

## **ATTACHMENT B – COORDINATION & CORRESPONDENCE**

IN REPLY REFER TO:  
NCPC File No. 7850

December 23, 2016

SCMAGLEV Project  
c/o Mr. Bradley M. Smith  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland, 21076

Re: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project Scoping Comments

Dear Mr. Smith:

Thank you for inviting the National Capital Planning Commission (NCPC) to participate as a cooperating agency for the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project (Project). I am writing to provide comments on the Federal Railroad Administration's notice of intent to prepare an Environmental Impact Statement for this Project, jointly with the Maryland Department of Transportation. The Project consists of the construction and operation of a high-speed magnetic levitation train system between Washington, DC and Baltimore, MD with an intermediate stop at Baltimore/Washington International Thurgood Marshall (BWI) Airport.

The comments provided below are based on the NCPC's role as the central planning agency for the federal government in the National Capital Region (NCR). In general, NCPC authority includes approval of site development and building plans on federal lands (40 U.S.C. Section 8722(b)(1) and (d)), and approvals of certain sales or transfers of jurisdiction within the District of Columbia (DC). Thus, any section crossing federal lands requires NCPC review.

NCPC reviews certain zoning decisions and developments in DC, including those within the Washington Union Station North (USN) zone. NCPC is a cooperating agency on infrastructure projects, including the DC Streetcar and the Washington Union Station Expansion. NCPC reviews proposed changes to existing park plans within the study area; the Capper-Cramton Act (46 Stat. 482) specifically addresses stream valley parks. The Federal Highway Administration Section 4(l) de minimis provisions do not supersede other federal laws over parkland such as the Capper-Cramton Act. Additionally, NCPC retains advisory review over projects that impact federal property within Prince George's County.

In general, staff supports the Project purpose, which appears to be consistent with the *Comprehensive Plan for the National Capital: Federal Elements* (Comprehensive Plan). Prepared by NCPC, the Comprehensive Plan provides a policy framework for the federal government in managing its operations and activity in the National Capital Region. Environmental documentation for the Project should adequately and appropriately identify and address the Comprehensive Plan; particularly the topics enumerated below.

Mr. Bradley M. Smith  
Page 2

### Transportation

Federal government operations rely on a robust transportation network and solutions to ensure region-wide mobility. The Project study area encompasses many important federal employment facilities. We particularly encourage you to coordinate with the Architect of the Capitol and General Services Administration, the latter of whom administers many of the federal facilities within the study area.

NCPC has developed several rail transportation initiatives that could inform the Project and which may be referenced through our website at: [www.ncpc.gov](http://www.ncpc.gov). Our *Freight Railroad Realignment Feasibility Study* explored several alternatives to efficiently and securely transport rail and cargo to and through the NCR. Additionally, our *Southwest Ecodistrict Plan* envisions a second regional intermodal hub approximately one mile south of Union Station at L'Enfant Plaza Station.

We also encourage close coordination with other transit initiatives linked to rail corridors along the East Coast. NCPC's comments on these initiatives can be referenced through our website.

- The *NEC FUTURE Project* is determining a long-term vision and investment program for the Northeast Corridor, specifically evaluating steel-wheel technologies.
- The *Washington Union Station Expansion Project* is a major effort to expand and modernize DC's primary train station.
- The *Long Bridge Study* is an important District Department of Transportation (DDOT) project exploring how to replace and potentially expand the Potomac River rail crossing.
- The *DC2RVA Project* is studying how to provide a competitive transportation choice between the Long Bridge and Richmond, VA by increasing intercity passenger rail capacity and improving travel times, as part of the *Southeast High Speed Rail Corridor* program extending to Atlanta, GA.
- Washington Metropolitan Transit Authority (WMATA), which operates the nation's second largest heavy rail system recently developed *Momentum*, a long term vision for the future of regional bus and rail transit in the NCR. Passenger volume at Union Station, WMATA's busiest station, is expected to significantly grow.
- DDOT's *DC Streetcar Project* will provide a new surface rail transit connection to Union Station.

The Project is in a rapidly growing area of the region and crosses many important roadways. Union Station, the central hub for rail transportation in Washington DC, supports substantial vehicular, rail, bicycle and pedestrian traffic. The proposed project may have an impact on these systems, both during construction, as well as after completion. As such, NCPC requests that the environmental document analyze short and long term impacts to pedestrian, bicycle and vehicular circulation, including access and safety.

Mr. Bradley M. Smith

Page 3

### Historic and Cultural Resources

NCPC staff is interested in the impact of the proposed project on Union Station and the Plan for the City of Washington (including both the L'Enfant Plan and McMillan Plan).

The Project proposes Washington Union Station as a terminal station. Completed in 1908, Union Station was designed by Daniel Burnham, one of America's most noted architects. The station is described in the U.S. Senate Commission's McMillan Plan as "the grand gateway to the capital;" the style of which "should be equally as dignified as that of the public buildings themselves." It was placed on the National Register of Historic Places in 1969. In 1979, the National Register designation was expanded to include the Columbus Fountain and Plaza located in front of the station.

The Union Station area, located at the geographic core of the 1792 L'Enfant Plan, is a very sensitive historic setting. The L'Enfant Plan, which was Commissioned by George Washington, provided the capital city's arrangement of streets and public spaces. Building on the L'Enfant Plan, the 1901 McMillan Plan located Washington's Union Station at a site just north of the US Capitol Building, supporting Senate office buildings, the National Mall, and DC's historic post office building—which now hosts the Smithsonian Postal Museum.

The physical and visual connection between Union Station and the U.S. Capitol is a key aspect of the Plan for the City of Washington and are part of the defining character of this area of the city. The Union Station site is at the confluence of historic streets, including Massachusetts, Louisiana and Delaware Avenues, NE. A primary vista to the U.S. Capitol, North Capitol Street, extends a block west of the station site.

The Project study area encompasses additional L'Enfant corridors, including Florida Avenue and East and South Capitol Streets. Other resources in the study area include historic districts, cultural landscapes, and commemorative works.

Recognizing that the proposed project has the potential to affect historic properties and the character of this area, staff specifically requests that following resource topics be analyzed in the EIS:

- Impacts to contributing viewsheds in the vicinity of Union Station, such as Louisiana, Delaware, and Florida Avenues.
- Impacts to historic properties in the vicinity of Union Station, including but not limited to, the US Capitol and Capitol Grounds, Union Station, the Russell Senate Office Building, and Federal Home Loan Bank Board Building.

Mr. Bradley M. Smith

Page 4

Parks and Open Space

The Project study area encompasses several large park and open spaces, including the U.S. Fish and Wildlife Service's Patuxent Wildlife Refuge and the National Park Service's Brentwood Maintenance Facility, Anacostia Park, Fort Lincoln and Kenilworth Aquatic Gardens. Stream Valleys subject to Capper-Cramton Act authorities include the Northeast Branch, Northwest Branch, and Paint Branch. Coordinate with the respective land steward agencies to examine federal interests, including the preservation and enhancement of the NCR's natural and historic areas. The EIS should evaluate potential impacts from station and infrastructure design on both the historic, natural and cultural resources, and the visitor's experience to them. We particularly encourage you to coordinate with the US Fish and Wildlife Service and the National Park Service.

Environment

The study area crosses several major watersheds: Anacostia River, Patuxent River, and Western Branch. The Comprehensive Plan's environmental element provides development guidelines, including water-quality, tree replacement, and wildlife preservation policies that should be used to help guide the project's future planning and design. Every effort should be made to avoid construction in the floodplain (100 and 500-year); to remove trees in excess of the number of new trees planted as mitigation; and to avoid sensitive ecological and wildlife areas along the corridor. We request that several environmental topics be analyzed in the EIS. These include:

- Changes in air, light and noise pollution
- Changes in vegetation and tree canopy
- Stormwater runoff and management, including both federal and local requirements
- Impervious surfaces
- Energy use
- Short term impacts from construction

We look forward to working on this Project with federal and state partners to improve access to the National Capital Region. If you have any questions regarding our comments, plans/policies, or our project submission requirements, please refer to our Agency website. Also, please use Mr. Kael Anderson as the point of contact for the project at 202-482-7273 or [kael.anderson@ncpc.gov](mailto:kael.anderson@ncpc.gov).

Sincerely,



Michael Sherman  
Director, Policy and Research Division

cc: Peter May, National Park Service  
Mina Wright, General Services Administration  
Stephen Ayers, Architect of the Capitol  
Beverly Swain-Staley, Union Station Redevelopment Corporation



## **SCMAGLEV Inter-Agency Meeting (Webinar): Update of Preliminary Alternatives Screening Results**

**DATE:** Thursday, December 7, 2017  
10:00 AM – 11:00 AM

**LOCATION:** Webinar  
17<sup>th</sup> Floor  
7 St. Paul Street  
Baltimore, MD 21202

---

The SCMAGLEV Project Team held an inter-agency meeting webinar to discuss the updates to the preliminary alternatives screening results since the October 2017 Interagency Meeting. After introductions, the Project Team briefly presented the screening results and next steps/schedule of key milestones. Then, agency attendees were given the opportunity to ask questions or make comments.

- Project Name: Baltimore-Washington Superconducting Maglev (SCMAGLEV)
- Presentation Focus: Update of Preliminary Alternatives Screening Results
- FRA Project Manager: Brandon Bratcher, [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov)
- MTA Project Manager: Suhair Al Khatib, [SAIKhatib@mta.maryland.gov](mailto:SAIKhatib@mta.maryland.gov)
- MTA Environmental Manager: Kelly Lyles, [KLyles1@mta.maryland.gov](mailto:KLyles1@mta.maryland.gov)
- Consultant Project Manager: Angela Jones, AECOM, [Angela.Jones@aecom.com](mailto:Angela.Jones@aecom.com)

1. Welcome and Introductions – Angela Jones (AECOM)
2. Presentation – Angela Jones (AECOM)

### **a. Alternatives Screening Process Review**

A review of the screening process presented in October meeting and the timeline were provided. The 14 initial preliminary alternatives went through two screenings. Screening Level 1 was a fatal flaw analysis based geometric factors and Screening Level 2 involved qualitative and quantitative analyses of engineering factors as well as high level environmental features. The team concluded the process with the recommended preliminary alternative alignments for detail study for analysis in the next phase of the project.

### **b. Project Updates Since October 2017 Interagency Meeting:**

Alternative G1 (WB&A Modified) was dropped prior to the October Public Open Houses. The WB&A Alternative presented the highest number of potential impacts on residential properties and communities including sight and sound

impacts, it potentially impacted numerous state, county and local parks in Prince Georges and Anne Arundel Counties and the WB&A Trail, and it potentially impacted the most sensitive areas of Anacostia Park and the National Arboretum.

Alternative E1 (Amtrak Modified) is being dropped, after the October Public Open Houses. This decision has been made due to a high number of impacts to residential properties; potential impacts to multiple natural and environmentally sensitive areas including Patuxent Research Refuge; direct impacts to historic “old town” Bowie, Bowie State University, Odenton Town Center and community facilities, and the Fort Meade gun range; and constructability issues with the Maglev support facility and the Seabrook MARC Station.

Based on these changes, the Revised Screening Level 2 Results are the following alignment alternatives:

- No-Build
- Alternative J (BWP Modified – East)
- Alternative J1 (BWP Modified – West)

**c. Public Comments on the Preliminary Alternatives:**

As of November 1, 2017, over 1,200 comments had been submitted on the SCMAGLEV project and the project team anticipates receiving much more as the project progresses. A summary was prepared and presented that displayed the top comment types that have been received to date, including property impacts, opposition to the project, outreach, cost and funding, WB&A Alternatives, Amtrak Alternatives, reopening scoping, tunneling, and the BWP Alternatives. These comments were also summarized by zip code in a map format. High concentrations of public comments have been sent from the Odenton and Bowie areas.

**d. Next Steps:**

The project team discussed the next steps that will be taken in the project and the schedule of the key milestones. Next steps include:

- Finalize Public/Agency Coordination Plan
- Finalize Preliminary Alternatives Screening Report
- Analyze Alternatives Retained for Detailed Study
- Schedule meetings with agencies impacted by Alternatives J & J1

**3. Comments and Responses**

Comment 1: On the project map, the alignments do not appear to align with the potential Port Covington station zone. Will the remaining alignments be able to align with the Port Covington station zone alternative? (*Kyle Leggs, Baltimore City Planning*)

Response: Yes. All alignments will have the ability to align with the potential Port Covington Station Zone.

Comment 2: If Alternative E1 is dropped, we won't have issues with the readiness with the tenants that would have been impacted. With Alternatives J & J1, there will be safety

concerns with impacted tenants and a meeting will be required. (*Jaime Birmingham, Fort Meade*)

Response: We are now looking at the alternative alignments in more depth. We will attempt to minimize impacts as we move forward and get more detailed in our design.

Comment 3: What further consideration is being given to Section 4(f)? (*Tammy Stidham, NPS*)

Response: We are beginning the Section 4(f) evaluation process. We don't currently have anything conclusive, but we will get more detailed as we move forward.

Comment 4: The project team needs to look at one alternative for the purposes of Section 4(f). (*Joel Gorder, NPS*)

Response: We agree. We have analyzed several alternatives, as documented in the Preliminary Alternatives Screening Report. This information will be available to agencies in the final report. We'll be in touch with agencies regarding these results and to go over questions and comments on alternatives being carried forward into the Alternatives Analysis.

Comment 5: USACE is concerned that we are only looking at one corridor (Baltimore Washington Parkway) and a no-build option. The alternative selection is not a popularity contest. One of the remaining alignments will likely need to be eliminated due to the conflict with Patuxent River State Park. (*Joseph DaVia, USACE*)

Response: Although they run along the same corridor, we are still evaluating two alternatives along the BW Parkway corridor, including Alternatives J & J1. An alternative that is outside the legal jurisdiction of the lead agency must still be analyzed in the EIS if it is reasonable. A potential conflict with local or federal law does not necessarily render an alternative unreasonable, although such conflicts must be considered. Alternatives that are outside the scope of what Congress has approved or funded must still be evaluated in the EIS if they are reasonable, because the EIS may serve as the basis for modifying the Congressional approval or funding in light of NEPA's goals and policies.

Comment 6: What is Patuxent Research Refuge's stance on this project as one alternative? (*Joel Gorder, NPS*)

Response: It is essentially two alternatives in one corridor. (*Chris Guy, USFWS*)

Comment 7: Adam is concerned that we did not show the tunnel portion of the alternative to the public at the potential Port Covington station zone. (*Adam Assenza, STB*)

Response: We acknowledged his concern and we will address through the alternative development stage moving forward.

Comment 8: With the Hyperloop project being in the media, NCPC has concerns about how it will impact the SCMAGLEV project. (*Stacy Wood, NCPC*)

Response: Hyperloop is not at a level of development where we are considering it in the SCMAGLEV project. The Maryland State government made an announcement regarding the utility permits. FRA indicated that we see them as independent projects. The

Hyperloop team is eyeballing an approximately five year turnaround, but we don't know how feasible that is. The State did not confirm that there has been a Hyperloop ground breaking.

Comment 9: Has there been conversations between the State and NPS about turning over the rights of the BW Parkway to the State? (*Joseph DaVia, USACE*)

Response: There has not been an official transfer as of now.

Comment 10: Is this Interagency Meeting Presentation available online? (*Kevin Magerr, USEPA*)

Response: The Interagency Meeting presentation was sent out to the meeting invitees via email yesterday (December 6, 2017).

Comment 11: Question for Corps: Is this project being followed in terms of campus development in the northern part of Fort Meade as both courses of action along the BW Parkway cut into that project. (*Jaime Birmingham, Fort Meade*)

Response: I am not aware if anyone from the campus development team is involved, but I will start copying them on correspondences related to this project. (*Joseph DaVia, USACE*)

Comment 12: Will there be a follow up meeting with regulatory agencies? (*Greg Golden, DNR*)

Response: This presentation will be presented at the next Joint Evaluation meeting with Maryland permitting agencies on December 20, 2017. We will have more meetings and information exchanges with the agencies in the coming months, including the possibility of another agency field meeting.

Comment 13: What would coordination look like should MDOT acquire BW Parkway from NPS? (*David Rodgers, SHA*)

Response: Moving forward, we are assuming that there will be no transfer.

Comment 14: BWRR is looking forward to working with FRA, MTA, and AECOM to make the schedule more efficient so that we have FEIS and ROD prior to 2019. (*Furqan Siddiqi, BWRR*)

Response: We acknowledged this comment.

4. Closing Comments/Adjournment – We will keep the agencies up to date as the project team evaluates the alternatives in further detail.

The meeting was adjourned at 10:59 AM.

## Meeting Attendees

### Project Team Attendees

Name	Organization	Phone	E-mail
Shubha Adhikari*	AECOM	410.637.1765	<a href="mailto:Shubha.adhikari@aecom.com">Shubha.adhikari@aecom.com</a>
Suhair Al Khatib*	MTA	410.767.3787	<a href="mailto:SAIKhatib@mta.maryland.gov">SAIKhatib@mta.maryland.gov</a>
Cordell Banks*	AECOM	410.637.1707	<a href="mailto:Cordell.Banks@aecom.com">Cordell.Banks@aecom.com</a>
Brandon Bratcher	FRA	202.493.0844	<a href="mailto:brandon.bratcher@dot.gov">brandon.bratcher@dot.gov</a>
Steve Cassard*	MEDCO	410.625.0052	<a href="mailto:s_cassard@medco-corp.com">s_cassard@medco-corp.com</a>
Mark Cheskey*	AECOM	410.891.9533	<a href="mailto:mark.cheskey@aecom.com">mark.cheskey@aecom.com</a>
Kendall Drummond	AECOM	410.637.1715	<a href="mailto:Kendall.Drummond@aecom.com">Kendall.Drummond@aecom.com</a>
Angela Jones*	AECOM	410.637.1728	<a href="mailto:Angela.Jones@aecom.com">Angela.Jones@aecom.com</a>
Brian Lange	AECOM	410.891.9290	<a href="mailto:brian.lange@aecom.com">brian.lange@aecom.com</a>
Kelly Lyles*	MTA	410.767.3780	<a href="mailto:KLyles1@mta.maryland.gov">KLyles1@mta.maryland.gov</a>
Larry Pesesky	Louis Berger		<a href="mailto:lpesesky@louisberger.com">lpesesky@louisberger.com</a>
Furqan Siddiqi*	BWRR	443.759.8360	<a href="mailto:fsiddiqi@bwrapidrail.com">fsiddiqi@bwrapidrail.com</a>
Bradley Smith	MDOT	410.865.1097	<a href="mailto:bsmith9@mdot.state.md.us">bsmith9@mdot.state.md.us</a>
Jacqueline Thorne	MDOT	410.767.3776	<a href="mailto:jthorne@mdot.state.md.us">jthorne@mdot.state.md.us</a>
Sarah Williams*	AECOM	410.637.1755	<a href="mailto:Sarah.williams@aecom.com">Sarah.williams@aecom.com</a>

### Agency Attendees

Name	Organization	Phone	E-mail
James Ashe	WMATA		<a href="mailto:jashe@wmata.com">jashe@wmata.com</a>
Adam Assenza	STB	202.245.0301	<a href="mailto:Adam.assenza@stb.gov">Adam.assenza@stb.gov</a>
Jamie Birmingham	Fort George G. Meade (US Army)	301.677.6076	<a href="mailto:jaime.d.birmingham.mil@mail.mil">jaime.d.birmingham.mil@mail.mil</a>
Andrew Brooks	FAA	718.553.2511	<a href="mailto:Andrew.brooks@faa.gov">Andrew.brooks@faa.gov</a>
Beth Cole	MHT	410.514.7631	<a href="mailto:beth.cole@maryland.gov">beth.cole@maryland.gov</a>
Megan Cogburn	DDOT		<a href="mailto:megan.cogburn@dc.gov">megan.cogburn@dc.gov</a>
David Cookson	Howard County	410.313.3842	<a href="mailto:dcookson@howardcountymd.gov">dcookson@howardcountymd.gov</a>
Valincia Darby	DOI		<a href="mailto:valincia_darby@ios.doi.gov">valincia_darby@ios.doi.gov</a>
Joseph DaVia	USACE	410.962.5691	<a href="mailto:joseph.davia@usace.army.mil">joseph.davia@usace.army.mil</a>
Greg Golden	DNR	410.260.8331	<a href="mailto:Greg.golden@maryland.gov">Greg.golden@maryland.gov</a>
Joel Gorder	NPS	202.619.7405	<a href="mailto:joel_gorder@nps.gov">joel_gorder@nps.gov</a>
Chris Guy	USFWS	410.573.4529	<a href="mailto:chris_guy@fws.gov">chris_guy@fws.gov</a>
Crystal Hancock	MNCPPC		<a href="mailto:crystal.hancock@ppd.mncppc.org">crystal.hancock@ppd.mncppc.org</a>
Scott Hansen	MDP	410.767.4611	<a href="mailto:Scott.hansen@maryland.gov">Scott.hansen@maryland.gov</a>
Russell Krupen			<a href="mailto:Russell.Krupen@dot.gov">Russell.Krupen@dot.gov</a>
Andrea Lasker	PGCO Dept. of Public Works and Transportation	301.883.5688	<a href="mailto:ALasker@co.pg.md.us">ALasker@co.pg.md.us</a>
Kyle Leggs	Baltimore City Planning	410.396.4135	<a href="mailto:Kyle.leggs@baltimorecity.gov">Kyle.leggs@baltimorecity.gov</a>
Andrew Lewis	DC Historic Preservation Office	202.442.8841	<a href="mailto:andrew.lewis@dc.gov">andrew.lewis@dc.gov</a>

<b>Name</b>	<b>Organization</b>	<b>Phone</b>	<b>E-mail</b>
F. J. Lindstrom	US Commission of Fine Arts	202.504.2200	<a href="mailto:FLindstrom@cfa.gov">FLindstrom@cfa.gov</a>
Kevin Magerr	USEPA	215.814.5724	<a href="mailto:Magerr.kevin@epa.gov">Magerr.kevin@epa.gov</a>
Jeanette Mar	FHWA	410.779.7152	<a href="mailto:Jeanette.mar@dot.gov">Jeanette.mar@dot.gov</a>
Beth Montgomery	NASA, GSFC	301.286.0469	<a href="mailto:Lizabeth.r.montgomery@nasa.gov">Lizabeth.r.montgomery@nasa.gov</a>
Lindy Nelson	DOI		<a href="mailto:lindy_nelson@ios.doi.gov">lindy_nelson@ios.doi.gov</a>
Ramond Robinson	Anne Arundel County	410.222.3294	<a href="mailto:trrobi45@aacounty.org">trrobi45@aacounty.org</a>
David Rodgers	SHA		<a href="mailto:drodgers1@sha.state.md.us">drodgers1@sha.state.md.us</a>
Rich Roisman	Metropolitan Washington Council of Governments	202.962.3317	<a href="mailto:rroisman@mwkog.org">rroisman@mwkog.org</a>
Scott Rowe	MNCPPC	301.952.3521	<a href="mailto:brandon.rowe@ppd.mncppc.org">brandon.rowe@ppd.mncppc.org</a>
Tammy Stidham	NPS	202.619.7474	<a href="mailto:tammy_stidham@nps.gov">tammy_stidham@nps.gov</a>
Sara Tomlinson	Baltimore Metropolitan Council	410.732.0500	<a href="mailto:stomlinson@baltometro.org">stomlinson@baltometro.org</a>
Victor Weissberg	PGCO Dept. of Public Works and Transportation		<a href="mailto:vweissberg@co.pg.md.us">vweissberg@co.pg.md.us</a>
Jean Wolfers-Lawrence	FAA	202.267.9749	<a href="mailto:jean.wolfers-lawrence@faa.gov">jean.wolfers-lawrence@faa.gov</a>
Stacy Wood	NCPC	202.482.7273	<a href="mailto:Stacy.wood@ncpc.gov">Stacy.wood@ncpc.gov</a>
Bihui Xu	MDP	410.767.4567	<a href="mailto:bihui.xu@maryland.gov">bihui.xu@maryland.gov</a>

\*Attended in Person



## SCMAGLEV Follow-Up Meeting with USFWS and NPS Meeting Notes

**DATE:** April 19, 2017  
10:00 – 11:30 am

**LOCATION:** Patuxent Research Refuge Visitor Center  
10901 Scarlet Tanager Loop, Laurel, MD

---

This summary is not a direct transcript, but rather a summary of the discussion. Please notify AECOM of any changes or corrections needed. Meeting attendees are listed on the last page.

- **Introductions**
  - MTA Project Manager (PM) John Trueschler provided opening remarks and asked the group to introduce themselves.
  - AECOM PM Angela Jones described the purpose of the meeting which was a follow up to the March 30, 2017 Interagency Meeting held at the National Park Service HQ.
  
- **Alternatives Update**
  - John Trueschler provided a brief overview of the preliminary alternatives (Alternatives E through J).
  
- **Areas of Concern/Discussion Points**
  - USFWS Concerns
    - Brad Knudsen stated that any SCMAGLEV route that overlays the Patuxent Research Refuge (PRR) is not viable because a) there is a refuge system-wide policy not to allow any new ROW on refuge land; and b) incompatibility with the refuge's purpose and mission (wildlife research and wildlife conservation). USFWS cannot allow third-party uses of PRR unless those uses are compatible with and support wildlife research. USFWS stance on ROW has hardened since the 2003 Maglev DEIS, which had a preferred alignment traversing a portion of PRR, and the Compatibility Policy had just been adopted about that time. USFWS can share the specific policies.
    - Any route that would have direct or indirect impacts on wildlife habitat, riparian areas, etc. would be problematic. Impacts on hydrology upstream and downstream of PRR that could extend into the PRR were mentioned as an example of an indirect effect.
    - Consideration of a land exchange is off the table. The Tipton Airport expansion compatibility review and the Route 197 safety related

improvements were cited as examples of application of the USFWS ROW and compatibility policies.

- While there are no known endangered species in PRR, USFWS is currently evaluating the refuge for presence of the endangered Northern long-eared bat
- Alternatives E and H would require congressional action due to the impacts to NSA gun range on Refuge-managed land (area referred to as the Patuxent North Parcel). The history of the distinction between the western portion of PRR and its eastern and portions was discussed, the general understanding being that the Military Construction Appropriations Act transferred the north parcel to PRR, and the Research Center was established separately by Executive Order, and therefore property transactions involving the Research Center would not require Congressional authorization. Chris Guy said that he would report back on this distinction.
- It was mentioned that NEC FUTURE initially impacted six wildlife refuges but only one – Heinz NWR in Philadelphia – by the end of the EIS.
- Viewshed
  - Chris Guy indicated that viewsheds are not a major issue for PRR.
  - Tammy Stidham stated viewshed impacts to the BW Parkway are of concern.
- Rolling Stock Depot (RSD)
  - John Trueschler described the RSD; maintenance and storage yard that would require 300 acres and need to be above ground. Only one is needed for the project.
  - Chris Guy mentioned there is a conservation easement near the old prison which could pose problems for the potential RSD site near Tipton Airport, as well as general airport operation issues.
- NPS Concerns
  - Tammy Stidham stated that the alternatives pass through some of the wildest and most natural areas of the Anacostia River.
  - Use of land, whether tunneled or above ground, is incompatible and would be a taking regardless. In any event, the conveyance of land could not be ROW but would be some other form of authorization to occupy. John Trueschler noted that if there are legal prohibitions against private ownership of infrastructure or private right-of-way on government land, there is the possibility for a P3 with the SCMAGLEV infrastructure being government-owned and leased back to the private entity as an option to resolving the ownership issue.
  - Joel Gorder mentioned a concern about bird strikes. He asked about what will happen to infrastructure after maglev technology is obsolete or in a situation in which the owner became bankrupt. Larry Pesesky noted that under NEPA, the EIS need only examine a reasonably foreseeable future.
  - BW Parkway has maintained full integrity since it was originally built. It is NPS' mission to preserve the parkway for pleasure drives.
  - Tammy Stidham stated NPS' position on the project is to stay off NPS property and stay out of the Parkway viewshed.
- Section 4(f)
  - Tammy Stidham asked if the project is privately owned, how FRA's Section 4(f) determination would stand.

