

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT



NHPA SECTION 106 CONSULTING PARTIES MEETING #3 SCMAGLEV

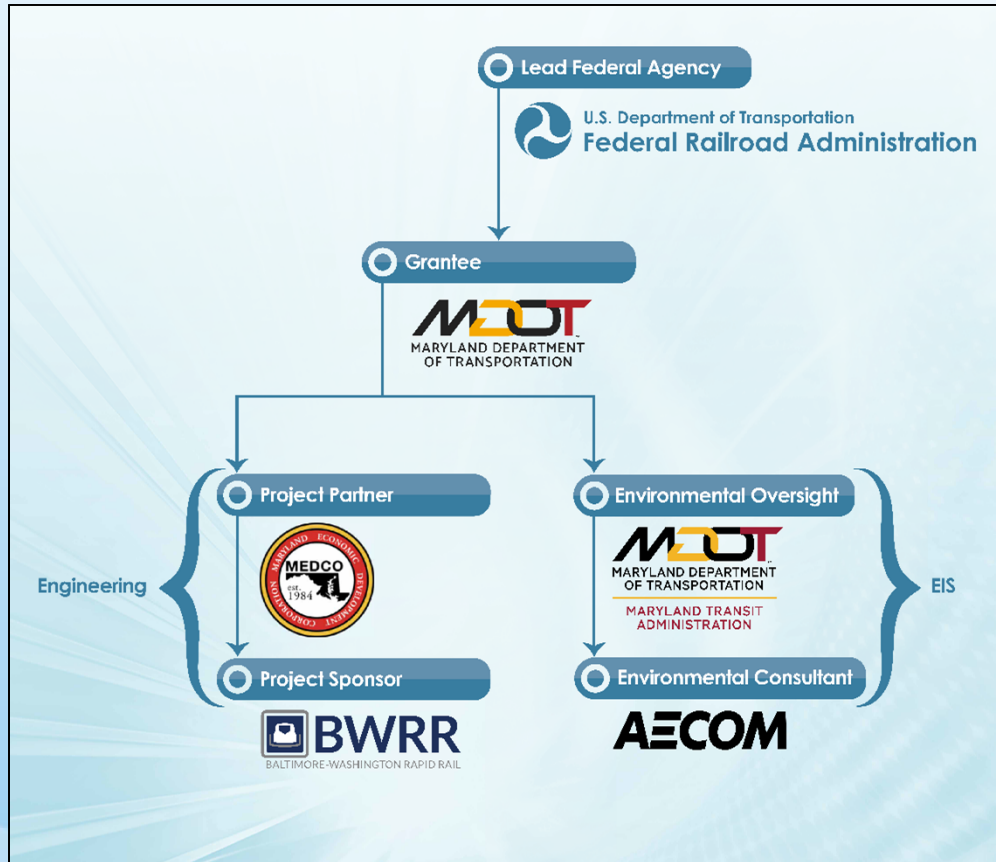
July 20, 2020

AGENDA



- ▶ Introductions / Roll Call
- ▶ Project Updates
 - ▶ BWRR Reassessed Critical Design Elements
 - ▶ Project Changes Overview
- ▶ Regulatory Updates
 - ▶ DEIS
 - ▶ Section 106
 - ▶ Programmatic Agreement
- ▶ Current Section 106 Work
 - ▶ Updating the APE
 - ▶ Field Survey and Resource Reports
 - ▶ Draft Programmatic Agreement
- ▶ Milestone Schedule
- ▶ Next Steps and Action Items

STUDY TEAM OVERVIEW REMINDER



- ▶ The purpose of this meeting is to provide project updates and the status of the NHPA Section 106 consultation
- ▶ Previous Consulting Party Meetings
 - ▶ March 14, 2018
 - ▶ September 17, 2018

REASON FOR PROJECT UPDATES – DESIGN REASSESSMENT



- ▶ The EIS pause facilitated a reassessment of critical design elements which will be fully addressed in the DEIS.

- ▶ BWRR reassessed:
 - ▶ Engineering
 - ▶ Operations
 - ▶ Vehicle (Trainset) Design
 - ▶ Real-World Japan Central Railway Company (JRC) Construction Experience



JRC SCMAGLEV Project Tokyo to Nagoya

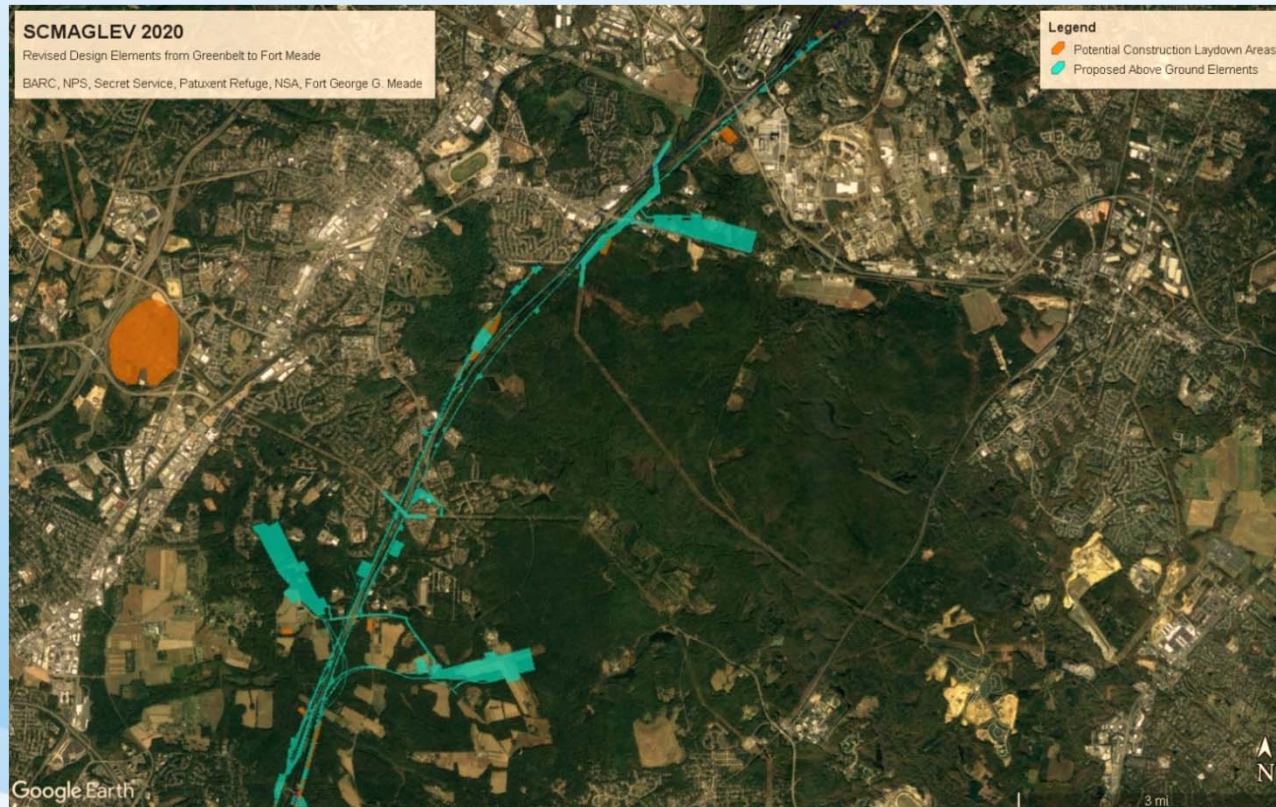
BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – OVERVIEW



Critical Design Element	Previous Assumption	Current
Alignment	BWP East/West (J and J1)	Same general alignment, shifts in alignment to meet geometric designs standards
Stations	2 DC stations, 1 BWI station, 2 Baltimore stations	1 DC station, 1 BWI station, 2 Baltimore stations
Trainset	12 Car trains	16 Car trains
TMF	Patapsco Ave and MD 198 (approximately 150 acres)	BARC West, BARC Airstrip, redesigned MD 198 (approximately 175 acres)
Ancillary Facilities	Portals, Fresh Air/Emergency Egress, substations, MOW facilities, system components	Changes in size/locations to be consistent with redesigned trainset, stations, TMF assumptions

