

L'Enfant Station and Fourth Track Improvements

Stakeholder Coordination and Public Engagement Summary Report – PE/NEPA Phase

December 9, 2025



A BETTER WAY. A BETTER LIFE.

Contents

- 1.0 Introduction..... 3
 - 1.1. Project Description 3
 - 1.2. PE/NEPA Phase..... 4
 - 1.3. Previous Engagement Efforts..... 4
- 2.0 PE/NEPA Stakeholder Coordination..... 5
 - 2.1. Stakeholder Mapping 5
 - 2.2. Working Group..... 7
 - 2.3. Other Stakeholder Coordination Meetings..... 9
- 3.0 PE/NEPA Public Engagement..... 9
 - 3.1. Pop-Up Events 9
 - 3.2. Presentation and Video 12
 - 3.3. Public Open House 12
- 4.0 Conclusion 13

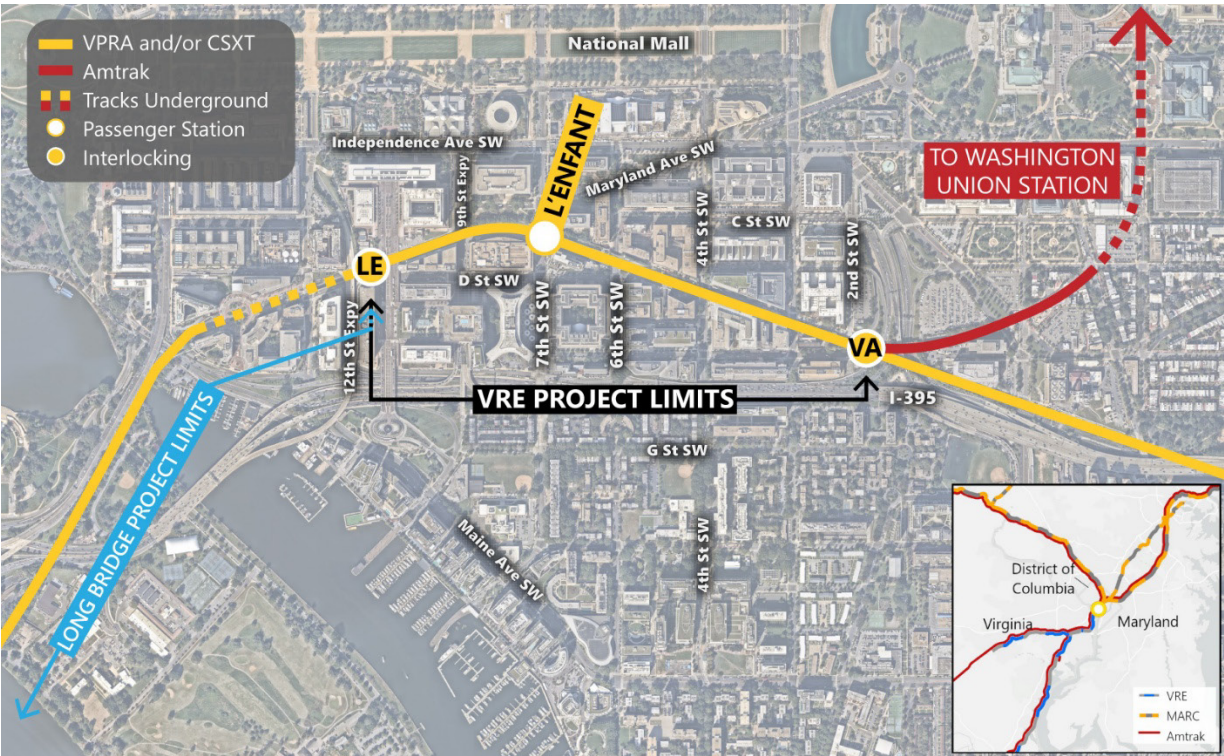


1.0 Introduction

1.1. Project Description

The L'Enfant Station and Fourth Track Improvements Project (the Project) proposes to enhance rail operations and increase capacity at the Virginia Railway Express (VRE) L'Enfant Station by adding a fourth track between L'Enfant (LE) Interlocking and Virginia (VA) Interlocking as shown in **Figure 1** and expanding the existing side platform into a center platform that can accommodate full-length VRE trains. Additionally, the Project aims to strengthen multimodal connectivity and access surrounding the station.

Figure 1: Project Area



There are currently three tracks in the project area, with only one track serving VRE L'Enfant Station. This configuration provides limited operational flexibility and leads to bottlenecks. The bottlenecks occur when passenger trains desire to access the station in proximity to one another or when passenger train movements are affected by slower-moving freight trains within the rail corridor that may use any of the three tracks. In addition, the existing 555-foot platform cannot accommodate boarding or alighting from all passenger coaches for trains with more than six coaches. The platform also experiences crowding during afternoon peak travel times, with passengers waiting in the grassy area beyond the platform's back edge.



1.2. PE/NEPA Phase

VRE has developed the design of the Preferred Alternative to the 30% preliminary engineering (PE) level and met the requirements of the National Environmental Policy Act (NEPA) of 1969, Section 106 of the National Historic Preservation Act (Section 106), and Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)). This project phase is referred to as the PE/NEPA phase. During the PE/NEPA phase, VRE created a comprehensive Stakeholder Coordination and Public Participation Plan (see **Appendix 1**). This plan identified federal, regional, and District agencies as well as other potential stakeholders that may have a role in the Project, and it documented VRE's strategies for engaging these agencies, stakeholders, and the public during the PE/NEPA phase.

VRE's goals for stakeholder coordination during this phase were to:

- Coordinate with agencies and stakeholders who control property that may be affected by the Project or who have authority over permits or approvals for the Project;
- Address the needs of railroad operators within the corridor;
- Provide the opportunity for government and regulatory agencies, community organizations, and individuals with interests in the outcome of the Project to be informed and provide meaningful input into the decision-making process;
- Align with the Section 106 consultation process; and
- Maintain a record of engagement and participation by agencies, organizations, and individuals.

VRE's goals for public participation during this phase were to:

- Get feedback that represents the diversity of the public and stakeholders;
- Engage the public throughout the process in compliance with Title VI, which prohibits discrimination on the basis of race, color, and national origin
- Share project information with the public, agency partners, and other stakeholders;
- Identify mutually beneficial action for VRE and agency partners; and
- Comply with applicable regulations, guidance, and policies.

This report summarizes the agency, stakeholder, and public engagement processes that VRE undertook as part of the PE/NEPA phase, with brief overviews of key meetings, events, and comment or discussion themes. It also documents coordination and engagement from previous phases of the Project.

1.3. Previous Engagement Efforts

Engagement during the PE/NEPA phase built upon several years of previous outreach and discussion. These previous efforts included coordination with both stakeholders and the public, and summary can be found in VRE's L'Enfant Track and Station Improvements Alternatives Analysis: Agency, Stakeholder, and Public Engagement Summary Report, dated September 16, 2022 (see **Appendix 2**).



2.0 PE/NEPA Stakeholder Coordination

2.1. Stakeholder Mapping

At the start of the PE/NEPA phase, VRE developed a list of agencies and stakeholders based on interactions during earlier planning phases and an understanding of those typically engaged with projects around L'Enfant Station. VRE also identified agencies that may have jurisdiction over project elements based on prior statements, VRE's knowledge of the agency or organization, or their roles in the NEPA or Section 106 process. **Table 1** lists these agencies and stakeholders and their potential interests.

Table 1: Project Stakeholders

Agency/Stakeholder	Interests/Roles
Advisory Neighborhood Commission (ANC) 6D	<ul style="list-style-type: none"> • Neighborhood body of locally elected representatives • Section 106 Consulting Party
Amtrak	<ul style="list-style-type: none"> • Passenger rail operations • Section 106 Consulting Party
Cherokee Nation	<ul style="list-style-type: none"> • Section 106 Consulting Party
Commission of Fine Arts (CFA)	<ul style="list-style-type: none"> • Design approval authority (Shipstead-Luce Act) • Section 106 Consulting Party
Committee of 100 on the Federal City	<ul style="list-style-type: none"> • Sustains the L'Enfant & McMillan Plans that give the District much of its distinction, beauty, and rich community character • Land use, transportation, and historic preservation within DC • Section 106 Consulting Party
CSXT	<ul style="list-style-type: none"> • Freight rail operations • Section 106 Consulting Party
DC Department of Buildings	<ul style="list-style-type: none"> • Reviews platform design • Building safety and permitting for the District of Columbia
DC Department of Energy and Environment (DOEE)	<ul style="list-style-type: none"> • Rail safety • Stormwater regulation
DC Historic Preservation Office (DC SHPO)	<ul style="list-style-type: none"> • Historic/eligible properties and potential archaeological resources • Section 106 Consulting Party
DC Office of Planning (DCOP)	<ul style="list-style-type: none"> • Multimodal connections, consistency with local plans
DC Preservation League	<ul style="list-style-type: none"> • Section 106 Consulting Party



Agency/Stakeholder	Interests/Roles
The District Department of Transportation (DDOT)	<ul style="list-style-type: none"> • Multimodal connections and rail safety • Reviews street and bridge impacts and design • Section 106 Consulting Party
Federal City Council	<ul style="list-style-type: none"> • Promotes economic development and infrastructure investments
Federal Railroad Administration (FRA)	<ul style="list-style-type: none"> • Rail operations and safety • Funding partner through VPRA Federal-State Partnership grant for Transforming Rail in Virginia • Section 106 Consulting Party
Federal Transit Administration (FTA)	<ul style="list-style-type: none"> • NEPA and Section 106 lead agency • Potential funding partner
General Services Administration (GSA)	<ul style="list-style-type: none"> • GSA National Capital Region headquarters at 301 7th St SW • Section 106 Consulting Party
Greater Washington Partnership	<ul style="list-style-type: none"> • Business organization advocating for economic development including enhanced regional mobility and infrastructure • Led preparation of the Capital Region Rail Vision
National Capital Planning Commission (NCPC)	<ul style="list-style-type: none"> • Approval authority for projects on federal land • Consistency with SW Ecodistrict Plan • Section 106 Consulting Party
National Park Service (NPS) – National Capital Region (NCR) and National Mall and Memorial Parks (NAMA)	<ul style="list-style-type: none"> • Administers Reservation 113/Hancock Park • Section 106 Consulting Party
Northern Virginia Transportation Commission (NVTC)	<ul style="list-style-type: none"> • VRE co-sponsor • Section 106 Consulting Party
Pamunkey Indian Tribe	<ul style="list-style-type: none"> • Section 106 Consulting Party
Potomac and Rappahannock Transportation Commission (PRTC)	<ul style="list-style-type: none"> • VRE co-sponsor • Section 106 Consulting Party
Smithsonian Institution	<ul style="list-style-type: none"> • Adjacent property owner; headquarters at 600 Maryland Ave SW • Section 106 Consulting Party
Southwest Business Improvement District (Southwest BID)	<ul style="list-style-type: none"> • Supports enhanced rail connectivity and placemaking • Assists with public engagement; holds local events • Section 106 Consulting Party



Agency/Stakeholder	Interests/Roles
SW Neighborhood Assembly (SWNA)	<ul style="list-style-type: none"> • Neighborhood association in the study area
Virginia Department of Rail and Public Transportation (DRPT)	<ul style="list-style-type: none"> • Administers public transportation funding and planning in Virginia • Potential funding partner
Virginia Passenger Rail Authority (VPRA)	<ul style="list-style-type: none"> • Provides state-sponsored intercity passenger rail service • Managing Long Bridge project and Transforming Rail in Virginia • VRE funding partner • Section 106 Consulting Party
Washington Metropolitan Area Transit Authority (WMATA)	<ul style="list-style-type: none"> • L'Enfant Plaza Metrorail Station construction and connectivity • Headquarters adjacent to VRE station at 300 7th St SW
Additional stakeholder groups: VRE riders Property owners/managers Area employees & residents	<ul style="list-style-type: none"> • Potential users of the VRE system • Located adjacent to, or near, the Project • General interest in the Project and potential impacts

VRE also mapped the properties adjacent to the railroad corridor between the LE and VA Interlockings, identified government-owned and -leased versus private properties, and compiled contact information for the owners of record and property management. The managers of properties closest to the station and with the greatest anticipated potential impact from construction were engaged either through the Working Group (see **Section 2.2**) or specific outreach. Properties farther away received informational cards about the Project and were invited to the public open house (see **Section 3.3**).

2.2. Working Group

Starting in the PE/NEPA phase, VRE combined the agency working group and the stakeholder working group established during the Alternatives Analysis phase into a single Working Group. Agencies and stakeholders were invited to give feedback about the Project, particularly regarding any elements under their jurisdiction, at these Working Group meetings as well as at the public open house held in February 2025. Separately VRE also convened meetings with individual stakeholders or groups of stakeholders as needed to discuss potential design considerations or stakeholder concerns and to fulfill the NEPA and Section 106 review process.

