

Section 106 Consulting Parties Meeting

Washington Union Station Expansion Project

Monday, March 28, 2016
Columbus Room, Union Station



US Department of Transportation – Federal Railroad Administration

Meeting Agenda:

1. Welcome
2. Introductions
3. “How we got here” & Project overview
4. Section 106 process and proposed approach for WUS Expansion Project
5. Coordination of Section 106 and NEPA/EIS
6. Moving Forward: Discuss schedule for consulting parties’ participation
7. Questions and discussion



Introductions

Federal Railroad Administration (FRA)

Owner of Washington Union Station (WUS), Lead Federal Agency for Section 106 and NEPA process

Lead Section 106 Consultants

Beyer Blinder Belle Architects and Planners (BBB)

Union Station Redevelopment Corporation (USRC)

Project Proponent, public steward, and nonprofit station complex landlord

Amtrak

Intercity and commuter rail infrastructure owner and operator

Union Station Redevelopment Corporation (USRC)

Founded in 1983 as stewards of the Station,
entrusted to protect the station's history while developing its future.

Board of Directors

Federal City Council

Federal Railroad
Administration

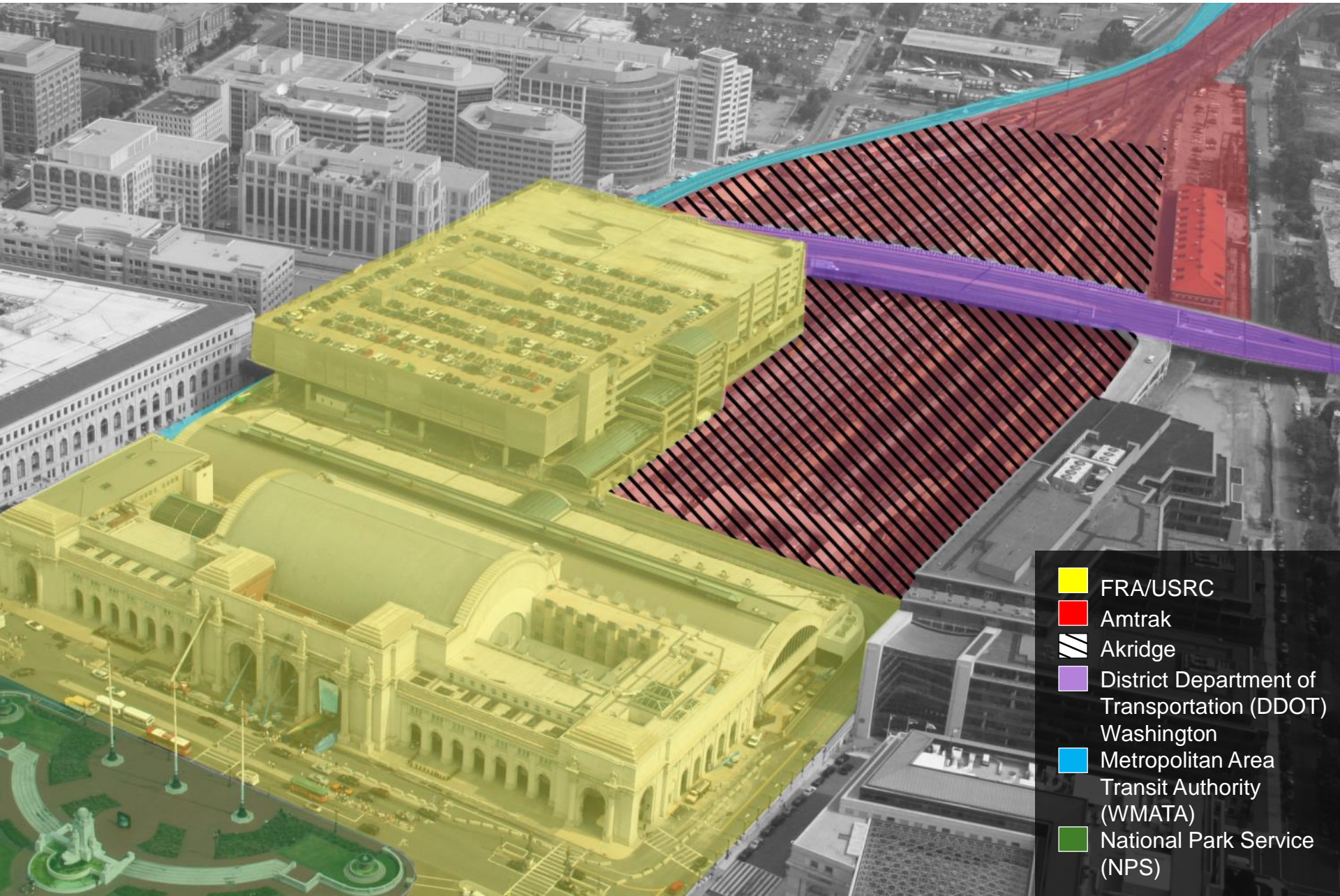
US Dept. of
Transportation
(Chair)







Amtrak

District of Columbia
Mayor

USRC
Est. 1983
by USDOT
501c3

Controlling Interests



-  FRA/USRC
-  Amtrak
-  Akridge
-  District Department of Transportation (DDOT)
-  Metropolitan Area Transit Authority (WMATA)
-  National Park Service (NPS)

How did we get here?

2012

- Washington Union Station Master Plan vision published
- Existing Conditions Study completed
- Historic Preservation Plan completed
- Terminal Infrastructure Planning underway
- H Street Bridge design work initiated
- Passenger Concourse Modernization Project underway

2016

The Washington Union Station Expansion Project

The Union Station Redevelopment Corporation (USRC) in coordination with Amtrak is proposing to **expand and modernize Washington Union Station**, the National Capital Region's principal intermodal transportation hub

Overview of Project/Undertaking:

- Expand and modernize the multi-modal transportation facilities at Washington Union Station.
- Preserve the historically significant station building.
- Increase station capacity to accommodate anticipated growth in passenger traffic and railroad operations.
- Ensure compliance with the 2006 U.S. DOT Americans with Disabilities Act of 1990 (ADA) Standards for Transportation Facilities as well as security and life-safety standards.
- This will be achieved through reconstructing and expanding the rail terminal, constructing new concourses, and improving and expanding infrastructure and other supporting facilities.

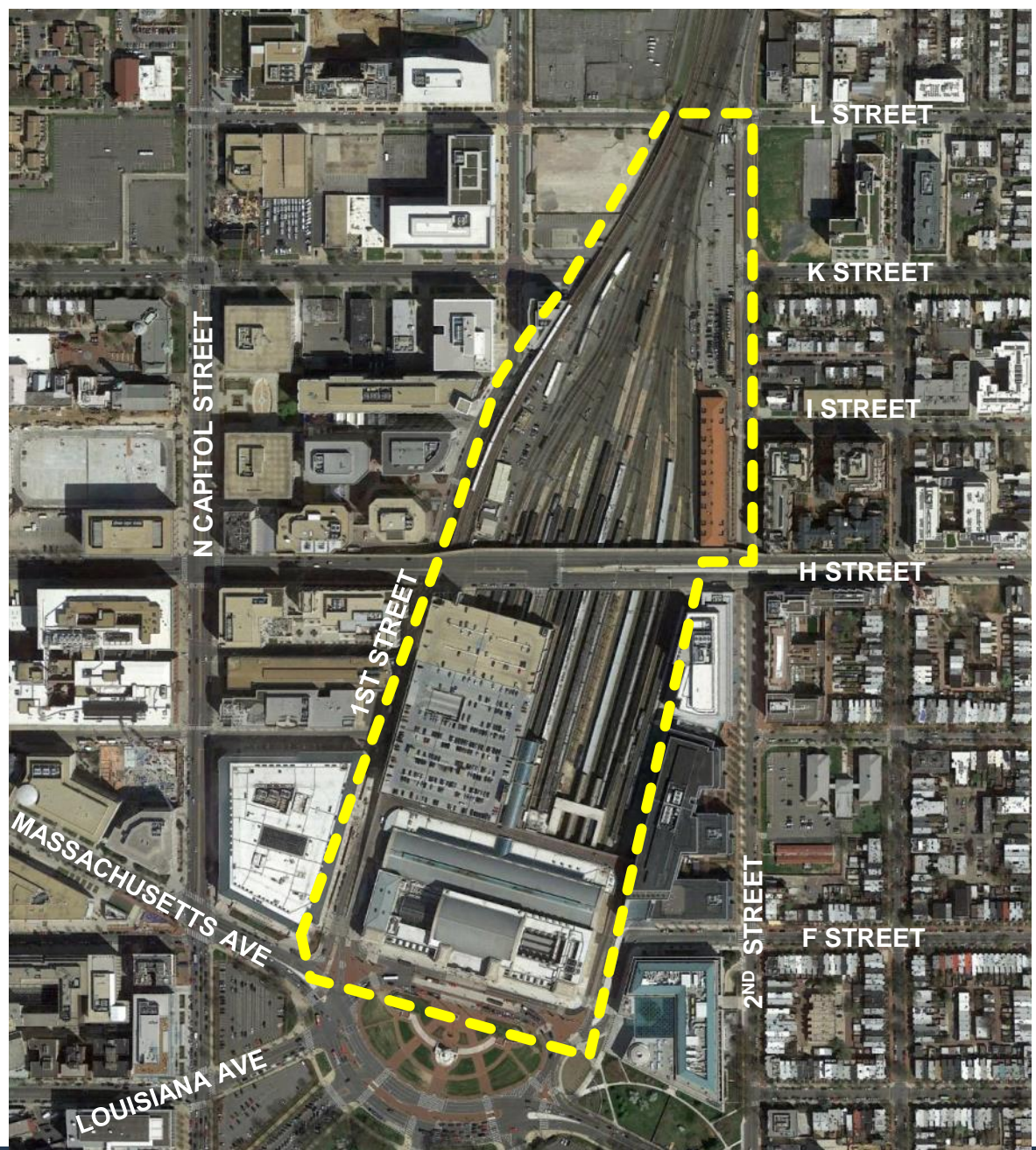


The Washington Union Station Expansion Project

- Provide a positive customer experience;
- Support current and future rail service and operational needs;
- Facilitate intermodal transportation;
- Preserve and maintain the historic station and its features;
- Sustain the economic viability of Washington Union Station; and
- Integrate with the adjacent neighborhoods, businesses, and planned development.



