

An aerial photograph of Washington Union Station, a large, historic building with a prominent arched entrance. The station is surrounded by urban buildings and streets. The entire image is overlaid with a semi-transparent blue filter. The text is centered over the image.

# Washington Union Station Expansion Project Environmental Impact Statement

**Public Meeting**

March 22, 2018



**US Department of Transportation – Federal Railroad Administration**

# Public Meeting Presentation Agenda

1. Project Introduction
2. Project Purpose and Need
3. Project Update
4. Preliminary Alternatives
5. Alternatives Refinement
6. Alternatives Identified for the Draft Environmental Impact Statement (DEIS)
7. Next Steps
8. Open House



# Purpose of Tonight's Public Meeting

- Present the **DEIS Alternatives**
- FRA is requesting public input to help inform the **evaluation of alternatives in the DEIS**

# Introductions

## **Federal Railroad Administration (FRA)**

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

## **Union Station Redevelopment Corporation (USRC)**

Project Proponent for NEPA and nonprofit station complex landlord and public steward

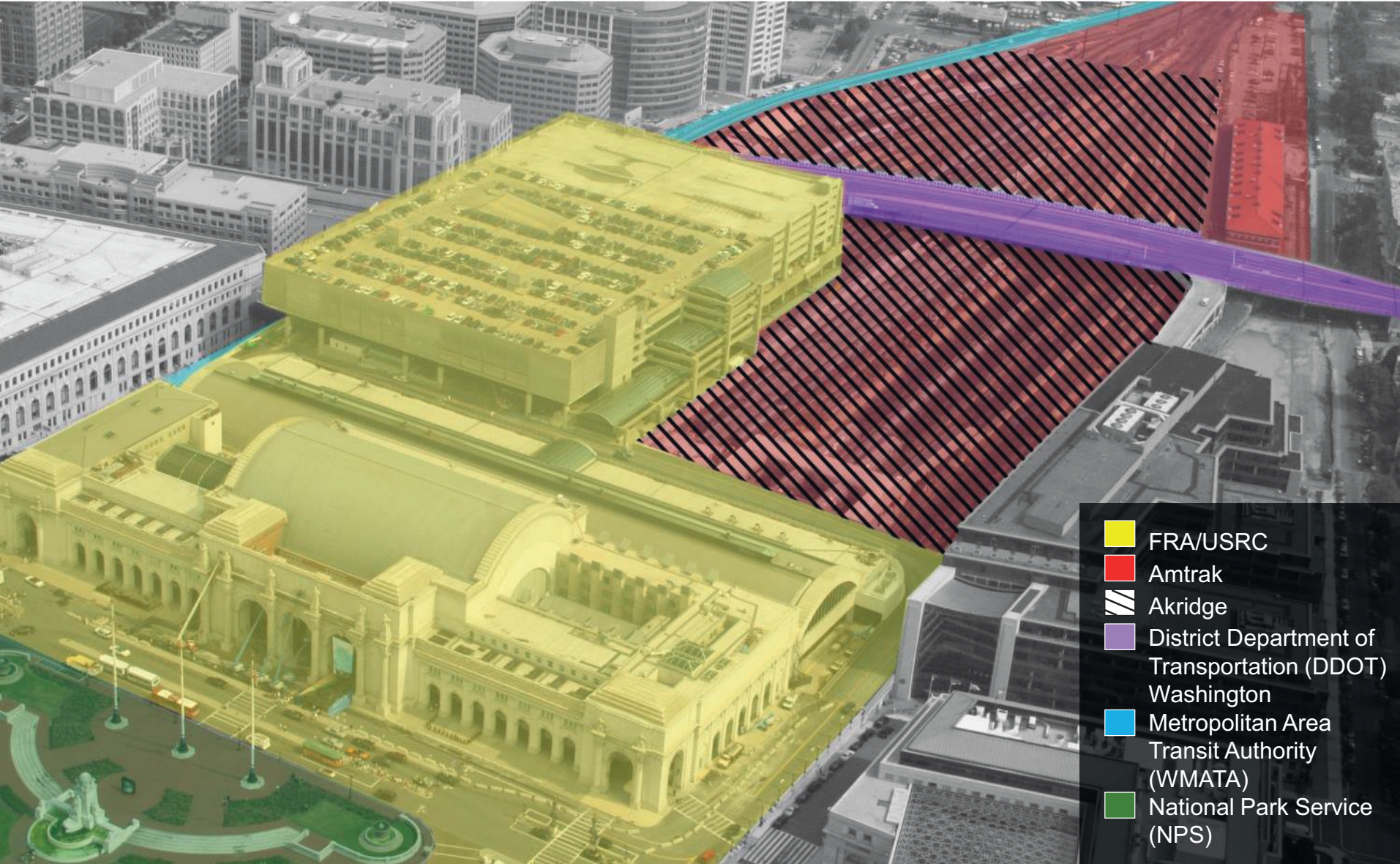
## **Amtrak**

Intercity and commuter rail track and platform owner and operator

## **Cooperating Agencies**

NCPC, NPS, FTA, and DDOT

# Today's Station



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



# Project Purpose and Need



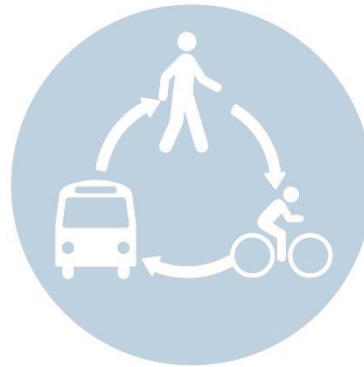
# Project Purpose



Railroad  
Growth



ADA, Safety,  
and Security



Intermodal  
Travel



Customer  
Experience



Neighborhood /  
Land Use  
Integration

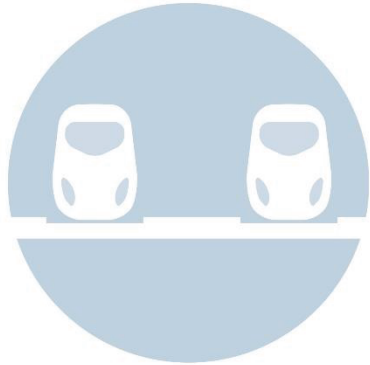


Station's  
Economic  
Viability

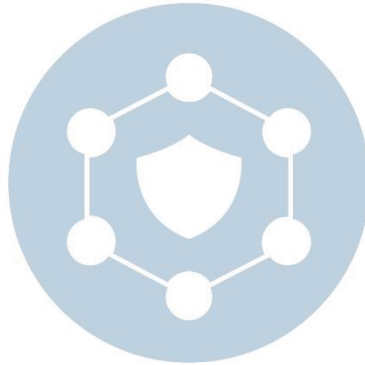


Station  
Preservation

# Project Needed to Improve



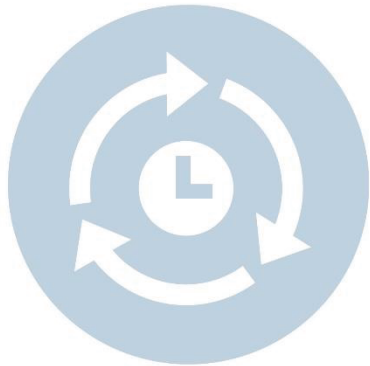
Rail Capacity



Reliability



Safety



Efficiency



Accessibility



Security



# Expected Railroad and Bus Growth

Railroad and bus ridership is expected to grow by the following amounts to 2040:

- **Amtrak:** approximately **95%**
- **MARC:** approximately **150%**
- **VRE:** approximately **250%**
- **Intercity bus:** approximately **20%**



# Benefits of the Project

## A World-Class Multimodal Facility

- Unlocking existing rail capacity constraints for more frequent commuter and Amtrak trains
- Enhanced customer experience, including:
  - Increased and improved concourse space
  - Widened and lengthened platforms with improved access
- Enhanced multimodal hub worthy of the nation's capital

## A Gateway to the City and its Neighborhoods

- Improved local neighborhood connectivity and access
- A model for accommodating sustainable urban growth

## Job Creation During and After Construction

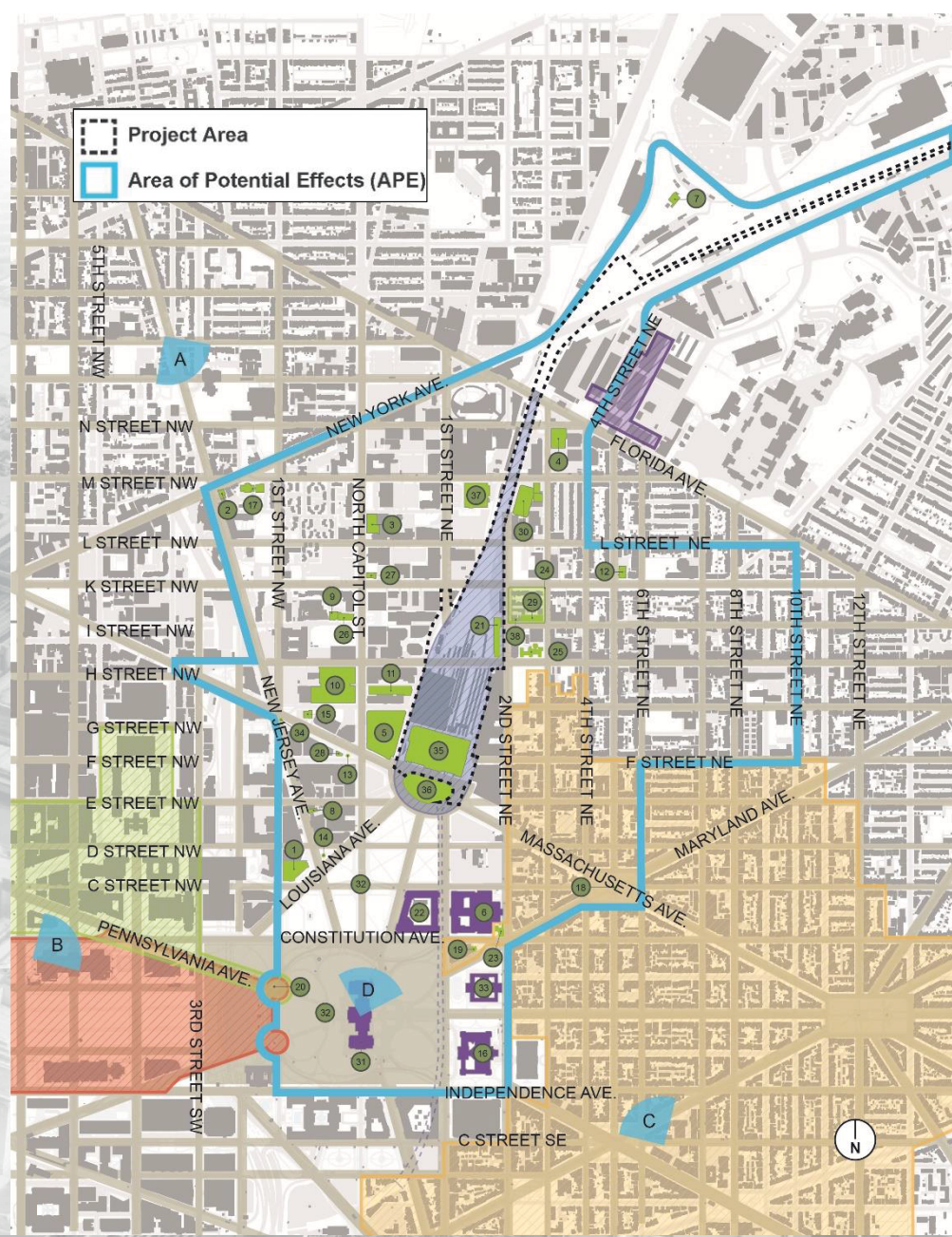
# Alternative Development Milestones to Date

PROCESS STEP	OUTCOME	TIMEFRAME FOR CONCLUSION
<b>Concept Development</b>	Project Proponents (Amtrak and USRC) identify preliminary concepts for screening by FRA	July 2016
<b>Public Meeting #3</b>	FRA presents the preliminary concepts and seeks public and agency input	October 2016
<b>Concept Refinement</b>	Project Proponents and FRA identify and further refine retained concepts based on public and agency feedback	July 2017
<b>Preliminary Alternatives Identified</b>	FRA identifies preliminary alternatives in published Concept Screening Report	August 2017
<b>Alternatives Refinement</b>	Project Proponents and FRA further refine preliminary alternatives for consideration in DEIS	February 2018
<b>Public Meeting #4</b>	FRA presents the DEIS Alternatives and seeks public and agency input	March 2018

