

An aerial photograph of Washington Union Station, showing the historic building with its large arched roof and surrounding urban environment. The image is overlaid with a semi-transparent blue filter.

# Washington Union Station Expansion Project Supplemental Draft Environmental Impact Statement

Public Hearing  
June 27, 2023

[www.wusstationexpansion.com](http://www.wusstationexpansion.com)



# Why We Are Here Tonight

## We want to hear your comment on the SDEIS

- Come up when your name is called
- State our name and let us know if you are speaking on behalf of an organization
- You will have **3 minutes** to make your comment
- Be respectful of the audience



# Not your Only or Last Chance to Comment

- Virtual hearing tomorrow, 5-7 PM:  
Refer to SDEIS or visit: [www.WUSstationexpansion.com](http://www.WUSstationexpansion.com) for information on how to access the virtual meeting
- Email your comment to:  
[info@WUSstationexpansion.com](mailto:info@WUSstationexpansion.com)
- Leave a voicemail at (800) 892-3297

**All comments must be submitted on or before July 6, 2023**

- Responses to comments will be provided in the Final EIS



# Agenda

- 1. Brief Overview of Project**
- 2. Preferred Alternative Highlights**
- 3. Overview of SDEIS Contents**
- 4. Public Comments**



**Project Sponsor:**



USRC will be responsible for implementing the Project through final design and construction,  
in coordination with



**Lead Federal Agency:**



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





# Project Purpose and Need

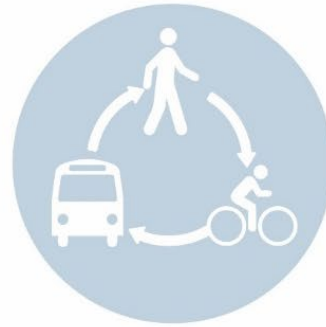
**The Washington Union Station Expansion Project would expand and modernize multimodal transportation facilities to meet current and future transportation needs while preserving the historic station building.**



