



Washington Union Station Expansion Project Environmental Impact Statement

Public Meeting #3

October 19, 2016



US Department of Transportation – Federal Railroad Administration

Public Meeting Presentation Agenda

1. Project Introduction
2. Project Purpose and Need
3. Preliminary Project Concepts
4. Screening Process
5. Preliminary Results of the Screening Process
6. Open House



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

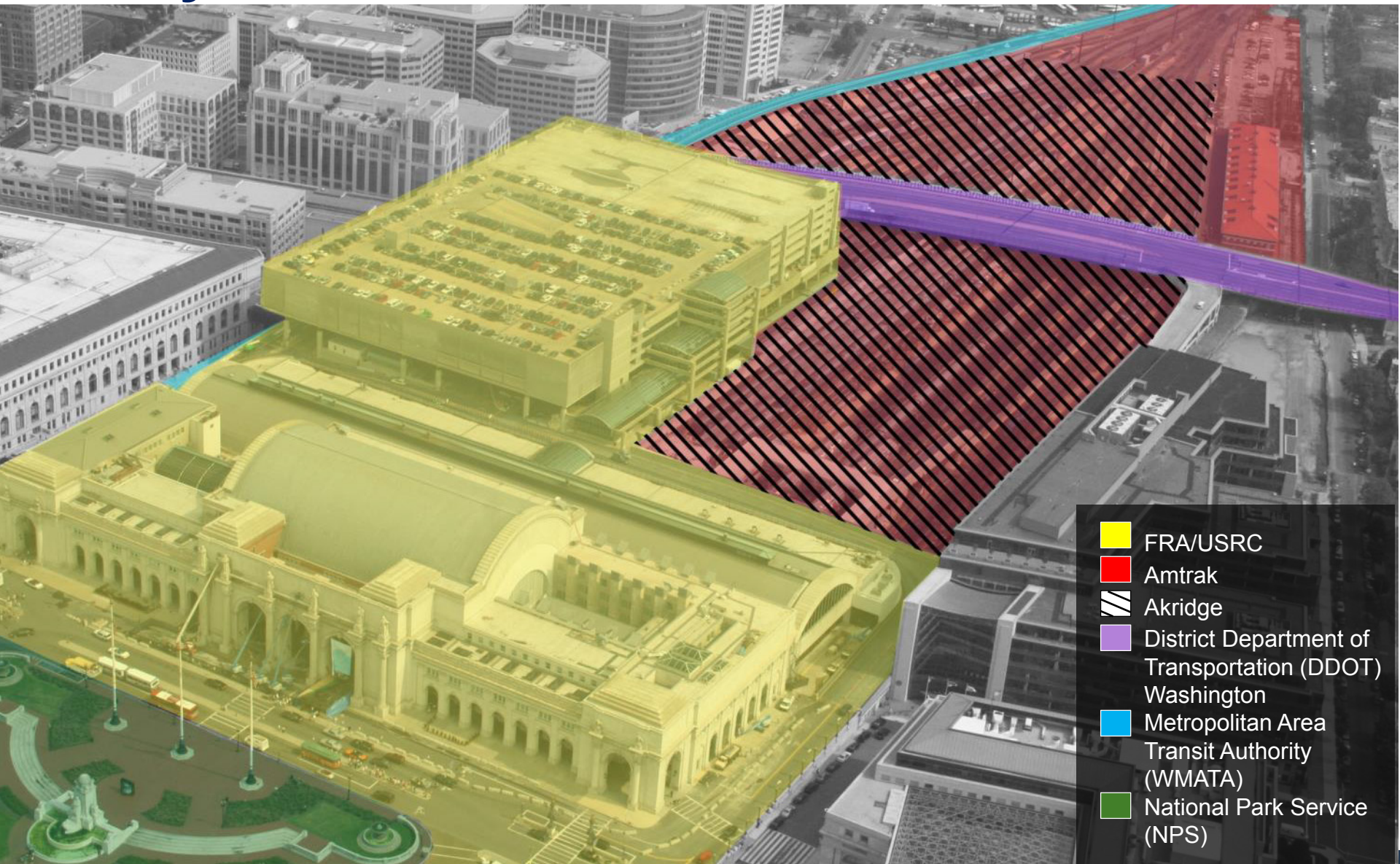
Amtrak

Intercity and commuter rail track and platform owner and operator

Cooperating Agencies

FTA, NCPC, NPS, and DDOT

Today's Station



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



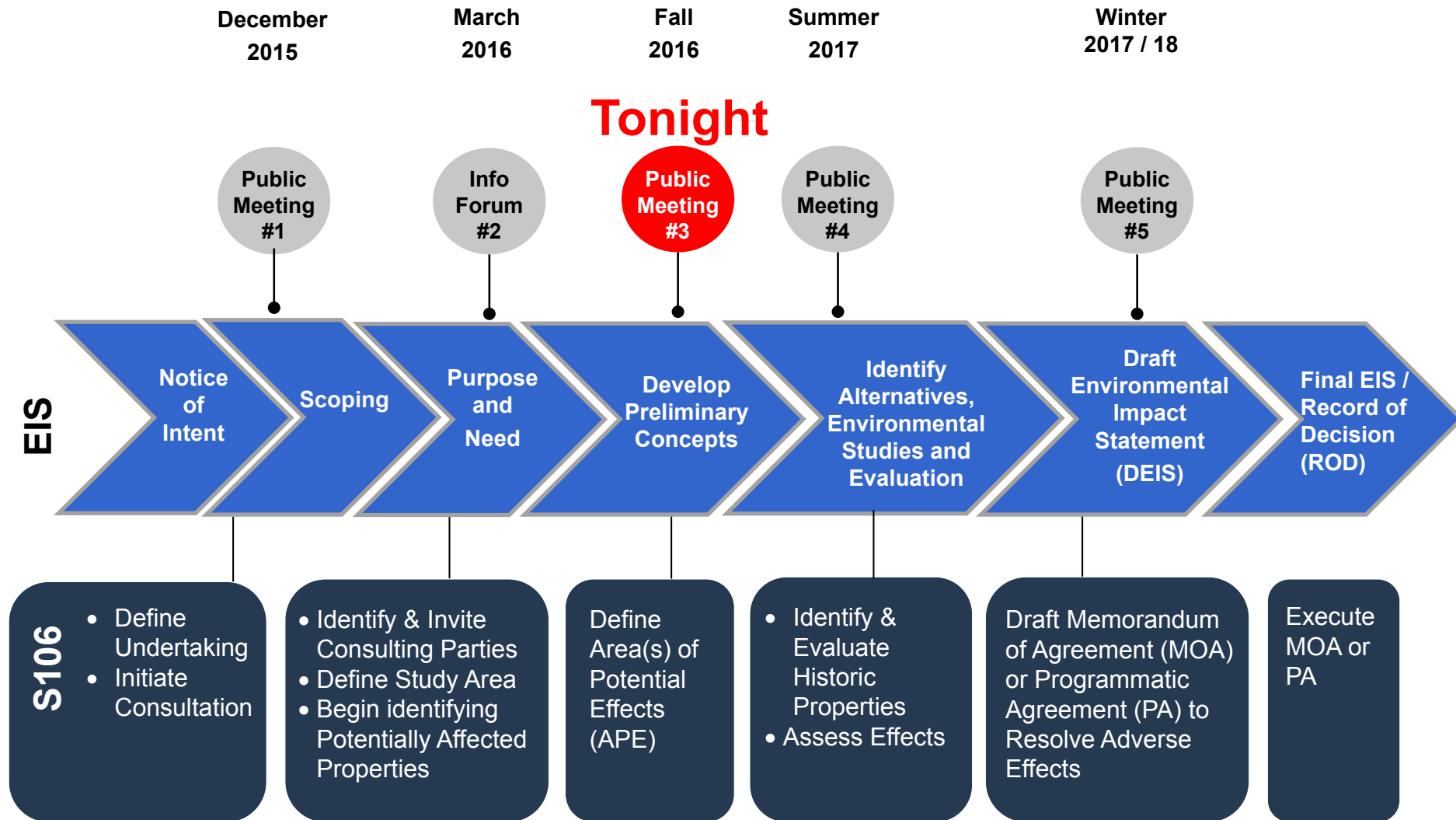
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Project Update

- Key station **elements identified** in meetings in March
- **Proponents developed preliminary concepts** from elements
- These **concepts are being screened** by FRA with criteria that the agency has developed
- Under the National Environmental Policy Act (NEPA), FRA will **evaluate alternatives for impacts** on the human environment
- Under Section 106 of the National Historic Preservation Act, FRA will **evaluate alternatives for their potential adverse effect** on historic properties
- **Public involvement** is critical to both NEPA and Section 106



NEPA & Section 106 Process



Purpose of Tonight's Public Meeting

FRA is requesting public input on:

- The preliminary concepts
- The relative importance of the different screening criteria identified by FRA
- The preliminary screening of these concepts

FRA will use this input to inform the **identification of Alternatives** for the EIS

Project Purpose and Need



Project Purpose

The purpose of the Washington Union Station Expansion Project is to:

- Support current and future growth in rail service and operational needs;
- Achieve compliance with Americans with Disabilities Act (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 the Station's economic viability; and
- Support continued preservation and use of the historic station building.



Project Need

The Project is needed to improve:

- Rail capacity,
- Reliability,
- Safety,
- Efficiency,
- Accessibility, and
- Security,

for both current and future long-term railroad operations at this historic station.



Preliminary Project Concepts



CONCEPTS | PROGRAM ELEMENTS OVERVIEW

ELEMENTS SHARED IN ALL PRELIMINARY CONCEPTS



RAIL



CONCOURSES



BIKE & PED ACCESS



TAXI & SHARED RIDE



HISTORIC STATION

ELEMENTS THAT VARY IN PRELIMINARY CONCEPTS



TRAIN HALL



BUS
TERMINAL



PARKING



ELEMENTS SHARED IN ALL PRELIMINARY CONCEPTS



ELEMENT: TRACKS & PLATFORMS | FULL RECONSTRUCTION

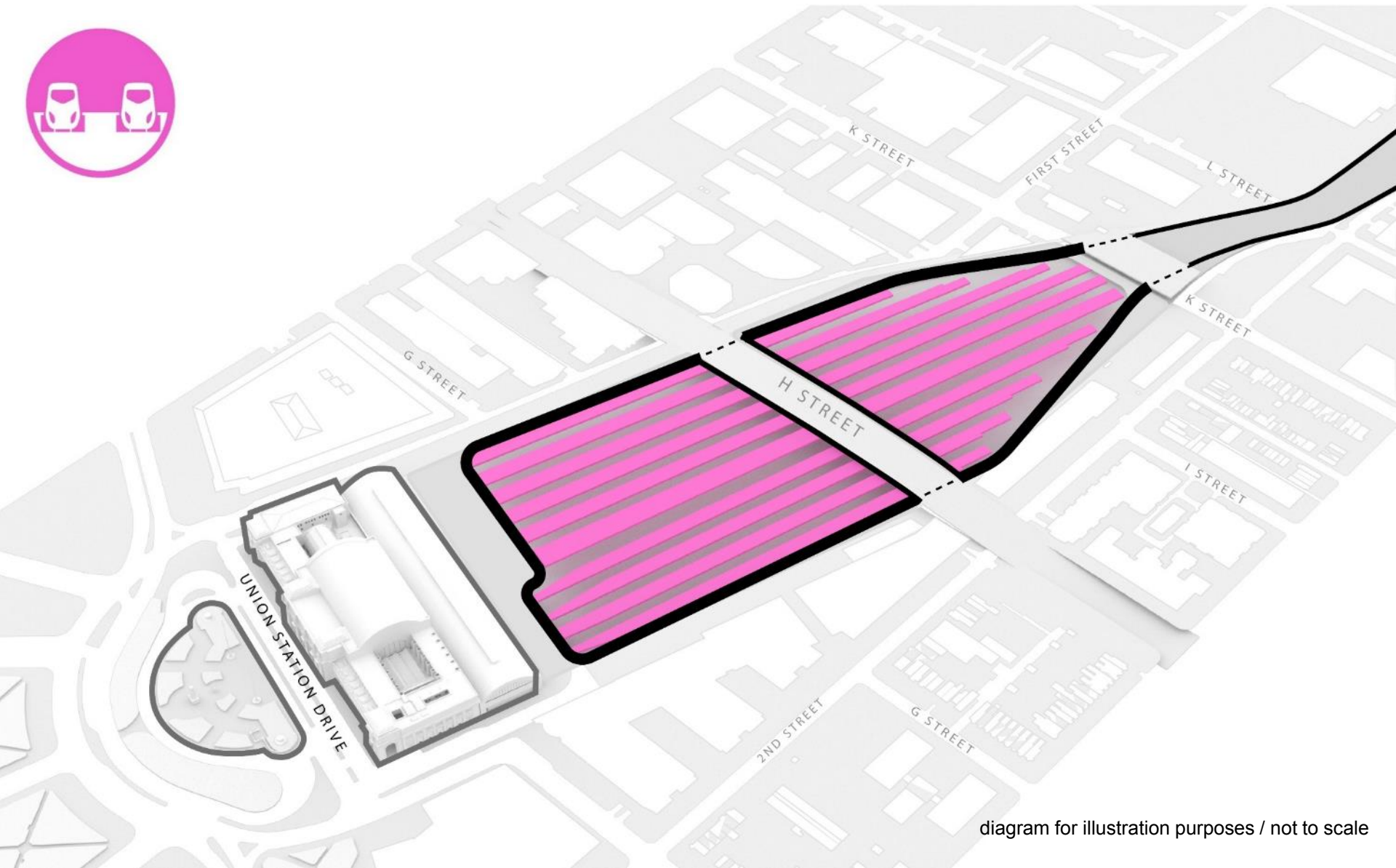
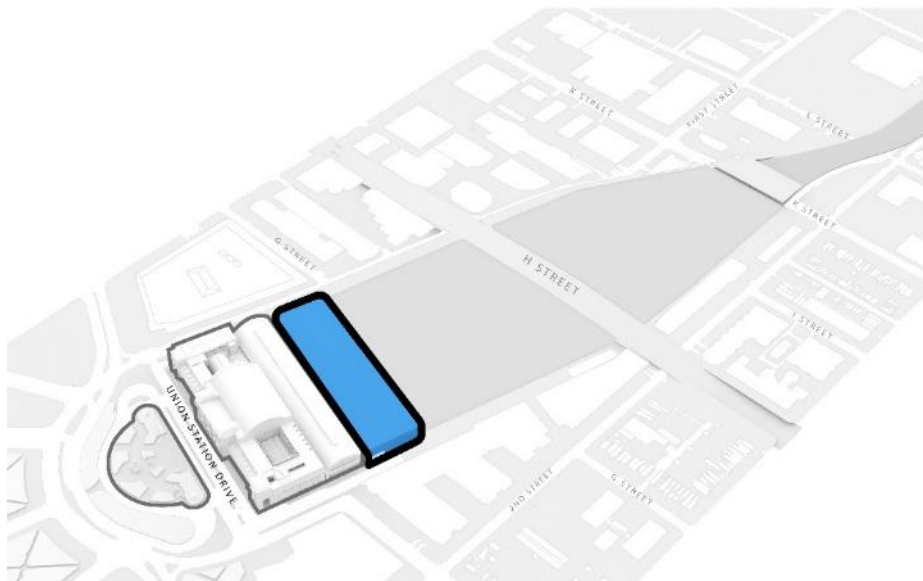