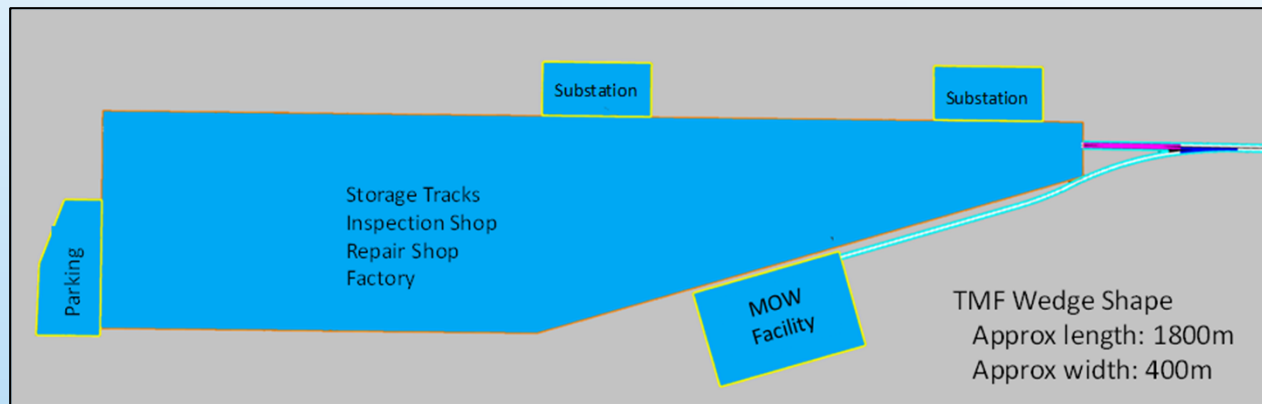


BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – OVERVIEW



- ▶ New 16-car Trainset (up from 12-car)
- ▶ New Trainset Maintenance Facility (TMF) Design
- ▶ New TMF Locations on BARC
- ▶ New Alignment shifts and Modified Viaduct LOD
- ▶ New Fresh Air/Emergency Egress locations
- ▶ New Stormwater Management and Systems Facilities
- ▶ New Maintenance of Way (MOW) locations
- ▶ Patapsco Ave TMF Dropped

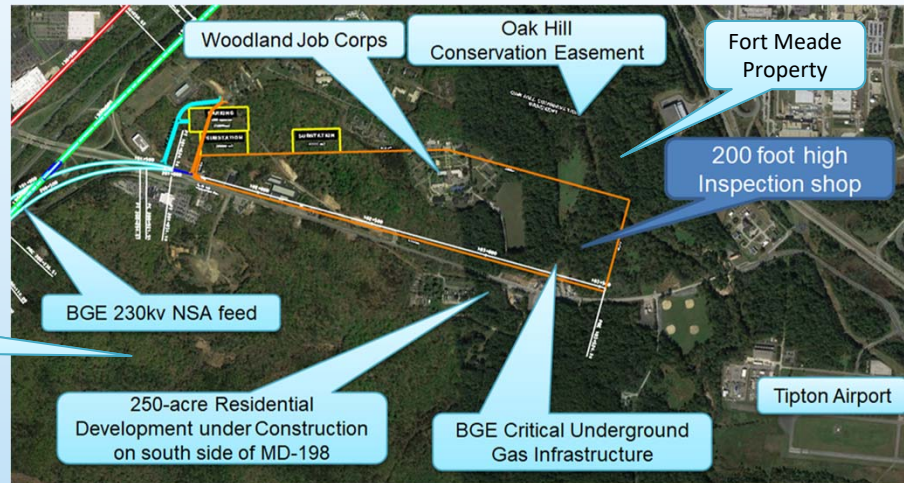
BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS - TMF



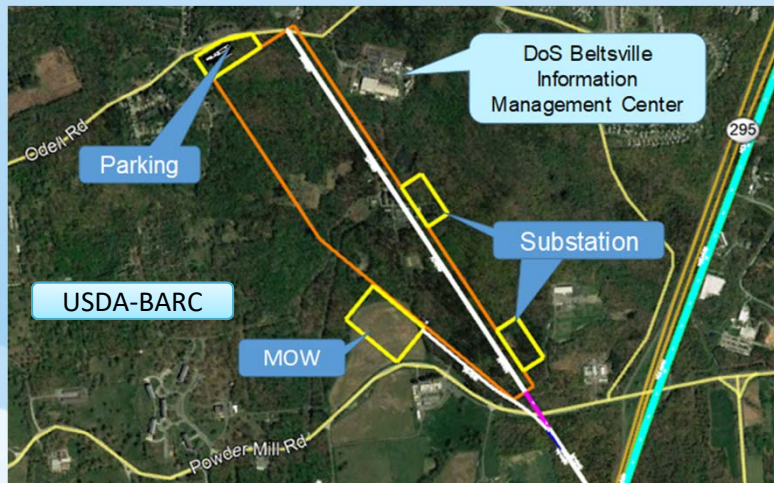
The two substations would be optimally sited on the long side of the TMF, with one located near the entrance and the second substation approximately halfway along the length. For an optimal design, the parking area would be located with easy access to the roadway network, and the MOW facility would be positioned as close to the mainline as possible.

- ▶ TMF wedge shape area of approximately 142 acres.
- ▶ Each substation of approximately 5 acres.
- ▶ MOW facility of approximately 12 acres.
- ▶ Parking of approximately 6 acres.
- ▶ Ramps to the mainline of approximately 10 acres.

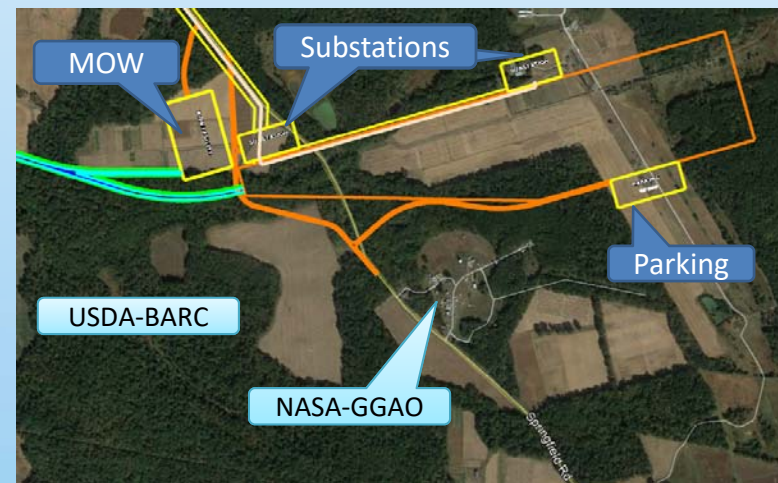
BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – TMF OPTIONS



MD 198 TMF



BARC West TMF



BARC Airstrip TMF

BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – ANCILLARY FACILITIES



- ▶ **Alignments/Portals** - To accommodate geometric requirements for turnouts for the proposed TMF locations on BARC, alignments have shifted laterally, and portal locations have been adjusted and modified to be open cut rather than cut/cover to increase ventilation.
- ▶ **Stations** – Footprints increased for all stations.
- ▶ **Fresh Air/Emergency Egress** – Locations for FA/EEs were updated and increased corresponding to the alignment changes and to avoid wetland impacts.
- ▶ **Substations** – Locations were updated for proximity to existing power infrastructure, and footprints were enlarged based on operational analysis.
- ▶ **MOW Facilities** – Two MOW facilities are required. For BARC TMFs, one will be co-located with the BARC TMF and is shown on that footprint. The second facility will be adjacent to the Cherry Hill portal for the Cherry Hill station alternative (similar to original design) or on the Westport property for the Camden Yards station alternative. For MD 198 TMF, one will be located just north of the BARC property, the second will be adjacent to the Cherry Hill Portal or on Westport property.
- ▶ **SCMAGLEV Facilities** – The LODs for miscellaneous small facilities that will house SCMAGLEV systems components, such as induction power distribution equipment, have been added. They vary in size from ½ acre to 2 acres.
- ▶ **Emergency Egress Stairs** – Stairwells will be installed at one or more locations along the viaduct from guideway level to the ground within the right-of-way. Locations will be coordinated with FRA Office of Safety and local emergency response providers.

BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – ANCILLARY FACILITIES

Fort Meade - FA/EE Site – Shifts 500m Southward (Alt J1)



National Park Service

FA/EE Site

NSA/Fort Meade

Examples of SCMAGLEV System facilities in area of Patuxent Research Refuge (Alt J)



2 acre facility

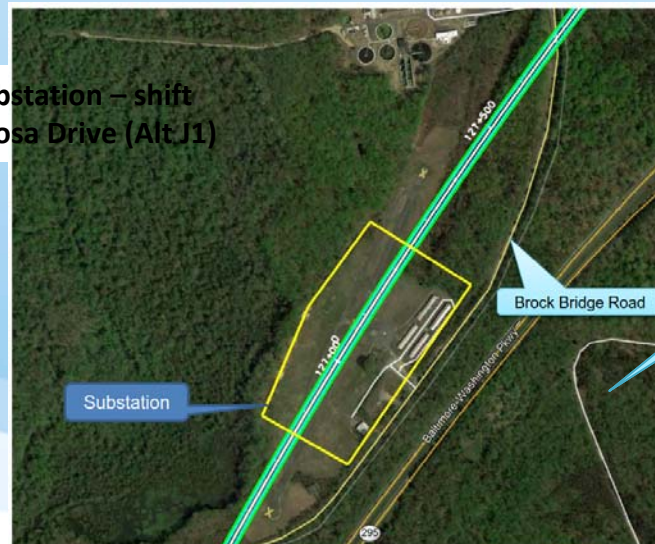
National Park Service

1 acre facility

1/2 acre facility

2 acre facility

Suburban Airport Substation – shift southward from Hermosa Drive (Alt J1)

