

WASHINGTON
UNION STATION
STATION EXPANSION

Project Report

Following the release of the Washington Union Station Expansion Project (the Project) Draft Environmental Impact Statement (DEIS) in Summer 2020, the Federal Railroad Administration (FRA) received comments from stakeholders regarding the DEIS Preferred Alternative. Many of the comments requested further consideration of some aspects of the project programming and characteristics of the station planning. As further enumerated below, this included questions related to the scale and placement of the parking, pick-up/drop-off functions, and the integration of the station expansion project with the air-rights development project.

The FRA and Project Proponents (Amtrak and Union Station Redevelopment Corporation [USRC]) and FRA developed the potential Revised Alternative to address the above concerns. Additionally, through close collaboration with stakeholders, FRA and the Project Proponents developed the new approach to intensify the focus on the quality of urban design; passenger and visitor experience; and civic potential of the Project in consort with the air-rights development project.

The collaboration process reconfirms that the Project will:

- Preserve the historic station headhouse and passenger concourse
- Address passenger growth and accessibility
- Modernize rail tracks and platforms for Amtrak, MARC and VRE
- Modernize bus facility
- Construct a new train hall / primary intermodal connector
- Construct new passenger concourses, platform access, accommodation and amenities
- Expand pick-up and drop-off (PUDO) capacity
- Improve Links to Metrorail, Streetcar and Local Buses
- Construct H-Street Concourse linking the District neighborhoods to the East and West
- Be coordinated with the H-Street Bridge
- Be coordinated with air-rights development

See Table 1, “Summary of Project Elements”, appended to this memo.

From January to mid-March 2022, FRA and the Project Proponents initiated coordination with the District Department of Transportation (DDOT), District Office of Planning (DCOP), bus carriers, and regional stakeholders, to discuss and review the potential Revised Alternative. Stakeholders included members of the historic preservation community, ANC 6C, NCPC, and CFA. Based on feedback from this series of meetings, the Project Proponents further refined Project details.

In March 2022, the U.S. Department of Transportation recommended additional refinements to the project to reduce the extent of excavation.

The potential Revised Alternative submitted for Commission Review reflects input and outcomes derived from this extensive coordination with agencies, stakeholders, the public, and the private developer of the adjacent air -rights project.

FRA expects to restart the NEPA and Section 106 processes following the CFA and NCPC Hearings in July 2022. The NEPA and Section 106 processes will analyze impacts and potential adverse effects resulting from the potential Revised Alternative.

Table 1. Summary of Project Elements

Topic	Potential Revised Preferred Alternative Framework	Future Considerations
Bus Facility	<p>Single level east to west layout submerged into the H Street deck level. Provides more capacity of between 38 and 39 bus slips with a combination of angled and sawtooth configurations. Accommodates anticipated of growth in intercity and tour/charter bus activity consistent with long-term trends.</p> <p>Access to the facility is provided from H Street. Full movement provided for buses out of the facility.</p>	<p>The facility will allow for balancing dynamic management with specific opportunities to use zones, and focused dedication of slips, to respond to operator requests.</p> <p>The facility can be designed to permit electric charging and further coordination with the industry will be important as the alternative fuel framework for bus travel develops.</p>
H Street Planning	<p>Three intersections on H Street including an aligned west intersection, addressing previous concerns about the number of intersections and their lack of alignment.</p> <p>Multimodal access including headhouses north and south of H Street which would provide vertical circulation into the station complex.</p> <p>Bus stop/access at the headhouse and streetcar stop at the center of H Street</p>	<p>Coordination with the DDOT H Street Bridge team will continue throughout Project development.</p>
Parking	<p>Station parking program includes long term parking, short term parking, rental car, station land use (office and retail), and air-rights land use. Considering stakeholder feedback and additional analysis, the parking program was revised and represents a 50% reduction in station parking/rental car from Alternative A-C and a 65% reduction in parking/rental car from the existing condition. Potential needs include 230 rental car spaces and 630 parking spaces.</p> <p>Additional reduction in below ground space to control cost will result in one primary belowground level at B1 with approximately 400 to 550 spaces for parking and rental cars.</p>	<p>FRA and the Project Proponents will continue to refine the below ground space.</p>

Topic	Potential Revised Preferred Alternative Framework	Future Considerations
	<i>Note these figures do not include the in the deck parking proposed by the private development.</i>	
Pedestrian and Bicycle	Bicycle storage and parking opportunities identified in the revised alternative include new storage opportunities at the west edge of the station and within the H Street Concourse. The opportunity for pedestrian/bicycle access from the front of the station to H Street and the air-rights development on both the west and east edges of the station has been identified.	FRA and the Project Proponents will continue to coordinate with DDOT on pedestrian and bicycle commitments.
Pick-up/Drop-off and Ramp Locations	Based on stakeholder feedback, the potential revised Preferred Alternative includes a belowground PUDO facility to reduce pressure on aboveground streets. The Project requires several ramps for ingress/egress to access those below grade functions. After reviewing a range of options and DDOT comments, the current approach to ramp locations is: G Street (ingress and egress), First Street (ingress/egress), East Ramp (egress).	Design of these ramps will continue through the Project development process.
Urban Design and Context	The WUS team developed an approach to Project elements at the H Street deck level that allows for a successful civic space integrated with private air-rights development and the Project. The integrated bus facility permits a strong visual connection between the station and H Street and the overall site design respects the symmetry of the site.	Design of Project facilities at the H Street deck level and design consideration for public spaces will occur in conjunction with design of the private air-rights development.