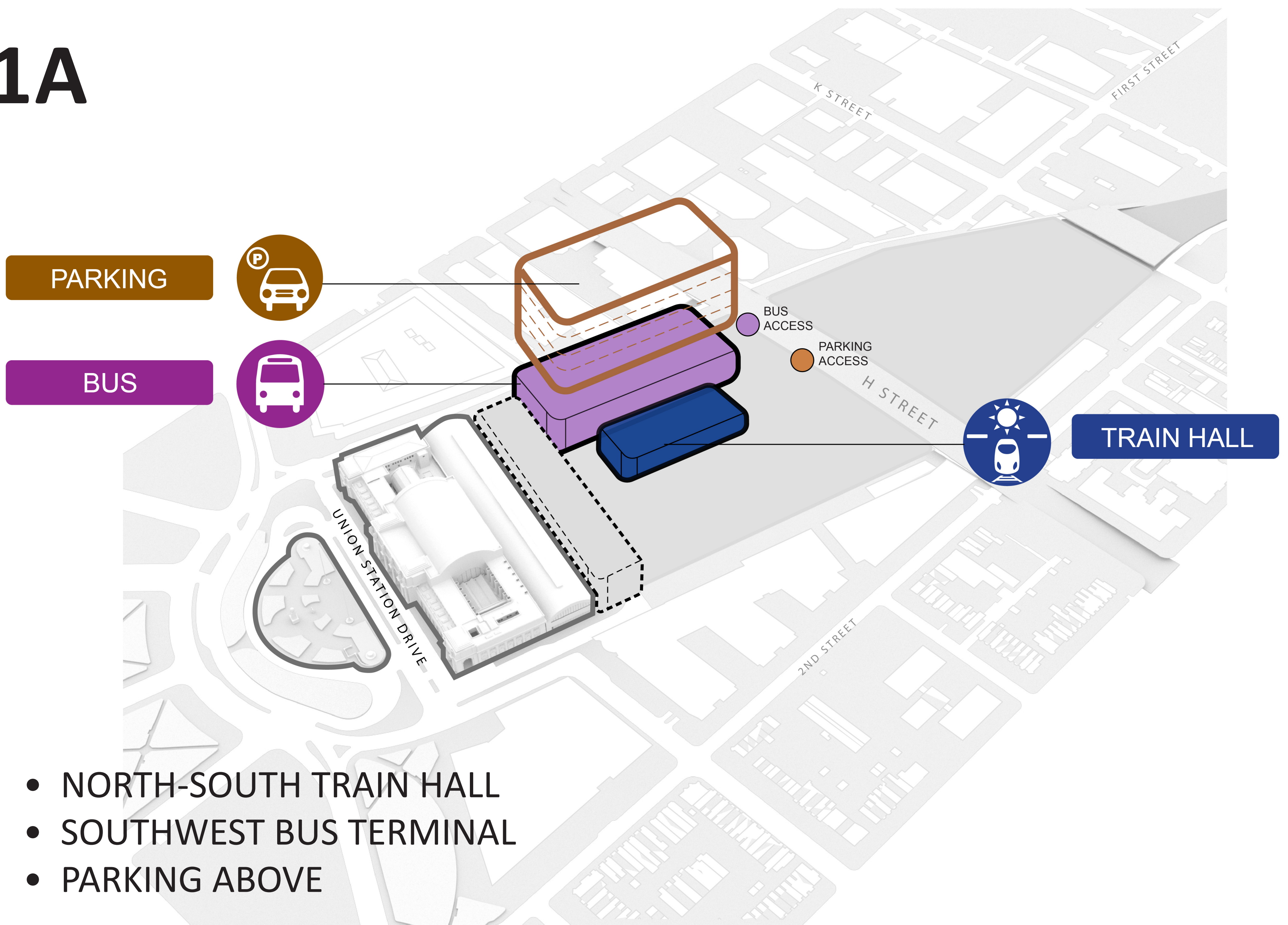


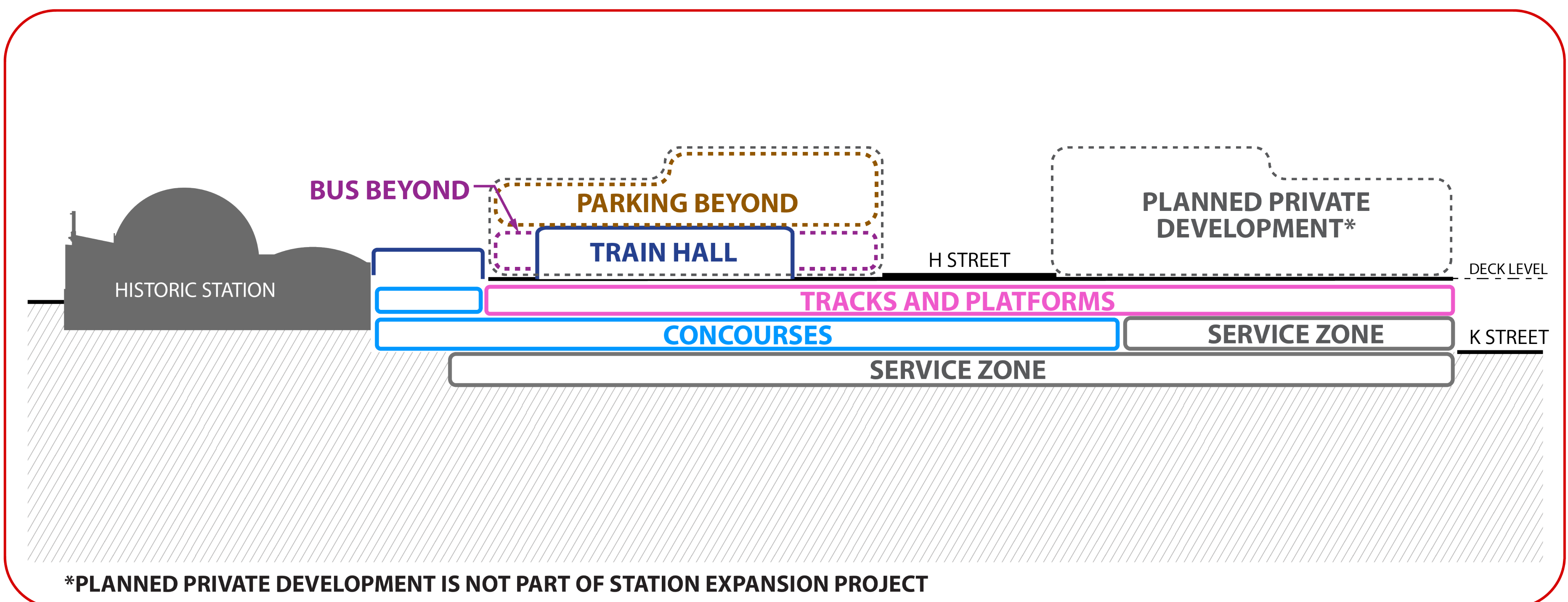
PRELIMINARY CONCEPT 1A

* Diagrams for illustration purposes and not to scale

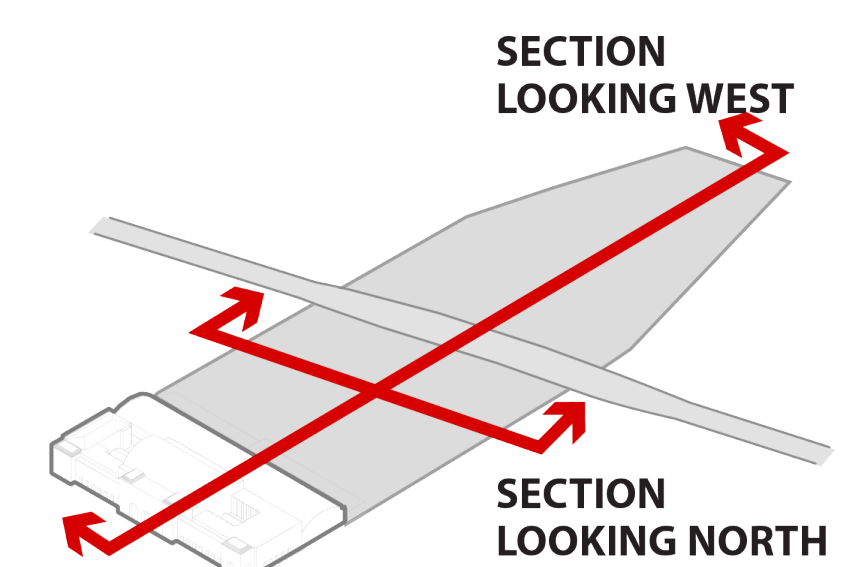
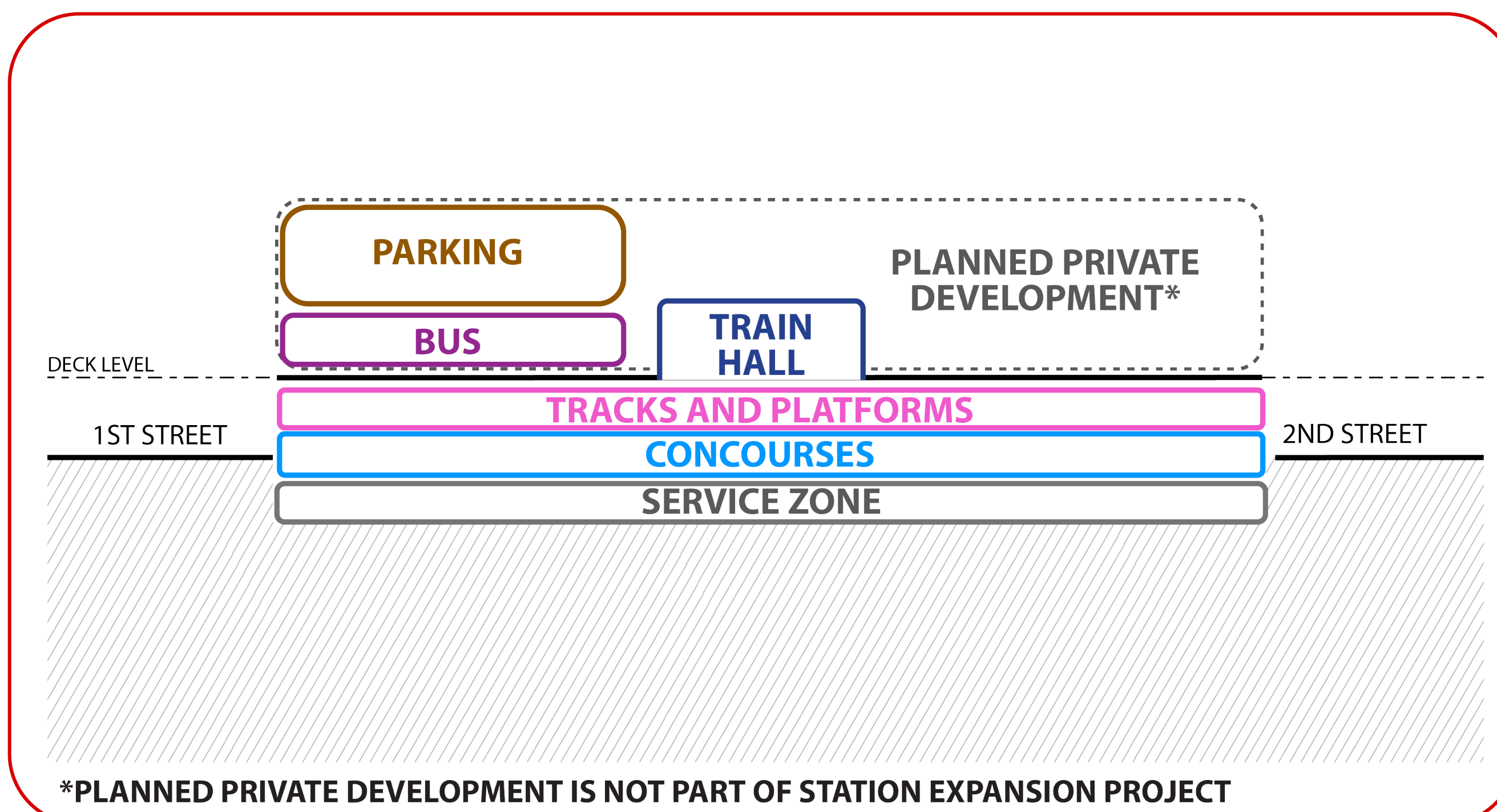
1A



SECTIONAL VIEW LOOKING WEST



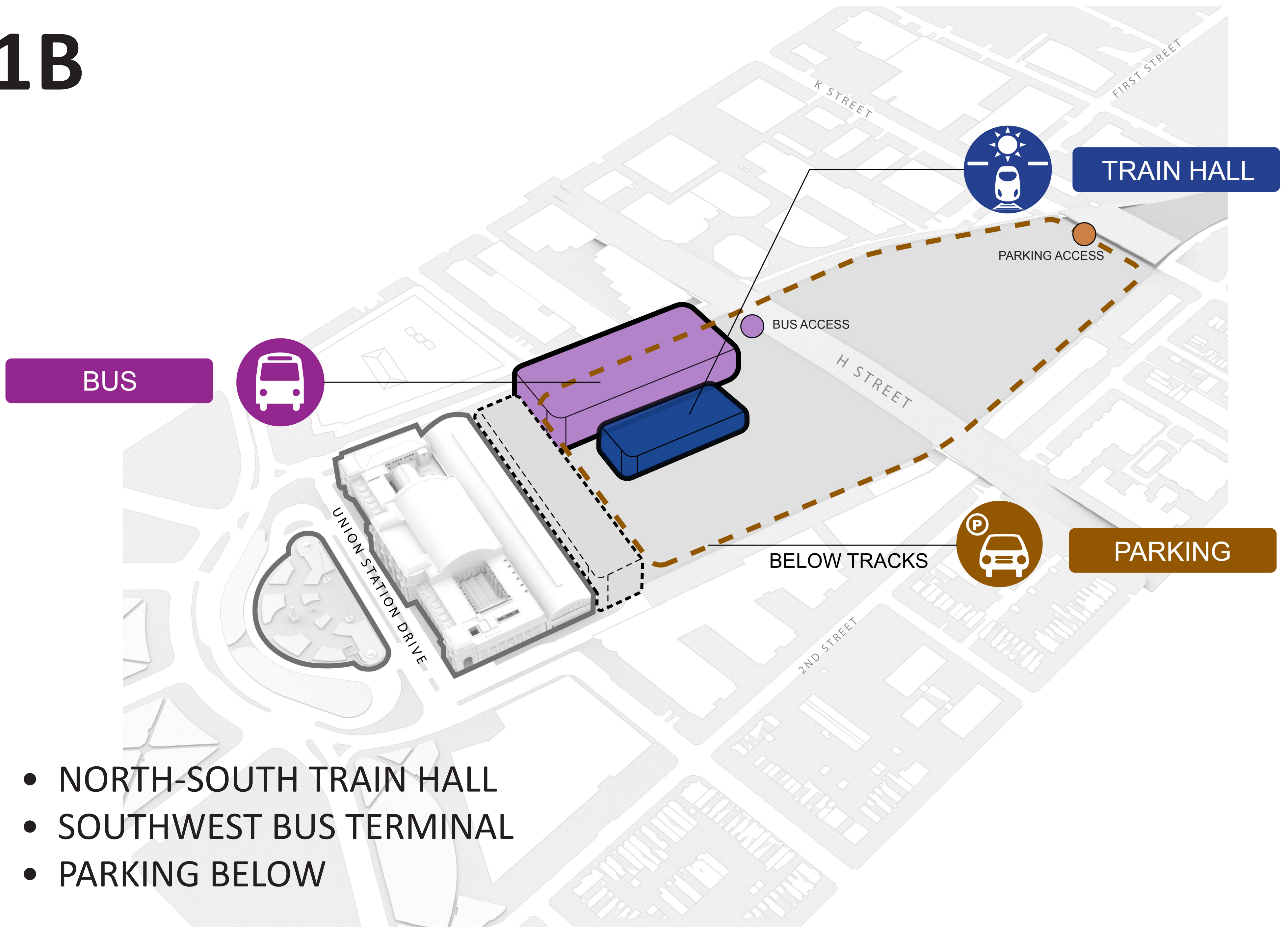
SECTIONAL VIEW LOOKING NORTH



PRELIMINARY CONCEPT 1B

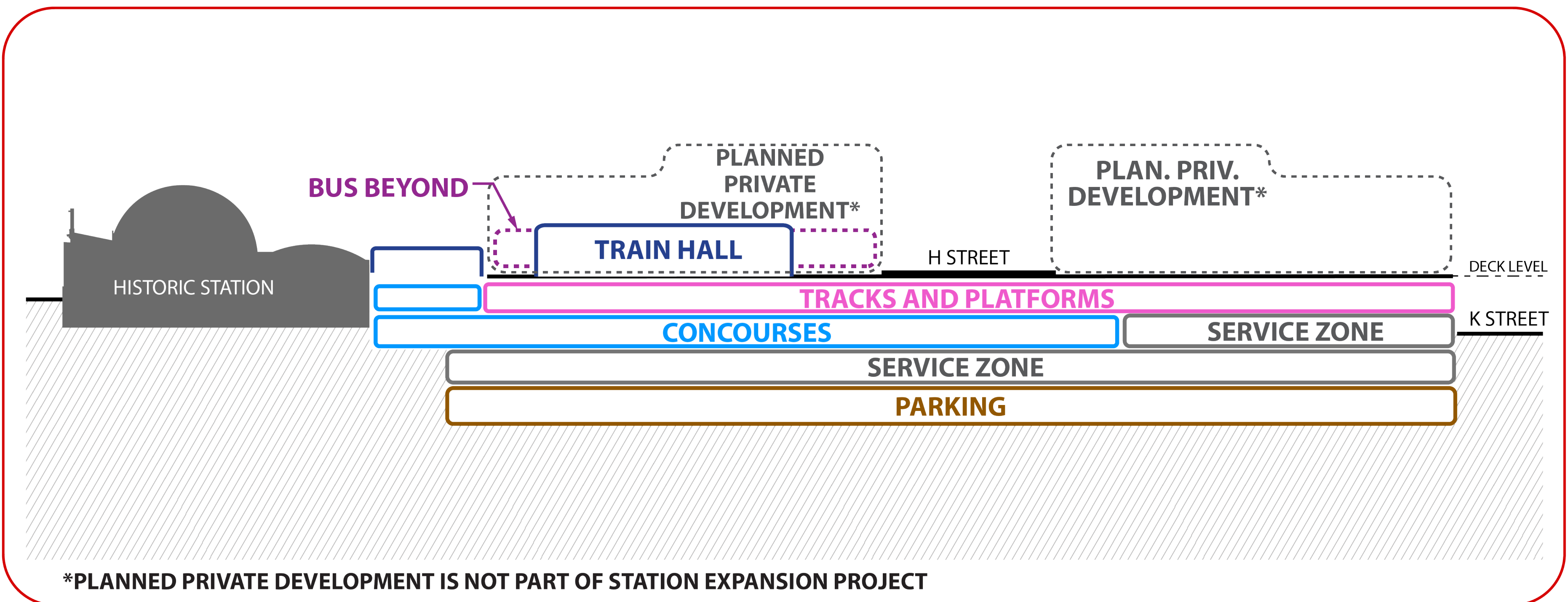
* Diagrams for illustration purposes and not to scale

1B



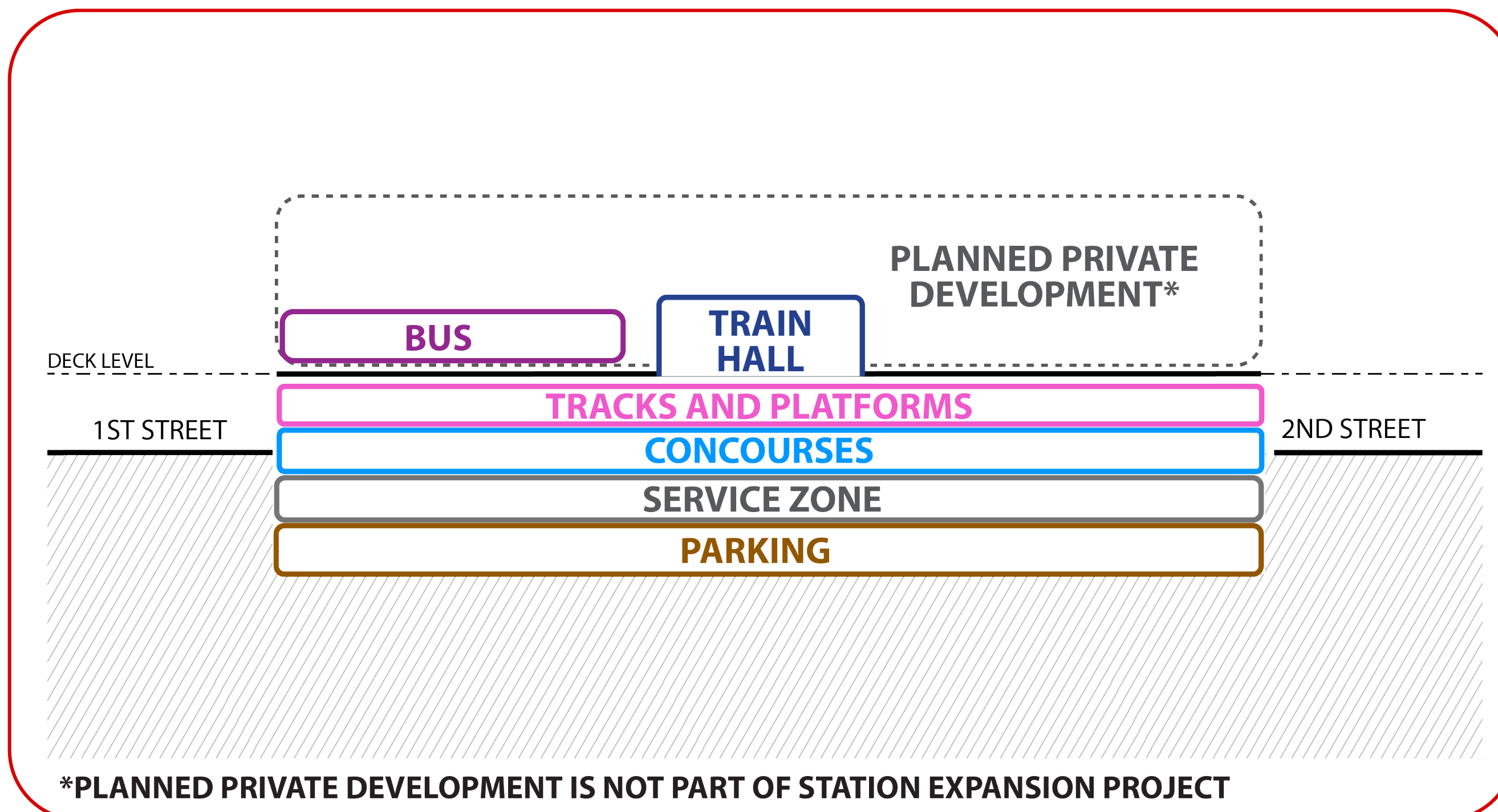
- NORTH-SOUTH TRAIN HALL
- SOUTHWEST BUS TERMINAL
- PARKING BELOW

SECTIONAL VIEW LOOKING WEST

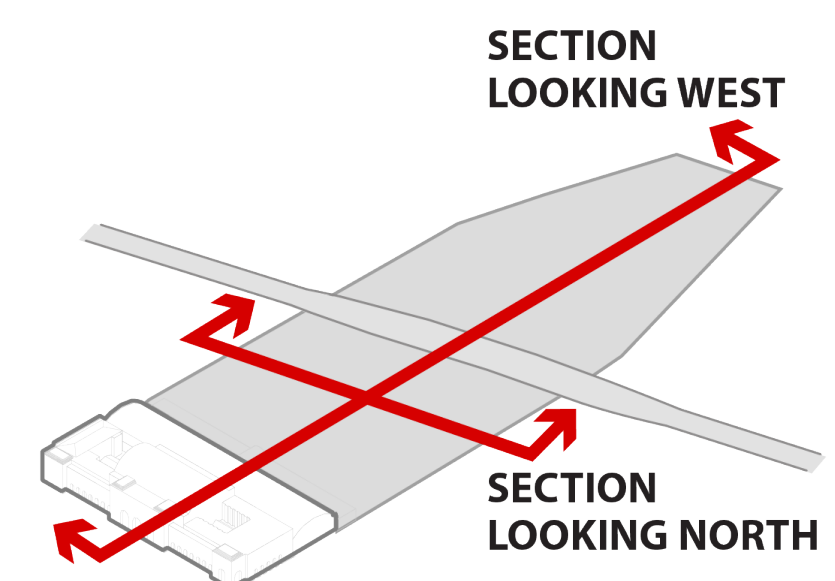


*PLANNED PRIVATE DEVELOPMENT IS NOT PART OF STATION EXPANSION PROJECT

SECTIONAL VIEW LOOKING NORTH



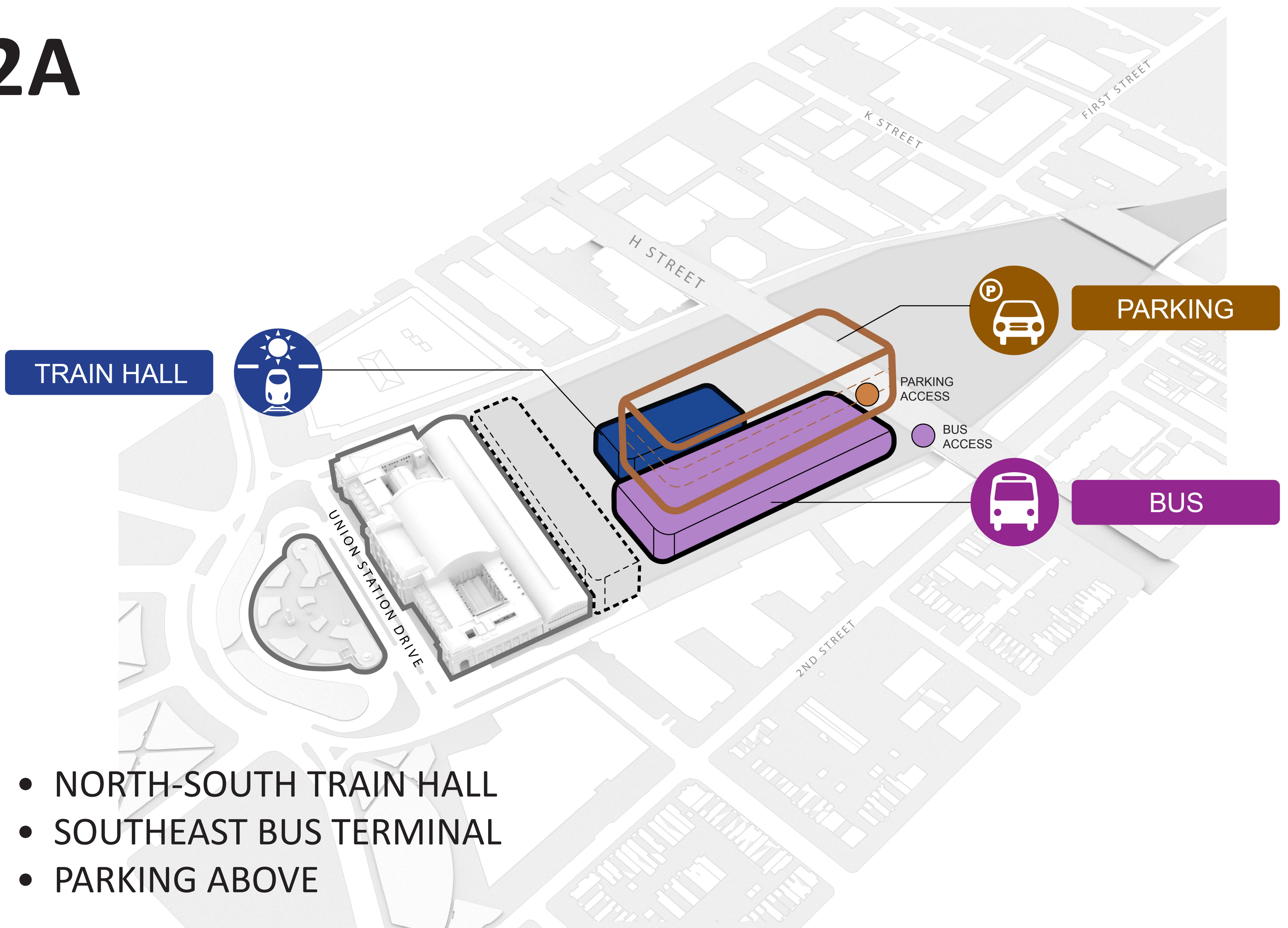
*PLANNED PRIVATE DEVELOPMENT IS NOT PART OF STATION EXPANSION PROJECT



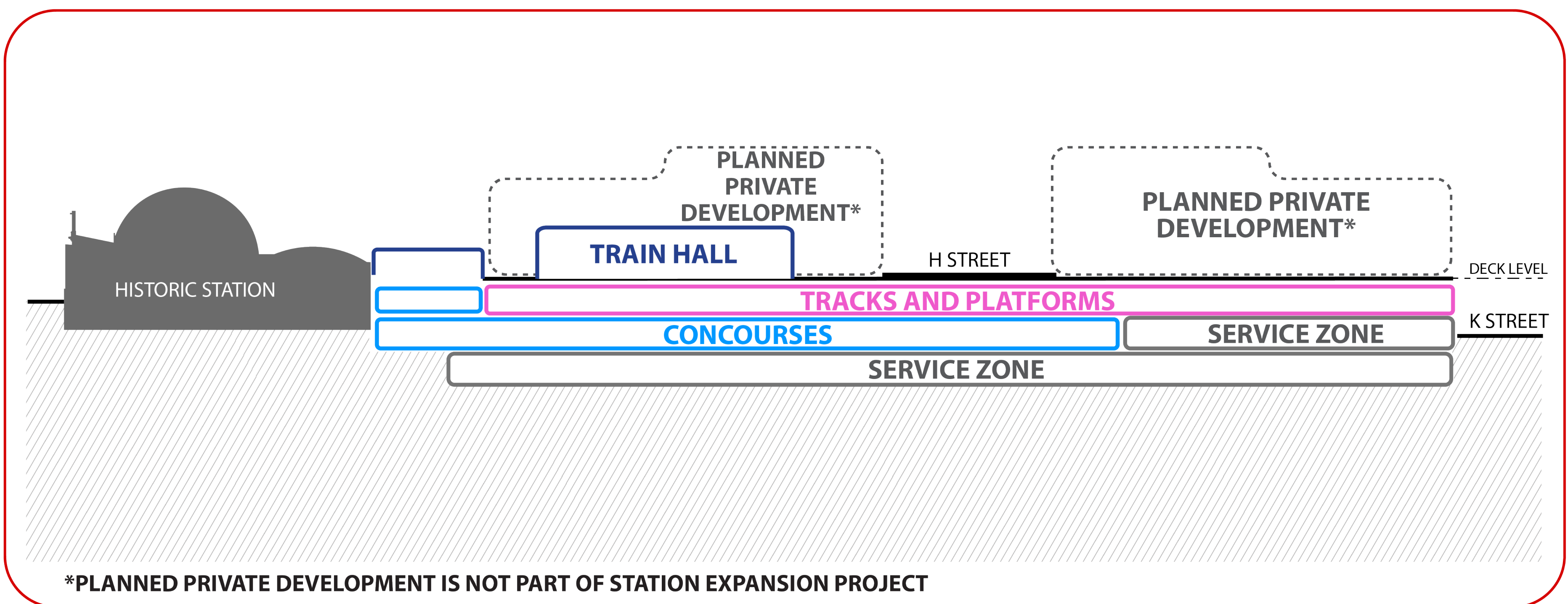
PRELIMINARY CONCEPT 2A

* Diagrams for illustration purposes and not to scale

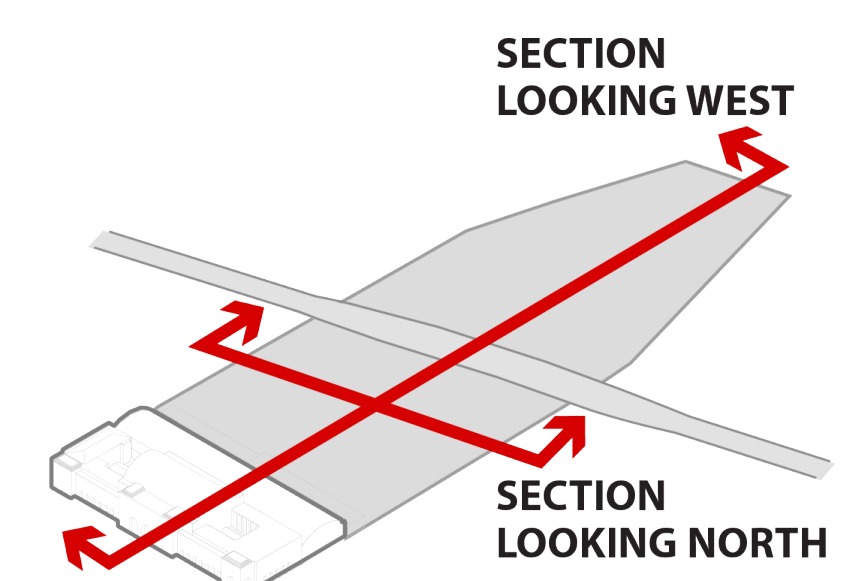
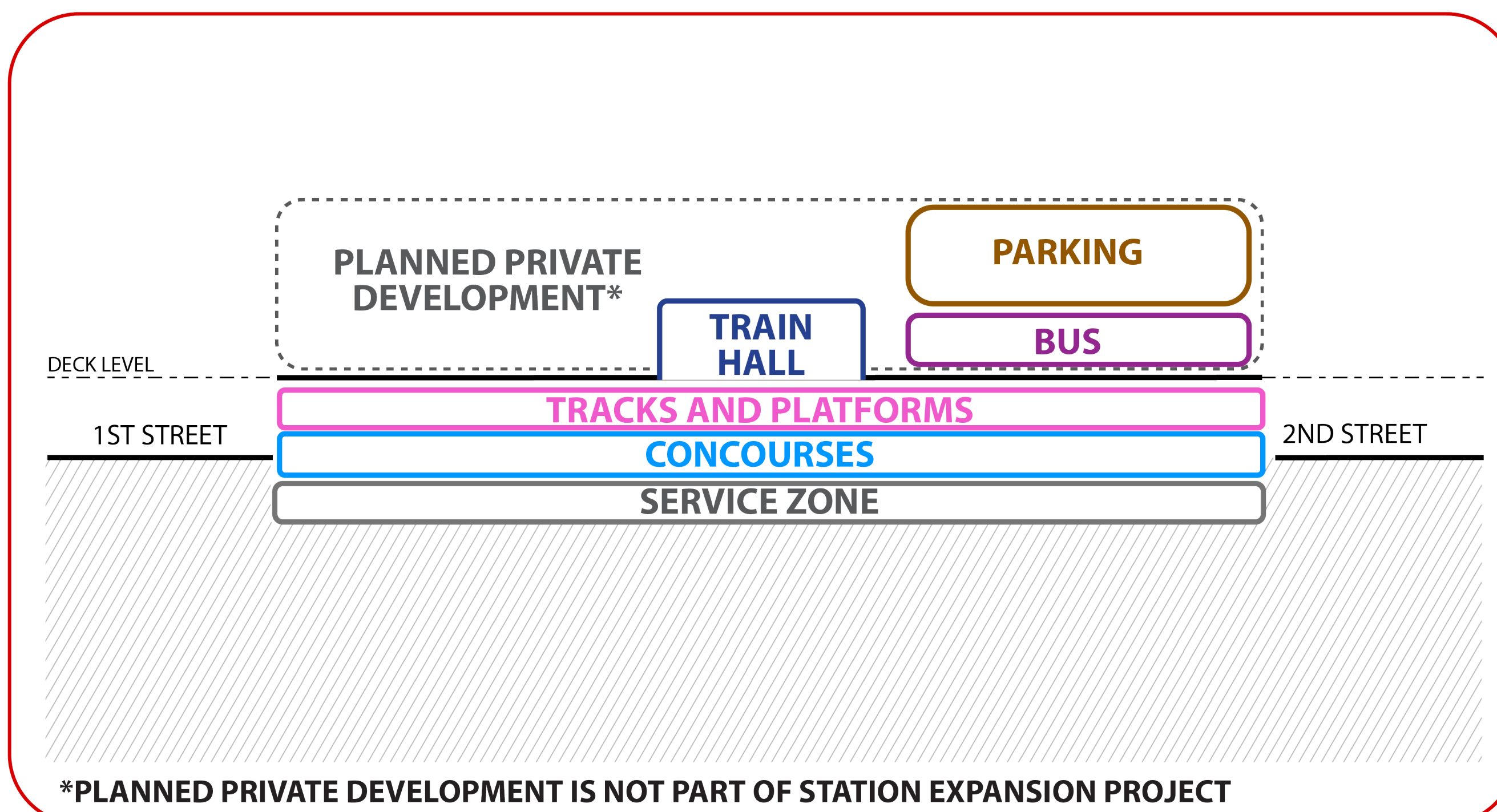
2A