The Working Group convened potential funding partners, railroad operators/owners, agencies with oversight, design review, or permitting roles, and agencies or stakeholders with nearby interests in



property or planning, as well as property owners (federal and non-federal), business or advocacy groups, and neighborhood representatives.

The following were invited to participate in the Working Group (see **Table 2** for full names):

- Amtrak
- ANC 6D
- CFA
- Committee of 100
- CSXT
- DC SHPO
- DCOP
- DDOT
- DOEE
- DRPT
- Federal City Council
- FRA
- FTA
- Greater Washington Partnership
- GSA
- NCPC
- NPS NCR
- NPS NAMA
- NVTC
- PRTC
- Smithsonian Institution
- Southwest BID
- SWNA
- VPRA
- WMATA

VRE held Working Group meetings generally aligned with overall project milestones during the PE/NEPA phase to coordinate project approvals or permit requirements with the applicable agencies and seek ongoing feedback about the design and potential environmental impacts of the Project. Comments and questions received during the Working Group meetings were documented in the meeting notes. **Table 3** below summarizes the meeting discussions.

Table 3: Working Group Meetings during the PE/NEPA Phase

Date	Meeting Theme and Purpose	Topics Discussed
February 8, 2024	VRE L'Enfant: The Next Phase – Kick off coordination for the PE/NEPA phase	<ul style="list-style-type: none"> • Alternatives Analysis recap • PE/NEPA phase scope of work and project schedule
May 16, 2024	Designing for the Future – Provide updates on the draft 30% plans and solicit feedback; align with Section 106 consultation and start of the draft NEPA document	<ul style="list-style-type: none"> • Proposed station design, bridge widening, and bridge replacement • PE/NEPA process and schedule • NEPA affected environment, noise and vibration, Section 106 area of potential effect, Section 106 Consulting Parties • Public and stakeholder engagement activities
November 19, 2024	Coordinating Design and the Environment – Provide further updates on the draft 30% design; solicit input before development of final 30% plans; and present relevant information from the draft NEPA and Section 106 analysis	<ul style="list-style-type: none"> • Proposed design for 6th Street and 7th Street entrances • Anticipated temporary impacts • NEPA affected environment and Section 106 update • PE/NEPA process and schedule update



2.3. Other Stakeholder Coordination Meetings

Separately from the Working Group, VRE convened meetings regarding specific design considerations or stakeholder concerns with the railroad operators and owners (Amtrak, CSXT, and VPRR), adjacent property owners (WMATA, NPS, Boston Properties, and the Smithsonian Institution), agencies with regulatory oversight (FTA, FRA, and DC SHPO), and other stakeholders as requested. These meetings were held as needed to discuss potential design considerations or stakeholder concerns and to fulfill the NEPA and Section 106 review process.

Consultation with FTA and FRA largely concerned the NEPA and Section 106 review process and began early in the PE/NEPA phase, when FTA confirmed that it would be the lead federal agency. Additionally, an early meeting with NPS covered potential impacts to Hancock Park and the NEPA process. After the development of draft 30% design plans, VRE initiated discussion with NCPC and CFA, holding meetings to present the Project and confirm their review process. A second NCPC meeting will follow later, to seek approval of the design concepts depending on impacts to federal land. More details on agency coordination for NEPA and Section 106 are provided in the Documented Categorical Exclusion and Assessment of Effects documents.

Additional stakeholder meetings took place as necessary and when appropriate for targeted discussions to coordinate with an agency or address specific stakeholder questions or concerns. These were narrow in focus and provided an opportunity for more detailed discussion about the Project, such as meeting with the property management of the Smithsonian's 600 Maryland Ave SW office building or the general manager of the Holiday Inn to discuss potential impacts.

3.0 PE/NEPA Public Engagement

In addition to the agency and stakeholder coordination described above, VRE undertook public engagement activities in 2024 and 2025 with the intent of raising awareness of the Project, meeting NEPA and Section 106 requirements, and obtaining feedback on the proposed design. For the PE/NEPA phase VRE updated the project website (vre.org/projects/details/?ProjectId=21) and the fact sheet developed during the Alternatives Analysis phase. The updated fact sheet (see **Appendix 3**) also provided information on the neighboring Long Bridge project and long-term VRE plans to increase service and frequency.

3.1. Pop-Up Events

VRE participated in seven pop-up events during this phase. At these community-focused events, VRE displayed the informational fact sheet and a QR code to the Project website, as well as an email sign-up sheet so participants could receive updates. VRE staff attended each event to engage members of the public and answer questions about the Project. To better engage participants, staff used display boards with site plans, renderings of the proposed station entrances and platform, comment cards, and other graphics and information.



Attendance and engagement were highest at the VRE Meet the Management events, as they took place on the station platform and were mostly attended by VRE riders. Engagement of non-VRE riders, local employees, and community residents was higher at the SWBID-hosted events. At these latter events, small giveaway items such as VRE swag and candy proved valuable in drawing attention and interest. VRE participated in these seven pop-up events:

- VRE Meet the Management: April 24, 2024 and April 23, 2025
- SWBID Bike to Work Day Pit Stop: May 17, 2024 and May 15, 2025
- SWBID Out to Lunch Series: May 22, 2024, September 4, 2024, and June 11, 2025

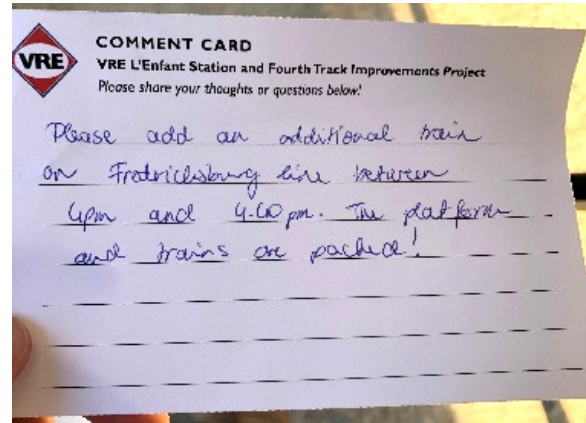
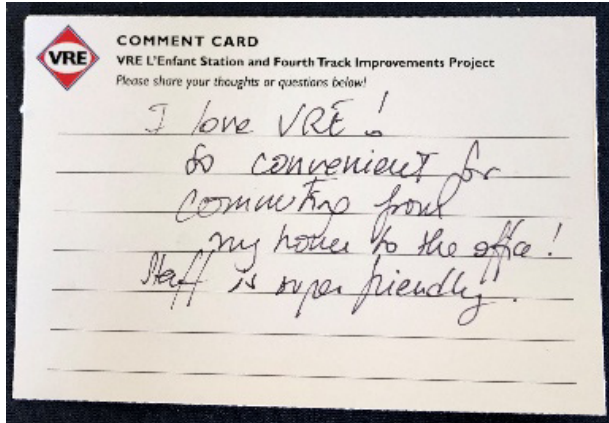
In total, VRE engaged with approximately 450 community members of the public at these pop-up events. Feedback from the public included:

- Appreciation for VRE’s service, staff, station exteriors, and convenience;
- Desire for more frequent trains during high-traffic times on weekdays and for off-peak, weekend, and late-night services;
- Interest in the proposed L’Enfant Station design, including the elevators and platform capacity;
- Questions about the Project’s construction timeline, impacts on service, and relationship to the adjacent Long Bridge project; and
- Concerns about existing conditions such as the lack of lighting under the 7th Street bridge and insufficient bird netting underneath some entrance canopies.

Meet the Management Events



Meet the Management Comments



SWBID Bike to Work Day Pit Stop Events



SWBID Out to Lunch Series



3.2. Presentation and Video

VRE developed a short presentation providing a summary of the project objectives, the PE/NEPA process, proposed design, and next steps. This was presented at the VRE Operations Board meeting held on February 21, 2025. Board members and other meeting attendees did not ask many questions or provide many comments about the Project. Questions were asked about the delivery date deadline being around 2029-2030.

The Board presentation also included a fly-through video showing a 3D animation of the proposed station entrances and platform and its location context along the rail corridor. The video was posted to VRE's public YouTube channel in May 2025 at youtu.be/VjXjETUMsq4, and as of this writing it has received 550 views.

3.3. Public Open House

Although VRE does not have an internal policy or requirement to hold a public meeting for capital projects, it held a public open house on February 5th, 2025, to notify the community of project progress and seek input on the proposed design. The open house took place at WMATA headquarters, across from the VRE L'Enfant station, from 3:30 PM to 7:00 PM to allow plenty of time for area workers to attend.

Following the Stakeholder Coordination and Public Participation Plan, VRE used the following techniques to advertise the open house and invite participation:

- **Email Blast:** Event announcement sent via email to the list of project stakeholders, Working Group representatives, and previous event sign-ups.
- **VRE Train Talk:** Event announcement sent via Train Talk, VRE's text message and email news service for riders.
- **Social Media Platforms:** Event invites and project information posted on VRE's Facebook, LinkedIn, and YouTube accounts.
- **Postcards:** Printed cards with an event invite and project information sent by US mail to owners/property managers of neighboring buildings as well as other stakeholders.

At least 25 people attended the open house, many of whom work in neighboring office buildings or for WMATA. Though attendance was relatively low, there were high quality conversations between VRE staff and participants (see photos on the following page). The 3D fly-through video, played on loop in the conference space, provided a useful discussion point. Feedback from open house participants included:

- Positive comments on inviting the public, adding elevators, and increasing station capacity;
- Concerns about lighting under bridges and safety around the proposed station entrances;
- Support for station improvements to accommodate passenger crowding and for adding trains to increase service; and
- Questions about timeline for construction, impacts to neighborhood, and coordination with the Long Bridge project and other projects nearby.



Public Open House



4.0 Conclusion

Stakeholder and public engagement activities have been integrated into the Alternatives Analysis, Conceptual Design, and PE/NEPA phases of the L'Enfant Station and Fourth Track Improvements Project. Feedback gained from this engagement has informed the 30% design plans and guided the project team in considering construction and operational impacts. As the Project progresses into final design, VRE will continue to engage with stakeholder agencies and organizations, neighboring property owners, riders, and those living and working in the area. Public engagement in the next phase will shift increasingly to the topic of anticipated construction and service impacts.



APPENDICES

Stakeholder Coordination and Public Engagement Summary Report

L'Enfant Station and Fourth Track Project
Preliminary Engineering/NEPA Phase



Appendix I – Stakeholder Coordination and Public Participation Plan (PE-NEPA)



L'Enfant Station and Fourth Track Improvements

Stakeholder Coordination and Public Participation Plan

September 2024



A BETTER WAY. A BETTER LIFE.

Stakeholder Coordination and Public Participation Plan

DOCUMENT RECORD

Version	Issuance Date	Description
1	May 14, 2021	Plan submitted for review
2	June 25, 2021	Revisions to address VRE comments
3	May 19, 2022	Revisions to expand plan to address all public participation activities
4	December 15, 2023	Revisions to expand plan for the PE/NEPA phase
5	September 16, 2024	Revisions to address VRE comments, update schedule, and finalize for PE/NEPA phase



Contents

1.	Overview.....	1
1.1.	Project Description.....	1
1.2.	Purpose of the Stakeholder Coordination Plan.....	3
1.3.	Compliance with Federal, Virginia, and District Regulations and Policies.....	3
1.4.	Goals for Public Participation and Stakeholder Coordination	5
1.5.	Community Profile	5
1.6.	Stakeholders.....	6
2.	Coordination Points and Anticipated Timing.....	9
2.1.	Past Coordination.....	9
2.2.	Agency/Stakeholder Working Group	11
2.2.1.	Preliminary Engineering and NEPA Phase.....	12
2.2.2.	Final Design Phase.....	13
2.2.3.	Construction Phase	13
2.3.	Stakeholder Coordination Meetings.....	13
2.4.	Public Engagement.....	14

Figures

Figure 1: Project Area	1
Figure 2: Land Uses near the Project Area.....	6

Tables

Table 1: Public Participation Regulations and Policies	3
Table 2: L'Enfant Station and Fourth Track Stakeholders	7
Table 3: Working Group Meetings during the Alternatives Analysis Phase	10
Table 4: Project Timeline	13
Table 5: Public Outreach Tools.....	14

