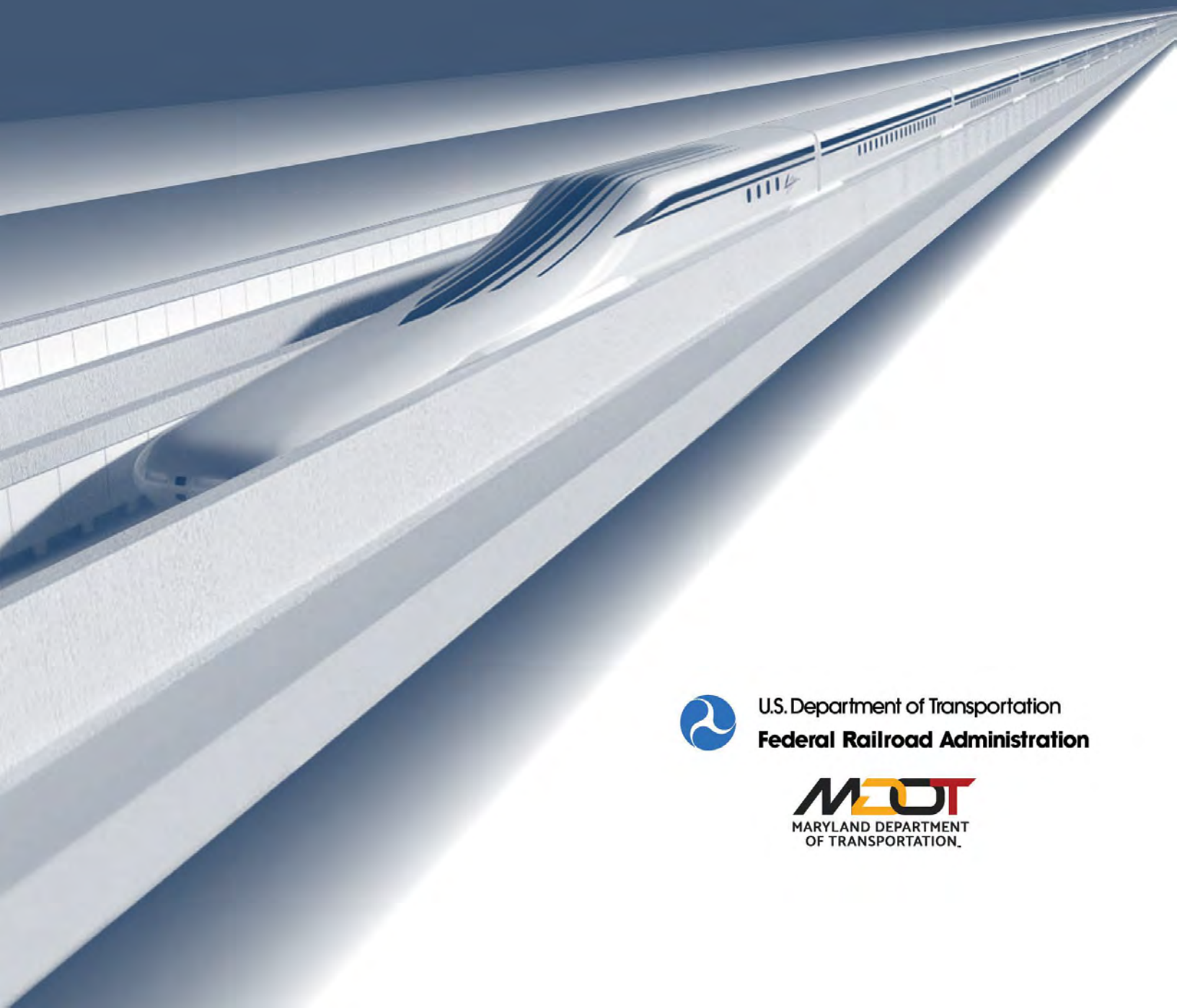
Appendix E

Public Involvement Agency Coordination

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(f) EVALUATION



U.S. Department of Transportation
Federal Railroad Administration

MARYLAND DEPARTMENT OF TRANSPORTATION

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Notice of Intent

Elwood F. Gorom (WA)
Mike W. Holland (IL)
Dan M. McAllister (WI)
Paul F. Rivers (MN)
Marcus V. Romo (ID)
Wayne L. Snyder (OH)
Justin K. Zimmerschied (KS)

The drivers were included in Docket Nos. FMCSA–2011–0383. Their exemptions are effective as of April 27, 2016 and will expire on April 27, 2018.

As of April 30, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 2 individuals, have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 10612; 79 FR 14579; 79 FR 28590; 79 FR 27685):

Charles L. Bryant (PA)
Christopher P. Martin (NH)

The drivers were included in Docket Nos. FMCSA–2014–0012; FMCSA–2014–0013. Their exemptions are effective as of April 30, 2016 and will expire on April 30, 2018.

Each of the 47 drivers in the aforementioned groups qualifies for a renewal of the exemption. They have maintained their required medical monitoring and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous 2-year exemption period.

These factors provide an adequate basis for predicting each driver's ability to continue to drive safely in interstate commerce. Therefore, FMCSA concludes that extending the exemption for each of the 47 drivers for a period of two years is likely to achieve a level of safety equal to that existing without the exemption. The drivers were included in docket numbers FMCSA–2011–0382; FMCSA–2011–0383; FMCSA–2013–0194; FMCSA–2014–0012; FMCSA–2014–0013.

Request for Comments

FMCSA will review comments received at any time concerning a particular driver's safety record and determine if the continuation of the exemption is consistent with the requirements at 49 U.S.C. 31136(e) and 31315. However, FMCSA requests that interested parties with specific data concerning the safety records of these drivers submit comments by December 27, 2016.

FMCSA believes that the requirements for a renewal of an exemption under 49 U.S.C. 31136(e) and 31315 can be satisfied by initially granting the renewal and then requesting and evaluating, if needed, subsequent comments submitted by interested parties. As indicated above, the Agency previously published notices of final disposition announcing its decision to exempt these 47 individuals from rule prohibiting persons with ITDM from operating CMVs in interstate commerce in 49 CFR 391.41(b)(3). The final decision to grant an exemption to each of these individuals was made on the merits of each case and made only after careful consideration of the comments received to its notices of applications. The notices of applications stated in detail the medical condition of each applicant for an exemption from rule prohibiting persons with ITDM from operating CMVs in interstate commerce. That information is available by consulting the above cited **Federal Register** publications.

Interested parties or organizations possessing information that would otherwise show that any, or all, of these drivers are not currently achieving the statutory level of safety should immediately notify FMCSA. The Agency will evaluate any adverse evidencesubmitted and, if safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315, FMCSA will take immediate steps to revoke the exemption of a driver.

Submitting Comments

You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to *http://www.regulations.gov* and in the search box insert the docket numbers FMCSA–2011–0382; FMCSA–2011–0383; FMCSA–2013–0194; FMCSA–2014–0012; FMCSA–2014–0013 and click the search button. When the new screen appears, click on the blue ''Comment Now!'' button on the right hand side of the page. On the new page, enter information required including the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

We will consider all comments and material received during the comment period. FMCSA may issue a final determination at any time after the close of the comment period.

Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble, go to *http://www.regulations.gov* and in the search box insert the docket number FMCSA–2011–0382; FMCSA–2011–0383; FMCSA–2013–0194; FMCSA–2014–0012; FMCSA–2014–0013 and click ''Search.'' Next, click ''Open Docket Folder'' and you will find all documents and comments related to this notice.

Issued on: November 16, 2016.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2016–28369 Filed 11–23–16; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project, Between Baltimore, Maryland and Washington, DC

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FRA announces its intent to prepare an EIS for the Baltimore-Washington Superconducting Magnetic Levitation (Maglev) (SCMAGLEV) Project (Proposed Action) jointly with the Maryland Department of Transportation (MDOT). The Proposed Action consists of the construction and operation of a high-speed SCMAGLEV train system between Washington, DC and Baltimore, MD with an intermediate stop at Baltimore/Washington International Thurgood Marshall (BWI) Airport. FRA and MDOT will develop the EIS in compliance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 *et seq.*

DATES: Written comments on the scope of the Project EIS should be provided to the address below by December 27, 2016. Public scoping meetings are anticipated for December 2016 and January 2017. Additional updated information and scoping materials is available through the Project Web site:

http://www.BaltimoreWashingtonSCMaglevProject.com.

ADDRESSES: The public and other interested parties are encouraged to submit written scoping comments by mail, by email, or in person at the scoping meetings. Scoping comments can be sent by mail to Bradley M. Smith, Director of the Office of Freight and Multimodalism, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland 21076, 410–865–1097; or via email to: *bsmith9@mdot.state.md.us.*

Comments may also be provided orally or in writing at scoping meetings. See the **SUPPLEMENTARY INFORMATION** section for meeting times and addresses.

FOR FURTHER INFORMATION CONTACT: Brandon Bratcher, Environmental Protection Specialist, USDOT Federal Railroad Administration, Office of Program Delivery, 1200 New Jersey Avenue SE., MS–20, Washington, DC 20590; 202–493–0844; *brandon.bratcher@dot.gov.*

SUPPLEMENTARY INFORMATION: FRA is an operating administration of DOT and is responsible for overseeing the safety of railroad operations, including the safety of any proposed rail ground transportation system. FRA is also authorized to provide, subject to appropriations, funding for intercity passenger rail and rail capital investments. In 2016, FRA awarded MDOT a grant to prepare an EIS for the Proposed Action. No funding, however, has been appropriated at this time to fund construction of the Proposed Action.

FRA is the lead Federal agency under NEPA; MDOT is the joint lead agency (40 CFR 1501.5(b) and 1506.2(a)). FRA and MDOT will prepare the EIS in compliance with: NEPA; the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500–1508); FRA Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (64 FR 28545, May 26, 1999; 78 FR 2713, Jan. 14, 2013); 23 U.S.C. 139; and 49 U.S.C. 24201. After release and circulation of a Draft EIS for public comment, FRA intends to issue a single document that consists of the Final EIS and Record of Decision under the Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141, Section 1319(b)) unless it determines the statutory criteria or practicability considerations preclude issuing a combined document.

The EIS will document compliance with applicable Federal, state, and local environmental laws and regulations, including: Section 106 of the National Historic Preservation Act; the Clean Air Act; the Clean Water Act; Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)); the Endangered Species Act; Executive Order 11988 and DOT Order 5650.2 on Floodplain Management; Executive Order 11990 on Protection of Wetlands; the Magnuson-Stevens Act; the Coastal Zone Management Act; and Executive Order 12898 on Environmental Justice. The EIS is intended to be a project-level EIS and will serve as the NEPA compliance for potential future funding or other federal, state, and local approvals of the Proposed Action as appropriate.

Project Background

Sections 1101(a)(18) and 1307 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59), as amended by section 102 of the SAFETEA–LU Technical Corrections Act of 2008 (Pub. L. 110–244), authorized funding for pre-construction planning activities for eligible Maglev transportation projects located east of the Mississippi River and between Las Vegas and Primm, Nevada. In 2016 FRA awarded $27.8 million in SAFETEA–LU Maglev funds to MDOT to prepare preliminary engineering and a NEPA analysis for the Proposed Action.

Previously, in 2003, FRA and the Maryland Transit Administration (MTA) prepared a Draft EIS and Section 4(f) Evaluation (2003 Draft EIS) for a similar proposed project authorized under the Magnetic Levitation Transportation Technology Deployment Program (23 U.S.C. 322). The 2003 Draft EIS studied the potential impacts of construction of a Maglev alignment between Washington, DC and Baltimore, MD, as well as potential station locations: One in downtown Washington, DC; one at BWI; and one in downtown Baltimore, MD. FRA and MTA published a Final EIS in 2007 (2007 Final EIS), but FRA did not issue a Record of Decision and the project was not advanced further.

In November 2015, the Maryland Public Service Commission approved the Baltimore-Washington Rapid Rail's (BWRR) application to acquire a passenger railroad franchise to deploy a SCMAGLEV system between Baltimore, MD and Washington, DC. BWRR is a private corporation and, as the Project sponsor and developer of the proposed SCMAGLEV service between Baltimore, MD and Washington, DC, will work with Federal and state agencies, including FRA and MDOT, to carry out the project.

Project Description

FRA and MDOT will complete the environmental and engineering studies for a proposed Baltimore-Washington SCMAGLEV train system between Washington, DC and Baltimore, MD, with an intermediate stop at BWI Airport. FRA and MDOT anticipate the study area will be approximately 40 miles long and 10 miles wide. The proposed study area is roughly bounded on the west by Interstate 95 and on the east by the former Washington-Baltimore & Annapolis Electric Railroad alignment. It includes portions of the City of Baltimore, Baltimore County, Howard County, Anne Arundel County, and Prince George's County in Maryland, and Washington, DC. BWRR has indicated it wishes to develop a SCMAGLEV system, potentially extending as far north as Boston, MA and south to Charlotte, NC. Such a project or projects will not be addressed in the EIS FRA and MDOT are preparing, but could be subject to separate NEPA review in the future, as appropriate.

BWRR's proposed SCMAGLEV system would be designed to provide approximately 15-minute service between the new Baltimore and Washington stations, and would run on a new, high-quality guideway with bi-directional service, an automatic train control system, and no at-grade crossings. BWRR anticipates the project would be funded by a mix of federal, international, and private funding, and would include construction of the new SCMAGLEV guideway, stations, and maintenance facilities.

Purpose and Need Statement

The purpose of BWRR's Proposed Action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington. The population in the Baltimore-Washington area makes up one of the largest and densest population centers in the United States. Over the next 30 years the population in the area is projected to increase by approximately 30 percent. Similarly, the demand on the transportation infrastructure between Baltimore and Washington will continue to increase along major roadways and railways including Interstate 95, the Baltimore-Washington Parkway (MD 295), US 29, US 1, and the Northeast Corridor (NEC) thereby decreasing the level of service, reliability, mobility, and potentially decreasing safety.

The Baltimore-Washington area is served by the NEC rail network that runs parallel to Interstate 95 in the area

and spans from Washington, DC to Boston, MA. Amtrak, commuter railroads, and freight railroads operate a variety of services on the NEC. In the Baltimore-Washington area, Amtrak runs intercity passenger rail service, Maryland Area Regional Commuter operates commuter rail service, and CSX Transportation and Norfolk Southern Railway run freight trains during off-peak times over portions of the NEC between Baltimore and Washington. Each of these services competes for operational times for service on the existing NEC and demand continues to increase.

Without additional transportation improvements and capacity within the Baltimore-Washington area, economic development and growth opportunities will be restricted. As congestion increases on the NEC and on the region's highways, the demand for continued economic development will be impacted, including, for example, tourism.

To address these issues, in 2012 FRA launched the NEC FUTURE program to consider the role of rail passenger service in the context of current and future transportation demands and to evaluate the appropriate level of capacity improvements to make across the NEC. Through NEC FUTURE, FRA will determine a long-term vision and investment program for the NEC documented in a Tier 1 EIS and Service Development Plan. FRA published a Tier 1 Draft EIS in November 2015; however, the Draft EIS evaluated steel-wheel technologies as a way to serve the passenger rail needs of the region. It left open the possibility and did not preclude the study of and investment in advanced guideway and other new technologies, such as SCMAGLEV, to meet the transportation needs of the Northeast, including the Baltimore-Washington area. Additional information on the NEC FUTURE Program is available at: *http://www.necfuture.com/.*

Proposed Alternatives To Consider

The EIS evaluating the SCMAGLEV proposal will consider a range of reasonable alternatives that FRA and MDOT will develop based on the purpose and need for the Proposed Action, information obtained through the scoping process, and previous studies, including the 2003 Draft EIS and 2007 Final EIS. The 2003 Draft EIS identified three concepts that FRA and MDOT have included in the initial range of alternatives to be considered in the EIS. FRA and MDOT will evaluate and screen those earlier concepts as well as additional options for elimination or further refinement during the NEPA process. Alternatives will include a no-build alternative and a reasonable range of build alternatives. Each build alternative will include alignments that serve Washington, DC, Baltimore, MD, and BWI Airport. A final alignment has not been determined.

Possible Effects

The EIS will analyze the potential direct, indirect, and cumulative effects of the alternatives on the social, economic, and environmental resources in the study area. This analysis will include identification of study areas appropriate for each resource, documentation of the affected environment, and identification of measures to avoid and/or mitigate significant adverse impacts.

FRA and MDOT will evaluate the impacts of the Proposed Action using data and field analyses. The analysis of resources will be consistent with NEPA, CEQ regulations and FRA's Environmental Procedures.

Scoping, Public Involvement, and Agency Coordination

This Notice initiates the scoping process under NEPA. FRA and MDOT invite comments from the public and encourage broad public participation throughout the NEPA process. In particular, FRA and MDOT invite comments from the public, Federal, state, and local agencies, and all interested parties on the scope of the EIS including: The purpose and need for the Project; alternatives to study; the selection of alternatives; environmental effects to consider and evaluate; methodologies to use for evaluating effects; the approach for public and agency involvement; and mitigation measures associated with the potential future construction, operation, and maintenance of the Proposed Action. This will ensure all relevant issues, constraints, and reasonable alternatives are addressed early in the development of the EIS. FRA and MDOT will contact directly the appropriate Federal, state, and local agencies as well as private organizations with a known interest in the Proposed Action. FRA and MDOT will request federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues to act as a cooperating agency in accordance with 40 CFR 1501.16.

At various milestones during the development of the EIS, FRA and MDOT will provide additional opportunities for public involvement, such as public meetings and hearings, open houses, and requests for comment on the Draft EIS.

Currently, scoping meetings for this Project are scheduled for the dates and locations below:

December 10, 2016: 10 a.m.–12 p.m., Lindale Middle School, 415 Andover Rd., Linthicum Heights, MD

December 12, 2016: 5 p.m.–7 p.m., Arundel Middle School, 1179 Hammond Ln., Odenton, MD

December 13, 2016: 5 p.m.–7 p.m., Du Burns Coppermine Fieldhouse, 3100 Boston St., Baltimore, MD

December 14, 2016: 5 p.m.–7 p.m., Martin Luther King Jr. Memorial Library, 901 G St. NW., Washington, DC

Additional information, including updated meeting schedule, is located on the Project Web site (*http://www.BaltimoreWashingtonSCMaglevProject.com*).

Jamie Rennert,

Director, Office of Program Delivery.

[FR Doc. 2016–28285 Filed 11–23–16; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2016–0002–N–27]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that the renewals and reinstatements of the information collection requests (ICRs) abstracted below are being forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the information collections and their expected burden. On September 23, 2016, FRA published a notice providing a 60-day period for public comment on the ICRs.

DATES: Comments must be submitted on or before December 27, 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Safety Regulatory Analysis Division, RRS–21, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 25, Washington, DC 20590, (202) 493–6292, or Ms. Kimberly Toone, Information Collection Clearance Officer, Office of

Appendix E.2

Public Agency Coordination Plan

U.S. Department of Transportation
Federal Railroad Administration

MARYLAND DEPARTMENT OF TRANSPORTATION

BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT

Public/Agency Coordination Plan

October 2020 Update

Original Publication:
November 2017

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1 INTRODUCTION

The Federal Railroad Administration (FRA) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to evaluate the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project (the ³Proposed Action´ or the ³Project´). As part of the NEPA process, FRA will follow ³Efficient Environmental Reviews for Project Decision-making´ (23 U.S. Code § 139), which specifies requirements for coordination by the lead Federal agency within the U.S. Department of Transportation (USDOT) with permitting and resource agencies that may have jurisdiction, authority, expertise, and/or relevant information with respect to the Project as well as with the public.

This Public/Agency Coordination Plan has been developed to guide the SCMAGLEV Project's coordination activities with both the public and other interested, involved, cooperating, and participating agencies through the duration of the NEPA process.

1.1 PURPOSE OF THE COORDINATION PLAN

The FRA has developed this Public/Agency Coordination Plan (Plan) to describe the SCMAGLEV Project's coordination activities with both the public and other interested, involved, cooperating, and participating agencies throughout the NEPA environmental review and approval process. The Plan summarizes key federal, state, and local agencies that are stakeholders and describes their responsibilities. It identifies key messages, themes, and general considerations to support the public outreach efforts associated with the planning, design, and study of the SCMAGLEV Project. This Plan also outlines the methodology for receiving input from agency and public stakeholders throughout the environmental review process.

This Plan includes a schedule for completion of the environmental review process that has been established by FRA, after consultation with cooperating and participating agencies for the project and with the State, per 23 U.S. Code § 139. The schedule is provided in **Table 3** and includes required comment review periods for key project milestones.

1.2 COORDINATION PLAN UPDATES AND REVISIONS

The coordination plan will be in effect throughout the NEPA process. The plan will be updated or modified as necessary based on determinations by the FRA as the Project progresses. Following review of existing data, literature searches, and agency/public meetings and comments, FRA will determine if changes or adjustments are needed. If FRA determines that adjustments or changes are needed, the revised section(s) will be submitted to cooperating and participating agencies for review. Agencies will have fourteen (14) days to review and submit comments. If comments are not received, FRA will assume the agency concurs with the revisions. All changes and updates will be documented in the Revision History section of the plan. Revision history and reference to agency comments are in **Section 6, Revision History**

2 PROJECT OVERVIEW

2.1 PROJECT BACKGROUND

In 2001, the Federal Railroad Administration published the Record of Decision (ROD) on a Programmatic Environmental Impact Statement (PEIS) for the MAGLEV Deployment Program (MDP), established in the Transportation Equity Act for the 21st Century (TEA-21). The purpose of the PEIS was to identify potentially viable project locations in the United States to demonstrate the feasibility of MAGLEV technology.

Through a nationwide competition, FRA selected seven states ² California, Florida, Georgia, Louisiana, Maryland, Nevada, and Pennsylvania ² to receive pre-construction planning grants and participate in the development of the Draft and Final PEIS. Each state project was considered an alternative in the PEIS. The PEIS ROD concluded that MAGLEV was an appropriate technology to provide additional transportation options and the Maryland and Pennsylvania projects should be further considered as the preferred project alternatives for the MDP.

In cooperation with the Maryland Department of Transportation's (MDOT) Maryland Transit Administration (MTA), FRA then published and circulated a Draft Environmental Impact Statement (DEIS) in 2003, for a MAGLEV system linking downtown Baltimore, MD, BWI Thurgood Marshall International (BWI Marshall) Airport and Union Station in Washington, DC. In 2007, MDOT/MTA, in cooperation with FRA, prepared but did not finalize a Final Environmental Impact Statement (FEIS). The revitalization of the Project is due in large part to the commitment of private and international funding for both the NEPA study and design and construction and because of technological advancements over the last decade that make project construction and operations more economically feasible.

In November 2015, the Maryland Public Service Commission approved the Baltimore Washington Rapid Rail's (BWRR) application to acquire a passenger railroad franchise to deploy a SCMAGLEV system between Baltimore, MD and Washington, DC. BWRR is a private corporation and, as the Project Sponsor and developer of the proposed SCMAGLEV system, will work with Federal and state agencies, including FRA, on this Environmental Impact Statement. In 2016, through the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA±LU), FRA awarded funds to MDOT to prepare preliminary engineering and conduct the NEPA process for the SCMAGLEV Project.

2.2 PROJECT DESCRIPTION

The proposed system will utilize SCMAGLEV technology and build upon previous planning and environmental review efforts to provide a service between Baltimore and Washington. The Baltimore-Washington SCMAGLEV Project involves the proposed construction and operation of a high-speed superconducting MAGLEV train system between downtown Washington, DC and downtown Baltimore, MD with an intermediate stop at BWI Marshall Airport. The Project will include construction of a guideway (track) and three stations, a rolling stock storage depot, maintenance facility, power substations, vent plants, and an operations facility.

The study area (Figure 1) between Baltimore and Washington is approximately 40 miles long and 10 miles wide. The proposed SCMAGLEV system would be designed to run on a new, high-quality guideway with bidirectional service, an automatic train control system, and no at-grade crossings. The proposed SCMAGLEV design is anticipated to provide service between Baltimore and Washington in approximately

15 minutes of travel time. The Project Team, (members described in **Section 3.1**), anticipates the Project would be funded by federal and private funding, and would include construction of the new SCMAGLEV guideway, stations, and support facilities.

The purpose of the SCMAGLEV Project is to evaluate, and ultimately construct and operate, a safe, revenue-producing, high-speed ground transportation system that achieves the optimum operating speed of the SCMAGLEV technology to significantly reduce travel time in order to meet the capacity and ridership needs of the Baltimore-Washington region. To achieve the operational and safety metrics needed for a SCMAGLEV system, the Project must include:

- Infrastructure, vehicles, and operating procedures required for the SCMAGLEV system.
- An alignment which allows the highest practical speed that can be attained by SCMAGLEV technology at a given location and which avoids the need for reduction in speed other than that imposed by the normal acceleration and braking curves into and out of stations.
- A system that complies with federal safety requirements.
- Avoidance, minimization, and mitigation of impacts to the human and natural environment.

The objectives of the SCMAGLEV Project are to:

- Improve redundancy and mobility options for transportation between the metropolitan areas of Baltimore and Washington, DC.
- Provide connectivity to existing transportation modes in the region (e.g., heavy rail, light rail, bus, air).
- Provide a complementary alternative to future rail expansion opportunities on adjacent corridors.
- Support local and regional economic growth.

The purpose of the Project has been derived from the following needs:

- Increasing population and employment;
- Growing demands on the existing transportation network;
- Inadequate capacity of the existing transportation network;
- Increasing travel times;
- Decreasing mobility; and
- Maintaining economic viability.

FRA published a Notice of Intent (NOI) to prepare an EIS for the SCMAGLEV Project in the Federal Register on November 25, 2016. An Environmental Impact Statement Scoping Document was also made available to the public in May 2017, via the Project website (www.bwmaglev.info).

FRA will coordinate with cooperating and participating agencies during development of the EIS pursuant to NEPA (23 USC 139) and Council on Environmental Quality (CEQ) regulations (40 CFR Section

1501.6). FRA will also consult with the Maryland and District of Columbia State Historic Preservation Officers (SHPOs), Federally recognized tribes, and other consulting parties pursuant to Section 106 of the National Historic Preservation Act.

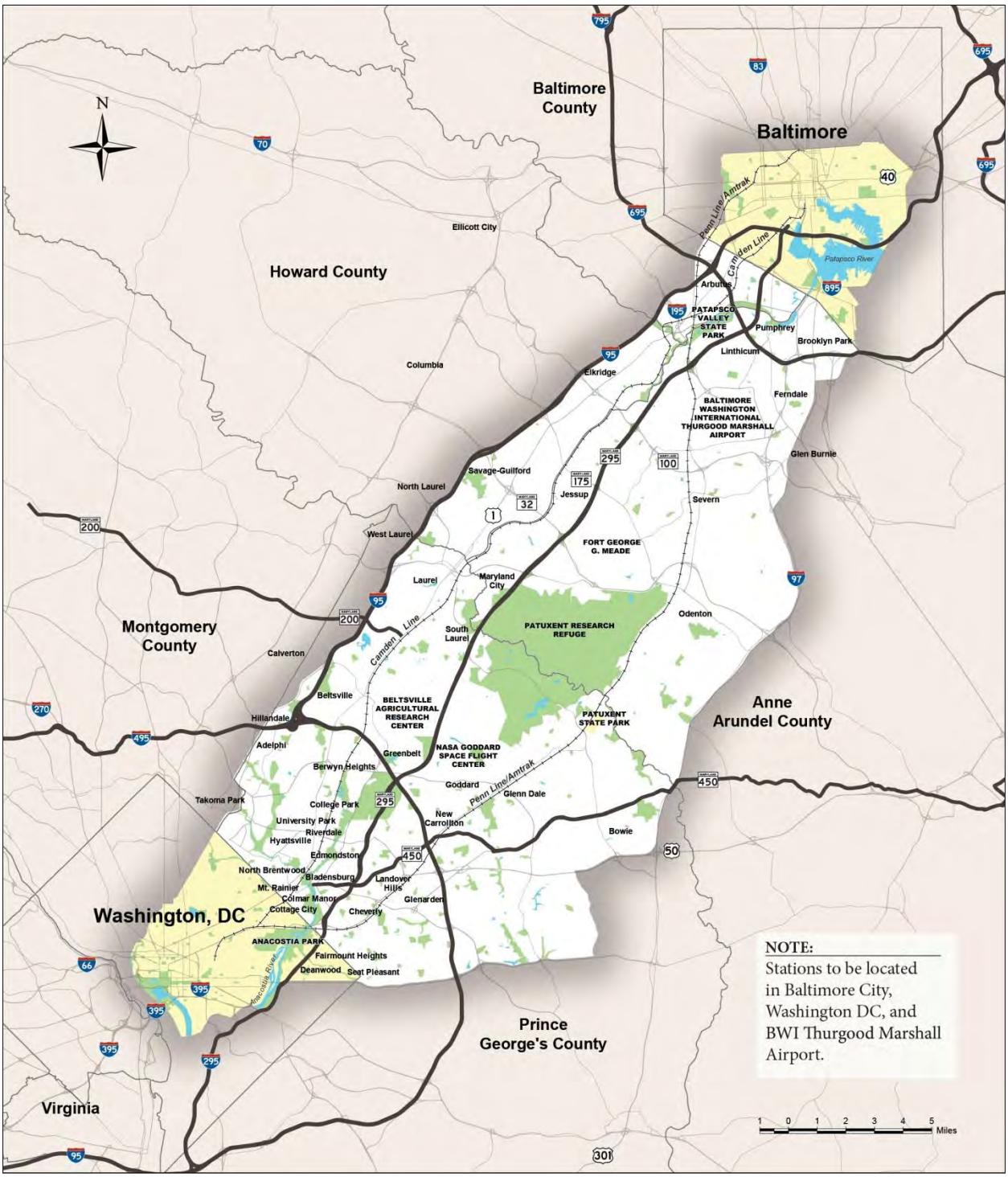


Figure 1: SCMAGLEV Study Area

3 LEAD/COOPERATING/PARTICIPATING AGENCIES

3.1 AGENCIES, ROLES, AND RESPONSIBILITIES

There are many Federal, District, state, regional, and local agencies with varied interests in the SCMAGLEV Project. In accordance with 40 CFR 1501.5 and 23 U.S.C. § 139, agency roles and responsibilities are defined below.

Lead Agencies and Project Sponsor

For projects subject to NEPA, the lead agencies are responsible for ensuring that the environmental review process is conducted properly and in accordance with all applicable environmental regulations. FRA is the lead Federal agency for the Project, and MDOT, as the grantee, is the joint lead agency. As the lead Federal agency, FRA is responsible for identifying, inviting, and proactively involving cooperating and participating agencies as well as the public.

BWRR, as the private Project Sponsor and developer of the proposed SCMAGLEV system, will work with FRA to carry out preliminary engineering throughout the NEPA process.

Cooperating Agencies

The CEQ regulations (40 CFR 1508.5), define a Cooperating Agency as ³any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment.³ A state or local agency of similar qualifications or when the effects are on a reservation, an Indian Tribe may, by agreement with the lead agency, become a cooperating agency. At this time, there are no state or local agencies or Indian Tribes that are also Cooperating Agencies.

In accordance with (CEQ) regulations (40 CFR 1501.6 and 23 USC 139), each Cooperating Agency shall:

- Participate in the NEPA process at the earliest possible time.
- Participate in the scoping process.
- Assume, on request of the lead agency, responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise.
- Make available staff support at the lead agency's request to enhance the latter's interdisciplinary capability.
- Normally use its own funds. However, the lead agency shall, to the extent available funds permit, fund those major activities or analyses it requests from cooperating agencies. Potential lead agencies shall include such funding requirements in their budget requests.