Railroad Growth



ADA, Safety, and  
Security



Intermodal Travel



Customer Experience



Neighborhoods, Land  
Use, and Integration



Station's Economic  
viability

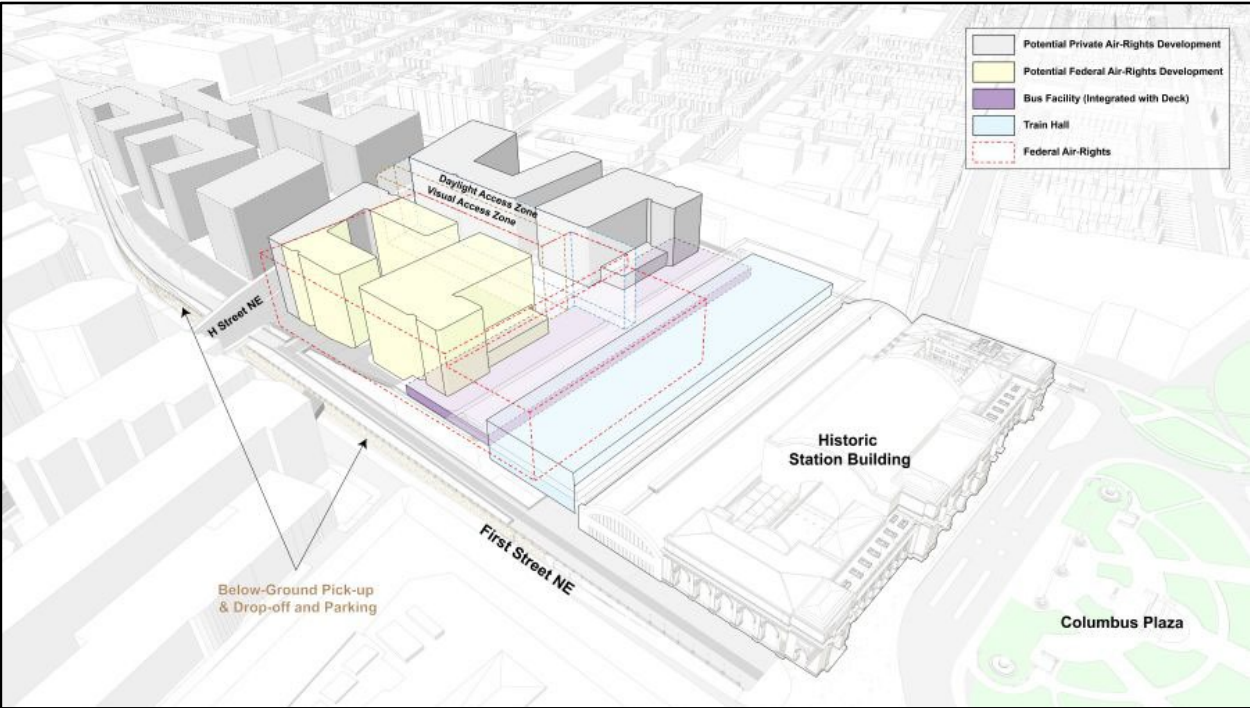


Station Preservation

# NEPA Process Timeline



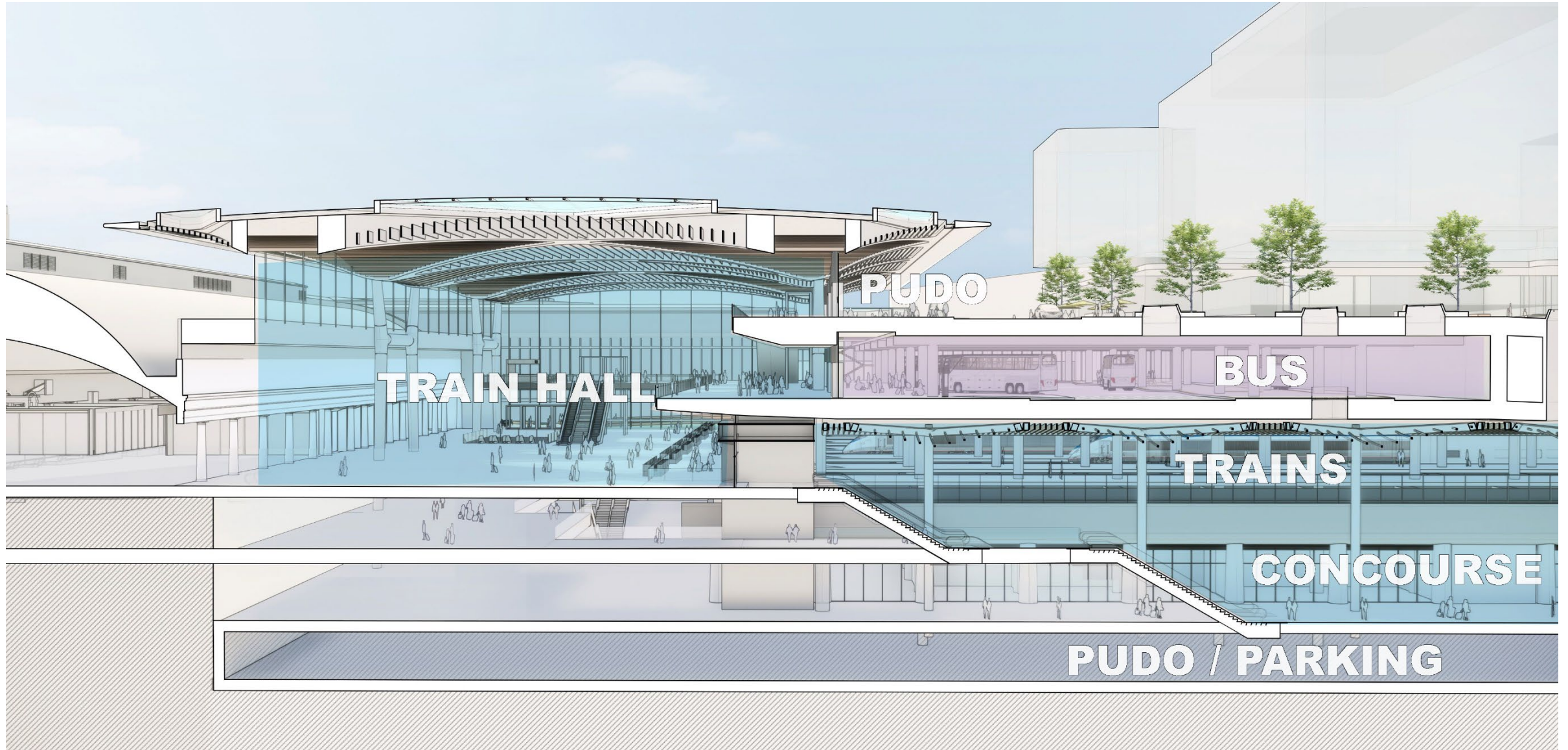
# Preferred Alternative



For illustrative purpose only



# The Preferred Alternative: Major Elements



# Major Elements: Pedestrian and Bicycle Access



- Pedestrian entrances into the H Street Concourse on First and Second Streets
- Headhouses on both sides of the H Street Bridge for access to the H Street Concourse
- West ramp used for pedestrian and bicycle access to the deck
- Approximately 900 bicycle storage spots near the entrances and 100 additional bikeshare spots

