2015. The NOI announced the beginning of the environmental review and Scoping process for the Project. The Scoping process ended on January 4, 2016.

Between 2016 and 2019, FRA worked with the Project Proponents (USRC and Amtrak) to develop a reasonable range of alternatives through a multiple-step, iterative process. In June 2020, FRA issued a DEIS that evaluated the potential impacts on the environment of six Action Alternative (Alternatives A through E and Alternative A-C) and the No-Action Alternative (see **Section ES-9**, *What alternatives were previously considered,* below for more information on the DEIS Action Alternatives). The DEIS identified Alternative A-C as the Preferred Alternative.

FRA released the DEIS for public review on June 4, 2020. The U.S. Environmental Protection Agency (EPA) published a Notice of Availability (NOA) for the DEIS in the *Federal Register* on June 12, 2020, with a 45-day commenting period ending on July 27, 2020 (as required under 40 CFR § 1506.11). In response to multiple requests from agencies and the public, FRA extended the public review period through September 28, 2020, for a total of 116 days after public release. EPA published an amended notice to that effect in the *Federal Register* on July 2, 2020. FRA held a public hearing to receive comments on the DEIS on July 14, 2020.

After the closing of the DEIS commenting period and following review of the agency and public comments received, FRA decided to pause the EIS process to allow the Project Proponents to further coordinate with stakeholders regarding the Project elements. The pause lasted from October 5, 2020, through July 11, 2022. During that time, FRA and the Project Proponents developed a new Action Alternative, Alternative F, to address the public and agency comments received on the DEIS and the DEIS Action Alternatives.

FRA designated Alternative F as the new Preferred Alternative and re-initiated the NEPA process on July 11, 2022. FRA determined that, relative to the Action Alternatives analyzed in the DEIS, the new Preferred Alternative included significant changes with potential to alter the Project's environmental impacts. Therefore, FRA initiated the preparation of an SDEIS in accordance with Paragraph 13 Section (e) of the *Procedures for Considering Environmental Impacts*.

FRA released the SDEIS for public review on May 12, 2023. EPA published an NOA for the SDEIS in the *Federal Register* on May 19, 2023, with a comment period ending on July 6, 2023, for a total of 55 days. The SDEIS described the process through which FRA and the Project Proponents developed the Preferred Alternative and evaluated its impacts. The SDEIS also identified USRC as the Project Sponsor.

The FEIS provides responses to the substantive comments received on the DEIS and SDEIS and explains and documents FRA's decision regarding the Project. No substantive changes to the Project or the

Preferred Alternative have been made since the publication of the SDEIS. Nor are there any significant new circumstances or relevant information that could bear on the Project or its impacts.[2]

ES.9 What alternatives were previously considered?

CEQ's regulations implementing NEPA require that Federal agencies use the NEPA process "to inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse impacts or enhance the quality of the human environment" (40 CFR § 1502.1).

Leading up to the publication of the DEIS, FRA, working with the Project Proponents, developed six Action Alternatives (Alternatives A through E and Alternative A-C) through a multi-step, iterative process. All six Action Alternatives incorporated the eight Project elements identified at the beginning of the planning process: preserved Historic Station; reconstructed tracks and platforms; new bus facility; train hall; parking; concourses and retail; for hire-vehicles; and bicycle and pedestrian access. The DEIS Action Alternatives differed primarily with regard to the size and location of the train hall, bus facility, and parking facility.

Table ES-2 summarizes the DEIS Action Alternatives. In addition to the elements noted in the table, all DEIS Action Alternatives included new tracks and platforms; a new loading dock on Second Street NE; four new concourses below the tracks; pedestrian and bicycle access improvements; and new pick-up and drop-off areas.

Table ES-2. DEIS Action Alternatives

Action Alternative	Train Hall	Parking Facility	Bus Facility
A	North-south	Above ground, southwest of H Street NE 1750 spaces	Above-ground, southwest of H Street NE (below parking) 26 slips
B	North-south	Below-ground on two levels 2,000 spaces	Above-ground, southwest of H Street N 26 slips
C	East-west	East Option: Above-ground, northeast of H Street NE and on one level below ground 750 spaces and 900 spaces, respectively	East Option: Above-ground, northeast of H Street NE, and bus pick-up/drop-off area next to the train hall 17 and 9 slips, respectively

[2] Based on comments received from the owner of the private air rights above the rail terminal on the SDEIS, the FEIS assesses the impact of the Preferred Alternative on property, described in **Section 5.9.3.1**, *Direct Operational Impacts, Property Ownership, Land Acquisitions, and Displacements*, as major adverse instead of minor adverse in the SDEIS. However, the impact itself (use of approximately 2.9 acres of private air rights for the Project) remains as described in the SDEIS.

Action Alternative	Train Hall	Parking Facility	Bus Facility
		West Option: Above-ground, northwest of H Street NE and on one level below ground 710 spaces and 900 spaces, respectively	West Option: Above-ground, northwest of H Street NE, and bus pick-up/drop-off area next to the train hall 19 and 9 slips, respectively
D	East-west	Above ground, south of K Street NE and on one level below ground 750 and 900 spaces respectively	South of H Street wrapped around the train hall 27 slips
E	East-west	Below-ground on two levels 2,000 spaces	South of H Street wrapped around the train hall 27 slips
A-C	East-west	Above ground, southwest of H Street NE 1,600 spaces	Above-ground, southwest of H Street NE (below parking) up to 40 slips on two levels.

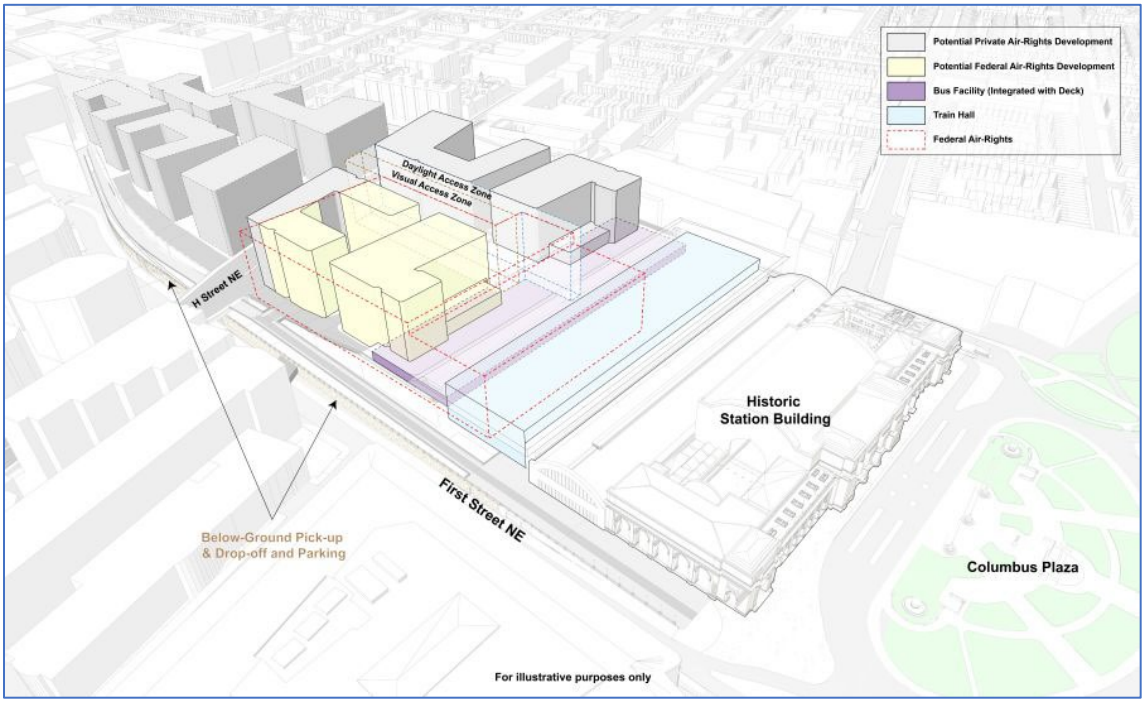
Because FRA and the Project Proponents developed the Preferred Alternative to address agency and public comments on the Action Alternatives presented in the DEIS, the FEIS considers two alternatives: the No-Action Alternative and the Preferred Alternative (Alternative F). Other changes made in responses to comments include factual corrections, updates, impact analysis refinements, and mitigation measures refinements.