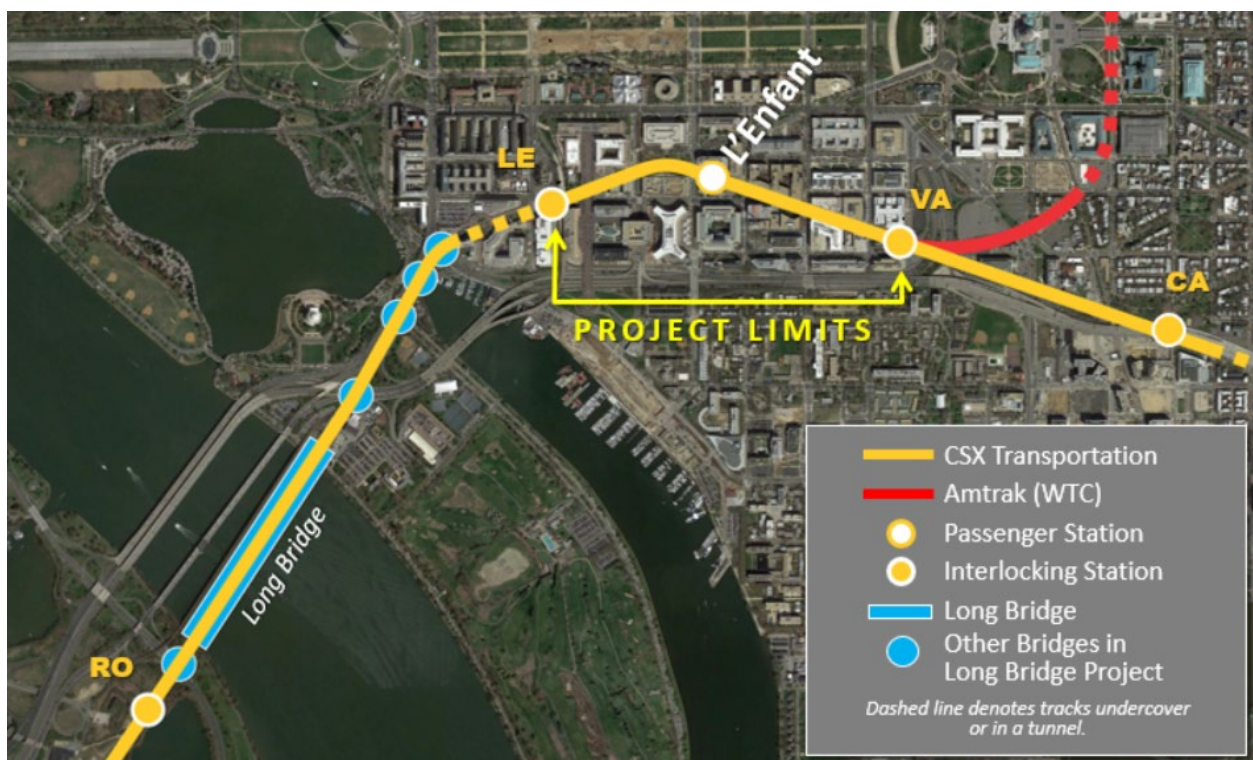


1. Overview

1.1. Project Description

The L'Enfant Station and Fourth Track Improvements Project (the project) proposes to enhance rail operations and increase capacity at the Virginia Railway Express (VRE) L'Enfant Station by adding a fourth track between L'Enfant (LE) Interlocking and Virginia (VA) Interlocking as shown in **Figure 1** and expanding the existing side platform into a center platform that can accommodate full-length VRE trains. Additionally, the project aims to strengthen multimodal connectivity and access surrounding the station.

Figure 1: Project Area



There are currently three tracks in the project area, with only one track serving VRE L'Enfant Station. This configuration provides limited operational flexibility and leads to bottlenecks. The bottlenecks occur when passenger trains desire to access the station in proximity to one another or when passenger train movements are affected by slower-moving freight trains within the rail corridor that may use any of the three tracks. In addition, the existing 555-foot platform cannot accommodate boarding or alighting from all passenger coaches for trains with more than six coaches. The platform also experiences crowding during afternoon peak travel times, with passengers waiting in the grassy area beyond the platform's back edge.

L'Enfant Station is one of VRE's most active stations. In 2019, about 9,000 daily VRE trips started or ended at L'Enfant Station. VRE ridership experienced a downturn in 2020 due to the COVID-19 pandemic. VRE ridership began to recover in late 2020 as quarantine restrictions eased and more people began traveling for work and leisure. As of October 2023, about 3,700 daily VRE trips started or ended at L'Enfant Station.

With anticipated growth by VRE, Virginia Passenger Rail Authority (VPRA) sponsored Amtrak regional service, and CSX Transportation (CSXT) freight trains the volume of trains and ridership is expected to increase through the project area by 2040, compounding the need for station and track improvements. The project is a component project in the Transforming Rail in Virginia program, which by 2030 will nearly double Amtrak state-supported service between the District of Columbia and Richmond, Virginia, and will increase VRE service (including weekday reverse peak, midday, and late-night service plus first-time-ever weekend service).

To address capacity issues and allow for more seamless operations, VRE developed the following objectives for L'Enfant Station:

- Relieve the existing bottleneck that hinders the efficient movement of passenger and freight rail in a critical segment of the national rail network;
- Provide expanded operational functionality at the station including bi-directional service for passenger trains;
- Enhance connectivity to local destinations through connections to buses, shuttles, micro-mobility providers, and the local pedestrian network;
- Enhance connectivity to regional destinations through connections to Metrorail, Amtrak, and Maryland Area Rail Commuter (MARC) trains;
- Enhance the user experience, including Americans with Disabilities Act (ADA) access at all station entrances; and
- Integrate the station with the surrounding community.

VRE initiated planning for L'Enfant Station in FY 2015-17 through the L'Enfant Station Assessment and L'Enfant Station Track Alignment & Passenger Platform Expansion Study. VRE developed a Background Information Memorandum in 2018 summarizing previous planning and conceptual options, stakeholder discussions, initial right-of-way and ownership research, and an initial commutershed and walkshed analysis. In 2021-2022 an Alternatives Analysis and concept design for a Preferred Alternative was completed, building upon that previous planning work. The VRE Operations Board approved the Preferred Alternative in October 2022.

The current phase of the project planning and design kicked off in October 2023. This phase will further develop the design of the Preferred Alternative to approximately 30% preliminary engineering (PE) level and complete the requirements of the National Environmental Policy Act (NEPA) of 1969, Section 106 of the National Historic Preservation Act (Section 106), and Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)). This phase is referred to as the "PE/NEPA phase."



1.2. Purpose of the Stakeholder Coordination Plan

The purpose of this plan is to identify the federal, regional, and District agencies, as well as potentially interested stakeholders, that may have a role in the project, to document VRE’s strategy for coordination, and to seek public input during the project’s design and construction process. VRE will continue to update this plan as necessary as design and construction advance. Changes and updates to the plan are documented in the Document Record section.

1.3. Compliance with Federal, Virginia, and District Regulations and Policies

The public participation process for the L’Enfant Station and Fourth Track Improvements Project complies with Federal, Virginia, and District regulations and policies. The following is a summary of regulations, Executive Orders (EOs), policies, and statutes that apply to the project (**Table 1**).

Table 1: Public Participation Regulations and Policies

Guiding Document	Public Participation Requirement
National Environmental Policy Act of 1969	NEPA requires federal agencies to assess the environmental effects of their proposed actions on the natural, built, and human environment prior to making decisions. Under NEPA, federal agencies must involve the public, State, Tribal, and local governments, and relevant agencies in preparing and commenting on federal actions requiring environmental assessments (EA) and environmental impact statements (EIS). Specific requirements for actions qualifying for a categorical exclusion (CE) are not identified in NEPA.
Federal Transit Administration NEPA Regulations	The Federal Transit Administration (FTA) is the Federal agency sponsor with NEPA responsibility for the project. FTA has not yet confirmed the NEPA class of action; however, it is anticipated it may qualify as a CE as identified in the joint FTA, Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA) Environmental Impact and Related Procedures (23 CFR part 771). The FTA NEPA regulations (23 CFR Part 771.111) require applicants for FTA capital assistance, which is envisioned for the project, to engage the public through activities such as public hearings and charrettes and to seek public input through scoping for the environmental review process. Project milestones may be announced to the public using electronic or paper media (e.g., newsletters, note cards, or emails). While a public meeting or hearing is not required for a CE, project sponsors are still expected to seek input from the public on the proposed action.
Section 106 of National Historic Preservation Act of 1966 (NHPA)	The purpose of NHPA is to encourage the identification and protection of historic and archaeological resources. Section 106 of the act requires federal agencies to consult with interested parties in considering the effects of projects on historic properties; it directs agencies to plan for public involvement in the process, identifying the appropriate points for seeking public input and for notifying the public of proposed actions.



Guiding Document	Public Participation Requirement
Section 5307 Program of Projects (POP) and Public Participation Requirements	<p>If FTA-administered Section 5307 funds will be used for the project, requirements for public participation listed in 49 USC 5307(b) must be met. VRE has historically followed the public involvement process outlined in FHWA/FTA planning regulations governing the metropolitan planning process (see 23 CFR 450 and 49 CFR 613) to satisfy the POP public participation requirements.</p> <p>If VRE chooses to integrate its POP public participation requirements with the Metropolitan Planning Organization (MPO), it must ensure the metropolitan Transportation Improvement Program (TIP) document explicitly states that public notice of public involvement activities and time established for public review and comment on the TIP will satisfy Section 5307 POP requirements. See FTA Circular 9030.1E for additional information about this requirement.</p>
EO 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	<p>The purpose of EO 12898 is to focus federal attention on the environmental and human health effects of federal actions on minority and low-income populations strengthening environmental protection for all communities. EO 12898 directs federal agencies and agencies receiving federal financial assistance to promote nondiscrimination in programs that affect human health and the environment, as well as provide minority and low-income communities access to public information and participation.</p>
EO 13166: Limited in English Proficiency (LEP) Persons	<p>The purpose of EO 13166 is for agencies to ensure that stakeholders, such as LEP persons, organizations, and other appropriate individuals or entities, have an adequate opportunity to provide input on federal programs and activities.</p>
EO 14096: Revitalizing Our Nation's Commitment to Environmental Justice	<p>The purpose of EO 14096 is to promote environmental justice, building upon the earlier EO 12898. It charges federal agencies with actively engaging communities, particularly those long excluded from decision-making, and working to address legacy obstacles to timely and meaningful public participation.</p>
Title VI of the Civil Rights Act of 1964	<p>(VRE) Title VI Civil Rights – Major Service and Fare/Service Equity Policy: The purpose of the policy is to: a) define thresholds for determining major service changes, b) determine whether potential fare and major service changes will have a disparate impact based on race, color, or national origin; or disproportionate burden on low-income populations.</p> <p>(DC) Civil Rights Act of 1964: The District is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI, the ADA, and other related statutes.</p>
DC Human Rights Act: Protected Traits in the District	<p>The DC Office of Human Rights enforces the DC Human Rights Act, which makes discrimination illegal for people who live, visit, or work in the District. The act prohibits discrimination in housing, employment, public accommodations, and educational institutions. The 19 protected traits relevant to the project are age, color, disability, family responsibilities, familial status, gender identity & expression, genetic information, homeless status, marital status, matriculation, national origin, personal appearance, place of residence or business, political affiliation, race, religion, sex, sexual orientation, and source of income.</p>



1.4. Goals for Public Participation and Stakeholder Coordination

Public participation activities for the L'Enfant Station and Fourth Track Improvements Project will be conducted to address the following goals:

- Get feedback that represents the diversity of the public and stakeholders;
- Engage the public throughout the process in compliance with Title VI which prohibits discrimination on the basis of race, color, and national origin
- Share project information with the public, agency partners, and other stakeholders;
- Identify mutually beneficial action for VRE and agency partners; and
- Comply with applicable regulations, guidance, and policies.

Specific goals for agency and stakeholder coordination during the project planning, design, and construction process are to:

- Coordinate with agencies and stakeholders who control property that may be affected by the project or who have authority over permits or approvals for the project;
- Address the needs of railroad operators within the corridor;
- Provide the opportunity for government and regulatory agencies, community organizations, and individuals with interests in the outcome of the project to be informed and provide meaningful input into the decision-making process;
- Align with the Section 106 consultation process; and
- Maintain a record of engagement and participation by agencies, organizations, and individuals.