A Cooperating Agency with jurisdiction may adopt an EIS prepared by another agency without re-circulating the EIS as the lead agency when, after an independent review of the EIS, the Cooperating Agency concludes that its comments and suggestions have been satisfied. This provision is particularly important for permitting agencies that, as Cooperating Agencies, routinely adopt environmental documents prepared by the USDOT. Cooperating agencies will be provided the opportunity to review and

comment on Administrative (Admin) Draft EIS or Admin Final EIS.

Participating Agencies

Participating Agencies are Federal, state, or local agencies or Federally recognized tribal governmental organizations with an interest in the Project. The standard for Participating Agency status is more encompassing than the standard for Cooperating Agency status. Therefore, Cooperating Agencies are, by definition, Participating Agencies. However, not all Participating Agencies are designated as Cooperating Agencies. Cooperating Agencies have a higher degree of authority, responsibility, and involvement in the environmental review process than participating agencies. As the lead Federal agency, FRA considered the distinctions noted above in deciding whether to invite an agency to serve as a cooperating agency or a participating agency. The role of participating agencies is to:

- Provide input on defining the Project's purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis;
- Participate in coordination meetings and joint field reviews, as appropriate;
- Provide timely comments on unresolved issues.

Concurring and Commenting Agencies

The NEPA Team for the SCMAGLEV Project is using Maryland's Streamlined Environmental and Regulatory Process to establish concurrent coordination of Section 106, Endangered Species Act, Clean Air Act, and Clean Water Act Section 404.

Concurring Agencies will review, comment and provide formal concurrence at three key milestones to comply with Maryland's Streamlined Environmental and Regulatory Process for issuance of required wetlands and waterways permits following the NEPA phase. Milestones are: 1) purpose and need; 2) alternatives retained for detailed study; and 3) selected alternative and conceptual mitigation. Concurring Agencies provide agreement to the decisions made at key milestones, unless there are substantial changes to the proposed action or significant new circumstances or information relevant to the environmental concern.

Cooperating and participating agencies will review and provide formal comments at the above three milestones. Both concurring and commenting agencies work closely with other Federal, state, and local resource agencies during the NEPA phase of the Project.

Summary

FRA has invited applicable federal, state, county, and local government regulatory and jurisdictional agencies within the SCMAGLEV study area to be cooperating and participating agencies. The invited agencies are listed in **Table 1**. As study alternatives are developed and potential property impacts are determined, additional public landowners will be invited to participate in the NEPA process.

Table 1 lists the lead agencies as well as the agencies that have been invited and agreed to serve as cooperating or participating agencies for the Project, with their responsibilities associated with the applicable area of jurisdiction or expertise. Any Federal agency that is invited by the lead agency to participate in the environmental review process for a project shall be designated as a Participating Agency by the lead agency unless the invited agency declines in writing; other agencies must accept in writing. FRA sent letters in late November 2016, inviting agencies to be either cooperating or participating agencies and to participate in scoping for the Project. The invitations requested written responses by December 23, 2016.

Table 1: Lead Agencies and Invited Cooperating and Participating Agencies

Agency	Accepted Invitation	Responsibilities
		Lead Agencies
Federal Railroad Administration (FRA)	NA	Manage environmental review process; prepare EIS and NEPA decision document; provide opportunity for public and agency involvement; arbitrate and resolve issues.
Maryland Department of Transportation (MDOT)	NA	Administer federal grant funding in amount of $27.8M; oversee environmental studies and preliminary engineering being performed by other state agencies, including MEDCO and the MTA for BWRR's proposal; and oversee the public outreach process.
Maryland Department of Transportation Maryland Transit Administration (MDOT MTA)	NA	Oversee EIS documentation, which is being prepared by the Environmental Consultant, AECOM.
		Cooperating Agencies
Federal Agencies		
Federal Aviation Administration (FAA)****	Yes	Regulatory authority over BWI Marshall Airport. Consultation related to airport planning and FAA Form 7460-1, Notice of Proposed Construction or Alteration.
Federal Transit Administration (FTA)	Yes	Consultation related to transit services and facilities including MTA Commuter Bus, Commuter Rail and Light Rail and WMATA Metrorail and Commuter Bus services.
National Capital Planning Commission (NCPC)	Yes	Approval authority over Federal projects within the District, including all land transfers and physical alterations to Federal property, pursuant to the National Capital Planning Act of 1952. Federal properties noted within the study area include the Baltimore-Washington Parkway, Greenbelt Park, Kenilworth Park and Aquatic Gardens, U.S. National Arboretum; Anacostia Park; Beall's Pleasure, and the L'Enfant Plan Reservation 173 & 174.
U.S. Department of Interior (USDOI)-National Park Service (NPS)	Yes	NPS is responsible for managing the National Park System, including permitting on NPS land. The NPS has jurisdiction over Federal park land in the Study Area including Baltimore- Washington Parkway, Kenilworth Park, and Anacostia Park. There are several National Register of Historic Places (NRHP)-listed properties in the study area, including L'Enfant Plan (Reservation 173), the Baltimore and Washington Parkway, Greenbelt, and portions or all of the property that would be ³used´ (and thus are subject to review under Section 4(f) of the USDOT Act). Actions that would require an NPS decision will require that NEPA compliance for this Project be easily adoptable by NPS (43 CFR 46.120) and should meet the policies set forth in NPS's Director's Order 12: Conservation, Planning, Environmental Impact Analysis, and Decision-Making (DO-12) and the NPS Compliance Handbook (2015).
Surface Transportation Board (STB)	Yes	STB has not determined if it has jurisdiction over construction of the SCMAGLEV Project. If the Board finds that it does have jurisdiction, then it will become a cooperating agency.
U.S. Army Corps of Engineers (USACE)****	Yes	Review and permitting for impacts to rivers, streams, and wetlands under Rivers and Harbors Act, Section 10, and Clean Water Act (CWA) Sections 401 and 404. Oversees selection of the Least Environmentally Damaging Practicable Alternative (LEDPA) pursuant to CWA Section 404 before the NEPA process is completed.
U.S. Coast Guard (USCG)***	No	Consultation on the permitting of bridge construction in or over navigable waterways (Patapsco River, Anacostia River).
U.S. Department of Agriculture (USDA)±Beltsville Agricultural Research Center (BARC)	Yes	Provide protection to human health and the environment of BARC and the U.S. National Arboretum (USNA) through compliance with all environmental related management requirements; specifically, through complying with Executive Order13693.
U.S. Environmental Protection Agency (EPA)****	Yes	NEPA Compliance, Hazardous Materials, Environmental Justice, Air Quality, Water Quality.

Agency	Accepted Invitation	Responsibilities
National Aeronautics and Space Administration, Goddard Space Flight Center (NASA/GSFC)	Yes	Consultation related to impacts to their property and operations.
National Security Agency (NSA)	Yes	Consultation related to impacts to their property and operations including potential impacts from SCMAGLEV's electromagnetic fields.
U.S. Fish and Wildlife Service (USFWS)****	Yes	Consultation related to Federally Listed Threatened & Endangered Species, Jurisdiction of Patuxent Research Refuge- USFWS accepted invite on May 17, 2018
		Participating Agencies
Federal Agencies		
Federal Highway Administration (FHWA)*	Yes	Provides consultation related to the planning, construction, and maintenance of roadways within the study area.
Fort George G. Meade (U.S. Army)**	Yes	Consultation related to potential impacts to their property. Ft. Meade is a Participating Agency, but if an alternative impacting their property is in the DEIS, they will become a cooperating agency.
Federal Emergency Management Agency (FEMA)	Yes	Consultation related to resilience and floodplain issues.
U.S. Secret Service (USSS)**	Yes	Consultation related to impacts to their property and operations.
U.S. Commission of Fine Arts (CFA)	Yes	Review design proposals for public and private properties in the National Capital, as they affect the federal interest and preserve the dignity of the nation's capital.
National Oceanic and Atmospheric Administration (NOAA) - National Marine Fisheries Service (NMFS)	Yes	Consultation related to the federal management of United States fisheries under the Magnuson-Stevens Fishery Conservation and Management Act (MSA) and regarding management plans and regulations.
General Services Administration (GSA)	Yes	Consultation related to properties and federal lands operated and maintained by the GSA
U.S. Department of Labor	Yes	Consultation related to properties and federal lands operated and maintained by the U.S. Department of Labor
State		
Maryland Aviation Administration (MAA)	Yes	Consultation related impacts for compliance with requirements of FAA Orders 1050.1F.
Maryland Department of Natural Resources (DNR) ¨ Maryland Park Service ¨ Wildlife and Heritage Service ¨ Maryland Environmental Trust	Yes	Consultation related to development within Chesapeake Bay Critical Area; resources regulated by Maryland's Forest Conservation Act; the presence of state listed rare, threatened and endangered species and critical habitat; and significant fisheries resources. Consultation related to Patapsco Valley State Park. Consultation related to rare, threatened, and endangered species. Consultation related to environmental easements
Maryland Department of Planning (MDP)	Yes	Consultation related to comprehensive plans, ordinances, and state and county level geographic information.
Maryland Department of the Environment (MDE)	Yes	Consultation related to compliance with Maryland's National Pollutant Discharge Elimination System (NPDES) requirements; Erosion and Sediment Control/Stormwater Management requirements; and Tidal and Nontidal Wetlands, Waterways and Floodplains.
Maryland Historical Trust (MHT)	Yes	Part of the MDP, the MHT serves as Maryland's State Historic Preservation Office (SHPO) pursuant to the NHPA Section 106 for compliance.
Maryland Public Service Commission (PSC)***	No***	Consultation related to compliance with requirements for operation of rail passenger services in Maryland.
Maryland Department of Transportation State Highway Administration (MDOT SHA)	Yes	Consultation related to SHA's transportation system including its infrastructure, operations, safety, public space, and right of way.

Agency	Accepted Invitation	Responsibilities
Regional		
Baltimore Metropolitan Council (BMC)	Yes	Administers the Baltimore region's Transportation Improvement Program (TIP), Constrained Long Rang Transportation Plan (CLRP), and CAA compliance. BMC provides oversight for the regional transportation network and programming.
Metropolitan Washington Council of Governments (COG)	No (declined)	Administers the region's Transportation Improvement Program (TIP), Constrained Long Rang Transportation Plan (CLRP), and CAA compliance. MWCOG provides oversight for the regional transportation network and programming.
Washington Metropolitan Area Transit Authority (WMATA)	Yes	Consultation related to Metrorail facilities within the study area, including its station facilities, rail alignments, ridership statistics, and future plans.
County		
Anne Arundel County Transportation Division	Yes	Consultation related to planning and engineering for SCMAGLEV Project and its impact to County transportation operations and adequate public facilities requirements.
Baltimore County Planning Office	No (declined)	Consultation related to County's land uses, development, and neighborhood planning.
Howard County Department of Planning and Zoning	Yes	Consultation related to County's land uses, development, and neighborhood planning.
Maryland-National Capital Park and Planning Commission (MNCPPC)	Yes	Consultation related to proposed impacts to Prince George's County parks, trails and recreations facilities.
¨ Community Planning		Consultation related to plans and studies used to guide future growth and physical development throughout the County, i.e. Master Sector Plans.
¨ Countywide Planning		Consultation related to transportation (bicycle/pedestrian/roadway) policies that guide growth and development while providing a countywide perspective.
¨ Park Planning and Development		Consultation related to the subdivision review, site plan review, and review of zoning applications related to parks and recreation.
Prince George's Public Works and Transportation	Yes	Consultation related to the county maintained roadway network impacts and transit connectivity.
Local		
Baltimore City Department of Planning	Yes	Consultation related to City's land uses, development, and neighborhood planning.
Baltimore City Department of Transportation (BCDOT)	Yes	Consultation related to City's transportation system including its infrastructure, operations, safety, public space, and right of way.
District of Columbia Department of Transportation (DDOT)*	Yes	Consultation related to DDOT's transportation system including its infrastructure, operations, safety, public space, and right of way.
District of Columbia Department of Energy & Environment (DOEE)	Yes	Consultation related to wildlife and habitat review; compliance with the CWA; regulatory review of stormwater management, sediment and erosion control, and floodplain management; oversight and compliance with Underground Storage Tank regulations (Risk Based Corrective Action process) and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERLCA).
District of Columbia Department of Public Works (DPW)	Yes	Consultation related to District waste management, parking enforcement, and fleet management.
District of Columbia Historic Preservation Office (DC SHPO)	Yes	Review for National Historic Preservation Act (NHPA) Section 106 compliance in the District.
District of Columbia Office of Planning (DCOP)	Yes	Consultation related to District land uses, development, and neighborhood planning.
District of Columbia Public Service Commission	No (declined)	Regulatory agency responsible for landline telephone, electricity, and gas utility companies operating within the District.

* Agency was sent a Cooperating Agency invitation but chose to be designated as a Participating Agency instead.

** Agency was sent an invitation to upgrade from a Participating Agency to a Cooperating Agency since they are impacted by proposed alternatives. They did not respond at the time of this writing.

*** Agency was sent a Cooperating or Participating Agency invitation, and they did not respond at the time of this writing.

**** Agency is also a Concurring Agency

3.2 AGENCY CONTACT INFORMATION

Table 2 lists the primary point of contact for each of the cooperating and participating agencies for the SCMAGLEV Project.

Table 2: Primary Point of Contact

Agency	Name	Address
Lead Agencies		
Federal Railroad Administration (FRA)	Brandon Bratcher	1200 New Jersey Avenue SE, MS-20, Washington DC 20590
Maryland Department of Transportation (MDOT)	Jacqueline Thorne	7201 Corporate Center Drive, Hanover, MD 21076
Maryland Department of Transportation Maryland Transit Administration (MDOTMTA)	Lauren Molesworth	6 St. Paul Street, Baltimore, MD 21202
Cooperating Agencies		
Federal Agencies		
Federal Aviation Administration (FAA)	Andrew Brooks	Federal Aviation Administration, Eastern Regional Office; 1 Aviation Plaza, Jamaica, NY 11434
Federal Transit Administration (FTA)	Daniel Koenig; Ryan Long	1990 K Street NW, Suite 510, Washington, DC 20006
National Capital Planning Commission (NCPC)	Michael Weil; Matthew Fils	401 Ninth Street NW, Suite 500, Washington, DC 20004
U.S. Department of Interior (USDOI)-National Park Service (NPS)	Tammy Stidham; Matt Carroll	1100 Ohio Drive SW, Washington, DC 20242
Surface Transportation Board (STB)	Victoria Rutson; Adam Assenza	Surface Transportation Board, 395 E Street SW, Washington, DC 20423
U.S. Army Corps of Engineers (USACE)	Joe DiVia; Matthew Hynson	10 S. Howard Street, Baltimore, MD 21201
U.S. Department of Agriculture (USDA)± Beltsville Agricultural Research Center (BARC)	LeAnn Blomberg	10300 Baltimore Avenue, Building 003, Room 117, Beltsville, MD 20705
U.S. Environmental Protection Agency (EPA)	Tim Whitman	1650 Arch Street, MS-3EA30, Philadelphia, PA 19103
National Aeronautics and Space Administration, Goddard Space Flight Center (NASA/GSFC)	Lizabeth Montgomery	8800 Greenbelt Road, Code 250, Building 26 Room N250, Greenbelt, MD 20771
National Security Agency (NSA)	Corey M. Stacy; Jeffrey Williams; Lydia Bednarski	9800 Savage Road, Fort George G. Meade, MD, 20755
U.S. Fish and Wildlife Service (USFWS)	Jennifer Greiner; Raymond Li; Sandy Spencer; Tarik Adams	177 Admiral Cochrane Drive, Annapolis, MD 21401 12100 Beech Forest Road, Suite #138, Laurel, MD 20708-4036 10901 Scarlet Tanager Loop, Laurel, MD 20708-4027
Participating Agencies		
Federal Agencies		
Federal Highway Administration (FHWA)	Jeanette Mar	31 Hopkins Plaza, Suite 1520, Baltimore, MD 21201
Fort George G. Meade (U.S. Army)	LTC Allan Floyd	4551 Llewellyn Avenue, Fort Meade, MD 20755
Federal Emergency Management Agency (FEMA)	Stephanie Everfield	615 Chestnut Street, 6th Floor, Philadelphia, PA 19106

Agency	Name	Address
U.S. Coast Guard (USCG)	Hal Pitts	Fifth Coast Guard District, 431 Crawford Street, Portsmouth VA 23704
U.S. Secret Service (USSS)	Anthony Knight; Lauren Evans	9200 Powder Mill Road, Laurel Maryland 20708
U.S. Commission of Fine Arts (CFA)	Frederick J. Lindstrom	401 F Street NW, Suite 312, Washington, DC 20001
National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS)	Karen Greene	74 Magruder Rd, Highlands, NJ, 07732
General Services Administration (GSA)	Missy Mertz	100 S Independence Mall West, Philadelphia, PA 19106
U.S. Department of Labor	Daniel Cornish	200 Constitution Ave, NW Washington, DC 20210
State		
Maryland Aviation Administration (MAA)	Robin Bowie; Shawn Ames; Kevin Clarke	PO Box 8766, BWI Airport, MD 21240
Maryland Department of Natural Resources (DNR)	Greg Golden; Tony Redman	580 Taylor Avenue, Annapolis, MD 21401
¨ Maryland Park Service	Shane Johnston	580 Taylor Avenue, Annapolis, MD 24104
¨ Wildlife and Heritage Service	Lori Byrne	580 Taylor Avenue, Annapolis, MD 24104
¨ Maryland Environmental Trust	Jon Chapman	100 Community Place, 3rd Floor, Crownsville, MD 21032
Maryland Department of Planning (MDP)	Bihui Xu	301 W. Preston Street, Suite 1101, Baltimore, MD 21201
Maryland Department of the Environment (MDE)	Amanda Sigillito	1800 Washington Blvd, Suite 430, Baltimore, MD 21230-1708
Maryland Historical Trust (MHT)	Elizabeth Cole	100 Community Place, 3rd Floor, Crownsville, MD 21032
Maryland Public Service Commission (PSC)	Anthony Myers	6 St Paul Street, 6th Floor, Baltimore MD 21202
Maryland Department of Transportation State Highway Administration (MDOT SHA)	Eric Beckett	707 North Calvert Street, Mail Stop C-502, Baltimore, MD 21202
Regional		
Baltimore Metropolitan Council (BMC)	Todd Lang	1500 Whetstone Way, Suite 300, Baltimore, MD 21230
Washington Metropolitan Area Transit Authority (WMATA)	James Ashe	600 5th Street NW, Washington, DC 20001
County		
Anne Arundel County Transportation Division	Ramond A. Robinson	2664 Riva Road, Annapolis, MD 21401
Howard County Office of Transportation	David Cookson	3430 Courthouse Drive, Ellicott City, MD 21043
Maryland-National Capital Park and Planning Commission (MNCPPC)		14741 Governor Bowie Drive, Upper Marlboro, MD 20772
¨ Community Planning	Scott Rowe	
¨ Countywide Planning	Tom Masog	
¨ Park Planning and Development		7833 Walker Drive, Suite 300, Greenbelt, MD 20770
Prince George's Public Works and Transportation	Victor Weissberg	Department of Public Works and Transportation, 9400 Peppercorn Place, Suite 300, Largo, MD 20774
Local		
Baltimore City Department of Planning	Kyle B. Leggs	417 E. Fayette Street, 8th Floor, Baltimore, MD 21202
Baltimore City Department of Transportation (BCDOT)	Charles Penny	417 E. Fayette Street, 5th Floor, Baltimore, MD 21202

Agency	Name	Address
District of Columbia Department of Transportation (DDOT)*	Aaron Zimmerman; Austina Casey	55 M St SE, Suite 500, Washington, DC 20003
District of Columbia Department of Energy & Environment (DOEE)	Apurva Patil	1200 First Street NE, 5th Floor, Washington, DC 20002
District of Columbia Department of Public Works (DPW)	Christopher Geldart	2000 14th Street NW, 6th Floor, Washington, DC 20009
District of Columbia Historic Preservation Office (DC SHPO)	Andrew Lewis	1100 4th Street SW, Suite E650, Washington, DC 20024
District of Columbia Office of Planning (DCOP)	Sakina Khan; Rogelio Flores	1100 4th Street SW, Suite 650 East, Washington DC 20024

4 COORDINATION POINTS AND ANTICIPATED COMPLETION DATES

Timeframes and review periods for the Project's NEPA review have been established in accordance with the Council on Environmental Quality's (CEQ) regulations implementing NEPA (40 CFR parts 1500 1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (64 FR 28545, May 26, 1999, as updated in 78 FR 2713, January 14, 2013), and 23 USC 139. The key coordination points are summarized below, and **Table 3** provides a schedule of key milestone dates

- **Publish Notice of Intent (NOI)**: The NOI was published in the Federal Register on November 25, 2016.
- **Scoping:** The Scoping Document was made available on the Project website in May 2017. Although not specified in the regulation, scoping comment periods are customarily a minimum of 30 days. For this Project, the comment period extended 15 additional days until January 9, 2017 for the public and until January 31, 2017 for participating and cooperating agencies (following January 31, agency meeting); comments received after these dates were also accepted. For additional information on scoping meetings held for this Project, see Section 5.2.3.
- **Invite Cooperating and Participating Agencies:** 23 USC 139 requires that within 45 days of the NOI (i.e., by January 9, 2017), FRA will invite any other Federal and non-Federal agencies that may have an interest in the Project to become participating agencies in the Project.

  Letters were distributed to the agencies listed in **Table 1** above in November 2016, informing them about the initiation of NEPA, inviting them to attend the scoping meetings, and inviting them to serve as cooperating or participating agencies for the Project.
- **Coordination Plan:** As required by 23 USC 139, this Coordination Plan details the plan for agency and public involvement for the Project, including the anticipated milestones for involvement. This Coordination Plan includes a proposed schedule for completion of the environmental review (see **Table 3**), and upon finalization, will have been established in consultation with each of the participating agencies for the Project. Once established, this environmental review schedule will be made available to the public and the participating agencies via the Permitting Dashboard for Federal Infrastructure projects, including any subsequent updates to the established schedule.
- **Ongoing Coordination with Agencies:** Following the establishment of the Coordination Plan, FRA will conduct regular outreach with the Project's cooperating and participating agencies. This will include Interagency Meetings via face-to face interaction, webinars, or at the Project site (typically on a monthly basis depending on the level of Project activity) to keep participants informed of the Project's progress. FRA will coordinate certain key milestones with Interagency Meeting briefings, as indicated in **Table 3**.
- **Project Documentation:** Cooperating and participating agencies will have an opportunity to comment on the following Project documents: Purpose and Need; Preliminary Alternatives Screening Report; Alternatives Report; and DEIS and FEIS documentation. 23 USC 139(g)(2)(B) requires the lead agency to establish comment deadlines for agency comments at a maximum of 30 days from the date of availability, unless otherwise agreed to by the agencies.

- **Section 106:** For this Project, FRA will conduct outreach and consultation required under Section 106 of the National Historic Preservation Act concurrently with the NEPA process. The Section 106 approach is discussed in Section 5 below.
- **Permitting:** Following and/or concurrent to the completion of the NEPA process, BWRR will obtain the required permits for the Project. The approach for permitting is discussed in Section 5 below.

Key milestones and coordination points are shown in **Table 3**. The Project Team will engage agency and public stakeholders to ensure relevant issues, constraints, and reasonable alternatives are addressed early in the NEPA process. Moreover, at various milestones throughout the process, the Project Team will provide additional opportunities for engagement, such as at interagency meetings and public meetings.

Table 3: Schedule of Key Milestone Dates for Baltimore Washington SCMAGLEV NEPA Study

Milestone	Original Anticipated Completion Date	Revised Actual/Expected Completion Date (red text is actual completion date)
Scoping & Purpose and Need	Fall 2016 ± Spring 2017	Fall 2016 ± Spring 2017
Notice of Intent Published	November 25, 2016	**November 25, 2016**
Public Scoping Comment Period	November 25, 2016 through January 9, 2017	**November 25, 2016 through January 9, 2017**
Cooperating and Participating Agencies Invited	November 25, 2016	**November 25, 2016**
Public Scoping Meetings	December 10 through December 15, 2016	**December 10 through December 15, 2016**
Interagency Meetings re. Purpose and Need and Scope	January 18, 2017; January 31, 2017	**January 18, 2017; January 31, 2017**
Scoping Document Available	May 17, 2017	**May 17, 2017**
Section 106 Consultation Initiated with MHT and the SHPO	May 15, 2017	**May 15, 2017**
Interagency Meeting re. Purpose and Need Comments	June 12, 2017	**June 12, 2017**
Joint Evaluation Meeting re. Purpose and Need	June 28, 2017	**June 28, 2017**
Interagency Concurrence on Purpose and Need	October 2017	**October 2017**
Development of Alternatives	Spring 2017 ± Spring 2018	Spring 2017 ± Fall 2018
Interagency Meeting re. Initial Alternatives	March 24, 2017; March 30, 2017	**March 24, 2017; March 30, 2017**
Public Meeting re. Initial Alternatives	April 10, 2017 through April 14, 2017	**April 10, 2017 through April 14, 2017**
Interagency Field Meetings re. Initial Alternatives	July 19 and July 26, 2017	**July 19 and July 26, 2017**
Joint Evaluation Meeting re. Prelim. Alternatives Screening Results	August 30, 2017	**August 30, 2017**
Interagency Meeting re. Preliminary Alternatives Screening Results	October 3, 2017	**October 3, 2017**
Public Meetings re. Preliminary Alternatives Screening Results	October 14 - 25, 2017	**October 14 - 25, 2017**
Final Preliminary Alternatives Screening Results	January 2018	**January 30, 2018**
Draft Alternatives Report	February 2018	**June 8, 2018**
FRA Comments to Team		**July 19, 2018**
Revised Draft Alternatives Report to FRA		**August 27, 2018**
Final Alternatives Report to Agencies	April 2018	**August 31, 2018**
Interagency Concurrence on Alternatives Report (ARDS)	May 2018	**October 3, 2018**
Final Agency Concurrence on Alternatives Report		**October 30, 2018**

Milestone	Original Anticipated Completion Date	Revised Actual/Expected Completion Date (green text is expected completion date)
Preparation of Draft Environmental Impact Statement (DEIS)	Winter 2018 ± Summer 2019	Spring 2018 ± Spring 2021
Environmental Evaluations/Technical Reports	February 2018 - June 2018	**May – September 2020**
Admin Draft DEIS completed	August 2018	**October 19, 2020**
Admin DEIS sent to cooperating agencies, DDOT and Federal Agencies with direct impacts to their property for review	October 2018	**October 19 , 2020**
Comment Period Ends		**November 13, 2020**
DEIS Completed; Publish Draft EIS Notice of Availability	January 2019	**January 22, 2021**
DEIS Public Hearings	February 2019	**February 2021**
DEIS Public Comment Period (45 days)/Close of Availability	April 2019	**January 22, 2021 – March 8, 2021**
Preparation of Final Environmental Impact Statement/Record of Decision (FEIS/ROD)	Summer 2019 ± Winter 2019	Spring 2021 ± Winter 2022
Admin DEIS sent to cooperating agencies, DDOT and Federal Agencies with direct impacts to their property for review	September 2019	**October 2021**
Notice of Availability of FEIS/ROD	November 2019	**January 28, 2022**

5 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

5.1 AGENCY COORDINATION

5.1.1 COOPERATING AND PARTICIPATING AGENCY COORDINATION

FRA and MDOT will collaborate with cooperating and participating agencies in defining the Project's purpose and need, range of alternatives, and methodologies for documenting environmental conditions and assessing impacts and in preparing for future permit applications. While consensus is not required in the development of impact assessment methodologies, FRA and MDOT must consider the views of the agencies with relevant interests before making a decision on a particular methodology. After collaboration has taken place, FRA will make the decision on the methodology and level of detail to be used.

Agencies will be notified of the availability of key Project documents, including the Scoping Report, Preliminary Alternatives Screening Report, Alternatives Report, DEIS and FEIS/ROD, and given appropriate comment opportunities. After release and circulation of the DEIS for public comment, FRA intends to issue a single document that consists of a combined FEIS and ROD under 23 U.S.C. 139(n)(2) unless it determines the statutory criteria or practicability considerations preclude issuing a combined document. Following issuance of the FEIS/ROD, the NEPA Team will consult the appropriate agencies to complete any necessary permits for the Project.

5.1.2 SECTION 106 CONSULTATION

Section 106 of the National Historic Preservation Act (36 CFR Part 800) requires Federal agencies to consider the effects of their undertakings on historic properties that are listed or meet the eligibility criteria for listing in the National Register of Historic Places. A Federal undertaking is defined as a project, activity, or program either funded, permitted, licensed, or approved by a Federal Agency. The Section 106 process has a specific public involvement component. In particular, the implementing regulations require that the Federal agency (FRA), in consultation with the SHPOs (in this case, the Maryland State Historic Preservation Office [MD SHPO] and District of Columbia Historic Preservation Office [DC HPO]) as applicable, identify appropriate points for seeking public input regarding the identification of historic properties in the Project's Area of Potential Effects (APE), assessment of the Project's effects to those properties, and resolution of any adverse effects.

Public outreach for purposes of NEPA will satisfy Section 106 public outreach requirements, by providing information regarding the Project's effects on historic properties at NEPA public meetings and in the EIS. The public will be given the opportunity to provide FRA with comments on the identification and evaluation of effects to historic properties during the DEIS public comment period. Members of the public with a demonstrated interest in the Project (due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties) may participate as Section 106 Consulting Parties.

[3]Consulting parties´ are a component of the Section 106 public involvement process. FRA formally initiated Section 106 consultation with DC SHPO and MD SHPO in letters dated May 15, 2017. As stipulated in 36 CFR Part 800.2 (c)(3), as part of the Section 106 initiation step, FRA identified agencies and organizations that may be interested in participating as consulting parties in the Section

106 process and requested DC SHPO and MD SHPO feedback on the proposed list of consulting parties, including those recommended for removal or addition.

DC SHPO responded via letter on June 27, 2017 and MD SHPO responded via letter on August 15, 2017 with additional groups that may be interested in participating as consulting parties.

On January 17, 2018, FRA invited all of the agencies and organizations that had been identified by that date to be Section 106 consulting parties. As the Project boundaries have been refined, additional consulting parties and federally recognized Indian Tribes have been identified, and subsequent correspondence has been issued.