- Larry Pesesky stated there is likely no Section 4(f) avoidance alternative so a least overall harm analysis will be required
  - Tammy Stidham indicated the significance of NPS resources would weigh high in a least overall harm analysis.
- Alternatives Analysis
    - Tammy Stidham questioned if there would be a more detailed analysis of alternatives including typical sections and SCMaglev support facilities.
    - Brandon Bratcher stated detailed design of alternatives would take place in later phase.
    - Angela Jones indicated that an alternatives report would follow the screening report to include sufficient engineering to establish a limit of disturbance for determination of physical, operational and environmental impacts.
  - **Action Items**
    - Brad Knudsen to distribute USFWS ROW and Compatible Use Permit policies.
    - Project Team to explore ownership possibilities and implications of private vs. public ownership relative to land conveyance and Section 4(f).
    - John Trueschler to send Tammy Maglev congressional language from SAFETEA-LU regarding the construction of a maglev system
    - Chris Guy to look into ownership origins/authority of western boundary of the refuge where it interfaces with the Parkway

## Meeting Attendees

Name	Organization	E-mail
Tarik Adams	USFWS PRR	
Brandon Bratcher	FRA	<a href="mailto:brandon.bratcher@dot.gov">brandon.bratcher@dot.gov</a>
Steve Cassard	MEDCO	<a href="mailto:s_cassard@medco-corp.com">s_cassard@medco-corp.com</a>
Mark Cheskey	AECOM	<a href="mailto:mark.cheskey@aecom.com">mark.cheskey@aecom.com</a>
Megan Cogburn	AECOM	<a href="mailto:megan.cogburn@aecom.com">megan.cogburn@aecom.com</a>
Kendall Drummond*	AECOM	<a href="mailto:Kendall.Drummond@aecom.com">Kendall.Drummond@aecom.com</a>
Joel Gorder	NPS	<a href="mailto:joel_gorder@nps.gov">joel_gorder@nps.gov</a>
Chris Guy	USFWS CBFO	<a href="mailto:chris_guy@fws.gov">chris_guy@fws.gov</a>
Laurel Hammig	NPS	<a href="mailto:laurel_hammig@nps.gov">laurel_hammig@nps.gov</a>
Angela Jones	AECOM	<a href="mailto:Angela.Jones@aecom.com">Angela.Jones@aecom.com</a>
Brad Knudsen	USFWS PRR	<a href="mailto:brad_knudsen@fws.gov">brad_knudsen@fws.gov</a>
Kelly Lyles	MTA	<a href="mailto:KLyles1@mta.maryland.gov">KLyles1@mta.maryland.gov</a>
Robert Mocko*	NPS	<a href="mailto:robert_mocko@nps.gov">robert_mocko@nps.gov</a>
Larry Pesesky	Louis Berger	<a href="mailto:lpesesky@louisberger.com">lpesesky@louisberger.com</a>
Leslie Roche*	AECOM	<a href="mailto:leslie.roche@aecom.com">leslie.roche@aecom.com</a>
Tammy Stidham	NPS	<a href="mailto:tammy_stidham@nps.gov">tammy_stidham@nps.gov</a>
John Trueschler	MTA	<a href="mailto:JTrueschler1@mta.maryland.gov">JTrueschler1@mta.maryland.gov</a>

\*via telephone



# United States Department of the Interior



NATIONAL PARK SERVICE  
Greenbelt Park and Baltimore-Washington Parkway  
6565 Greenbelt Road  
Greenbelt, MD 20770

IN REPLY REFER TO:

1.A.1. (NCR-GREE)

Brandon Bratcher  
Environmental Protection Specialist, FRA  
7201 Corporate Center Drive  
Hanover, MD 21076  
brandon.bratcher@dot.gov;  
202-493-0844

Subject: Proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project:  
Initial Scoping Comments, National Park Service

Dear Mr. Bratcher,

The National Park Service (NPS) understands that the Federal Railroad Administration, in coordination with the Maryland Department of Transportation, is preparing an Environmental Impact Statement (EIS) for the proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project, and provides the following general comments.

Two large federal parks are located within your project area, the Baltimore-Washington Parkway and Greenbelt Park. Both are units of the national park system that are administered by the NPS, National Capital Parks - East.

The Baltimore-Washington Parkway is a 29-mile scenic artery within the park and parkway system of the nation's capital that extends from Baltimore to the eastern boundary of the District of Columbia. The NPS manages a 19-mile section of the Baltimore-Washington Parkway with boundaries extending from the District of Columbia line in the south to MD 175 in the north. The remaining 10 miles of the Parkway north of MD 175 is managed by the State of Maryland. The Baltimore-Washington Parkway is listed as a historic district on the National Register of Historic Places as a grand entrance to Washington, D.C. The Baltimore-Washington Parkway is a Section 4f property that is both a significant park and historic property.

Greenbelt Park is located in Prince George's County, Maryland approximately 13 miles from the District of Columbia. Before its establishment as a park, this wooded 1,106 acre site was to be developed into a "new town" as one of several planned urban communities within a green belt around Washington D.C. The plans to develop the site were eventually dropped. During the late 1940s, the NPS National Capital Region became involved in the planning for this tract of mature woodlands, which ultimately grew into Greenbelt Park. The land of Greenbelt Park was acquired by the NPS in 1950 under Public Law 643 along with lands intended for the Parkway. The ties with the Parkway stemmed from the planners' concept of using the Park as a stopover for through-travelers in addition to providing recreation opportunities for Washington area residents.

The Baltimore-Washington Parkway and Greenbelt Park contain significant cultural, historical and natural resource elements that the NPS is charged with protecting, unimpaired for the enjoyment of future generations. Any SCMAGLEV alignment impacting the Baltimore-Washington Parkway corridor will require analysis to determine the feasibility and identify associated mitigation measures. As a cooperating agency, we look forward to continuing coordination of this project with your staff.

For further coordination please contact Tammy Stidham at (202) 619-7474 or via email at [tammy\\_stidham@nps.gov](mailto:tammy_stidham@nps.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Carroll', with a horizontal line extending to the right.

**Matthew Carroll**  
Superintendent



## SCMAGLEV Follow-Up Meeting with USFWS and NPS Meeting Notes

**DATE:** April 19, 2017  
10:00 – 11:30 am

**LOCATION:** Patuxent Research Refuge Visitor Center  
10901 Scarlet Tanager Loop, Laurel, MD

---

This summary is not a direct transcript, but rather a summary of the discussion. Please notify AECOM of any changes or corrections needed. Meeting attendees are listed on the last page.

- **Introductions**
  - MTA Project Manager (PM) John Trueschler provided opening remarks and asked the group to introduce themselves.
  - AECOM PM Angela Jones described the purpose of the meeting which was a follow up to the March 30, 2017 Interagency Meeting held at the National Park Service HQ.
- **Alternatives Update**
  - John Trueschler provided a brief overview of the preliminary alternatives (Alternatives E through J).
- **Areas of Concern/Discussion Points**
  - USFWS Concerns
    - Brad Knudsen stated that any SCMAGLEV route that overlays the Patuxent Research Refuge (PRR) is not viable because a) there is a refuge systemwide policy not to allow any new ROW on refuge land; and b) incompatibility with the refuge's purpose and mission (wildlife research and wildlife conservation).
    - Any route that would have direct or indirect impacts on wildlife habitat, riparian areas, etc. would be problematic.
    - Consideration of a land exchange is off the table.
    - USFWS is currently evaluating the refuge for presence of the endangered northern long eared bat
    - Alternatives E and H would require congressional action due to the impacts to NSA gun range on Refuge-managed land.
  - Viewshed
    - Chris Guy indicated that viewsheds are not a major issue for PRR.
    - Tammy Stidham stated viewshed impacts to the BW Parkway are of concern.

- Rolling Stock Depot (RSD)
  - John Trueschler described the RSD; maintenance and storage yard that would require 300 acres and need to be above ground. Only one is needed for the project.
  - Chris Guy mentioned there is a conservation easement near the old prison which could pose problems for the potential RSD site near Tipton Airport, as well as general airport operation issues.
- NPS Concerns
  - Tammy Stidham stated that the alternatives pass through some of the wildest and most natural areas of the Anacostia River.
  - Use of land, whether tunneled or above ground, is incompatible and would be a taking regardless.
  - Joel Gorder asked what will happen to infrastructure after maglev technology is obsolete.
  - BW Parkway has maintained full integrity since it was originally built. It is NPS' mission to preserve the parkway.
  - Tammy Stidham stated NPS' position on the project is to stay off NPS property and stay out of the Parkway viewshed.
- Section 4(f)
  - Tammy Stidham asked if the project is privately owned, how FRA's Section 4(f) determination would stand.
  - Larry Pesesky stated there is likely no Section 4(f) avoidance alternative so a least overall harm analysis will be required.
  - Tammy Stidham indicated the significance of NPS resources would weigh high in a least overall harm analysis.
- Alternatives Analysis
  - Tammy Stidham questioned if there would be a more detailed analysis of alternatives including typical sections and SCMaglev support facilities.
  - Brandon Bratcher stated detailed design of alternatives would take place in later phase.
  - Angela Jones indicated that an alternatives report would follow the screening report to include sufficient engineering to establish a limit of disturbance for determination of physical, operational and environmental impacts.
- **Action Items**
  - Project Team to explore ownership possibilities and implications of private vs. public ownership.
  - John Trueschler to send Tammy Maglev congressional language regarding the construction of a maglev system
  - Chris Guy to look into ownership origins/authority of western boundary of the refuge where it interfaces with the Parkway

## Meeting Attendees

Name	Organization	E-mail
Tarik Adams	USFWS PRR	
Brandon Bratcher	FRA	<a href="mailto:brandon.bratcher@dot.gov">brandon.bratcher@dot.gov</a>
Steve Cassard	MEDCO	<a href="mailto:s_cassard@medco-corp.com">s_cassard@medco-corp.com</a>
Mark Cheskey	AECOM	<a href="mailto:mark.cheskey@aecom.com">mark.cheskey@aecom.com</a>
Megan Cogburn	AECOM	<a href="mailto:megan.cogburn@aecom.com">megan.cogburn@aecom.com</a>
Kendall Drummond*	AECOM	<a href="mailto:Kendall.Drummond@aecom.com">Kendall.Drummond@aecom.com</a>
Joel Gorder	NPS	<a href="mailto:joel_gorder@nps.gov">joel_gorder@nps.gov</a>
Chris Guy	USFWS CBFO	<a href="mailto:chris_guy@fws.gov">chris_guy@fws.gov</a>
Laurel Hammig	NPS	<a href="mailto:laurel_hammig@nps.gov">laurel_hammig@nps.gov</a>
Angela Jones	AECOM	<a href="mailto:Angela.Jones@aecom.com">Angela.Jones@aecom.com</a>
Brad Knudsen	USFWS PRR	<a href="mailto:brad_knudsen@fws.gov">brad_knudsen@fws.gov</a>
Kelly Lyles	MTA	<a href="mailto:KLyles1@mta.maryland.gov">KLyles1@mta.maryland.gov</a>
Robert Mocko*	NPS	<a href="mailto:robert_mocko@nps.gov">robert_mocko@nps.gov</a>
Larry Pesesky	Louis Berger	<a href="mailto:lpesesky@louisberger.com">lpesesky@louisberger.com</a>
Leslie Roche*	AECOM	<a href="mailto:leslie.roche@aecom.com">leslie.roche@aecom.com</a>
Tammy Stidham	NPS	<a href="mailto:tammy_stidham@nps.gov">tammy_stidham@nps.gov</a>
John Trueschler	MTA	<a href="mailto:JTrueschler1@mta.maryland.gov">JTrueschler1@mta.maryland.gov</a>

\*via telephone



## **SCMAGLEV EIS Team Meeting with National Park Service (NPS) Meeting Notes**

**DATE:** August 28, 2017  
10:00 am – 11:30 pm

**LOCATION:** National Park Service, National Capital Region, 1100 Ohio Drive SW,  
Washington, DC

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

- **Introductions**
- **Purpose of the Meeting and Project Status**
  - Angela Jones (AECOM PM) described the purpose of the meeting and discussed the project status.
    - The meeting purpose is to discuss NPS questions and concerns related to concerns
    - Currently in the early NEPA and Preliminary Engineering stages with completion of the Draft Preliminary Alternatives Screening Report (PASR) in September 2017.
    - Interagency meeting is planned for September 2017, followed by October Public Meetings to present PASR results.
  - Steve Cassard (MEDCO) gave a brief overview of the project sponsor and developer (BWRR), project history, and the technology.
- **Alternatives Update**
  - John Trueschler provided a brief overview of the preliminary alternatives using an overview map. Peter May inquired about the design criteria used in developing alignments.
    - Horizontal curvature: 8,000m min & 16,000m min preferred
    - Vertical curvature: 40,000m; 4% max grade
    - Guideway width: Approximately 42 feet
    - Construction limit: Approximately 92 feet
  - Potential sites for Rolling Stock Depot (RSD) facilities were included in preliminary screening of alternatives.
  - Preliminary alternatives lie along three key corridors in the study area: WB&A corridor; Amtrak corridor; and the BWP corridor.
  - Cost should not be an issue during the analysis.
- **Areas of Concern/Discussion Points**
  - Anacostia River and Kenilworth Park areas: NPS prefers that the proposed alignment be tunneled in these areas.
  - Circumstantial visual impacts to BWP corridor.

- NPS would support sister agencies (ie USFWS) regarding impacts from SCMaglev.
  - Has there been discussion of hyperloop? Is Maglev already outdated?
  - Need to investigate Section 4(f) in relation to private entity.
  - Should the project advance DOI/NPS and DOT would need to negotiate a long-term exchange of property.
- **Action Items**
    - MTA to invite NPS to upcoming Interagency Meeting.

**Meeting Attendees**

		<b>E-mail</b>
Matthew Carroll	NPS	Matthew_Carroll@nps.gov
Joel Gorder	NPS	Joel_Gorder@nps.gov
Peter May	NPS	Peter_May@nps.gov
Tammy Stidham		Tammy_Stidham@nps.gov
John Trueschler	MTA	<a href="mailto:JTrueschler1@mta.maryland.gov">JTrueschler1@mta.maryland.gov</a>
Angela Jones	AECOM	<a href="mailto:Angela.Jones@aecom.com">Angela.Jones@aecom.com</a>
Richard “Steve” Cassard	MEDCO	<a href="mailto:s_cassard@medco-corp.com">s_cassard@medco-corp.com</a>
Brandon Bratcher	FRA	<a href="mailto:Brandon.bratcher@dot.gov">Brandon.bratcher@dot.gov</a>
Laura Shick	FRA	<a href="mailto:Laura.shick@dot.gov">Laura.shick@dot.gov</a>



## Agency Preliminary Alternatives Screening Meeting

**DATE:** March 30, 2017  
10:00am-11:15am

**LOCATION:** Meeting hosted at National Park Headquarters  
1100 Ohio Drive, SW, Washington, DC 20024

---

An Agency Meeting was held in person on Thursday, March 30, beginning at 10:00 am. The current status of the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project was presented and agency representatives were given the opportunity to submit comments and ask questions about the project description, potential impacts, possible alternatives, and the Environmental Impact Statement (EIS) process. A summary of comments received and responses are provided below. The Project Team and meeting attendees are listed following the comments and responses.

- Project Name: Baltimore-Washington Superconducting Maglev (SCMAGLEV)
- Presentation Focus: Preliminary Alternatives Screening
- FRA Project Manager: Brandon Bratcher, [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov)
- MTA Project Manager: John Trueschler, [JTrueschler1@mta.maryland.gov](mailto:JTrueschler1@mta.maryland.gov)
- MTA Environmental Manager: Kelly Lyles, [KLyles1@mta.maryland.gov](mailto:KLyles1@mta.maryland.gov)
- Consultant Project Manager: Angela Jones, AECOM, [Angela.Jones@aecom.com](mailto:Angela.Jones@aecom.com)

1. Welcome and Introductions – Angela Jones (AECOM)
2. Preliminary Alternatives Screening Presentation – John Trueschler (MTA), Angela Jones (AECOM)
3. Comments and Responses

Comment 1: Who will own the SCMAGLEV facilities? (*Tammy Stidham, NPS*)

Response: BWRR responded that they will own the facilities. However, the Project Team is still determining who will own in some cases the underlying property. Certain properties may remain under public ownership with a long-term lease or deed to BWRR.

Comment 2: NPS should be emphasized when their resources are listed on the presentation slides. (*Joel Gorder, NPS*)

Response: The comment is noted. The Project Team will mention NPS when referring to NPS resources.

Comment 3: Will the right of way be 72 feet in width? *(Tammy Stidham, NPS)*

Response: Yes, the right of way will be 72 feet (approx. 22 meters) in width when the guideway is positioned at surface level.

Comment 4: It would be helpful to include a graphic of a typical section of the guideway. *(F.J. Lindstrom, USCFA)*

Response: The comment is noted. The Project Team will include diagrams of a typical guideway section among other graphics in future stakeholder meetings.

Comment 5: Will the upcoming public meetings cover the same topics as this meeting? How will the meetings be formatted? *(Tammy Stidham, NPS)*

Response: The upcoming meetings will cover similar material, including project description, project purpose, project study area, and preliminary alternatives screening. The meetings will be held as open houses with display boards.

Comment 6: Has the project team initiated the Section 106 process? *(Joel Gorder, NPS)*

Response: Section 106 letters have been drafted and are under review by FRA. NPS has accepted the Project Team's cooperating agency invitation.

Comment 7: There is a two to three week notice period to enter the Beltsville Agricultural Research Facility to perform any required field inventories. *(Dana Jackson, USDA)*

Response: The Project Team will contact USDA with at least several weeks' notice if it wishes to do field work on the Beltsville Agricultural Research Facility or the US Arboretum.

Comment 8: There is a four week notice period to do field work on NPS property. *(Tammy Stidham, NPS)*

Response: The Project Team will contact NPS with at least four weeks' notice if it wishes to do field work on NPS property.

Comment 9: A special use permit may be needed to do NEPA-related field work on the Patuxent Research Refuge (PRR). This would require significant lead time. *(Chris Guy, USFWS)*

Response: The Project Team will follow up with USFWS to determine lead time and permitting procedures. The Project Team will contact USFWS with sufficient notice if it wishes to do field work on the PRR.

Comment 10: How does the alignment shown in dark blue relate to NPS land? *(Tammy Stidham, NPS)*

Response: The alignment runs parallel to the Baltimore Washington Parkway for approximately 6 miles.

Comment 11: Is it possible to go under NPS land between Baltimore and DC? Can the system be above ground on state highway property and below ground on NPS property? *(Joel Gorder and Tammy Stidham, NPS)*

Response: John Trueschler mentioned that tunneling is financially burdensome. However, the Project Team will further consider whether or not this is a possibility in coordination with NPS.

Comment 12: How deep would the tunnels be buried? *(F.J. Lindstrom, US CFA)*

Response: Tunnel depth would be approximately 80 feet.

Comment 13: The alignments put NPS and USFWS, both under the umbrella of the Department of the Interior, in tough positions with respect to impact balancing. *(Joel Gorder, NPS)*

Response: The Project Team will continue to coordinate with NPS and USFWS throughout the NEPA process.

Comment 14: It would be prudent to look into the Clean Rivers Project run by DC Water. *(Dana Jackson, USDA)*

Response: The Project Team will research the Clean Rivers Project to determine how it might impact the SCMAGLEV project.

Comment 15: NPS is building a pedestrian bridge and recently re-did the Anacostia Park area. Also note that the alignment denoted by the orange line passes through some of the wildest and most natural areas of the Anacostia River. *(Tammy Stidham, NPS)*

Response: The Project Team will continue to research concerns related to NPS facilities and environmental preservation throughout the NEPA process. The Project Team will continue to coordinate with NPS.

Comment 16: Note that the USDA is working on the National China Garden project. The project team should look into the National China Garden Foundation. *(Dana Jackson, USDA)*

Response: The Project Team will research the National China Garden project, include it on base mapping, and continue to coordinate with USDA.

Comment 17: The Project Team should get in touch with Events DC, the company that manages the Mount Vernon Square Convention Center. They will be an interested party and should be at the table. However, the alignments should really connect to Union Station in order to take the best advantage of multi-modal connections and garner ridership. *(F.J. Lindstrom, US CFA)*

Response: The Project Team has not precluded a connection to Union Station. However, there are alignment constraints and multiple proposed projects at Union Station that need to be considered. Other less constrained endpoints in consideration include NoMa and Mount Vernon Square.

Comment 18: What will be the impacts of the orange-colored alignment (alt letter?)? *(Jim Ashe, WMATA)*

Response: The orange-colored alignment on the map may impact the PRR and the associated Rolling Stock Depot could affect Beall's Pleasure historic property. There are also serious concerns about geometry and constructability.

Comment 19: The Project Team should reach out to PRR staff. The PRR staff is not represented at the meeting. (*Chris Guy, USFWS*)

Response: NPS indicated that they can adopt any documents that are produced by the Project Team if they are a cooperating agency. The Project Team will contact PRR staff and meet with agencies separately within the next few weeks.

Comment 20: The Project Team should coordinate with the PRR in regards to the Unexploded Ordnance (UXO). (*Dana Jackson, USDA*)

Response: The Project Team will research the UXO in coordination with PRR.

Comment 21: Private ownership of the SCMAGLEV system has different implications than public ownership of the system. The feasibility of public property use may depend on ownership. (*Tammy Stidham, NPS*)

Response: The Project Team is aware that private and public ownership have differing implications. The Project Team is still in the process of researching these implications and has not made a decision regarding facility ownership.

Comment 22: If required infrastructure involves the WMATA maintenance facility in Landover, it could result in major issues for WMATA. Any new WMATA facilities would need to be constructed first before any reuse of existing space. (*Jim Ashe, WMATA*)

Response: The Project Sponsor (BWRR) has coordinated with WMATA on this subject and the Project Team will further research the WMATA maintenance facility in Landover and potential SCMAGLEV impacts in coordination with WMATA.

Comment 23: How close can vegetation be to the guideway? A graphic showing proximity of vegetation would be a helpful addition to the presentation. (*F.J. Lindstrom, US CFA*)

Response: Vegetation can be located in immediate proximity to the guideway. The Project Team will include a graphic of a typical guideway section with vegetation in future stakeholder meetings.

Comment 24: Will the guideway require fences to minimize unauthorized access? (*Dana Jackson, USDA*)

Response: FRA will formulate safety guidelines for the project. Piers and transition areas would need to be protected, but the entire length of elevated guideway would not necessarily require continuous fencing.

Comment 25: It seems like the four percent grade requirement will result in a long transition distance. (*F.J. Lindstrom, US CFA*)

Response: This is correct. The transition distance will be approximately one km (0.6 miles) in length, depending on ground slope.

Comment 26: How will emergency access and tunnel ventilation be accounted for? (F.J. Lindstrom, US CFA)

Response: The Project Team is considering ventilation and emergency access needs in coordination with FRA. Ventilation and emergency access will be addressed in further detail at the Alternatives Report level.

Comment 27: Mount Vernon Square should be referred to as "Mount Vernon Square," not "Mount Vernon Station." This will reduce confusion with other "Mount Vernon's" within the metropolitan area.

Response: Thank you for input. The Project Team will refer to "Mount Vernon Square."

4. Closing Comments/Adjournment - Participants will receive a copy of the presentation, public meeting postcard mailer, and preliminary alignments map via email at the conclusion of this meeting.

The meeting was adjourned at 11:15am.

## Meeting Attendees

### Project Team Attendees

Name	Organization	Phone	E-mail
Brandon Bratcher*	FRA	202.493.0844	<a href="mailto:brandon.bratcher@dot.gov">brandon.bratcher@dot.gov</a>
Steve Cassard*	MEDCO	410.625.0052	<a href="mailto:s_cassard@medco-corp.com">s_cassard@medco-corp.com</a>
Mark Cheskey*	AECOM	410.891.9533	<a href="mailto:mark.cheskey@aecom.com">mark.cheskey@aecom.com</a>
David Henley*	BWRR	443.759.8360	<a href="mailto:dhenley@bwrappidrail.com">dhenley@bwrappidrail.com</a>
Angela Jones*	AECOM	410.637.1728	<a href="mailto:Angela.Jones@aecom.com">Angela.Jones@aecom.com</a>
Kelly Lyles*	MTA	410.767.3780	<a href="mailto:KLyles1@mta.maryland.gov">KLyles1@mta.maryland.gov</a>
Sara Redd*	AECOM	703.340.3118	<a href="mailto:Sara.redd@aecom.com">Sara.redd@aecom.com</a>
Furqan Siddiqi*	BWRR	443.759.8360	<a href="mailto:fsiddiqi@bwrappidrail.com">fsiddiqi@bwrappidrail.com</a>
John Trueschler*	MTA	410.767.3776	<a href="mailto:JTrueschler1@mta.maryland.gov">JTrueschler1@mta.maryland.gov</a>
Sarah Williams*	AECOM	410.637.1755	<a href="mailto:Sarah.williams@aecom.com">Sarah.williams@aecom.com</a>

### Agency Attendees

Name	Organization	Phone	E-mail
Jim Ashe*	WMATA	202.962.1745	<a href="mailto:jashe@wmata.com">jashe@wmata.com</a>
Ken Choi	Maryland		<a href="mailto:Ken.choi@maryland.gov">Ken.choi@maryland.gov</a>
David Cookson	Howard Co. Office of Transportation	410.313.3846	<a href="mailto:dcookson@howardcountymd.gov">dcookson@howardcountymd.gov</a>
Jacqueline Thorne	MDOT	410.684.7060	<a href="mailto:jthorne@mdot.state.md.us">jthorne@mdot.state.md.us</a>
Joel Gorder*	NPS	202.619.7405	<a href="mailto:Joel_gorder@nps.gov">Joel_gorder@nps.gov</a>
Chris Guy	USFWS		<a href="mailto:Chris_guy@fws.gov">Chris_guy@fws.gov</a>
Laurel Hammig*	NPS	202.619.6347	<a href="mailto:Laurel_hammig@nps.gov">Laurel_hammig@nps.gov</a>
Dana Jackson*	USDA BARC	301.504.6025	<a href="mailto:Dana.jackson@ars.usda.gov">Dana.jackson@ars.usda.gov</a>
F.J. Lindstrom*	USCFA	202.504.2200	<a href="mailto:flindstrom@cfa.gov">flindstrom@cfa.gov</a>
Kevin Magerr	USEPA		<a href="mailto:Magerr.kevin@epa.gov">Magerr.kevin@epa.gov</a>
Jeanette Mar*	FHWA	410.779.7152	<a href="mailto:Jeanette.mar@dot.gov">Jeanette.mar@dot.gov</a>
Michelle Martin	MDOT		<a href="mailto:mmartin@mdot.state.md.us">mmartin@mdot.state.md.us</a>
Veronica McBeth	Baltimore City		<a href="mailto:Veronica.mcbeth@baltimorecity.gov">Veronica.mcbeth@baltimorecity.gov</a>
Andrew Meese	MWCOG	202.962.3789	<a href="mailto:ameese@mwkog.org">ameese@mwkog.org</a>
Beth Montgomery	NASA		<a href="mailto:Lizabeth.r.montgomery@nasa.gov">Lizabeth.r.montgomery@nasa.gov</a>
Apurva Patil*	DOEE	202.654.6004	<a href="mailto:apurva.patil@dc.gov">apurva.patil@dc.gov</a>
David Rogers	SHA		
Connor Scott	Baltimore City		<a href="mailto:Connor.scott@baltimorecity.gov">Connor.scott@baltimorecity.gov</a>
John Schermann	MWCOG	202.962.3317	<a href="mailto:jschermann@mwkog.org">jschermann@mwkog.org</a>
Tammy Stidham*	NPS	202.619.7474	<a href="mailto:Tammy_stidham@nps.gov">Tammy_stidham@nps.gov</a>
	Baltimore Metropolitan Council		

\*Attended in Person

**Commented [SR1]:** Four additional callers called in but did not make comments. Two of these were from MWCOG. Please add names if known.



## **SCMAGLEV EIS Team Meeting with National Park Service (NPS) Meeting Notes**

**DATE:** November 20, 2017  
10:00 am – 11:30 pm

**LOCATION:** National Park Service, National Capital Region, 1100 Ohio Drive SW,  
Washington, DC

---

This is a summary of the discussion, not a direct transcript. Meeting attendees are listed on the last page.

Brandon Bratcher provided the purpose of the meeting which is to update the National Park Service (NPS) on the project status since the October 3<sup>rd</sup> Interagency Meeting. A summary of discussion for agenda items is provided below.

- **Coordination Plan**
  - NPS indicated they did not receive a Coordination Plan and requested it be sent to NPS for review.
  
- **Preliminary Alternatives Screening Report (PASR) Results**
  - AECOM described changes in the preliminary alternatives screening results since the October 3<sup>rd</sup> Interagency Meeting. Alternative G1 (WB&A Modified) was dropped from further study prior to October Public Meetings. The study team is also eliminating Alternative E1 (Amtrak Modified) from further study, following analysis of comments received at the five October public meetings. Property impacts were the public's top concern with more than 50% of the comments.
  - NPS asked if the alignments are still 150 feet off the Parkway. AECOM and MDOT explained that is generally the case now, but the team will be looking at alignment modification options to reduce impacts so that may change in the future.
  - NPS asked if the Team's rationale for dropping Amtrak was strictly based on public outcry and controversy. MDOT explained that was not the case and there is NEPA rationale regarding the potential alignment not being feasible. NEPA rationale includes:
    - Impacts to historic areas of "old town" Bowie, Odenton, a historic black college (Bowie State University) and surrounding areas;
    - Impacts to natural and environmentally sensitive areas including most sensitive areas of Anacostia Park and the National Arboretum;
    - Impacts to community facilities

These concerns were in addition to the high number of impacts to residential properties contributing to the public's top concern.