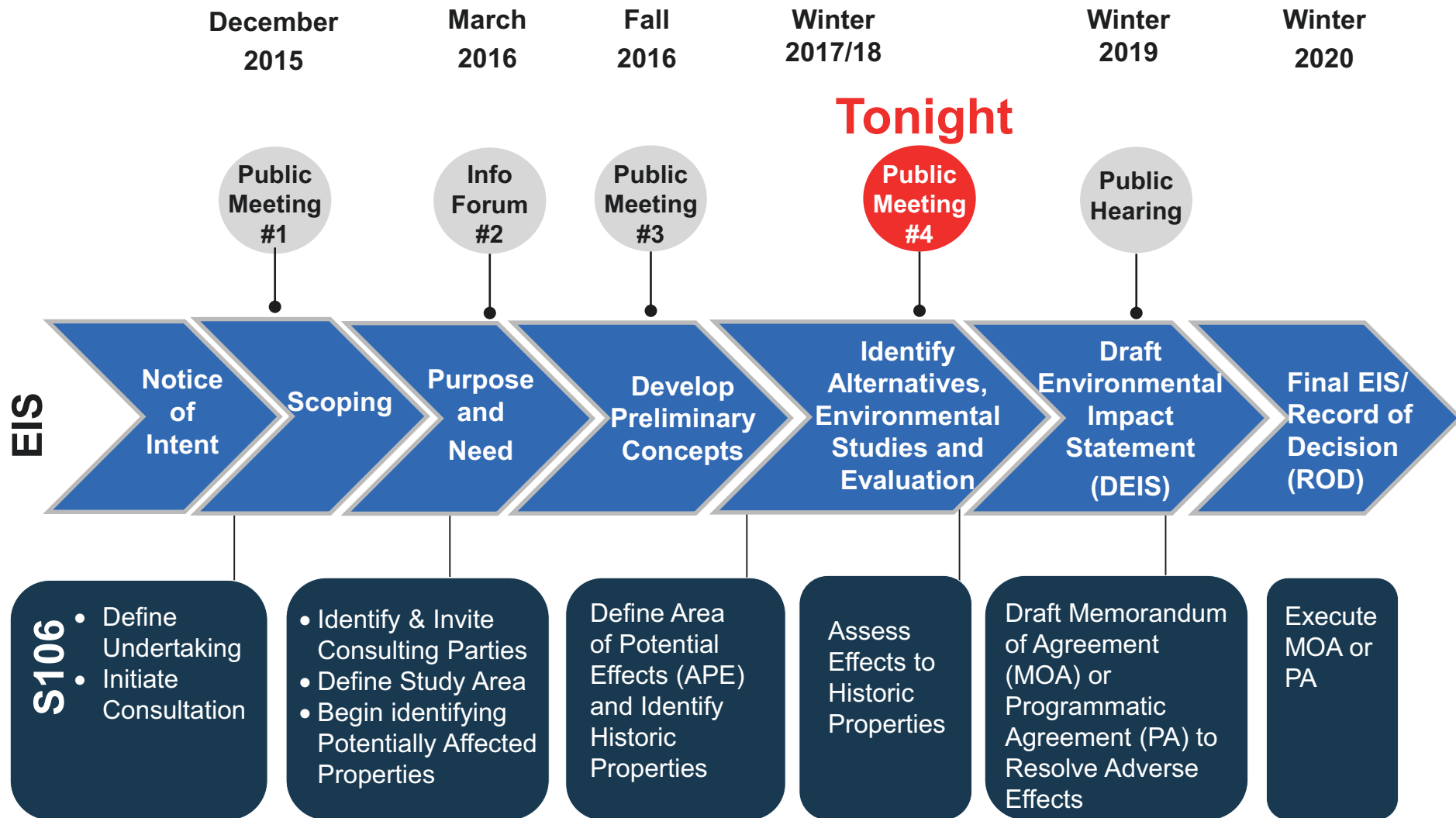
# Section 106 Update

- In accordance with Section 106 of the National Historic Preservation Act, FRA determined the **Area of Potential Effects (APE)** and **identified historic properties** within the APE.
- The **alternatives** will be assessed for their potential to cause **adverse effects** to the **identified historic properties**.

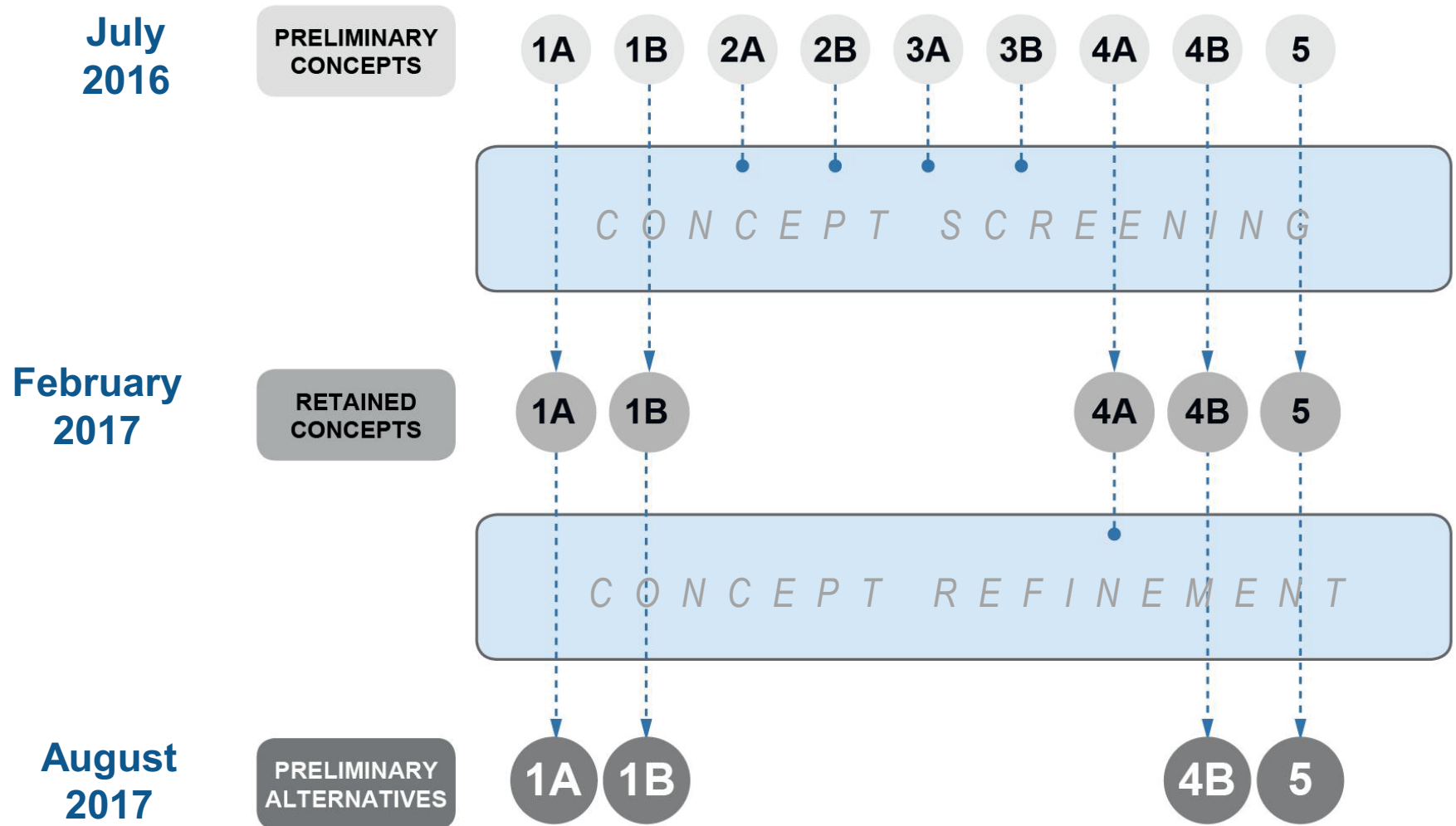
*(Graphic: Confirmed APE and Identified Historic Properties)*