Approximate Project Site Area



Current Element Conditions



HISTORIC
STATION



CONCOURSE



TRACKS &
PLATFORMS



BUS
TERMINAL



TAXI

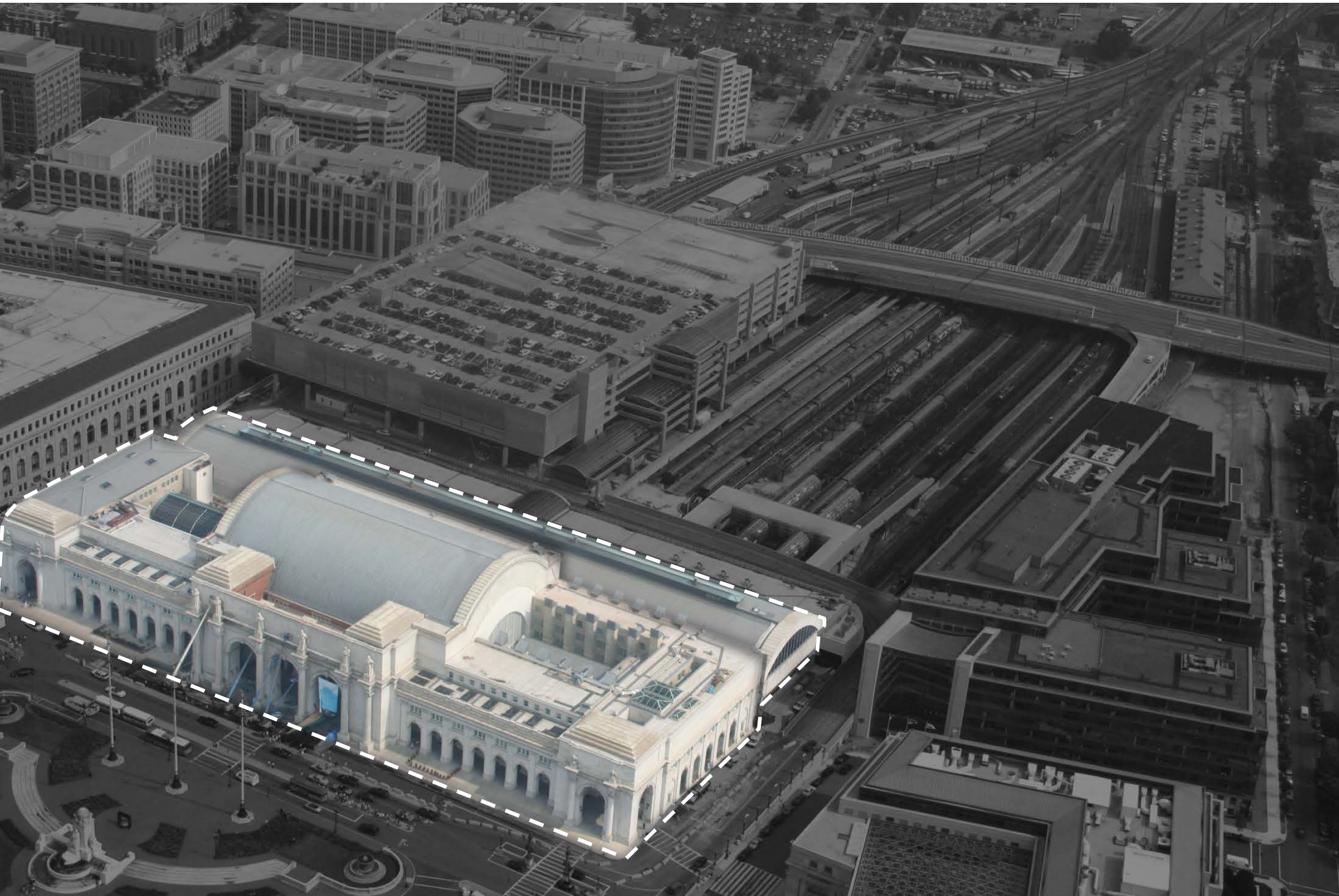


PARKING



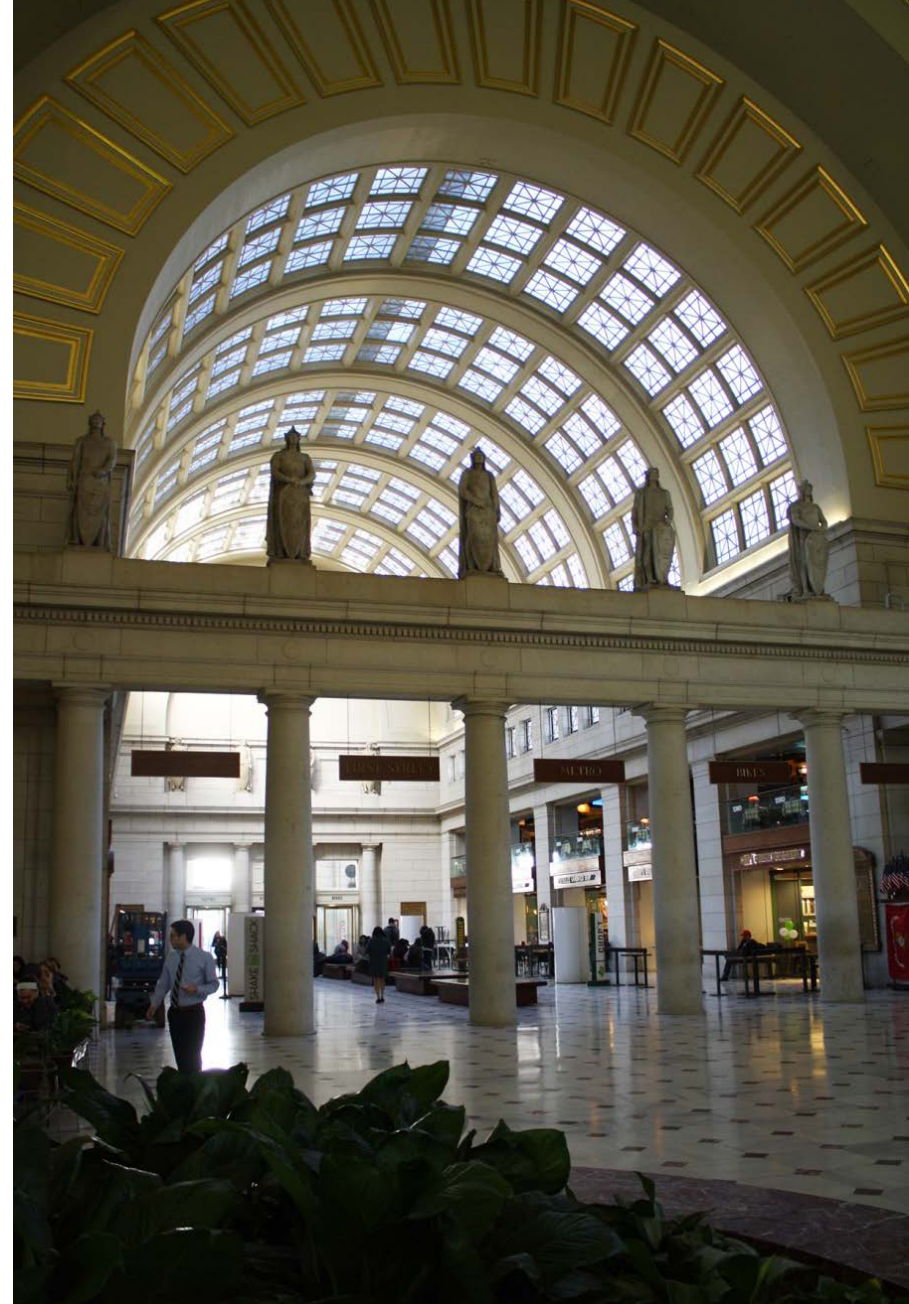
BIKE & PED ACCESS

Existing Historic Station

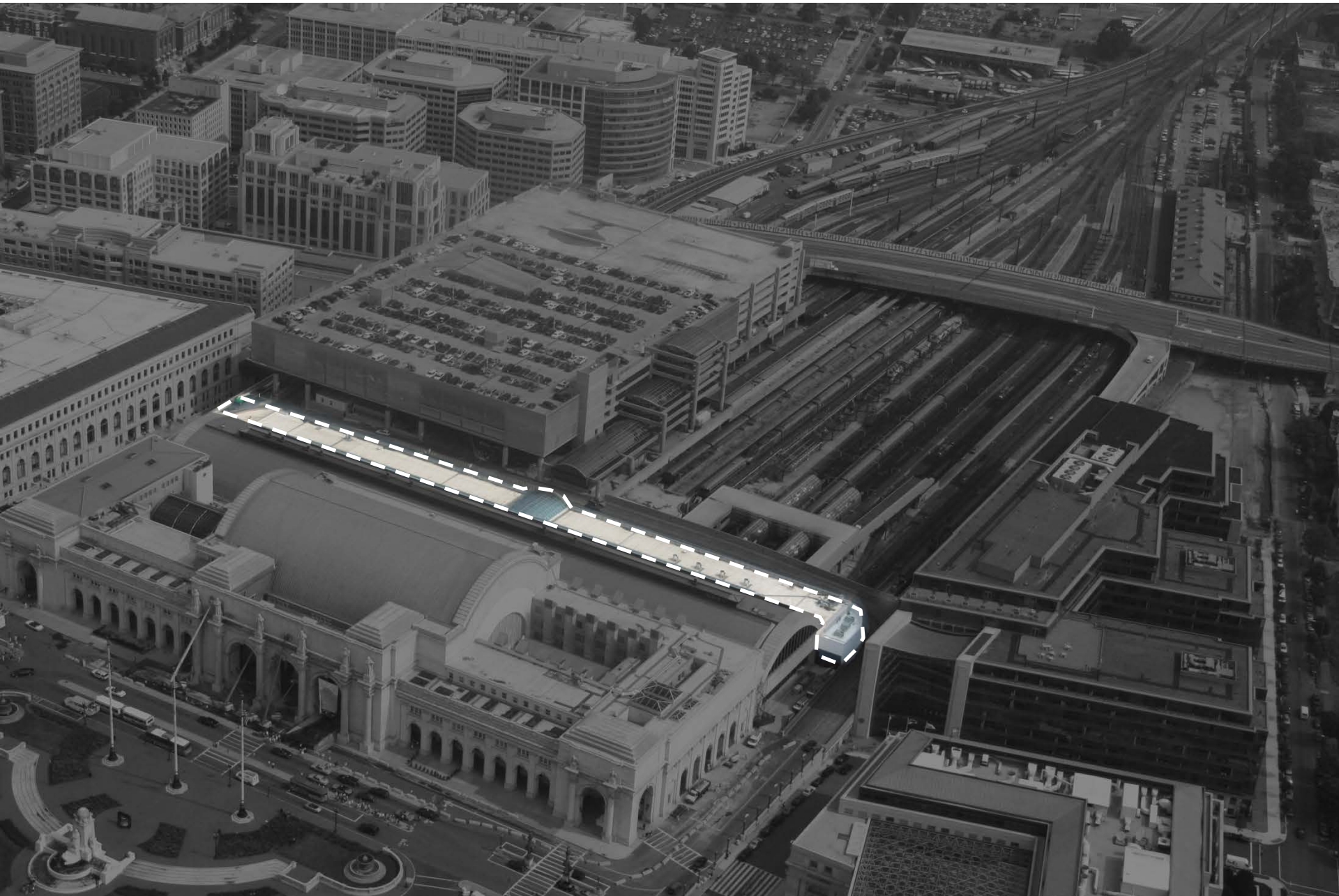


Existing Historic Station

- Listed on the District of Columbia Inventory of Historic Sites and the National Register of Historic Places
- Supports retail and office uses
- Provides access to Metrorail, Commuter and Intercity Rail