- NPS asked if the system can be 100% in tunnel, since one alternative is already up to 75%. MDOT explained why 100% tunnel may not be financially feasible, but the Team will take the question back to Baltimore Washington Rapid Rail (BWRR).
  - NPS stated that there needs to be not only a reasonable range of alternatives, but also documentation of how we attempted to avoid, minimize and mitigate impacts to 4(f) properties, since 4(f) has a least harm requirement that has to be met when making a decision.
  - The NPS explained the need to retain more than one alternative if only the BWP alternatives are remaining. NPS noted the Amtrak alignment as an example, indicating it should be retained until a 4(f) analysis has been completed. However, MDOT and AECOM explained that a full blown 4(f) analysis is not required at this stage in the process. The analysis will occur when the study moves forward into the DEIS with feasible and reasonable alignments. The team will give a full examination of avoidance, minimization and mitigation wherever possible, of the various Section 4 (f) qualifying resources. The 4(f) analysis is also to avoid, minimize and mitigate for specific locations on the alignment (4(f) resources) NOT the entire Alternative.
  - FRA and the NEPA Team noted that there is no full avoidance alternative in the project study area.
- **MD 295 Discussion**
- NPS is not actively working on the transfer of ownership because there is no existing authority to turn the road and ROW over to the State of Maryland (there was authority years ago). NPS is not sure what the State's plans are. If Congress handed over the Parkway to the State, NPS stated wouldn't be the same as handing over the Grand Canyon. However, the NPS looks at every parcel the same (parkway is just as much a NPS resource as the Grand Canyon).
  - NPS stated that, if by some stretch MD 285 becomes a state road, we need to have a land exchange discussion. NPS noted that if there is a land exchange, NPS would make the decision to whether NPS wanted to do so.
- **Section 4(f) Implications**
- NPS stated this project is privately owned and operated, so how does FRA apply Section 4(f)? If the private owner is taking land, does 4(f) apply? NPS has limited leasing authority; NPS can't sell the land, and only sees a land exchange would most likely be the only option. However, a land exchange is complex and difficult, therefore NPS recommends avoiding NPS property if possible. FRA stated that they will consider these matters with FRA legal.
  - When asked if an aerial structure spanning NPS property with piers touching down outside NPS property was an impact, NPS responded that air rights equal a taking and therefore trigger Section 4(f). NPS commented after more research that in terms of air rights, they would be looking at constructive use. More information on this matter is provided in the Additional Notes section of this summary.
  - NPS stated that a bridge or two over the BW Parkway are less of a concern\issue than many structures and that an alignment where this facility was placed 150 feet off the parkway and not visible, is more palatable.
  - NPS asked why we are moving forward with the East Alternative if Patuxent very clearly stated that this was a non-started. Please refer to Additional Notes Following Meeting section included below.
  - NPS also asked if this project is profitable. MDOT explained a ridership study update is underway and will be an important component of the profitability analysis.

- NPS suggested \ there is a preference for an alternative is (1) Not near the Parkway (2) If near the Parkway, not visible from the Parkway. If NPS land is being used, NPS explained that NPS can say “no;” however, Section 4(f) is determined by FRA. Therefore, NPS can say no to the Section 4(f) use but FRA can overrule (given a solid 4(f) analysis)).
- NPS stressed the need to include financial analysis on tunnel only option justifying the need to eliminate it from further study and impacts to environmentally sensitive areas for all alternatives under consideration in support of least harm alternatives. NPS also stated that tunneling under NPS property would not be considered an avoidance measure, only minimization.

○ **Next Steps**

- Send Coordination Plan/Signature Form to NPS
- The Coordination Plan and Signature Form were emailed to NPS on 11/20/17 following the meeting. NPS indicated they received the plan and will review and provide a response by Wednesday, November 29, 2017.
- Schedule Workshop with NPS to get input on refinements (avoidance and minimization) on proposed alternatives
- Follow up discussions on transfer of land to private entity.

○ **Additional Notes following Meeting**

Air Rights

- Air rights, under Section 4(f), typically refer to areas in the vicinity of an elevated structure such as a bridge or ramp in the vicinity of a Section 4(f) property. A Section 4(f) use does not occur unless the structure’s piers, abutments, or other appurtenances are physically located on the Section 4(f) property. When the structure completely spans the Section 4(f) property, it would not typically result in a Section 4(f) use; however, its proximity (including vertical clearance) must be evaluated to determine if there is a substantial impairment to the property resulting in a constructive use.

Tunneling under a Section 4(f) property will result in a Section 4(f) use only if one or more of the following conditions are met:

- Archeological sites that warrant preservation in place are adversely affected;
- There is permanent harm to the purposes for which the park, recreation area, or refuge was established;
- There is substantial impairment to the integrity of a historic site; or,
- The exception for temporary occupancy is not met.
- According to CEQ; “Must the EIS analyze alternatives outside the jurisdiction or capability of the agency or beyond what Congress has authorized? Response: An alternative that is outside the legal jurisdiction of the lead agency must still be analyzed in the EIS if it is reasonable. A potential conflict with local or federal law does not necessarily render an alternative unreasonable, although such conflicts must be considered. Section 1506.2(d). Alternatives that are outside the scope of what Congress has approved or funded must still be evaluated in the EIS if they are reasonable, because the EIS may serve as the basis for modifying the Congressional approval or funding in light of NEPA’s goals and policies”.

Analyzing alternatives outside the jurisdiction or capability of the agency or beyond what Congress has authorized?

An alternative that is outside the legal jurisdiction of the lead agency must still be analyzed in the EIS if it is reasonable. A potential conflict with local or federal law

does not necessarily render an alternative unreasonable, although such conflicts must be considered. Section 1506.2(d). Alternatives that are outside the scope of what Congress has approved or funded must still be evaluated in the EIS if they are reasonable, because the EIS may serve as the basis for modifying the Congressional approval or funding in light of NEPA's goals and policies”.

### Meeting Attendees

		E-mail
Mike Commisso	NPS	Michael.Commisso@nps.gov
Joel Gorder	NPS	Joel_Gorder@nps.gov
Laurel Hammig	NPS	laurel_hammig@nps.gov
Peter May	NPS	Peter_May@nps.gov
Melissa Mouza	NPS	Melissa-mouza@nps.gov
Tammy Stidham	NPS	Tammy_Stidham@nps.gov
Brandon Bratcher	FRA	Brandon.Bratcher@dot.gov
Bradley Smith	MDOT	bsmith9@mdot.state.md.us
Kelly Lyles	MTA	KLyles1@mta.maryland.gov
Mark Cheskey	AECOM	Mark.Cheskey@aecom.com
Angela Jones	AECOM	Angela.Jones@aecom.com



## **SCMAGLEV EIS Team Meeting with National Park Service (NPS) Meeting Notes**

**DATE:**           **January 30, 2018**  
                          10:00 am – 11:30 am

**LOCATION:**   **National Park Service, National Capital Region, 1100 Ohio Drive SW,  
Washington, DC**

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

After introductions, Brandon Bratcher (FRA) provided the purpose of the meeting, which is to update the National Park Service (NPS) on the status of the Preliminary Alternatives Screening Report (PASR). More specifically, FRA and MDOT are now formally planning to drop the Amtrak alignment (E1).

### ○ **Preliminary Alternatives Screening Report (PASR) Results**

- AECOM described changes in the preliminary alternatives screening results since the five October 2017 public meetings including the reasons for eliminating Alignment E1 (Amtrak Modified) from further study in the final PASR.
- NPS noted that the NPS opinion, as well as some other agencies, has not changed since the last meeting, and they believe the Amtrak alignment should be retained at this time.
- NPS also asked if the project team had spoken with USFWS and received the OK to cross the Patuxent Research Refuge (PRR) property or if the answer was still “no.”
- AECOM utilized the 1”=600’ scale mapping from the October 2017 open house meetings to walk through the alignments with NPS. This is the first time most of the NPS attendees have seen the drawings at this scale.
- Starting with the Amtrak alignment (E1), AECOM presented the rationale for dropping the Amtrak alignment. It was not strictly based on public outcry; however, the human factor and environmental conditions were involved. The decision was also based on constructability issues and NEPA rationale:
  - Alignment E1 in the vicinity of Amtrak’s Northeast Corridor (NEC) would require intrusion protection of SCMAGLEV from a derailment on the NEC, either through distance separation of 150 feet (or greater) or through construction of a crash wall. Moving a SCMAGLEV alignment at least 150 feet west of NEC right-of-way, while maintaining a geometry that accomplishes the SCMAGLEV operating speed would increase (not minimize) impacts of SCMAGLEV on surrounding residential communities and businesses. A crash wall could allow SCMAGLEV to be placed closer to the NEC right-of-way. However, at over 10 miles in length, the crash wall would be prohibitively expensive and undermine the SCMAGLEV’s

- commercial viability. The needed intrusion protection measures make placing SCMAGLEV in the vicinity of the NEC inconsistent with the Project Purpose.
- The location of the transition portal into deep tunnel section for alignment E1 would directly conflict with future Odenton Town Center Transit-Oriented Development (TOD) at the MARC Odenton station. This would be inconsistent with the Project Purpose of supporting local and regional economic growth.
  - To be operationally viable, SCMAGLEV requires a rolling stock depot (RSD) adjacent to the alignment. The relatively dense development along the NEC presents difficulties in locating a RSD. The location of an RSD on alignment E1 would require placement of the tunnel portal at the MARC Seabrook station and nearby development, resulting in a displacement of the MARC Seabrook station. As such, the alignment would not meet the Project's Purpose in that it would not minimize impacts on the human environment, would not be compatible with other rail corridors, and would not support local economic growth. An RSD opposite Bowie State University would severely impact MD 197 during and after construction
  - Alignment E1 also received concerns regarding impacts to natural and environmentally sensitive areas including Patuxent Research Refuge, Fran Uhler Natural Area, Saw Hill Creek, and Midland Park.
    - Preliminary alignments E1 and J (BWP Modified East) both attempted to minimize PRR impacts by clipping southern and northern boundaries respectively. However, E1 had a greater impact to PRR while alignment J has less impact at the edge and offers more opportunities to minimize impacts to PRR.
  - Impacts to historic areas of "old town" Bowie, Odenton, a historic black college (Bowie State University) and surrounding areas;
  - Impacts to community facilities:
    - Alignment E1 would impact Odenton Volunteer Fire Company, the only fire station in Odenton, and Bowie Assisted Living, Inc., the only proximate facility of its kind according to residents.
  - Several meetings with review agencies noted that Fort George G. Meade gun range and a closed sanitary landfill would be traversed with alignment E1.
  - These concerns were in addition to the number of potential impacts to residential properties, expressed as the public's top concern.
  - Although not depicted on the 600' scale open house maps rolled out again at this NPS meeting, there was a brief discussion of the reasons for eliminating the Washington, Baltimore and Annapolis Trail (WB&A) alignments G and G1. These included:
    - Human factors, cost, relocations, and potential impacts to Anacostia Park and the National Arboretum.
  - The discussion then switched to the BW Parkway corridor, Alignments J (BWP Modified East) and J1 (BWP Modified West) were also reviewed using the 600' scale mapping.
    - Both J and J1 presented the least potential for residential property impacts of any of the alignments. Alignment J1 has the longest tunnel section, followed

by Alignment J which has the second longest tunnel section. Review agencies and some members of the public appear to favor alignments with greater underground tunneling than those above ground.

- Constructability and safety intrusion issues were not concerns with Alignments J and J1, since they do not conflict with NEC.
- Alignments J and J1 would be in tunnel under Anacostia Park and both avoid the National Arboretum. Alignment J1 also avoids PRR. However, both Alignments J and J1 impact the Baltimore Washington Parkway. Potential impacts to this resource are expected to occur along the edges and mainly near interchanges and crossings. FRA and MDOT plan to continue coordinating with NPS throughout the alternatives development process.
- NPS asked if the alignments are still 150 feet off the Parkway, because this mapping does not appear to reflect that.
  - AECOM explained that is was generally the case as the alignments were initially conceived to be approximately 150 feet off the general centerline of the Parkway, and the tunnel portals still appear to reflect that. However, some of the alignment modifications have pushed the alignments closer to the Parkway in places due to geometrics of the SCMAGLEV versus the Parkway road curvature. Going forward, there may be options to reduce impacts to the Parkway during further coordination, but the bump out areas of the NPS property and the interchange areas may be unavoidable.
- NPS stated that it was hard to decipher what criteria the Project team is relying on to eliminate alternatives and expressed concern that FRA, MDOT, and AECOM are evaluating the alternatives inconsistently and not considering all impacts.
  - The NEPA team responded that the PASR will lay out the rationale and criteria to help allay NPS’s concerns.
  - NPS requested that quantitative tables be included in the PASR, to which the Project team agreed.
- NPS noted that the BW Parkway is on the National Register of Historic Places and yet the PASR Screening Level 2 table lists the “Potential Impact on Federal Lands & Federal Parks” of Alternative J1 (BWP Modified-West) as Low and the potential impacts to “Historic Landmarks and Eligible National Register Sites & Districts” of Alternatives J and J1 as Low or Medium. NPS stated that the impacts should be High.
  - MDOT and AECOM responded that the PASR explains the methodology for the Low/Medium/High determinations and that the characterization of the impacts as Low is consistent with the quantitative range of impacts explained in the PASR.

○ **Upcoming Alternatives Report**

- NPS reminded the project team that it looks at every parcel the same (BW Parkway is just as much a NPS resource as the Grand Canyon).
- NPS asked whether the fact that the project proponent is a private entity impacted the 4(f) analysis. FRA explained that Section 4(f) impacts and analysis are the same, no matter who the project sponsor is, as long as there is a USDOT action.
- NPS flagged for the Project team that its authority to transfer land or provide exchanges or easements is very limited. If the project affects NPS land then there would need to be a land swap discussion. NPS explained that its generally

applicable land exchange authority requires that exchange parcels be located within the same state. Although NPS has a short list of several priority properties in Maryland that it wishes to acquire from willing sellers, it may acquire those properties through earlier transactions unrelated to the SCMAGLEV Project. If so, NPS would need to identify additional properties in Maryland for possible acquisition and this may be time-consuming/challenging.

- NPS asked how Baltimore Washington Rapid Rail (BWRR) would acquire the land; FRA responded that the State of Maryland granted BWRR the old WB&A railroad franchise in November 2015, thereby giving it eminent domain authority.
- On future screening tables, NPS suggested that the project team add a column specifically for 4(f) resources to be quantified.
  - The project team noted the formal Section 4(f) evaluation would be performed in the Draft EIS on the retained alternative(s). The next phase in the alternatives development process is the Alternatives Report, which will continue to collect section 4(f) resource information and feed it into the Draft EIS.
  - NPS requested to see environmental justice (EJ) impacts called out separately. The quantity table was subsequently included in the PASR (in Appendix B), which included columns for the number of low income areas and the number of minority areas within the buffer zones of the alignments. *These two categories were not discriminating factors for the preliminary screening, but they will be revisited for the Alternatives Report.*
- The project team noted that there are still some issues with Alternatives J and J1 that may require tweaks to the alignments during the Alternatives Report. The alignments may differ as compared to the lines on the October 2017 map we are looking at today.
  - The southern portal and the observatory, potential flyover ramps for RSD in BARC, the Secret Service building/property, the various bump outs of the NPS property, flyover at MD 198 and/or potentially a tweaked northern portal.
- NPS noted that it would prefer that the project team look to maximize the use of existing BWP crossings versus creating a new crossing just for SCMAGLEV. Try to cross at or near existing overpasses if possible.
- There was a brief discussion about the need to perhaps parse out station zones and segments in the document (i.e. DC, Baltimore, PG, and AA).
- There was also a brief discussion about the potential ridership. The project team anticipates that the ridership study/information will be part of the DEIS

#### ○ **Section 4(f) Evaluation**

- NPS noted concerns over the qualitative nature of the analysis not necessarily taking Section 4(f) into full consideration while dropping alignments, which does not appear to be fully embracing NEPA.
  - The project team noted that a full-blown Section 4(f) analysis is not required at this stage in the process. The analysis will occur when we move forward into the DEIS. The DEIS will give a full examination of avoidance and minimization of the various Section 4(f) qualifying resources. The Section 4(f) analysis will look at end-to-end avoidance alternatives if any exist and will also analyze (and minimize and mitigate) impacts for each Section 4(f) resource if there is no feasible and prudent avoidance alternative.

- NPS requested the quantity table used in the PASR. Previous open house meetings only provided the high/medium/low tables.
- NPS questioned moving forward with the BWP Modified-East Alternative if USFW said “no!” to crossing PRR.
- NPS also asked whether the Alternative J (BWP Modified East) alignment was a true alternative or just a “straw man.” NPS wondered whether Alternative J was an alternative in name only because the Section 4(f) least harm analysis would inevitably result in the selection of Alternative J1 (BWP Modified West), which has fewer impacts to PRR and other Section 4(f) resources. NPS expressed concern that the project is now down to one build option versus the no build alternative.
  - FRA and AECOM responded that the BWP Modified-East alignment is a real alignment and that refinements will continue to be made to minimize or avoid impacts to Section 4(f) resources.
  - FRA noted that even if Alternative J cannot be tweaked out of the PRR the EIS process is allowed to consider the option based on CEQ guidance:
    - *An alternative that is outside the legal jurisdiction of the lead agency must still be analyzed in the EIS if it is reasonable. A potential conflict with local or federal law does not necessarily render an alternative unreasonable, although such conflicts must be considered. Alternatives that are outside the scope of what Congress has approved or funded must still be evaluated in the EIS if they are reasonable, because the EIS may serve as the basis for modifying the Congressional approval or funding in light of NEPA's goals and policies. (<https://energy.gov/sites/prod/files/G-CEQ-40Questions.pdf>)*
- NPS asked if SCMAGLEV could be 100% tunnel as an option in the Draft EIS. Lawrence Pesesky explained that 100% tunnel would not be financially feasible, but BWRR would be asked to provide the project team with this financial information for the Section 4(f) evaluation.
- NPS noted that there might not be enough time to adequately analyze all the options/variances regarding Section 4(f) between now and the tentative April date for the Alternatives Report.
  - FRA asked if the project team should study the various options externally and then get back with NPS to present, or if NPS would like to workshop potential tweaks or options to the J and J1 alignments.
  - NPS noted that it would probably be best for NPS to sit with the project team again and workshop/coordinate the tweaks sometime in the next few weeks.

#### ○ **Next Steps**

- NPS noted that DC wanted to join in the meeting, but NPS referred them to FRA. NPS suggested that a meeting be set up for all DC departments.
  - The project team will coordinate with DDOT to set up a combined DC meeting.
- Send the PASR and quantity table to NPS upon release by FRA and MDOT.
  - *The quantity table was included in the PASR (see Appendix B) which is available on the project website under Project Documents then Reports tab (<http://www.bwmaglev.info/>).*
- Schedule additional workshop with NPS to get input on refinements (avoidance and minimization) on proposed alternatives

- Confirm the agency review process for the Alternatives Report.
  - Please refer to the *Public/Agency Coordination Plan, updated in January 2018*, which is also available on the project website under *Project Documents* then *Reports* tab (<http://www.bwmaglev.info/>).

### Meeting Attendees

Name	Representing	E-mail
Robert Mocko	NPS	Robert_mocko@nps.gov
Matthew Carroll	NPS	matthew_carroll@nps.gov
Susan Farinelli	NPS	Susan_Farinelli@nps.gov
Joel Gorder	NPS	Joel_Gorder@nps.gov
Laurel Hammig	NPS	laurel_hammig@nps.gov
Peter May	NPS	Peter_May@nps.gov
Melissa Mooza	NPS	Melissa_mooza@nps.gov
Tammy Stidham	NPS	Tammy_Stidham@nps.gov
Brandon Bratcher	FRA	Brandon.Bratcher@dot.gov
Whitney Phend	FRA	whitney.phend@dot.gov
Bradley Smith	MDOT	bsmith9@mdot.state.md.us
Jacqueline Thorne	MDOT	jthorne@mdot.state.md.us
Matthew Mielke	Booz Allen	Mielke_Matthew@bah.com
Kelly Lyles <i>(via phone)</i>	MTA	KLyles1@mta.maryland.gov
Mark Cheskey	AECOM	Mark.Cheskey@aecom.com
Leslie Roche <i>(via phone)</i>	AECOM	Leslie.Roche@aecom.com
Angela Jones	AECOM	Angela.Jones@aecom.com
Kendall Drummond	AECOM	kendall.drummond@aecom.com
Steve Cassard	MEDCO	s_cassard@medco-corp.com
Lawrence Pesesky	Louis Berger	lpesesky@louisberger.com



## **SCMAGLEV EIS Workshop at National Park Service (NPS) Meeting Notes**

**DATE:** March 29, 2018 | 12:00-2:00 PM

**LOCATION:** NPS - National Capital Region, 1100 Ohio Drive SW, Washington, DC

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

- I. Introductions
- II. Project Update

After introductions, Brandon (FRA) leads off and thanks for time acknowledging there have been many meetings already. As noted on the agenda, the Preliminary Alternatives Screening Report (PASR) is on the project website.

### **a. PASR Published January 31, 2018**

Now the project team is focusing on the next step, the Alternatives Report, which is schedule to come out late spring / early summer. As a follow up to the January update meeting, the project team wants to present further details in a workshop style session to get early comments on the two remaining alignments and potential modifications under consideration to become the alternatives defined in the Alternatives Report.

- The Alternatives Report will have agency review meeting after draft is issued, 30 day period, e.g. as noted in the Coordination Plan (also available on the project website <http://bwmaglev.info/>).
- The Alternatives Report will include more information on the ancillary facilities (Rolling Stock Depot (RSD), substations, etc.).

Brandon noted that he needed to leave at 1pm for management meeting at 1:30 on Loop project, but the NEPA team will continue with the meeting and Louis Berger (LB), the engineering firm for the private sponsor Baltimore Washington Rapid Rail (BWRR), is also here to answer questions such as the type raised previously on tunneling, etc.

### **b. Agency Meetings**

Prior to the Alternatives Report, the project team wanted further input from the agencies at this meeting and other agencies in the BW Parkway corridor as well. Angela quickly reviewed other agency meetings.

### III. Alternatives Analysis Working Session

#### a. Refinements to Alternatives Retained for Detailed Study

In January, the project team agreed to get NPS and USFWS input, not just show the results in the next report. For this working session, the project team will go through each alignment end to end and note the recent changes as compared to the October 2017 alignments. Kendall shows the alternatives, starting with the eastern alignment, and encouraged open discussion and questions as they arise.

#### Alternative J (BWP EAST)

Both of the remaining alignment would affect NPS, but the eastern alignment also affects USDA/BARC, USSS, Patuxent Research Refuge (PRR), NSA, and Fort Meade. Modifications have been made to optimize the alignment through these constraints.

- Matt Carroll noted that NPS is clearing out trees approximately 30' from the edge of the parkway over the next two years as required for safety. NPS has not maintained the road as they should have, trees have fallen down adjacent to and in the parkway lanes, affecting lanes.
  - In this space there will be low-level grass and brush, 3-5' high, so Maglev will not be hidden in the woods in some sections as it may have been before.
- Responding to a question regarding the height of the viaduct, the project team noted it would be a minimum 18' over any roadway per FHWA.
- It was noted that minimizing potential PRR impact increases NPS impact.
- Brad K (USFWS) noted that old RT 198 RSD (south of RT 198) impacts new 9.8 acre parcel USFWS is getting (approximately at station 129+90, a rectangle, hope to acquire in the next year).
- Current RT 198 RSD (north of RT 198)
  - The project team is looking at reconfiguration of the typical RSD conceptual layout to avoid major Maryland Environmental Trust (MET) conservation easement (red on map).
  - One option may be to reshape the RSD to a "Y" configuration.
  - The easement avoids existing buildings and established to offset contamination issues on the site.
  - If the RSD were to be here, USFWS would like to know where roads would be relocated
  - There was a question on historic register sites in this area. Are the old abandoned Forest Haven buildings either listed or eligible?
  - The southern tail of the easement that crosses the RSD site is a watershed.
  - Would forests remain? Yes.
- The north transition portal was moved southward to avoid development.
- Meetings with Fort Meade?
  - Yes, there have been meeting with Fort Meade and they like the project. The project team is scheduled to go back to Fort Meade in mid-April to follow up.
- Ray (USFWS) - can we talk about natural resources? Was there a DNR meeting?
  - Angela responded yes, there was a DNR meeting, but it did not go into the alignment details yet.
  - NEPA can entertain questions USFWS has, the Alts Report will define the two remaining alternatives and provide an updated desktop analysis, but further details based on field work will be in the DEIS.
  - Alternatives Report will provide opportunity for additional comment.
  - Ray wants to talk to DNR since they have shared resources.

- NPS (Tammy) noted there was a February meeting that had numbers of impacts (this was the BWRR meeting at USFWS).
  - Mark noted that the NEPA team has not provided any impact numbers and the ones provided in February were from the project sponsor and not official NEPA values. The Alternatives Report will have updated numbers based on desktop analysis.

#### Alternative J1 – BWP WEST / PASR Modified Option

Option similar to the PASR alignment but the north transition portal was moved southward to minimize residential impacts.

#### Alternative J1 – BWP West / Option 4

This alignment option moves the north transition portal southward, but it also moves the southern transition portal northward out of the Greenbelt Forest Preserve. This alignment has also been modified to minimize/avoid residences by shifting to the east, further encroachment on NPS property but not on the BWP roadway.

- Joe (NPS) reiterated that NPS/BW Parkway property is taking the hits.
- Tammy (NPS) Where are the tweaks to avoid impacting BW Parkway? Why avoid houses instead of BW Parkway and NPS land?
  - Kendall noted that the PASR Modified option minimizes NPS impacts as compared to Option 4; at this point the project team is trying to get the best alignment given the numerous constraints throughout the corridor for the Alternatives Report.
  - The project team also notes that the Draft Environmental Impact Statement (EIS) will be the document that discusses the Section 4(f) analysis.
- Matt Carroll (NPS) asked if Suburban Airport is still active?
  - No, it is the project team's understanding that the property is for sale.

#### General Discussion

Length of viaduct (elevated structure)?

- Approximately 10 km +/- (6 miles +/-) on J1
- Approximately 15 km +/- (9 miles +/-) on J

What option is preferable?

- NEPA has no preference
- BWRR prefers east side
  - Longer viaduct (approximately 1/2 the cost of tunneling)
  - The RSD connection is better and doesn't require BWP crossing

Why not tunnel under BW Parkway for access ramp to BARC RSD?

- That would require two more portals, can't get there with grade limitations
- Parkway goes over Powder Mill, but Powder Mill Rd. is partially depressed.
  - Can the connection ramp go at ground level adjacent to the depressed Powder Mill Rd.?

Why not all tunnel?

- Loop project is all underground (previously called Hyperloop)
- Cost analysis
- Tammy noted that viaducts are a challenge because of the environment, visual, and land exchange hurdles.

No Action alternative?

- Yes, Brandon noted that the two build alternatives to be compared against a No Build.

#### Ridership study?

- Currently underway, anticipated results near the end of April or early May.

#### Demonstration project?

- Maglev Deployment Program originally Charlotte to Boston option in Tier 1.
- This project is intended to be revenue generating SCMAGLEV system between Baltimore and Washington, DC.
- The system will be designed so future expansion is not precluded.

#### Loop Project?

- Peter May noted he does not have any additional information, being handled at the top.
- Brandon expects EA for Loop in next week. Brandon will be part of the team to review it.
- Brandon is headed to a meeting to discuss both projects this afternoon.
- Ridership questions.
- BWRR/LB identifying conflict areas, will meet with Boring Company to discuss, or coordinate through agencies
- Peter - 30-40ft loop tunnels, but could be deeper to get under piers, etc.
- FHWA is lead agency

#### Programmatic EIS underway for Hot Lanes

- expansion of BWP is included, so need to work that into project team thinking

#### **b. Status of B-W Parkway Transfer to State of Maryland**

- No update on the potential BW Parkway transfer to the State

#### **c. Other Projects Planned along the Baltimore-Washington Parkway**

- MD 198 widening to 4 lanes
  - Could start construction in 3-4 years (SHA)
- MD 175 to start in 1 year
  - widen bridge over BW Parkway and add a bridge to increase capacity for Fort Meade
  - Handled by SHA
- Purple Line at MD 410 crossing underneath the BW Parkway at grade

#### J ALT that runs down BW Parkway Median:

- NPS would not want the median option due to visual impacts to the parkway, crossing of the roadway, and it would restrict widening of the parkway in the future if NPS no longer controls. Not a tweak to put in the Alternatives Report.
- Tammy - probably keep it in as a means of avoidance to PRR (only if the western alternative is dropped since the west side avoids PRR as well).
- NPS/USFWS will provide joint comments

#### Dana commented on the USDA BARC RSD:

- Current RSD is at bad location due to water impacts
  - stormwater management issues,
    - two existing ponds
    - where to put RSD stormwater management
  - concern of pollutants going to Anacostia River
  - the forest is inclusive of bog, one of very few in Maryland, endangered plants
    - cannot recreate a bog

- Could the RSD be closer to BWP?
- Could the cleared land that looks like a big cross be utilized?
  - airport from 1937
  - possibility of solar project going there first, but would otherwise be an option
  
- **Next Steps**
  - April 17 – next all-agency call / webinar and schedule update
  - Alternatives Report will include these alternatives
    - engineering at conceptual level - alignments, facilities, LODs, environment impacts
  - Dana to provide a map of the more sensitive areas to avoid

### Meeting Attendees

Name	Representing	E-mail
Robert Mocko	NPS - NACE	Robert_mocko@nps.gov
Matthew Carroll	NPS – BW Pkwy	matthew_carroll@nps.gov
Joel Gorder	NPS	Joel_Gorder@nps.gov
Laurel Hammig	NCR NPS	laurel_hammig@nps.gov
Peter May	NPS - NCR	Peter_May@nps.gov
Melissa Mooza	NPS - NCR	Melissa_mooza@nps.gov
Tammy Stidham	NPS - NCR	Tammy_Stidham@nps.gov
Brandon Bratcher	FRA	Brandon.Bratcher@dot.gov
Jacqueline Thorne	MDOT	jthorne@mdot.state.md.us
Matthew Mielke	Booz Allen/FRA	Mielke_Matthew@bah.com
Kelly Lyles	MTA	KLyles1@mta.maryland.gov
Mark Cheskey	AECOM	Mark.Cheskey@aecom.com
Leslie Roche ( <i>via phone</i> )	AECOM	Leslie.Roche@aecom.com
Angela Jones	AECOM	Angela.Jones@aecom.com
Kendall Drummond	AECOM	kendall.drummond@aecom.com
Steve Cassard	MEDCO	s_cassard@medco-corp.com
Connie Crawford	Louis Berger	ccrawford@louisberger.com
Brad Knudsen	USFWS - Patuxent	brad_knudsen@fws.gov
Raymond Li	USFWS	Ray_li@fws.gov
Dana Jackson	USDA ARS BARC	Dana.Jackson@ARS.USDA.GOV



## SCMAGLEV Meeting with DOI, USFWS and NPS Meeting Notes

**DATE:** June 4, 2018 | 10:30 am – 12:00 pm  
**LOCATION:** Patuxent Research Refuge - National Wildlife Visitor Center  
10901 Scarlet Tanager Loop, Laurel, MD

---

This summary is not a direct transcript, but rather a summary of the discussion. Please notify AECOM of any changes or corrections needed. Meeting attendees are listed on the last page.