ES.10 What is the Preferred Alternative?

The Preferred Alternative (Alternative F) would construct an east-west train hall north of the historic Station building that would replace the existing, non-historic Claytor Concourse. It would also feature a one-level, east-west bus facility integrated into the air rights deck above the rail terminal and directly connected to the train hall. Parking and a pick-up and drop-off facility would be located on one below-ground level under the new central, First Street, and H Street Concourses. Space on the H Street level north of the train hall would allow for the establishment of a central civic space as part of the development of the private air rights. In the Preferred Alternative, the historic Station would continue to be the monumental focal point, the "gateway to the nation's capital," and a primary pedestrian entrance and pick-up and drop-off location.

Figure ES-2 illustrates the key features of the Preferred Alternative; summary descriptions of the key Project elements follow the figure.

Figure ES-2. Illustration of the Preferred Alternative (Alternative F)



- **Rail Infrastructure:** The rail terminal would be reconstructed to replace the existing tracks and platforms with 19 new tracks, 12 stub-end tracks on the west side and seven run-through tracks on the east side, along with associated platforms.
- **Concourses:** Four new concourses would be provided to facilitate public access and circulation: east-west Concourse A (integrated with the train hall); east-west H Street Concourse; north-south Central Concourse; and north-south First Street Concourse. The new concourses would cover approximately 330,000 square feet.
- **Structures:** The east-west train hall would be approximately 150,000 square feet; it would cover the train engines and part of the first car on all the tracks. The bus facility would be approximately 122,500 square feet; it would be integrated within the deck.
- **Mix of Uses**: New retail space would be approximately 64,000 square feet; the Amtrak and related support area would be approximately 379,400 square feet (mostly north of H Street NE).
- **Parking:** Parking (including for rental cars) would be provided on one below-ground level parking facility shared with a pick-up and drop-off facility. There would be space to park approximately 400 to 550 cars. Access to and from the parking facility would be via ramps on G Street NE and First Street NE.
- **Buses:** The one-level integrated bus facility would connect directly to the train hall, facilitating access and intermodal transfers. The bus facility would have 39 slips. In times of

unusually high demand, buses would make use of the deck-level pick-up and drop-off area adjacent to the train hall, which would provide the equivalent of approximately 15 bus slips, for a total peak capacity of 54 spots. Buses would access the bus facility via H Street NE and a new intersection on the east side of the H Street Bridge. Buses would exit back to H Street NE via a new intersection on the west side of the bridge.

- **For-Hire Vehicles/Pick-up and Drop-off**: A pick-up and drop-off facility would be provided on one below-ground level, shared with the parking facility. Access would be via the ramps on G Street NE and First Street NE described above for parking. In addition, there would be an exit ramp on the east side of WUS allowing taxis to drive to the front of the station to pick up passengers. The facility would provide the equivalent of approximately 60 pick-up and drop-off spaces. Pick-up and drop-off areas would also be provided in front of WUS, on First and Second Streets NE near H Street NE, and at deck-level next to the train hall, above the bus facility.
- **Bicycles:** Bicycle access would be facilitated by two ramps, one on the west side and one on the east side of the station. Parking and storage for approximately 900 bicycles would be provided beneath the ramps and in the H Street Concourse near the entrances from First and Second Streets NE. Additional Bikeshare spots would also be provided (approximately 100).
- **Pedestrians:** Pedestrians would access WUS via the existing Metrorail station's First and G Street NE entrance; the southwest portico of WUS; the front of the station; and from H Street NE. New entrances would be located under the H Street Bridge and on the sides of the train hall. Headhouses would be provided at deck level on both sides of the H Street Bridge. Pedestrian access would also be facilitated by the two previously mentioned ramps on the west and east sides of the station.
- **Visual and Daylight Access Zones**: A "Visual Access Zone"(area free of Project elements between H Street and the train hall) and a "Daylight Access Zone" (area in which skylights would be installed to provide the new station concourse underneath with natural light) would enable the establishment of a centralized civic space on the H Street deck. The private air rights developer would have primary responsibility for the design of the public space and would implement it, in coordination with the Project Sponsor for the Project elements and shared elements supporting the Project, such as the skylights.
- **Intercity and Commuter Operations and Ridership:** Levels of service would grow along with projected demand. Train volume increases relative to existing levels would range from 148 percent (Amtrak) to 187 percent (Virginia Rail Express [VRE]).
- **Property Acquisition:** Approximately 2.9 acres of private air rights would be needed to accommodate various elements of the Preferred Alternative.

- **Potential Development of Federal Air Rights**: [3] The Federal air rights above the rail terminal not needed for the Project would be made available for potential future transfer and development by the demolition of the existing parking garage.
- **Estimated Construction Cost:** The Preferred Alternative would cost approximately $8.8 billion to construct.[4]
- **Estimated Construction Duration:** Construction of the Preferred Alternative is estimated to take 13 years (**Table ES-3**). The construction would occur in four main phases, moving from east to west across the rail terminal. During each phase, a set of tracks would be taken out of service. Between Phases 1 and 2, there would be a one-year period (Intermediate Phase) during which work would only occur in the First Street Tunnel underneath the historic station building.

Table ES-3. Construction Phases and Durations

Phase	Total Duration (Approximate Excavation Duration)
Phase 1	2 years 4 months (5 months)
Intermediate Phase	12 months (none)
Phase 2	2 years 8.5 months (10 months)
Phase 3	2 years 8.5 months (11 months)
Phase 4	4 years 3 months (2 years 1 month)
Total	13 years (4 years 3 months)

ES.11 What is the No-Action Alternative?

NEPA requires the consideration of a No-Action Alternative, which is an alternative reflecting the conditions that would exist if the proposed action were not implemented. The No-Action Alternative reflects the state of the environment in the absence of the Project in the horizon year of 2040. In the No-Action Alternative, many aspects of WUS would continue as at present, including:

- **Station Structures:** No major new infrastructure would be built for WUS. Routine maintenance and repairs would continue.

[3] The Federally owned air rights area corresponds approximately to the location of the existing parking garage. Although development of the Federal air rights is not part of the Project, such development may result from the Project. Therefore, the possible impacts associated with potential future development of the Federal air rights are evaluated in the EIS as indirect impacts.

[4] This rough-order-of-magnitude estimate is for the construction of the Project alone, including track work north of K Street NE and excluding costs associated with the private air rights deck. This estimate is subject to future refinement.

- **Mix of Uses:** The current mix of uses at WUS would continue, including approximately 208,000 square feet of retail space, 120,000 square feet of office space, and 85,600 square feet of Amtrak support areas.
- **Parking:** Parking would remain southwest of H Street NE within the existing garage, capable of accommodating around 2,450 cars (including rental cars). Access to the garage would continue to be from H Street NE (west intersection) and Columbus Circle (east ramp). Exit would continue to be through H Street NE via the west intersection and through the ramp running parallel to First Street along the west side of the station (west ramp).
- **Buses:** The existing 61-slip bus facility, located in the existing parking garage southwest of H Street NE, would continue to be used. Buses would continue to enter the facility via the H Street west intersection and to exit through the bus-only exit ramp to H Street NE.
- **For-Hire Vehicles/Pick-up and drop-off**: Taxis would continue to have approximately 24 spaces, distributed across the two northernmost lanes of Columbus Circle, for pick-up and drop-off only. Non-taxi for-hire vehicles would continue to share with private vehicles the approximately 24 spaces available in the two southernmost traffic lanes of the circle.
- **Bicycles**: Bikeshare facilities would remain on the east side of WUS at F Street NE, with 54 Bikeshare spaces.
- **Pedestrians**: Pedestrians would continue to enter or exit WUS via the First and G Street Metrorail entrances; the southwest portico and front of the historic station building; and the H Street bus facility.
- **Intercity and Commuter Rail Operations and Ridership**: Operations by Amtrak, VRE, and Maryland Area Regional Commuter (MARC) trains would continue but with increased passenger volumes and levels of service ranging from 6 percent for VRE to 24 percent for Amtrak.