As of May 15, 2020, FRA has invited the following agencies and organizations to participate as consulting parties in the Section 106 process:

- Advisory Council on Historic Preservation
- Anacostia Trails Heritage Area/Maryland Milestones
- Anacostia Watershed Society
- Arboretum Neighborhood Association
- Architect of the Capitol
- Anne Arundel County Historical Society
- Anne Arundel County Planning and Zoning
- Apple, Inc.
- Baltimore City Comprehensive Planning Division
- Baltimore City Commission for Historical and Architectural Preservation
- Baltimore City Historical Society
- Baltimore County Planning Office
- Baltimore Heritage
- Baltimore National Heritage Area
- Cedarville Band of Piscataway Indian, Inc.
- Choptico Band of Piscataway
- City of Bowie
- City of Bowie Museums
- City of College Park
- Capitol Hill Restoration Society
- The Committee of 100 on the Federal City
- CSX Transportation
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- District of Columbia (Office of Federal and Regional Affairs; Mayor; Deputy Mayor of Planning and Economic Development; Ward 5 Councilmember; DC Advisory Neighborhood Commissions 1B, 2B, 2C, 2F, 5A, 5B, 5C, 5D, 5E, 6A, 6C, 7C, 7D; Department of Energy and Environment; Department of General Services; Department of Parks and Recreation; Department of Transportation; Office of Planning; Metropolitan Police Department)
- DC Historic Preservation Office (DC HPO)
- DC Preservation League

- DC Water
- Events DC
- Friends of the National Arboretum
- Greenbelt Homes, Inc.
- Historical Society of Baltimore County
- Laurel Historical Society
- Maryland Commission on Indian Affairs
- Maryland Historical Society
- Maryland State Historic Preservation Office (Maryland Historical Trust)
- Montgomery County Historical Society
- Montgomery County Planning and Zoning
- Mount Vernon Triangle Community Improvement District
- NASA Goddard Space Flight Center
- National Capital Planning Commission
- National Park Service (Baltimore-Washington Parkway, National Capital Parks ± East, National Capital Region)
- The National Railway Historical Society, Washington, D.C. Chapter, Inc.
- National Trust for Historic Preservation
- Pamunkey Indian Tribe
- Patapsco Heritage Greenway
- PEPCO Engineering
- Preservation Howard County
- Piscataway Conoy Tribe
- Piscataway Indian Nation
- Preservation Maryland
- Prince George's County Historical Society
- Prince George's County Planning and Zoning (Maryland-National Capital Park and Planning Commission)
- Savage Historical Society
- Seneca-Cayuga Nation
- Union Station Redevelopment Corporation
- U.S. Commission of Fine Arts
- U.S. Department of the Interior Office of Environmental Policy and Compliance
- U.S. Department of Agriculture (Beltsville Agricultural Research Center, U.S. National Arboretum)
- U.S. Environmental Protection Agency (APE Chesapeake Bay Program Office, Water Protection Division, Region III)
- U.S. Fish and Wildlife Service (Chesapeake Bay Field Office, Patuxent Research Refuge)
- U.S. House of Representatives DC Congresswoman Eleanor Holmes Norton
- U.S. General Services Administration
- Virginia Railway Express
- Washington Gas
- Washington Metropolitan Area Transit Authority

As of May 15, 2020, of the invited agencies and organizations, the following have accepted the invitation to be consulting parties:

- Advisory Council on Historic Preservation
- Anacostia Trails Heritage Area/Maryland Milestones
- Anacostia Watershed Society
- Arboretum Neighborhood Association
- Architect of the Capitol
- Anne Arundel County Planning and Zoning
- Baltimore City Comprehensive Planning Division
- Baltimore City Commission for Historical and Architectural Preservation
- Baltimore City Historical Society
- Baltimore Heritage
- City of College Park
- Capitol Hill Restoration Society
- The Committee of 100 on the Federal City
- CSX Transportation
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- District of Columbia (DC Advisory Neighborhood Commissions 1B, 2C, 5B, 6C, 7D; Department of General Services; Department of Transportation)
- DC Historic Preservation Office (DC HPO)
- Friends of the National Arboretum
- Greenbelt Homes, Inc.
- Maryland Commission on Indian Affairs
- Maryland State Historic Preservation Office (Maryland Historical Trust)
- NASA Goddard Space Flight Center
- National Capital Planning Commission
- National Park Service
- Patapsco Heritage Greenway
- Prince George's County Planning and Zoning (Maryland-National Capital Park and Planning Commission)
- Savage Historical Society
- U.S. Commission of Fine Arts
- U.S. Department of the Interior Office of Environmental Policy and Compliance
- U.S. Department of Agriculture
- U.S. Fish and Wildlife Service
- U.S. General Services Administration
- Virginia Railway Express
- Washington Gas

FRA will continue to consult with DC SHPO and MHT to identify additional organizations or persons that should be invited to participate as Section 106 consulting parties. FRA will continue to coordinate to identify, accept, and notify interested parties of their status as Section 106 Consulting Parties.

Information presented to the Consulting Parties (or to be presented) includes the results of the historic architectural and archaeological surveys, as well as any potential effects to historic properties within the APE or larger study area. The Consulting Parties have the opportunity to comment on the identification and evaluation of historic properties, provide their views on effects to these properties and participate in the consideration of measures to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party coordination is on-going and will continue through the completion of this project. To date, several NHPA Section 106 and SHPO coordination efforts have been conducted, including:

¨ An initial NHPA Section 106 consulting party meeting was held at MDOT headquarters in Hanover, Maryland, during which FRA presented the project overview, cultural resources methodology, and information on previously identified cultural resources.	March 14, 2018
¨ A second consulting party meeting was held at DDOT headquarters in Washington, DC, in which FRA provided updates on the project and presented the proposed areas of potential effect (APE).	September 11, 2018
¨ FRA sent the consulting parties a letter with updates to the above-ground APE and methodology for survey and determinations of eligibility in Washington, DC.	October 31, 2018
¨ FRA sent the SHPOs letters updating the agencies on the alternatives screening process, public involvement, consulting parties, area of potential effects delineation, the programmatic agreement, identification of historic properties, and assessment of effects.	September 20, 2018
¨ DC HPO responded with comments	September 28, 2018
¨ MD SHPO responded with comments	October 4, 2018
¨ FRA responded to the SHPOs	October 31, 2018
¨ DC HPO responded with additional comments	November 30, 2018
¨ FRA submitted to DC HPO a draft Determination of Eligibility (DOE)	April 15, 2019
¨ DC HPO responded to DOE with comments	May 10, 2019
¨ FRA responded to DC HPO comments	June 19, 2019
¨ FRA submitted the draft Section 106 Programmatic Agreement	August 2, 2019
¨ FRA submitted to MHT a draft DOE	August 19, 2019
¨ MHT responded to DOE	September 5, 2019
¨ FRA hosted a Programmatic Agreement Meeting	December 5, 2019
¨ FRA hosted a Programmatic Agreement Meeting	July 20, 2020
¨ FRA hosted a Programmatic Agreement Meeting	September 3, 2020

5.1.3 SECTION 4(f) COORDINATION

FRA will provide opportunities for coordination and comment to the official(s) with jurisdiction over any Section 4(f) resource that may be affected by the Project as well as to the U.S. Department of the Interior (DOI), and as appropriate, the Department of Agriculture and the Department of Housing and Urban Development. Resources protected under Section 4(f) include public parks, wildlife refuges, and historic resources. Section 4(f) historic sites, parks, and wildlife refuge properties will be identified through the Section 106 process and NEPA process, in consultation with MHT, DC SHPO, and any other relevant Consulting Parties or resource agencies. The public is provided an opportunity to

review and comment on the Project's Section 4(f) evaluation in coordination with the NEPA public review periods.

The NEPA Team conducted the following meetings with NPS:

- Joint meeting with NPS and USFWS on 4/19/17 to discuss agencies goals and concerns and present initial alternatives and early screening results.
- Meeting with NPS on 8/28/17 to discuss NPS questions and concerns related to preliminary alternatives.
- Meeting with NPS on 11/20/17 to discuss NPS questions and concerns related to screening results, alternatives remaining for detailed study, and Section 4(f) requirements and next steps.
- Meeting with NPS on 1/30/2018 as part of continued Section 4(f) coordination to extend through the Alternatives and DEIS periods.
- Meeting with NPS on 3/29/2018 as part of continued Section 4(f) coordination to discuss refinements to the Alternatives Retained for Detailed Study.
- Meeting with NPS on 10/23/2018 as part of continued Section 4(f) coordination to summary Section 4(f) requirements and methodology and to review the list of Section 4(f) properties.
- Meeting with NPS on 12/11/2018 the fresh air and emergency egress facility were explained; NPS to review and comment on lists of Section 4(f) properties; discussion of cut and cover construction along New York Avenue; and,
- Meeting on 2/26/2019 NPS clarified the resources they own/manage; NPS identified potential impacts to existing utilities along New York Avenue as a concern; the absence of flyover ramps over the Baltimore-Washington Parkway in the Build Alternative J/Patapsco Avenue TMF scenario is preferred by NPS to having flyovers.
- Meeting on 5/23/2019 NPS to further discuss potential impacts and mitigation options.

5.1.4 ENVIRONMENTAL JUSTICE OUTREACH

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994, requires consideration of whether a proposed action would disproportionately affect minority or low-income groups (59 Fed Reg. 7629 [1994]). FRA will prepare an environmental justice analysis for the Project to identify and address disproportionate adverse impacts to environmental justice populations and to ensure that environmental justice populations are included in public outreach efforts throughout the life of the Project (during and after the NEPA process).

The environmental justice analysis for the SCMAGLEV Project follows the guidance and methodologies recommended in CEQ's Environmental Justice Guidelines under the National Environmental Policy Act (December 1997), the USDOT's Final Order 5610.2(a) on Environmental Justice (April 1997 and updated May 2012), the FTA's Environmental Justice Policy Guidance for Federal Transit Administration Recipients, Circular 4703.1, effective August 15, 2012, and relevant guidance from the State of Maryland and the District of Columbia.

Minority populations covered by the Executive Order include Native American or Alaskan Native, Hawaiian or Pacific Islander, Asian, Black and not of Hispanic origin, Hispanic, and populations of two or more races. Minority populations should be identified where either: 1) the minority population of the affected area exceeds 50 percent, or 2) the minority population percentage of the affected area

is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

Low-income populations are any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed FRA program, policy, or activity. Low-income is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

It is the intent of the EIS process for this Project to ensure that stakeholders are provided opportunities to be heard and to participate meaningfully from the outset of the Project and throughout all phases of Project development. Preliminary research has identified potential environmental justice communities in the Project's study area. As part of the NEPA process, the local potential environmental justice communities within the Project's study area will be included in the public outreach process, to ensure that they can participate meaningfully in review of the Project and its potential effects on the human environment.

FRA will use demographic data from the U.S. Census Bureau to identify environmental justice communities by analyzing the composition of potentially affected populations and geographic distribution by race, ethnicity, and income. FRA will coordinate with the District of Columbia Office of Planning, Maryland-National Capital Park and Planning Commission, Prince George's Public Works and Transportation, Anne Arundel County Transportation Division, Howard County Office of Transportation, Baltimore City Department of Transportation and other appropriate city and/or county departments (e.g., Health and Human Services) to identify potentially affected minority and low-income populations within their jurisdiction and to identify community facilities and organizations serving those communities. FRA will use the information to connect with individuals and/or groups (e.g., religious organizations, civic associations, business/ trade associations, labor organizations, legal aid providers, community and social service providers, neighborhood associations, tribal governments, educational institutes) to conduct targeted outreach to potentially affected communities. Targeted outreach may consist of small group meetings with targeted communities, media placements regarding public meetings in publications utilized by these communities, making information available in multiple languages, and making translation services available at public meetings upon advance request.

As a general rule, the following principles will be utilized by the NEPA Team to support involvement of the local environmental justice communities in the Project Study Area:

- Documents, notices, and meetings will be made concise, understandable, and readily accessible to the public;
- When appropriate, notices and meeting materials will be provided in both English and Spanish, as Spanish is the second most common language in the study area, and is spoken by many of the members of the environmental justice communities in the study area;
- The Project website is available in multiple languages in addition to English;
- Informational material will be made available through a variety of outlets, such as the Project website, public meetings, and flyers;
- All public events will be scheduled at convenient and accessible locations and times; and
- Various community leaders and groups will be contacted to increase public participation of constituent communities.

5.1.5 LIMITED ENGLISH PROFICIENCY (LEP) OUTREACH

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are considered ³limited English proficient,´ or LEP. Federal laws concerning language access rights and obligations include Title VI of the Civil Rights Act of 1964 and Executive Order 13166. Executive Order 13166, ³Improving Access to Services for Persons with Limited English Proficiency,´ was signed on August 11, 2000 and states that people who are LEP should have meaningful access to Federally conducted and funded programs and activities. The Executive Order requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency, and develop and implement a system to provide those services so LEP persons can have meaningful access to them.

The SCMAGLEV Project is taking steps to provide meaningful access to those LEP individuals expected to be most regularly encountered. This includes providing Project materials and meeting notices in Spanish, advertising accommodation for LEP individuals, including the ability for LEP individuals to have translation services available at public meetings upon advance request. Language interpretation and translation needs in the Project Study Area predominantly involve Spanish speaking individuals. In addition, instantaneous web-translation of the Project website is available on-line in multiple languages.

5.1.6 AMERICANS WITH DISABILITIES ACT COMPLIANCE

Public meetings will be held in locations that comply with the Americans with Disabilities Act (ADA) to accommodate disabled or elderly attendees. Sign language interpreters will be available at public meetings, and other meetings, if requested in advance.

Public notices announcing public meetings will provide instructions for requesting other special accommodations. The Project website has been designed to accommodate people with visual impairments (i.e., adjustable text size, compatibility with screen readers).

5.1.7 PERMITTING AND APPROVALS

The Project Team will identify potential permits, approvals or other actions which may be necessary to implement the Preferred Alternative. Following completion of the NEPA process, BWRR will obtain the required permits for the Project. The approach for permitting is discussed below.

Clean Water Act: A joint federal and state permit for the alteration or occupation of Waters of the U.S. that identifies compensatory mitigation must be obtained for all unavoidable impacts. For the Proposed Action, the U.S. Army Corps of Engineers, the Maryland Department of Environment, and the District of Columbia Department of Energy and Environment have jurisdiction over wetland and waterway resources. There is a public involvement process associated with the Clean Water Act permitting process that involves all adjacent property owners of impacted resources. Those property owners will be a part of the Project's mailing list.

Protected Species and Habitats: Multiple regulations including the Endangered Species Act, Fish and Wildlife Coordination Act, Magnuson-Stevens Conservation and Management Act, and Maryland Forest Conversation Act provide for the conservation and management of protected species and habitats including rare, threatened and endangered species, and Essential Fish Habitats. FRA will coordinate with all environmental regulatory agencies, including the U.S. Fish and Wildlife Service, National Marine Fisheries, Maryland Department of Natural Resources, Maryland Department of the

Environment, and the District of Columbia Department of Energy and Environment.

National Park Service Lands: Segments of the Proposed Action that would affect National Park Service (NPS) property would require coordination with NPS. The SCMAGLEV study area includes Anacostia Park, the Baltimore-Washington Parkway, and many other parcels under the National Park Service jurisdiction. As such, the National Park Service is a NEPA Cooperating Agency and will most likely be a NHPA Consulting Party. Therefore, FRA will coordinate closely with NPS to ensure that NEPA compliance will meet the policies set forth in NPS's Director's Order 12: Conservation, Planning, Environmental Impact Analysis, and Decision Making (DO 12) and the NPS Compliance Handbook (2015).

National Capital Planning Act of 1952: Pursuant to the National Capital Planning Act of 1952, federal property transfers in the District require National Capital Planning Commission (NCPC) approval.

All property transfers require submission of an official legal plat with a signature line for the NCPC's Chair, and all property transfers will be addressed in the Draft and Final EIS/ ROD. If necessary, the FEIS/ROD will include a separate section for each land transfer along with a signature line for NCPC's Executive Director. FRA will submit changes to Federal property for NCPC review with appropriate supporting documentation.

5.1.8 AGENCY INVOLVEMENT ACTIVITIES

The following meetings will be held to engage agency participation in the Project.

- Interagency Meetings
- Joint Evaluation Meetings
- Field Meetings
- One-on-one Meetings

FRA will meet regularly with agencies via Interagency Meetings and Joint Environmental Committee (JE) meetings. These meetings will be held at NEPA milestones and will be held in both Maryland and DC. Locations and format (in-person and webinar) will vary depending on agency availability and preference. FRA, in coordination with the Project Team, will send the meeting invitations to Lead Agencies, Cooperating Agencies, and Participating Agencies. For those who cannot attend, the meetings will be conducted via a webinar, when possible. The presentation and meeting summary will be emailed following the meeting.

The purpose of Interagency meetings is to provide agencies an opportunity to:

- Provide comments, responses, or insight on those areas within the special expertise or jurisdiction of the agency;
- Provide meaningful input at Project milestones;
- Keep abreast of the Project's progress and schedule; and
- Provide timely review and comment on environmental documentation.

Cooperating and participating agencies will be provided an opportunity to comment on and/or concur upon the following Project documents:

- The Draft Purpose and Need (Comment and Concur*);
- Preliminary Alternatives Screening Report (Comment during Interagency Meeting);
- Alternatives Report (Comment and Concur*);

Cooperating agencies, DDOT and Federal agencies with direct impacts to their property will also be provided an opportunity to comment on Admin DEIS and Admin Final EIS and ROD.

*Concurring Agencies listed in **Table 1** are required to comment and/or concur (or not concur).

5.2 PUBLIC INVOLVEMENT

5.2.1 PUBLIC INVOLVEMENT ACTIVITIES

The SCMAGLEV Project will include an open, participatory environmental review process. FRA will inform and solicit early and continued feedback from the public; encourage open discussion of Project details and issues; and provide opportunities for comments and questions.

The goals of the public involvement plan for the Project are as follows:

- To provide an opportunity and a mechanism for public participants to engage in the development of the EIS and give relevant input to the Project.
- To focus public input in a structured manner that will allow decisions to be made with the maximum benefit from public involvement.
- To ensure that elected officials, agencies, stakeholders, and the general public are adequately informed about the Project and its implications for their communities, and to identify potential issues so that they can be addressed and resolved before the completion of the EIS process.

5.2.2 COVID-19 RESPONSE

As detailed below, the project team will engage and communicate with members of the public, with special attention given to the safety and health of all parties involved by adhering to and/or exceeding CDC guidelines and safe practices mandated by local jurisdictions related to the COVID-19 Pandemic. It has become even more pressing to consider alternative means of consulting with members of the public during the current Coronavirus pandemic, where it is more difficult to hold outreach events in public venues.

The project team will utilize their resources to identify and utilize virtual tools and platforms that provide an opportunity to engage and consult a wide public audience from their computer or mobile device at any time during the project outreach and consultation period.

The virtual platform could provide project informational materials through a variety of potential interfaces, such as: pop up banners, table plans, drawings, videos, sound demonstrations and interactive mapping. These elements will seek to add to the users experience while providing the opportunity to access all the materials and documentation required to ensure a robust outreach and comment response interaction.

Should the health and safety concerns and corresponding regulations related to the pandemic relax and subside during this project, the project team will work to determine if in-person outreach meetings would be appropriate.

5.2.3 COMMUNICATING WITH THE PUBLIC

The public involvement plan includes a number of different outreach tools and activities to involve the public. These include the following:

- **Permitting Dashboard:** The SCMAGLEV Project has been added to the Permitting Dashboard for Federal Infrastructure Projects (https://www.permits.performance.gov/), an online tool
for Federal agencies, project developers and interested members of the public to track the

  Federal government's permitting and review process for large or complex infrastructure projects.

- **Project Website:** The SCMAGLEV Project website was launched on November 25, 2016 and can be found at www.bwmaglev.info. The website includes an overview of the Project and access to information on superconducting magnetic levitation technology, the NEPA process, Project documents, past and upcoming public meeting dates and locations, and public meeting displays and materials. The Project website allows interested parties to become involved in the NEPA process by joining the mailing list and locating contact information to reach out to Project Team members. The Project website will be the main source of Project information for the public and will be updated regularly. Project information developed for the website and social media platforms will be formatted for optimized viewing on mobile devices. All public meeting advertisements and additional public outreach materials will contain the website address and will encourage readers to visit the site.

  In addition to the Project website, other federal, regional, and local jurisdictions and transportation agencies' websites, including websites for MDOT, FRA, MTA, Washington Metropolitan Area Transit Administration, and District Department of Transportation, may be used to periodically post Project information such as meeting dates and locations for upcoming Project milestones.

- **Social Media:** The use of social media platforms is an effective way to disperse information quickly to a large audience. The Project Team will use social media platforms to increase Project and superconducting magnetic levitation technology awareness, as well as provide information such as important dates, documents, and Project milestones. The Project Team utilized social media to advertise for the scoping meeting, and currently posts on the MTA's Facebook, Twitter, and Instagram social media outlets. Going forward, the FRA will continue to refine its social media strategy to expand the use of social media for the Project given that many of the cooperating and participating agencies, as well as the local jurisdictions, have a social media presence.

- **Mailing List:** The Project Team had developed and is in the process of developing a new mailing list that includes stakeholders such as community groups, chambers of commerce, neighborhood associations, and elected officials. The initial list was used to send postcards announcing the scoping meetings in December 2016 and preliminary alternatives meetings in October 2017. The Project Team is continuing to refine our process for additional interested parties such as the general public and businesses by developing an updated electronic mailing list using buffer areas surrounding the proposed alternatives for bulk mailings instead of using zone areas for bulk mail. The mailing lists will be used to inform interested parties about the Project status and meeting notifications. Stakeholders may request to be added to the mailing lists at public meetings, via the website, email, reaching out to Project Team members, or during public and interagency meetings. The Project Team will continue to add stakeholders to these lists throughout the Project.

- **Project Fact Sheets:** Project fact sheets (in both English and Spanish) were developed at key milestones for the Project, for the purpose of educating the general public about the EIS process, providing information on the Project as it progresses, announcing public participation opportunities, and providing Project Team contact information.
- **Mass Email:** Email blasts have been used to inform the public about upcoming meetings and significant stages in the EIS development. Future email blasts will be used for future meeting updates and Project activities, and to disseminate newsletters electronically.
- **Local government and stakeholder briefings:** The lead agencies will brief the appropriate local government entities and stakeholders to provide information, answer questions, and receive feedback.
- **Public comment periods at specific NEPA milestones:** NEPA requires public comment periods to provide an opportunity for public input at critical points during the environmental review. The public will be provided an opportunity to comment on the project at any time via the project website and project email. Formal public comment periods are also provided during scoping, alternatives development, DEIS, and FEIS reviews. During these periods, public meetings will be held, and the public will have an opportunity to provide comments orally or in writing.
- **News and Print Media:** In addition to social media and the Project website, the Project Team will use additional media outlets to advertise for upcoming meetings. The Project Team advertised the public scoping process and scoping meetings in a variety of local media sources. Advertisements were featured on afro.com, patch.com, desktop and mobile pages for Anne Arundel County and Takoma Park, the Prince George's County Sentinel, Baltimore Sun desktop and touchscreen pages, the Transportation Research Board (TRB) iPad and mobile applications, and The Washington Post desktop and mobile pages. Additional media platforms, including print, internet, radio, television, and billboards will be considered as the Project progresses.
- **Meeting flyers:** The flyers will be in English and Spanish, and will be mailed or emailed to the Project mailing list. Flyers will also be distributed to libraries and community centers.
- **Mass Transit Advertisements:** As appropriate, the Project Team will develop Project advertisements for use with regional and local mass transit agencies that operate within the study area. The ads will be featured in bus and train stations, at stops, airports, and on vehicles and trains. The ads will be used to inform current transit users about the Project and direct the public to the Project website.
- **ADA and Section 508 Compliance:** As noted previously in Section 5.1.6 of this document, public outreach materials have been generated to comply with ADA and Section 508 requirements to accommodate disabled or elderly citizens. In addition, all meeting materials and communications have been designed with the intent to fully accommodate people with hearing and/or visual impairments (i.e., written transcripts, closed captioning, adjustable text size, and compatibility with computer automated screen readers). MDOT MTA also offers additional assistance through the Office of Customer and Community Relations at 410-767-3999 or 866-743-3682 or TTY 410-539-3497, through which sign language interpreters, foreign language interpreters, and assistance for the visually impaired are available upon request.
- **Other stakeholder outreach:** Project staff members are available to meet with any interested parties. The communications detailed above will indicate staff availability for meetings.

5.2.4 PUBLIC MEETINGS

Opportunities for public input throughout the Project will include the following (See **Section 5.2.2** for details on how the COVID-19 Pandemic may affect Public Meetings):

- **Public Scoping Meetings:** Although NEPA does not explicitly require that a scoping meeting be held, scoping meetings were held for this Project between December 10 and December 15, 2016. The purpose of the meetings was to gather input and feedback from members of the public and elected officials on the draft purpose and need statement; goals and objectives; scope for potential alternatives for consideration; issues to be addressed in the environmental review; and methodologies to be used to evaluate impacts. Outreach and notification were conducted via the NOI; the Project website; local newspapers; social media; postcard mailings to community groups, chambers of commerce, and neighborhood associations; letters and phone calls to elected officials; and flyer distribution at community centers, recreation centers, libraries, and community organizations. The five scoping meetings included an open house where Project staff were available to talk informally about the Project with interested members of the public.
- **Public Information Meetings:** The Project Team held two rounds of public informational meetings via open houses to present initial alternatives and to highlight the findings of the preliminary alternatives screening analysis. Open houses for both initial alternatives and preliminary alternatives screening results were held in April 2017 and October 2017 respectively, and included informal discussions between Project Team staff and meeting attendees at five locations throughout the study area. An open house for the new Baltimore area station and trainset maintenance facility concepts/preliminary alternatives and facilities being considered in the Baltimore area was held on December 13, 2018.
- **Public Hearings:** Following publication of the Draft EIS, there will be public hearings. The public hearing will include an open house, a presentation, and an opportunity for oral testimony. The oral testimony will be recorded by a stenographer. FRA will not respond to the oral testimony at the meeting, and conversations with Project staff during the open house portion of the meeting will not be reflected in the Project record.

The public meetings and information open houses will be accessible to persons with disabilities and persons with LEP. Translation will be provided in Spanish. Special services, such as an interpreter or sign language services, will also be available upon request. Public notices announcing these meetings will provide instructions for requesting these services.

5.2.5 STAKEHOLDER INVOLVEMENT ACTIVITIES

FRA will seek out the involvement of community leaders, elected officials, and other stakeholders in the Project Study Area. These individuals and organizations will assist FRA in understanding and addressing local concerns, including those of the environmental justice communities that could be affected by the Project. Stakeholder involvement activities will include:

- **Elected Officials Briefings:** Briefings will be held with elected officials and other key stakeholders before such events as the public scoping meetings and DEIS publication. These will be informal meetings where discussions can be held.
- **Section 106 Consulting Party Participation:** See discussion above (Section 5.1).
- **Environmental Justice Outreach:** The Project will include outreach efforts specifically

targeted to reach environmental justice communities located in the Project Study Area in Project development.

- **Stakeholder Meetings:** Meetings may be held with individuals or small groups to discuss specific Project considerations.

Table 4: Public Involvement by NEPA Milestone

	Milestone						
	NOI	Scoping	Initial Alternatives	Preliminary Alternatives	Retained Alternatives	DEIS	Final EIS & ROD
Website	✓	✓	✓	✓	✓	✓	✓
Social Media	✓	✓	✓	✓	✓	✓	✓
Mailing List	✓	✓	✓	✓	✓	✓	✓
News and Print Media	✓	✓	✓	✓	✓	✓	✓
Public Meetings (PM) and Hearings (H)		✓ (PM)	✓ (PM)	✓ (PM)		✓ (H)	
Advertisement using MTA Outreach Tools			✓	✓		✓	✓

5.2.6 PROJECT DOCUMENT REPOSITORIES

Local document repositories enable members of the public to examine Project documents, including EIS documents, and other informational materials. The document repositories include agency and municipal offices and public libraries.

5.2.7 COMMENTS FROM THE PUBLIC

Comment periods are required as part of the NEPA process at specific times during the life of a project. Agencies must allow comments during the NEPA Scoping phase and after the publication of the DEIS. A formal public hearing is also conducted after the publication of the DEIS. These comment periods must be advertised prior to the beginning of the commenting period and extend 45 days after they are announced. Comments received during the required comment periods are subsequently addressed in corresponding documents.

In addition to these required commenting periods, the Project Team will encourage feedback and comments from the public throughout the Project. The Project website includes a comment form and contact information for Project Team staff. During all scheduled public meetings and during all Project meetings with citizens, businesses, advocacy groups, and other stakeholders, feedback and comments will be actively solicited from participants via onsite paper and electronic comment cards. For comments received outside of the comment periods, the Project Team will collect and file the comments in a database. Comments will be filed by category based on subject matter. Comments seeking response from the Project Team will be filed as ³response needed´ and will be forwarded to the correct Project Team discipline lead for a response.

6 REVISION HISTORY

1. Table 1: Lead Agencies and Invited Cooperating and Participating Agencies, was updated; National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA NMFS)'s response for Participating Agency changed from No to Yes based on their recent correspondence. (Jan 25, 2018)
2. Table 2: Primary Point of Contact ± Contact information for Prince George's Public Works and Transportation was updated based on their recent correspondence. (Jan 25, 2018)
3. Section 1.2 Coordination Plan Updates and Revisions, was added as per FRA's request. (Jan 25, 2018).
4. Table 1: Lead Agencies and Invited Cooperating and Participating Agencies, was updated; National Aeronautics and Space Administration, Goddard Space Flight Center (NASA/GSFC), National Security Agency (NSA), and U.S. Fish and Wildlife Service (USFWS) were elevated to the status of Cooperating Agency based on their invitation acceptances. (June 20, 2018)
5. Table 2: Primary Point of Contact ± Contact information for agencies was updated based on their recent correspondences. (November 29, 2018)
6. Table 3: Schedule of Key Milestone Dates for Baltimore Washington SCMAGLEV NEPA Study ± Revised Anticipated Completion Dates was added per FRA's direction. (November 29, 2018)
7. Agency contact information updated. (April 03, 2020)
8. Project Schedule updated (May 15, 2020)
9. Section 106 section modified and updated (May 15, 2020)
10. General updates and modifications to make text current with latest project developments (May 15, 2020)
11. Updates to text made in accordance with comments provided by Agency Partners (July 24, 2020)
12. Additional general updates and modifications to make text current with the latest project developments (September 16, 2020)
13. Added US Department of Labor as a Participating Agency and updated select point of contact (October 15, 2020)

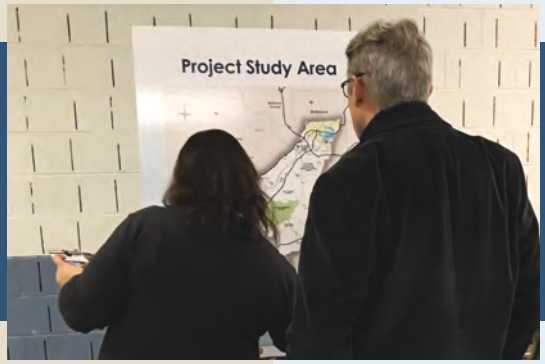
Appendix E.3

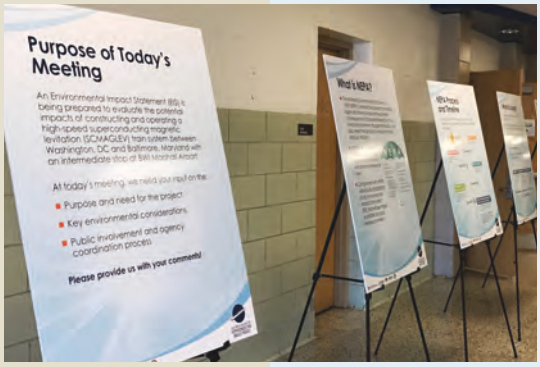
Scoping Report

U.S. Department of Transportation
Federal Railroad Administration

MARYLAND DEPARTMENT OF TRANSPORTATION

BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT





FINAL Scoping Report

May 2017

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1 INTRODUCTION

This Scoping Report presents the public and agency outreach and involvement efforts conducted, along with a summary of comments received, during the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project scoping process. Several appendices containing meeting outreach and presentation materials, written comments received, and other relevant agency and elected official coordination materials are included as part of this report.

The purpose of the scoping process is to introduce the project and receive input from members of the public, elected officials, as well as federal, state and local agencies during the preliminary stages of the Environmental Impact Statement (EIS) development. A high-level summary of the comments received, and initial project team responses, are provided in **Section 2**. Agency outreach, coordination, and comments received are summarized in **Section 3**.

