



U.S. Department  
of Transportation

Federal Railroad  
Administration

WASHINGTON  
UNION STATION  
STATION EXPANSION

**Supplemental** Draft Environmental Impact  
Statement and Draft Section 4(f) Evaluation for

# Washington Union Station Expansion Project

District of Columbia

**May 2023**



WASHINGTON  
**UNION STATION**  
**STATION EXPANSION**

**Supplemental Draft Environmental Impact Statement  
and  
Draft Section 4(f) Evaluation**

**Prepared by:**

United States Department of Transportation – Federal Railroad Administration

**With Cooperating Agencies:**

Federal Transit Administration  
National Capital Planning Commission  
District Department of Transportation

**Pursuant to:**

The National Environmental Policy Act of 1969 (NEPA) (42 USC 4321 et seq.) and Council on Environmental Quality Implementing Regulations for NEPA (40 CFR 1500-1508); the Federal Railroad Administration Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, as updated by 78 FR 2713, January 14, 2013); Efficient Environmental Reviews for Project Decisionmaking (23 USC 139); Section 4(f) of the United States Department of Transportation Act of 1966 (49 USC 7401); Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800); the Clean Air Act of 1970 as amended (42 USC 7401 et seq.); the Clean Water Act of 1972 (33 USC 1251-1387); and the Endangered Species Act of 1973 (50 CFR 17).



Marlys Osterhues  
Director  
Office of Environmental Program Management  
Federal Railroad Administration  
U.S. Department of Transportation



Date of Approval

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

The Federal Railroad Administration (FRA) prepared a Supplemental Draft Environmental Impact Statement (SDEIS) and Supplemental Draft Section 4(f) Evaluation for the Washington Union Station (WUS) Expansion Project (the Project). The SDEIS supplements the Draft Environmental Impact Statement for the Project that was published in June 2020 (2020 DEIS).

The Project is proposed by Union Station Redevelopment Corporation (USRC) in coordination with National Railroad Passenger Corporation (Amtrak) (the Project Proponents). The purpose of the Project is to support current and future long-term growth in rail service and operational needs; achieve compliance with the Americans with Disabilities Act of 1990 (ADA) and emergency egress requirements; facilitate intermodal travel; provide a positive customer experience; enhance integration with the adjacent neighborhoods, businesses, and planned land uses; sustain WUS's economic viability; and support continued preservation and use of the historic station building. The Project is needed to improve rail capacity, reliability, safety, efficiency, accessibility, and security for both current and future long-term railroad operations at WUS.

The 2020 DEIS evaluated six Action Alternatives (Alternatives A through E and Alternative A-C), with Alternative A-C as the Preferred Alternative. After review of public and agency comments on the 2020 DEIS, FRA paused the NEPA process. During the pause, FRA and the Project Proponents developed a new alternative (Alternative F) to address comments on the 2020 DEIS. In July 2022, FRA designated Alternative F as the Preferred Alternative and re-initiated the NEPA process.

FRA determined that, relative to the alternatives analyzed in the 2020 DEIS, the new Preferred Alternative included changes with potential to alter the Project's environmental impacts. Therefore, FRA initiated the preparation of this SDEIS in accordance with Paragraph 13 Section (e) of the *Procedures for Considering Environmental Impacts*. Distinctive features of the Preferred Alternative include an east-west train hall; a bus facility to the north of, and parallel to, the train hall, and integrated into the structural deck above the rail terminal; and a below-ground pick-up/drop-off and parking facility accessed via ramps on G Street and First Street NE.

The SDEIS presents the potential impacts of the Preferred Alternative and identifies the measures FRA is proposing to adopt to avoid, minimize, or mitigate adverse impacts. FRA also prepared a Supplemental Draft Section 4(f) Evaluation for the Project in compliance with Section 4(f) of the United States Department of Transportation Act of 1966 (Chapter 6 of the SDEIS). In accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, FRA determined the Project would have adverse effects to historic properties and prepared a draft Programmatic Agreement (PA). The Draft PA, which outlines how adverse effects will be resolved as the Project progresses, is appended to the SDEIS as Appendix D2 for review by the Section 106 Consulting Parties and the public.

The following person may be contacted for additional information concerning the SDEIS:

Ms. Amanda Murphy  
Deputy Federal Preservation Officer  
Office of Railroad Policy and Development  
USDOT Federal Railroad Administration (MS-20)  
1200 New Jersey Avenue SE  
Washington, DC 20590  
[info@wusstationexpansion.com](mailto:info@wusstationexpansion.com)

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

The SDEIS, Draft Section 4(f) Evaluation, and the Draft PA are available for public review on the Project website: [www.wusstationexpansion.com](http://www.wusstationexpansion.com). The SDEIS, Draft Section 4(f) Evaluation, and the Draft PA are available for public review on the Project website: [www.wusstationexpansion.com](http://www.wusstationexpansion.com). Comments may be submitted to the above mailing or email address.

Comments may also be submitted at one of the two public hearings FRA will hold on the SDEIS:

- In-Person Open House and Public Hearing on **June 27, 2023 from 5 PM to 8:00 PM** at Union Station (East Hall). The in-person hearing will consist of an open house (5 to 6 PM) during which members of the Project Team will be available to informally share information and answer questions, followed by a presentation (6:00 PM to 6:30 PM) and oral comments (6:30 PM to 8:00 PM). Commenters will also be able to make written comments. An American Sign Language interpreter and a Spanish interpreter will be available.
- Virtual Public Hearing on **June 28, 2023 from 5 PM to 7:00 PM**. The virtual hearing will consist of the same presentation as given at the in-person hearing (5:00 PM to 5:30 PM) followed by oral comments (5:30 PM to 7:00 PM). The virtual public hearing can be accessed via the following link: <https://bit.ly/wus-sdeis-mtg> or by calling (301) 715-8592, Meeting ID: 817 4039 4141, Passcode: 368015.

**Comments must be submitted no later than July 6, 2023.**

Following the public comment period, pursuant to the Fixing America's Surface Transportation Act of 2015 (FAST Act), FRA plans to issue a single document consisting of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), which contains the Final Section 4(f) Evaluation and the Final PA. The FEIS will respond to all substantive comments received from the public and agencies on both the 2020 DEIS and this SDEIS. The ROD will identify the alternative selected for implementation, explain the rationale for this selection, and list mitigation measures and environmental commitments.