

WASHINGTON
UNION STATION
STATION EXPANSION

Scoping Report



U.S. Department of Transportation
Federal Railroad Administration

September 9, 2016

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Acronyms

ADA	Americans with Disabilities Act
ANC 6C	Advisory Neighborhood Commission District 6C
AOC	Architect of the Capitol
APA	American Planning Association
APE	Area of Potential Effect
BAC	District of Columbia Bicycle Advisory Council
CEQ	Council on Environmental Quality
CFA	Commission of Fine Arts
DCOP	District of Columbia Office of Planning
DCTC	District of Columbia Taxicab Commission
DDOT	District Department of Transportation
DEIS	Draft Environmental Impact Statement
DOEE	District Department of Energy and Environment
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GPO	U.S. Government Publishing Office
GSA	General Services Administration
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MDOT	Maryland Department of Transportation
MTA	Maryland Transit Administration
MWCOG	Metropolitan Washington Council of Governments
NARP	National Association of Railroad Passengers
NCPC	National Capital Planning Commission
NDRN	National Disability Rights Network
NEC	Northeast Corridor
NEPA	National Environmental Policy Act
NGO	Non-governmental Organization
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NPS	National Park Service
REA	Railway Express Agency

SEC	Securities and Exchange Commission
SHPO	State Historic and Preservation Office
TSA	Transportation Security Administration
USRC	Union Station Redevelopment Corporation
VDRPT	Virginia Department of Rail and Public Transportation
WMATA	Washington Metropolitan Area Transit Authority
WUS	Washington Union Station

1 Introduction

The Federal Railroad Administration (FRA) initiated the preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 et seq.) for the Washington Union Station Expansion Project (the Project), proposed by the Union Station Redevelopment Corporation (USRC), in coordination with Amtrak. The Project includes expanding and modernizing the multimodal transportation facilities at Washington Union Station (WUS or Station), while preserving the historic station building. The Project activities include reconstructing and realigning tracks; developing new concourse facilities; improving multimodal transportation services and connectivity; and improving and expanding infrastructure and other supporting facilities.

The purpose of the Project is to expand and modernize WUS as the National Capital Region's principal intermodal transportation hub, including:

- Increasing Station capacity to accommodate growth in passenger traffic and railroad operations;
- Achieving compliance with Americans with Disabilities Act (ADA), security, and life-safety standards;
- Maintaining financial self-sufficiency of Station maintenance and operation;
- Providing improved connectivity among transportation modes; and
- Providing access between WUS and its surrounding neighbors and planned land uses.

FRA, the federal agency that owns WUS, will prepare an EIS to evaluate the potential environmental and related impacts of the Project. FRA is the lead agency for the EIS. The EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations for Implementing the Procedural Provisions of NEPA (40 CFR part 1500 et. seq.); FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999); and FRA's Update to NEPA Implementing Procedures (78 FR 2713, January 14, 2013). In addition to NEPA, the EIS will address other applicable statutes, regulations, and executive orders, including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act (NHPA), Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

In accordance with CEQ and FRA regulations, FRA conducted a series of scoping meetings to guide the development of the WUS Expansion Project EIS.

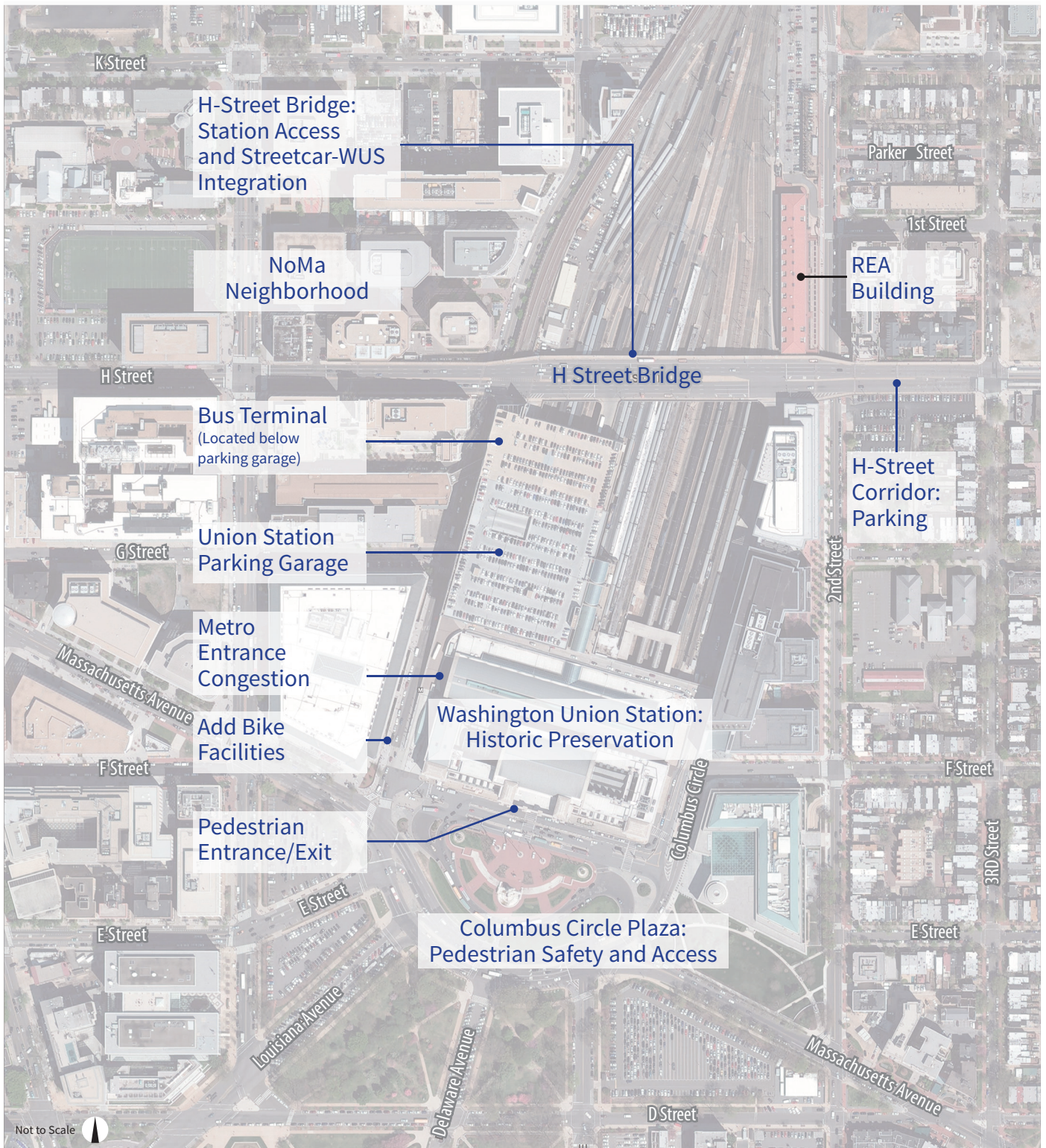
The formal scoping period for the WUS Expansion Project EIS occurred from November 4, 2015 to January 4, 2016. During the scoping period, the FRA held a public meeting (December 7, 2015) and an agency meeting (November 19, 2015)

Objectives of the scoping process were:

- To provide an early and open process for determining the breadth of environmental issues and alternatives to be considered in the EIS;
- To identify issues that are important to consider as part of the EIS; and
- To provide interested parties, including agencies and members of the public, with a description of the proposed action and the EIS process as well as an opportunity to comment on the Project.



All comments received during the scoping period were compiled and reviewed and are provided in Appendix B, *Agency Scoping* and Appendix C, *Public Scoping*. FRA is considering the comments contained in this scoping report in preparing the EIS. This document summarizes the scoping process, the meetings held, and the comments received. This report also includes the public notice for the meetings (Appendix A), the information provided at the meetings (Appendix C), and the attendance for each scoping meeting (Appendix C).



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2 Scoping Process

2.1 Notice of Intent

On November 4, 2015, the FRA published a Notice of Intent (NOI) to prepare an EIS for the proposed WUS Expansion Project (Project) in the Federal Register. The NOI (Appendix A, *Public Notices*) described the FRA draft purpose and need for the proposed Project; provided information about the scoping process; identified how to comment on the proposed Project; and listed FRA contact information and the public Project website address for further details. The NOI provided the public with instructions on how to submit scoping comments either through standard mail or e-mail. The NOI also included an announcement of the FRA's intent to conduct public and agency scoping meetings with the date, time, and location for each meeting.



2.2 Agency Scoping

Agency representatives were provided the opportunity to comment on the scope of the EIS at the agency scoping meeting held on November 17, 2015, from 1:00 to 4:00 PM at the WUS Columbus Club. An invitation to attend the meeting, which included background information, was mailed to federal, state, and local agencies (Appendix B, *Agency Scoping*). Agencies invited to attend include:

- Architect of the Capitol (AOC)
- Commission of Fine Arts (CFA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- General Services Administration (GSA)
- Government Publishing Office (GPO)
- National Capital Planning Commission (NCPC)
- National Park Service (NPS)
- Securities and Exchange Commission (SEC)

- Transportation Security Administration (TSA)
- District Department of Energy and Environment (DOEE)
- District Department of Transportation (DDOT)
- D.C. Office of Planning (DCOP)
- Maryland Department of Transportation (MDOT)
- Maryland Transit Administration (MTA)
- Metropolitan Washington Council of Governments (MWCG)
- State Historic Preservation Officer (SHPO)
- Virginia Railway Express (VRE)
- Virginia Department of Rail and Public Transportation (VDRPT)
- Washington Metropolitan Area Transit Authority (WMATA)

Approximately 14 representatives from the federal, district, and local agencies, as well as various rail and transit operators participated in the agency scoping meeting. Representatives from the following agencies attended the meeting: AOC, CFA, FHWA, FTA, GSA, GPO, NCPC, NPS, TSA, DDOT, DCOP, MWCG, SHPO, VRE, and WMATA. Agency comment letters submitted by DDOT, NCPC, and NPS following the meeting included requests to be Cooperating Agencies.

At the meeting, FRA provided a brief introduction and presentation, which included a Project overview, background information, and an outline of next steps. Agency representatives were encouraged to ask questions and participate in the discussion throughout the meeting. Agency representatives were encouraged to submit formal written comments by mail to FRA by January 4, 2016. Materials from this meeting, including the presentation, are attached in Appendix B, *Agency Scoping*.

2.3 Public Scoping

A Public Scoping Meeting was held on December 7, 2015, from 4:00 to 8:00 PM in the President's Room at WUS. The meeting was noticed on the FRA Project Website (www.wusstationexpansion.com) and in local newspapers (*The Hill Rag*, *Open House Express*, and *Washington Informer*) attached in Appendix A, *Public Notices*.

Approximately 185 members of the public, representatives from local governments, and non-governmental organizations (NGOs) participated in this scoping meeting. Attendees were encouraged to submit written comments in person, by email, or by mail to FRA, by January 4, 2016.

The scoping meeting room contained displays and information about the Project, including the Project description, draft purpose and need, Project location, station functions, and environmental considerations. The meeting room also included a large map display (the Project Area Map), which allowed attendees to comment directly on the map based on geographic area of interest. FRA provided a brief presentation about the Project at 4:30 PM and again at 7:00 PM. Representatives of the FRA, Amtrak, and USRC teams were available to discuss

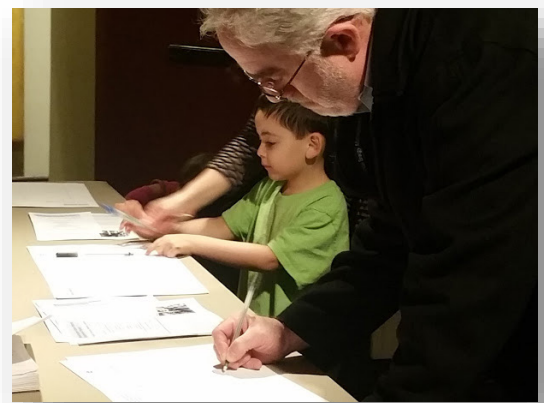
specific concerns or questions with attendees. Materials from this meeting, including the presentation, are attached (Appendix C, *Public Scoping*) and are available on FRA's website (www.wusstationexpansion.com).

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3 Scoping Comments

3.1 Introduction

FRA invited comments submitted in person at the scoping meeting, by mail to FRA, by email through the Project website (info@wusstationexpansion.com), or by comment form on the FRA website. FRA received approximately 40 comment forms and letters at the public scoping meeting. A total of 59 additional comments were submitted on “post-it notes” on the Project Area map at the scoping meeting. In addition to comments submitted at the public meeting, comment letters and emails were submitted directly to FRA by eight agencies and 64 members of the public during the scoping period (Table 3.1-1).



Each comment received was reviewed by the EIS project team, and the contents are summarized in the sections below.

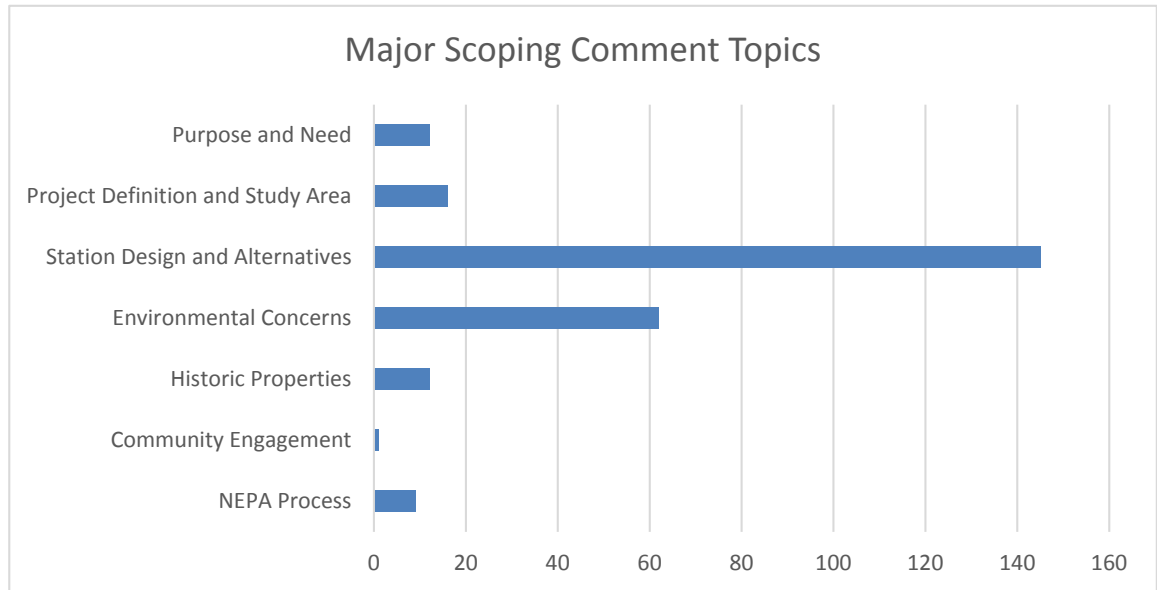
A matrix of all comments received from the agencies and the public are provided in Attachment D, *Scoping Comment Matrices*. Comments received during the scoping period will guide the FRA in its preparation of the EIS.

Table 3.1-1 Total Number of Scoping Comment Submissions by Commenter Category

Commenter Category	Number of Comments
Public Meeting Comment Forms	40
Public Meeting Comment Post-It Notes	59
Public Comments Submitted to FRA	64
Agency Comments Submitted to FRA	8

Figure 3.1-1 shows the distribution of individual comments by comment topic. The majority of comments received were related to station design, particularly multimodal and pedestrian access and connectivity.

Figure 3.1-1 Agency and Public Scoping Comments by Topic



3.2 Agency Comments

FRA received comment letters from the following agencies regarding the scope of the EIS (Appendix B, *Agency Scoping*): NPS, GPO, DDOT, NCPC, District of Columbia Bicycle Advisory Council (BAC), DCOP, and WMATA. FTA had no comment at this time, but stated verbally at the agency scoping meeting that they are looking forward to coordinating on this Project and participating in the NEPA process as a cooperating agency.

Comments in the section below are summarized by agency. Agency scoping comment letters are provided in Appendix B, *Agency Scoping*, and a summary matrix is provided in Appendix D, *Scoping Comment Matrices*.

3.2.1 National Park Service

NPS noted that Columbus Circle is located adjacent to the main entrance to WUS and is under the management of the National Mall and Memorial Parks, an administrative unit of NPS. The NPS expressed concern about the overall scope of the Project and the effects to NPS land and resources. Because of the location of the Project, NPS asked to be recognized as a Cooperating Agency for NEPA; as well as a Consulting Party for the NHPA Section 106 planning process

NPS noted that NEPA compliance for the Project should meet the policies set forth in the NPS's Director's Order 12¹ and accompanying handbook,² specifically with regard to conservation planning, environmental impact analysis, and decision-making.

3.2.2 U.S. Government Publishing Office

GPO commented that it owns a railroad siding connected to WUS and extending to GPO's Building D warehouse, which houses essential GPO operations. GPO requested that the railroad siding connection and the Building D warehouse be included within the scope of the Project given the proximity of these structures.

3.2.3 District Department of Transportation

DDOT commented that the Project will provide economic opportunity for the District, although planning and mitigation efforts are needed to minimize effects and manage additional travel demand. DDOT further commented that the capacity increase of WUS will increase trips on the transportation network outside of the Station. DDOT encouraged FRA to consider additional surface transit capacity, including bus and streetcar, to meet the induced demand. DDOT expects that additional trips will impact its Federal-Aid Roadway network including H Street, North Capitol Street, and Massachusetts Avenue. As part of the Moving Ahead for Progress in the 21st Century Act (MAP-21), any changes to roads will require close coordination between DDOT and FHWA. DDOT requested Cooperating Agency status to support developing, screening, and analyzing alternatives for the Project.

3.2.3.1 Purpose and Need

DDOT requested that transit be considered more broadly in the Purpose and Need statement. DDOT suggested broadening the assessment to include internal and vertical circulation within WUS, transit connections, and the need for additional transit service to access WUS. DDOT also commented that the Project will require improvements in vertical circulation, especially with the Burnham Place Development.

3.2.3.2 Project Definition and Study Area

DDOT requested an expansion of the current EIS Study Area to identify environmental resources, land use, social and economic factors, environmental justice communities, transportation, and traffic. DDOT also requested that FRA coordinate closely with the Burnham Place Development.

3.2.3.3 Station Design and Alternatives

DDOT encouraged FRA to maximize internal circulation opportunities within the EIS Study Area, consider new access points, and manage total on-site parking demand efficiently. DDOT requested that FRA pursue alternatives that provide new access points to WUS. DDOT would like to work with FRA in identifying metrics to measure transportation network performance.

¹ National Park Service, 2011. Director's Order #12: Conservation Planning, Environmental Impact Analysis, and Decision-Making.

² National Park Service, 2015. National Park Service NEPA Handbook.

3.2.3.4 Environmental Concerns

DDOT requested that FRA evaluate the transportation network effects external to WUS, with a focus on evaluating travel demand. DDOT requested that FRA produce passenger forecasts for the network outside WUS and requested that FRA consider ridership forecasts from the *A Rail Investment Plan for the North East Corridor Tier 1 DEIS*;³ the *Long Bridge Study*;⁴ the Washington, D.C. to Richmond, Virginia (DC2RVA) segment of the Southeast High Speed Rail corridor; and the *Union Station to Georgetown Transportation Improvements Environmental Assessment*⁵ (EA). DDOT requested an analysis to evaluate how the Project would affect transfer facilities.

DDOT commented that changes to the rail yard will lead to the movement of the Hopscotch (H-Street) Bridge piers. DDOT also noted that the Project may lead to street network changes in the surrounding area and areas farther away from the site. Street network changes may also lead to the installation of new signal systems, changes in intersection configuration, and adjustments to street operations.

DDOT noted that it is committed to working with FRA to provide additional streetcar service to WUS, which will help address future demand.

DDOT recommended including impacts analysis of climate change adaptation and resilience in the EIS because of the East Coast's vulnerability to severe weather events.

3.2.4 District of Columbia Bicycle Advisory Council

BAC identified three critical bicycling facilities within the Project Area and the Study Area: 1st Street NE cycle track, the Bike Station, and the Metropolitan Branch Trail. BAC requested that the existing bicycle facilities are either undisturbed or improved. The Facilities Committee also requested improvements to bicycle parking as part of the Project.

3.2.5 District of Columbia Taxicab Commission

DCTC requested that FRA analyze intermodal operations, such as public and private vehicles for hire, in the EIS.

3.2.6 District of Columbia Office of Planning

DCOP suggested that the Project establish long-term goals for the Station and surrounding areas. DCOP commented on various aspects of the station design and alternatives, including neighborhood connectivity, streetscape design, station design, and multimodal connectivity.

3.2.6.1 Station Design and Alternatives

DCOP encouraged FRA to work with public partners including the District Government, the NoMa Business Improvement District, and AOC to create a safe place for pedestrians and bicyclists. Such connections should be located in the immediate vicinity of WUS to focus on interconnectivity with all surrounding roadways and pedestrian

3 NEC FUTURE. 2015. *A Rail Investment Plan for the North East Corridor Tier 1 DEIS*.

4 District Department of Transportation. 2015. *The Long Bridge Study*. District Department of Transportation and Federal Highway Administration, Washington D.C.

5 District Department of Transportation. 2015. *Union Station to Georgetown Transportation Improvements EA*. District Department of Transportation, Washington, D.C.

connections. DCOP also recommended developing more connections between WUS, Columbus Circle Plaza, Pennsylvania Avenue, the National Mall, and Louisiana Avenues because they are District attractions.

DCOP requested that FRA analyze the viability of a curb-less street at G Place NE to return priority to pedestrians walking to and from WUS.

DCOP requested a study of pedestrian connections to and through WUS and the H Street Bridge and suggested that pedestrian connection studies should be coordinated with the Burnham Place Development.

DCOP requested that surrounding streets be included in the Project design, and that FRA should study the effects of removing perpendicular street parking throughout the EIS Study Area and replacing it with parallel parking to reduce congestion.

DCOP suggested that the Project plans should contain urban design analysis to complete the parcels with open space and sustainable landscapes that frame Columbus Circle. They recommend partnering with AOC, and re-establishing park and garden space at the existing parking lots adjacent to Columbus Circle.

They suggested that entryways should relate to the existing neighborhood character and include important view corridors. DCOP also recommended that the project design should express WUS's role as a community center, as well as a transportation hub.

DCOP commented that WUS would benefit from connecting the Metropolitan Branch Trail to a city cycling network, and commented that a cycle track on Louisiana Avenue, from Columbus Circle to the National Mall, would help complete the Metropolitan Branch Trail while creating a multimodal link to WUS. DCOP noted the missing pieces of the District's bicycle network within the vicinity of WUS, including Massachusetts Avenue NW/NE, Columbus Circle NE, Louisiana Avenue NW/NE, and Delaware Avenue NE.

DCOP commented that re-routing buses near Columbus Circle may provide better intermodal connections to the Metrorail entrance on the western edge of WUS and alleviate vehicular traffic congestion along Massachusetts Avenue. They suggested that this will require further study by DDOT and WMATA and coordination with the broader intermodal goals of WUS.

3.2.6.2 Historic Properties

DCOP requested that FRA balance the renovation, expansion, and redevelopment of WUS with historic preservation interests. DCOP noted the need to increase the openness of WUS and better engage the surrounding neighborhoods.

3.2.7 National Capital Planning Commission

NCPC requested a more comprehensive project scope and evaluation of Project effects. NCPC requested Cooperating Agency status in accordance with NEPA, and Consulting Party status under Section 106 of NHPA.

NCPC recommended that FRA coordinate the Project with other ongoing projects and planning studies, including Burnham Place and the Union Station to Georgetown Transportation Improvements Project. NCPC specifically requested that FRA coordinate the preparation of the EIS with the following agencies and organizations: NPS, GSA, CFA, U.S. Courts, DCOP, DDOT, SHPO, AOC, U.S. Capitol Police, and WMATA.

3.2.7.1 Project Definition and Study Areas

NCPC requested the relationship between the WUS Expansion Project and the Burnham Place Development be more clearly defined.

3.2.7.2 Station Design and Alternatives

NCPC requested that the EIS include an evaluation of each alternative's consistency with the policies and objectives of the *Comprehensive Plan for the National Capital*,⁶ particularly the historic preservation, environment, transportation, urban design, and park and open space elements.

NCPC requested that federal land included as part of the Project be documented through the alternatives, including any required permits and approvals from federal or local agencies.

NCPC commented that the streetcar project, which extends from Georgetown to WUS, may provide an opportunity for project coordination.

3.2.7.3 Environmental Concerns

NCPC requested that the following environmental topics be analyzed in the EIS: changes in vegetation and tree canopy; stormwater runoff and management; impervious surfaces; energy use; and effects from construction.

3.2.7.4 Historic Properties

NCPC noted that the physical and visual connection between WUS and the U.S. Capitol is a key aspect of *The L'Enfant Plan for the City of Washington*⁷ and are part of the defining character of this area of the city. NCPC requested that the EIS include a visual analysis, with photo-simulations from multiple locations including Columbus Plaza; the U.S. Capitol and Capitol Grounds; Delaware Avenue; and Louisiana Avenue.

NCPC noted the WUS expansion may affect historic properties and recommended these areas be included as FRA defines the Area of Potential Effect (APE). NCPC commented that effects to surrounding historic properties may include the U.S. Capitol and Capitol Grounds; Union Station Plaza and Columbus Fountain; the Russell Senate Office Building; and Federal Home Loan Bank Board Building. NCPC requested that the effects of the Project and the Burnham Place Development be evaluated together in a comprehensive assessment.

3.2.7.5 Community Engagement

NCPC noted the importance of community involvement throughout the Project design, NEPA, and Section 106 processes for the expansion of WUS.

3.2.8 Washington Metropolitan Area Transit Authority

WMATA expressed concern about future growth from commuter and intercity rail, local and intercity bus, and future streetcar service straining the function of the Metrorail station, which currently operates at or beyond its capacity during peak periods.

6 National Capital Planning Commission. 2006. *The Comprehensive Plan of the National Capital*. Office of Planning, Washington D.C.

7 L'Enfant, Pierre. 1791. *Plan of the City of Washington (L'Enfant Plan)*. Washington D.C.

3.2.8.1 Purpose and Need

WMATA asked that FRA include Metrorail's capacity deficiency within the Project's purpose and need. WMATA requested that the local bus service facility needs to be included in the Purpose and Need statement. WMATA suggested the following language be included in the Purpose and Need statement: "The existing Station does not provide adequate or efficient capacity, access, and connections for different transportation modes, such as taxi and car services, Metrorail, intercity bus, local bus, or rental cars and parking facilities."

3.2.8.2 Project Definition and Study Area

WMATA suggested that the Study Area should be expanded to include adjacent Station-serving buses on Massachusetts Avenue NW, N. Capitol Street NW, E Street NE, and Columbus Circle.

3.2.8.3 Station Design and Alternatives

WMATA suggested that the Project planning should address continuity of operations and assess facility and access needs during WUS repairs, evacuations, and closures.

3.3 Public Comments

FRA received 64 emails and letters from the public regarding the scope of the EIS (summarized in Appendix C, *Public Scoping*). FRA also received 25 comment form letters at the Public Scoping Meeting. A total of 59 additional comments were submitted as post-it notes placed on a large-scale aerial photograph of the Study Area. The comment forms, emails, and letters are summarized in this section by category and are summarized in Appendix C, *Public Scoping*. Appendix D, *Scoping Comment Matrices*, provides a list of all public comments.