The No-Action Alternative would further include the following projects, which are all independent of the Project and have anticipated completion dates earlier than 2040:

- Multiple near-term station and track improvement projects at WUS, including but not limited to, the Concourse Modernization Project, which would fully renovate the Claytor Concourse and North Hangar; the relocation and replacement of Substation 25A; ADA-compliance improvements; and track rehabilitation work.
- VRE Midday Storage Replacement Facility Project: The VRE Midday Storage Replacement Facility Project would replace the current storage space leased from Amtrak at the Ivy City Coach Yard in the District.
- H Street Bridge Replacement: DDOT is planning to replace the H Street Bridge because the deck is reaching the end of its useful life.
- WMATA Station Improvements: WMATA would expand and relocate the First Street entrance to the North Mezzanine of the Union Station Metrorail Station. A new ramp would

be outside of the station, above the First Street sidewalk. Moving the ramp outside would make room for additional fare gates and circulation space inside.

- Private Air Rights Development: This project would be a mixed-use development in the private air rights above the WUS rail terminal. Total development would be approximately 3.7 million square feet of residential, hotel, office, and retail uses. Development would be in accordance with the existing zoning designation for the private air rights area.

The No-Action Alternative would not meet the Project's Purpose and Need. In particular, the No-Action Alternative would not adequately support current and future long-term growth in rail service and operational needs, as it would make no changes to the existing track and platform configuration. For the same reason, it would fail to achieve compliance with the ADA. In addition, under the No-Action Alternative, overall station operations and facilities would be maintained in its current state, which would not sufficiently support intermodal travel and result in a degraded customer experience as passenger volumes grow over time.

ES.12 What are the major impacts of the Preferred Alternative?

ES.12.1 Introduction

To comply with NEPA and the CEQ *Implementing Regulations for NEPA*, the FEIS identifies the direct, indirect, and cumulative effects the Preferred Alternative could have on the human and natural environment. The following resources are considered:

- Natural Ecological Systems
- Water Resources and Water Quality
- Solid Waste Disposal and Hazardous Materials
- Transportation
- Air Quality
- Greenhouse Gas Emissions and Resilience
- Energy Resources
- Land Use, Land Planning, and Property
- Noise and Vibration
- Aesthetics and Visual Quality
- Cultural Resources
- Parks and Recreation Areas
- Social and Economic Conditions
- Public Safety and Security
- Public Health, Elderly and Persons with Disabilities
- Environmental Justice

The FEIS analyzes the potential direct operational impacts, indirect operational impacts, and construction impacts of the Preferred Alternative relative to No-Action Alternative conditions in the 2040 planning horizon year. Operational impacts are the impacts resulting from the operation of WUS after the completion of the Project in 2040. Impacts can be adverse or beneficial, and are assessed on the following intensity scale:

- Negligible impacts would occur at the lowest level of detection.
- Minor impacts would be noticeable but would not affect the function or integrity of the resource.
- Moderate impacts would be readily apparent and would influence the function or integrity of the resource.
- Major impacts would be substantial and would result in severely adverse or exceptionally beneficial changes to the resource.

The following section briefly summarizes the **major** impacts of the Preferred Alternative relative to the No-Action Alternative.

ES.12.2 Major Impacts of the Preferred Alternative

The Preferred Alternative would have no impacts, or only negligible to moderate impacts, on all resources considered, except as specified below.

ES.12.2.1 Major Beneficial Operational Impacts

The Preferred Alternative would have major beneficial operational impacts on the following resources:

- **Transportation—Commuter and Intercity Railroad Service**: The reconstruction of the tracks and platforms at WUS would support a substantial expansion of rail capacity. It would meet projected growth in ridership while remedying existing deficiencies (such as antiquated platforms that are not ADA-compliant).
- **Transportation—Pedestrians**: Additional access points and new concourses would improve pedestrian circulation inside WUS.
- **Transportation—Bicycle Activity**: The provision of approximately 100 Bikeshare spaces and up to 900 bicycle storage spots would support and facilitate bicycle access to WUS.
- **Land Use**: The Preferred Alternative would enhance multimodal transportation uses and connectivity within the Project Area, providing a more accessible, up-to-date multimodal facility capable of accommodating more passengers and more train and bus service.
- **Local and Regional Plans**: The Preferred Alternative is consistent with the goals and objectives of the relevant plans, including the Federal and District elements of the Comprehensive Plan for the National Capital.
- **Social and Economic Conditions—Local Communities**: The Preferred Alternative would improve community cohesion by providing new pedestrian connections between WUS and the surrounding neighborhoods.
- **Security and Safety**: Security at WUS would be enhanced through improved facilities and implementation of the recommendations made in the Threat, Vulnerability, and Risk Assessment (TVRA) prepared for the Project. The Preferred Alternative would fully meet emergency exit and life and safety code requirements.

- **Transportation and Mobility of Elderly and Persons with Disabilities**: The Preferred Alternative would improve the transportation and mobility of the elderly and persons with disabilities by making WUS easier to access and navigate, and by bringing WUS into full compliance with ADA standards.

ES.12.2.2 Major Adverse Operational Impacts

The Preferred Alternative would have major adverse operational impacts on the following resources:

- **Transportation—Vehicular Traffic**: Increased WUS-related traffic volumes would cause three intersections out of 35 studied intersections to degrade to level of service (LOS) F, 12 intersections to experience an increase in average delay of more than 5 seconds during at least one peak period, and 15 intersections to experience an increase in queue length of more than 150 feet.
- **Property Ownership and Land Acquisitions**: The Preferred Alternative would require acquiring approximately 2.9 acres of privately owned air rights to construct Project elements.
- **Cultural Resources**: There would be an adverse effect to WUS, WUS Historic Site, and the Railway Express Agency (REA) Building due to expansion of the station and reconstruction of the rail terminal.
- **Social and Economic Conditions—WUS Revenue**: The reduction and relocation of on-site WUS parking would substantially reduce USRC's revenue, which is used for the preservation of the historic station building.

ES.12.2.3 Major Adverse Construction Impacts

Construction of the Preferred Alternative would have major adverse impacts on the following resources:

- **Transportation—Loading**: During Phase 4 of construction (approximately 4 years and 3 months), WUS's west loading dock would be closed whenever construction activities occur in its vicinity. The new loading dock at Second and K Streets NE would not be operational until the end of construction Phase 4 because the area is needed for construction material laydown and storage.
- **Transportation—Parking**: During the entire Phase 4 of construction, there would be no parking at WUS because the existing parking garage would be demolished during that phase, and the new parking facility would not be operational until the completion of the phase.
- **Transportation—Rental Cars**: During the entire Phase 4 of construction, there would be no space for rental cars at WUS because the existing parking garage, which contains WUS's rental car facilities, would be demolished during that phase and the new parking facility would not be operational until the completion of the phase.
- **Transportation—For-Hire Vehicles**: The demolition of the existing ramps on the east and west sides of WUS would disrupt for-hire vehicle operations at WUS.