1.1 PROJECT BACKGROUND

The Baltimore-Washington SCMAGLEV Project ("the project") involves the study and preliminary design of the proposed construction and operation of a high-speed superconducting maglev train system between Washington, DC and Baltimore, MD, with an intermediate stop at Baltimore Washington International Thurgood Marshall Airport (BWI Marshall Airport). Currently, the project team is investigating three potential station locations, including one in Washington, DC, one at BWI Marshall Airport, and one in Baltimore City.

The proposed system will utilize SCMAGLEV technology, and build upon previous efforts to provide a service between Baltimore and Washington that has independent utility. As such, this study will only focus on the alignment between Baltimore and Washington, with a study area approximately 40 miles long and 10 miles wide (see **Figure 1-1**). The proposed SCMAGLEV system would be designed to run on a new, high-quality guideway with bidirectional service, an automatic train control system, and no at-grade crossings. The project team anticipates implementation of the project would be funded by a mix of federal, international, and private funding, and would include construction of the new SCMAGLEV guideway, stations, tunnel ventilation facilities, switches, and associated maintenance and operations facilities.

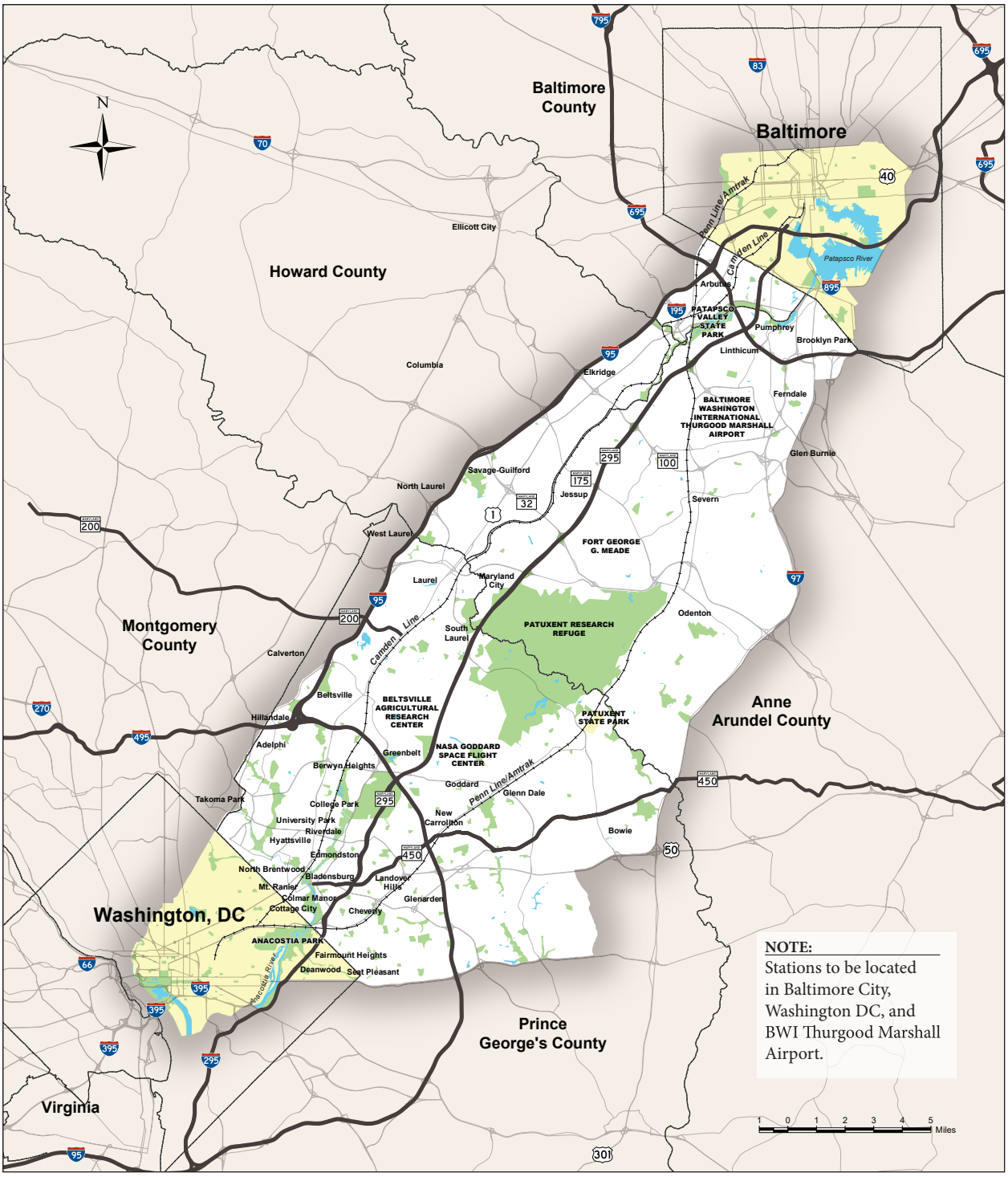


Figure 1-1: Project Study Area

1.2 NEPA AND THE SCOPING PROCESS

The National Environmental Policy Act of 1969 (NEPA) created the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making. NEPA is an "umbrella" law (see **Figure 1-2**) that encourages integrated compliance with other environmental laws. Compliance with NEPA will include preparation of an EIS that will be made available for public review and comment. The EIS will document the following:

- Compliance with all appropriate legal requirements, agency regulations, policies, and guidance;
- A range of reasonably feasible build alternatives, and the selection of a Preferred Alternative to be evaluated against the forecasted future No-Build conditions;
- The evaluation of potential effects to environmental resources; and
- The inclusion of the general public, and all appropriate federal, state, and local agencies in the decision-making process.

As the lead federal agency, the Federal Railroad Administration (FRA) is responsible for overseeing the safety of railroad operations within the United States, including the safety of any proposed rail ground transportation system. FRA is also authorized to provide, subject to appropriations, funding for intercity passenger rail and rail capital investments. In 2016, FRA awarded Maryland Department of Transportation (MDOT) a grant to prepare this EIS and supporting engineering for the Proposed Action. Specifically, Sections 1101(a)(18) and 1307 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59), as amended by section 102 of the SAFETEA–LU Technical Corrections Act of 2008 (Pub. L. 110–244), authorized funding for pre-construction planning activities for eligible Maglev transportation projects located east of the Mississippi River and between Las Vegas and Primm, Nevada. In 2016 FRA awarded $27.8 million in SAFETEA–LU Maglev funds to MDOT to prepare preliminary engineering and a NEPA analysis for the Proposed Action. No construction funding, however, has been appropriated at this time.

The Scoping Process takes place at the start of the EIS process to:

- Notify agencies, organizations, and the public that an EIS is being prepared for the project;
- Solicit input from agencies and the public on potential environmental considerations;
- Guide the scope of the EIS and the NEPA decision-making process; and
- Ensure the public understands the EIS process and how to get involved.

The project team invites comments from the public and encourages broad public participation throughout the NEPA process. More specifically, the project team invites comments from the public, federal, state, and local agencies, and all interested parties, on the scope of the EIS including:

- The Purpose and Need for the project;
- Alternatives to be studied;
- The selection of alternatives;
- Environmental, Section 106 (historic), and Section 4(f) (public lands) effects to consider and evaluate;
- Methodologies to use for evaluating effects;

- The approach for public and agency involvement; and
- Mitigation measures associated with the potential future construction, operation, and maintenance of the Proposed Action.

The project team expects this engagement with concerned stakeholders will ensure all relevant issues, constraints, and reasonable alternatives are addressed early in the development of the EIS. Moreover, at various milestones during the development of the EIS, the project team will provide additional opportunities for public involvement, such as public meetings and hearings, open houses, and requests for comment on the Draft EIS.

Figure 1-2: NEPA Umbrella Laws

2 PUBLIC SCOPING PROCESS AND COMMENTS

Members of the public, elected officials, and community organizations play an important role in the NEPA process. Public input gathered during the scoping phase as well as development of the project's Purpose and Need will help guide the development of alternatives and the identification of potential concerns.

Public notification of the project and the NEPA process began in November 2016. The Notice of Intent (NOI) published in the *Federal Register* on November 25, 2016 marked the official beginning of the scoping outreach process and comment period. The public scoping comment period ended on January 9, 2017 after 45 days. However, feedback from the public and any stakeholder will be accepted throughout the EIS process.

2.1 NOTICE OF INTENT

The Notice of Intent to prepare an EIS was published in Volume 81, Number 227 of the *Federal Register* on Friday, November 25, 2016. The notice included the following:

- A brief description of the project;
- Contact information for members of the project team;
- An explanation of project team member roles;
- A list of applicable laws and executive orders;
- Project funding information;
- The project's Draft Purpose and Need Statement;
- Background on NEPA and the scoping process; and
- Dates of public scoping meetings.

The full NOI is included in **Appendix A**.

2.2 OUTREACH AND NOTIFICATION

Outreach and notification was conducted via the NOI published in the *Federal Register*; the project website; social media (i.e., Facebook, Instagram, etc.); postcard mailings to community groups, chambers of commerce, and neighborhood associations; letters and phone calls to elected officials; and flyer distribution at community centers, recreation centers, libraries, and community organizations. Outreach and notification activities utilized Census and GIS data from the geographic extent of the defined study area to develop a coordinated mailing list that would emphasize communication with Environmental Justice (EJ) communities.

2.2.1 Website

The project website (see link below **Figure 2-1** – website screen capture) launched November 25, 2016, and includes an overview of the project, superconducting magnetic levitation technology, and the NEPA process.

The project website also provides ways for visitors to become involved in the EIS development and provide input. The website includes the purpose, dates, times, and locations of past and upcoming public meetings and associated materials, an option to join the project mailing list, and contact information for website visitors to send comments via e-mail or US mail. The website will be updated as the project progresses.

Figure 2-1: Screen Capture of Project Website

2.2.2 Mailings

A total of 669 postcard mailings were sent out to community groups, chambers of commerce, and neighborhood associations in early December 2016. The mailing list was determined by the project team based upon proximity to proposed alternative alignments and area of potential affects

Letters were sent to elected officials whose jurisdictions intersect the project study area. These included:

- U.S. Senators and Representatives;
- State of Maryland Senators and Delegates;
- Anne Arundel, Baltimore, Howard, and Prince George's County Executives and Councilmembers;
- Councilmembers and Mayors representing 23 cities and towns, including Baltimore, MD and Washington, DC; and
- District of Columbia Advisory Neighborhood Commission (ANC) Chairpersons.

Letters to elected officials featured a description of the project, a list of relevant laws, the deadline for sending scoping comments, a map of the project study area, information on the upcoming public scoping meetings, and addresses (both e-mail and physical) for comments. A sample letter sent to elected officials is included in **Appendix B**.

Follow-up phone calls and/or e-mails were placed from project team members to each state-wide, district-wide, and county-wide elected official within the study area during the week of December 5, 2016. Phone calls were also placed to at least one elected representative for each town, municipality, and ANC (in DC).

2.2.3 Advertisements

The public scoping process and scoping meetings were advertised in a variety of local media sources. Advertisements were featured on the Maryland Transit Administrations (MTA)'s Instagram and Facebook pages; afro.com; the patch.com; desktop and mobile pages for Anne Arundel County and the City of Takoma Park; the *Prince George's County Sentinel*; *The Baltimore Sun* desktop and touchscreen pages; the Transportation Research Board (TRB) iPad and mobile applications, and *The Washington Post* desktop and mobile pages. These advertisements garnered over 500,000 impressions.

2.2.4 Flyer Distribution

Environmental Justice (EJ) communities, populations with high concentrations of minority and/or low-income individuals, may be less likely to view online communications. In order to reach these communities, hard copy flyers were distributed on December 5, 2016 by the project team in person or via mail to the 58 different location types listed in **Table 2-1** and shown in **Figure 2-2** (the addresses of the flyer distribution locations are provided in **Appendix C**).

Table 2-1: Flyer Distribution

Location Type	District of Columbia	Prince George's County	Anne Arundel County	Baltimore City	Total
Community Organizations	5	2	0	4	11
Libraries	6	4	0	5	15
Community Centers	0	10	0	0	10
Recreation Centers	8	1	1	2	12
Health Centers	0	1	0	1	2
Transit Stops	0	0	0	8	8
Total	**19**	**18**	**1**	**20**	**58**

2.3 PUBLIC OPEN HOUSES

The project team conducted five public open houses throughout the project study area in mid-December 2016. These open houses provided opportunities for members of the public and elected officials to learn about the project by speaking with the project team and viewing the display boards shown in **Appendix D**. Attendees could also submit their comments and concerns via comment forms and survey cards. Approximately 150 people attended the open houses and 57 people submitted comments at the meetings, as shown in **Table 2-2**.

Table 2-2: Open House

Date	Time	Location	Address	Sign-Ins	Comments
Saturday, December 10, 2016	10 am – 12 pm	Lindale Middle School	415 Andover Road, Linthicum, MD 21090	44	32
Monday, December 12, 2016	5 pm – 7 pm	Arundel Middle School	1179 Hammond Lane, Odenton, MD 21113	29	11
Tuesday, December 13, 2016	5 pm – 7 pm	Coppermine Du Burns Arena, Harbor Side Hall	3100 Boston Street, Baltimore, MD 21224	37	7
Wednesday, December 14, 2016	5 pm – 7 pm	Martin Luther King, Jr. Memorial Library	901 G Street, NW, Washington, DC 20001	24	5
Thursday, December 15, 2016	5 pm – 7 pm	West Lanham Hills Fire Hall	8501 Good Luck Road, Lanham, MD 20706	18	2
Total				**152**	**57**

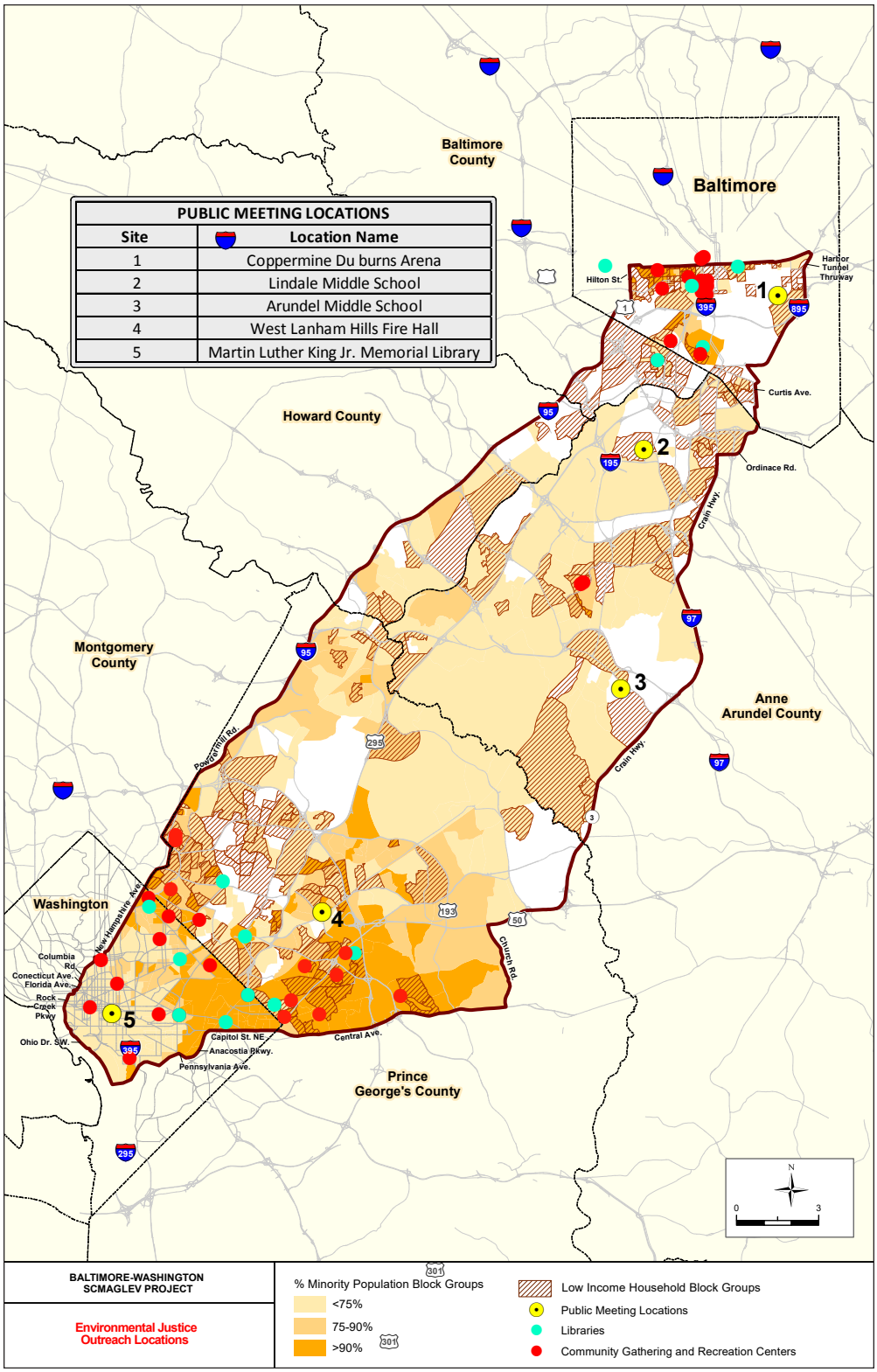


Figure 2-2: Environmental Justice Communities and Flyer Distribution Locations

2.4 PUBLIC COMMENTS MATRIX

In addition to the 57 comments submitted at the public meetings, 16 comments were submitted via the project e-mail and two comments were submitted via mail, for a total of 75 comments. All 75 public comments are shown in **Appendix E**. To organize the response process, these comments were categorized into 20 topics by the project team, as shown in **Table 2-3**.

Table 2-3: Comments by Topic

Topic	Number of Comments*	Percent of Comments*
Alignment	19	25%
Cost (total project cost or ticket price too high)	18	24%
Station Locations/Number of Stations	17	23%
Support Project	16	21%
Oppose Project	16	21%
Outreach	15	20%
Improve Existing Infrastructure	13	17%
Financing (Public vs. Private funding, Federal vs. State funding, etc.)	13	17%
Safety	10	13%
Wildlife	8	11%
Noise	7	9%
Technology	6	8%
Traffic	5	7%
Parking	4	5%
Operations	4	5%
Air Quality (includes climate change-related concerns due to carbon emissions)	2	3%
Floodplains, Wetlands, and Waterway	2	3%
Construction	2	3%
Environmental Justice	1	1%
Aesthetics	1	1%

*Number of comments totals more than 75 because many comments addressed more than one topic. Similarly, percent of comments totals greater than 100%. Percentages are rounded to the nearest 1%.

2.5 PUBLIC COMMENT REPONSES

Based on the categorizations in **Table 2-3**, the project team summarized each group of comments. This summary comprises the first paragraph of each of the following sections. The paragraph(s) after that represent the project team response in italics. The topics are ordered from the most common to the least common.

2.5.1 Alignment

Summary of Comments	Response
Nineteen comments or approximately one quarter of comments received, included questions, comments, or concerns about the location of a maglev alignment. Most of these comments requested more specific information. Some suggested alignments, such as along existing rail tracks or along the median of existing highway infrastructure. Other commenters were concerned about impacts related to any potential alignment that passed through their town or neighborhood.	*The project team is preparing to begin the development of the design specifications, alternative alignments, and associated infrastructure needs of the project during the next phase of the study, and will take into consideration the suggestions and concerns expressed by stakeholders during the scoping period. The impacts of potential construction and operation activities for all reasonable alternatives will be evaluated and documented in the EIS. There will be additional public and agency outreach during these phases, allowing for continuous communication between stakeholders and the project team members as the alternatives are developed and refined.*

2.5.2 Cost

Summary of Comments	Response
Eighteen comments or approximately 24 percent of comments received, questioned the overall cost of the project and/or noted concerns that the price of the tickets would be too high. In regards to ticket pricing, commenters were often concerned that the train would only serve wealthy patrons or that it would not attract enough ridership to generate the revenue needed to fund the operation and maintenance of the train system. Likewise anticipated high ticket prices could be out of reach for many low income citizens and should be considered an EJ issue. One commenter offered a guess of the ticket costs for a family and then compared that cost to the estimated gasoline and toll cost for the same trip.	*The initial cost of the Baltimore-Washington superconducting magnetic levitation train is currently being evaluated. This cost estimate will be refined as alternatives are evaluated. Initial cost, ticket pricing, ridership, revenue estimates, maintenance and operations costs, and socio-economic/EJ factors will be considered in the EIS. In addition, the project team intends to evaluate and document the cost/benefit of the construction and operation of the proposed system. There will be additional opportunities for cost-related comments during the outreach periods associated with later phases of the project.*

2.5.3 Station Locations/Number of Stations

Summary of Comments	Response
Over 20 percent of comments, from 17 different commenters, dealt with station location. Several of these comments asked if there would be, or requested, additional stations beyond the three listed at Baltimore, Washington, and BWI Marshall Airport. Commenters also asked where specifically the stations at those destination points would be located.	*Currently, there are only three stations planned, one in the City of Baltimore, one in Washington, DC, and one at BWI Marshall Airport. The specifics of these station locations will be further refined during the alternatives development phase. Members of the public and elected officials are encouraged to continue providing input on station location as the project progresses.*

2.5.4 Support Project

Summary of Comments	Response
Sixteen comments, or 21 percent of comments received, explicitly expressed support for the project. In some cases, these commenters still expressed concerns about potential project impacts, but thought that, overall, the project should go forward.	*The project team will take opposition from members of the public and elected officials into account.*

2.5.5 Oppose Project

Summary of Comments	Response
Eleven percent of comments, received from 10 individuals, expressed direct opposition to the project. In most cases, these comments included reasons for opposition, which are addressed under other topic areas.	*The project team will take opposition from members of the public and elected officials into account.*

2.5.6 Outreach

Summary of Comments	Response
Approximately 20 percent of comments, or 15 comments, referenced the outreach process itself. Six of these comments were received on survey cards that were distributed at the meetings that asked attendees "How can MDOT communicate more effectively?" Answers to this question ranged from using social media to printing a newspaper article. Some complimented the project team and its outreach efforts, while others wondered if their input made a difference or were frustrated by the vague answers at this point in the process. A few simply asked the project team to keep them abreast of project developments. One commenter asked why District Department of Transportation (DDOT) was not a Cooperating Agency.	*The project team appreciates feedback on the outreach process and will take it into account during upcoming outreach events. The project team does take public input seriously, and understands that, during the scoping period, answers and information may seem vague. Information and answers to questions will become more specific as the alternatives are developed and project impacts are evaluated.* *DDOT was invited to participate as a cooperating agency (see Section 3.0). In a letter dated January 9, 2017, DDOT responded to this invitation and requested the status of Participating Agency during the review process. See Section 3 for further information.* *The project team is preparing the Public and Agency Coordination Plan that will describe the outreach process and planned outreach activities to be conducted over the duration of the study. In addition, the project team is in the process of developing a more comprehensive outreach plan to notify the public about upcoming project meetings. The next round of public meetings will focus on presenting more detailed information related to the preliminary alternatives and their corresponding potential impacts. A goal of these meetings is to provide attendees an opportunity to focus their discussions and feedback on better defined project elements and the potential effects of implementation.*

2.5.7 Improve Existing Infrastructure

Summary of Comments	Response
Thirteen comments, or 17 percent of the total comments received, noted a preference for improvements to existing infrastructure. In most cases, this was coupled with opposition to the project due to limited financial resources, lack of commuter benefit, and problems with existing systems.	*The EIS will evaluate a No Build alternative where planned transportation improvements and expansions in the corridor will be described along with both positive and negative impacts.*

2.5.8 Financing

Summary of Comments	Response
Thirteen comments, or 17 percent of the total comments received, referenced project financing. As opposed to the project cost topic, this topic focuses on the source of funds to complete the project. Several commenters simply asked for clarification on how the project will be funded. Some commenters asked if the train would generate enough revenue to cover costs or stated they would only support the project if it were privately funded. Others asked if their taxes would increase. One commenter advocated for the passage of the Glass-Steagall Act and the establishment of National Bank.	*The project sponsors have not fully identified funding for construction and operation of the system should a Build Alternative be selected at the end of the EIS process. As stated in the Notice of Intent to prepare the EIS, a mix of Federal, state and private funds is anticipated. While, not a requirement of the NEPA or EIS process, the project sponsors will likely continue with revenue/construction cost studies in order to attract investment or secure federal transportation grants. The passage of the Glass-Steagall Act or the establishment of a National Bank is beyond the scope of the project.*

2.5.9 Safety

Summary of Comments	Response
There was a variety of safety concerns, from ten commenters or 13 percent of the total comments received, relating to: • NSA and NASA security; • Onboard security; • Effect of technology on health; • Safety record in other countries; • Fencing; • Train speed; • Snow accumulation; • Conductor visibility; and • Debris on tracks.	*Safety and security for areas adjacent to the train facilities, as well as on-board trains and at train facilities will be evaluated and taken into consideration as part of preliminary design and documented in the EIS through coordination with relevant agencies, stakeholders, and technical experts. The project team will research and document safety issues and best practices related to personal safety and security for passengers as well as address the safety and security of operating superconducting magnetic levitation trains under various conditions and environmental factors, such as snow events and during times of poor conductor visibility.*

2.5.10 Wildlife

Summary of Comments	Response
Eight comments, or 11 percent of the total comments received, referred to wildlife. Commenters either addressed the effects of the train system, such as the electromagnetic field, on wildlife in the area or addressed the potential effects of wildlife coming into direct contact with the train or guideway.	*The impact of the train system on wildlife and vice versa will be considered as part of the EIS process. Special attention will be given to any threatened or endangered species within the project study area. The project team will research issues and best practices associated with wildlife populations around superconducting magnetic levitation train operations. In addition, the project team will investigate wildlife deterrent measures aimed at preventing wildlife from accessing the guideway.*

2.5.11 Noise

Summary of Comments	Response
Seven comments, or nine percent of the total comments received, were requests for more information on noise levels associated with the maglev or expressed concerns related to noise.	*Noise impacts for potential, reasonable alternatives will be evaluated in the EIS. All sonic mitigation measures will be presented during the EIS stage. Members of the public and elected officials can obtain more information and provide further input on noise during later stages of outreach.*

2.5.12 Technology

Summary of Comments	Response
Six comments, or eight percent of the total comments received, were about the superconducting magnetic levitation technology. Questions and concerns included the amount and source of electricity required to operate the train and the effects of curves on train speed.	*The ultimate design of the rail alignment and power needs will dictate the details regarding power amounts and sources; however, it is assumed that power substations along the route will provide power through cables with variable-frequency outputs to the Propulsion Coils mounted in the guideway sidewalls.* *Curves in the alignment dictate train speed. High speed rail operations mandate minimum tolerance for curvature. The effect of curves on train speed will be further considered during the alternatives phase of the EIS.*

2.5.13 Traffic

Summary of Comments	Response
Five comments, or seven percent of the total comments received, included questions or concerns about traffic. Three of these commenters were worried about traffic impacts in Linthicum due to the proposed BWI Marshall Airport station. Two commenters stated that they thought the project would improve traffic by re-directing people from cars to trains.	*The impact of the Baltimore-Washington SCMAGLEV project on traffic will be evaluated for each potential, reasonable alternative as part of the EIS, with a specific focus on traffic impacts at stations. The study will also look at the potential for SCMAGLEV to improve person throughput and provide possible congestion relief between Baltimore and Washington. Members of the public and elected officials will have additional opportunities to provide feedback when project traffic impacts are known.*

2.5.14 Parking

Summary of Comments	Response
Four comments, or five percent of the total comments received, expressed concern about how many people would park to access the BWI Marshall Airport station and where these train riders would park. They were concerned about the lack of sufficient parking at BWI Marshall Airport and in Linthicum.	*The impact of the Baltimore-Washington SCMAGLEV project on existing parking and new parking needs, including in Linthicum and around BWI Marshall Airport, will be evaluated for each potential, reasonable alternative as part of the EIS. Members of the public and elected officials will have additional opportunities to provide feedback when project parking impacts and needs are known.*

2.5.15 Operations

Summary of Comments	Response
Four comments, or five percent of the total comments received, addressed train operations. A Town of Cheverly councilmember asked for detailed operations plans as well as information on delays or service interruptions experienced by other magnetic levitation systems. Comments were also submitted about commuter passes, rain and snow effects, scheduling, and maintenance.	*Maintenance and operations plans, including schedules, fare/pass structure, and weather contingencies will become more detailed as the project progresses through the alternatives development and EIS phases.* *The project team will research maintenance and operations performance specifications of the SCMAGLEV system under construction in Japan.*

2.5.16 Air Quality

Summary of Comments	Response
Two comments, or three percent of total comments received, noted the potential for improved air quality or reduced emissions due to reduced automobile use and the benefits lower emissions could have on addressing climate change concerns.	*Air quality and emissions will be evaluated for each potential, reasonable alternative as part of the EIS. The project team notes the potential support for mass transit and improved person throughput. Members of the public and other stakeholders will have the opportunity to learn more about the project's air quality and climate change impacts as the project progresses. They will also have the opportunity to submit comments once air quality and emissions impacts are better known.*

2.5.17 Floodplains, Wetlands, and Waterways

Summary of Comments	Response
Two comments, or three percent of the total comments received, advised the project team to consider floodplains, wetlands, and waterways.	*Floodplains, wetland, and waterways represent key natural resources that require protection to ensure continued clean water and healthy habitats for all ecosystems within the study area. The project team will review and assess the proposed alternatives to better understand and minimize potential impacts and address necessary mitigation for unavoidable impacts as part of the preliminary design and EIS process. There will be further opportunities for comment once potential impacts are known.*

2.5.18 Construction

Summary of Comments	Response
Two comments, or three percent of the total comments received, addressed the construction phase, asking how long it would take.	*The EIS and preliminary design will address the estimated length of the construction phase as well as construction-related impacts. There will be further opportunities to comment on the construction phase as more details become available.*

2.5.19 Environmental Justice

Summary of Comments	Response
One comment, representing one percent of total comments received, specifically requested "more information on the economic impact as well as the environmental impact on those with lower socio-economic states…"	*The EIS will consider environmental and economic impacts to low-income and minority communities. The project team will continue its efforts to reach out to environmental justice communities to ensure full and fair participation in the decision-making process as the project continues.*

2.5.20 Aesthetics

Summary of Comments	Response
One comment, or one percent of the total comments received, states that citizens would be concerned about aesthetics.	*The project team will evaluate aesthetics and will conduct a full Section 106 – historic preservation assessment as part of the preliminary design and EIS process. There will be opportunities for public comment as more details become available.*

3 AGENCY SCOPING PROCESS AND COMMENTS

Agency scoping began in November 2016, when FRA sent letters and e-mails directly to representatives at federal, state, regional and local agencies, inviting them to participate in the project as a Cooperating or Participating Agency and announcing a 45-day EIS scoping comment period (see **Appendix F** for a sample of this letter). Agencies were also encouraged to visit the project website, submit comments, and attend the Public Open Houses. **Table 3-1** lists the agencies invited as a Cooperating or Participating Agency.