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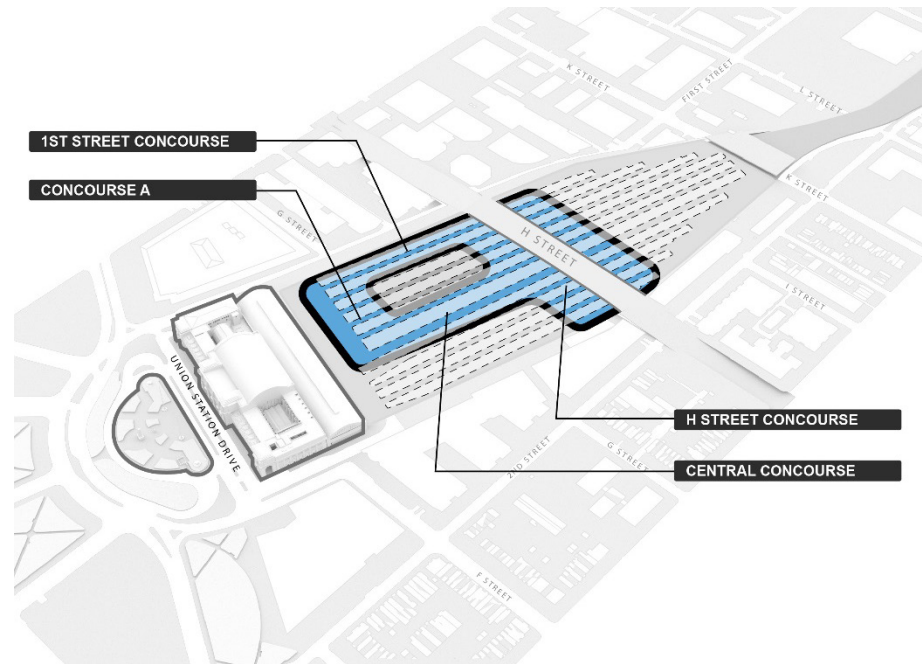


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ELEMENT: CONCOURSE | TWO NEW CONCOURSES



CONCOURSE A



LOWER LEVEL CONCOURSES

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ELEMENT: PEDESTRIAN



NEW PED ENTRY TO H ST CONCOURSE

**POTENTIAL ADDITIONAL
ACCESS TO DECK LEVEL**

**EXISTING PED ENTRY TO
HISTORIC STATION BUILDING**

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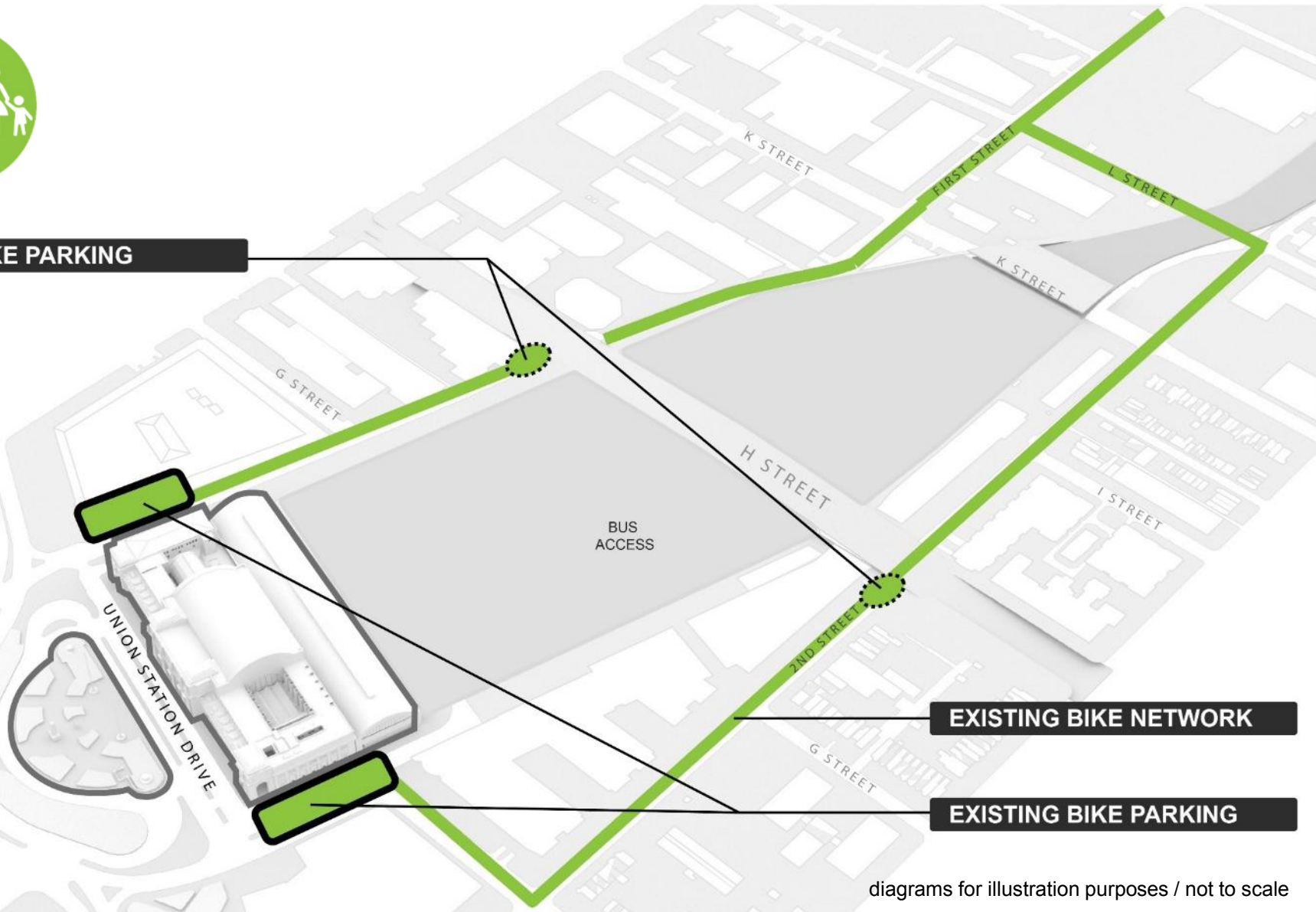


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ELEMENT: BICYCLE



NEW BIKE PARKING



EXISTING BIKE NETWORK

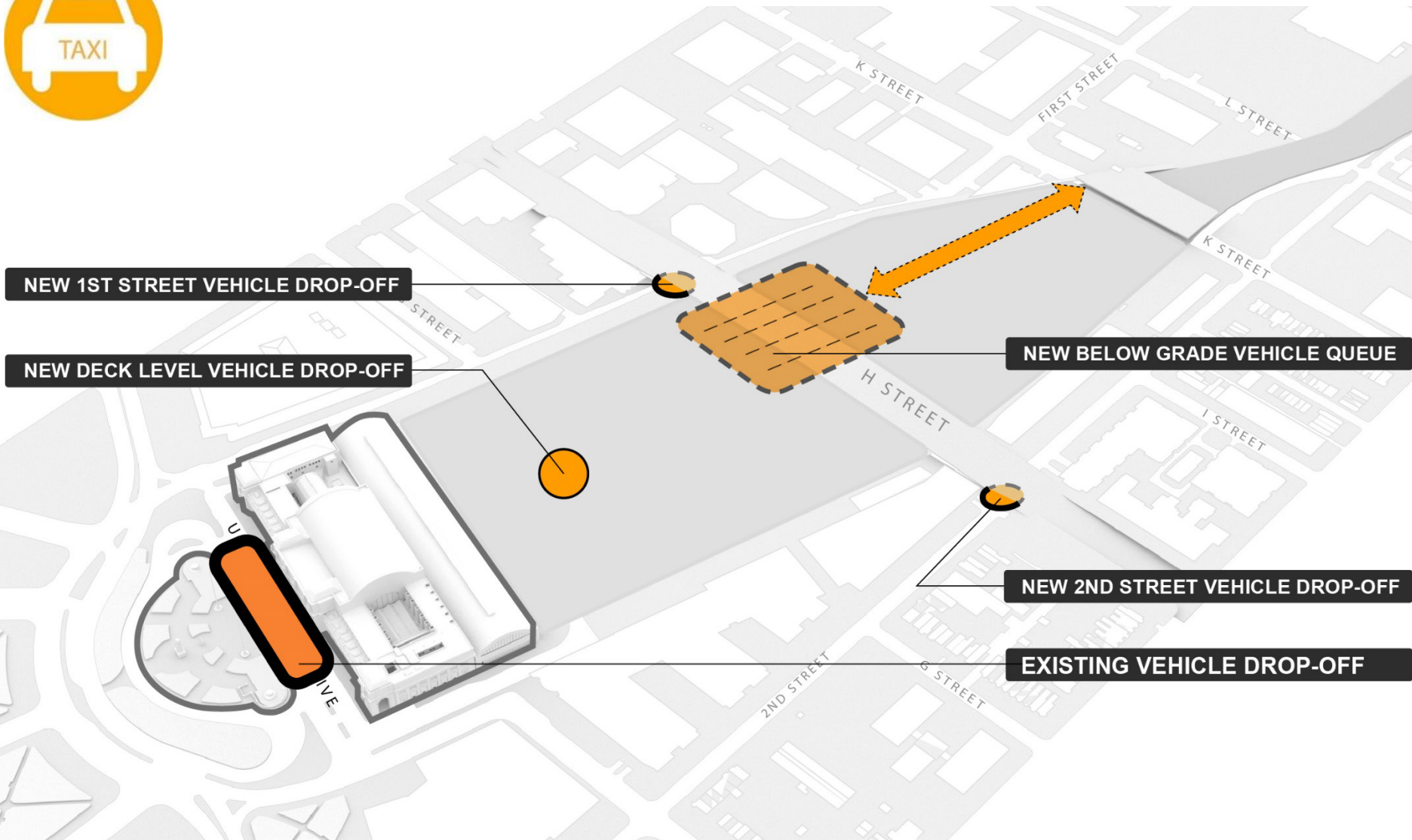
EXISTING BIKE PARKING

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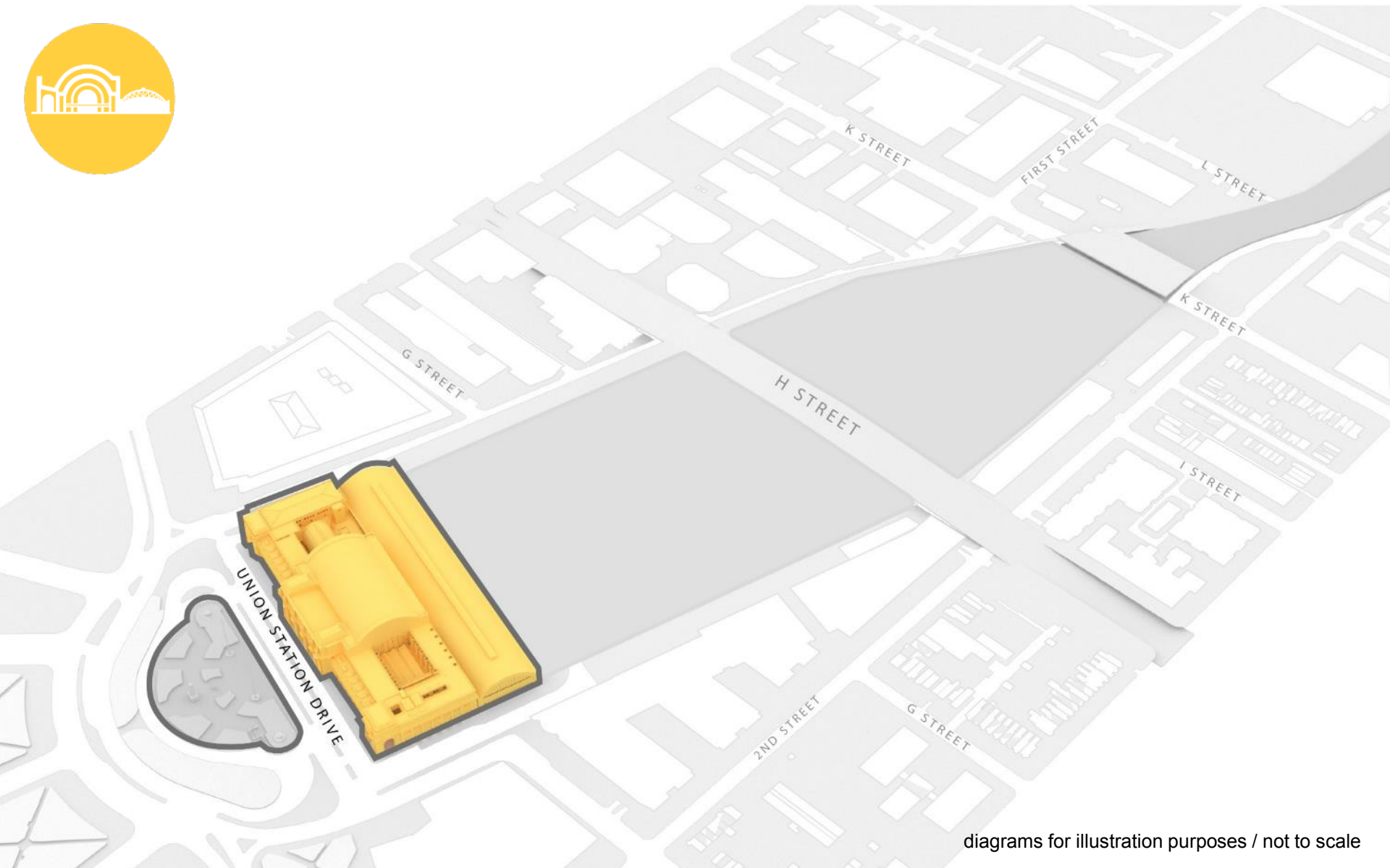


