



Notes

DATE: March 2, 2022

LOCATION: Webex

SUBJECT: Washington Union Station (WUS) Expansion Project (SEP) Meeting with Consulting Parties

PARTICIPANTS	ORGANIZATION/FIRM
Amanda Murphy, Sydney Hawthorne, Tony Lee, Laura Shick	Federal Railroad Administration (FRA)
Beverley Swaim-Staley, Kevin Forma	Union Station Redevelopment Corporation (USRC)
Gretchen Kostura, Johnette Davies, Dan Sporik, Kyle Nembhard	National Railroad Passenger Corporation (Amtrak)
Andrew Lewis	DC State Historic Preservation Office (SHPO)
Paz Aviles, Bradley Decker	Booz Allen Hamilton (FRA Consultant)
Gretchen Pfaehler, Jennie Gwin, Jill Cavanaugh, Katie Hummelt	Beyer Blinder Belle (BBB; Project Consultant)
Niko Dando	Grimshaw (Project Consultant)
Laurent Cartayrade, Drew Morrison	VHB (Project Consultant)
Rachael Mangum	Advisory Council on Historic Preservation (ACHP)
David Tuchmann	Akridge
Brian Harner	LAB (for Akridge)
Mark Gilliland, Bojana Vukomanovic	Shalom Baranes Architects (for Akridge)
Jay Adelstein, Christine Healey	Advisory Neighborhood Commission (ANC) 6C
Sarah Ridgely, Dr. Joe Imamura	Architect of the Capitol (AOC)
Drury Tallant	Capitol Hill Restoration Society (CHRS)
Derrick Kazimierski	Coach USA/Megabus
Sarah Batcheler, Daniel Fox	Commission of Fine Arts (CFA)
Erik Hein	Committee of 100 on the Federal City
Laura Marks, Chris Laskowski	Councilmember Charles Allen
Austina Casey	DC Department of Transportation (DDOT)
Rebecca Miller	DC Preservation League (DCPL)
Kevin Tankersley	DC National Railway Historical Society
Shauna Haas	Federal Transit Authority
Matthew Flis	National Capital Planning Commission (NCPC)
Elizabeth Merritt, Rob Nieweg	National Trust for Historic Preservation (NTHP)
Christine Hoeffner	Virginia Railway Express (VRE)
Jeff Winstel, John Magarelli, Johnathan Parker, Seth Garland	Washington Metropolitan Area Transit Authority (WMATA)
Caller from MARC	MARC Train

ITEM	DESCRIPTION	FRA ACTION ITEM / RESPONSE
1.	<p>Introduction</p> <p>Amanda Murphy (FRA) made introductions. This is not a formal restart of S106. Purpose of meeting is to share a preview of the draft revised Station Expansion Project (SEP) alternative prior to submission to CFA and NCPC. There will be future opportunity for CPs to provide comments on the materials presented today.</p>	N/A
2.	<p>Draft Revised SEP</p> <p>Niko Dando (Grimshaw for FRA) presented the draft revised SEP alternative that includes station improvements and incorporates considerations of the private air-rights development (PARD). The team has been working with the air rights private developer in the refinements. Graphics presented conveyed a visualization of the layout of the structures and basic organization, not to scale. Images of the PARD were presented for contextual purposes.</p> <p>The draft revised SEP alternative involves:</p> <ul style="list-style-type: none"> - Two additional partial levels below the concourse, which will include parking, Pick-up drop-off (PUDO), rental car, and other services, to facilitate new connectivity across the site and new passenger access to the trains and retail spaces below the tracks. - New vehicular ramps to access the below grade spaces at G Street, G Place, First Street, and K Street. This is anticipated to reduce traffic on Columbus Circle and other areas of the street network. - A reconsidered deck level above the bus facility with enhanced opportunities for civic open space (part of the private development project) accessible from H Street and the PARD. - The Train Hall that serves as a circulation space to get to trains, buses, and deck level, metro, and local transportation - A better integrated bus facility, oriented east to west adjacent to the Train Hall that is anticipated to accommodate growth in bus functions. - Focus on maximizing daylighting opportunities 	