SECTIONAL VIEW LOOKING WEST



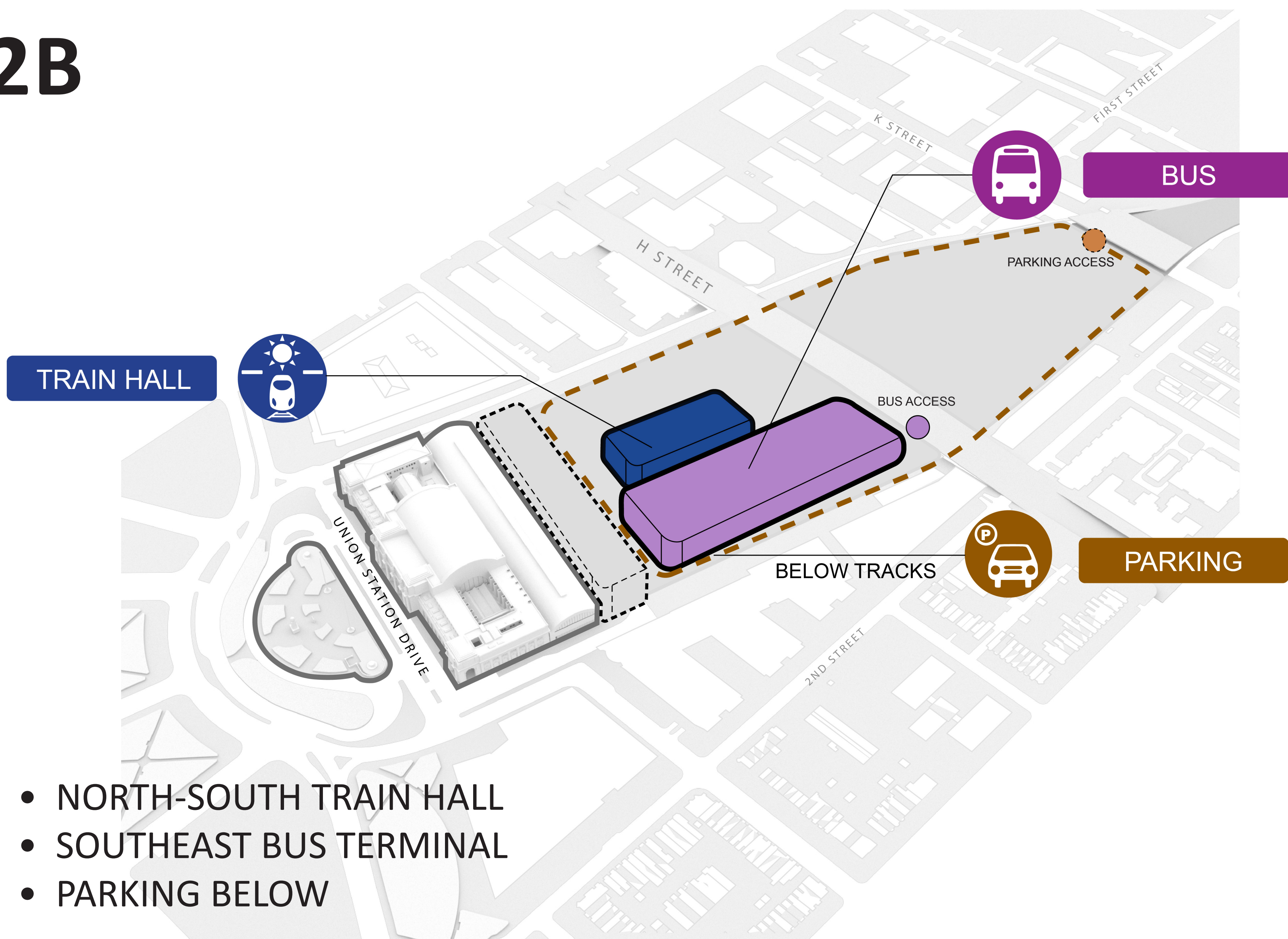
SECTIONAL VIEW LOOKING NORTH



PRELIMINARY CONCEPT 2B

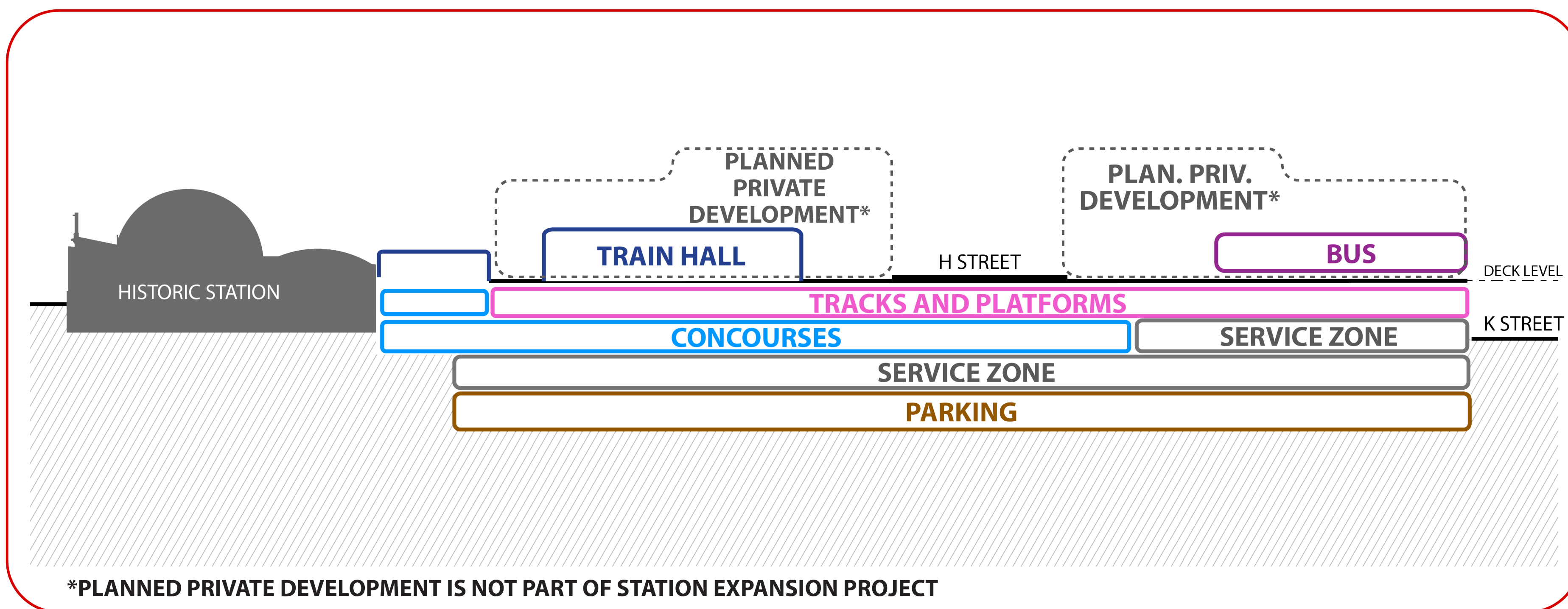
* Diagrams for illustration purposes and not to scale

2B

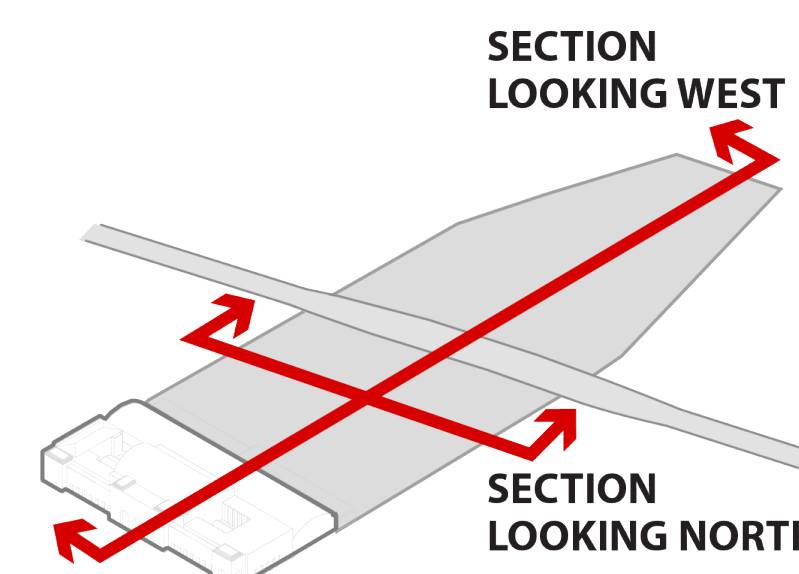
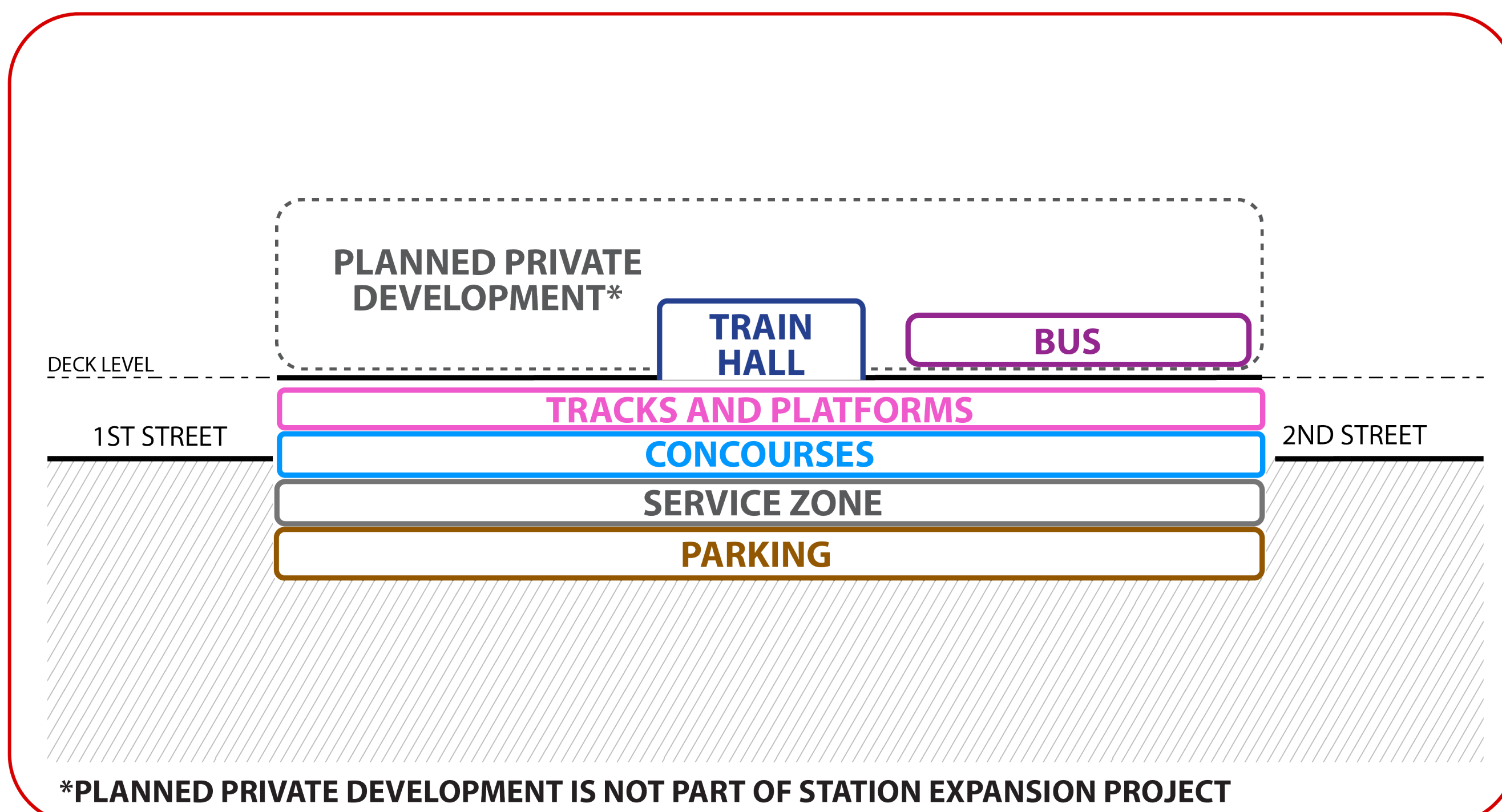


- NORTH-SOUTH TRAIN HALL
- SOUTHEAST BUS TERMINAL
- PARKING BELOW

SECTIONAL VIEW LOOKING WEST



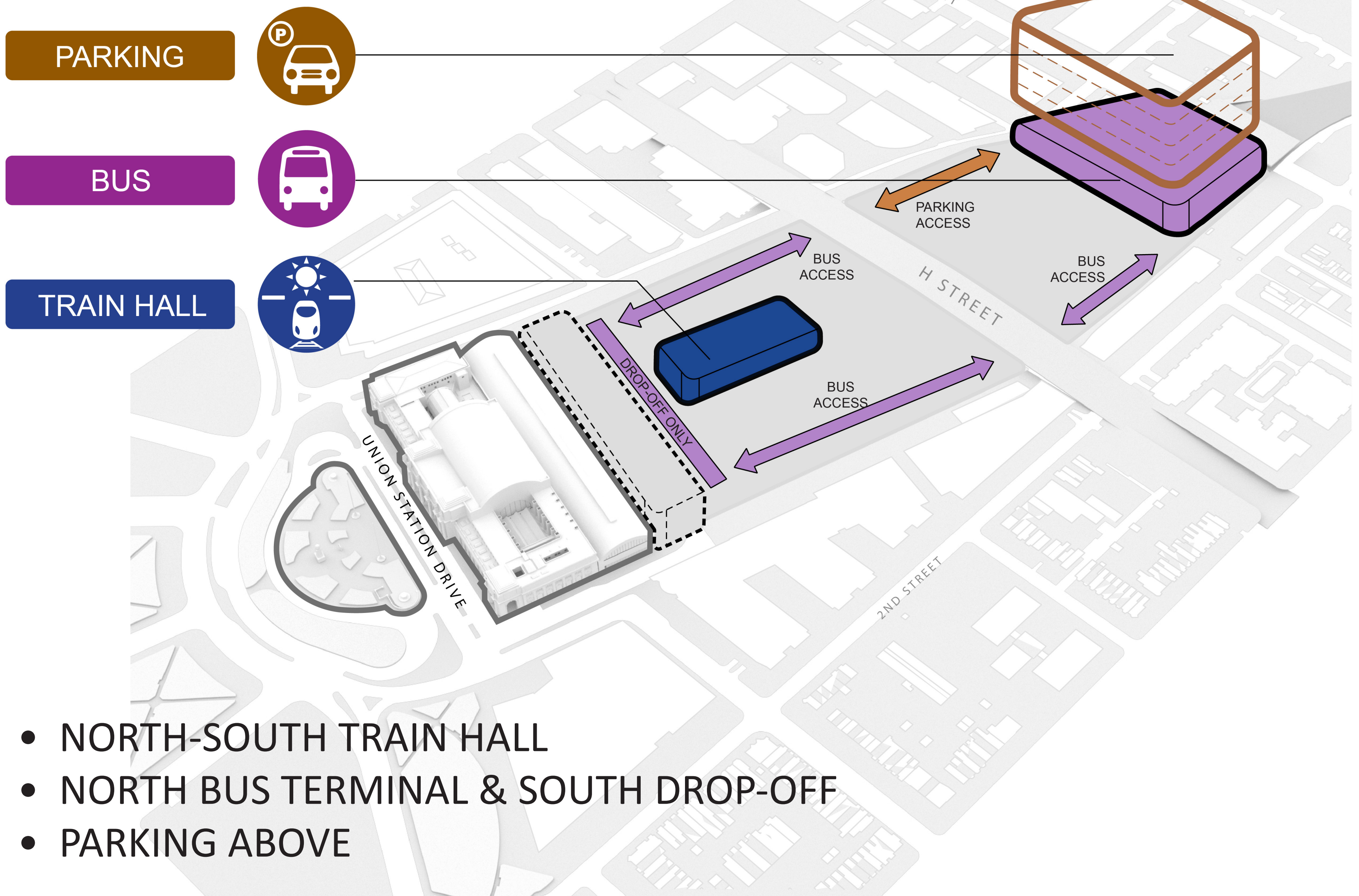
SECTIONAL VIEW LOOKING NORTH



PRELIMINARY CONCEPT 3A

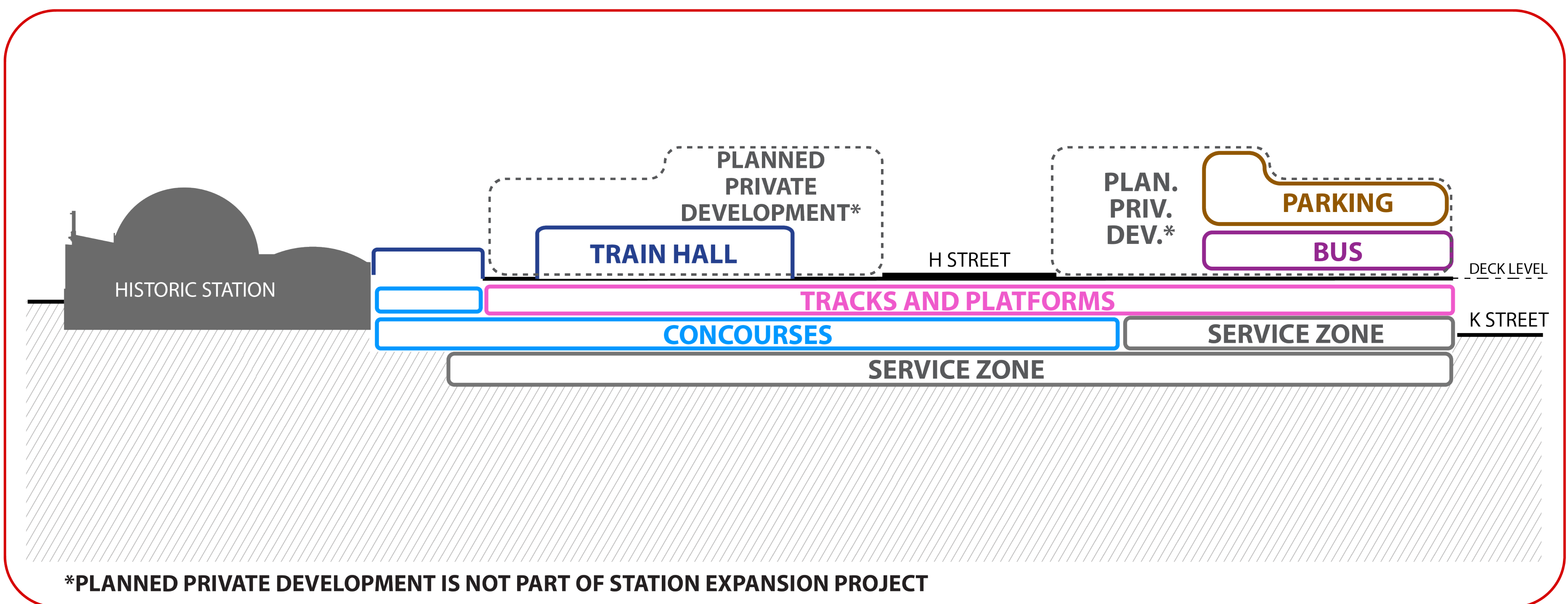
* Diagrams for illustration purposes and not to scale

3A

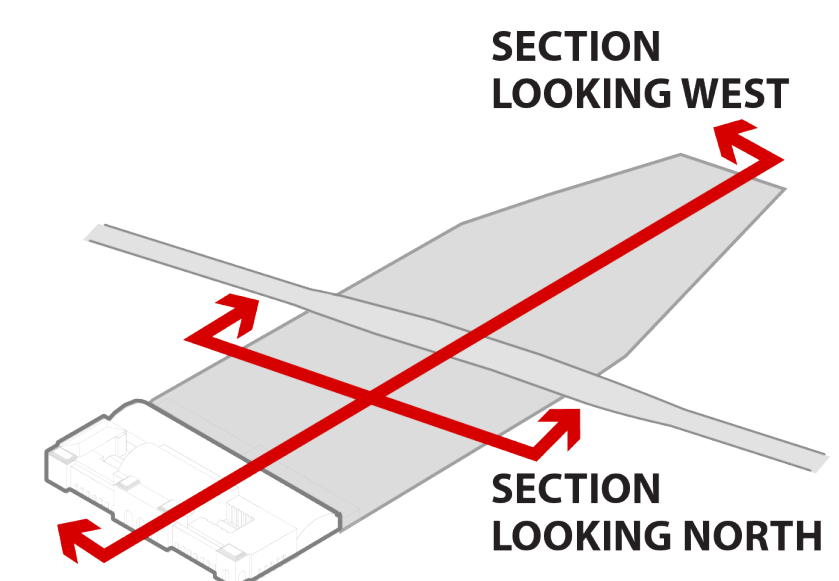
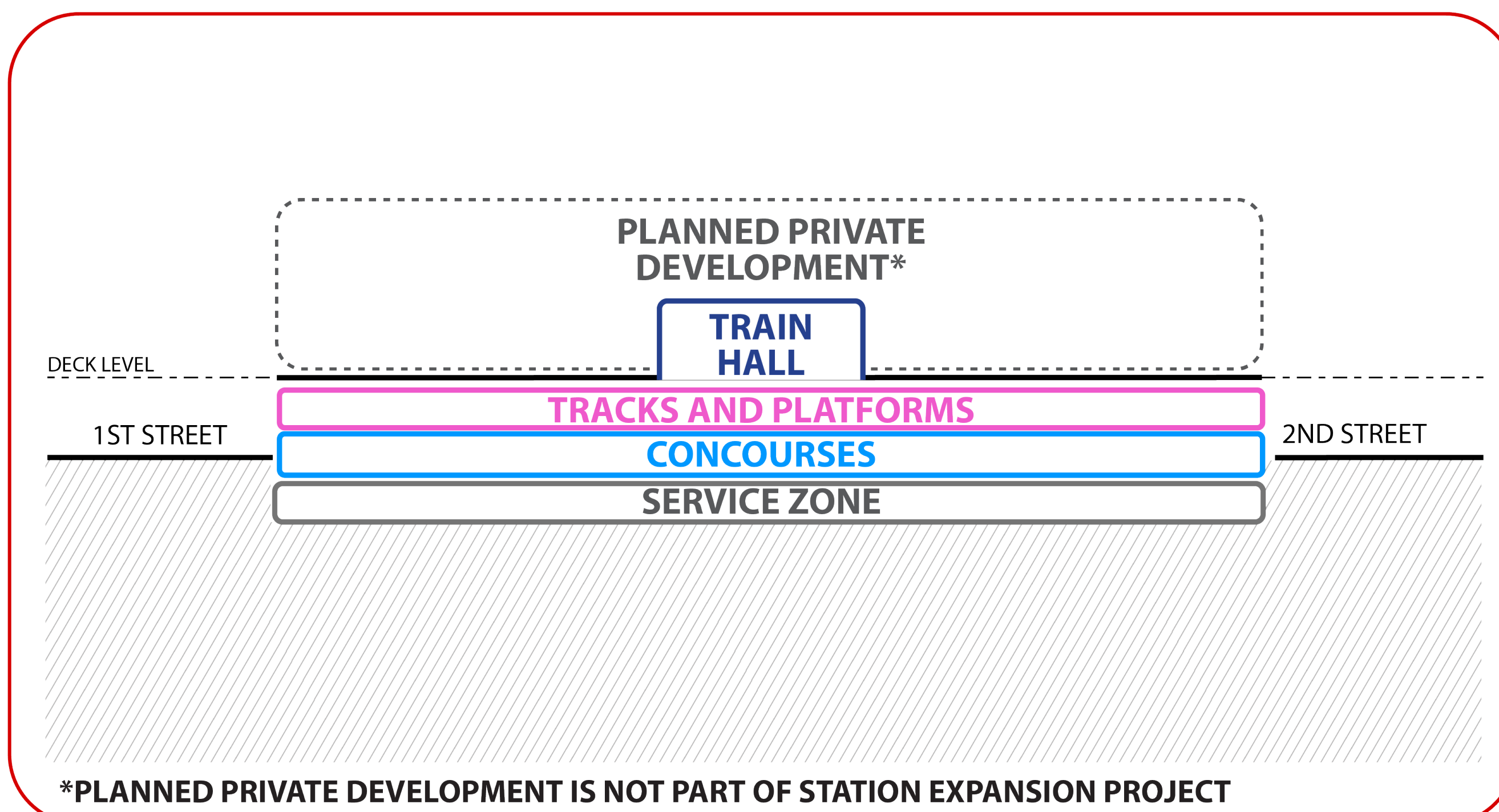


