

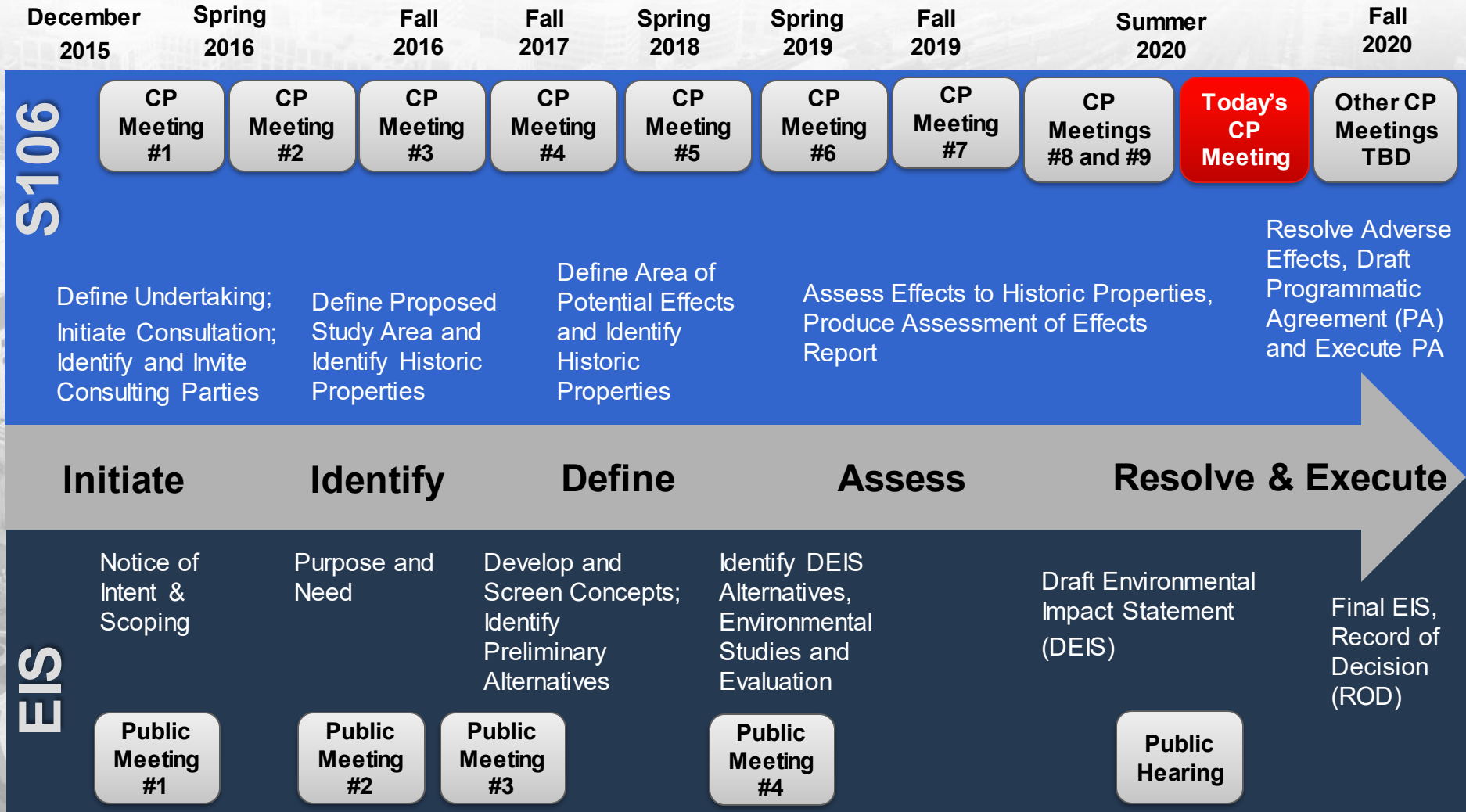
Section 106
Consulting Parties Meeting #10
for the
Washington Union Station (WUS)
Expansion Project

September 22, 2020

Meeting Purpose:

1. Facilitate further Consulting Party (CP) review of the Draft Assessment of Effects (AOE) Report by:
 - Discuss measures to avoid and minimize adverse and potential adverse effects to historic properties
2. Questions, comments, and open discussion