Comments were submitted at the meeting by 52 individuals, including several neighbors. Individuals from nine organizations submitted comments at the meeting, primarily concerning issues of pedestrian circulation, the quality of Station facilities, concerns about bus and taxi facilities, and concerns about ADA compliance. Organizations that submitted comments included:

- Advisory Neighborhood Commission 6C (ANC 6C)
- American Planning Association (APA)
- Committee of 100
- Guild of Professional Tour Guides
- National Disability Rights Network (NDRN)
- National Association of Railroad Passengers (NARP)
- National Trust for Historic Preservation (The National Trust)

Members of the public submitted comments on the topics of purpose and need, Station design and alternatives, and environmental concerns.

3.3.1 Purpose and Need

Several commenters requested that additional items be included in the Project's need, such as immediate track repairs, increased rail capacity to provide an alternate transportation mode for automobile commuters, and separate passenger and freight rail operations.

Several commenters also requested that FRA include additional items in the Project's Purpose and Need statement, such as opportunities for improved and modern high-speed rail, increased Station accessibility for passengers, and expansion of VRE and MARC to accommodate 2040 passenger forecasts.

3.3.2 Station Design and Alternatives

Many commenters suggested changing the location of the bus terminal due to its inconvenient location on the lower level of the parking garage. As an alternative, commenters suggested moving the bus terminal to an off-site location in order to reduce traffic congestion, increase pedestrian safety, and improve air quality of the area.

Several commenters requested that FRA consider electrification of rail operations at WUS. One commenter proposed widening the First Street Tunnel to accommodate four sets of tracks in addition to the two already existing tracks to accommodate passenger growth. One commenter suggested expanding the Project to consider high-speed rail.

One commenter suggested that the existing Station be redesigned to provide more space to WUS users and to reduce space interruptions by retail operators. Many commenters also requested larger passenger waiting areas throughout the existing Station to reduce passenger congestion. Many commenters suggested increasing natural light and providing views of the scenic downtown area of D.C.

Many commenters requested more information about the Burnham Place Development and its relationship to the Project. Other commenters suggested FRA coordinate extensively with the private development plans. Some commenters asked that these two projects be considered and studied together.

One commenter requested that public space, including Columbus Circle, be significantly improved to be more welcoming, include more green space, and be accessible for all users. One commenter suggested including green roofs and additional sunlight into new areas throughout WUS. Another commenter suggested increasing greenspace to allow a separation between bikes and pedestrians.

Many commenters expressed the need for increased accessibility and circulation for multimodal transportation. One commenter suggested integrating the H Street D.C. streetcar with WUS. Many commenters requested integrating WUS design plans and forecasts with WMATA expansion plans. Many commenters also expressed concern about the Project effects on the H Street Bridge, including hindering public transportation capacity and altering traffic patterns.

Several commenters suggested expanding the EIS Study Area to include the local WMATA bus and circulator stops in and around WUS. Some commenters noted that the location of the bus terminal in the parking garage is not convenient to multimodal passengers. Commenters requested increased connectivity between the buses and trains by increasing bus signage around WUS and centralizing the bus terminal.

Several commenters requested that USRC reduce parking spaces to encourage the use of public transportation. Many commenters requested coordination with surrounding communities to limit passenger parking in surrounding neighborhoods. One commenter suggested designating surrounding streets as residential parking.

One commenter requested that the Station design incorporate elements to provide redundancy and ease of access for all passengers and pedestrians passing through WUS. Many commenters requested an analysis of pedestrian accessibility in and around WUS for additional pedestrian exit and entry. One commenter expressed concern about WUS as a barrier for pedestrians and the surrounding communities. Many commenters requested that the Station design create a more cohesive and navigable environment. Several commenters identified the need for increased pedestrian accessibility throughout Columbus Circle Plaza, especially the Massachusetts Avenue street crossing.

Several commenters expressed concern about WUS's compliance with ADA and suggested that this be addressed as part of the EIS. One commenter noted the mix of upper and lower level platforms causes confusion among users and creates safety hazards for passengers with disabilities.

One commenter suggested eliminating the use of the lower tracks, which cause difficulties for disabled passengers. Another commenter requested that all rail platforms provide level boarding for passengers.

3.3.3 Environmental Concerns

Many commenters expressed concern about existing and future air quality around WUS. One noted the need for more efficient ventilation to protect the health of passengers and employees using WUS. Another commenter requested a more effective ventilation system for intercity buses idling in the bus terminal under the parking garage. Commenters raised concerns of poor air quality within the rail yard due to diesel fumes that are not efficiently vented. Another commenter suggested including a new system to move the incoming trains to and from gates with electric non-diesel or natural gas engines to improve air quality.

Many commenters expressed concern about effects to the surrounding community during construction. Many commenters were concerned about the time period of disruption during construction and its effects to WUS users, surrounding traffic patterns, and neighborhoods and communities in close proximity to the Project construction. Other commenters expressed concern about construction costs and requested that FRA utilize best management practices to minimize construction effects on daily users.

One commenter requested that FRA monitor construction worker parking to minimize effects on residential street parking. Another commenter requested a traffic management plan to prevent construction vehicles from disrupting surrounding neighborhoods and communities. One commenter requested that the EIS consider schools in the proximity of the Project by including a study of the potential effects during construction.

3.3.4 Historic Properties

One commenter requested that FRA clarify whether the REA Building (owned by Amtrak) would be included in the Project Area. If so, the commenter noted the potential opportunity for a re-use of this historic structure. One commenter inquired about Project effects on the historic structure of WUS. Several commenters noted the existing need for renovations to the historic areas of WUS, especially throughout the concourse.

4 Responses to Scoping Comments

4.1 Introduction

All comments received during the scoping process will provide guidance to the FRA as it develops the EIS. Comments and issues raised by the public and agencies are included in the scope for the EIS and resource categories that FRA is required to evaluate. Agencies and the public provided comments on:

- Purpose and Need
- Project Definition and Study Area
- Station Design and Alternatives
- Environmental Concerns
- Historic Properties
- NEPA Process
- Community Involvement

The following sections provide responses to the combined comments for each of these categories.

4.2 Purpose and Need

The EIS will clearly document the purpose and need for the Project: to expand and modernize WUS as the National Capital Region's principal intermodal transportation hub. The Purpose and Need section of the EIS will state the Project purpose; goals and objectives; and a detailed analysis of the needs and deficiencies that the Project is intended to address.

4.3 Project Definition and Study Area

The EIS will clearly define the Project Area, which currently includes the Station building, rail terminal, parking garage, and tracks (extending from WUS to L Street). The Project Area also includes the REA property, which was recently purchased by Amtrak. The EIS Study Area, which may be different for each of the environmental resource categories, encompasses a larger area than the Project Area and will be the area in which both direct and indirect impacts will be evaluated.

A private developer, Akridge, owns development rights above the rail terminal. Akridge purchased the right to develop above Amtrak property between WUS and K Street NE from the U.S. General Services Administration

in 2006. In June 2011, the Akridge property was rezoned “USN” by the D.C. Zoning commission, which allows for a three million square foot-plus mixed use development referred to as Burnham Place, to be constructed on a concrete deck over the Amtrak rail terminal. The Air-Rights Development project (Burnham Place) is a separate project from the Washington Union Station Expansion Project. It has a separate proponent (private sector), does not require FRA approvals, and can proceed independently of the WUS Expansion Project. Burnham Place is therefore not part of the Proposed Action, that is the subject of the EIS.

The Project does not include Columbus Circle. Although the NOI stated that “Alternatives considered in the EIS may involve Columbus Circle and other properties adjacent to Washington Union Station,” at this point, FRA does not anticipate that any alternatives will require construction within Columbus Circle.

4.4 Station Design and Alternatives

4.4.1 Alternatives

The EIS will evaluate a broad range of alternatives that would meet the Project’s purpose and need. The EIS will identify alternatives that would address current and future deficiencies of WUS. FRA will define these alternatives and their potential effects. FRA’s NEPA alternatives will be focused on the Project elements that are within FRA’s jurisdiction and that are the subject of the EIS.

4.4.2 Station Design

The EIS will include Station design features for the range of alternatives. The Station design will consider the historic characteristics of WUS, will improve connectivity among transportation modes, and will provide better integration between WUS and its surrounding neighborhoods. The Station design will also consider climate change resiliency.

Safety is the FRA’s highest priority. The Project will be designed to meet all relevant safety standards and design criteria. The EIS alternatives will include measures to address automobile, passenger, and pedestrian safety.

The EIS will not include an urban design analysis for the parcels framing Columbus Circle because Columbus Circle is not part of the Project. Greenspace outside of the Project Area is not included in the Project and therefore will not be evaluated by the EIS.

4.5 Environmental Concerns

In accordance with FRA and CEQ NEPA regulations, the EIS will evaluate the Project’s potential impacts in the full range of environmental categories, and will consider the agency and public scoping comments in the analysis of the categories listed below.

4.5.1 Air Quality

The EIS will evaluate effects of the Project on air quality. The alternatives will include improvements to the WUS ventilation system. The analysis will also consider the impacts of the Project on greenhouse gases and climate change.

4.5.2 Stormwater Management

The EIS will evaluate the effects of the Project on stormwater runoff, stormwater management, and water quality.

4.5.3 Viewsheds

The EIS will evaluate the effects of the Project on viewsheds, including the historic L'Enfant street system. The analysis will use photo simulation and other techniques.

4.5.4 Transportation

The EIS will evaluate Project effects on transportation resources including local roads; commuter/intercity rail and freight; local public transportation; roadway and parking; emergency vehicle access; pedestrian access and flow; and changes in traffic volumes or traffic patterns. The EIS will also consider surface transportation capacity, circulation, safety, transit ridership levels, travel times, changes in parking supply and demand, effects on other passenger rail, roadway level of service, and travel patterns. The EIS will identify mitigation measures for Project-related impacts.

4.5.4.1 Pedestrian and Bicycle Access

The EIS will analyze pedestrian access and flow within WUS and the EIS Study Area, including Columbus Circle Plaza. The EIS will also analyze impacts to bicycle facilities at WUS.

4.5.4.2 Parking

The EIS will analyze WUS parking and accommodations for future Station parking. The EIS will analyze parking on adjacent streets and surrounding areas not included in the EIS Study Area if the analysis shows that the Project would indirectly affect nearby parking demand.

4.5.5 Construction Period

The EIS will evaluate construction period effects on local air quality, noise, vibration, Station operations, and economics, as well as construction-period effects to the surrounding transportation resources such as local roads; commuter/intercity rail and freight; local public transportation; roadway and parking; emergency vehicle access; and pedestrian access and flow in the EIS Study Area.

4.6 Historic Properties

FRA will conduct the Section 106 Process in parallel and in coordination with the NEPA process. The Section 106 Process will define the Area of Potential Effect (APE), identify consulting parties, and evaluate effects to historic

properties. The Section 106 Process will result in either a Memorandum of Agreement or Programmatic Agreement. The Section 106 Process for the Washington Union Station Expansion Project will not include the Burnham Place Development. The Burnham Place Development has a separate proponent, does not require FRA approvals, and can proceed independently of the WUS Expansion Project.

4.7 NEPA Process

The FRA has invited the NPS, FTA, DDOT, and NCPC to participate in the NEPA process as cooperating agencies. All cooperating agencies will have the opportunity to review the scope of the EIS, the evaluation of impacts, and to participate in developing, screening, and analyzing alternatives for the Project. Other agencies will be engaged as participating agencies and invited to comment at key milestones.

The National Trust for Historic Properties has requested cooperating agency status. Although this organization has considerable expertise, it is not a federal or state agency with NEPA or regulatory authority and FRA has not invited it to be a cooperating agency for the EIS. The Trust has, however, been invited to be a consulting party under Section 106 of the National Historic Preservation Act.

4.8 Community Engagement

FRA will provide opportunities for community engagement throughout the NEPA process through information forums, public information meetings, and public website. FRA has convened a Community Communications Committee to assist in communicating effectively with the local community and stakeholders.

Appendix A: Public Notices

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #14522 and #14523]

Washington Disaster #WA-00059

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a notice of an Administrative declaration of a disaster for the State of WASHINGTON dated 10/28/2015.

Incident: Wildfires,
Incident Period: 08/09/2015 through 09/10/2015,
Effective Date: 10/28/2015,
Physical Loan Application Deadline Date: 12/28/2015,
Economic Injury (EIDL) Loan Application Deadline Date: 07/28/2016.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW., Suite 6050, Washington, DC 20416.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the Administrator's disaster declaration, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Chelan, Okanogan.

Contiguous Counties:

Washington: Douglas, Ferry, Grant, King, Kittitas, Lincoln, Skagit, Snohomish, Whatcom.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners With Credit Available Elsewhere	3.750
Homeowners Without Credit Available Elsewhere	1.875
Businesses With Credit Available Elsewhere	6.000
Businesses Without Credit Available Elsewhere	4.000
Non-Profit Organizations With Credit Available Elsewhere ...	2.625
Non-Profit Organizations Without Credit Available Elsewhere	2.625
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere	4.000
Non-Profit Organizations Without Credit Available Elsewhere	2.625

The number assigned to this disaster for physical damage is 14522 5 and for economic injury is 14523 0.

The State which received an EIDL Declaration # is WASHINGTON.

(Catalog of Federal Domestic Assistance Numbers 59008)

Dated: October 28, 2015.

Maria Contreras-Sweet,
Administrator.

[FR Doc. 2015-28042 Filed 11-3-15; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Washington Union Station Expansion Project

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FRA is issuing this notice to advise the public that FRA will prepare an Environmental Impact Statement (EIS) to evaluate the potential impacts to the human and natural environment of the Washington Union Station Expansion Project (Project) proposed by the Union Station Redevelopment Corporation (USRC) in coordination with the National Railroad Passenger Corporation (Amtrak). The Project includes expanding and modernizing the multimodal transportation facilities at Washington Union Station, while preserving the historically significant station building. FRA is preparing this EIS in accordance with the National Environmental Policy Act (NEPA). FRA will evaluate reasonable alternatives for the proposed Project, including a No Action (No Build) Alternative. FRA is issuing this notice to solicit public and agency input into the scope of the EIS and to advise the public that outreach activities conducted by FRA, USRC, and its representatives will be considered in the preparation of the EIS. To ensure all significant issues are identified and considered, the public is invited to comment on the scope of the EIS, including the purpose and need, alternatives to be considered, impacts to be evaluated, and methodologies to be used in the evaluation.

DATES: FRA invites the public, governmental agencies, and all other interested parties to comment on the scope of the EIS. All such comments should be provided to FRA, via mail or email, by January 4, 2016, to the

addresses listed below. Comments may also be provided orally or in writing at the public scoping meeting for the Project, scheduled for December 7, 2015 in the Presidential Room at Union Station located at 50 Massachusetts Avenue NE., Washington, DC 20002. The meeting will be an open-house format for discussions with the project team from 4:00 to 8:00 p.m. with two brief identical presentations; one at 4:30 p.m. and the second at 7:00 p.m. to provide a thorough project description. Information on the project and the scoping meeting is available on the FRA Web site at www.fra.dot.gov.

ADDRESSES: Written comments on the scope of the EIS may be mailed or emailed by January 4, 2016 to Michelle Fishburne, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, or Michelle.Fishburne@dot.gov. The December 7, 2015 Public Scoping Meeting will be held in the Presidential Room at Union Station located at 50 Massachusetts Avenue NE., Washington, DC 20002.

FOR FURTHER INFORMATION CONTACT: Michelle Fishburne, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, Michelle.Fishburne@dot.gov. Information and documents regarding the EIS process will also be made available through the FRA Web site at www.fra.dot.gov.

SUPPLEMENTARY INFORMATION: The Washington Union Station Expansion Project would expand and modernize Washington Union Station. The Project includes reconstructing and relocating tracks, developing new concourse facilities, maintaining multi-modal transportation services, and improving and expanding infrastructure and other supporting facilities. The EIS will evaluate the potential environmental impacts of an expanded multi-modal transportation facility at Union Station.

Environmental Review Process

FRA as the lead federal agency will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), and the Federal Railroad Administration (FRA) Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, and 78 FR 2713, Jan. 14, 2013). In addition to NEPA, the EIS will address other applicable statutes, regulations and executive orders,

including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act (NHPA), Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

Alternatives considered in the EIS may involve Columbus Circle and other properties adjacent to Washington Union Station. The EIS will provide the FRA, reviewing and cooperating agencies, and the public with information to evaluate the potential environmental impacts of Project alternatives, and to identify potential avoidance/mitigation measures as appropriate.

The Project may affect historic properties and will be subject to the requirements of Section 106 of the NHPA (54 U.S.C. 306108). In accordance with regulations issued by the Advisory Council on Historic Preservation (36 CFR part 800), FRA may coordinate compliance with Section 106 of the NHPA with the preparation of the EIS, beginning with the identification of consulting parties through the scoping process, in a manner consistent with the standards set out in 36 CFR 800.8.

Project Background

In 2012, Amtrak prepared a Union Station Master Plan in coordination with USRC and other stakeholders, including regional transportation agencies and a real estate development company, Akridge, who owns development rights above the rail terminal. Akridge purchased the right to develop above the Amtrak property between Union Station and K Street NE from the U.S. General Services Administration in 2006. In June 2011, the Akridge property was rezoned "USN" by the DC Zoning Commission, which allows for a three million square foot-plus mixed use development, referred to as Burnham Place, to be constructed on a concrete deck over the Amtrak rail terminal. The 2012 Master Plan addressed future rail capacity needs, including additional tracks, a new train shed, and passenger concourses, and it provided a concept envisioning improved rail services at Washington Union Station in coordination with the Burnham Place development.

The Amtrak 2012 Master Plan is the starting point and framework for the 2nd Century Plan for Washington Union Station being planned by USRC and Amtrak, in partnership with Akridge (collectively referred to as the Partners). The Partner's 2nd Century Plan will

serve to coordinate multiple near-term and long-term public and private projects at Washington Union Station as those projects are further developed and implemented.

USRC in coordination with Amtrak propose the Project to expand Washington Union Station, the main project within the 2nd Century Plan. The Project is anticipated to require federal funding and approval. The EIS for the Project will address the reconstruction and expansion of the rail terminal (track and platforms), construction of new concourses, changed and improved access, and associated improvements to modernize the multi-modal services and facilities of the station.

Purpose and Need

Union Station is the second busiest station on the Northeast Corridor with its capacity expected to double, while the volume of non-railroad pedestrians through the station is expected to increase threefold, by 2030. The station supports upwards of 100,000 rail and transit passenger trips daily utilizing intercity rail, commuter rail and Metro rail, commuter, local and tour buses, taxis, private cars, rental cars, limousine services, bicycles, foot traffic and, in the near future, streetcar. As a rail station, the facilities are inadequate for current and future operations and cannot provide the rail capacity needed to meet the future demands for Amtrak Acela, future High Speed Rail, commuter rail, Metrorail, and other rail services. The existing Station does not provide adequate or efficient capacity, access, and connections for different transportation modes, such as taxi and car services, Metrorail, intercity bus, or rental cars and parking facilities. In addition, Washington Union Station is not integrated with its surrounding neighbors and land uses. The station limits movement and flow among neighborhoods and between neighborhoods and destinations. As the demographic profile of station users and visitors changes and grows to include diverse local populations and new residents in addition to commuters and long distance travelers, the transportation infrastructure, amenities, and services at Washington Union Station need to be expanded to meet these multimodal demands.

The purpose of the Project is to expand and modernize Washington Union Station as the National Capitol Region's principal intermodal transportation hub in order to provide a positive customer experience; support current and future rail service and operational needs; facilitate intermodal

travel; sustain its economic viability and continued preservation; and enhance integration with the adjacent businesses, neighborhoods, and future development. Specific elements of this broad purpose include: Increasing station capacity to accommodate growth in passenger traffic and railroad operations; achieving compliance with the 2006 U.S. Department of Transportation Americans with Disabilities Act of 1990 (ADA) Standards for Transportation Facilities providing connectivity among transportation modes; providing access to and among surrounding neighborhoods; and maintaining financial self-sufficiency of station maintenance and operations. The Project will protect and preserve the main historic station building, consistent with USRC's 2015 Historic Preservation Plan.

Scoping and Public Involvement

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the Project are addressed, reasonable alternatives are considered, and significant issues are identified. In particular, FRA is interested in identifying areas of environmental concern where there might be a potential for significant impacts.

Public agencies with jurisdiction are requested to advise FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed Project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed Project and if they wish to cooperate in the preparation of the EIS in accordance with 40 CFR 1501.16.

The public scoping meeting described above is an important component of the scoping process for Federal environmental review. FRA seeks participation and input of interested Federal, State, and local agencies, Native American groups, and other concerned private organizations and individuals on the scope of the EIS. Opportunities for public participation in the EIS process will be announced through mailings, notices, advertisements, press releases, and the FRA Web site at www.fra.dot.gov.

Comments or questions concerning the Proposed Project and the scope of

the EIS are invited from all interested parties and should be directed to the FRA at the address provided above.

Issued in Washington, DC, on October 30, 2015.

David Valenstein,

Division Chief, Environment and Corridor Planning.

[FR Doc. 2015-28079 Filed 11-3-15; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. 2015-0031]

Notice of Request for the Extension of a Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to renew the following information collection:

Bus Testing Program

OMB Control No.: 2132-0550.

The information to be collected for the Bus Testing Program is necessary to ensure that buses have been tested at the Bus Testing Center for maintainability, reliability, safety, performance (including breaking performance), structural integrity, fuel economy, emissions, and noise. Specifically, this notice invites comment on FTA's proposal to adopt new streamlined online procedures for accepting and reviewing applications for entry into the New Bus Model Testing Program.

DATES: Comments must be submitted before January 4, 2016.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Web site:* www.regulations.gov. Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S. Department of Transportation's (DOT's) electronic docket is no longer accepting electronic comments.) All electronic submissions must be made to the U.S. Government electronic docket site at www.regulations.gov. Commenters should follow the directions below for mailed and hand-delivered comments.

2. *Fax:* 202-493-2251.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

Instructions: You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to Internet users, without change, to www.regulations.gov. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit www.regulations.gov. Docket: For access to the docket to read background documents and comments received, go to www.regulations.gov at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or a draft copy of the application for entry into the New Bus Model Testing Program should be directed to—Mr. Gregory Rymarz, Office of Research, Demonstration and Innovation (202) 366-6410, or email: gregory.rymarz@dot.gov.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Respondents: Bus manufacturers and FTA grantees.

Estimated Annual Burden on Respondents: 28 partial testing determination requests at 1.71 hours each and 18 test requests at 9 hours each.

Estimated Total Time to Complete New Bus Model Testing Application: 45 mins.

Estimated Total Annual Burden: 210 hours.

Frequency: On occasion.

Matthew Crouch,

Associate Administrator for Administration and Chief Information Officer.

[FR Doc. 2015-28000 Filed 11-3-15; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2014-0003; PDA-37(R)]

Hazardous Materials: New York City Permit Requirements for Transportation of Certain Hazardous Materials

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice, and extension of comment period.

SUMMARY: PHMSA is extending the period for comments on the American Trucking Associations, Inc.'s (ATA) application for a preemption determination concerning the requirements of the New York City Fire Department for a permit to transport certain hazardous materials by motor vehicles through New York City, or for transshipment from New York City, and the fee for the permit.

DATES: Comments received on or before December 4, 2015 will be considered before an administrative determination is issued by PHMSA's Chief Counsel.

ADDRESSES: All documents in this proceeding, including the comments submitted by the New York City Fire Department (FDNY), may be reviewed in the Docket Operations Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. All documents in this proceeding are also available on the U.S. Government Regulations.gov Web site: <http://www.regulations.gov>. Comments must refer to Docket No. PHMSA-2014-0003 and may be submitted to the docket in writing or

Washington Union Station Expansion Project Public Meeting

We want to hear from you

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, in order to 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 enhance integration with the adjacent neighborhoods, businesses, and planned development.

The Federal Railroad Administration (FRA) will conduct a public scoping meeting on the proposed Washington Union Station Expansion Project. The meeting will be held on December 7, 2015 from 4:00 p.m. to 8:00 p.m. in Washington Union Station's Presidential Room located in the east hall, in the former B. Smith's restaurant space.

The public meeting is being held to provide the community with an opportunity to comment on the purpose and need of the Project, concepts for alternatives that may be considered in the Environmental Impact Statement (EIS), and the scope of the environmental issues and analyses to be included in the EIS.

The public is encouraged to attend the open house format meeting any time between 4:00 p.m. and 8:00 p.m. Project representatives will be available to informally discuss the project and answer questions. Formal presentations will be given at 4:30 p.m. and 7:00 p.m.

Oral and written public comments will be accepted at this meeting as well as via the FRA website comments section at <https://www.fra.dot.gov/Page/P0866>. Information and documents regarding the Washington Union Station Expansion Project EIS process will be made available through the FRA website.

SAVE THE DATE

Monday, December 7, 2015
4:00 to 8:00 p.m.

Washington Union Station's
Presidential Room

WASHINGTON
UNION STATION
STATION EXPANSION



U.S. Department
of Transportation
**Federal Railroad
Administration**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the project team at info@WUSstationexpansion.com at least seven days prior to the meeting.

Appendix B: Agency Scoping

Appendix B-1: Invitation Letter



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, D.C. 20590

**Federal Railroad
Administration**

Subject: Agency Scoping Meeting Invitation
Washington Union Station Expansion Project
Environmental Impact Statement

The Federal Railroad Administration (FRA) invites you to attend a scoping meeting to discuss the Washington Union Station Expansion Project (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, in order to provide a positive customer experience; support current and future rail service and operational needs; facilitate intermodal travel in and around the Station; preserve and maintain the historic station and its features, and integrate a modern station with existing adjacent neighborhoods and existing and future land uses.

FRA, the federal agency that owns Union Station, will prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental and related impacts of the Washington Union Station Expansion Project. The EIS will be developed in accordance with the Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 *et. seq.*) implementing the National Environmental Policy Act of 1969 (42U.S.C. 4321 *et seq.*) (NEPA) and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999). In addition to NEPA, the EIS will address other applicable statutes, regulations and executive orders, including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, the Endangered Species Act and Executive Order 12898 on Environmental Justice. The EIS will provide the FRA, reviewing and cooperating agencies, and the public with information to assess alternatives that will meet the Project's purpose and need; to evaluate the potential environmental impacts; and to identify potential avoidance and mitigation measures.

Your agency has been identified as one that may have an interest in the Project based on your proximity to the Station, jurisdiction by law, and/or special expertise. FRA therefore invites you to participate in the scoping meeting to be held on:

Tuesday, November 17, 2015
1:00 to 3:00 PM
Columbus Club Room
Washington Union Station
50 Massachusetts Avenue, NW
Washington DC

FRA will provide information about the proposed Project and the NEPA process, and is soliciting your agency's input concerning the scope of the Environmental Impact Statement. We anticipate publishing a Notice of Intent to prepare an EIS prior to this scoping meeting, and will accept comments on the EIS scope until December 21, 2015.

Thank you for your assistance and interest in this Project, and we look forward to working with your agency. If you have any questions please contact Michelle Fishburne, the region Environmental Protection Specialist, by email at Michelle.Fishburne@dot.gov.

Sincerely,

David Valenstein
Division Chief, Environmental and Corridor Planning

Cc: Beverly Swaim-Staley, USRC
David Zaidain, Amtrak

Appendix B-2: Letters from Agencies

From: brewbub@verizon.net
To: michelle.fishburne@dot.gov
Cc: volcrano@gmail.com
Subject: Comments on the expansion of Union Station
Date: Wednesday, December 23, 2015 1:37:30 PM

Dear Ms. Fishburne,

There are three critical bicycling facilities at and nearby Union Station that have provided significant improvements to the infrastructure for bicyclists. These include the 1st Street NE cycletrack, the Bike Station, and the Metropolitan Branch Trail. DDOT has implemented these improvements which have improved connectivity of facilities, made cycling in the area safer, and provided a much-needed service for the cycling community. The Facilities Committee of the DC Bicycle Advisory Council would like to be sure that those facilities are either improved or at a minimum not degraded as a result of the Union Station expansion.

Additionally there is currently insufficient bicycle parking, particularly sheltered parking at Union Station. The Facilities Committee also requests improvements to bicycle parking at Union Station as part of the expansion.