### Introductions

- AECOM described the purpose of the meeting, which was a follow up to the 3/29/18 alternatives update meeting with USFWS/NPS/USDA. This meeting focused on the data collection and process to access land for field work. Handouts (maps and matrix) were provided to help illustrate the typical field work anticipated.

### DOI/NPS/FWS Input

- How deep is the tunnel under the Anacostia?
  - Project team responded that the typical tunnel depth ranges from 50' to 120' below the surface. The profiles would need to be checked to provide location specific depths.
  - LB noted that the tunnel boring machine requires a minimum of one tunnel diameter of earth above it, so approximately 50' would be the minimum depth under the Anacostia.
- Has the project team coordinated with USACE on a 408 permit
  - Yes, the NEPA Team and BWRR have been in close coordination with the USACE.
- NPS asked if a Phase 1A was performed to confirm shovel test pits were necessary. The project team must get the correct permit/permission to do field work.
  - No, a Phase 1A has not yet been performed.
- There may be a need for a paleontology study as the area may contain fossils.
  - Understood. The NEPA team will coordinate field methodology, location and timing with USFWS and NPS prior to property access.
- How will roads crossings be handled – Springfield Road would be impacted by the BARC RSD and USFWS utilizes that road frequently.
  - The Project team responded that the road would need to be detoured around the RSD site or relocated as appropriate. This level of detail will be completed during the preliminary engineering stage and reported for the DEIS.
- Has the project team coordinated with USDA for the BARC site and with Fort George G Meade, as representatives for those agencies are not present at the meeting.
  - Yes, the project team has met individually and will continue to coordinate.
- Is this field plan discussion going to be continued or reviewed during an IRM or JE meeting as there are other agencies that would benefit and have questions (for example DNR).
  - DNR was present today, but noted other agencies could benefit from a field plan meeting like this.

- USFWS noted that they have extensive knowledge of resources within the study area and would need to make sure to get the right personnel together with the field teams in smaller groups to help transfer the knowledge.
- The table noted no sampling/trapping of species. USFWS noted that several species require sampling/trapping in order to get accurate study information (for example, the yellow lance mussel and audio/mist netting of northern long eared bats).
  - AECOM noted it does not have this level of information yet.
  - USFWS noted that they have done studies regarding various species that are typically present in the corridor and will help determine what species need to be trapped.
- USFWS noted that a survey is needed since much of the land was cultivated in 1946, prior to a survey being completed for Item 5 of the table (Archaeology assessment methodology). USFWS also noted that the survey needs to include potential visual impacts and speed of the train.
- USFWS noted that the project team may need to consult with species experts to ensure the correct sampling is performed.
  - An example is the yellow lance mussel – a permit is needed to handle them and there is only one certified expert in the area for this particular species.
  - Swamp Pink vegetation is also tricky and consultation with a species expert is advised.
- MDOT asked if there were any recent studies/surveys available.
  - USFWS noted that most of the surveys they have simply indicate the presence (either yes/no) for species in the area.
  - USFWS noted that they have bird (FIDS) studies and some insect studies on RTE species. However, to analyze this data takes time.
  - To be considered a FIDS habitat, there needs to be at least 300' of forest away from a hard break in the treeline (edge of clearing).
  - USFWS noted that this also applies to the invasive vegetation that threatens FIDS.
- Spotted turtles may be eligible for RTE consideration.
- USFWS noted that since PRR is a refuge, they are concerned about all wildlife, not just RTE or protected species.
  - AECOM noted that the NEPA document and post-ROD activities would include ongoing coordination.
  - USFWS noted that the specific language used in the permits also dictate the activities.
- Coordination during construction will also be important. On previous projects a total of 90 days was required for the coordination interval timeframe.
- LB asked what definition of FIDS should be used.
  - FIDS is the forest acreage that is at least 300' from hard edge of treeline/forest. So long linear parks do not really have FIDS because of the edges.

### **MDOT/AECOM Field Work**

- Data Collection – Locations
  - A set of five draft maps were provided at the meeting that indicated property boundaries with resources displayed for historic properties, wetlands, Wetlands of Special State Concern, floodplains, parks, PRR boundary, and other federal lands.
  - The project team also provided a draft matrix of Federal/State/Public lands with anticipated data collection needs and potential data collection methods.
- Data Collection – Timeframe
  - The Alternatives Report would include a desktop level evaluation that will help guide the field teams. The report will be distributed to agencies for comment in late July 2018.
  - Actual field work is TBD and pending permits/permission.
  - It was noted that the window on certain flora/fauna studies is now and may close if field work is not completed.

- AECOM noted that most of the fieldwork for NEPA could occur year round (excluding snow events). For example, wetlands and floodplains are not seasonal.
- USFWS noted that for migratory species the timing is important to match the seasonal migration patterns for the different species, some of which are now.
- Other Comments:
  - DNR noted that even if the field work is on DOI properties, if the field teams observe FIDS on adjacent properties they should be included as a note in the assessment, even if no actual delineation / field work is done on the adjacent property.
  - Even if it is out of DNR jurisdiction and they do not have the authority to comment, these are things that should be in the DEIS.
  - USFWS noted that species studies should extend beyond the federal listed and RTE, and they should include state listed and even those species not listed because the PRR is a wildlife refuge for all species.

### **Agency Process to Access Land**

- NPS explained that the scope of fieldwork and the official paperwork for permits would be needed prior to commencing field studies.
  - The scope will be the coordination and agreement of what will be done
  - The permit will be the permission to do the field work
- The project team will flesh out the fieldwork scope.
  - Chris Guy will be the point of contact for USFWS, but will CC Brad K. and Ray Li.
  - Tammy will be the point of contact for NPS.
  - NPS requested the desktop study table with the scope.

### **Open Discussion / Next Steps**

- USFWS noted that there are old/large trees (30" oaks, etc.) that contribute to the habitat. What protections or mitigation for loss of the trees would there be? Tree survey will probably be needed.
- The forest conservation act should apply. In addition, DNR noted that state reforestation could be required, in addition to individual landowner negotiations.
- USFWS and NPS expressed concern about loss of habitat. Reforestation with a bunch of 1" trees is not the true equivalent to the habitat lost by removal of one 30" tree.
- There are various formulas to calculate the ratio. It was noted that USACE standard may be different as well.
- Delineation will be important and species/habitat delineations are important within wetlands and forest.
- USFWS also noted that amphibians and reptiles (frogs and turtles) are also important to the refuge even though they are not on Federal/State lists.
- USFWS stated that the only way a project can go through the PRR is to:
  - 1) Be compatible with the mission
  - 2) Establish a ROW/Easement
  - 3) Transfer property
  - The proposed SCMAGLEV route that overlays the Patuxent Research Refuge (PRR) is not viable because a) there is a refuge system wide policy not to allow any new ROW on refuge land; and b) incompatibility with the refuge's purpose and mission (wildlife research and wildlife conservation). It would require an act of congress to make it happen.
- Even without the legislative restrictions, a land transfer in Maryland is very difficult because many projects are competing for potential lands to restore and difficult because the pool of undeveloped land is small.
  - The land would need to be adjacent or nearby and would need to be land that USFWS wants/needs/compatible.

- USFWS noted that there are resource economics and habitat equivalency models and formulas that would eventually help guide mitigation or replacement.
  - The ratio may not be 1:1 replacement.
  - Also, mitigation onsite is the first preference before negotiating off site options.
- NPS noted that we must consider least harm option. Also, would negotiation be with each individual property?
  - LB noted that the disposition of property would be a later stage.
  - MDOT. noted that it is a private sponsor, BWRR, so negotiations could get complicated.
  - LB noted that yes; property negotiations would be handled by BWRR eventually.
- NPS asked if 4(f) was considered with respect to an all tunnel option. - Or other engineering options for avoidance?
  - AECOM noted that even with an all tunnel mainline there would still be surface requirements for the ancillary features (vent plants, RSD site, etc.) above ground somewhere. Also, the Section 4(f) evaluation will be in the DEIS, not the Alternatives Report.
- NPS noted there should be a meeting specifically on 4(f) resources.
- DOI noted that the Alternatives Report should discuss least harm even if 4(f) is not fully discussed.
- USFWS asked about the consequence to the accelerated NEPA process if the fieldwork misses some of the windows for species or if USFWS feels something should have been studied further. For some of the seasonal studies that could mean waiting until the next year when the time was right again.
- USFWS noted that an agency does not want to be the one to hold up a project, but would the USACE realistically give a permit if everything is not studied sufficiently in the DEIS?
- MDOT noted that schedule is important not only to the private sponsor, but also for MDOT and the potential next steps, in particular regarding funding sources. The project needs to get through NEPA to be eligible for potential future funding that may be on the horizon.
- DOI expressed concern that the agency comments would only be useful if they can fully understand the viability of an alternative. As it stands now, the one alternative (BWP East or J Alt) has legislative restrictions and would not be able to pass through the PRR and they would not be able to comment on that alternative.
- USFWS noted that the team has been aware of the official position with respect to PRR since early meetings and would never say it is OK to impact the refuge. However, that does not preclude the agencies from providing technical comment at this point.
- AECOM noted that the PASR explained that an alternative can advance into the DEIS even if agency questions still outstanding. The outstanding issue would then need to be addressed in the DEIS.
- DOI and NPS noted that environmentally there would be negotiations and mitigation, but the question about if they are legally allowed to comment on the eastern alternative that is not compatible with the mission is hard to get past.
- USFWS noted that from the earlier discussion about easements or transfer of lands is beyond this room, as it would require an act of congress, but you never know. For example, congress changed the policy in the arctic that actually made it part of the mission to allow drilling in the arctic.
- NPS noted that the agency view remains that the eastern option is not a viable alternative, as it does not appear to be a reasonable path forward. They still see it as a build versus no build scenario due to the PRR restrictions.
- MDOT noted that the Alternatives Report is more of a document to define the two remaining alternatives along the BWP corridor, not necessarily to eliminate one.
- FRA asked about a what if scenario?
- NPS noted that reality versus possibility is always in question.
- LB noted that the CEQ 40 FAQs allow the study to continue in the DEIS, so it is probably a discussion for agency attorneys.
- NPS noted that if the DEIS notes the only way the west is viable is an act of congress then is it actually viable? Even if the east were the least harm option, you would still need congressional action.

- MDOT noted that even though act of congress may be needed, it still could be the least harm option, so is it an Alternatives Report or DEIS issue?
- DOI and NPS noted that it would be DEIS issue, but the Alternatives Report should not ignore the legislative restriction issue.
- NPS questioned the ownership of the system, noting that private versus public ownership could also affect the agency ability to interact with a private owner.
- LB noted that the private company, BWRR, would own the infrastructure and operate the system. A discussion of infrastructure ownership could be included in the Alternatives Report, otherwise it would be in the DEIS.
- MDOT added that even if private ownership by BWRR, the property would need to be treated similar to public utility easements versus a fee simple purchase of land for the infrastructure when dealing with federal or state land.
- USFWS and DOI noted that this might be an issue with multiple agency restrictions but possibly could be something built into the permit or easement language.

### Action Items

- Project Team to send updated fieldwork scope/locations/timeframe to both NPS and USFWS.
- Project Team to provide desktop study results.
- Project Team to provide profiles to USFWS (send to Ray Li)
- USFWS to provide forms/paperwork for property access/permit.

### Meeting Attendees

Name	Organization	E-mail
Greg Golden	MD DNR	Greg.golden@maryland.gov
Brandon Bratcher	FRA	brandon.bratcher@dot.gov
Steve Cassard	MEDCO	s_cassard@medco-corp.com
Mark Cheskey	AECOM	mark.cheskey@aecom.com
Jaqueline Thorne	MDOT	jthorne@mdot.state.md.us
Kendall Drummond	AECOM	Kendall.Drummond@aecom.com
Joel Gorder	NPS	joel_gorder@nps.gov
Chris Guy	USFWS CBFO	chris_guy@fws.gov
Bradley Smith	MDOT	Bsmith9@mdot.state.md.us
Angela Jones	AECOM	Angela.Jones@aecom.com
Brad Knudsen	USFWS PRR	brad_knudsen@fws.gov
Kelly Lyles	MTA	KLyles1@mta.maryland.gov
Lindy Nelson	DOI	Lindy_nelson@ios.doi.gov
Larry Pesesky	Louis Berger	lpesesky@louisberger.com
Peter May	NPS	PMay@nps.gov
Tammy Stidham	NPS	tammy_stidham@nps.gov
Matthew Mielke	FRA/Booz Allen	Mielke_matthew@bah.com
Raymond Li	USFWS	Ray_Li@fws.gov
Sandy Spencer	USFWS	Sandy_spencer@fws.gov
Madison Cooper	DOI	Madison.cooper@tempie.edu
Declan Murphy	DOI	Dmurphy2@swarthmore.edu
Kayin Bankole	DOI	---



**DRAFT SCMAGLEV Workshop at National Park Service (NPS)**  
**Meeting Notes**

**DATE:** October 23, 2018 | 2:00 - 4:00 PM

**LOCATION:** NPS - National Capital Region, 1100 Ohio Drive SW, Washington, DC

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are available upon request.

**The workshop meeting highlights include:**

- Summarized Section 4(f) requirements and methodology – the Section 4(f) analysis will be part of the DEIS.
- Discussed NPS’s role in Section 4(f) as owner/manager of specific properties as well as Section 4(f) reviewer through its Department of the Interior arm
- Reviewed lists of Section 4(f) properties in project corridor, including the several reservation properties in the L'Enfant Plan in Washington, D.C., and the Baltimore-Washington Parkway
- Clarified the intent of Section 4(f) avoidance analysis and the sequential nature of it followed by the least overall harm analysis; the latter examines alternatives that do not avoid Section 4(f) properties
- Discussed the avoidance concepts under examination, including the west and deep tunnel alternatives; key findings:
  - Difficult to avoid all Section 4(f) properties due to the size and location of the properties and the design requirements of the project (3 station mandate, and track geometry (curvature) constraints
  - Tunnel may be only avoidance option, but how can the grant mandate for an above-grade section be satisfied? And would tunneling achieve the Section 4(f) feasible and prudent criteria?
- Walked through existing alternatives J and J1, with a focus on describing the potential refinements to the design to reduce or eliminate impacts: Mount Vernon Station, RSD location, Tunnel boring machine launch sites, and Vent plan locations

**NPS input:**

- NPS will review list of properties and provide input
- Pleased to see avoidance analysis is underway
- Interested in seeing how the minimization strategies can be incorporated; for example, can above-ground operations be demonstrated by a more northern RSD? Can impacts to Mount Vernon Square be avoided?
- Looking forward to the next workshop discussion

**Action items:**

- NPS to review lists of Section 4(f) properties to determine completeness with regard to NPS-managed properties
- MTA to schedule next workshop with NPS when client input is received and design has been developed regarding the various refinements under consideration



**DRAFT SCMAGLEV Workshop at National Park Service (NPS)**  
**Meeting Notes**

**DATE:** December 11, 2018 | 1:00 - 2:00 PM

**LOCATION:** NPS - National Capital Region, 1100 Ohio Drive SW, Washington, DC

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

**The workshop meeting highlights include:**

- AECOM walked through recent changes to Alternatives J and J1 and the revised LOD
  - Mainline Alternative J shifts due to power line conflict in PRR North Tract near MD 198
  - MD 198 RSD Flyover connector ramps due to the updated smaller RSD layout
    - Alt J ramps cross over the travel lanes into median and then back again.
  - Midpoint substations near the transmission line crossing
  - Potential Midpoint MOW facilities (needed if the northern RSD is selected at Patapsco Ave in south Baltimore).
  - Vertical profile refinements have also been made in an attempt to keep the viaduct height from being unnecessarily high adjacent to the BW-Pkwy.
- There was a brief discussion regarding the vent plants and three example pictures were presented showing the flexibility of the vent plant structure to blend in with immediate surroundings as needed.
  - It was noted that the height for the DC vent plant between Montana and Adams Place will probably be restricted, based on the width of Adams Place.
- Schedule discussion noted that the draft document is being prepared for April 2019, so a follow up meeting should be held with this group in February. Potentially begin mitigation ideas/discussions.
  - ROD in 2020 so construction wouldn't start until approximately 2021.

**NPS input:**

- NPS still reviewing list of properties and to provide input.
  - The slide that mentioned Reservation 173 at H Street should probably read Reservation 172.
- Previous experience with the WMATA Green Line regarding cut and cover construction was terrible.
- Noted that the MD SHA recently met with NPS regarding a separate project to improve the BW-Pkwy interchange with the Capital Beltway. The cloverleaf interchange will be replaced with a modern interchange with flyovers and piers that may have an impact on the SCMAGLEV tunnel, depending on the zone of influence between the pier foundations and the SCMAGLEV tunnel.
- NPS expressed the continuing concern that the 4(f) analysis in the DEIS should be at the same level as the work currently presented for the Build Alternatives J and J1, and documented appropriately in the DEIS.

**Action items:**

- NPS to review lists of Section 4(f) properties to determine completeness with regard to NPS-managed properties.
- BWRR/LB to coordinate with MD SHA regarding the interchange project.
- MTA to schedule next workshop with NPS for February 2019.

**Meeting Attendees:**

Whitney Phend, Federal Railroad Administration (by phone)  
Brandon Bratcher, Federal Railroad Administration (by phone)  
Bradley Smith, Maryland Department of Transportation (by phone)  
Jacqueline Thorne, Maryland Department of Transportation (by phone)  
Lauren Molesworth, Maryland Transit Administration (by phone)  
Sarah Michailof, Straughan Environmental, Inc.  
Leslie Roche, AECOM  
Joel Gorder, National Park Service, National Capital Region  
Peter May, National Park Service, National Capital Region  
Larry Pesesky, Louis Berger and Associates  
David Henley, Baltimore Washington Rapid Rail  
Matthew Mielke, Booz Allen Hamilton  
Mark Cheskey, AECOM  
Kendall Drummond, AECOM



## **DRAFT SCMAGLEV Workshop at National Park Service (NPS) Meeting Notes**

**DATE:** February 26, 2019 | 2:00 - 3:00 PM

**LOCATION:** NPS - National Capital Region, 1100 Ohio Drive SW, Washington, DC

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

### **The workshop meeting highlights include:**

The purpose of the meeting was to review the list of 4(f) resources with potential use (that has been shared at the previous NPS meetings), discuss the use analysis at NPS small park reservations and Baltimore-Washington Parkway, and discuss the avoidance analysis.

- NPS clarified that Reservation 177 should remain on the list of resources; it is an NPS park resource even if it is currently used for police parking.
- FRA project team noted that impacts to Mount Vernon Square and the Carnegie Library are no longer anticipated due to new placement of MVS East and West stations.
- NPS requested clarity on the length of construction in the vicinity of these parks in the cut/cover section of New York Avenue NW. They have concern about the utilities that are likely to be impacted.
- NPS also expressed interest in height of viaduct and impact on utilities in vicinity of Baltimore-Washington Parkway
- Concern about visual impact of connecting track flyovers. NPS and project team noted that under the Alternative J/Patapsco TMF scenario, there are no flyover ramps that cross Baltimore-Washington Parkway.
- There was brief discussion of avoidance alternatives. Project team briefly discussed the alternatives considered, the factors considered in developing alternatives and noted that the finding was that there is no feasible and prudent avoidance alternative.
  - NPS expressed interest in advancing conversation towards minimization and least harm analysis.
- Quantity and method of calculating impacts was discussed. NPS requested combining certain items. For example, it is more useful to combine guideway viaduct, right-of-way, and piers into one category than to separate them as we did in the powerpoint tables. Likewise, it is unclear what "river crossing" means as an impact category.
  - FRA project team will simplify and clarify impact quantities in 4(f) text and meeting materials.

### **Meeting Attendees:**

Brandon Bratcher, Federal Railroad Administration  
Sherayas Bhatugar, Federal Railroad Administration (by phone)  
Kelly Lyles, Maryland Department of Transportation (by phone)  
Jacqueline Thorne, Maryland Department of Transportation  
Joel Gorder, National Park Service, National Capital Region  
Tammy Stidham, National Park Service, National Capital Region

Mike Commisso, National Park Service, National Capital Region  
Matt Carroll, National Park Service, Baltimore-Washington Parkway/National Capital Region  
Melissa Mooza, National Park Service, National Capital Region  
Laurel Hammig, National Park Service, National Capital Region  
Blake Hamilton, Louis Berger and Associates  
David Henley, Baltimore Washington Rapid Rail  
Matthew Mielke, Booz Allen Hamilton  
Sarah Michailof, Straughan Environmental, Inc.  
Mark Cheskey, AECOM  
Kendall Drummond, AECOM



## **SCMAGLEV Workshop with NPS**

National Park Service Headquarters  
1100 Ohio Drive SW, Washington, DC

**May 23, 2019**

**10-11:30**

### **Meeting Notes**

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Sign in sheet attached.

#### **The workshop meeting highlights include:**

The purpose the workshop was to share project updates, since publication of the Alternatives Report, and discuss the Section 4(f) and 6(f) Evaluation process. FRA's preliminary use assessment of the proposed SCMAGLEV on NPS properties was presented. A PowerPoint was presented (attachment) with follow-up questions and answers.

- The SCMAGLEV project team gave a brief project background and noted that the project design is currently focused on minimization and mitigation. NPS noted that avoidance should remain a consideration.
- The SCMAGLEV DEIS will be submitted to agencies for review approximately July 15<sup>th</sup>, with Technical Reports. The projects Public Hearings would occur in November 2019.
- The SCMAGLEV project team gave a Section 106 Consultation update. They indicated that the archeological survey will proceed in the next few months. The aboveground historic property assessment baseline is complete. The Determinations of Eligibility (DOEs) were previously submitted to the DC HPO, and DOEs for Maryland properties are close to being submitted to the Maryland Historical Trust. The Programmatic Agreement is being drafted, and the assessment of adverse effects is ongoing. It was discussed and ultimately NPS (Jeffrey) concurred that a Programmatic Agreement is fairly common in situations where you can't identify all of the properties before NEPA process is complete or is phased. There is a draft at FRA right now and agencies will receive it in the summer. Other federal agencies would defer to the FRA as the lead federal agency, and each will have to enter into an agreement or MOA with the lead agency regarding their concerns or provisions of the Programmatic Agreement. The 3rd consulting party meeting will be in the summer.
- The SCMAGLEV Team (Sarah Michailof) presented the current temporary and permanent uses impact numbers. FRA has made preliminary use determinations and will request NPS concurrence regarding Temporary Occupancy. There are 6 parks and 2 historic sites with NPS jurisdiction. About 10 acres of the L'Enfant Plan and Small Park Reservations would be impacted by the cut/cover tunnel. The permanent infrastructure associated with the guideway viaduct would have a permanent use, and there would be temporary occupancy uses associated with the river crossing.

- The SCMAGLEV project team (Leslie Roche) summarized the least harm analysis. There is no total avoidance alignment. The team tabulated the all previous alternatives, and the J & J1 alternatives have the lowest number of 4f impacts area, thus they represent the Least Overall Harm alternatives. The team will continue agency coordination regarding the Least Overall Harm analysis during the EIS process. NPS (Joel Gorder) indicated that they would like to see the rationale on the other alignments that were previously studied, as the J and J1 alignments would bisect the BW Parkway and are a tremendous impact to NPS property.
- NPS (Tammy Stidham) noted that the National Park System is of national significance unlike individual property owners. This project will affect NPS in multiple different ways, and the visual stimulations showed how horrific the project would be, as the impact is significant. Their property would be railroaded.
- NPS (Joel Gorder) expressed concern that they are not being listened to, as it's not enough to be heard. The concept of "Least Harm" does not equal minimal harm nor does it mean that impacts won't be significant. NPS cautioned the SCMAGLEV project team to be very accurate in the impact descriptions, as the impacts exceed beyond 42 acres of direct property effects.
- NPS recommends a full tunnel alignment. Also, they would like to see ridership information. Without it, they don't understand why this project needs to happen.
- NPS (Joel) asked if a market analysis would be included in the DEIS. The SCMAGLEV project team (Brandon) responded that it will not be included.
- The SCMAGLEV project team (Brandon Bratcher) notes that this project is being studied due to a Congressional mandate, and there will be adverse impacts throughout this corridor for all possible alternatives. Therefore, there may have to be Congressional approvals for this project in order to override agency-specific regulations/practices like the "compatibility standard", which is a requirement for construction on the Patuxent Refuge property.
- The SCMAGLEV project team (Sarah Michailof) acknowledges that mitigation feeds into the Least Harm Analysis, and we would like to open the discussion on NPS-recommended mitigation. Then, the renderings were presented.
- NPS (Joel) noted that all the renderings are with leaf on, and it would be preferred to see the renderings with leaf off.
- NPS (Tammy Stidham) that the visual impact is obtrusive and that the coloring should not be white. NPS will pull some mitigation options from some other nearby projects. Also, they would like to see the tree counts.
- NPS asked about lighting. The SCMAGLEV project team (Mark Cheskey) responded there would be no fixed lighting, but trains would have a headlight and internal lighting.
- NPS asked about emergency egress? The SCMAGLEV project team responded that there is a provision for it but anticipates that it would be located in the right-of-way. NPS wants to confirm that there would not be a path cleared in the middle of the woods.
- NPS (Joel Gorder) requested a more holistic visual analysis not just pieces and small windows. It is recommended to zoom further from the alignment in order to see it from afar. Also, they want to see the flyover of BW Parkway that would be required for the MD 198 TSF. No flyover is preferred.
- NPS stated that the structure presented on the rendering near MD 197 is like a concrete jungle. Do the piers/pylons have to be that thick? The mass is very large. Can there be vegetation on the ground between

the piers? NPS states that it appears to be unsafe due to late corrections by drivers and other accidents. From a highway design standpoint, it is a safety hazard.

- NPS requests a couple of hardcopies of the reports/EIS. It is agreed upon that it is ok if the hard copies follow the electronic submittal by a few days.
- NPS (Joel Gorder) wanted to ensure that the DEIS have special emphasis on the Cumulative Effects analysis, as multiple MD 295 flyovers are true cumulative impacts. There are other reasonably foreseeable projects that also include MD 295 flyovers.
- The SCMAGLEV project team asked if NPS has any recommended design criteria, guardrail requirements, or safety treatments. NPS refers the project team to FHWA Eastern Federal Lands who handles their projects. NPS mentions that there may be a provision for no obstructions 30 feet from travel lanes.
- NPS recommends that the SCMAGLEV Project team has a meeting with FHWA Eastern Federal Lands. NPS will provide names of people there who are very familiar with the park.
- NPS (Tammy Stidham) indicated that they will add to the mitigation list from the MDOT I-270/I-495 Managed Lanes Study and will send the SCMAGLEV project team an initial list of impacts. This list should be viewed as a start and will required updates from both NPS and FRA.
- The SCMAGLEV project team that they will not present at the June IRM but will likely present again at the July IRM.

#### **Follow-up**

- MTA to schedule a meeting with Ingrid Brofman to discuss Section 6(f) Evaluation.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**May 15, 2017**

Ms. Elizabeth Hughes  
Director and State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place, Third Floor  
Crownsville, MD 21032

**Re: Baltimore-Washington SCMAGLEV  
Initiation of Section 106 Consultation**

Dear Ms. Hughes:

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project. FRA and MDOT are preparing the EIS in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et. seq.) (NEPA), the Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), and FRA's NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013). FRA published a Notice of Intent (NOI) to prepare the EIS in the Federal Register on November 25, 2016. FRA and MDOT are coordinating the EIS process with consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR Part 800 (Section 106). The purpose of this letter is for FRA to formally initiate Section 106 consultation with the Maryland State Historic Preservation Office (MD SHPO) for the SCMAGLEV project. By way of a separate letter, FRA is also initiating Section 106 consultation with the Washington, DC Historic Preservation Officer.

Project Background

Over the past 25 years, FRA and others have been studying the feasibility of implementing maglev service along the Baltimore-Washington corridor. In 1998, Congress authorized the Transportation Equity Act for the 21st Century (TEA-21), which established the Maglev Deployment Program (MDP) with the purpose of demonstrating the feasibility of maglev technology. In 2001, FRA published a Programmatic EIS for the MDP. Later, with funds appropriated from TEA-21, FRA and the Maryland Transit Administration prepared a site-specific Draft EIS on a proposal to build a maglev project linking downtown Baltimore to BWI Marshall Airport and Union Station in Washington, DC. In 2007, FRA prepared a Final Environmental Impact Statement (FEIS); however, the FEIS was not finalized.