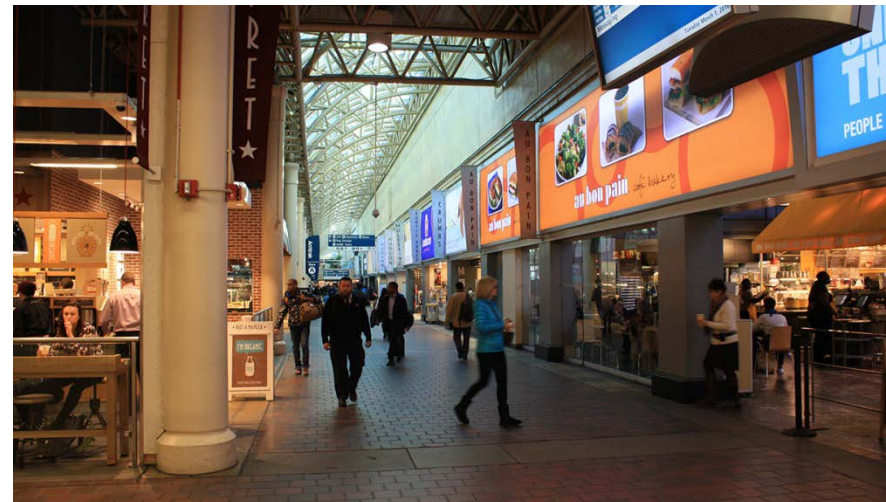


Existing Concourse

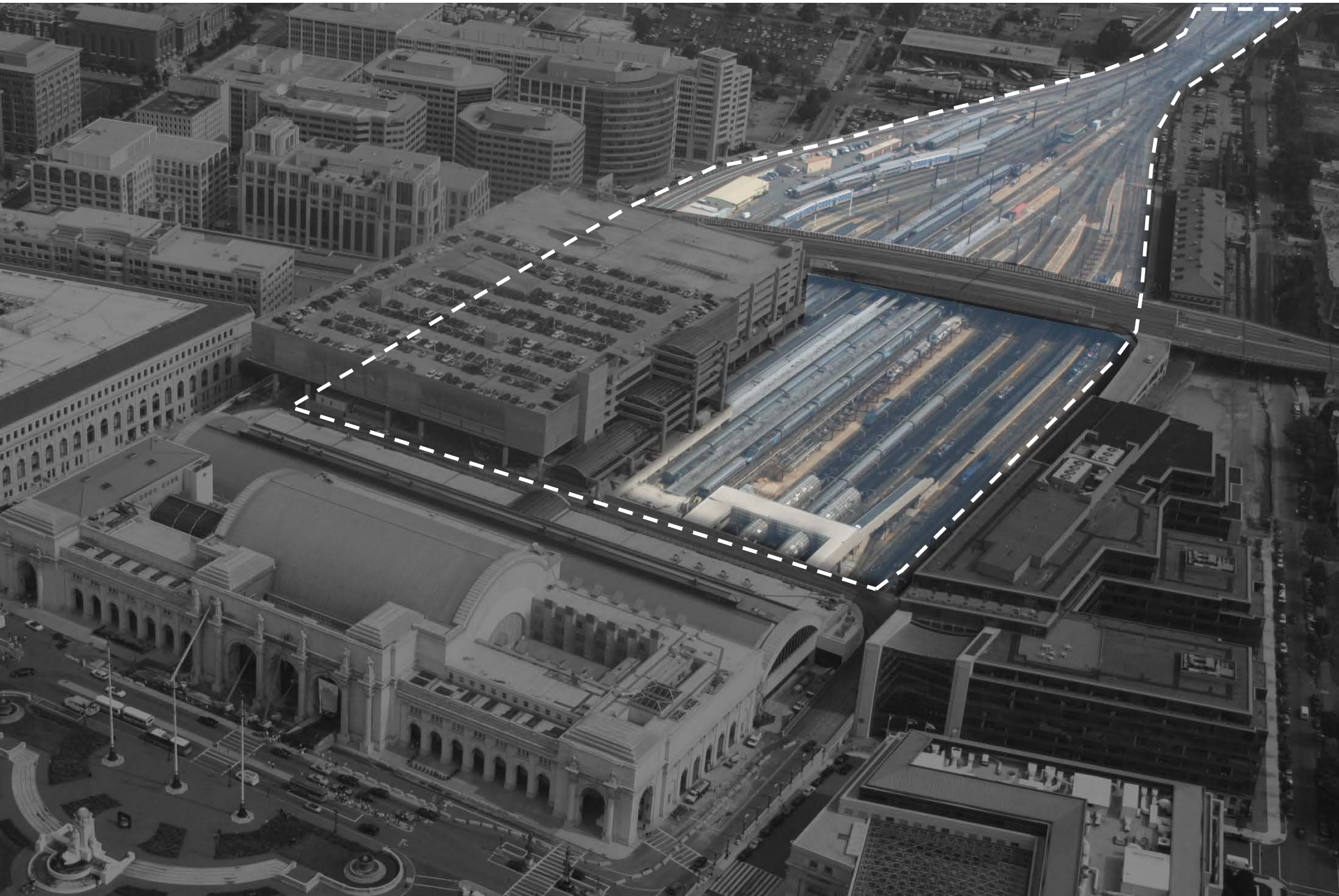


Existing Concourses

- Does not provide **intuitive movement** between transit modes
- **Congested** during peak periods (Near term Concourse Modernization Project will provide additional passenger space)
- Does not meet **projected ridership demand** (currently projected at up to 3 times the current ridership)



Existing Tracks and Platforms

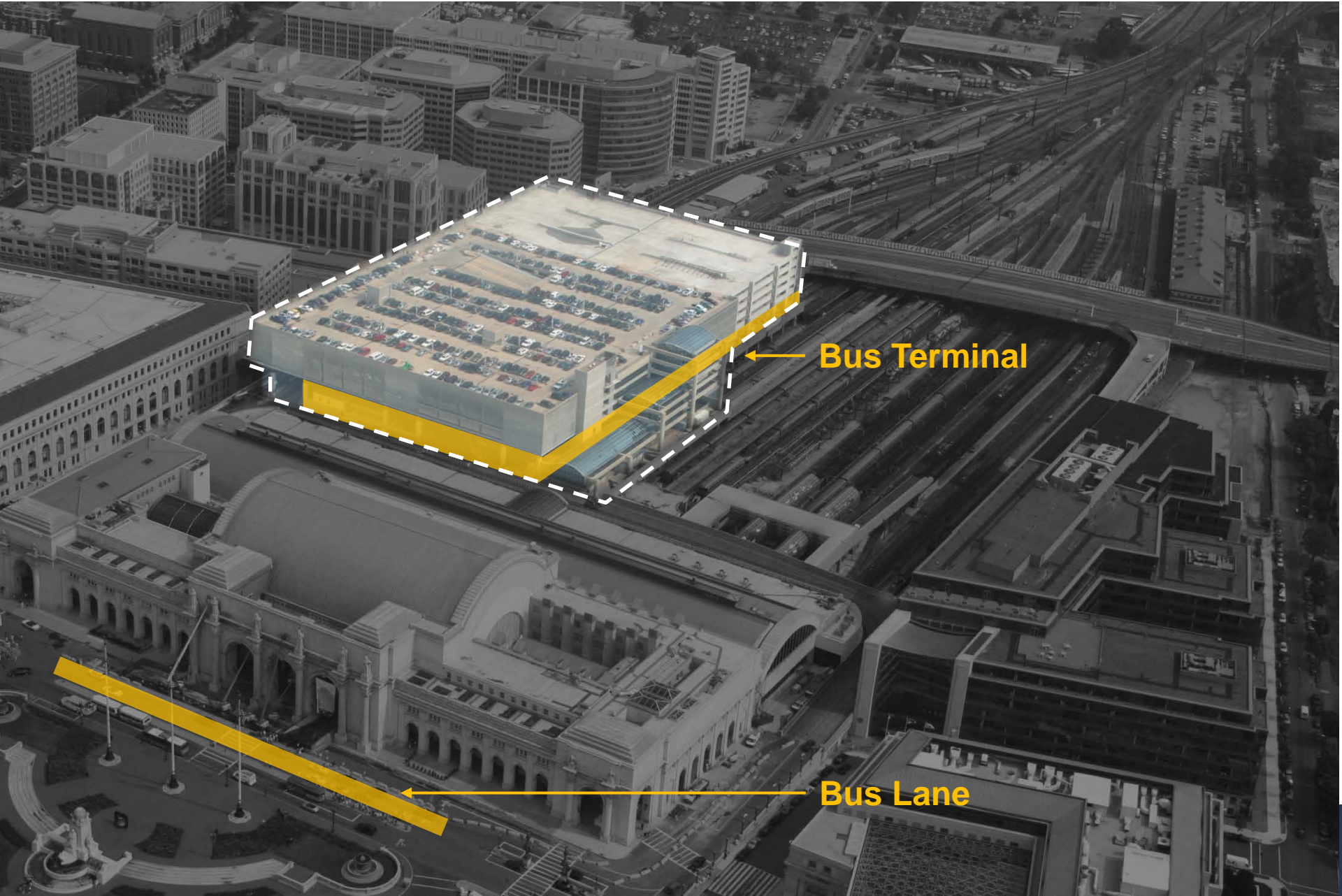


Existing Tracks and Platforms

- The current configuration **limits operational efficiencies**
- **Platforms are narrow** and can become congested by passengers while accessing trains
- Some platforms **do not comply with Americans with Disabilities Act (ADA)** or emergency egress standards
- Platforms need to be **longer** to meet future train lengths



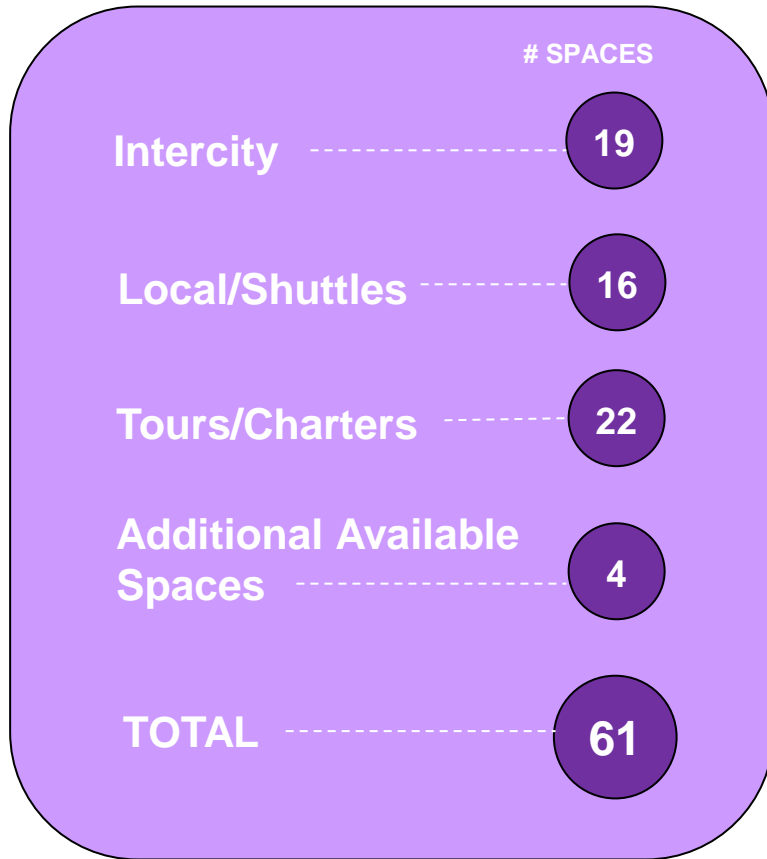
Existing Bus Terminal



Bus Terminal

Bus Lane

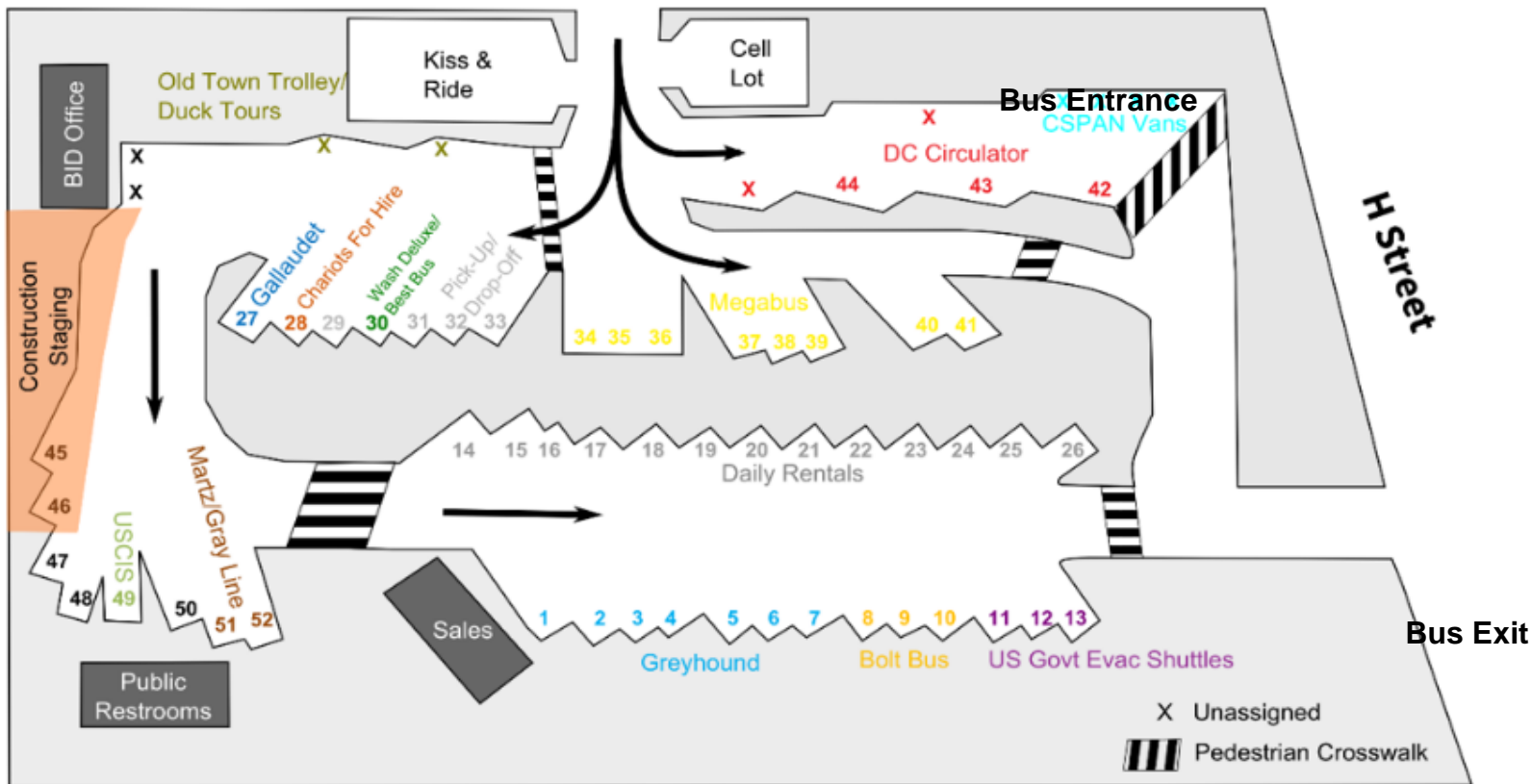
Existing Bus Terminal




- Bus usage at the station has **increased** in recent years
- Layout of bus parking spaces creates **pedestrian conflicts**
- Future operations should assume a more **dynamic management system**