Sincerely,
Jeanie Osburn
DC Bicycle Advisory Council Facilities Committee Chair

WASHINGTON UNION STATION EXPANSION PROJECT - PRELIMINARY COMMENTS

DC Office of Planning – Design Division 1-4-2016

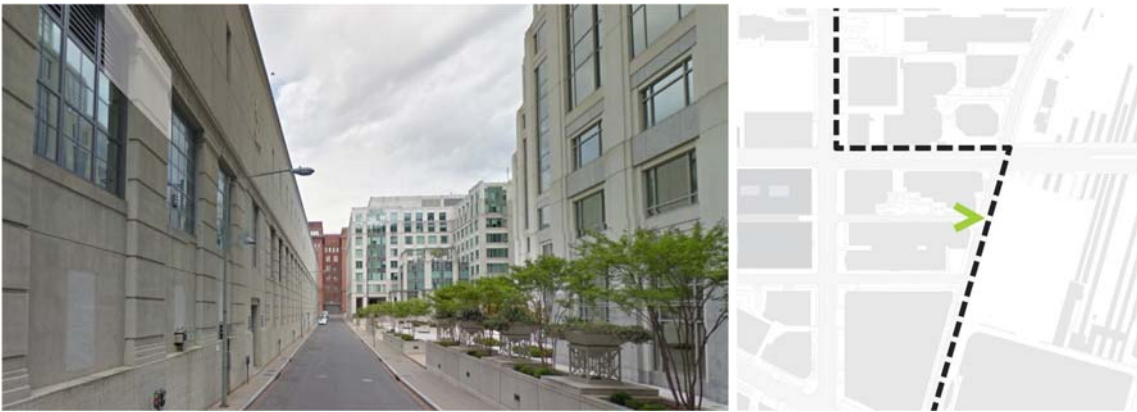
COMMENT: CONNECTIVITY

The Union Station project should include an in depth focus on access and interconnectivity between Union Station and all surrounding sidewalks and streets and key civic/ cultural destinations. Work with public partners – including District government, NoMa BID, and Architect of the Capitol --- in addition to adjacent land holders to create vibrant, comfortable, walkable streets and safe pedestrian and bicycle links in the immediate vicinity of the station.

Louisiana Avenue In developing the Union Station project, establish long term goals and develop recommendations for connections between Union Station and Columbus Circle Plaza and Pennsylvania Avenue and the National Mall, and explore opportunities for connectivity along Louisiana Avenue.

G Place NE

In order to provide greater connection between Downtown areas to the east, NoMA and Union Station analyze the viability of a curbsless street at G Place NE and establish long term goals and develop recommendations. By rethinking this small right of way and large adjacent plaza, priority can return to pedestrians walking to and from Union Station, currently compressed onto a small sidewalk between a blank facade and parked cars when the opportunity exists for a new vibrant pedestrian corridor.



COMMENT: STREETScape DESIGN

Include surrounding streets in the design program for Union Station and develop recommendations to improve key streetscapes around the public space perimeter of Union Station.

Massachusetts Avenue Massachusetts Avenue is a symbolic diagonal corridor that provides a “first impression” of the city for many visitors arriving through Union Station and traveling towards Downtown. Currently, the stretch of the avenue west of Union Station has varied and inconsistent conditions along its length. Instead, the Massachusetts Avenue corridor should be developed to feature a consistent boulevard typology from Union Station to Mt. Vernon Square. Establish long term goals from Union Station perspective.

COMMENT: A PEOPLE-ORIENTED PLACE

Make recommendations that create a public transit destination, expanding interface with the adjacent area surrounding Union station, fully engaging with the city and avoiding self-contained development.

COMMENT: IMAGE AND IDENTITY Union Station’s role as a gateway to DC will continue to expand as the redevelopment plan increases capacity and movement through the station. Movement from the station through Downtown and surrounding neighborhoods should celebrate arrival, and provide convenient and well-signed access.

Architecture The Union Station renovation, expansion and redevelopment will need to appropriately balance the level of preservation for its historic and defining architectural features with the need to open the site up and better engage the surrounding neighborhoods. As a pivotal neighborhood center, the architecture of newly designed, constructed or renovated entryways and perforations needs to relate directly to the existing neighborhood character, optimized access routes, important view corridors, and should express the station’s role as a community center as well as a preeminent transportation hub.

Gateway Emphasize Union Station as a major gateway to the District of Columbia, Downtown DC, and to the NoMa, Capitol Hill, and Downtown East neighborhoods.

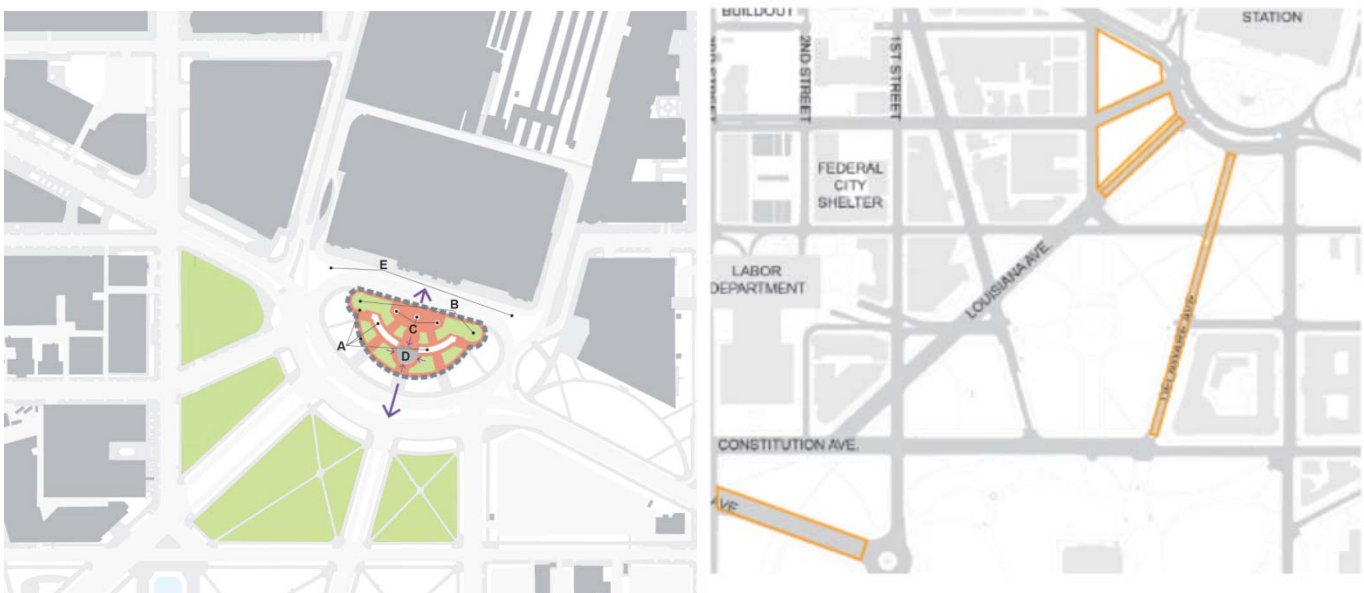
F Street Recognize that the oblique façade of Union Station will be the focus of a dramatic vista along F Street once it is re-connected as part of air-rights development over the sunken I-395 Center Leg Freeway. This will be an important view corridor and a connector between Verizon Center/Gallery Place area and Union Station.

North Capitol Street

Similar to Massachusetts Avenue, North Capitol is a conduit for residents and visitors arriving to or leaving from Union Station. Additionally, it frames a striking view south toward the Capitol Building. The Union Station plan should contain recommendations for the corridor’s identifying features, and boulevard amenities, with clear signage to the location of Union Station.

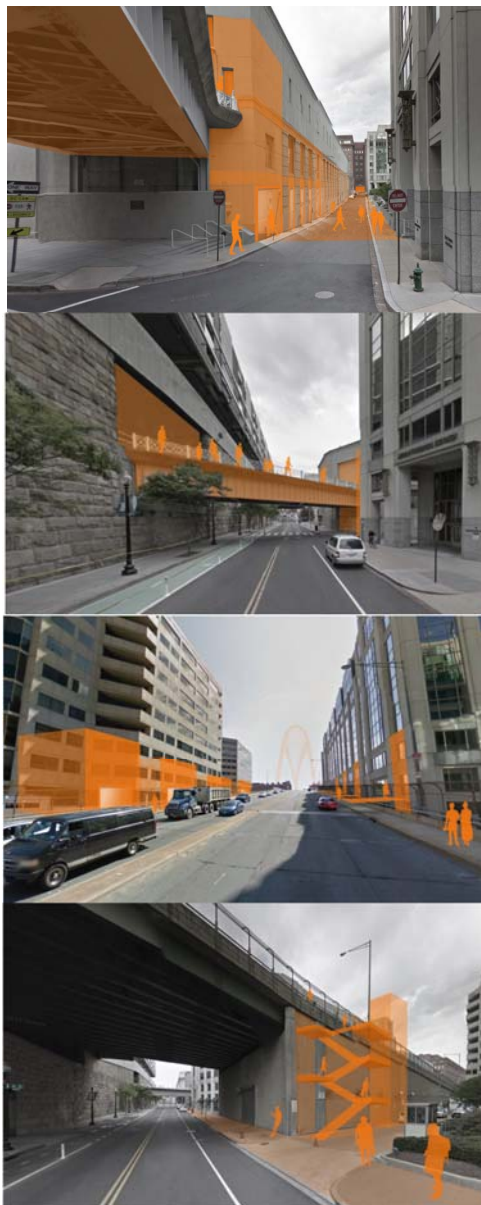
COMMENT: COLUMBUS CIRCLE

Columbus Circle and Union Station act as DC’s front door for millions of visitors. It is important that plans for Union Station contain urban design analysis to complete the ring of parcels surrounding symbolic open space with sustainable landscapes that frame Columbus Circle. Re-establishing park and garden space at the existing parking lots on Columbus Circle will involve partnering with Architect of the Capitol on their grounds to restore their historic relationship to Union Station. Removing perpendicular street parking throughout the study area, and replacing it with parallel parking and improved streetscapes should be studied to create a less congested, and a safe, accommodating, and inviting public realm.



COMMENT: PEDESTRIAN CONNECTIONS

Study every opportunity to make pedestrian connections to and through Union Station and the H Street bridge, and access to the future air rights development above the tracks. Several opportunities may exist to collaborate with both public and private owners to insert physical connections and include them in the Union Station Expansion Project.

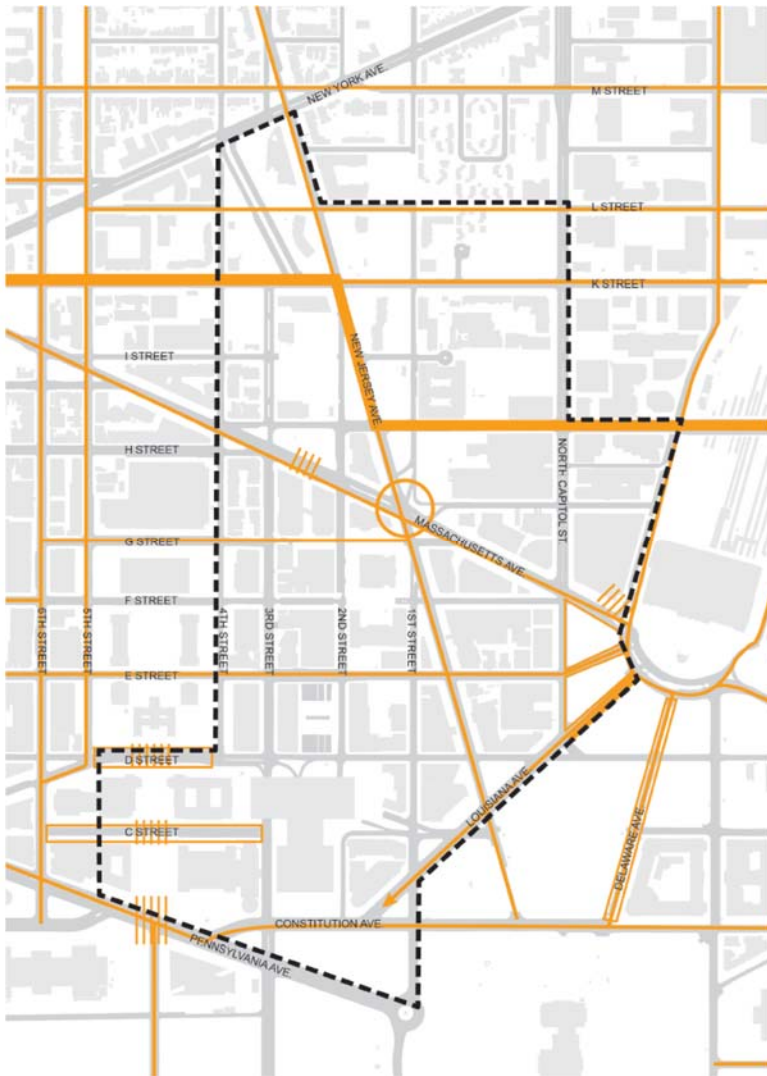


DIAGRAMMATIC STUDIES OF CREATING AS MANY CONNECTIONS TO THE FUTURE UNION STATION TRACK OVERBUILD AS POSSIBLE.

OPPORTUNITIES FOR

COMMENT: IMPROVE BICYCLE AND MULTI-MODAL NETWORK

The Washington Union Station Expansion Project will benefit from connecting the Metropolitan Branch Trail to a robust city cycling network and supporting the progress and development of the Metropolitan Branch Trail (MBT) network. A cycle track on Louisiana Ave from Columbus Circle to the National Mall will help complete the MBT plan, and is critical to creating this highly visible and multi-modal link to Union Station. The following missing pieces of the city’s bicycle network within the vicinity of Union Station include: Massachusetts Avenue NW/NE, Columbus Circle NE, Louisiana Avenue NW/NE, and Delaware Avenue NE. (See below)



[OPPOSITE] THE PROPOSED BIKE, PEDESTRIAN, AND STREETCAR NETWORK

COMMENT: BUSES SOUTHWEST CORNER OF UNION STATION

Re-routing of buses near Columbus Circle may provide better intermodal connections to the MetroRail entrance on the western edge of Union Station and to alleviate vehicular traffic congestion along Massachusetts Avenue. This will require further study by DDOT and WMATA and coordination with the broader inter-modal goals of the Washington Union Station Expansion Project.

Government of the District of Columbia

Department of Transportation



January 4, 2016

Michelle W. Fishburne
Environmental Protection Specialist
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Washington Union Station Expansion Project EIS Scoping Comments

Dear Ms. Fishburne,

The District Department of Transportation (DDOT) appreciates the opportunity to provide scoping comments for the Washington Union Station Expansion Environmental Impact Statement (EIS). The expansion of Union Station is a critical infrastructure improvement which will fundamentally change how people enter the District of Columbia, both in quantity and in transportation mode. Such improvements are vital for the well-being of the District of Columbia and are consistent with DDOT's long-range transportation plan, moveDC.

While the expansion of Union Station is an economic opportunity for the District, integrating the additional travel demand resulting from the action into the District's transportation network while minimizing impacts will require good planning and robust mitigations. Expansion of Union Station capacity will result in significantly more person trips on the transportation network outside the station as passengers move to and from the station by a variety of modes. Specifically, DDOT expects the additional trips to impact its Federal-Aid Roadway network and understands that DDOT's Hopscotch Bridge will likely need to be replaced to accommodate a new rail terminal configuration. H Street, North Capitol Street, and Massachusetts Avenue are all part of the expanded National Highway System as per MAP-21. As such, any changes to the routes require close coordination between DDOT and the Federal Highway Administration (FHWA).

In anticipation of travel demand growth in the District, DDOT has planned for and is actively engaged in delivering projects which will enhance mobility in the area. Streetcar is nearly operational along H Street NE with a significant expansion planned and

programmed from Union Station to Georgetown. One of the purposes of streetcar investment is to serve travel demand from Union Station, including new demand resulting from the action. In addition, DDOT has recently extended the Metropolitan Branch Trail along 1st Street, NE by way of a cycletrack. These are important improvements to the transportation network but are not likely to accommodate the new demand on their own.

In light of the potential for direct impacts to DDOT owned facilities, some of which must be coordinated with FHWA, the significant level of expected new travel demand on the DDOT network, and DDOT's expertise planning for and operating its transportation network, DDOT is formally requesting Cooperating Agency status. As a Cooperating Agency, DDOT requests to be involved in developing, screening and analyzing alternatives for the Project. DDOT has the ability to provide local insight and expertise to the alternatives development process which will ultimately lead to alternatives with reduced impacts and thus less extensive mitigation measures.

DDOT offers the following scoping comments to FRA:

Purpose and Need

FRA's initial assessment of the Purpose and Need rightly identifies concerns with station capacity, deficiencies as an intermodal hub, lack of Metrorail capacity, lack of future bus capacity, lack of bicycle facilities, and lack of taxi queuing space. In addition, DDOT suggests FRA broaden the assessment to consider transit more broadly, internal and vertical circulation within the station, and the future efficient functionality of the external transportation network.

New trips resulting from the station will broadly need additional transit service to access the station. FRA focuses on bus and Metrorail concerns in the Purpose and Need, however transit should be viewed more broadly which may include consideration of various types of new bus service and streetcar service.

Union Station is already very large but with the expansion will see an increase in travel demand and physical size. This expansion will necessitate significant improvements in vertical circulation to achieve the goals of a highly functional, efficient intermodal hub. FRA identified concerns with non-intuitive movements between transit modes but should go further to call out vertical and in-station circulation needs as it relates to transit connections.

The new trips resulting from the action will likely lead to impacts on the transportation network outside the station. It is important for FRA to define a need of a highly

functional transportation network outside the site in order to efficiently move passengers to and from their final destinations.

As FRA advances into the analysis phase, DDOT looks forward to working with FRA to identify performance metrics which adequately assess anticipated performance of the transportation network. These metrics should include but should not be exclusively based on vehicle travel.

Project Elements to be Considered in the Alternatives

As FRA advances concepts into alternatives, the integration of successful parking, circulation, and access are critical to the future success of the expanded station. As FRA notes in the initial assessment of the Purpose and Need, there are current and future deficiencies in the station as an intermodal hub, specifically regarding taxi connections. The additional passengers resulting from the action will generate new travel demand at the station that could exacerbate existing problems. DDOT encourages FRA to maximize internal circulation opportunities within the site, consider new access points, and manage total on-site parking demand efficiently. New access points from the Hopscotch Bridge to accommodate the expanded station may be appropriate, however the Hopscotch Bridge is unlikely to be able to accommodate all new travel demand resulting from station traffic and a higher speed and capacity streetcar line. DDOT requests FRA pursue alternatives which provide for new access points such that the Hopscotch Bridge would be only a minor access point for the station expansion. DDOT understands this may be difficult to realize yet it is likely to be critical to the future success of the station.

Additionally, DDOT requests that FRA work closely with the owner of the air rights to the rail yard such that both projects can be planned in a complementary manner, including parking and site access. The two projects are closely related and will benefit each other by close coordination.

Issues and Resources to be Evaluated in the EIS

FRA should work toward evaluating potential impacts to the transportation network external to the station. DDOT views this as a two phase process, the first focusing on evaluating travel demand and the second evaluating potential impacts to the transportation network. The first phase should be initiated as soon as practicable but the second phase should follow both assessment of the potential travel demand as well as initial development of alternatives so that analysis may be focused on locations more likely to realize impacts.

As part of the first process, FRA should work toward understanding the level of passenger demand which will utilize the station. It is worth noting that this is

fundamentally different from understanding the number of trains which may be expected to access the station. DDOT expects FRA to produce robust passenger forecasts for the station as well as for the transportation network outside the station.

This effort will be facilitated by close coordination with complimentary transportation projects in various stages of development. FRA should consider ridership forecasts from these projects, integrating them into their forecasting process and as necessary augment the work done for other projects with refined forecasting efforts. Specifically, FRA should consider the NEC FUTURE Tier 1 EIS, the Long Bridge Study, the Washington, DC to Richmond, Virginia (DC2RVA) segment of the Southeast High Speed Rail corridor, and the Union Station to Georgetown Streetcar EA.

The second stage of evaluation should focus on potential impacts to the transportation network external to the station. Due to the high level of additional person trips anticipated to result from the action, DDOT expects a significant increase in the number of trips on the transportation network external to the site which will necessitate changes to the terminals at Union Station as well as to the connecting transportation network, including streets and transit, to minimize potential impacts.

FRA should consider how Union Station passengers will take the next leg of their journey to move across the City and region. This means considering connections to the transportation network outside the station as well as the capacity across all travel modes to move passengers to and from their final destinations. DDOT expects alternatives to include robust transfer facilities and proposals for additional transportation capacity outside the station to accommodate additional travel demand resulting from the action. Specifically, FRA should consider the additional surface transit capacity from bus and streetcar which may be needed to meet the additional demand as well as both infrastructure and management strategies for private for-hire vehicle demand. The second stage analysis will evaluate the effectiveness of the transfer facilities, the additional capacity, along with any other potential impacts to the transportation network outside the station. It is also worth noting, that the need for additional travel capacity and the potential for impacts resulting from the action may extend beyond the immediate vicinity.

Project Study Area

FRA has proposed a study area to evaluate potential impacts which focuses on the area within a couple of blocks of the site. The study area identified in the Scoping Meeting presentation represents the immediate project area. While this study area includes adjacent transportation facilities, it may not be broad enough to include potential impacts to the transportation network. A larger study area will need to be identified for

environmental resources with potentially wider direct and/or indirect and cumulative effects such as land use, social and economic, Environmental Justice communities, and transportation and traffic. The exact study area for transportation impacts should be defined following the initial assessment of travel demand and definition of alternatives. This allows the study area to be more focused on where impacts are most likely to be expected rather than studying a broader area that is unlikely to realize impacts.

Concerns with Respect to Project Impacts

DDOT expects the action will necessitate changes to infrastructure, transit and for-hire vehicle services, and traffic operations. The additional travel demand is likely to lead to a level of demand which will overwhelm the existing vertical circulation system at the Union Station MetroRail Station. It is likely that the system will need to be completely reconsidered as a result of the action. In addition, the adjustment of the rail yard is likely to lead to the need to move the piers of the Hopscotch Bridge. Further, it is likely that many changes will be necessary to the street network in the area and potentially well away from the site. It is likely that new signal systems which promote more dynamic operational characteristics will be necessary on multiple corridors, intersection geometries will need to be changed, and street operations may need to be adjusted.

DDOT would note that it is committed to work with FRA to provide additional streetcar service to the station which will serve to distribute new trips across the City. While this additional capacity is unlikely to address the entirety of the additional demand resulting from the action, it will address a portion of the new demand.

Other Concerns

DDOT recommends including climate change adaptation and resilience to the study because of the large number of people along the East Coast that would be affected by disruptions caused by severe weather events. The Council on Environmental Quality has issued guidance on evaluating climate change impacts of the proposed action that recommends agencies consider both the potential effects of a proposed action on climate change, as indicated by its estimated greenhouse gas emissions, and the implications of climate change on the proposed action.

Thank you again for the opportunity to review and comment on the Scoping process and information presented for Washington Union Station Expansion EIS. We look forward to participating as an integral member of the team during alternatives development and impact assessment, and in developing mitigation measures when negative impacts cannot be avoided or minimized. We are available to engage in regular project meetings

with FRA and the project team to develop the best multimodal solution for the District. Please contact Jamie Henson at 202.671.1324 or jamie.henson@dc.gov with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'sz', is positioned above the typed name.

Sam Zimbabwe, Associate Director
Policy, Planning and Sustainability Administration
District Department of Transportation

From: daniel.koenig@dot.gov
To: michelle.fishburne@dot.gov
Cc: kathleen.zubrzycki@dot.gov; Melissa.McGill@dot.gov
Subject: RE: Washington Union Station Expansion Project - EIS Scoping
Date: Monday, December 21, 2015 12:47:52 PM

Hi Michelle – FTA has no further comments now. We look forward to continued coordination on this project and participating in the NEPA process for this project. Thanks.

-Dan

From: Fishburne, Michelle (FRA)
Sent: Monday, December 21, 2015 10:22 AM
To: jadkins@aoc.gov; moehrlein@aoc.gov; sayers@aoc.gov; jherr@aoc.gov; kmichael@aoc.gov; tluebke@cfa.gov; flindstrom@cfa.gov; sbatcheler@cfa.gov; Hicks, Michael (FHWA); Koenig, Daniel (FTA); McGill, Melissa (FTA); dawud.abdur-rahman@gsa.gov; sharon.feeney@gsa.gov; paul.gyamfi@gsa.gov; rodney.moldent@gsa.gov; dvance-cooks@gpo.gov; ktaylor@gpo.gov; asherman@gpo.gov; jbradley@gpo.gov; marcel.acosta@ncpc.gov; lucy.kempff@ncpc.gov; jennifer.hirsch@dc.gov; matt.flis@ncpc.gov; peter_may@nps.gov; catherine_dewey@nps.gov; joel.gorder@nps.gov; scott.gorton@tsa.dhs.gov; Christopher.McKay@tsa.dhs.gov; Dean.Fajerski@tsa.dhs.gov; david.maloney@dc.gov; andrew.lewis@dc.gov; leif.dormsjo@dc.gov; sam.zimbabwe@dc.gov; ali.shakeri@dc.gov; steve.strauss@dc.gov; stephen.plano@dc.gov; Jamie.Henson@dc.gov; amanda.stout@dc.gov; megan.kanagay@dc.gov; jonathan.rogers@dc.gov; timothy.karikari@dc.gov; diane.davis2@dc.gov; adavis5@wmata.com; skannan@wmata.com; jhparker@wmata.com; jmagarelli@wmata.com; eric.shaw@dc.gov; melissa.bird@dc.gov; brian.kenner@dc.gov; andrew.trueblood@dc.gov; dallen@vre.org; ogonzalez@vre.org; thickey@vre.org; dhalligan@mdot.state.md.us; salkhatib@mta.maryland.gov; kquinn@mta.maryland.gov; ekolig@mta.maryland.gov; jennifer.mitchell2@drpt.virginia.gov; ksrikanth@mwco.org; Ygao@mwco.org; david.zaidain@amtrak.com; gretchen.kostura@amtrak.com; Janet.campbell-lorenc@amtrak.com; gregory.miller@amtrak.com; tsheres@amtrak.com
Cc: [Lezlie Rupert \(lrupert@usrcdc.com\)](mailto:Lezlie.Rupert@usrcdc.com); [Moyer, Paul \(PMoyer@VHB.com\) \(PMoyer@VHB.com\)](mailto:Moyer, Paul (PMoyer@VHB.com) (PMoyer@VHB.com)); jcavanaugh@bbbarch.com; [Johnson, Kathryn \(FRA\)](mailto:Johnson, Kathryn (FRA)); [Shick, Laura \(FRA\)](mailto:Shick, Laura (FRA))
Subject: Washington Union Station Expansion Project - EIS Scoping

Good Morning,

Thank you for your continued interest in the Washington Union Station Expansion Project. FRA appreciates the participation in the both the Agency Scoping Meeting held November 17th and the Public Scoping Meeting held December 7th. If you were not able to attend the Meetings, the Agency Scoping Meeting presentation is attached and the website has been updated to include all the Public Scoping Meeting materials. <https://www.fra.dot.gov/Page/P0866>

The scoping comment period for the preparation of the Environmental Impact Statement for the Washington Union Station Expansion ends January 4, 2016. We would appreciate receiving written comments regarding the scope of the EIS, including purpose and need, study area, resources to be evaluated, project elements considered in the alternatives, and potential impacts. You may provide your comments by sending an email to me or mailing to:

Michelle Fishburne
USDOT- Federal Railroad Administration
MS-20 RPD-13 W36-428

1200 New Jersey Ave. SE
Washington, DC 20590

After the scoping period ends, FRA will email a list of the interested agencies that responded through scoping to invite these agencies to attend interagency meetings that will be scheduled at the major milestones during the NEPA process. Please indicate in your scoping comments if your agency is interested in participating in these meetings.