In 2016, FRA awarded MDOT a \$27.8 million grant to complete environmental and preliminary engineering studies for the SCMAGLEV Project. The current effort proposes to utilize SCMAGLEV

technology<sup>1</sup>, and build upon the previous efforts to provide maglev service between Baltimore and Washington, D.C. (see Attachment, Study Area map). Baltimore Washington Rapid Rail, LLC, a private company and the project sponsor under 23 U.S.C. 139, proposes the construction and operation of a high-speed SCMAGLEV train system between Washington, D.C. and Baltimore, Maryland with an intermediate stop at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). Future funding, whether from federal or private source(s), or some combination thereof, has not been identified to advance the Project through final design and/or construction.

#### Identification of Potential Consulting Parties

As stipulated in 36 CFR Part 800.2 (c)(3), FRA has identified the following agencies and organizations that may be interested in participating as consulting parties in the Section 106 process:

- Advisory Council on Historic Preservation
- Anne Arundel County Historical Society
- Anne Arundel County Planning and Zoning, Cultural Resources Division
- Baltimore City Commission For Historical & Architectural Preservation (CHAP)
- Baltimore City Historical Society
- Cedarville Band of Piscataway Indian, Inc.
- Choptico Band of Piscataway
- City of Bowie Planning and Economic Development
- City of Bowie Museums
- College Park Department of Planning, Community & Economic Development
- DC State Historic Preservation Office
- DC Preservation League
- Historical Society of Baltimore County
- Howard County Historical Society
- Laurel Historical Society
- Maryland Historical Society
- MDOT
- Montgomery County Historical Society
- Montgomery County Planning and Zoning
- MTA
- National Park Service
- The National Railway Historical Society, Washington, D.C. Chapter, Inc.
- Choptico Band of Piscataway
- Piscataway Conoy Confederacy and Subtribes, Inc.
- Piscataway Indian Nation
- Preservation Maryland
- Preservation Howard County
- Prince George's County Historical Society
- Prince George's County Planning and Zoning
- Savage Historical Society
- The National Railway Historical Society, Washington, D.C. Chapter, Inc.

---

<sup>1</sup> For more information on the difference between SCMAGLEV technology, which FRA and MDOT are studying as part of this project, and other maglev technologies, like that FRA and MTA studied in the 2003 Draft EIS, please visit: <http://northeastmaglev.com/frequently-asked-questions-about-scmaglev>.

For more information on the SCMAGLEV, please visit the project website: <http://www.baltimorewashingtonscmaglevproject.com/>

FRA requests Maryland Historical Trust's (MHT) feedback on this proposed list of consulting parties. If there are parties you recommend be added or removed from this proposed list, please let FRA know so that the list can be finalized and consulting party invitation letters sent accordingly. FRA and MDOT anticipate that the first consulting parties meeting will be in the summer of 2017.

Study Area

As previously indicated, FRA and MDOT are coordinating the NEPA and Section 106 processes for the SCMAGLEV Project. The scale of the project's components will vary, depending on which alignment is ultimately selected for project implementation. The Study Area (Attachment 1) includes a 40-mile long corridor in which six preliminary alternatives will run. Consequently, the study area for above-ground resources has been delineated to include the entire corridor as the area in which the SCMAGLEV system (e.g., Maglev corridor, power substations, access roads, staging areas) may be visible, and thus potentially affect nearby historic properties, until FRA has selected a Preferred Alternative. The study area for archaeological resources is assumed to correspond to areas of ground disturbance associated with the SCMAGLEV system (e.g., Maglev corridor, power substations, access roads, staging areas) until FRA has selected a Preferred Alternative. The above-ground and archaeological Areas of Potential Effects will be established as the development of alternatives advances, which will help define the route and areas to be bored, built at-grade, or elevated for the SCMAGLEV Project, as well as the locations of other elements of the SCMAGLEV system including, but not necessarily limited to, power substations, utility corridors, construction access areas, temporary and permanent access roads, and maintenance yards.

Next Steps

FRA would like to meet with you/your staff in the near future to discuss the project and approach to Section 106 compliance. If possible, we request that you respond with the name(s) of the MHT staff who may be assigned to this project, so that the project consultant, AECOM, can arrange a meeting.

FRA looks forward to consulting with MHT regarding this project, and to receiving a response regarding the information requested in this letter. If you have any questions about the project, please contact Brandon Bratcher, FRA Environmental Protection Specialist, at (202) 493-0844 or [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov).

Sincerely,

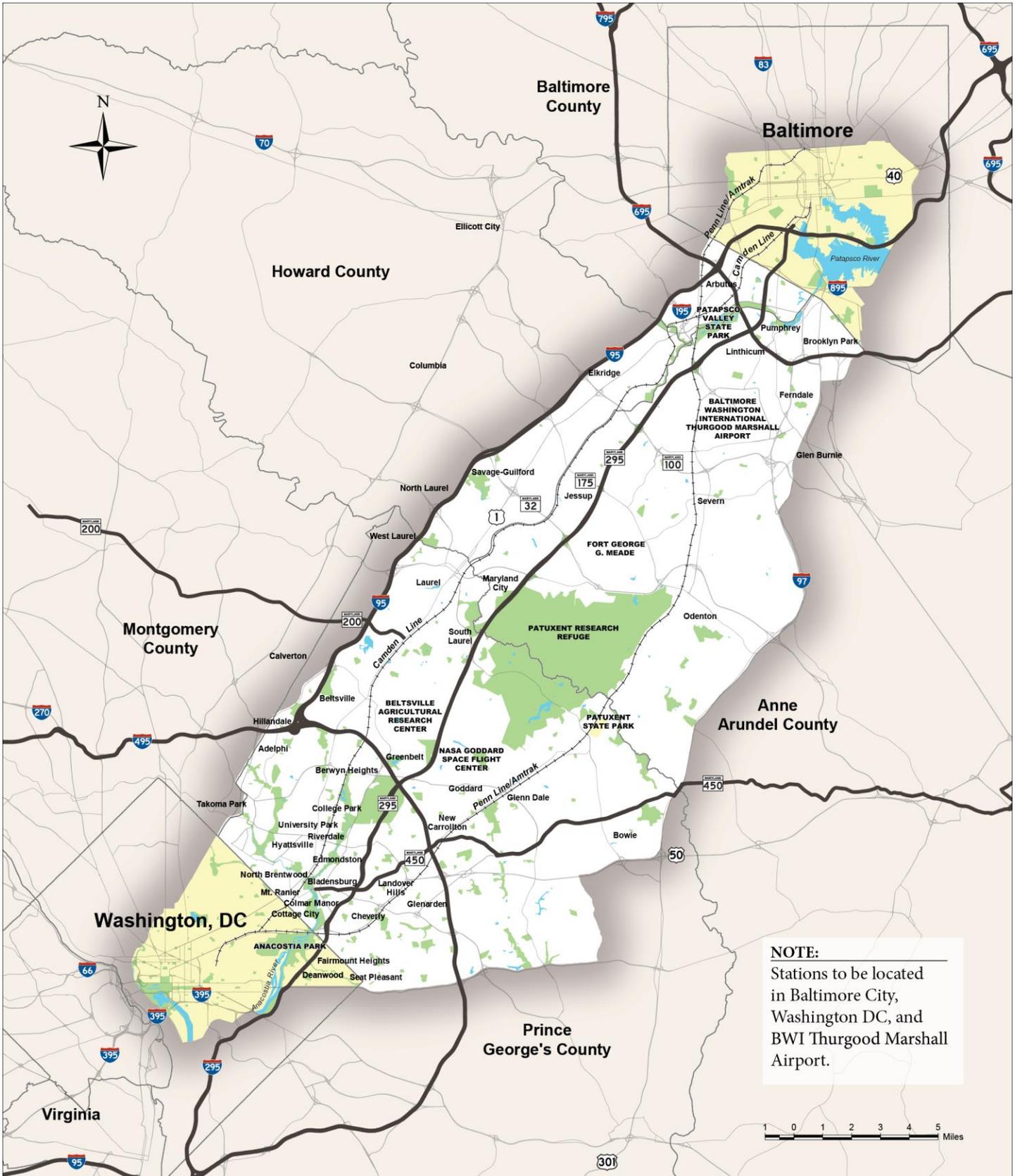


Laura Shick  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

Attachment: Study Area Map

cc: Mr. Brandon Bratcher, Environmental Protection Specialist, FRA  
Mr. Bradley M. Smith, Director, Office of Freight and Multimodalism, MDOT  
Mr. John Trueschler, Environmental Manager, Office of Environmental Planning, MTA  
Ms. Kelly Lyles, Environmental Manager, MTA

Attachment: Baltimore- Washington SCMAGLEV Project – STUDY AREA MAP





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**May 15, 2017**

Mr. David Maloney  
State Historic Preservation Officer  
D.C. Office of Planning  
1100 4<sup>th</sup> Street, SW, Suite 650 East  
Washington, D.C. 20024

**Re: Baltimore-Washington SCMAGLEV  
Initiation of Section 106 Consultation**

Dear Mr. Maloney:

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project. FRA and MDOT are preparing the EIS in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et. seq.) (NEPA), the Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), and FRA’s NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013). FRA published a Notice of Intent (NOI) to prepare the EIS in the Federal Register on November 25, 2016. FRA and MDOT are coordinating the EIS process with consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR Part 800 (Section 106). The purpose of this letter is for FRA to formally initiate Section 106 consultation with the District of Columbia State Historic Preservation Office (DC SHPO) for the SCMAGLEV Project. By way of a separate letter, FRA is also initiating Section 106 consultation with the Maryland Historical Trust.

#### Project Background

Over the past 25 years, FRA and others have been studying the feasibility of implementing maglev service along the Baltimore-Washington corridor. In 1998, Congress authorized the Transportation Equity Act for the 21st Century (TEA-21), which established the Maglev Deployment Program (MDP) with the purpose of demonstrating the feasibility of maglev technology. In 2001, FRA published a Programmatic EIS for the MDP. Later, with funds appropriated from TEA-21, FRA and the Maryland Transit Administration prepared a site-specific Draft EIS on a proposal to build a maglev project linking downtown Baltimore to BWI Marshall Airport and Union Station in Washington, DC. In 2007, FRA prepared a Final Environmental Impact Statement (FEIS); however, the FEIS was not finalized.

In 2016, FRA awarded MDOT a \$27.8 million grant to complete environmental and preliminary engineering studies for the SCMAGLEV Project. The current effort proposes to utilize

SCMAGLEV technology<sup>1</sup>, and build upon the previous efforts to provide maglev service between Baltimore and Washington, D.C. (see Attachment, Study Area map). Baltimore Washington Rapid Rail, LLC, a private company and the project sponsor under 23 U.S.C. 139, proposes the construction and operation of a high-speed SCMAGLEV train system between Washington, D.C. and Baltimore, Maryland with an intermediate stop at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). Future funding, whether from federal or private source(s), or some combination thereof, has not been identified to advance the Project through final design and/or construction.

#### Identification of Potential Consulting Parties

As stipulated in 36 CFR Part 800.2 (c)(3), FRA has identified the following agencies and organizations that may be interested in participating as consulting parties in the Section 106 process:

- Advisory Council on Historic Preservation
- Anne Arundel County Historical Society
- Anne Arundel County Planning and Zoning, Cultural Resources Division
- Baltimore City Commission For Historical & Architectural Preservation (CHAP)
- Baltimore City Historical Society
- Cedarville Band of Piscataway Indian, Inc.
- Choptico Band of Piscataway
- City of Bowie Planning and Economic Development
- City of Bowie Museums
- College Park Department of Planning, Community & Economic Development
- DC Preservation League
- Historical Society of Baltimore County
- Howard County Historical Society
- Laurel Historical Society
- Maryland Historical Society
- Maryland Historical Trust
- MDOT
- Montgomery County Historical Society
- Montgomery County Planning and Zoning
- MTA
- National Park Service
- The National Railway Historical Society, Washington, D.C. Chapter, Inc.
- Choptico Band of Piscataway
- Piscataway Conoy Confederacy and Subtribes, Inc.
- Piscataway Indian Nation
- Preservation Maryland
- Preservation Howard County
- Prince George's County Historical Society
- Prince George's County Planning and Zoning

---

<sup>1</sup> For more information on the difference between SCMAGLEV technology, which FRA and MDOT are studying as part of this project, and other maglev technologies, like that FRA and MTA studied in the 2003 Draft EIS, please visit: <http://northeastmaglev.com/frequently-asked-questions-about-scmaglev>.

For more information on the SCMAGLEV, please visit the project website: <http://www.baltimorewashingtonscmaglevproject.com/>

- Savage Historical Society
- The National Railway Historical Society, Washington, D.C. Chapter, Inc.

FRA requests DC SHPO's feedback on this proposed list of consulting parties. If there are parties you recommend be added or removed from this proposed list, please let FRA know so that the list can be finalized and consulting party invitation letters sent accordingly. FRA and MDOT anticipate that the first consulting parties meeting will be held in the summer of 2017.

#### Study Area

As previously indicated, FRA and MDOT are coordinating the NEPA and Section 106 processes for the SCMAGLEV Project. The scale of the project's components will vary, depending on which alignment is ultimately selected for project implementation. The Study Area (Attachment 1) includes a 40-mile long corridor in which six preliminary alternatives will run. Consequently, the study area for above-ground resources has been delineated to include the entire corridor as the area in which the SCMAGLEV system (e.g., Maglev corridor, power substations, access roads, staging areas) may be visible, and thus potentially affect nearby historic properties, until FRA has selected a Preferred Alternative. The study area for archaeological resources is assumed to correspond to areas of ground disturbance associated with the SCMAGLEV system (e.g., Maglev corridor, power substations, access roads, staging areas) until FRA has selected a Preferred Alternative. The above-ground and archaeological Areas of Potential Effects will be established as the development of alternatives advances, which will help define the route and areas to be bored, built at-grade, or elevated for the SCMAGLEV Project, as well as the locations of other elements of the SCMAGLEV system including, but not necessarily limited to, power substations, utility corridors, construction access areas, temporary and permanent access roads, and maintenance yards.

#### Next Steps

FRA would like to meet with you/your staff in the near future to discuss the project and approach to Section 106 compliance. If possible, we request that you respond with the name(s) of the DC SHPO staff who may be assigned to this project, so that the project consultant, AECOM, can arrange a meeting.

FRA looks forward to consulting with DC SHPO regarding this project, and to receiving a response regarding the information requested in this letter. If you have any questions about the SCMAGLEV Project, please contact Brandon Bratcher, FRA Environmental Protection Specialist, at (202) 493-0844 or [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov).

Sincerely,

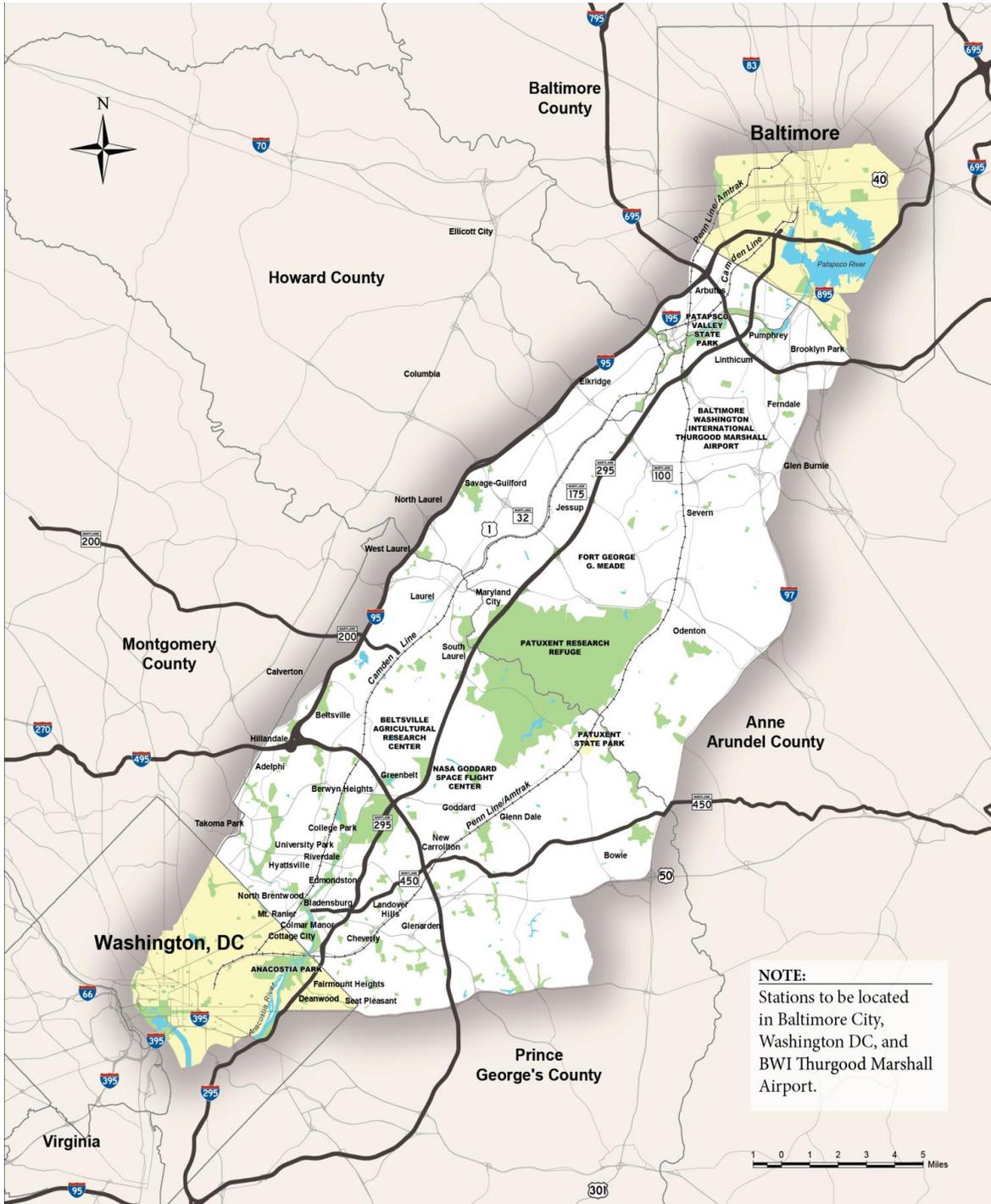


Laura Shick  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

Attachment: Study Area Map

cc: Mr. Brandon Bratcher, Environmental Protection Specialist, FRA  
Mr. Bradley M. Smith, Director, Office of Freight and Multimodalism, MDOT  
Mr. John Trueschler, Environmental Manager, Office of Environmental Planning, MTA  
Ms. Kelly Lyles, Environmental Manager, MTA

**Attachment: Baltimore-Washington SCMAGLEV Project Study Area Map**



MARYLAND DEPARTMENT OF

**PLANNING**  
MARYLAND HISTORICAL TRUSTLarry Hogan, Governor  
Boyd Rutherford, Lt. GovernorWendi W. Peters, Secretary  
Ewing McDowell, Deputy Secretary

August 15, 2017

Laura Shick  
Federal Railroad Administration  
Office of Railroad Policy and Development  
1200 New Jersey Avenue, SE  
Washington, DC 20590Re: Initiation of Section 106 Review  
Baltimore-Washington SCMAGLEV

Dear Ms. Shick,

The Maryland Historical Trust (Trust), a division of the Maryland Department of Planning, received the Federal Railroad Administration's (FRA) initiation of the Section 106 review process for the above-referenced project on May 17, 2017. We look forward to working with your agency and other involved parties to successfully complete the preservation requirements for the proposed undertaking.

As requested in your letter, we are writing to provide guidance identifying groups with an interest regarding historic properties in the project area. In addition to the agencies, organizations and tribes listed in your letter, we recommend that FRA include the Maryland Commission on Indian Affairs and all of Maryland's Heritage Areas within the study area. These Heritage Areas include the Anacostia Trails (Maryland Milestones) Heritage Area, Patapsco Heritage Area and the Baltimore National Heritage Area. Finally, we request that FRA continue to identify opportunities to involve the public and any other interested parties throughout the project planning process.

As project planning commences, we encourage early and frequent coordination with our office to ensure that the cultural resources investigations are commensurate with the scale of the undertaking and consistent with our standards and guidelines. Considerable information already exists regarding identified historic and archeological resources in the project vicinity as a result of multiple prior investigations for various projects. Please consult with the Trust and utilize our online cultural resource database prior to the initiation of any detailed investigations to ensure a reasonable and appropriate level of effort is performed for the current project.

Thank you for initiating consultation with the Trust early in project planning for this undertaking. If you have questions or require any assistance, please contact Beth Cole (for archeology) at [beth.cole@maryland.gov](mailto:beth.cole@maryland.gov) \ 410-697-9541 or Tim Tamburrino (for the historic built environment) at [tim.tamburrino@maryland.gov](mailto:tim.tamburrino@maryland.gov) \ 410-697-9589.

Sincerely,

Elizabeth Hughes  
Director/State Historic Preservation OfficerEH/TJT  
201702882

## Meeting Minutes

Subject	SCMAGLEV DNR Meeting
Date	March 19, 2018
Time	12:30pm- 2:30pm
Location	Maryland Dept. of Natural Resources Tawes State Office Building
Attendees	Greg Golden, DNR Environmental Review Lori Byrne, DNR Wildlife & Heritage John Mullican, DNR Freshwater Fisheries Shane Johnston, DNR MD Parks Jon Chapman, DNR MET Matthew Mielke, FRA/Booz Allen Jacqueline Thorne, MDOT Steve Cassard, MEDCO Kelly Lyles, MTA Angela Jones, AECOM Project Manager Mark Cheskey, AECOM NEPA Advisor Anthony Dowell, AECOM GIS Graham Twibell, AECOM GIS/Natural Resources Kendall Drummond, AECOM Design Engineer Joanna Hiebler, AECOM Natural Resources
Prepared	March 29, 2018
Prepared by	Joanna Hiebler
Distribution	Attendees

In an effort to forward discussions with the Maryland Department of Natural Resources regarding potential resources within the SCMAGLEV study area, a meeting was scheduled with the various DNR departments, representatives from the state sponsor for the proposed Project, and AECOM, the consultants completing the NEPA study. The main purpose of the meeting was to address the existing data files that have been utilized thus far to complete initial screening assessments, and discuss additional information available to include in further NEPA analyses.

Attached please find the meeting Agenda and Attendance sheets.

### **Project Team Briefing**

Ms. Jones initiated introductions and provided a brief history of the Projects NEPA progress to date, beginning with the proposed build alternatives. A range of reasonable alternatives (14 total) were evaluated through a two-level screening process, which resulted in an approval of the Preliminary Alternatives

Screening Report (PASR). The PASR evaluated both environmental constraints, including cultural, natural, and social resources, as well as constructability. This report resulted in two proposed build alternatives recommended to be studied further. This report is available, along with the Project Purpose and Need document, Project Coordination document, and preliminary mapping, on the Project website [www.bwmaglev.info](http://www.bwmaglev.info).

Several coordination meetings with federal, state, and local agencies have occurred, and the Project continues to be evaluated and alternative alignments refined. AECOM requested this meeting with DNR in response to coordination with Mr. Golden at previous agency meetings and at the suggestion that additional insight and information can be transmitted that would aid in the next steps of the process, which is preparation of the Alternatives Retained for Detailed Study (ARDS) document. The Project has been narrowed down to two alternative alignments (J and J1). Large scale mapping was laid on the tables for an overall view of the study area with these alternatives. These alternatives will be carried forward into the ARDS and further into the Draft Environmental Impact Statement (EIS).

Evaluation of the alternatives within the ARDS will consider the proposed alignments location, whether it is elevated or tunneled, and also the several support facilities that will be necessary such as the rolling stock depots (RSD) and vent plants. Mr. Chapman asked if the RSD locations shown on the display mapping were determined and both planned for use, and Mr. Drummond clarified that only one of the two RSD locations shown will be selected. From approximately Washington D.C. to Greenbelt the SCMAGLEV would be tunneled, Greenbelt to Fort Meade would be elevated, and Fort Meade to Baltimore would be tunneled. Engineering design details are still being evaluated. Mr. Cheskey reiterated that what is currently shown on these maps is a work in progress. The Baltimore Washington Rapid Rail (BWRR) engineering team, Louis Berger, is currently working to tweak alignments and support structures to avoid and minimize impacts to the cultural, natural and social resources, while maintaining necessary engineering constraints and Project feasibility.

Mr. Golden provided an update to the DNR representatives of the SCMAGLEV meetings (largely the Joint Evaluation Committee meetings) he has attended, and provided a reminder of the need to ensure that the team is “on the same page” because this project is very apparent in the public view. Mr. Cheskey indicated that a draft of the ARDS document would likely be completed approximately 30 days after the engineering team provides final information. The larger EIS evaluation and documentation is estimated to conclude in late 2019.

### **Data & Methodology Review**

Ms. Hiebler provided an overview of the meeting goals, with the purpose to focus on the existing information utilized to date, and what information can still be attained that can provide value to the analysis of resources within the study area of the two remaining build alternatives. The Project team wanted to hear from the various DNR representatives regarding important resources and concerns.

#### ***MD State Parks***

Mr. Johnston provided a description of the environmental review process that would be required. He indicated that his review will generally take 30 to 45 days. It is possible that with much of the project within tunnel it may make the review easier, but it is still required. It must go through the Board of Public Works for approval for construction. This process could take up to a year, sometimes more. Mr. Johnston indicated the need for the Parks Service to provide “Right” for anyone to access through their property. He reiterated that any above ground access for things such as RSDs and vent plants would also require approval through the Board of Public Works. Prior to being placed on the Board of Public Works agenda, the MDP Clearinghouse review is required (60-90 days) and followed by Department of General Services (DGS) review.

At this point in the NEPA study, no construction access is required, but access for potential field evaluations would also need to be discussed. If access is approved for the Project construction, then Mr. Johnston would provide an easement to MDOT/FRA to access the property.

There was interest in the methods used to tunnel, and issues that may be associated such as spoils/soil tailings and groundwater pumping. Mr. Drummond indicated that it would be a “dry tunnel” and the anticipated tunnel construction method is by tunnel boring machines (TBM). The exact type of TBM and cutting face will be determined after soil borings are collected and analyzed later this year. However, based on preliminary geological data it is currently assumed that an earth pressure balance TBMs will be needed. These are electric self contained units that slowly bore the required diameter hole and place the tunnel lining segments as the machine progresses underground. It is this type of TBM that tunneled under the Anacostia River for the WMATA Green Line in 1985. Soil tailing/spoils are sent out of the back of the machine and collected at the tunnel launch/staging area to be sorted and hauled away during off-peak travel times,

The only state park property relevant to this study is the Patapsco State Park. There was discussion on the mapped boundary of the park and the need to ensure that AECOM has the latest and most accurate data being used. AECOM will coordinate directly with Mr. Johnston as well as Rodney Veese, from DNR’s Land Acquisition Division, to make sure the latest GIS files are received.

#### ***Maryland Environmental Trust (MET)***

Mr. Chapman indicated that the only conservation easement likely an issue for the Project is the Oak Hill property, which the state currently holds as a result of an EPA mandated transaction over a water resource violation. A portion of this property is dedicated to the District of Columbia and has been a youth correctional facility. The area is located on the south side of Route 32 near NSA, north of the Patuxent River, and is within the area of a proposed RSD.

The majority of the Oak Hill property is forested and/or palustrine wetland. Portions of the property have been abandoned and are not in use, but there are areas still in use, likely connected to the corrections facilities. Project mapping identifies this property as Federal land, which will be revised to appropriately indicate it as State land.

Mr. Chapman acknowledged that it may be possible to use a portion of this property for Project needs, but the team would need to show that there is a significant public safety benefit to utilizing this property. MET would need to determine if this use is allowed, and what mitigation might be required. There are other co-holders on the property; however the state has the most influence over decisions. This property is identified in 501C Land Trusts. The review process required is similar to the Parks department, and it must go through the Board of Public Works for approval. MET would then amend the existing conservation easement if the Project is allowed to cross.

AECOM will review the DNR Lands & Conservation Easement Dataset to ensure this easement is represented. Mr. Chapman will provide a plat following a formal request submitted by AECOM.

#### ***RTE Species, Habitats & Fisheries***

AECOM is just approaching the stage in the NEPA process where formal requests for information regarding rare, threatened, and endangered (RTE) species, habitats and fisheries will be submitted. Ms. Byrne referenced a screening she provided in April/May of 2017. AECOM will ensure that this screening has been utilized as well as any additional information provided through the formal requests. AECOM will also provide in the written request to Wildlife and Fisheries, the two alignments in shapefile formats.

Mr. Mullican indicated the anadromous fish and eel concerns in the Patuxent, as well as the concern for fish passage. It does not seem as though the proposed alignments will traverse any managed fishing areas,

however recreational fish and trout stocking areas will be evaluated for the Project. Wild and Scenic Rivers will also be considered. The only one of issue for the Project should be the Patuxent River. John Wilson is the contact for Wild and Scenic Rivers.

It is anticipated that impacts to fisheries will be limited, as the Project proposes largely elevated or tunneled sections, but areas where access or support facilities are located at-grade will need to be evaluated. Any proposed temporary or permanent impacts within waters will also need to consider Time-of Year restrictions, as well as aquatic RTE's. DNR stated their preference to maintain forested stream buffers, especially in areas of RTE's. DNR may also have several suggestions for possible mitigation for fisheries resources (noted in last section). Mitigation is not likely for rare species, these areas should be avoided to the greatest extent possible.

Forest Interior Dwelling Species (FIDS) should also be considered. This evaluation will depend on several factors such as the location and height of the proposed elevated structure in relation to large tracts of forest. Mr. Cheskey noted the potential 18-foot minimum height of the elevated structures. The EIS prepared for the project will evaluate the ability to have vegetation in and surrounding these structures, considering factors such as height, sun angle, and vegetation that may attract unwanted wildlife to an unsafe area.