Existing Bus Terminal

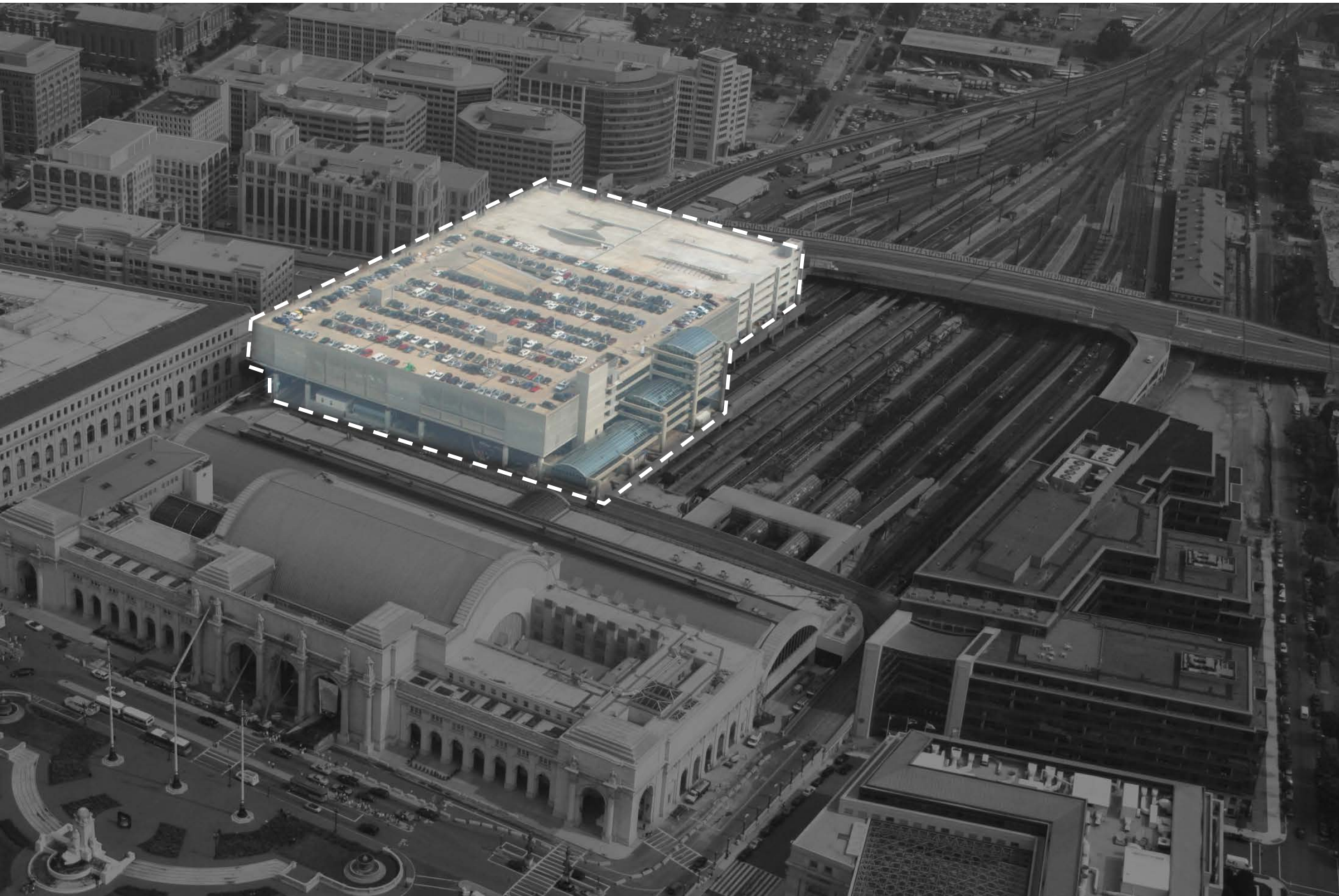
Additional short term bus parking



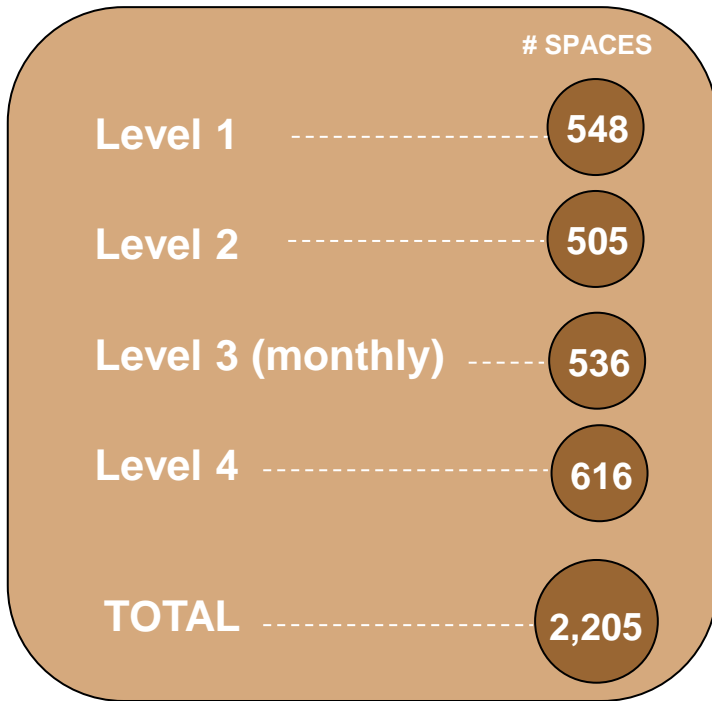
Foursquare ITP

 = Construction Staging Area was most recently used for the work to replace the escalators.

Existing Parking



Existing Parking



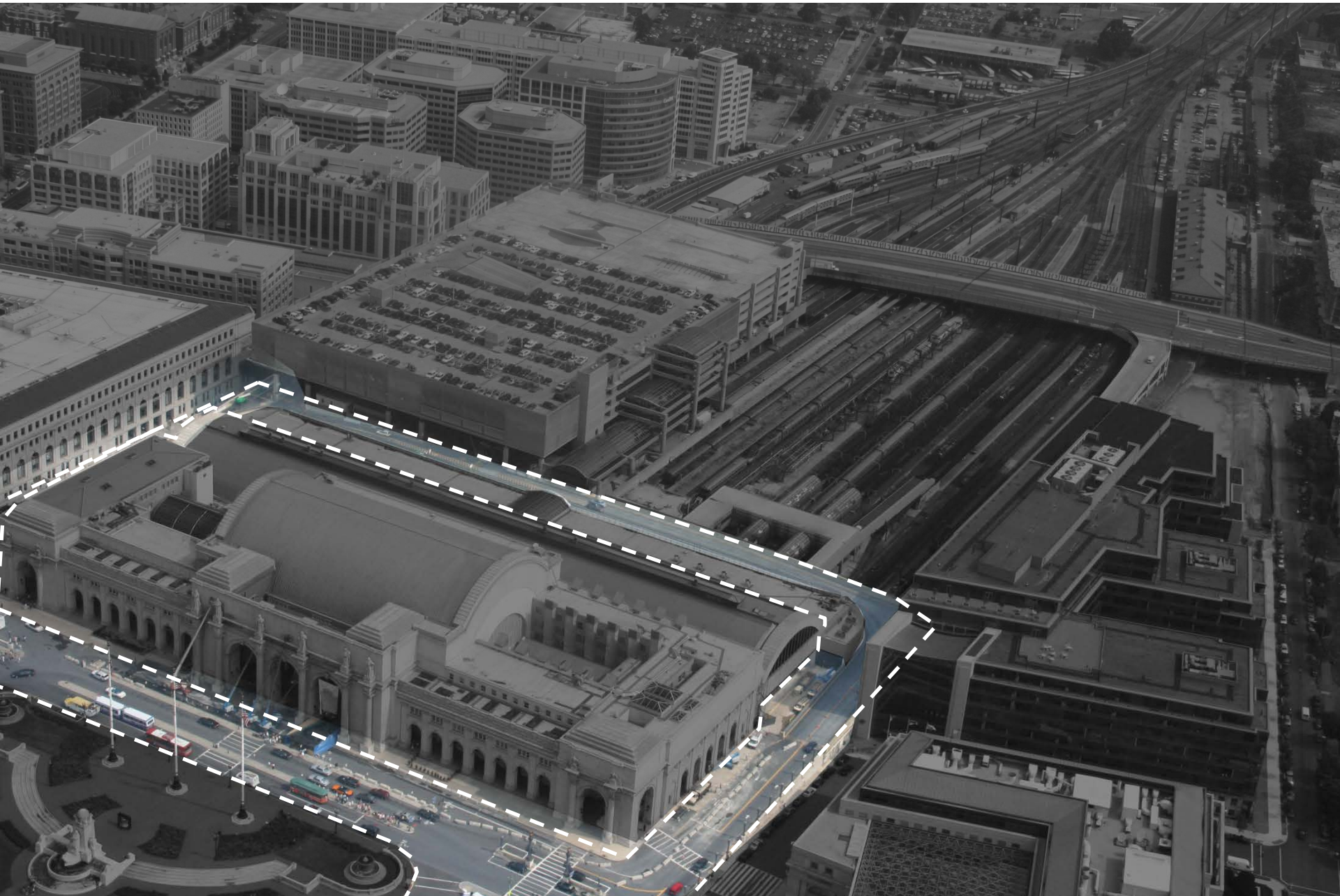
**Peak
Occupancy**
(Spring)

70-90%


The future parking requirement is estimated will be based on:


- **Existing occupancy**
- **Anticipated growth** in ridership and additional station uses
- **Shifts** in station access mode
- **Redeployment** of monthly spaces