We look forward to receiving your comments regarding the scope of the EIS by January 4, 2016, and please do not hesitate to contact me if you have any questions about the project.

Thank you and have a happy and safe holiday season.
Michelle

Michelle W. Fishburne, PE

Environmental Protection Specialist
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 493-0398
Michelle.Fishburne@dot.gov

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IN REPLY REFER TO:
NCPC FILE No. 7746

December 31, 2015

Ms. Michelle Fishburne
Office of Railroad Policy and Development
Federal Railroad Administrations
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Washington Union Station Expansion Project Environmental Impact Statement Scoping
Comments

Dear Ms. Fishburne:

Thank you for the opportunity to provide scoping comments on the preparation of an Environmental Impact Statement (EIS) for the proposed Washington Union Station Expansion Project (Project), and for working with National Capital Planning Commission (NCPC) staff early in the process. The Union Station Redevelopment Corporation (USRC), in coordination with the National Railroad Passenger Corporation (Amtrak), has proposed expanding and modernizing the multimodal transportation facilities at Washington Union Station, while preserving the historically significant station building. The Project includes reconstructing and relocating tracks, developing new concourse facilities, maintaining multimodal transportation services, and improving and expanding infrastructure and other facilities. The Federal Railroad Administration (FRA) will prepare the EIS to evaluate the potential impacts to the human and natural environment of the proposal. Staff understands that a private development, known as Burnham Place, is anticipated for the air-rights located above the railroad infrastructure. The relationship of the proposed Project and that private development remain unclear and should be further defined.

NCPC staff supports efforts to enhance multimodal transportation service and access for the nation's Capital. The *Comprehensive Plan for the National Capital* clearly states the importance of developing and maintaining a multi-modal regional transportation system that meets the travel needs of residents, workers, and visitors. Given the significance of Union Station as the pre-eminent hub of the local and regional transportation network, a better understanding of the project scope will be necessary, in addition to the comprehensive evaluation of potential impacts.

NCPC will rely on the EIS to fulfill its responsibility under the National Environmental Policy Act (NEPA) for any necessary approvals. At this time, however, it is unclear what federal actions will be required since the scope and scale of the undertaking is not yet defined. In general, NCPC authority includes approval of site development and building plans on federal lands (40 U.S.C. Section 8722(b)(1) and (d)), and approvals of certain sales or transfers of jurisdiction within the District of Columbia. NCPC also reviews certain zoning districts and developments, including the Union Station North (USN) zone, and the future Burnham Place project. In general, NCPC protects national interests in the form and character of the nation's capital and its function as a seat of federal government. We are interested in planning issues associated with the design and use of federal lands, buildings, and other resources; the protection and enhancement of historic resources and parks; transportation issues; environmental stewardship; and quality visitor experiences to our city.

Given our current understanding of the project, NCPC staff submits the following scoping comments, which have been prepared in accordance with NCPC's Environmental and Historic Preservation Procedures and reflect the information that NCPC will require to approve the project. NCPC further requests Cooperating Agency status regarding this project. The Project may also affect historic properties, and therefore we also request to be a consulting party under Section 106 of the National Historic Preservation Act (NHPA).

Historic and Cultural Resources

Washington Union Station is located at the confluence of Massachusetts, Louisiana and Delaware Avenues, NE, just north of the US Capitol and National Mall. North Capitol Street is located a block west of the station site. Designed by Daniel Burnham, the leader of the McMillan Commission, Union Station was completed in 1908. It was placed on the National Register of Historic Places in 1969, and is the central hub for rail transportation in Washington DC. Union Station is described in the McMillan Plan as "the grand gateway to the capital" the style of which "should be equally as dignified as that of the public buildings themselves." In 1979, the National Register was amended to include the plaza in front of the station as well as Columbus Fountain. The Station and plaza are proximate to the US Capitol Building, supporting Senate office buildings as well as the Smithsonian Postal Museum. The station continues to represent and evoke the social, planning, and architectural history of the McMillan Plan, and serves as an important transportation hub for the city and region today.

NCPC staff is particularly interested in the impact of the proposed project on the character of Union Station, Columbus Plaza and the Plan for the City of Washington (including both the L'Enfant Plan and McMillan Plan). In particular the proposed project has the potential to impact the contributing viewsheds of Louisiana and Delaware Avenues. The physical and visual connection between Union Station and the US Capitol is a key aspect of the Plan for the City of Washington and are part of the defining character of this area of the city. Union Station is also specifically referred to as a place of interest in the Height of Buildings Act of 1910. The proposed project, along with any future private development, has the potential to affect historic properties and the character of this area, and therefore we recommend these areas be included as FRA defines

the Area of Potential Effect. As such, the impacts of the proposed Project and the anticipated Burnham Place development should be evaluated together as they are likely to have individual and cumulative impacts due to their inter-related nature.

In summary, staff requests that following historic resource topics be analyzed in the environmental document:

- Impacts to contributing viewsheds, such as Louisiana and Delaware Avenues.
- Impacts to surrounding historic properties, including but not limited to, the US Capitol and Capitol Grounds, Union Station Plaza and Columbus Fountain, the Russell Senate Office Building, and Federal Home Loan Bank Board Building.
- We request that the EIS include a visual analysis, with photo-simulations from multiple locations, including Columbus Plaza, the US Capitol and Capitol Grounds, Delaware Avenue and Louisiana Avenue. We request that FRA coordinate with NCPC and the District of Columbia State Historic Preservation Officer on the best locations for photo-simulations.

Transportation Systems

The proposed project may have significant impacts on local and regional transportation systems. Further, Union Station is located in an area with substantial vehicular, bicycle and pedestrian traffic. The proposed project may have an impact on these existing systems, both during construction, as well as after completion. As such, NCPC requests that the environmental document analyze short and long term impacts to pedestrian, bicycle and vehicular circulation, including access and safety. The phasing of lane and sidewalk closures, if necessary, should also be evaluated. If off-site improvements are considered through the alternatives, then the project study area should be expanded to include those locations.

Finally, NCPC is a cooperating agency for the District of Columbia streetcar project which extends from Georgetown to Union Station. A portion of the proposed alignment is located on H Street, NE. There may be both opportunities and questions about whether and to what extent these two projects intersect. NCPC would need additional details about the relationship of both projects to determine the scope of planning issues and impacts that should be addressed.

Natural Resources and Sustainability

NCPC requests that several environmental topics be analyzed in the EIS. These include:

- Changes in vegetation and tree canopy
- Stormwater runoff and management, including both federal and local requirements
- Impervious surfaces
- Energy use
- Impacts from construction, including noise and air quality

NCPC Actions

In 1997, the United States Congress, passed Public Law 105-33 which directed the General Services Administration to sell, at auction, the federally owned air rights above the railroad infrastructure behind Union Station for development purposes. In 2002, Akridge Development won the public auction and the transaction was closed in 2006. Subsequently, the air-rights lots were then created and recorded with the District of Columbia Office of the Surveyor. The District of Columbia Office Planning (DCOP) developed the Union Station North (USN) zoning classification for this site.

The USN zoning district applies to approximately 14-acres of air rights located above the railroad infrastructure behind historic Union Station and adjacent to the H Street, NE bridge, otherwise known as the Hopscotch Bridge, Union Station's parking structure directly to the west and Station Place is adjacent to the site on the east. NCPC receives zoning referrals for comments regarding any proposed development within the USN district. As such, with any alternatives, it will be important to understand how the proposed Union Station Expansion Project and future Burnham Place development will relate, and what cumulative impacts may result from the combined expansion.

NCPC Plans and Policies

Federal actions in the region should conform to the *Comprehensive Plan for the National Capital*. Therefore, we request that the EIS include an evaluation of each alternative's consistency with the policies and objectives of the Plan, particularly the Historic Preservation, Environment, Transportation and Park and Open Space Elements. The Urban Design Element (currently held in abeyance) should also be evaluated.

Alternatives

NCPC supports the development of multiple design alternatives to achieve the purpose and need. In general, examination of multiple alternatives is a useful tool to address issues and achieve a successful design solution. At this time it is unclear what components any alternatives might include, and therefore, the scope and impact of the proposals is yet defined. Ideally, a wide range of alternatives, including those with less impactful scope, should be considered. NCPC requests that FRA work with the review agencies to determine the alternatives to be analyzed in the EIS. Further, the role of the 2012 Union Station Master Plan and 2nd Century Project should be clearly described for each alternative.

As noted previously, the alternatives should evaluate the proposed project and the anticipated Burnham Place development together. Further, if National Park Service (NPS) or other federal land is required as part of the expansion, then this should be documented through the alternatives. Any required permits and approvals from NPS, NCPC, and other federal and local agencies should be documented for the entirety of the project.

Coordination

To ensure a full and proper analysis of the proposed project, NCPC staff requests that FRA coordinate the preparation of the EIS with the following agencies and organizations: NPS, General Services Administration (GSA), Commission of Fine Arts (CFA), US Courts, DCOP, District Department of Transportation (DDOT), DC State Historic Preservation Officer (SHPO), Architect of the Capitol (AOC), US Capitol Police, and the Washington Metropolitan Area Transit Authority (WMATA). Furthermore, NCPC staff also recommends FRA coordinate the project with other ongoing projects and planning studies, including those for Burnham Place and the Union Station to Georgetown Transportation Improvements Project. Staff understands that ongoing studies for the NEC Future and Southeast High Speed Rail Project will also be considered in the EIS.

Finally, we note the importance of community involvement throughout the project design, NEPA, and Section 106 processes. Given the importance of Union Station as a local and regional transportation hub, substantive outreach to a variety of different interest groups will be particularly important to ensure comprehensive study of the project.

NCPC staff appreciates the opportunity to participate in the scoping stage and we look forward to continued involvement in the process and the project. If you have any questions regarding our comments, please contact me at 202.482.7257 or lucy.kempf@ncpc.gov or Matthew Flis at 202.482.7236 or matthew.flis@ncpc.gov.

Sincerely,



Lucy A. Kempf, Director

Urban Design and Plan Review Division

cc: Beverly Swain-Staley, Union Station Redevelopment Corporation
David Zaidain, Amtrak
Frederick Lindstrom, US Commission of Fine Arts
Peter May, National Park Service
Mr. Andrew Lewis, District of Columbia State Historic Preservation Office



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

ER-15/0608

December 29, 2015

Michelle Fishburne
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue S.E.,
Washington, D.C. 20590
Michelle.Fishburne@dot.gov

Dear Ms. Fishburne:

This letter provides the National Park Services' (NPS) initial scoping comments on the proposed Washington Union Station Expansion Project (Project) in Washington D.C. The NPS understands that the Project is being proposed by the Union Station Redevelopment Corporation in coordination with the National Railroad Passenger Corporation (Amtrak), and includes expanding and modernizing the multimodal transportation facilities at Washington Union Station, while preserving the historically significant station building. Federal Railroad Administration is preparing this EIS in accordance with the National Environmental Policy Act (NEPA).

Columbus Circle is located adjacent to the main entrance to Union Station and is under the management of the National Mall and Memorial Parks, an administrative unit of the NPS. Due to their close proximity, and the potential for both direct and indirect impacts to Columbus Circle, we are formally requesting to be recognized as a cooperating agency in this NEPA planning process, as well as a consulting party for the National Historic Preservation Act Section 106 planning process.

We appreciate being given the opportunity to provide the following comment during this initial scoping process and we note that there have been no proposals brought to the attention of the NPS for actions directly affecting Columbus Circle. However, we are concerned about the overall scope of this project and the potential impacts to NPS land and resources. Actions that will require an NPS decision (i.e., issuance of special use permit) will require that the compliance for this project be done in a manner that is easily adoptable by the NPS (40 CFR 1506.3). To ensure this, the NEPA compliance done for this planning process should be done in a manner that meets the policies set forth in the NPS's Director's Order 12, *Conservation Planning, Environmental Impact Analysis and Decision-Making*, and accompanying Handbook, which sets forth the policy and procedures by which the NPS complies with NEPA. Early and regular coordination with the NPS in this planning effort will greatly facilitate the process.

We look forward to your recognition of NPS as a formally cooperating agency and consulting party for this proposal. For continued consultation and coordination with the National Park Service, I can be reached by telephone at (202) 619-7025 or via email at peter_may@nps.gov.

Sincerely,

Peter May
Associate Regional Director
Lands, Planning, and Design

A handwritten signature in blue ink, appearing to read "Peter May", is written over the typed name and title. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

DAVITA VANCE-COOKS

Director of the U.S. Government Publishing Office

GPO

December 15, 2015

Ms. Michelle Fishburne
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Fishburne

This responds to the request for comments published in the *Federal Register* (Vol. 80, No 213, November 4, 2015, pp. 68380-82), regarding preparation of an Environmental Impact Statement (EIS) to evaluate the potential impacts to the human and natural environment of the Washington Union Station Expansion Project (Project) proposed by the Union Station Redevelopment Corporation in coordination with the National Railroad Passenger Corporation.

As stated in the *Federal Register* notice, this Project includes “expanding and modernizing the multimodal transportation facilities at Washington Union Station, while preserving the historically significant station building” (p. 68380). The U.S. Government Publishing Office (GPO) owns a railroad siding connected with the Union Station facility and extending to GPO’s Building D warehouse, which houses essential GPO operations. The warehouse is located on the west side of First Street, NE, opposite Union Station. The railroad siding was authorized by and constructed pursuant to an act of Congress (74th Congress, 2d sess., Public, No. 739, June 22, 1936). The railroad siding connection to Union Station and the proximity of GPO’s Building D to the Union Station Expansion Project qualifies these structures to be included within the scope of the proposed EIS.

Thank you for this opportunity to comment on the scope of the proposed EIS. If you need additional information, please do not hesitate to contact GPO’s Chief of Staff, Mr. Andrew Sherman, at 202-512-1100, or by email at asherman@gpo.gov.

Sincerely,



DAVITA VANCE-COOKS

Director

U.S. Government Publishing Office

Cc: The Honorable Gregg Harper
Chairman, Joint Committee on Printing



January 4, 2016

Ms. Michelle Fishburne
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue S.E.
Washington, DC 20590

Dear Ms. Fishburne:

On behalf of the Washington Metropolitan Area Transit Authority (Metro), I am transmitting the Authority's comments on the Washington Union Station Expansion Project's Notice of Intent.

As you have noted Metro and Washington Union Station are both critical elements of the transportation system of the National Capital Region. Union Station is the region's busiest intermodal transportation hub and sees the highest number of boardings in the Metrorail System. In addition Union Station is an important hub for local surface transit including several major Metrobus routes.

The proposed purpose and need statement in the notice of intent includes the following passage:

"The station supports upwards of 100,000 rail and transit passenger trips daily utilizing intercity rail, commuter rail and Metrorail, commuter, local and tour buses, taxis, private cars, rental cars, limousine services, bicycles, foot traffic and, in the near future, streetcar. As a rail station, the facilities are inadequate for current and future operations and cannot provide the rail capacity needed to meet the future demands for Amtrak Acela, future High Speed Rail, commuter rail, Metrorail, and other rail services. The existing Station does not provide adequate or efficient capacity, access, and connections for different transportation modes, such as taxi and car services, Metrorail, intercity bus, or rental cars and parking facilities."

First, we strongly support the inclusion of Metrorail's capacity deficiency within the project's purpose and need, given its critical importance to the function of the overall station complex. Future growth from commuter and intercity rail, local and intercity bus, and future streetcar service in addition to the adjacent Burnham Place development will strain the function of the Metrorail station, which currently operates at or beyond its capacity during peak periods.

Second, although the statement mentions local bus service as being a part of the station's family of services, the statement does not explicitly include the facility needs of those services. After the recent reconfiguration of Columbus Circle

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Ms. Michelle Fishburne
Page 2

relocated multiple bus stops to Massachusetts Avenue NW, North Capitol Street, and E Street NW, there has been no passenger amenities (shelters, customer information, etc.) provided in these areas. Therefore we suggest the inclusion of the following language:

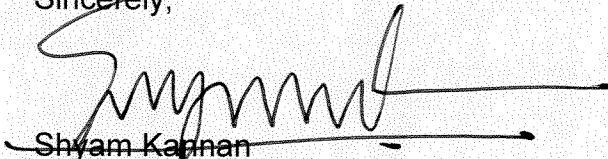
“The existing Station does not provide adequate or efficient capacity, access, and connections for different transportation modes, such as taxi and car services, Metrorail, intercity bus, **local bus**, or rental cars and parking facilities.”

The study area should also be expanded to include adjacent station-serving bus stops, which includes Massachusetts Avenue NW, N. Capitol Street NW, E Street NE, and Columbus Circle. For your reference, please see the enclosed map describing this proposed study area expansion.

Third, although this may be sufficiently documented in the notice of intent, we suggest the project planning should address Continuity of Operations, and assess facility and access needs during station repairs, evacuations, and closures.

We appreciate your collaborative efforts and the opportunity to comment on the proposed action. We look forward to continuing to work with the FRA on this critical infrastructure project. If you have any questions regarding these comments, please contact Jonathan Parker of my staff at (202) 962-1040 or jhparker@wmata.com.

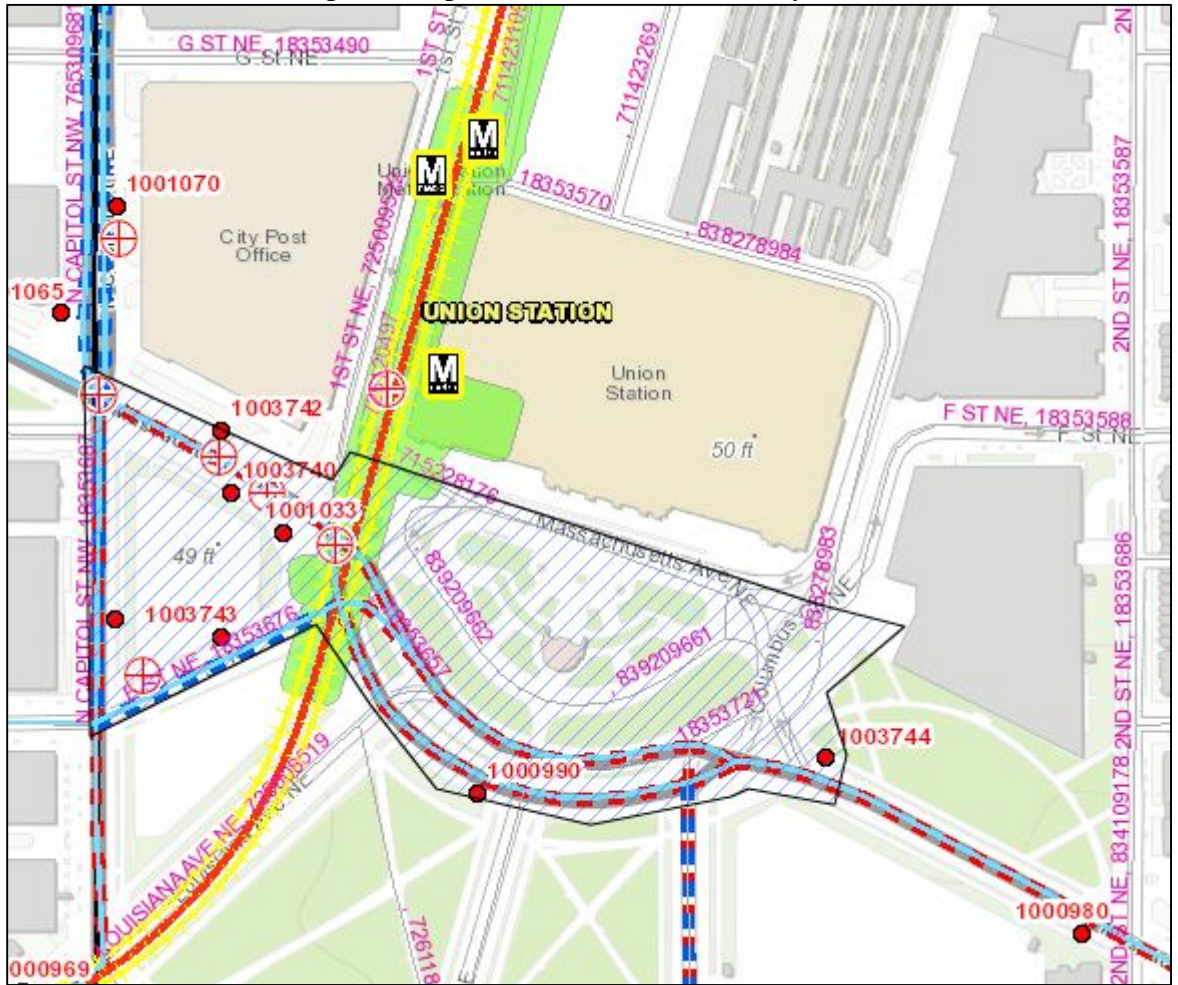
Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', written over a horizontal line.

Shyam Kannan
Managing Director
Office of Planning

Enclosure

Attachment:
Proposed Expanded Union Station Study Area



Appendix C: Public Scoping

Washington Union Station Expansion Project Guide

What is the Washington Union Station Expansion Project?

The Washington Union Station Expansion Project would expand and modernize Washington Union Station. The Project includes reconstructing and relocating tracks, developing new concourse facilities, maintaining and modernizing multimodal transportation facilities, and improving and expanding infrastructure and other supporting facilities. The Project will maintain financial viability to preserve and maintain the historic Washington Union Station building and its features. The Project is being proposed by the Union Station Redevelopment Corporation, in coordination with Amtrak.

Why is the Project Needed?

Union Station is a critical transportation hub in the Mid-Atlantic region. Approximately 37 million people pass through the station annually. It is one of the most visited tourist attractions in the Nation's Capital and one of the busiest tourist facilities in the world. The Station serves as a hub for Amtrak, Maryland Area Regional Commuter (MARC) Train Service, Virginia Railway Express (VRE) and the Washington Metropolitan Area Transit Authority (WMATA) – both Metrorail and Metrobus. Historically, many tour bus operators have used Columbus Circle and the first floor of the garage or Bus Terminal, bringing thousands of tourists to the Station annually. Beginning in 2011, intercity bus services began operations from the Bus Terminal, sharing space with the tour bus companies. However, Union Station has deficiencies with respect to its current and planned future operation as a rail station, an intermodal transportation hub, an element of the urban fabric, and planned future development.

Rail Needs

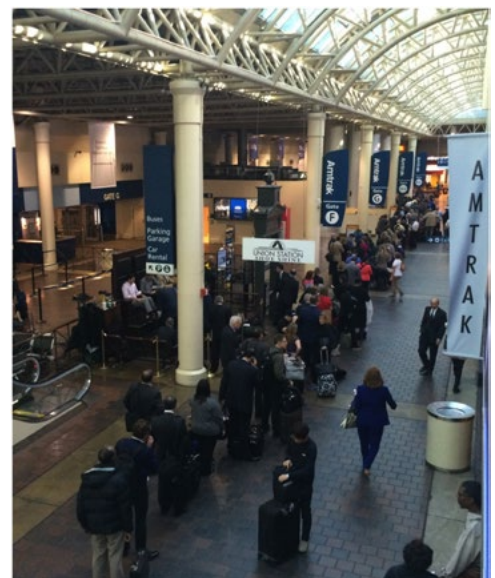
- Concourse and gate areas congested under current conditions and do not have the capacity to meet projected future demand
- Station does not provide sufficient space to meet future needs for railroad support services and operations
- Some platforms and concourses do not meet the emergency egress standards
- Some platforms do not meet the requirements of the American Disabilities Act (ADA)
- Platforms and track are inadequate to meet future demand
- Station layout does not provide integrated movement between transit modes
- Station layout does not provide intuitive movement between transit modes

Other Transportation Modes

- Taxi facilities are inefficient and lack adequate queuing areas
- Metrorail station is congested under current conditions and does not have the capacity to meet projected future demand
- Intercity and local bus facilities lack adequate capacity to meet current and future demand
- Bicycle facilities are limited and lack capability to meet future demand

Community

- Union Station provides limited access to and between surrounding neighborhoods and destinations



What is the NEPA Process?

FRA as the lead federal agency will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500–1508), and the Federal Railroad Administration (FRA) Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, and 78 FR 2713, Jan. 14, 2013). In addition to NEPA, the EIS will address other applicable statutes, regulations and executive orders, including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, the Endangered Species Act and Executive Order 12898 on Environmental Justice. The EIS will provide the FRA, reviewing and cooperating agencies, and the public with information to assess alternatives for expanding and modernizing Washington Union Station that will meet the Project's purpose and need; to evaluate the potential environmental impacts; and to identify potential avoidance/mitigation measures.

The EIS process involves several steps.

- Publishing a Notice of Intent to Prepare an Environmental Impact Statement
- Public and Agency Scoping to solicit input on the scope of the EIS
- Draft Environmental Impact Statement (DEIS) – a comprehensive document that describes the proposed Project, the purpose of and need for the Project, reasonable alternatives that were evaluated, the affected environment, environmental consequences, and mitigation measures.
- Final Environmental Impact Statement (FEIS) – the FEIS will summarize the comments on the DEIS and provide responses to the substantive comments and will correct or modify the DEIS to respond to these comments.
- Record of Decision (ROD) –The ROD will document the factors that FRA considered in making a decision on the Project.



What is Scoping?

During the Scoping Period, FRA solicits public and agency input on the scope of the EIS, following issuance of a Notice of Intent to Prepare an Environmental Impact Statement. During the scoping period, FRA is holding a public information meeting on December 7, 2015, and is soliciting written comment on the scope of the EIS. In particular, FRA is asking the public to comment on:

- the study area
- the need for the Project
- the issues and resources to be evaluated in the EIS
- any particular concerns with respect to project impacts

FRA will consider the comments received during the scoping period in determining the scope and the significant issues to be analyzed in depth in the EIS.

What will the EIS Evaluate?

The EIS will evaluate a reasonable range of alternatives that are reasonable, practicable and feasible for the Project. FRA will also evaluate a No Action (No Build) Alternative.

For each of the resources listed below, the EIS will identify appropriate study areas; document existing conditions (the Affected Environment), evaluate the direct and indirect effects of each alternative (the Environmental Consequences), assess compliance with applicable regulations, and identify measures to mitigate unavoidable adverse impacts. The analysis will look at not only the impacts of the completed Project but those impacts that would occur during the construction period.

The EIS will evaluate these resource categories:

- Air Quality
- Water Quality
- Noise
- Vibration
- Solid Waste Disposal
- Aesthetics
- Transportation and Traffic
- Land Use
- Social and Economic Effects
- Environmental Justice Communities
- Public Health
- Public Safety
- Parks and Recreation Resources
- Section 4 (f) Properties
- Historic Properties
- Cumulative Impacts
- Secondary Impacts
- Construction Impacts

Other resources, particularly natural resources such as wetlands, floodplains, natural plant and animal communities, and threatened and endangered species, are not anticipated to be present within the study area and therefore are not anticipated to be evaluated in the EIS.

Public Engagement

- **Website:** www.WUSstationexpansion.com

FRA will post all NEPA documents (Notice of Intent, DEIS, FEIS, ROD) on its website (URL). The website will provide information to the public during FRA's preparation of the DEIS, and provide updates on the EIS status as well as opportunities for participation. The website will also provide a mechanism for submitting comments during the scoping and DEIS comment periods.

- **Public Meetings**

In addition to the Scoping Meeting on December 7, 2015, FRA intends to hold several additional public meetings during the process to gain input from the public. More details for the future meetings will be posted on the website and sent via email.

Agency Coordination

As the lead federal agency, the FRA will prepare the DEIS and the FEIS, and may invite agencies with jurisdiction by law or with special expertise on resources the Project may affect to be cooperating agencies. The FRA will coordinate closely with agencies with regard to technical issues throughout the development of the DEIS and FEIS to gain input related to topics such as:

- Screening alternatives
- Identifying the study area boundaries for specific resources
- Establishing data requirements and methodology for data collection and impact analysis
- Developing conceptual measures to address unavoidable environmental impacts.