Table 3-1: Agencies Invited to Participate in the Project

Cooperating Agencies	
Federal & Regional	**Federal Aviation Administration**
	Federal Transit Administration
	National Capital Planning Commission (regional)
	National Park Service (U.S. Department of Interior)
	National Security Agency
	Surface Transportation Board
	U.S. Army Corps of Engineers
	U.S. Coast Guard
	U.S. Department of Agriculture – Beltsville Agricultural Research Center
	U.S. Environmental Protection Agency
	U.S. Fish and Wildlife Service*
State	**District of Columbia Department of Transportation***
Participating Agencies	
Federal	**National Aeronautics and Space Administration (NASA)****
	Federal Emergency Management Agency
	Fort George G. Meade (U.S. Army)*
	Federal Highway Administration*
State	**District of Columbia Department of Energy & Environment**
	District of Columbia Department of Public Works
	District of Columbia Historic Preservation Office
	District of Columbia Office of Planning
	District of Columbia Public Service Commission (declined)
	Maryland Aviation Administration
	Maryland Department of Natural Resources
	Maryland Department of Planning
	Maryland Department of the Environment
	Maryland Historical Trust
	Maryland Public Service Commission
	Maryland State Highway Administration

Table 3-1: Agencies Invited to Participate in the Project *cont'd.*

Participating Agencies	
Regional	**Baltimore Metropolitan Council**
	Maryland-National Capital Park and Planning Commission
	Metropolitan Washington Council of Governments (declined)
	National Railroad Passenger Corporation (AMTRAK) (declined)
	Washington Metropolitan Area Transit Authority
Local	**Anne Arundel County Transportation Division**
	Baltimore City Department of Planning
	Baltimore City Department of Transportation
	Baltimore County Planning Office
	Howard County Department of Planning and Zoning

*Agency was sent a Cooperating Agency invitation but chose to be designated as a Participating Agency instead.
**NASA is likely to become a Cooperating Agency if directly impacted by proposed improvements.
Note: Agencies listed in **bold** accepted the invitation to participate in the project as a Cooperating and/or Participating Agency. Agencies not in bold did not respond to the invitation letter.

3.1 AGENCY SCOPING MEETINGS

The agencies listed above in **Table 3-1** were invited to attend two agency scoping meetings. One meeting was held via webinar on January 18, 2017 as part of Maryland State Highway Administration's monthly Interagency Review Meeting. Another meeting was held in-person on January 31, 2017 at the National Park Service National Capital Region Headquarters in Washington, DC. The purpose of these meetings was to provide an opportunity for the early identification of significant issues related to the Project. Attendees at the agency scoping meetings included representatives from the following agencies:

- Amtrak
- Anne Arundel County Transportation Division
- Baltimore City Department of Planning (BCDP)
- Baltimore City Department of Transportation (BCDOT)
- Baltimore Metropolitan Council (BMC)
- District of Columbia Department of Energy and Environment (DOEE)
- District of Columbia Department of Public Works (DPW)
- District of Columbia Department of Transportation (DDOT)
- District of Columbia Historic Preservation Office (DCSHPO)
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- Howard County Office of Transportation
- Maryland Aviation Administration (MAA)
- Maryland Department of the Environment (MDE)
- Maryland Department of Natural Resources (MDNR)
- Maryland Department of Planning (MDP)
- Maryland Department of Transportation (MDOT)
- Maryland Economic Development Corporation (MEDCO)
- Maryland Historical Trust (MHT)

- Maryland-National Capital Park and Planning Commission (M-NCPPC)
- Maryland Transit Administration (MTA)
- Metropolitan Washington Council of Governments (MWCOG)
- National Oceanic and Atmospheric Administration (NOAA)
- National Park Service (NPS)
- U.S. Army Corps of Engineers (USACE)
- U.S. Army, Fort George G. Meade
- U.S. Environmental Protection Agency (EPA)
- U.S. Federal Emergency Management Agency (FEMA)

See **Appendix F** for a copy of the presentation given at the agency scoping meetings. Sign-in sheets from the meetings are also provided.

Comments and questions were received from agencies at the agency scoping meetings. When answers were known, the project team responded with available information during the meeting. Many other comments and questions will be responded to as the project continues through the development of the EIS. Questions and comments from the agencies included:

- Has the Baltimore City Mayor and City Council President been involved?
- A Federal Aviation Administration finding will need to be issued for this project.
- The SCMAGLEV alignment will need to be shown on the BWI Master Plan.
- Will the study include benefit-cost and indirect and cumulative effects analyses?
- What is the northern study area boundary?
- When are scoping comments due?
- What is the study area for indirect and cumulative effects?
- When will impacts to wetlands be known and what mitigation measures will be considered?
- Consider lead time for coordinating with BMC to incorporate the project in the TIP and air quality plans.
- How is the District of Columbia being engaged in this project?
- Is the project team considering the Union Station expansion project?
- Have the station locations been decided?
- Has a specific right-of-way been identified for the alignment?
- The Section 106 process should occur simultaneously with the NEPA process. Cultural resources should be identified early and factored into the alternatives development process.
- Is the entire I-95 right of way within the project study area?
- When can USACE anticipate the project's permit application?
- Will the project utilize SHA's streamlined environmental process (such as piggy-backing off the monthly IRM meetings)?
- Will there be a Beltway station or the opportunity to add other intermediate stops (i.e. in Prince George's County or Anne Arundel County)?
- Does the train have to travel at over 300 miles per hour?
- To what extent has the project team engaged Prince George's County Department of Public Works and the county executive?
- Comments from Prince George's County residents will likely focus on station location. Residents may not want to travel north to BWI or south to DC to access the system.
- What will residents of Prince George's County and Anne Arundel County gain from the project?
- How does the project relate to FRA's high-speed rail initiatives?

- Why was the 2003 EIS process halted?
- What are the schedule drivers for this project?
- Provide more details on anticipated project funding.
- Have mitigation costs been factored into the project cost?
- Since only fifty percent of funding has been identified, would you consider phasing the project?
- How will concurrence be obtained (via concurrence forms or official letters)?
- How many trains would be in operation?

3.2 ADDITIONAL AGENCY COMMENTS

Agencies were able to submit comments via the same methods as the public, including the project website, the project e-mail address, and the project mailing address. The project team received comments regarding the scope of the EIS for the Project from the following agencies: the District Department of Transportation (DDOT), National Capital Planning Commission (NCPC), U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (EPA), Maryland Department of Natural Resources (DNR), Federal Aviation Administration (FAA), Maryland Aviation Administration (MAA), National Park Service (NPS), the U.S. Fish and Wildlife Service (USFWS), Amtrak, and Howard County Office of Transportation. Comments in the section below are summarized by agency. Agency scoping comments are provided in **Appendix F**.

3.2.1 DDOT

The District Department of Transportation (DDOT) commented that they would like to be consulted when identifying the specific study area boundaries for individual resources. DDOT requested that other ongoing projects and studies be considered in the development of alternatives and the ridership assessment for the No Build and for the Build Alternative, including the Washington Union Station Expansion Project EIS, Long Bridge EIS, Southeast High Speed Rail EIS, and the NEC FUTURE Tier 1 EIS.

DDOT also requested to be involved in developing, reviewing, and screening alternatives for the Project to ensure that considerations of project terminus, multimodal access, visual effects, environmental justice, safety, security and other elements receive the full and due diligence of the project team. DDOT will be interested in a careful analysis of both benefits and impacts to the region versus impacts and benefits to the District during alternative development and later project phases. The location and potential impacts of terminal facilities, including the surrounding multi-modal transportation network, as well as the impacts of any right-of-way needed for connection to the terminal are of particular interest to DDOT.

DDOT encouraged MDOT and FRA to conduct extensive public outreach in the potentially affected parts of the District and noted that public outreach should be conducted in locations, languages, and in formats accessible to District residents.

3.2.2 NCPC

The National Capital Planning Commission (NCPC) stated that they generally support the Project purpose, which appears to be consistent with the *Comprehensive Plan for the National Capital: Federal Elements*. They encouraged the project team to coordinate with other regionally significant transportation initiatives such as the NEC FUTURE Project, Washington Union Station Expansion Project, Long Bridge Study,

DC2RVA Project, WMATA's Momentum plan, and DDOT's DC Streetcar Project. NCPC requested that the environmental document analyze short and long term impacts to pedestrian, bicycle, and vehicular circulation.

NCPC commented that the project has the potential to affect the character of the Union Station and surrounding historic resources and requested that the project team specifically analyze the impacts to viewsheds and historic properties in the vicinity of Union Station. They are particularly interested in how the proposed project might affect the resources covered by the L'Enfant Plan and the McMillian Plan, both of which specifically address the preservation of the U.S. Capitol building and grounds, Union Station, the Russell Senate office building, Federal Home Loan Bank Board Building, the National Mall, and DC's historic post office building. Additionally, NCPC commented that the EIS should evaluate potential impacts from station and infrastructure design on historic, natural and cultural resources, and the visitor's experience at the several national parks (i.e., Brentwood Maintenance Facility, Anacostia Park, Fort Lincoln, and Kenilworth Aquatic Gardens) and other significant stream valleys and watersheds (i.e., Northeast Branch stream valley, Northwest Branch stream valley, Paint Branch stream valley, Anacostia River watershed, Patuxent River watershed, and the Western Branch watershed) encompassed by the Project's study area. In their December 2016 letter to MDOT, NCPC noted that any proposed changes to existing park plans within the study area would be subject to their review and approval under the Capper-Cramton Act. Changes to park plans include those proposed in both DC and Prince George's County. NCPC advised that 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.

NCPC requested 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 to meet federal, state and local requirements.
- Impervious surfaces;
- Energy use; and
- Short term impacts from construction.

3.2.3 USACE

The U.S. Army Corps of Engineers (USACE) commented that the EIS should thoroughly evaluate project alternatives as part of the Least Environmentally Damaging Practicable Alternative (LEDPA) requirements, and identify any permanent and temporary impacts to waters of the U.S., including jurisdictional streams and wetlands, and the Corps public interest factors, which include: conservation, economics, aesthetics, general environmental concerns, wetlands and streams, historic and cultural resources, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, energy needs, safety, food and fiber production, mineral needs, water quality, considerations of property ownership, air and noise impacts, and in general, the needs and welfare of the people.

USACE acknowledged that the project will likely result in discharges of dredged or fill material into waters of the U.S.; therefore, the project will require Department of the Army authorization under Section 404 of the Clean Water Act. USACE advised the project team to ensure the information presented in the EIS is adequate and comprehensively evaluated to fulfill the requirements of the Corps regulations, the Clean Water Act Section 404(b)(1) Guidelines, and the Corps public interest review process.

3.2.4 EPA

The U.S. Environmental Protection Agency (EPA) commented that the EIS should contain a clearly identified purpose "defined in relationship to the need for the action." The project need should describe the underlying problem or deficiency using supporting facts and analysis and should explain how the agency mission relates to the need. EPA stated that the alternatives analysis is central to the EIS and that a rationale for choosing a preferred alternative should be clearly presented. EPA noted that the project area should be described and quantified, along with any regulatory requirements, permits, and approvals that are applicable to that area.

EPA stated that the EIS should address potential direct, indirect, and cumulative impacts as well as proposed mitigation measures related to the following categories:

- Air resources, including criteria pollutants and construction emissions;
- Water resources, such as surface water, groundwater, drinking water, stormwater, wastewater, wetlands, oceans, and watersheds;
- Physiography, including topography, climate, geology, and soils;
- Species, especially endangered, threatened, invasive, and bat species;
- Hazardous waste;
- Historic properties;
- Noise;
- Socioeconomic and cultural resources;
- Environmental justice populations;
- Traffic and transportation; and
- Children's health.

The EPA also suggested that the EIS consider climate adaption measures and LEED certification in the EIS. Finally, EPA commented that the EIS should include a Distribution List of agencies, organizations, and persons to who copies of the document were sent.

3.2.5 DNR

The Maryland Department of Natural Resources (DNR) stated that they will coordinate and provide additional information on a variety of State natural resource categories and resource topics, including forestry resources and forest conservation, state listed rare, threatened, and endangered species; sensitive terrestrial habitats; fisheries and aquatic resources; stream resources, assessments, and designations; geology; DNR managed public lands; and State Scenic and Wild Rivers. In addition, DNR noted that they will assist with the documentation of Environmental and Conservation Easements placed on certain land parcels, the State Forest Conservation Act, and various specific stream designations (Stream Use Classifications, Tier II waters and catchments, Stronghold Watersheds). Additionally, DNR suggested that the ecosystems category should be further organized into sub-categories such as fisheries resources; wildlife habitats; forest interior habitat; and habitat for rare, threatened, and endangered species (state and/or federally listed).

DNR also suggested that as part of advanced levels of scoping or further resource documentation, they can provide, discuss, and/or review more specifically identified resource elements and geographical

features, such as specific State Parks (Patapsco for example), watersheds (Anacostia, Patuxent, Patapsco for example), rare species habitats (individual Sensitive Species Project Review Areas mapped in GIS polygons, Ecologically Significant Areas, etc.), and other mapped and delineated natural resource areas. DNR Foresters can provide guidance on the Forest Conservation Act, and their conservation easement experts can provide information on such easements. Additionally, DNR staff experts on Chesapeake Bay Critical Areas and Coastal Zone Management can provide guidance on those categories in relation to identified alignment and design alternatives.

3.2.6 FAA

The Federal Aviation Administration (FAA) noted that encroachment on BWI Marshall Airport would necessitate a separate finding by FAA. In order to make this finding, Maryland Aviation Administration (MAA) will need to submit BWI layout plans showing the SCMAGLEV alignment to FAA for review.

Additionally, FAA will review the project EIS. FAA indicated that, to facilitate its finding, the project EIS should address the following environmental impact categories:

- Air quality;
- Biological resources;
- Climate;
- Coastal resources;
- Department of Transportation Act Section 4(f) resources;
- Farmlands;
- Hazardous materials, solid waste, and pollution prevention;
- Historical, architectural, archaeological, and cultural resources;
- Land use;
- Natural resources and energy supply;
- Noise and compatible land use;
- Socioeconomics, environmental justice, and children's environmental health and safety risks;
- Visual effects (including light emissions); and
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers).

3.2.7 MAA

The Maryland Aviation Administration (MAA) noted that encroachment on MAA land at BWI Marshall Airport would necessitate a separate finding by FAA. FAA will need to review SCMAGLEV alignments and the BWI station layout plan in order to make this finding.

MAA also noted that master planning for BWI Marshall Airport is occurring simultaneously with the SCMAGLEV EIS process, so coordination is needed for consistency purposes.

3.2.8 NPS

The National Park Service (NPS) identified and described two federal parks within the project study area. First, NPS identified the 29-mile Baltimore-Washington Parkway, of which NPS manages a 19-mile stretch between the DC line and MD 175. The parkway is a scenic artery listed as a historic district in the National Register of Historic Places (NRHP). It is considered a Section 4(f) resource. NPS stated that "any

SCMAGLEV alignment impacting the Baltimore-Washington Parkway corridor will require analysis to determine the feasibility and identify associated mitigation measures."

Second, NPS identified Greenbelt Park in Prince George's County, a 1,106 acre wooded site used for recreation and travel stopover.

3.2.9 USFWS

The U.S. Fish and Wildlife Service (USFWS) stated that it would like to be included in the alternatives development process. USFWS also provided copies of comments submitted to the FRA during the Northeast Corridor Future Plan process. USFWS emphasized that Patuxent Research Refuge in Laurel, MD is found within the project study area. Patuxent is a "wildlife and experiment research refuge" as well a reservation for migratory birds. In addition, USFWS noted in a January 2017 email to FRA that, trying to run through the Patuxent Refuge is probably "a non-starter".

3.2.10 Amtrak

Amtrak stated that its NEC Future plan already analyzed passenger rail needs between Baltimore and Washington, discarded the new alignment alternative, and agreed with stakeholders on processes to develop and implement long-term investment plans for the corridor. Significant public and private investments have already been used, secured, or planned to improve the existing infrastructure. Amtrak "questions the competing priorities between the Baltimore-Washington SCMAGLEV project…and the NEC Future's EIS." Amtrak also questioned whether or not the EIS scope "provide[s] true independent utility" due to the discussion of potential future extensions.

Finally, Amtrak expressed concern that environmental consequences of the new technology are not fully known at this point.

3.2.11 Howard County Office of Transportation

Howard County Office of Transportation provided a list of topics to consider when developing alternatives and drafting the EIS. These topics included land use, transportation, open space, environmental resources, and historic resources. For each topic, the county provided web links to relevant plans or direction on which county departments to contact for further information.

Howard County also commented that the EIS should assess the impact of the project on MARC lines.

3.2.12 Prince George's County

Prince George's County representatives submitted to FRA that they are "extremely concerned that this SCMAGLEV Project will take people speeding through Prince George's County, literally and figuratively bypassing our communities, parks & recreational resources, economic development and more". In addition, it was noted that the county did not "sign on" to the previous Maglev EIS study due to concerns that the county's population is largely not served by this project, and is merely "bypassed" by a system that is designed for serving DC, Baltimore, and BWI travelers, but not necessarily the suburban riders.

4 NEXT STEPS

As noted previously, the project team will document and utilize input submitted during the scoping phase to help guide the development of the Draft EIS. The ideas, concerns, questions, and recommendations communicated by the public during the scoping process, as well as those received through the duration of this study, are considered by the project team and appropriately addressed as part of the overall project development and documentation process.

Public and agency involvement continues well beyond the scoping phase and will be a key component of the project as the team progresses through the development of preliminary alternatives, the definition of the project Purpose and Need, screening and evaluation criteria, the refinement of alternatives, and evaluation of potential environmental effects. The project website and future public meetings afford interested stakeholders the opportunity to access up-to-date information. In addition, federal, state, and local agencies are to receive up-to-date information on project developments via regular correspondence and periodic interagency meetings.

The results of the scoping process and the initial feasibility screening are used by the project team to identify the alternatives considered in the Draft EIS. The Draft EIS will also include documentation of the affected environment, which includes identifying existing conditions and potential opportunities and constraints relative to the proposed project. Based on this information, the potential impacts of each of the remaining project alternatives are assessed and documented by the project team. The project alternatives will also undergo a detailed evaluation based on potential impacts and their performance relative to the project Purpose and Need, the project goals and objectives, as well as financial feasibility.

In the near future, several additional Public Open House Meetings are planned to be held to provide a communication forum for project team members to present the most current project information from the Draft EIS and seek feedback from interested members of the public. In addition, the project team will host a formal Public Hearing after the completion of the Draft EIS where stakeholders will have an opportunity to provide official testimony as part of public record on the project.

Once the project team has completed the Draft EIS, a Notice of Availability is published and the Draft EIS is circulated to all interested parties and those having jurisdiction over the proposed action. The Draft EIS will also be available for public review for a minimum period of 45 days. The Draft EIS provides decision-makers with valuable information on which to base the selection of a preferred alternative.

A Final EIS will then be prepared, documenting the preferred alternative and comparing its impacts to the No Build Alternative and responding to comments received on the Draft EIS. In the Final EIS, a greater level of detail on design, impacts and mitigation, and mitigation commitments, where applicable, will be provided. FRA intends to issue a combined Final EIS and Record of Decision under the Moving Ahead for Progress in the 21st Century Act (MAP-21) unless it determines the statutory criteria or practicability considerations preclude issuing a combined document.

Appendix A

- **Notice of Intent**

Elwood F. Gorom (WA)
Mike W. Holland (IL)
Dan M. McAllister (WI)
Paul F. Rivers (MN)
Marcus V. Romo (ID)
Wayne L. Snyder (OH)
Justin K. Zimmerschied (KS)

The drivers were included in Docket Nos. FMCSA–2011–0383. Their exemptions are effective as of April 27, 2016 and will expire on April 27, 2018.

As of April 30, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 2 individuals, have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 10612; 79 FR 14579; 79 FR 28590; 79 FR 27685):

Charles L. Bryant (PA)
Christopher P. Martin (NH)

The drivers were included in Docket Nos. FMCSA–2014–0012; FMCSA–2014–0013. Their exemptions are effective as of April 30, 2016 and will expire on April 30, 2018.

Each of the 47 drivers in the aforementioned groups qualifies for a renewal of the exemption. They have maintained their required medical monitoring and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous 2-year exemption period.

These factors provide an adequate basis for predicting each driver's ability to continue to drive safely in interstate commerce. Therefore, FMCSA concludes that extending the exemption for each of the 47 drivers for a period of two years is likely to achieve a level of safety equal to that existing without the exemption. The drivers were included in docket numbers FMCSA–2011–0382; FMCSA–2011–0383; FMCSA–2013–0194; FMCSA–2014–0012; FMCSA–2014–0013.

Request for Comments

FMCSA will review comments received at any time concerning a particular driver's safety record and determine if the continuation of the exemption is consistent with the requirements at 49 U.S.C. 31136(e) and 31315. However, FMCSA requests that interested parties with specific data concerning the safety records of these drivers submit comments by December 27, 2016.

FMCSA believes that the requirements for a renewal of an exemption under 49 U.S.C. 31136(e) and 31315 can be satisfied by initially granting the renewal and then requesting and evaluating, if needed, subsequent comments submitted by interested parties. As indicated above, the Agency previously published notices of final disposition announcing its decision to exempt these 47 individuals from rule prohibiting persons with ITDM from operating CMVs in interstate commerce in 49 CFR 391.41(b)(3). The final decision to grant an exemption to each of these individuals was made on the merits of each case and made only after careful consideration of the comments received to its notices of applications. The notices of applications stated in detail the medical condition of each applicant for an exemption from rule prohibiting persons with ITDM from operating CMVs in interstate commerce. That information is available by consulting the above cited **Federal Register** publications.

Interested parties or organizations possessing information that would otherwise show that any, or all, of these drivers are not currently achieving the statutory level of safety should immediately notify FMCSA. The Agency will evaluate any adverse evidencesubmitted and, if safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315, FMCSA will take immediate steps to revoke the exemption of a driver.

Submitting Comments

You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to *http://www.regulations.gov* and in the search box insert the docket numbers FMCSA–2011–0382; FMCSA–2011–0383; FMCSA–2013–0194; FMCSA–2014–0012; FMCSA–2014–0013 and click the search button. When the new screen appears, click on the blue ''Comment Now!'' button on the right hand side of the page. On the new page, enter information required including the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

We will consider all comments and material received during the comment period. FMCSA may issue a final determination at any time after the close of the comment period.

Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble, go to *http://www.regulations.gov* and in the search box insert the docket number FMCSA–2011–0382; FMCSA–2011–0383; FMCSA–2013–0194; FMCSA–2014–0012; FMCSA–2014–0013 and click ''Search.'' Next, click ''Open Docket Folder'' and you will find all documents and comments related to this notice.

Issued on: November 16, 2016.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2016–28369 Filed 11–23–16; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project, Between Baltimore, Maryland and Washington, DC

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FRA announces its intent to prepare an EIS for the Baltimore-Washington Superconducting Magnetic Levitation (Maglev) (SCMAGLEV) Project (Proposed Action) jointly with the Maryland Department of Transportation (MDOT). The Proposed Action consists of the construction and operation of a high-speed SCMAGLEV train system between Washington, DC and Baltimore, MD with an intermediate stop at Baltimore/Washington International Thurgood Marshall (BWI) Airport. FRA and MDOT will develop the EIS in compliance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 *et seq.*

DATES: Written comments on the scope of the Project EIS should be provided to the address below by December 27, 2016. Public scoping meetings are anticipated for December 2016 and January 2017. Additional updated information and scoping materials is available through the Project Web site:

http://www.BaltimoreWashingtonSCMaglevProject.com.

ADDRESSES: The public and other interested parties are encouraged to submit written scoping comments by mail, by email, or in person at the scoping meetings. Scoping comments can be sent by mail to Bradley M. Smith, Director of the Office of Freight and Multimodalism, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland 21076, 410–865–1097; or via email to: *bsmith9@mdot.state.md.us.*

Comments may also be provided orally or in writing at scoping meetings. See the **SUPPLEMENTARY INFORMATION** section for meeting times and addresses.

FOR FURTHER INFORMATION CONTACT: Brandon Bratcher, Environmental Protection Specialist, USDOT Federal Railroad Administration, Office of Program Delivery, 1200 New Jersey Avenue SE., MS–20, Washington, DC 20590; 202–493–0844; *brandon.bratcher@dot.gov.*

SUPPLEMENTARY INFORMATION: FRA is an operating administration of DOT and is responsible for overseeing the safety of railroad operations, including the safety of any proposed rail ground transportation system. FRA is also authorized to provide, subject to appropriations, funding for intercity passenger rail and rail capital investments. In 2016, FRA awarded MDOT a grant to prepare an EIS for the Proposed Action. No funding, however, has been appropriated at this time to fund construction of the Proposed Action.

FRA is the lead Federal agency under NEPA; MDOT is the joint lead agency (40 CFR 1501.5(b) and 1506.2(a)). FRA and MDOT will prepare the EIS in compliance with: NEPA; the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500–1508); FRA Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (64 FR 28545, May 26, 1999; 78 FR 2713, Jan. 14, 2013); 23 U.S.C. 139; and 49 U.S.C. 24201. After release and circulation of a Draft EIS for public comment, FRA intends to issue a single document that consists of the Final EIS and Record of Decision under the Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141, Section 1319(b)) unless it determines the statutory criteria or practicability considerations preclude issuing a combined document.

The EIS will document compliance with applicable Federal, state, and local environmental laws and regulations, including: Section 106 of the National Historic Preservation Act; the Clean Air Act; the Clean Water Act; Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)); the Endangered Species Act; Executive Order 11988 and DOT Order 5650.2 on Floodplain Management; Executive Order 11990 on Protection of Wetlands; the Magnuson-Stevens Act; the Coastal Zone Management Act; and Executive Order 12898 on Environmental Justice. The EIS is intended to be a project-level EIS and will serve as the NEPA compliance for potential future funding or other federal, state, and local approvals of the Proposed Action as appropriate.

Project Background

Sections 1101(a)(18) and 1307 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59), as amended by section 102 of the SAFETEA–LU Technical Corrections Act of 2008 (Pub. L. 110–244), authorized funding for pre-construction planning activities for eligible Maglev transportation projects located east of the Mississippi River and between Las Vegas and Primm, Nevada. In 2016 FRA awarded $27.8 million in SAFETEA–LU Maglev funds to MDOT to prepare preliminary engineering and a NEPA analysis for the Proposed Action.

Previously, in 2003, FRA and the Maryland Transit Administration (MTA) prepared a Draft EIS and Section 4(f) Evaluation (2003 Draft EIS) for a similar proposed project authorized under the Magnetic Levitation Transportation Technology Deployment Program (23 U.S.C. 322). The 2003 Draft EIS studied the potential impacts of construction of a Maglev alignment between Washington, DC and Baltimore, MD, as well as potential station locations: One in downtown Washington, DC; one at BWI; and one in downtown Baltimore, MD. FRA and MTA published a Final EIS in 2007 (2007 Final EIS), but FRA did not issue a Record of Decision and the project was not advanced further.

In November 2015, the Maryland Public Service Commission approved the Baltimore-Washington Rapid Rail's (BWRR) application to acquire a passenger railroad franchise to deploy a SCMAGLEV system between Baltimore, MD and Washington, DC. BWRR is a private corporation and, as the Project sponsor and developer of the proposed SCMAGLEV service between Baltimore, MD and Washington, DC, will work with Federal and state agencies, including FRA and MDOT, to carry out the project.

Project Description

FRA and MDOT will complete the environmental and engineering studies for a proposed Baltimore-Washington SCMAGLEV train system between Washington, DC and Baltimore, MD, with an intermediate stop at BWI Airport. FRA and MDOT anticipate the study area will be approximately 40 miles long and 10 miles wide. The proposed study area is roughly bounded on the west by Interstate 95 and on the east by the former Washington-Baltimore & Annapolis Electric Railroad alignment. It includes portions of the City of Baltimore, Baltimore County, Howard County, Anne Arundel County, and Prince George's County in Maryland, and Washington, DC. BWRR has indicated it wishes to develop a SCMAGLEV system, potentially extending as far north as Boston, MA and south to Charlotte, NC. Such a project or projects will not be addressed in the EIS FRA and MDOT are preparing, but could be subject to separate NEPA review in the future, as appropriate.

BWRR's proposed SCMAGLEV system would be designed to provide approximately 15-minute service between the new Baltimore and Washington stations, and would run on a new, high-quality guideway with bi-directional service, an automatic train control system, and no at-grade crossings. BWRR anticipates the project would be funded by a mix of federal, international, and private funding, and would include construction of the new SCMAGLEV guideway, stations, and maintenance facilities.

Purpose and Need Statement

The purpose of BWRR's Proposed Action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington. The population in the Baltimore-Washington area makes up one of the largest and densest population centers in the United States. Over the next 30 years the population in the area is projected to increase by approximately 30 percent. Similarly, the demand on the transportation infrastructure between Baltimore and Washington will continue to increase along major roadways and railways including Interstate 95, the Baltimore-Washington Parkway (MD 295), US 29, US 1, and the Northeast Corridor (NEC) thereby decreasing the level of service, reliability, mobility, and potentially decreasing safety.

The Baltimore-Washington area is served by the NEC rail network that runs parallel to Interstate 95 in the area

and spans from Washington, DC to Boston, MA. Amtrak, commuter railroads, and freight railroads operate a variety of services on the NEC. In the Baltimore-Washington area, Amtrak runs intercity passenger rail service, Maryland Area Regional Commuter operates commuter rail service, and CSX Transportation and Norfolk Southern Railway run freight trains during off-peak times over portions of the NEC between Baltimore and Washington. Each of these services competes for operational times for service on the existing NEC and demand continues to increase.

Without additional transportation improvements and capacity within the Baltimore-Washington area, economic development and growth opportunities will be restricted. As congestion increases on the NEC and on the region's highways, the demand for continued economic development will be impacted, including, for example, tourism.

To address these issues, in 2012 FRA launched the NEC FUTURE program to consider the role of rail passenger service in the context of current and future transportation demands and to evaluate the appropriate level of capacity improvements to make across the NEC. Through NEC FUTURE, FRA will determine a long-term vision and investment program for the NEC documented in a Tier 1 EIS and Service Development Plan. FRA published a Tier 1 Draft EIS in November 2015; however, the Draft EIS evaluated steel-wheel technologies as a way to serve the passenger rail needs of the region. It left open the possibility and did not preclude the study of and investment in advanced guideway and other new technologies, such as SCMAGLEV, to meet the transportation needs of the Northeast, including the Baltimore-Washington area. Additional information on the NEC FUTURE Program is available at: *http://www.necfuture.com/.*

Proposed Alternatives To Consider

The EIS evaluating the SCMAGLEV proposal will consider a range of reasonable alternatives that FRA and MDOT will develop based on the purpose and need for the Proposed Action, information obtained through the scoping process, and previous studies, including the 2003 Draft EIS and 2007 Final EIS. The 2003 Draft EIS identified three concepts that FRA and MDOT have included in the initial range of alternatives to be considered in the EIS. FRA and MDOT will evaluate and screen those earlier concepts as well as additional options for elimination or further refinement during the NEPA process. Alternatives will include a no-build alternative and a reasonable range of build alternatives. Each build alternative will include alignments that serve Washington, DC, Baltimore, MD, and BWI Airport. A final alignment has not been determined.

Possible Effects

The EIS will analyze the potential direct, indirect, and cumulative effects of the alternatives on the social, economic, and environmental resources in the study area. This analysis will include identification of study areas appropriate for each resource, documentation of the affected environment, and identification of measures to avoid and/or mitigate significant adverse impacts.

FRA and MDOT will evaluate the impacts of the Proposed Action using data and field analyses. The analysis of resources will be consistent with NEPA, CEQ regulations and FRA's Environmental Procedures.

Scoping, Public Involvement, and Agency Coordination

This Notice initiates the scoping process under NEPA. FRA and MDOT invite comments from the public and encourage broad public participation throughout the NEPA process. In particular, FRA and MDOT invite comments from the public, Federal, state, and local agencies, and all interested parties on the scope of the EIS including: The purpose and need for the Project; alternatives to study; the selection of alternatives; environmental effects to consider and evaluate; methodologies to use for evaluating effects; the approach for public and agency involvement; and mitigation measures associated with the potential future construction, operation, and maintenance of the Proposed Action. This will ensure all relevant issues, constraints, and reasonable alternatives are addressed early in the development of the EIS. FRA and MDOT will contact directly the appropriate Federal, state, and local agencies as well as private organizations with a known interest in the Proposed Action. FRA and MDOT will request federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues to act as a cooperating agency in accordance with 40 CFR 1501.16.