- NORTH-SOUTH TRAIN HALL
- NORTH BUS TERMINAL & SOUTH DROP-OFF
- PARKING ABOVE

SECTIONAL VIEW LOOKING WEST



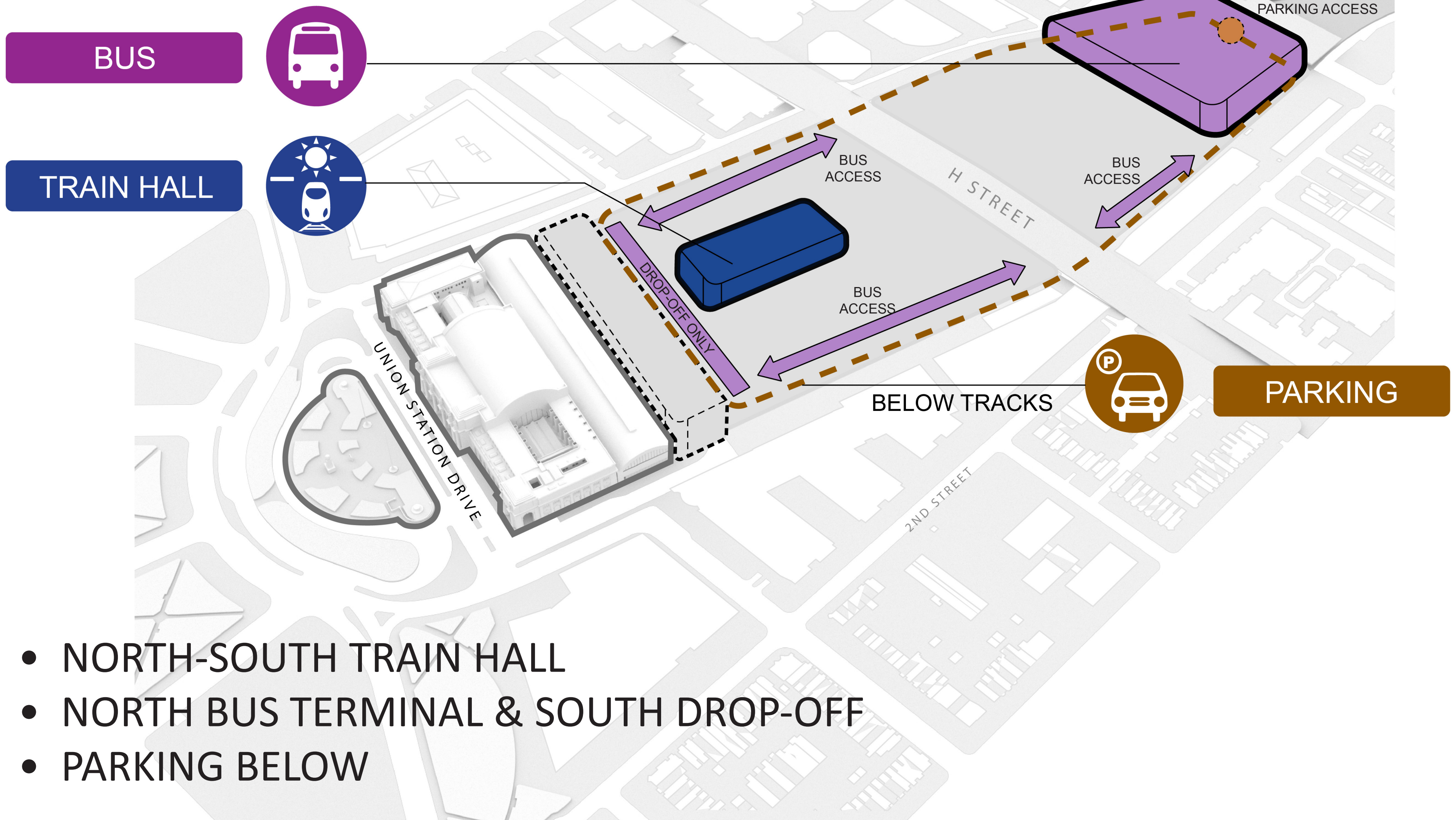
SECTIONAL VIEW LOOKING NORTH



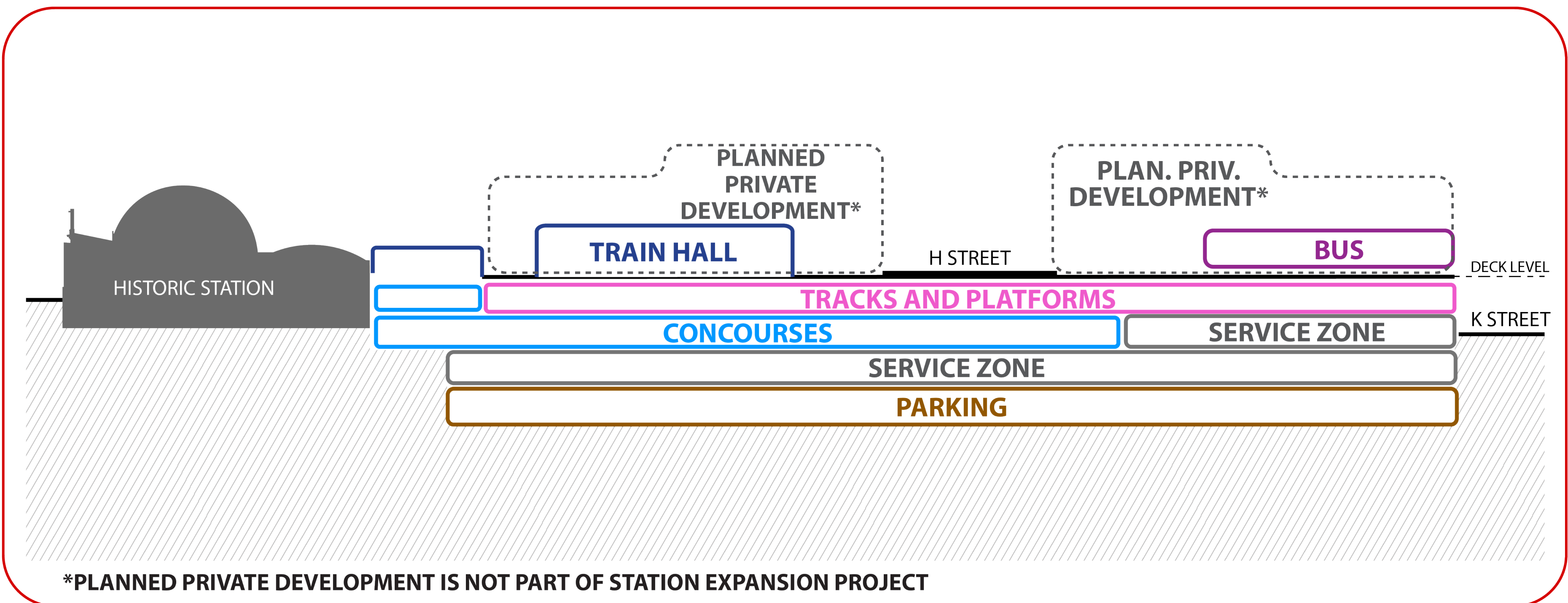
PRELIMINARY CONCEPT 3B

* Diagrams for illustration purposes and not to scale

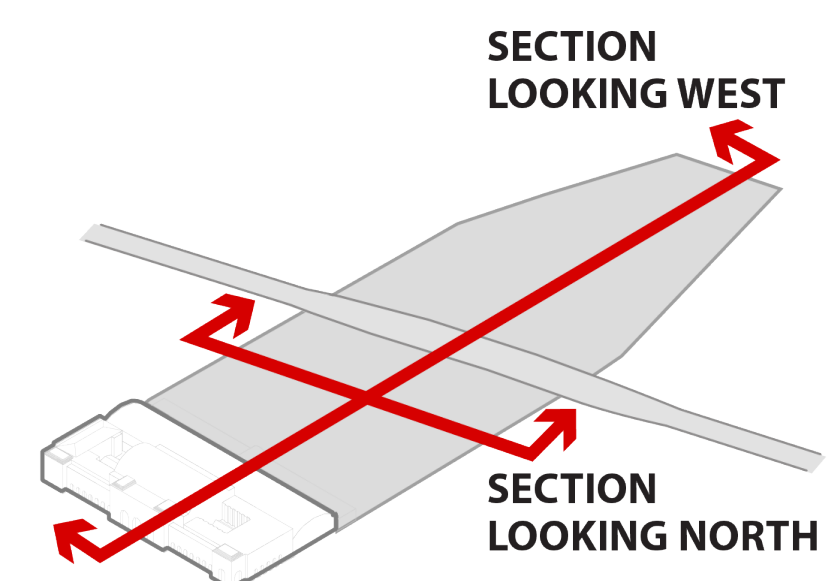
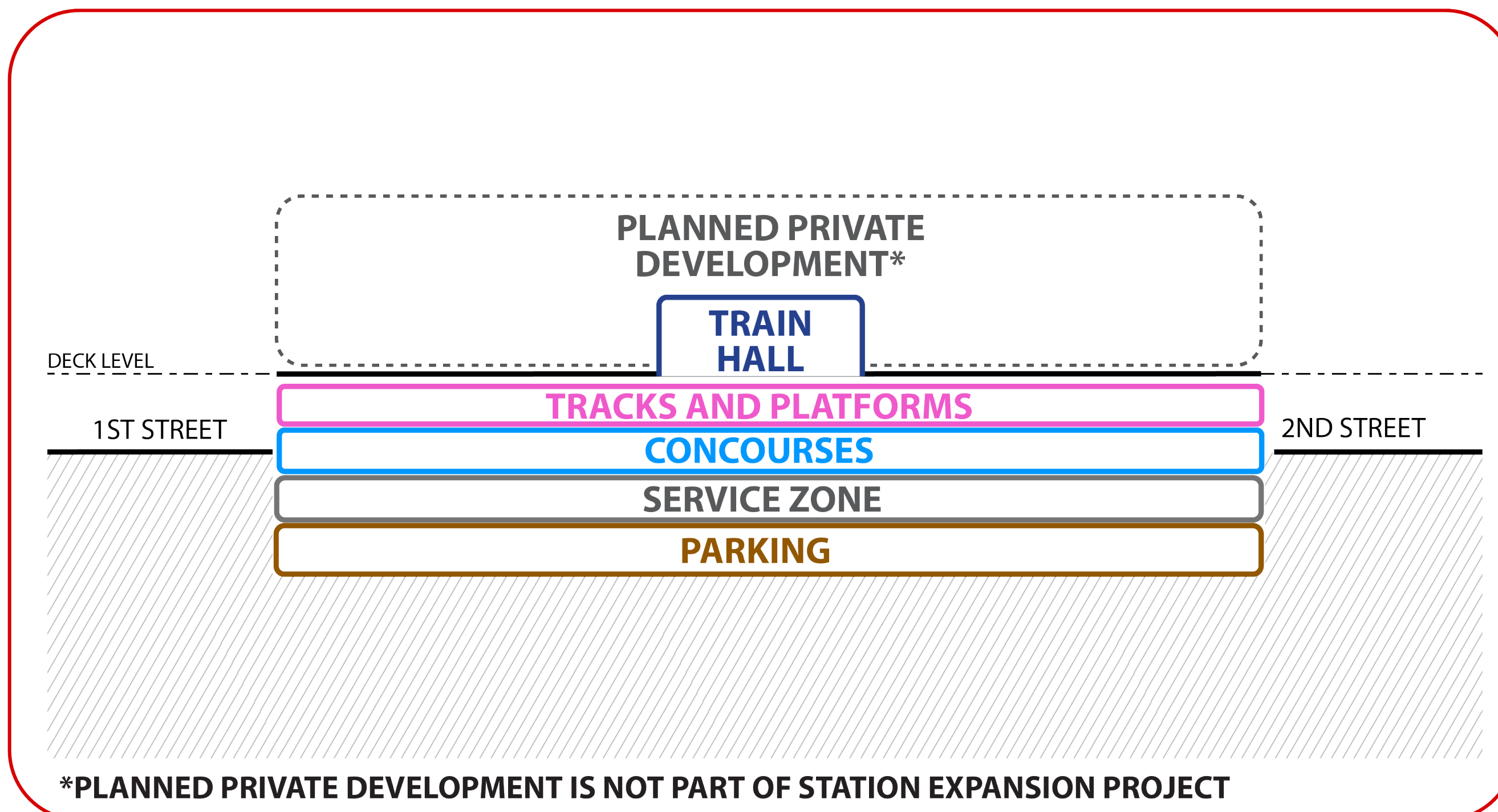
3B



SECTIONAL VIEW LOOKING WEST



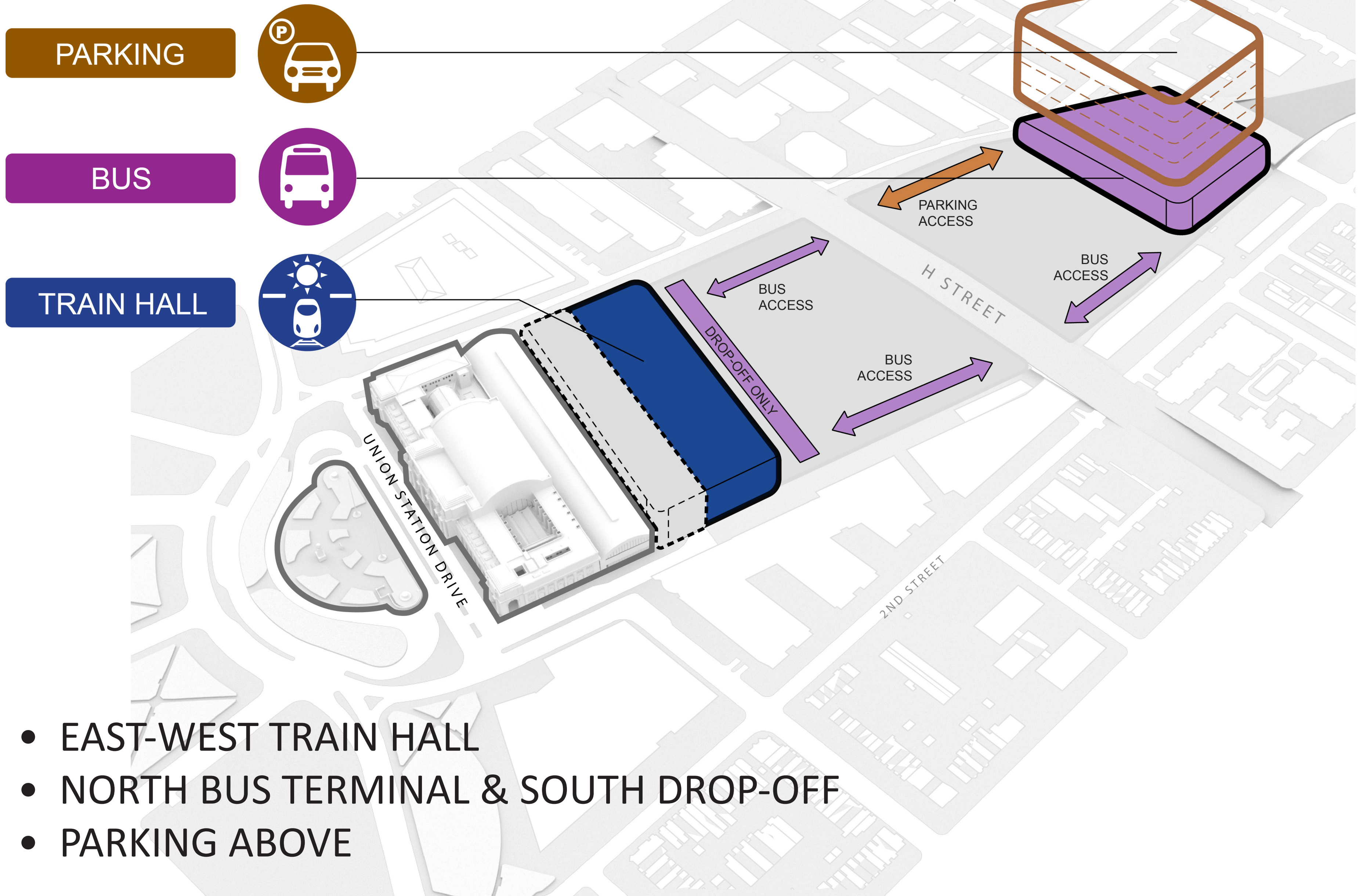
SECTIONAL VIEW LOOKING NORTH



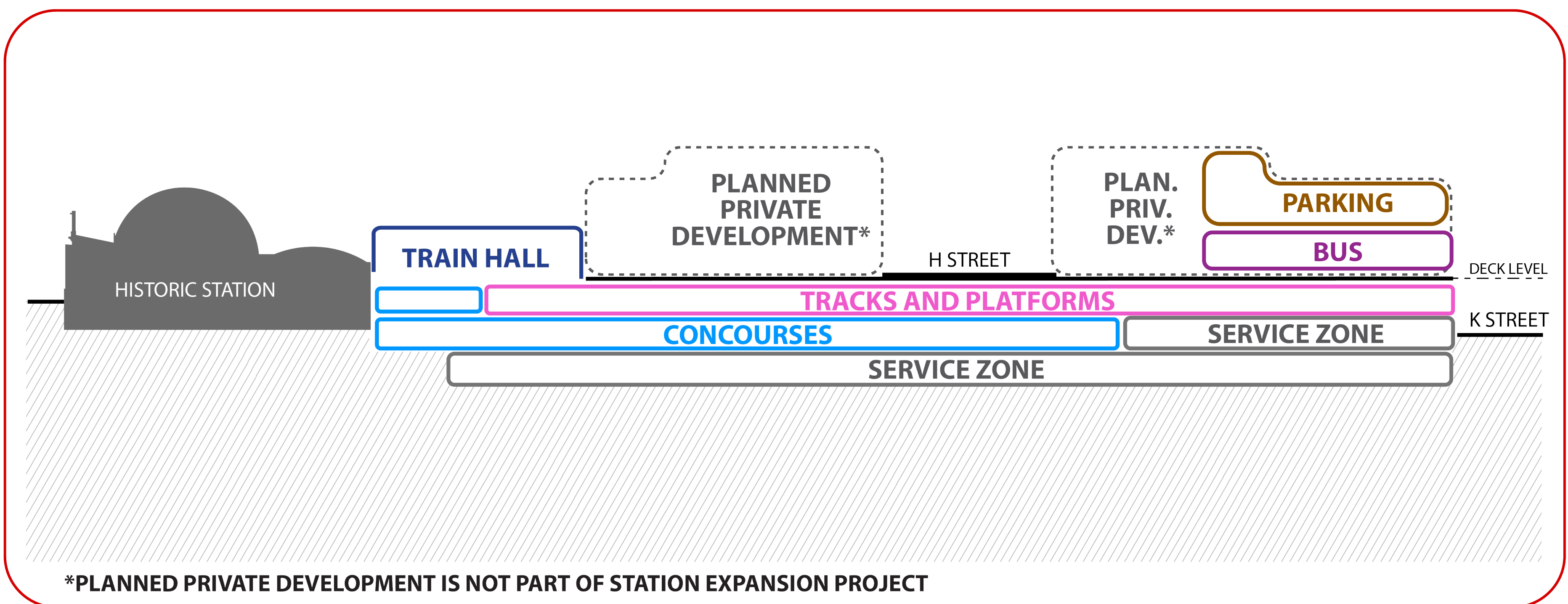
PRELIMINARY CONCEPT 4A

* Diagrams for illustration purposes and not to scale

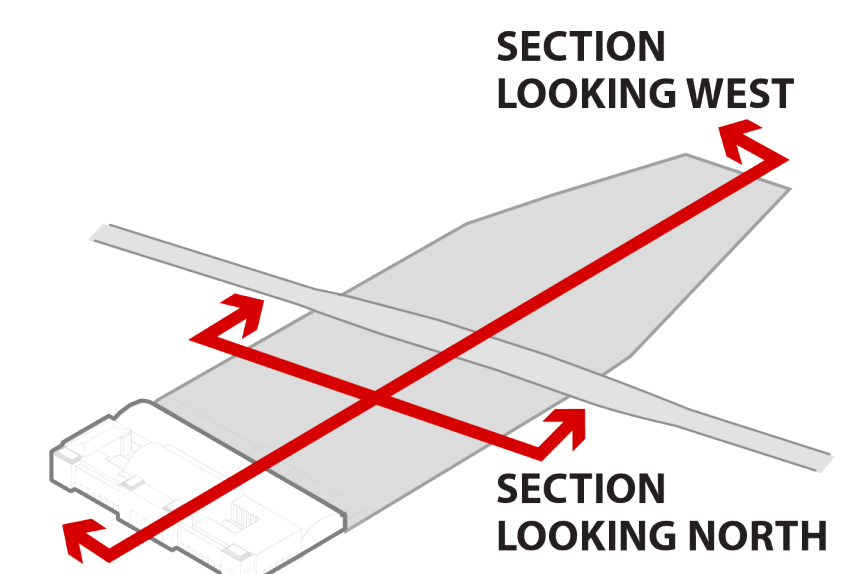
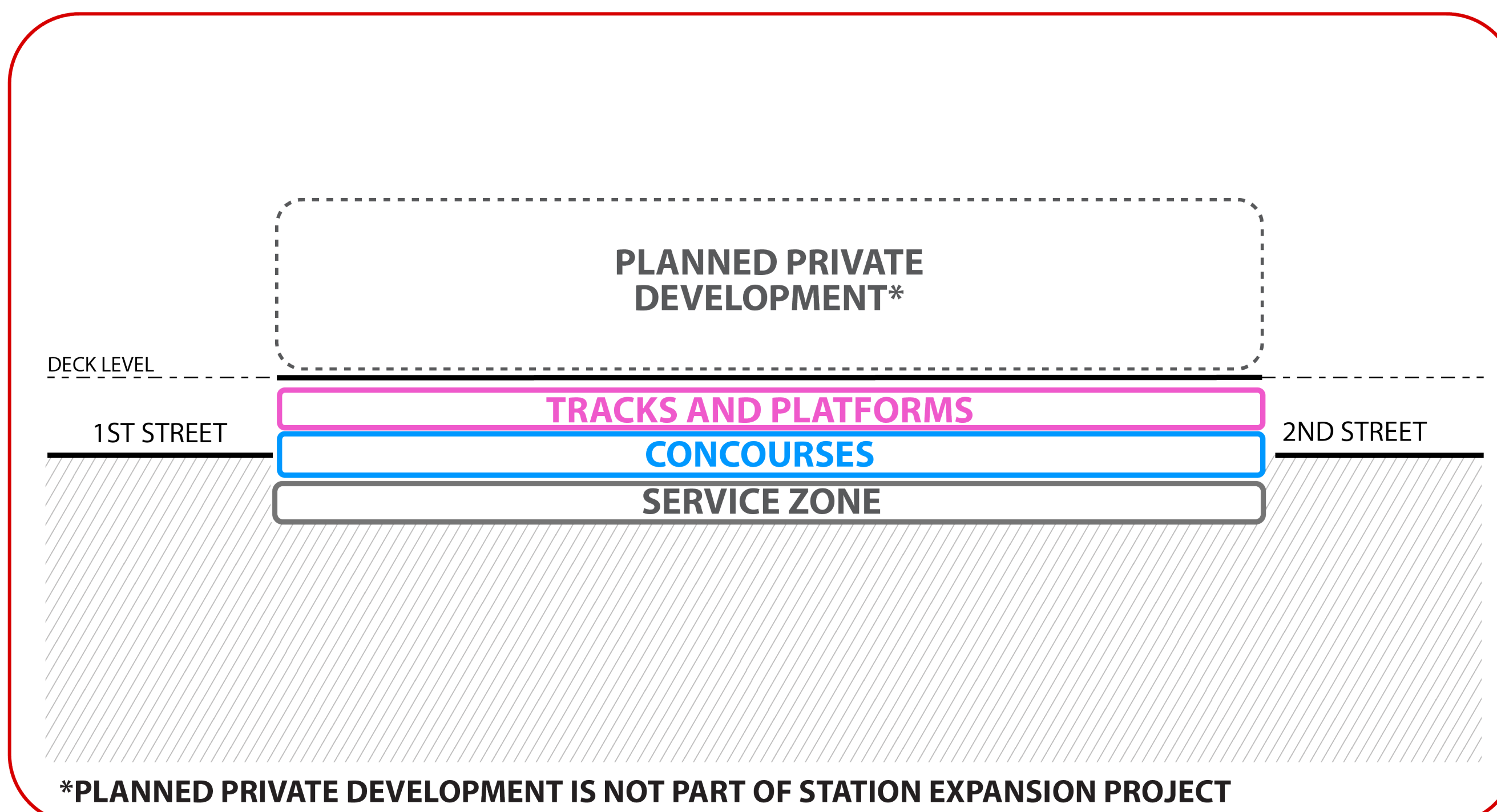
4A



SECTIONAL VIEW LOOKING WEST



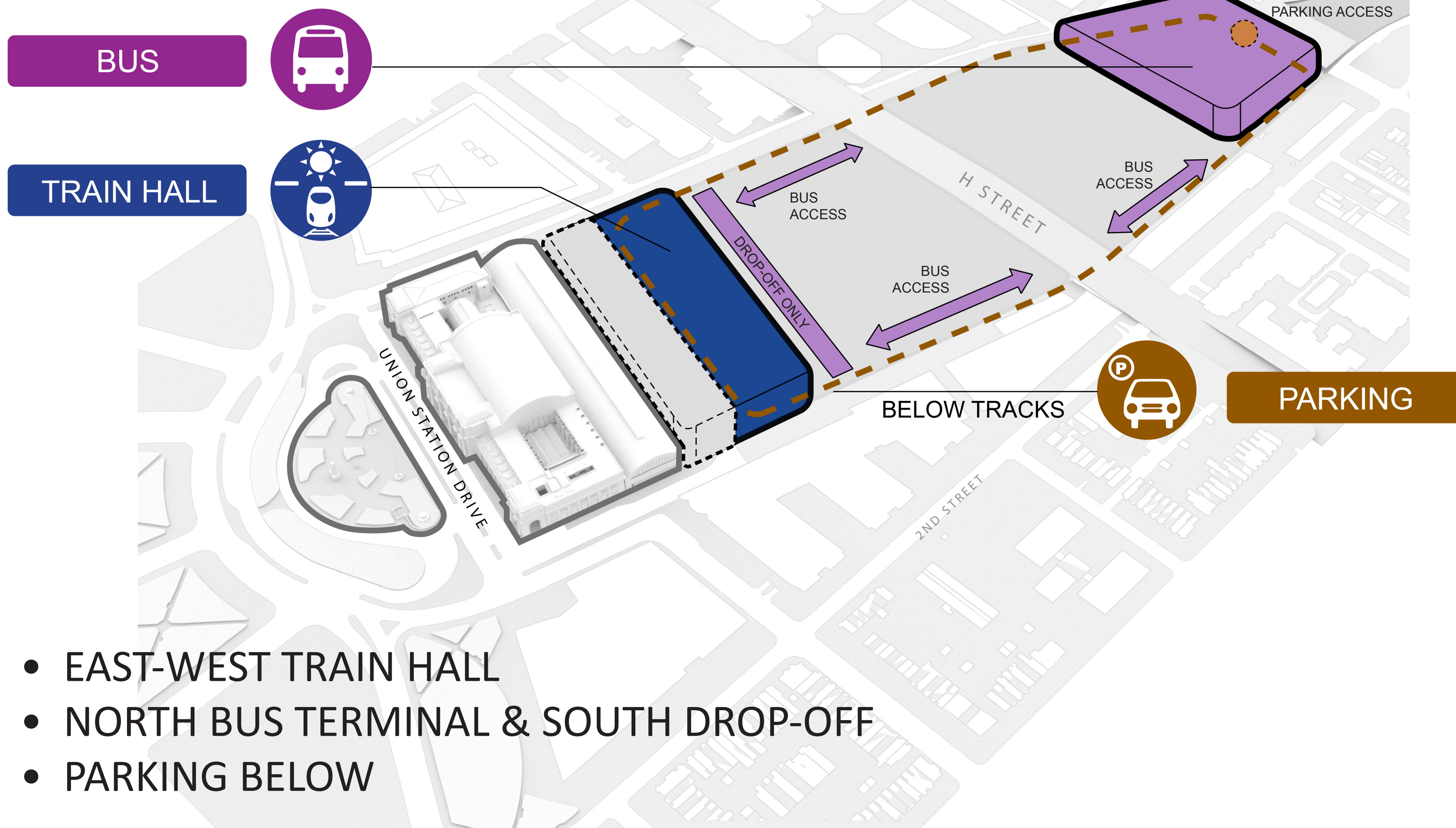
SECTIONAL VIEW LOOKING NORTH



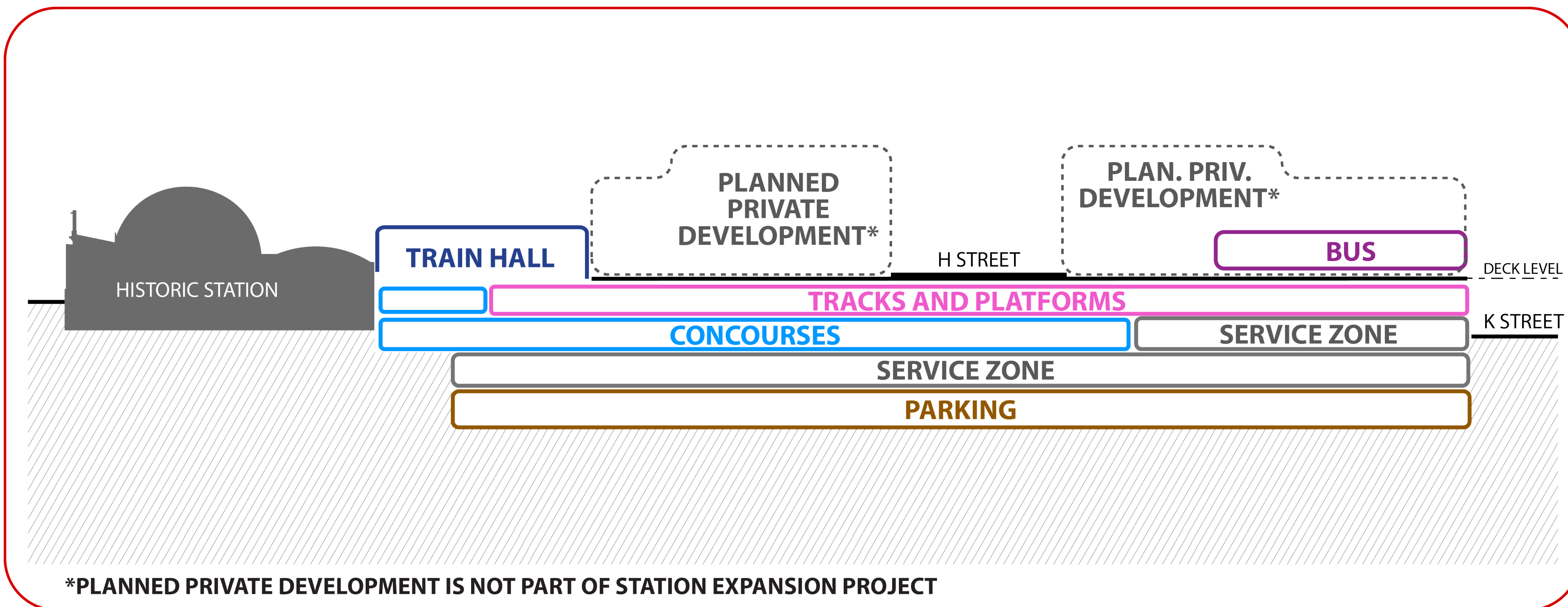
PRELIMINARY CONCEPT 4B

* Diagrams for illustration purposes and not to scale

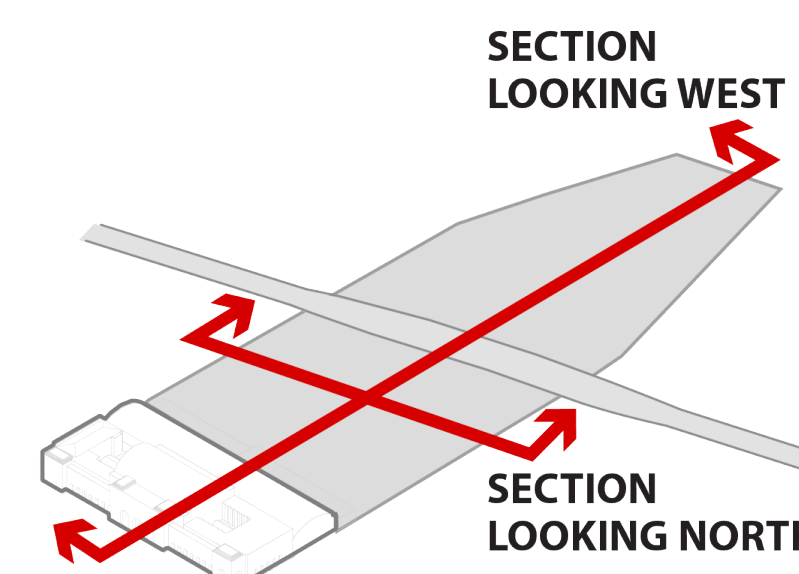
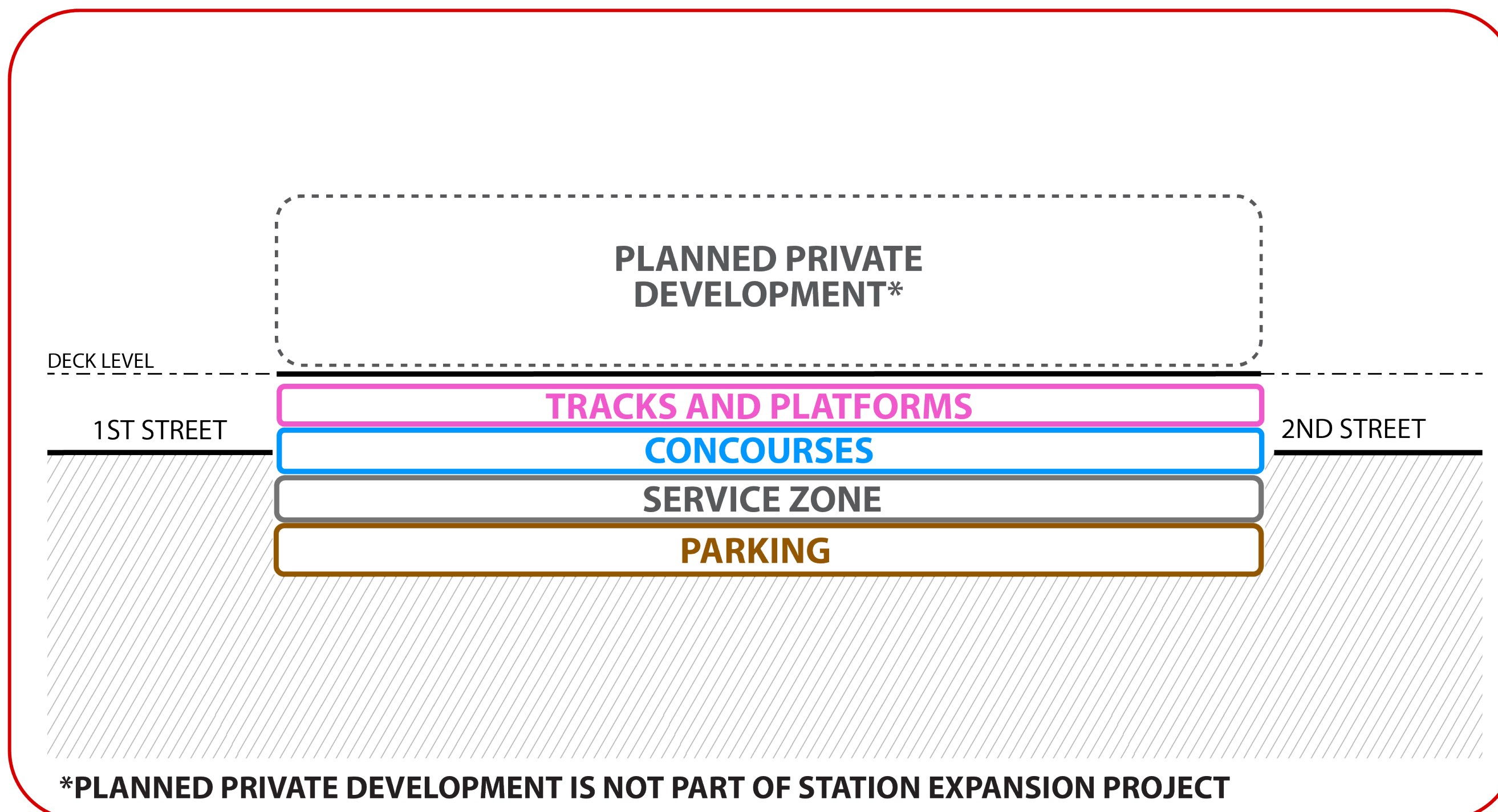
4B