Section 106 Process

The Project is also subject to Section 106 of the National Historic Preservation Act of 1966 (NHPA) (54 USC 300101 et seq.) (Section 106) which defines historic properties as "any prehistoric or historic district, site, building, structure, or object included on or eligible for listing on the National Register [of Historic Places (NRHP). Historic properties are found both above and below ground.

Archaeological sites and artifacts are the material remains of prehistoric and historic activities, while above-ground historic properties are at least 50 years old and include architectural resources (such as buildings and structures) as well as historic districts, which consist of historic properties that retain identity and integrity as a group, including linear districts such as railroads.

Union Station was listed on the DC Inventory of Historic Sites on November 8, 1964 and listed in the NHRP on March 24, 1968, The Project Area is adjacent to the NHRP-listed Capitol Hill District and Historic District and in proximity to several individual buildings and structures on the DC Inventory and the NHRP. Therefore the Section 106 review will evaluate impacts both the historic station building and the surrounding above-ground historic properties (including those associated with the rail terminal) as well as historic archaeological resources that may pre-date construction of the station and tracks.

The Section 106 regulations define a 4-step decision-making process in which the lead federal agency (FRA) consults with the State Historic Preservation Officer and other Consulting parties, and involves the public, in order to:

- Determine and document the Area of Potential Effect (APE)
- Identify and evaluate all historic properties within that APE
- Assess the effects of the Project on historic properties
- Resolve adverse effects on historic properties, which may include developing measures to mitigate for any unavoidable effects

For the WUS Expansion Project, FRA intends to coordinate the Section 106 process with the NEPA process, and will report its findings and SHPO concurrence in the DEIS and FEIS.

How to Comment

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the Project are addressed, reasonable alternatives are considered, and significant issues are identified. In particular, FRA is interested in identifying areas of environmental concern where there might be a potential for significant impacts.

To comment on the Scope of the EIS, please email comments to FRA at:
info@WUSstationexpansion.com
or submit comments in writing to the address below.
Please submit comments by **January 4, 2016**.

For additional information, contact:
Michelle W. Fishburne, PE
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
MS-20 RPD 13
1200 New Jersey Avenue, SE
Washington DC 20590
C-6

WASHINGTON
UNION STATION
STATION EXPANSION



WUS Expansion Project EIS

Public Scoping Meeting

December 7, 2015



Introductions



FRA

- Owner of Washington Union Station (WUS)
- Lead Federal Agency for NEPA

Union Station Redevelopment Corporation (USRC)

- Project Proponent - Nonprofit Station complex landlord and public steward

Amtrak

- Intercity and commuter rail infrastructure owner and operator

Union Station Facts

Overall Station

- Station handles 37 million visitors as compared to BWI-22.5 million; Dulles-22 million; Reagan-20 million
- 2.6 Million riders/year on intercity buses alone
- 7 modes of transportation available; Nearly 30 transportation providers to choose

Ridership

- #1 Metro Station for WMATA
- #1 MARC Station
- #2 Amtrak Station in the country
- #2 VRE Station



Multi-modal Functions

- Amtrak Intercity Rail
- VRE / MARC Commuter Rail
- WMATA – Red Line Station
- Streetcar
- Intercity Bus
- Local Bus
- Tour Bus
- Taxi
- Private Vehicle
- Bicycle



Union Station – Historic Landmark

Facts

- Designed by Daniel Burnham and opened in 1908
- Washington Union Station was a consolidation of two depots into one facility allowing for track removal and development of the National Mall
- Listed on the DC Inventory of Historic Sites on November 8, 1964 and listed on the National Register of Historic Places (NRHP) on March 24, 1969
- The project area is adjacent to the Capitol Hill Historic District and in proximity to several historic buildings and structures
- We will be evaluating impacts to both the historic station building itself and surrounding historic properties

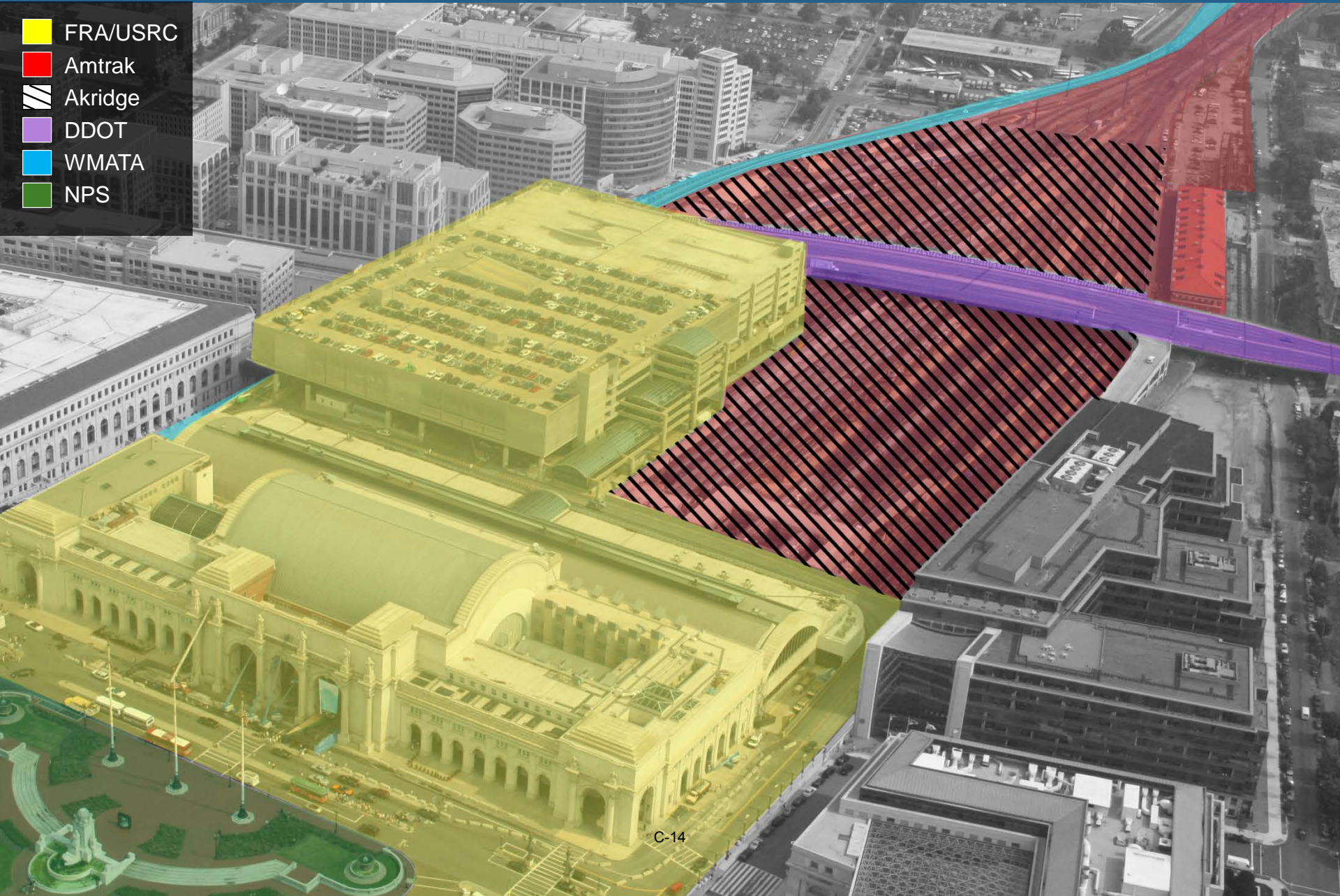
Union Station – Historic Landmark

Historic Preservation Plan (HPP)

- Completed in 2015
- The HPP establishes an overarching preservation philosophy for Union Station to provide consistency for its stewards during future planning and design processes

Controlling Interests

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

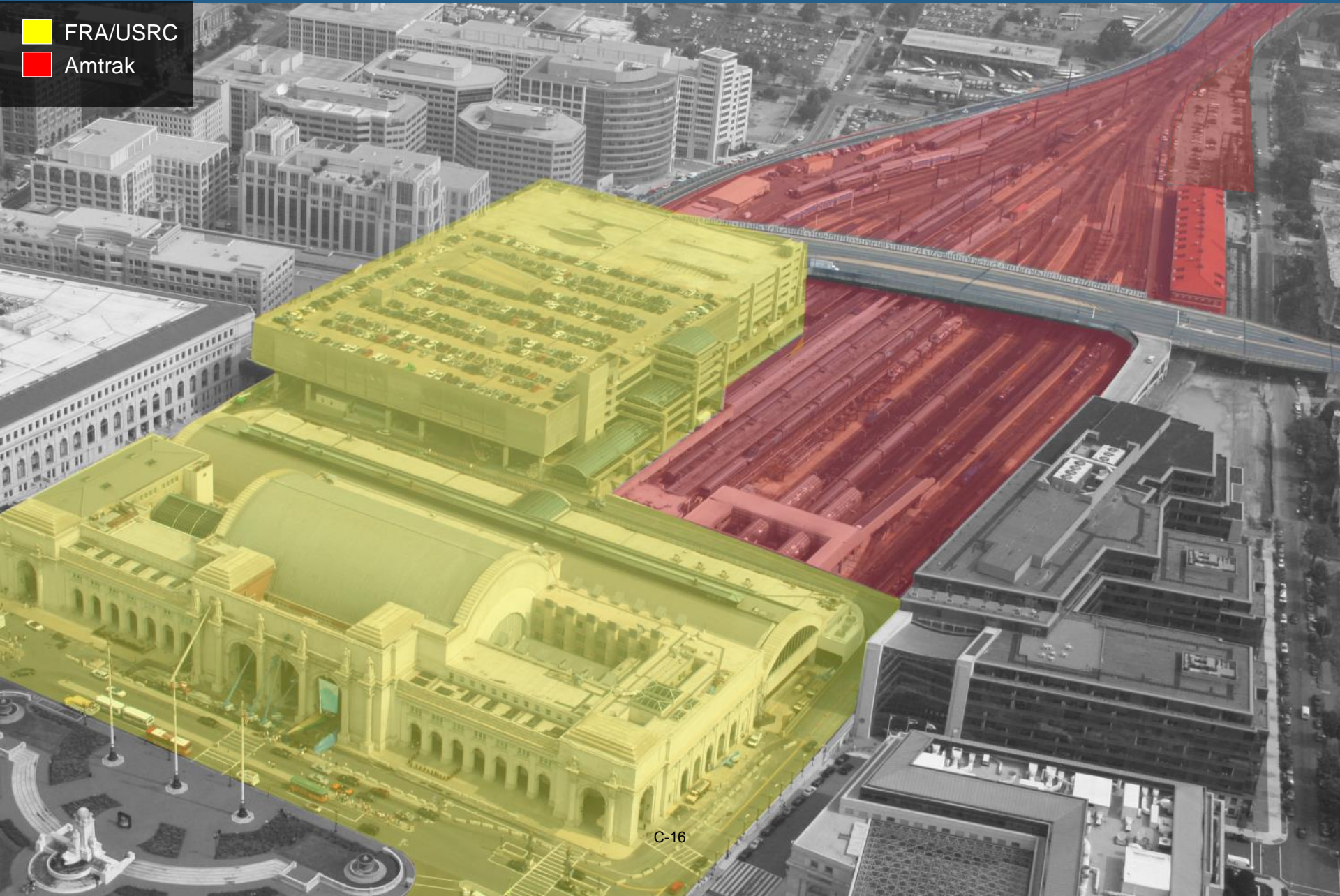


Project Description

To expand and modernize Washington Union Station, the National Capital Region's principal multi-modal transportation hub.

Project Description

- FRA/USRC
- Amtrak



Project Location

Approximate Project Area



Project Purpose

- Increase Station capacity to accommodate growth in passenger traffic and railroad operations, and achieving compliance with ADA, security and life-safety standards;
- Maintain financial viability to preserve and maintain the historic Washington Union Station building and its features;
- Provide improved connectivity among transportation modes; and
- Provide better integration between Washington Union Station and its surrounding neighbors and planned land uses.

Project Need

Union Station has deficiencies in its current and future operation as a rail station, a multi-modal transportation hub, and an element of the urban fabric providing access to adjacent and surrounding land uses.

Project Need

Rail Needs

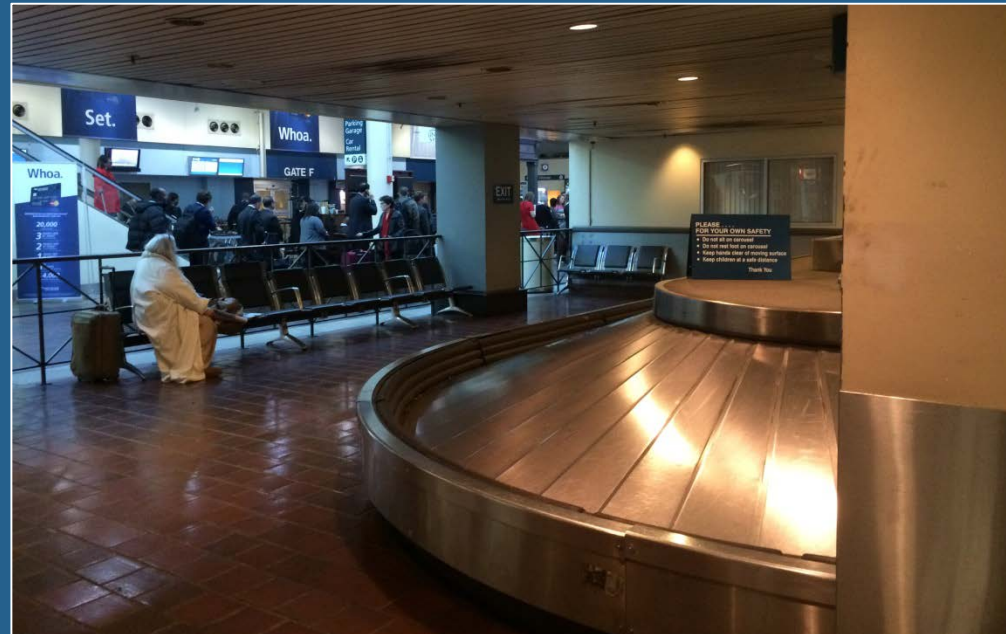
- Concourse and gate areas congested under current conditions and do not have the capacity to meet projected future demand
- Platforms and track inadequate to meet future demand
- Some platforms do not meet the requirements of the ADA
- Some platforms and concourses do not meet the requirements of the emergency egress standards



Project Need

Rail Needs

- Station does not provide sufficient space to meet future needs for railroad support services and operations
- Station layout does not provide intuitive movement between transit modes



Project Need

Other Transportation Modes

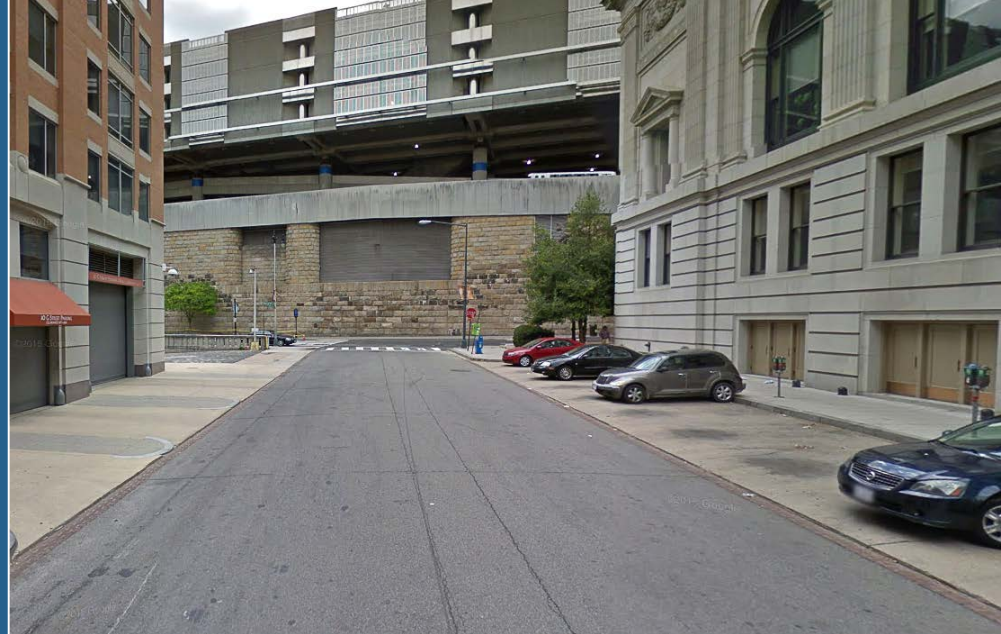
- Taxi facilities are inefficient and lack adequate queuing areas
- Metrorail station connections are congested under current conditions and do not have the capacity to meet projected future demand
- Intercity and local bus facilities lack adequate capacity to meet future demand
- Bicycle facilities are limited and lack capacity to meet future demand



Project Need

Community

- Union Station provides limited access to and between surrounding neighborhoods and destinations

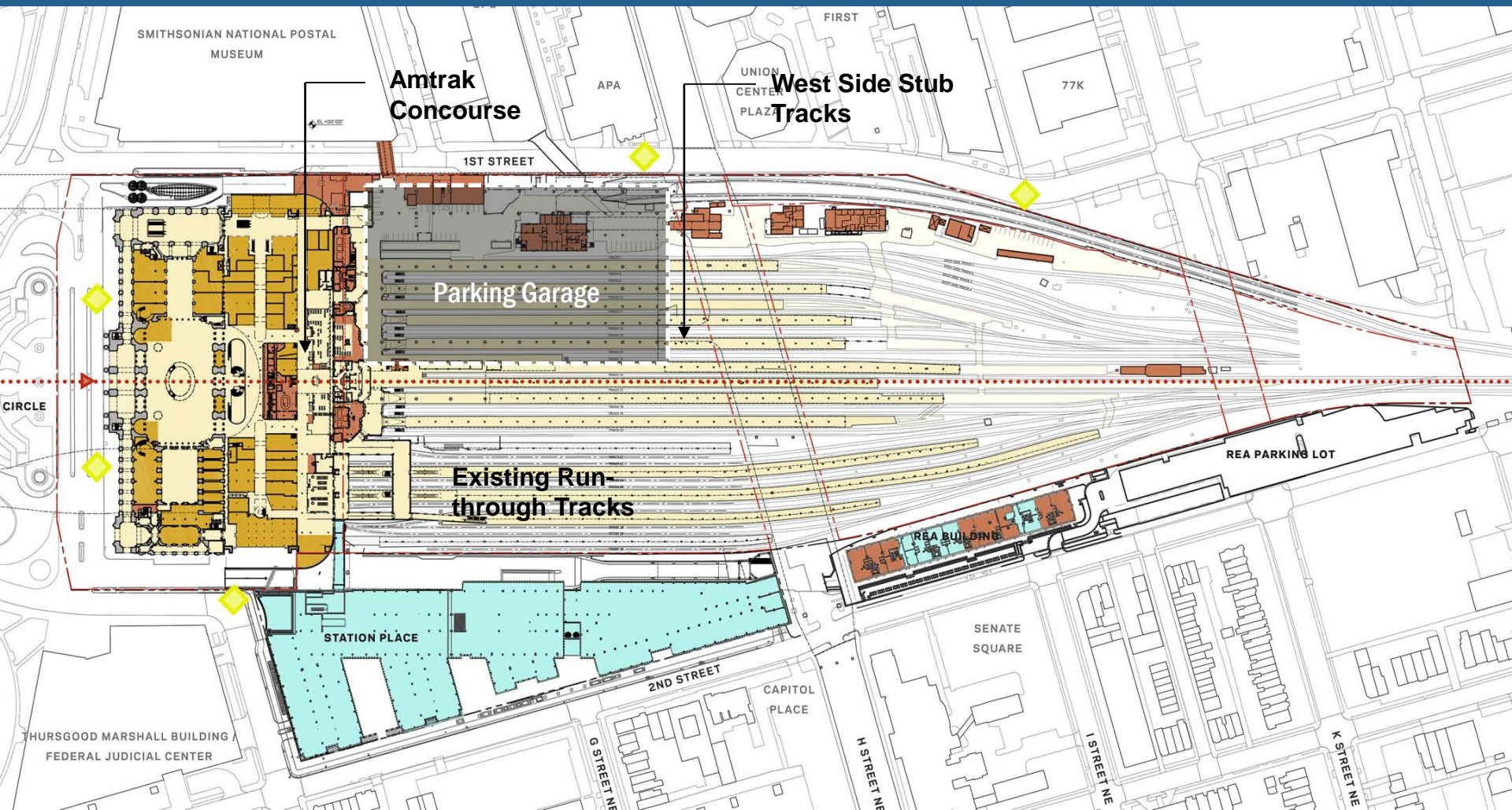


Elements of the Project

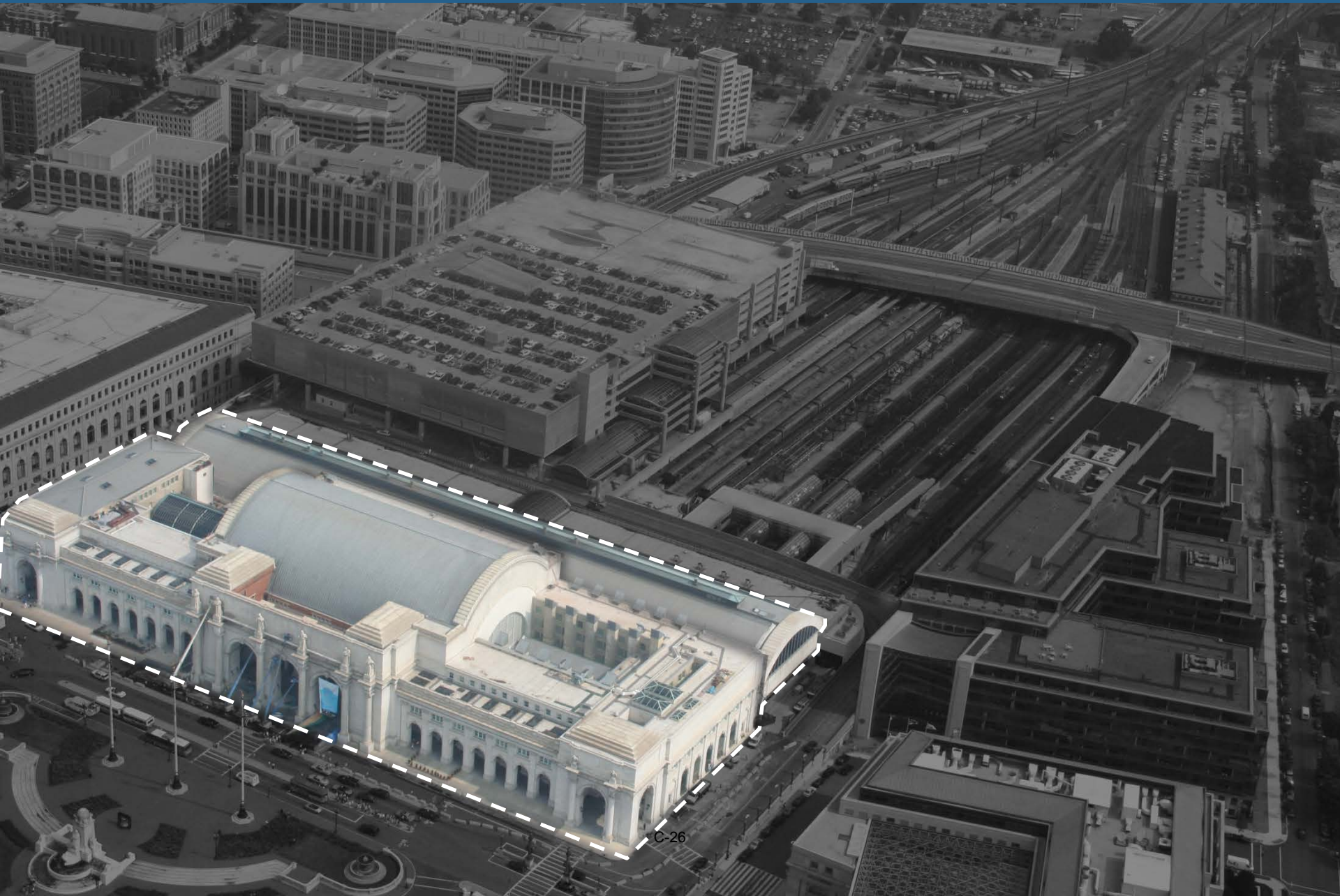
- Tracks
- Concourses
- Station building
- Amtrak service areas and facilities
- Bus terminal
- Taxi facilities
- Parking garage
- Bicycle facilities
- Pedestrian facilities
- Retail



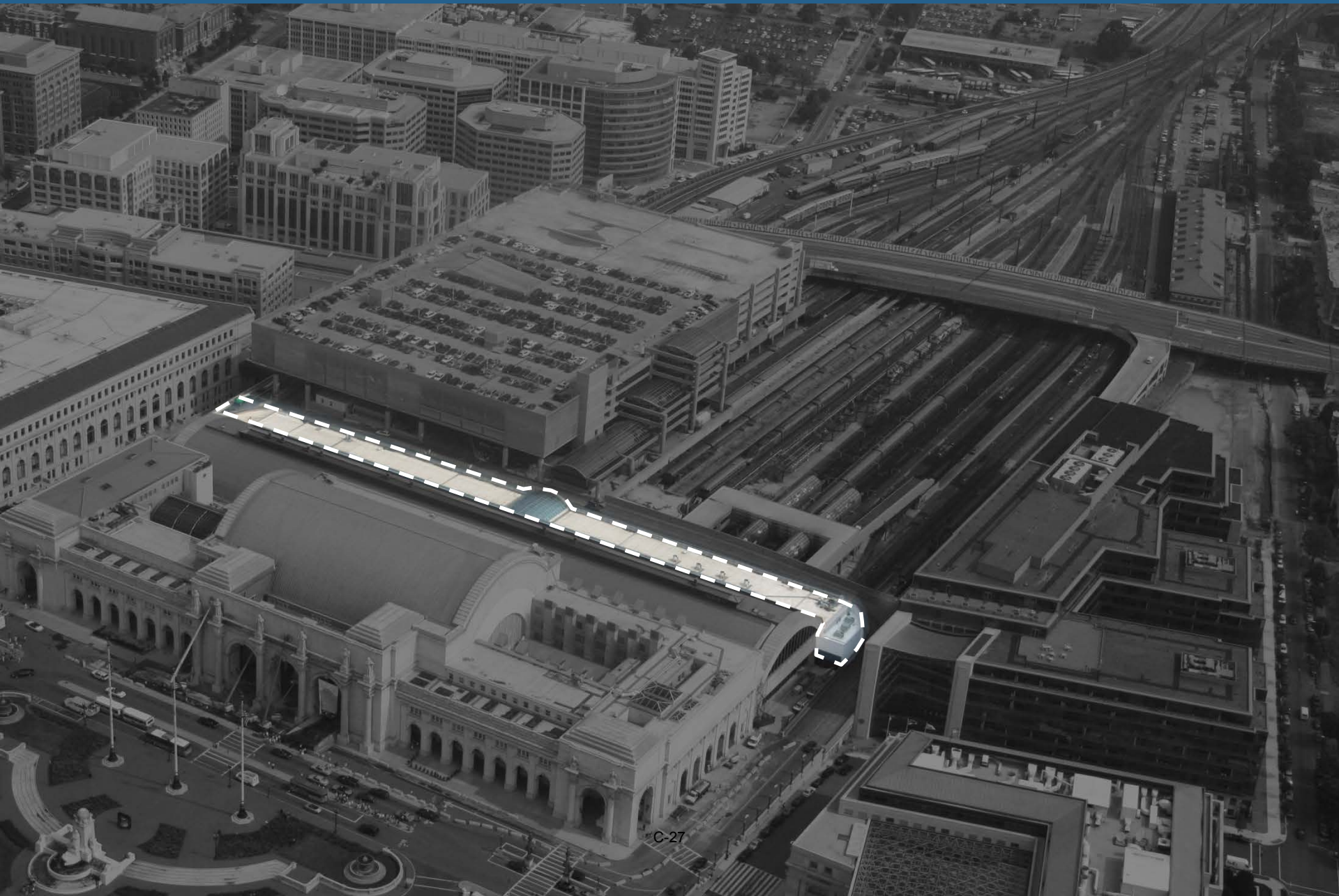
Washington Union Station Existing Configuration