- **Transportation—Vehicular Traffic**: Temporary roadway closures and construction truck traffic (up to 120 trucks a day) would disrupt traffic near WUS.
- **Noise and Vibration**: Modeled noise levels would exceed the FTA threshold for severe noise impacts at up to 32 locations near the Project Area, especially during support of excavation (SOE) construction and at the start of excavation. Vibration levels during drilling and excavating activities would create potential structural risks at four locations, including the REA Building, the Kaiser Permanente Medical Center, WUS, and the City Post Office (Postal Museum).
- **Cultural Resources**: Vibration levels during drilling and excavating activities would create potential structural risks to four historic properties: REA Building, WUS, the WUS Historic Site, and City Post Office (Postal Museum).
- **Security**: Construction operations would require granting access to WUS and the rail terminal to many persons and vehicles, which would create security risks.
- **Transportation and Mobility of Elderly and Persons with Disabilities**: Disruptions to pathways and circulation space in and around WUS during construction would make the station and surrounding area challenging to navigate for the elderly and persons with disabilities.

ES.13 How will major adverse impacts be mitigated?

Table ES-3 shows the measures that FRA has identified to mitigate the **major** adverse impacts summarized above. Unless otherwise specified, USRC, as Project Sponsor, would be responsible for implementing these measures along with the Project. Some of the measures would involve coordination with other agencies and organizations, as noted. The FEIS (**Table 7-1**) and the ROD (**Table 13-1**) provide a comprehensive list of all the avoidance, minimization, and mitigation measures.

Table ES-4. Selected Mitigation Measures and Project Commitments[5]

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	Transportation		
12	▪ **USRC** to require the construction contractor to prepare and implement an *Integrated Construction Transportation Management Plan*. The Plan will define the measures to be implemented by the construction contractor to avoid, minimize, or mitigate impacts from construction on all transportation modes in each phase of construction, along with procedures to enforce, monitor, and evaluate these measures and ensure consistency with District requirements for managing construction impacts: ▪ The Plan will minimize sidewalk and bicycle lane closures, and ensure safe passage for pedestrians and cyclists around the construction site with as little inconvenience, impact, and delay as possible, in accordance with the District's Safe Accommodation law (DCMR 24-3315). ▪ As needed, the plan will identify adequate passenger loading/unloading and layover locations for the DC Circulator during Phases 3 and 4 of construction. ▪ The plan will identify ways to route vehicular traffic around the construction site with as little inconvenience and delays as possible, including avoiding impacts on residential streets. ▪ The plan will identify an adequate interim transfer and screening location for use when the First Street Loading Dock is closed and the new Second Street Loading Dock not yet operational. ▪ The plan will be coordinated with the District Department of Transportation (DDOT), the Washington Metropolitan Area Transit Authority (WMATA), Architect of the Capitol (AOC), and other relevant agencies. ▪ See also Items #13a, 26, 29a, and 41.	All construction-related transportation impacts.	During Final Design and Construction.
13a	▪ **Amtrak** to coordinate with Maryland Area Regional Commuter trains (MARC), Virginia Railway Express (VRE), and USRC to (1) refine construction-period operating plans as appropriate (including further modeling if needed) to ensure that construction-period travel demand is reasonably accommodated and (2)	During construction, several Amtrak, MARC, and VRE trains may be cancelled daily.	During Project Engineering & Design.

[5] Because this table presents only a selection of measures, numbers are not sequential.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	identify feasible solutions to reasonably accommodate operators' layover, storage, and inspection needs during the construction period. Outcomes to be incorporated into the Integrated Construction Transportation Management Plan (see Item #12).		
13b	▪ **Amtrak** to coordinate with USRC, MARC, and VRE to identify opportunities to avoid service cancellation as much as possible and identify reasonable travel alternatives for passengers affected by construction-period service adjustments.		During Construction.
14a	▪ **USRC** to fund a new Union Station WMATA Station Access and Capacity Study.	Increased passenger volumes at the WUS WMATA Station.	During Project Engineering & Design.
14b	▪ **USRC** to contribute to improvements identified in the study (see Item #14a) that have not been addressed by the Concourse Modernization Project or by WMATA by the time of implementation.		During Final Design and Construction.
15a	▪ **USRC**, in coordination with DDOT, to engage with WMATA about the determination of the Preferred Alternative for a new core line in the context of the Blue/Orange/Silver Capacity & Reliability Study.	Increase in passenger volumes and capacity issues on WMATA Red Line.	During Project Engineering & Design.
15b	▪ **USRC** to coordinate with WMATA during the engineering and design phase of the Project to work on maintaining compatibility between the Project and a potential construction of a new Metrorail tunnel and station as an outcome of the Blue/Orange/Silver Capacity & Reliability study.		
16	▪ **USRC** to develop and implement, with WMATA, construction approaches that minimize delays or stoppages on the Red Line.	Need for schedule adjustments or temporary stoppage on the Red Line during Phase 4 of construction.	During Final Design and Construction.
17a	▪ **USRC** to develop, with DDOT, options for temporary access to WUS DC Streetcar station during construction and take steps with the District State Safety Office to address issues that may affect Streetcar certification.	Construction activities may block direct access from DC Streetcar station to WUS facilities.	During Final Design and Construction.
17b	▪ **USRC** to implement any changes to public access required, subject to DDOT approval, and provide safe accommodations for pedestrians in accordance with the District's Safe Accommodation law.		During Construction.
18a	▪ **USRC** to develop a *Bus Facility Operations Plan* in coordination with the bus carriers using the facility, DDOT, and the Mayor's Office of Special Events. The private air rights developer will be given the opportunity to comment on the draft plan. At a minimum, the plan will address:	Impacts to the operation of the bus facility.	During Project Engineering & Design.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ Approach to gate management, including use of zones and patterns to improve wayfinding and operations; ▪ Technology used to implement management approach; ▪ Management of special events in the District to minimize impacts to core operations and adjacent streets, including the streets of the private air rights development; ▪ Management of peak intercity periods; ▪ Management and allocation of revenues, costs, and slip fees to balance operational and maintenance needs and bus industry economics; ▪ Safety and security systems planning; and ▪ Exclusion of non-reserved, non-paying bus service from the facility.		
18b	▪ **USRC** to coordinate with the bus carriers on the design of the future facility to facilitate connections and provide amenities for bus passengers, including bus slip design in light of the operators' need to back up and turn safely and serve passengers with mobility challenges. ▪ As part of the design, **USRC** to consider accommodating infrastructure supporting zero-emission vehicles, which may include accommodations for electric/zero emission commercial or alternative fuel vehicles.		During Project Engineering & Design.
18c	▪ **USRC** to regularly evaluate trends in bus demand at WUS and in the District to identify future refinements to operations planning or design.		During Operation.
19	▪ **USRC** to confirm that hop-on/hop-off sightseeing bus operations can be accommodated in the middle lanes in front of WUS as part of the Performance Monitoring Plan (see Item #28a). If they cannot be accommodated, USRC to coordinate with DDOT to identify a nearby location for these operations.	Accommodation of hop-on/hop-off buses at the front of WUS.	During Project Engineering & Design.
20	▪ **USRC** to accommodate Gallaudet University shuttle on the H Street Deck level/train hall curbside.	Loss of space for Gallaudet University shuttle.	During Operation.
21	▪ **USRC** to work with the private air rights developer to build the interim bus facilities as close as possible to an access point to the station and Metrorail, and with the best user amenities achievable; USRC to coordinate with bus carriers in its design.	Unavailability of a permanent bus facility in Phase 4, possibly starting during Phase 3.	During Final Design and Construction.
22a	▪ **USRC** to perform a pedestrian crossing study to identify and recommend to DDOT signal timing adjustments needed to provide sufficient crossing time for pedestrians exiting the front of WUS.	Increases in passenger volumes may have a moderate impact on pedestrian crossing	During Operation.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ The study also to identify opportunities to provide enhanced pedestrian accommodations at the front of WUS and to work with DDOT to implement such opportunities. ▪ **USRC** to design, permit, and install the agreed-upon upgrades. ▪ **USRC** to coordinate with the National Park Service (NPS), which has jurisdiction on Columbus Plaza, about the agreed-upon improvements, as appropriate.	and queueing conditions adjacent to WUS.	
22b	▪ **USRC** to design, permit, and install signalization at the intersection of First and G Streets NE, and a raised crosswalk at the H Street Concourse on First and Second Streets NE, subject to warrant study and DDOT review and approval.		During Final Design and Construction.
22c	▪ **USRC** to design, permit, and install pedestrian safety improvements, such as raised crosswalks or Americans with Disabilities Act (ADA) improvements, at Level of Service (LOS) F intersections on North Capitol Street and K Street NE, in coordination with DDOT. ▪ These intersections to be defined based on the analysis presented in the FEIS and confirmed through the Performance Monitoring Plan to be implemented under Item #28a.		During Operation.