SECTIONAL VIEW LOOKING WEST



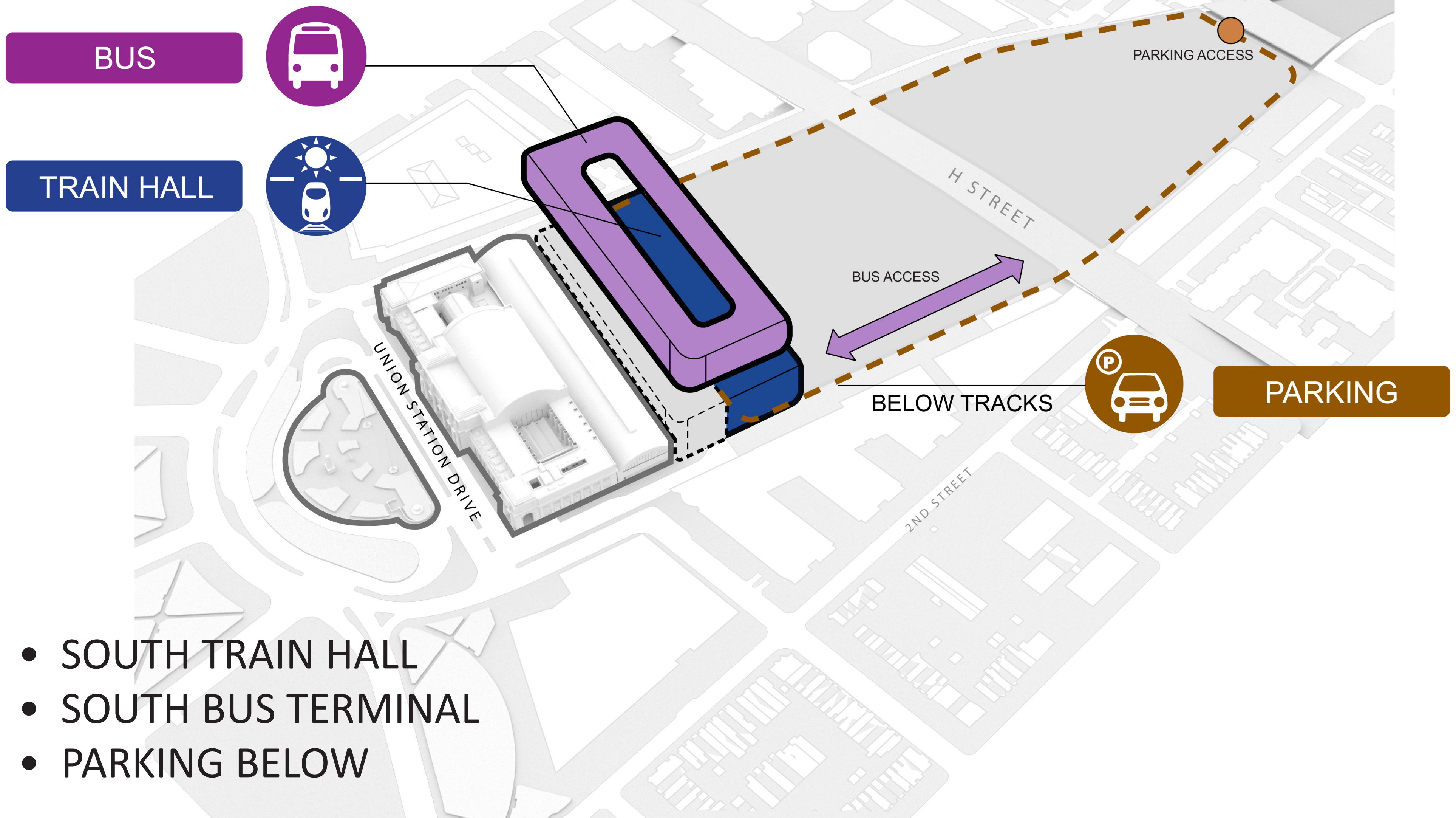
SECTIONAL VIEW LOOKING NORTH



PRELIMINARY CONCEPT 5

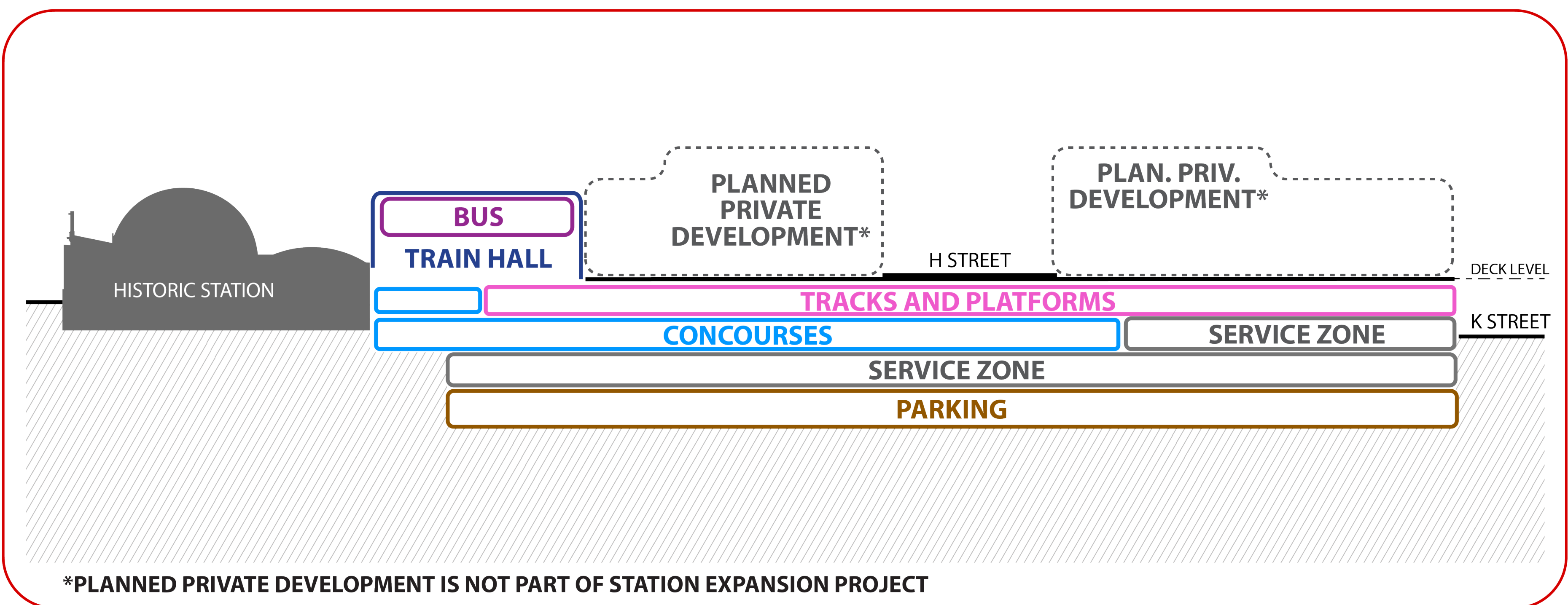
* Diagrams for illustration purposes and not to scale

5

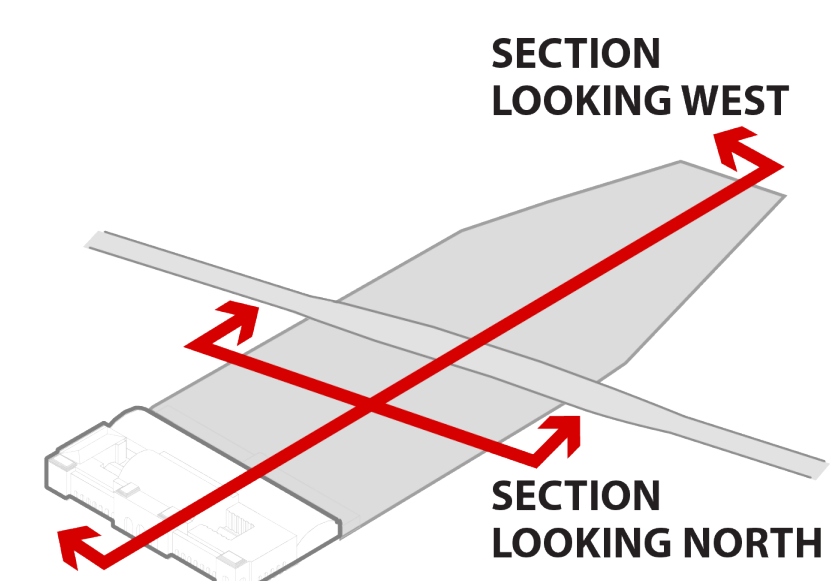
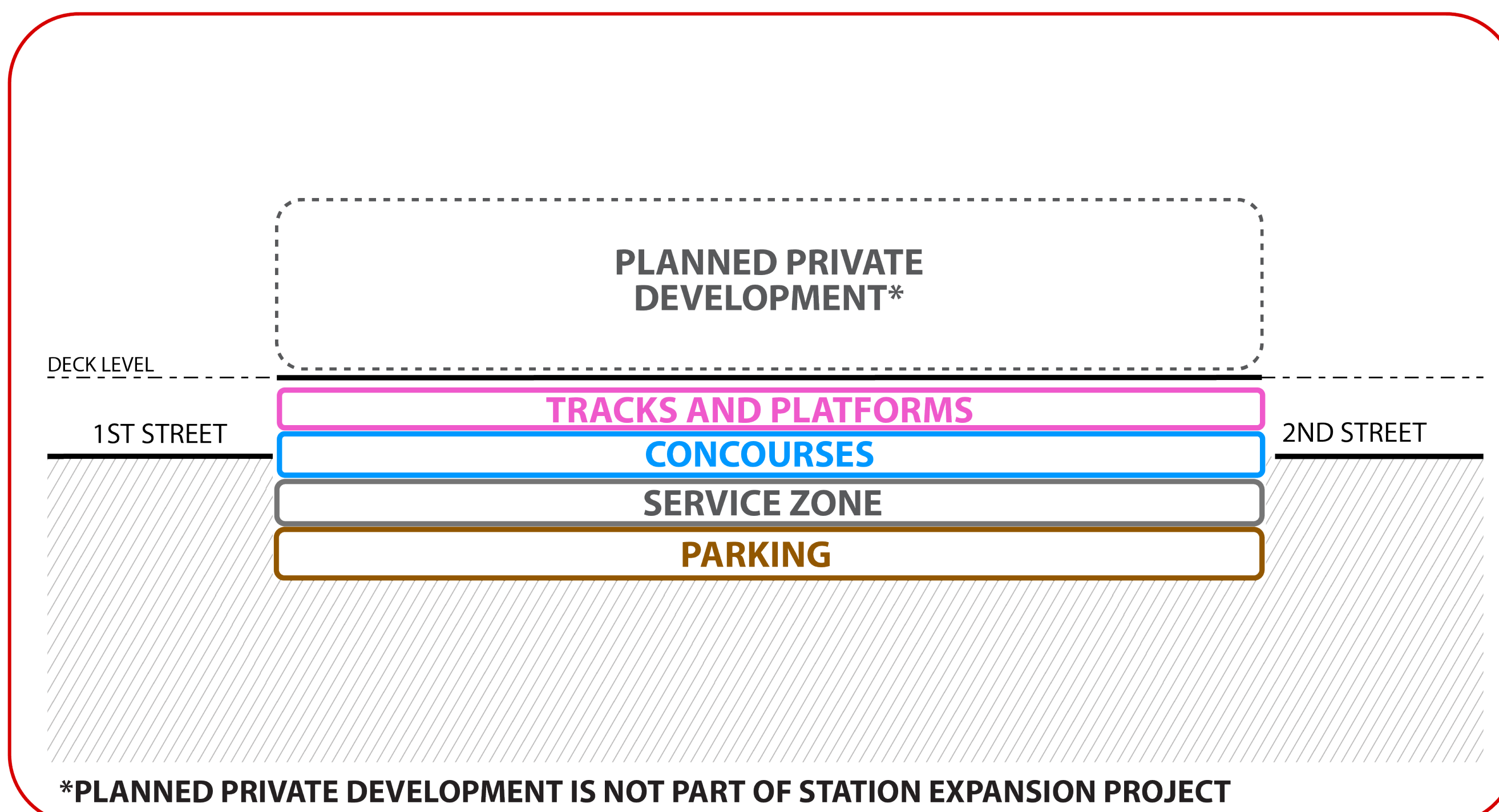


- SOUTH TRAIN HALL
- SOUTH BUS TERMINAL
- PARKING BELOW

SECTIONAL VIEW LOOKING WEST



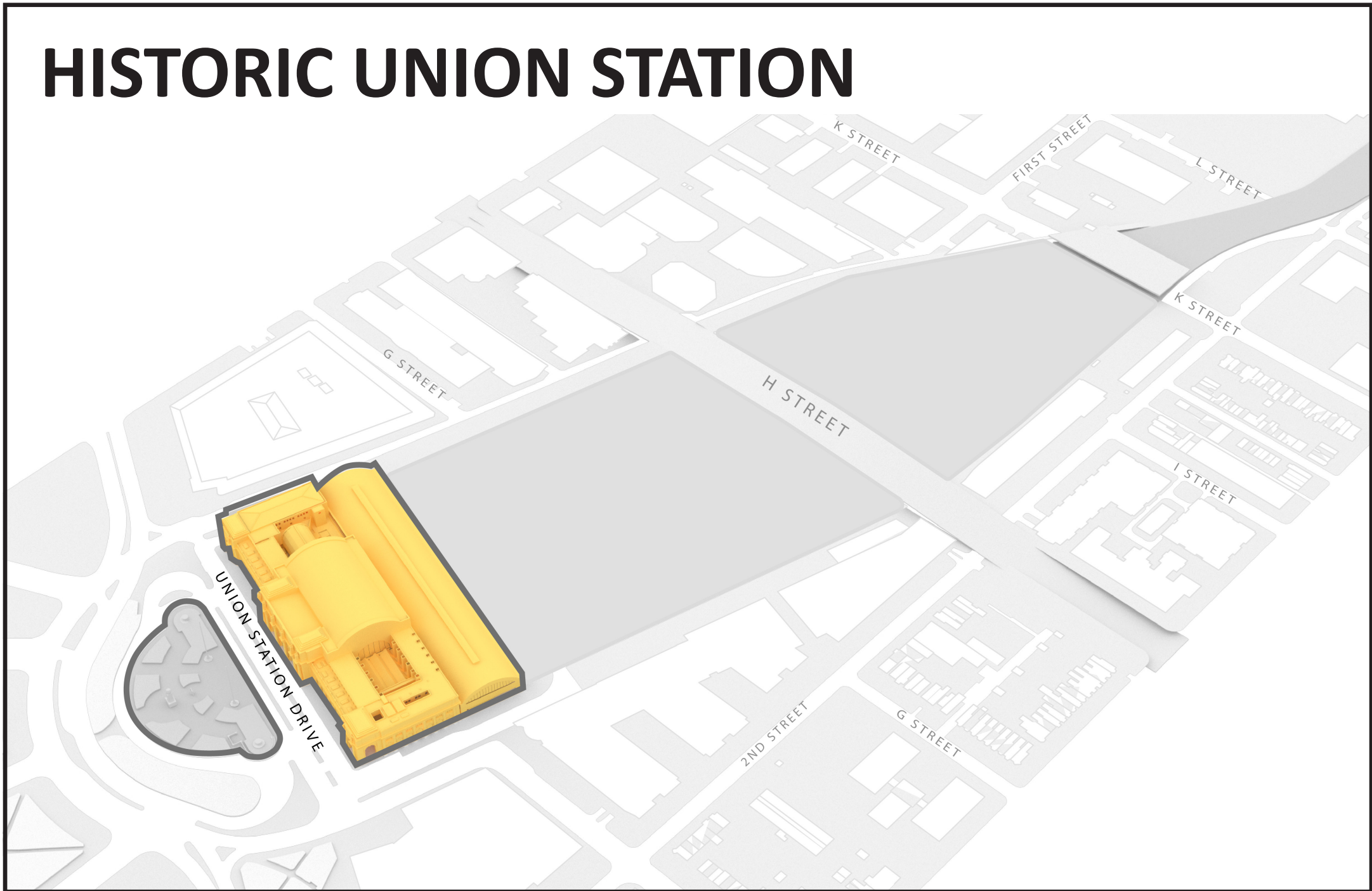
SECTIONAL VIEW LOOKING NORTH



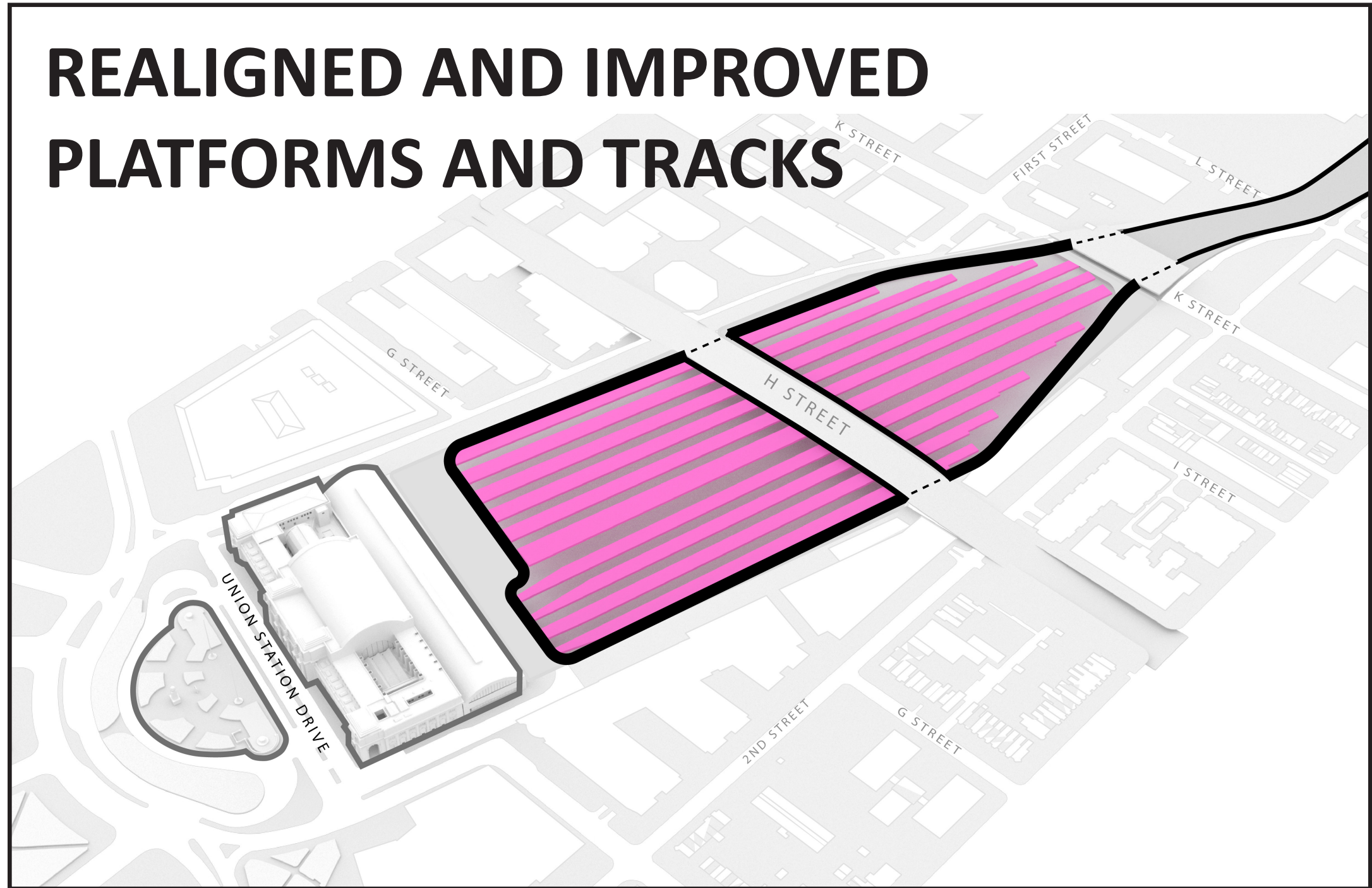
ELEMENTS COMMON TO ALL PRELIMINARY CONCEPTS