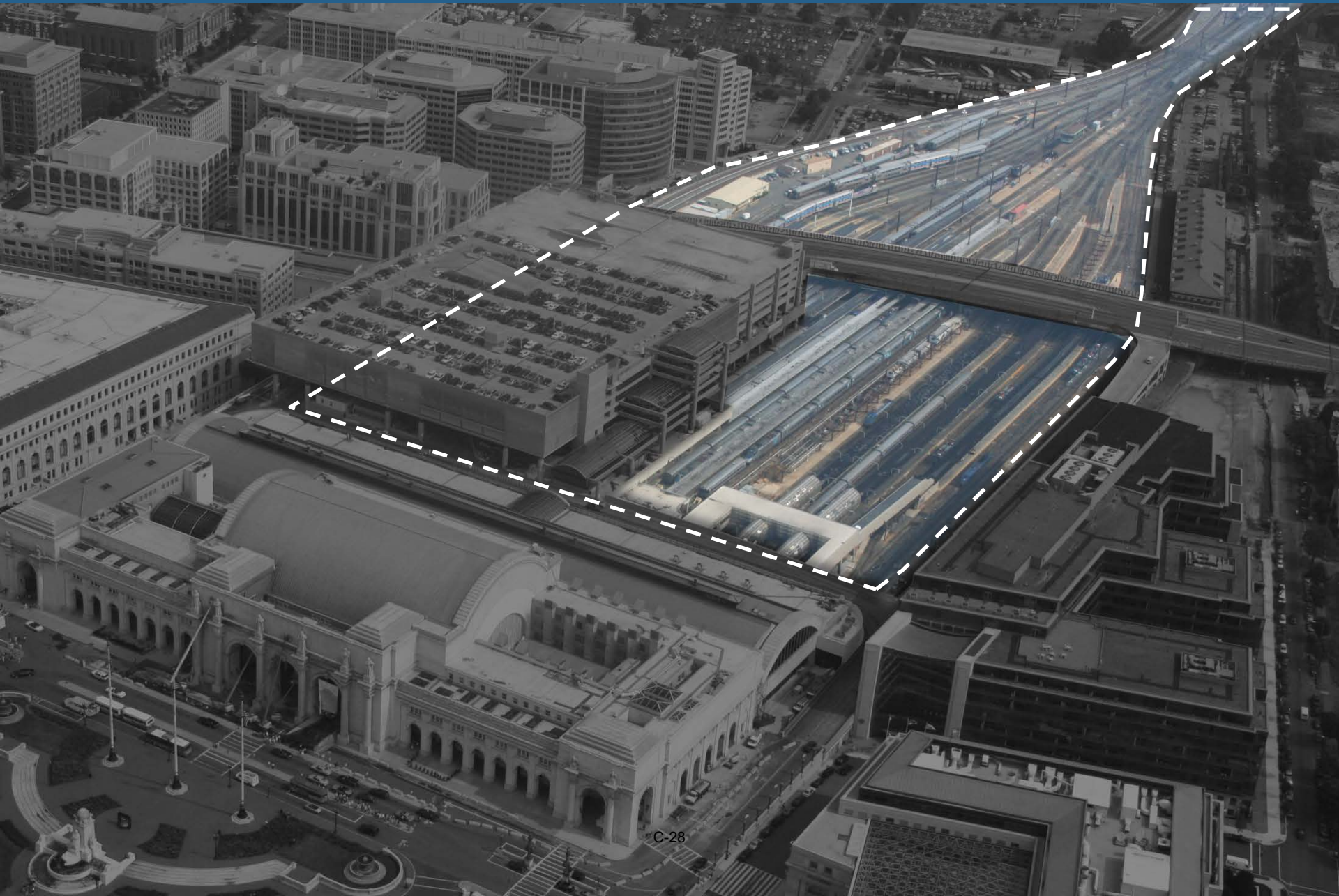
Existing Elements **HISTORIC STATION BUILDING & CONCOURSE**



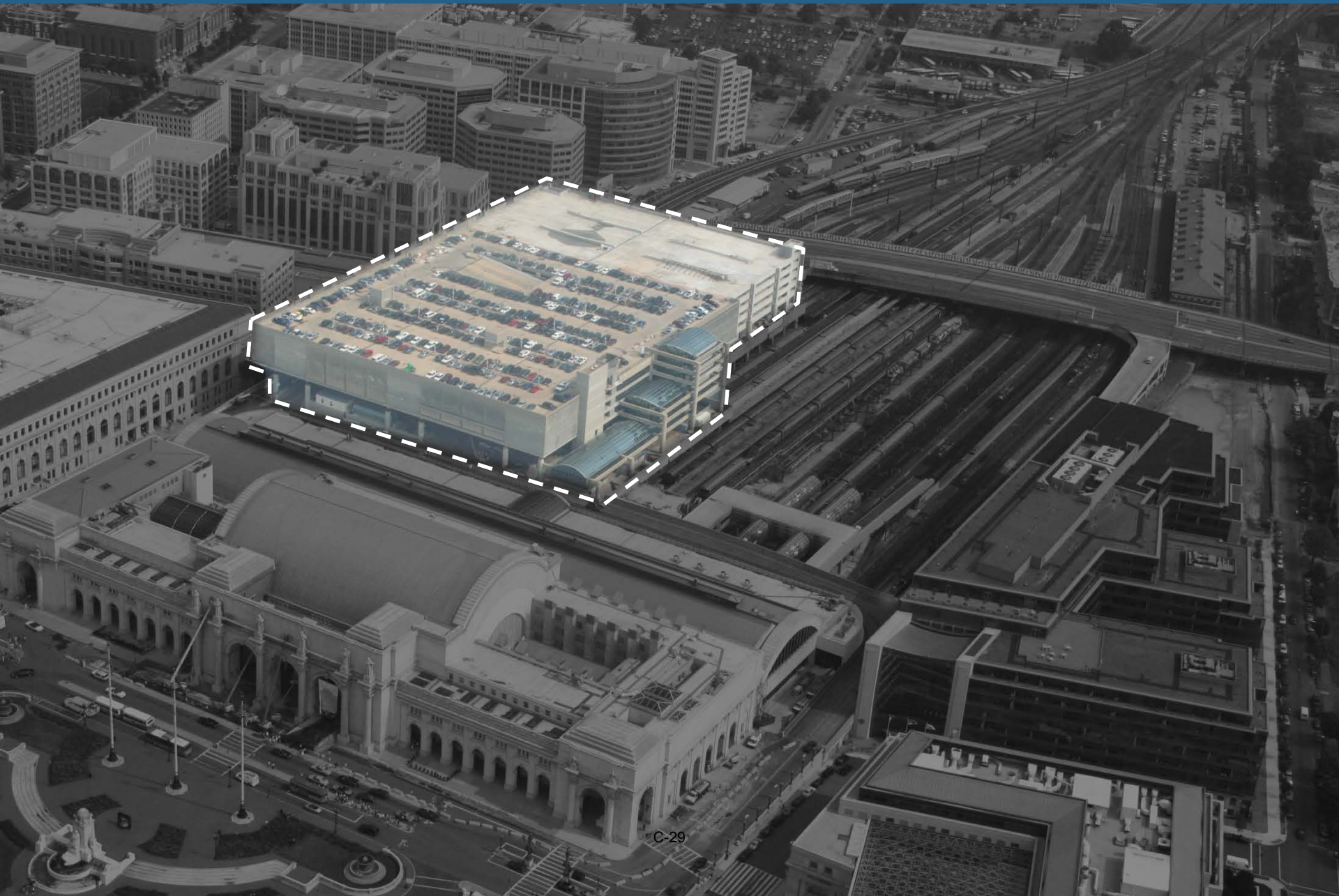
Existing Elements **AMTRAK PASSENGER CONCOURSE**



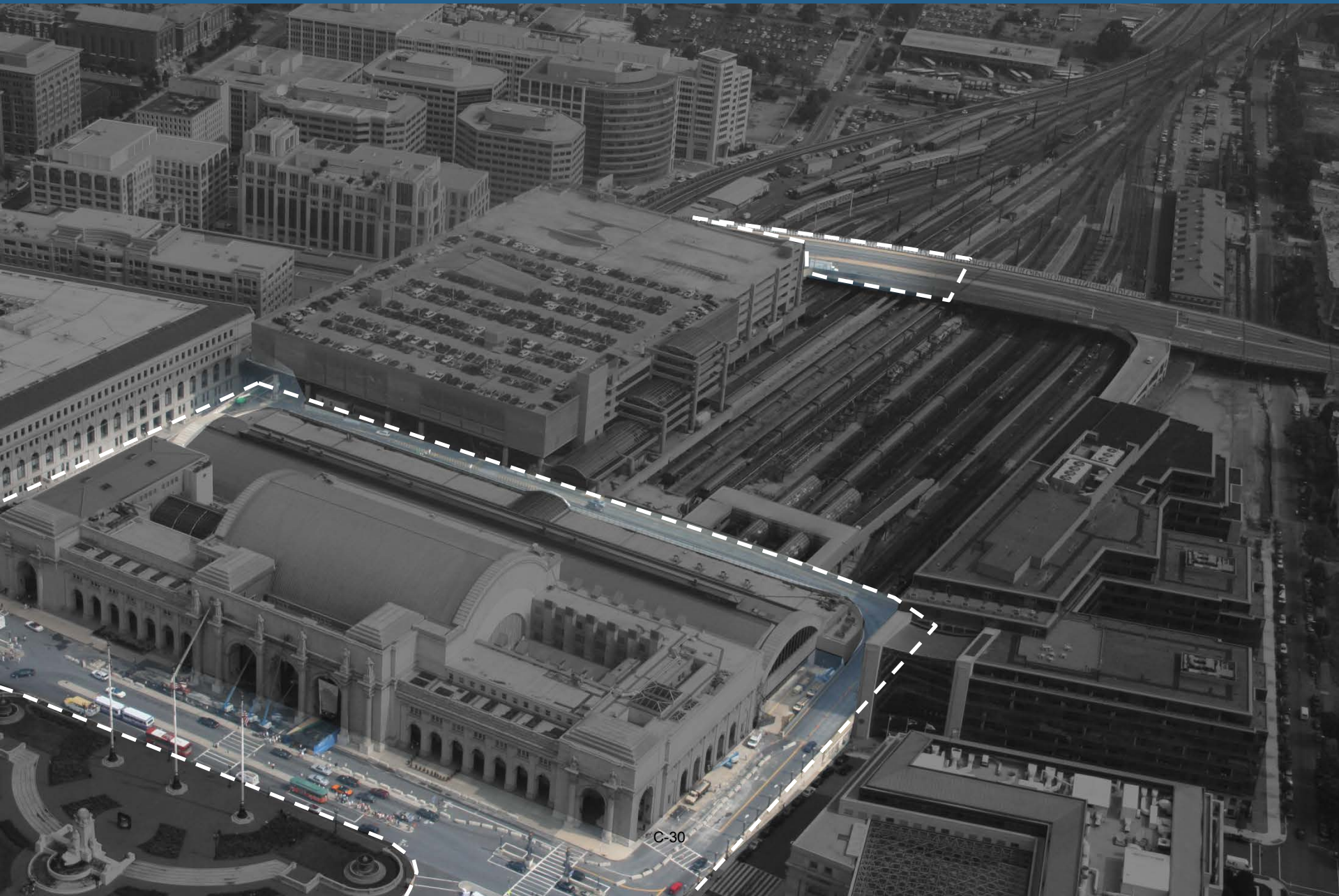
Existing Elements **RAIL TERMINAL**



Existing Elements **PARKING GARAGE AND BUS TERMINAL**



Existing Elements TAXI, DRIVEWAYS, AND DROP OFF



Existing Elements PEDESTRIAN ACCESS



NEPA & Section 106 Process

NOVEMBER
2015

DECEMBER
2015

WINTER
2016

SUMMER
2016

SPRING
2017

FALL
2017

SPRING
2018

Tonight

Public Meeting #1

Public Meeting #2

Public Meeting #3

Public Meeting #4

Public Meeting #5



- S106**
- Define Undertaking
 - Initiate Consultation

- Identify & Invite Consulting Parties
- Define Area of Potential Effects (APE)

- Identify & Evaluate Historic Properties
- Assess Effects

- Draft MOA or PA to Resolve Adverse Effects

- Execute MOA or PA

EIS Evaluation Topics

- Air Quality
- Water 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) Resources
- Historic Properties
- Secondary Impacts
- Cumulative Impacts

Public Participation

Website

U.S. Department of Transportation
Federal Railroad Administration

Home | Contact | Jobs | Grants & Loans | Planning | Safety Data | Events | Blog

About FRA | Railroad Safety | Rail Network Development | Research & Development | Legislation & Regulations | Grants & Loans | Communication & Government Affairs | FRA eLibrary

Rail Network Development > Environment > Current Environmental Reviews > Washington Union Station Expansion Project

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, in order to 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.

Environmental Impact Statement

FRA as the lead federal agency will prepare an Environmental Impact Statement (EIS) to evaluate the potential impacts to the human and natural environment resulting from the Washington Union Station Expansion Project. FRA published the [Notice of Intent \(NOI\)](#) to prepare the EIS for the Project in the Federal Register on November 4, 2015.

The EIS will be developed in accordance with the Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 *et seq.*) implementing the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) (NEPA) and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999). In addition to NEPA, the EIS will address other applicable statutes, regulations and executive orders, including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, the Endangered Species Act and Executive Order 12898 on Environmental Justice. The EIS will provide the FRA, reviewing and cooperating agencies, and the public with information to assess alternatives that will meet the Project's purpose and need, to evaluate the potential environmental impacts; and to identify potential avoidance and mitigation measures.

Public Scoping Meeting - December 7, 2015

FRA will hold a public scoping meeting on December 7th, 2015 from 4:00PM to 8:00PM in Washington Union Station's Presidential Room. The Meeting will be an open house format for discussions with the Project Team. Two short identical presentations will be given at 4:30 and 7:00 p.m. to provide a project description. The public is encouraged to attend the meeting to learn about the Project and provide input on the purpose and need of the Project, concepts for alternatives that may be considered in the EIS, and the scope of the environmental issues and analyses to be included in the EIS.

Scoping Comments

- Public Meetings

- Comments

- Written

- Via Email

- Website

www.fra.dot.gov/Page/P0866

- Email Address

info@WUSstationexpansion.com

Purpose of Public Scoping Meeting

FRA requests your input on what issues and resources that are important to you. The Scoping process will help inform the next steps in the process including:

- Purpose and Need for the Project
- Study area
- Issues and resources to be evaluated in the EIS
- Project elements to be considered in the alternatives
- Potential project impacts

Scoping Comments

To learn more about the project and ask questions, please visit the project representatives at each of the stations located around the room.

Provide all comments either by filling out a comment card here or by email.

**Comments Due by
January 4, 2016**

Email comments to:
info@WUSstationexpansion.com

Or to FRA:

Michelle W. Fishburne, PE
Office of Railroad Policy and
Development
USDOT Federal Railroad
Administration
MS-20 RPD-13
1200 New Jersey Ave. SE
Washington DC 20590

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

STATION EXPANSION

Public Meeting



U.S. Department
of Transportation
**Federal Railroad
Administration**

PROJECT DESCRIPTION

To expand and modernize Washington Union Station, the National Capital Region's principal multi-modal transportation hub.

PROJECT PURPOSE

The project purpose includes:

- Increasing Station capacity to accommodate growth in passenger traffic and railroad operations, and achieving compliance with ADA, security and life-safety standards;
- Maintain financial viability to preserve and maintain the historic Washington Union Station building and its features;
- Providing improved connectivity among transportation modes; and
- Providing better integration between Washington Union Station and its surrounding neighbors and planned land uses.

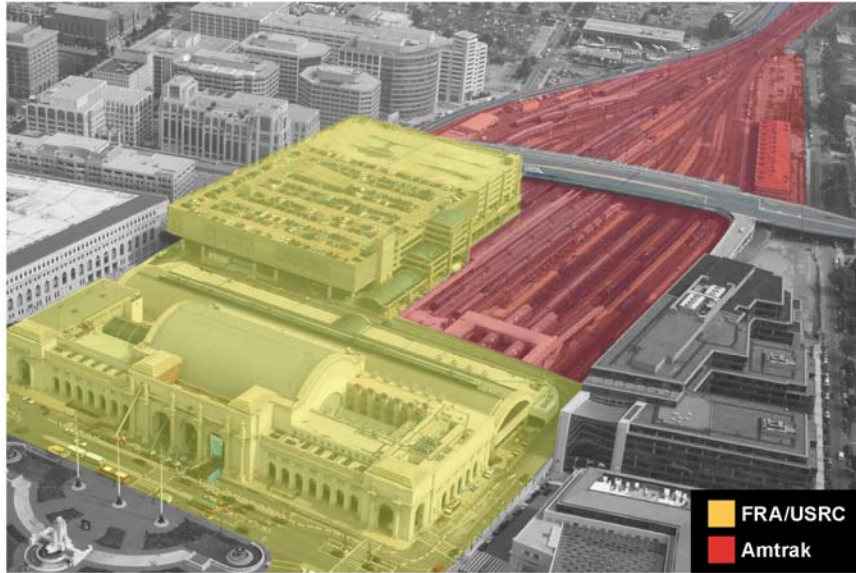


U.S. Department
of Transportation
**Federal Railroad
Administration**

WASHINGTON
UNION STATION
STATION EXPANSION

WASHINGTON UNION STATION
Station Expansion Project Public Meeting

PROJECT DESCRIPTION



PROJECT LOCATION

APPROXIMATE PROJECT AREA



U.S. Department
of Transportation
Federal Railroad
Administration

WASHINGTON
UNION STATION
STATION EXPANSION

PROJECT NEEDS

Union Station has deficiencies in its current and future operation as a rail station, a multi-modal transportation hub, and an element of the urban fabric providing access to adjacent and surrounding land uses.

RAIL NEEDS

- Concourse and gate areas congested under current conditions and do not have the capacity to meet projected future demand
- Platforms and track inadequate to meet future demand
- Some platforms do not meet the requirements of the ADA
- Some platforms and concourses do not meet the requirements of the emergency egress standards
- Station does not provide sufficient space to meet future needs for railroad support services and operations
- Station layout does not provide intuitive movement between transit modes



U.S. Department
of Transportation
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WASHINGTON
UNION STATION
STATION EXPANSION

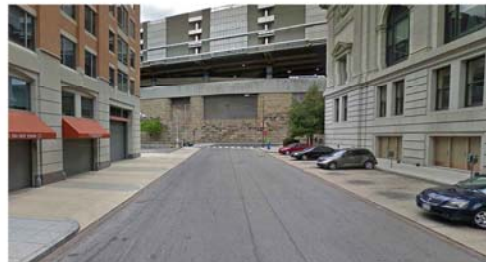
OTHER TRANSPORTATION MODES NEEDS

- Taxi facilities are inefficient and lack adequate queuing areas
- Metrorail station connections are congested under current conditions and do not have the capacity to meet projected future demand
- Intercity and local bus facilities lack adequate capacity to meet future demand
- Bicycle facilities are limited and lack capacity to meet future demand



COMMUNITY NEEDS

- Union Station provides limited access to and between surrounding neighborhoods and destinations.

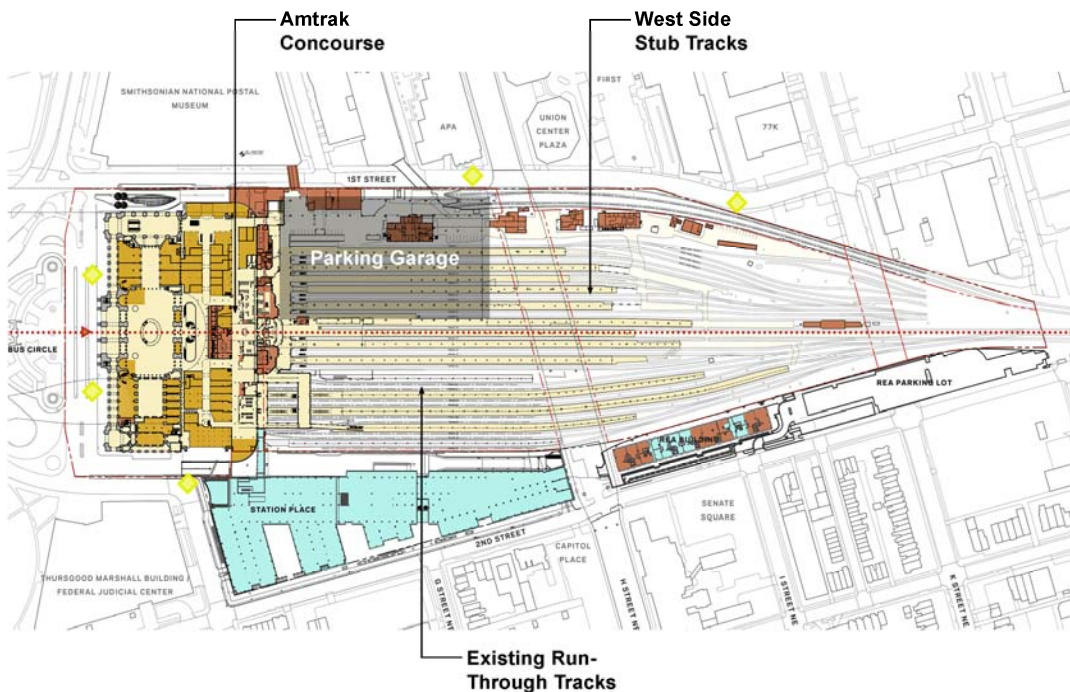


U.S. Department
of Transportation
Federal Railroad
Administration

WASHINGTON
UNION STATION
STATION EXPANSION

EXISTING ELEMENTS

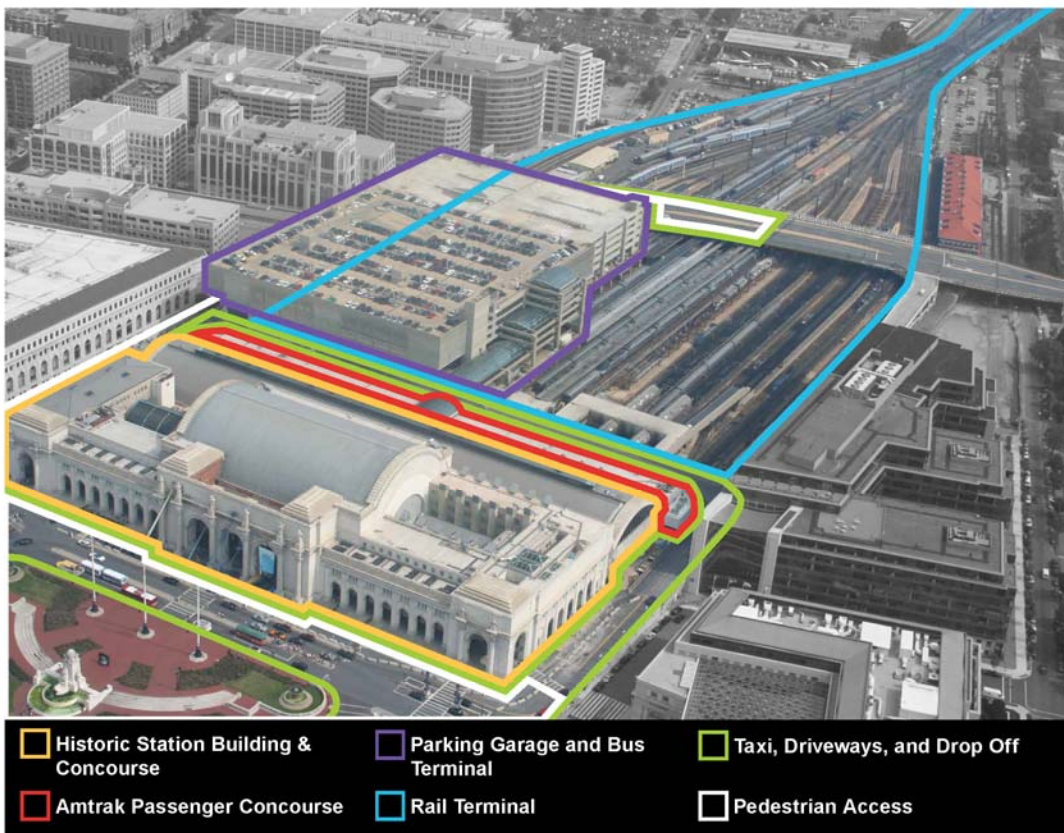
- Tracks
- Concourses
- Station Building
- Amtrak Service Areas and Facilities
- Bus Terminal
- Taxi Facilities
- Parking Garage
- Bicycle Facilities
- Pedestrian Facilities
- Retail



U.S. Department
of Transportation
Federal Railroad
Administration

WASHINGTON
UNION STATION
STATION EXPANSION

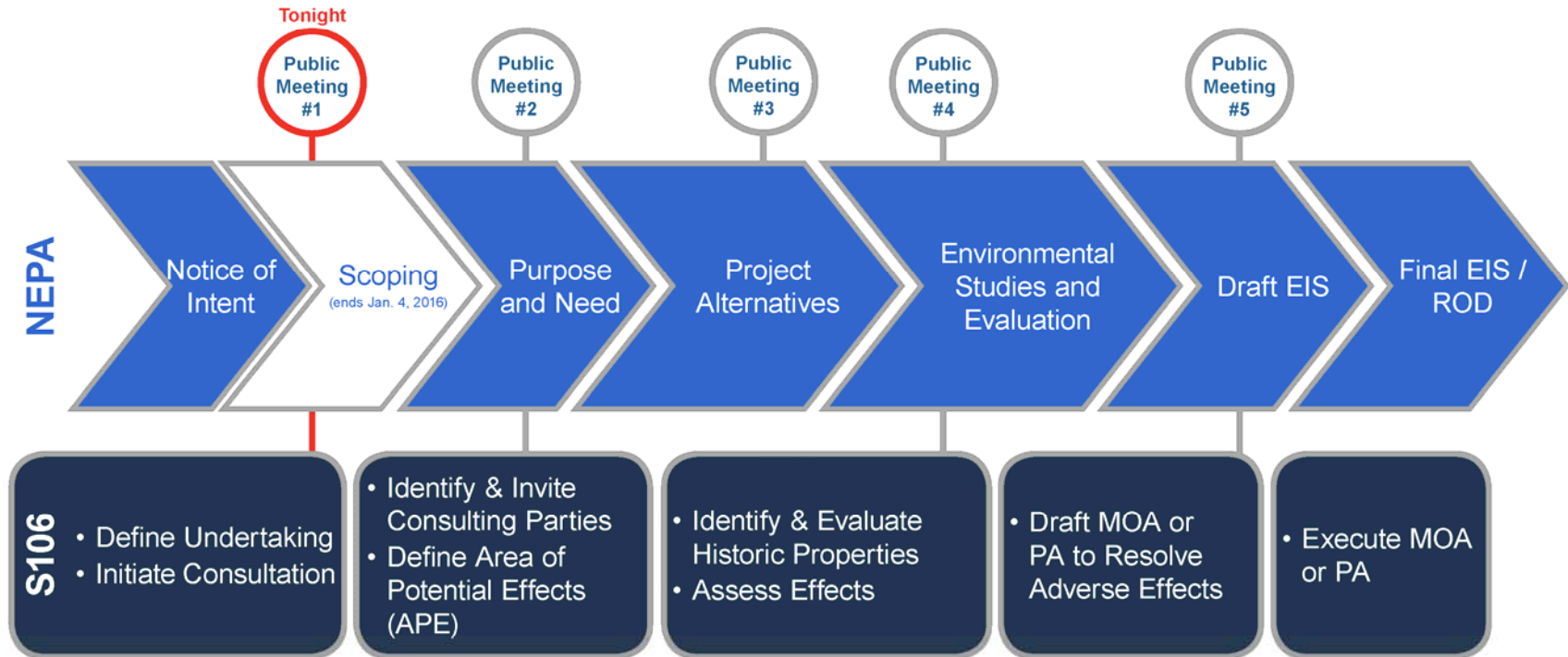
EXISTING ELEMENTS



Station Expansion Project Public Meeting

NEPA & SECTION 106 PROCESS

November 2015 December 2015 Winter 2016 Summer 2016 Spring 2017 Fall 2017 Spring 2018



U.S. Department of Transportation
Federal Railroad Administration

WASHINGTON
UNION STATION
STATION EXPANSION

EIS EVALUATION TOPICS

- Air Quality
- Water 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) Resources
- Historic Properties
- Secondary Impacts
- Cumulative Impacts



U.S. Department
of Transportation
**Federal Railroad
Administration**

WASHINGTON
UNION STATION
STATION EXPANSION

COMMENTS WELCOME

FRA requests your input on what issues and resources that are important to you. The Scoping process will help inform the next steps in the process including:

- Purpose and Need for the Project
- Study area
- Issues and resources to be evaluated in the EIS
- Project elements to be considered in the alternatives
- Potential Project impacts



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

ENVIRONMENTAL CONSIDERATIONS NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Requires that we take appropriate measures to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

Section 106 of the National Historic Preservation Act / Cultural Environment

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places. Cultural Resources include both historic structures and archaeological sites.