23	▪ **USRC,** in coordination with DDOT, to develop strategies for and design, permit, and install upgrades to bicycle facilities as needed to reduce conflicts among bicyclists, pedestrians, and vehicles on First Street NE, between Massachusetts Avenue and M Street NE at the First Street Loading Dock, the entrance to the H Street Concourse, and the ramp to the below-ground bus facility.
	▪ **USRC,** in coordination with DDOT, to incorporate into the design of the new Second Street loading dock measures to minimize as much as possible conflicts between users of the Metropolitan Branch Trail and vehicular traffic in and out of the loading dock.
	▪ **USRC** to coordinate with DDOT to identify, design, permit, and install bicycle facilities or upgrade existing facilities on I (Eye) Street between Fifth and Second Streets NE and on the east side of WUS, between Columbus Circle and F Street NE.
	▪ Upgrades to be considered may include, as appropriate:
	  ▪ New standard or separated bicycle facilities on priority streets;
	  ▪ Conventional bike lanes & intersections to separated facilities;
	  ▪ Floating bus island or modular bus landings within separated bike facilities;
	  ▪ Reconstruction of existing bicycle facilities at sidewalk level; or
		Conflicts between bicycles, pedestrians, and vehicles.	During Project Engineering & Design.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ Reconstruction of existing bicycle facilities with pre-cast or raised concrete buffer separation.		
24	▪ **USRC** to develop, with DDOT and in accordance with the District's Safe Accommodation law, appropriate bicycle accommodations and wayfinding plan to direct bicyclists to the Second Street NE shared-use portion of the Metropolitan Branch Trail when the First Street Cycle Track is disrupted. ▪ See also Items #42c and 42d.	Work on First Street NE would disrupt use of the cycle track during parts of the construction period.	During Construction.
25a	▪ **USRC**, in coordination with DDOT and WMATA, to reallocate the middle lanes in front of WUS to be used for transit bus passenger boarding and alighting for Metrobus, Circulator, and hop-on/hop-off routes terminating or passing through the area in front of the station; the middle lanes also to provide layover space for the DC Circulator if possible (see also Item #25f).	Multiple bus lines would experience increased overcrowding and delays.	During Operation.
25b	▪ **USRC**, in coordination with DDOT and WMATA, to relocate bus stops from adjacent streets, including Columbus Circle and E Street, to these middle lanes, based on which services are relocated to the front of WUS. ▪ **USRC** also to evaluate whether context-appropriate bus passenger amenities can be installed in the median serving the middle lanes; USRC also to evaluate whether electric bus charging stations can be installed.		During Project Engineering & Design.
25c	▪ **USRC,** in coordination with DDOT and WMATA, to provide a bus stop on H Street adjacent to, or incorporated into, the north and south station headhouses with shelter, seating, and real-time information displays.		During Project Engineering & Design.
25d	▪ **USRC** in coordination with DDOT and WMATA, to design, permit, and install improved wayfinding, shelters, and other accommodations for major commuter bus stops serving WUS on North Capitol Street. ▪ **USRC** to obtain all DDOT's approval for bus shelters and street furniture, as required (also applicable to all other measures involving bus shelters and street furniture).		During Project Engineering & Design.
25e	▪ **USRC** to coordinate with DDOT and WMATA to identify, study, design, and construct bus priority measures in the vicinity of Union Station, consistent with the District of Columbia's Long Range Transportation Plan, Move DC., within the following corridors: ▪ Massachusetts Avenue between New Jersey Avenue NW and 4th Street NE; and		During Project Engineering & Design.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ North Capitol Street between Massachusetts Avenue and New York Avenue.		
25f	▪ If DC Circulator layover space cannot be provided in the middle lanes in front of WUS (see Item #25a), **URSC** to work with DDOT to identify, design, and install a layover location, including electric bus charging, adjacent to or near WUS.		During Project Engineering & Design.
26	▪ **USRC** to develop a for-hire vehicle operations plan as part of the *Integrated Construction Transportation Management Plan* (see #12 above). The plan to prioritize maintaining safe traffic operations and distributing pick-ups and drop-offs to minimize congestion.	During Phase 4 of the construction period, the west ramp and back ramp would become unavailable, forcing for-hire vehicles to queue on the southeast road and east ramp. This queue could interfere with traffic operations on the deck.	During Final Design and Construction.
27a	▪ **USRC** to ensure that there is sufficient staffing to manage curb activity along USRC-controlled curbsides.	Increased traffic congestion may negatively affect pick-up and drop-off operations.	During Construction & Operation.
27b	▪ **USRC** to coordinate with the District Department of Public Works and the Metropolitan Police Department (MPD) to provide coordinated enforcement of active curb areas along public streets and discourage use of non-designated curb areas.		Post Construction.
27c	▪ **USRC** to coordinate with MPD to provide coordinated enforcement to prevent queues on public roadways.		During Operation.
27d	▪ **USRC** to coordinate with DDOT and the District Department of For-Hire Vehicles (DDFHV) to develop and implement regulatory strategies to reduce excess taxi and Transportation Networking Companies (TNC) pick-up and drop-off activity at WUS; promote shared rides; and avoid adjacent spillovers or excessive congestion, including the creation of a geofenced area that determines specific pick-up locations; incentives; and pricing policies for for-hire vehicles.		Post Construction.
27e	▪ **USRC** to develop, in coordination with DDOT and DDFHV, an advanced vehicle dispatching and dynamic wayfinding strategy to distribute taxis and TNC vehicles within the below-ground facility, from the facility to the front of WUS, and around the site, alongside an internal wayfinding strategy to direct passengers to appropriate curbsides based on traffic and queueing conditions.		During Operation.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
27f	▪ **USRC** to monitor through the Performance Monitoring Plan (see Item #28a) future pick-up and drop-off conditions to support the refinement of operational approaches, as needed.		During Operation.
28a	▪ **USRC**, in coordination with DDOT, to develop and implement a Performance Monitoring Plan (PMP) consistent with DDOT's Comprehensive Transportation Review (CTR) guidelines for Performance Monitoring. Key steps and elements will include (may be refined during Scoping): ▪ PMP Scoping; ▪ PMP Baseline Travel Demand Study (prior to Phase 1 of construction or during the Intermediate Phase, as determined during scoping); ▪ PMP Monitoring Study #1 (one year following end of construction); ▪ PMP Monitoring Study #2 (three years following end of construction); ▪ If needed, PMP Monitoring Study #3 (five years following end of construction); ▪ If needed, PMP Monitoring Study #4 (ten years following end of construction). ▪ The need for Monitoring Studies #3 and 4 to be determined based on achievement of performance metrics results and mitigations completed. ▪ At a minimum, the PMP Baseline Travel Demand Study to include data on (may be refined during Scoping): ▪ Existing peak period (AM, PM, weekend) vehicular trip generation at all publicly accessible WUS entrances; ▪ Existing peak period trip generation at pick-up/drop-off zones at or adjacent to WUS; ▪ Existing peak WUS parking occupancy; ▪ Existing intercity bus vehicle trips using the bus facility; ▪ Existing tour/charter bus vehicle trips using the bus facility; ▪ Existing transit bus and hop-on/hop-off vehicle trips at Columbus Circle; ▪ Union Station Metrorail Station ridership; and ▪ Capital Bikeshare usage. ▪ The PMP Baseline Travel Demand Study to include the intersections anticipated to be adversely impacted by the Project in the FEIS as well as other intersections within a half-mile of WUS determined to warrant inclusion during the Scoping step. ▪ PMP Monitoring Studies to include performance targets or thresholds for data collection for the following metrics (may be refined during Scoping):	Increases in traffic volumes would result in increases in delay and queueing at multiple intersections.	During Project Engineering & Design, Construction, and Operation.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ Increases in peak period vehicular trip generation at station access points; ▪ Increases in pick-up/drop-off activity in designated zones; ▪ Increases in Metrorail ridership; ▪ Peak parking occupancy; ▪ Intercity bus vehicle trips using the 39-slip facility; ▪ Tour/charter bus vehicle trips using the 39-slip facility; ▪ Days tour/charter buses and number of vehicle trips using the 15-space deck-level area; ▪ Days intercity buses and number of vehicle trips using the 15-space deck-level area; ▪ Transit and hop-on/hop-off bus vehicle trips using the center lanes in front of WUS; and ▪ Traffic analysis metrics, including volume/capacity ratio, LOS, delays, and queue increases. ▪ Specific mitigations strategies to be agreed upon between USRC and DDOT based on the result of the monitoring and whether targets or thresholds have been exceeded by a pre-determined amount. Strategies may include measures to incentivize the use of non-auto modes to travel to or from WUS as well as improvements at specific intersections, including, for instance: ▪ Turning movement restrictions; ▪ Alternative signal phasing; ▪ Signal timing adjustments and optimization; ▪ Geometry modifications or travel lanes reconfiguration; ▪ Traffic control device improvements, including modifications to existing traffic signals or new traffic signals where warranted; ▪ Pedestrian crossing safety treatments, including markings, signs, beacons, or raised crossings; ▪ Sidewalk widening or enhancement; and ▪ On-street parking restrictions. ▪ **USRC** to be responsible for the design, permitting, and installation of the agreed-upon improvements, subject to DDOT approvals. ▪ Items #28c through 28g below to be reviewed and refined, as needed, based on the results of the PMP.		