At various milestones during the development of the EIS, FRA and MDOT will provide additional opportunities for public involvement, such as public meetings and hearings, open houses, and requests for comment on the Draft EIS.

Currently, scoping meetings for this Project are scheduled for the dates and locations below:

December 10, 2016: 10 a.m.–12 p.m., Lindale Middle School, 415 Andover Rd., Linthicum Heights, MD

December 12, 2016: 5 p.m.–7 p.m., Arundel Middle School, 1179 Hammond Ln., Odenton, MD

December 13, 2016: 5 p.m.–7 p.m., Du Burns Coppermine Fieldhouse, 3100 Boston St., Baltimore, MD

December 14, 2016: 5 p.m.–7 p.m., Martin Luther King Jr. Memorial Library, 901 G St. NW., Washington, DC

Additional information, including updated meeting schedule, is located on the Project Web site (*http://www.BaltimoreWashingtonSCMaglevProject.com*).

Jamie Rennert,

Director, Office of Program Delivery.

[FR Doc. 2016–28285 Filed 11–23–16; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2016–0002–N–27]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that the renewals and reinstatements of the information collection requests (ICRs) abstracted below are being forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the information collections and their expected burden. On September 23, 2016, FRA published a notice providing a 60-day period for public comment on the ICRs.

DATES: Comments must be submitted on or before December 27, 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Safety Regulatory Analysis Division, RRS–21, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 25, Washington, DC 20590, (202) 493–6292, or Ms. Kimberly Toone, Information Collection Clearance Officer, Office of

Appendix B

- **Sample Elected Official Correspondence**

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

December 7, 2016

The Honorable Eric Costello
100 Holliday Street, Suite 527
Baltimore, Maryland, 21202

Re: Baltimore-Washington SCMAGLEV Project Initiation and Scoping Period

Dear Councilmember Costello:

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT)'s Maryland Transit Administration (MTA), is preparing an Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project. The Proposed Action is the construction and operation of a high-speed SCMAGLEV train system between Washington, DC and Baltimore, Maryland with an intermediate stop at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) proposed by the private company, Baltimore Washington Rapid Rail, LLC, through an agreement with the Maryland Economic Development Corporation (MEDCO). The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139), Section 106 of the National Historic Preservation Act (Section 106), Section 4(f) of the U.S. Department of Transportation Act, as well as other related statutes and regulations.

The purpose of this letter is to:

1) Inform you and your constituents of the Baltimore-Washington SCMAGLEV project; and to
2) Announce a 45-day EIS scoping comment period beginning November 25, 2016 and ending January 9, 2017.

Project Background

Over the past 25 years, the FRA and others have been studying the possibility of maglev service along the Baltimore-Washington corridor. An earlier Baltimore-Washington maglev initiative was appropriated $13 million in funding authorized by the Transportation Equity Act for the 21st Century (TEA-21), which established the Maglev Deployment Program in 1998. In 2003, FRA in cooperation with MDOT's 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. That project never completed a Final EIS.

In 2016, MDOT was awarded a $27.8 million grant under the FRA Notice of Funding Availability and Solicitation of Applications for Magnetic Levitation Projects to complete environmental and engineering studies for the current project. The current project will utilize SCMAGLEV technology, and build upon the previous efforts to provide maglev service between Baltimore and Washington, DC with an intermediate stop at BWI Marshall Airport (see attached study area map).

The purpose of the project is to increase capacity; reduce travel time; and improve reliability and mobility options between Baltimore and Washington by providing a high-speed SCMAGLEV system. With projected growth and development, continued improvements to the transportation infrastructure are needed. Similarly, demand on transportation infrastructure will continue to increase along major roadways thereby decreasing level of service, reliability, and mobility. Finally, regional rail services continue to compete for service and this demand continues to increase.

EIS Scoping

The goal of the EIS is to provide FRA with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select a Preferred Alternative.

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 45-day public scoping period will commence on November 25, 2016. Five public scoping meeting dates are scheduled for the following dates/locations:

- Saturday, December 10, 2016 from 10:00 am – 12:00 pm – Lindale Middle School located at 415 Andover Road in in Linthicum Heights, Maryland
- Monday, December 12, 2016 from 5:00 – 7:00 pm – Arundel Middle School located at 1179 Hammond Lane in Odenton, Maryland
- Tuesday, December 13, 2016 from 5:00 – 7:00 pm – Du Burns Coppermine Fieldhouse located at 3100 Boston Street in Baltimore, Maryland
- Wednesday, December 14, 2016 from 5:00 – 7:00 pm – Martin Luther King Jr. Memorial Library located at 901 G Street Northwest in Washington, DC
- Thursday, December 15, 2016 from 5:00 – 7:00 pm – West Lanham Hills Fire Hall located at 8501 Good Luck Road in Lanham, Maryland

Please visit the project website, www.baltimorewashingtonscmaglevproject.com, for additional information. Comments can be submitted via e-mail to info@BaltimoreWashingtonSCMaglevProject.com or by mail to SCMaglev Project c/o Bradley M. Smith, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland, 21076. Written EIS scoping comments will be accepted through January 9, 2017.

Please share the project information and public scoping meeting dates with your constituents. We look forward to your involvement in this project. You may submit comments, questions and any other requests for additional information to Brandon Bratcher, Environmental Protection Specialist, USDOT Federal Railroad Administration, 1200 New Jersey Avenue SE, MS-20, Washington, DC 20590 or brandon.bratcher@dot.gov.

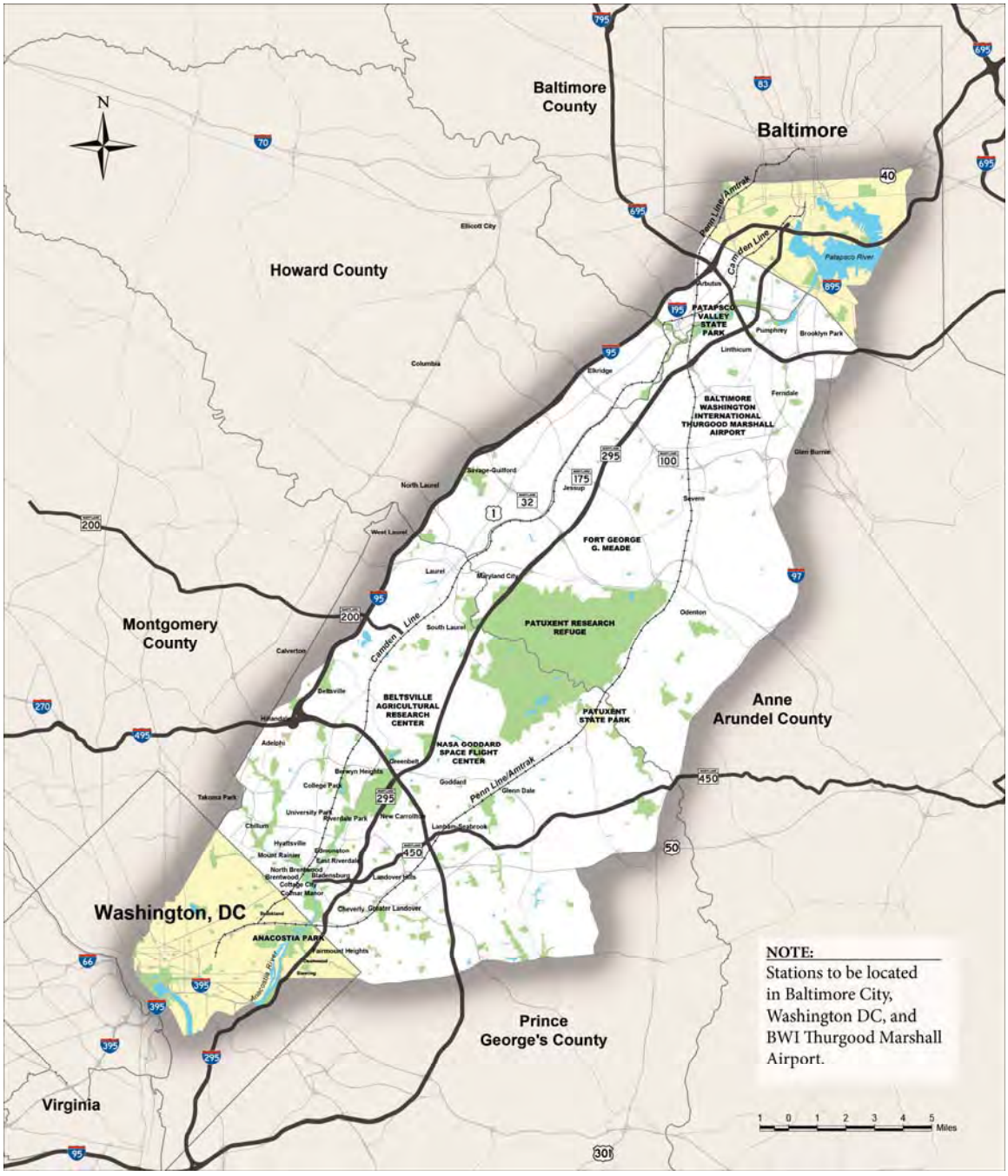
Sincerely,

Brandon Bratcher
FRA, Environmental Protection Specialist

Attachment: Study Area Map

cc: Mr. Bradley M. Smith, Director, Office of Freight and Multimodalism, MDOT
Mr. Paul Comfort, Esq., Administrator and CEO, MTA
Mr. Suhair Al Khatib, Deputy Administrator & Chief Planning, Program and Engineering Officer, MTA
Ms. Danyell Diggs, Deputy Director, Office of Planning and Programming, MTA
Ms. Kelly Lyles, Environmental Manager, Office of Planning and Programming, MTA

Attachment: Baltimore-Washington SCMAGLEV Project Study Area Map



Appendix C

- **Flyer Distribution**

Flyer Distribution Locations – EJ Outreach

Number	Location Type	Name	Address
Anne Arundel County			
1	Recreation Center	Meade Boys and Girls Club	1710 Meade Village Circle Severn, MD 21144
Baltimore City			
1	Library	Enoch Pratt Free Library – Washington Village	856 Washington Boulevard Baltimore, MD 21230
2	Library	Orleans Street Branch Library	1303 Orleans Street Baltimore, MD 21231
3	Library	Enoch Pratt Free Library – Federal Hill	1251 Light Street Baltimore, MD 21230
4	Library	Edmonson Avenue Branch Library	4330 Edmonson Avenue Baltimore, MD 21229
5	Recreation Center	Lakeland Recreation Center	2921 Stranden Road Baltimore, MD 21230
6	Recreation Center	Bentalou Recreation Center	220 N Bentalou Street Baltimore, MD 21223
7	Transit Stop	Camden Yards Light Rail Station	W Conway Street and I-395 Baltimore, MD 21201
8	Transit Stop	Transportation Center at Camden Yards	W Conway Street and S Howard Street Baltimore, MD 21201
9	Transit Stop	Bus Stop (southbound)	Greene Street and Pratt Street Baltimore, MD 21201
10	Transit Stop	Convention Center Light Rail Station	South Howard Street between W Pratt Street and W Camden Street Baltimore, MD 21201
11	Transit Stop	Hamburg Street Light Rail Station (northbound)	W Hamburg Street and S Howard Street Baltimore, MD 21230
12	Transit Stop	Hamburg Street Light Rail Station (southbound)	W Hamburg Street and S Howard Street Baltimore, MD 21230
13	Transit Stop	Bus Stop (northbound)	Russell Street and W Hamburg Street Baltimore, MD 21230
14	Transit Stop	Centre Street Light Rail Station (southbound)	W Centre Street and N Howard Street Baltimore, MD 21201
15	Community Organization	Mount Vernon Marketplace	520 Park Avenue Baltimore, MD 21202
16	Community Organization	Food Depot – Mill Hill	2495 Frederick Avenue Baltimore, MD 21223
17	Community Organization	Greater Baltimore Urban League	512 Orchard Street Baltimore, MD 21201
Baltimore County			
1	Library	Lansdowne Library	500 3rd Avenue Halethorpe, MD 21227
2	Community Organization	YMCA Lansdowne/ Baltimore Highlands	3290 Kessler Road Baltimore, MD 21227
3	Health Center	Lansdowne Baltimore Highlands Senior Center	3290 Kessler Road Baltimore, MD 21227
District of Columbia			
1	Library	Deanwood Neighborhood Library	1350 49th Street, NE Washington, DC 20019
2	Library	Dorothy I. Height/ Benning Neighborhood Library	3935 Benning Road, NE Washington, DC 20019

3	Library	Lamond-Riggs Neighborhood Library	5401 South Dakota Avenue, NE Washington, DC 20011
4	Library	Rosedale Neighborhood Library	1701 Gales Street, NE Washington, DC 20002
5	Library	Woodridge Neighborhood Library	1801 Hamlin Street, NE Washington, DC 20018
6	Library	Martin Luther King, Jr. Memorial Library	901 G Street, NW Washington, DC 20001
7	Community Organization	Greater Washington Hispanic Chamber of Commerce	910 17th Street, NW Suite 1150 Washington, DC 20006
8	Community Organization	Greater Washington Urban League	2901 14th Street, NW Washington, DC 20009
9	Community Organization	Latino Economic Development Center	641 S Street, NW Washington, DC 20001
10	Community Organization	F.H. Faunteroy Community Enrichment Center	4800 Nannie Helen Buroughs Avenue, NE Washington, DC 20019
11	Community Organization	L. Lloyd D. Smith Center	3917 Benning Road, NE Washington, DC 20019
12	Recreation Center	Deanwood Recreation Center	1350 49th Street, NE Washington, DC 20019
13	Recreation Center	King Greenleaf Recreation Center	201 N Street, SW Washington, DC 20024
14	Recreation Center	North Michigan Park Recreation Center	1333 Emerson Street, NE Washington, DC 20017
15	Recreation Center	Riggs LaSalle Recreation Center	501 Riggs Road, NE Washington, DC 20011
16	Recreation Center	Rosedale Community Center	1701 Gales Street, NE Washington, DC 20002
17	Recreation Center	Sherwood Recreation Center	640 10th Street, NE Washington, DC 20002
18	Recreation Center	Theodore Hagans Cultural Center	3201 Fort Lincoln Drive, NE Washington, DC 20018
19	Recreation Center	Turkey Thicket Recreation Center	1100 Michigan Avenue, NE Washington, DC 20017
Prince George's County			
1	Library	Hyattsville Branch Library	6530 Adelphi Road Hyattsville, MD 20782
2	Library	Bladensburg Branch Library	4820 Annapolis Road Bladensburg, MD 20710
3	Library	Fairmount Heights Library	5904 Kolb Street Fairmount Heights, MD 20743
4	Library	Glenarden Library	8724 Glenarden Parkway Glenarden, MD 20706
5	Community Organization	Adelphi/ Langley Family Support Center	8908 Riggs Road Aldephi, MD 20783
6	Community Organization	CASA Multicultural Center	8151 15th Avenue Hyattsville, MD 20783
7	Recreation Center	Mt. Ranier Neighborhood Recreation Center	4701 31st Place Mount Ranier, MD 20712
8	Community Center	Seat Pleasant Community Center	5720 Addison Road Seat Pleasant, MD 20743
9	Community Center	Lake Arbor Community Center	10100 Lake Arbor Way Mitchellville, MD 20721

10	Community Center	Glenarden Community Center	8615 McClain Avenue Glenarden, MD 20706
11	Community Center	Rollingcrest-Chillum Community Center	6120 Sargent Road Chillum, MD 20782
12	Community Center	Cedar Heights Community Center	1200 Glen Willow Drive Seat Pleasant, MD 20743
13	Community Center	Kentland Community Center	2411 Pinebrook Avenue Landover, MD 20785
14	Community Center	Langley Park Community Center	1500 Merrimac Drive Langley Park, MD 20783
15	Community Center	Palmer Park Community Center	7720 Barlowe Road Landover, MD 20785
16	Community Center	Peppermill Community Center	610 Hill Road Landover, MD 20785
17	Community Center	Prince George's Plaza Community Center	6600 Adelphi Road Hyattsville, MD 20782
18	Health Center	Mary’s Center Family Health Clinic	5908 Riggs Road Adelphi, MD 20783

Appendix D

Open House Materials

- **Open House Postcard**
- **Afro Article (Screen Shot)**
- **Baltimore Sun Open House Ad**
- **Online Announcement (Spanish)**
- **Print Advertisement (Spanish)**
- **Flyer**
- **MTA Facebook Announcement**
- **MTA Instagram Announcement**
- **Open House Display Boards**
- **Comment Form**

Open House Postcard

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Join us for one of these dates!

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) are preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system proposed by the private company, Baltimore Washington Rapid Rail (BWRR), between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Airport.

The FRA and MDOT will hold a series of Open Houses on the SCMAGLEV project. You are invited to attend an Open House anytime between the hours listed. No formal presentation will be given. At the Open House you can:

- Meet the project team
- Learn about the project
- Provide comments on the scope of the EIS
- Share ideas and ask questions

We welcome your input and encourage you to identify and discuss project-related issues throughout the planning process.

Can't attend? Meeting materials will also be posted on our website:
www.baltimorewashingtonscmaglevproject.com

Lindale Middle School
415 Andover Rd, Linthicum, MD 21090

Arundel Middle School
1179 Hammond Ln, Odenton, MD 21113

Coppermine Du Burns Arena, Harbor Side Hall
3100 Boston St, Baltimore, MD 21224

Martin Luther King Jr. Memorial Library
901 G St NW, Washington, DC 20001

West Lanham Hills Fire Hall
8501 Good Luck Rd., Lanham, MD 20706

U.S. Department of Transportation Federal Railroad Administration
Maryland Department of Transportation
MTA Maryland
BWRR Baltimore-Washington Rapid Rail

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

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

PRSRT STD
U.S. POSTAGE
PAID
APDM

New high-speed train project getting under way...

Your opinions matter!
(see other side)

Locations are accessible for people with disabilities. Please contact the department listed below to make arrangements for: special assistance or additional accommodations; printed material in an alternate format or translated; hearing impaired persons; and persons requesting an interpreter. All requests must be received one week in advance.

Los sitios tienen acceso para personas con discapacidades. Por favor comuníquese con el departamento listado a continuación para concertar arreglos para: ayuda especial o adaptaciones adicionales; material impreso en un formato alternativo o traducido; personas sordas y personas que solicitan un(a) intérprete. Todas las solicitudes deben ser recibidas con una semana de antelación.

К площадкам обеспечен доступ для людей с ограниченными возможностями. Пожалуйста, обратитесь в отдел, упомянутый ниже, чтобы принять меры для: специальной помощи или дополнительных согласований; получения печатных материалов в особом формате или на других языках; помощи людям с ослабленным слухом; помощи переводчика. Все запросы должны быть представлены заранее, не менее чем за одну неделю.

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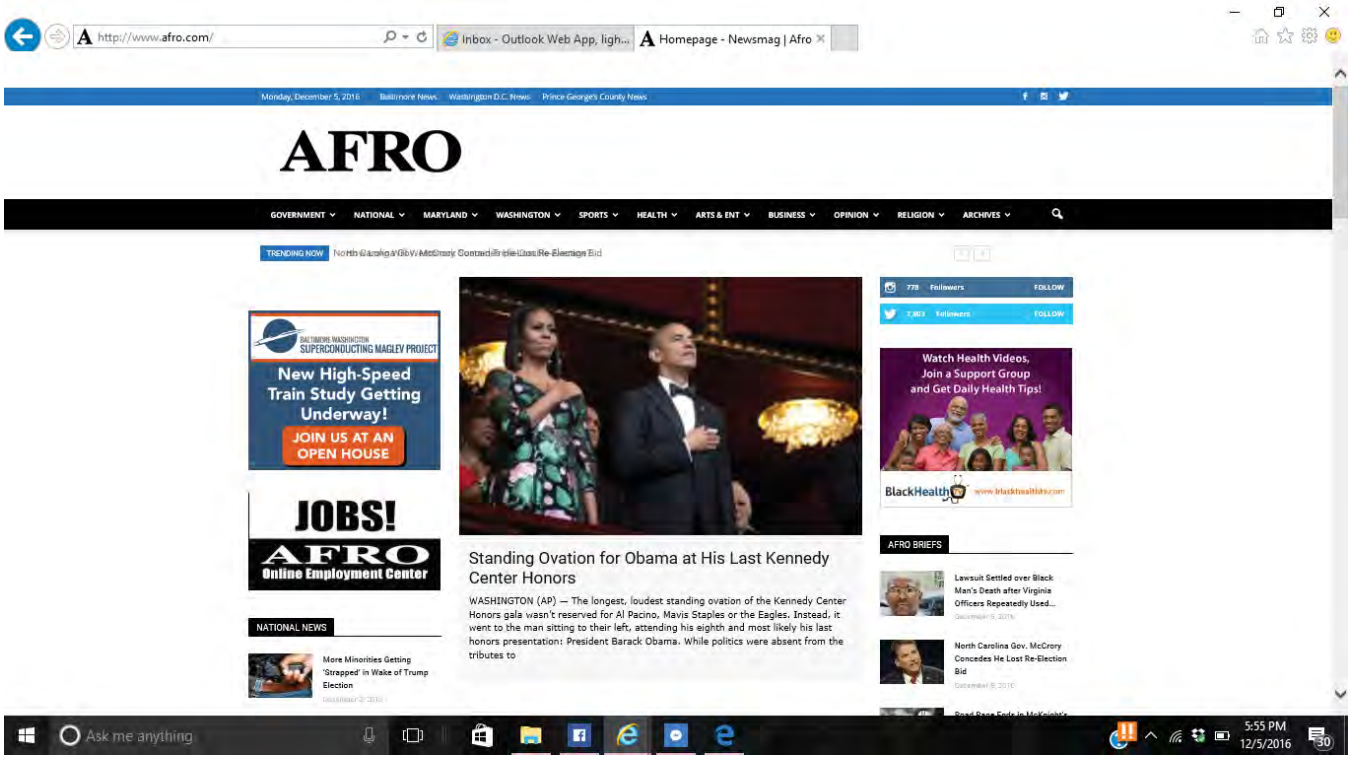
MTA Office of Customer and Community Relations
410-767-3999 • 866-743-3682 • TTY 410-539-3497

Afro Article (Screen Shot)
Nov. 30 - Dec. 15, 2016



Baltimore Sun Open House Ad
Dec. 2, 2016

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Join us at one of our open houses!

December 10 (10:00 am - 12:00 pm)
Lindale Middle School
415 Andover Rd, Linthicum, MD 21090

December 12 (5:00 pm - 7:00 pm)
Arundel Middle School
1179 Hammond Ln, Odenton, MD 21113

December 13 (5:00 pm - 7:00 pm)
Coppermine Du Burns Arena, Harbor Side Hall
3100 Boston St, Baltimore, MD 21224

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Martin Luther King Jr. Memorial Library
901 G St NW, Washington, DC 20001

December 15 (5:00 pm - 7:00 pm)
West Lanham Hills Fire Hall
8501 Good Luck Rd., Lanham, MD 20706

U.S. Department of Transportation
Federal Railroad Administration

Maryland Department of Transportation

MTA Maryland

BWRR

New high-speed train study getting underway...

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) are preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system proposed by the private company, Baltimore Washington Rapid Rail (BWRR), between Washington, DC, and Baltimore, Maryland, with an intermediate stop at BWI Airport.

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- Learn about the project
- Provide comments on the scope of the EIS
- Share ideas and ask questions

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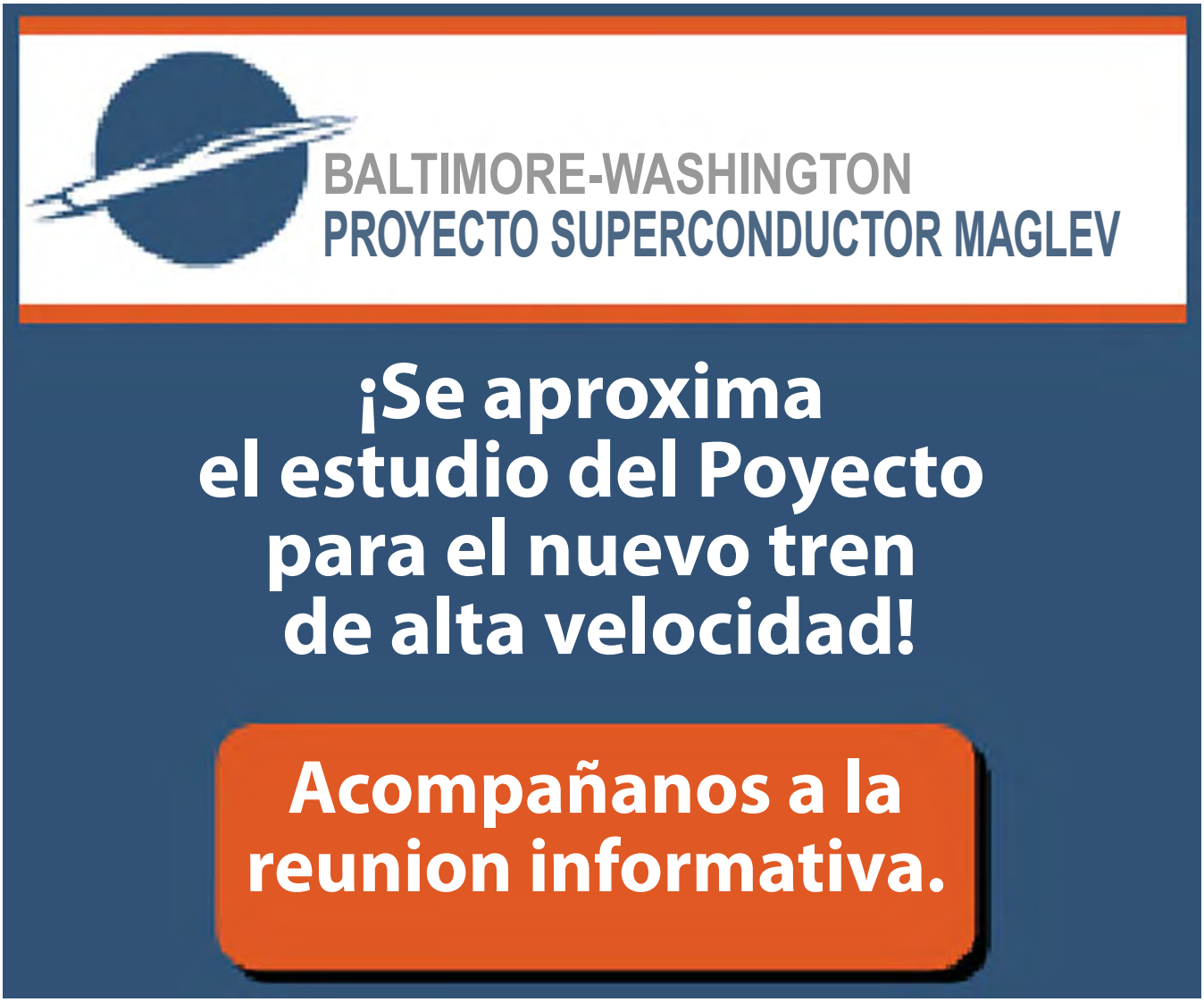
MTA Office of Customer and Community Relations: 410-767-3999 • 866-743-3682 • TTY 410-539-3497

Online Announcement (Spanish)
Nov. 30 - Dec. 15, 2016



Print Advertisement (Spanish)
Dec. 8, 2016

REMLINE•3x5.5_Layout 1 11/30/16 2:21 PM Page 1

Flyer (Front)

New high-speed train study getting underway...

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

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- Provide comments on the scope of the EIS
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Can't attend?
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Open Houses

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Arundel Middle School
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U.S. Department of Transportation
Federal Railroad Administration

Maryland Department of Transportation

MTA Maryland

BWRR
BALTIMORE-WASHINGTON RAPID RAIL

Flyer (Back)

Se apróxima el estudio del Poyecto para el nuevo tren de alta velocidad...

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

¡Acompañanos a las reuniones informativas!

La Administración Federal de Ferrocarriles (FRA) y el Departamento de Transporte de Maryland (MDOT) están preparando una Declaración de Impacto Ambiental (EIA) para evaluar los impactos potenciales de la construcción y operación de un sistema superconductor de alta velocidad de levitación magnética (Scmaglev) propuesto por la empresa privada , Baltimore-Washington tren rápido (BWRR), entre Washington, DC y Baltimore, Maryland, con una parada intermedia en el aeropuerto BWI.

La FRA y MDOT llevarán a cabo una serie de jornadas de puertas abiertas en el proyecto Scmaglev. Usted está invitado a asistir a una jornada de puertas abiertas en cualquier momento entre las horas que se indican a continuación. No se dará ninguna presentación formal.

En las jornadas de puertas abiertas, se puede:

- Conoce al equipo de proyecto
- Aprender sobre el proyecto
- Proporcionar comentarios sobre el alcance del estudio de impacto ambiental
- Compartir ideas y hacer preguntas

No puede asistir?
Visite nuestro sitio web y conozca más del proyecto:
www.baltimorewashingtonscmaglevproject.com

Puertas Abiertas

10 de diciembre (10:00 - 12:00)
Lindale Middle School
415 Andover Rd, Linthicum, MD 21090

12 de diciembre (17:00 - 19:00)
Arundel Middle School
1179 Hammond Ln, Odenton, MD 21113

13 de diciembre (17:00 - 19:00)
Coppermine Du Burns Arena, Harbor Side Hall
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8501 Good Luck Rd, Lanham, MD 20706

Locations are accessible for people with disabilities. Please contact the department listed below to make arrangements for: special assistance or additional accommodations; printed material in an alternate format or translated; hearing impaired persons; and persons requesting an interpreter. All requests must be received one week in advance.

Los sitios tienen acceso para personas con discapacidades. Por favor comuníquese con el departamento listado a continuación para concertar arreglos para: ayuda especial o adaptaciones adicionales; material impreso en un formato alternativo o traducido; personas sordas y personas que solicitan un(a) intérprete. Todas las solicitudes deben ser recibidas con una semana de antelación.

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MTA Oficina de relación con el cliente y la comunidad: 410-767-3999 • 866-743-3682 • TTY 410-539-3497

U.S. Department of Transportation
Federal Railroad Administration

Maryland Department of Transportation

MTA Maryland

BWRR
BALTIMORE-WASHINGTON RAPID RAIL

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The Federal Railroad Administration and the Maryland Department of Transportation along with MTA will hold a series of open-houses on the proposed high-speed superconducting magnetic levitation (MAGLEV) system between Baltimore and Washington, DC, beginning this Saturday, December 10 from 10:00 a.m. - 12:00 p.m. at Lindale Middle School 415 Andover Rd, Linthicum, MD 21090. For the full schedule and detailed information on the MAGLEV project visit http://baltimorewashingtonscmaglevproject.com/index.php/public-involvement/upcoming-meetings **#WeAreYourMTA #MDOTNews**

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mtamaryland The Federal Railroad Administration and the Maryland Department of Transportation along with MTA will hold a series of open-houses on the proposed high-speed superconducting magnetic levitation (MAGLEV) system between Baltimore and Washington, DC, beginning this Saturday, December 10 from 10:00 a.m. - 12:00 p.m. at Lindale Middle School 415 Andover Rd, Linthicum, MD 21090. For the full schedule and detailed information on the MAGLEV project visit http://baltimorewashingtonscmaglevproject.com/index.php/public-involvement/upcoming-meetings #WeAreYourMTA #MDOTNews

Open House Display Boards (On-Line)

BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT

Welcome

Purpose of Today's Meeting

An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) train system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Marshall Airport.