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ELEMENT: RIDE FOR-HIRE



ELEMENT: HISTORIC UNION STATION



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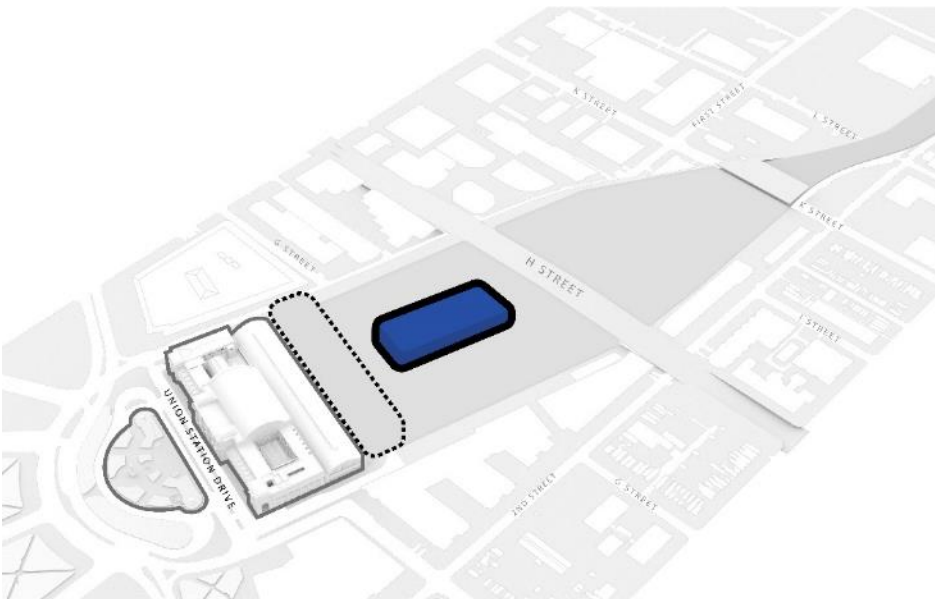


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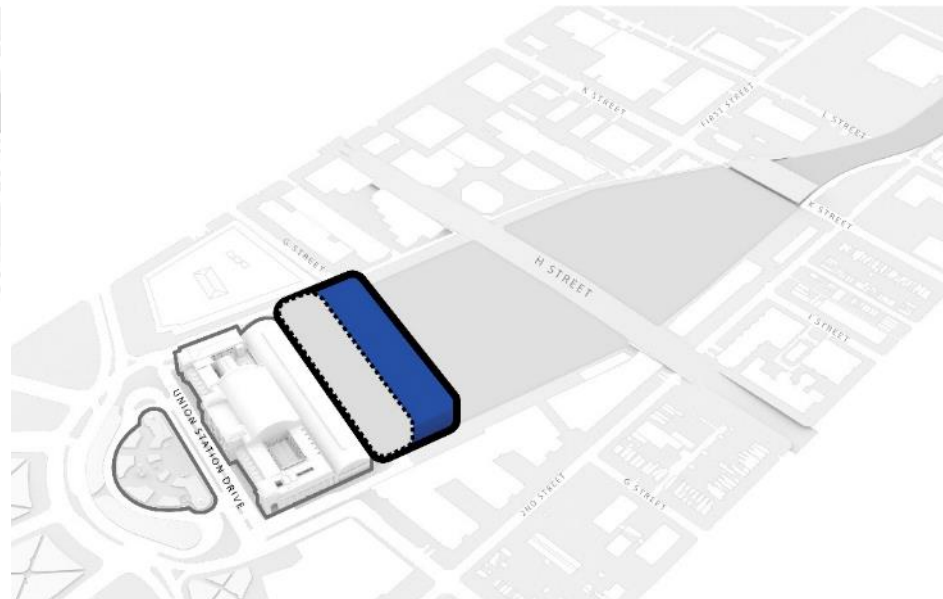
ELEMENTS THAT VARY IN PRELIMINARY CONCEPTS



ELEMENT: TRAIN HALL | TWO OPTIONS



NORTH-SOUTH TRAIN HALL



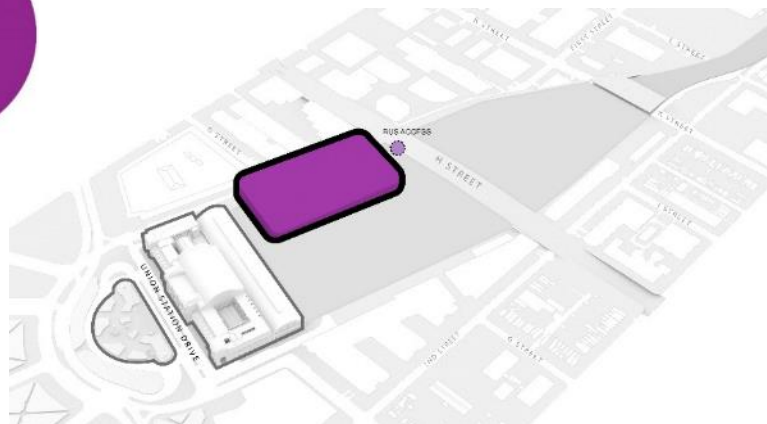
EAST-WEST TRAIN HALL

diagrams for illustration purposes / not to scale

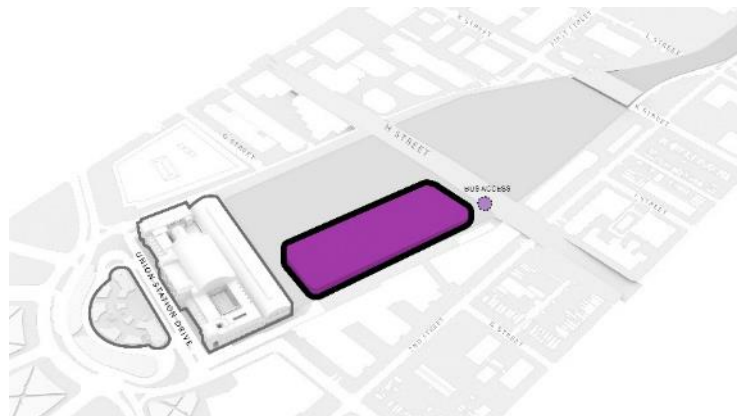


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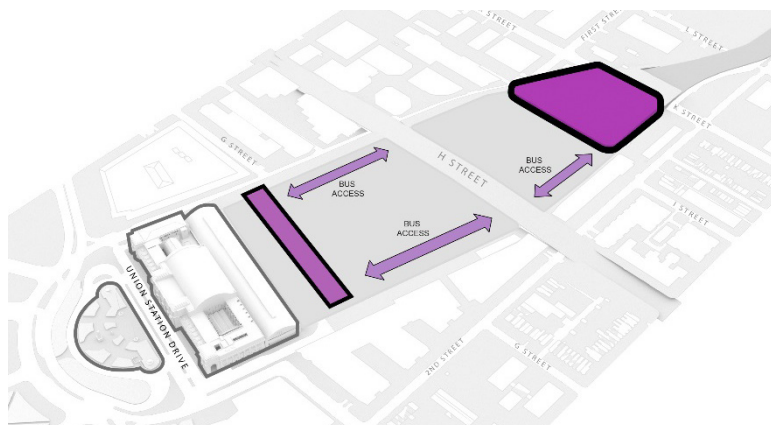
ELEMENT: BUS TERMINAL | FOUR OPTIONS



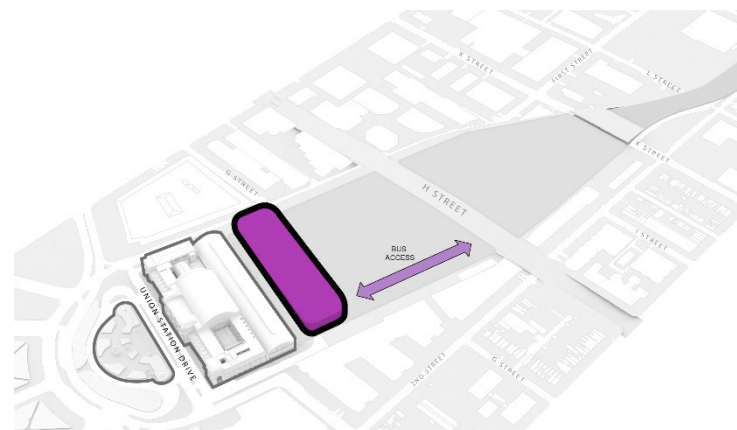
SOUTHWEST BUS TERMINAL



SOUTHEAST BUS TERMINAL



**NORTH BUS TERMINAL AND
SOUTH DROP-OFF**



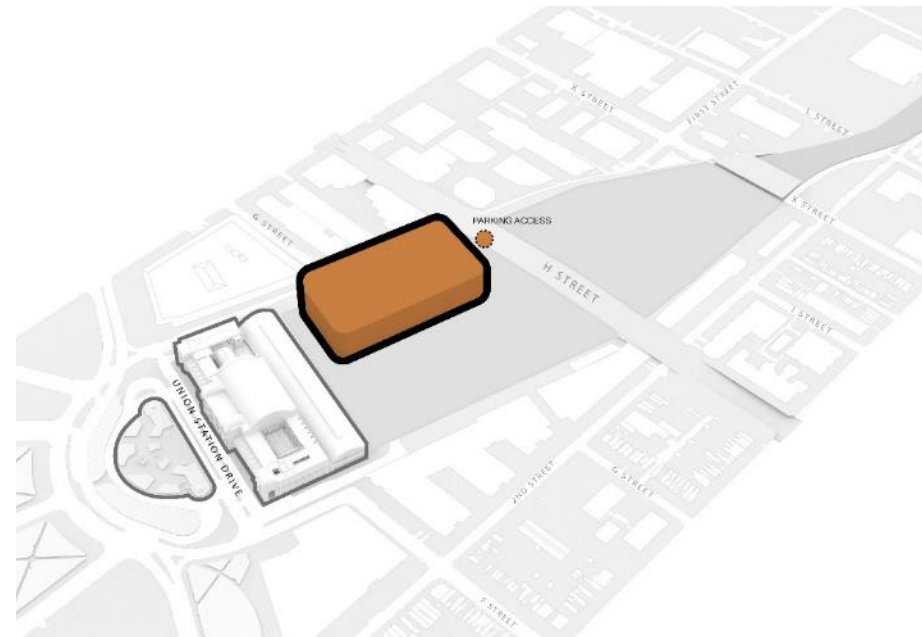
SOUTH BUS TERMINAL

diagrams for illustration purposes / not to scale



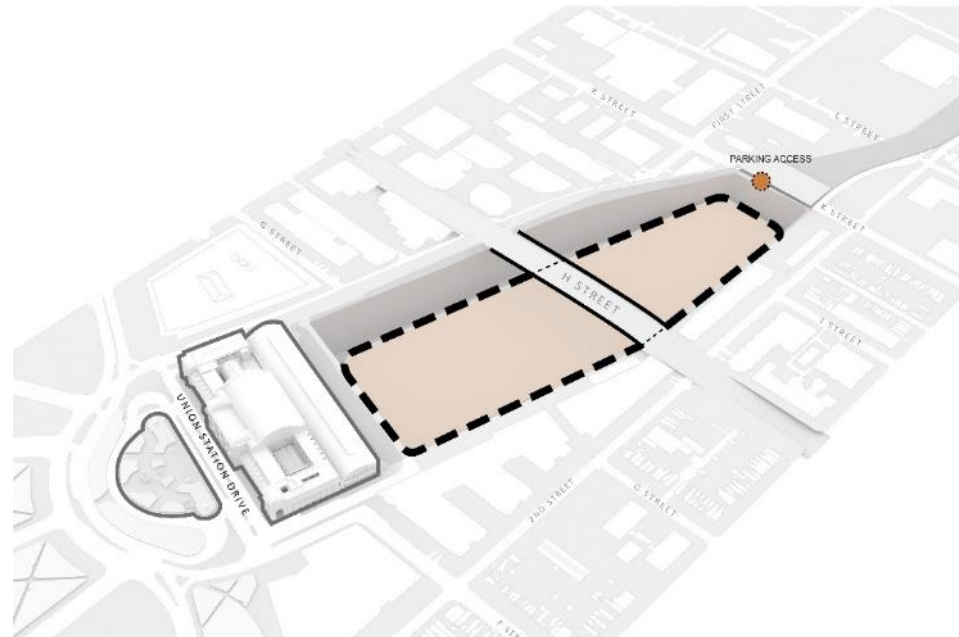
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ELEMENT: PUBLIC PARKING | TWO OPTIONS



PARKING ABOVE TRACKS

*Actual locations of parking vary per concepts.