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
28b	▪ **USRC** to coordinate with the U.S. Government Publishing Office (GPO) to open up currently closed sections of First Street and G Street NW to public access and to fund costs associated with this opening to meet GPO requirements and requirements for public access.		During Project Engineering & Design.
28c	▪ **USRC** to perform a signal and mobility study of the portion of the Study Area encompassing Study Intersections 13 (North Capitol Street/Massachusetts Avenue), 19 (North Capitol Street/E Street), 20 (Louisiana Avenue/D Street NW), and 21 (Louisiana Avenue/North Capitol Street) to identify how changes to signalization could improve operations. ▪ **USRC**, in coordination with DDOT, to install study-identified improvements and support DDOT signalization changes.		During Project Engineering & Design, Construction, and Operation.
28d	▪ **USRC** to coordinate with the private air rights developer on strategies for traffic distribution and circulation to improve traffic conditions on H Street, as needed and possible. ▪ **USRC**, in coordination with the private air rights developer, to design and install wayfinding and other measures to improve traffic distribution on H Street.		During Project Engineering & Design, Construction, and Operation.
28e	▪ **USRC** to participate in DDOT's mobility study for the North Capitol Street corridor to understand how Project and DDOT policies and strategies could reduce congestion along the North Capitol Street corridor. USRC to provide technical support and information on future WUS operations to inform the study's recommendations.		During Project Engineering & Design.
28f	▪ **USRC** to advance facility design that implements internal wayfinding prioritizing transit access and balancing pick-up and drop-off demand across different locations based on congestion; this wayfinding to be provided through static and variable signage.		During Project Engineering & Design.
28g	▪ **USRC**, in coordination with DDOT, to develop external wayfinding to reduce turn pressures on congested intersections, including, as appropriate, static and variable signage on the Center Leg Freeway to direct traffic to appropriate locations. USRC to design, permit, and install the agreed-upon wayfinding.		During Project Engineering & Design, Construction, and Operation.
28h	▪ **USRC** to allot sufficient resources to implement identified mitigations.		During Project Engineering & Design, Construction, and Operation.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
28i	▪ On a case-by-case basis, **USRC**, in coordination with DDOT, to look for opportunities within each traffic mitigation approach to inform and involve the Section 106 PA Signatories and relevant Consulting Parties on a case-by-case basis: see also Item #41.		During Project Engineering & Design, Construction, and Operation.
29a	▪ **USRC** to incorporate a Truck Traffic Plan into the *Integrated Construction Transportation Management Plan* (see #12) that identifies ways to avoid impacts of truck traffic on residential neighborhoods. The Truck Traffic Plan to be coordinated with DDOT. Affected Advisory Neighborhood Commissions (ANCs) to be given an opportunity to comment on it. The Truck Traffic Plan to be consistent with District commercial vehicle regulations and oversize permitting requirements and make use of DDOT routing tool, as needed.[6] ▪ See also Items #39a and 39b.	During excavation, up to 120 daily construction trucks would enter and exit the site.	During Final Design and Construction.
29b	▪ **USRC** to coordinate with **Amtrak** to evaluate and maximize to the extent practicable the use of work trains instead of dump trucks to haul away excavation spoil during construction. This approach would substantially eliminate the work truck traffic associated with excavation. Typical construction truck traffic is to be addressed by the Truck Traffic Plan (see Item #29a).		During Final Design and Construction.
30	▪ **USRC** to coordinate with DDOT and the new owner, transferee, or lessee of the Federal air rights to follow required transportation demand management practices to reduce traffic activity associated with the development of the Federal air rights through the CTR process.	Potential Federal air rights development would generate additional vehicular activity.	Post Construction.
Land Use, Land Planning, and Property			
36	▪ **USRC** to ensure that the acquisition of the privately owned air rights needed to construct the Project is conducted in accordance with the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended.	Need to use approximately 2.9 acres of private air rights for Project elements.	During Project Engineering & Design.
Noise and Vibration			
37a	▪ **USRC** to require the construction contractor to prepare and implement a *Construction Noise and Vibration Control Plan*. The plan to:	General construction noise and vibration.	During Final Design and Construction.

[6] DDOT. *Commercial Vehicles.* Accessed from https://ddot.dc.gov/service/commercial-vehicles. Accessed on March 11, 2023.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ Include detailed predictions of construction noise and vibration levels; requirements for conducting construction noise and vibration monitoring; and, if necessary, detailed approaches to mitigate potential construction-period noise and vibration impacts. ▪ Set acceptable vibrations limits and address the need for a pre-construction crack survey, install crack detection monitors, and conduct vibration monitoring. ▪ Define a process to alert the contractor of any limit exceedances and implement corrective actions. ▪ Contain a public engagement plan specifying measures that will be implemented to inform neighbors and other relevant parties (including as required by the Section 106 Programmatic Agreement [PA]) of anticipated noisy activities, noise or vibration level projections and exceedances, and measures to be taken to remedy these exceedances. ▪ At a minimum, include the following measures, unless equivalent but more Project-or location-specific measures are identified during the preparation of the plan: - Ensuring equipment is properly functioning and equipped with mufflers and other noise-reducing features. - Locating especially noisy equipment as far from sensitive receptors as possible. - Using quieter construction equipment and methods, as feasible. - Using noise control measures along construction paths such as temporary noise barriers, portable enclosures for small equipment (such as jackhammers and concrete saws). - Replacing back up alarms with strobes if and as allowed by Occupational Safety and Health Administration (OSHA) regulations. - Maintaining smooth truck route surfaces within and next to the Project Area. - Establishing and implementing procedures to maintain robust communications with neighbors. ▪ See also Items #38 and 39a.		