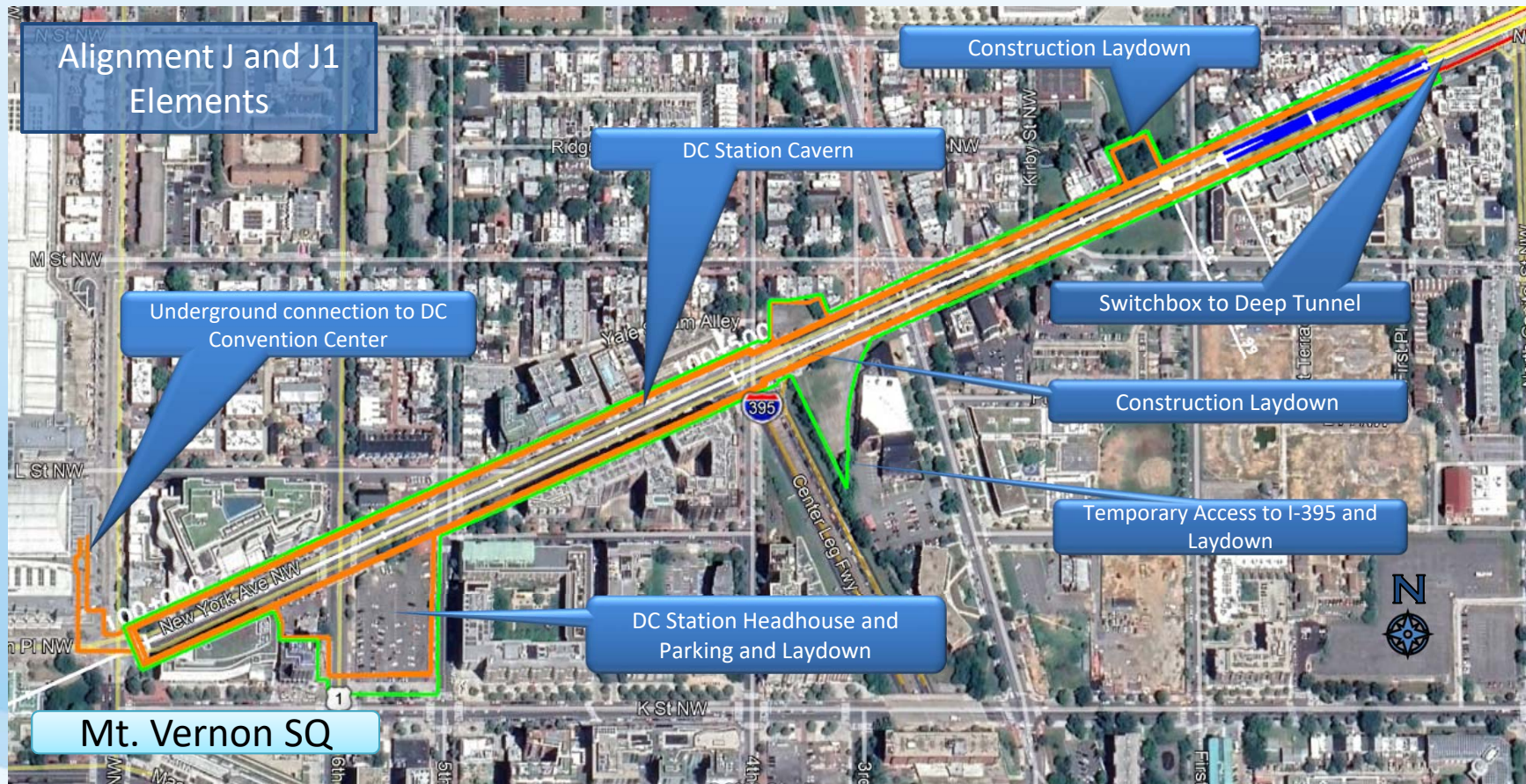


Substation

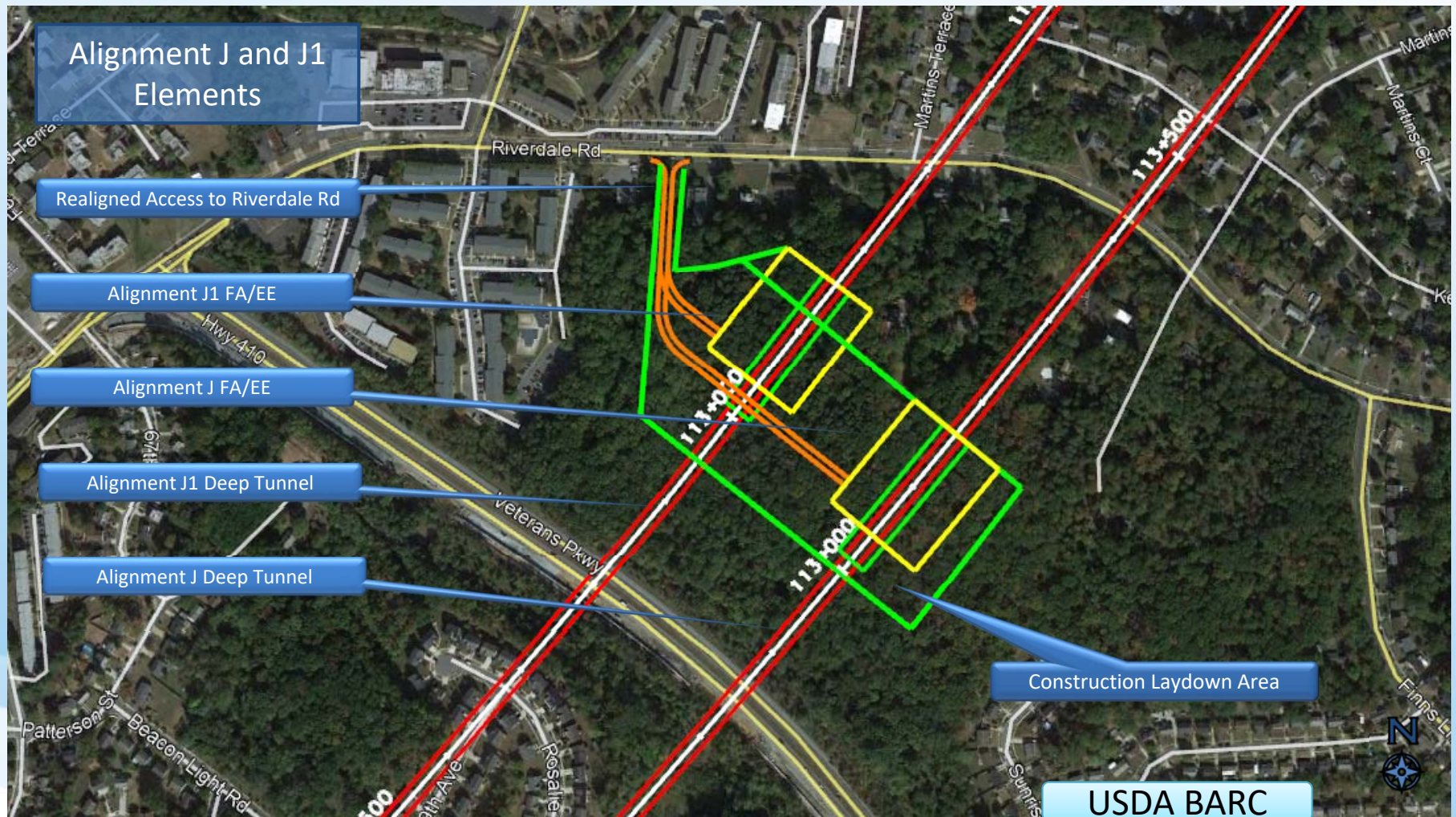
Brock Bridge Road

USFWS Patuxent Research Refuge

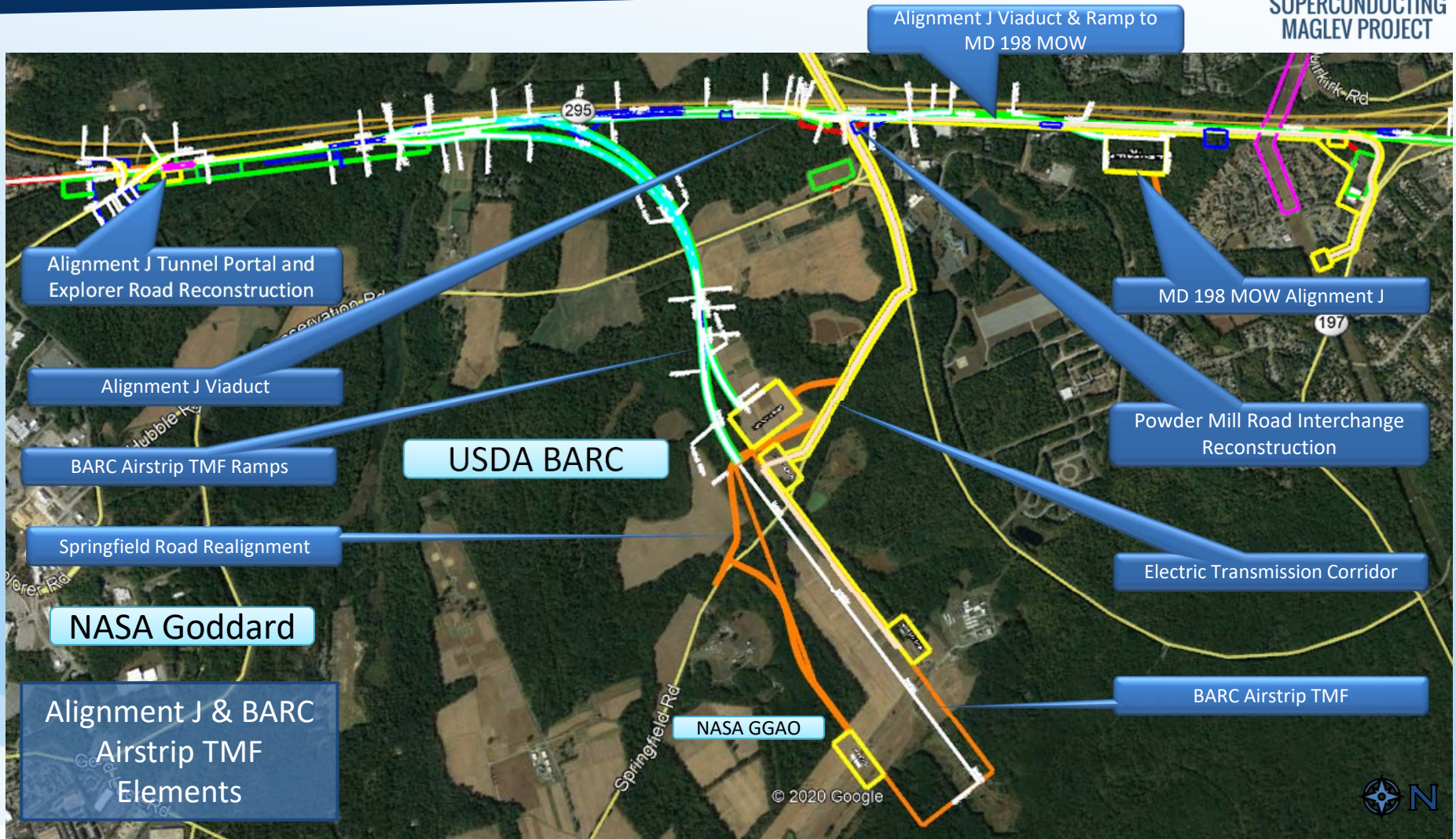