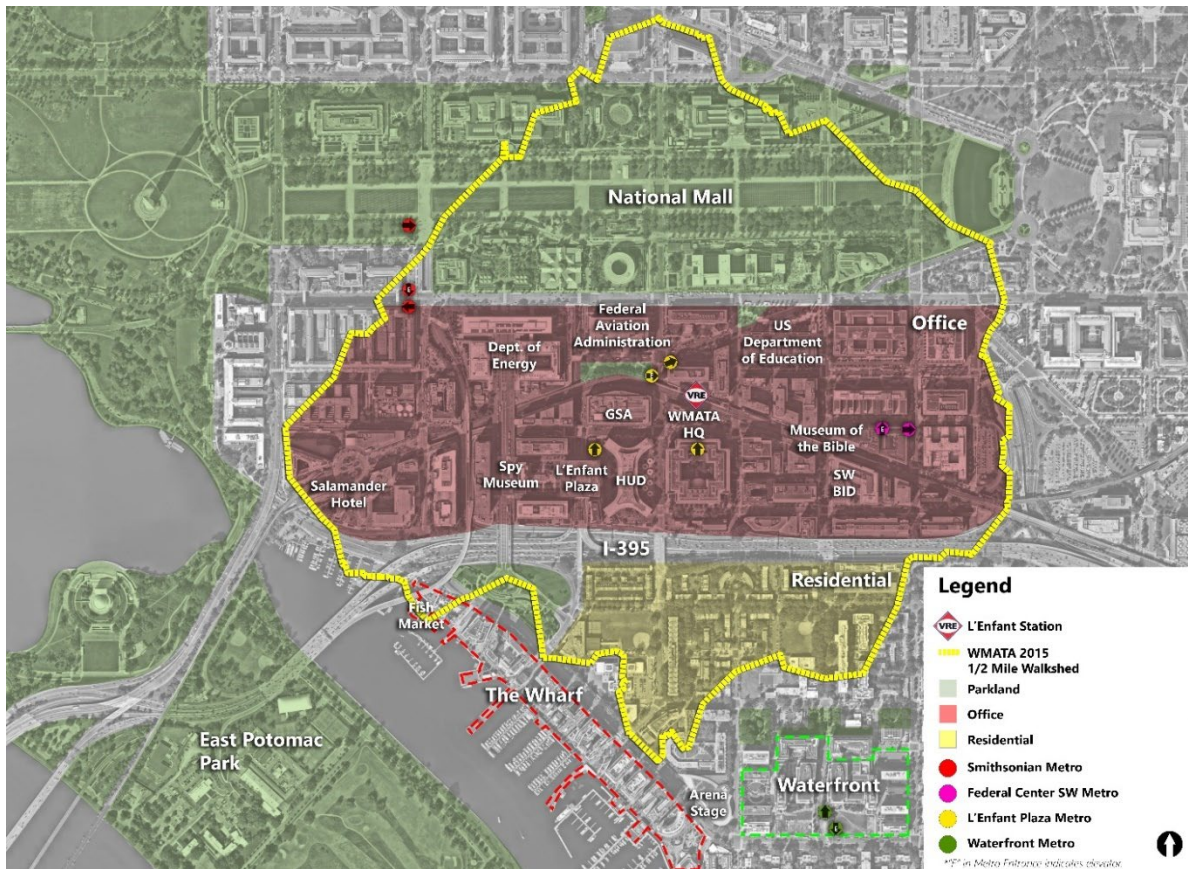
1.5. Community Profile

L'Enfant Station and the railroad corridor from LE to VA interlockings are surrounded primarily by federal office and institutional buildings (**Figure 2**). The neighborhood is close to activity centers including the National Mall and Smithsonian museums (approximately two blocks north of the station) and the newly developed Wharf in Southwest DC (roughly three-quarters of a mile south of the station). In addition to the existing activity centers, neighborhood plans envision more mixed-use development directly adjacent to the station. The majority of the residents near the project area live south of I-395.

This plan includes public engagement strategies to reach representative populations of residents and employers/employees near the project area, as well as VRE riders using L'Enfant Station (see **Section 2.4** for details).



Figure 2: Land Uses near the Project Area



1.6. Stakeholders

VRE has developed a list of agencies and stakeholders based on interactions during earlier planning phases and an understanding of those typically engaged with projects around L'Enfant Station. VRE has also identified agencies that may have jurisdiction over project elements, based on prior statements, VRE's knowledge of the agency or organization, or their participation in past working groups. **Table 2** lists these agencies and stakeholders and their interests.

Table 2: L'Enfant Station and Fourth Track Stakeholders

Agency/Stakeholder	Interests/Roles
Advisory Neighborhood Commission (ANC) 6D	<ul style="list-style-type: none"> ▪ Neighborhood body of locally elected representatives ▪ Section 106 Consulting Party
Amtrak	<ul style="list-style-type: none"> ▪ Passenger rail operations ▪ Section 106 Consulting Party
Cherokee Nation	<ul style="list-style-type: none"> ▪ Section 106 Consulting Party
Commission of Fine Arts (CFA)	<ul style="list-style-type: none"> ▪ Design approval authority (Shipstead-Luce Act) ▪ Section 106 Consulting Party
Committee of 100 on the Federal City	<ul style="list-style-type: none"> ▪ Promotes sustaining and safeguarding the L'Enfant and McMillan Plans that give the District much of its distinction, beauty, and rich community character ▪ Land use, transportation, and historic preservation within the District ▪ Section 106 Consulting Party
CSXT	<ul style="list-style-type: none"> ▪ Freight rail operations ▪ Section 106 Consulting Party
DC Department of Buildings	<ul style="list-style-type: none"> ▪ Reviews platform design ▪ Building safety and permitting for the District ▪ Agency is under the Office of the Deputy Mayor for Planning and Economic Development (DMPED)
DC Historic Preservation Office (DC SHPO)	<ul style="list-style-type: none"> ▪ Section 106 Consulting Party ▪ Agency is under the DC Office of Planning (DCOP)
DCOP	<ul style="list-style-type: none"> ▪ Multimodal connections ▪ Consistency with local plans
DC Preservation League	<ul style="list-style-type: none"> ▪ Section 106 Consulting Party
Virginia Department of Rail and Public Transportation (DRPT)	<ul style="list-style-type: none"> ▪ Administers public transportation funding and planning in Virginia ▪ Potential funding partner
District Department of Energy and Environment (DOEE)	<ul style="list-style-type: none"> ▪ Rail safety ▪ Stormwater regulation
District Department of Transportation (DDOT)	<ul style="list-style-type: none"> ▪ Multimodal connections ▪ Rail safety ▪ Reviews street and bridge impacts and design ▪ Section 106 Consulting Party



Agency/Stakeholder	Interests/Roles
Federal City Council	<ul style="list-style-type: none"> ▪ Promotes economic development in the District ▪ Advocates for strategic infrastructure investments to bolster the region’s competitive advantage
Federal Railroad Administration (FRA)	<ul style="list-style-type: none"> ▪ Rail operations and safety ▪ Funding partner through VPRRA Federal-State Partnership grant for Transforming Rail in Virginia ▪ NEPA Consulting Party ▪ Section 106 Consulting Party
Federal Transit Administration (FTA)	<ul style="list-style-type: none"> ▪ Commuter rail service ▪ Potential funding partner ▪ NEPA lead agency
US General Services Administration (GSA)	<ul style="list-style-type: none"> ▪ GSA National Capital Region HQ at 301 7th St SW ▪ Section 106 Consulting Party
Greater Washington Partnership	<ul style="list-style-type: none"> ▪ Business organization advocating for economic development including enhanced regional mobility and infrastructure ▪ Led preparation of the Capital Region Rail Vision
National Capital Planning Commission (NCPC)	<ul style="list-style-type: none"> ▪ Potential design approval authority ▪ NEPA action related to design approval ▪ Consistency with SW Ecodistrict Plan ▪ Section 106 Consulting Party
National Park Service (NPS)	<ul style="list-style-type: none"> ▪ Administers Reservation 113/Hancock Park ▪ NEPA action required for real estate transaction for impacts to Hancock Park ▪ Section 106 Consulting Party
Northern Virginia Transportation Commission (NVTC)	<ul style="list-style-type: none"> ▪ VRE co-sponsor ▪ Section 106 Consulting Party
Pamunkey Indian Tribe	<ul style="list-style-type: none"> ▪ Section 106 Consulting Party
Potomac and Rappahannock Transportation Commission (PRTC)	<ul style="list-style-type: none"> ▪ VRE co-sponsor ▪ Section 106 Consulting Party
Smithsonian Institution	<ul style="list-style-type: none"> ▪ Adjacent property owner ▪ Headquarter (HQ) at 600 Maryland Ave SW ▪ Section 106 Consulting Party
Southwest Business Improvement District (Southwest BID)	<ul style="list-style-type: none"> ▪ Supports enhanced rail connectivity and placemaking ▪ Assists with public engagement; holds local events ▪ Section 106 Consulting Party



Agency/Stakeholder	Interests/Roles
Southwest Neighborhood Assembly (SWNA)	<ul style="list-style-type: none"> ▪ Neighborhood association in the study area
Virginia Passenger Rail Authority (VPRA)	<ul style="list-style-type: none"> ▪ Project sponsor for the Long Bridge Project ▪ Managing the Transforming Rail in Virginia implementation ▪ VRE funding partner ▪ Provides state-sponsored intercity passenger rail service ▪ Section 106 Consulting Party
Washington Metropolitan Area Transit Authority (WMATA)	<ul style="list-style-type: none"> ▪ L'Enfant Plaza Metrorail Station construction and connectivity ▪ HQ adjacent to VRE station at 300 7th St SW
Additional federal and District agencies: <ul style="list-style-type: none"> ▪ Architect of the Capitol ▪ DC Fire and Emergency Medical Services ▪ Federal Emergency Management Agency (FEMA) ▪ DMPED ▪ US Department of Energy 	<ul style="list-style-type: none"> ▪ General interest in the project and potential impacts
Additional stakeholder groups: <ul style="list-style-type: none"> ▪ VRE riders ▪ Property owners/managers ▪ Area employees ▪ Local residents 	<ul style="list-style-type: none"> ▪ Potential users of the VRE system ▪ Located adjacent to, or near, the project site ▪ General interest in the project and potential impacts

2. Coordination Points and Anticipated Timing

2.1. Past Coordination

VRE held initial conversations with the stakeholders listed below between December 2017 and March 2018 to understand initial stakeholder needs and potential concerns related to the project.

- CFA
- DCOP
- DDOT
- GSA
- NCPC
- WMATA
- Southwest BID

NPS and the DC SHPO were invited to participate in these conversations. VRE also provided a briefing to NPS in Summer 2017.

During the Alternatives Analysis and Conceptual Design phase, VRE convened quarterly meetings with two working groups. The Agency Working Group of local and federal entities included potential funding partners, railroad operators/owners, public agencies from which approvals may be needed, public agencies with nearby property interests, and public agencies that focus on



planning and urban design issues in the study area. Separately, VRE convened a Stakeholder Working Group of private property owners, developers, local business and advocacy groups, and neighborhood representatives.

There were three meetings with each working group over the course of the Alternatives Analysis and Conceptual Design phase, and a final meeting in September 2022 brought both working groups together. Topics and presented materials were generally the same for the two groups but may have highlighted different aspects based on known interests or feedback. These meetings are summarized in **Table 3**.

Table 3: Working Group Meetings during the Alternatives Analysis Phase

Date	Working Group(s)	Topics Discussed
August 3, 2021	<ul style="list-style-type: none"> ▪ Agency Working Group ▪ Stakeholder Working Group 	<ul style="list-style-type: none"> ▪ Project objectives, Basis of Design Report and Vision Book, and feedback on proposed Alternatives Analysis process
November 10, 2021	<ul style="list-style-type: none"> ▪ Agency Working Group 	<ul style="list-style-type: none"> ▪ Fatal flaw analysis and feedback on draft schematic designs for the alternatives
November 18, 2021	<ul style="list-style-type: none"> ▪ Stakeholder Working Group 	
June 9, 2022	<ul style="list-style-type: none"> ▪ Agency Working Group ▪ Stakeholder Working Group 	<ul style="list-style-type: none"> ▪ Alternatives analysis and feedback on recommended Preferred Alternative
September 8, 2022	<ul style="list-style-type: none"> ▪ Joint – both Agency & Stakeholder Working Groups 	<ul style="list-style-type: none"> ▪ Concept plans for Preferred Alternative and next steps for PE/NEPA phase

Stakeholders expressed interest in staying involved throughout project development and identified the following considerations for the redesign of a new station, with some overarching themes.

Awareness of Surrounding Context

- VRE’s station should be as subtle as possible and should integrate with its context.
- An elevator connection between VRE L’Enfant Station and WMATA L’Enfant Plaza Metrorail Station should be explored, in coordination with WMATA. Shared systems are not required, however, and there should be no conflicts with Metrorail facilities underground.
- Railroad encroachment on Reservation 113 (Hancock Park) should be avoided if possible and minimized if avoidance is not possible. Pedestrian access through the park should be maintained and enhanced.



Processes for Agency Coordination

- If the project impacts federal land at Hancock Park, NCPC design approval is required.
- If the project impacts NPS-administered Hancock Park, a realty transaction and NPS action will be required. Therefore, the NEPA process should be structured to enable NPS to either adopt the lead agency's document or issue its own decision based on the NEPA process led by FTA.
- Coordination with the DC SHPO on the 6th and 7th Street bridges, which may be eligible for listing in the National Register of Historic Places, will be important.