PARKING BELOW TRACKS

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PRELIMINARY CONCEPTS



PRELIMINARY CONCEPT: 1A



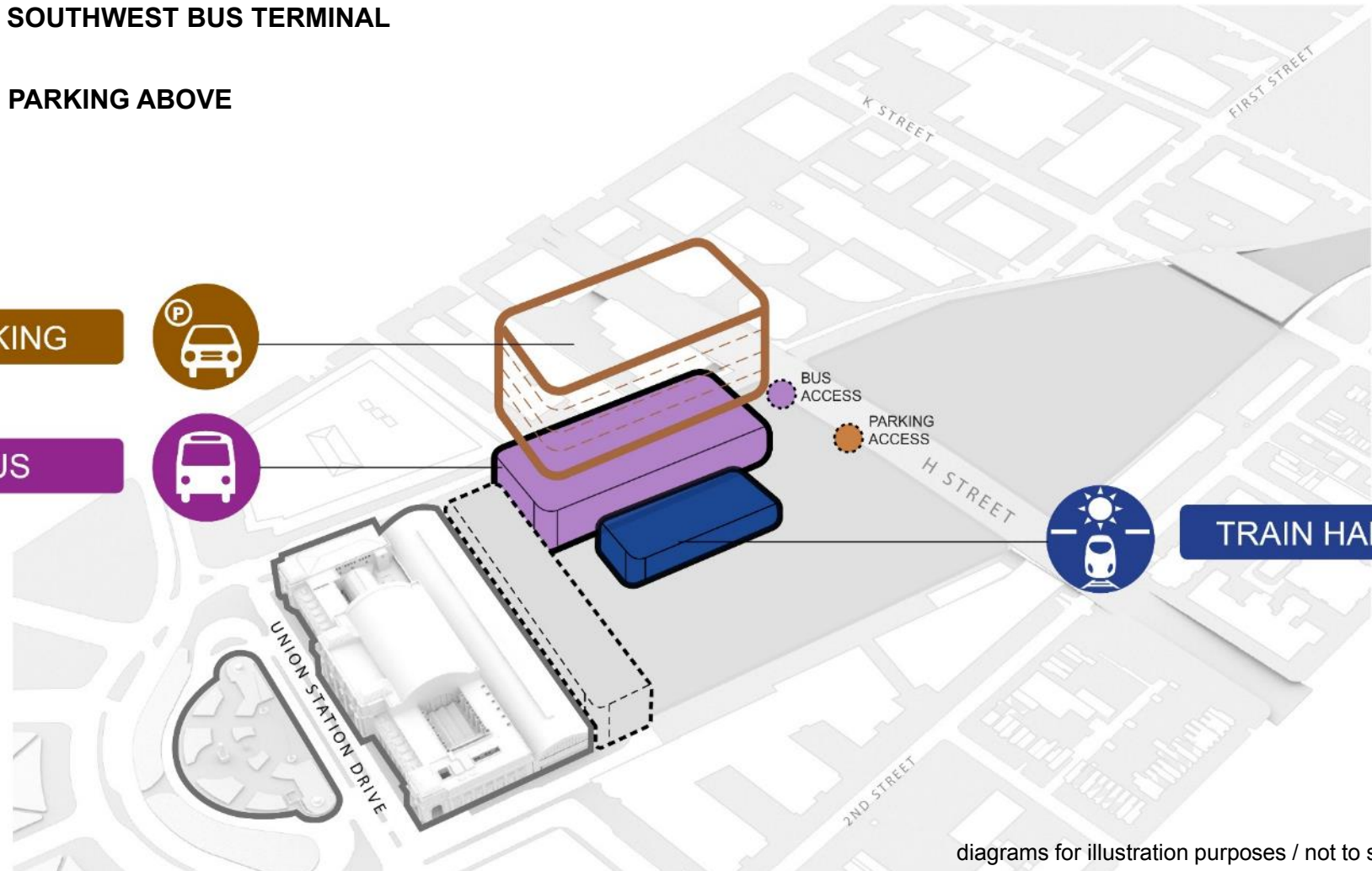
NORTH-SOUTH TRAIN HALL



SOUTHWEST BUS TERMINAL



PARKING ABOVE



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PRELIMINARY CONCEPT: 1B



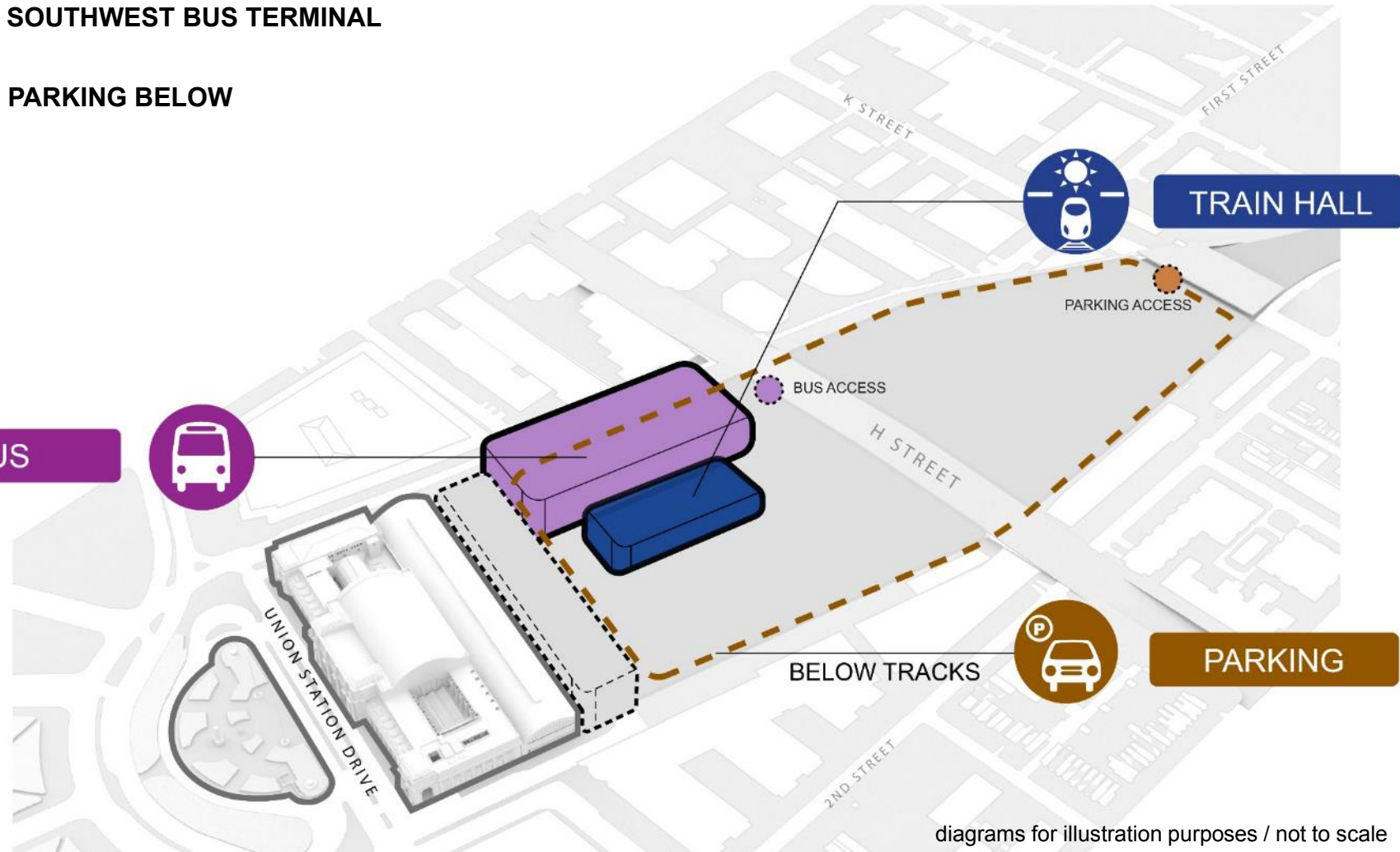
NORTH-SOUTH TRAIN HALL



SOUTHWEST BUS TERMINAL



PARKING BELOW



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PRELIMINARY CONCEPT: 2A



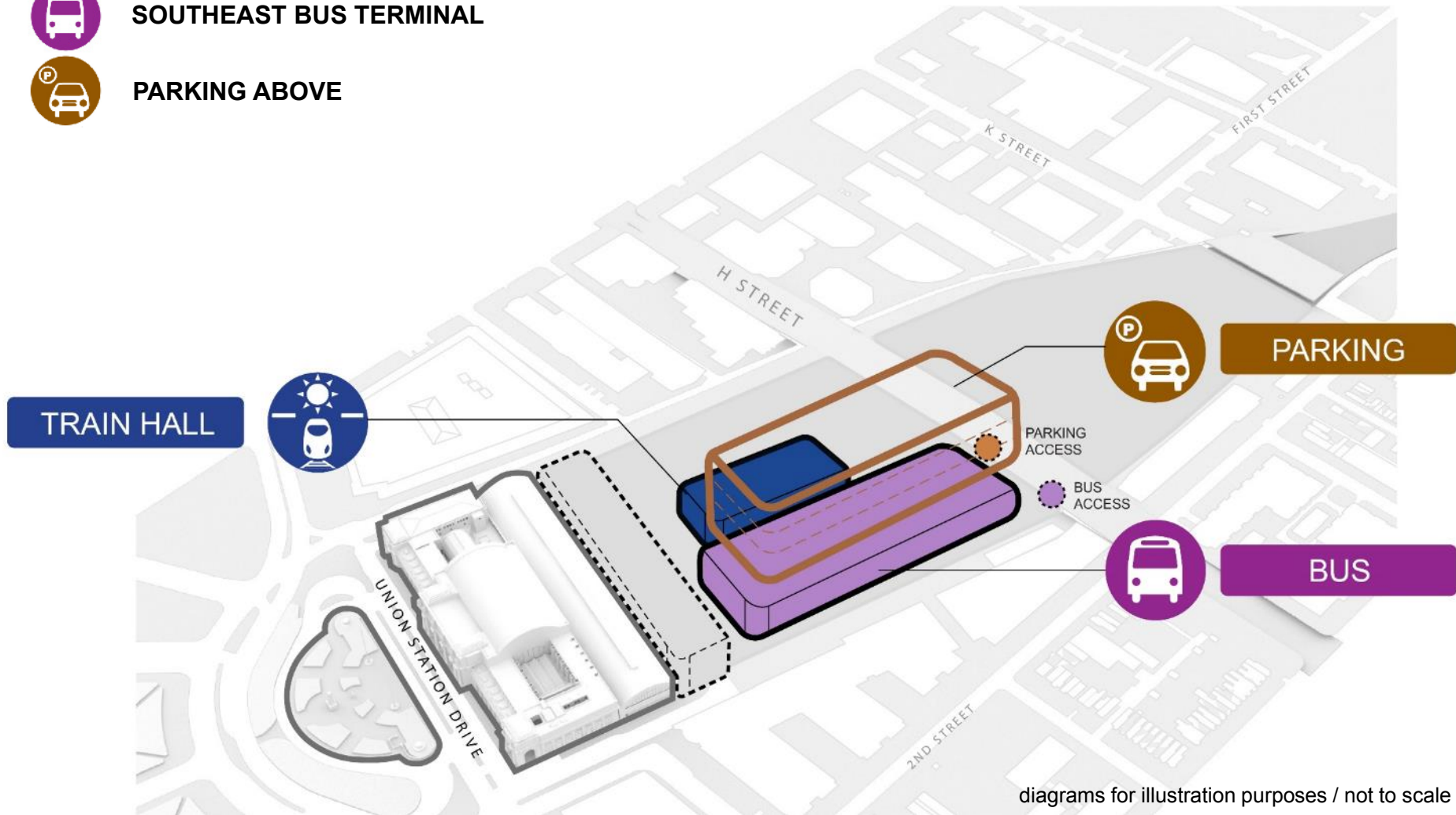
NORTH-SOUTH TRAIN HALL



SOUTHEAST BUS TERMINAL



PARKING ABOVE



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PRELIMINARY CONCEPT: 2B



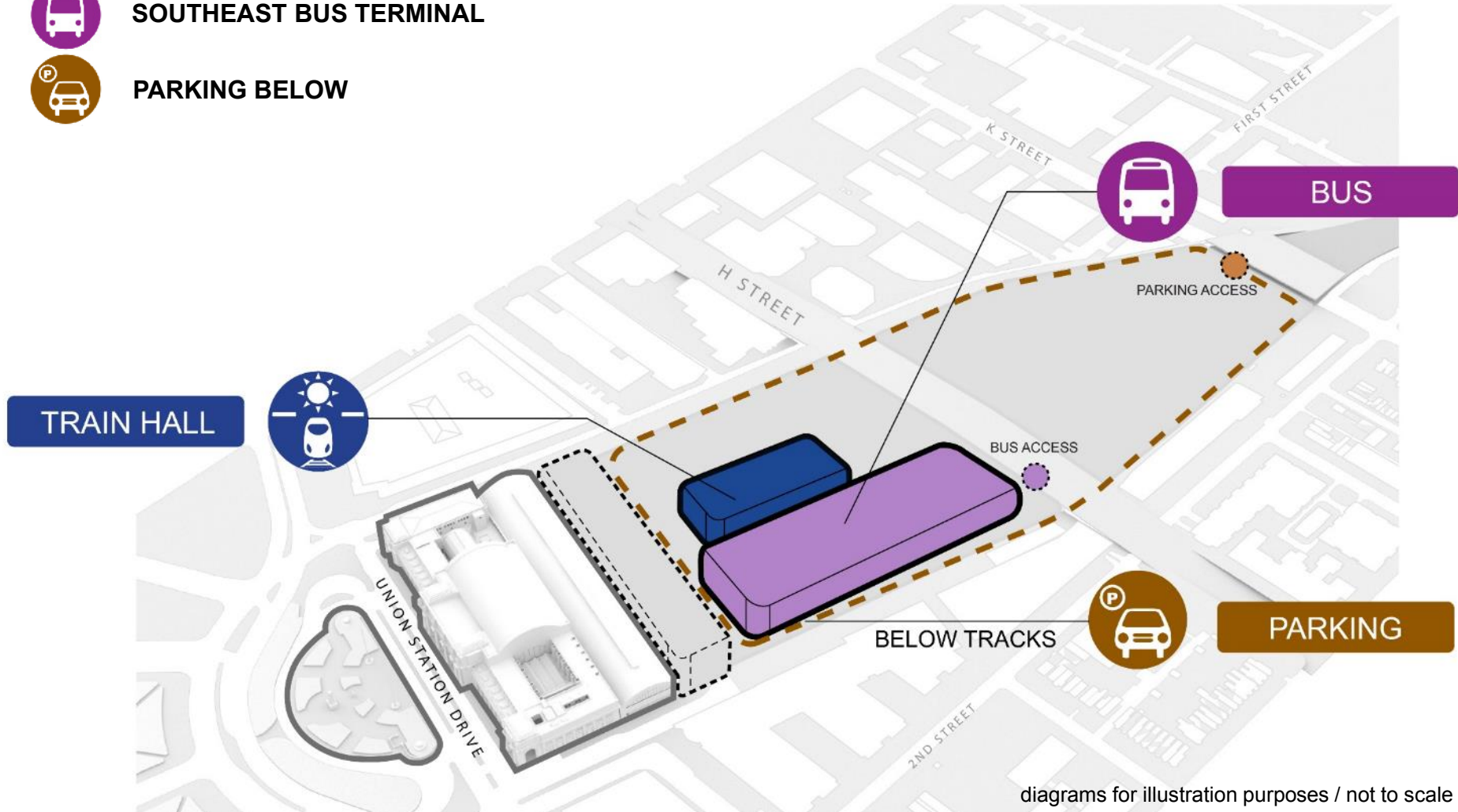
NORTH-SOUTH TRAIN HALL



SOUTHEAST BUS TERMINAL



PARKING BELOW



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PRELIMINARY CONCEPT: 3A