# Approximate Construction Phasing and Durations

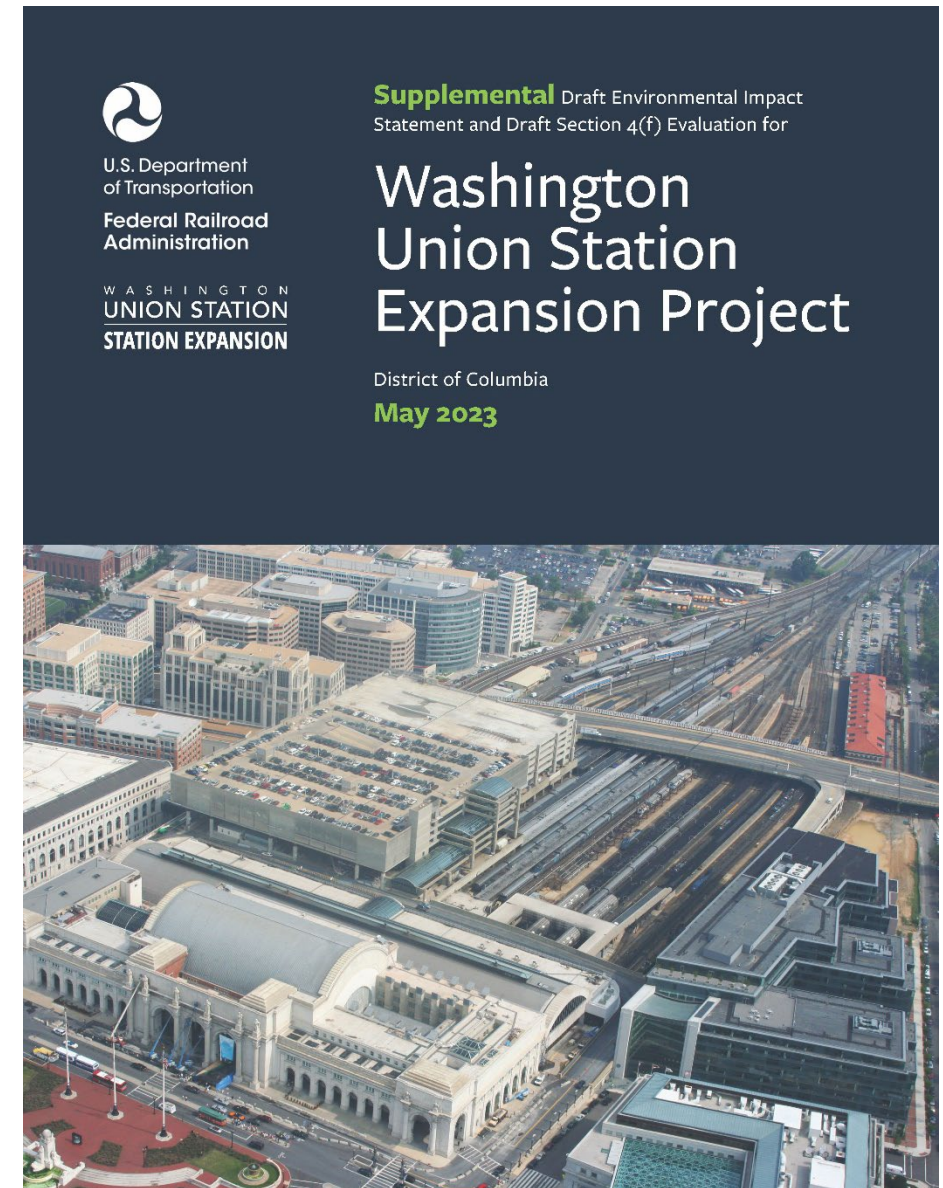
Phase	Total Duration	Excavation Duration
Phase 1	2 years 4 months	5 months
Intermediate Phase	12 months	None
Phase 2	2 years 8.5 months	10 months
Phase 3	2 years 8.5 months	11 months
Phase 4	4 years 3 months	2 years 1 month
Total	13 years	4 years 3 months