Connectivity to Wider Neighborhood

- Transportation demands in Southwest DC are changing dramatically, and multimodal connectivity is increasingly important for daytime and nighttime populations.
- Station placemaking, bike facilities, and micro-mobility connections should be considered.

In addition to the agency and stakeholder engagement described above, VRE undertook public engagement activities in the Summer 2022 to raise awareness of the project and gather feedback on the Alternatives Analysis process and proposed Preferred Alternative. Public engagement activities during this phase included:

- Three pop-ups at local events (Southwest Duck Pond Concert Series and Southwest Farmer's Market);
- Presentations at the June ANC 6D Business Meeting and July Southwest BID Board Meeting;
- An online questionnaire with 208 responses; and
- Review of project information with VRE riders and other attendees at the VRE Meet the Management event at L'Enfant Station.

For a summary of stakeholder and public feedback during this phase, see the Alternatives Analysis [Agency, Stakeholder, and Public Engagement Summary Report](#) on the VRE project webpage.

2.2. Agency/Stakeholder Working Group

Starting in the PE/NEPA phase, VRE will combine the agency working group and the stakeholder working group established during the Alternatives Analysis phase into a single working group. Agencies and stakeholders will be invited to give feedback about the project, particularly regarding any elements under their jurisdiction, either at these meetings or in subsequent communications.

The Working Group will convene potential funding partners, railroad operators/owners, agencies with oversight, design review, or permitting roles, and agencies or stakeholders with nearby interests in property or planning, as well as property owners (federal and non-federal), business or advocacy groups, and neighborhood representatives. Additional members may be identified in coordination with the proposed Working Group.



Proposed Working Group members include:

- Amtrak
- ANC 6D
- CFA
- Committee of 100
- CSXT
- DC SHPO
- DCOP
- DDOT
- DOEE
- DRPT
- Federal City Council
- FRA
- FTA
- Greater Washington Partnership
- GSA
- NCPC
- NPS
- NVTC
- PRTC
- Smithsonian Institution
- Southwest BID
- SWNA
- VPRA
- WMATA

2.2.1. Preliminary Engineering and NEPA Phase

VRE will hold working group meetings aligned with overall project milestones during the PE/NEPA phase to coordinate project approvals or permit requirements with the applicable agencies and seek ongoing feedback about the design and potential environmental impacts of the project. VRE will use a comment log to track and respond to working group comments received outside of the working group meetings. Comments or questions received during the working group meetings will be documented as part of the meeting minutes.

The anticipated timing and purpose of each meeting is described below; these may shift to meet project needs and schedule changes.

- **Working Group Meeting #1 (February 2024):** VRE L'Enfant: The Next Phase – Kick off coordination for the PE/NEPA phase.
- **Working Group Meeting #2 (May 2024):** Designing for the Future – Provide updates on the draft 30% plans and solicit feedback; align with Section 106 consultation and start of the draft NEPA document.
- **Working Group Meeting #3 (November 2024):** Coordinating Design and the Environment – Provide further updates on the draft 30% design; solicit input before development of final 30% plans; and present relevant information from the draft NEPA and Section 106 analysis.
- **Working Group Meeting #4 (March 2025):** Engaging the Public – Discuss feedback from public engagement and the public meeting.
- **Working Group Meeting #5 (May 2025):** Completing PE/NEPA – Present final 30% deliverables.

During the PE/NEPA phase stakeholder coordination and public engagement will inform (and be informed by) development of the 30% design plans as well as assessment processes in compliance with NEPA and Section 106 of the NHPA. **Table 4** provides a general timeline that aligns the PE, NEPA, Section 106, and stakeholder coordination activities.



Table 4: Project Timeline

LEF PE/NEPA Phase	2023		2024			2025	
	Oct - Dec	Jan - Apr	May - Aug	Sept - Dec	Jan - Mar	Apr - June	
Preliminary Engineering	Draft 30% Design Plans			Updates to Draft 30% Plans and Review	Final 30% Plans and Review	Submit Final 30% Plans	
NEPA	FTA and Other Federal Agency Coordination		NEPA Analysis & Draft Documentation		Reviews & Finalize NEPA		
Section 106	FTA Coord.	Initiate Consultation		Assess Effects	Draft, Review, & Finalize Mitigation		
CFA Approval				Staff Consult and Commission Info Item	Staff Consult and Concept Approval		
Stakeholder Coordination & Public Engagement	Working Group Meetings	★	★		★	★	★
			Pop-ups		Briefing & Pop-ups		Public Meeting & Pop-ups

2.2.2. Final Design Phase

The number and timing of meetings with Agency/Stakeholder Working Group members during the Final Design phase of the project is TBD.

2.2.3. Construction Phase

The number and timing of meetings with Agency/Stakeholder Working Group members during the Construction phase of the project is TBD.

2.3. Stakeholder Coordination Meetings

VRE will convene meetings with individual stakeholders or groups of stakeholders as needed to discuss potential design considerations or stakeholder concerns. These meetings may include the railroad operators and owners (Amtrak, CSXT, and DRPT/VPRA), adjacent property owners (WMATA, NPS, and GSA), agencies with funding or regulatory oversight (FTA, FRA, and VPRA), and other stakeholders as requested.

Consultation with FTA and FRA will largely concern the NEPA and Section 106 review process and take place early in the PE/NEPA phase to confirm what the review process should look like. Additionally, an early meeting with NPS will cover potential impacts to Hancock Park and the NEPA process. After the development of draft 30% design plans, VRE will initiate discussion with NCPD and CFA, holding one meeting to present the project and confirm the review process. A second NCPD/CFA meeting will follow later, to seek approval of the concepts developed for final 30% plans.

Additional stakeholder meetings will take place as necessary and when appropriate for targeted discussions to coordinate with an agency or address specific stakeholder questions or concerns that may arise during the PE/NEPA phase. These will be narrow in focus, providing an opportunity



for more detailed discussion that may inform the designs. Meeting formats will depend on the specific stakeholder questions or concerns.

2.4. Public Engagement

VRE will conduct public engagement activities to inform and seek feedback from the broader community, including residents, employees of area businesses and their employers, and VRE riders. During the PE/NEPA phase, forms of public outreach are planned to include:

- An updated project fact sheet describing the current project status (April 2024)
- Up to eight pop-up events or informal meetings such as rider-focused station events and attendance at public events to seek stakeholder feedback (April 2024-April 2025)
- A customizable briefing for the VRE Operations Boards and various stakeholders and forums to solicit feedback on the draft 30% design (November 2024-January 2025)
- One public meeting on the draft 30% design, results of NEPA analysis, and Section 106 assessment of effects and proposed mitigation (January 2025)
- Communications such as website content, media notices, and social media updates to notify the public of upcoming engagement activities (i.e., pop-up events and the public meeting)

VRE may use the tools and approaches in **Table 5** to conduct public engagement activities concurrent with the more formal Agency/Stakeholder Working Group meetings. In addition, VRE may share updates or event announcements via existing avenues of communications with Public Information Officers of its member jurisdictions and local media outlets.

Table 5: Public Outreach Tools

Tool	Purpose/Description	Frequency/Timing	Targeted Audience
EVENTS OR ACTIVITIES			
Public Meeting (virtual or in person)	VRE does not have an internal policy or requirement to hold a public meeting for capital projects, but NEPA review may require a public meeting. VRE may hold a meeting to notify the adjacent community of project progress and seek input on the proposed design.	As needed.	Transportation interested populations, residents including environmental justice (EJ) populations, nearby property owners, agency partners, ANC representatives, and VRE riders.
Community/Business Group Briefings (virtual or in person)	VRE will provide short presentations to community or business groups such as ANC 6D, the Southwest BID Board, or the SWNA.	As requested, or at key coordination points through targeted outreach	VRE will work with the Agency/Stakeholder Working Group to identify organizations or groups to offer briefings.



Tool	Purpose/Description	Frequency/Timing	Targeted Audience
Other Outreach Events	<p>VRE will disseminate materials, share project information, and seek community feedback at rider outreach events such as VRE Meet the Management. VRE may also host pop-up events at L'Enfant Station or solicit feedback from riders through surveys as appropriate.</p> <p>VRE may participate in community events such as farmers markets, festivals, or concerts to disseminate information about the project and seek community feedback.</p>	<p>TBD dependent on scheduling of events by others.</p> <p>The Southwest BID sponsors community events throughout the year.</p>	VRE riders, transportation interested populations, residents including EJ populations, and other stakeholders.
Survey or Comment Form	A custom survey or comment form may be developed to gather opinions or other information on specific topics.	As needed.	Transportation interested populations, residents including EJ populations, and VRE riders.
COMMUNICATIONS TOOLS			
Project Website	<p>https://www.vre.org/projects/details/?ProjectId=17</p> <p>The website can be accessed from the above link.</p> <p>The website includes a description of the project, schedule, cost, link to project materials to view or download, and email link to provide written comments.</p> <p>It will also be used to announce public events.</p>	<p>General project information (e.g., description, schedule) updated as new information is available.</p> <p>Meeting materials will be added to the website within 3 business days of approval; target of within one calendar week of meeting date.</p>	Transportation interested populations, residents including EJ populations, agency partners, ANC representatives, VRE riders, and others who request to receive project information.
Fact Sheet (electronic and hard copy)	Information about the project purpose, schedule, and status.	As needed for public events and posting on the project website.	Transportation interested populations, residents including EJ populations, agency partners, ANC representatives, VRE riders, and others who request to receive project information.



Tool	Purpose/Description	Frequency/Timing	Targeted Audience
Email Blast	Event announcements and notices of materials posted on the website will be sent via email to the list of project stakeholders.	Save the Date and event reminders and thank you notes (post events).	Transportation interested populations, agency partners, ANC representatives, meeting attendees, and others who request to receive project information.
VRE Train Talk	Train Talk is VRE's text message and email news service for riders. Event announcements will be sent via Train Talk.	Save the Date and event reminders.	VRE riders. Recipients must register to receive alerts.
Social Media	Platforms: Facebook, X (formerly known as Twitter), Instagram, LinkedIn, and/or YouTube. Share project information, event announcements, and status updates. Generate discussions about the projects among the public/stakeholders.	Save the Date and event reminders. As needed highlighting project progress or major milestones.	Transportation interested populations, residents including EJ populations, VRE riders, and others who follow VRE social media.
The Southwester newspaper	Free monthly local newspaper (link), distributed around the Southwest neighborhood. Run/funded by SWNA, with paid advertising options. Share notices of events or surveys.	As needed for events; deadline to submit ad copy is the 15th of the month prior to publication.	Residents including EJ populations



Appendix 2 – Agency, Stakeholder, and Public Engagement Summary Report (Alternatives Analysis)



VIRGINIA RAILWAY EXPRESS

L'Enfant Track and Station Improvements

Alternatives Analysis

Agency, Stakeholder, and Public Engagement Summary Report
DRAFT

September 16, 2022



A BETTER WAY. A BETTER LIFE.

