

**RECORD OF DECISION ATTACHMENT B:
DEPARTMENT OF INTERIOR
SECTION 4(f) CONCURRENCE**



D . C . TO R I C H M O N D S O U T H E A S T H I G H S P E E D R A I L



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

JUN 18 2019

In Reply Refer To:
ER 17/0414

Electronically Filed

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

**Subject: Tier II Final Environmental Impact Statement and Section 4(f) Evaluation—
Washington, DC to Richmond Southeast High Speed Rail**

Dear Mr. Winkle:

The Department of the Interior (Department) has reviewed the Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation for the proposed improvements to rail lines between Washington, DC and Richmond, Virginia, to allow for high speed rail service. The purpose of this project is to increase the capacity of the railroad between Washington, DC and Richmond, to deliver higher speed passenger rail service, while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. We offer the following comments on this project for your consideration.

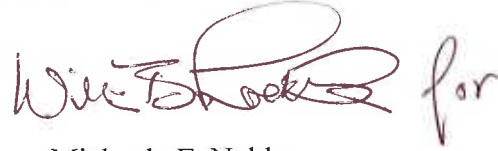
Section 4(f) Evaluation Comments

The Department appreciates your continued efforts to coordinate with various agencies regarding this project and the development of the Section 4(f) Evaluation, particularly the National Park Service (NPS). We thank the Federal Railroad Administration (FRA) for their continued coordination with the NPS on this project and appreciate the thoughtful responses to their comments on the DEIS. The Department is satisfied that all concerns raised have been adequately addressed.

The Department concurs that there is no prudent and feasible alternative to the use of 4(f) lands, which consist of 17 historic properties upon which the preferred alternative will have an adverse effect. The description of each resource and the 4(f) use is very thoroughly documented in the evaluation. The Department also concurs that all possible planning to minimize harm has been documented in the Draft Memorandum of Agreement among the FRA, The Virginia Historic Preservation Office, The Advisory Council on Historic Preservation, and the Virginia Department of Rail and Public Transportation. The Department agrees that the mitigation measures outlined in this document adequately addresses the 4(f) use.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michaela E. Noble", followed by the word "for" in a cursive script.

Michaela E. Noble
Director, Office of Environmental Policy
and Compliance

cc: John.Winkle@dot.gov
SHPO-VA (julie.langan@dhr.virginia.gov)