# SDEIS Contents

The SDEIS is organized like the 2020 DEIS

- **Executive Summary**
- Chapter 1 – Introduction
- *Chapter 2 – Purpose and Need*
- **Chapter 3 – Alternatives**
- *Chapter 4 – Affected Environment*
- **Chapter 5 – Environmental Consequences**
- Chapter 6 – Draft Section 4(f) Evaluation
- **Chapter 7 – Mitigation Measures and Project Commitments**
- Chapter 8 – Public Involvement
- Chapter 9 – Distribution of the DEIS
- Chapter 10 – References
- *Chapter 11 – Glossary*
- Chapter 12 – Preparers
- Appendices, including
  - **Appendix D2 – Draft Programmatic Agreement**





# SDEIS Analysis

## Direct, Indirect, and Cumulative impacts on:

- Natural Ecological Systems (Section 5.2)
- Water Resources and Water Quality (Section 5.3)
- Solid Waste Disposal and Hazardous Materials (Section 5.4)
- Transportation (Section 5.5)
- Air Quality (Section 5.6)
- Greenhouse Gas Emissions and Resilience (Section 5.7)
- Energy Resources (Section 5.8)
- Land Use, Land Planning, and Property (Section 5.9)
- Noise and Vibration (Section 5.10)
- Aesthetics and Visual Quality (Section 5.11)
- Cultural Resources (Section 5.12)
- Parks and Recreation Areas (Section 5.13)
- Social and Economic Conditions (Section 5.14)
- Public Safety and Security ((Section 5.15)
- Public Health, Elderly and Persons with Disabilities (Section 5.16)
- Environmental Justice (Section 5.17)



# Topics of Interest

Topic of Interest	Impact Analysis	Proposed avoidance, minimization, and Mitigation Measures	More Details	Fewer Details
Impacts on various modes of <a href="#">transportation</a> , including <a href="#">Metrorail</a> , <a href="#">intercity buses</a> , <a href="#">transit buses</a> , <a href="#">parking</a> , <a href="#">bicycle</a> and <a href="#">pedestrian</a> access, and <a href="#">traffic</a>	Section <a href="#">5.5</a>	Table 7-1, <a href="#">Items 12-30</a>	Appendix C3S, Section 5	Section ES.6.2 & Table ES-3
Impacts on <a href="#">cultural resources</a>	Section <a href="#">5.12</a>	Table 7-1, <a href="#">Item 41</a> <a href="#">Appendix D2</a>	Appendix C3S, Section 12 Appendix D1S	
Impacts on <a href="#">noise and vibration</a> levels	Section <a href="#">5.10</a>	Table 7-1, <a href="#">Items 37-39</a>	Appendix C3S, Section 10	
Impacts on <a href="#">air quality</a>	Section <a href="#">5.6</a>	Table 7-1, <a href="#">Items 31-32</a>	Appendix C3S, Section 6	
<a href="#">Economic</a> benefits/ <a href="#">community</a> impacts	Section <a href="#">5.14</a>	Table 7-1, <a href="#">Item 43</a>	Appendix C3S, Section 14	
<a href="#">Environmental Justice</a>	Section <a href="#">5.17</a>	Table 7-1, <a href="#">Items 52-53</a>	Appendix C3S, Section 17	



# Section 106 of the National Historic Preservation Act

- Physical and visual impacts
- Potential construction vibration impacts
- Potential construction vibration impacts



SDEIS [Appendix D2 \(Draft Programmatic Agreement\)](#) lists proposed measures to mitigate adverse effects on cultural resources.

## Section 4(f) Evaluation

**Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits USDOT from approving a project that uses public parks and recreational lands; wildlife refuges; and public or private historic properties unless:**

- There is no feasible and prudent avoidance alternative to avoid the use and the project includes all possible planning to minimize harm to the affected resources; or
- The use meets the requirements for a *de minimis* impact.

### **Chapter 6 of the SDEIS Supplements the Section 4(f) Evaluation from the 2020 DEIS:**

- Like all other Action Alternatives, the Preferred Alternative would use three historic properties: Washington Union Station, the Washington Union Station Historic Site, and the REA Building.