Contents

- I.0 Introduction 1
 - 1.1. Stakeholders 2
 - 1.2. Previous Engagement Efforts 3
- 2.0 Working Groups 4
 - 2.1. Agency Working Group 4
 - 2.2. Stakeholder Working Group 6
- 3.0 Public Engagement 8
 - 3.1. Pop-Up Events 8
 - 3.2. Presentations 9
 - 3.3. Online Questionnaire 9



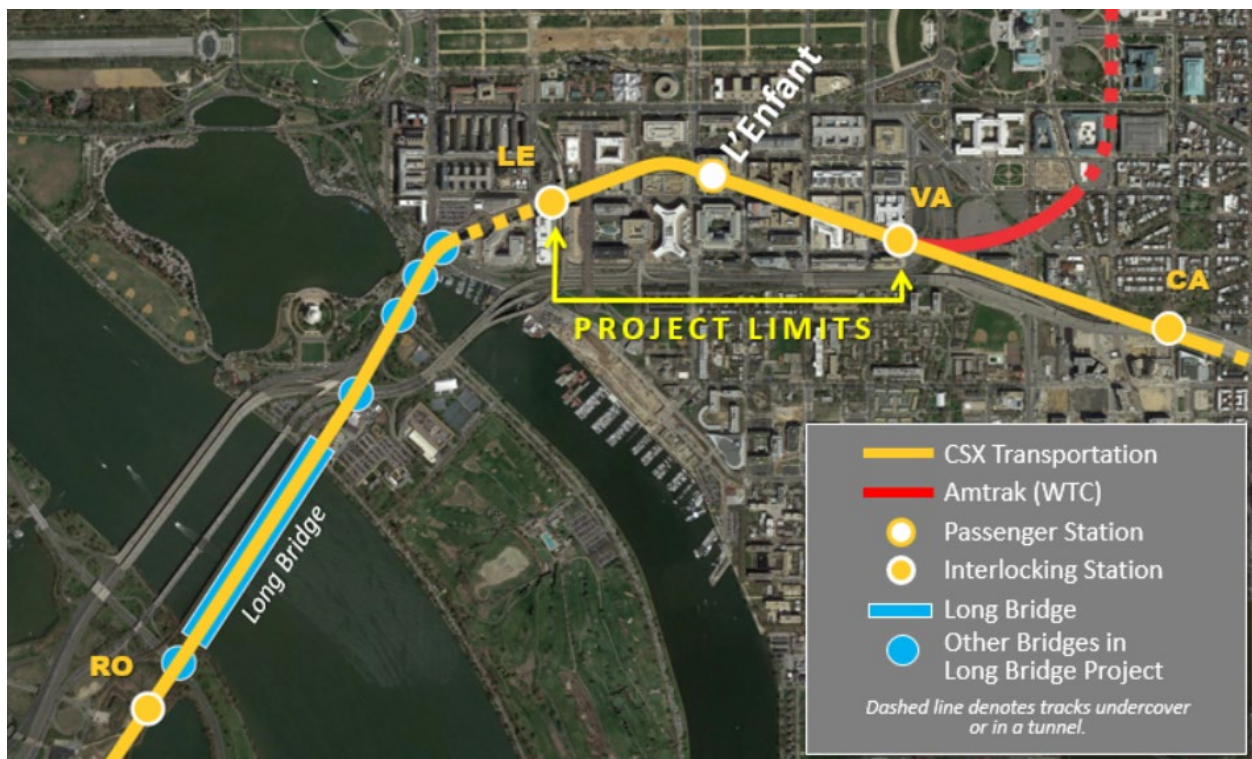
1.0 Introduction

The L'Enfant Station and Fourth Track Improvements Project (the project) proposes to enhance rail operations and increase capacity at the Virginia Railway Express (VRE) L'Enfant Station by adding a fourth track between L'Enfant (LE) Interlocking and Virginia (VA) Interlocking as shown in **Figure 1** and expanding the existing side platform into a center island platform that can accommodate full-length VRE trains. As part of the planning for the project, VRE developed a comprehensive Stakeholder Coordination Plan (SCP). The SCP identified federal, regional, and District agencies that may have a role in project development and implementation, as well as potentially interested stakeholders, and documented VRE's strategy for coordination with these agencies and stakeholders during the Alternatives Analysis and Conceptual Design process. VRE's goals for agency and stakeholder coordination during this process were to:

- Coordinate with agencies and stakeholders who control property that may be affected by the project
- Address the needs of railroad operators within the corridor
- Provide the opportunity for agencies, organizations, and individuals with interests in the outcome of the project to be informed and provide meaningful input into the decision-making process
- Maintain a record of engagement and participation by agencies, organizations, and individuals

This report summarizes the agency, stakeholder, and public engagement processes that were undertaken by VRE as part of the project. It also documents participants, meeting content, discussion topics and key outcomes.

Figure 1: Project Area



I.1. Stakeholders

VRE developed a list of agencies and stakeholders based on interactions during earlier planning phases and understanding of the stakeholders typically engaged with projects in the vicinity of L’Enfant Station. VRE also identified agencies that may have jurisdiction over elements of the project. **Table I** lists these agencies and stakeholders and provides notes on their interests based on prior statements or VRE’s knowledge of the agency or organization.

Table I: Project Stakeholders

Stakeholder	Interests
Advisory Neighborhood Commission (ANC) 6D	<ul style="list-style-type: none"> • Neighborhood body of locally elected representatives
Amtrak	<ul style="list-style-type: none"> • Passenger rail operations
Committee of 100	<ul style="list-style-type: none"> • Engaged in the Long Bridge Project • Inquired if the project was responsible for ensuring 2 tracks continue through VA interlocking into Amtrak territory
CSXT	<ul style="list-style-type: none"> • Freight rail operations
DC Office of Planning (DCOP)	<ul style="list-style-type: none"> • Multimodal connections
District Department of Energy and Environment (DOEE)	<ul style="list-style-type: none"> • Rail safety
District Department of Transportation (DDOT)	<ul style="list-style-type: none"> • Multimodal connections • Street and bridge impacts
Federal Railroad Administration (FRA)	<ul style="list-style-type: none"> • Rail operations
Federal Transit Administration (FTA)	<ul style="list-style-type: none"> • Commuter rail service • Environmental compliance
Greater Washington Partnership	<ul style="list-style-type: none"> • Business organization advocating for enhanced regional mobility and infrastructure; led Capital Region Rail Vision
National Capital Planning Commission (NCPC)	<ul style="list-style-type: none"> • Design approval authority
National Park Service (NPS) – National Capital Area (NPS-NCA) and National Mall and Memorial Parks (NPS-NAMA)	<ul style="list-style-type: none"> • Reservation 113/Hancock Park
Northern Virginia Transportation Commission (NVTC)	<ul style="list-style-type: none"> • VRE funding partner
Potomac and Rappahannock Transportation Commission	<ul style="list-style-type: none"> • VRE funding partner
Smithsonian Institution	<ul style="list-style-type: none"> • HQ at 7th and MD Ave
Southwest Business Improvement District (SWBID)	<ul style="list-style-type: none"> • Supportive of enhanced rail connectivity and placemaking opportunities
Southwest Neighborhood Assembly	<ul style="list-style-type: none"> • Neighborhood association in the study area
U.S. Commission of Fine Arts (CFA)	<ul style="list-style-type: none"> • Design approval authority
U.S. General Services Administration (GSA)	<ul style="list-style-type: none"> • GSA National Capital Region HQ at 301 7th Street SW



Stakeholder	Interests
Virginia Department of Rail and Public Transportation (DRPT)	<ul style="list-style-type: none"> • Potential funding partner
Virginia Passenger Rail Authority (VPRA)	<ul style="list-style-type: none"> • Responsible for Transforming Rail in Virginia implementation • Project sponsor for Long Bridge
Washington Metropolitan Area Transit Authority (WMATA)	<ul style="list-style-type: none"> • L'Enfant Plaza Metrorail Station construction & connectivity • New HQ adjacent to VRE station

I.2. Previous Engagement Efforts

VRE held initial conversations with the following stakeholders between December 2017 and March 2018 in order to understand initial stakeholder needs and potential concerns related to the project. The National Park Service (NPS) and the DC State Historic Preservation Office (DC SHPO) were also invited to participate.

- DCOP
- DDOT
- CFA
- NCPC
- GSA
- WMATA
- SWBID

In addition to the conversations listed above, VRE briefed NPS in Summer 2017. Stakeholders expressed an interest in staying involved throughout project development and identified the following considerations for the redesign of a new station:

- VRE’s station should be as subtle as possible and should integrate with its context.
- NCPC has approval authority for projects on federal land in Washington, DC. NCPC also has advisory authority for projects on District land in Washington, DC. Therefore, if the project impacts federal land, NCPC approval would be required.
- If the project has impacts to NPS-administered property which require an NPS action, the NEPA process should be structured to enable NPS to either adopt the lead agency’s (likely to be FTA) document or issue its own decision based on the NEPA process led by FTA..
- Connecting VRE to the 7th Street SW transit spine is important, and 4th Street SW connectivity is also a priority.
- An elevator connection between L’Enfant Station and L’Enfant Plaza Metrorail Station should be explored (shared systems are not recommended).
- Railroad encroachment on Reservation 113 should be avoided, however pedestrian access through Reservation 113 should be maintained and enhanced.
- Transportation demands in Southwest DC are changing dramatically and multimodal connectivity is increasingly important for daytime and nighttime populations.



2.0 Working Groups

2.1. Agency Working Group

VRE convened four meetings with a working group made up of key agencies. These agencies include potential funding partners (DRPT, PRTC, NVTC), railroad operators/owners (Amtrak, CSXT, VPRA), agencies from which approvals may be needed (NCPC, NPS, DDOT, DOEE, WMATA), agencies with nearby property interests (NPS, GSA, WMATA), and agencies that focus on planning and urban design issues in the study area (DCOP, DDOT, CFA, NCPC). These meetings provided an opportunity for agencies to provide feedback about the project, particularly regarding any elements under their jurisdiction. Members of the Agency Working Group are listed below:

- | | | |
|----------|------------|---------|
| ▪ Amtrak | ▪ DRPT | ▪ NVTC |
| ▪ CFA | ▪ GSA | ▪ WMATA |
| ▪ DCOP | ▪ NCPC | ▪ VPRA |
| ▪ DOEE | ▪ NPS-NCA | |
| ▪ DDOT | ▪ NPA-NAMA | |

The purpose and content of each meeting, as well as a list of attendees and a summary of discussion topics is described below.

2.1.1. Agency Working Group Meeting #1 – August 3, 2021

Content

This meeting reviewed and solicited feedback on project objectives and proposed two-step Alternatives Analysis process.

Attendees

- | | | |
|----------|-----------|-------------|
| ▪ Amtrak | ▪ DDOT | ▪ NPS-NAMA |
| ▪ CFA | ▪ GSA | ▪ NVTC |
| ▪ DCOP | ▪ NCPC | ▪ DRPT/VPRA |
| ▪ DOEE | ▪ NPS-NCA | ▪ WMATA |

Discussion Topics

- DOEE suggested adding the Federal Railroad Administration (FRA) to the group.
- GSA gave an overview of relevant construction projects in the surrounding area.
- DCOP informed the group that the Comprehensive Plan has recently been updated and the future land use map (FLUM) will allow residential development and asked that the Project Team look into fourth track options adjacent to potential future residential development. DCOP also asked that the Project Team view the project through the lens of resiliency and climate change and determine how this project could help the District achieve its decarbonization goals.
- WMATA noted that they will need a geotechnical engineering analysis for the zone of influence (ZOI) for 7th Street SW.
- NPS indicated that coordination should be ongoing related to Hancock Park.
- NCPC suggested that the Project Team review the Southwest Ecodistrict Plan that has several recommendations for LEF station improvements.
- Amtrak asked that the Project Team add a criterion to the evaluation feasibility to not preclude future electrification of the railroad corridor.



2.1.2. Agency Working Group Meeting #2 – November 10, 2021

Content

This meeting reviewed the results of the fatal flaw analysis and reviewed and solicited feedback on the alternatives.

Attendees

- | | | |
|----------|--------|-------------|
| ▪ Amtrak | ▪ DDOT | ▪ NPS-NCA |
| ▪ CFA | ▪ FRA | ▪ NVTC |
| ▪ CSXT | ▪ GSA | ▪ WMATA |
| ▪ DOEE | ▪ NCPC | ▪ DRPT/VPRA |

Discussion Topics

- WMATA would like to ensure that there will be no conflicts within Metrorail facilities underground.
- DOEE inquired about how the designs will connect with micro-mobility in the surrounding area.
- DDOT expressed the need to consider additional bike facilities and parking around the station.
- NCPC asked if there will be a direct connection to Metrorail.
- Amtrak asked about the ability to move passenger trains between tracks three and four and the need to bypass LEF station for some passenger trains headed towards Union Station.
- CFA asked about impacts outside of the ROW, spatial needs for passenger loads, conflicts to overpasses and/or structures, and pedestrian circulation.
- CSXT asked if there would be any modifications to existing bridges.

2.1.3. Agency Working Group Meeting #3 – June 9, 2022

Content

This meeting reviewed and solicited feedback on the alternatives analysis and recommended preferred alternative.

Attendees

- | | | |
|----------|--------|-----------|
| ▪ Amtrak | ▪ DDOT | ▪ NPS-NCA |
| ▪ CFA | ▪ GSA | ▪ WMATA |
| ▪ CSXT | ▪ NCPC | ▪ VPRA |

Discussion Topics

- CFA noted the benefits of locating the elevator to the west of 7th Street adjacent to the existing WMATA elevators, and potentially extending a direct connection into the Metrorail station. WMATA expressed concern about the feasibility of a direct connection.
- CFA asked about the structural expansion of the bridge to the north and what the design might look like from an architectural perspective, also suggesting that the bridge over 6th Street might be historic.
- DDOT asked about potential modifications to the existing public space to accommodate access to the track, and if there would be lighting underneath the expanded bridges.



2.1.4. Agency Working Group Meeting #4 – September 8, 2022

Content

This meeting reviewed the concept plans for the preferred alternative in more detail, including additional analysis VRE carried out related to the potential for direct/elevator connections to Metrorail. This meeting also included discussion of next steps for the next phase (preliminary engineering and compliance with the National Environmental Policy Act, or NEPA). This meeting was conducted as a joint agency and stakeholder working group meeting.