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
37b	▪ If warranted by the projections in the *Construction Noise and Vibration Control Plan*, **USRC** to require the construction contractor to construct a temporary noise wall approximately 12 feet tall along the perimeter of the Project Area where there are no adjacent buildings.		During Construction.
38	▪ **USRC** to require that the *Construction Noise and Vibration Control Plan* (see Item #37a): ▪ Include an assessment of the buildings at risk to determine the appropriate threshold applicable to each based on its type of construction and condition. Such buildings to include at a minimum: Washington Union Station, Railway Express Agency (REA) Building, City Post Office (Postal Museum), and Kaiser Permanente Medical Center. ▪ Define measures to be taken to minimize the risk of damage to the buildings at risk based on these thresholds. As warranted by the assessment and projections in the plan, and as technically feasible, alternative construction methods to be implemented may include, but are not limited to, the following: - Using a hydromill instead of a clam shovel for slurry wall construction when working close to a building. - Using push-in type sheeting equipment rather than vibratory equipment to install sheet-pile walls. - Using sonic drill rigs instead of traditional drill rigs.	Risk of structural damage to buildings from construction vibration.	During Final Design and Construction.
39a	▪ **USRC** to require in the *Construction Noise and Vibration Control Plan* (See Item #37a) that, when there is a choice, construction trucks use those truck routes with the fewest residential receptors. ▪ See also Item #29a.	Annoyance from construction trucks.	During Final Design and Construction.
39b	▪ **USRC** to require that the *Construction Noise and Vibration Control Plan* limit truck speeds or direct trucks to use the travel lanes farthest from receptors on multi-lane roads such as New York Avenue. ▪ See also Item #29a.		During Final Design and Construction.
	Cultural Resources		
41	▪ **USRC** to implement the mitigation stipulations outlined in the Project's Programmatic Agreement (PA) to resolve the known adverse effects of the Project on historic properties in accordance with 36 CFR § 800.14(b)(1)(ii). The Final PA is	Mitigates adverse effects on WUS, WUS Historic Site, REA Building, and potential adverse	During Project Engineering,

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	available in **Appendix F4** of the FEIS. Measures stipulated in the PA include (the following bullets are brief summaries; refer to the PA for the complete stipulations): ▪ To the extent authorized by law, prior to any transfer of air rights property out of Federal ownership, FRA to include a historic preservation covenant in the transfer instrument to be recorded in the real estate records of the District of Columbia. ▪ USRC, in consultation with the PA Signatories, to develop and comply with one set of Design and Planning Guidelines that are tailored to and guide the future design and review of the Project and the future design and review of the potential development within the Federally owned air rights. ▪ USRC, in consultation with the PA Signatories, to establish and implement a Design Review process to review specified phases of the Project's architectural design. ▪ Prior to 60 percent design or the initiation of any demolition, construction, or ground-disturbing activity, USRC to complete the documentation of the WUS Historic site in accordance with the *Secretary of the Interior's Guidelines for Architectural and Engineering Documentation* for inclusion in the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER). ▪ USRC, in consultation with the PA Signatories, to prepare and implement an Architectural Salvage Plan to identify and salvage historic materials and elements that contribute to the WUS Historic Site and must be removed to construct the Project. ▪ USRC to interpret the history, evolution, and significance of the WUS Historic Site from its prehistory, its construction, and its continued and future use. In consultation with the PA Signatories and Consulting Parties, USRC to develop and implement an Interpretation Plan that identifies the most appropriate methods for interpretation. ▪ USRC, in coordination with FRA, to prepare a National Register of Historic Places (NRHP) Nomination Form for the WUS Historic Site, based on the Determination of Eligibility Form for the WUS Historic Site finalized in 2019.	effects on the City Post Office (Postal Museum). Avoids adverse effects to other historic properties in the Area of Potential Effects.	Construction, and Operation.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	▪ USRC, in consultation with the PA Signatories, to prepare and implement a Historic Properties Construction Protection and Signage Plan to protect against, monitor for, and manage construction-related effects on identified historic properties during Project Implementation. ▪ USRC to require the construction contractor to prepare and implement a Construction Noise and Vibration Control Plan that incorporates an assessment of buildings (including historic properties) at risk of structural damage from construction vibration, as identified in the SDEIS and FEIS. ▪ USRC to require the construction contractor to prepare and implement an integrated Construction Transportation Management Plan that aims to provide safe passage for pedestrians, cyclists, and vehicular traffic around a construction site with as little inconvenience, impact, and delay as possible. USRC also to work with DDOT to identify traffic mitigation approaches to address congestion at the most impacted intersections in the transportation study area. ▪ USRC, in consultation with the PA Signatories, to prepare a feasibility study that identifies and evaluates a range of projects to rehabilitate the historic station building. ▪ Prior to 30 percent design or prior to any ground disturbing activities, USRC to complete a Phase IB archaeological identification and survey. If archaeological sites are identified in the Phase IB, prior to any ground-disturbing activities, USRC to consult with the District's State Historic Preservation Officer (SHPO) on the need to complete one or more Phase II survey(s) to evaluate NRHP eligibility of any intact archaeological resources and determine if there is an adverse effect on a historic property. If adverse effects on NRHP-eligible archaeological historic properties are identified, USRC, in consultation with the PA Signatories, to either propose a minimization and/or Phase III recovery plan or commensurate strategy agreed upon by SHPO; or propose a resource-specific Memorandum of Agreement or amendment to the PA to resolve the adverse effects. ▪ If a previously undiscovered archeological or cultural resource that is or could reasonably be a historic property is encountered or a previously known historic property would be affected in an unanticipated manner during construction,		

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	USRC to follow the Unanticipated Discovery or Effect to Cultural Resources procedures specified in the PA.		
	Social and Economic Conditions		
43	▪ **USRC** to identify new funding sources sufficient, at a minimum, to ensure the continued preservation and maintenance of the historic station building.	Loss of WUS revenue from parking.	During Project Engineering & Design, Construction, and Operation.
	Safety and Security		
46	▪ **USRC** to develop a *Construction Safety and Security Plan* for the Project. This plan to include procedures to screen people, equipment, and goods, and to reduce the risk of injury to workers, passengers, and passers-by from construction activities. May also include background checks for contractors and their employees.	Public safety and security threats during construction.	Final Design and Construction.
47	▪ **USRC** to require the construction contractor to ensure that the movement of heavy motorized equipment and trucks in and out of the construction site is through designated access points and designated truck routes only; use flaggers as needed to prevent conflicts between trucks and street traffic; and ensure that construction-related traffic proceed in compliance with applicable speed limitations and other District traffic laws.	Public safety risks from construction traffic.	During Construction.
48	▪ During column removal work within WUS, **USRC** to require the construction contractor to close off the portions of the historic station building where the column removal work is conducted from the areas remaining accessible to the public or to station or Amtrak employees. Walls and partitions to be sufficient to provide fire protection at least equal to that provided by the existing floor and walls. Only authorized personnel to have access to the area.	Public safety risks from column removal work.	During Construction.
49	▪ **USRC** to ensure that the bus facility and structural deck are designed in accordance with the recommendations of the TVRA and in a manner that minimizes risks to adjacent development.	Potential Risks to WUS from bus facility integrated within the Deck Structure.	During Project Engineering and Design.
	Public Health, Elderly and Persons with Disabilities		
51a	▪ **USRC** to require the construction contractor to install temporary walls and partitions to close off the portions of the Retail and Ticketing Concourse where the	Construction impacts to transportation and mobility of	During Construction.