PROPOSED CHANGES – DC STATION



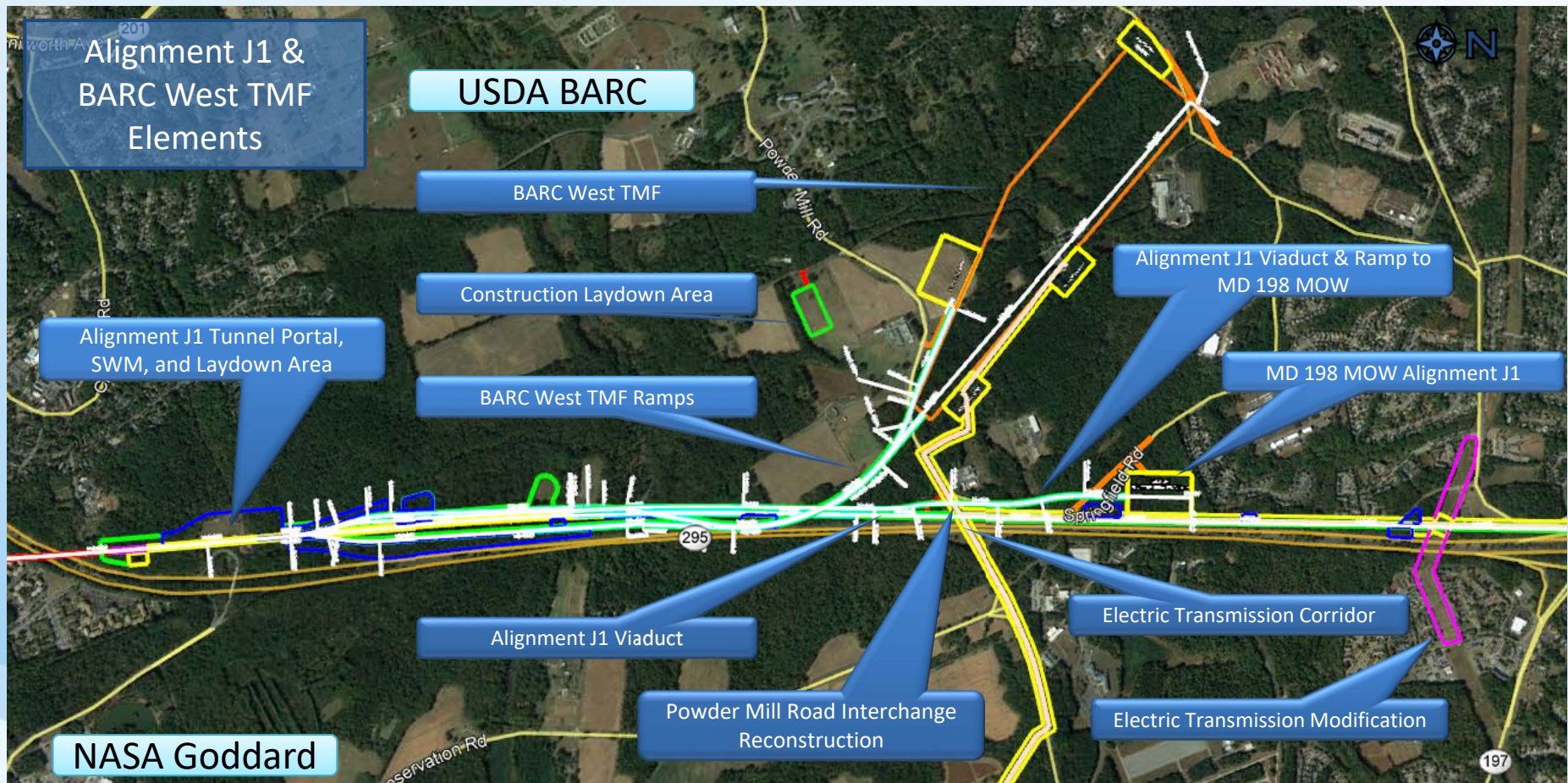
PROPOSED CHANGES – MD 410 FA/EE



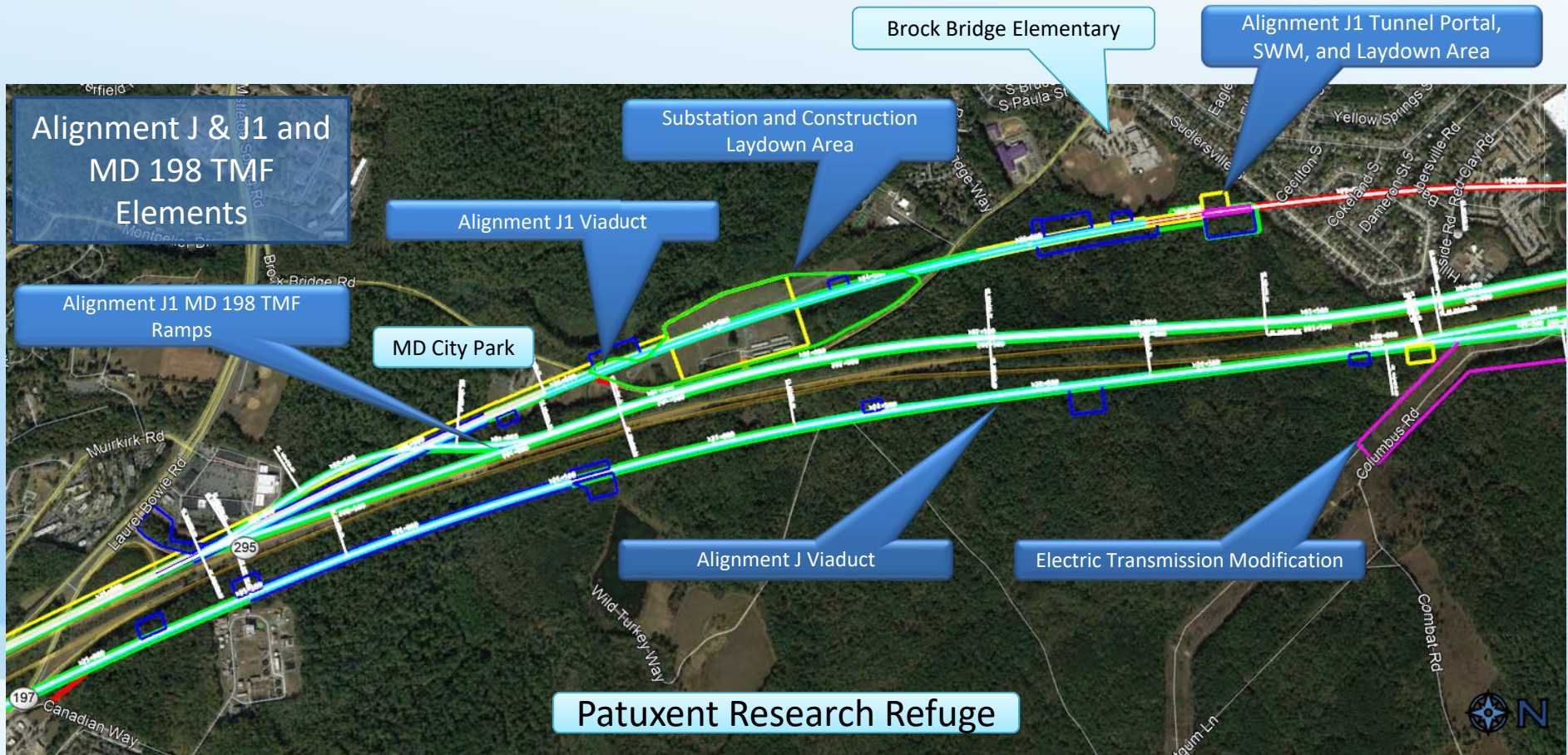
PROPOSED CHANGES – ALT J/BARC AIRSTRIP TME