Existing Taxi & Shared Ride



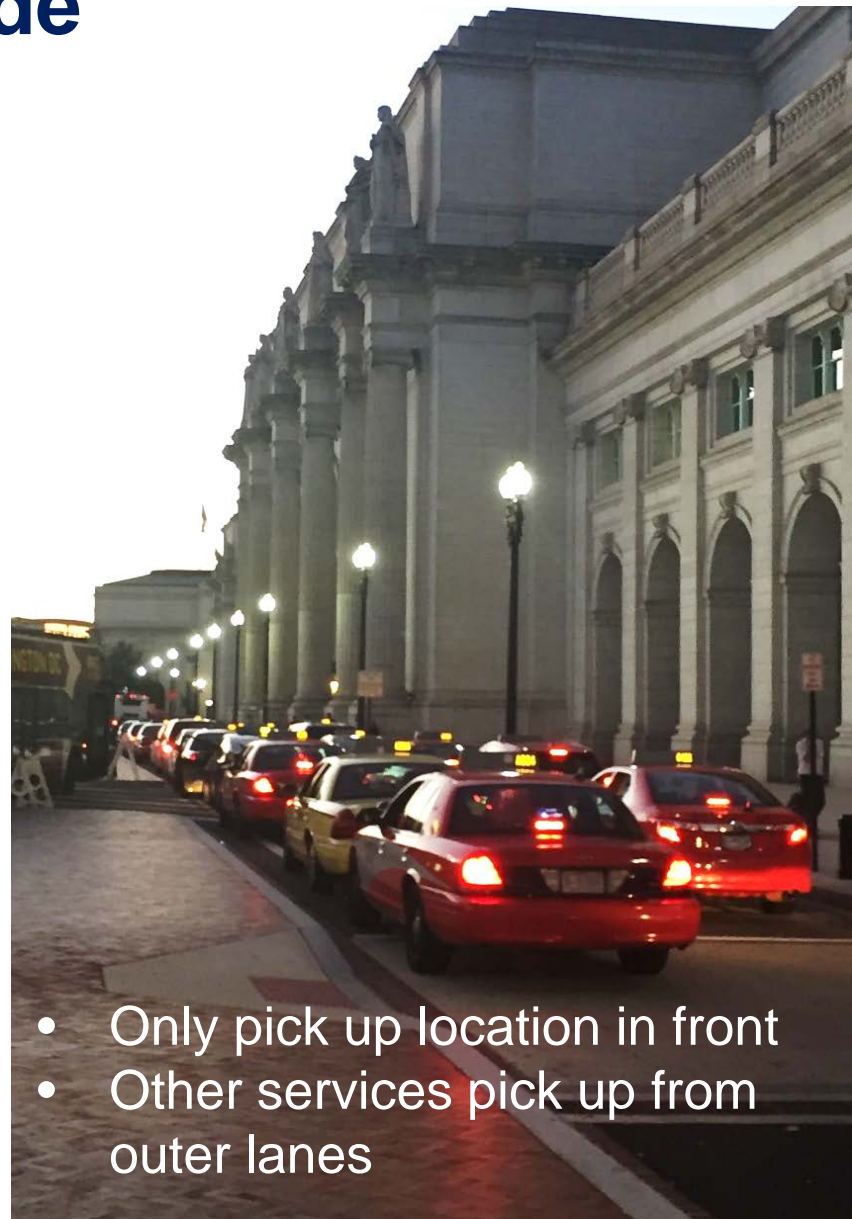
Existing Taxi & Shared Ride

Taxis processed during peak hour 275-290* 

of Taxis in Queue 75-90 

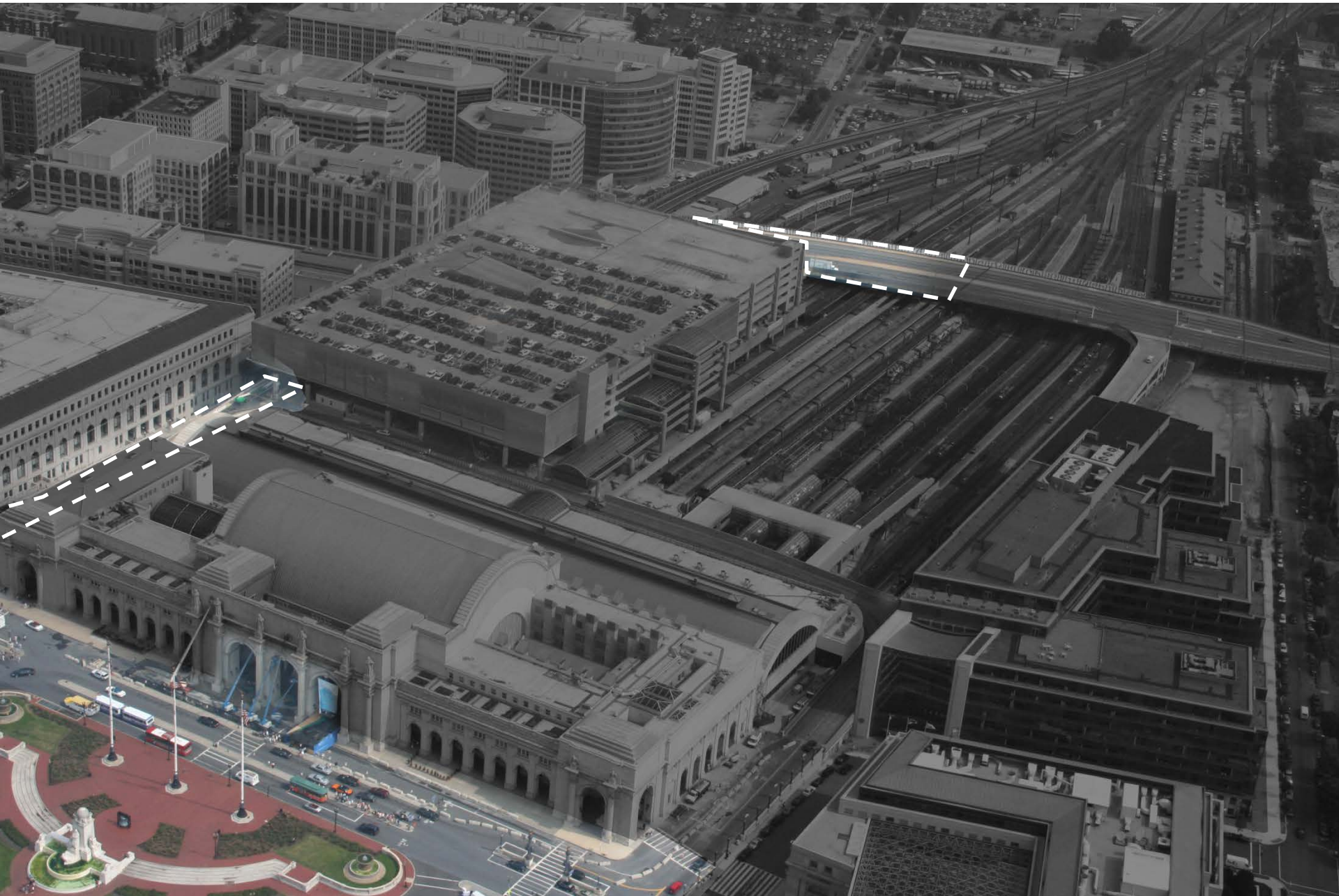
Taxi Queue time 30-45 

**Approximate Range*



- Only pick up location in front
- Other services pick up from outer lanes

Pedestrian and Bicycle



Pedestrian and Bicycle

- **Pedestrian, bike and vehicle conflicts** occur in several locations
- **Some areas are confusing** due to changes in treatment, multiple signals, and signs
- **Bike parking is often full** and the bike share facility is often empty





Examples of Project Elements

What are the project elements?