# NEPA & Section 106 Process



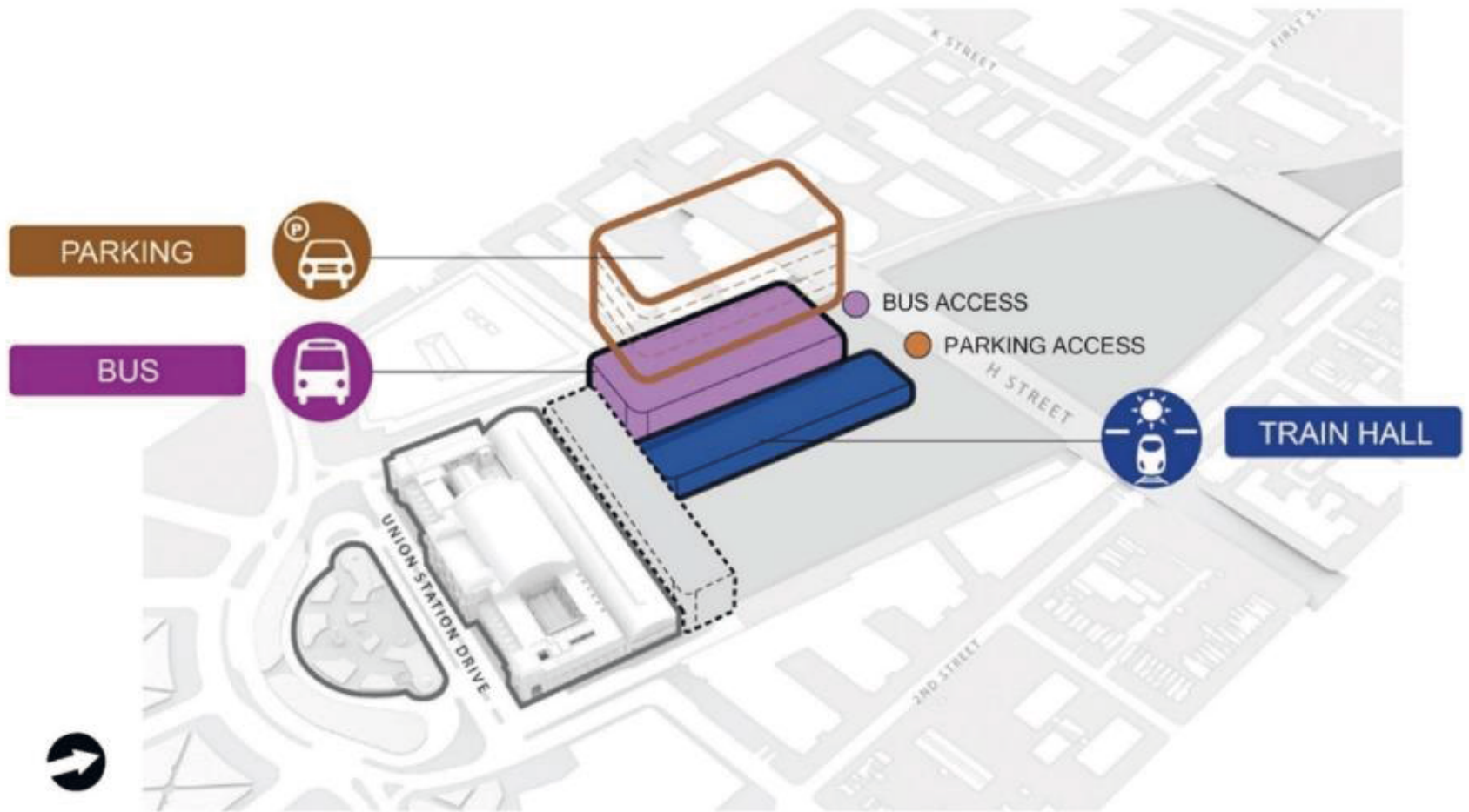
# Concept Screening and Refinement



# Preliminary Alternatives

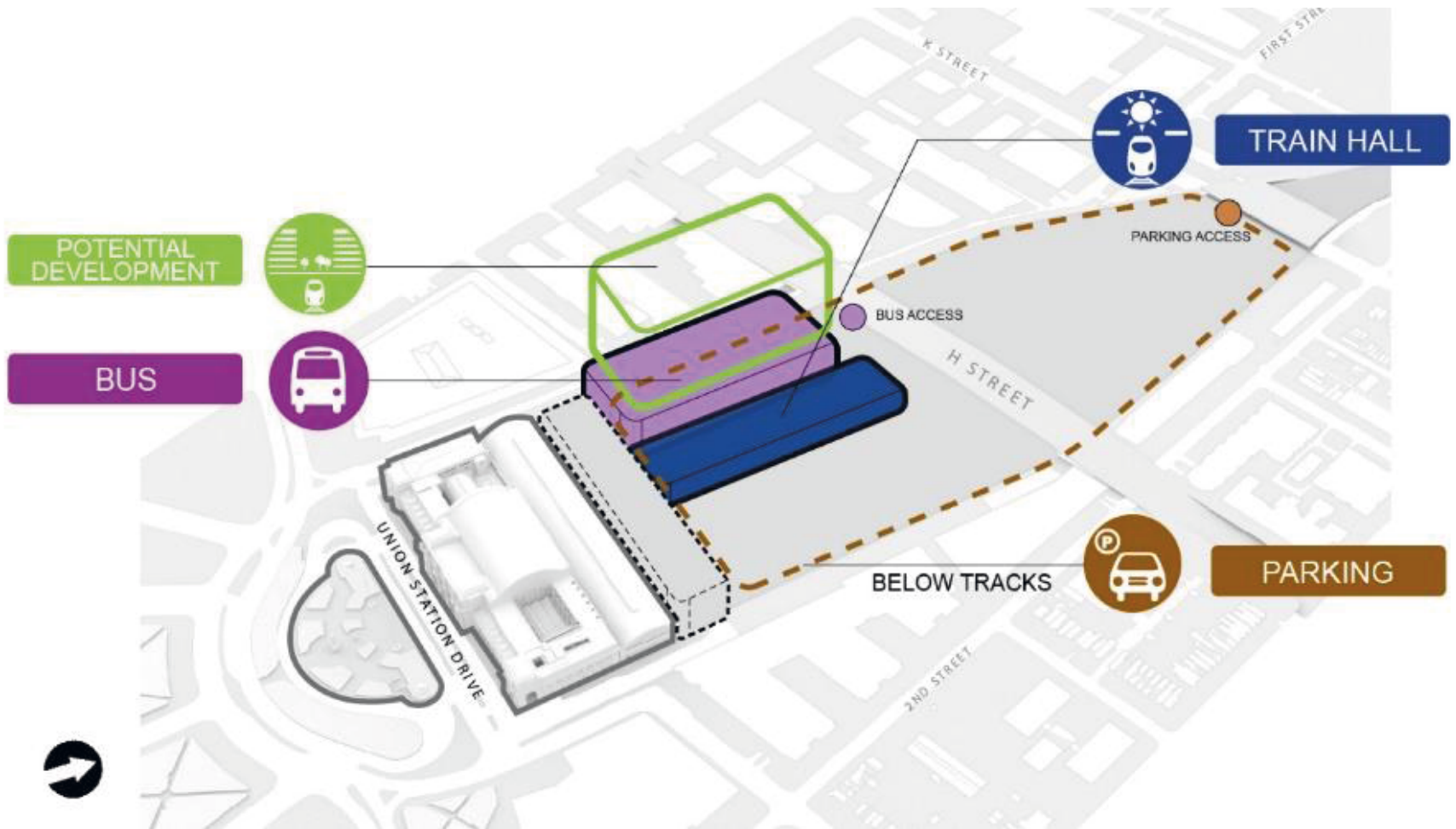


# Preliminary Alternative 1A

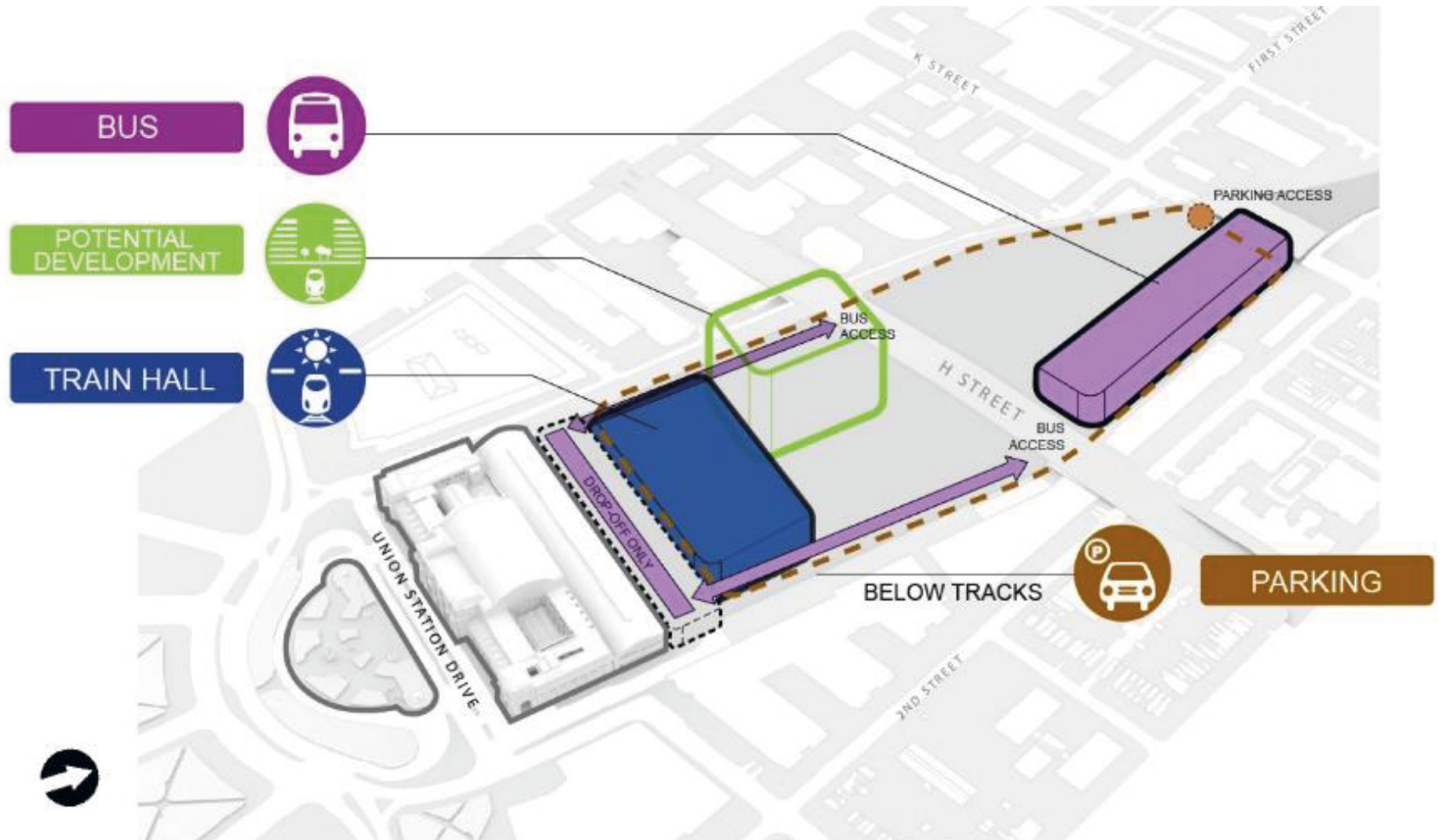




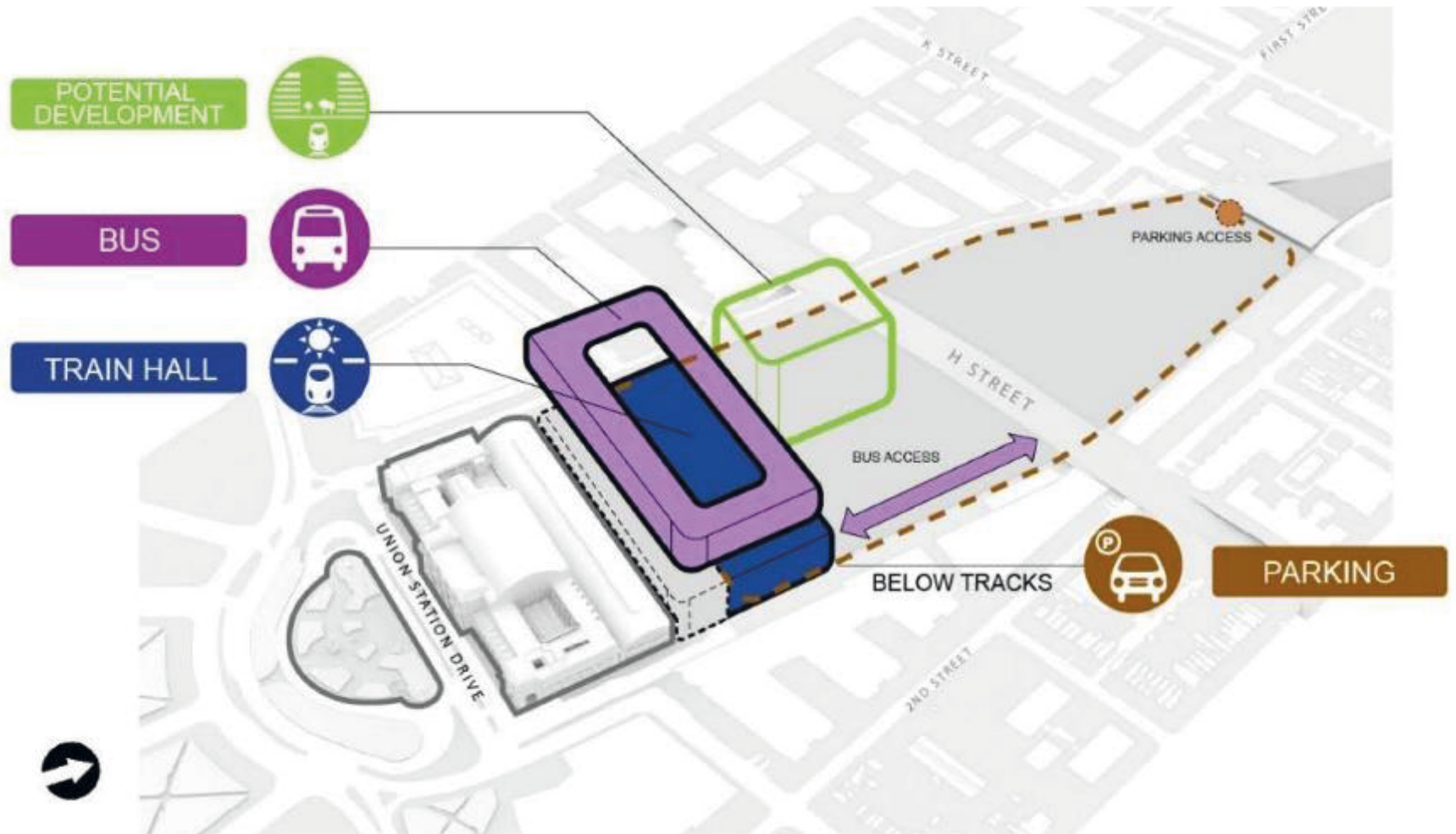
# Preliminary Alternative 1B



# Preliminary Alternative 4B



# Preliminary Alternative 5



# Alternatives Refinement



# Alternatives Refinement

August  
2017

PRELIMINARY  
ALTERNATIVES



*A L T E R N A T I V E S R E F I N E M E N T*

- Multimodal planning
- Station design refinements to enhance customer experience
- Constructability information

February  
2018

DEIS  
ALTERNATIVES



East  
Parking West  
Parking



# Constructability

- Extensive studies were undertaken over past six months to understand the **constructability** of the Preliminary Alternatives
- The Project **can be built**. Belowground construction poses challenges:
  - **Complexity** – Site constraints require complex construction approaches
  - **Time** – Construction period will last more than a decade
  - **Cost** – Belowground construction is generally more expensive than aboveground construction
  - **Railroad operations** – Track outages expected in every phase of work
- Alternatives were modified to **reduce** amount of belowground construction

# Alternatives Identified for the DEIS



# No-Action Alternative

Historic Station Preservation

Planned / Ongoing Station  
Improvement Projects

Local Transportation Projects, including  
H Street Bridge Rehabilitation and  
Streetcar