NORTH-SOUTH TRAIN HALL



NORTH BUS TERMINAL & SOUTH DROP-OFF



PARKING ABOVE

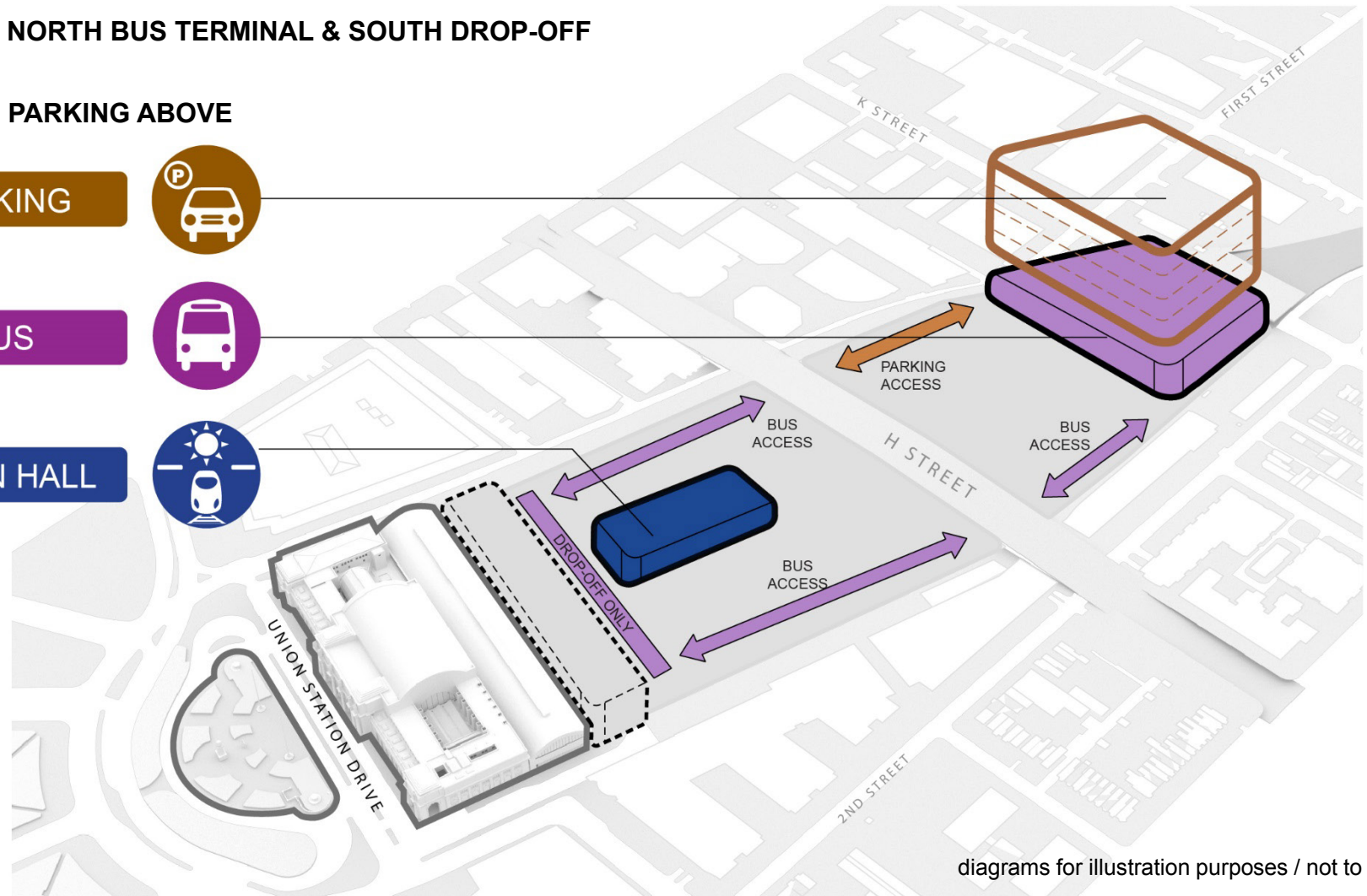
PARKING



BUS



TRAIN HALL



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PRELIMINARY CONCEPT: 3B



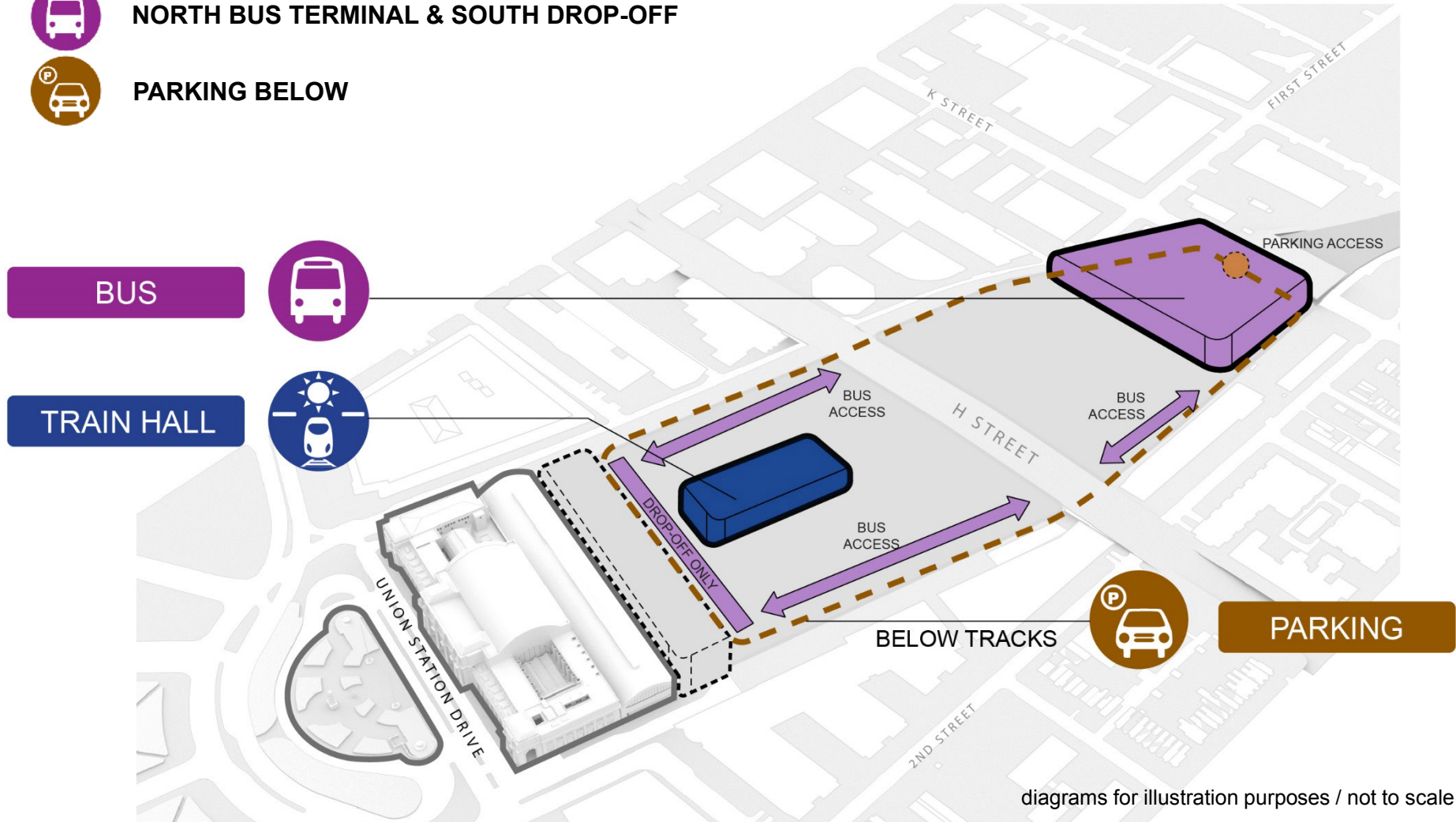
NORTH-SOUTH TRAIN HALL



NORTH BUS TERMINAL & SOUTH DROP-OFF



PARKING BELOW



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PRELIMINARY CONCEPT: 4A



EAST-WEST TRAIN HALL



NORTH BUS TERMINAL & SOUTH DROP-OFF



PARKING ABOVE

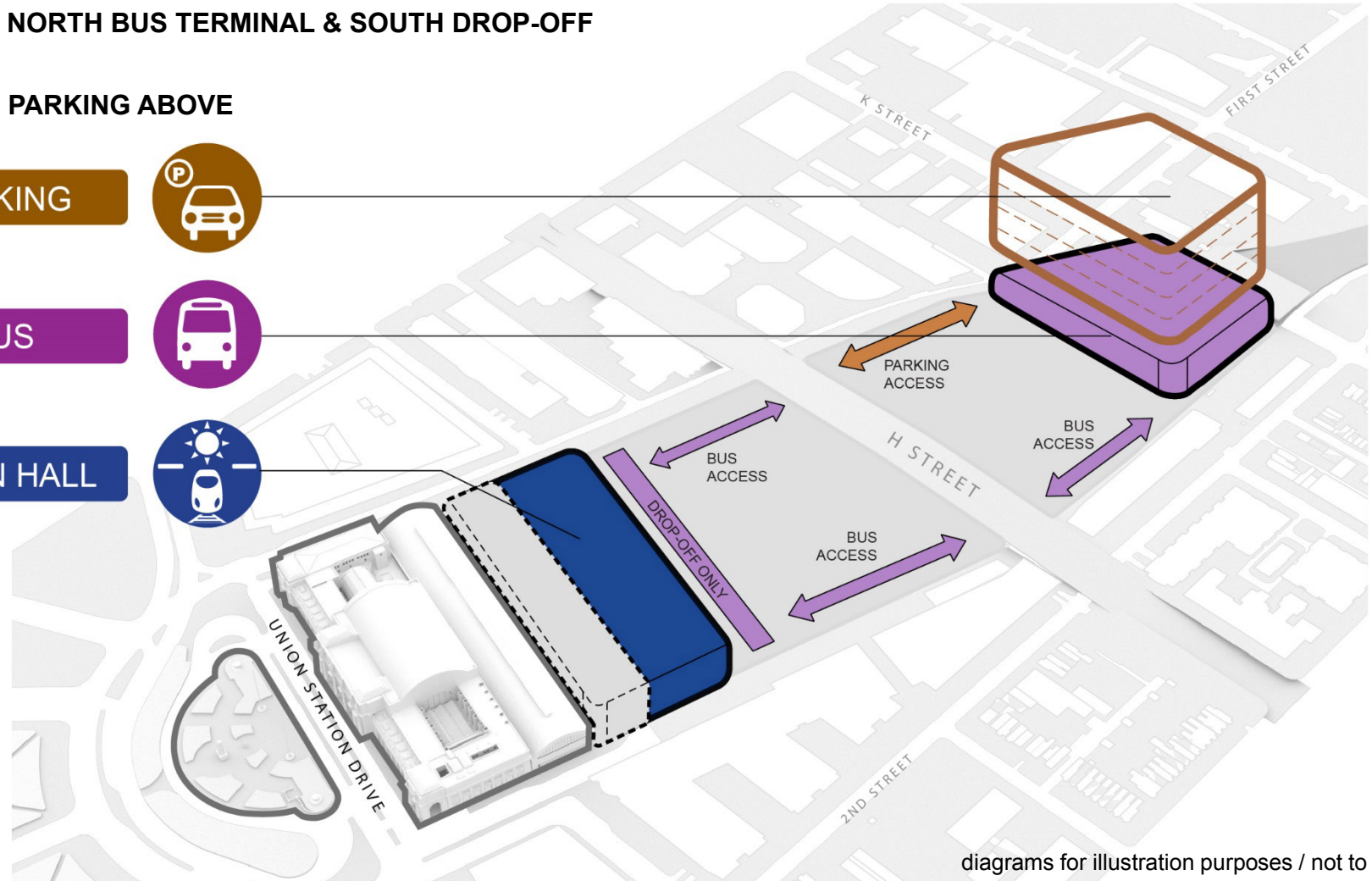
PARKING



BUS



TRAIN HALL



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PRELIMINARY CONCEPT: 4B



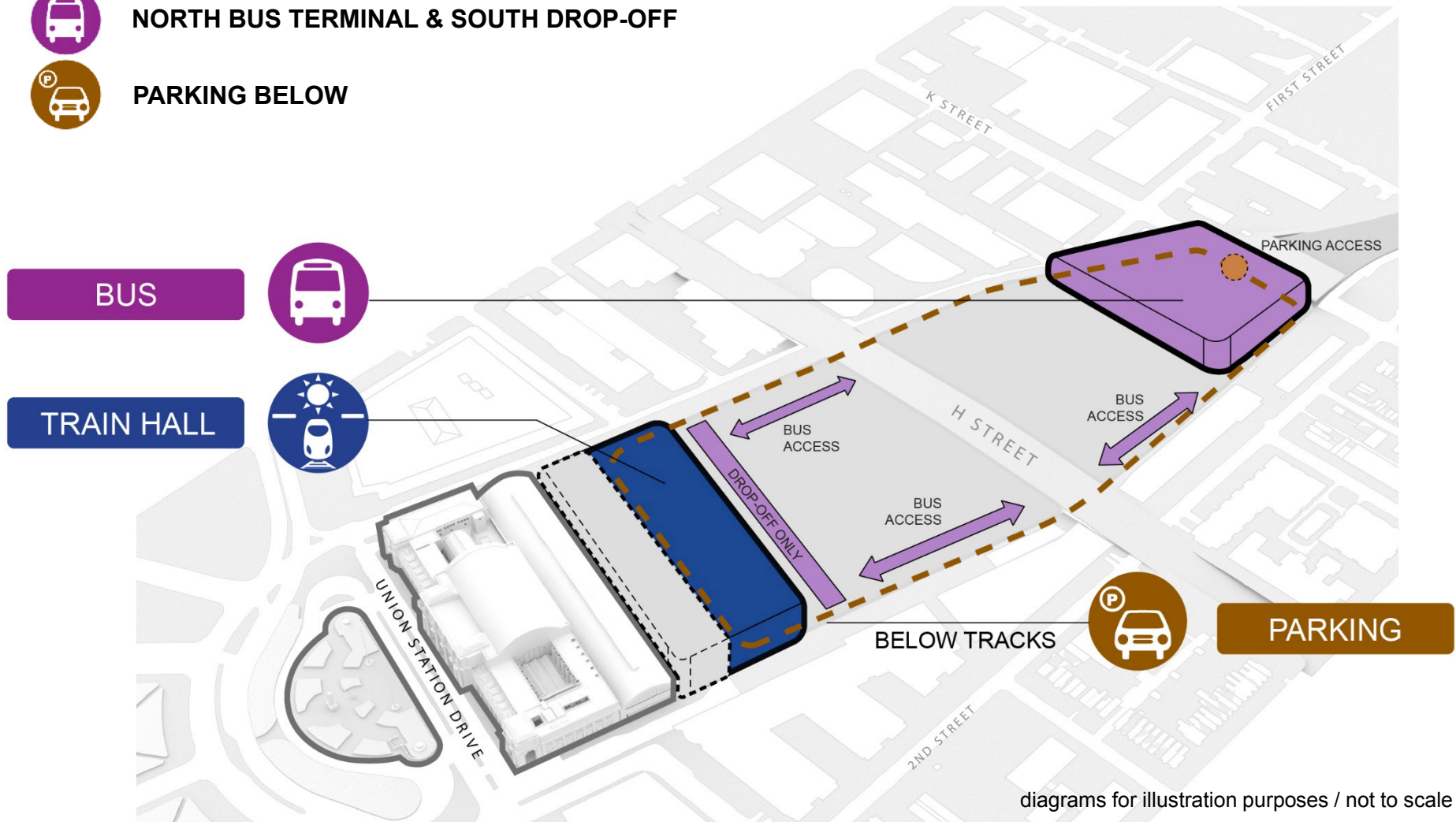
EAST-WEST TRAIN HALL



NORTH BUS TERMINAL & SOUTH DROP-OFF



PARKING BELOW