HISTORIC
STATION



CONCOURSE



TRACKS &
PLATFORMS



BUS
TERMINAL



TAXI



PARKING

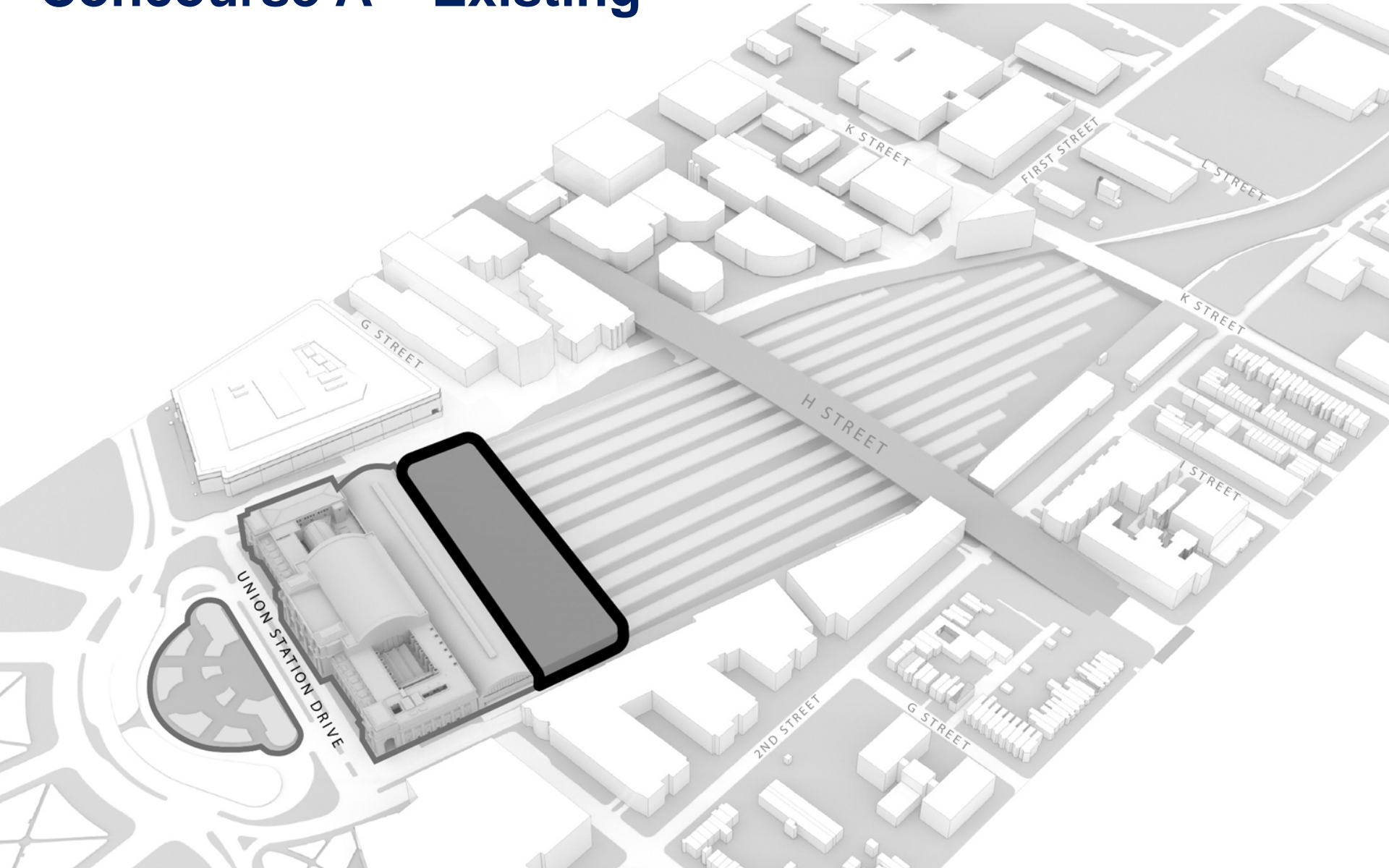


BIKE & PED ACCESS



TRAIN HALL

Concourse A – Existing



Concourse - Example

Bilmer station, The Netherlands

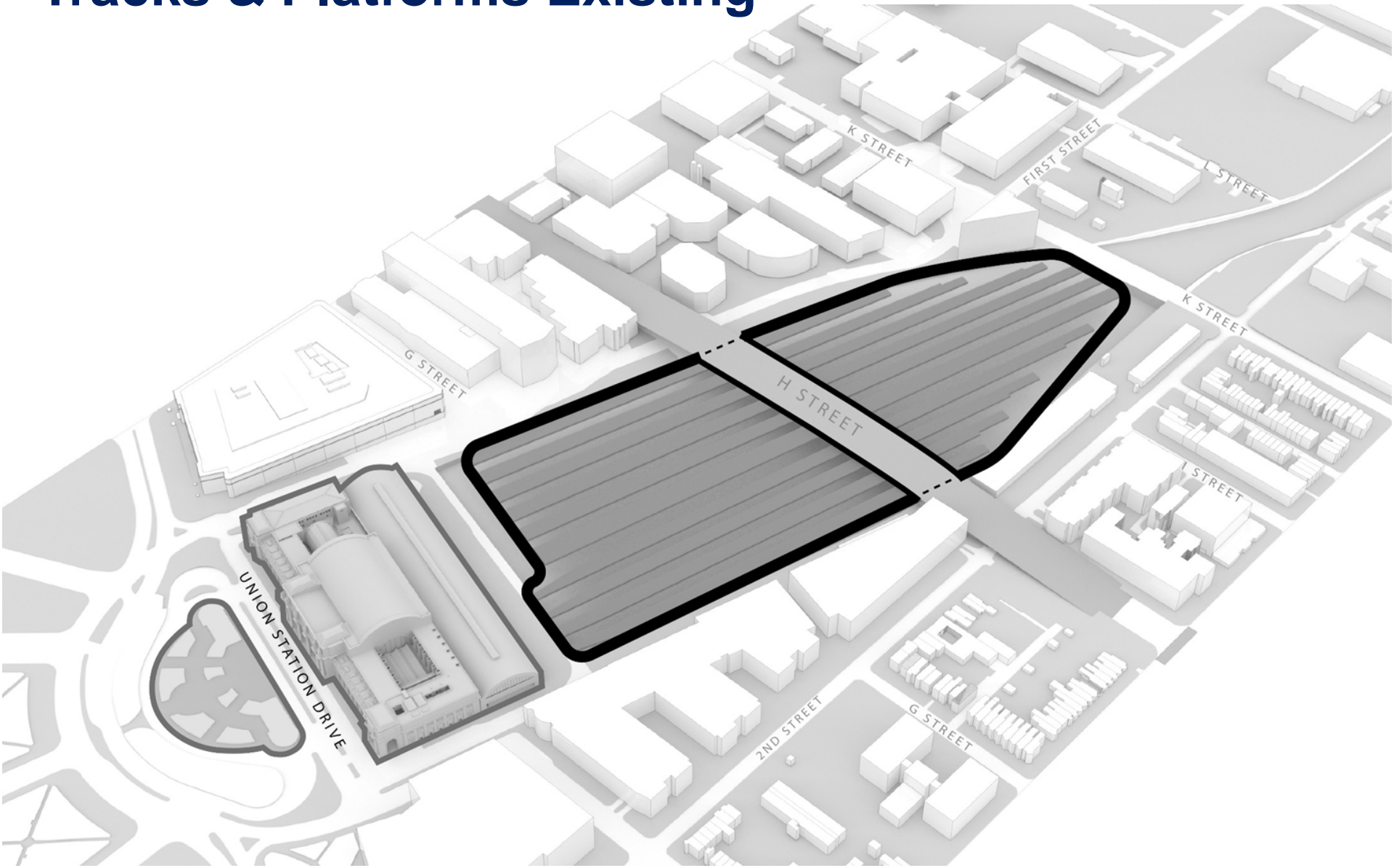


Concourse - Example

King's Cross Station, United Kingdom

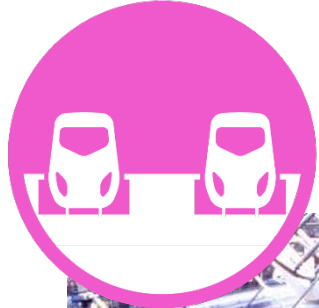


Tracks & Platforms Existing



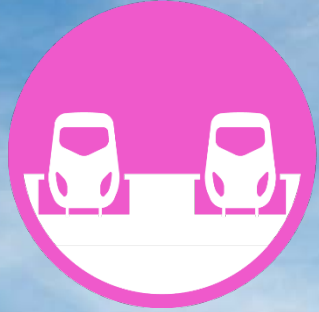
Tracks & Platforms Example

Southerncross Station, Australia

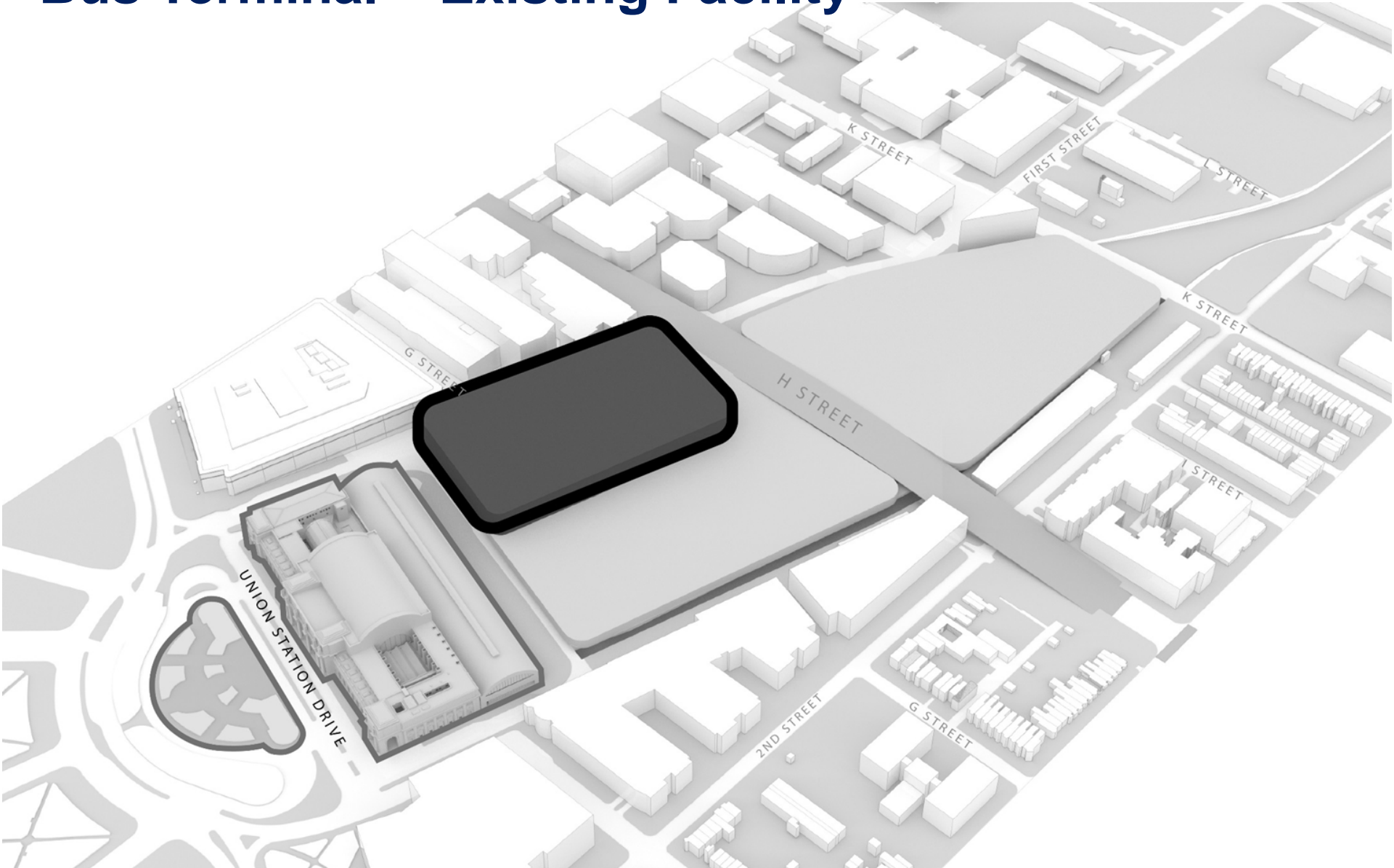


Tracks & Platforms Example

Reading Station, United Kingdom



Bus Terminal – Existing Facility



Bus Terminal Example

Stroke-on-Trent Bus Terminal, United Kingdom



Bus Terminal Example

Union Station Bus Concourse, Denver

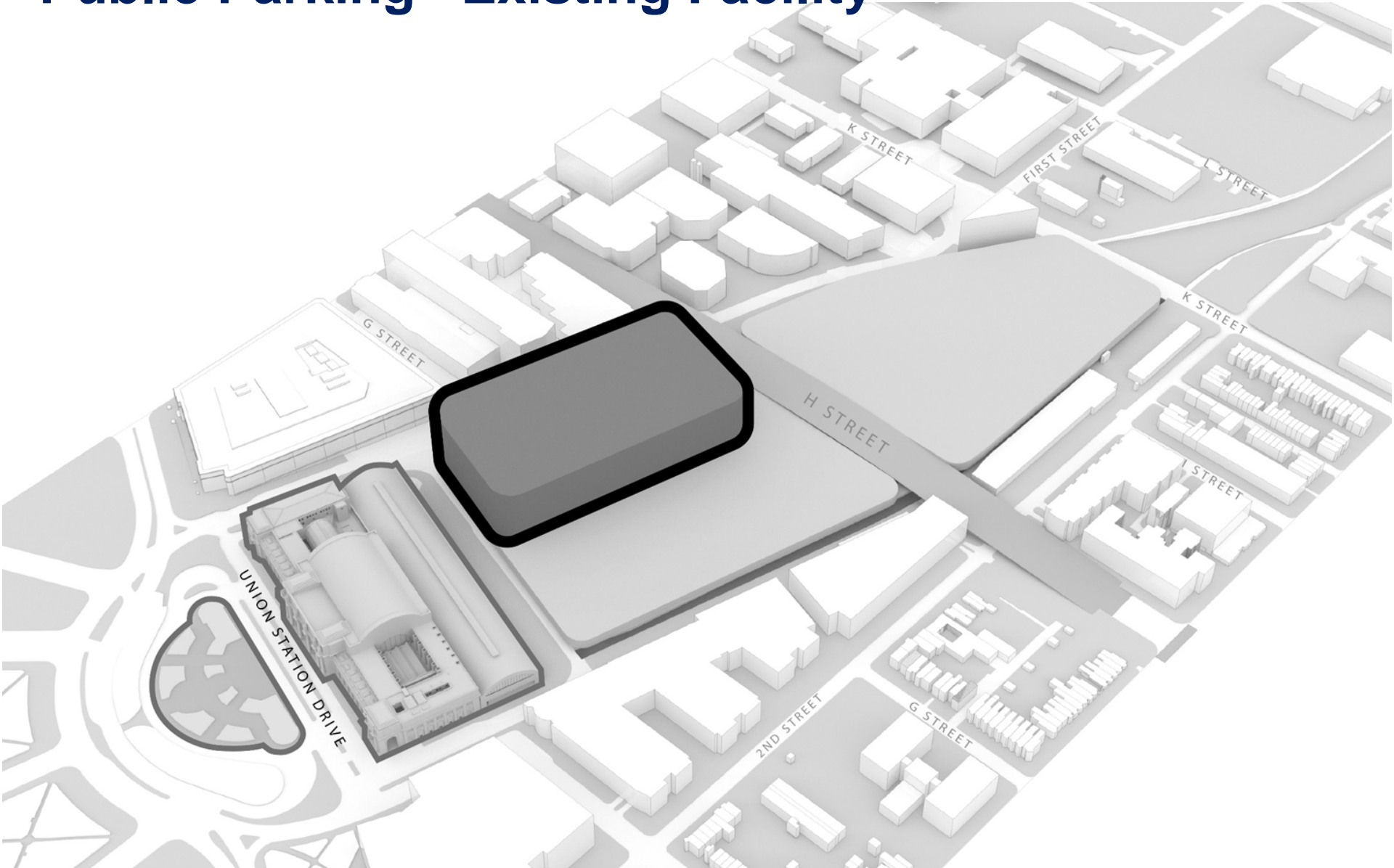


← Ticket Machines
↓ Gates B8 - B11

↓ Light Rail
Free 16th St Mall Ride
Chestnut Place / 17th St Promenade
Restrooms / First Aid