#### ***Forest Conservation***

Forest Conservation Act coordination will be necessary with Ms. Marian Honeczy, who was not present at the meeting. AECOM will coordinate with Mr. Kevin Coyne, of DNR Chesapeake and Coastal Services, to request forestry and tree specific data that may not be publicly available and may require a license agreement or Non-Disclosure Agreement for use on this project.

#### ***Miscellaneous Discussion***

Mitigation needs and options were discussed at several points during the meeting. Mr. Golden reminded the Project team to keep DNR in mind when evaluating and brain-storming ideas. He indicated the possible use of excess and/or scrap clean concrete that may result from the Project for use by other special interest groups. With the large amount of material potentially generated from construction, use of some of this material could be considered for fisheries mitigation efforts. Continued coordination with the DNR would determine if this option is feasible. All of this coordination and further discussion can aid in the development of mitigation opportunities that will be documented within the Draft EIS.

Mr. Golden noted the additional requirements relevant if dam construction is necessary. He indicated that DNR works closely with the Maryland Department of the Environment and the National Marine Fisheries Service. The DNR is also helpful when providing/updating the public regarding natural resources.

Concerns of drilling were also discussed, and the effects of groundwater changes are of interest to DNR. Mr. Golden also noted that Secondary and Cumulative Effects are always of interest to DNR. Construction staging areas, vehicle and track storage and maintenance areas are of interest. These topics will be evaluated and included in the Draft EIS.

As alternative alignments and locations of support facilities become more defined, the Project team will also reach out to the Critical Area Commission, which is a department of the Maryland DNR, but not in attendance at the meeting.

These notes are considered to be a true and accurate record of the discussions that occurred during the SCMAGLEV DNR Meeting. If any discrepancies or inconsistencies are identified, please contact me at (410) 891-9284 or by email at [joanna.hiebler@aecom.com](mailto:joanna.hiebler@aecom.com).



## **AGENDA**

### **SCMAGLEV DNR Meeting**

**Maryland Dept. of Natural Resources, Tawes State Office Building,  
580 Taylor Ave, Annapolis, MD**

**March 19, 2018**

**12:30 – 2:30**

- I. Introductions**
  
- II. Project Team Briefing**
  - A. SCMAGLEV Update**
  - B. Preliminary Alternatives Screening Report (PASR)**
  - C. Alternatives Retained for Detailed Study Report (ARDS)**
  
- III. MD DNR Briefing**
  - 1. RTE Species, Habitats and Fisheries**
  - 2. State Parks**
  - 3. Environmental Easements**
  - 4. Forest Conservation**
  
- IV. Next Steps**
  - A. Coordination Plan – Timeline**
  - B. Data Collection/Coordination**
  
- V. Adjourn**





## **SCMAGLEV Workshop at DNR**

Maryland Department of Natural Resources  
580 Taylor Avenue, Annapolis, MD 21401

**May 6, 2019**

**10-11:00**

### **Meeting Notes**

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Sign in sheet attached.

#### **The workshop meeting highlights include:**

The purpose the workshop was to share project updates, since publication of the Alternatives Report, and discuss the Section 4(f) and 6(f) Evaluation process. FRA's assessment of use at Patapsco Valley State Park (PVSP) was presented. A PowerPoint was presented (attachment) with follow-up questions and answers.

- The NEPA team noted that it would meet separately with Ingrid Brofman
- The NEPA team noted that guideway tunnels would be located approximately 100 feet below the surface, and surface impacts are associated only with TBM launch area and facility footprint.
- DNR asked who owned the property to the east with the trucks (visible in the aerial). The NEPA team noted this was private property.
- The NEPA Team commented on the boundary of PVSP shown in the powerpoint presentation and whether it accurately portrayed the park boundaries. It shows the transmission line corridor as park property, but not the forested areas on either side of the transmission line corridor, which seems odd. DNR (Shane Johnston) noted that it was possible that the boundaries are off, and that it would be good to coordinate with Ingrid Brofman/Land acquisition and Development on land ownership and parcel boundary questions.
- DNR asked if FRA was coordinating with BG&E on construction within the transmission line corridor. BWRR replied that they were.
- DNR noted that the MDOT Liaison could review Section 4(f) concurrence requests as part of the PIF Form/project review process being prepared for other resource reviews being completed for SCMAGLEV. Gwen Gibson is currently the acting MDOT Liaison, but a new liaison would be taking over in about a month.
- DNR asked if the 4(f) evaluation needed to consider whether permanent impacts were the result of right of way acquisition or permanent easements. The NEPA team noted that the type of permanent use was less of a consideration for the 4(f) evaluation but that it might make a difference for the 6(f) evaluation and the requirement for replacement property should a conversion take place.

- DNR asked if the emergency egress facility was within the Critical Area. The NEPA Team commented that although it is within the Critical Area, it is not within the Critical Area buffer.
- DNR asked if Patapsco was tidal. The NEPA Team responded that yes, it is tidal within the SCMAGLEV study area.

#### **Follow-up**

- MTA to schedule a meeting with Ingrid Brofman to discuss Section 4(f) Evaluation.
- Follow-up meeting in approximately one month.



## SCMAGLEV EIS Team Meeting with Anne Arundel County Meeting Notes

**DATE:** April 02, 2018 | 2:00 PM – 3:00 PM

**LOCATION:** Heritage Complex - 2664 Riva Road

---

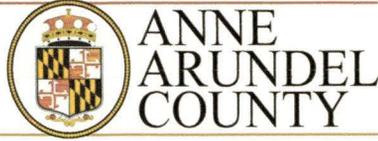
This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

- **Introductions**
- **Purpose of the Meeting and Project Status**
  - The project team described the purpose of the meeting and discussed the project status.
    - The project is in the early NEPA stage with recent approval from FRA and MDOT regarding the Preliminary Alternatives Screening Report (PASR). The project team is currently meeting with agencies to review the two BW Parkway alignment alternatives that have been retained for detailed study in the Alternatives Report.
  - AECOM gave a brief overview of project history and noted that the *Purpose and Need* document and the *PASR* document are both on the project website.
    - Next will be the Alternatives Report (anticipated late spring 2018) that defines the alternatives to be analyzed in the Draft Environmental Impact Statement (EIS), anticipated in 2019.
- **Alternatives Update / Preliminary Alternatives Retained for Detailed Study**
  - The project team provided an overview of the two preliminary alternatives retained for detailed study using the online interactive map tool and screenshot handouts of the proposed modifications.
  - The interactive map tool is based on the October 2017 alignments along the BW Parkway, the project team noted where updates to the alignments are under consideration for inclusion in the Alternatives Report.
- **Areas of Concern / Open Discussion**
  - AA Co. noted that there is a proposed roadway alignment NEPA study for widening and shifting MD 198. See AA Co. office of transportation website or SHA link for MD 198.
  - AA Co. noted that there is planned development north of MD 198 in addition to the two planned developments south of MD 198.
    - The project team noted it was reviewing options for the potential rolling stock depot (RSD) site north of MD 198.
  - AA Co. noted that it has received many concerns from Maryland City residents. There are seniors and low income and minority populations in AA Co. that are worried about the west side option (J-1). AA Co. offered to help facilitate dedicated meetings or coordinate communications between the project and the citizens if necessary.

- The project team noted there are modifications to the west side alignment that would minimize residential impacts. For instance, the transition portal has been shifted out of Maryland City community into the forested area to the south.
  - The County noted that the forested area was part of the Federal Lands to parks program and AA Co. regularly reports back to federal representatives on the status of the parks transferred as a part of the program.
- AA Co. is also concerned about the ball fields south of Suburban Airport along Brock Bridge Road. The County noted that Brock Bridge Road is a very necessary road for the county and would be interested in how the viaduct/piers would potentially impact the road. There was also funding for two floodgates along the road, this is a high water area. Patuxent Environmental Science Center even does research in this location.
- AA Co. noted that Suburban Airport is a private airport listed as a civilian air defense airport and suggested the project team coordinate with the airport regarding the viaduct and potential height restrictions.
  - The project team noted the airport property may be for sale and asked if there was a development plan on file. The representatives did not know of any development plans, but suggested the team follow up with the county office on economic development.
- AA Co. noted that the project team needs to coordinate with Fort Meade as it took the State approximately 5 to 7 years to get highway improvements completed. In addition, Fort Meade is also working on their own renovation plans. This may include approximately 40 acres for 20,000 new employees and housing
  - The project team noted on-going coordination with Fort Meade and NSA.
- AA Co. noted that the noise during construction and operation is a concern. There is a 65 dB restriction in some areas.
  - The project team noted noise will be addressed in the DEIS.
- AA Co. noted that the interactive map on the project website is a good tool and it should be updated to account for the potential modifications mentioned, and potentially expand the layers to include noise and other factors that are frequent questions and concerns.
  - The project team noted the alignments on the interactive map would be updated when the Alternatives Report is released, which will serve as the definition of alternatives.
- AA Co. noted that people are very skeptical right now, so educating the public on the facts of the project will be necessary. However, when BWRR goes out to communities they should also give AA Co. a heads up so they know meetings are occurring. The County is fielding many calls regarding confusion over meetings.
  - The project team noted that BWRR, as the project sponsor, does conduct meetings, but they are not official NEPA meetings. The next NEPA meetings will be for the DEIS, which would be anticipated to be held in 2019.
- AA Co. noted that they are getting comments that DC and Baltimore and other communities are spared by the alignment being underground or eliminated, but why not AA Co. residents.
  - The project team noted that a shift of the northern tunnel portal is under consideration to move it south of Maryland City residents. The west side alignment is undergoing tweaks to avoid or minimize residential displacements, which will be studied in the Alternatives Report.
- **Next Steps/ Adjourn**
  - The project team to follow up with MD 198 improvements.
  - The project team to follow up with the county office on economic development.

## Meeting Attendees

Name	Agency	E-mail
Kelly Lyles	MTA	KLyles1@mta.maryland.gov
Mark Cheskey	AECOM	mark.cheskey@aecom.com
Kendall Drummond	AECOM	Kendall.Drummond@aecom.com
Steve Cassard	MEDCO	s_cassard@medco-corp.com
Jacqueline Thorne	MDOT	jthorne@mdot.state.md.us
Ramond Robinson	AA Co. Transportation	trrobi45@aacounty.org
Mark Berger	Louis Berger	mberger@louisberger.com
Martha Arzu-McIntosh	AA Co.	TRARZU68@aacounty.org
Cindy Carrier	AA Co. OPZ	Pzcarr20@aacounty.org
Dawn Thomas	AA Co. DRP	Rpthom00@aacounty.org
Michelle Corkudel	AA Co. CE	Excork22@aacounty.org
Lynn Miller	AA Co. OPZ	Pzmill03@aacounty.org
Matthew Mielke	Booz Allen/FRA	Mielke_Matthew@bah.com



STEUART PITTMAN, COUNTY EXECUTIVE  
RICK ANTHONY, DIRECTOR  
1 HARRY S. TRUMAN PARKWAY  
ANNAPOLIS, MD 21401  
410-222-7867



February 14, 2019

Brandon Bratcher  
FRA Environmental Protection Specialist  
US Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: SCMAGLEV Project, Section 4(f) Coordination, Maryland City Park & Brock Bridge Road Trail

Dear Mr. Bratcher,

Anne Arundel County came to manage the Maryland City Park and associated trail along Brock Bridge Road through the Federal Lands to Parks program which is administered through the National Park Service. The representative we work with in that program is John Barrett, Program Manager. Following is contact information for Mr. Barrett who has been copied on your request for information: Federal Lands to Parks, National Park Service, Southeast Region, 100 Alabama Street, SW, Atlanta, GA 30303, john\_barrett@nps.gov, 404-507-5689.

Now to the information requested and for the sake of simplicity your points are copied below with our responses directly under.

- ❖ Provide information regarding the activities, features, and attributes of the identified park or recreational properties.
  - Maryland City Park enjoys three baseball fields, a multipurpose field and an overlay field, picnic and playground areas, a dog park, parking, restroom and concession / storage buildings along with the trail connecting the land bays.
- ❖ Determine if Anne Arundel County Department of Recreation and Parks considers this property/these properties (a) significant resource(s)1.
  - Anne Arundel County Department of Recreation and Parks (DRP) certainly counts this park as a significant resource under our management. This park serves communities that are separated from other resources by the large areas of Fort George G. Meade and Patuxent Research Refuge. This translates to other similar facilities being farther afield than those in other communities in our county.
- ❖ Provide information for any of the identified properties that have been funded by the Maryland Outdoor Recreation Land Loan Act (Program Open Space).
  - Attached is a listing of other park properties in the project study area and associated covenants like POS (Program Open Space)
- ❖ Provide the location of any planned park and/or recreational lands under the agency's jurisdiction within or near the study area.
  - West County Park is a recent acquisition by DRP. This property is 15 acres and is located at 1057 Loving Road, Severn, Maryland 21144.

We are attaching a copy of the deed for Maryland City Park for your convenience. Please let us know at the earliest opportunity if any additional County parkland is potentially affected by the MAGLEV project. If questions arise, feel free to contact my office at 410-222-7867.

Sincerely,

Rick Anthony  
Director

RA:dt  
Enclosure: Deeds  
cc: File



Park Site	Covenants	Address	Acres	Total Baseball Fields	Total Multipurpose Fields	Outdoor Basketball Courts	Outdoor Tennis Courts	Outdoor Pickleball Courts	Handball Courts	Rebound Courts	Volleyball Courts	Skate Courts	Boat Ramps	Boat Launches	Dog Acres	Picnic Areas	Pavilions	Indoor Pools	Playgrounds	Hike Bike Trail Miles	Other Trail Miles	Total Trail Miles
Andover Equestrian Center	N/A	433 ANDOVER RD, LINTHICUM HEIGHTS MD, 21090	17.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.08	0.64	0.72
Andover Park	N/A	805 Main Avenue, LINTHICUM HEIGHTS MD, 21090	23.62	6	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.61	0.00	0.61
Arundel Hills Park	POS	895 Furnace Branch Road W, FERNDALE MD, 21061	12.38	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	0.00	0.25
Bachman Sports Complex	POS	570 EAST ORDNANCE RD, GLEN BURNIE MD, 21060	86.45	7	1	0	0	0	0	0	2	0	0	0	0	1	1	0	1	0.00	0.00	0.00
Bacontown Park	POS	3601 WHISKEY BOTTOM RD, LAUREL MD, 20724	6.50	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	1	0.11	0.40	0.51
BWI Trail	N/A	1911 Dorsey Road, GLEN BURNIE MD, 21061	16.00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13.87	0.00	13.87
Cannon Stadium	POS, LWCF	7551 TEAGUE RD, HANOVER MD, 21076	22.34	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0.16	0.00	0.16
Cedar Morris Hill Park	POS	351 ARUNDEL CORPORATION RD, GLEN BURNIE MD, 21060	7.12	1	0	1	2	0	0	1	1	0	0	0	0	0	1	0	1	0.52	0.00	0.52
Dairy Farm	POS	100 DAIRY LN, GAMBRILLS MD, 21054	856.63	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.40	7.78	8.19
Jessup Dorsey Park	POS	7486 RACE RD, HANOVER MD, 21076	21.43	1	0	2	2	0	0	0	0	0	0	0	0	1	1	0	1	0.01	0.00	0.01
Jessup Park	N/A	1822 Montevideo Road, JESSUP MD, 20794	6.34	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.07	0.21	0.28
Linthicum Park	N/A	306 BENTON AVE, LINTHICUM HEIGHTS MD, 21090	10.37	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	1	0.51	0.00	0.51
Maryland City Park	POS, HUD	565 BROCK BRIDGE RD, LAUREL MD, 20724	188.34	3	2	0	0	0	0	0	0	0	0	0	1	3	0	0	1	1.20	0.00	1.20
Matthewstown Harmans Park	POS	7605 Ridge Chapel Road, HANOVER MD, 21076	14.98	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	0.33	0.00	0.33
Meade Village Park	POS	1760 Meade Village Circle, SEVERN MD, 21144	15.66	1	1	4	0	0	0	2	0	0	0	0	0	3	0	0	0	0.27	0.06	0.33
Odenton Natural Area	POS	517 Higgins Drive, ODENTON MD, 21113	122.07	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.03	3.92	3.95
Odenton Park	POS	2899 Strawberry Lake Way, ODENTON MD, 21113	47.68	8	3	2	0	0	0	0	0	0	0	0	0	2	0	0	1	1.86	0.00	1.86
Overlook Park	POS	98 GOVERNORS GATE LN, LINTHICUM HEIGHTS MD, 21090	19.88	1	1	1	2	0	0	2	0	0	0	0	0	0	0	0	1	0.00	0.00	0.00
Patuxent River Greenway - Archers	POS, LWCF	1160 Crain Highway, ODENTON MD, 21113	52.37	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0.00	0.28	0.28
Patuxent River Greenway - Little Patuxent North	POS	1070 Bragers Road, ODENTON MD, 21113	207.21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.27	0.27
Patuxent River Greenway - Little Patuxent South	POS	1710 CRAIN HWY, CROFTON MD, 21114	118.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.69	0.69
Patuxent River Greenway - Oxbow	POS	8020 OXBOW PL, LAUREL MD, 20724	308.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	2.25	2.25
Patuxent River Greenway - Patuxent Ponds Park	POS	1100 Patuxent Road, ODENTON MD, 21113	106.68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.27	0.00	0.27
Patuxent River Greenway - Wildlife Refuge	N/A	905 Patuxent Road, ODENTON MD, 21113	21.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
Provinces Park	POS	1742 Disney Road, SEVERN MD, 21144	45.61	3	3	1	3	0	0	0	0	0	0	0	0	0	1	0	2	1.42	0.00	1.42
Pumphrey Park	N/A	5757 BELLE GROVE RD, BROOKLYN MD, 21225	8.97	1	0	2	1	0	0	0	0	0	0	0	0	6	1	0	1	0.06	0.00	0.06
Queenstown Park	POS	600 QUEENSTOWN RD, SEVERN MD, 21144	26.56	2	1	2	0	0	0	0	0	1	0	0	0	2	0	0	0	0.51	0.02	0.53
Randazzo Park	POS, LWCF	580 Upton Road, SEVERN MD, 21144	19.64	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.20	0.00	0.20
Severn Danza Park	POS	726 DONALDSON AVE, SEVERN MD, 21144	61.08	10	3	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1.03	0.01	1.04
Towers Branch Park	N/A	1405 JACKSON RD, ODENTON MD, 21113	9.10	0	0	1	0	0	0	0	0	0	0	0	1.08	0	0	0	0	0.06	0.00	0.06
WB and A Trail	N/A	8403 Piney Orchard Parkway, ODENTON MD, 21113	12.57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.56	0.00	5.56
West County Park	POS	1057 LOVING RD, 21144, SEVERN MD, 21144	15.28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00

POS = Program Open Space  
LWCF - Land and Water Conservation Fund

HUD = Housing and Urban Development approval required



FURNISHED

QUITCLAIM DEED

THIS QUITCLAIM DEED made this the 24th day of May, 1993, by and between the UNITED STATES OF AMERICA, acting by and through the Administrator of General Services, Washington, D.C., under and pursuant to the powers and authority contained in Section 531 of the Treasury, Postal Service, and General Government Appropriations Act, 1993, Pub. L. 102-393, enacted October 6, 1992, 106 Stat. 1762-1763, Grantor, and ANNE ARUNDEL COUNTY, MARYLAND, Grantee,

WITNESSETH

THAT IN CONSIDERATION of the use and maintenance of the property herein conveyed exclusively for public park or public recreation purposes in perpetuity by the Grantee, said Grantor has remised, released and forever quitclaimed, and does hereby remise, release and forever quitclaim unto the Grantee, its successors and assigns, all right, title, and interest whatsoever of the Grantor in and to the following described property located in the County of Anne Arundel, Maryland, which contains 35 acres, more or less, according to a description prepared by McCrone, Inc., in May 1985 without benefit of a field survey; is all that lot of ground which, by quitclaim deed dated July 3, 1985, and recorded among the land records of Anne Arundel County, Maryland, at Liber 3947, folio 191, was granted and conveyed by the Board of Education of Anne Arundel County, Annapolis, Maryland, to the United States of America; and is more particularly described as follows:

RECEIVED FOR TRANSFER  
 State Department of  
 Assessments & Taxation  
 for Anne Arundel County  
 KENNETH H. ISCHANTRE

6/10/93 Amt  
 COUNTY CLERK  
 TAX DIVISION

By PKB AKH Date 6/10/93

6/14/93 - Copy mailed to: Earl E. Jones  
 Commissioner  
 Federal Property Resources Service  
 General Services Administration  
 18th + F Streets, NW  
 Washington, D C 20405

BEGINNING for the same at a point located on the south side of Boundary Road, said beginning point being the same as that in a Quitclaim Deed from the United States of America to the Board of Education of Anne Arundel County, Annapolis, Maryland, dated March 19, 1969, and recorded among the Land Records of Anne Arundel County in Liber 2252 Page 200, and running from said beginning point so fixed and with the west and south lines of a 50-foot right-of-way South 39° 41' 01" West 383.42' to a point and South 50° 18' 59" East 50.0' to a point located in the right-of-way line of the Baltimore-Washington Parkway, thence with said right-of-way lines of said Parkway South 39° 41' 01" West 270.0' to a point and South 43° 29' 51" West 350.18' to a point, thence leaving said Parkway and running with part of the south outline of the whole tract South 89° 46' 32" West 1610.22' to a point, thence leaving said outline and running for a new line of division through the whole tract North 00° 13' 28" West 786.38' to a point located in the south right-of-way line of Boundary Road, thence with the same North 89° 46' 32" East 2233.11' to the place of beginning.

TOGETHER WITH the appurtenances and improvements thereon, and all the estate and right of the Grantor in and to said premises.

SUBJECT TO any and all existing easements, restrictions, rights-of-way, reservations, servitudes and rights, recorded or unrecorded, for public roads, highways, railroads, electrical lines, pipelines, drainage and public utilities.

TO HAVE AND TO HOLD the foregoing described property unto the Grantee, its successors and assigns, forever.

It is understood and agreed by and between the Grantor and Grantee, and Grantee by acceptance of this deed does acknowledge that it fully understands the terms and conditions set forth herein and does further covenant and agree for itself, and its successors and assigns, forever, as follows:

1. The property shall be used and maintained for public park or the public recreation purposes for which it was conveyed in perpetuity and that in the event the property ceases to be used or maintained for such purpose, all or any portion of the property shall in its then existing condition, at the option of the Grantor, revert to the Grantor.

2. The property shall not be sold, leased, assigned, or otherwise disposed of except to another eligible governmental agency that the Administrator of General Services agrees in writing can assure the continued use and maintenance of the property for public park or public recreational purposes subject to the same terms and conditions in the original instrument of conveyance. However, nothing in this provision shall preclude the Grantee from providing related recreational facilities and services, through concession agreements entered into with third parties, provided prior concurrence to such agreements is obtained in writing from the Administrator of General Services.

3. If, at any time, the United States of America shall determine that the premises herein conveyed, or any part thereof, are needed for the national defense, all right, title and interest in and to said premises or part thereof determined to be necessary to such national defense, shall revert to and become the property of the United States of America.

~~4.~~ As part of the consideration for this deed, the Grantee covenants and agrees for itself, its successors and assigns, and every successor in interest to the property hereby

conveyed, or any part thereof, that the said Grantee and such successors, and assigns shall not discriminate upon the basis of race, color, religion, national origin, or sex in the use, occupancy, sale, or lease of the property, or in their employment practices conducted thereon. This covenant shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit; nor shall it apply with respect to religion to premises used primarily for religious purposes. The United States of America shall be deemed a beneficiary of this covenant without regard to whether it remains the owner of any land or interest therein the locality of the property hereby conveyed and shall have sole right to enforce this covenant in any court of competent jurisdiction.

5. In the event there is a breach of any of the conditions and covenants herein contained by the Grantee, its successors and assigns, whether caused by the legal or other inability of the Grantee, its successors and assigns, to perform said conditions and covenants, or otherwise, all right, title and interest in and to the said premises shall revert to and become the property of the Grantor at its option which, in addition to all other remedies for such breach, shall have the right of entry upon said premises, and the Grantee, its successors and assigns, shall forfeit all right, title and interest in said premises and in any and all of the tenements, hereditaments and appurtenances thereunto belonging; provided, however, that the failure of the Administrator of General Services to require in any one or more instances complete performance of any of the conditions or

covenants shall not be construed as a waiver or relinquishment of such future performance, but the obligation of the Grantee, its successors and assigns, with respect to such future performance shall continue in full force and effect.

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed in its name and on its behalf this 24<sup>th</sup> day of May, 1993.

UNITED STATES OF AMERICA  
Acting by and through the  
Administrator of General Services

BY: Earl E. Jones  
EARL E. JONES  
Commissioner  
Federal Property Resources Service  
General Services Administration

WITNESSES:

[Signature]  
(Name)

[Signature]  
(Name)



ACCEPTANCE

The foregoing conveyance is hereby accepted and the undersigned agrees, by this acceptance, to assume and be bound by all the obligations, conditions, covenants and agreements therein contained.

ANNE ARUNDEL COUNTY

By: [Signature]

Title: Company Executive  
Anne Arundel Co.

STATE OF Maryland )  
COUNTY OF Anne Arundel ) ss:

On this the 24<sup>th</sup> day of May in the year, 1973 before me, personally came ROBERT R. ARTHUR, to me known, and known to me to be the individual described in and who executed the foregoing instrument, and he thereupon acknowledged to me that he executed the same.

William B. Reilly  
Notary Public, Maryland  
Exp. April 1, 1974



QUITCLAIM DEED

The UNITED STATES OF AMERICA, hereinafter referred to as Grantor, acting by and through the <sup>DEPUTY</sup> Regional Director, Northeast Region, Heritage Conservation and Recreation Service, with offices at the Federal Building, Room 9310, 600 Arch Street, Philadelphia, Pennsylvania, pursuant to authority delegated by the Secretary of the Interior, and as authorized by the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, and particularly as amended by Public Law 91-485 (84 Stat. 1084), and regulations and orders promulgated thereunder, for and in consideration of the use and maintenance of the property herein conveyed exclusively for public park or public recreation purposes in perpetuity by Anne Arundel County, Maryland, hereinafter referred to as Grantee, does hereby remise, release and quitclaim to Grantee, its successors and assigns, subject to the reservations, exceptions, restrictions, conditions, and covenants hereinafter set forth, all right, title, and interest of the Grantor in and to the following described property:

Two certain parcels of land situated in the State of Maryland, Anne Arundel County, Fort George G. Meade, owned by the United States of America hereinafter referred to by tract numbers being portions of tracts # 112, #115, #116, #117 and #126 and all of tracts #113, #114, #118, #119, #120 and #121, and more particularly bounded and described as follows:

PARCEL NO. ONE

Beginning at a corner common to tract #117 and lands now or formerly owned by the Board of Education of Anne Arundel County, said corner being on the eastern right-of-way line of Brockbridge Road; thence leaving said road and with the line between lands of said county and tract #117,

North 89° 47' East, passing a corner common to tracts #117 and #116 at 648.49 feet, passing a corner common to tracts #116 and #126 at 953.25 feet, passing a corner common to tracts #126 and #115 at 1,130.97 feet, passing a corner common to tracts #115 and #112 at 1,997.56 feet, in all 2,726.69 feet to a corner common to lands of said county and tract #112, being in the northwestern right-of-way line of Baltimore-Washington Parkway; thence, leaving lands of said county and with the line between lands of said tract #112 and said Parkway, the following courses and distances:

South 43° 30' West 948.51 feet  
 South 46° 09' West 1,478.15 feet  
 South 44° 44' West 1,238.86 feet,  
 South 40° 18' West 1,103.97 feet to a corner of said tract #112 on the eastern right-of-way line of said Brockbridge Road; thence, leaving said Parkway and with said Brockbridge Road, continuing with said tract #112,

Northerly, passing a corner common to tracts #112 and #121 at 1,783.53 feet, passing a corner common to tracts #121 and #119 at 2,651.59 feet, passing a corner common to tracts #119 and #118 at 2,984.05 feet, passing a corner common to tract #118 and #117 at 3,234.52 feet, in all 3,503.02 feet to the place of beginning, containing 96.44 acres, more or less.



RECEIVED FOR RECORD  
 CIRCUIT COURT BALTIMORE COUNTY

1979 DEC 14 AM 11:36

W. GARRETT LARRIMORE  
 CLERK

Beginning at a corner common to tract #112 and lands now or formerly owned by Resin Whitehead, said corner being on the northwestern right-of-way line of Baltimore-Washington Parkway; thence, leaving said Parkway and with the line between lands of said Whitehead and tract #112,

North  $01^{\circ}24'$  West 885.25 feet to another corner common to tract #112 and lands of said Whitehead, being on the southerly right-of-way line of Brockbridge Road; thence, leaving lands of said Whitehead and with said Brockbridge Road, continuing with tract #112,

Northeasterly 1,054.68 feet to a corner of said tract #112 on the northwestern right-of-way line of said Parkway; thence, leaving said Brockbridge Road and with the line between tract #112 and said Parkway,

South  $33^{\circ} 23'$  West 1,643.05 feet to the place of beginning, containing 8.69 acres, more or less.

The above described partials in the aggregate contain 105.13 acres, more or less.

The bearings used herein are referenced to the Fort George G. Meade Military Reservation Grid System.