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PRELIMINARY CONCEPT: 5



EAST-WEST TRAIN HALL



SOUTH BUS TERMINAL

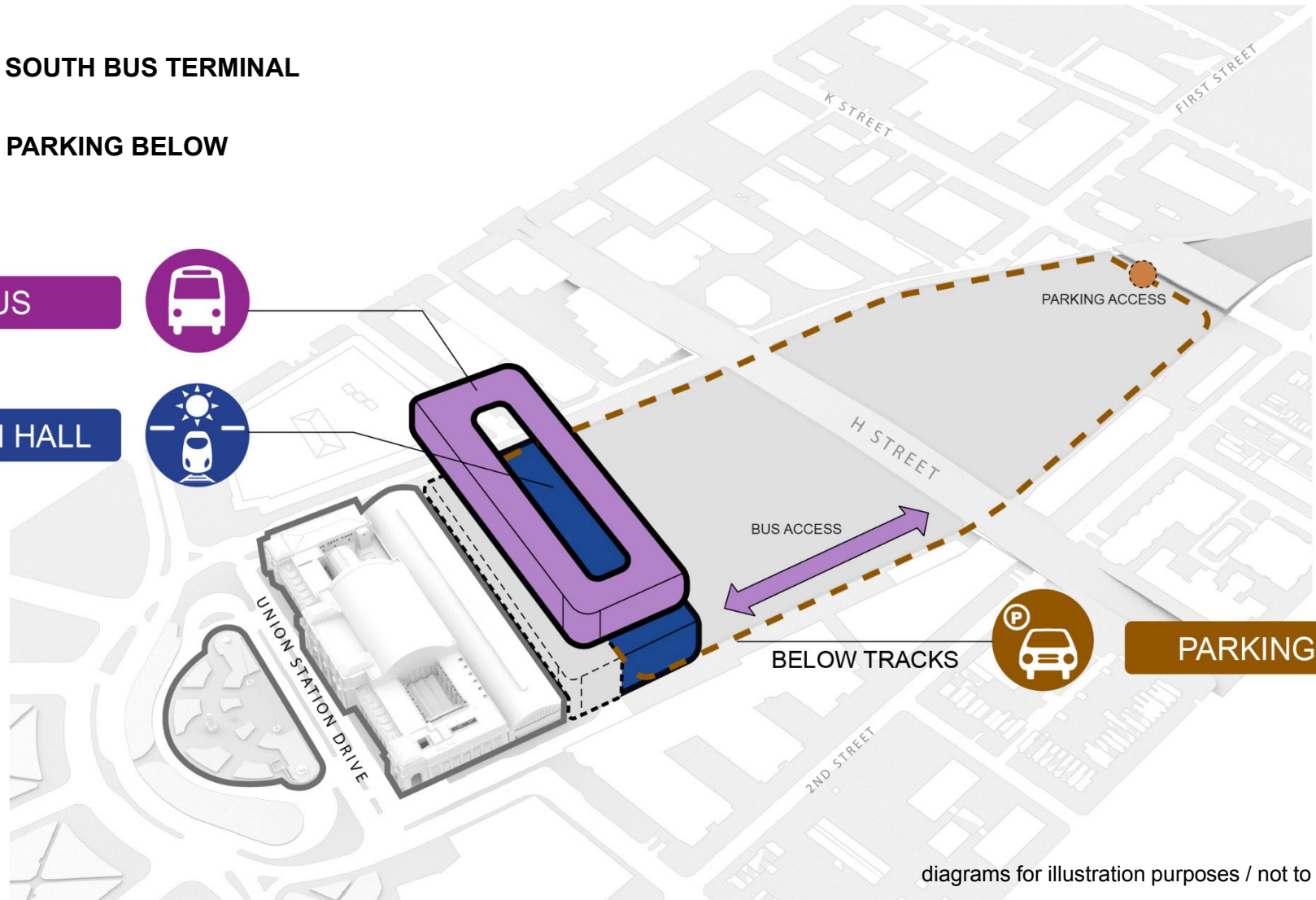


PARKING BELOW

BUS



TRAIN HALL

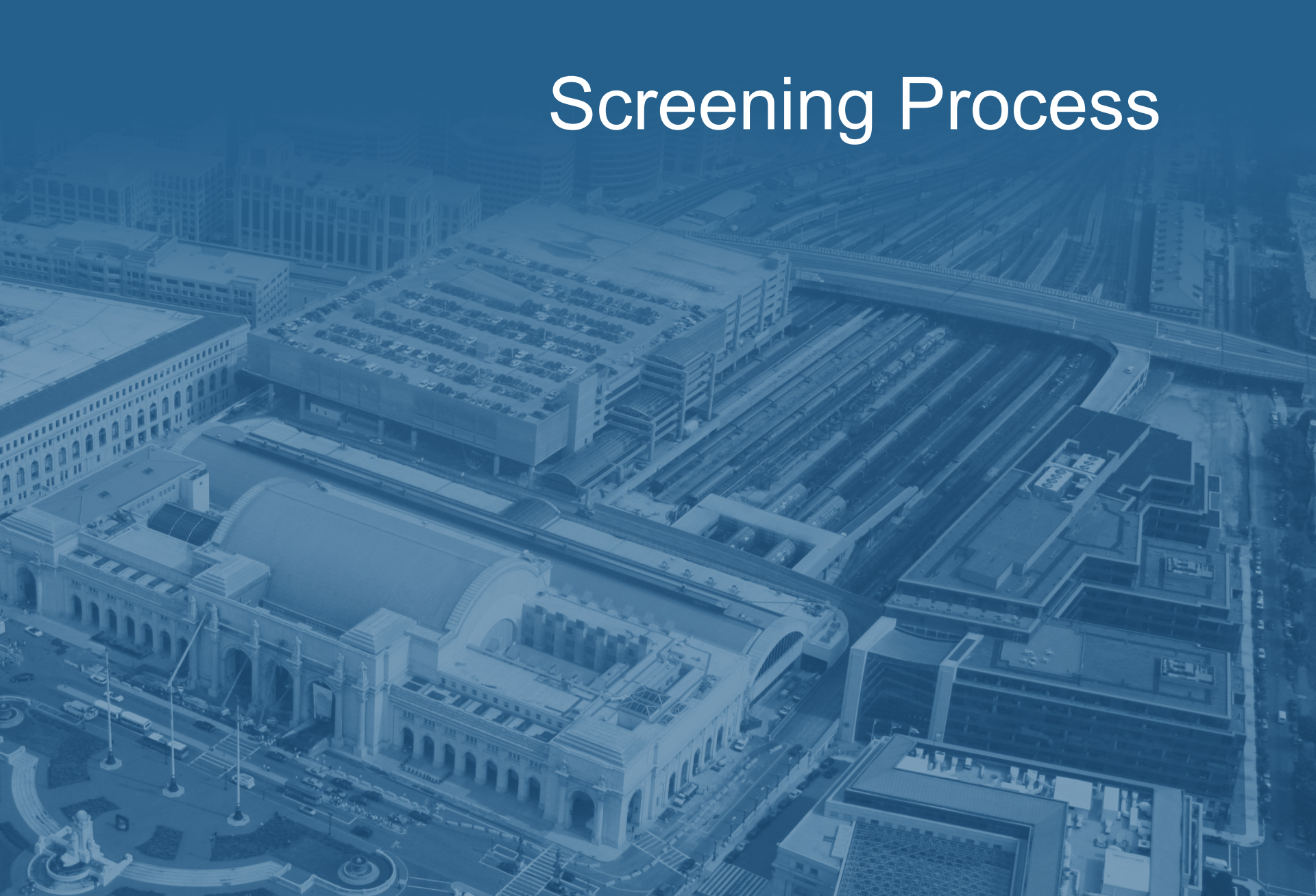


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Screening Process



Project Purpose

The purpose of the Washington Union Station Expansion Project is to:

- Support current and future growth in rail service and operational needs;
- Achieve compliance with Americans with Disabilities Act (ADA) and emergency egress requirements;
- Facilitate intermodal travel;
- Provide a positive customer experience;
- Enhance integration with the adjacent neighborhood, businesses, and planned land uses;
- Sustain the Station's economic viability; and
- Support continued preservation and use of the historic station building.