Approved Local Development Projects

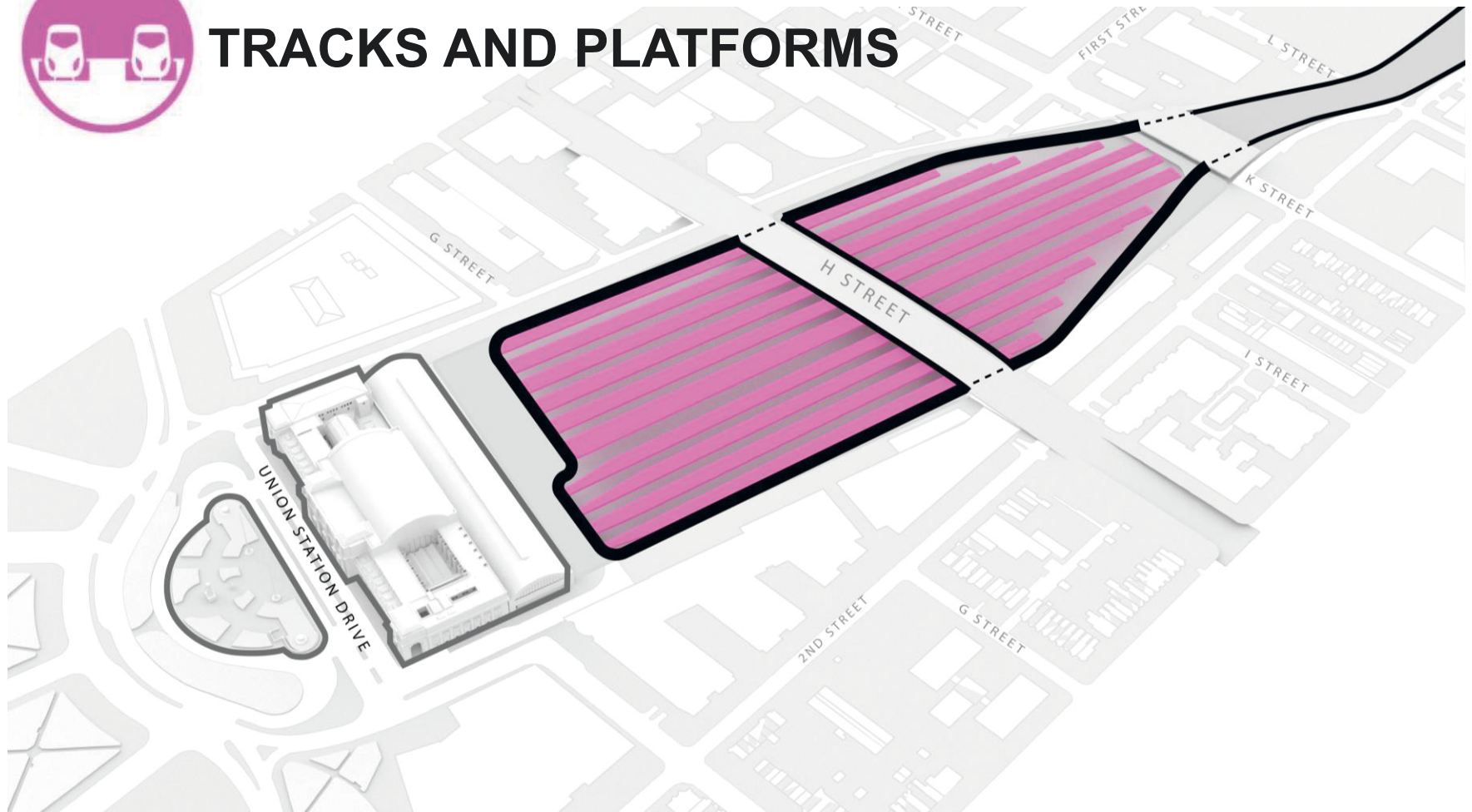
Proposed Burnham Place



# Project Elements Common to All Alternatives



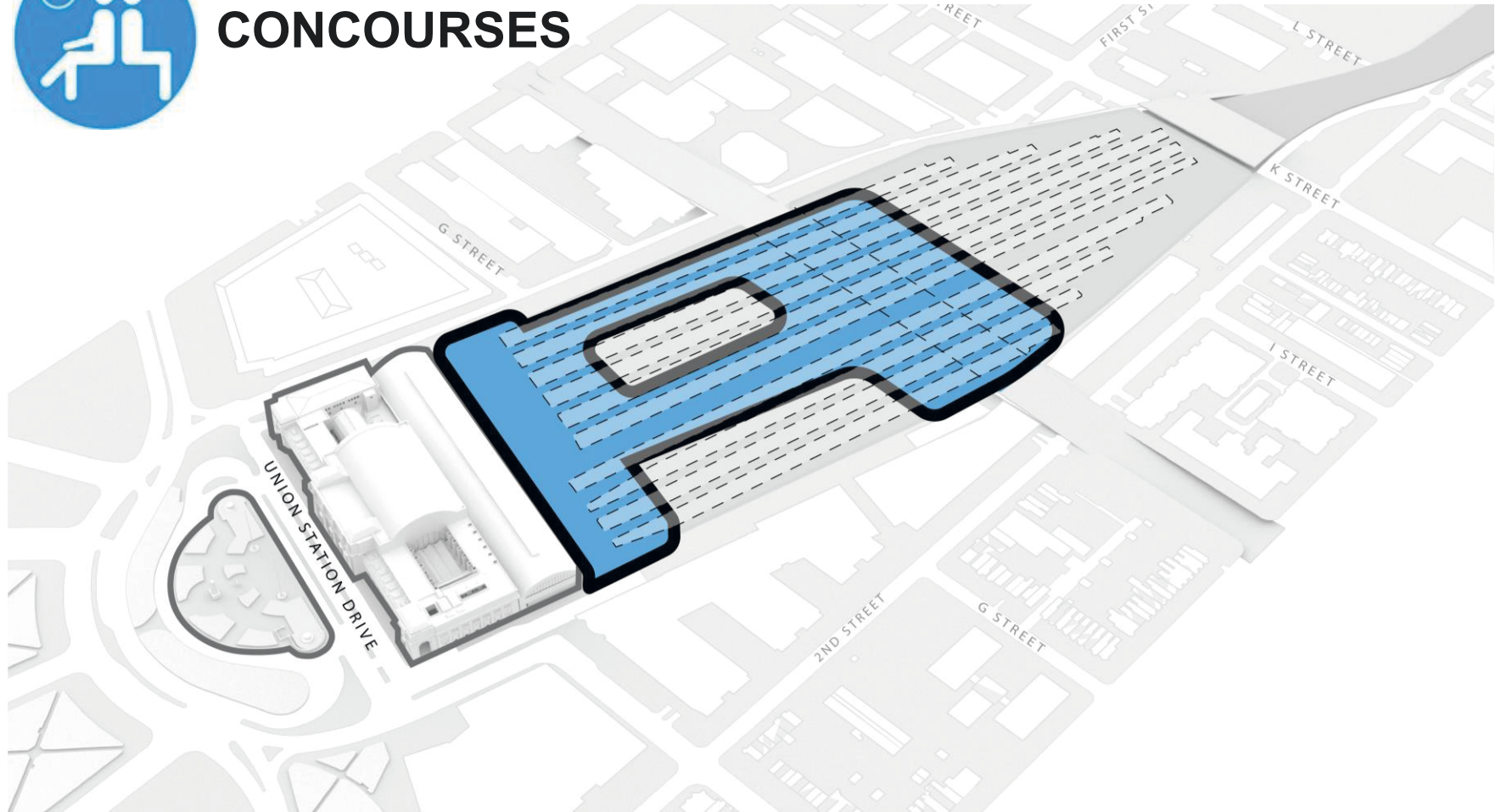
## TRACKS AND PLATFORMS



# Project Elements Common to All Alternatives



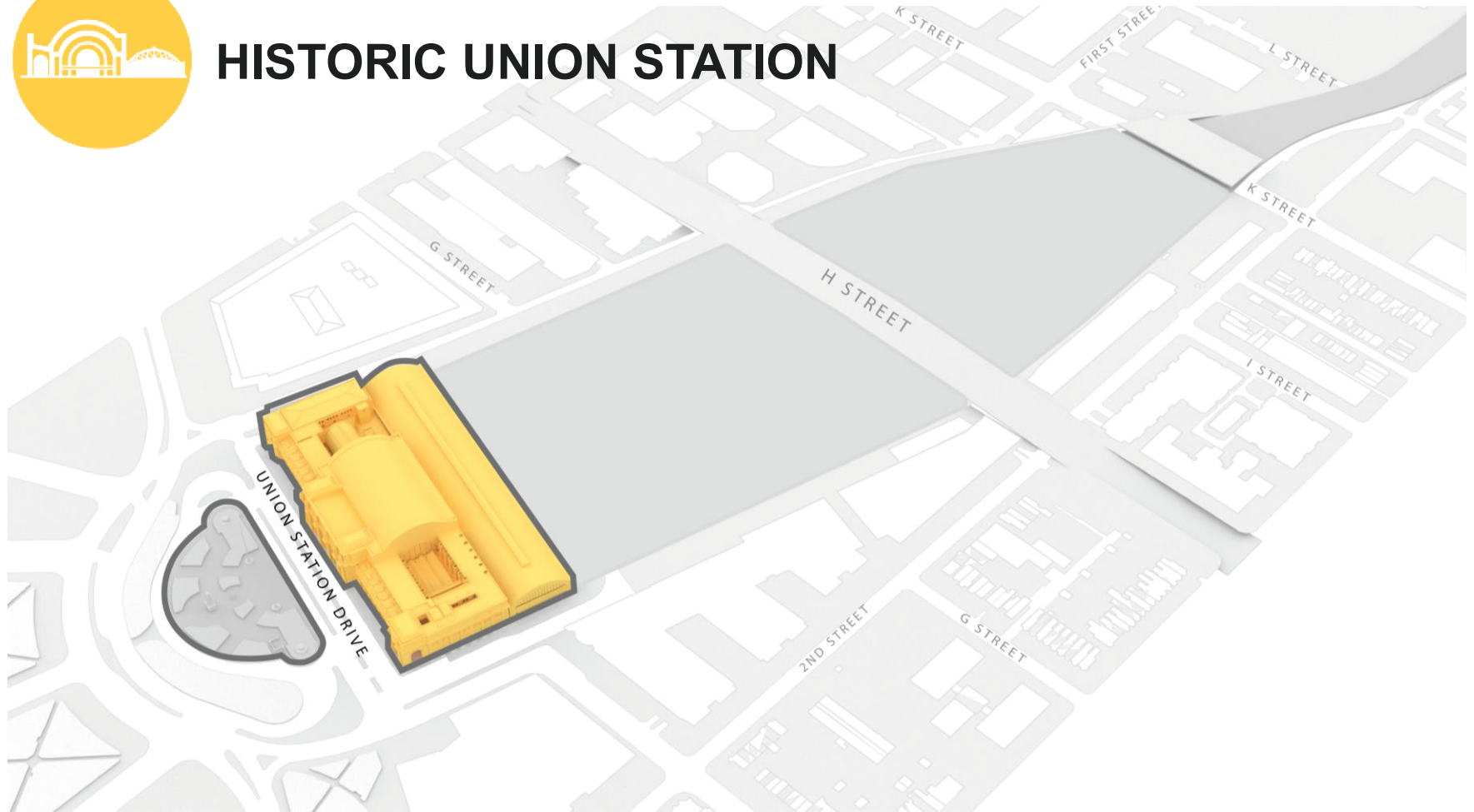
## CONCOURSES



# Project Elements Common to All Alternatives



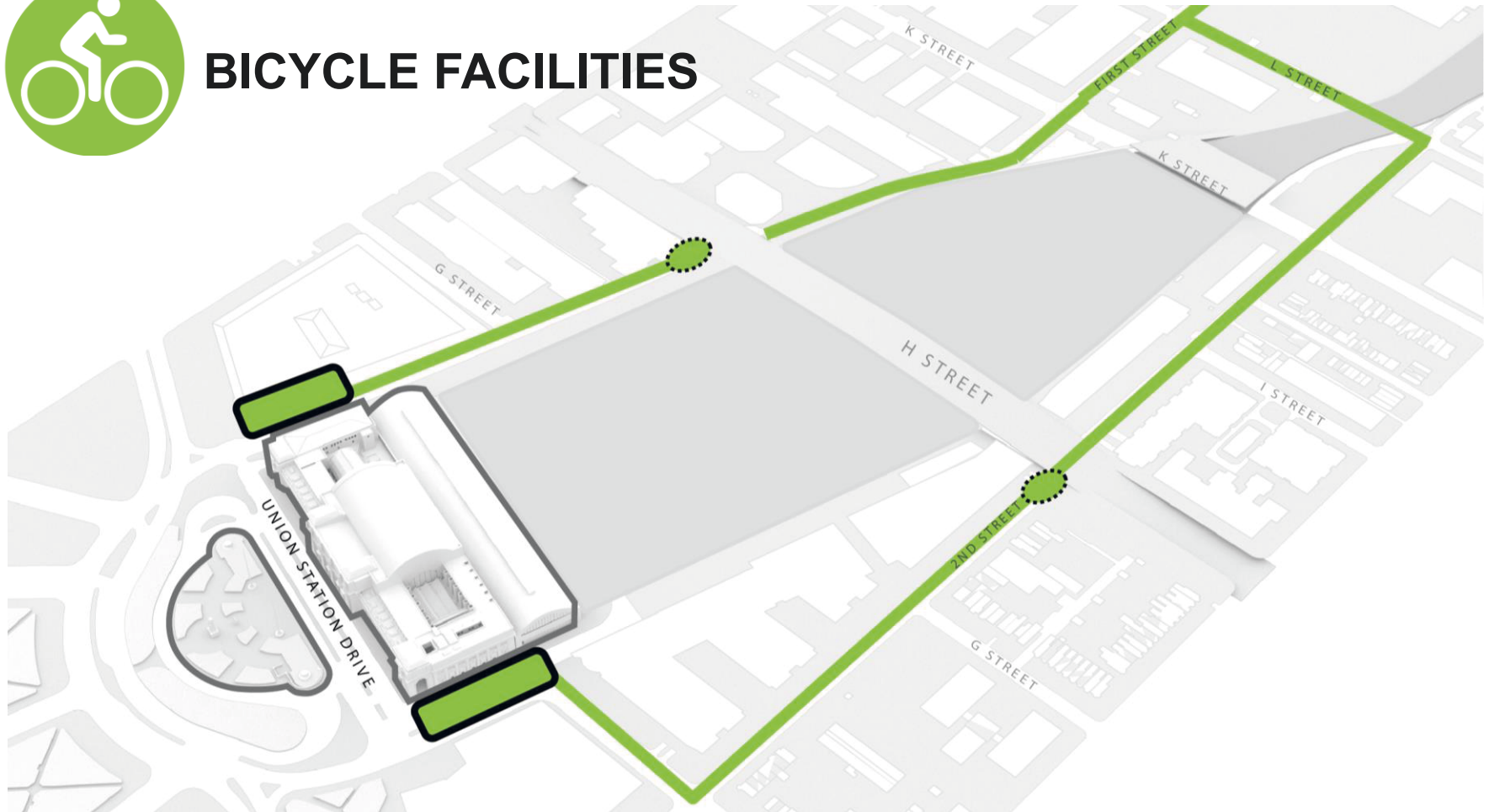
## HISTORIC UNION STATION



# Project Elements Common to All Alternatives



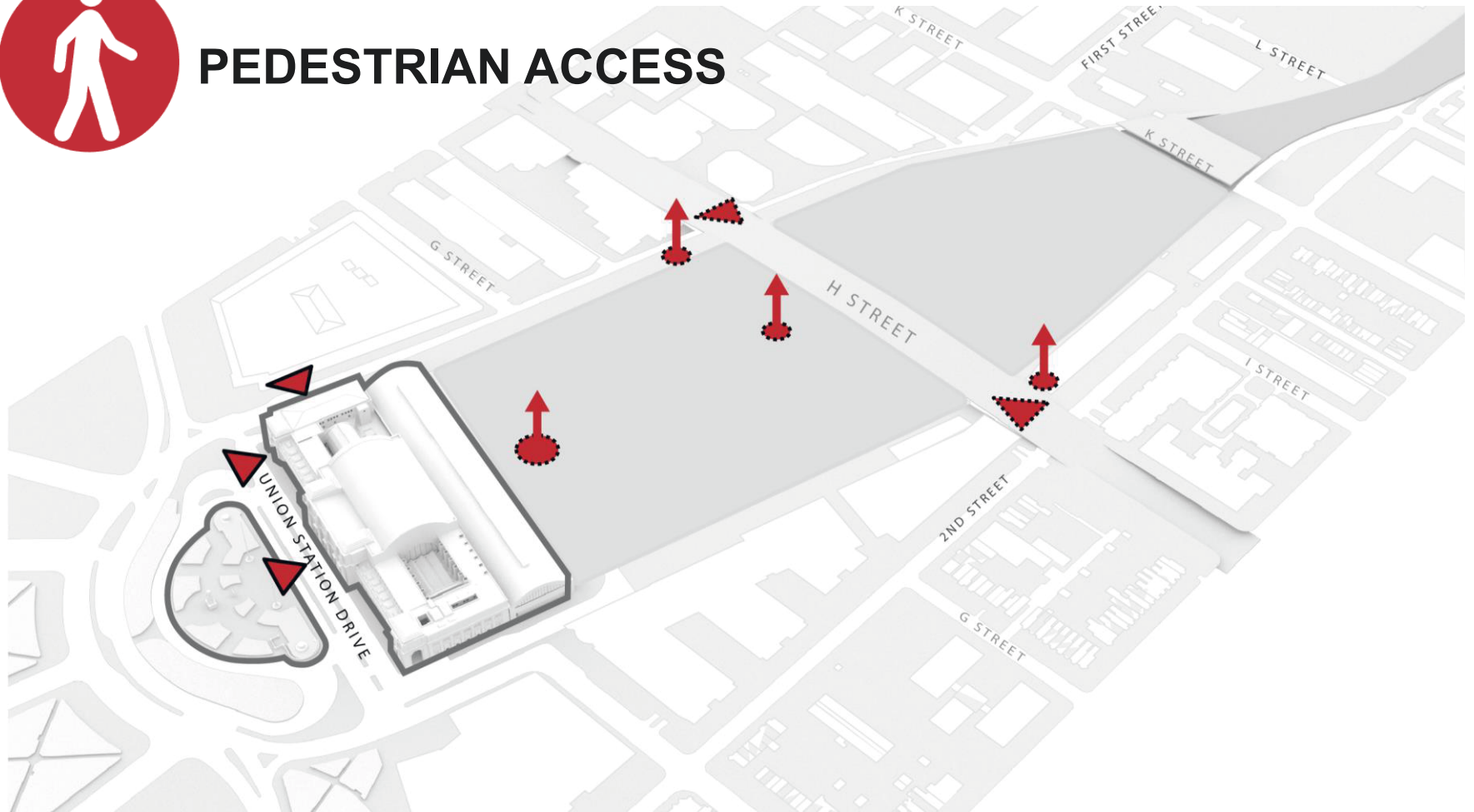
## BICYCLE FACILITIES



# Project Elements Common to All Alternatives



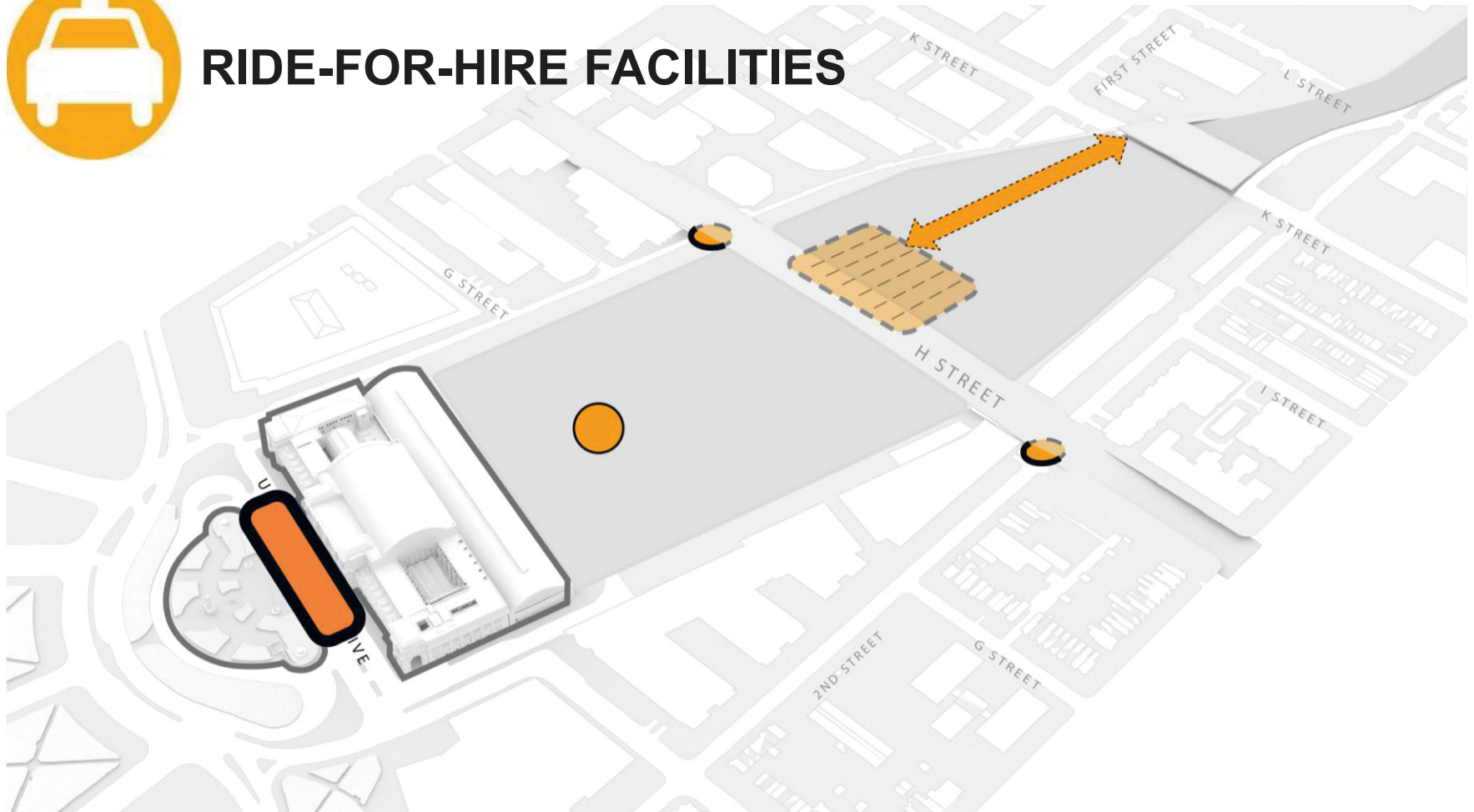