NEPA & Section 106 Process to Date



Opportunities for Comment on Draft AOE and DEIS during the Public Review Period

Notice of
Availability
June 12, 2020

**100+
Days**

End of Review
Period
September 28,
2020

Comment Opportunities at Meetings

**CP Meeting #8
June 30, 2020**

**CP Meeting #9
September 2, 2020**

**CP Meeting #10
Today's Meeting**

Comment Opportunities Anytime

Email a comment to:

info@wusstationexpansion.com

Write and mail a comment to:

David Valenstein
Office of Railroad Policy and
Development
USDOT Federal Railroad
Administration (MS-20 RPD-10)
1200 New Jersey Avenue, SE
Washington, DC 20590

Overview of Effects to Historic Properties



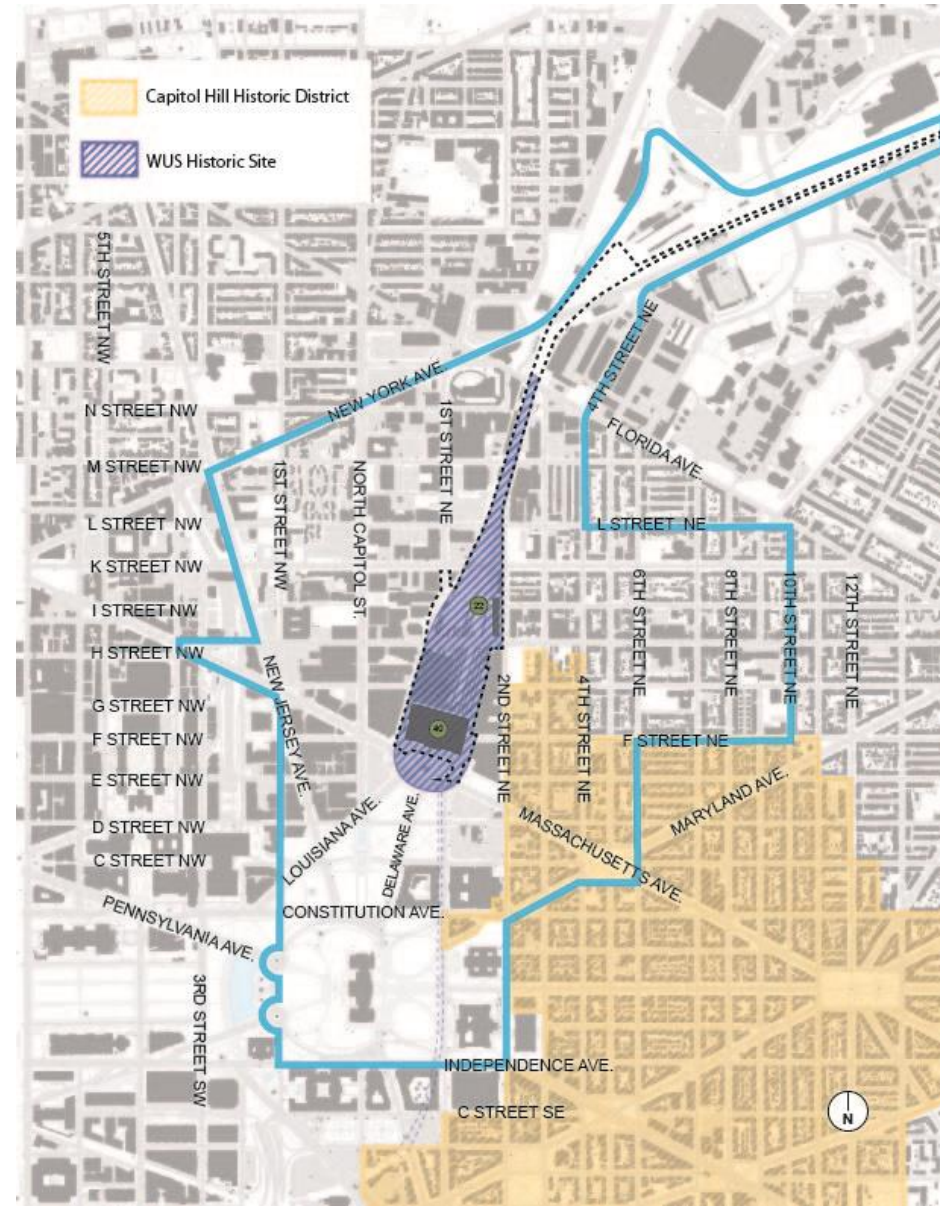
Summary of Effects

Finding of Adverse Effect

1. REA Building
2. WUS
3. WUS Historic Site

Finding of Potential Adverse Effect

1. Capitol Hill Historic District



Avoidance and Minimization of Adverse and Potential Adverse Effects

Alternatives Development: Avoidance and Minimization Considered

- Develop Alternatives to meet purpose and need of project, including the continued preservation of WUS; retaining prominence of WUS headhouse as gateway to Washington, D.C.
- Consider passenger experience and circulation in WUS from the historic passenger concourse to the platforms
- Remove Claytor Concourse to allow for the restoration of the original northern façade of the historic passenger concourse
- Remove existing parking garage – garage would no longer hang over the Burnham wall or obscure the visual corridor along First Street NE; SEP and WUS would be coplanar.

Alternatives Development: Avoidance and Minimization Considered

- Remove non-historic addition to Burnham wall, constructed for existing parking garage and WMATA tracks. Restore top of wall to historic height. Venting for station project would occur above the historic components of wall.
- Design track layout to limit alteration to the REA Building
- Keep bus and parking facilities within the rail terminal footprint
- Distribute Pick Up/Drop off (PU/DO) locations and proposed traffic circulation changes, especially to First Street and Columbus Circle to minimize effects resulting from traffic

Alternatives Development: Avoidance and Minimization Considered

- Establish east-west train hall, moving the other SEP elements further from WUS and minimizing visibility of the SEP from Columbus Circle
- Access Zones – delineated area on deck so as not to preclude the private air-rights developer from establishing a central viewshed and address symmetry behind the station