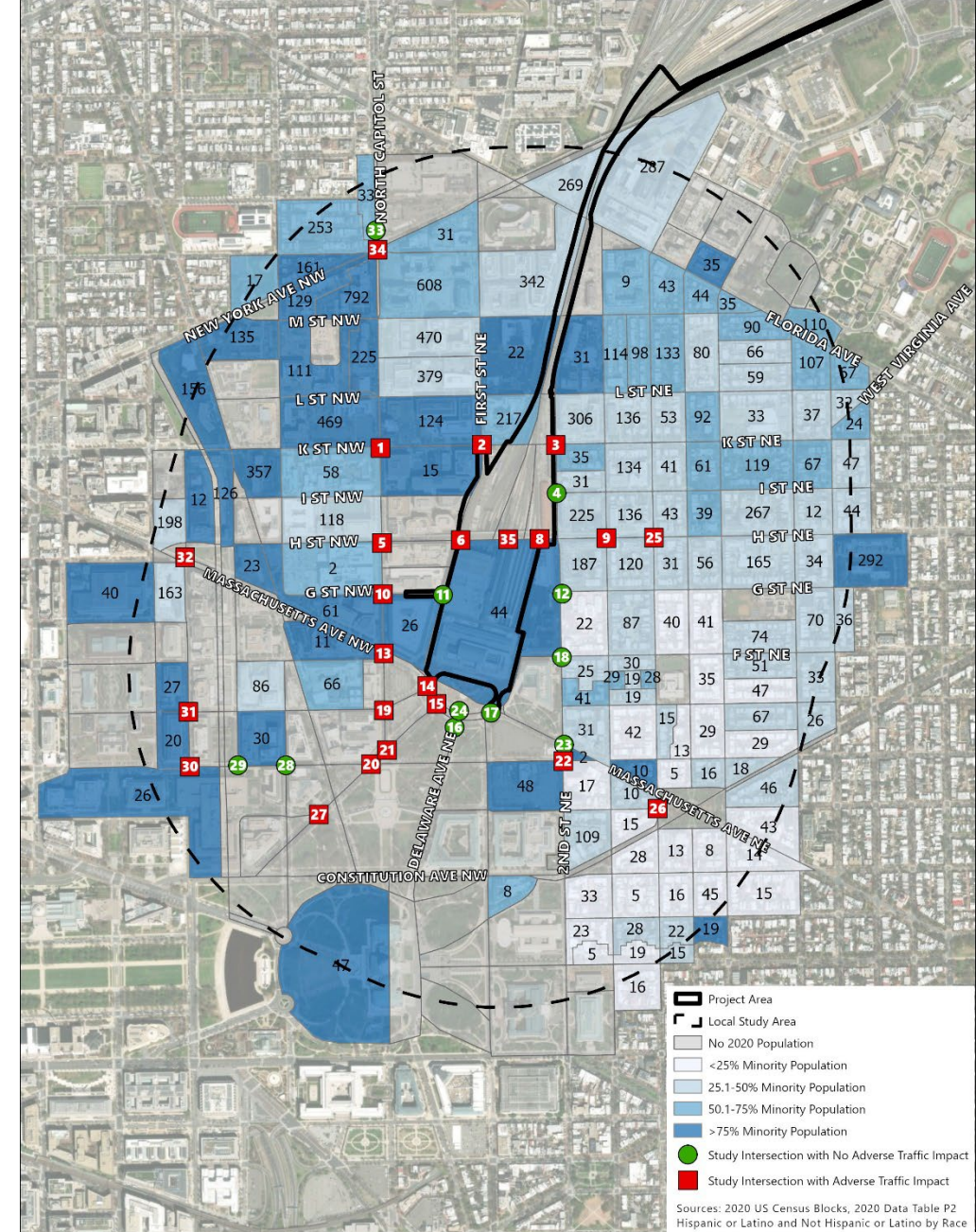
**There are no feasible and prudent alternatives that would avoid this use**

- The measures in the Draft PA minimize harm to these resources



# Environmental Justice

- **Potential** for disproportionate impacts from traffic congestion to the northwest of Union Station.
- **Targeted outreach** in February-May 2023 to inform local communities and solicit feedback.
- In SDEIS, FRA anticipates the project would **not** have disproportionately high and adverse impacts on minority or low-income communities.
- FRA will review environmental justice impacts that incorporate **mitigation** and consider public comments and present this information in the FEIS.



# Your Turn

- Come up when your name is called
- State your name and let us know if you are speaking on behalf of an organization
- Each person has **3 minutes** to make a comment
- Watch the timer; you will also receive a verbal heads up when you have just one minute left.

## Other ways to comments

- Virtual hearing tomorrow, 5-7 PM:  
Refer to SDEIS or visit:  
[www.WUSstationexpansion.com](http://www.WUSstationexpansion.com) for information on how to access the virtual meeting
- Email to: [info@WUSstationexpansion.com](mailto:info@WUSstationexpansion.com)
- Leave a voicemail at: (800) 892-3297

**All comments must be submitted on or before July 6, 2023**

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



# THANK YOU