* Diagrams for illustration purposes and not to scale

HISTORIC UNION STATION

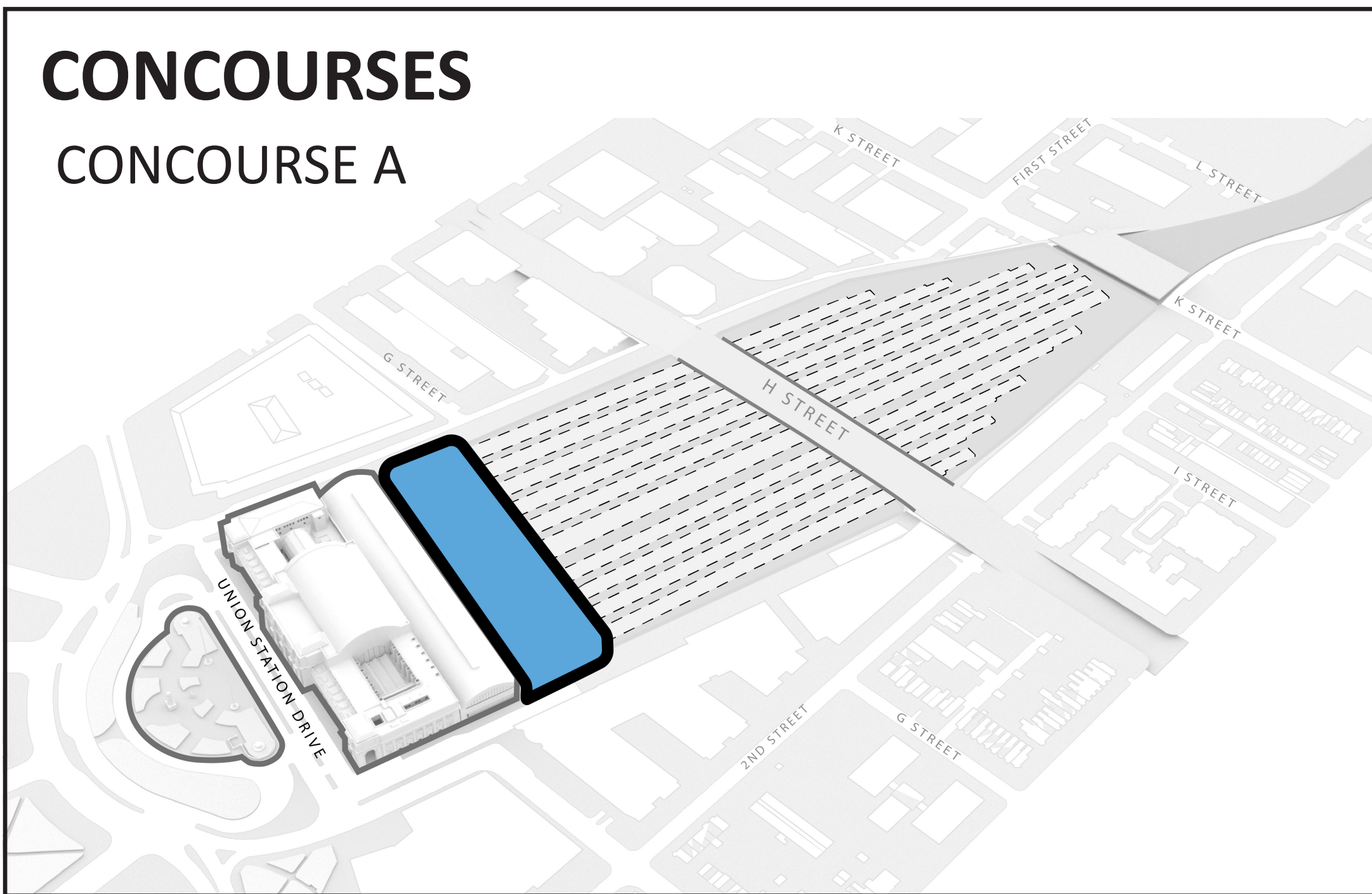


REALIGNED AND IMPROVED PLATFORMS AND TRACKS

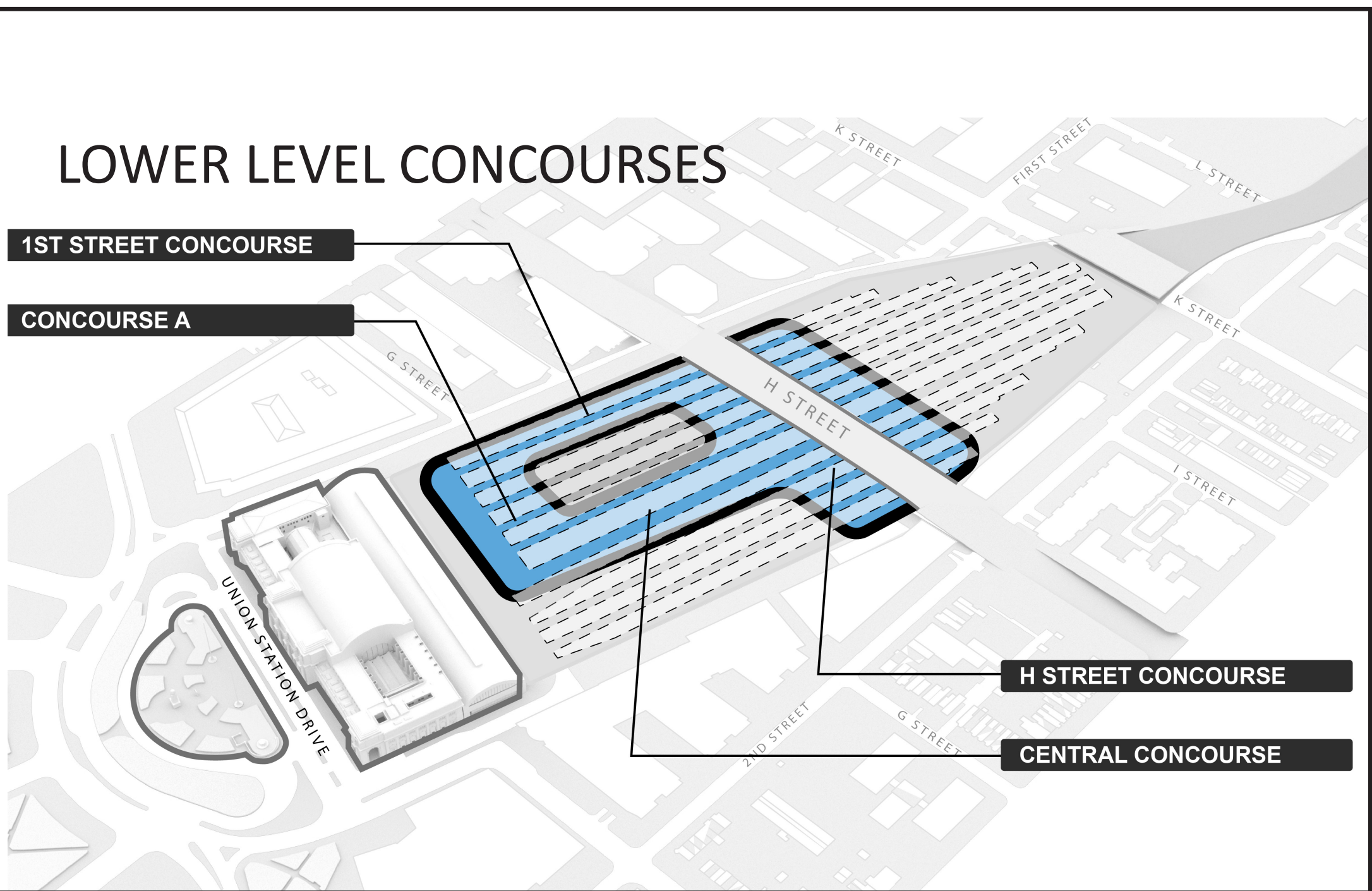


CONCOURSES

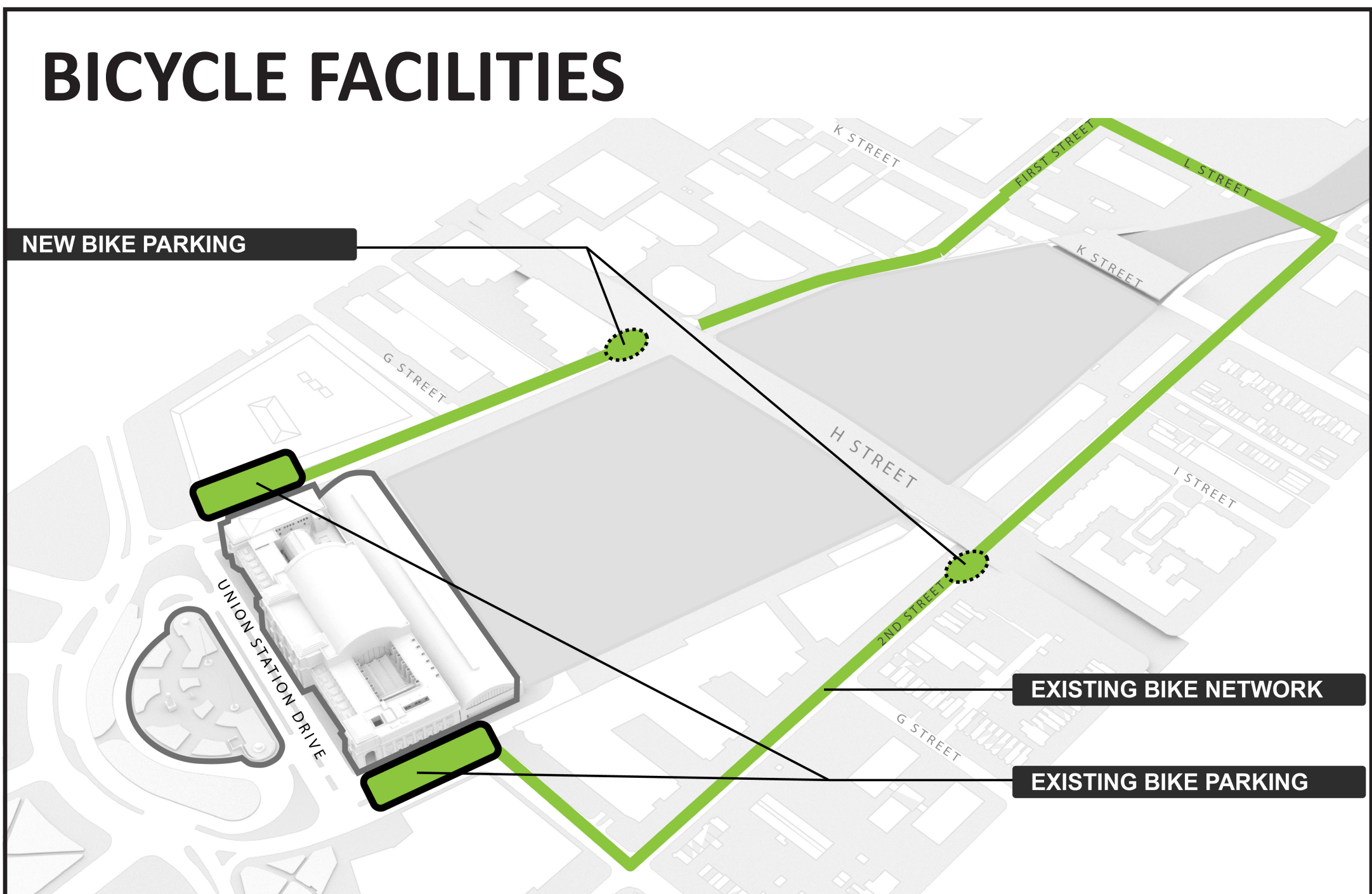
CONCOURSE A



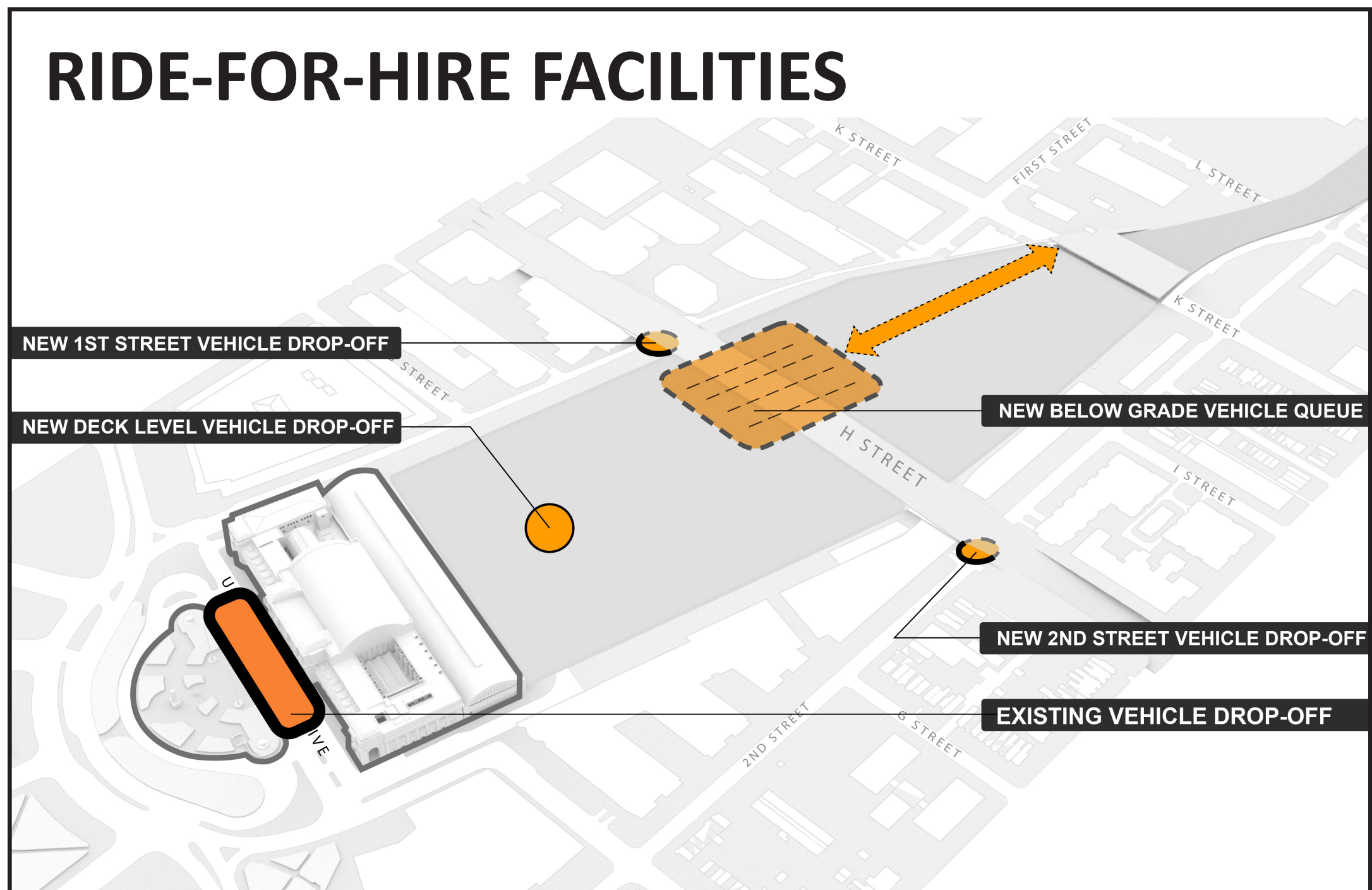
LOWER LEVEL CONCOURSES



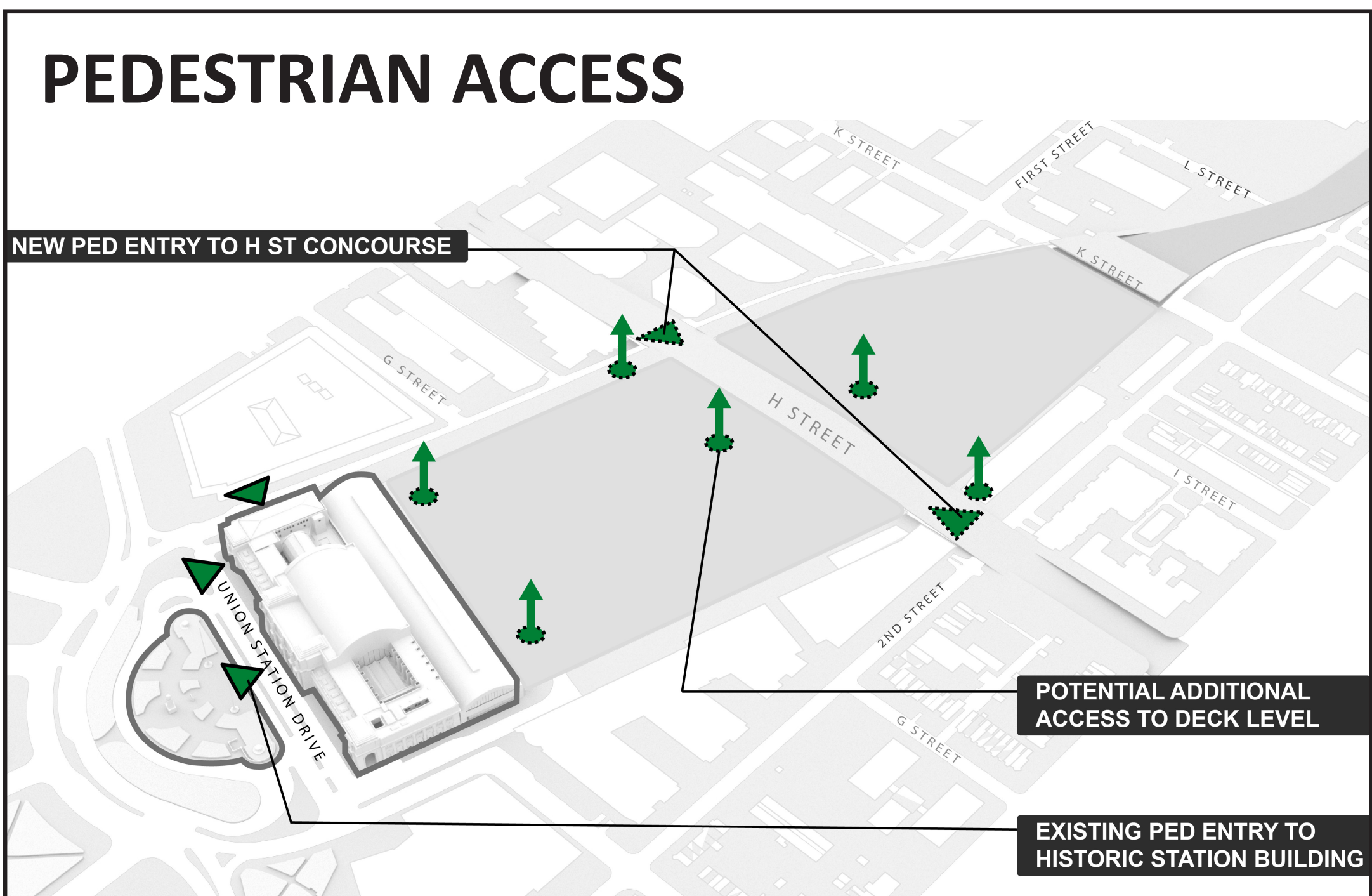
BICYCLE FACILITIES



RIDE-FOR-HIRE FACILITIES



PEDESTRIAN ACCESS

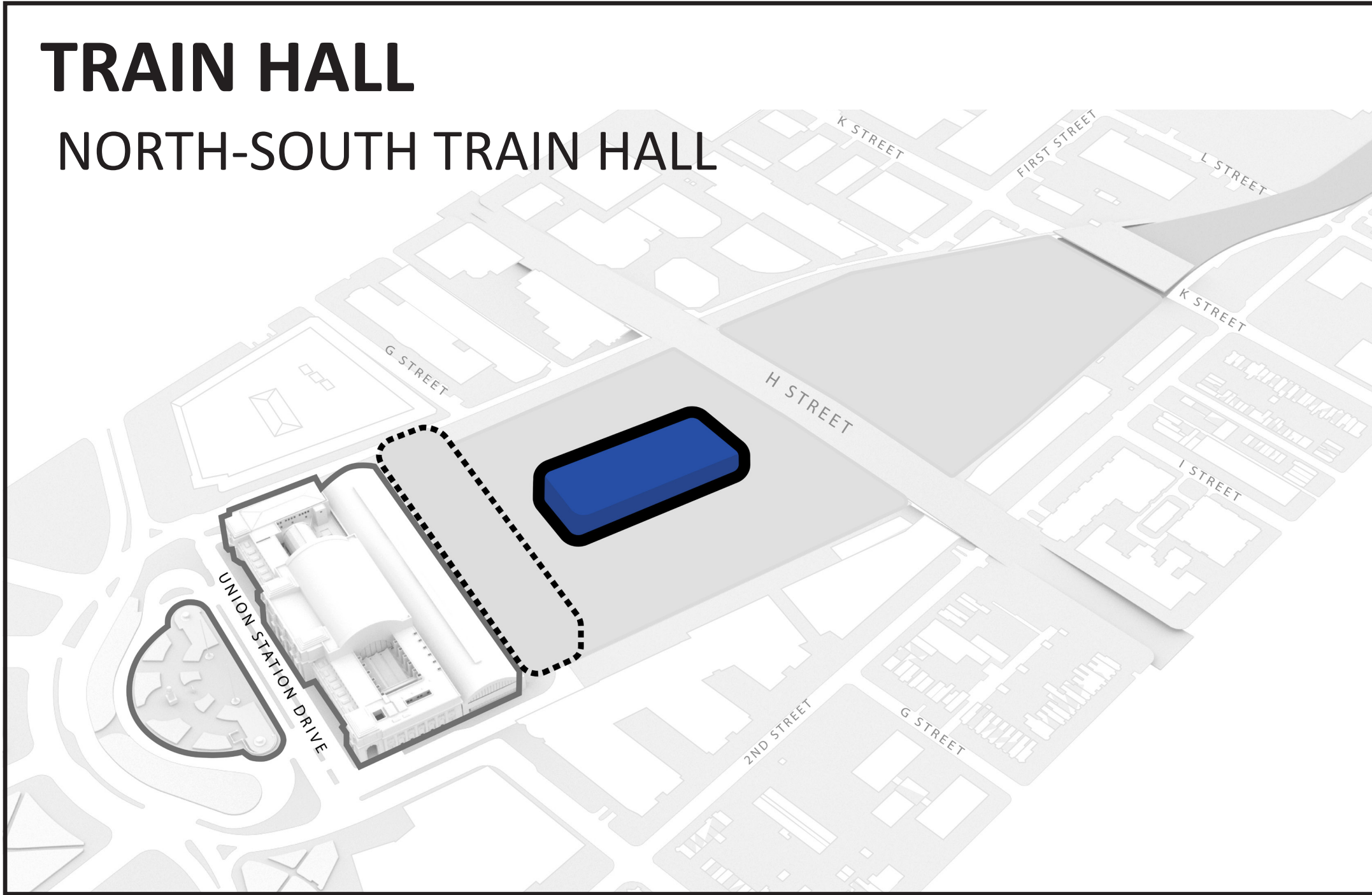


ELEMENTS THAT VARY IN PRELIMINARY CONCEPTS

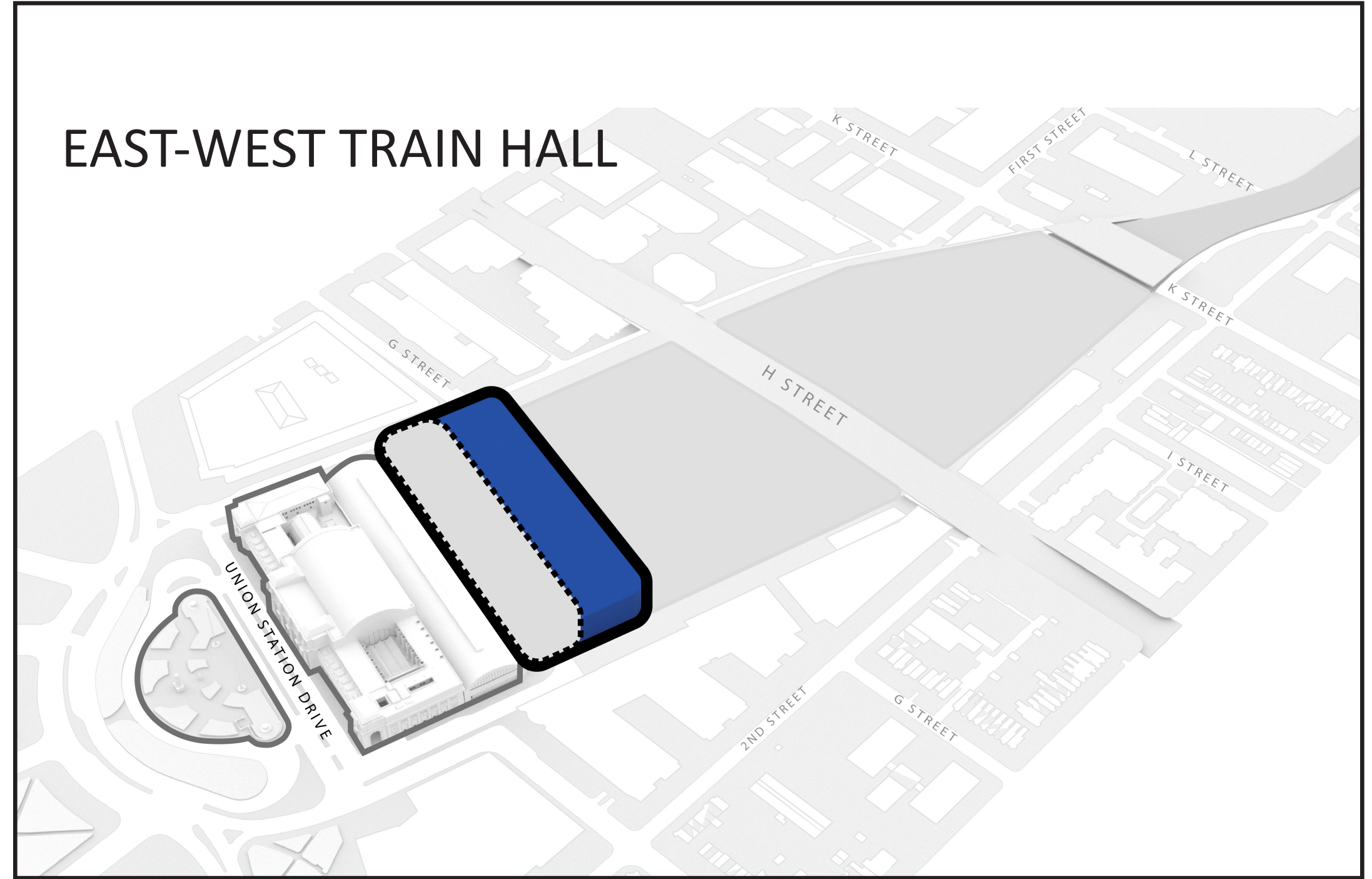
** Diagrams for illustration purposes and not to scale*

TRAIN HALL

NORTH-SOUTH TRAIN HALL

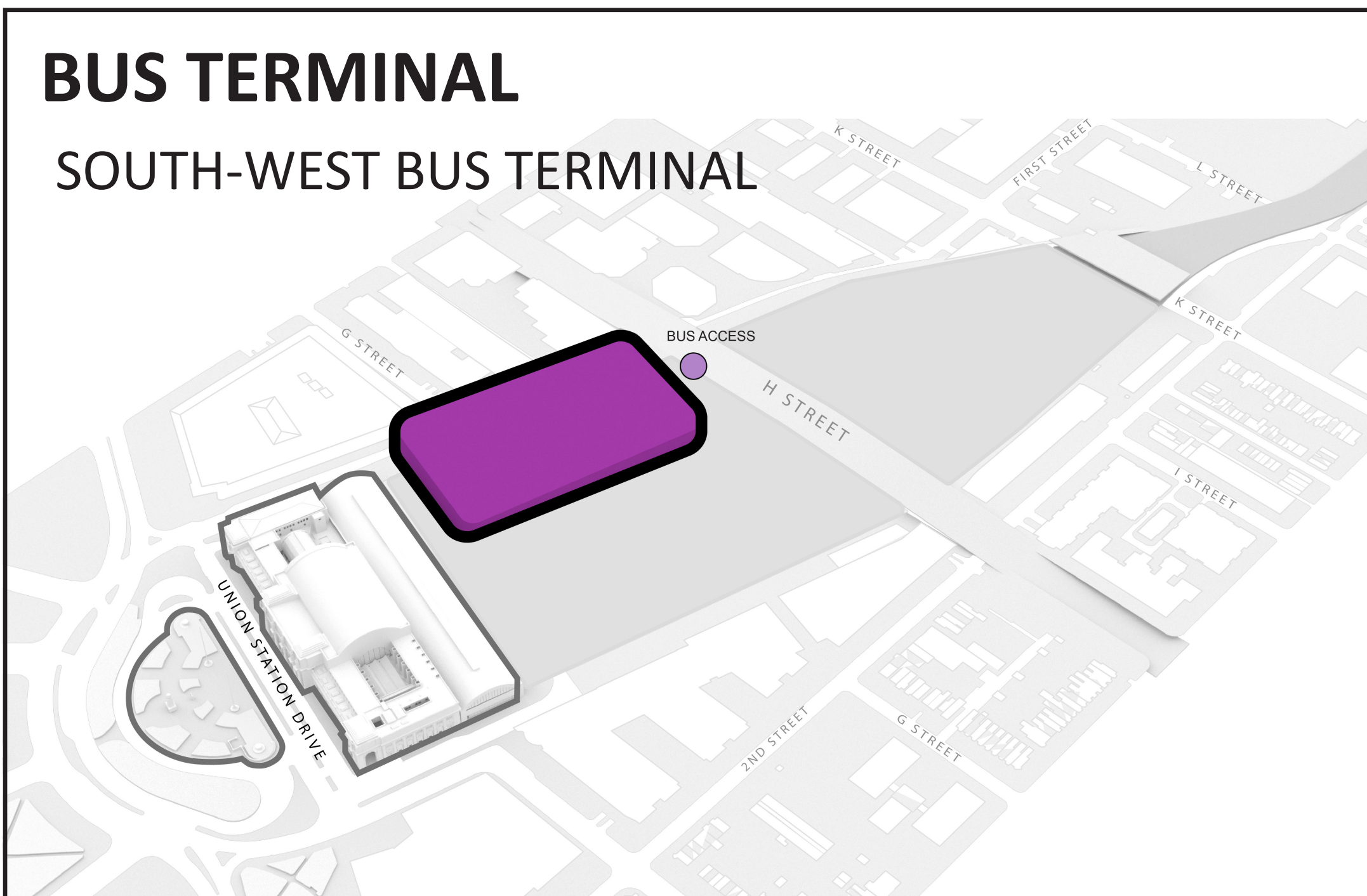


EAST-WEST TRAIN HALL

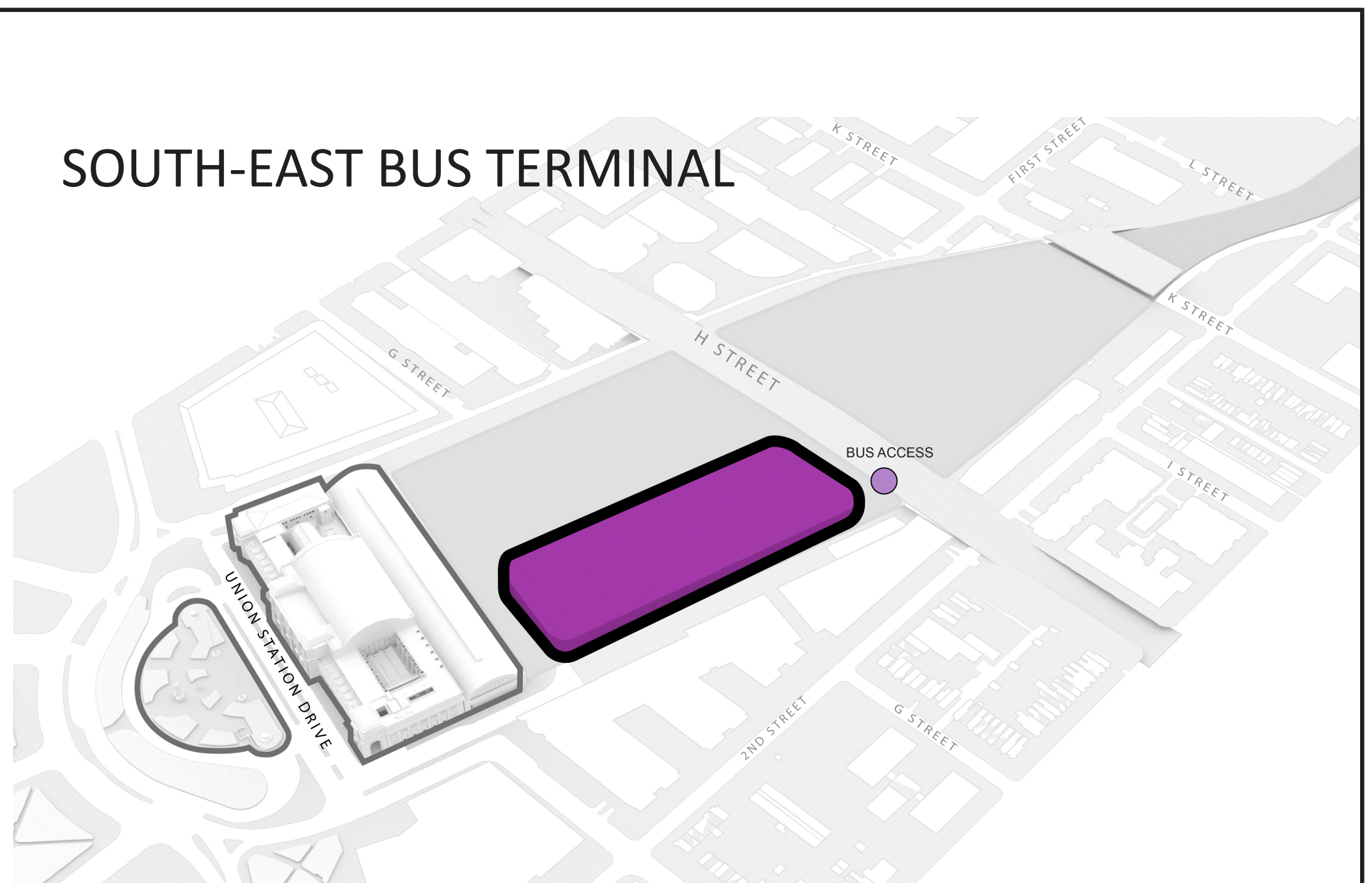


BUS TERMINAL

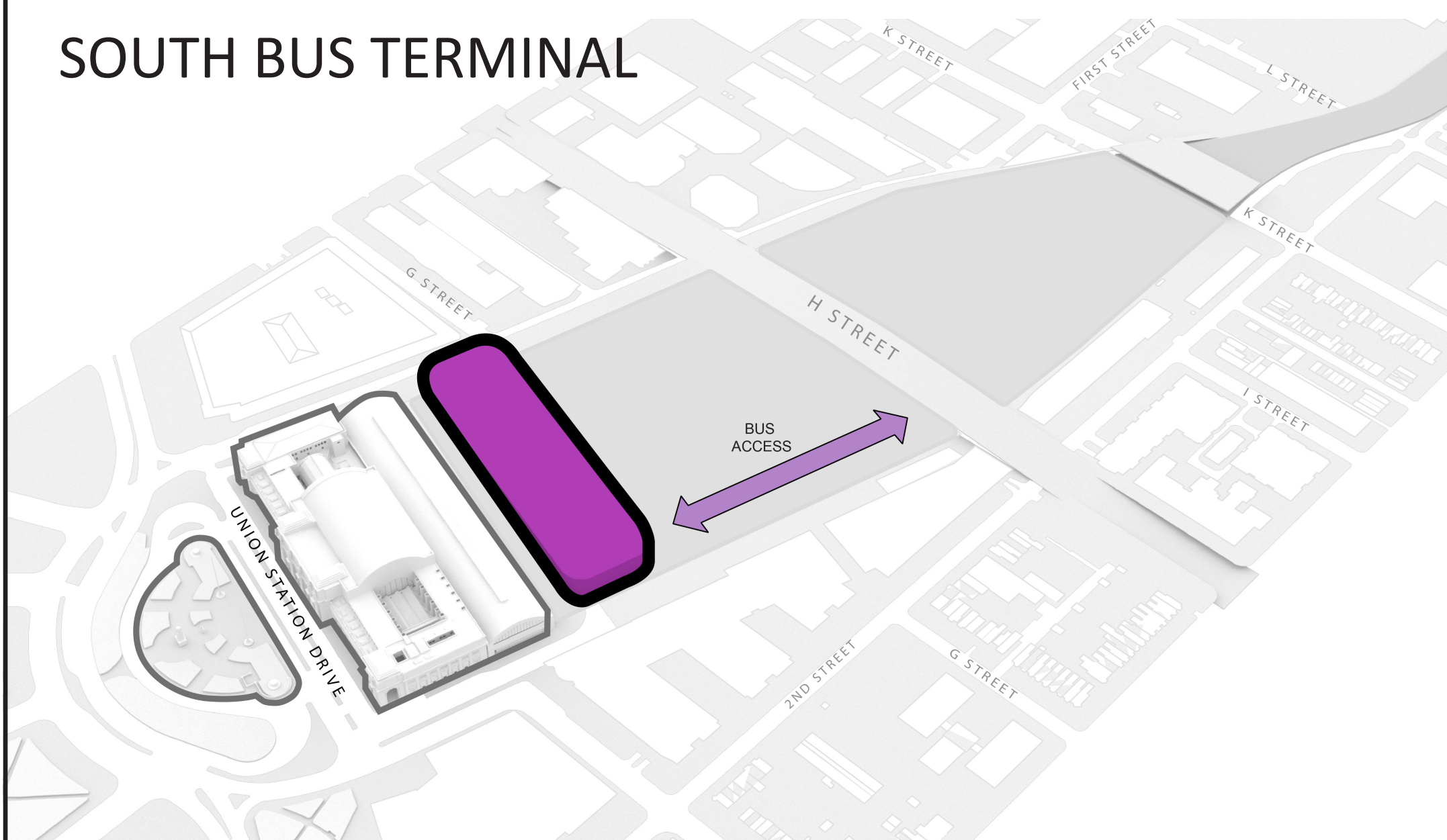
SOUTH-WEST BUS TERMINAL



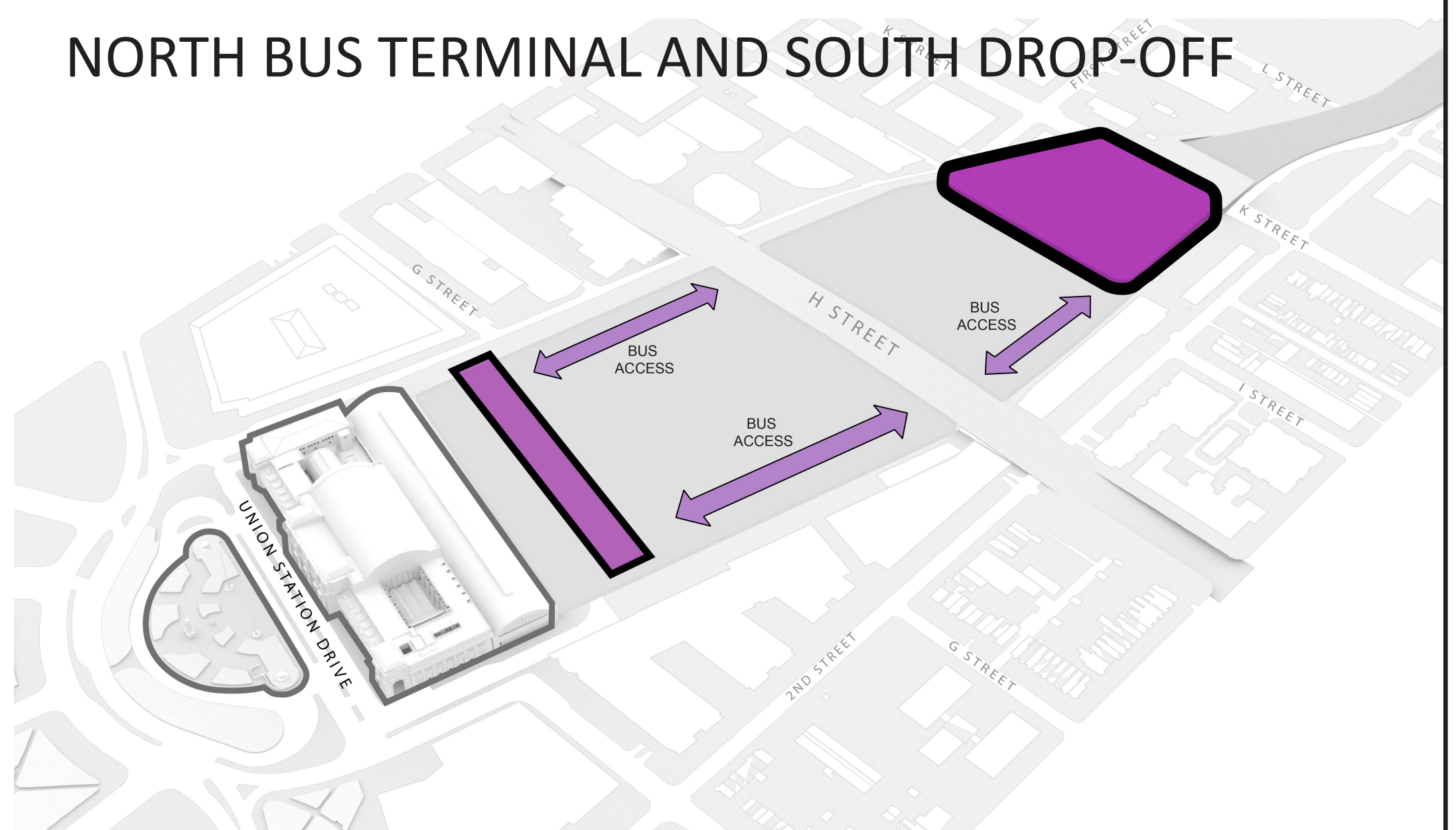
SOUTH-EAST BUS TERMINAL



SOUTH BUS TERMINAL



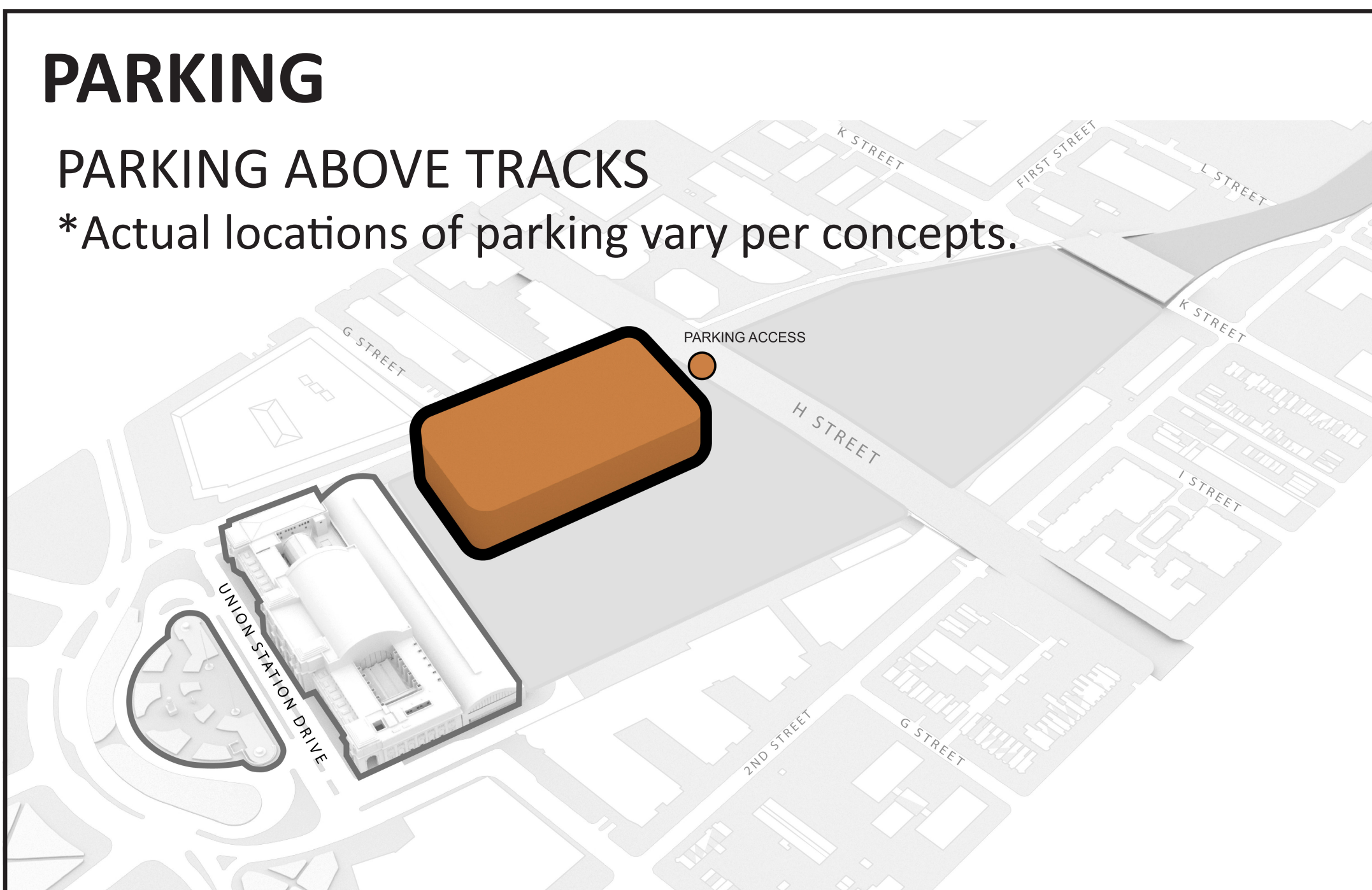
NORTH BUS TERMINAL AND SOUTH DROP-OFF



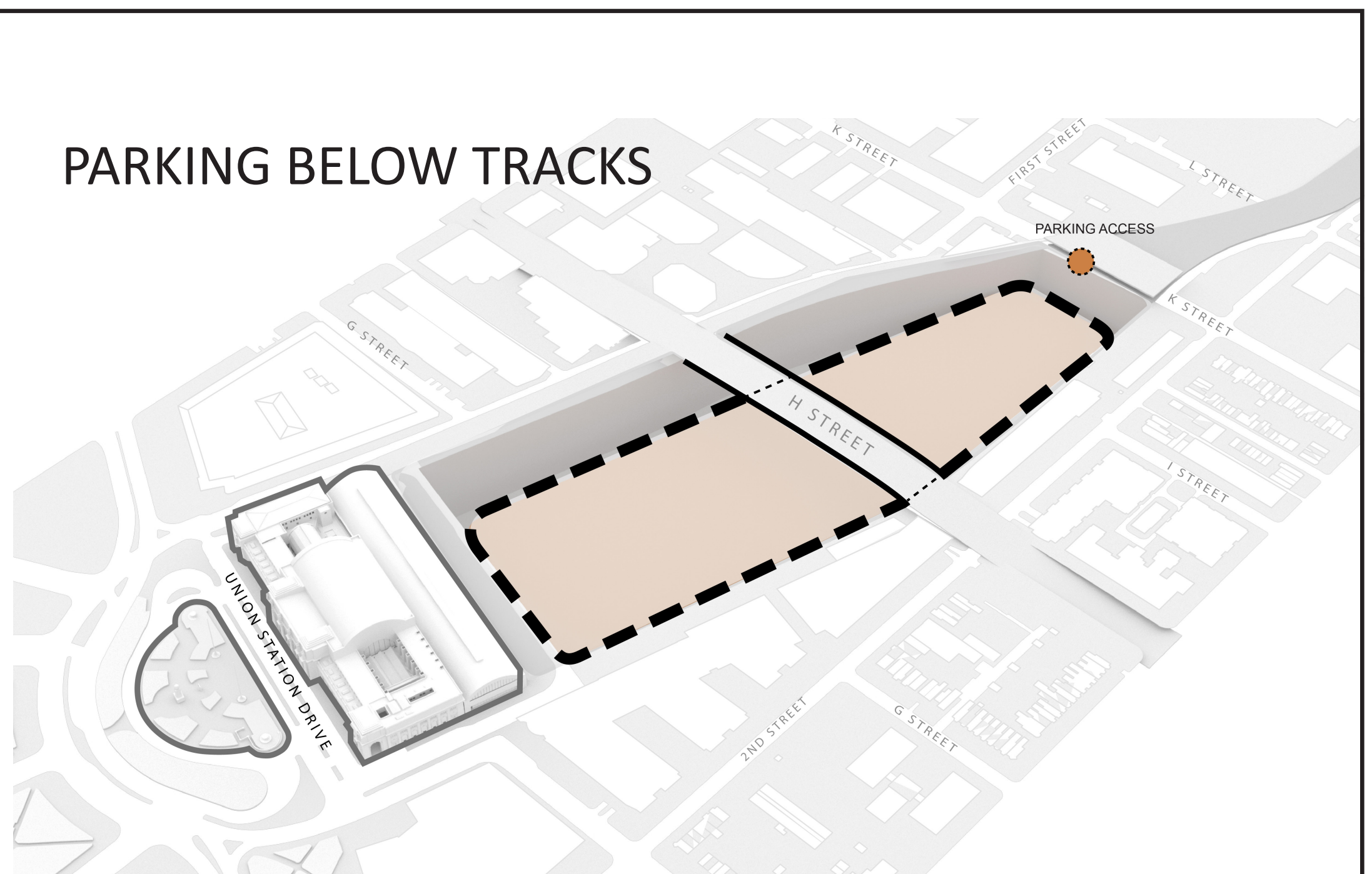
PARKING

PARKING ABOVE TRACKS

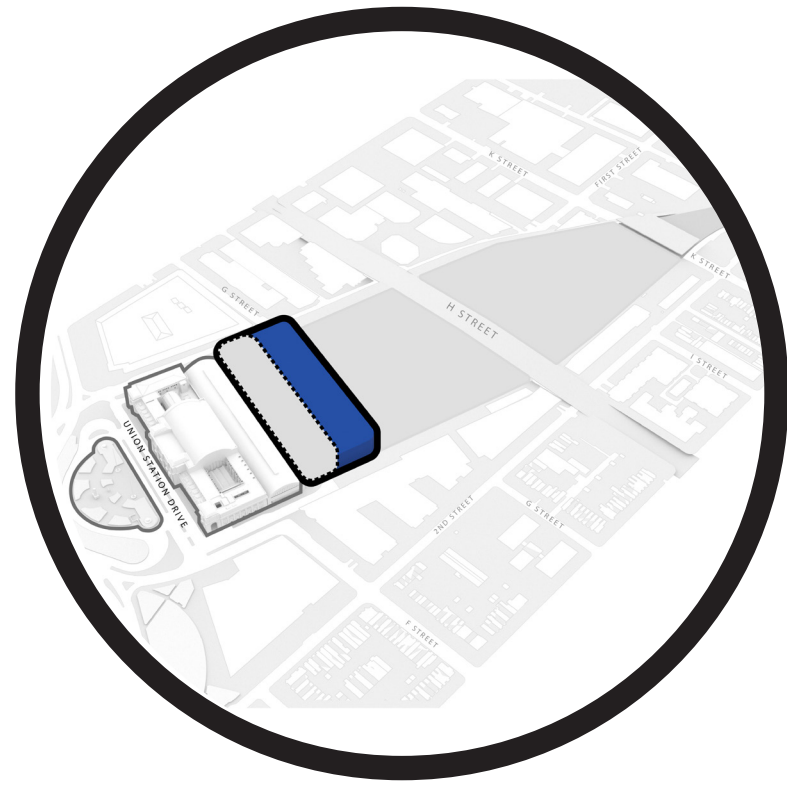
**Actual locations of parking vary per concepts.*