## PEDESTRIAN ACCESS



# Project Elements Common to All Alternatives



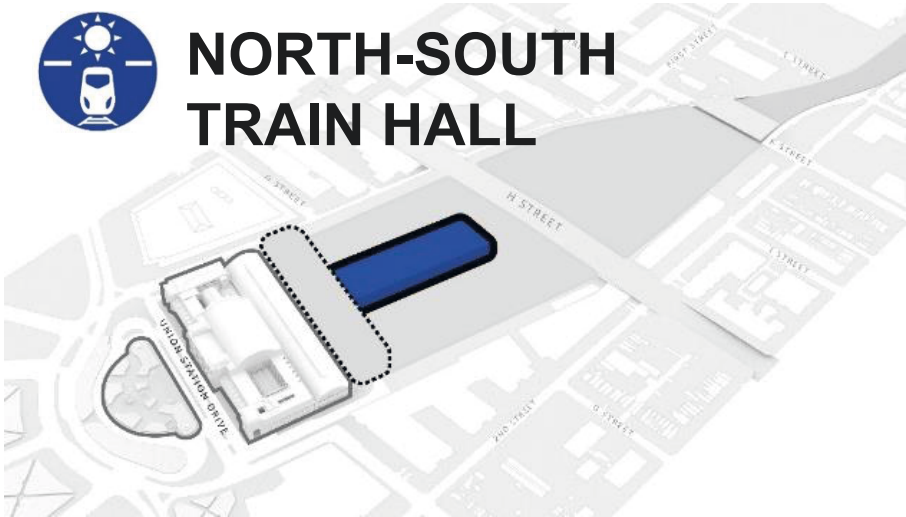
## RIDE-FOR-HIRE FACILITIES



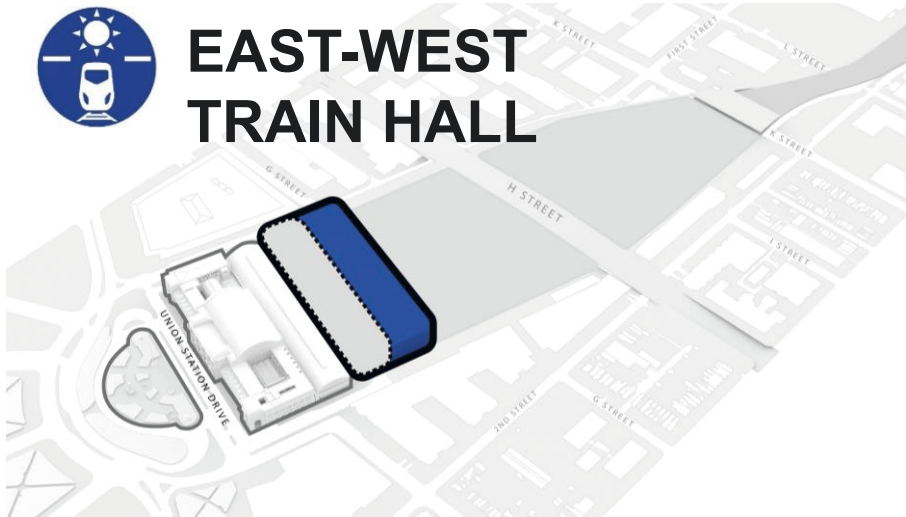
# Project Elements that Vary Among Alternatives



## NORTH-SOUTH TRAIN HALL



## EAST-WEST TRAIN HALL



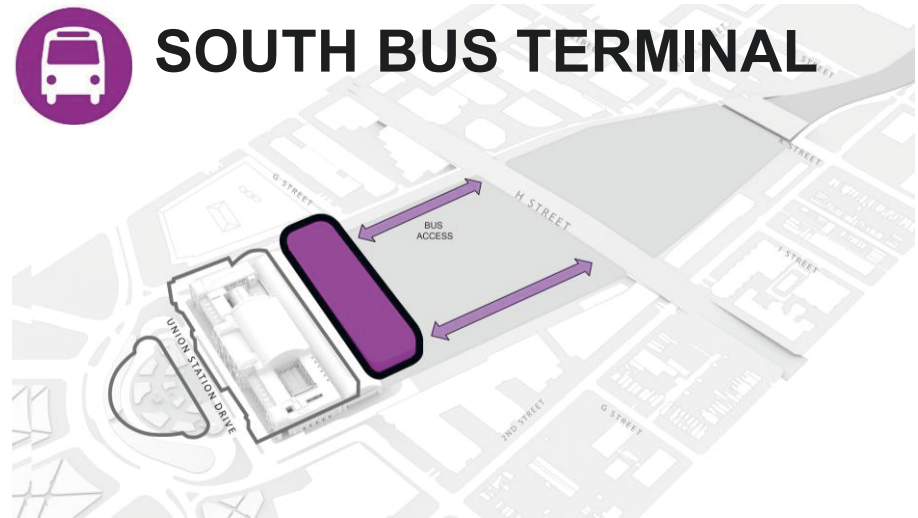
# Project Elements that Vary Among Alternatives



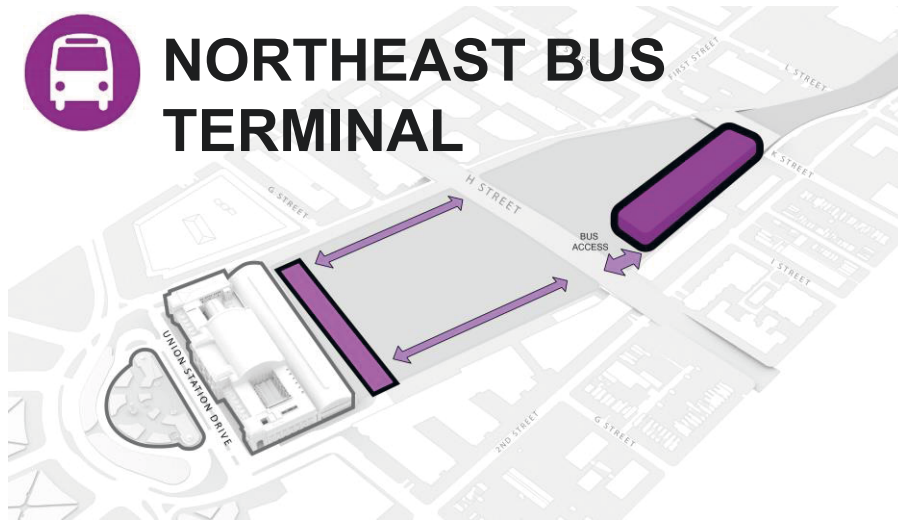
## SOUTHWEST BUS TERMINAL



## SOUTH BUS TERMINAL



## NORTHEAST BUS TERMINAL



## NORTHWEST BUS TERMINAL

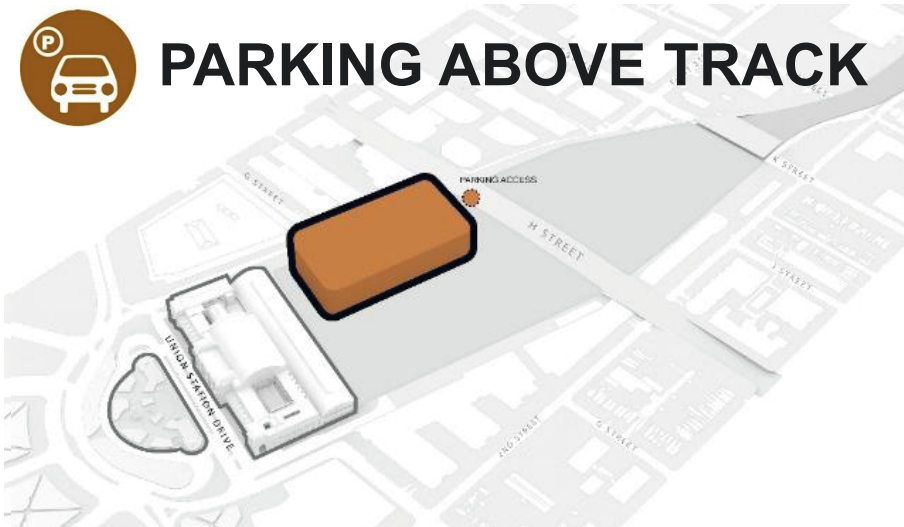




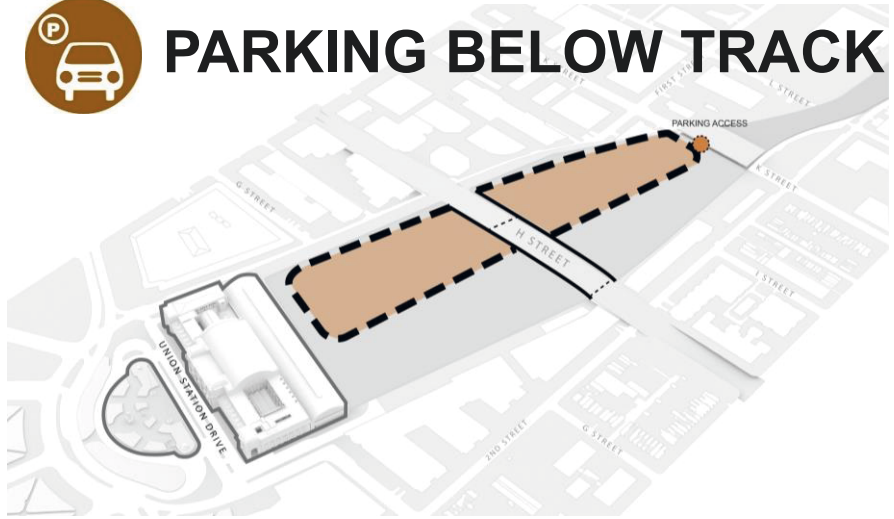
# Project Elements that Vary Among Alternatives