Project Need

The Project is needed to improve:

- Rail capacity,
- Reliability,
- Safety,
- Efficiency,
- Accessibility, and
- Security,

for both current and future long-term railroad operations at this historic station.



Preliminary Screening Criteria

1. Quality of train hall experience
2. Quality of concourse experience
3. Provides needed platform/rail capacity and meet rail operational requirements
4. Meets future multimodal capacity needs
5. Meets operational needs of multimodal facilities and minimize impacts on roadways
6. Improves internal circulation
7. Preserves and maintains the historic station building and the urban environment
8. Sustains the station's economic vitality
9. Offers ease of construction and maintains operations during construction
10. Enhances integration with adjacent neighborhoods, businesses, and future land uses

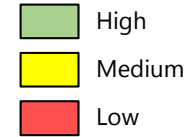


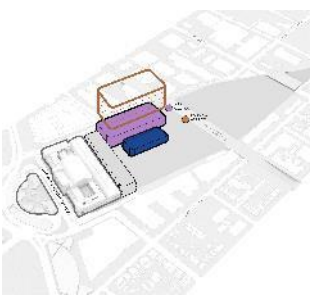
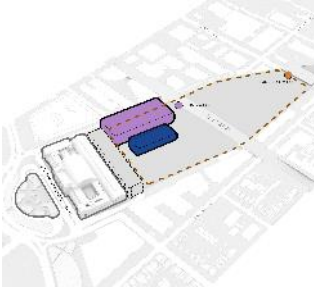
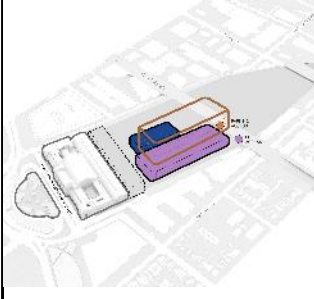
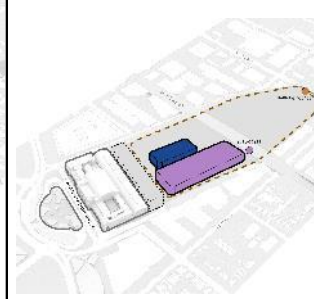
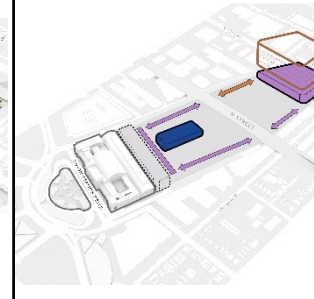
Preliminary Results of the Screening Process

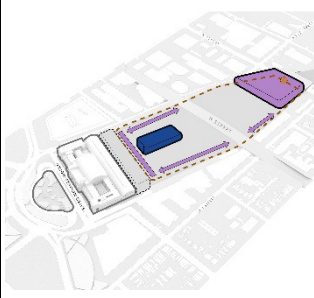
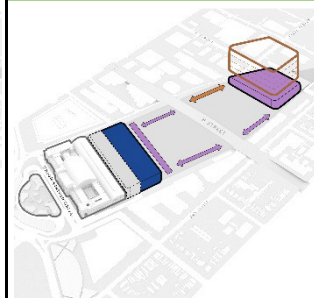
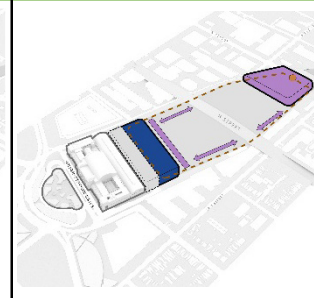
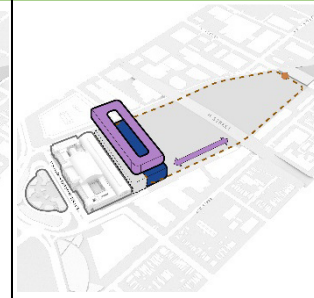
Criterion 1 – Quality of Train Hall

Assesses the size of train hall, natural light provided by train hall, and number of platforms/users it benefits

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
				
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

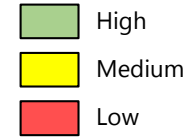
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
			
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground



Criterion 2 – Quality of Concourse

Assesses the natural light provided in concourses, the ability to reduce crowding, and provide space for train amenities

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

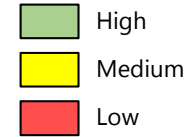
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground



Criterion 3 – Rail Capacity

Assesses the concept's ability to meet future rail and platform capacity needs

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

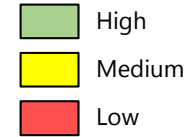
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground

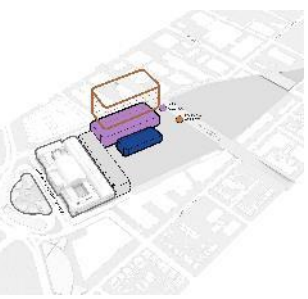
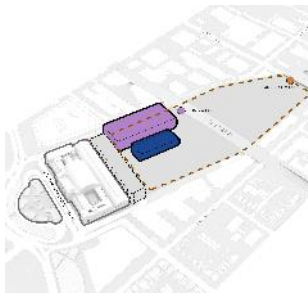
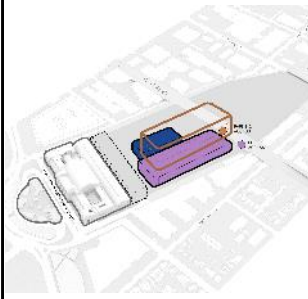
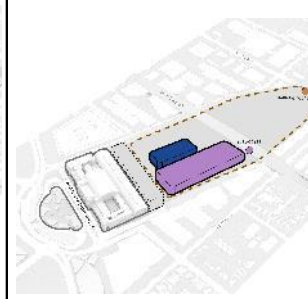
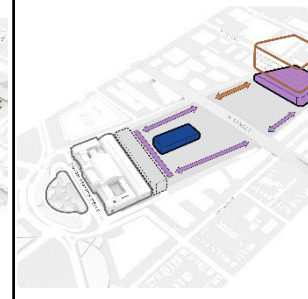


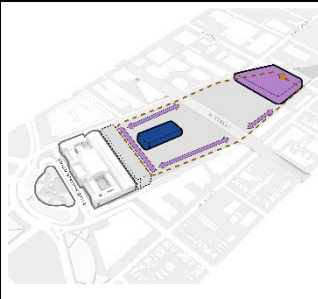
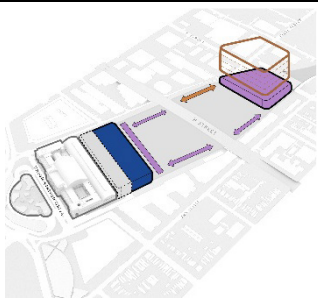
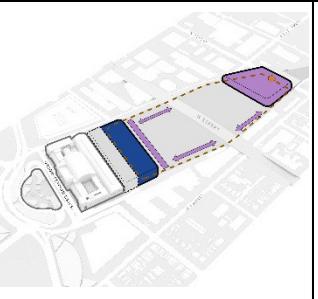
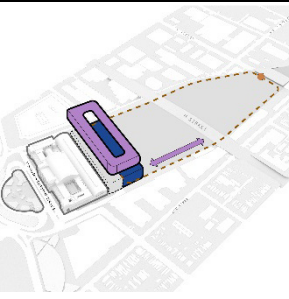
Criterion 4 – Multimodal Capacity

Assesses the ability of concepts to meet 2040 capacity needs for parking, bus, ride for-hire, and bicycle

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
				
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

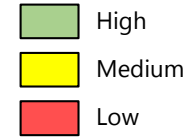
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
			
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground



Criterion 5 – Multimodal Operations

Assesses the ease of operations for parking, bus, ride for-hire and the impacts on local traffic conditions

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

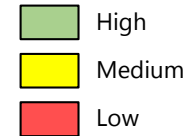
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground



Criterion 6 – Internal Circulation

Assesses the ease of access across modes within the station

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground




Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground

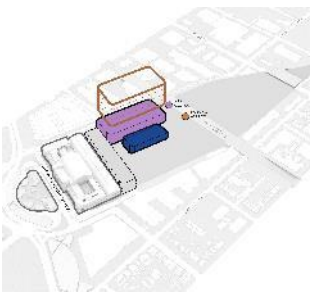
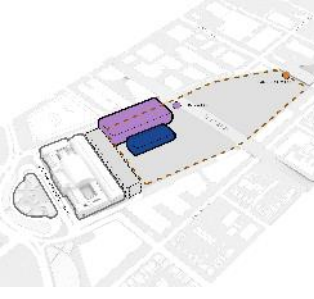
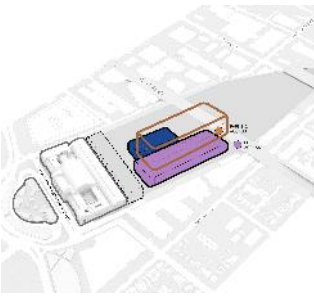
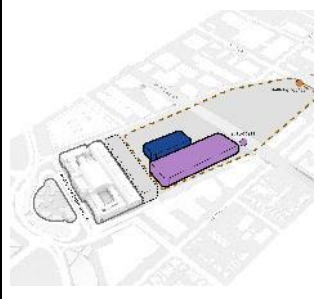
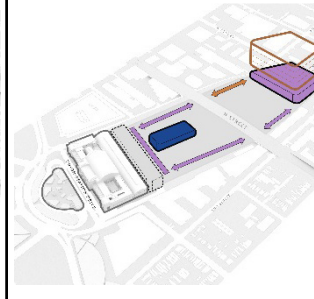


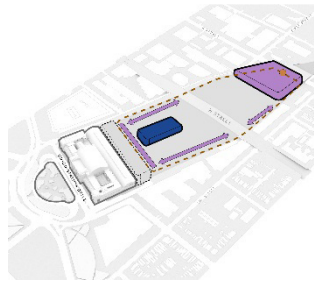
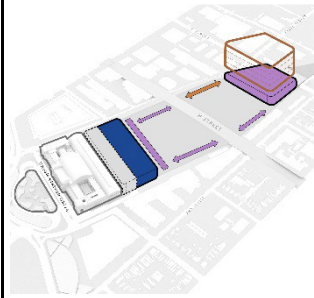
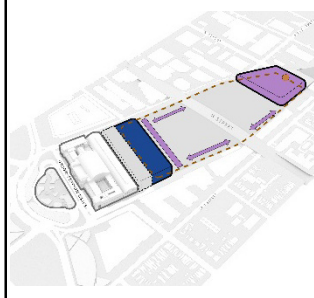
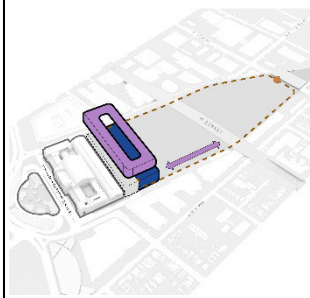
Criterion 7 – Historic Preservation and Urban Environment

Assesses the impact on historic station and nearby historic elements, as well as the concept's impact on the local urban context

Legend

	High
	Medium
	Low

Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
				
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

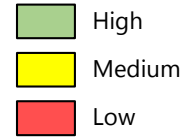
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
			
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground



Criterion 8 – Economic Vitality of Station

Assesses the concept's impacts on Union Station's retail revenue based on parking and growth in retail areas

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

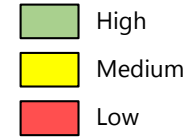
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground

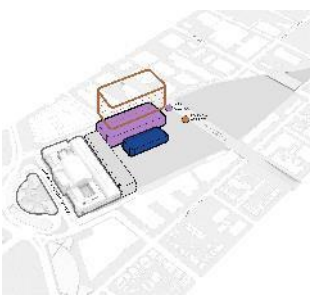
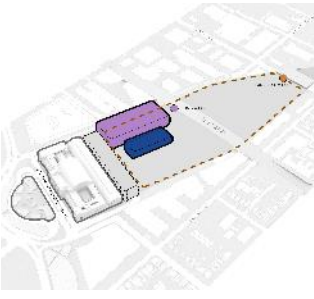
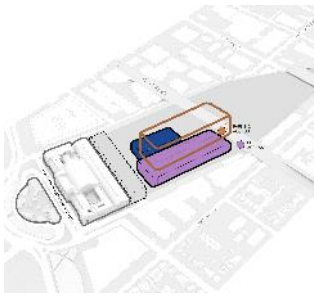
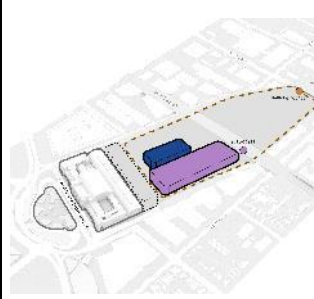
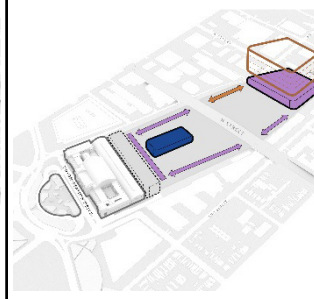


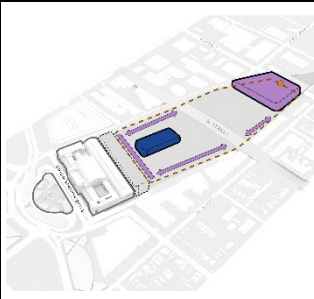
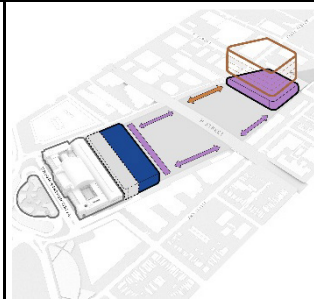
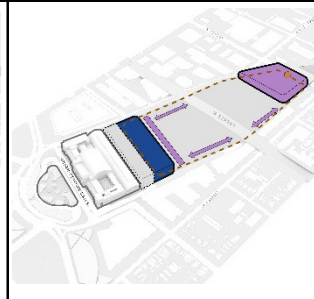
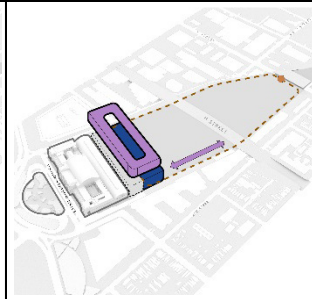
Criterion 9 – Constructability