→ Tickets / Information
Gates B12 - B15 ↓

Public Parking– Existing Facility



Public Parking Example

Lincoln Road Parking Garage, Miami

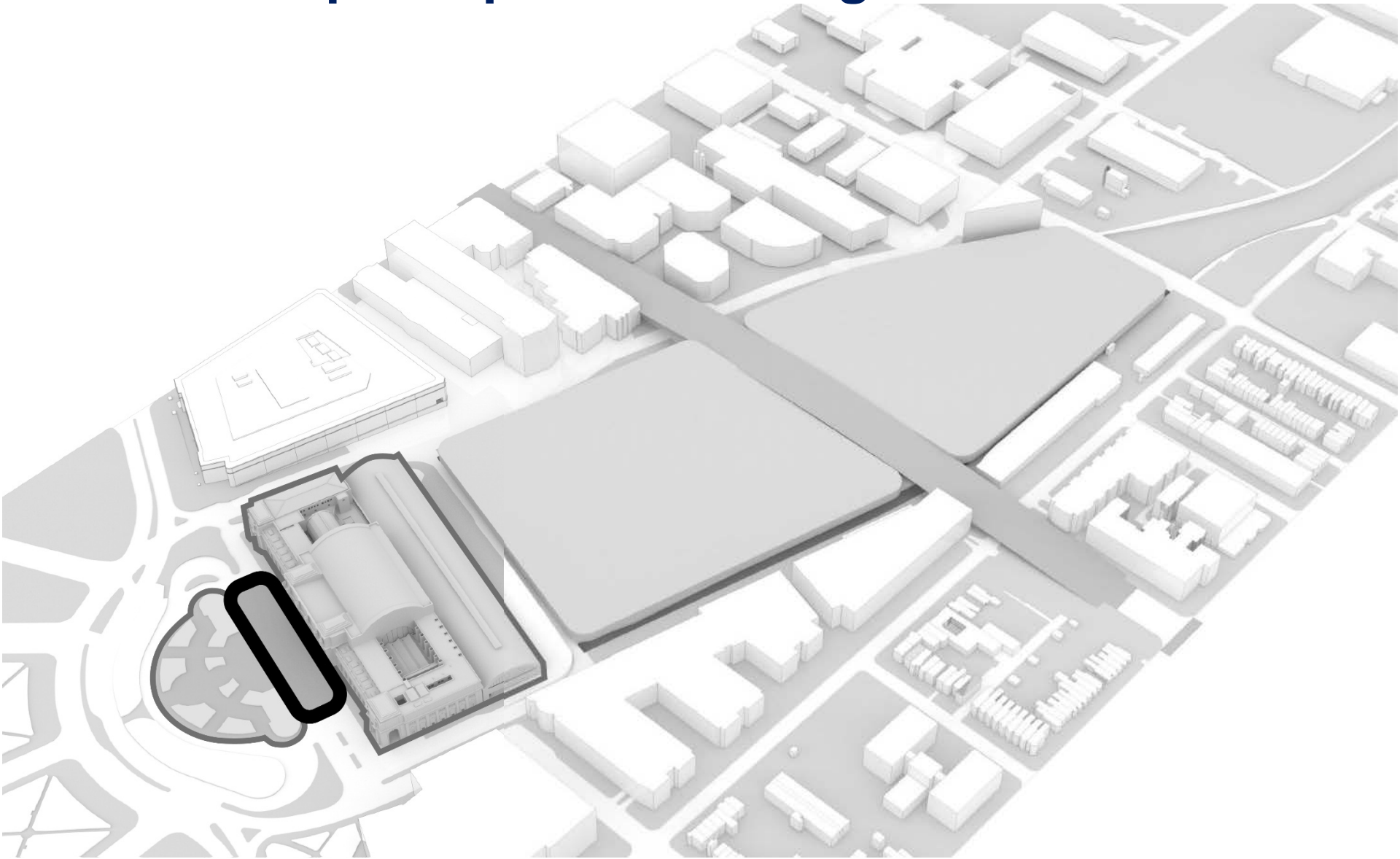


Public Parking Example

Parking Garage One, Oklahoma City



Taxi Pick Up/ Drop Off - Existing



Taxi & Shared Ride- Example

Paddington Station, United Kingdom

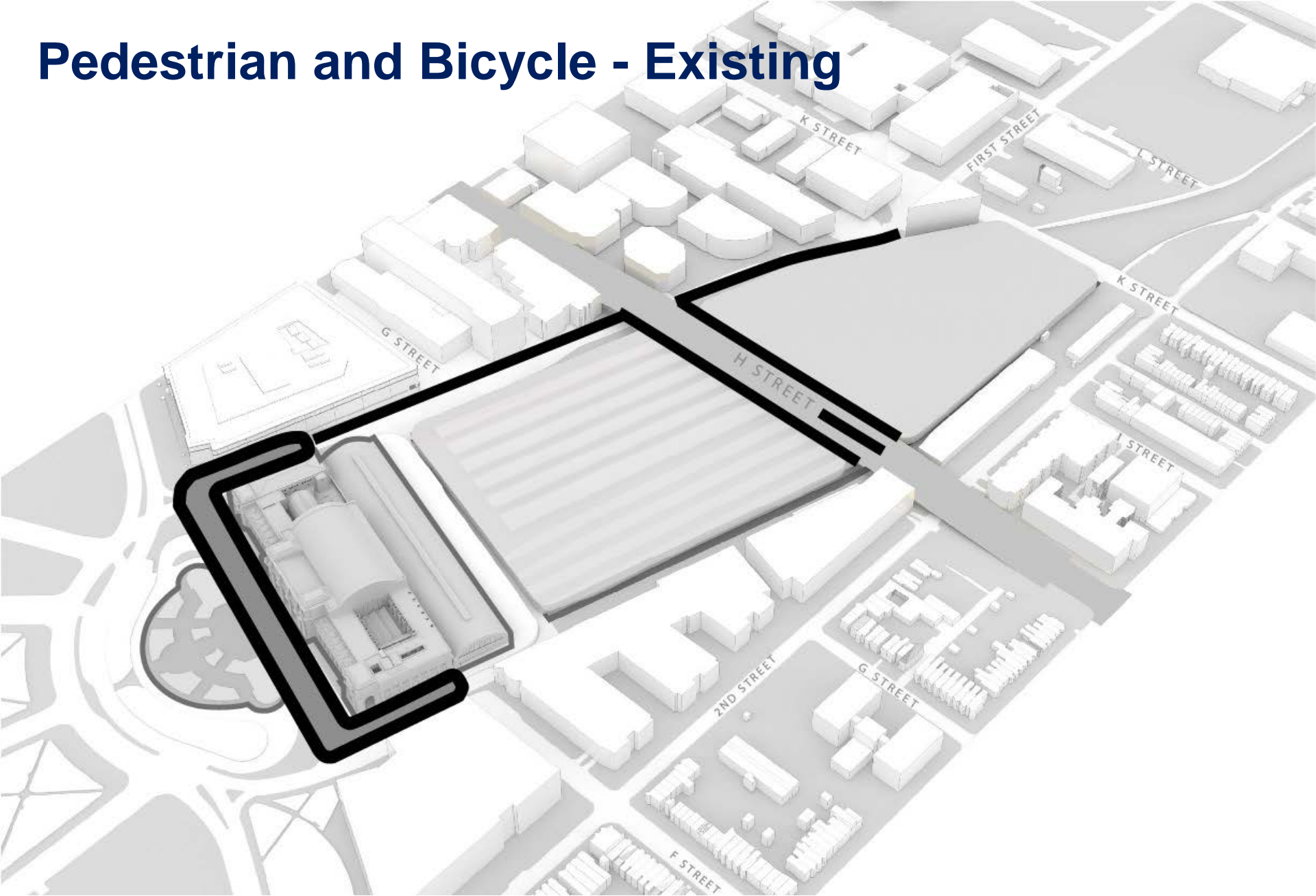


Taxi & Shared Ride- Example

Aberdeen Station, Scotland



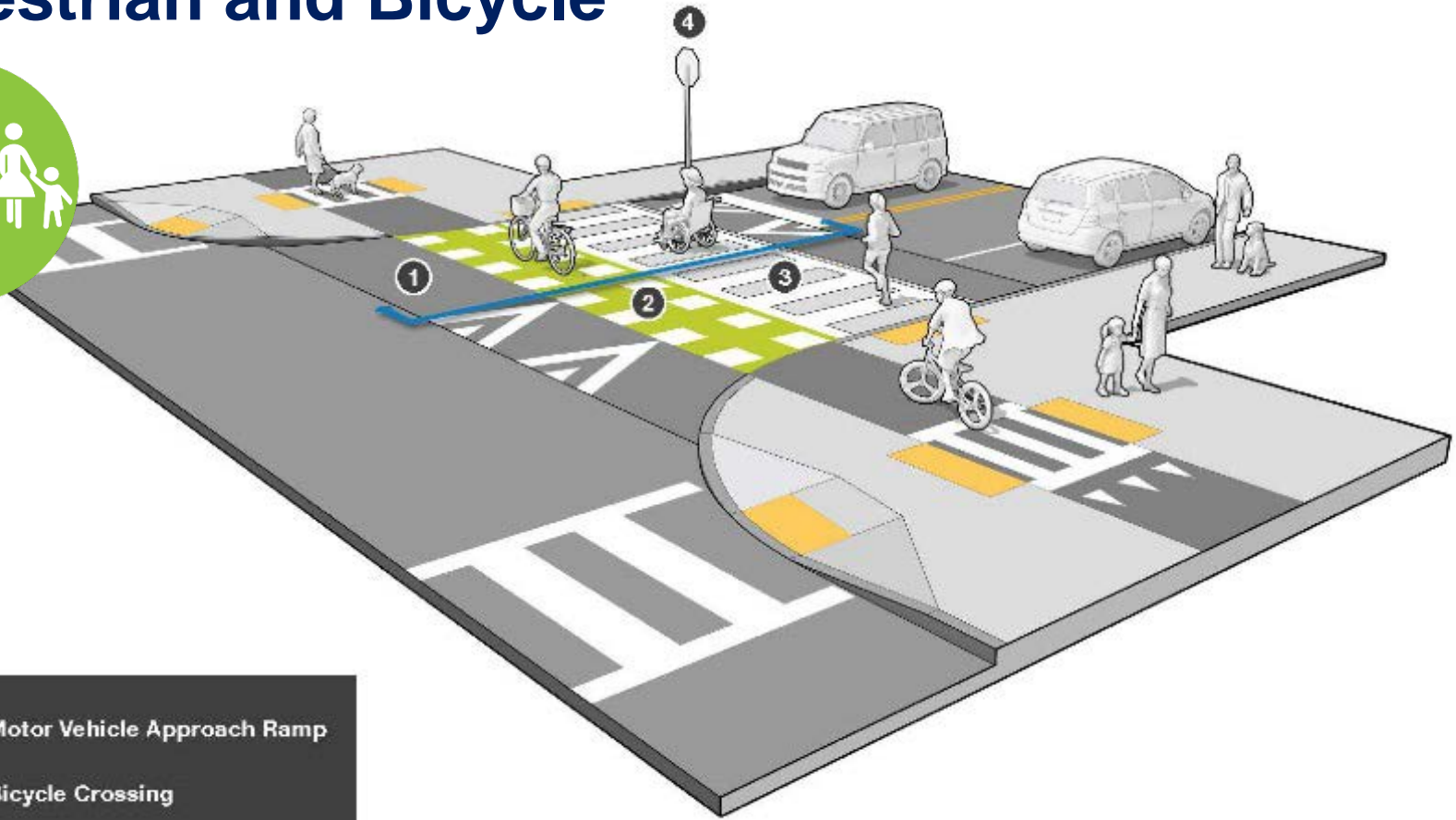
Pedestrian and Bicycle - Existing



Pedestrian and Bicycle



4. INTERSECTIONS



- ① Motor Vehicle Approach Ramp
- ② Bicycle Crossing
- ③ Pedestrian Crossing
- ④ Stop Sign