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

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife / waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

An air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards.

Executive Order 12898 (Environmental Justice)

Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.



EIS Evaluation Topics

- Air Quality
- Water 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
- Historic Properties
- Secondary Impacts
- Cumulative Impacts



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WASHINGTON
UNION STATION
STATION EXPANSION

Appendix C-4: Comment Forms

Washington Union Station Expansion Project

December 7, 2015 SCOPING MEETING COMMENT SHEET

NAME: _____
ORGANIZATION (Optional): _____
EMAIL: _____ Add me to mailing list

The Federal Railroad Administration appreciates your input on the scope of the Environmental Impact Statement (EIS) for this project. At the completion of scoping, a scoping report documenting the issues and concerns raised by the public will be available on the project website. We are interested in specific comments on the topics below.

1. Purpose and Need for the Project.

2. Study area for the EIS

3. Issues and resources to be evaluated in the EIS

Additional questions on the back

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U.S. Department of Transportation
Federal Railroad Administration

4. Project elements to be considered in the alternatives

5. Potential project impacts

THANK YOU!

Appendix D: Scoping Comment Matrices

Washington Union Station Expansion Project Agency Scoping Comments

Category	Author	Comment
Community Engagement	DC Office of Planning	Work with public partners – including District government, NoMa BID, and Architect of the Capitol --- in addition to adjacent land holders to create vibrant, comfortable, walkable streets and safe pedestrian and bicycle links in the immediate vicinity of the station.
Community Engagement	National Capital Planning Commission	Finally, we note the importance of community involvement throughout the project design, NEPA, and Section 106 processes. Given the importance of Union Station as a local and regional transportation hub, substantive outreach to a variety of different interest groups will be particularly important to ensure comprehensive study of the project.
Environmental Concerns	DDOT	DDOT expects the action will necessitate changes to infrastructure, transit and for-hire vehicle services, and traffic operations. The additional travel demand is likely to lead to a level of demand which will overwhelm the existing vertical circulation system at the Union Station Metro Rail Station. It is likely that the system will need to be completely reconsidered as a result of the action.
Environmental Concerns	DDOT	DDOT recommends including climate change adaptation and resilience to the study because of the large number of people along the East Coast that would be affected by disruptions caused by severe weather events. The Council on Environmental Quality has issued guidance on evaluating climate change impacts of the proposed action that recommends agencies consider both the potential effects of a proposed action on climate change, as indicated by its estimated greenhouse gas emissions, and the implications of climate change on the proposed action.
Environmental Concerns	DDOT	DDOT would note that it is committed to work with FRA to provide additional streetcar service to the station which will serve to distribute new trips across the City. While this additional capacity is unlikely to address the entirety of the additional demand resulting from the action, it will address a portion of the new demand.
Environmental Concerns	DDOT	FRA should consider how Union Station passengers will take the next leg of their journey to move across the City and region. This means considering connections to the transportation network outside the station as well as the capacity across all travel modes to move passengers to and from their final destinations. DDOT expects alternatives to include robust transfer facilities and proposals for additional transportation capacity outside the station to accommodate additional travel demand resulting from the action. Specifically, FRA should consider the additional surface transit capacity from bus and streetcar which may be needed to meet the additional demand as well as both infrastructure and management strategies for private for-hire vehicle demand. The second stage analysis will evaluate the effectiveness of the transfer facilities, the additional capacity, along with any other potential impacts to the transportation network outside the station. It is also worth noting, that the need for additional travel capacity and the potential for impacts resulting from the action may extend beyond the immediate vicinity.
Environmental Concerns	DDOT	FRA should work toward evaluating potential impacts to the transportation network external to the station. DDOT views this as a two phase process, the first focusing on evaluating travel demand and the second evaluating potential impacts to the transportation network. The first phase should be initiated as soon as practicable but the second phase should follow both assessment of the potential travel demand as well as initial development of alternatives so that analysis may be focused on locations more likely to realize impacts.
Environmental Concerns	DDOT	In addition, the adjustment of the rail yard is likely to lead to the need to move the piers of the Hopscotch Bridge. Further, it is likely that many changes will be necessary to the street network in the area and potentially well away from the site. It is likely that new signal systems which promote more dynamic operational characteristics will be necessary on multiple corridors, intersection geometries will need to be changed, and street operations may need to be adjusted.
Environmental Concerns	DDOT	New trips resulting from the station will broadly need additional transit service to access the station. FRA focuses on bus and Metrorail concerns in the Purpose and Need, however transit should be viewed more broadly which may include consideration of various types of new bus service and streetcar service.
Environmental Concerns	DDOT	The new trips resulting from the action will likely lead to impacts on the transportation network outside the station. It is important for FRA to define a need of a highly functional transportation network outside the site in order to efficiently move passengers to and from their final destinations.
Environmental Concerns	DDOT	The second stage of evaluation should focus on potential impacts to the transportation network external to the station. Due to the high level of additional person trips anticipated to result from the action, DDOT expects a significant increase in the number of trips on the transportation network external to the site which will necessitate changes to the terminals at Union Station as well as to the connecting transportation network, including streets and transit, to minimize potential impacts.
Environmental Concerns	DDOT	While the expansion of Union Station is an economic opportunity for the District, integrating the additional travel demand resulting from the action into the District's transportation network while minimizing impacts will require good planning and robust mitigations. Expansion of Union Station capacity will result in significantly more person trips on the transportation network outside the station as passengers move to and from the station by a variety of modes. Specifically, DDOT expects the additional trips to impact its Federal-Aid Roadway network and understands that DDOT's Hopscotch Bridge will likely need to be replaced to accommodate a new rail terminal configuration. H Street, North Capitol Street, and Massachusetts Avenue are all part of the expanded National Highway System as per MAP-21. As such, any changes to the routes require close coordination between DDOT and the Federal Highway Administration (FHWA).

Washington Union Station Expansion Project Agency Scoping Comments

Category	Author	Comment
Environmental Concerns	National Capital Planning Commission	As such, with any alternatives, it will be important to understand how the proposed Union Station Expansion Project and future Burnham Place development will relate, and what cumulative impacts may result from the combined expansion.
Environmental Concerns	National Capital Planning Commission	Federal actions in the region should conform to the Comprehensive Plan for the National Capital. Therefore, we request that the EIS include an evaluation of each alternative's consistency with the policies and objectives of the Plan, particularly the Historic Preservation, Environment, Transportation and Park and Open Space Elements. The Urban Design Element (currently held in abeyance) should also be evaluated.
Environmental Concerns	National Capital Planning Commission	Impacts to contributing viewsheds, such as Louisiana and Delaware A venues.
Environmental Concerns	National Capital Planning Commission	NCPC requests that several environmental topics be analyzed in the EIS. These include: -Changes in vegetation and tree canopy -Stormwater runoff and management, including both federal and local requirements -Impervious surfaces -Energy use -Impacts from construction, including noise and air quality
Environmental Concerns	National Capital Planning Commission	NCPC staff is particularly interested in the impact of the proposed project on the character of Union Station, Columbus Plaza and the Plan for the City of Washington (including both the L'Enfant Plan and McMillan Plan). In particular the proposed project has the potential to impact the contributing viewsheds of Louisiana and Delaware A venues. The physical and visual connection between Union Station and the US Capitol is a key aspect of the Plan for the City of Washington and are part of the defining character of this area of the city. Union Station is also specifically referred to as a place of interest in the Height of Buildings Act of 1910.
Environmental Concerns	National Capital Planning Commission	The proposed project may have significant impacts on local and regional transportation systems. Further, Union Station is located in an area with substantial vehicular, bicycle and pedestrian traffic. The proposed project may have an impact on these existing systems, both during construction, as well as after completion. As such, NCPC requests that the environmental document analyze short and long term impacts to pedestrian, bicycle and vehicular circulation, including access and safety. The phasing of lane and sidewalk closures, if necessary, should also be evaluated. If off-site improvements are considered through the alternatives, then the project study area should be expanded to include those locations.
Environmental Concerns	National Capital Planning Commission	We request that the EIS include a visual analysis, with photo-simulations from multiple locations, including Columbus Plaza, the US Capitol and Capitol Grounds, Delaware Avenue and Louisiana Avenue. We request that FRA coordinate with NCPC and the District of Columbia State Historic Preservation Officer on the best locations for photo simulations.
Historic Properties	National Capital Planning Commission	Impacts to surrounding historic properties, including but not limited to, the US Capitol and Capitol Grounds, Union Station Plaza and Columbus Fountain, the Russell Senate Office Building, and Federal Home Loan Bank Board Building.
Historic Properties	National Capital Planning Commission	The proposed project, along with any future private development, has the potential to affect historic properties and the character of this area, and therefore we recommend these areas be included as FRA defines the Area of Potential Effect. As such, the impacts of the proposed Project and the anticipated Burnham Place development should be evaluated together as they are likely to have individual and cumulative impacts due to their inter-related nature.
NEPA Process	DDOT	In light of the potential for direct impacts to DDOT owned facilities, some of which must be coordinated with FHWA, the significant level of expected new travel demand on the DDOT network, and DDOT's expertise planning for and operating its transportation network, DDOT is formally requesting Cooperating Agency status. As a Cooperating Agency, DDOT requests to be involved in developing, screening and analyzing alternatives for the Project. DDOT has the ability to provide local insight and expertise to the alternatives development process which will ultimately lead to alternatives with reduced impacts and thus less extensive mitigation measures.
NEPA Process	FTA	We look forward to continued coordination on this project and participating in the NEPA process for this project.
NEPA Process	National Capital Planning Commission	At this time it is unclear what components any alternatives might include, and therefore, the scope and impact of the proposals is yet defined. Ideally, a wide range of alternatives, including those with less impactful scope, should be considered. NCPC requests that FRA work with the review agencies to determine the alternatives to be analyzed in the EIS. Further, the role of the 2012 Union Station Master Plan and 2nd Century Project should be clearly described for each alternative.
NEPA Process	National Capital Planning Commission	Furthermore, NCPC staff also recommends FRA coordinate the project with other ongoing projects and planning studies, including those for Burnham Place and the Union Station to Georgetown Transportation Improvements Project. Staff understands that ongoing studies for the NEC Future and Southeast High Speed Rail Project will also be considered in the EIS.
NEPA Process	National Capital Planning Commission	Given the significance of Union Station as the preeminent hub of the local and regional transportation network, a better understanding of the project scope will be necessary, in addition to the comprehensive evaluation of potential impacts.

Washington Union Station Expansion Project Agency Scoping Comments

Category	Author	Comment
NEPA Process	National Capital Planning Commission	NCPC further requests Cooperating Agency status regarding this project. The Project may also affect historic properties, and therefore we also request to be a consulting party under Section 106 of the National Historic Preservation Act (NHPA).
NEPA Process	National Capital Planning Commission	NCPC is a cooperating agency for the District of Columbia streetcar project which extends from Georgetown to Union Station. A portion of the proposed alignment is located on H Street, NE. There may be both opportunities and questions about whether and to what extent these two projects intersect. NCPC would need additional details about the relationship of both projects to determine the scope of planning issues and impacts that should be addressed.
NEPA Process	National Capital Planning Commission	NCPC will rely on the EIS to fulfill its responsibility under the National Environmental Policy Act (NEPA) for any necessary approvals. At this time, however, it is unclear what federal actions will be required since the scope and scale of the undertaking is not yet defined. In general, NCPC authority includes approval of site development and building plans on federal lands (40 U.S.C. Section 8722(b)(l) and (d)), and approvals of certain sales or transfers of jurisdiction within the District of Columbia. NCPC also reviews certain zoning districts and developments, including the Union Station North (USN) zone, and the future Burnham Place project. In general, NCPC protects national interests in the form and character of the nation's capital and its function as a seat of federal government. We are interested in planning issues associated with the design and use of federal lands, buildings, and other resources; the protection and enhancement of historic resources and parks; transportation issues; environmental stewardship; and quality visitor experiences to our city.
NEPA Process	National Capital Planning Commission	To ensure a full and proper analysis of the proposed project, NCPC staff requests that FRA coordinate the preparation of the EIS with the following agencies and organizations: NPS, General Services Administration (GSA), Commission of Fine Arts (CFA), US Courts, DCOP, District Department of Transportation (DDOT), DC State Historic Preservation Officer (SHPO), Architect of the Capitol (AOC), US Capitol Police, and the Washington Metropolitan Area Transit Authority (WMATA).
NEPA Process	NPS	Columbus Circle is located adjacent to the main entrance to Union Station and is under the management of the National Mall and Memorial Parks, an administrative unit of the NPS. Due to their close proximity, and the potential for both direct and indirect impacts to Columbus Circle, we are formally requesting to be recognized as a cooperating agency in this NEPA planning process, as well as a consulting party for the National Historic Preservation Act Section 106 planning process.
NEPA Process	NPS	However, we are concerned about the overall scope of this project and the potential impacts to NPS land and resources. Actions that will require an NPS decision (i.e., issuance of special use permit) will require that the compliance for this project be done in a manner that is easily adoptable by the NPS (40 CFR 1506.3). To ensure this, the NEPA compliance done for this planning process should be done in a manner that meets the policies set forth in the NPS's Director's Order 12, Conservation Planning, Environmental Impact Analysis and Decision-Making, and accompanying Handbook, which sets forth the policy and procedures by which the NPS complies with NEPA. Early and regular coordination with the NPS in this planning effort will greatly facilitate the process.
Project Definition and Study Area	DDOT	FRA has proposed a study area to evaluate potential impacts which focuses on the area within a couple of blocks of the site. The study area identified in the Scoping Meeting presentation represents the immediate project area. While this study area includes adjacent transportation facilities, it may not be broad enough to include potential impacts to the transportation network. A larger study area will need to be identified for environmental resources with potentially wider direct and/or indirect and cumulative effects such as land use, social and economic, Environmental Justice communities, and transportation and traffic. The exact study area for transportation impacts should be defined following the initial assessment of travel demand and definition of alternatives. This allows the study area to be more focused on where impacts are most likely to be expected rather than studying a broader area that is unlikely to realize impacts.
Project Definition and Study Area	National Capital Planning Commission	The relationship of the proposed Project and that private development remain unclear and should be further defined.
Project Definition and Study Area	U.S. Government Publishing Office	The U.S. Government Publishing Office (GPO) owns a railroad siding connected with the Union Station facility and extending to GPO's Building D warehouse, which houses essential GPO operations. The warehouse is located on the west side of First Street, NE, opposite Union Station. The railroad siding was authorized by and constructed pursuant to an act of Congress (74th Congress, 2d sess., Public, No. 739, June 22, 1936). The railroad siding connection to Union Station and the proximity of GPO's Building D to the Union Station Expansion Project qualifies these structures to be included within the scope of the proposed EIS.
Project Definition and Study Area	WMATA	The study area should also be expanded to include adjacent station-serving bus stops, which includes Massachusetts Avenue NW, N. Capitol Street NW, E Street NE, and Columbus Circle. For your reference, please see the enclosed map describing this proposed study area expansion.
Purpose and Need	DC Office of Planning	In developing the Union Station project, establish long term goals and develop recommendations for connections between Union Station and Columbus Circle Plaza and Pennsylvania Avenue and the National Mall, and explore opportunities for connectivity along Louisiana Avenue.

Washington Union Station Expansion Project Agency Scoping Comments

Category	Author	Comment
Purpose and Need	DDOT	FRA's initial assessment of the Purpose and Need rightly identifies concerns with station capacity, deficiencies as an intermodal hub, lack of Metrorail capacity, lack of future bus capacity, lack of bicycle facilities, and lack of taxi queuing space. In addition, DDOT suggests FRA broaden the assessment to consider transit more broadly, internal and vertical circulation within the station, and the future efficient functionality of the external transportation network.
Purpose and Need	WMATA	Second, although the statement mentions local bus service as being a part of the station's family of services, the statement does not explicitly include the facility needs of those services. After the recent reconfiguration of Columbus Circle relocated multiple bus stops to Massachusetts Avenue NW, North Capitol Street, and E Street NW, there has been no passenger amenities (shelters, customer information, etc.) provided in these areas. Therefore we suggest the inclusion of the following language: "The existing Station does not provide adequate or efficient capacity, access, and connections for different transportation modes, such as taxi and car services, Metrorail, intercity bus, local bus, or rental cars and parking facilities."
Station Design and Alternatives	DC Bike Advisory Council Facilities Committee	Additionally there is currently insufficient bicycle parking, particularly sheltered parking at Union Station. The Facilities Committee also requests improvements to bicycle parking at Union Station as part of the expansion.
Station Design and Alternatives	DC Bike Advisory Council Facilities Committee	There are three critical bicycling facilities at and nearby Union Station that have provided significant improvements to the infrastructure for bicyclists. These include the 1st Street NE cycle track, the Bike Station, and the Metropolitan Branch Trail. DDOT has implemented these improvements which have improved connectivity of facilities, made cycling in the area safer, and provided a much needed service for the cycling community. The Facilities Committee of the DC Bicycle Advisory Council would like to be sure that those facilities are either improved or at a minimum not degraded as a result of the Union Station expansion.
Station Design and Alternatives	DC Office of Planning	Columbus Circle and Union Station act as DC's front door for millions of visitors. It is important that plans for Union Station contain urban design analysis to complete the ring of parcels surrounding symbolic open space with sustainable landscapes that frame Columbus Circle. Re-establishing park and garden space at the existing parking lots on Columbus Circle will involve partnering with Architect of the Capitol on their grounds to restore their historic relationship to Union Station. Removing perpendicular street parking throughout the study area, and replacing it with parallel parking and improved streetscapes should be studied to create a less congested, and a safe, accommodating, and inviting public realm.
Station Design and Alternatives	DC Office of Planning	Emphasize Union Station as a major gateway to the District of Columbia, Downtown DC, and to the NoMa, Capitol Hill, and Downtown East neighborhoods.
Station Design and Alternatives	DC Office of Planning	In order to provide greater connection between Downtown areas to the east, NoMA and Union Station analyze the viability of a curbside street at G Place NE and establish long term goals and develop recommendations. By rethinking this small right of way and large adjacent plaza, priority can return to pedestrians walking to and from Union Station, currently compressed onto a small sidewalk between a blank facade and parked cars when the opportunity exists for a new vibrant pedestrian corridor.
Station Design and Alternatives	DC Office of Planning	Include surrounding streets in the design program for Union Station and develop recommendations to improve key streetscapes around the public space perimeter of Union Station.
Station Design and Alternatives	DC Office of Planning	Instead, the Massachusetts Avenue corridor should be developed to feature a consistent boulevard typology from Union Station to Mt. Vernon Square. Establish long term goals from Union Station perspective.
Station Design and Alternatives	DC Office of Planning	Make recommendations that create a public transit destination, expanding interface with the adjacent area surrounding Union station, fully engaging with the city and avoiding self-contained development.
Station Design and Alternatives	DC Office of Planning	Movement from the station through Downtown and surrounding neighborhoods should celebrate arrival, and provide convenient and well-signed access.
Station Design and Alternatives	DC Office of Planning	Recognize that the oblique façade of Union Station will be the focus of a dramatic vista along F Street once it is re-connected as part of air-rights development over the sunken I-395 Center Leg Freeway. This will be an important view corridor and a connector between Verizon Center/Gallery Place area and Union Station.
Station Design and Alternatives	DC Office of Planning	Re-routing of buses near Columbus Circle may provide better intermodal connections to the MetroRail entrance on the western edge of Union Station and to alleviate vehicular traffic congestion along Massachusetts Avenue. This will require further study by DDOT and WMATA and coordination with the broader inter-modal goals of the Washington Union Station Expansion Project.
Station Design and Alternatives	DC Office of Planning	Similar to Massachusetts Avenue, North Capitol is a conduit for residents and visitors arriving to or leaving from Union Station. Additionally, it frames a striking view south toward the Capitol Building. The Union Station plan should contain recommendations for the corridor's identifying features, and boulevard amenities, with clear signage to the location of Union Station.

Washington Union Station Expansion Project Agency Scoping Comments

Category	Author	Comment
Station Design and Alternatives	DC Office of Planning	Study every opportunity to make pedestrian connections to and through Union Station and the H Street bridge, and access to the future air rights development above the tracks. Several opportunities may exist to collaborate with both public and private owners to insert physical connections and include them in the Union Station Expansion Project.
Station Design and Alternatives	DC Office of Planning	The Union Station project should include an in depth focus on access and interconnectivity between Union Station and all surrounding sidewalks and streets and key civic/cultural destinations.
Station Design and Alternatives	DC Office of Planning	The Union Station renovation, expansion and redevelopment will need to appropriately balance the level of preservation for its historic and defining architectural features with the need to open the site up and better engage the surrounding neighborhoods. As a pivotal neighborhood center, the architecture of newly designed, constructed or renovated entryways and perforations needs to relate directly to the existing neighborhood character, optimized access routes, important view corridors, and should express the station's role as a community center as well as a preeminent transportation hub.
Station Design and Alternatives	DC Office of Planning	The Washington Union Station Expansion Project will benefit from connecting the Metropolitan Branch Trail to a robust city cycling network and supporting the progress and development of the Metropolitan Branch Trail (MBT) network. A cycle track on Louisiana Ave from Columbus Circle to the National Mall will help complete the MBT plan, and is critical to creating this highly visible and multi-modal link to Union Station. The following missing pieces of the city's bicycle network within the vicinity of Union Station include: Massachusetts Avenue NW/NE, Columbus Circle NE, Louisiana Avenue NW/NE, and Delaware Avenue NE.
Station Design and Alternatives	DDOT	As FRA advances into the analysis phase, DDOT looks forward to working with FRA to identify performance metrics which adequately assess anticipated performance of the transportation network. These metrics should include but should not be exclusively based on vehicle travel.
Station Design and Alternatives	DDOT	As part of the first process, FRA should work toward understanding the level of passenger demand which will utilize the station. It is worth noting that this is fundamentally different from understanding the number of trains which may be expected to access the station. DDOT expects FRA to produce robust passenger forecasts for the station as well as for the transportation network outside the station.
Station Design and Alternatives	DDOT	DDOT encourages FRA to maximize internal circulation opportunities within the site, consider new access points, and manage total on-site parking demand efficiently. New access points from the Hopscotch Bridge to accommodate the expanded station may be appropriate, however the Hopscotch Bridge is unlikely to be able to accommodate all new travel demand resulting from station traffic and a higher speed and capacity streetcar line. DDOT requests FRA pursue alternatives which provide for new access points such that the Hopscotch Bridge would be only a minor access point for the station expansion. DDOT understands this may be difficult to realize yet it is likely to be critical to the future success of the station.
Station Design and Alternatives	DDOT	DDOT requests that FRA work closely with the owner of the air rights to the rail yard such that both projects can be planned in a complementary manner, including parking and site access. The two projects are closely related and will benefit each other by close coordination.
Station Design and Alternatives	DDOT	FRA should consider ridership forecasts from these projects, integrating them into their forecasting process and as necessary augment the work done for other projects with refined forecasting efforts. Specifically, FRA should consider the NEC FUTURE Tier 1 EIS, the Long Bridge Study, the Washington, DC to Richmond, Virginia (DC2RVA) segment of the Southeast High Speed Rail corridor, and the Union Station to Georgetown Streetcar EA.
Station Design and Alternatives	DDOT	Union Station is already very large but with the expansion will see an increase in travel demand and physical size. This expansion will necessitate significant improvements in vertical circulation to achieve the goals of a highly functional, efficient intermodal hub. FRA identified concerns with non-intuitive movements between transit modes but should go further to call out vertical and in-station circulation needs as it relates to transit connections.
Station Design and Alternatives	National Capital Planning Commission	Further, if National Park Service (NPS) or other federal land is required as part of the expansion, then this should be documented through the alternatives. Any required permits and approvals from NPS, NCPC, and other federal and local agencies should be documented for the entirety of the project.
Station Design and Alternatives	WMATA	First, we strongly support the inclusion of Metrorail's capacity deficiency within the project's purpose and need, given its critical importance to the function of the overall station complex. Future growth from commuter and intercity rail, local and intercity bus, and future streetcar service in addition to the adjacent Burnham Place development will strain the function of the Metrorail station, which currently operates at or beyond its capacity during peak periods.
Station Design and Alternatives	WMATA	Third, although this may be sufficiently documented in the notice of intent, we suggest the project planning should address Continuity of Operations, and assess facility and access needs during station repairs, evacuations, and closures.