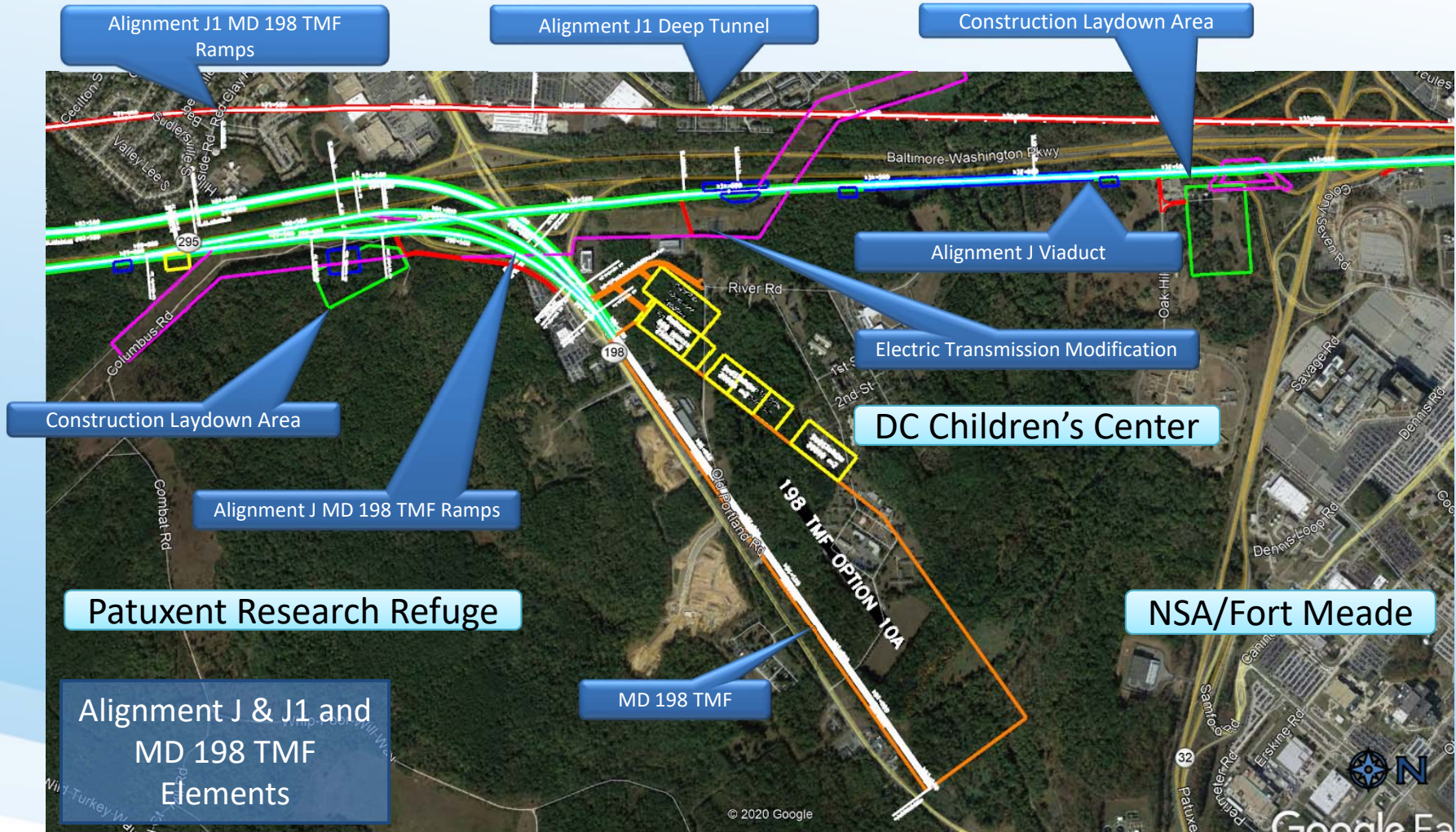
PROPOSED CHANGES – ALT J/BARC WEST TMF



PROPOSED CHANGES – PATUXENT AREA



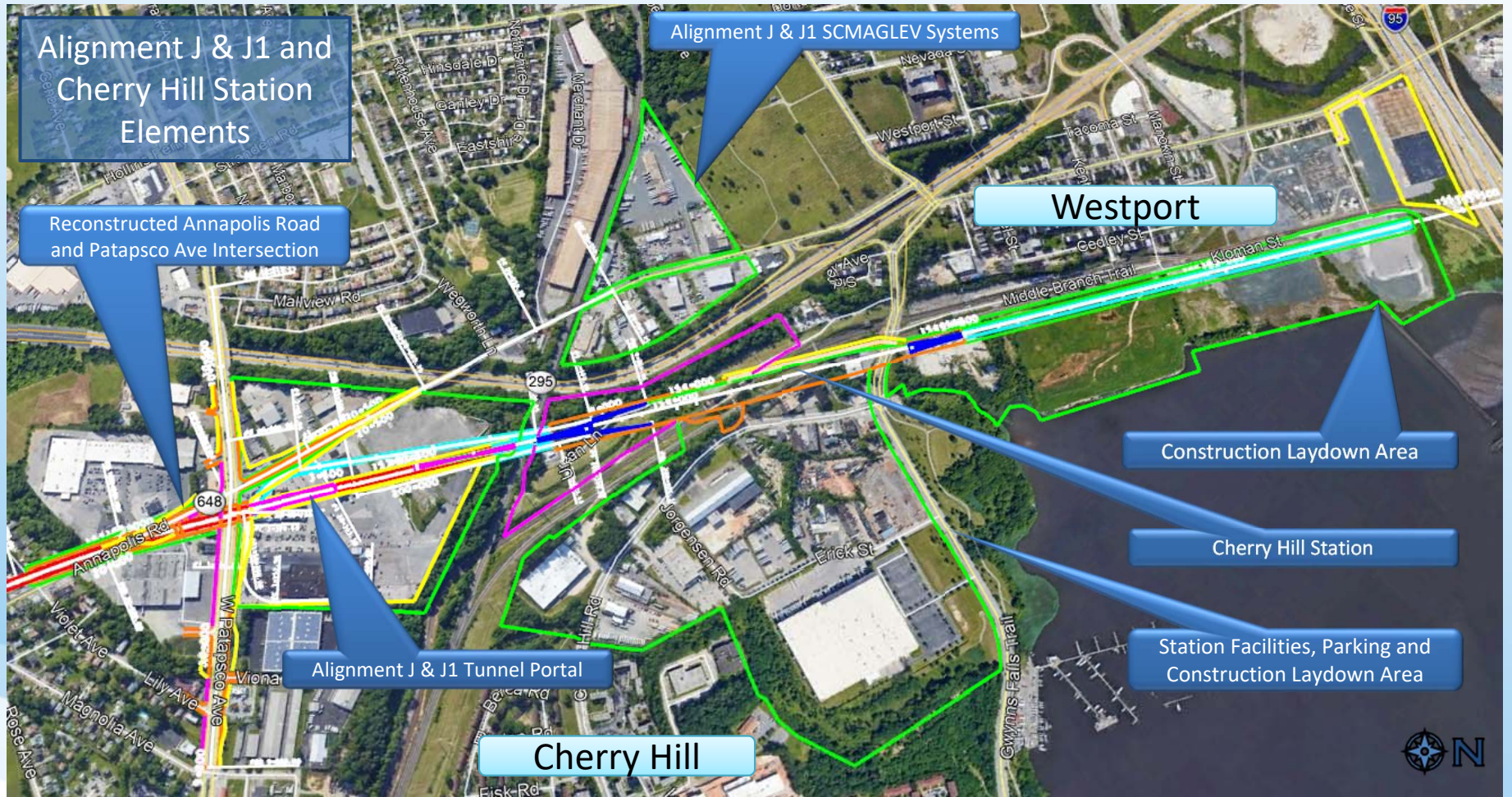
PROPOSED CHANGES – MD 198 TMF



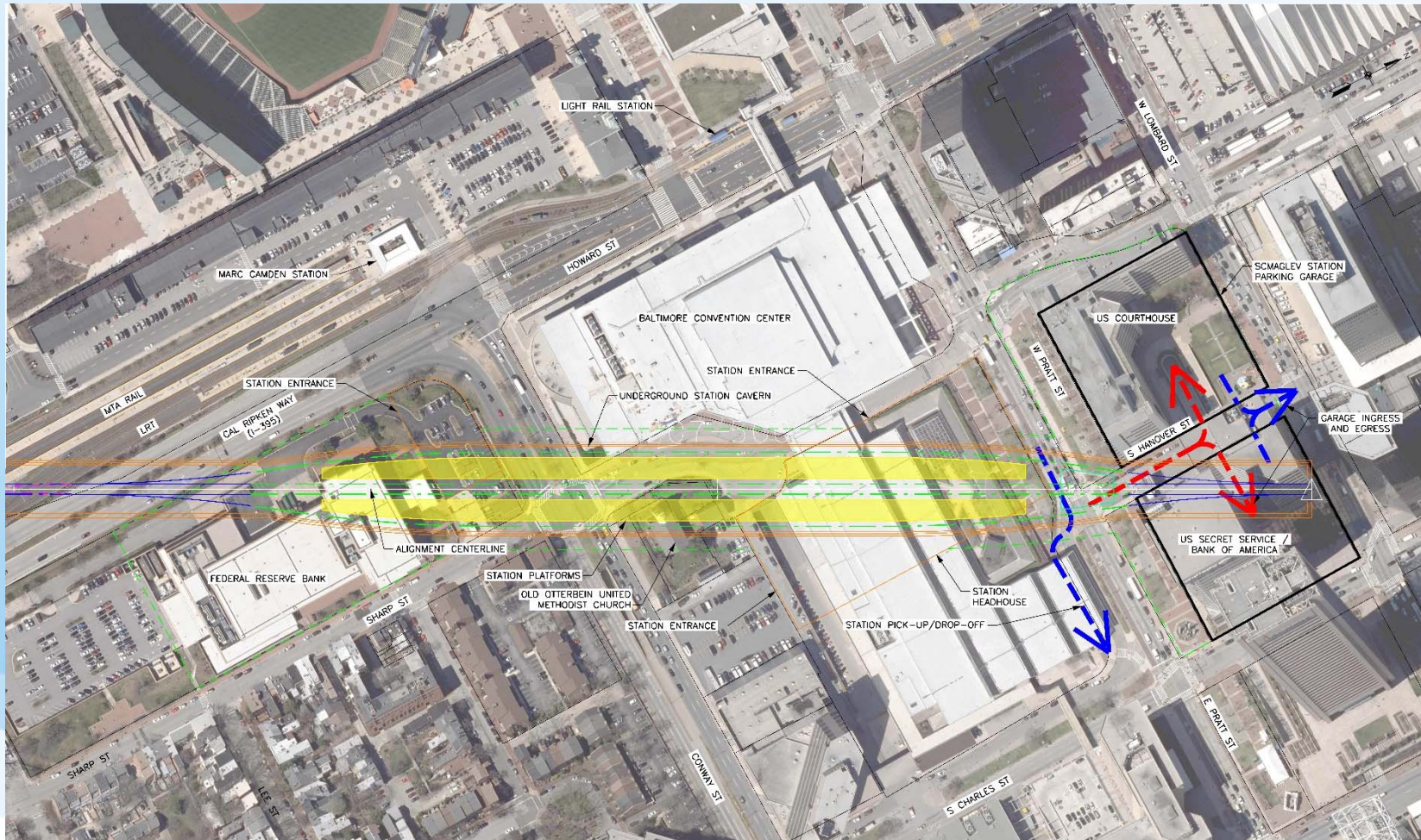
PROPOSED CHANGES – BWI AREA



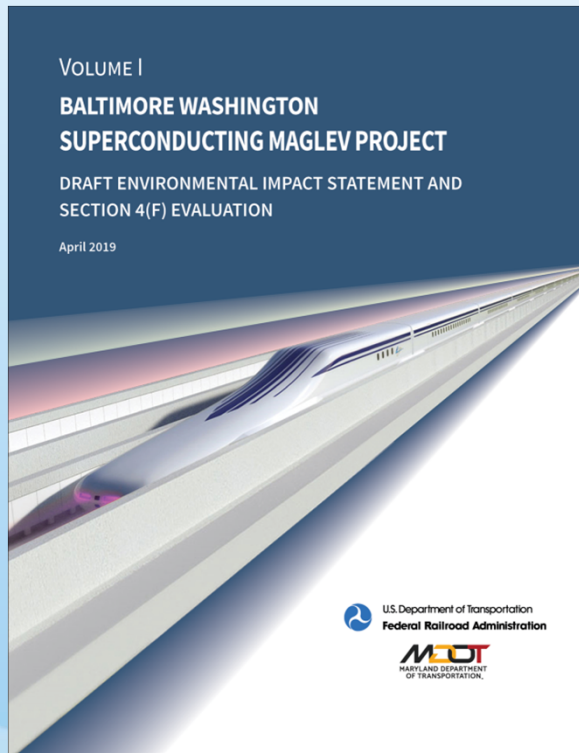
PROPOSED CHANGES – CHERRY HILL AREA



PROPOSED CHANGES – CAMDEN AREA



DEIS STATUS



- ▶ Status change on Federal Permitting Dashboard from “Pause” to “In-Progress”
- ▶ Agency review of DEIS and Draft Section 4(f) expected December 2020
- ▶ Previous Milestones (Nov 2016 - Aug 2019)
 - ▶ NOI - November 2016
 - ▶ Purpose and Need - October 2017
 - ▶ Preliminary Alternatives Screening Report - January 2018
 - ▶ Alternatives Report - November 2018
 - ▶ Agency DEIS - scheduled Summer 2019 but paused (August 2019 to May 2020)

SECTION 106 STATUS



1700 New Jersey Avenue, SE
Washington, DC 20590

May 15, 2017

Mr. David Maloney
State Historic Preservation Officer
D.C. Office of Planning
1100 4th Street, SW, Suite 650 First
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 FIS in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et. seq.) (NEPA), the Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508), and FRA's NEPA Procedures (61 FR 28545 dated May 26, 1999 and 78 FR 27133 dated January 14, 2013). FRA published a Notice of Intent (NOI) to prepare the FIS 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 (NHHPA), as amended, and its implementing regulations at 36 CFR Part 500 (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 FIS for the MDP, later, with funds appropriated from TEA-21. FRA and the Maryland Transit Administration proposed 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

- ▶ Initial Consultation Letters to DC and MD SHPOs – May 15, 2017
- ▶ Initial Consulting Party Invitation Letters – January 17, 2018
- ▶ CP Meeting #1 – March 14, 2018
- ▶ Initial Consultation Letters to Native American Tribes – August 29, 2018
- ▶ CP Meeting #2 – September 17, 2018
- ▶ MDSHPO Concurrence with APE Definition – October 4, 2018
- ▶ DCSHPO Concurrence with APE Definition – January 29, 2019
- ▶ Above-Ground Field Surveys and Preparation of DC and MD DOE Forms – November 2018 to August 2019