It is the intent of the foregoing descriptions to include all that land belonging to Fort George G. Meade located to the northwest of the Baltimore-Washington Parkway, excepting 0.50 of an acre which provides access to an underpass beneath said Parkway.

The property herein conveyed contains 105.13 acres of land, more or less, and was formerly known as Fort George G. Meade Military Reservation, Anne Arundel County, Maryland, under the administrative jurisdiction of the Department of the Army, an agency of the United States Government.

TOGETHER WITH the appurtenances and improvements thereon, and all the estate and rights of the Grantor in and to said premises.

SUBJECT TO any and all outstanding reservations, easements and rights-of-way, recorded and, unrecorded for public roads, railroads, pipelines, drainage ditches, sewer mains and lines, and public utilities affecting the property herein conveyed.

TO HAVE AND TO HOLD the above premises, subject to the easements, reservations, exceptions, restrictions, conditions, and covenants herein enumerated and set forth, unto the Grantee, its successors and assigns, forever.

There are excepted from this conveyance and reserved to the Grantor all oil, gas, and other minerals in, under, and upon the lands herein conveyed, together with the right to enter upon the land for the purpose of mining and removing the same.

Pursuant to authority contained in the Federal Property and Administrative Services Act of 1949, as amended, and applicable rules, regulations and orders promulgated thereunder, the General Services Administration determined the property to be surplus to the needs of the United States of America and assigned the property to the Department of the Interior for conveyance to Grantee.

It is understood and agreed by and between the Grantor and Grantee, and Grantee by acceptance of this deed does acknowledge that it fully understands the terms and conditions set forth herein and does further covenant and agree for itself, and its successors and assigns, forever, as follows:

1. The property shall be used and maintained exclusively for the public purposes which it was conveyed in perpetuity as set forth in the program of utilization and plan contained in Grantee's application dated July 3, 1975 with supplements and revisions dated December 8, 1976, and April 6, 1977, which program and plan may be further amended from time to time at the request of either the Grantor or Grantee, with the written concurrence of the other party, and such amendments shall be added to and become a part of the original application.
2. The Grantee shall, within six months of the date of this deed, erect and maintain a permanent sign or marker near the point of principal access to the conveyed area indicating that the property is a park or recreational area and has been acquired from the Federal Government for use by the general public.
3. The property shall not be sold, leased, assigned, or otherwise disposed of except to another eligible governmental agency that the Secretary of the Interior agrees in writing can assure the continued use and maintenance of the property for public park or public recreational purposes subject to the same terms and conditions in the original instrument of conveyance. However, nothing in this provision shall preclude the Grantee from providing related recreational facilities and services compatible with the approved application, through concession agreements entered into with third parties, provided prior concurrence to such agreements is obtained in writing from the Secretary of the Interior.
4. From the date of this conveyance, the Grantee, its successors and assigns, shall submit biennial reports to the Secretary of the Interior setting forth the use made of the property during the preceding two-year period, and other pertinent data establishing its continuous use for the purposes set forth above, for ten consecutive reports and as further determined by the Secretary of the Interior.

5. If, at any time, a determination is made by an applicable Federal agency of the necessity of widening that portion of the Baltimore-Washington Parkway adjacent to the subject property and there is an appropriation of Federal funds for such purpose, that portion of the subject property lying within the said proposed right-of-way shall revert to the ownership of the Grantor.

6. If at any time, the United States of America shall determine that the premises herein conveyed, or any part thereof, are needed for the national defense, all right, title and interest in and to said premises or part thereof determined to be necessary to such national defense, shall revert to and become the property of the United States of America.

7. The Grantee further covenants and agrees for itself, its successors and assigns, to comply with the requirements of Public Law 90-480 (82 Stat. 718), the Architectural Barriers Act of 1968, as amended by Public Law 91-205 of 1970 (84 Stat. 49) and regulations and orders promulgated thereunder, to assure that development of facilities on the property is accessible to the physically handicapped; and, further assure in accordance with Public Law 93-112, the Rehabilitation Act of 1973 (87 Stat. 394) that no otherwise qualified handicapped individual shall, solely by reason of his or her handicap, be excluded from the participation in, be denied benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.

8. As part of the consideration for this deed, the Grantee covenants and agrees for itself, its successors and assigns, that:

(1) the program for or in connection with which this deed is made will be conducted in compliance with, and the Grantee, its successors and assigns, will comply with all requirements imposed by or pursuant to the regulations of the Department of the Interior as in effect on the date of this deed (43 C.F.R. Part 17) issued under the provisions of Title VI of the Civil Rights Act of 1964; (2) this covenant shall be subject in all respects to the provisions of said regulations; (3) the Grantee, its successors and assigns, will promptly take and continue to take such action as may be necessary to effectuate this covenant; (4) the United States shall have the right to seek judicial enforcement of this covenant; and (5) the Grantee, its successors and assigns, will: (a) obtain from each other person (any legal entity) who, through contractual or other arrangements with the Grantee,

its successors or assigns, is authorized to provide services or benefits under said program, a written agreement pursuant to which such other persons shall, with respect to the services or benefits which he is authorized to provide, undertake for himself the same obligations as those imposed upon the Grantee, its successors and assigns, by this covenant, and (b) furnish a copy of such agreement to the Secretary of the Interior or his successor; and that this covenant shall run with the land hereby conveyed, and shall, in any event, without regard to technical classification or designation, legal or otherwise, be binding to the fullest extent permitted by law and equity for the benefit of and in favor of the Grantor and enforceable by the Grantor against the Grantee, its successors and assigns.

9. In the event there is a breach of any of the conditions and covenants herein contained by the Grantee, its successors and assigns, whether caused by the legal or other inability of the Grantee, its successors and assigns, to perform said conditions and covenants, or otherwise, all right, title and interest in and to the said premises shall revert to and become the property of the Grantor at its option which, in addition to all other remedies for such breach, shall have the right of entry upon said premises, and the Grantee, its successors and assigns, shall forfeit all right, title and interest in said premises and in any and all of the tenements, hereditaments and appurtenances thereunto belonging; provided, however, that the failure of the Secretary of the Interior to require in any one or more instances complete performance of any of the conditions or covenants shall not be construed as a waiver or relinquishment of such future performance, but the obligation of the Grantee, its successors and assigns, with respect to such future performance shall continue in full force and effect:

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed in its name and on its behalf this the 5th day of December, 1979.

UNITED STATES OF AMERICA

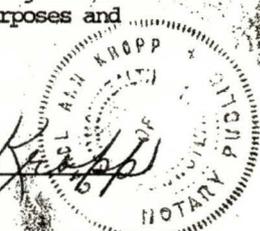
DEPUTY

By Anthony M. Calvino  
Regional Director, Northeast Region  
Heritage Conservation and Recreation Service  
The Federal Building, Room 9310  
600 Arch Street  
Philadelphia, Pennsylvania 19106

State of Pennsylvania )  
County of Philadelphia ) SS

On this 5<sup>th</sup> day of December, 1979, before me, the subscriber, personally appeared Anthony M. Corbisiero, to me known and known to me to be ~~DEPUTY~~ Regional Director, Northeast Region, Heritage Conservation and Recreation Service, of the United States Department of the Interior, a governmental agency of the United States of America, with offices at the Federal Building, Room 9310, 600 Arch Street, Philadelphia, Pennsylvania, and known to me to be the same person described in and who executed the foregoing instrument as such ~~DEPUTY~~ Regional Director aforesaid, as the act and deed of the United States of America, for and on behalf of the Secretary of the Interior, duly designated, empowered and authorized so to do by said Secretary, and he acknowledged that he executed the foregoing instrument for and on behalf of the United States of America, for the purposes and uses therein described.

Carol Ann Kropp  
NOTARY PUBLIC



My Commission expires:

CAROL ANN KROPP  
Notary Public, Phila., Phila. Co.  
My Commission Expires Oct. 13, 1983

The foregoing conveyance is hereby accepted and the undersigned agrees, by this acceptance, to assume and be bound by all the obligations, conditions, covenants and agreements therein contained.

ANNE ARUNDEL COUNTY, MARYLAND

By Robert A. Pascal Acting Co. Ex  
for Robert A. Pascal 11/13/79  
Title County Executive

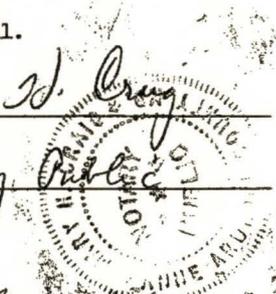
State of MARYLAND )  
County of ANNE ARUNDEL ) SS

On this the 13<sup>th</sup> day of November, 1979, before me, a notary Public, the undersigned officer, personally appeared Robert R. Steott, Acting Co. Ex of Anne Arundel County, Maryland, known to me to be the person described in the foregoing instrument and acknowledged that he executed the same in the capacity therein stated and for the purposes therein contained.

In witness whereof I hereunto set my hand and official seal.

APPROVED FOR FORM AND  
LEGAL SUFFICIENCY.  
COUNTY SOLICITOR  
ANNE ARUNDEL COUNTY, MARYLAND  
BY John W. Gray 11/13/79  
OFFICE OF LAW DATE

Mary W. Craig  
Notary Public  
Title



Mailed to: Dept Public Works

2

APP. NO. 14896

BOOK 2468 PAGE 869  
10th

**This Deed,** Made this \_\_\_\_\_ day of FEBRUARY

in the year one thousand nine hundred and seventy-two , by and between  
THE DIXON HOLDING COMPANY, a body corporate of the State of Maryland, Party

, of the first part, and

ANNE ARUNDEL COUNTY, MARYLAND, a body corporate and politic of the  
State of Maryland, Party  
of the second part.

Witnesseth, that in consideration of the sum of Five Dollars and other good and  
valuable considerations, the receipt whereof is hereby acknowledged,  
the said Party of the first part

does hereby grant and convey unto the said Party of the second part, its successors

~~heirs~~ and assigns,

in fee simple, all that \_\_\_\_\_ lot(s) of ground, situate, lying and being in

Anne Arundel County \_\_\_\_\_, State of Maryland, and described as follows, that is to say:—

~~Beginning for the~~

BEING all that parcel of ground as more particularly described in a  
Deed dated October 16, 1970 and recorded November 2, 1970 among the Land  
Records of Anne Arundel County in Liber MSH 2371, folio 579 from S. Reed  
Caulkins and Caroline C. Caulkins, his wife, unto the Grantees herein.

BEING the same lot of ground described in a Deed of even date herewith  
and intended to be recorded immediately prior hereto among the Land Records  
of Anne Arundel County from ANNE ARUNDEL COUNTY, MARYLAND unto the Grantor  
herein.

RECEIVED FOR RECORD  
ANNE ARUNDEL COUNTY

1972 FEB 17 PM 2:22

ROBERT S. HOLT, CLERK



Together with the buildings and improvements thereupon erected, made or being and all and every the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging, or anywise appertaining.

To Have and To Hold the said lot of ground and premises, above described and mentioned, and hereby intended to be conveyed; together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said party of the second part, its successors and assigns,

SUBJECT to the covenant that the sale, lease, mortgaging, or creation of other indebtedness or other transfers of the herein described property or any interest therein is subject to the prior approval of the Secretary of Housing and Urban Development.

And the said party of the first part hereby covenant that it has not done or suffered to be done any act, matter or thing whatsoever, to encumber the property hereby conveyed; that it will warrant specially the property granted and that it will execute such further assurances of the same as may be requisite.

Witness the corporate seal of said grantor and the signature of its President.

TEST:

THE DIXON HOLDING COMPANY [SEAL]

By: William E. Dixon, President



State of Maryland, COUNTY OF ANNE ARUNDEL, to wit: I HEREBY CERTIFY, That on this 10th day of FEBRUARY, 1972,

before me, the subscriber, a Notary Public of the State of Maryland, in and for [Name], personally appeared WILLIAM E. DIXON, who acknowledged himself to be the President of THE DIXON HOLDING COMPANY, a corporation, and that he as such President, being authorized so to do, executed known to me (or satisfactorily proven) to be the person (or whose name is) subscribed to the within instrument and acknowledged that he executed the same for the purposes therein contained, and in my presence signed and sealed the same name of the corporation by himself as such President.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Signature: Tina J. Frey



My Commission expires:

July 1, 1974

Mailed to Office of Law: Arundel Center





## **SCMAGLEV Workshop**

Baltimore County Department of Recreation and Parks

**May 15, 2019**

**10:00-11:00**

### **Meeting Notes**

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Sign in sheet attached.

The purpose the workshop was to share project updates and discuss the Section 4(f) and 6(f) Evaluation process. FRA's preliminary use assessment of the proposed SCMAGLEV on Baltimore County Department of Recreation and Parks (BC DRP) properties was presented. A PowerPoint was presented (attachment) with follow-up questions and answers.

#### **The workshop meeting highlights include:**

- Mark Cheskey gave a background of the project
  - DEIS @ FRA now and will be submitted to the cooperating agencies mid-summer
  - General discussion of alternatives
- Sarah Michailof gave an overview of the Section 4(f) process
  - There are no alternatives that will totally avoid all 4(f) properties even if the alignments and stations are fully underground
  - The SCMAGLEV Team is currently coordinating with jurisdictional agencies and planning to minimize harm
  - The SCMAGLEV Team will require BC DRP concurrence on a de minimis use determination for a potential use at Southwest Area Park.
- Current SCMAGLEV alternatives would permanently impact Southwest Area Park property in two locations.
- According to BC DRP, the northernmost impacted portion of the Southwest Area Park is currently considered a problem site, as the County property was encroached by a private neighboring citizen for years. The citizen has been sited multiple times. In the past, a zoning change request was submitted, likely a special exception for a fence between the two properties, but it is unknown what came of it.

- The southernmost impacted portion of the Southwest Area Park is predominately used by the police and emergency vehicles. There is no public access in this area. There are vagrancy and homelessness issues in this area.
- Sarah Michailof showed the renderings in the vicinity of Southwest Park. She stated the Section 4(f) initial use assessment assumption is that there are no recreational uses in the vicinity of the SCMAGLEV project and that the SCMAGLEV Team assumes a de minimis use.
- The SCMAGLEV Team would need concurrence from BC DRP of a de minimis use.
- Sarah Michailof explained the Section 6(f) process, which, if applicable would require a suitable amount of replacement property. It is unclear to the SCMAGLEV Team if Program Open Space funding was used in these areas of Southwest Park.
- BC DRP agreed to pull the park funding documentation to see if Program Open Space funds were used for the acquisition or construction of the potential impact areas, or if there is any grant language that would be applicable in these areas. Preliminarily, BCRP does not think that these areas were acquire or constructed with Program Open Space funds.





## SCMAGLEV Coordination Meeting with Prince George's County & MNCPPC Meeting Notes

**DATE:** July 24, 2018 | 10:00 AM – 11:30 AM

**LOCATION:** PRA Building – 1<sup>st</sup> Floor Auditorium, 6600 Kenilworth Ave, Riverdale MD 20737

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

### Introductions

#### Purpose of the Meeting

- The purpose of the meeting was to update attendees on the status of the NEPA process and present project information prior to the release of the Alternatives Report.

#### Project Status and SCMaglev Update

- AECOM provided an overview of the proposed project, who is involved, project study area, remaining alternatives, NEPA process and status, MNCPPC responsibilities of the project and park impacts via a PowerPoint (*attached*).
- Louis Berger (BWRR engineering team) presented the proposed ventilation shaft location(s) germane to the attendees and described the tunnel boring process and potential impacts to MNCPPC parcels (*in PPT attached*). Louis Berger noted that options include the site being a place for the tunnel boring machine to be collected OR the tunnel boring machine may be launched at this site. If launched at this site, it would serve as a location for spoil transport from the tunnel. Therefore, less impact to the site would be to collect the machine at the site.
- Louis Berger also explained the tunnel will be approximately 120 feet deep at this location. The site will have an aesthetically pleasing fence around it and the structure may be one to five stories high. Proposed daily inspections at the site (1 to 2 cars on the site) and once built, the site will be quiet beyond the normal ventilation functions it will perform.

#### MNCPPC Comments/Concerns/Questions

- Staff asked about the previous Maglev study. The NEPA Team noted that the previous study was a pilot project using German technology. This project utilizes the Japanese technology and is a revenue producing project.
- Staff asked if the construction of this project will preclude parkway widening. The NEPA Team noted that it does not preclude potential widening on the Baltimore Washington parkway and further analysis will be presented in the DEIS.
- Staff noted that the Council recently submitted a letter opposing the acquisition of the parkways given the potential impacts to private property.
- Staff noted the tunneling in DC will need to be at a substantial depth – approximately 120 feet given existing infrastructure.
- Staff explained that real estate issues are raised to the MNCPPC (Montgomery County and Prince George's County Boards), meaning it is a different review than impacts to

property. The NEPA team should also brief Montgomery County as the Board represents both Counties.

- MNCPPC holding an internal meeting to discuss the best path forward with the Commission and points of contact for the Coordination Plan.
- Staff noted that the Purple Line distributed documents using a management system – ease of tracking comments and sharing files. The NEPA Team noted that the DEIS will have a Document Management System in place but until that time, the Alternatives Report will be distributed using email. Comments will be sent to FRA and the NEPA Team.
- Staff noted several MNCPPC parks are missing on the list of parks. It was also noted that several properties used Capper Crampton Funds and Program Open Space funds. The historic properties are also missing from the list.
- Staff asked Louis Berger who will operate and own the system? Unsure at this time.
- Staff asked what the ventilation shaft will look like at this site. Louis Berger noted the structure will be between one to five stories, have a fence around the facility and look nice. It was also noted the tunnel will be 120 feet under the property in question. The facility will also be 100 feet by 100 feet post construction.
- It was noted the proposed location(s) are near residents. It was asked if the facility can be moved to the north – away from the SWM site and residents.
- It was also noted that the residents along the alignment (approximately 10) will push back given the history of the Purple Line.
- It was noted that they recently had a 3.3 magnitude earthquake, so the engineering team must be mindful of the fault line in addition to sea level rise and climate change.
- It was noted that a right of entry is a cleaner process.
- The staff recommended to reach out to Montgomery County to hold a similar update meeting. They noted Jai Cole oversees Stewardship and a good contact.

#### **Next Steps / Adjourn**

- MNCPPC internal meeting to discuss best path forward and POC for Coordination Plan.
- NEPA Team to reach out to Montgomery County





## SCMAGLEV EIS Team Meeting with M-NCPPC and Prince George's County Meeting Notes

**DATE:** March 27, 2018 | 10:00AM – 11:00AM

**LOCATION:** 14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

- **Introductions**
- **Purpose of the Meeting and Project Status**
  - The project team described the purpose of the meeting and discussed the project status.
    - The project is in the early NEPA stage with recent approval from FRA and MDOT regarding the Preliminary Alternatives Screening Report (PASR). The project team is currently meeting with agencies to review the two BW Parkway alignment alternatives that have been retained for detailed study in the Alternatives Report.
  - AECOM gave a brief overview of project history and noted that the *Purpose and Need* document and the *PASR* document are both on the project website.
    - Next will be the Alternatives Report (anticipated late spring 2018) that defines the alternatives to be analyzed in the Draft Environmental Impact Statement (EIS), anticipated in 2019.
- **Alternatives Update / Preliminary Alternatives Retained for Detailed Study**
  - The project team provided an overview of the two preliminary alternatives retained for detailed study using the 600 scale maps.
  - The maps show the October 2017 alignments along the BW Parkway, the project team made notes where updates to the alignments are under consideration for inclusion in the Alternatives Report.
- **Areas of Concern/Discussion Points**
  - The tunnel depth and vent shafts were discussed.
    - The project team noted that the tunnel is anticipated to be typically 80-150 feet deep and there would likely be three vent shafts in the County. Actual number, location, and spacing of the vent shafts will depend on tunnel length and are still to be determined.
  - The anticipated construction method and disturbance during construction was discussed.
    - The project team noted the tunnel would be built using a tunnel boring machine (TBM).
    - The County noted that during the previous Metro construction they were blasting through rocks because it shook entire buildings.

- The project team noted that with TBM construction there would most likely be little to no perceptible vibration. Vibration studies will be included in the DEIS. Geologic studies are to be done to determine if there is any rock present along the tunnel alignment.
- Potential noise issues were discussed.
  - The project team has been told by Baltimore Washington Rapid Rail (BWRR) that since the SCMAGLEV has no steel wheel on rail like conventional trains there is just the noise of air being displaced by the SCMAGLEV train. Actual noise studies will be included in the DEIS.
- J1 (west side) alignment is very close to some south Laurel residents and the Montpelier Hills community.
  - The project team noted that alignment modifications to refine the October alignments presented in the PASR are currently underway. The J1 alignment is being refined to avoid/minimize any residential impacts.
  - The project team asked if the Montpelier Hills planned development expansion is still active? The County noted that they review open development plans each year and extend the timelines if needed. Based on the current market climate, the County does not expect any new homes – but since the development plan was approved, the new homes could be built in the future.
  - The County also noted that the potential development near the wastewater treatment plant is not active. They also noted development is unlikely due to the odor of the treatment plant.
- The frequency and potential service headways were discussed.
  - The project team noted the exact operation plan is to be determined, but it is anticipated that the SCMAGLEV train will have more frequent service than the Acela.
- The County cannot speak for Parks, so the project team was advised to set up a separate meeting with the Parks and Recreation Department.
- The County asked about the timeline and when the next public meetings were anticipated.
  - The project team noted the coordination plan has a lot of this information, but the Alternatives Report is the next step prior to the DEIS. The next public meeting is anticipated to be the DEIS Public Hearing. Following the required comment period, the DEIS would be revised and/or finalized into the Final EIS followed by the Record of Decision (ROD) - both anticipated in 2019.
  - The project sponsor will be hosting or attending community meetings. In addition, MDOT is also coordinating with the project sponsor regarding individual community meetings as requests are made.
- The Loop project was briefly discussed.
  - The project team noted that the Loop project has not been in direct coordination with the SCMAGLEV project team. Coordination is being handled at the Federal level at this point. The Loop project is a completely separate project and is not affiliated with SCMAGLEV project.
- **Action Items**
  - The project team will make sure the Prince George's County and M-NCPPC contacts are included on the invite for the next interagency review meeting.
  - The project team to set up a separate meeting with the Parks and Recreation Department.

## Meeting Attendees

Name	Agency	E-mail
Kelly Lyles	MTA	KLyles1@mta.maryland.gov
Angela Jones	AECOM	angela.jones@aecom.com
Kendall Drummond	AECOM	Kendall.Drummond@aecom.com
Victor Weissburg	Prince George's Co. DPW&T	vweissberg@co.pg.md.us
Tom Masog	M-NCPPC	Tom.masog@ppd.mncppc.org
Crystal Saunders	M-NCPPC	Crystal.hancock@ppd.mncppc.org
Derick Berlage	M-NCPPC	Derick.berlage@ppd.mncppc.org
Jacqueline Thorne	MDOT	jthorne@mdot.state.md.us
Steve Cassard	MEDCO	s_cassard@medco-corp.com
Matthew Mielke	FRA / Booz Allen	Mielke_Matthew@bah.com
Mark Berger	Louis Berger	mberger@louisberger.com

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
STATE HISTORIC PRESERVATION OFFICER



December 7, 2017

Ms. Laura Shick, Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Additional Comments Regarding Section 106 Consultation for the Baltimore-Washington SCMAGLEV Project

Dear Ms. Shick:

This morning, staff from the District of Columbia State Historic Preservation Office (DC SHPO) participated in a webinar to learn about the status of the above-referenced undertaking. Unfortunately, technical difficulties made it difficult to hear much of what was reported but it is our understanding that most of the SCMAGLEV work proposed within the District of Columbia will consist of underground tunneling, and that terminal stations are being contemplated for the “NoMa-Gallaudet Zone” and the “Mt. Vernon Square Zone.”

As you might expect, we have many questions about where the proposed tunnel(s) would be located and “daylighted,” where/how the proposed terminal stations would be designed and constructed, and a number of related topics. Although detailed answers to such questions may not be available at this relatively early stage of project planning, early consultation to identify historic properties in the project areas and evaluate potential effects will be critical to ensure that the requirements of Section 106 of the National Historic Preservation Act are met for the project.

According to the webinar presentation, next steps include scheduling meetings with review agencies regarding the alternatives that have been retained for further consideration. We are writing to formally request such a meeting as well as more detailed maps that show the proposed alignments at a scale that would be small enough to provide useful information. To ensure consideration of alternatives that could avoid or minimize potential adverse effects, we also request an opportunity to review maps of the dismissed alternatives at the same scale.

If you should have any questions or comments regarding this matter, please contact me at [andrew.lewis@dc.gov](mailto:andrew.lewis@dc.gov) or 202-442-8841. Otherwise, we look forward to consulting further with the Federal Railroad Administration (FRA) and other consulting in the not-too-distant future to continue the Section 106 review of this undertaking.

Sincerely,

C. Andrew Lewis  
Senior Historic Preservation Officer  
DC State Historic Preservation Office

17-0721

cc: Angela Jones, AECOM



## **SCMAGLEV Coordination Meeting with District Agencies Meeting Notes**

**DATE:** June 27, 2018 | 10:30 AM – 12:30 PM

**LOCATION:** DC Department of Transportation (DDOT) - 55 M Street SE – Conf. Room 541

---

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed on the last page.

### ○ **Introductions**

- In addition to DDOT, representatives were present from the Federal Railroad Administration (FRA), Maryland Department of Transportation (MDOT), MDOT Maryland Transit Administration (MDOT MTA), Maryland Economic Development Corporation (MEDCO), AECOM, Louis Berger (LB), DC Office of Planning (DC OP), and the District of Columbia Historic Preservation Office (DC HPO).

### ○ **Update on process from SCMAGLEV EIS Lead Agencies (Timeline/Milestones):**

- AECOM used handouts that reviewed the project team composition, the public notification timeline, agency meeting status, cooperating agencies, coordination plan updates, the integrated NEPA/NHPA Section 106 timeline, and the next steps.
  - ◆ Additional project background and previously published materials can also be found on the SCMAGLEV project website ([www.BWMaglev.info](http://www.BWMaglev.info)).
- DC HPO noted there was a lack of prior meetings within DC and with their agency specifically during the previous screening. A meeting was cancelled and never rescheduled. Now that the other potential alignments within the District have been eliminated, there appears to be only one alignment into DC, DC HPO expressed its view that an opportunity has been lost opportunity for local input.
  - ◆ FRA noted that there was an opportunity for agencies to provide comments on the Preliminary Alternatives Screening Report (PASR), even if the in person meeting was cancelled. DC HPO should reach out to Brandon Bratcher at FRA directly in the future.
  - ◆ AECOM noted that one of the meetings may have been cancelled because the level of engineering detail necessary for the meeting was not available. The PASR was developed based on early conceptual alignments. Even the Alternatives Report is based on conceptual engineering the preliminary engineering will not start until after FRA reviews the Alternatives Report.
  - ◆ AECOM noted that there was a NHPA Section 106 Consulting Party meeting held March 14<sup>th</sup>, 2018 that was an overview meeting. The Consulting Party Meeting #2 is still being scheduled for the July-August 2018 timeframe, but it will provide more detail and the 200' scale drawings are being developed to display the properties and the area of potential effects (APE). A letter will be coming to the DC HPO regarding the APE and the meeting.
    - DC HPO requested that the next Consulting Part meeting be held in the District.

- **Update on project description refinements/adjustments from SCMAGLEV EIS Lead Agencies:**
  - Alignments
    - ◆ AECOM and LB briefly reviewed the alignment, noting that the two alternatives are the same in the District (as well as from BWI Marshall Airport to Baltimore) where the mainline is in deep tunnel.
    - ◆ The alternatives differ primarily between the DC and BWI Marshall, where the mainline is on viaduct running above ground along the Baltimore-Washington Parkway (BWP) corridor on either the east side (Alt. J – BWP East) or the west side (Alt. J1 – BWP West). Portal areas near Greenbelt and Fort George G. Meade are used to transition the guideway from deep tunnel to viaduct sections. See handout for typical guideway section figures.
    - ◆ There is only one underground option proposed for the intermediate station at BWI Marshall Airport, but there are two options for each of the terminal stations – one elevated and one underground for each.
  - Station Zones within the District
    - ◆ Mount Vernon Square (Underground)
      - Under New York Avenue - between 12<sup>th</sup> Street & 4<sup>th</sup> Street.
      - The handout for station zone illustration included a zoomed-in drawing of the Mount Vernon Square terminus station option, and a typical section drawing for potential underground SCMAGLEV stations.
      - Potential station construction by top down methods within New York Ave. from 12<sup>th</sup> Street to 9<sup>th</sup> Street.
      - Potential surface LOD near 12<sup>th</sup> street and near 7<sup>th</sup> street for station access (station entrance to elevators/stairs/escalators).
      - Potential surface impact for garage on existing surface lot near 9<sup>th</sup> street
        - It was noted that there is planned hotel/development that may preclude SCMAGLEV garage (unless joint development is coordinated).
      - LB noted the station entrances would be designed to fit into the area and could possibly be integrated into buildings (similar to the DDOT building that has Metro entrance at ground level). One potential entrance would be the historic Greyhound Bus Terminal building at 1100 New York Avenue, but joint development with other buildings along New York Avenue could also be possible.
      - It was noted that the entire square (“reservation”) is historic – not just the building, but the square itself as the open space is historic and a contributing element within the L’Enfant Plan. Therefore, any changes to the surface or station access to the square will likely be denied.
        - DC HPO noted that there are public restrooms built into the hill at in the southwest corner of the square. As such, the southwest side may provide a location for a potential station entrance (Station 99+800) as compared to what is currently shown on the southeast side near 7<sup>th</sup> street.
      - Project team should also coordinate with DDOT regarding the DC Streetcar project.
      - DC HPO indicated that the deep tunnel does not worry this agency as much as surface impacts and/or cut/cover sections. These would need to be reviewed in greater detail.
    - ◆ NoMa (Elevated)
      - Elevated SCMAGLEV Station adjacent to New York Ave on north side from North Capital Street to (and over) the existing rail tracks.
      - Spans over the WMATA Red Line and existing RR tracks.