Source: Massachusetts Department of Transportation

Pedestrian and Bicycle

Broadway, New York City

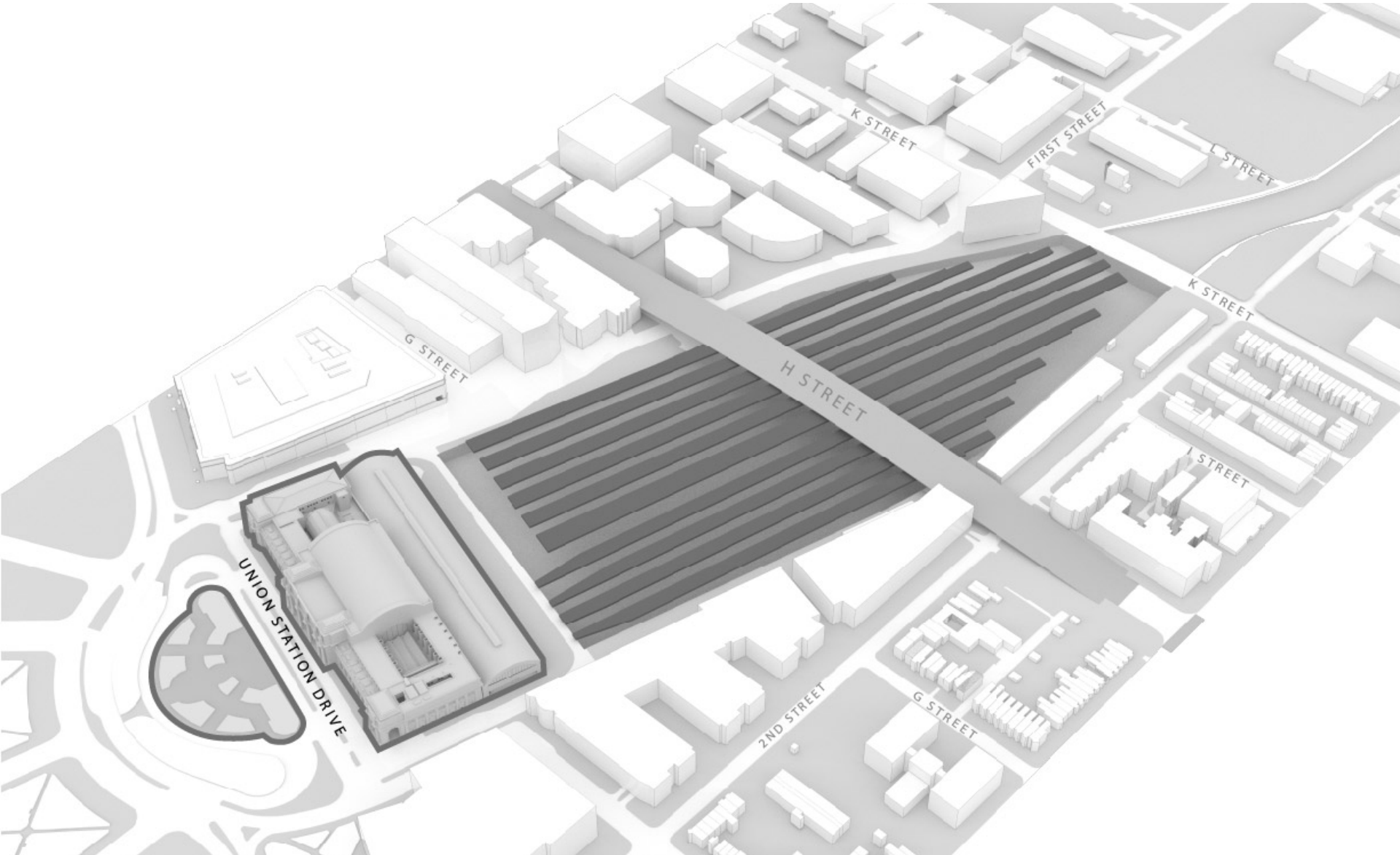


Pedestrian and Bicycle

1st Street Cycle Track, Washington DC



Train Hall– Existing



Train Hall - Example

Southerncross Station, Australia

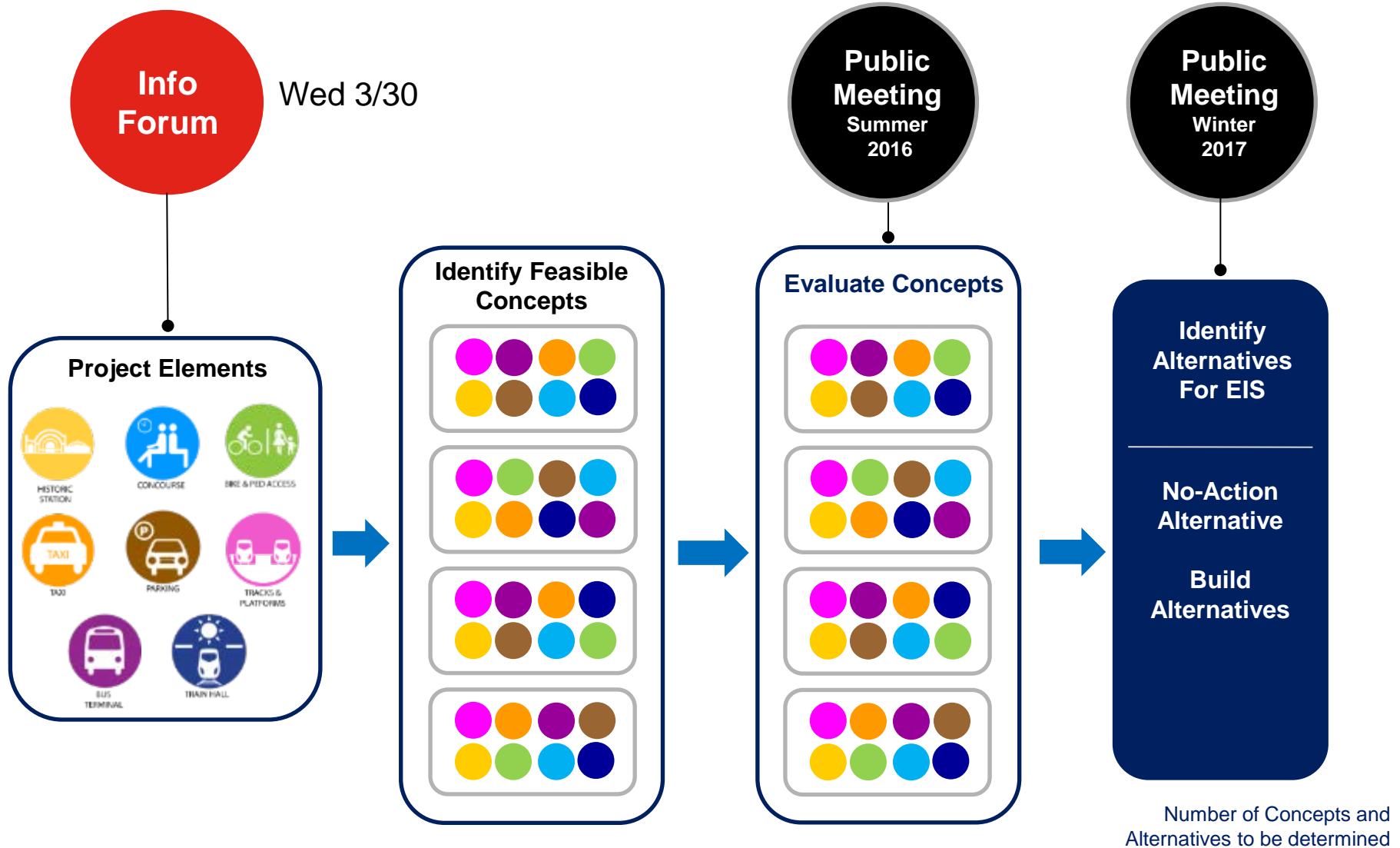


Train Hall - Example

St. Pancras Station, United Kingdom



Next Steps in EIS Design Process



EIS Key Design Considerations

- Americans with Disabilities Act (ADA)
- Surrounding Circulation Patterns
 - Vehicular
 - Pedestrian
 - Bike network
- Existing and Proposed Land Use
- H Street Bridge
- Historic Context
- Neighborhood Context
- Safety and Security
- Service & Loading
- Site Access Points
- Ventilation
- Views/ Aesthetics
- WMATA
- Zoning



Consulting Parties:

- Akridge
- Amtrak
- ANC 6C
- Architect of the Capitol
- Capitol Hill Business Improvement District
- Capitol Hill Restoration Society
- Committee of 100 on the Federal City
- DC Department of Transportation
- DC Preservation League
- DC Historic Preservation Office
- Federal Transit Administration
- Government Printing Office
- Greyhound Bus Lines, Inc.
- MTA/ MARC
- National Capital Planning Commission
- National Park Service
- National Trust for Historic Preservation
- Union Station Redevelopment Corporation (USRC)
- U.S. Commission of Fine Arts
- Virginia Railway Express (VRE)
- WMATA



Role of Consulting Parties in the Section 106 Process:

- Provide information on historic properties that may be affected by the undertaking
- Receive and review pertinent information
- Share your views and offer ideas and solutions
- Consider possible ways to avoid, minimize and/or mitigate effects on historic properties



The Section 106 Process:

FRA, in consultation with the SHPO and other consulting parties, must:

- Gather information, perform studies/surveys to determine the presence of historic properties and to determine which properties may be affected by the undertaking
- Determine how these properties may be affected
- Explore ways to avoid and minimize effects to these properties
- Reach agreement to resolve any adverse effects

The Section 106 Process is being coordinated with the National Environmental Policy Act (NEPA) process (preparation of an Environmental Impact Statement (EIS))

**Step 1: Initiate
the Process**

**Step 2: Identify
Historic
Properties**

**Step 3: Assess
Effects**

**Step 4: Resolve
Adverse Effects**

Section 106 Process & NEPA

DECEMBER
2015

SUMMER
2016

SPRING
2017

FALL
2017

S106

- Define Undertaking
- Initiate Consultation

- Identify & Invite Consulting Parties
- Define Study Area
- Begin identifying potentially affected properties

Define Area(s) of Potential Effects (APE)

- Identify & Evaluate Historic Properties
- Assess Effects

Draft Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to Resolve Adverse Effects

Execute MOA or PA

CONSULTING PARTY MEETINGS TO BE DETERMINED

EIS

Notice of Intent

Scoping

Purpose and Need

Project Alternatives

Environmental Studies and Evaluation

Draft Environmental Impact Statement (DEIS)

Final EIS / Record of Decision (ROD)

December 2015

Info Forum #2
March 30th

Public Meeting #3

Public Meeting #4

Public Meeting #5



Complete

Step 1: Initiate the Process

- Establish undertaking
- Notify SHPO
- Identify other consulting parties
- Plan to involve the public

Now until Spring 2017

Step 2: Identify Historic Properties

- Define Study Area
- Determine Area(s) of Potential Effect (APE)
- Identify historic properties (those properties listed on the National Register or eligible for listing)
- Consult with SHPO and other consulting parties
- Involve the public

Spring 2017

Step 3: Assess Effects of Undertaking

- Apply criteria of adverse effect. *Adverse effects occur when an undertaking directly or indirectly alters the characteristics of a historic property that qualify it for inclusion on the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.*
- Consult with SHPO and other consulting parties
- Involve the public

Fall 2017

Step 4: Resolve Adverse Effects

- Avoid, minimize, or mitigate adverse effects through continued consultation
- Develop agreement document (Memorandum of Agreement (MOA) or Programmatic Agreement (PA))

Moving Forward: Schedule for Consulting Parties (Meetings TBD)

Step 1:
Initiate the
Process

November 2015: Formally Initiate the Process

Step 2:
Identify
Historic
Properties

Today: Consulting Party Meeting #1 –

Introduce the Project (undertaking) to Consulting Parties and seek input on approach. Distinguish project/undertaking from other efforts.

Early May 2016: Consulting Party Meeting #2 –

Review and confirm proposed Study Area(s). Review list of properties within Study Area(s) that may be affected.

Mid-September 2016: Consulting Party Meeting #3 –

Review list of additional properties within Study Area(s) that may be affected. Review proposed Area(s) of Potential Effect (APE(s)) (built and archaeological; indirect and direct) for each Alternative in the EIS.

Moving Forward: Schedule for Consulting Parties (Meetings TBD)

Step 2:
Identify
Historic
Properties
(continued)

Mid-November 2016: Consulting Party Meeting #4 –

Confirm list of properties within APE(s) that may be affected. Confirm inventory of historic properties and significance. Confirm APE(s) (built and archaeological; indirect and direct) for each Alternative in EIS.

Step 3:
Assess
Effects of
Undertaking

Mid-April 2017: Consulting Party Meeting #5 –

Review assessment of effects (no effect, no adverse effect, adverse effect).

Mid-June 2017: Consulting Party Meeting #6 –

If necessary, confirm findings of adverse effect. If necessary, solicit input from consulting parties on Section 106 Agreement Document content and structure to inform drafting such a document.

Moving Forward: Schedule for Consulting Parties (Meetings TBD)

Step 4:
Resolve
Adverse
Effects

August 2017: Consulting Party Meeting #7 –

If necessary, review content of Section 106 Agreement Document (MOA or PA).

November 2017: Consulting Party Meeting #8 –

If necessary, discuss Draft Section 106 Agreement Document (MOA or PA).



Questions/Discussion

**Email
questions/comments to:**
Laura.shick@dot.gov
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**Or written comments to
FRA:**

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