- ▶ DCSHPO Concurrence with DC DOE Forms – July 19, 2019
- ▶ Draft Phase IA Archaeological Assessments submitted to DCSHPO/MDSHPO – July 19, 2019
- ▶ MDSHPO Comments on Draft Phase IA – August 20, 2019
- ▶ MDSHPO Concurrence with MD DOE Forms – August 20, 2019 and September 5, 2019
- ▶ Consultation Letters to Additional Native American Tribes – December 16, 2019

PROGRAMMATIC AGREEMENT STATUS



*** Draft #1 (8-02-19) ***

PROJECT PROGRAMMATIC AGREEMENT

Among the
FEDERAL RAILROAD ADMINISTRATION,
BALTIMORE-WASHINGTON RAPID RAIL,
MARYLAND HISTORICAL TRUST,
DISTRICT OF COLUMBIA HISTORIC PRESERVATION OFFICER,
US DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE, NATIONAL CAPITAL REGION
US DEPARTMENT OF AGRICULTURE - BELTSVILLE AGRICULTURAL RESEARCH CENTER,
AND
ADVISORY COUNCIL ON HISTORIC PRESERVATION

Regarding the
SUPERCONDUCTING MAGNETIC LEVITATION (SCMAGLEV) HIGH-SPEED RAIL PROJECT
BETWEEN BALTIMORE, MARYLAND AND WASHINGTON, DC

WHEREAS, the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) is studying the proposed construction of a high-speed, Superconducting Magnetic Levitation (SCMAGLEV) rail line including new passenger rail stations, trainset maintenance facilities, tunnels, and ancillary facilities such as power substations and fresh air/egress structures, (the Project) to connect Baltimore, Maryland with Washington, D.C., along with an intermediate stop at Baltimore-Washington International/Thurgood Marshall Airport; and

WHEREAS, the Federal Railroad Administration (FRA) provided grant funding to MDOT MTA to carry out preliminary engineering, conceptual design, and environmental analyses in compliance with the National Environmental Policy Act (NEPA)(42 United States Code [U.S.C.] § 4321 et seq.) to evaluate the potential impacts of constructing and operating the SCMAGLEV system between the two cities; and

WHEREAS, Baltimore-Washington Rapid Rail (BWRR), a private-entity proponent of the Project defined the commercial specifications for the Project's performance and the Maryland Economic Development Corporation is coordinating the engineering and design efforts being developed by BWRR for the Project; and