- Permanent transition portal between the existing RR tracks and NY Ave and a temporary cut/cover tunnel at the 9<sup>th</sup> Street Bridge (would require reconstruction of the existing bridge).
- Approximately 30 ft. of clearance anticipated. Station height anticipated to be 50-60 ft. in air.
- The NoMa station is at the edge of the L'Enfant Plan height restriction zone, which ends at Florida Avenue. The above-ground nature of the station could be an issue as half of the station is in the Plan zone.
- DDOT and DC HPO asked why only elevated option at NoMa? DC HPO noted that NEPA/Section 106 considerations would need to be balanced when evaluating above ground versus below ground design options for NoMa. (Does not apply to Mount Vernon Square because of the L'Enfant Plan height restrictions). Why not Union Station? Why not other areas of the District?
  - LB responded that the sponsor has been looking at Mount Vernon Square from a business standpoint. It is in relative proximity to Union Station but not on the Red Line, which WMATA has expressed concerns about overloading the Red Line and Union Station in early coordination.
  - LB noted that it is the better business decision to go downtown core. Also, New York Avenue was at an angle to facilitate the alignment to the north and being under New York Avenue you don't have to be under any buildings.
  - It was noted that cost is the primary reason for elevated station option at NoMa. Underground could be discussed/considered further.
- DC HPO noted that there may be less historic issues involved at NoMa, but height above ground may be an issue for L'Enfant Plan viewsheds.
- Transfers to WMATA system to be determined.
- It was briefly discussed that the elevated option in DC limits the opportunity for southern expansion of the system in the future. An underground NoMa station may keep southern expansion open.
- DDOT noted there are a lot of land area plans around NoMa to take into consideration as well.
- Ancillary Facilities
  - ◆ Substation and Tunnel Boring Machine (TBM) launch site/Vent Plant located near Montana Avenue is the only ancillary facility in the District.
  - ◆ May need to coordinate with Virginia Railway Express (VRE) (Oscar Gonzales) for this area.
  - ◆ Parking and retail structures or joint development should be considered as part of the project. DDOT and DC HPO would like to be included in discussions and coordination regarding this issue.
  - ◆ DC Training facility at MD 198 is actually owned by the District, so even though it is physically located within Maryland, it will need to follow DC environmental rules.
- Construction Staging
  - ◆ To be considered in preliminary engineering but may not be fully determined until construction contractors are in place.
  - ◆ DDOT expressed that construction staging within DC needs to be planned out in advance, to the extent possible without constraining the future TBD contractor(s) unnecessarily.

- **Specific issue areas for the District / Group Discussion**
  - Project description should include underground parking and retail, if such uses are proposed since they could produce significant additional impacts
  - Direct and indirect cumulative impacts
    - ◆ Assumptions for no-build (background development and CLRP)
    - ◆ Effects on local transportation networks and underground infrastructure (WMATA tunnels, WASA sewer and water lines and tunnels, Pepco/electrical lines and Washington Gas lines)
    - ◆ Effects on local land uses
  - Assumptions about and coordination with other major infrastructure projects whose location and/or impacts may overlap (Washington Union Station Expansion Project, Maglev, Hyperloop)
  - District-owned properties in MD – jurisdiction, issue areas, and coordination (USACE, MDOT, DPW, HPO, DOEE, etc.)
  - List of potential District reviews and permits include the following: DDOT, NHPA Section 106, DOEE, NCPC, and CFA for underground, near-surface, and surface work, and for both private and public property
  - Local community engagement in the District (communities seem unaware of EIS; also required for NHPA Section 106. AECOM will need to develop list of Consulting Parties when formal NHPA Sec 106 consultation continues.)
  
- **Next Steps / Adjourn**
  - DC HPO recommended that one additional coordination meeting to be scheduled with DDOT and DC HPO, to also include representatives from Commission of Fine Arts (CFA) and National Capital Planning Commission (NCPC) for overview prior to next consulting party meeting.
  - Schedule the next NHPA Section 106 Consulting Party meeting in DC.
  - Coordinate with WMATA regarding experience with flooding in their tunnels.
  - LB to provide additional details on above ground concepts/graphics/renderings.

## Meeting Attendees

Name	Agency	E-mail
Andrew Lewis	DC HPO	Andrew.Lewis@dc.gov
Jacqueline Thorne	MDOT	jthorne@mdot.state.md.us
Larry Pesesky	Louis Berger	LPesesky@louisberger.com
Stephen Plano	DDOT	Stephen.plano@dc.gov
Megan Cogburn	DDOT	Megan.Cogburn@dc.gov
Kelly Lyles	MDOT MTA	KLyles1@mta.maryland.gov
Mark Edwards	AECOM	mark.r.edwards@aecom.com
Brandon Bratcher	FRA	brandon.bratcher@dot.gov
Kendall Drummond	AECOM	Kendall.Drummond@aecom.com
Mark Cheskey	AECOM	mark.cheskey@aecom.com
Christine Ames*	DC OP	christine.ames@dc.gov
Angela Jones*	AECOM	angela.jones@aecom.com
Joel Lawson*	DC OP	joel.lawson@dc.gov
Matthew Mielke*	FRA / Booz Allen	Mielke_Matthew@bah.com
Steve Cassard*	MEDCO	s_cassard@medco-corp.com

\*On Phone



## **SCMAGLEV Workshop with District of Columbia**

### **Department of Parks and Recreation (DC DPR)**

**June 6, 2019**

**11:00-12:00**

#### **Meeting Notes**

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Meeting attendees are listed below and the powerpoint presentation is attached.

#### **The workshop meeting was held as a WebEx meeting with powerpoint presentation. Highlights include:**

The purpose the workshop was to share project updates, since publication of the Alternatives Report, and discuss the Section 4(f) Evaluation process. FRA's preliminary use assessment of the proposed SCMAGLEV on NPS properties was presented. A PowerPoint was presented (attachment) with follow-up questions and answers.

- Mark Cheskey provided a brief project background of the SCMAGLEV project. The SCMAGLEV DEIS will be submitted to agencies for review approximately July 15<sup>th</sup>.
- Sarah Michailof gave an overview of the Section 4(f) process, indicating that the DC DPR had a role in coordinating on the significance of 4(f) resources, determining use, and in identifying minimization and mitigation measures. FRA requires concurrence with DC DPR on applying the exception for temporary occupancy to the project.
- Sarah Michailof shared anticipated sliver impacts to the portion of the New York Avenue Recreation Center. Impacts only occur during construction.
- Mark Cheskey further noted that impacts are likely to be constrained to the New York Avenue right of way, and it is possible that there will not be temporary occupancy of the recreation center. Mark Cheskey described the process of cut and cover construction and the boring techniques to be used by the tunnel boring machine in deep tunnel portions of the project.
- Sarah Michailof asked if there were planned uses at the New York Avenue Recreation Center that should be noted. Nick Kushner (DC DPR) noted tentative plans for a community garden in the undeveloped southwest portion of the recreation center property adjacent to New York Avenue.
- Nick Kushner noted that Dunbar High School has a shared use agreement with DC DPR for use of the recreation center.

- Nick Kushner noted importance of community involvement, noting that communities in the Fort Lincoln/Gateway/South Dakota Avenue area are engaged and likely to be interested in areas of deep tunnel because it passes below houses. Kushner noted community concerns regarding impacts to aquatic species associated with townhome construction near the Shops at Dakota Crossing.

**Meeting Attendees (via Web Ex):**

Kelly Lyles, Maryland Transit Administration (MTA)

Mark Cheskey, AECOM

Sarah Michailof, Straughan Environmental, Inc.

David Henley, Baltimore Washington Rapid Rail

Jacqueline Thorne, MTA

Nick Kushner, DC DPR

Mark Berger, DC DPR



## **SCMAGLEV Workshop at USFWS**

**April 29, 2019**

**10-12:30**

### **Meeting Notes**

USFWS, Patuxent Research Refuge, National Wildlife Visitor Center  
10901 Scarlet Tanager Loop, Laurel MD 20708

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Sign in sheet attached.

#### **The workshop meeting highlights include:**

The purpose the workshop was to share project updates, since publication of the Alternatives Report, and discuss 4(f) resources on USFWS property. A PowerPoint was presented (attachment) with follow-up questions and answers.

- USFWS asked the process if the Officials with Jurisdiction (OWJ) does not concur with the 4(f) assessment. Answer: The Lead Federal Agency takes over (FRA) and negotiations occur at the federal level.
- USFWS asked if this project needs to be evaluated as NEC? Answer: No, it is being evaluated separately and viewed as compatible with NEC. It was pointed out that FRA's Draft Statement of Purpose and Need uses the term "complementary" rather than "compatible".
- USFWS asked if a Rolling Stock Depot/Trainset Maintenance Facility is needed if the project is all tunnel. Answer: Yes.
- USFWS asked when they will see the Alternative and DEIS. Answer: July 15, 2019. It was noted that the FRA's Preferred Alternative will be identified in the July 15 Administrative Draft.
- USFWS made a comment regarding the Alternatives. It is understood that the East Alternative (J) impacts more 4(f) and Federal property whereas the Western Alternative (J1) impacts communities and Environmental Justice areas. Answer: That is correct. There is a balance and USFWS will see this in the DEIS.
- USFWS asked the difference between the German technology and Japanese technology. BWRR explained the difference.
- USFWS asked if the 4(f) team reviews agency mission with 4(f) regulations. Answer: Yes, during the Least Harm Analysis. It was noted that a lot rides on how the OWJ feel about the significance of the impact/property.

- USFWS stated that it will be interesting to see how Department of the Interior (DOI) Office of Environmental Policy & Compliance reviews and summarizes FWS and NPS comments since they may not be aligned. NEPA Team said that USFWS, as owners, should be commenting on their property and DOI will evaluate the overall 4(f) impacts. USFWS stated they need to internally confirm the DOI process. They gave the Tipton example and complications with FWS, DOI, and FAA.
- USFWS stated there may be a historic cemetery on PRR.
- USFWS asked if the system will be loud. LB stated that it will be 90 decibels (50 feet away) when the train goes by PRR.
- USFWS stated an additional 40 acres near PRR is being donated by the Arundel Gateway developer. Of the 40 acres, 10 acres may be within our LOD.
- USFWS stated that the forest buffer zone impacts should be 300 feet. She wants to see this in the DEIS calculations. They also noted segmentation impacts and wind impacts must be included in the DEIS.
- USFWS asked about width of air displacement. BWRR stated that USDA is also concerned about this and BWRR will get information.
- USFWS asked if an access road is needed throughout the entire alignment. Answer: No. Maintenance crew may access the guideway on the guideway. USFWS then asked how BWRR plans to access trees that may be impacting guideway. BWRR said they will have an operating plan in place and may combine with yearly pier inspections.
- USFWS asked if the viaduct is a solid surface or water and light will pass through. Answer: It is a solid surface that is 46 feet wide with drainage at piers.
- USFWS stated that there is a lot of work within the 80 foot zone with heavy equipment accessing the PRR. They also stated UXO's may be present within portions of the LOD.
- USFWS explained the land transfer process. If the project is found by USFWS as not compatible with the mission of USFWS Patuxent, and being a private company, USFWS stated this will likely be Alt Exchange of lands meeting equal value, proximity, equivalent resources, etc. This project falls within 100 percent transferred lands and needs legislative approval for any exchange. 50 CFR Part 29 is currently being rewritten. BGE has a permit, so BWRR should start discussing permit versus easement for this project (also, a change in the BGE easement, including above ground to below ground, could trigger a change in the existing BGE permit). Most permits are 50-year term; renewable easements do not have fixed terms but are typically used only for FHWA purposes. Noted 6 months for appraisal "yellow book" after 2-year SF299 process under which the applicant is responsible for paying USFWS for its review time. BWRR asked what the disposition mechanism would be if the compatibility analysis determines the project is compatible and USFWS responded that easements would be issued for the use.
- USFWS Patuxent has received Section 6(f) funding and legislative approval would be required under 6(f).
- USFWS noted that both Northern long-eared bat and spotted turtle are potentially present on PRR, as are invasive snakeheads.
- USFWS asked if the project will be reviewed under the Maryland Forest Conservation Act. Answer: Yes.

- USFWS suggested that the PRR 2013 Comprehensive Conservation Plan be reviewed. USFWS conducts periodic prescribed burns around Heron Pond.
- The archaeological review is being coordinated between Amy Wood (USFWS) and Scott Siebel (AECOM).
- USFWS noted RTE present within PRR. They also stated recreational use all year vs just hunting season.

#### **Follow-up**

- MTA to send PPT and renderings to USFWS
- Follow-up meeting



## **SCMAGLEV Workshop**

Baltimore Department of Recreation and Parks (BCRP)  
417 E. Fayette Street, 8<sup>th</sup> Floor  
Baltimore, MD 21202

**May 29, 2019**

**10-11:00**

### **Meeting Notes**

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. Sign in sheet attached.

The purpose the workshop was to share project updates and discuss the Section 4(f) Evaluation process. FRA's preliminary use assessment of the proposed SCMAGLEV on NPS properties was presented. A PowerPoint was presented (attachment) with follow-up questions and answers.

#### **The workshop meeting highlights include:**

- Mark Cheskey gave a brief project background of the SCMAGLEV project. The SCMAGLEV DEIS will be submitted to agencies for review approximately July 15<sup>th</sup>.
- Sarah Michailof gave an overview of the Section 4(f) process, indicating that the BCRP has a role in the process regarding coordination and concurrence for Middle Branch Park and the Gwynns Falls Trail.
- The SCMAGLEV project would realign Waterview Avenue, and that that realignment would result in a strip take of the Middle Branch Park. There is also a parking garage proposed along Waterview Avenue across from Middle Branch Park.
- BCRP stated that a parking garage façade facing a park is not ideal. Therefore, Waterview Avenue realignment should make Waterview Avenue a complete street, and the parking garage should include an active edge (façade). Future improvements at Middle Branch Park are currently being studied by BCRP.
- Sarah Michailof presented the renderings. Then, BCRP got clarification on some of the project design considerations including the location that the SCMAGLEV daylights and the proposed height of the Cherry Hill Station.
- BCRP stated that there would have to be a temporary detour during construction, or consideration of a permanent realignment due to the large structure near the trail based on the rendering.
- Sarah Michailof will send letters to Chris Ryan and Reginald Moore within the next couple months regarding the use assessment after the public review draft of the SCMAGLEV DEIS in October.

- Sarah Michailof explained that planned recreational uses are considered in the Section 4(f) analysis and requested that BCRP please provide updates on the Middle Branch Park project as the study progresses. However, the timing of the two studies may not overlap, as Baltimore City is not selecting a design consultant until this summer, and the study will be much longer than the DEIS process.
- BCRP had additional information on the project design and site plan. The SCMAGLEV Team provided a little more detail on the design, pointed BCRP to the project website's zoomable map tool, and noted that the design will continue to be refined.
- BCRP noted that Reginald Moore will continue to be the BCRP lead for the project, but he was out of the office during this meeting.



## **SCMAGLEV & USDA Workshop**

**June 9, 2020**

**10:30-12:00**

### **Meeting Notes**

#### **Teams meeting with the following participants:**

FRA: Brandon Bratcher, Matthew Mielke, Katherine Zeringue, Marlys Osterhues, Shreyas Bhatnagar, Farris Mohammed,

AECOM: Mark Cheskey, Brian Lange, Susan Anderson

MDOT: Jacqueline Thorne, Lauren Molesworth, Kelly Lyles

USDA: Dana Jackson, Howard Zhang, Glen Moglen, Scott, Gary Mayo, Dariusz Swietlik

Medco: Steve Cassard

BWRR: Bill Scott, Furqan Siddiqi

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed.

#### **The workshop meeting highlights include:**

The purpose the workshop was to share project updates, since the project pause in July 2019, outline changes that occurred between Summer 2019 and the current design and outline next steps. The NEPA Team also requested feedback from the agencies throughout the presentation (presentation attached).

- USDA requested a specific list of USDA facilities and activities that are impacted. AECOM noted that the field work is ongoing, and the team is still in the impact assessment and data gathering process.
- USDA requested if the heights of the guideways will be provided. Some concerns related to air flow and access to study locations.
- USDA (Howard) asked if it's possible to move the East TMF south to be outside of BARC influence? Answer: AECOM responded that the designers used as many advantageous planning options to ensure designs with the least impact and still maintain efficiency.
- USDA (Howard) noted there is an EPA Air Quality Monitoring Station (for over 30 years) located on the east end of the airstrip. This station provides multiple agencies with environmental air quality data. Howard asked if anyone investigated this station. Answer: AECOM noted that it needs to be documented in the DEIS and they will get more information.
- USDA (Glen) asked when the project is constructed, will the footprint be larger than LOD shown on the maps. Answer: AECOM noted the project is still at preliminary engineering. However, it is anticipated that the LOD is the worst case LOD for the project, including construction.

- USDA (Howard) noted that an RFP for solar fields is in process so the field on the west side of the southern MOW may be taken in the next few years (BARC West TMF site).
- USDA (Scott) noted that he appreciated the level of detail and asked if there is latitude/flexibility in the design. Answer: BWRR noted that they look forward to sitting down with USDA and going over environmental concerns. He stated that there is some latitude with several facilities, potentially parking lots, MOW, etc.
- USDA (Howard) reminded participants that this is a process and USDA needs everyone at the table (and not all here on the call). He also stated the importance of another meeting to drill down and understand the iterative process.
- USDA (Dana) stated it is helpful to know peak activity time of BARC facilities (noise, how operations operate, light impacts, etc). Answer: AECOM said there will be maintenance activities during the overnight hours and that the systems run from approximately 5am-11pm, and BWRR has the technical information. BWRR said there will be 24 hour operations, with extensive nighttime maintenance. MOW does deploy fleets in the overnight and serves as staging location during the day.
- USDA (Howard) noted there will be EMF, vibration, and light sensitivities to NASA's facility.
- USDA (Howard) noted that coordination with the University of Maryland (UMD) is required given UMD fields are near the MOW. Dana will share UMD contact name for the NEPA Team to arrange a call.
- USDA (Gary) asked if a traffic study has been conducted for Powder Mill Road and MD 295. Answer: AECOM noted this will be included in the DEIS.
- BWRR asked the steps involved to acquire USDA BARC land. Answer: Legislation is needed to transfer land. USDA (Gary) noted it took four years to transfer the BEP facility and that was a federal agency to a federal agency. FRA (Shreyas) asked if there has been land transferred to a private entity. Answer: USDA (Howard) said efforts have been made by companies but they never reached legislative approval. USDA (Gary) stated that you need congressional approval and signed into law. He also noted that transfer of land for this project will be a huge issue with the community because of light, noise, vibration, and traffic.
- USDA said that the eastern alignment has precious land with research fields, so all USDA scientists are concerned with the potential impacts. AECOM stated that NEPA helps to balance our impacts.
- USDA noted that Springfield Road is near a flight restricted area/zone.
- USDA (Howard) asked if shifts can be made to avoid sensitive areas or a shift in the portal entrance. Answer: AECOM said there is little room for shifts in alignment given the alignments need to be straight.
- USDA (Dariusz) gave the history of USDA Beltsville and the reason Congress passed a law stating Beltsville is not for sale.

### **Follow-up**

- USDA (Dana) to provide the NEPA Team with UMD contact
- USDA (Gary) to talk internally re. questions and concerns
- NEPA Team to arrange a working session to regroup with USDA in early July





## **SCMAGLEV & USFWS Workshop**

**June 11, 2020**

**1:00-2:00**

### **Meeting Notes**

#### **Teams meeting with the following participants:**

FRA: Brandon Bratcher, Matthew Mielke, Katherine Zeringue

AECOM: Mark Cheskey, Brian Lange, Susan Anderson

MDOT: Jacqueline Thorne, Lauren Molesworth, Kelly Lyles

USFWS: Jennifer Greiner, Ray Li, Tarik Adams, Sandy Spenser, Chris Guy, Thomas O'Connell

Medco: Steve Cassard

BWRR: Bill Scott, Furqan Siddiqi

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed.

#### **The workshop meeting highlights include:**

The purpose the workshop was to share project updates, since the project pause in July 2019, outline changes that occurred between Summer 2019 and the current design and outline next steps. The NEPA Team also requested feedback from the agencies throughout the presentation (presentation attached).

- USFWS (Ray) asked Maryland Economic Development Corporation's (MEDCO) role in the project. Answer: MEDCO (Steve) explained the interagency agreement with MDOT and the role of MEDCO to foster economic development and be the liaison between the private company project sponsor BWRR and the federal agency FRA.
- USFWS asked if the construction access will revert to USFWS land or converted to system facilities. Answer: AECOM said the blue lines (on the slide) represent permanent facilities (such as SWM) and the green is planned to be restored back to USFWS land. BWRR concurred.
- USFWS (Sandy) asked if they can see maps with the official USFWS property boundary for the next meeting. Answer: AECOM agreed to have mapping with boundaries.
- USFWS (Jennifer) stated that USFWS needs an outline of potential field work and locations for the NEPA Team existing conditions data. AECOM stated they are developing this list and will send early next week.
- USFWS (Sandy) asked what coordination has been done with BGE given the construction laydown facility overlaps BGE right-of-way. Answer: BWRR said they have been discussing the project with BGE but no decisions have been made at this time.

- USFWS (Sandy) asked if the BGE property will be included in the acreage calculation. Answer: yes.
- USFWS (Ray) asked if there will be a separate structure or above for power lines or will they be buried. Answer: BWRR said the decision has not been made yet.
- USFWS (Sandy) asked how far the piers are spaced near the river crossing. Answer: AECOM said the normal 120-foot span, at river, span is potentially greater to avoid impacts to the river. The project sponsor is taking special consideration of the river crossing. The reason the blue outline along the viaduct is because of taking additional steps to modify structure and pier location to leave the river alone as best they can. Previous design provided pier locations. AECOM will send the details to USFWS.
- USFWS (Jennifer) asked if a sediment load analysis will be included in the DEIS since MDE and others will be interested. Answer: FRA said they advocate for this to be included in the DEIS.
- USFWS (Sandy) asked if the laydown area can serve as the TMF and laydown area. Answer: AECOM stated that this does not fit because of the length requirement. BWRR confirmed AECOM's statement is correct.
- USFWS (Jennifer) asked if there are options within the existing design. Answer: AECOM There is little flexibility given the operational requirements.
- Susan (AECOM) asked USFWS if they have concerns or comments given the LOD.
  - Answer: USFWS asked to speak internally to the team and discuss at the next meeting.
  - They noted the area along the river floodplain crossing contains very high-quality habitat and is well established with soil, T&E or at least rare species (Kentucky Warbler, etc).
  - They are concerned about losing capacity of the buffer and cited "death by 1000 cuts." Sandy noted they have surveys they can share with the NEPA Team.
  - Another area of concern is the NW near the BGE ROW. Sandy noted the soils are very different and the vegetative community is like that of NJ and MD years ago. They have been trying to restore this area for years. USFWS also uses the BGE area for Scrub Species Management.
  - They are concerned with land along the forest areas and noted active community of forest bats so they are concerned with speed and air force of the train on the bird and bat populations.
  - USFWS noted concerns with potential noise, speed, and suction impacts to multiple species including birds, bats and pollinators.
  - FRA noted that all of this information will be within the DEIS.
- USFWS (Chris) asked if the train moves at 300 mph. Answer: AECOM noted the top speed is 310mph. Chris noted that the speed of sound was over 700 mph and a sonic boom was not a concern.
- USFWS said the Refuge is managing for pollinator species and this is a high priority.
- USFWS (Jennifer) noted historical resources on the USFWS property, specifically the cemeteries. She also noted UXO's in the area. AECOM said that Brad was very helpful in avoiding UXO areas and sharing historical information.

- USFWS (Jennifer) recently saw a study for a solar panel array in the area south of USFWS property on BARC property. It was the first time seeing solar panels to power SCMaglev. AECOM noted that the solar panels are a BARC initiative and has nothing to do with BWRR. BWRR said there is a possibility of colocation.
- USFWS (Tarik) has concerns with the area near Wild Turkey Way and the trails. He noted that hunters and fisherman use this location, especially now with COVID restrictions. It was also noted that the field has controlled burns and USFWS questions if the smoke density will impact SCMaglev operations.
- USFWS (Jennifer) noted visitation is up 200 percent now, especially the North Track. FRA encouraged USFWS to be thinking about mitigation asks now. USFWS noted the refuge as a whole has seen an increase in usage during the COVID-19 pandemic.
- USFWS noted that in the North Track area, the refuge complete prescribed control burns that may impact the LOD. Potential fire and smoke impacts on the system.
- USFWS (Jennifer) asked if there are any historic cemeteries present. AECOM noted that they are aware of several on the property.
- USFWS (Ray) asked about alignments J and J-1 potential impacts. FRA said we are still in the data collection phase and anticipate a DEIS to agencies end of the year.
- USFWS (Jennifer) noted there is a need for project flyers to be shared along the corridor, especially the Laurel and Bowie communities.

#### **Follow-up**

- NEPA Team to send access request information to USFWS
- Follow-up meeting after IRM



## **SCMAGLEV & NASA Workshop**

**June 12, 2020**

**9:00-10:00**

### **Meeting Notes**

#### **Teams meeting with the following participants:**

FRA: Brandon Bratcher, Matthew Mielke, Katherine Zeringue

AECOM: Mark Cheskey, Brian Lange, Susan Anderson

MDOT: Jacqueline Thorne, Lauren Molesworth, Kelly Lyles

NASA: Beth Montgomery, Jan Mcgarry, Michael Perry, Stephen Merkwowitz, Thomas Hayes, Mark Daly, James Vatne, Lori Levine, Alexandra Peet, Irene Romero, Phillina Tookes, Braulio Ramon

Medco: Steve Cassard

BWRR: Bill Scott, Furqan Siddiqi

This is a summary of the discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed.

#### **The workshop meeting highlights include:**

The purpose the workshop was to share project updates, since the project pause in July 2019, outline changes that occurred between Summer 2019 and the current design and outline next steps. The NEPA Team also requested feedback from the agencies throughout the presentation (presentation attached).

- NASA staff (Beth) noted that she informed David Henley that the previous USDA BARC site near the airstrip, on the east side of the BW Parkway, has detrimental effects, and further questioned: “why is it included this time?” Answer: BWRR stated that it is one of three TMF options and will be evaluated in the DEIS, the engineers were trying to take advantage of previously disturbed land.
- NASA staff (Mark) asked if the DEIS will include a lot more detail (vs the presentation) with changes to the interchange and bridge near NASA Goddard. Answer: AECOM noted that greater detail will be included in the DEIS.
- NASA staff (Mark) asked why the portal has been shifted to the south. Answer: AECOM stated that the 2 new BARC sites required the portal shift to “daylight” out of tunnel and meet geometric ramp requirements. BWRR concurred.

- NASA staff (Jan) expressed concern with the USDA BARC airstrip (east side of BW Parkway) TMF stating, “it is a very serious concern near NASA’s GGAO because experiments are on-going for the past 50 years. The site contains geo., x-ray, astronomical, etc that are sensitive to vibration, light, radio frequency (RF) interference, and EMF. It is also a historic site. This location supports NASA’s mission and is also historic.”
- NASA staff (Beth) concurred with Jan’s statement. She also noted that this information and NASA’s concerns were shared with BWRR and the NEPA Team last year. She then noted that, “this location holds equipment and history that can’t just be lifted and moved. The science is based on the history at this location.” The site is also a location for satellite referencing.
- NASA staff (Mark) also noted that GGAO location is sensitive to Wifi, walkie talkies, and cordless phones because they interfere with the broadband telescope.
- AECOM staff (Susan) asked if the other two TMF locations are a concern to NASA. Answer: No, at this time NASA does not have concerns with MD 198 or USDA BARC West TMFs. They also noted that they are not concerned with J alignment either. They are just concerned with the USDA BARC Airstrip location. NASA noted that if elevated guideways or TMF approach guideways approached research areas; light, EMF, vibration, and RF interference would be a concern.
- NASA staff (Beth) asked for an explanation of the area near the NASA Goddard gate. AECOM explained Slide 16 noting SWM locations, open portal area, and elevated interchange over the tunnel portion.
- NASA staff (Mark) asked if the portal shift to the south is needed if the USDA East TMF is dropped. Answer: AECOM noted that is a great question. As of now, these alternatives are set up for all three TMFs. AECOM also noted potential impacts to Explorer Road needing to become more elevated along with potential grading and SWM changes.
- NASA staff (Mark) asked if the East TMF works with J1? ANSWER: AECOM confirmed it does with ramps that fly over the parkway.
- NASA staff (Beth) asked what else NASA needs to do to express their concerns for GGAP and the USDA East TMF. Answer: FRA notes that from a NEPA standpoint, capturing notes of the meeting is beneficial. AECOM also noted that a revised letter with the new TMF design and location is also important for the DEIS and Administrative Record.
- NASA staff (Irene) noted that she is the NASA Goddard 106 contact.

### **Follow-up**

- NASA to provide a revised list of concerns to the NEPA Team.
- Access request to NASA for upcoming fieldwork – MTA to send email requesting access and potential dates.