Attendees

- | | | |
|--------------------|----------------------------------|-----------|
| ▪ Amtrak | ▪ Federal City Council | ▪ NPS-NCA |
| ▪ Committee of 100 | ▪ GSA | ▪ PRTC |
| ▪ CSXT | ▪ Greater Washington Partnership | ▪ SWBID |
| ▪ DOEE | ▪ NCPC | ▪ VPRA |
| ▪ DRPT | | ▪ WMATA |

Discussion Topics

- WMATA suggested that while penetrating the Metrorail station vault is complicated, it is not impossible. However, no penetration of the vault has yet been approved, except in cases where knockout panels for future penetrations were designed into the structure.
- WMATA noted that further coordination will be required in where the new track/structure will encroach into the area WMATA has planned for its elevator expansion.
- NCPC raised the concern that the railroad projects in the area (including Long Bridge and L'Enfant) not preclude future decking of the railroad corridor.

2.2. Stakeholder Working Group

VRE identified a stakeholder working group including non-federal property owners, developers, business or advocacy groups, and representatives from Advisory Neighborhood Commission (ANC) 6D and the Southwest Neighborhood Association. Topics covered in Stakeholder Working Group meetings matched the Agency Working Group meetings, and the Stakeholder Working Group typically met the same day following the Agency Working Group. Members of the Stakeholder Working Group are listed below:

- ANC 6D
- Committee of 100
- Greater Washington Partnership
- SWBID
- Southwest Neighborhood Assembly

2.2.1. Stakeholder Working Group Meeting #1 – August 3, 2021

Content

This meeting reviewed and solicited feedback on project objectives and proposed two-step Alternatives Analysis process.



Attendees

- Greater Washington Partnership
- Committee of 100
- SWBID
- Mandarin Oriental Hotel (representatives left when they realized the project limits did not include their property)

Discussion Topics

- Committee of 100 noted they have been working on the Long Bridge project quite a bit, and are very glad to see the addition of a fourth track in the corridor. They understand the fourth track has been discussed for a long time with FRA and are glad the end points have been expanded to include the VA interlocking and current passenger and freight split.

2.2.2. Stakeholder Working Group Meeting #2 – November 18, 2021

Content

This meeting reviewed the results of the fatal flaw analysis and reviewed and solicited feedback on the alternatives.

Attendees

- Greater Washington Partnership
- Committee of 100
- Federal City Council
- SWBID
- Southwest Neighborhood Assembly

Discussion Topics

- Committee of 100 asked whether any of the alternatives include a direct connection to the WMATA elevator.
- Greater Washington Partnership expressed that station connectivity and considerations of future bi-directional service and use by MARC and Amtrak are also important. They also stressed the importance of connections to the rest of the District, including the Wharf and suggested that if there is an opportunity for an active conversation around better integration of the station with the community, including placemaking, Greater Washington Partnership would be happy to support the discussion. They noted that it is important for the station to be visible to encourage usage, particularly given the future plans for passenger rail service to significantly increase. They recommended VRE solicit ideas for how the new station can be integrated into the surrounding area.
- SW BID noted that the station is within walking distance of some of the world's most visited resources including museums, hotels, the National Mall, and entertainment. They stressed thinking of the station as more than just a commuter rail station and asked how the BID can help create a welcoming sense of arrival at the station. They noted that the BID is willing to help maintain resources that enhance the area and would very much like to work with the VRE team on design aspects.
- Federal City Council seconded the statements by Greater Washington Partnership and SW BID. They asked if there has been NCPC coordination and discussions of enhancements around federal assets. They also asked whether there are existing projects that connect to this one and how the project team is incorporating these.
- Greater Washington Partnership stated that they want to help VRE break down jurisdictional silos.



- Southwest Neighborhood Assembly asked if the project team was interested in presenting to a larger neighborhood audience and indicated they can set up a meeting.
- SW BID noted that they provide regular updates to GSA employees and can add this project to an upcoming agenda.

2.2.3. Stakeholder Working Group Meeting #3 – June 9, 2022

Content

This meeting reviewed and solicited feedback on the alternatives analysis and recommended preferred alternative.

Attendees

- Greater Washington Partnership
- Committee of 100
- SWBID

Discussion Topics

- Participants agreed that the process and analysis as presented is logical and expressed agreement with the results.
- VRE noted that as they advance concept design, they will look more at character and architectural elements. This phase looked more closely at feasibility.

2.2.4. Stakeholder Working Group Meeting #4 – September 8, 2022

The fourth working group meeting was held as a combined agency and stakeholder meeting. See summary in **Section 2.1.4** above.

3.0 Public Engagement

In addition to the agency and stakeholder engagement described above, VRE undertook public engagement activities in the summer of 2022 with the intent of raising awareness of the project and generating feedback on the proposed preferred alternative and alternatives analysis process.

3.1. Pop-Up Events

VRE participated in the pop-up events listed below. At each event, VRE provided a handout with information about the project and a QR code leading to the online questionnaire so participants could provide feedback about the project. At each event, staff members were on hand to provide information and answer questions about the project.

- Southwest Duck Pond Concert Series, June 8
- Southwest Duck Pond Concert Series, June 15
- Southwest Farmer’s Market, September 10



3.2. Presentations

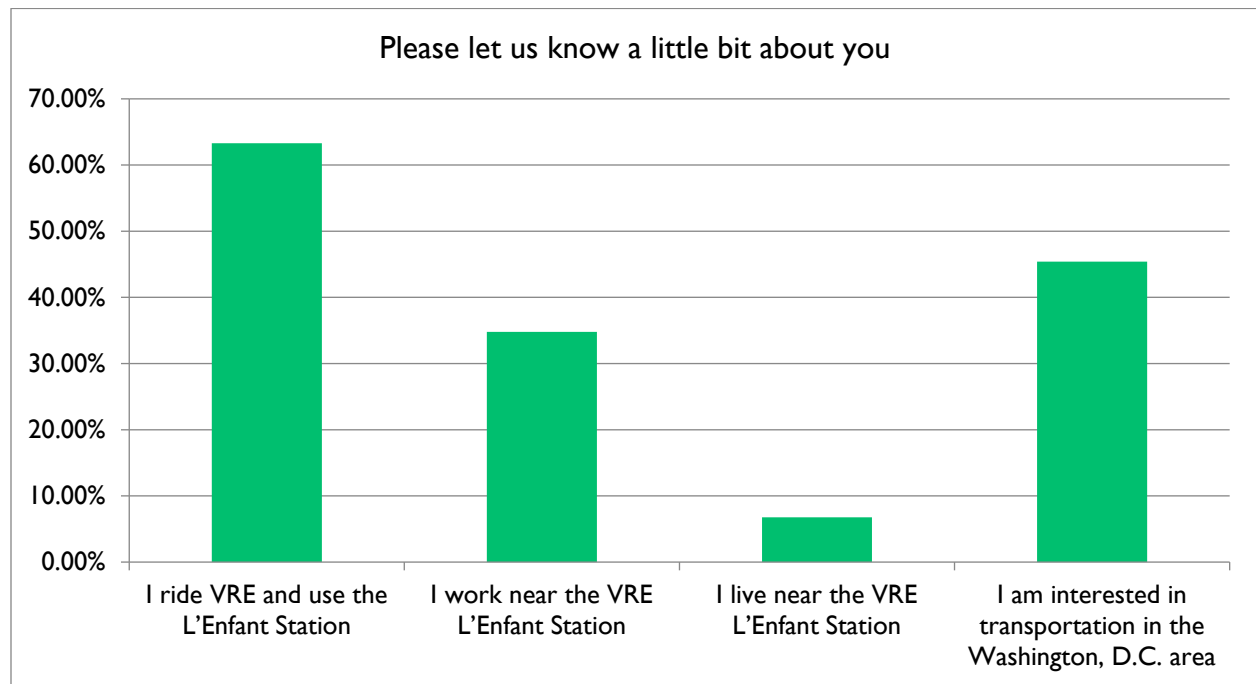
VRE developed a short presentation providing a summary of the need for the project, the project objectives, the alternatives analysis process, recommended preferred alternative, and next steps. VRE presented at the meetings listed below. At the meetings, attendees did not ask many questions or provide many comments. Questions were asked about the potential for a direct connection to Metrorail.

- ANC 6D Business Meeting, June 13
- SW BID Board Meeting, July 21

3.3. Online Questionnaire

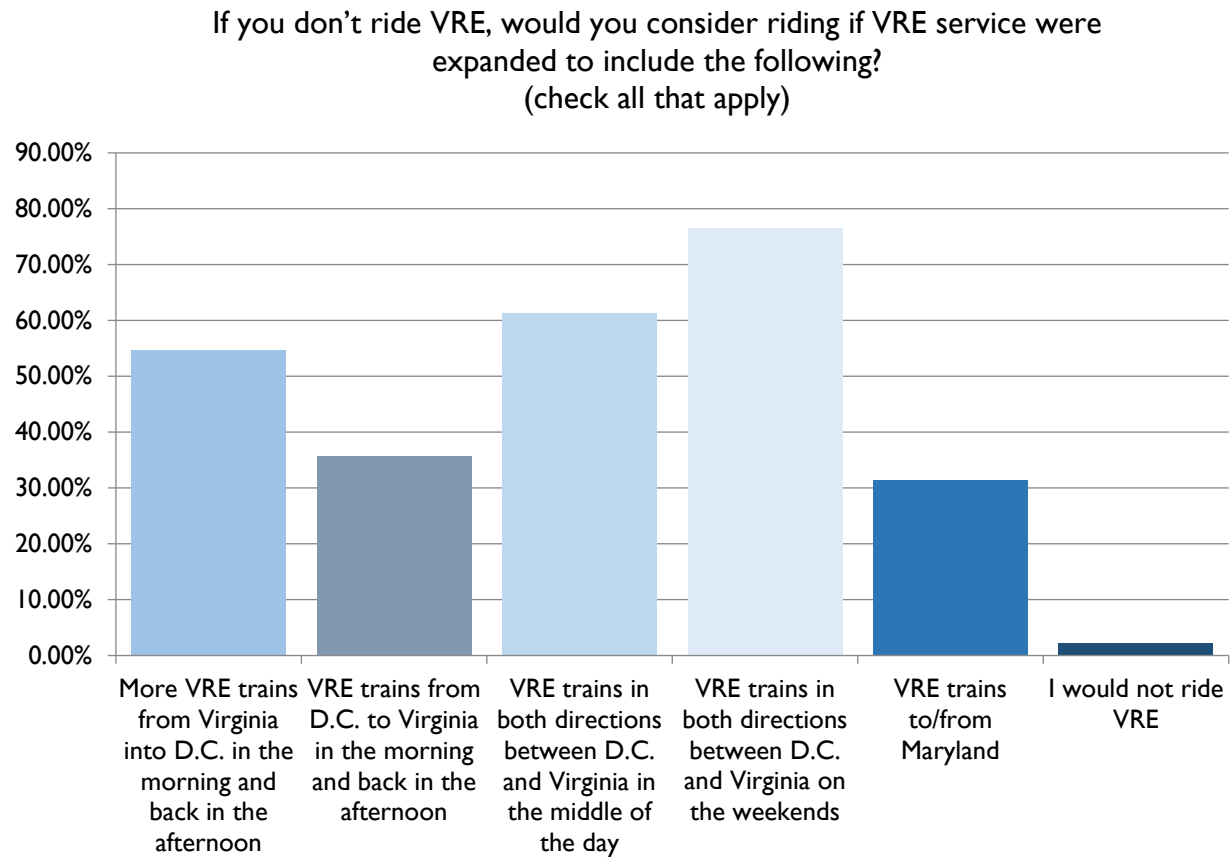
VRE developed an online questionnaire to gather feedback from the public on their preferences for VRE service and features at a new station. VRE had received 208 responses. The majority of respondents both ride VRE and use L'Enfant Station. They survey also reached some residents who live near the station, as well as people who work near the station or are generally interested in transportation in the Washington, D.C. area (**Figure 2**). The majority (84 percent) of respondents reside in Virginia, and 3.4 percent in Southwest D.C. Other demographics of respondents are characteristic of VRE riders, with the majority being male (63 percent), white (73 percent), and higher income – 37 percent of respondents make over \$175,000 per year and another 39 percent make between \$100,000 and \$174,999 per year. However, respondents skewed a bit younger than the typical VRE rider, with 34 percent of respondents being between the ages of 22 and 34. Most respondents (87 percent) reported having at least one car in their household.