## PARKING ABOVE TRACK



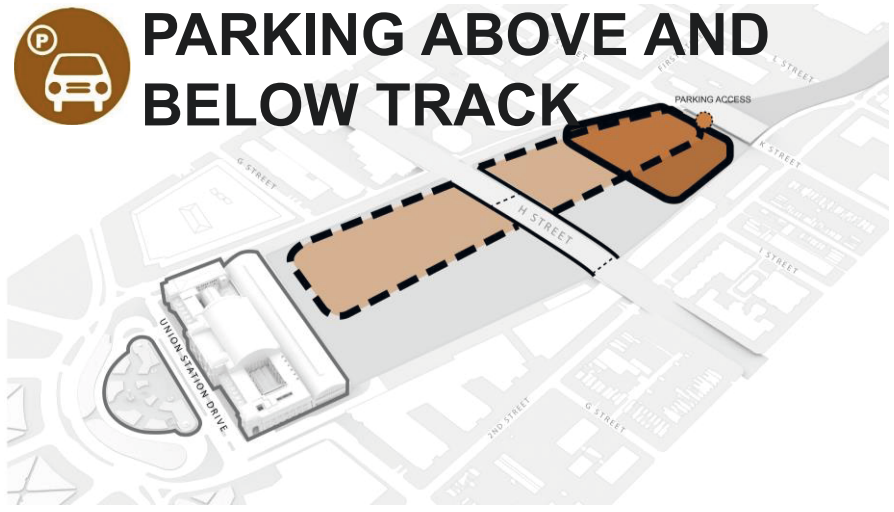
## PARKING BELOW TRACK



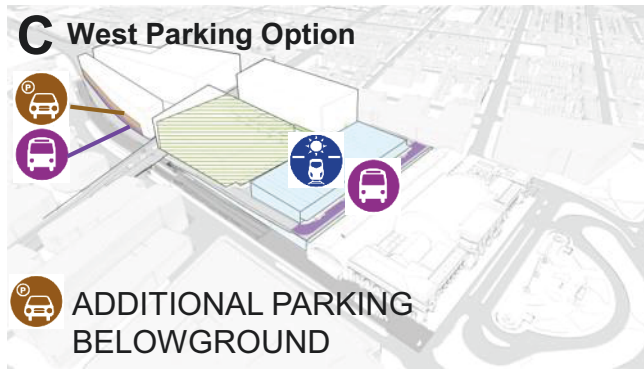
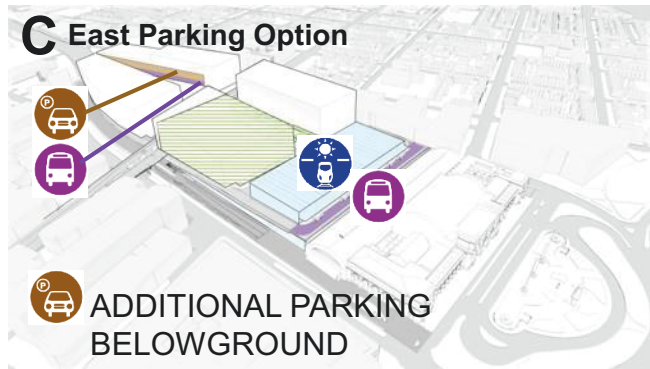
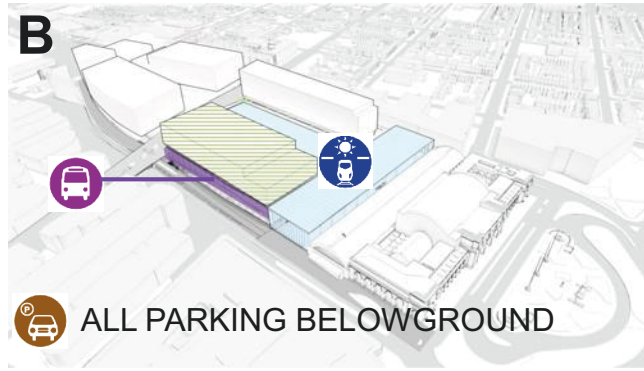
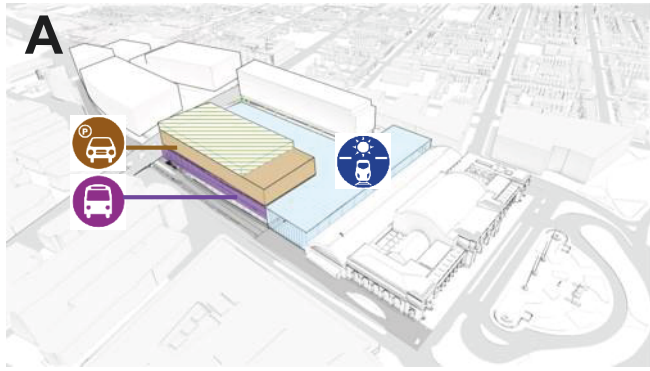
## PARKING ABOVE AND BELOW TRACK







## PARKING ABOVE AND BELOW TRACK





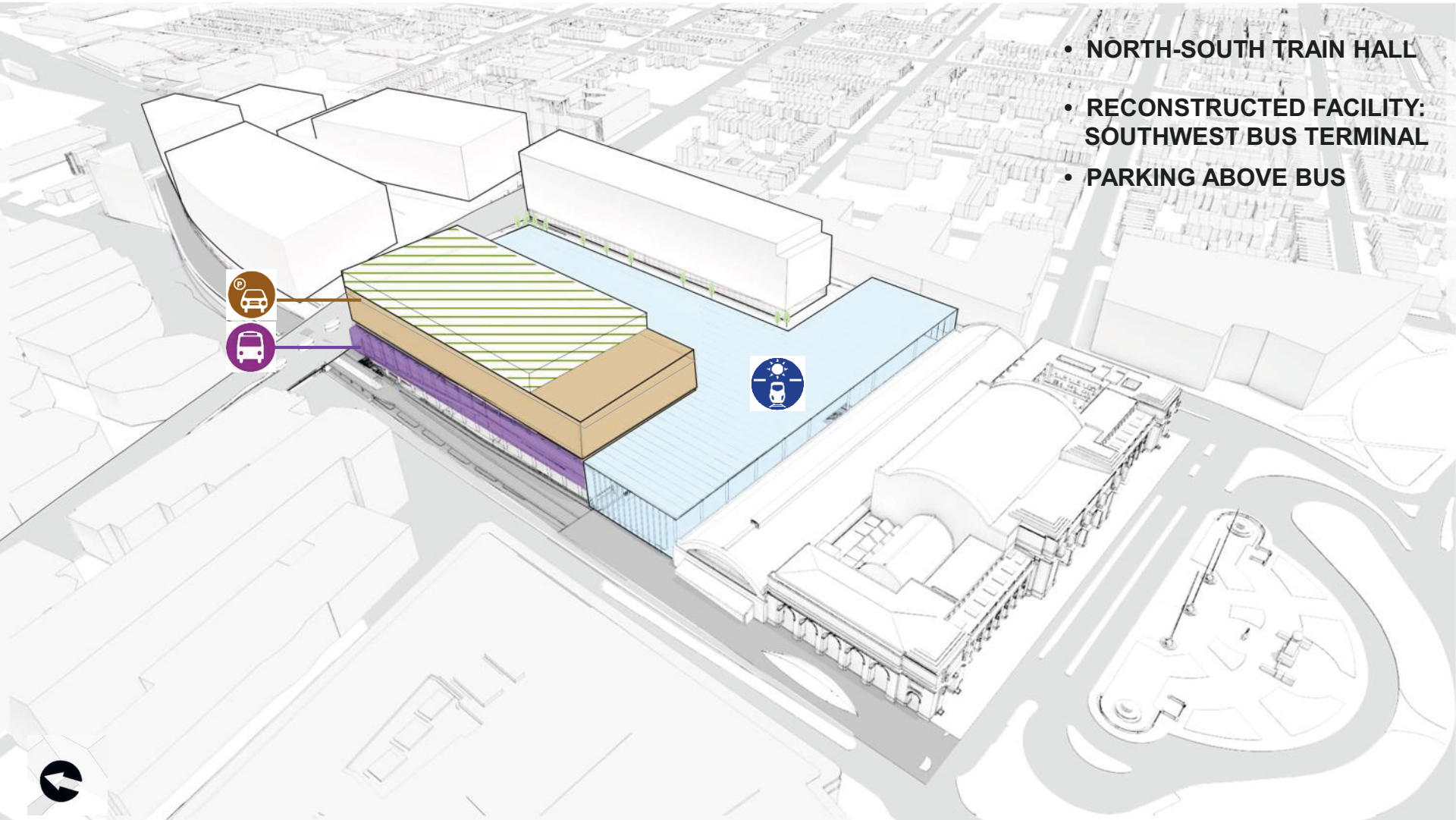
# Action Alternatives



-  TRAIN HALL
-  PARKING
-  BUS TERMINAL
-  POTENTIAL DEVELOPMENT  
(Currently Federally owned)

# Alternative A


-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)

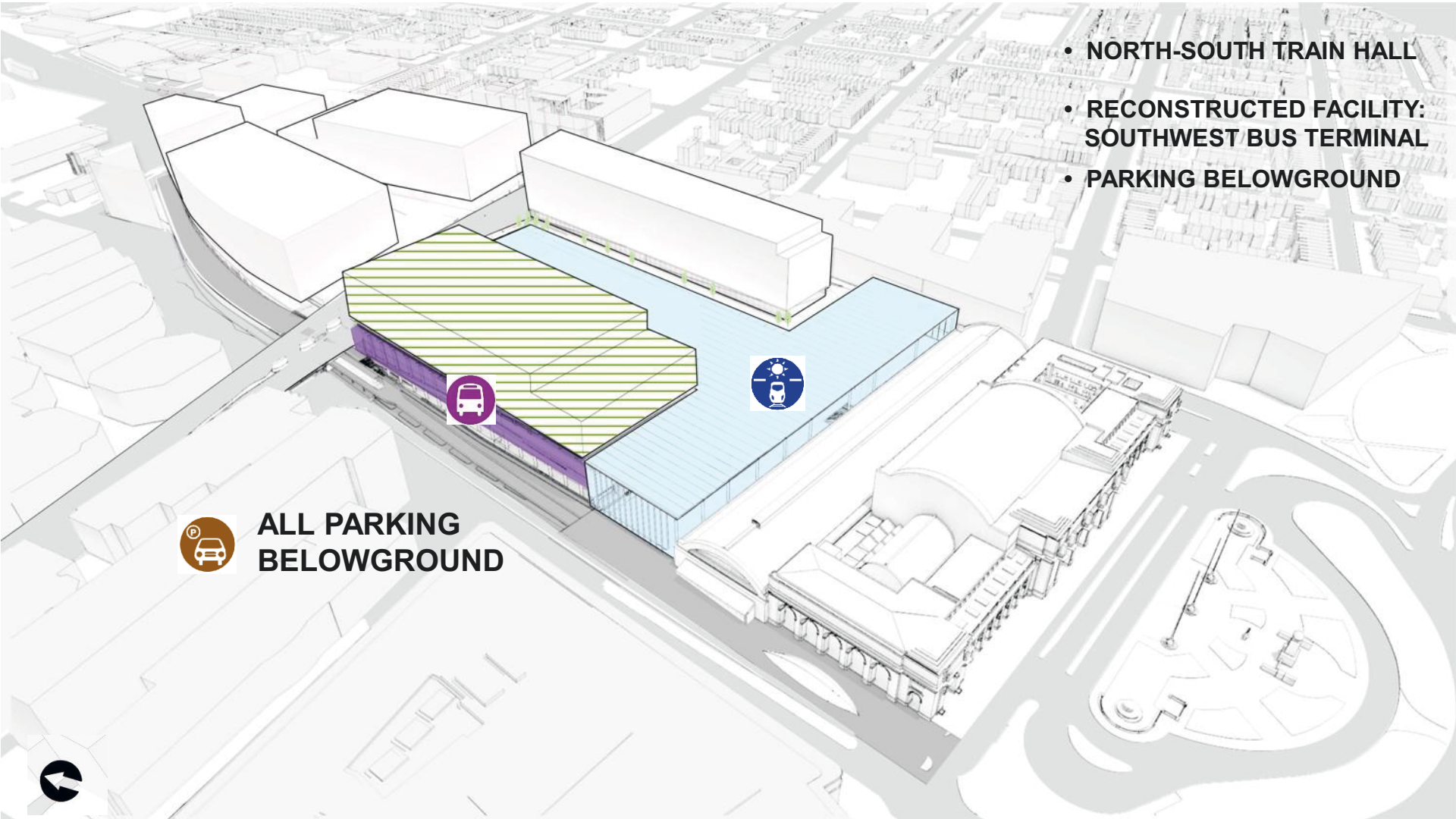


- NORTH-SOUTH TRAIN HALL
- RECONSTRUCTED FACILITY: SOUTHWEST BUS TERMINAL
- PARKING ABOVE BUS



# Alternative B

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)