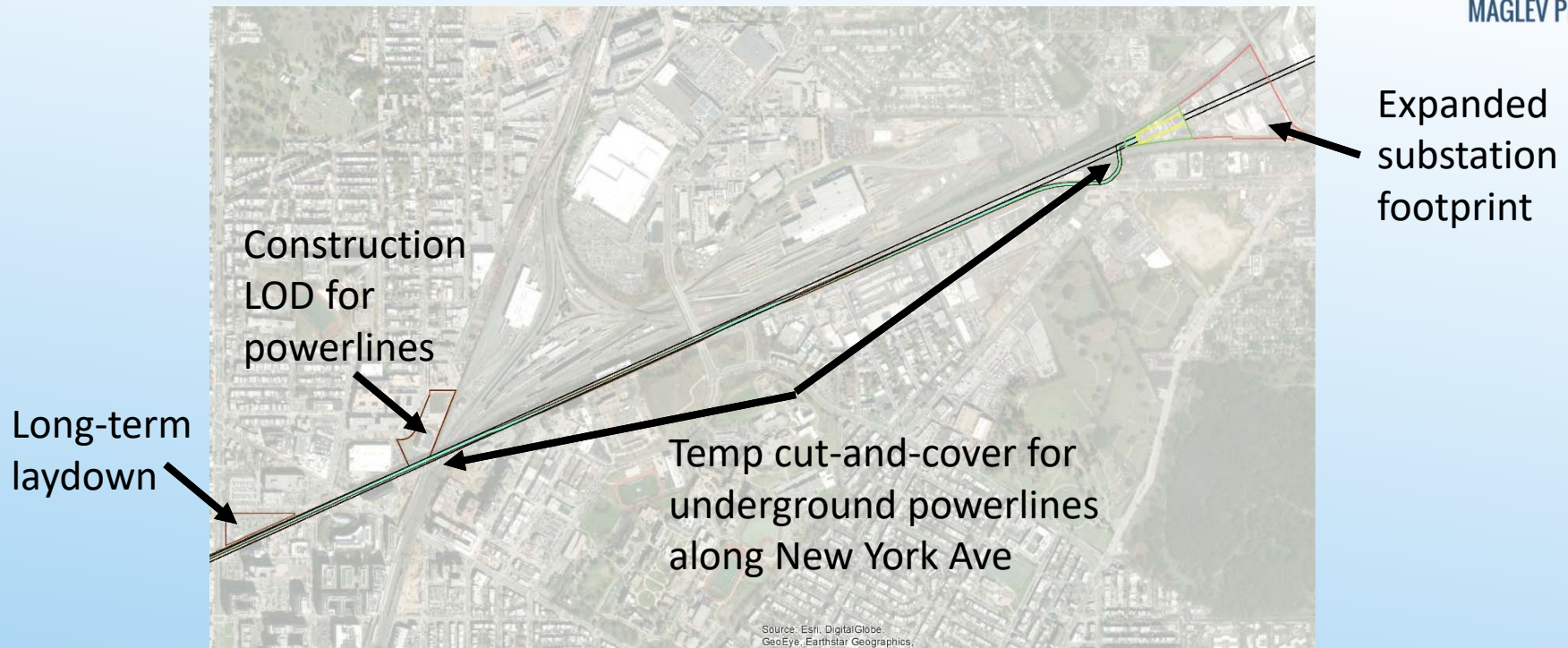
WHEREAS, BWRR, a private corporation, has acquired a passenger railroad franchise to build and operate the SCMAGLEV system; and

WHEREAS, should FRA or another Federal agency have an action with regard to the Project, the Project would be an undertaking under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, (54 U.S.C. § 306108) and its implementing regulations, *Protection of Historic Properties* (36 C.F.R. part 800) (known collectively as "Section 106"); and

WHEREAS, as part of the NEPA process, FRA filed a Notice of Intent to Prepare an Environmental Impact Statement (EIS) on November 25, 2016, and FRA and MDOT MTA utilized a two-level screening approach during 2017 to identify alignments meeting Project technical specifications and the Project Purpose and Need; produced a draft Preliminary Alternatives Screening Report (PASR); reviewed public comments on the PASR submitted by mail and e-mail, as well as at public open-houses held during April and October

- ▶ ACHP affirms intention to participate in PA development – May 8, 2019
- ▶ PA Draft to Signatories and Federal Agencies – August 2, 2019
- ▶ NPS PA Meeting – November 21, 2019
- ▶ Signatories and Federal Agencies PA Meeting – December 5, 2019
- ▶ Currently addressing Signatory and Federal Agency comments

CURRENT WORK: UPDATING APE



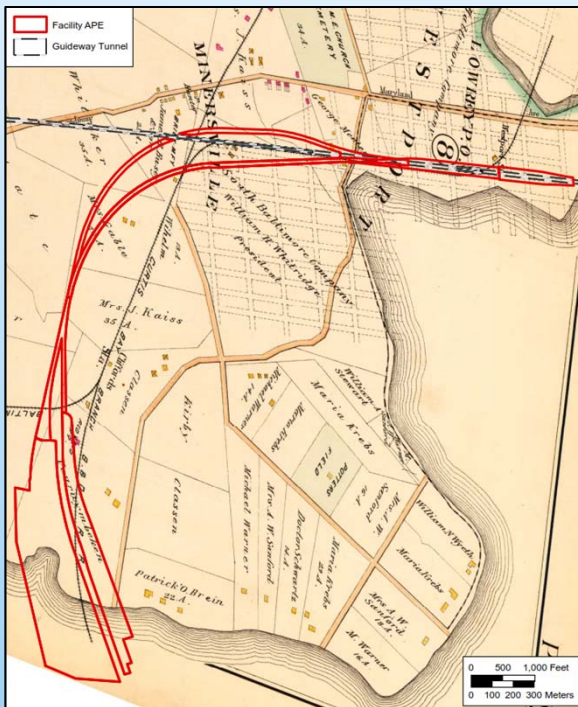
- ▶ Updating APE in Maryland based on previously agreed to definitions (e.g., 150-ft buffer for above-ground resources)
- ▶ Consulting with DC SHPO about updating the above-ground APE in DC for newly added project design elements (see image above)
- ▶ See **handout** for known historic properties that are within the APE (this list is for discussion purposes only and subject to change) - three previously identified above-ground historic properties dropped out based on the APE updates (Camden Station area); eight added (DC and Cherry Hill Station areas)
- ▶ APE for archaeological resources still the project Limits of Disturbance

CURRENT WORK: ABOVE-GROUND FIELD SURVEYS



- ▶ First phase of survey conducted November 2018 to August 2019 resulted in identification of seven new NRHP-eligible properties in DC and three new NRHP-eligible properties in MD
- ▶ Survey re-commenced in June with DOEs to be completed by early Fall
 - ▶ Focus on new areas affected in DC, USDA BARC, and Cherry Hill Station vicinity
- ▶ The future identification and evaluation processes post-Record of Decision (ROD) will be captured within the PA

CURRENT WORK: PHASE IA ARCHAEOLOGICAL ASSESSMENTS



- ▶ Revising both the DC and MD Phase IA Archaeological Assessments
- ▶ Incorporating new design changes into the assessments
- ▶ Will be used to inform future archaeological identification efforts
- ▶ The future identification and evaluation processes post-ROD will be captured within the PA

PRELIMINARY IDENTIFICATION OF ADVERSE EFFECTS



- ▶ Assessing temporary (construction) and permanent (operational) effects
- ▶ Preliminary effects determinations currently underway to be included in DEIS
- ▶ FRA will request SHPO concurrence and consulting party comment

PRELIMINARY IDENTIFICATION OF ADVERSE EFFECTS



- ▶ Mount Vernon Square Historic District and Addition (DC)
- ▶ The New York (DC)
- ▶ Martins Woods (MD)
- ▶ Greenbelt Historic District (NHL) (MD)
- ▶ Baltimore-Washington Parkway (MD)
- ▶ Goddard Space Flight Center (MD)
- ▶ Beltsville Agricultural Research Center (MD)
- ▶ DC Children's Center-Forest Haven District (MD)
- ▶ Westport Historic District (MD)
- ▶ Otterbein Church (MD)

(Provided for discussion purposes only and subject to change.)

PA MILESTONE SCHEDULE



Milestone	Expected Completion Date
Programmatic Agreement	Spring 2018 – Spring 2021
Signatory Review of Draft Programmatic Agreement	July-October 2020
Consulting Party Meeting Number 4	November 2020
Consulting Party Review of Draft Programmatic Agreement	November 2020-March 2021
Draft Programmatic Agreement for Public Review	March 2021
DEIS Completed; Publish Draft EIS Notice of Availability	March 2021
DEIS and PA Public Comment Period (45 days)/Close of Availability	March 2021 – May 2021
Continued Development of PA	Summer-Fall 2021
Additional Consulting Party Meetings	TBD 2021
PA Finalization and Execution	January 2022 Completed by Issuance of FEIS/ROD

NEXT STEPS/ACTION ITEMS



- ▶ Complete update of APE
- ▶ Complete Field Surveys (above-ground resources)
- ▶ Complete Determination of Eligibility Forms (DC and MD)
- ▶ Complete Phase IA Archaeological Assessments
- ▶ Submit DOEs and Phase IA reports to DCSHPO and MDSHPO

QUESTIONS AND COMMENTS



Thank You

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MARYLAND TRANSIT
ADMINISTRATION