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<p>3.</p>	<p>Area of Potential Effect</p> <p>There are no new identified historic properties within the APE. The Project team has asked SHPO to confirm no properties have received determinations of eligibility.</p>	<p>N/A</p>
<p>4.</p>	<p>Future 106 Consultation</p> <p>FRA plans to formally resume NEPA and S106 in spring of 2022</p> <p>Summer 2022 – Assess effects</p> <p>Fall 2022- Early 2023: resolve adverse effects and execute PA</p>	<p>N/A</p>
<p>5.</p>	<p>Discussion:</p> <p>Following FRA's presentation, FRA and CPs discussed the following:</p> <p><u>Parking Facility, Ramps and Circulation</u></p> <p>The shift to underground parking is positive for the SEP.</p> <p>All ramps shown go to the levels below grade. The east ramp will come out of the garage and exit into Columbus Circle.</p> <p>FRA and the Project team are still working to determine which ramps will be entry and exit or both.</p> <p>It was thought that the above grade PUDO on the deck at the new Train Hall would be preferred and would add traffic to the deck and H Street.</p> <p>K Street ramp access would require opening in existing historic abutment wall at underpass.</p> <p>First Street ramp would also require opening in the Burnham Wall. This Ramp can more easily accommodate two-way access (entry and exit).</p> <p>The ramps at G Street and G Place would be located within the respective streets and would slope down beneath the Metro line. G Street is wider than G Place so there would be more space to potentially accommodate two-way access.</p> <p><u>Tracks, Platforms, and Concourses</u></p> <p>More efficient platforms will accommodate growth in ridership of VRE, MARC, and intercity trains.</p>	<p>N/A</p>

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	<p>The tracks and platform plan in the draft revised SEP alternative is the same as shown in the DEIS, which allows Amtrak, MARC, and VRE to achieve the higher levels of service outlined in their long-term plans. 19 total active tracks are proposed with 7 run-through tracks that will continue to run below the station. The run-through tracks rise in elevation to the north, which allows the H Street concourse to be above the run-through tracks. Calculations for number of tracks was based on VRE 2040 plan and the assumptions identified in the Long Bridge Project EIS.</p> <p>Travelers will be able to access trains from the historic station, but also from First, Second, and H Streets via vertical circulation and the passenger concourses below the tracks.</p> <p><u>Buses and Bikes</u> Bus egress and ingress will be in separate lanes on the east and west sides of the deck, accessed from H Street. Buses will be able to turn west or east on H Street.</p> <p>Bus facility features over 30 bus slips (in the mid-30s). This number is anticipated to accommodate everyday ridership and ridership on special occasions such as holidays.</p> <p>Bike access and parking will be increased around the perimeter to accommodate anticipated growth in bike access.</p> <p>The proposed location of the bus facility provides equitable distribution of space and modes.</p> <p><u>Historic Station and Other Station Elements</u> The draft revised SEP alternative calls for reconsideration and potential removal of the non-original additions at the top of the existing Burnham Wall.</p> <p>The project is currently in the early planning phase (high level concept, less than 10% design). There will be an opportunity to address waiting areas and other features of the draft revised SEP during design refinement. The Project does anticipate changes to the waiting areas of the historic station.</p> <p>Refinements made to the bus facility are consistent in keeping with the civic and historic nature of the Station.</p> <p>Mitigations, if required and appropriate, may focus on the historic station.</p>	
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	<p>The height of the Train Hall is still being refined to balance the scale relative to the historic structure in order to ensure functionality and visibility from H street. The height is still within the range considered in the other DEIS alternatives.</p> <p>Numerous Consulting Parties generally noted progress was made and thanked the Project Team for the design changes.</p>	
13.	Conclusion FRA thanked everyone for their input.	

FUTURE MEETINGS TBD
ATTACHMENTS N/A
PREPARED BY BBB

The above constitutes our understanding of the issues discussed. If a hard copy of the above document is required, please notify BBB or FRA.

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