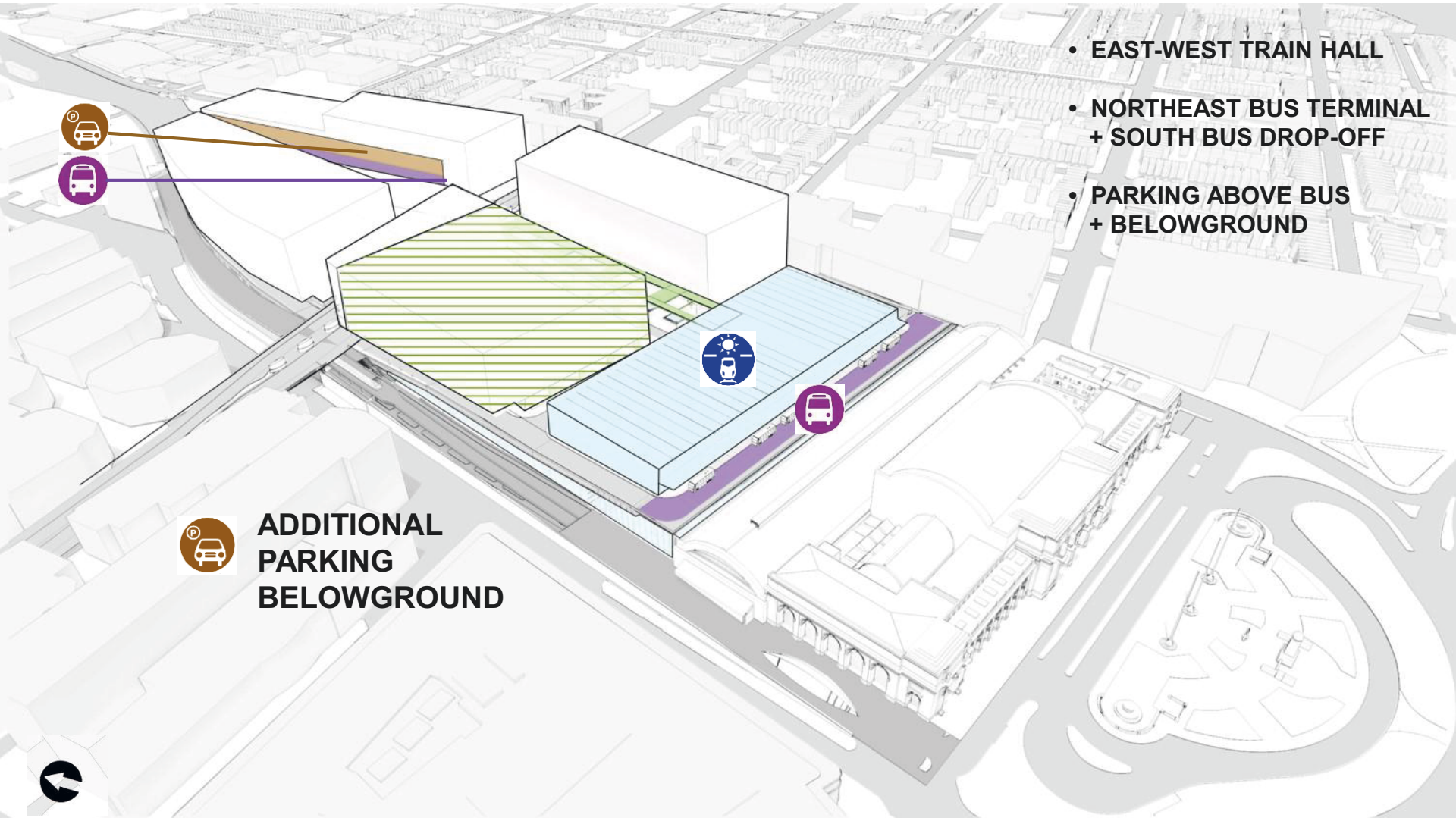
- NORTH-SOUTH TRAIN HALL
- RECONSTRUCTED FACILITY: SOUTHWEST BUS TERMINAL
- PARKING BELOWGROUND

 **ALL PARKING BELOWGROUND**



# Alternative C: East Parking Option

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)

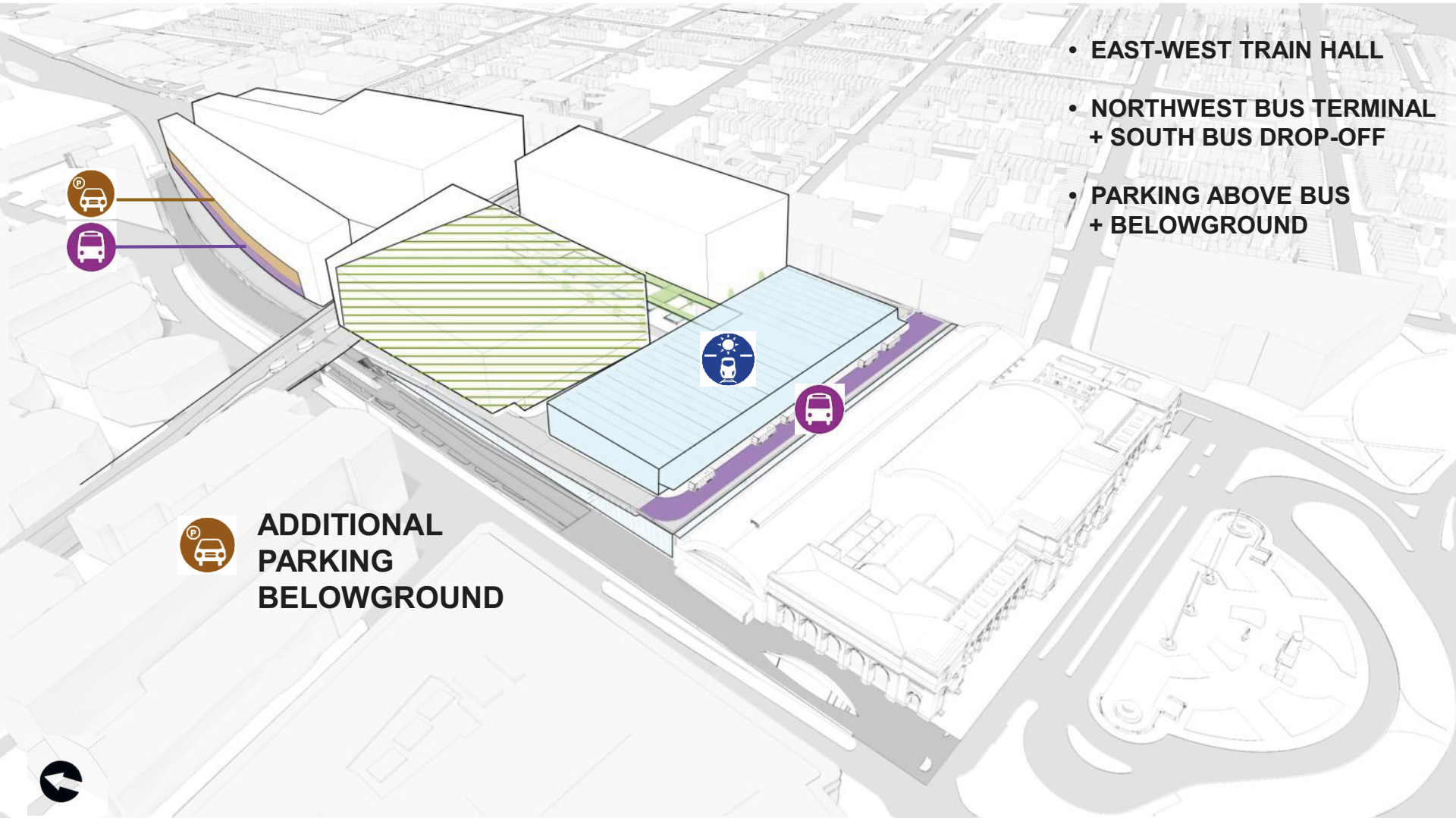


- EAST-WEST TRAIN HALL
- NORTHEAST BUS TERMINAL + SOUTH BUS DROP-OFF
- PARKING ABOVE BUS + BELOWGROUND




 **ADDITIONAL PARKING BELOWGROUND**

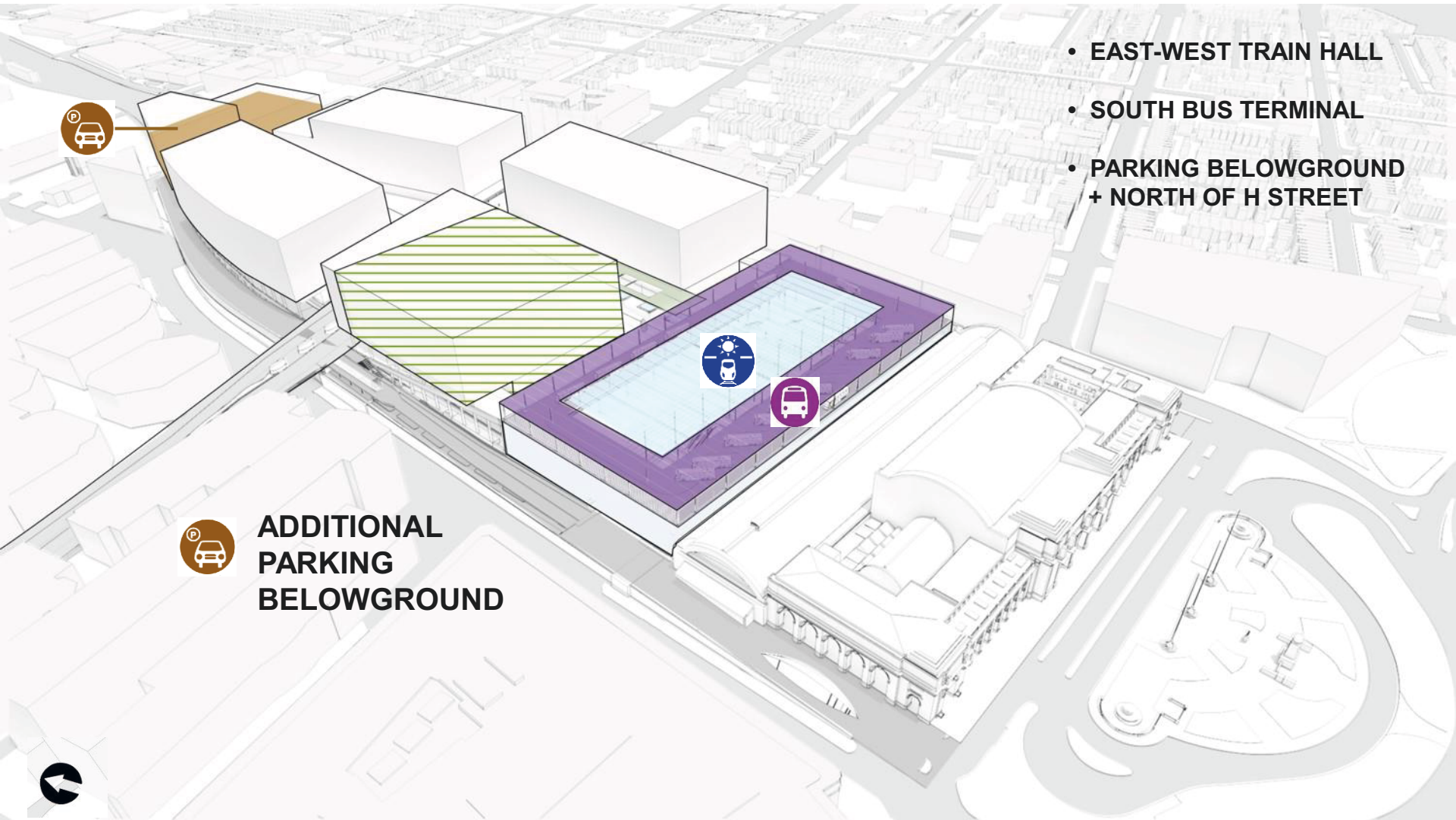
# Alternative C: West Parking Option

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)



# Alternative D



-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)