Figure 2: Characteristics of Survey Respondents



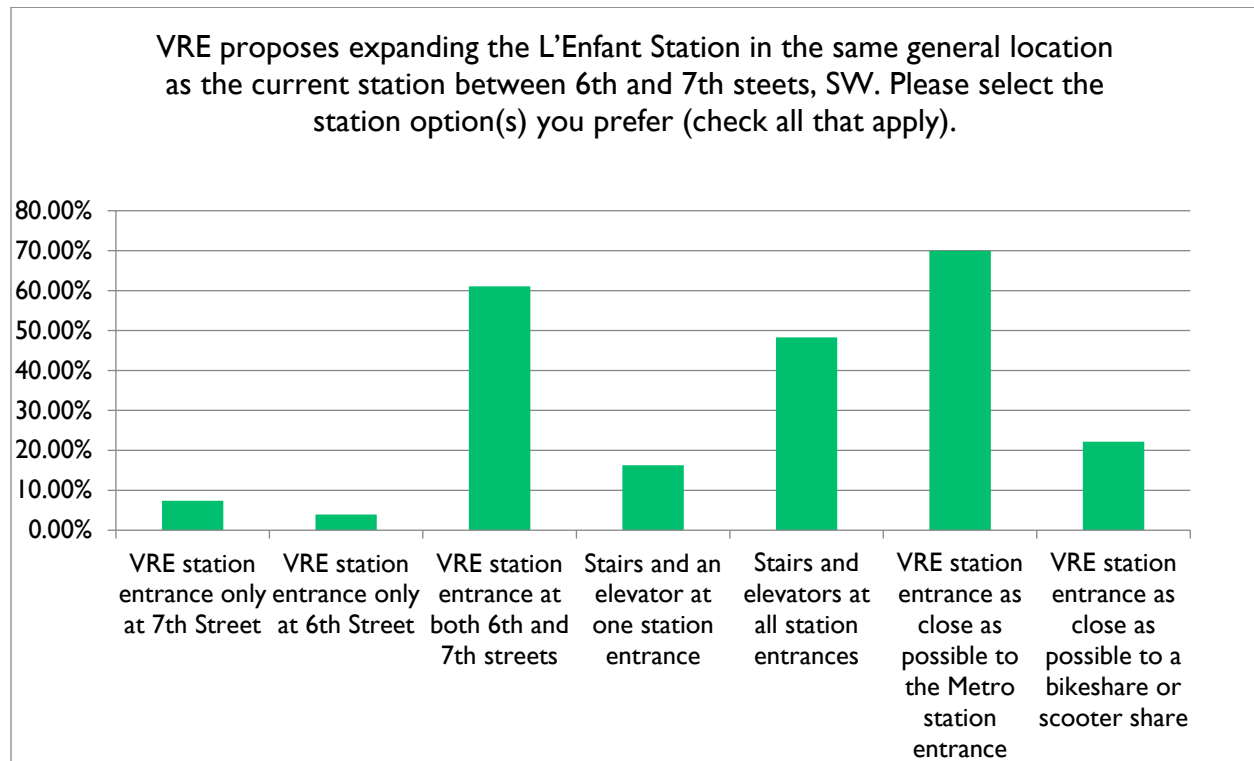
The questionnaire also asked respondents to indicate which service changes would encourage them to rider VRE (more than one answer was possible). Bi-directional service in the middle of the day and on weekends accounted for 61 percent and 77 percent of respondents, respectively, indicating demand for service outside of traditional office commuting patterns. However, 55 percent of respondents selected more trains in the peak commute direction and timeframe, indicating that riders traveling from home to the office would like to see increased frequency (**Figure 3**).

Figure 3: Service Preferences of Survey Respondents



The questionnaire asked about respondents' preferences related to the location of station entrances and elements of the entrances. Respondents expressed strong preferences for station entrances at both 6th and 7th streets (61 percent) and for the station entrance to be located as close to the L'Enfant Plaza Metrorail Station entrance as possible (70 percent). Forty-eight percent of respondents also indicated that all station entrances should provide both an elevator and stairs (Figure 4).

Figure 4: Station Entrance Preferences



VRE provided the opportunity for respondents to provide additional comments. The comments generally fell into several categories, including:

- **Connectivity:** Respondents supported direct or more convenient access to Metro, but also noted the need to have good multimodal connections in general along with wayfinding and good urban design to make people feel more comfortable at street level.
- **Service:** Comments related to service tended to focus on adding weekend, all-day, and off-peak service, as well as more frequent peak service. Comments also supported run-through service to Maryland and express service to make long trips faster.
- **ADA Access:** Comments noted the importance of the existing ADA access at 7th Streets and expressed that it should be maintained, and also stated that ADA access should be added at 6th Street.
- **Access to Station:** Respondents that the importance of access at both 6th and 7th streets. Two people noted that riders would appreciate access to the east side of 6th Street either via a crosswalk or an entrance on that side of the street.
- **Amenities:** A number of respondents stated that it was important to provide sufficient cover from the elements and benches for people to rest. They also stated that the platform should be wide enough to accommodate riders comfortably.



- **Construction:** Respondents stated their hope that during construction VRE will maintain service to the station, as well as access to both entrances.
- **Other Suggestions:** Respondents added additional suggestions not related to the project, such as extending the Manassas Line, extending the Fredericksburg Line to Richmond, electrifying the corridor, and reducing the cost to ride VRE.



Appendix 3 – Project Fact-sheet (PE-NEPA)





VIRGINIA RAILWAY EXPRESS

L'ENFANT STATION AND FOURTH TRACK IMPROVEMENTS

GOALS

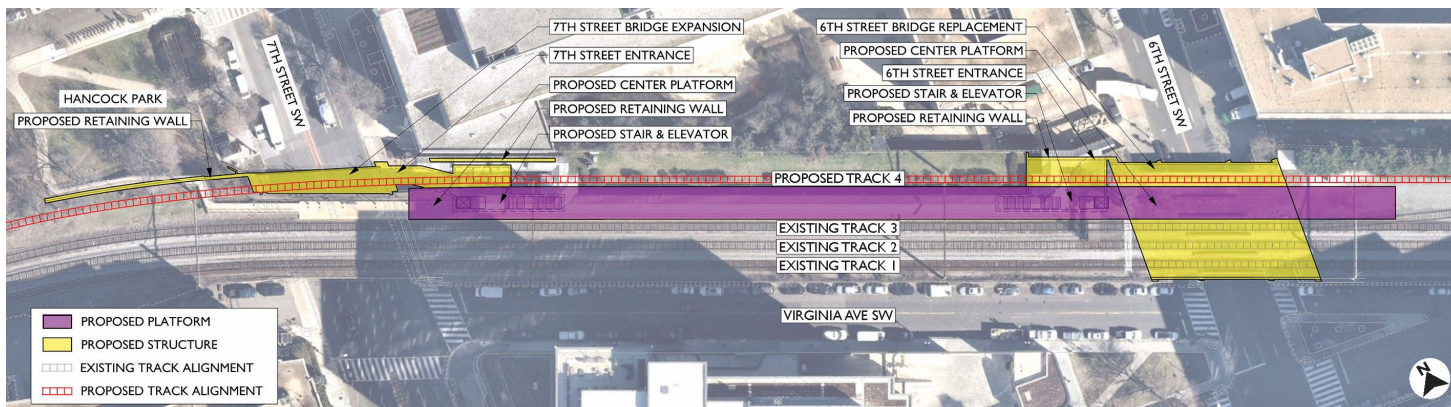
- Expand the VRE L'Enfant Station to give passengers more circulation and waiting space.
- Add a continuous fourth track between 4th and 12th Streets SW.
- Provide a center platform able to serve two full-length trains simultaneously.
- Remain within existing railroad right-of-way wherever possible.
- Integrate the station with the surrounding community.

PROJECT AREA



The existing VRE L'Enfant Station is located between 6th and 7th Streets SW, above street level. The current 555-foot platform, which can only serve one train at a time, is accessed via stairs at 6th and 7th Streets SW and an ADA ramp at Hancock Park.

CURRENT DESIGN



BENEFITS AND FEATURES

- Balances VRE operational needs, the user experience, and property impacts.
- Relieves crowding and supports planned VRE service.
- Serves two trains at a time, from either direction.
- Provides stairs and elevators from street level to the station platform at both 6th and 7th Streets SW.
- Adds rail capacity to address train congestion in Northern Virginia and Washington, DC.

SCHEDULE

NEPA/Preliminary Engineering	2023-2025
Final Design	2025-2027
Construction	2027-2029



Scan for the project website to find updates and past documents, or visit projects.vre.org.

www.vre.org

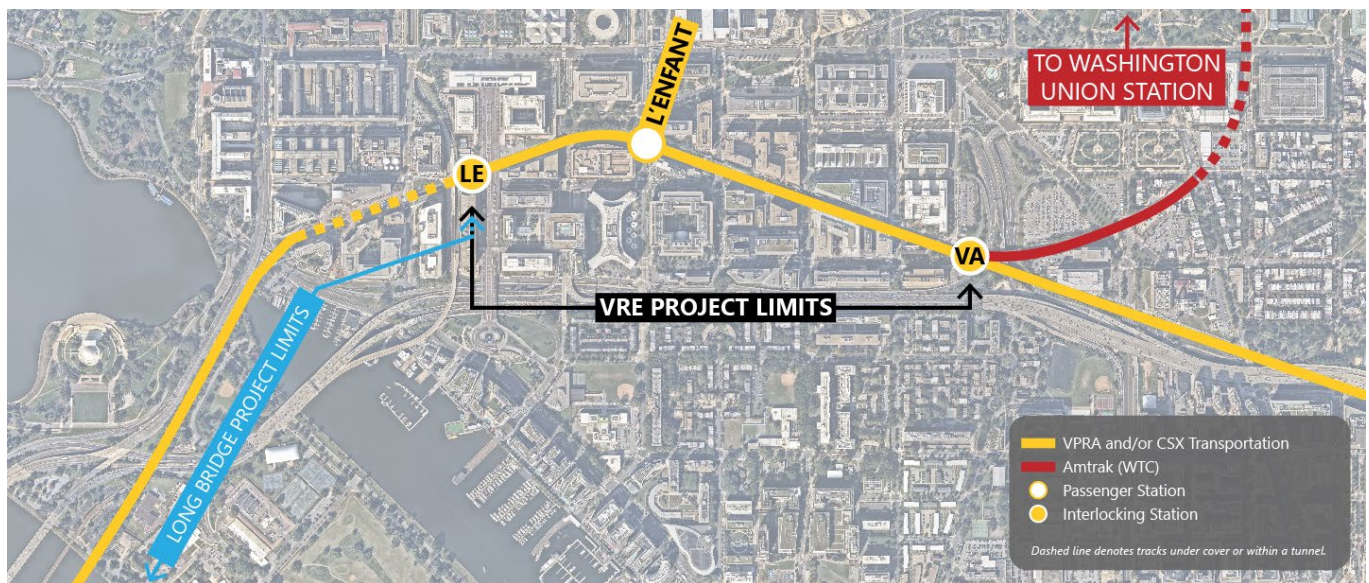
1500 King Street, Suite 202, Alexandria, VA 22314 800-743-3873

Send questions and comments by mail to the above address or by email to dshikurye@vre.org

EXPANDING ACCESS BETWEEN VIRGINIA AND WASHINGTON UNION STATION



The VRE L'Enfant Station and Fourth Track Improvements Project lies between the Long Bridge Project, which will result in a second rail crossing over the Potomac River, and Washington Union Station. This section of railroad corridor operates at near capacity during rush hour and is part of a significant rail bottleneck on the East Coast. Adding the fourth track at L'Enfant Station along with the new Long Bridge will help reduce train congestion in the region, improving the on-time performance of VRE trains and enabling increases in VRE service.



VRE SERVICE AT L'ENFANT STATION

L'Enfant is one of VRE's most active stations, located close to numerous federal agency headquarters and museums, with connections to Metrorail, Metrobus, DC Circulator, and the DC bike network. VRE ridership has been steadily increasing from 2020 COVID-19 pandemic lows. Over the next 10 years VRE service increases are planned as the Transforming Rail in Virginia (TRV) program expands railroad capacity. VRE envisions transforming from a commuter-focused service to all-day service by 2050, including weekday reverse-peak, midday, late-night service, and weekend service for travelers outside of traditional weekday commuting hours.

VRE L'Enfant Station (current service)

Approx. 9,000 weekday trips started or ended at L'Enfant Station (2019)

Approx. 3,700 weekday trips start or end at L'Enfant Station (2024)

29 trains stop at L'Enfant per weekday (2024)

Transforming Rail in Virginia (enabling new VRE service by 2030)

Weekend service expected to start in 2026

Up to 9,000 weekday & 1,200 weekend trips to start or end at L'Enfant (2030)

Up to 20 more weekday and 6 weekend trains (2030)

VRE System Plan 2050 (Long-range Service Plan)

20-min peak, 30-min reverse peak, 60-min off-peak & weekend service

Up to 14,000 weekday & 9,000 weekend trips start or end at L'Enfant (2050)

Weekday hourly express trains