Assesses the ease of construction and relative feasibility of implementing the different concepts

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
				
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

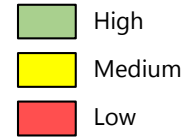
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
			
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground

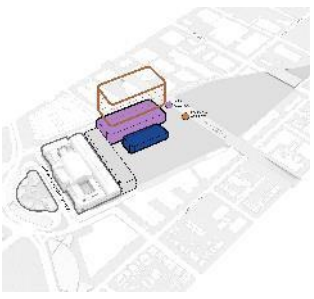
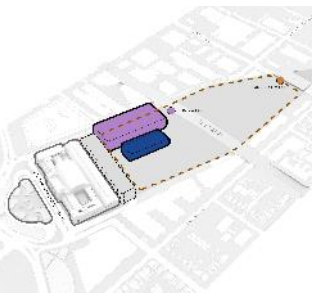
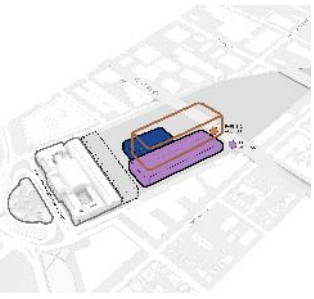
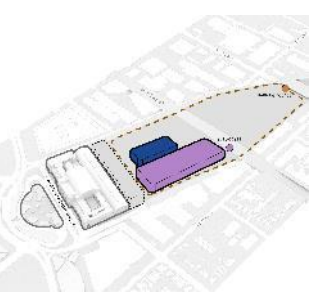
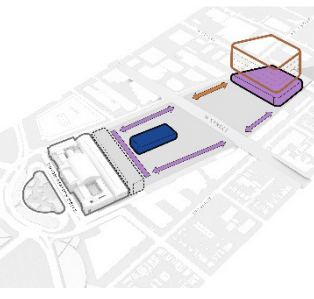


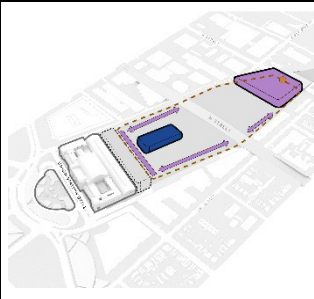
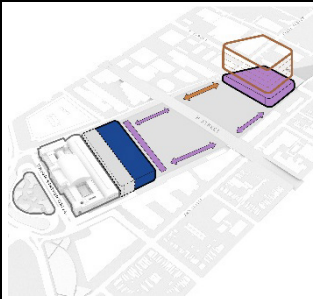
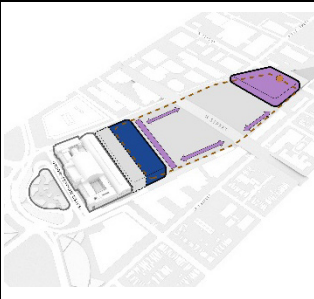
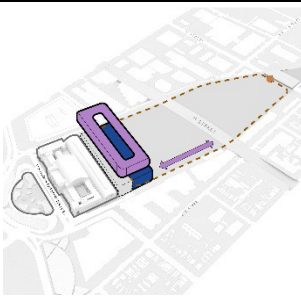
Criterion 10 – Neighborhood Integration

Assesses concept's integration with surrounding neighborhoods and proposed adjacent land uses

Legend



Preliminary Concept 1A	Preliminary Concept 1B	Preliminary Concept 2A	Preliminary Concept 2B	Preliminary Concept 3A
				
Bus on Southwest	Bus on Southwest	Bus on Southeast	Bus on Southeast	Bus on North
North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall	North-South Train Hall
Parking Aboveground	Parking Underground	Parking Aboveground	Parking Underground	Parking Aboveground

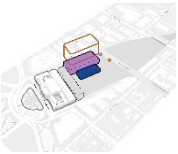
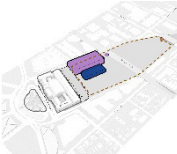
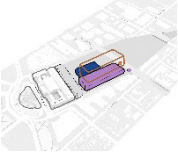
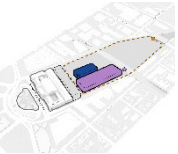
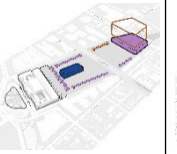
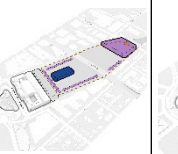
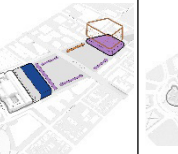
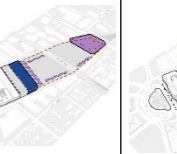
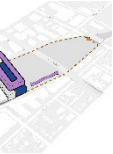
Preliminary Concept 3B	Preliminary Concept 4A	Preliminary Concept 4B	Preliminary Concept 5
			
Bus on North	Bus on North	Bus on North	Bus on South
North-South Train Hall	East-West Train Hall	East-West Train Hall	East-West Train Hall
Parking Underground	Parking Aboveground	Parking Underground	Parking Underground



Summary Preliminary Screening Table

Legend

- High
- Medium
- Low

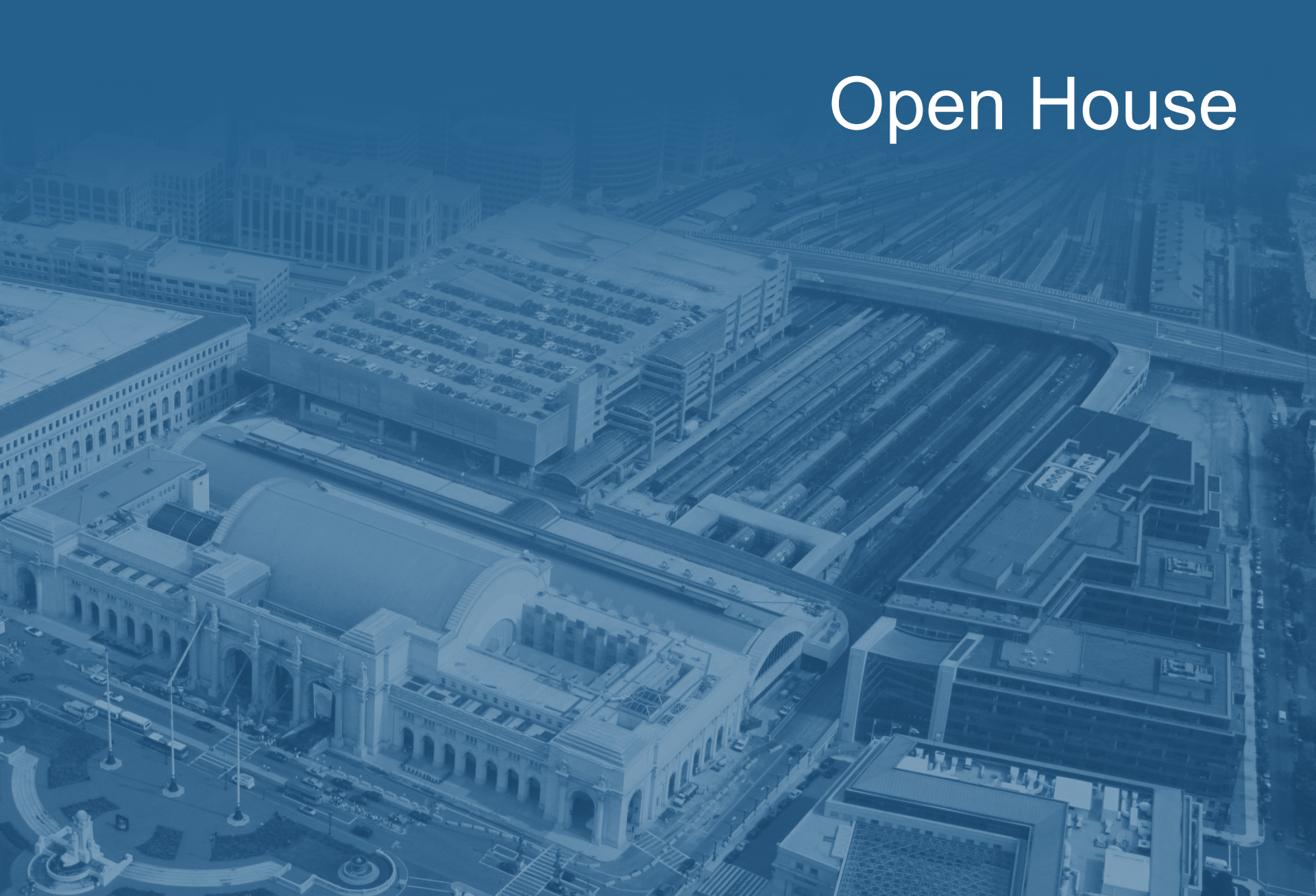
	Preliminary Concepts								
	1A	1B	2A	2B	3A	3B	4A	4B	5
Preliminary Criteria									
Train Hall	Medium	Medium	Medium	Medium	Medium	Medium	High	High	High
Concourse	High	High	High	High	High	High	High	High	High
Rail Capacity	High	High	High	High	High	High	High	High	High
Multimodal Capacity	Low	Medium	High	High	Medium	High	Medium	High	High
Multimodal Operations	Low	Medium	Low	Medium	Medium	Medium	Medium	Medium	Medium
Internal Circulation	High	High	High	High	Medium	High	Medium	High	High
Historic Preservation	Medium	High	Medium	High	High	High	High	High	High
Economic Vitality	Medium	Medium	Medium	Medium	Low	Medium	Low	Medium	Medium
Constructability	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Neighborhood Integration	High	High	Medium	Medium	Medium	Medium	High	High	High



Next Steps in Screening

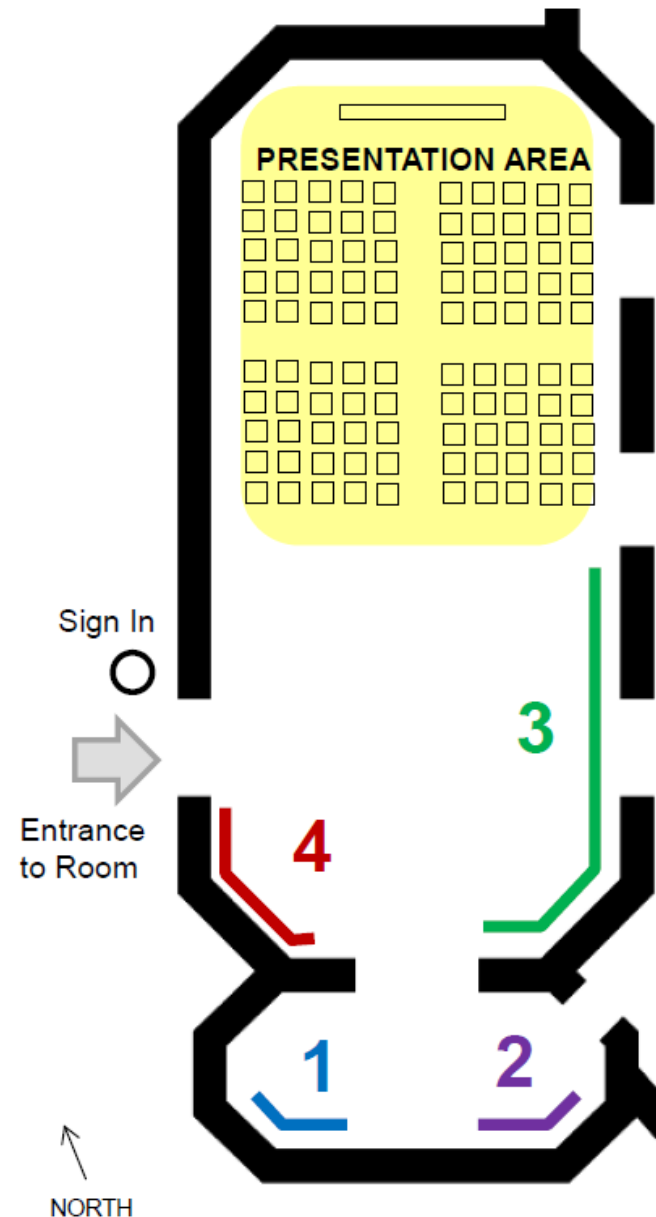
- Public and agencies provide comment through these meetings and in two-week period following this meeting (until Nov 2nd)
- FRA will review comments on concepts developed to date and screening from public and agencies
- FRA will take comments into account in developing final screening
- Proponents and FRA will continue to refine concepts, explore solutions to challenges, and assess feasibility
- On the basis of that final screening, FRA will select the Alternatives to be evaluated in the EIS

Open House



Open House Stations

1. Planning background
2. Section 106
3. Preliminary Project Concepts
4. Screening Criteria and Evaluation



Tonight

- Ask questions
- Learn more about the Project concepts and screening criteria used to evaluate those concepts at the boards
- Provide input on concepts and preliminary evaluation on the provided handouts

Email comments to:
info@WUSstationexpansion.com

Or provide written comments to the Federal Railroad Administration (FRA):

Amanda Murphy
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
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



US Department of Transportation – Federal Railroad Administration