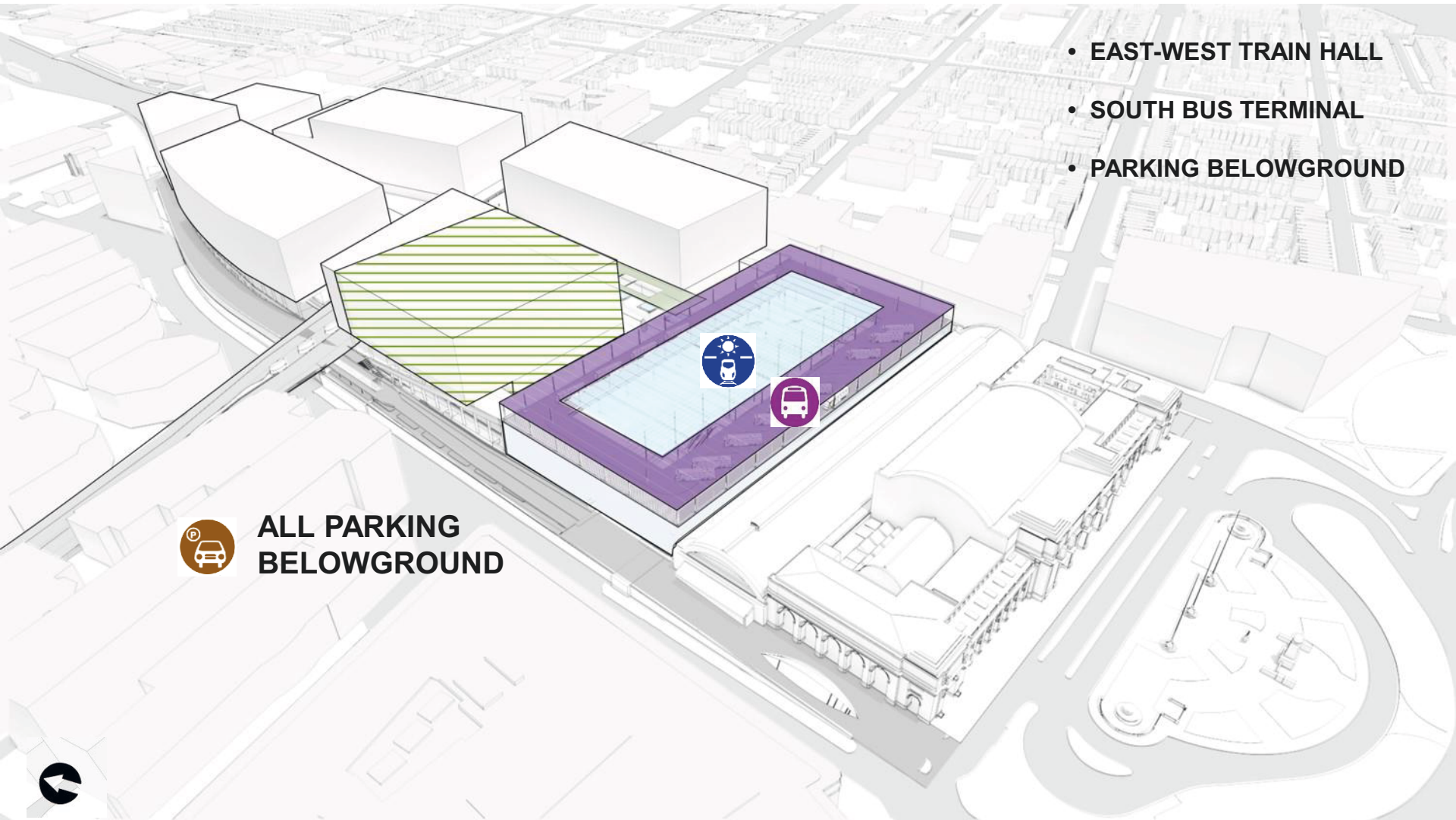


- EAST-WEST TRAIN HALL
- SOUTH BUS TERMINAL
- PARKING BELOWGROUND + NORTH OF H STREET

 **ADDITIONAL PARKING BELOWGROUND**

# Alternative E

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)



- EAST-WEST TRAIN HALL
- SOUTH BUS TERMINAL
- PARKING BELOWGROUND

 **ALL PARKING BELOWGROUND**

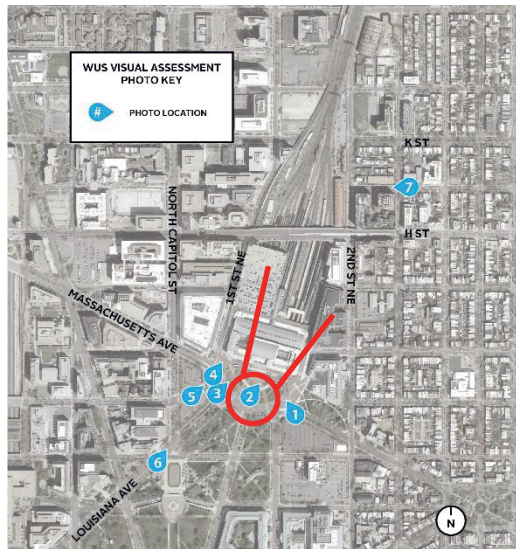




# View From Columbus Plaza

-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area

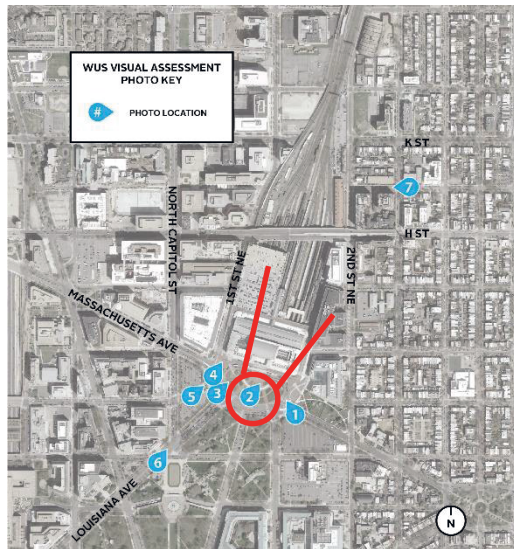
## No-Action Alternative



# View From Columbus Plaza

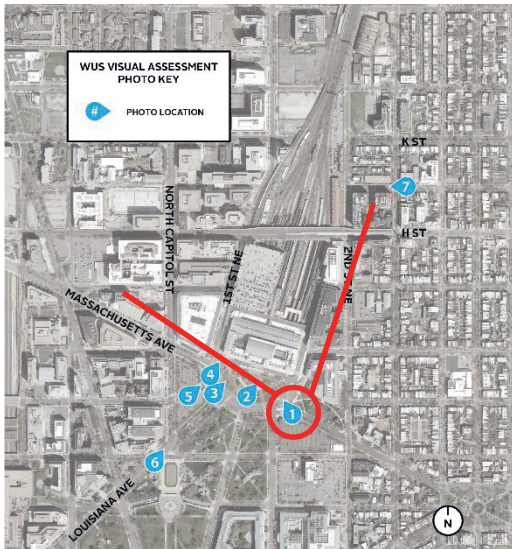
-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area

## All Action Alternatives



# View From Massachusetts Ave, East of Columbus Plaza

-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area

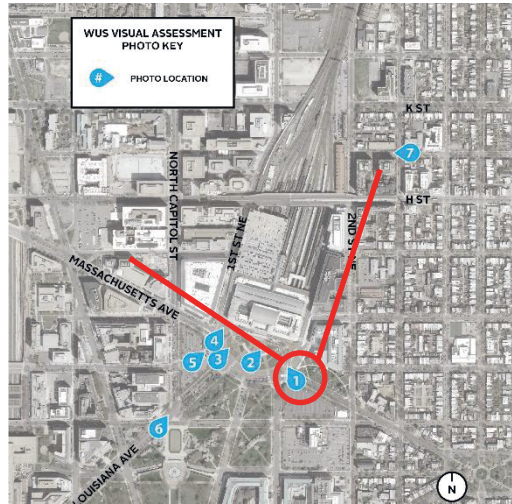


## No-Action Alternative



# View From Massachusetts Ave, East of Columbus Plaza

-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area



## Alternatives A and B



## Alternative C (Both Options)



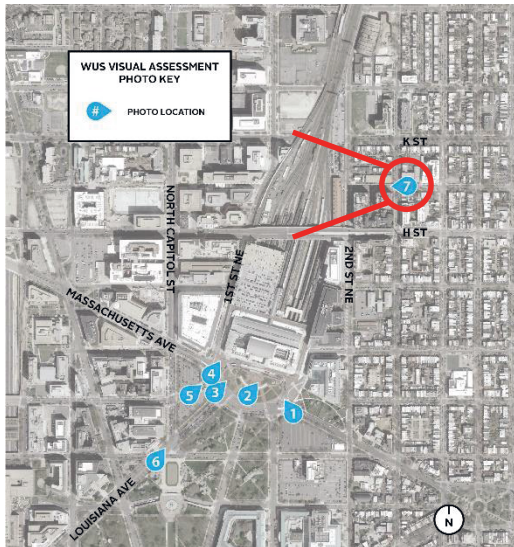
## Alternatives D and E



# View From 3<sup>rd</sup> Street NE and I Street NE, Looking West

-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area

## No-Action Alternative



# View From 3<sup>rd</sup> Street NE and I Street NE, Looking West

-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area



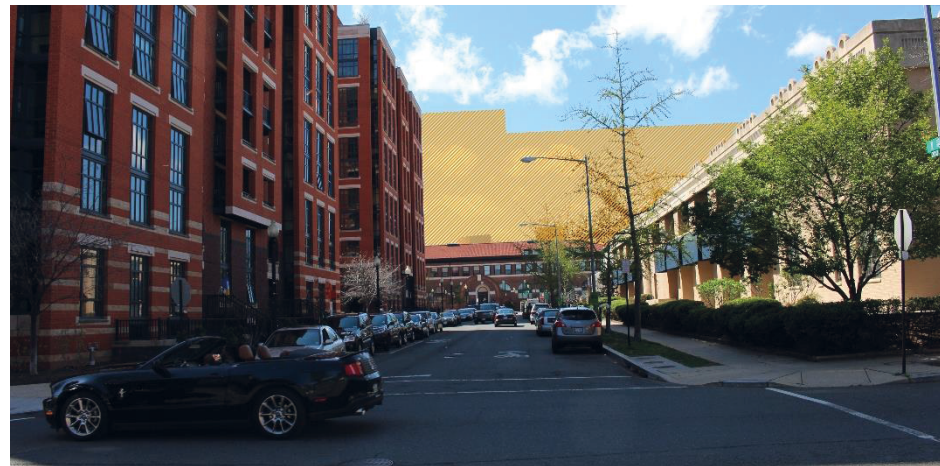
Alternatives A, B, and C (West Option)



Alternative C (East Option)



Alternatives D and E



# Next Steps

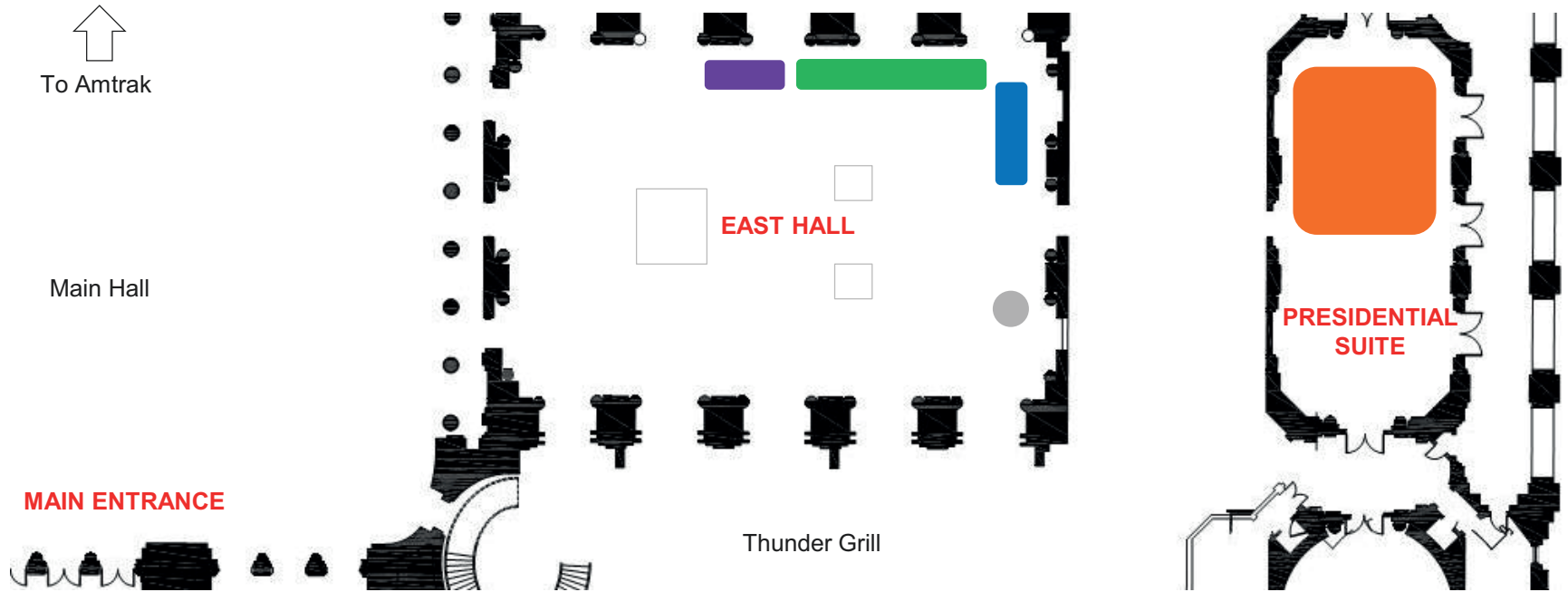
- FRA plans to publish **Draft EIS** documenting the analysis of the Alternatives in Winter 2019
  - Draft EIS will **analyze the impacts** of the Alternatives
  - Draft EIS may identify a **Preferred Alternative**
- **Public hearing** will be held after release of Draft EIS
- **Final Section 106 Draft Memorandum of Agreement (MOA) or Programmatic Agreement (PA)** is planned for Winter 2020
- **Final EIS and Record of Decision** are planned for Winter 2020

# Open House





# Open House Stations



## A. Planning background

1. Today's Station
2. Purpose and Need
3. Next Steps

## B. NEPA & Section 106

1. NEPA & S106 Process
2. Area of Potential Effect
3. Views & Viewsheds

## C. Alternatives

1. Alternative Elements
2. Track Plan
3. Multimodal Planning
4. Alternatives
5. Renderings & Perspectives

## D. Presentation - 4:30pm, 6:30pm

## E. DDOT H Street Bridge

# Tonight

- Ask questions
- Learn more about the Project Alternatives
- Provide input on Alternatives on the provided handouts
- Provide comments within 15 days

Email comments to:  
[info@WUSstationexpansion.com](mailto:info@WUSstationexpansion.com)

Address comments to FRA:

Amanda Murphy  
Federal Railroad Administration  
USDOT  
MS-20 RPD-13  
1200 New Jersey Ave SE  
Washington DC 20590

Comments will be taken into consideration as the project progresses.

Project website:  
[www.WUSstationexpansion.com](http://www.WUSstationexpansion.com)