At today's meeting, we need your input on the:

- Purpose and need for the project
- Key environmental considerations
- Public involvement and agency coordination process

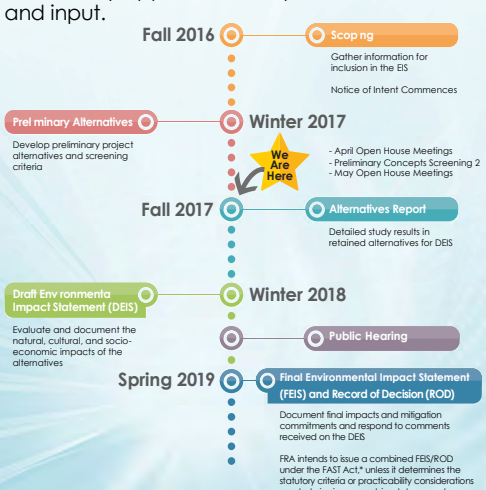
Please provide us with your comments!

What is NEPA?

- The National Environmental Policy Act of 1969 (NEPA) created the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making
- NEPA is an "umbrella" law that encourages integrated compliance with other environmental laws
- Compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public review/comment

NEPA Process and Timeline

Throughout the NEPA process, the public will have many opportunities to provide comments and input.

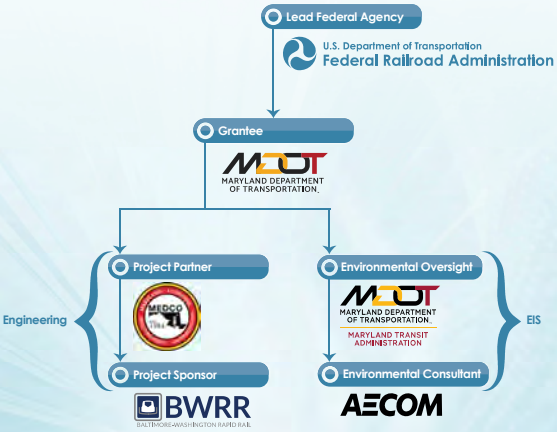


What is Scoping?

Scoping takes place at the start of the EIS process to:

- Notify agencies, organizations, and the public that an EIS is being prepared for the project
- Solicit input from agencies and the public on potential environmental considerations
- Guide the scope of the EIS and the NEPA decision-making process
- Ensure the public understands the EIS process and how to get involved

Who is Involved?



What is SCMAGLEV?

Background Information

- Maglev Deployment Program (MDP)
  - The MDP was established in the Transportation Equity Act for the 21st Century (TEA-21) with the purpose of demonstrating the feasibility of maglev technology
  - FRA published a Programmatic EIS (PEIS) for the MDP in 2001
  - Through a nation-wide competition, FRA selected seven states, from a pool of eleven, to receive grants for pre-construction planning
  - The Baltimore to Washington (Maryland) and Pittsburgh (Pennsylvania) projects were selected for continued evaluation and initial project development

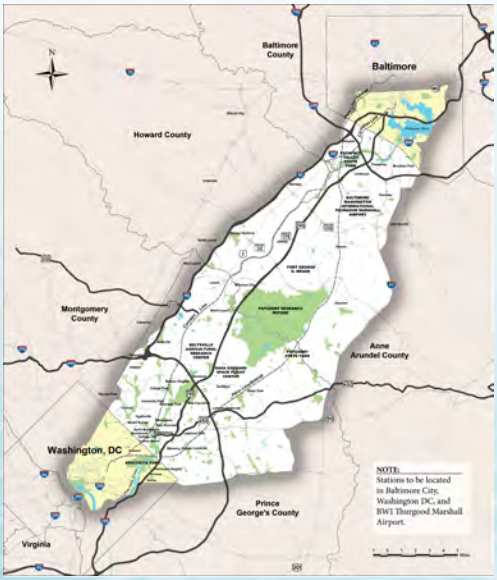
- Baltimore-Washington Maglev Project
  - In 2003, FRA in cooperation with the Maryland Transit Administration (MTA) prepared a site-specific Draft EIS on a proposal to build a Maglev project linking downtown Baltimore to BWI Marshall Airport and Union Station in Washington, DC
  - German Technology was selected for the Build Alternative
  - A Draft EIS was published in 2003, but the project was suspended and a final EIS never issued

- Differences between 2003 DEIS and current project:
  - The current project proposes to utilize the Japanese SCMAGLEV system, whereas the 2003 DEIS proposed the German Transrapid system
  - The Project Sponsor is a private entity

What is the Proposed Project?

- Superconducting Maglev (SCMAGLEV) train between Baltimore and Washington
- Three stations in Washington DC, Baltimore City, and at BWI Marshall Airport
- 15-minute travel time between Washington DC and Baltimore City
- Speeds up to 311 mph

Project Study Area



Draft Purpose and Need

The primary purpose of the Project is to:

- Increase capacity
- Reduce travel time
- Improve reliability and mobility options between Baltimore and Washington, DC

The project is needed because:

- Projected growth, development, and continued demands on the transportation infrastructure
- Demand on transportation infrastructure will continue to increase along major roadways thereby decreasing level of service, reliability, and mobility

Alternative Screening & Evaluation Process

Preliminary Concepts Screening → Retained Alternatives To Be Analyzed In EIS → Select Preferred Alternative

- Preliminary concepts will first be screened by FRA and MDOT to determine those most reasonable based on criteria from the Purpose and Need and considering comments received during scoping
- EIS will consider a range of alternatives, including a No Action Alternative, to be used as a baseline against which the impacts of the proposed project can be measured
- FRA and MDOT plan to identify a Preferred Alternative in the Draft EIS

Environmental Considerations

- Transportation
- Land use
- Communities and socioeconomic conditions
- Parks and recreational resources
- Cultural, historic & archaeological resources
- Visual & aesthetic resources
- Water quality
- Floodplains
- Waters of the US (wetlands)
- Natural resources & ecosystems
- Soils & geology
- Hazardous materials
- Noise & vibration
- Electromagnetic fields (EMF)
- Air quality
- Greenhouse gas (GHG)/ climate change
- Safety & security
- Utilities
- Construction
- Environmental justice
- Energy

Public Outreach

- 4 rounds of public meetings
  - Scoping
  - Preliminary alts & screening
  - Alternatives
  - Public hearing
- 5 meeting sites per round
- Public scoping meetings:
  - December 10 – Lindale Middle School
  - December 12 – Arundel Middle School
  - December 13 – Coppermine DuBurns Arena
  - December 14 – MLK Jr. Library (DC)
  - December 15 – West Lanham Hills Fire Hall

Next Steps

1. Continue receiving scoping comments until January 9, 2017
2. Document results of the scoping process
3. Draft Purpose and Need
4. Determine alternatives to be considered in the EIS
5. Initiate EIS analysis and documentation
6. Continue public involvement and agency coordination

Your input is important!

You may share your ideas or concerns with us the following ways:

- Complete and submit a comment form at this meeting
- E-mail:
  info@BaltimoreWashingtonSCMaglevProject.com
- Mail comments to:

  SCMAGLEV Project
  c/o Bradley M. Smith, MDOT
  7201 Corporate Center Drive
  Hanover, Maryland, 21076

  Comments will be accepted throughout the study process. Please note, however, that the deadline for submitting comments to be addressed in the Project Scoping Report is January 9, 2017.
- Website:
  Visit **BaltimoreWashingtonSCMaglevProject.com** for meeting materials and online comment forms

Thank you for your time

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

DATE _____ *baltimorewashingtonscmaglevproject.com*

COMMENT FORM

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____ **Email:** _____

Comments:_____

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PLEASE PUT YOUR COMPLETED FORM IN ONE OF THE COMMENT BOXES. YOU ALSO MAY MAIL IT TO:

SCMAGLEV Project
c/o Mr. Bradley M. Smith
7201 Corporate Center Drive
Hanover, MD 21076

Comments also can be submitted via e-mail: info@BaltimoreWashingtonSCMaglevProject.com

U.S. Department of Transportation Federal Railroad Administration

Maryland Department of Transportation

MTA Maryland

BWRR Baltimore-Washington Rapid Rail

MEDCO

Appendix E

Public Comments

- **Comment Matrix**
- **Mailed Comments**

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/7/2016	Email	Cherie	King	This train operates too fast to have it on a corridor that is such a short distance. It is roughly 40 miles from Baltimore to Washington, D.C. If there is no traffic, it can take about 45 minutes to drive. The people who are working in D.C. leaving Baltimore would put more money in transportation to ride such a train. Another solution may be to upgrade the MARC trains or add more in order to accommodate people who want to go to D.C. There is nothing at this point to have people commuting to Baltimore from D.C. and the economy and pay scales are dramatically different. So who could afford to ride the new train system? Probably not those who would need to get to D.C. or Baltimore for working purposes. If there is a need to have such a commuter train, then why does it have to travel so fast. This would be more dangerous and not deem to be the safest way for Marylanders or anyone in the District of Columbia. With so many derailments and other accidents, it would be a risk in having such a transit system. So it would not only costs money, but cost lives as well. Look at other alternatives. Of course, there is a lot of traffic from Baltimore to D.C., but there needs to be another safer way to travel. Even if you add the train, slow it down. It doesn't have to go 300 miles per hour. Add more MARC trains or add newer trains to the already built system. The inner city of Baltimore needs to be upgraded before you can have an upgraded transportation system.	Safety, Improve Existing Infrastructure, Cost
12/7/2016	Email	Chiaki	Kawajiri	I am very interested in helping you bring Maglev to the Northeast Corridor. I grew up in Japan where I have commuted to high school riding trains of the JR Tokai and realized the thrill and value of the rail transportation. After working at the Los Angeles Times, I moved to Baltimore to work at The Baltimore Sun. In addition to multiple nominations for the Pulitzer Prize in photography, my work has won awards from many organizations, including the Gerald Loeb Award for Distinguished Business and Financial Journalism and White House News Photographers Association. My skills include researching, planning, scheduling, and executing projects for countless news and feature stories. During the past five years, I have served as an advisor and liaison for Japanese journalists, business executives, teachers and students visiting the Unite States. My cross-cultural experience enabled me to facilitate communication and understanding between these Japanese and the American they met. As a journalist, I am practiced in presenting concepts and information in ways that are compelling and culturally sensitive. Self-motivated and organized with congenial personality, I believe in getting the job done fast and well. I can be an asset to your organization. Please find attached my resume and portfolio for your consideration.	Job Opportunity, Support Project

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/7/2016	Email	Lindsey	Baker	I would just like to say I think this is a great idea, my only concern being where the train will be routed (will it be along current tracks)?	Support Project, Alignments
12/7/2016	Email	Ian	Flickert	During the last few years, I have been following the progress of TNEM Company in anticipation of seeing a Magnetic Levitation Train in the United States. I was excited to read about the federal government's involvement and recent awarding of funds to help in the maglev development. The career I chose began twelve years ago in education. I have been the middle school Technology Education teacher for the Spring-Ford Area School District in Montgomery County, PA for all thirteen years. This position has allowed me to educate my students on the newest technologies that are out in the real world. Several years ago, I began teaching my students about Magnetic Levitation Trains, as well as the technologies associated with them. As the years have progressed, I have been given the opportunity to create a new curriculum, which was implemented during the 2015 – 2016 school year. The students begin learning about magnetic levitation trains and the technology that operates them. Next, the students are placed into groups/companies and work together as a team to research, design, budget, prototype, test, calculate and fabricate a Magnetic Levitation Train. The students have really enjoyed this project over the years and now really enjoy our new curriculum. As an educator, I am always looking for new opportunities to experience new technologies that I can pass on to my students. When I read about the new funding and the hopes of seeing a Magnetic Levitation Train in the United States, I began to think of ways that I could learn more about this great project. Would there be any opportunities for educators to be part of this project and the future of the Magnetic Levitation Train so that we can educate others and get them ready for their future? I would love to be part of this project and to learn more about The Northeast Maglev Train. If you have any opportunities available, I would like to be considered. This cutting edge technology would be great for my students and our school. Feel free to e-mail me with any questions or concerns. Thank you for your consideration.	Job Opportunity
12/7/2016	Email	Thomas	Paxton	Hi, this is great news. I am hoping there will be a stop in/near Columbia. I have been looking at rail possibilities for Howard County and see additional opportunities for rail. If you had a station where the house of corrections currently is (I'm assuming that is empty) that could also be used for adding commuter service to Columbia along a CSX owned track. There is a little known advantage of rail Maryland can use to compete for business development. Federal Government and other major users require a LEED Gold rating on their buildings. LEED is a environmental building rating system that has different levels. To achieve a LEED building it is more expensive, typically Gold costs about 5% more to build. By having access to a rail service can help provide up to 12 "LEED Points". This means that just by selecting a existing site like the house of corrections and having commuter rail access the cost to develop that site will drop about 3% or more to comparable sites.	Station Location
12/9/2016	Email	Jonathan	Powell	I am writing to ask about the career opportunities that are likely to be available in the NE maglev project (or the JR Central/BWRR teams) in the short- and medium-term? I would be most interested in technical roles related to system design and operation. I recently completed a PhD on the use of linear motor technologies in rail transportation, which involved the design of a traction system and analysis of the operational benefits for timetabling and capacity. Prior to this, I spent a number of years in the rail industry in the UK/Europe working on vehicle design, maintenance and overhaul. In my current rail engineering research post I am working on the application of new technology to improve rail and other guided transportation systems. As such, I am very interested in the NE maglev project, and look forward to hearing about potential job opportunities on offer.	Job Opportunity

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/10/2016	Open House Comment Form			Linthicum already deals with the airport, the MARC train, and the light rail. Adding another transportation system to our community is OVERLOAD!! We have a sparse amount of woods and open space for wildlife. Please do not take that away! Suggestion: Run the MAGLEV train down the median of 295. Leave our community in tact. Question: Now do you plan to study the impact on wildlife (deer, foxes, beavers, birds) that live in the surrounding woodlands?	Alignment, Wildlife
12/10/2016	Open House Comment Form			Maglev will be for the rich while the poor will continue to suffer from an inferior "transportation" system.The Amtrak train system is deplorable and needs a serious upgrade.The Acela train, which is ridden by the rich is much faster than the regular Amtrak. It takes about 20 minutes to get from D.C. to Balt. on it. How much faster do you really need to go?How come other cities don't have this. The area of Los Angeles to Las Vegas through the desert would be perfect model to run the trains to see how effective it is for travelers. Worries about disintegrating the "communities" in Balt. I-70 dead ends when it goes to the city. Why disintegrate Linthicum, a middle class working community?	Cost, Improve Existing Infrastructure
12/10/2016	Open House Comment Form	Justin	Szech	What is the potential of running this line along existing infrastructure such as 295? This seems to be an interesting yet incredibly expensive project with the possibility of becoming a boondoggle. It may be time to invest in our current rail infrastructure (Amtrak/MARC).	Alignment, Cost, Improve Existing Infrastructure, Oppose Project
12/10/2016	Open House Comment Form	Mike	Wooden	Biggest concern: Where will track be from DC to Baltimore? Where will BWI station be? If you want commuters, how will they travel to BWI station? Why would this work and not the current Amtrak which has been a failure? It simply does not make sense to save 15 or 20 minutes on a trip from DC to BWI.	Alignment, Station Location, Oppose Project
12/10/2016	Open House Comment Form	Glen	Haller	Looks like a boondoggle Energy needs will be exorbitant Will cost much more than advertised Keep it OUT OF LINTHICUM	Cost, Technology, Oppose Project
12/10/2016	Open House Comment Form	Len	Beidle	Again, this is not realistic! The cost of construction was too high in 2003 and it is only worse. We have been given no route or expense to ride. With a stop at BWI, with curves in rail your time form Balt to DC is not real. Speeds will never reach 300+ mph. I am opposed to this project!	Cost, Technology, Oppose Project
12/10/2016	Open House Comment Form	Pamela	Beidle	As a State Delegate that chairs the Motor Vehicle and Transportation Subcommittee, I am disappointed that I have not been briefed. I am opposed to the Maglev in this area. First the distance between Baltimore and BWI is too short to be considered. This community (Linthicum) is surrounded by impacts. The Light Rail, 295, BWI, and all the jobs and traffic on West Nursery Road. We are designated as an Historic Community -- we should not have additional impact. Do not destroy what is left of our community. Invest in improving the MARC & Amtrak. If this scoping meeting had been scheduled at a different time - not a Saturday in December - there would have been a much larger turn out of people. It was poorly advertised and scheduled at an inconvenient time.	Oppose Project, Alignment, Station Location, Improve Existing Infrastructure, Outreach
12/10/2016	Open House Comment Form	Jim	Frutson	NFW!	Oppose Project
12/10/2016	Open House Comment Form	Robert	Newcomer	Small % of population will use it. $20 trillion in debt. Where is the money then? Local roads need repair.	Improve existing infrastructure, Cost, Oppose Project

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/10/2016	Open House Comment Form	Roy	Birk	I question the limited scope of the project. The problem in this area is that people live in West Virginia and Pennsylvania but commute to Washington D.C. for work. This project does not solve that problem. It would be wonderful to offer maglev service in this country but first that money needs to go where it is really needed, providing good public commuter service from Washington out about 100 miles in every direction. This project is not money well spent. These concerns aside, it's difficult to foresee negative environmental impacts as long as loss of existing open space is kept to a minimum.	Cost, Improve Existing Infrastructure, Oppose Project
12/10/2016	Open House Comment Form	Christina	Steinebach	The project seems to have the potential to be very helpful to reduce traffic and travel times. My concern would be regarding the path of the train and the cost. If BWI station is the only stop between Baltimore City and Washington, where would the stop be. Linthicum is a very small community and does not currently have the infrastructure to handle the volume of commuters to make this a financially beneficial system. Where would all these people park, what roads would they be driving on. I drive to NY frequently. It takes me 3 hours without traffic. The cost between gas and tolls is about $120. So my family of 5 can go to NY for $120. How much would it cost to go on this train system. Thank you.	Alignment, Cost, Station Location, Traffic, Parking
12/10/2016	Open House Comment Form	Darren	Borman	1. Location of the maglev line proposed 2. How will this affect Linthicum as a small town.	Alignments
12/10/2016	Open House Comment Form	Bob	Gallaglier	My concerns include parking facilities to accommodate the passengers that leave to BWI to take the MAGLEV and the congestion of the traffic trying to get to and from the BWI station. Same concern applies to Balt. and Washington stations. I also have concern for the infrastructure to generate and deliver the electrical power to operate the passenger right of way.	Parking, Technology
12/10/2016	Open House Comment Form	Michael	Daniel	At this time, it is difficult to provide meaningful comments due to lack of specificity in the project plan. The only things that appear to be decided are stations at BWI, Baltimore, and DC, and that the intent is that this is the first leg between Washington and New York. The study area is huge; there is no specificity as to what neighborhoods/ communities will be affected. There is no clear case made on the cost/benefit analysis. The only benefits claimed are Washington to BWI in 10 minutes and Washington to Baltimore in 15 minutes. At what total taxpayer cost to construct? At what per rider cost? My real concern is that this will be so expensive, only the wealthy will be able to afford to ride, and any potential NE corridor viability will be squashed.	Cost, Financing
12/10/2016	Open House Comment Form			I've expressed my opinion about the amount of traffic and parking in the Linthicum area.	Parking, Traffic
12/10/2016	Open House Comment Form	Paul	Weisman	Will they offer a commuter pass for the daily riders.	Operations
12/10/2016	Open House Comment Form	David L.	Castle	My two biggest concerns are the environment and what it means to our taxes in Maryland. We pay high taxes already in MD and my concern is they will go even higher. Will this system pay for itself? My third concern is security while on the train. Will it be safe to ride this system. I would also like to see the system stop at NSA and NASA if the 295 route is used.	Financing, Safety, Station Location
12/10/2016	Open House Comment Form	Lloyd W.	Nosbaum Jr.	I need a lot more info. for me to make a comment. Construction cost. Cost to ride Balt./Wash. Effect of mag field on pace makers, etc.	Cost, Safety

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/10/2016	Open House Comment Form	Jane	Jarzynski	Still need to look at the studies and attend additional meetings. Currently I am not against this project. Would cut down on traffic which I find to be an issue on 295 & 695. Also, it will cut down on air pollution emissions. Concern on location since I live directly behind the exit loop from 295 & 695. Concern how it will impact our neighborhood. Concerned with noise level, how it will impact wildlife.	Traffic, Air Quality, Station Location, Wildlife, Noise
12/10/2016	Open House Comment Form	Tony	Jarzynski	Not for or against. Just interested on how it will affect me for good or bad. Need more information on route and stations, and noise level.	Alignment, Station Location, Noise
12/10/2016	Open House Comment Form	Michael	Maryon	It would be nice to know who's paying for this initiative. It isn't obvious how it's being funded. I heard that there are independent investors supporting this project. Who are they, and how much are they prepared to contribute? How much state and federal funds are going into this project? How much current and future funds from each entity?	Financing
12/10/2016	Open House Comment Form	Robert	Newcomer	Explain 74,000 jobs. Explain 5,400 jobs. Big question "what is the route"?	Alignment
12/10/2016	Open House Comment Form	Peter G.	Lorch	There was some talk about 2 years ago. That one of the routes would tunnel under part of Linthicum. Would rather see path parallel 295.	Alignment
12/10/2016	Open House Comment Form	Kathleen M.	Notari	Familiar with the concept from when it was proposed in 2001. Overall in favor of the project but want to see where the lines will run esp. between Balt. and BWI. The last time the project was proposed it ran too close to homes and areas where children play. I'll look forward to the spring/summer meetings where that will be presented.	Support Project, Alignment
12/10/2016	Open House Comment Form	Tim	O'Connor	Build it! ASAP Amtrak (sic) travel times are hours slower than car; at a time when gas is $2.00 a gallon let's get rail into the 20th (Europe, Japan) century, folks.	Support Project
12/10/2016	Open House Comment Form	Gerald	Belsky	This is the cutting edge of global new technology and should absolutely be supported. It will raise the platform of infrastructure around the nation, as the original B&O RR did. It should be financed by first passing Glass-Steagall to restructure banks, and then establishing a National Bank as Hamilton did, to channel credit to such projects.	Support Project, Financing
12/10/2016	Open House Comment Form	Britney	Castle	I am very interested in seeing this transportation system run. I think that this will increase and provide a lot of jobs for both cities. I am concerned, however, about how it will raise taxes in the state and how much it would cost to ride. If this maglev proves to work well I would love to see it expand further than Baltimore to Washington.	Support Project, Financing, Cost
12/10/2016	Open House Comment Form	Joey	Carter	Very excited about this project/study.Looking forward to MAGLEV route development.Like that considerations are being made concerning the environment and impact on communities.Statistics are very convincing (well done!)Agree with study taking place (more efficient transportation between Baltimore/ Washington DC)Have inspiration for STEM Project for the next semester (currently freshman at North County High School)	Outreach, Support Project
12/10/2016	Open House Comment Form	Greg	Coogan	I am very supportive of this project. However, I am concerned about the lack of comprehensive mass transportation system in Baltimore City. Getting to Baltimore from DC in 15 minutes is great, but once arriving in Baltimore City, you run into a hodgepodge of transportation options that are broken up. Arriving in DC, you'll be able to take the Metro pretty much anywhere. When will we have a comprehensive mass public transportation system in Baltimore City? Why is there so much resistance to it?	Support Project

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/10/2016	Open House Comment Form	Martin	Glasser	Support 100%. We need SCMAGLEV for whole country - it could be vehicle for developing the whole country - rebuild steel industry, cement production and energy production -- We need nuclear power plants! I work with La Rouche PAC, which has been promoting MAGLEV for over a decade!	Support Project, Technology
12/10/2016	Open House Comment Form	Lyndon H.	LaRouche, Jr.	See PDF entitled "The Four New Laws to Save the U.S.A. Now! Not an Option: An Immediate Necessity"	Financing
12/10/2016	Open House Survey Card			By sending mailers to families living in the affected areas. Facebook, Twitter feeds.	Outreach
12/12/2016	Open House Comment Form	David	Owen	This is a pipe dream. Why do we need to spend money we do not have to go between the cities to replace what we have that needs updates at a cheaper cost. To save 15-20 mins? The state fed govt. cannot even afford to fix Amtrak or MARC train. Unless you use the track area between the 2 cities you would need to work in the two fed. land areas, water areas, and wildlife areas. Fix, build the roads and transport rails you have now. Is there that much demand to save 15-20 mins for the cost of this? Will it be cheaper to ride Metro up B/W Parkway to BWI and Baltimore at less price? My vote would say no. This is a pipe dream.	Oppose Project, Cost, Improve Existing Infrastructure, Wildlife
12/12/2016	Open House Comment Form	Greg	Stewart	WBA R/W seems perfect option, subject to a few new homes	Alignment
12/12/2016	Open House Comment Form	Marvin J.	Robinson	We are concerned about noise, how our local environment will be impacted as in trees, roads, parks, etc. We worry that the BWI station will draw even more traffic when people exit I-695 and drive through Linthicum to get to the station. We fear a decrease in home values. We already have BWI, we have light rail. More congestion and development we do not need or want. We worry about the construction phase. How long will it take? Where will the line go? In locations where this technology is used have there been any health studies on train crew, passengers or local residents? Personally, I'd like to see Amtrak upgraded from the sad state it is in today. We appreciate work done by MARC train service. Thank you for your consideration.	Noise, Traffic, Construction, Station Location, Alignment, Safety, Improve Existing Infrastructure
12/12/2016	Open House Comment Form	Raymond H.	Szyperski	Very impressed with the presentation and help received on questions. I live in Maryland City, adjacent to Rt 295 (Balt-Wash Pkwy) and am concerned of noise to my community. Understand that some tunnels will be built to accommodate train in certain areas. We need improvement in transportation. Am looking forward to future studies on where routes will be established, specific stations, and times/dates of construction.	Noise, Station Locations
12/12/2016	Open House Comment Form	Ikechi	Anyanwu	More information on the economic impact as well as the environmental impact on those with lower socio-economic states and wildlife.	EJ, Wildlife
12/12/2016	Open House Comment Form	Karin	Book	1. Where is the electricity coming from to turn the magnets on and off? Which electrical grid will you be tapping into? Since there are only 3 stations planned, you probably won't have as many riders as you want. I realize that with only 3 stations, the time is much faster between the three stations, and possibly NYC, but most riders will not be going from the BWI airport to Union Station. They will be going home. The only way this project would make money is to put freight cars on the train. And that is not proposed at this time. As the previous Maglev meetings (about 10 years ago) they found out that they couldn't put the Maglev in certain areas and the tracks would have to go over other roads and not go straight up. This applies especially to 295 by Ferndale and other populated areas.	Technology, Station Location, Financing,

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/12/2016	Open House Comment Form	Harry	Sinclair Jr.	Keep me in the loop. Thanks!	Outreach
12/12/2016	Open House Comment Form	Ann	Greenawalt	The technology sounds exciting. I would like to learn more about the potential environmental impact, especially as it relates to groundwater. Much of the area of study is federal wildlife property and military/sensitive (NSA), so security concerns need to be addressed as well. As the process moves forward, I encourage the project EIS team to be sure to notify local government officials (state legislators and county council members), local newspapers and online forums, and local homeowners associations to ensure that people are informed. Many of these officials/organizations can send blast emails.	Wildlife, Safety, Outreach, Groundwater
12/12/2016	Open House Comment Form	E. Chike	Anyanwu	This project sounds good so far. However, we need to learn more as time goes on. The cost of the project, the environmental impacts are the issues that people will like to know.	Support Project, Cost
12/12/2016	Open House Comment Form	Mike	Shylanski	This project should be built, but I think operating subsidies will be required. Nobody will pay $50 to travel from DC to Baltimore. The old WB&A right of way through Prince George's and Anne Arundel County would be an excellent route for this line. There would be little to no disruption to Amtrak if this route were selected. Also the ROW goes straight to BWI airport, unlike the NEC line.	Support Project, Financing, Alignment
12/12/2016	Open House Survey Card			Do our concerns really make a difference? We remember when Light Rail was initially planned and our neighborhood expressed concerns and resistance but it did no good! We ended up with it coming right through our neighborhood! And has not improved our neighborhood!	Outreach
12/13/2016	Open House Comment Form	Zach	Baho	Now does this affect "the last mile" issues that throttle all transit projects? Great to get to Bmore in 10 minutes, but then I'm waiting on a bad bus system? How is $12 billion for this more worthwhile than $2.6 billion for the Red Line of other projects? How will you lobby for more last mile transit? Now will you afford billions in property acquisitions? If property values go up 30%, how does that affect affordable housing shortage? Why were no elected officials here tonight? Look I am a huge transit supporter, and I have been a big maglev fan for a while, I even used it in middle school science project, but we have so many transit needs before this that I can't get behind this before we address local rail, bus, biking, etc. We just killed the Red Line for $2 billion in highway spending. This state doesn't have its priorities in order, and DC to Bmore rail line continues to fund fancy projects over essential ones.	Cost, Oppose Project, Improve Existing Infrastructure
12/13/2016	Open House Comment Form	Patrick	Felming	Want to make sure that a stop is placed in Baltimore City and consideration is given to the associated access by transit. The "first/last" mile coordination will be important for its success.	Station Location
12/13/2016	Open House Comment Form	Joseph J.	Daniels	At the request of Maryland State Senator Shirley Nathan-Puliam, I attend this very informative event. Several suggestions 1. Examine location of Baltimore station for maglev as part of TOD for its Upton community at the Upton Metro stop. 2. Develop program to interest youth in area in order to build excitement for the program. 3. Provide interested parties with information I/C/W employee skills required for employment beyond the construction period. 4. Information regarding employment opportunities.	Station Location, Outreach

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/13/2016	Open House Comment Form	Chris	Madaio	Although I am still very disappointed by the cancellation of the Red Line, Mr. Fuguan Siddiqi gave some great information. I think the greatest effort should be made to keep tickets reasonably priced. But I understand that this competes with plane and not MARC train. Assuming that it is privately funded with no state or city money, then I would support this project. Thanks for all of your work.	Cost, Financing, Support Project
12/13/2016	Open House Comment Form	David	Daniel	Thank you for a very informative session. I am truly excited to see a futuristic (even though it exists elsewhere) technology have a potential of being implemented here in Maryland. I fully approve that this be implemented as it would provide jobs, increase quality of life and make a huge positive impact here in Maryland.	Support Project
12/13/2016	Open House Survey Card			Newspaper article (yes -- old fashioned but effective for complex ideas)	Outreach
12/13/2016	Open House Survey Card			TV News. Radio, blog, etc. I read about project in Baltimore Sun. Strong supporter, sooner the better. Try to utilize as much land already designated for transportation as possible.	Outreach, Support Project
12/14/2016	Open House Comment Form	David	Rosenberg	Why is DC Department of Transportation not a cooperating agency? It should be (or some other arm of the DC government). The scope area should expand northwest to Rt. 29 in Maryland, unless this has already been studied. While not the most direct, there is an open median that could be used to route the line.	Outreach, Alignment
12/14/2016	Open House Comment Form	Karen A.	Szulgit	1. What happens when it snows? When it rains?2. Will people be able to climb up and get on the tracks?3. How many people have died in other countries that use this system? Will you use fences?4. What other countries use this system?5. Will there be amenities on the train? What kind?6. Are big magnets harmful to human health? 7. Are big magnets beneficial to human health?8. How much will it cost to ride this train?9. Does the train produce a lot of noise when in use?10. Will tracks eventually go to New York, too?11. Why does the private entity want to fund this project? (Will they get rich?)12. Do you have support from Trump/Pence?13. Who/what groups are against this project? Why?14. Could a representative of this project come on a radio talk show?	Operations, Safety, Cost, Noise, Financing, Outreach
12/14/2016	Open House Comment Form	April	King	Very exciting! Time for DMV to have transportation options similar to European & Asian destinations.	Support Project
12/14/2016	Open House Survey Card			Keep a permanent display at the MLK Library.	Outreach
12/14/2016	Open House Survey Card			I appreciate that a public meeting on MAGLEV scoping was provided in Washington, DC.	Outreach