- Limit extent of below-ground construction in Alternative A-C to shorten Project construction period
- Above-ground parking in Alternative A-C – no entrance at K Street underpass; avoids alteration of contributing feature to the WUS Historic Site

Future Avoidance and Minimization

- Progress designs that adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties
- Continue to coordinate with DDOT and others to find ways to avoid and minimize potential effects resulting from traffic
- Monitor vibration during construction to REA Building and WUS





Consulting Party Comments: Avoidance and Minimization Measures for Adverse and Potential Adverse Effects

Programmatic Agreement (PA)



Programmatic Agreement

Why?

- Used to establish a process to resolve adverse effects when effects cannot be fully understood prior to approval
- Common for complex projects with multiple phases

Who?

- Proposed by agency official (FRA)
- Developed through consultation with FRA, SHPO, and Consulting Parties

What?

- Establish a process for ongoing consultation and review as the level of Project design progresses
- Provides stipulations or negotiated measures to avoid, minimize, or mitigate adverse effects to historic properties

Programmatic Agreement – General Outline

1. **Title** – Identifies Project and the Agreement's Signatories
2. **Preamble** –
 - Defines the Project
 - Provides relevant background and summarizes the Section 106 decisions for the Project
 - Identifies the agencies and parties involved in the Section 106 consultation
3. **Stipulations** –
 - Roles and Responsibilities of the Signatories and consulting parties
 - Avoidance, minimization, and/or mitigation measures the Federal agency will implement
 - Unanticipated discoveries and emergency situation protocols
 - Public involvement
 - Dispute resolution
 - Duration, amendment, and termination

Next Steps



Next Steps

- Consider comments received on Draft AOE Report – due on September 28, 2020
- Finalize AOE Report
- Move into resolution of adverse effects – develop PA
- Consulting Parties Meetings TBD

Open Comments and Discussion





THANK YOU

FRA encourages submission of comments on the DEIS and other documents electronically.

**Please email comments by
September 28, 2020 to:
info@wusstationexpansion.com**

Address letters to FRA:
David Valenstein
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Development
USDOT Federal Railroad
Administration (MS-20 RPD-10)
1200 New Jersey Avenue, SE
Washington, DC 20590

Project website:
www.WUSstationexpansion.com