No.	Measure/Project Commitment	Impacts Addressed /Commitment Goal	Timeframe (To Start No Later Than)
	column removal work is conducted from the areas remaining accessible to the public or to station or Amtrak employees. These walls and partitions are to be sufficient to prevent the fumes from train operations in the tunnel, as well as dust from the demolition or construction work and emissions from construction equipment, from entering these areas. They will also provide adequate shielding from noise.	elderly or persons with disabilities.	
51b	▪ **USRC** to ensure that the construction contractor maintains accessibility during construction in compliance with ADA requirements and DDOT's *Pedestrian Safety and Work Zone Standards*, including avoiding or minimizing narrow passages, bottlenecks, or areas otherwise difficult for persons with disabilities or elderly persons with reduced mobility to navigate.		During Construction.
51c	▪ Outside WUS, **USRC** to require the construction contractor to provide protected pedestrian passages along with appropriate signage and compliant with the District's Safe Accommodation law. As appropriate, signs will be clear and concise and designed to communicate information to visually impaired as well as non-visually impaired persons. Where possible, audible direction will be provided. Pedestrian pathways will be kept clear of debris and obstructions, adequately drained, and provide adequate passing spaces. Pedestrian pathways will have detectable edges or channelizing equipment. Pedestrians will be protected from vehicular traffic with crash-worthy barriers. Barriers will be equipped with reflective material for delineation on the side exposed to traffic.		During Construction.
51d	▪ **USRC** to require the construction contractor to properly and clearly advertise lane closures, detours, alternative parking access, or use of metal plates to cover temporary trenches across roadways.		During Construction.
51e	▪ **USRC** to require the construction contractor to notify the owners and occupants of the Kaiser Permanente Medical Building of any planned road or sidewalk closures sufficiently in advance to allow them to publicize these disruptions to their patients and customers as appropriate. Temporary entrances or pathways will be clearly marked and advertised. ADA-compliant access to the building will be maintained at all times.		During Construction.

ES.14 What are the findings of the Section 106 consultation process?

FRA completed consultation for the Project in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations (36 CFR Part 800), which require Federal agencies to consider the impacts of their undertakings on historic properties. Section 106 regulations require that FRA identify historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) within the Project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, or mitigate any adverse effects; and consult with the District's State Historic Preservation Officer (SHPO), and other Consulting Parties throughout the Section 106 process.

In accordance with 36 CFR Part 800.5, and with SHPO concurrence, FRA determines the Preferred Alternative would have an adverse effect on the following historic properties:

- Washington Union Station
- Washington Union Station Historic Site
- REA Building

Construction of the Preferred Alternative also has the potential to alter characteristics of the City Post Office (Postal Museum).

To resolve these adverse effects, FRA developed a PA among FRA, SHPO, the Advisory Council on Historic Preservation (ACHP), NCPC, FTA, USRC, and Amtrak (the Signatories) that defines conditions and stipulations that would mitigate, minimize, or avoid the Preferred Alternative's adverse effects on historic properties. FRA made the draft PA available for public and consulting party review along with the SDEIS from May 12 through July 6, 2023. FRA finalized and executed the PA after considering the comments received and further coordination with the PA Signatories. The PA is in **Appendix F4** of the FEIS.

ES.15 What are the findings of the Section 4(f) Evaluation?

Section 4(f) prohibits an operating administration of the Department of Transportation, including FRA, from approving a project that uses public parks and recreational lands; wildlife refuges; and public or private historic properties listed or eligible for listing in the NRHP unless it determines there is no feasible and prudent avoidance alternative to avoid the use and the project includes all possible planning to minimize harm to the resources, or the use meets the requirements for a *de minimis* impact.

FRA's *Procedures for Considering Environmental Impacts* (64 Federal Register [FR] 28545, Section 12, May 26, 1999, as updated by 78 FR 2713, January 14, 2013) outlines the Section 4(f) process that is applicable for this Project. FRA applied Section 4(f) implementing regulations at 23 CFR Part 774 in preparing this Section 4(f) evaluation.

The Preferred Alternative would result in the use of the following three Section 4(f) properties:

- Washington Union Station
- Washington Union Station Historic Site
- REA Building

FRA found that there is no feasible and prudent alternative to the use of Section 4(f) properties for the Project. FRA and USRC as the Project Sponsor committed to minimizing the harm to these resources associated with Project by implementing the measures of the Section 106 PA. The Preferred Alternative would cause the least overall harm in light of Section 4(f)'s preservation purpose in comparison to the other Project alternatives considered.

ES.16 What is FRA's Decision?

FRA selected the Preferred Alternative (Alternative F) as the Selected Alternative for the Project based on a thorough and careful consideration of the potential short-term and long-term benefits and impacts of this alternative; mitigation of those impacts; and public and agency comments. FRA weighed and balanced the environmental effects associated with the Preferred Alternative against those associated with the other alternatives considered, including the No-Action Alternative. Considering these factors, FRA determined that, on balance, the adverse environmental impacts associated with the Preferred Alternative are similar to or less substantial than the impacts associated with the other alternatives considered, including the No-Action Alternative. Although in the short term the No-Action Alternative would have somewhat lesser impacts on the environment than the Preferred Alternative, the beneficial impacts that the Preferred Alternative would have on transportation outweigh the adverse impacts that would result from implementing it.

FRA also found that the Preferred Alternative satisfies the Project's Purpose and Need. Specifically, the Preferred Alternative would support current and future long-term growth in rail service and operations; achieve compliance with the 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 Preferred Alternative would address the need to improve rail capacity, reliability, safety, efficiency, accessibility, and security for both current and future long-term railroad operations at WUS.

ES.17 What is FTA's Decision?

FTA accepted FRA's invitation to become a cooperating agency pursuant to 23 CFR § 771.111(d) and participated in the NEPA process beginning with the NEPA scoping period. Potential future financial assistance for the Project could be provided by FTA; therefore, FTA is adopting 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).

FTA participated in the NEPA process and reviewed the FEIS and other NEPA documentation for the Project. Based on participation and review of the NEPA documentation, FTA determined that the supporting documentation fulfills FTA's NEPA requirements pursuant to 23 CFR Part 771 and other applicable environmental regulations.

ES.18 Organization of the FEIS

Table ES-5 outlines the contents of the FEIS/ROD.

Table ES-5. Contents of the FEIS/ROD

Chapter	Title	Topic
1	Introduction	This chapter introduces the Project and Project setting; provides background and historical information about the Project; identifies FRA as the lead Federal Agency; and lists the Cooperating Agencies.
2	Purpose and Need	This chapter documents the Purpose of the Project, and the Needs the Project proposes to address.
3	Alternatives	This chapter describes the alternatives analyzed in the FEIS. The chapter also summarizes the multi-step alternatives development and evaluation process FRA conducted during the NEPA process.
4	Affected Environment	This chapter documents the environment that the Project may potentially affect.
5	Environmental Consequences	This chapter presents the potential impacts of the No-Action Alternative and the Preferred Alternative.
6	Final Section 4(f) Evaluation	This chapter evaluates the Project in compliance with Section 4(f) of the Department of Transportation Act of 1966.
7	Mitigation Measures and Project Commitments	This chapter identifies the measures that will be implemented along with the Project to avoid, minimize, or mitigate adverse impacts and applicable permit requirements
8	Public Involvement and Agency Coordination	This chapter summarizes the steps taken to inform and obtain input from the public and relevant Federal and District agencies throughout the NEPA process.
9	Distribution of the FEIS/ROD	This chapter lists the elected officials, agencies, and organizations that received notice of the publication of the FEIS/ROD.
10	References	This chapter lists the documents and publications referenced in the FEIS.
11	Glossary	This chapter provides the definition of technical terms used in the FEIS.
12	Preparers	This chapter identifies the persons involved in the preparation of the FEIS.
13	Record of Decision	This chapter contains the ROD documenting FRA's decision.