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Community Involvement	Please contact ANCs to get community input.
Community Involvement	Should be formally coordinating with ANC 6C. They represent the residents in the immediate area who will be impacted by change in activity
Environmental Concerns	Vibration (vehicular & construction related).
Environmental Concerns	Construction lay down area & worker parking. Construction costs & time related cost to public for construction schedule delay
Environmental Concerns	Diesel exhaust polluting air. Clean air act violations. This is very dangerous for your passengers and employees. Proper ventilation needs to be installed
Environmental Concerns	Disruption to existing users during pre-construction phases? (Minimize) & effects on daily users (bus, train, metro) passengers. Bike use?
Environmental Concerns	Do you realize the proximity of several schools to this project. What will be the impact on them visav vis noise/dust/traffic (many kids commute via metro to the schools).
Environmental Concerns	Don't block views of the Capital.
Environmental Concerns	EIS should highlight the many positive benefits of improved train capacity through WUS and its impact on intercity travel mode choice.
Environmental Concerns	Excessive density, mostly height from pseudo "ground-level" counted from bridge rather than real ground. Towering over nearby historic properties. "No build" preferred option.
Environmental Concerns	Future development that is coordinated with the railyard - Akridge, re-building the H Street bridge, traffic circulation around existing and expanded Union Station
Environmental Concerns	Impact of 3rd Street NE during construction
Environmental Concerns	Major disruption for years.
Environmental Concerns	Neighborhood on street Zone 6 parking is already at a premium. Residents in the near blocks of Union Station often are out of luck finding parking because on street parking is shared with visitors. Please consider adding/constructing Zone 6 ONLY RESIDENTIAL parking.
Environmental Concerns	Please include impact on pedestrians. Union Station and tracks now generally impede walkability in the area. Re-design should not just facilitate access by vehicles or rail transport, but also enhance access to station and through station for walkers. Avoid, if possible, enhanced security checkpoints that have proliferated throughout D.C.
Environmental Concerns	Please, please consider the needs of residents who live nearby (200 block of E, F) on the east side of the station. People coming to the station will try to avoid pay parking at the station. They will try to park on our residential streets. Contact me, I have some ideas.
Environmental Concerns	Pollution caused by intercity, buses running engines in garage. Pedestrian access from rear of the station.
Environmental Concerns	Protected flora/fauna of Capital under jurisdiction of Archtext of the Capital; families of rats habitat their coming out at night to rummage trash cans. They are NOT SCARED OF PEOPLE!
Environmental Concerns	Rat problem at 21st & Mass Ave. (considered protect fauna/flora of Capitol). Not afraid of people -- often close calls with kids/teens but no one bitten that I know of. They hang out in/around trash cans, live in /under bushes.
Environmental Concerns	The air quality in the rail yard is poor due to the diesel fumes that are not vented through the roof efficiently. Why are the engines left idling when standing at the gates? Could the trains be escorted to the gates with electric non diesel or natural gas escort engines?
Environmental Concerns	The study area, if not already accounted for, should include the identification and remediation of underground streams. The are in question is the former "swamp poodle" neighborhood, and over the years, streams have been discovered during construction. Water was found during the construction of the SEC.
Environmental Concerns	Traffic management plan-keep construction trucks out of residential neighborhoods.
Environmental Concerns	Try to limit traffic impact during construction, especially around Columbus Circle
Environmental Concerns	Ventilation Issues
Environmental Concerns	Vewscape, viewshed. decreased sunlight.

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Historic Properties	<p>Although we [National Trust] are seriously troubled by the proposed scope of the federal review, the National Trust is pleased to see the Federal Railroad Administration’s assurance in its Federal Register notice that the planned expansion and modernization of Union Station “will protect and preserve the main historic station building, consistent with USRC’s 2015 Historic Preservation Plan.” [Federal Register / Vol. 80, No. 213 / Wednesday, November 4, 2015 / 68381.] Unfortunately, the FRA’s notice does not also indicate to the interested public whether the construction of Burnham Place will protect and preserve historic Union Station consistent with the Historic Preservation Plan. We note that, according to the Historic Preservation Plan itself, the impetus for creation of the Historic Preservation Plan was the development of a fully integrated Master Plan to triple rail passenger capacity and double train service at Union Station and to construct Burnham Place, a new mixed-use development immediately adjacent to Union Station. [Washington Union Station Historic Preservation Plan, June 2015, page 5.]</p>
Historic Properties	<p>Finally, the National Trust is concerned that the Project Area now being proposed by the Federal Railroad Administration is too small to meaningfully evaluate the potential direct, indirect, and cumulative impacts of the undertaking. In our view, the Project Area for this undertaking must be expanded to encompass the Primary Study Area and Secondary Study Area which were established for the June 2015 Historic Preservation Plan with the FRA’s input, guidance, and approval. Pursuant to Section 106, the Project Area may include areas that are under the FRA’s control as well as areas that are not under FRA’s control.</p>
Historic Properties	<p>For several years, with the support of the Union Station Redevelopment Corporation, the National Trust and the Union Station Preservation Coalition have participated in the master planning and historic preservation planning processes for historic Union Station, a publicly owned landmark listed on the National Register of Historic Places. The National Trust would like to participate actively in the Federal Railroad Administration’s review process for this undertaking as a Consulting Party pursuant to 36 C.F.R. §§ 800.2(c)(5) and 800.3(f)(3).</p>
Historic Properties	<p>Given our expertise and experience with the National Historic Preservation Act and with historic Union Station, we believe the National Trust can provide important information and a valuable perspective as a Consulting Party under Section 106. Indeed, we recommend that the Federal Railroad Administration invite all four member organizations of the Union Station Preservation Coalition to participate individually as Consulting Parties for this undertaking.</p>
Historic Properties	<p>How will the historic station be altered?</p>
Historic Properties	<p>However, as we have previously explained, the National Trust is seriously concerned that the proposed scope of the Federal Railroad Administration’s Section 106 review has been limited only to the expansion and modernization of the transportation facilities at Union Station. In our view, the scope of the FRA’s review must include both the expansion and modernization of the Station as well as the construction of Burnham Place. Based upon official plans, documents, presentations, website information, and publications, the interested public has been given to understand that the Union Station expansion/modernization and the Burnham Place construction is one fully integrated project based upon a single Master Plan, created by the Federal Railroad Administration and others, to be implemented through a public-private partnership with FRA, the owner of Union Station, as a full partner. Therefore, we agree with the DC State Historic Preservation Office that the expansion/modernization of Union Station and the construction of Burnham Place should be reviewed simultaneously to ensure the best outcome. On December 17th, the DC SHPO wrote to FRA that “the very generous scope and scale of new development directly adjacent to the historic train station will make it critically important to identify and evaluate indirect effects (e.g., visual, etc.) of the project on Union Station and other historic properties with the Area of Potential Effect – including those that will result from the integrally-related Burnham Place development.” [DC SHPO to FRA, December 17, 2015.] The DC SHPO also observed on December 17th that: Although FRA has defined the undertaking in a manner that technically excludes Burnham Place, most of what occurs within the Expansion Project is likely to have significant implications for Burnham Place and, to some degree, vice versa. In order to ensure the best possible outcomes from both a historic preservation and station improvements standpoint, we hope to review both projects simultaneously – the first in accordance with 36 CFR Part 800 and a likely Programmatic Agreement, and the second pursuant to the Section 106 air rights covenant placed on the developable area above the tracks in 2006.</p>
Historic Properties	<p>Specifically, I urge the FRA to use the Historic Preservation Plan, completed in June 2015 by the Union Station Redevelopment Corporation with input from the National Trust for Historic Preservation and others, as a guide to balance modernization with preservation of this remarkable treasure.</p>

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Historic Properties	The boards are not clear about whether the REA Building is in or out of study. This raises the question of re-use of an historic structure.
Historic Properties	Union Station is a breathtakingly beautiful and historic building. I've used rail systems all over the world and every time I look up at the beautiful, honeycomb-patterned ceiling at Union Station I am moved and awed. However, the ceiling over the concourse leading past Neuhaus Chocolate, the Amtrak ticket windows and FYE is breaking up and needs to be repaired and preserved. Falling debris from the crumbling spots is an enormous danger to the people walking below.
More Information Needed	A complete outline of what you think needs to be addressed would be a good starting point along with the existing problems & conditions already identified and the scope of the project being proposed.
NEPA Process	Appears to be well thought out, following prescribed process.
NEPA Process	There is no content presented? How can anyone comment in a meaningful way. Most people don't even know what an environmental assessment is and what might be studied.
NEPA Process	Until there is a proposal, hard to evaluate.
Project Definition and Study Area	Consider extending area further north, past NoMa station
Project Definition and Study Area	How will air rights development financing potential and schedule affect the design of Union Station and the scheduled implementation? There seems to be a chicken & egg issue. Does private sector interest leverage public sector response and/or does public progress leverage development.
Project Definition and Study Area	I would like to mention that the study should consider the near-term possibility of increased VRE service with proposed Gainesville-Haymarket spur and increased train slots into VA on Amtrak. This should be taken into consideration when planning for platform and yard capacity.
Project Definition and Study Area	Include potential/additional Metro station at current station or on north end of site (see long range Metro plan 2040)
Project Definition and Study Area	Interaction with Burnham Place project?
Project Definition and Study Area	It is not clear how this project relates to the large development project announced by USRC last year. Will building conditions, especially roofs be considered? Give consideration of rail capacity south of station. What are offsite options for vehicle storage Benningm CSX, etc.
Project Definition and Study Area	It's tough for the public to separate the station from Akridge. Might just be better to combine all this.
Project Definition and Study Area	Needs to encompass, the first street tunnel that has the VRE and Amtrak south tracks. Needs to provide for expansion of tunnel from two to four tracks. Needs to evaluate expansion of SW tracks (Md. Avenue depression).
Project Definition and Study Area	Should include 1/4 mile (1/2km, 3 blocks) on all sides of the project.
Project Definition and Study Area	Should include Akridge/Burnham place. Should include all access roads near Union Station.
Project Definition and Study Area	Study Area probably should be a little longer.
Project Definition and Study Area	Therefore, given the express intentions of the Master Plan to impact an area far larger than the Project Area proposed by FRA, the Project Area must be expanded to take into account the full impacts to the station and surrounding communities.
Project Definition and Study Area	To ensure the full impacts of the expansion and modernization project are considered, I also ask that the FRA's scoping process be broadened to include the impacts of the private-sector Burnham Place project. The scale of this three-million-square-foot, mixed-use development adjacent to Union Station absolutely demands that it be given the careful consideration afforded by the federal environmental and historic preservation review processes.
Project Definition and Study Area	Will dwarf nearby buildings - including Postal Square Building
Purpose and Need	Accessibility right now. Union Station presents a barrier for neighborhood. I hope the project includes more entrances through the station (particularly the east side). Also need additional protected bicycle lanes so bicycles can travel around Columbus Circle safely.
Purpose and Need	Bus access for local residents must be a part of project's purpose and need.
Purpose and Need	Great project. The US need improved & modern high-speed rail and this will help the Burnham Place/Akridge development will also provide much needed housing in a very transit-accessible location
Purpose and Need	I think there is anger??? And support additional rail, but at least part of the "need" and certainly the design will be coordinated with the private interests and for the benefit of Akridge.

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Purpose and Need	Ignore the NIMBY's -- we need more housing and improved rail
Purpose and Need	Need to provide greatly expanded commuter rail capacity as alternative to automobile for commuters. Without additional commuter rail, result will be automobile congestion, air quality degradation, and on-street parking problems. The committee of 100 on the federal city requests it be a 106 construction project.
Purpose and Need	Needs as states seem quite vague. Reference to future capacity needs strike me as self-fulfilling
Purpose and Need	Please don't use the planning process as an excuse to delay fixing current needs. Track 16 is horrible? It has cracks and uneven surfaces everywhere and it is difficult to step up and down. Several years is a long time to wait when Amtrak planned to fix the track platform years ago.
Purpose and Need	the concourse leading through Union Station from Sbarro pizza to the gates leading to the VRE and Amtrak platforms can barely accommodate the masses of Amtrak patrons waiting to board their trains, who end up blocking the way for other patrons because they don't have an organized identified area to queue. they just mass out and block the entire concourse, blocking access to other patron's trains. The concourse needs to be redesigned to accommodate the number and flow of patrons and provide adequate and clearly defined queueing space for Amtrak patrons so the concourse is not blocked.
Purpose and Need	The escalators leading from Metro to the upper level of the station to reach VRE, MARC and Amtrak trains are completely insufficient to handle the existing number of patrons. Even worse, what is a bad bottleneck when both escalators are not working (which is frequent) especially when one escalator is blocked for servicing. Instead of two escalators there should be four.
Purpose and Need	The purpose should be to accommodate the planned expansion of MARC and VRE to carry 125,000 commuters by 2040. Provide for the expansion of VRE so it can carry as many commuters as MARC. VRE now carries half as many as MARC. Separate commuter and passenger operations from freight.
Purpose and Need	This project is grandiose solutions looking for a problem as an excuse for development. I guess if I saw a contemporary Daniel Burnham, I might more trust this scheme, but 60+ years ago, this facility handled more traffic without need for this kind of grandiose "solution". There is no need for this project.
Station Design and Alternatives	Also, pursue opportunities to underground all parking facilities and intercity bus terminal.
Station Design and Alternatives	Bus parking facilities (including fees and access) and food and retail services.
Station Design and Alternatives	For the VRE platforms, there should be announcements over speakers announcing train arrivals and identifying the platforms they are arriving at. When trains are late, the signs are not updated and patrons have no idea which train is arriving when. The distance between the first and last platforms is large enough that it's difficult to run up and down checking the platforms to see which train has arrived. This always causes chaos with all of the waiting patrons running around like crazy just trying to figure out where their train is coming in. I've seen many people miss their trains from this. The system in place is embarrassingly bad.
Station Design and Alternatives	Ability to widen the First Street tunnel to accommodate 4 sets of tracks (now only 2). Need to include AMTRAK - Virginia a short-haul commuter type rail operations instituted two years ago.
Station Design and Alternatives	Access for service vehicles. Congestion along 1st St NE and 2nd St NE due to barrier of complex
Station Design and Alternatives	Additional parking for Zone 6 residents.
Station Design and Alternatives	Always work to control costs - high costs will threaten the project.
Station Design and Alternatives	Any comments come from the perspective of tour guides and tour companies utilization of Union Station. As a primary destination for out of town tour groups, the guild and its membership of tour operators and tour guides are critically interested in the development of WUS. Of primary interest are the areas of motor coach (bus) parking and food and retail operations. Tour buses from out of town can provide a significant revenue stream for WUS.
Station Design and Alternatives	Any expansion plans should be made in accordance with the future Metro expansion plans. These include a separated Blue line that would come through Union Station.
Station Design and Alternatives	Benefits of construction high level platforms for thru-tracks to Virginia and the Southeast. Value of higher speed interlockings serving the platforms for faster arrivals and departures.
Station Design and Alternatives	Boarding area for trains

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Station Design and Alternatives	Buses used to be in circle until redeveloped. I wish they were back there. I don't want them in parking garage -- not convenient to Metro/MARC/Amtrak. They need to be incorporated in the plan. Many people ride Metrorail/Mark/Amtrak and take metro bus home, or to work, WATS Stadium, etc.
Station Design and Alternatives	Complete separation of freight from passenger and commuter rail south of Union Station. Evaluation of additional Potomac River rail crossing. Incorporate Long Bridge study with this EIS. Evaluate adding additional tracks in SW (the Maryland Ave. depression) in terms of the restricted space on the present depression.
Station Design and Alternatives	Completely re-assess all pedestrian entry points, access routes and crosswalks (both of streets & assorted service lanes). Right now, paved routes & crosswalks do not match pedestrian desire lines. Pedestrian safety vs. motor vehicles needs major attention.
Station Design and Alternatives	Congestion of hop&scotch bridge construction
Station Design and Alternatives	Connections for pedestrians and incorporate streetcar and local bus service
Station Design and Alternatives	Consider Off-site solution to solve for scope of issues (e.g. inter-city bus at an off-site location).
Station Design and Alternatives	Creative solutions should be incorporated. Access between all modes is also critical. New station design should incorporate multiple elements to provide redundancy and ease of access for passengers with disabilities, parent with children and boarders with luggage.
Station Design and Alternatives	East side access to station and metro from F Street NE (near SEC building). Large secure bike parking connected to existing/new planned bike lanes. Centralized, off-street terminal for WMATA Buses/Circulator
Station Design and Alternatives	Electrification south of Washington Union Station to Richmond must be considered. A 3rd tunnel for southbound trains must also be considered under 1st street or we are going to have a bottleneck for rail traffic.
Station Design and Alternatives	Enhance tourist visitation and revenue -- consider tours of WUS as a historical site. Enhance options available for tourists (theatres, sporting activities, entertainment).
Station Design and Alternatives	Enhanced Revenue. I would be happy to participate on committees, studies or surveys as well as provide a linkage tour Washington, DC guild tour company members.
Station Design and Alternatives	Environmental Issues: inclusion of metro buses/circulators into transit plan
Station Design and Alternatives	Expanding the bus area -- I understand it's already run out of space
Station Design and Alternatives	H St car access integration, expansion plans? Hopscotch bridge - impact? Preservation? Changes?
Station Design and Alternatives	H Street streetcar & other routes that may be added. You in effort "kicked them out" by Amtfak refusing to sell them 0.25 acres they need leaving them only station on top of H Street (expose ??? Cold & summer heat & lay work to metro & trains would be criminal)
Station Design and Alternatives	High speed rail, will MAGLEY be considered?
Station Design and Alternatives	How about preliminary design for the station's expansion to see how it'd look and work out and to find difficult issues with the expansion's concept
Station Design and Alternatives	How the change will impact service, the physically and emotionally challenged and the safety issues associated with the escalator going to the lower level platforms.
Station Design and Alternatives	How to make WUS tour group friendly, market WUS services and maximize revenue
Station Design and Alternatives	How's timeline? Budget?
Station Design and Alternatives	I am pleased that the FRA is undertaking a renovation of Union Station. The focus of the experience at our Nations' train station has shifted from the rail traveler to the consumer. The flow of rail passengers through the stations' great hall is interrupted by the restaurants and retail outlets. I would encourage a redesign to give the space back to the travelers.
Station Design and Alternatives	If metro buses are kept at current location (1st & Mass NE, there are some environmental issues that must be addressed: (I have already contacted Ms. Norton's office, DDOT & WMATA on these issues): No bus shelter/benches allowed!!! Hundred of people wait there everyday/night, in all kinds of weather!!! We need shelters/benches!!!

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Station Design and Alternatives	Impacts to H Street bridge and X2 bus line / DC streetcar access
Station Design and Alternatives	Improve access and circulation for all modes including bike/pedestrian/private vehicle and tour bus pickup and drop off. Also need to study options for additional pedestrian exit/entry to Union Station, especially on unused east elevation @ 100 block of F. Street NE
Station Design and Alternatives	Improve metro accessibility. Station entrance on east side would be lovely. Re-do Columbus Circle to make it safer for bicyclists with installation of protected bike facilities. I would recommend closing the entrance of First Street and Delaware Avenue, NE at Columbus Circle, since they are really only for Congressional staffer parking and these intersections make traffic comes through the circle. If you close these streets, the area will be much more pedestrian and bicyclist friendly.
Station Design and Alternatives	In addition to earlier points, consider safer pedestrian access at Mass Avenue & 1st St NE. Move buses -- or as many routes as possible east near Delaware Avenue. Pedestrian crossing on east side at Marshall Building needs to be advised to provide breaks for cars to move through - signaled. But keep stop sign - maybe a 4-way stop w/e/for??? for pedestrians
Station Design and Alternatives	Increase neighborhood connector: add retain and living space to the area, build Union Station out to the world-class standards
Station Design and Alternatives	Local bus stops are outside of the footprint of Union Station. The study area must be expanded to include local metro bus and circulator stops in front of Union Station - especially along E Street - to properly capture how local residents access Union Station.
Station Design and Alternatives	Metro buses are now at First & Mass NE. They have various stops in the area. There is no signage to show which buses are where. Georgetown Circulator is in the way, back corner of the parking garage with tour buses, etc. Other circulator stops spread out around station.
Station Design and Alternatives	Minimize height, density, bulk
Station Design and Alternatives	More attention needs to be paid to pedestrian access for H Street as well as overall bike access. Increase bike parking near intercity bus terminal, please.
Station Design and Alternatives	more development in surrounding area. Increase passenger capacity and volume. More walkable neighborhood
Station Design and Alternatives	More notice of southbound rail and the tunnel. High-speed rail expansion North. High-speed rail expansion South.
Station Design and Alternatives	Move the intercity bus terminal back to its old location or a similar place re resolve the gross overcrowding problem. Look to New York's Grand Central Terminal for how it resolved a lot similar problems in 1913 CCGT does not include a bus terminal.
Station Design and Alternatives	Need to provide for seniors/others to be able to get out to the trains. Often these platforms require steps onto trains not wheelchair accessible. The little golf carts use bgy riders needing them?
Station Design and Alternatives	Oftentimes miss bus trying to get across Mass Avenue to bus stops
Station Design and Alternatives	Opportunity for green roofs, allow sunlight into new parts of station
Station Design and Alternatives	Options for interconnecting differing modes (Amtrak-Metro-bike-bus-etc.) need to be carefully considered.
Station Design and Alternatives	Please accommodate for high-speed rail along the NEC so Union Station can become a world-class HSR hub, whether Maglev or conventional high-speed rail as seen in Europe of Asia.
Station Design and Alternatives	Please consider forcing NPS to make the public space significantly more welcoming, green, usable for more than just walk thrus. Consider requiring Adkridge to provide a portion of green play space which is sorely lacking in the area (will get worse with increased development, population/residences/workplaces and schools).
Station Design and Alternatives	Please contact WABA to get input on bike issues.
Station Design and Alternatives	Please make safety a priority, particularly by including sets of stairs for accessing platforms and other areas currently only served by escalators,. During peak transit times especially, people will stack up at an escalator trying to leave a platform or go down to Metro, for example, which seems to be a serious concern in an emergency (e.g. a fire) when lots of people need to move places quickly.
Station Design and Alternatives	Please maximize natural light in designs.
Station Design and Alternatives	Please, better integrate DC streetcar into WUS

Washington Union Station Expansion Project - Public Scoping Comments

Topic	Comment
Station Design and Alternatives	Public waiting area for passengers is too small, especially the walking area between the seats and the shops.
Station Design and Alternatives	Rail operations - electrify MARC & URB, mandate hi-platform ops. Allow passenger waiting on platform instead of current queue in concourse.
Station Design and Alternatives	Split out elements off-site, buses (inter-city) at a different location. Reduce parking from Master plan. Use project to improve commuter rail ops e.g. through-running all hi-platforms, electrification.
Station Design and Alternatives	Station definitely needs to proceed. No action is unacceptable. Key necessary requirements are to make all rail and intermodal element accessible for people with disabilities, especially wheelchair users. All rail platforms should provide level boarding. Different floor heights of railcars makes this challenging but some means to provide level boarding whether in platform design or change in types of railcars is critical. Other rail systems that use a mix of railcar types have managed to design stations that permit level boarding at some cars.
Station Design and Alternatives	The confusing mix of upper and lower platforms confuses the public and creates safety hazards and may be in violation of the ADA. Amtrak claims it needs the lower level tracks platforms for southbound trains. However these trains have no trouble serving high level platforms at stations northeast of Washington.
Station Design and Alternatives	The EIS as well as the DC2RVA EIS should evaluate the many benefits of reconstruction the thru-tracks to Virginia as high level platforms. There would be significant operating cost savings to Amtrak from this change. ADA compliance would improve. Boarding and alighting times would decrease. Only negative is VRE's low level platform equipment.
Station Design and Alternatives	the escalators to the VRE train platform are failing and frequently grind to a stop when loaded with patrons, as if they can't handle the weight. I believe it's just a matter of time before someone is hurt.
Station Design and Alternatives	Think about the surrounding neighborhood and their access?
Station Design and Alternatives	Using some of the surrounding surface parking, which is incompatible with an area that has excellent transit services to be sold and developed with the revenue being used to finance Union Station enhancements.
Station Design and Alternatives	Where is the funding for the project coming from?
Station Design and Alternatives	Will access of neighborhoods to east and west be part of transportation consideration. The incomplete pedestrian tunnel along 1st St. NE to the WMATA station should be considered. Access into rail station portion (3rd Concourse) also would help from east.
Station Design and Alternatives	Would park service be willing to move the monument to Columbus somewhere else? Like VA?

Topic	Location	Comment
Access/Pedestrian Circulation	F Street @ Second Ave	Add entrance on F Street
Access/Pedestrian Circulation	H Street	additional access to Union Station here
Access/Pedestrian Circulation	H Street	make "hopscotch" bridge and H-street entrance more pedestrian-friendly
Access/Pedestrian Circulation	Union Station	Need pedestrian study on Plaza entrance
Access/Pedestrian Circulation	Union Station	install elevator to Columbia Club room
Access/Pedestrian Circulation	Union Station	perform detailed ADA evaluation of station's paths of travel
Access/Pedestrian Circulation	Union Station	let passengers wait on platforms
Access/Pedestrian Circulation	Union Station	create easy-to-follow pedestrian walkways
Access/Pedestrian Circulation	F Street @ Second Ave	Add pedestrian entrance
Access/Pedestrian Circulation	F Street @ Second Ave	need entrance from F street
Access/Pedestrian Circulation	F Street @ Second Ave	new Metro entrance
Access/Pedestrian Circulation	F Street @ Second Ave	provide access to Union Station
Access/Pedestrian Circulation	Union Station	enlarge seating and queuing areas by Amtrak gates. Currently lines are long and congested
Access/Pedestrian Circulation	1st St	Open incomplete pedestrian tunnel along 1st St
Access/Pedestrian Circulation	H Street	add entrance to Union Station
Access/Pedestrian Circulation	H Street	Provide better access to H Street Streetcar, connection to Metro Platforms
Access/Pedestrian Circulation	H Street	Install people-mover, moving sidewalk from Union Station to L Street, similar to DTW and MSP Airports
Access/Pedestrian Circulation	K Street	Extend to reach NOMA WMATA station
Bicycles	Union Station	any possibility of soliciting a grocery store? Works well in EU
Bicycles	Union Station	how will bicycles access the project?
Bicycles	1st St	Cover bike parking areas. Move smoking area away from bike
Bicycles	Union Station	Need large secure bicycle storage room such as in EU or Japan
Buses	Union Station	Move Circulator pick-up to front of station
Buses	Union Station	build new bus station, existing station dangerous for blind people
Columbus Circle	Columbus Circle	Future HSR tunnel going under Mall to L'Enfant Plaza
Columbus Circle	Columbus Circle	Make Mass Ave crossing more pedestrian friendly
Columbus Circle	Columbus Circle	Pedestrians wait in median on mass Ave
Columbus Circle	Columbus Circle	Close access points to Columbus Circle serving congressional parking -makes traffic pattern confusing.
Columbus Circle	Columbus Circle	install bike facilities
Columbus Circle	Columbus Circle	Have the Architect of the Capitol fix the desire line paths
Columbus Circle	Columbus Circle	more pedestrian-friendly crossings
Columbus Circle	Columbus Circle	put Blue/Yellow Metro lines under Coumbus Circle (4 tracks, 2 platforms)
Columbus Circle	Columbus Circle	add bike lanes through circle
Columbus Circle	Columbus Circle	more protected bicycle facilities around Columbus Circle
Columbus Circle	SE of Union Station	Put surface parkign underground
Columbus Circle	Columbus Circle	all pickup/drop-off lanes (taxi, bus, POV) need better design and management. A disaster now
Columbus Circle	SW of Union Station	get rid of surface parking lots

Topic	Location	Comment
Columbus Circle	SW of Union Station	Remove AOC parking, or put underground. Remove E Street section, replace with park
Columbus Circle	SE of Union Station	Protect parking for residents on E Street
Columbus Circle	Columbus Circle	add tunnel from Metro to Capitol side of Columbus Circle
Columbus Circle	Columbus Circle	Install HAWK system at Mass Ave, 1st Street, Union Station & Post Office
Community	East of Union Station	work with school CHMCL (215 G Street NE)
Greenway	1st St	Create Greenway large enough to separate bicycles and pedestrians
H-Street Bridge Design	H Street	Have pedestrian walk above pathway, cars underneath
H-Street Bridge Design	H Street	make H-street bridge "at grade" with the rest of H Street
H-Street Bridge Design	H Street	Improved waiting area for future DC streetcar
Metro	1st St	Move Metro station, realign track at 1st Street and give back 4 tracks to Amtrak
Metro	1st St	Metro entrance is inadequate and couldn't support more commuters
NEPA Scope	Burnham Place	include Burnham Place in NEPA process for Amtrak
Parking	Union Station	reduce parking
Parking	Union Station	Parking garage should be for Zone 6 residents only
Retail	Union Station	Add more businesses serving neighborhoods
Retail	Union Station	need more mixed-use development creating walkable communities
Station Design	Union Station	bring light to platforms
Station Design	Union Station	Reduce low-level platforms to a minimum for passenger safety
Station Design	Union Station	Other VA and south Amtrak stations use train-level platforms. Why are they needed here?
Station Design	Union Station	What about HSR?
Station Design	N of H Street	do not demolish baggage claim building
Track Design	L Street	Flyover track from east side tracks to Brunswick line tracks (to end VRE/MARC Brunswick through-running)