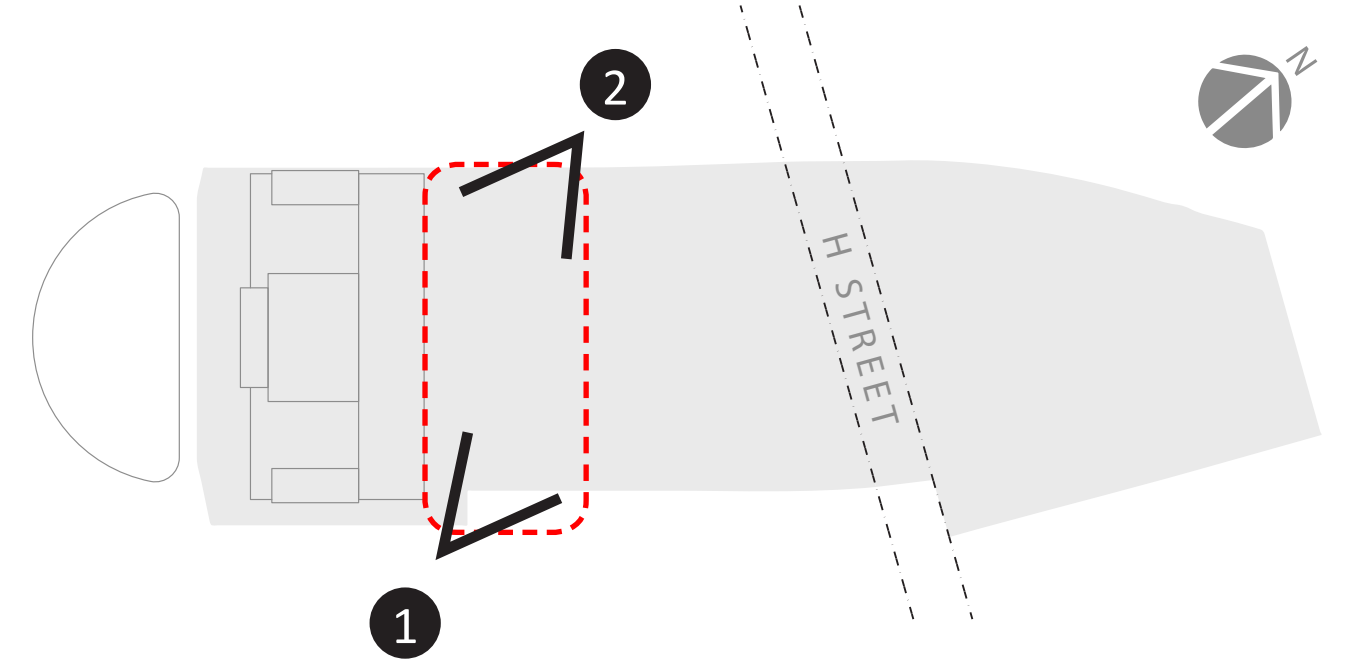
PARKING BELOW TRACKS



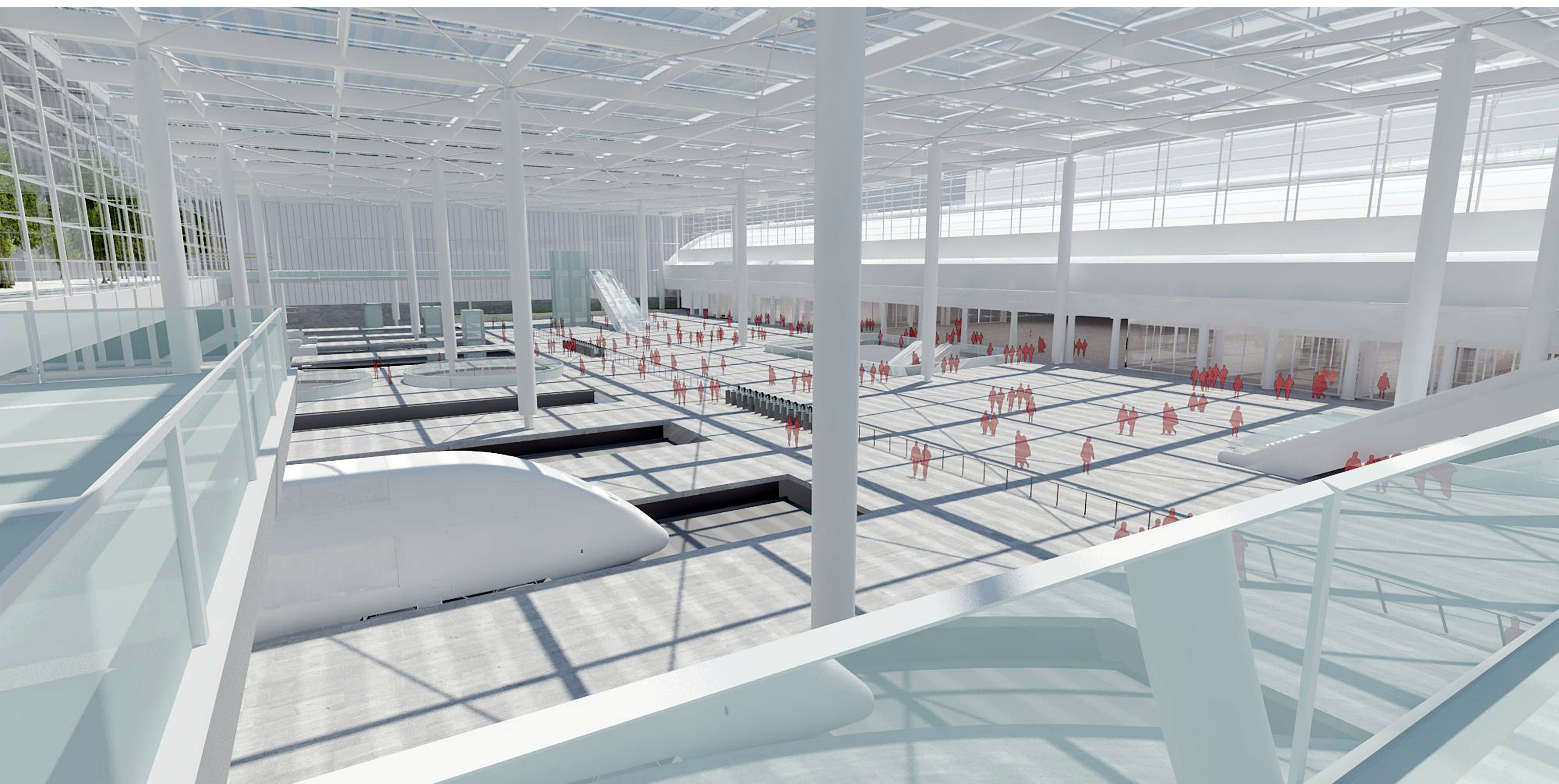
ELEMENTS: TRAIN HALL EAST-WEST ORIENTED TRAIN HALL



** Renderings are for illustration of preliminary concepts only, not design proposals*

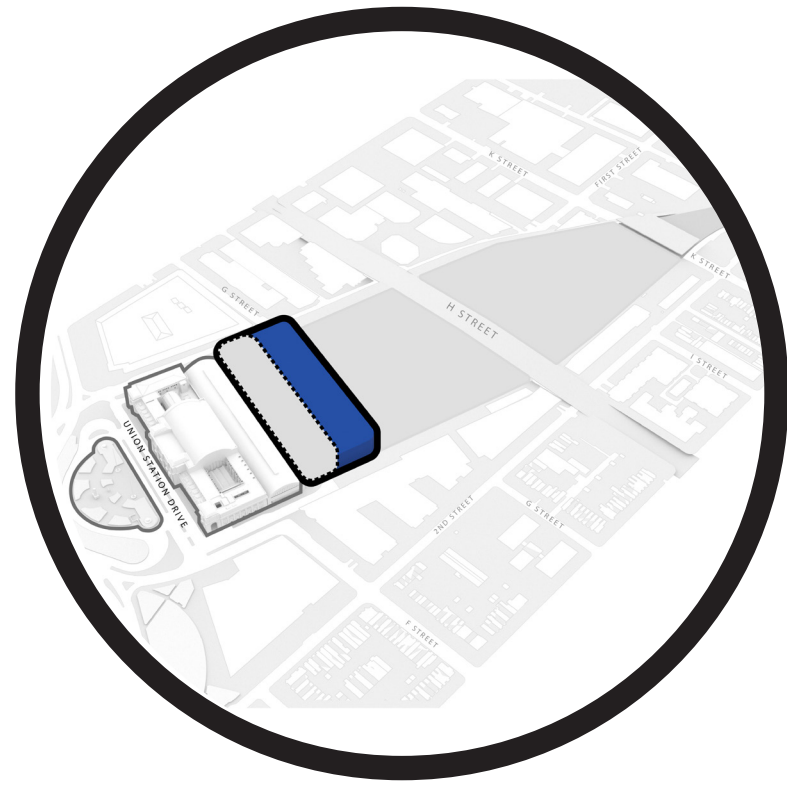


1 EAST-WEST TRAIN HALL VIEW LOOKING NORTHWEST FROM MAIN/PLATFORM LEVEL

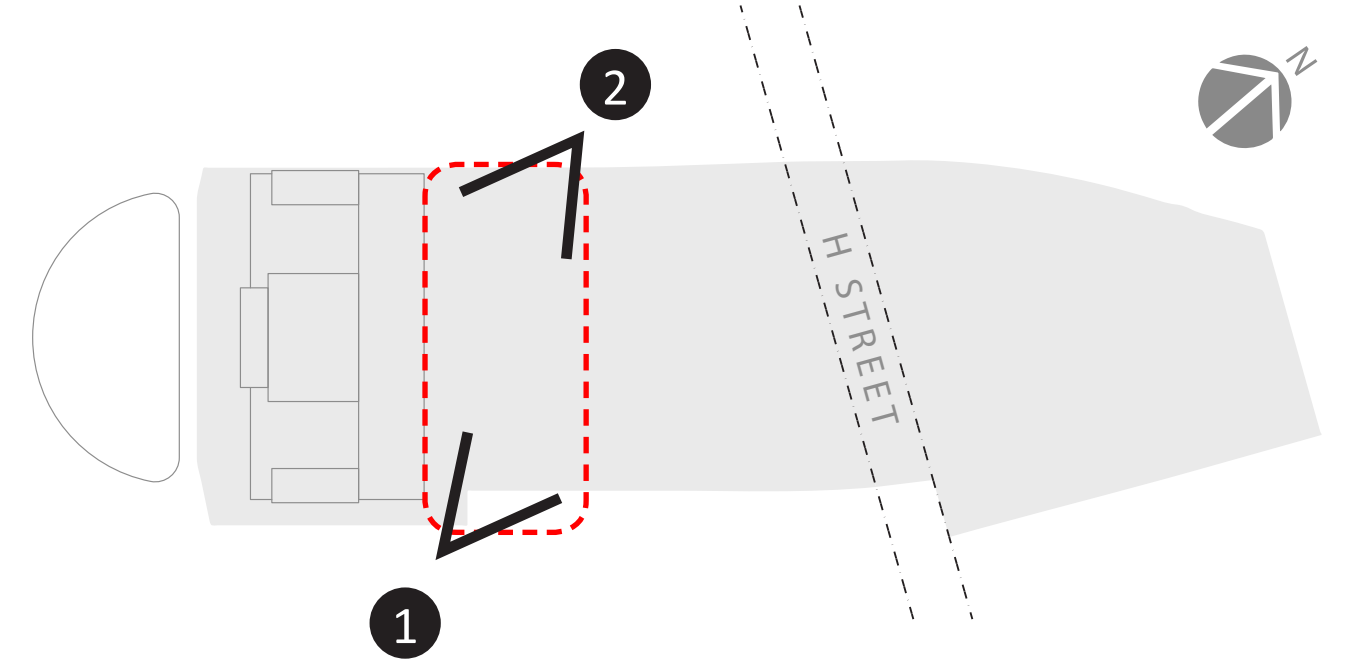


2 EAST-WEST TRAIN HALL VIEW LOOKING SOUTHEAST FROM DECK LEVEL

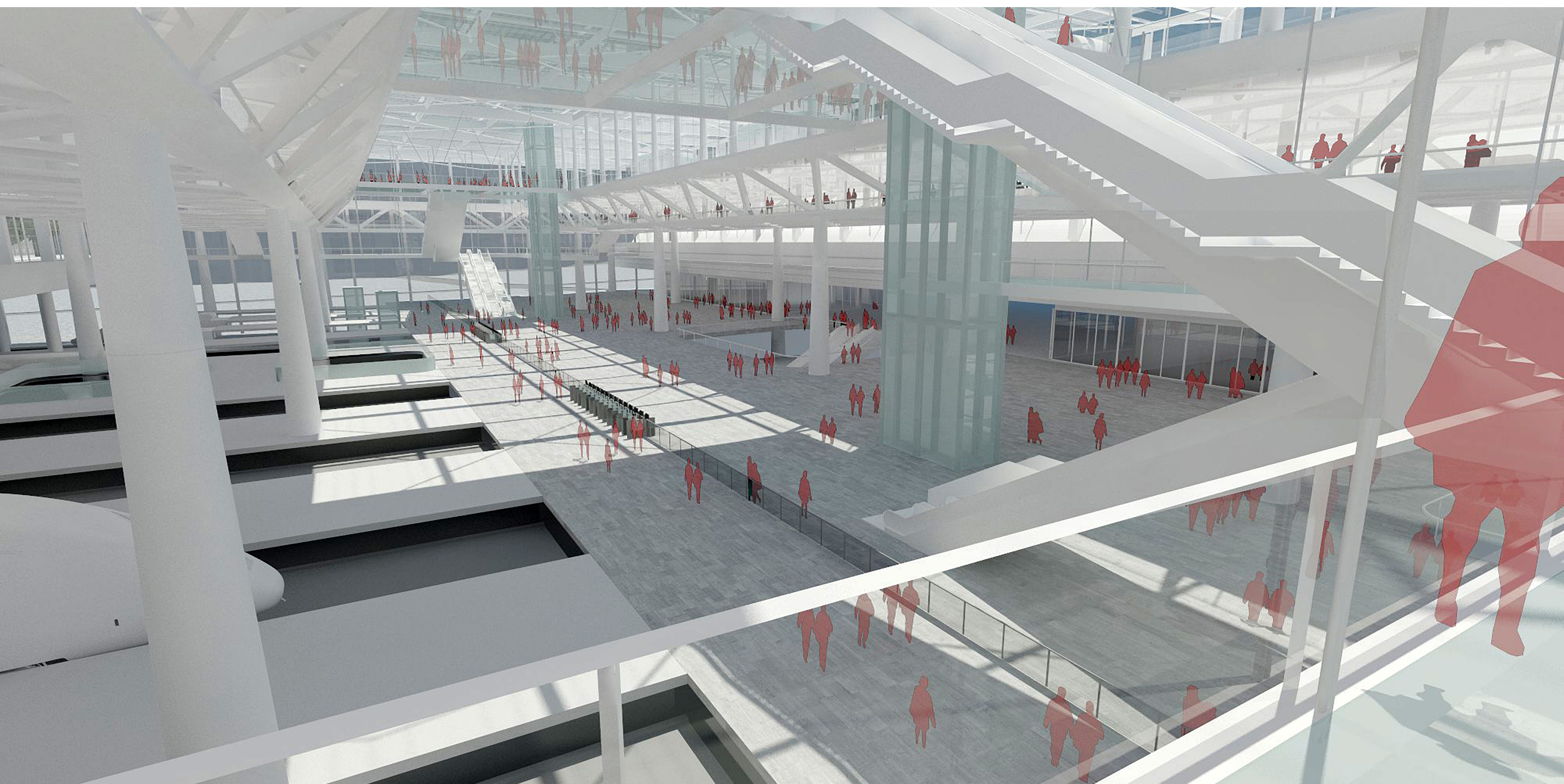
ELEMENTS: TRAIN HALL EAST-WEST ORIENTED TRAIN HALL



** Renderings are for illustration of preliminary concepts only, not design proposals*

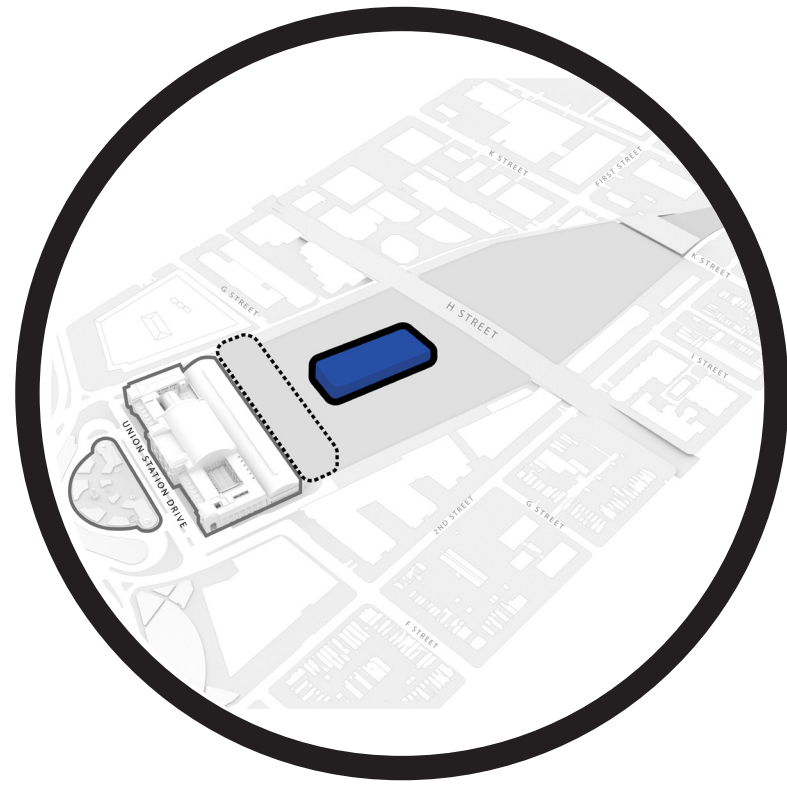


1 EAST-WEST TRAIN HALL WITH BUS ABOVE VIEW LOOKING NORTHWEST FROM MAIN/PLATFORM LEVEL

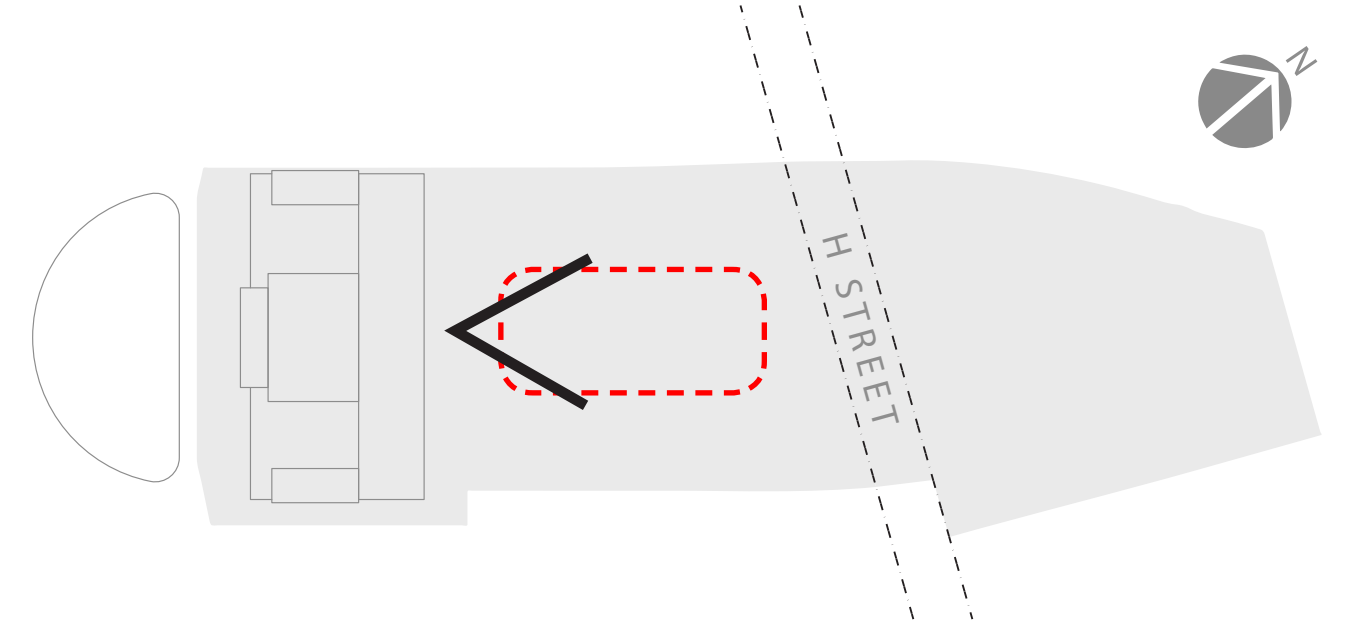


2 EAST-WEST TRAIN HALL WITH BUS ABOVE VIEW LOOKING SOUTHEAST FROM DECK LEVEL

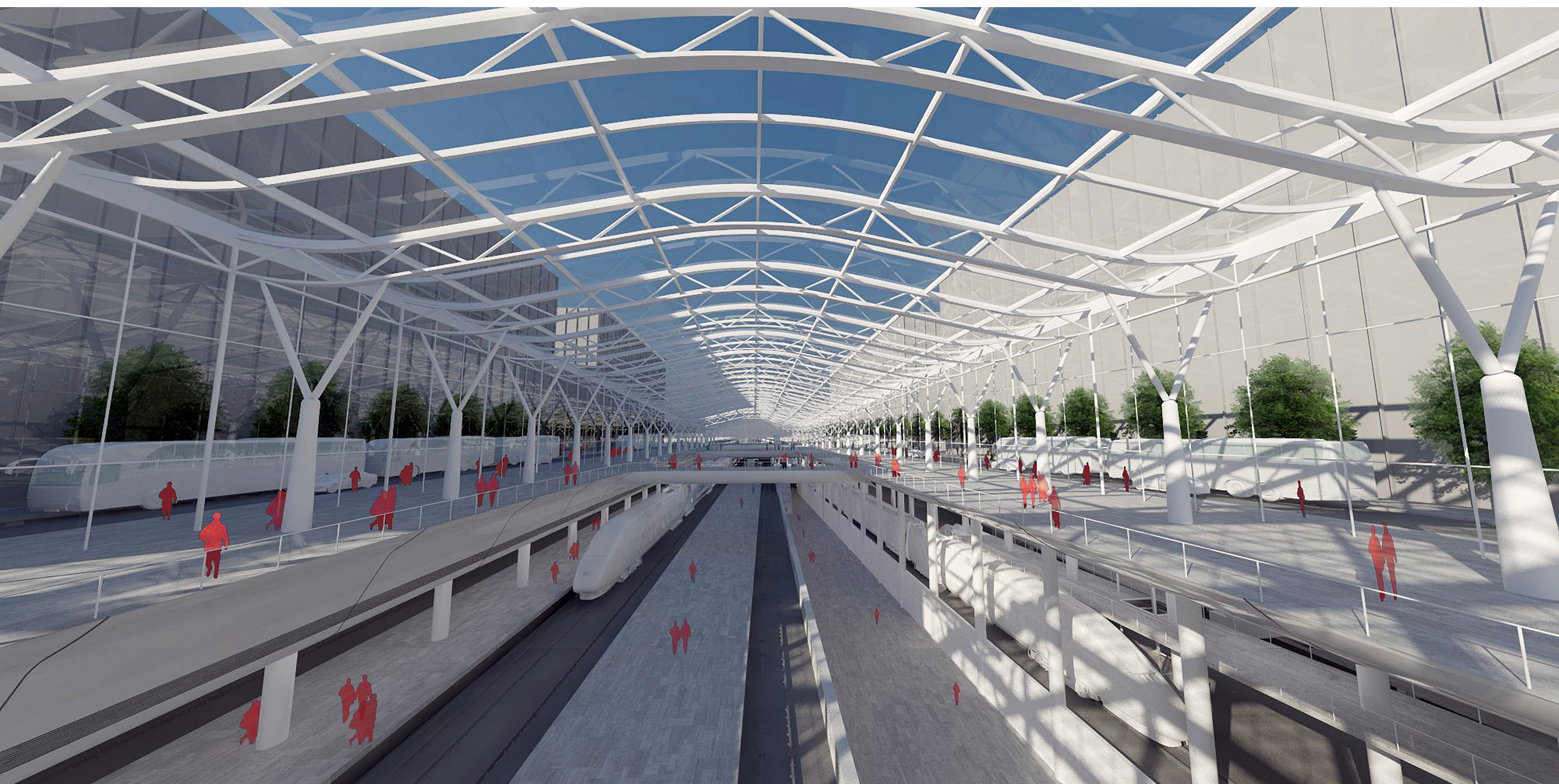
ELEMENTS: TRAIN HALL NORTH-SOUTH ORIENTED TRAIN HALL



** Renderings are for illustration of preliminary concepts only, not design proposals*

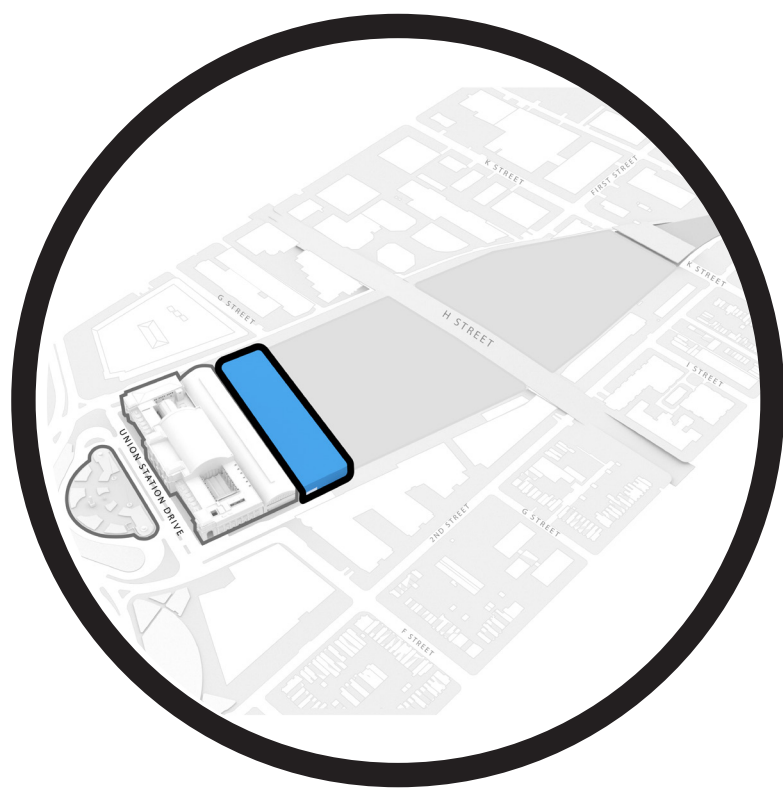


NORTH-SOUTH TRAIN HALL VIEW LOOKING NORTH AT MAIN/PLATFORM LEVEL

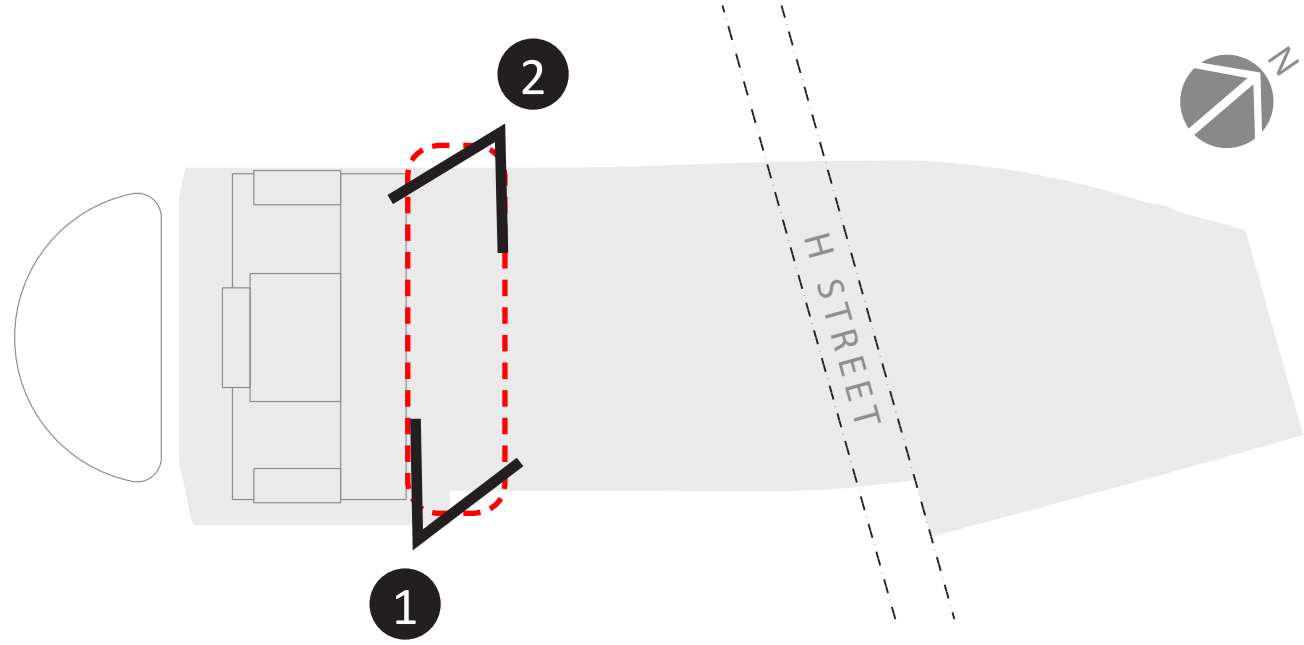


NORTH-SOUTH TRAIN HALL VIEW LOOKING NORTH AT DECK LEVEL

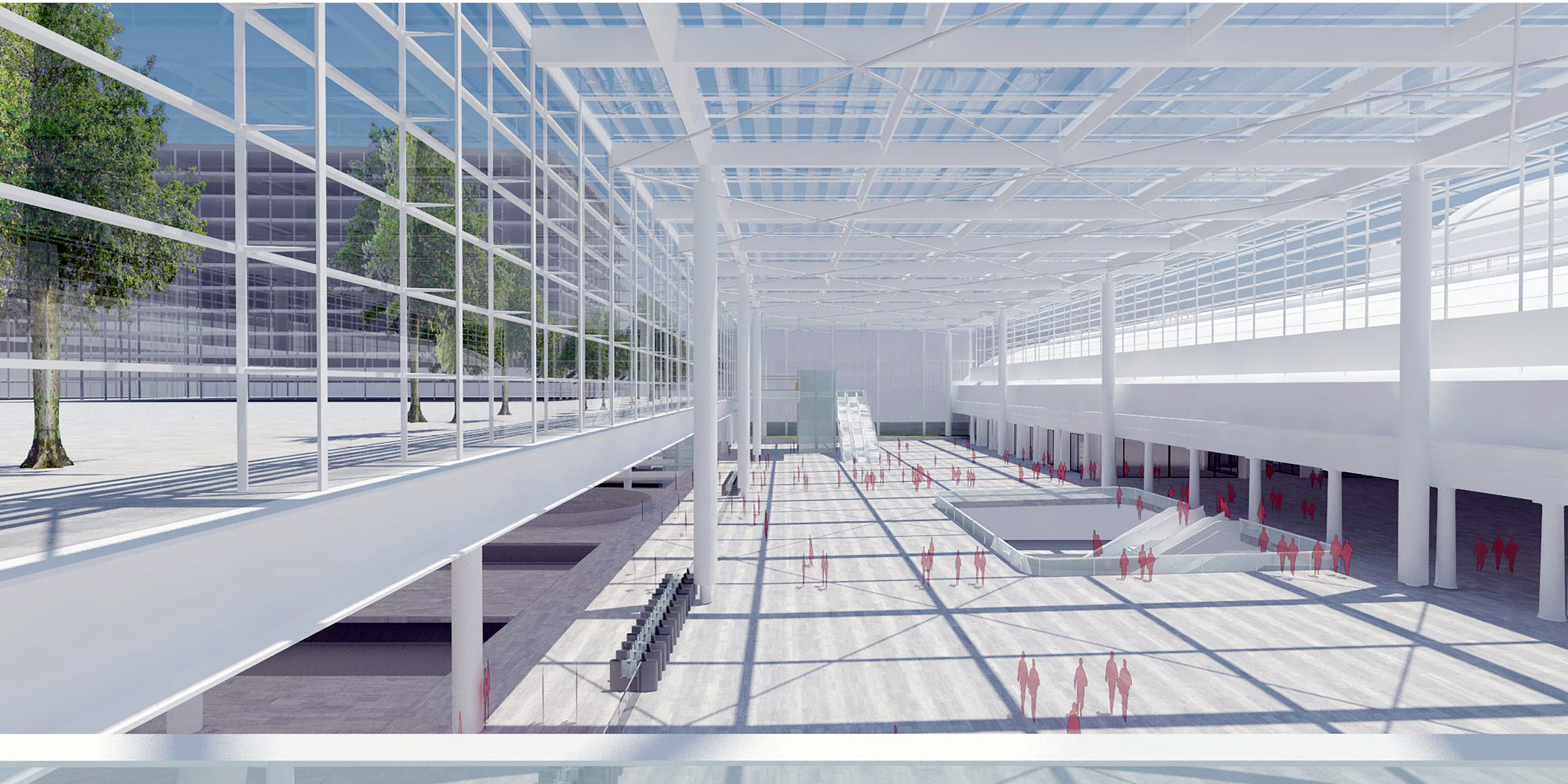
ELEMENTS: CONCOURSE CONCOURSE A



** Renderings are for illustration of preliminary concepts only, not design proposals*

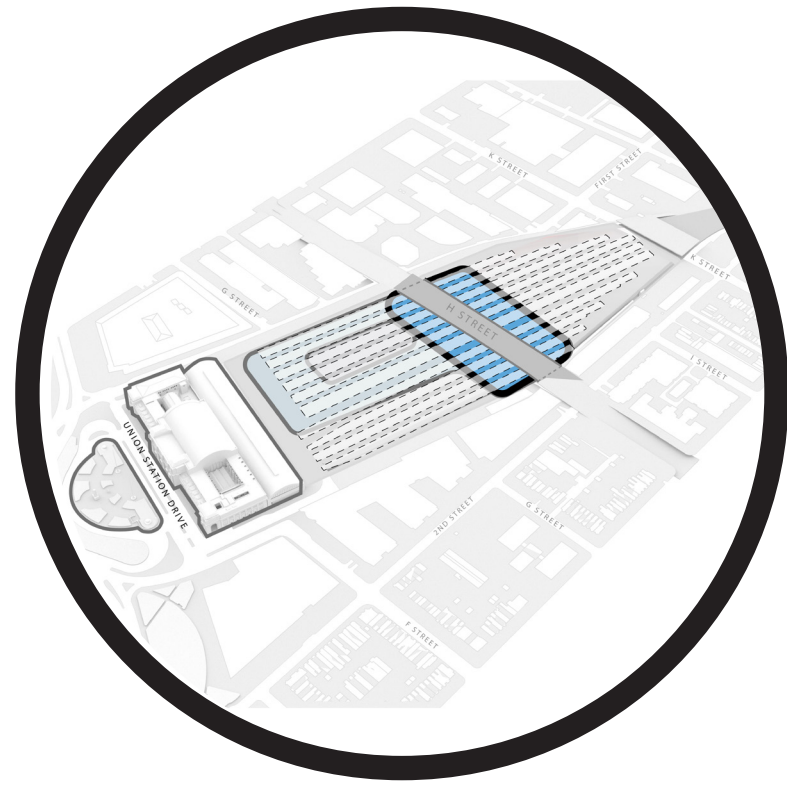


1 CONCOURSE A (RETAINING CURRENT FOOTPRINT) VIEW LOOKING NORTHWEST FROM MAIN LEVEL

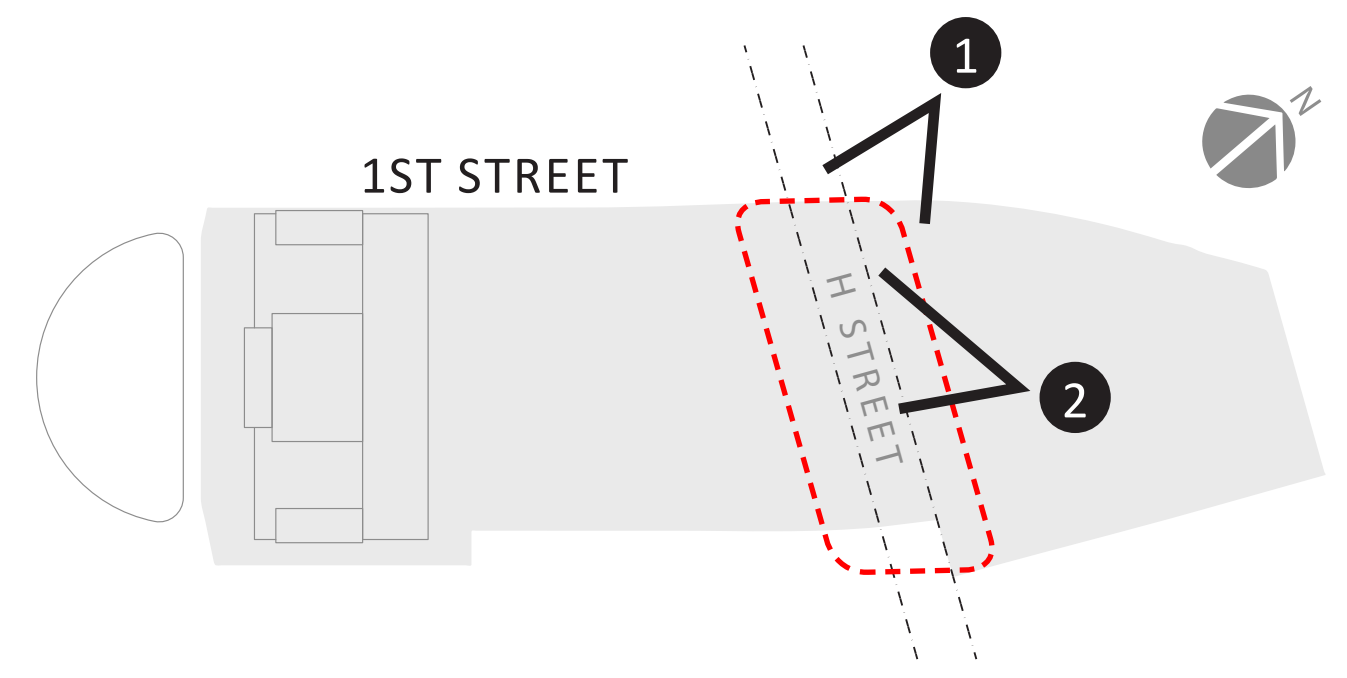


2 CONCOURSE A (RETAINING CURRENT FOOTPRINT) VIEW LOOKING SOUTHEAST FROM DECK LEVEL

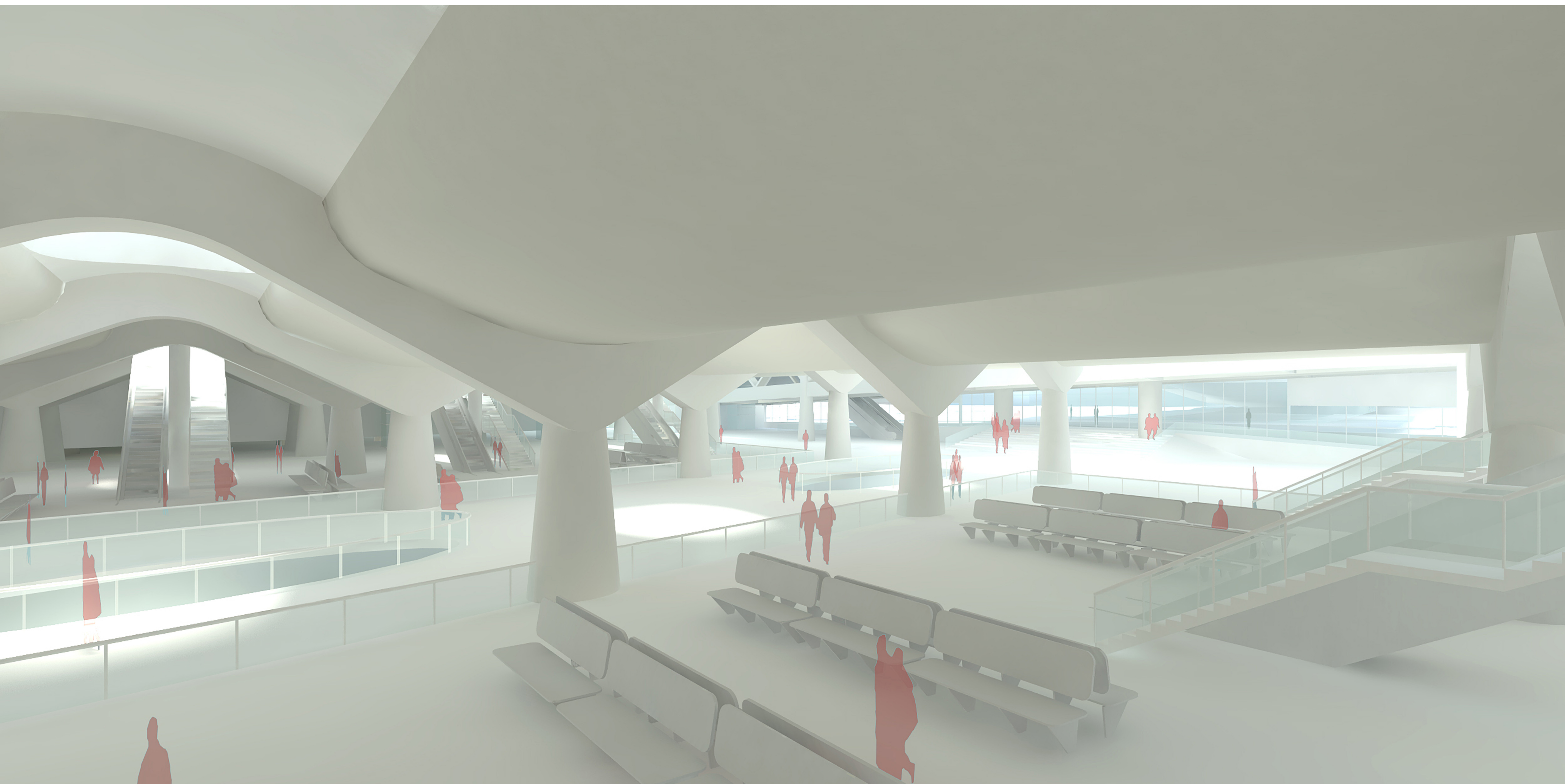
ELEMENTS: CONCOURSE LOWER LEVEL H STREET CONCOURSE



** Renderings are for illustration of preliminary concepts only, not design proposals*

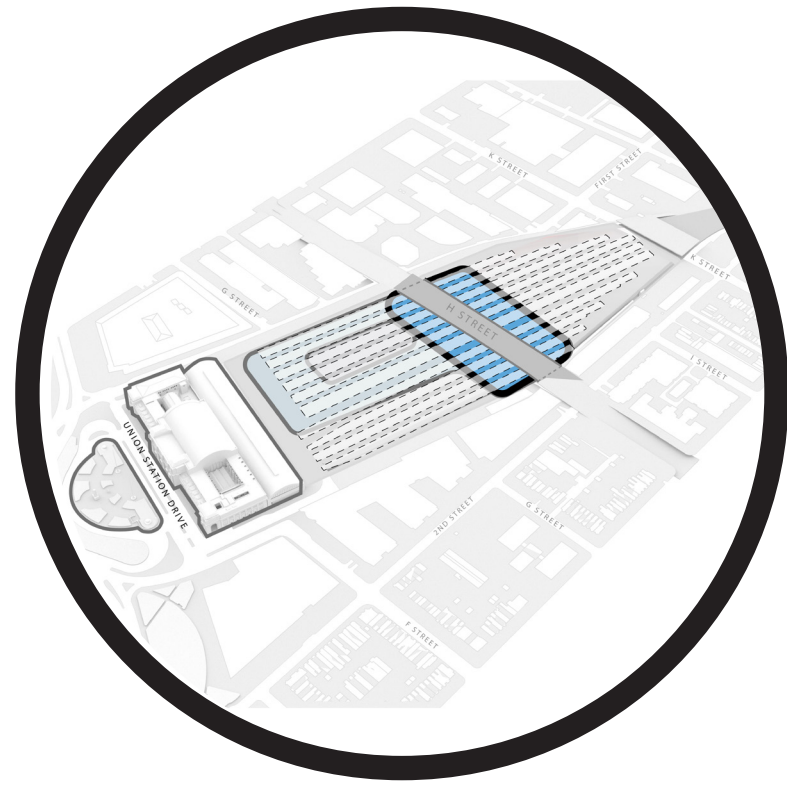


1 VIEW LOOKING AT NEW 1ST STREET ENTRANCE TO H STREET CONCOURSE

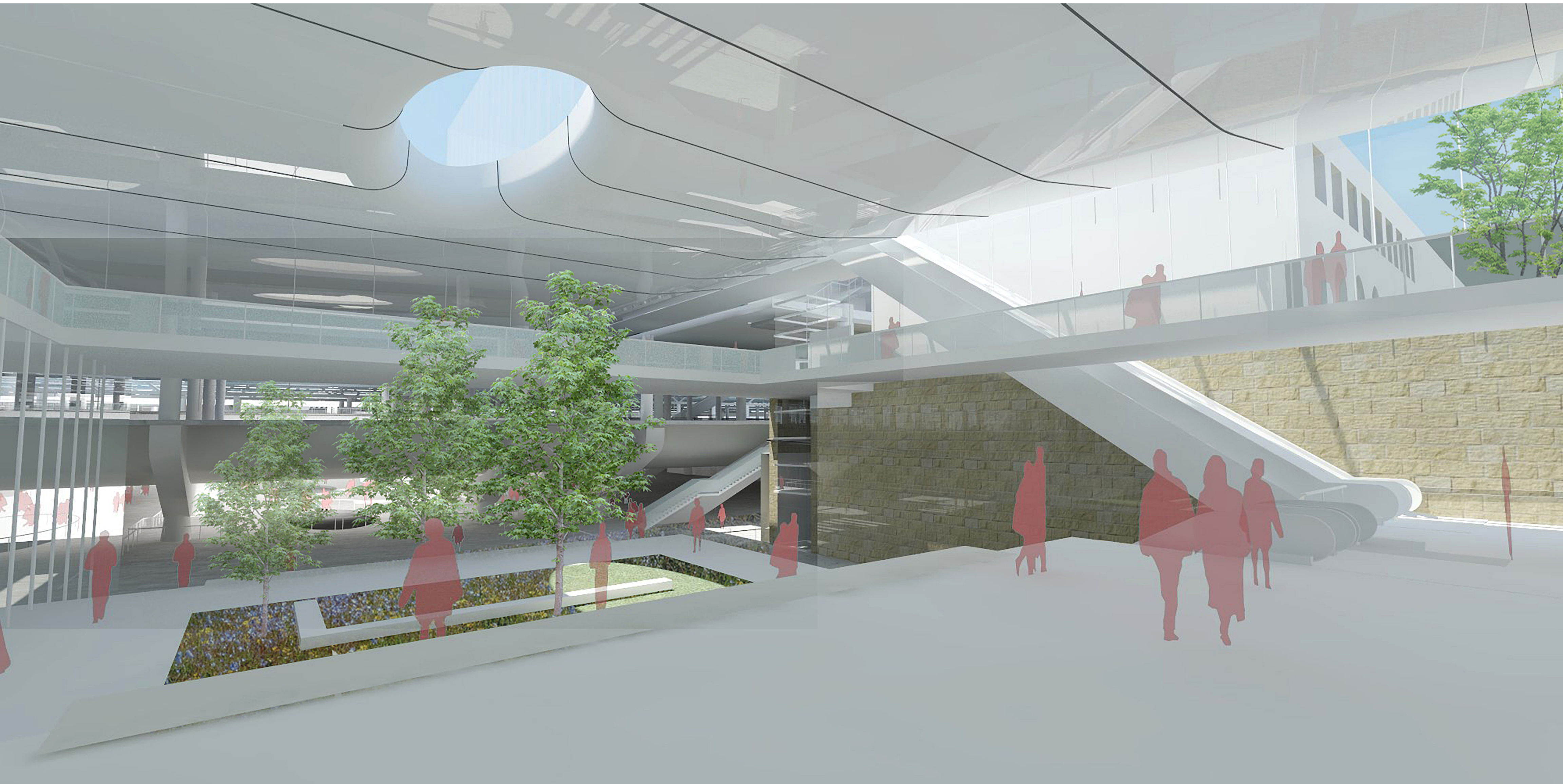
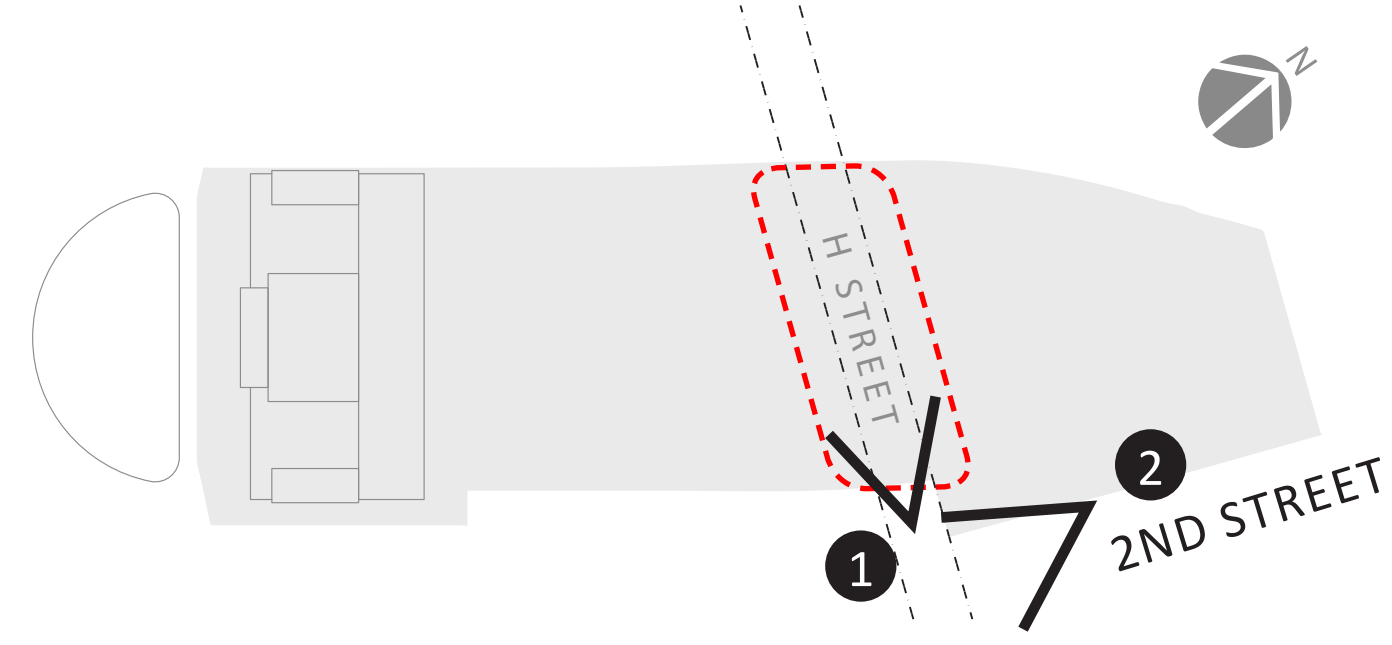


2 VIEW AT PLATFORM STAIRS LOOKING DOWN AT NEW H STREET CONCOURSE

ELEMENTS: CONCOURSE LOWER LEVEL H STREET CONCOURSE



** Renderings are for illustration of preliminary concepts only, not design proposals*



1 VIEW LOOKING WEST AT NEW 2ND STREET LOBBY TO H STREET CONCOURSE

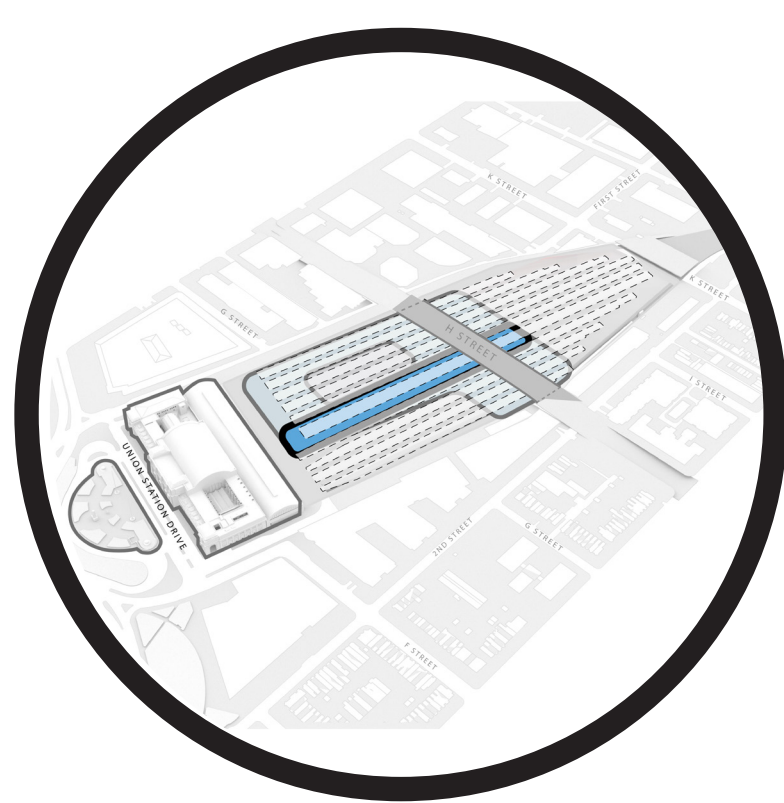
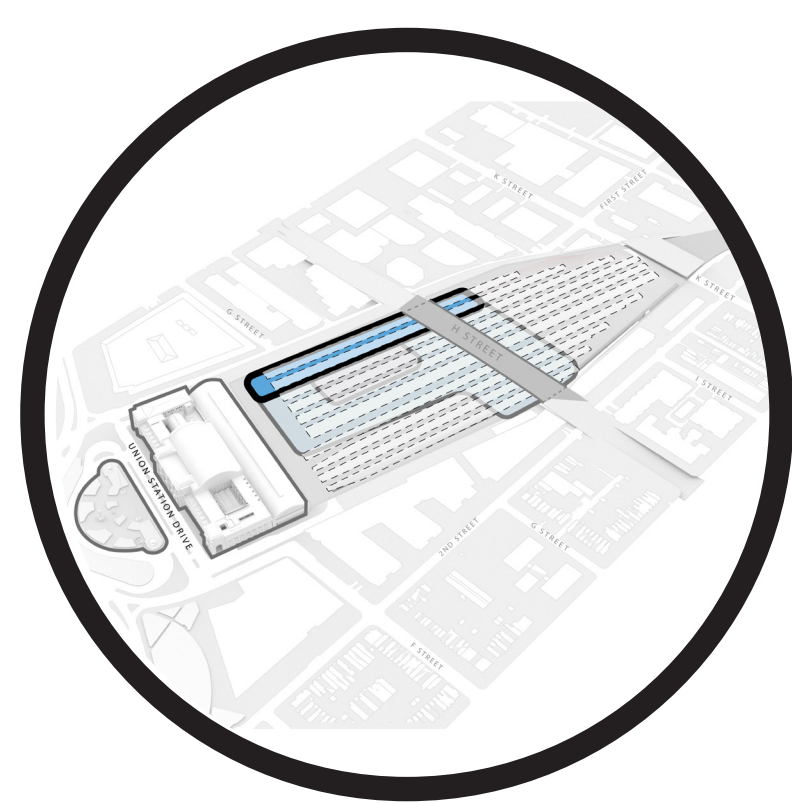


2 VIEW LOOKING SOUTH AT NEW 2ND STREET ENTRANCE TO H STREET CONCOURSE

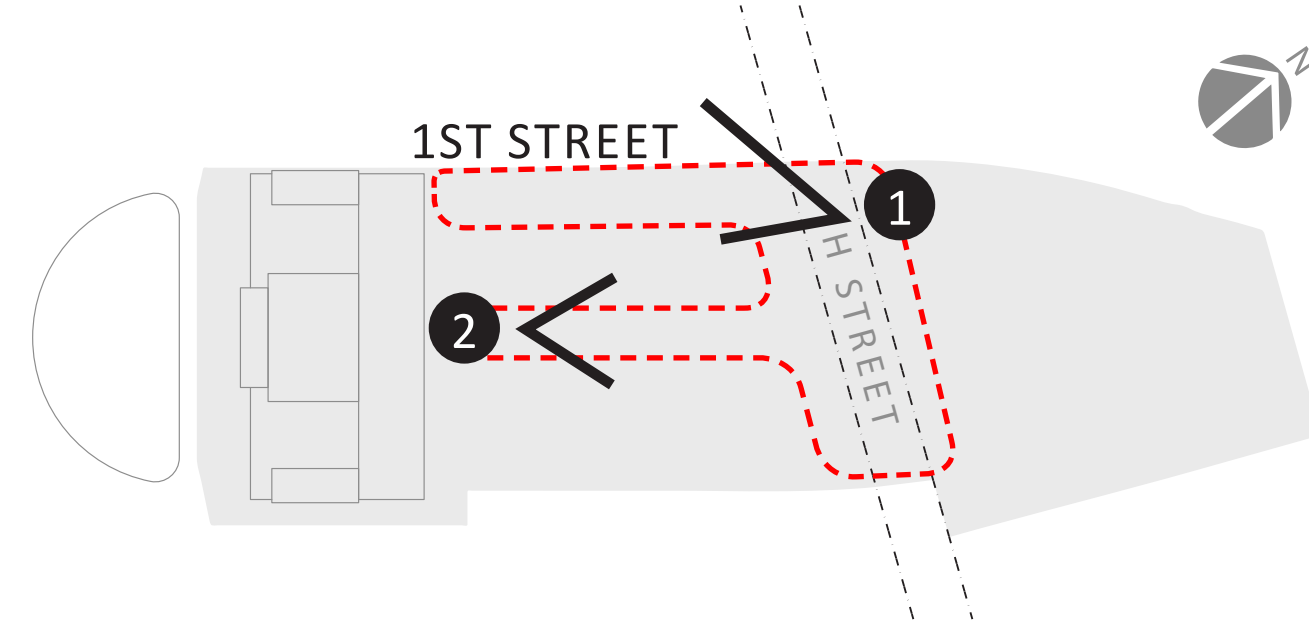
ELEMENTS: CONCOURSE

LOWER LEVEL

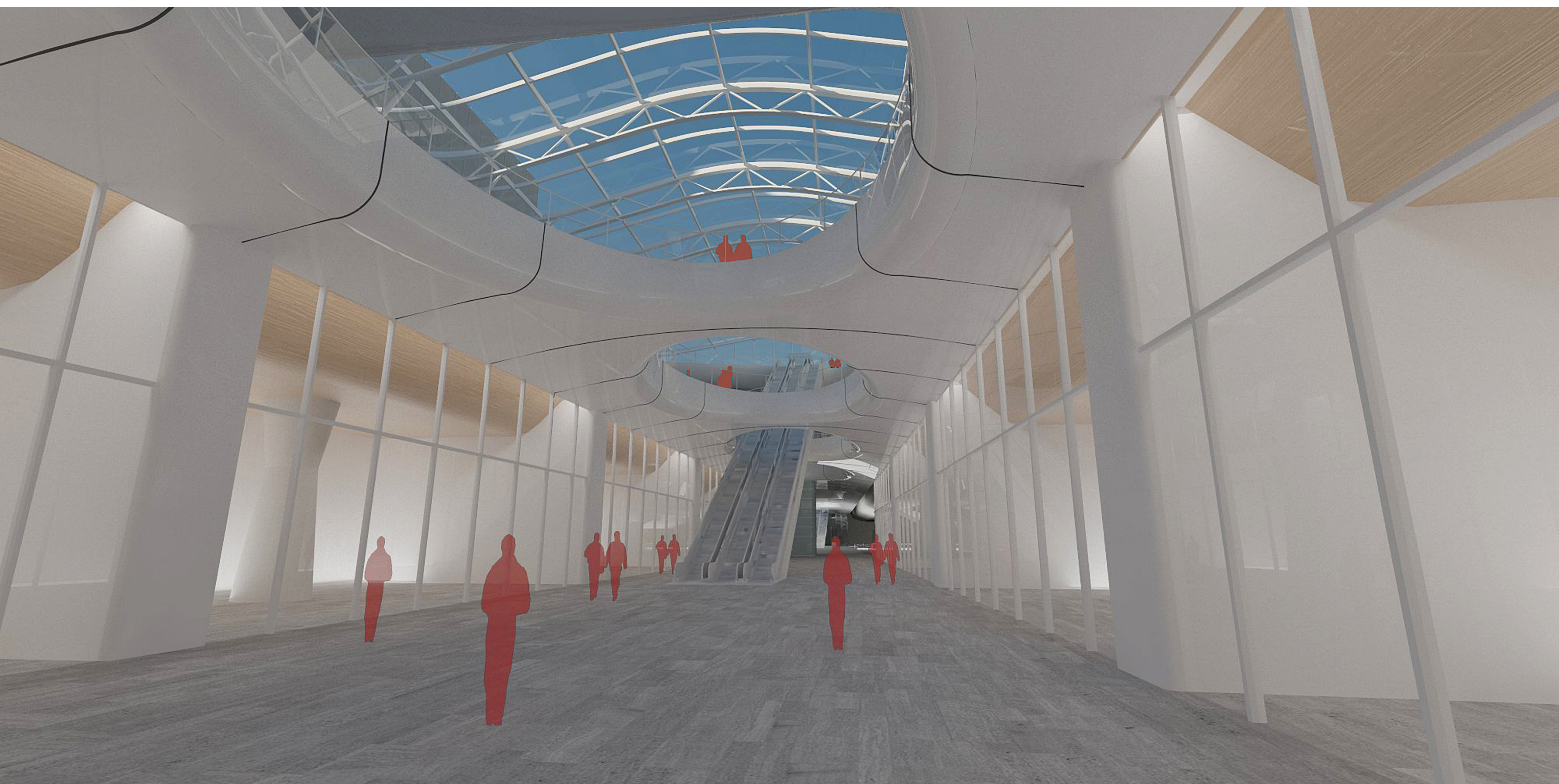
1ST STREET AND CENTRAL CONCOURSES



** Renderings are for illustration of preliminary concepts only, not design proposals*

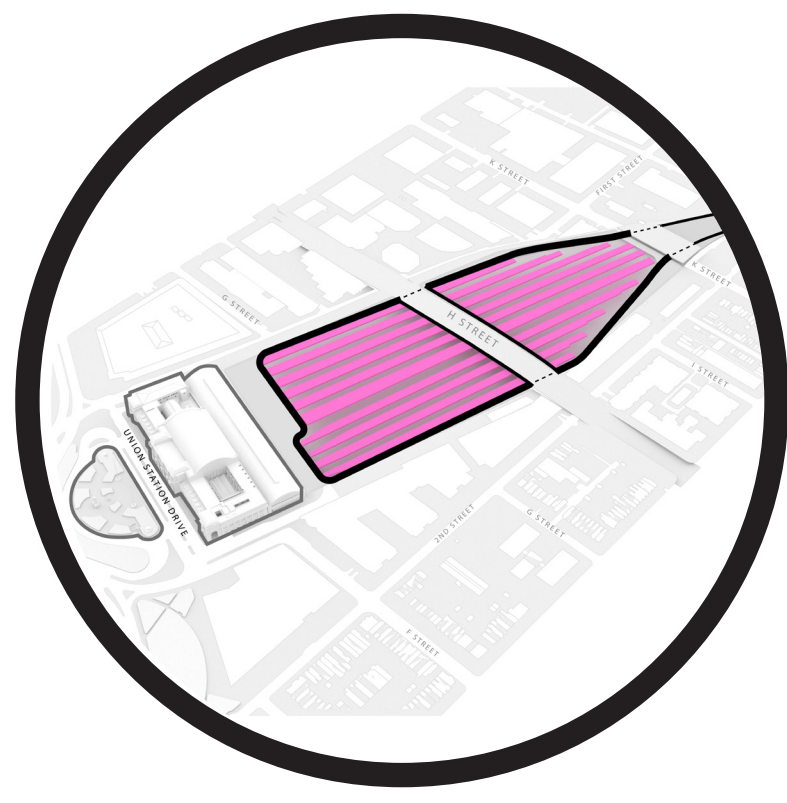
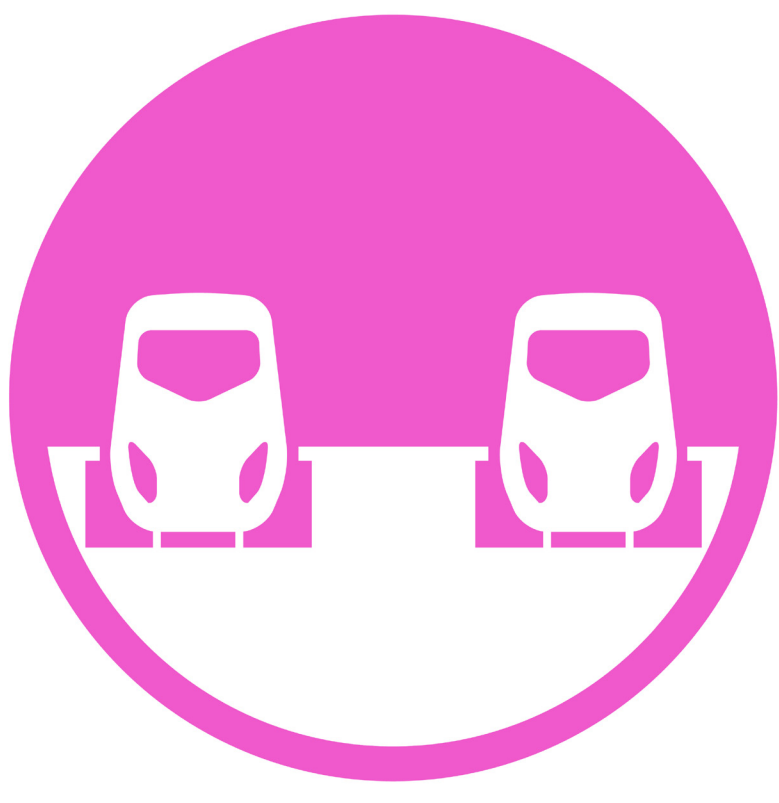


1 VIEW LOOKING SOUTH AT NEW 1ST STREET CONCOURSE FROM NEW H STREET CONCOURSE

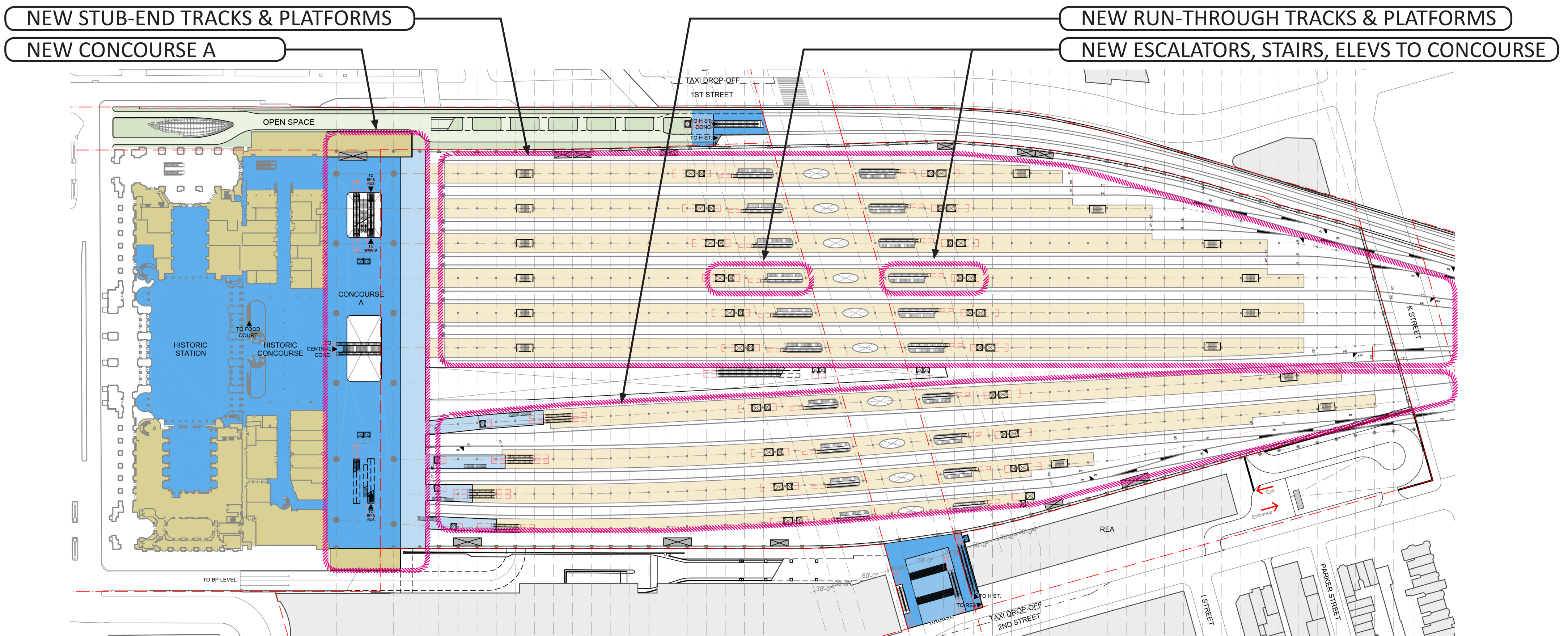
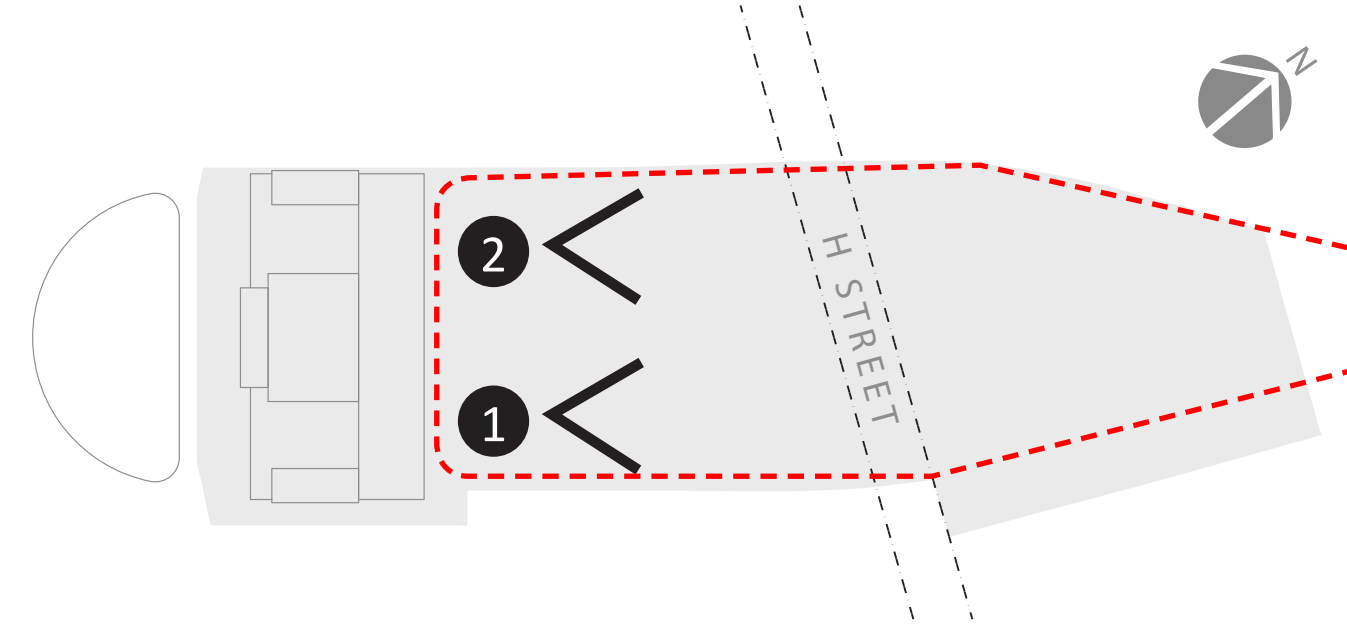


2 VIEW LOOKING NORTH FROM NEW CENTRAL CONCOURSE UP THROUGH TO DECK LEVEL

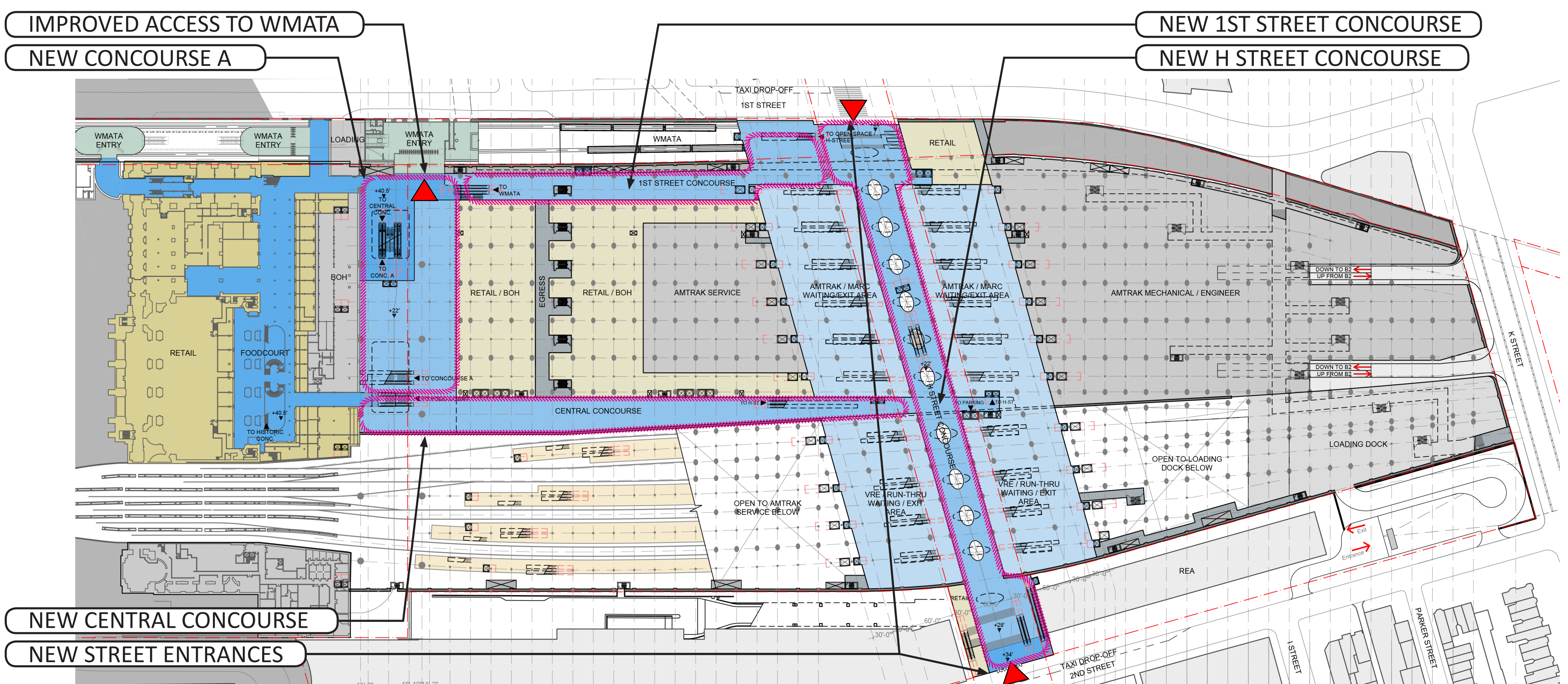
ELEMENTS: TRACKS AND PLATFORMS



* Renderings are for illustration of preliminary concepts only, not design proposals



TRACK PLAN WITH CENTRALIZED OPENING BETWEEN STUB-END AND RUN-THROUGH TRACKS



CONCOURSE PLAN WITH CENTRALIZED OPENING BETWEEN STUB-END AND RUN-THROUGH TRACKS



1 VIEW OF TRACKS AND PLATFORMS AT WEST SIDE STUB-END TRACKS

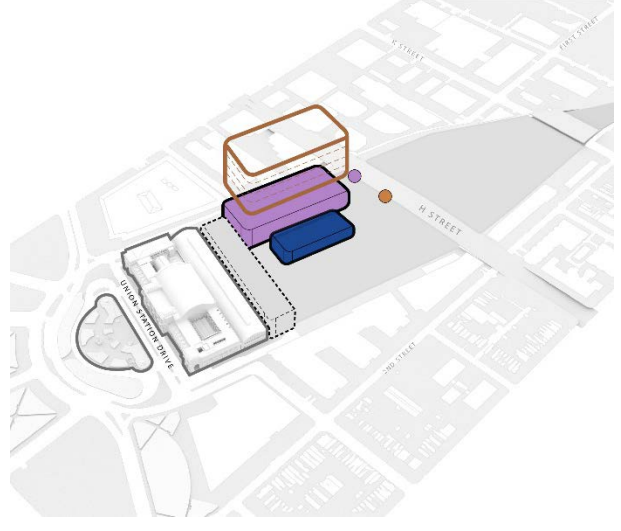
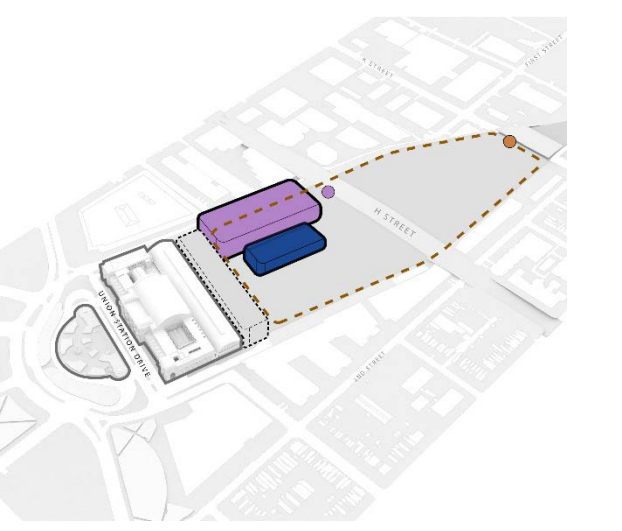
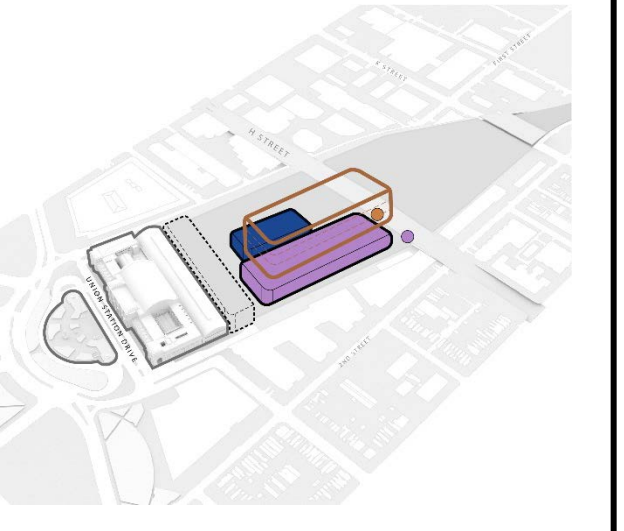
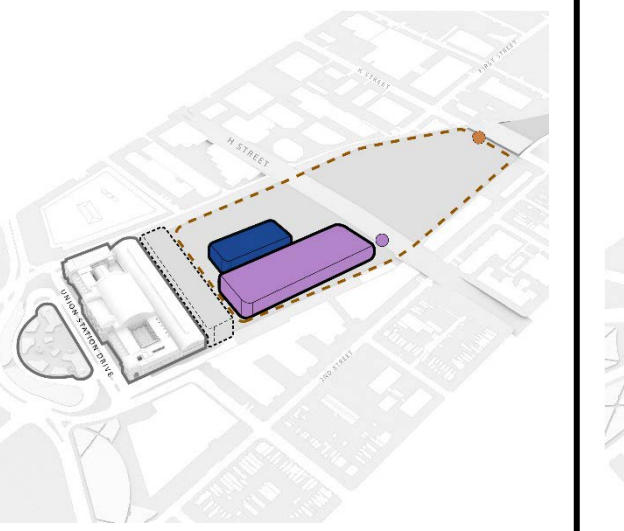
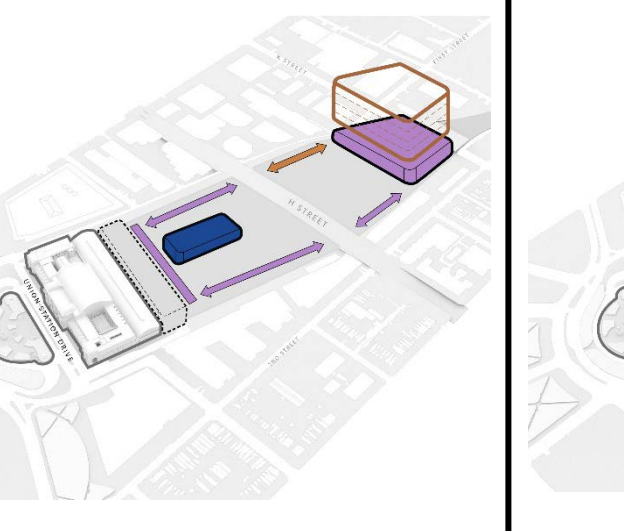
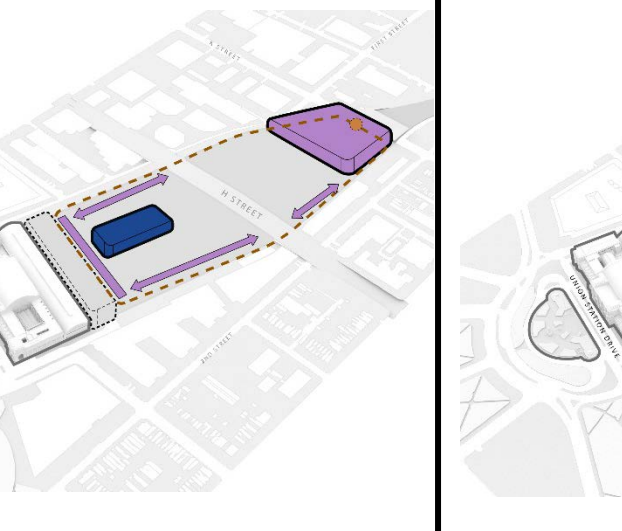
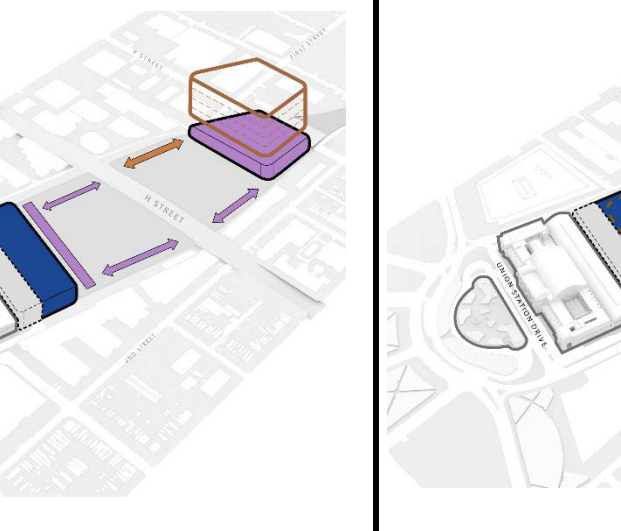
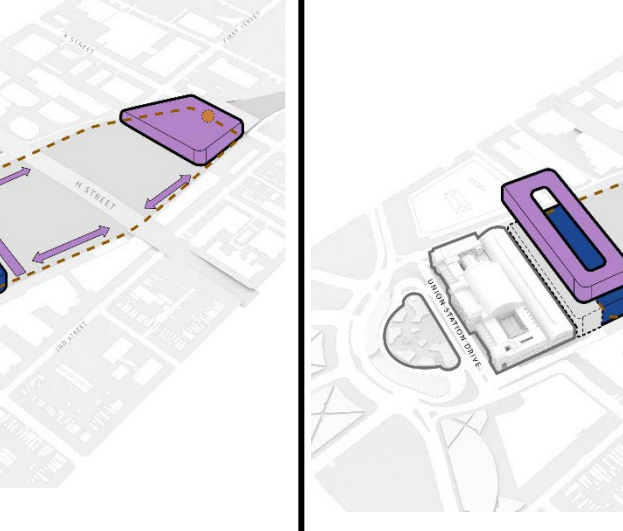
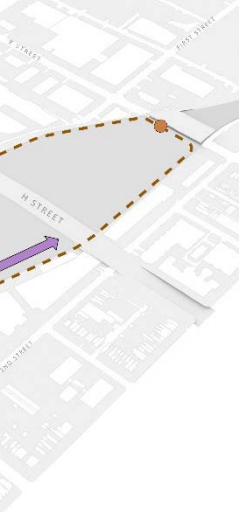
2 VIEW OF TRACKS AND PLATFORMS AT EAST SIDE RUN-THROUGH TRACKS

Summary Preliminary Screening Table

Legend

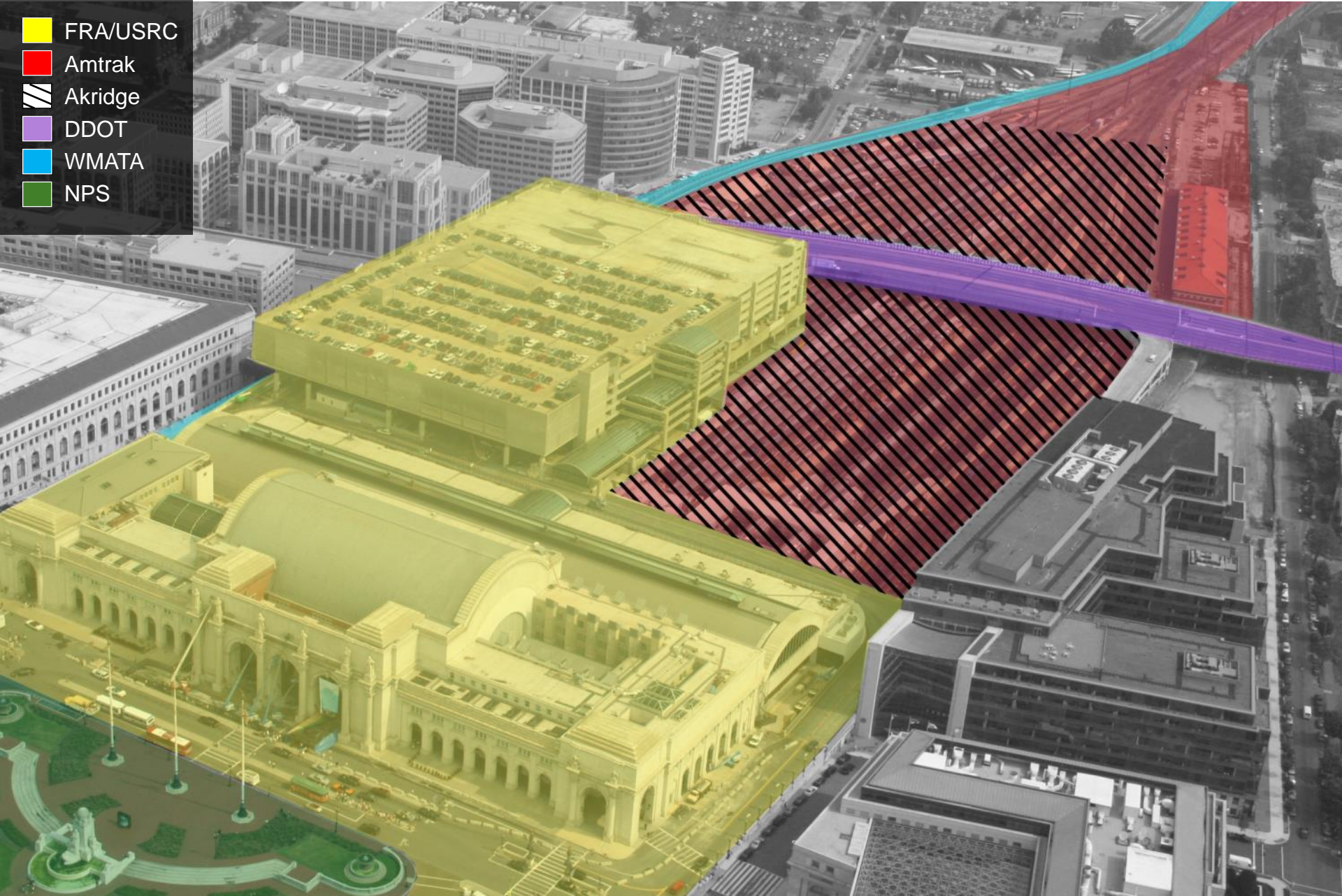
- High
- Medium
- Low

Preliminary Concepts

	1A	1B	2A	2B	3A	3B	4A	4B	5
Preliminary Criteria									
Train Hall	Medium	Medium	Medium	Medium	Medium	Medium	High	High	High
Concourse	High	High	High	High	High	High	High	High	High
Rail Capacity	High	High	High	High	High	High	High	High	High
Multimodal Capacity	Low	Medium	High	High	Medium	High	Medium	High	High
Multimodal Operations	Low	Medium	Low	Medium	Medium	Medium	Medium	Medium	Medium
Internal Circulation	High	High	High	High	Medium	High	Medium	High	High
Historic Preservation	Medium	High	Medium	High	High	High	High	High	High
Economic Vitality	Medium	Medium	Medium	Medium	Low	Medium	Low	Medium	Medium
Constructability	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Neighborhood Integration	High	High	Medium	Medium	Medium	Medium	High	High	High

TODAY'S STATION

- FRA/USRC
- Amtrak
- Akridge
- DDOT
- WMATA
- NPS



How did we get here?

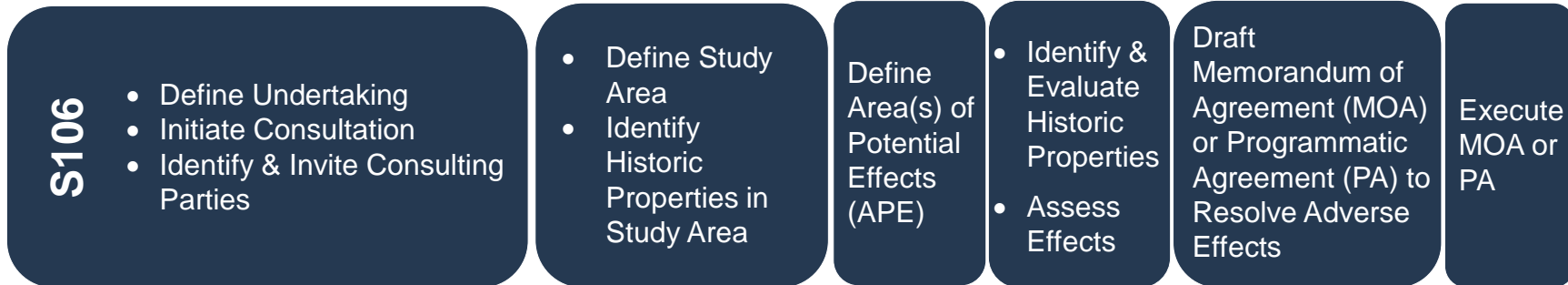
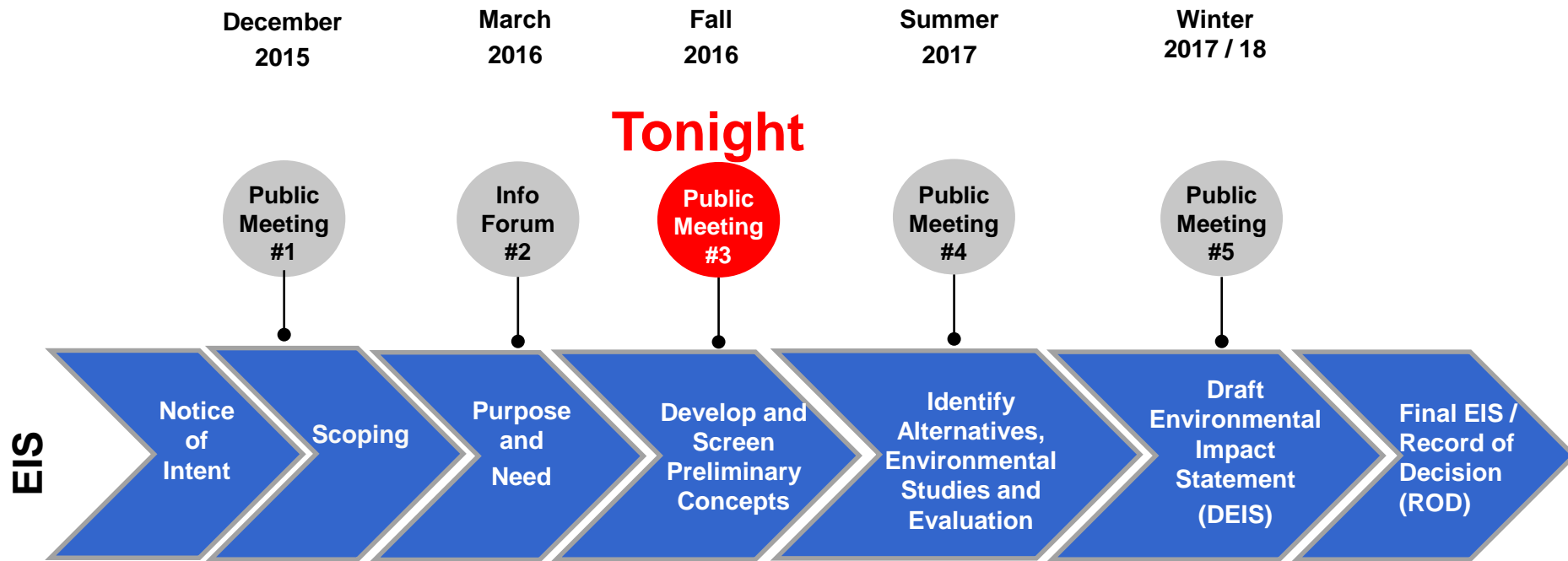
2012

- 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



NEPA & Section 106 Process



2nd Century Partner Coordination

2012 Master Plan Vision

The 2012 Master Plan vision created a framework for future growth and currently informs near-term station improvements and ongoing planning studies.

Washington Union Station's 2nd Century Plan

The 2nd Century Plan is a modular and phased set of both near-term improvements and long-range planning initiatives.

Near-term Improvements

Claytor Concourse
Modernization Project
[Amtrak]

The Concourse Modernization will be the first set of improvements to come to life as part of Washington Union Station's 2nd Century Plan with early construction tasks starting Spring 2016. The environmental clearance process for this project is likely to be a categorical exclusion.

Station Operational
Improvement Projects
[Amtrak]

These Infrastructure Improvements are immediate projects that are needed to create redundancy and additional capacity in today's intercity and commuter operations, as well as provide for better phasing of the reconstruction in the future. The environmental clearance process for these projects is likely a categorical exclusion.

Long-term Improvements

Washington Union Station
Expansion Project
[USRC/Amtrak]

The station expansion project will provide improved rail and multi-modal infrastructure and passenger/user facilities to meet future demand and operational requirements. An Environmental Impact Statement (EIS) is being prepared to evaluate environmental impacts and select a preferred action; a Master Development Plan (MDP) is being prepared to create a feasible, long-term, cohesive and implementable project.

Burnham Place Project
[Akridge]

Three million square-foot mixed use development, envisioned over the rail yard, will be developed by Akridge. The development will be a vital economic driver for D.C. as it will reconnect the urban fabric of the station's adjacent neighborhoods.

ENVIRONMENTAL REVIEWS

National Environmental Policy Act (NEPA) requires that Federal agencies assess the impact of their proposed actions on the natural, cultural, and human environment prior to making decisions. As part of its NEPA assessment, a Federal agency must consider a range of reasonable alternatives to the proposed action, as well as measures to avoid and minimize impacts. Public involvement is an important part of the NEPA process. Major Federal actions, such as the Washington Union Station Expansion Project, require the preparation of an Environmental Impact Statement (EIS). The proposed Project's potential direct, indirect, and cumulative impacts to the following resources will be analyzed in the EIS:

- Historic and Cultural Properties
- Water
- Air Quality
- Noise
- Vibration
- Solid Waste Disposal
- Visual / Aesthetics
- Transportation and Traffic
- Land Use
- Social and Economic Effects
- Construction Impacts
- Environmental Justice Communities
- Public Health
- Public Safety
- Parks and Recreational Properties
- Section 4(f) Resource Topics

Section 106 of the National Historic Preservation Act (Section 106)

Section 106 requires that Federal agencies take into account the effects of projects they fund or approve on historic properties that are included in or eligible for the National Register of Historic Places. Through the Section 106 process, Federal agencies involve consulting parties and the public to identify historic properties, assess effects to those properties, and seek ways to avoid, minimize, or mitigate any adverse effects.

Section 4(f) of the US Department of Transportation (USDOT) Act (Section 4 (f))

Section 4(f) requires that agencies within USDOT make special effort to preserve publicly owned public parks and recreation areas, wildlife / waterfowl refuges, and historic sites. No USDOT agency may approve a project that requires land from these resources unless there is no feasible and prudent alternative to the use of the land and the action includes all possible planning to minimize harm to the property resulting from such use, or the use of the property would have a de minimis impact.



Clean Air Act (CAA)

The CAA seeks to ensure that Federal funding and approval goes toward projects that are consistent with State or national plans to attain and maintain air quality standards by requiring that Federal agencies do not fund or approve projects that are inconsistent with air quality goals.

Executive Order (E.O.) 12898 (Environmental Justice)

E.O. 12898 instructs Federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations in order to promote non-discrimination in Federal programs and provide minority and low income communities opportunities to participate in public processes.

Purpose and Need

The **purpose** of the Washington Union Station Expansion Project is to:

- Support current and future growth in rail service and operational needs;
- Achieve compliance with Americans with Disabilities Act (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 the Station's economic viability; and
- Support continued preservation and use of the historic station building.

The Project is **needed** to improve:

- Rail capacity;
- reliability;
- safety;
- efficiency;
- accessibility; and
- security

for both current and long-term future railroad operations at this historic station.

Preliminary Screening Criteria

- 1. Quality of train hall experience:** Assesses the size of the train hall, natural light provided by train hall, and number of platforms/users it benefits
- 2. Quality of concourse experience:** Assesses the natural light provided in concourses, the ability to reduce crowding, and additional space for train amenities
- 3. Provides needed platform/rail capacity and meet rail operational requirements:** Assesses the concept's ability to meet future rail and platform capacity needs
- 4. Meets future multimodal capacity needs:** Assesses the ability of concepts to meet future capacity needs for parking, bus, taxi/shared ride, and bicycle
- 5. Meets operational needs of multimodal facilities and minimize impacts on roadways:** Assesses the ease of operations for parking, bus, taxi/shared ride and the impacts on local traffic conditions
- 6. Improves internal circulation:** Assesses the ease of access across modes within the station
- 7. Preserves and maintains the historic station building and the urban environment:** Assesses the impact on historic station and nearby historic elements, as well as the concept's impact on the local urban context
- 8. Sustains the station's economic vitality:** Assesses the concept's impacts on Union Station's retail revenue based on parking and growth in retail areas
- 9. Offers ease of construction and maintains operations during construction:** Assesses the ease of construction and relative feasibility of implementing the different concepts
- 10. Enhances integration with adjacent neighborhoods, businesses, and future land uses:** Assesses concept's integration with surrounding neighborhoods, in addition to proposed adjacent land uses