	Forum	First Name	Last Name	Comment	Topic Area(s)
12/15/2016	Open House Comment Form	Laila	Riazi	Incredibly important to approach the "scoping" with a longer period of genuine outreach to potentially affected municipalities and communities. The current deadline for impact in the Scoping Report does not allow enough time for town councils to even meet -- especially given that many councils are in recess until after the deadline. Starting this process in this manner is unproductive and begins the process in a way that does not honor and respect affected local govts and communities. 1. Please provide detailed information on existing MAGLEV in operation through single-family residential communities. 2. Specific to the Town of Cheverly it is crucial to note that a MAGLEV route following Rt 295 would further bifurcate our community -- a community already stressed and impacted by multiple environmental, noise, and air quality concerns. 3. The studies I have seen have been following MAGLEV community concerns that the study design does not incorporate "real world" conditions and scenarios. I request a clear detailing of post construction/current operation concerns with existing MAGLEV operations as well as the actual impact of construction on environment and community. 4. Show us the downside and criticism and concerns within existing MAGLEV communities around the world. 5. Please provide reports on any accidents relating to MAGLEV- also interruptions of service and delay information. 6. Operation information -- please provide information on the plan for training and operation plans for ensuring the quality, reliability of service, maintenance and life span of MAGLEV. See Metro. The time of day for the scoping meeting did not support the working hours of many potentially affected community members. 7 pm - 7:30 pm meetings are necessary for genuinely connecting with the potentially affected communities.	Outreach, Operations, Construction, Safety
12/15/2016	Open House Comment Form	Sheila	Salo	Hold further meetings when alternative routes have been selected.Consider communities (engage citizen) through which routes go but which will receive no benefit. Citizens will be particularly interested in noise mitigation, health issues, and aesthetic matters. As to the latter, questions like how the structures will add to the division of a community are important.Protect woodlands, streams, and wetlands, no matter how seemingly insignificant. Consult with local environmental groups.It is deficient to provide significant impact with no comparative material.Routes: The Amtrak parallel is already congested, having passenger train, freight, Metro, route 50, Lower Beaverdam Creek, residential and industrial all in a narrow corridor. All those uses already bisect Cheverly. Moreover, the tracks are on CSX right of way. In addition, that corridor includes floodplains.Please remember that we need to preserve what little woodland, streams, and wetland we have left.Do we really need this? The project seems to duplicate existing rail services. The existing services, moreover, truly serve the communities they run through. A typical trip between Cheverly and Baltimore, for example, takes 30 minutes by car. MagLev promises 15 minutes, hardly much of a time saving.	Outreach, Alignment, Noise, Aesthetics, Wetlands and Floodplains
12/15/2016	Email	Patricia	Macguire	II strongly vote NO for the mag lev train because: The current transportation systems in Maryland provide many different kinds of train, light rail, bus, etc. These systems need substantial financial support in order to provide safe and efficient service. The Metro serving many areas of Maryland is woefully neglected and is in need of serious upgrades and financial assistance. Let's improve what we have before building another system.	Improve Existing Infrastructure, Oppose Project
12/15/2016	Email	Louis T.	Cerny	The attached document contains my comments in response to the November 25, 2016 notice in the Federal Register containing the Notice of Intent to Prepare an Environmental Impact Statement for the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project. Please feel free to contact me if you have any questions. My phone is [redacted]. [See attached document - BW Japanese Maglev.docx]	Technology, Safety, Noise, Operations, Wildlife

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
12/15/2016	Email	Oleg	Bulshteyn	Greetings, I am wondering who all the players are for this project, specifically, what the role of the Northeast Maglev is?	Outreach
12/16/2016	Email	Gene & Mary Anne	Perdue	Prior to 2005, the initial proposal for the Baltimore Maglev station was the then vacant parcel at Howard and Pratt Streets, because it was within walking distance of the the downtown business district, the Baltimore Convention Center, the Inner Harbor and the Camden Yards sports stadiums. In addition, the site provided direct connections to Light Rail and MTA bus services, and was one block from the Camden MARC Station. With the approval of the Baltimore City financed Hilton hotel on the same parcel location in 2005, the Urban Design and Architectural Review Panel required the architects designing the Hilton hotel, RTKL, to provide accommodations for the proposed Baltimore Maglev station. The construction plans for the Hilton Baltimore allocate a specific amount of space underground for a Maglev station. See Wikipedia, Baltimore - Washington DC Maglev. In addition to having specific space designed to accommodate the Maglev station in the Hilton Baltimore, the same reasons still exist for the Hilton Baltimore to be the location of the Baltimore Maglev station. The location is within walking distance of the downtown business district, Inner Harbor, Camden Yards, M&T Bank Stadium, University of Maryland Graduate Schools, Horseshoe Casino, and many city neighborhoods with apartment complexes. Plus, it would provide direct connections to the immediate adjacent Light Rail and Camden MARC Station. Based on the foregoing, it would be hard to come up with a better location for the Baltimore Maglev station.	Station Location
12/26/2016	Hard Copy Mail	Wylie L.	Donaldson	See PDF attachment.	Alignment, Oppose Project, Parking
12/26/2016	Email	Warren	Leister	Greetings, I'm Warren Leister and I grew up in Odenton. After traveling and working all over the US, I am again active in Odenton, living nearby, including currently writing an updated history book with the Odenton Heritage Society (Nuclear Shipbuilding of submarines and aircraft carriers including creating and directing a 100 billion plus dollar supply chain, large aircraft production at Boeing, aviation equipment at Honeywell, FAA/DoT with Lockheed as well as currently with Lockheed at Pentagon with the Office of the Secretary of Defense in a technical discipline). I learned too late of the open house at a school I once attended in Odenton, but would like to be kept in the loop. I also have a number of ideas that you would probably find of value like good reasons you should consider a station in Odenton. Cheers,Warren Leister	Station Location
12/28/2016	Email	Alexander	Laska	Hello, Attached are my comments in support of the proposal for a SCMagLev line connecting Washington, DC and Baltimore. Thank you, Alexander Laska Founder & Editor-in-Chief TransportUS [PDF Attached}	Safety, Cost, Support Project, Traffic, Air Quality

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
1/3/2017	Email	Suzzie	Schuyler	To Who It May Concern, As the President of the Linthicum Shipley Improvement Association (LSIA), representing 2,700 residents in the 2109 zip code, I am sending you the concerns and objections we have pertaining to the Maglev train system. I also am expressing the concerns from residents in the 21060 and 21061 zip codes that are educated on the Maglev system as well. I appreciate your time in reviewing these legitimate comments and take serious time in reconsidering pursuing the project. Here are our preliminary concerns: The LSIA and surrounding residents are against the Maglev project. The initial meeting raised more questions because none of our questions could be answered at that time. The open meeting became more frustrating as I and others, some of our state delegates, proceeded through the stations. No one could answer any questions and as we progressed we found more questions and also found that the statics for real estate increases inflated. - You did not how the project was going to be funded at this point, 17.5 billion dollars, private funding (the Japanese company?) for one half of the project and hopefully federal funding for the rest. No finances are set in place at this point is concerning going forward. -The National Environmental Protection Agency still has to evaluate the consequences of the proposed project, are the tracks to be underground, at ground level, or above ground, no one knows. - Where the actual tracks will go is still in question, possibilities but nothing definite. - We already have 3 train systems in place, MARC train, AMTRAK train, and the ACELA high speed train, and we do not need a 4th. Update the Amtrak System at a much lower cost [Continued on next page…]	Outreach, Financing, Alignment, Improve Existing Infrastructure, Station Location, Wildlife, Noise
1/3/2017 (Cont.)	Email (Cont.)	Suzzie (Cont.)	Schuyler (Cont.)	[Continued from previous page…] - It would only save 15 minutes to get from BWI to D.C.: the Amtrak takes about 25 minutes and the Maglev would take about 10 minutes. We cannot justify 17.5 billion dollars for 10-15 minute savings. - The existing trains are mandated by law to cover around 80% of operating costs from the fare collection (the exact figure would need to be verified) and none of the capital costs are covered by fares. In these times of fiscal responsibility, it does not make any sense to introduce new capital costs for redundant infrastructure in order to save minutes from Baltimore to D.C. Costs to park your vehicle and take the Maglev could easily cost more than the existing trains system costs. - The community of Linthicum has existed since the early 1800's and has large parts designated as an Historical District. We have a strong community with "Blue Ribbon" schools and exceptional private schools. We have worked together to keep our neighborhoods safe and reduce crime with diligence and working closely with the police even with the unpopular Light Rail System which brought petty crimes into our community. We do not want a 4th train coming to our back yards. - We understand the engineers of the Maglev system are necessary to lead the project, should it go forward, but there is no reason why American workers cannot perform the construction of the train and the system. - Another question: how high are the rail walls on the system, can animals jump the walls and be injured/killed? - What is the noise factor of this train and the impact it will have on our neighbors, what will you do to curtail this? These are the initial concerns for the Maglev train system. Respectfully, Suzzie Schuyler	[Continued from previous page...] Outreach, Financing, Alignment, Improve Existing Infrastructure, Station Location, Wildlife, Noise

Date	Forum	First Name	Last Name	Comment	Topic Area(s)
1/3/2017	Email	Aimee/ Danielle	Olivo/Glaros	Mr. Smith, Attached please find comments from Prince George's County Council Vice Chair Dannielle Glaros regarding the SCMAGLEV project. Thank you,Aimee Olivo [PDF Attached]	Outreach, Floodplains and Wetlands, Station Location
1/9/17	Email	Amber		Hello, As someone who lives in DC, I think the maglev is a terrible idea, because it will be WAY to expensive. The $10B price tag is dishonestly optimistic. Recent tunneling in NYC for their subway extension was about $0.5B per mile, and the tunneling for the Silver Line in Tyson's corner was also about $0.5B per mile. With those tunneling costs as a guide, the ~30mile tunnel between DC and Bmore will be about $15B. Any attempt to go above ground will require just as costly eminent domain problems. And on top of the $15B tunnels, we would still need real estate for a station in DC ($1B) and in Bmore ($15), maglev vehicles ($0.5B), and other utility infrastructure ($0.5B). The $10B estimate for this project is so wrong that it's dishonest, and way too much for the benefit it would deliver. Japan claims that they'd give us a $5B credit for the maglev train. If they really wanted to improve DC-Baltimore travel, they could help us upgrade the Amtrak route to be 90% as fast as the maglev for 10% of the cost. I suspect that they prefer maglev because they can create vendor lock-in in a way that they can't with existing rail technology. They'll get their $5B back by holding the maglev hostage from the free market. Maglev is a bad idea. Amber	Financing, Oppose Project, Improve Existing Infrastructure, Cost
1/10/17	Email	Yitzy	Halon	How can I help get this off the ground? I believe this project transforms the Baltimore real estate landscape as essentially Baltimore "becomes" a D.C. suburb with this train. That's good for EVERYONE. I'd love to get involved in any way I can. Please let me know.	Support Project
1/12/17	Hard Copy Mail	Kathy	Strauss	See PDF attachment.	Oppose Project, Improve Existing Infrastructure, Financing, Alignment, Station Location, Safety

Mailed/Emailed Comments

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Comments on the proposed Maglev project between Washington, DC and Baltimore

December 28, 2016

As a transportation policy writer, as an advocate for safe and sustainable transportation options, and as a frequent rider of regional rail in the Northeast Corridor, I am writing in support of the proposed SCMaglev project connecting Washington, DC to Baltimore. This new high-speed rail project will help commuters travel faster and more safely between the two cities, and as we have seen around the world, high-speed rail will have a net positive economic impact for the Northeast US.

Japan, which is developing the Maglev technology and is helping to fund the SCMaglev Project, is no stranger to high-speed rail. The first high-speed rail line in the world, Japan's *shinkansen* system connects Japan's major cities, such as Tokyo and Osaka. In the 50 years that the *shinkansen* has been operating, it has carried 10 billion people and yet has seen zero accident-related passenger deaths or injuries. That is an amazing safety record. What's more, the average delay on the *shinkansen* is a mere 36 seconds, even in bad weather – which makes for an impressive on-time performance record, as well. Of course, the *shinkansen* does not operate on Maglev, but it is this legacy of safety and punctuality that gives me confidence in the newer technology.

High-speed rail also generates economic benefits, and we can see examples of these benefits in the countries that have adopted high-speed rail ahead of the United States. In the UK, 8,000 people were employed in the construction of a high-speed link between london and the Channel Tunnel. In Germany, towns that got a station on the Frankfurt-Cologne high-speed rail line experienced a 2.7 percent increase in overall economic activity compared with the rest of the region. In Japan, property values near *shinkansen* stations are 67 percent higher than property values further away.

The United States – and the DC-Baltimore area more specifically – could become a similar success story, but only if we make the investments necessary now to put us on that path. There

is no question that Maglev, one of the very newest technologies in the high-speed rail landscape, will be of great upfront cost. But these costs will be shared between state funds, federal assistance, private investment, and Japanese business interests.

And the benefits are many. Shortening the trip between DC and Baltimore to a mere 15 minutes will connect two major cities like never before, making it easier for commuters to live in one city and work in the other. And with an intermediate station at BWI International Airport, people in our region could easily take the high-speed train to the airport – far faster than the current Amtrak line – and fly anywhere in the country or the world. This intermodality increases the benefit of Maglev to travelers manifold, allowing people to spend more time at their destination and less time in transit.

In one of the most heavily congested corridors in our country, Maglev will help take cars off the road as riding the train to work becomes a more feasible and comfortable option. This will help mitigate congestion on our roads, thereby reducing commute times even for those who choose to continue driving. This will also reduce air emissions from our transportation sector, which is the highest source of carbon emissions in our country – benefiting our region and beyond.

The DC-Baltimore link would only be the beginning: I understand that the ultimate vision is to have a Maglev line connecting DC all the way to Boston, through Philadelphia and New York City. This would be revolutionary. In the time it currently takes someone to take the train into New York City from Northern New Jersey or Southwest Connecticut – a trip millions of commuters make every day – someone could ride Maglev from Boston or Philadelphia all the way to NYC in the same amount of time. Minimizing travel times and maximizing commuter safety in this way by building such a Maglev line will revolutionize work and travel patterns along the Northeast Corridor.

And in our part of the country, the stakes could not be higher. The age of our infrastructure along the Northeast Corridor is showing: whether it's derailments near Philadelphia, speed restrictions outside of Baltimore, or electricity outages in Connecticut, our current rail system is not adequately serving the needs of our population. We need to make our railways safe again, and we need to make them faster – and Maglev is the technology that will help us do that.

As Maryland Gov. larry Hogan said after experiencing Maglev for himself in Japan, "There's no question that this is the future of transportation." Maglev can be our future in the United States as well, reducing travel times and emissions and improving safety. There will be upfront costs, and there will doubtlessly be opposition as there is for any large-scale infrastructure project, but our investment in this new, fast technology will be well worth it.

Comments on Baltimore-Washington Maglev Proposal (SCMAGLEV)
by Louis T. Cerny

In response to notice in Federal Register November 25, 2016

To:

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Thank you for the opportunity to comment on this project, and for the displays and material provided at the December 10, 2016 scoping meeting in Linthicum.

As background, I have been involved with maglev proposals since the late 1980's when I was Executive Director of the American Railway Engineering Association (AREA). The main purpose of written comments at that time was to reply to allegations of deficiencies of wheel-rail in relation to maglev and unwarranted safety claims for maglev which overlooked its own safety deficiencies. These comments were emphatically validated later by French TGV wheel-rail train runs up to 357 mph (April 3, 2007) and by the high-speed Maglev crash September 22, 2006 in Lathen, Germany which left 23 people dead. I had ridden the maglev at the Lathen (sometimes called Emsland) test track in Germany prior to the crash and have also been in the driver's cab of the Shanghai maglev (which uses the same German design) during a complete run over the line. After I ceased to be an officer in the AREA at the end of 1994, I continued to study maglev technology as a private consultant and comment on maglev proposals. I also was a voting member of FRA committees developing standards for high-speed rail. I believe the most important value of maglev is that it would allow for ultra-high speeds (say over 600mph) in air-evacuated tubes or tunnels.

The comments made in the late 1980's were about the German maglev, which is not the technology now proposed for the Washington - Baltimore line. The Japanese-developed SCMAGLEV does away with several of the safety drawbacks of the German design, since it does not have any vehicle parts underrunning the guideway, and this also simplifies turnout configuration.

Comments specifically addressing this Baltimore-Washington SCMAGLEV project.

In general, it needs to be realized that this is a new technology. Operation on the present 26 mile test track in rural Japan, mostly in tunnels, does not fully validate its ability to safely and reliably function in day-to-day high-frequency revenue service in the urban and suburban environment of the Washington – Baltimore area.

There should be FRA-approved safety standards for this project, including those that give design tolerances for guideways, including speeds allowed in curves and through turnouts (based in part on the lateral forces able to be resisted), as well as safety parameters for the turnout components, including the alignment tolerances of the moving parts. Standards regarding the fixation of hardware on the inner vertical surfaces of the guideway will be needed, because if such fixtures would become loose they could jam between the vehicle and the side of the guideway, with consequences that might compromise the integrity of the passenger compartment at high speed, or bring the train to a high G-force stop, with heat or even fire generated by the friction involved between the contacting components. The fixation standard issue would of course also involve the components of the vehicle that interact with the guideway.

The cross-section of the guideway brings up several issues. Probably the most obvious is snow accumulation, since snow cannot simply be shoved to the sides. The sides may trap objects in the guideway such as wind-blown debris, and such debris might be larger than the space between the vehicle and the guideway. What size object can be tolerated in the guideway? What if a fence-jumping deer were to get trapped in the guideway just ahead of a train, with the angle of impact causing the deer to wedge between the side of the vehicle and the guideway? Or a suicidal person? Another category of hazard is debris thrown onto the guideway, either from an overhead bridge or just thrown in from the side of the guideway. What would a shopping cart do? Or a bowling ball or an old lawn mower? Experience in the Baltimore-Washington region has shown that these are not just theoretical possibilities.

The design of the front of the vehicle needs to be modified. The lower part of the front-end shape shown in the material provided at the scoping meeting is not designed to deflect material and its tapered, rounded design would make it more likely that debris would become wedged under or on the sides of the vehicle. I can meet with appropriate personnel to make specific suggestions for a modified design.

The risk of the train becoming airborne needs to be evaluated. According to the material provided at the scoping meeting, there is no physical barrier in the guideway design to keep the magnetically-levitated vehicle from rising out of the guideway. With the guideway side walls restricting air flow, hitting an object that would wedge under the front end at high speed and lift it slightly could subject the underside of the vehicle to tremendous air pressure that could lift the vehicle out of the guideway, especially if the vehicle is designed with much less weight than a wheel-rail vehicle (see next paragraph). Redesign of the front end (see previous paragraph) could help reduce this risk. Has the risk of the front

end accidentally being raised slightly and catching air due to malfunctions in the maglev suspension hardware been evaluated?

The longitudinal strength of the vehicles is an important safety consideration. No reduction should be allowed compared to what would be required for a wheel-rail vehicle, and perhaps such strength for this maglev should be even higher for the following reason: The maglev vehicle will be confined within the side walls of the guideway. In any collision with another train, objects in the guideway (including maintenance or inspection vehicles), devices at the end of the line, or a damaged guideway, it has no alternative to absorb energy by jack-knifing sideways as a wheel-rail train does. The entire impact of the incident would either have to be absorbed by crushing of the maglev train and/or buckling in a vertical direction. Buckling in a vertical direction has implications of the vehicle going airborne as discussed in the previous paragraph. Accidents involving trailing moves through the straight side of turnouts in case of a turnout or turnout signaling malfunction need to be evaluated, and are another reason vehicle strength should not be lowered from those of wheel-rail vehicles.

Another issue is the special nature of the electromagnetic radiation generated by a maglev train. Its intensity varies in complicated patterns not previously tested on humans, so this needs to be considered. My understanding is that this Japanese form of maglev uses a higher level of radiation that the German maglev, but even that level caused protests in China when it was proposed to extend the existing line in Shanghai.

Routine Maintenance Issues. Guideway maintenance activities will need to take place during operating periods. Say a piece of debris is reported and someone goes out to remove it. That person will need to be inside of the guideway with no ability to quickly step to the side.

Lower speed wheel issues. The proposed maglev, I understand, will need to ride on wheels at speeds below 60mph, which of course could occur at any location along the track, and that the wheels will be retracted at higher speeds. What is the ability of the steering (sidewall) components of the maglev to keep the vehicle from contacting the sidewall if the wheels on one side accidentally came down at high speed, causing a turning moment in the vehicle?

Forward visibility issues. Another issue is the lack of any way (based on the pictures at the scoping meeting) for an employee to see forward from the train. Handling the train in yards or in special situations (such as slow orders) where maintenance workers are along the guideway would seem to be hampered without a forward view. When coming into or leaving stations, a forward view could also be useful.

Ability to perform at publicized schedule. The information in press releases mentions a 15 minute schedule from Washington to Baltimore, which is half the fastest present 30 minute non-stop Acela schedules on Amtrak. But the time needed for acceleration out of Washington, deceleration into BWI, passenger unloading at BWI (many with air travel luggage), passenger loading at BWI, acceleration out of BWI, and deceleration into Baltimore may make such a schedule unrealistic. Alignment costs could also dictate the need for speed-reducing curvature so that the actual time advantage over the fastest present Amtrak trains would be less than 10 minutes. This needs to be realistically evaluated in ridership projections, as do the low-fare MARC trains presently serving the Washington-Baltimore market.

The noise generated by the maglev may become an issue, although by virtue of its guideway configuration the SCMAGLEV guideway would seem more likely have reduced sound levels in comparison to the German design where the vehicle is wrapped around the guideway.

Again, thank you for the opportunity to comment, and it is hoped you find these comments useful and constructive. I would be glad to make my experience available to the project, and could make further suggestions for improving safety as details of the project are developed.

Louis T. Cerny PE
Railroad Consultant
310 Summit Hall Road
Gaithersburg, Maryland 20877
301-947-0208
LTCerny@gmail.com

THE PRINCE GEORGE'S COUNTY GOVERNMENT

301-952-3060
Dannielle M. Glaros
Vice Chairwoman
Council Member, District 3

January 3, 2017

SCMAGLEV Project
c/o Bradley M. Smith, MDOT
7201 Corporate Center Drive
Hanover, MD 21076

Dear Mr. Smith,

Thank you for the opportunity to share my comments and concerns on the SCMAGLEV Project for the Project Scoping Report.

As the elected representative of Prince George's County Councilmanic District 3, which is entirely encompassed by the Project Study Area, I have a significant interest in the project and am especially concerned that my constituents are properly informed and engaged.

The study area contains critical watersheds for the Anacostia River and Chesapeake Bay. I strongly urge the Environmental Impact Statement to thoroughly review the project's potential impact on these waterways.

Right now, municipalities and neighborhood nodes within Councilmanic District 3 and all of Prince George's County are experiencing economic revitalization and redevelopment, which I work hard to promote. I am extremely concerned that this SCMAGLEV Project will take people speeding through Prince George's County, literally and figuratively bypassing our communities, parks & recreational resources, economic development and more. This project scoping process must assess the impact SCMAGLEV would have on the areas between BWI Airport and Washington, DC.

I look forward to the next three rounds of public meetings and thank you in advance for incorporating these comments into the scoping process results.

Together Strengthening Our Community,

Dannielle M. Glaros
Vice Chair, Prince George's County Council
District 3

cc: Maryland General Assembly 21st Delegation
Maryland General Assembly 22nd Delegation
Maryland General Assembly 47th Delegation

SCMAGLEV Project
c/o Bradley M. Smith
7201 Corporate Center Drive
Hanover MD 21076

Dear Mr. Smith

I am writing about the possibility of the construction of a Superconducting MagLev (SCMV) system. There are many reasons that the SCMV project is not a good idea or investment. The first thing that should concern all residents of Maryland, indeed all in the United States, is the cost:

We currently have several methods of travel through the North East Corridor (NEC) including MARC trains, Amtrak trains, and the Acela high speed train. Depending on necessity of travel speed and budget of the traveler, these offer a pretty wide range of choices. Though these trains are mandated by law to cover around 80% of operating costs from fare collection (the exact figure needs to be verified), none of the capital costs are covered by fares. In these times that require fiscal responsibility, it strikes us as preposterous to introduce new capital costs for redundant infrastructure, all to save a small portion of an hours' time in a train traveling between Washington DC and Baltimore.

Though these monies will come from different pots, so to speak, it is difficult to justify an expenditure of this magnitude, particularly as these costs will most likely go up from initial estimates, if history is any indication.

Second, the SCMV route has not been determined yet, though from literature presented at the Linthicum Information Meeting 10 December 2016, it looks as if it will be near our town of Linthicum, Maryland. Indeed, designating Baltimore Washington International Airport (BWI) as one of the stops pretty much assures this. There are many reasons why this is an idea that must be dismissed immediately.

Linthicum is a town rich in well-documented history and is charming to see as well. Even the more modest neighborhoods have remained safe, well-maintained and pleasant to see, making this an ideal place to raise families and grow old. In fact, we in Linthicum stay not only for years or decades, but for generations. It isn't unusual for generations of a family to be raised in the same house, or for people raised here to return to raise their own families.

The town of Linthicum has existed as such since the early 1800s, and now has large parts designated as an Historic District. The town features a strong community with a Blue Ribbon elementary school (Linthicum Elementary) as well as an outstanding private school (St. Philip Neri). Additionally, we as a town have managed to keep crime low by being aware of people walking and driving the streets and working closely with county police. We have done this in spite of the addition of the wildly unpopular walk-up Light Rail Station in Linthicum, which initially brought with its opening a wave of largely petty crime. This has since been mostly eliminated, but crime in and around the station area has ticked up periodically since its opening. Only by working hard as a community have we managed to keep this contained and under control.

The Great Recession hit middle class neighborhoods such as Linthicum very hard. Individuals in neighborhoods got together to make sure that foreclosed housing was maintained on the outside to discourage vagrancy or squatting, and to ensure that these neighborhoods would not further suffer because of unkempt property. As a result, the property values didn't appreciably decline and have now rebounded.

If, after all budgetary concerns have been addressed, it is decided to go ahead with this project, we urge all in charge of the SCMagLev to consider these things and at all costs avoid placing your rail near our town. We have worked hard to earn our neighborhood and deserve the best.

Sincerely,

Kathy Strauss (436 W. Greenwood Rd Linthicum MD 21090)

Kathy Strauss

Here are links describing Linthicum:

http://www.washingtonpost.com/wp-dyn/content/article/2009/07/09/AR2009070903163_2.html

https://www.amazon.com/Train-Passes-Through-Collective-Linthicum/dp/0557076102

Appendix F

Agency Scoping

- **Sample Cooperating Agency Invitation**
- **Sample Participating Agency Invitation**
- **Agency Scoping Presentation**
- **Agency Scoping Comments**

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

November 23, 2016

Mr. Marcus Brundage
Environmental Protection Specialist
Federal Aviation Administration
23723 Air Freight Lane
Suite 210
Dulles, VA 20166

Re: Baltimore-Washington SCMAGLEV Scoping and Cooperating Agency Invitation

Dear Mr. Brundage:

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project. Baltimore Washington Rapid Rail, LLC, a private company, proposes the construction and operation of a high-speed SCMAGLEV train system between Washington, DC and Baltimore, Maryland with an intermediate stop at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The Project Team will prepare the EIS in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139), Section 106 of the National Historic Preservation Act (Section 106), Section 4(f) of the U.S. Department of Transportation Act, as well as other related statutes and regulations.

The purpose of this letter is to:

1) Invite the Federal Aviation Administration to be a cooperating agency for the Baltimore-Washington SCMAGLEV EIS; and to
2) Announce a 45-day EIS scoping comment period beginning November 25, 2016 and ending January 9, 2017.

Project Background

Over the past 25 years, the FRA and others have been studying 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 and appropriated $13 million to fund an earlier Baltimore-Washington maglev initiative. In 2003, FRA in cooperation with the Maryland Transit Administration (MTA), 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 2016, FRA awarded MDOT a $27.8 million grant to complete environmental and engineering studies for the current project. This latest effort will utilize SCMAGLEV technology, and build upon the previous efforts to provide maglev service between Baltimore and Washington, DC with an intermediate stop at BWI Marshall Airport (see attached study area map).

The purpose of the project is to increase capacity; reduce travel time; and improve reliability and mobility options between Baltimore and Washington with a high-speed SCMAGLEV system. Projected growth and development necessitates continued improvements to the transportation infrastructure. Similarly, demand on transportation infrastructure will continue to increase along major roadways, thereby decreasing level of service, reliability, and mobility. Regional rail services continue to compete for service as demand continues to increase.

Agency Involvement

FRA is the lead Federal agency for the Baltimore-Washington SCMAGLEV project under NEPA, and MDOT is the joint lead agency as the grantee. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating and/or cooperating agencies in the environmental review process. A participating agency is any Federal or non-Federal agency, or Native American Tribe, that may have an interest in the project. A cooperating agency is any such agency or Tribe that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. As a cooperating agency, you will have a higher degree of authority, responsibility, and involvement in the environmental review process than a participating agency. Neither designation implies that an agency either supports the Proposed Action.

Your agency has been identified as having a potential interest in the Baltimore-Washington SCMAGLEV project. With this letter, the Project Team invites the FAA to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139) and a cooperating agency pursuant to 40 CFR 1501.6.

FRA suggests that your agency's role as a participating agency and cooperating agency could include the following:

1. Providing comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Addressing environmental issues of concern to the agency;
3. Identifying, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Providing early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participating in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and/or
6. Reviewing and commenting on environmental documentation (cooperating agency only).

FRA requests that you respond to this invitation to by completing the attached form and sending it back to FRA no later than December 23, 2016. If your agency declines, the response should state your reason for declining the invitation. Please see attached form for further guidance.

EIS Scoping

The goal of the EIS is to provide FRA with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select a Preferred Alternative.

A Notice of Intent (NOI) to prepare the EIS appeared in the Federal Register on November 25, 2016. Following the NOI publication, a 45-day public scoping period will commence on November 25, 2016. Five public scoping meeting dates are scheduled for the following dates/locations:

- Saturday, December 10, 2016 from 10:00 am – 12:00 pm – Lindale Middle School located at 415 Andover Road in in Linthicum Heights, Maryland
- Monday, December 12, 2016 from 5:00 – 7:00 pm – Arundel Middle School located at 1179 Hammond Lane in Odenton, Maryland
- Tuesday, December 13, 2016 from 5:00 – 7:00 pm – Du Burns Coppermine Fieldhouse located at 3100 Boston Street in Baltimore, Maryland
- Wednesday, December 14, 2016 from 5:00 – 7:00 pm – Martin Luther King Jr. Memorial Library located at 901 G Street Northwest in Washington, DC
- Thursday, December 15, 2016 from 5:00 – 7:00 pm – West Lanham Hills Fire Hall located at 8501 Good Luck Road in Lanham, Maryland

Interested parties may submit comments via e-mail to info@BaltimoreWashingtonSCMaglevProject.com or via mail to SCMaglev Project c/o Bradley M. Smith, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland, 21076. The Project Team will accept written EIS scoping comments through January 9, 2017.

Thank you in advance for your consideration. We look forward to receiving your response to the participating and/or cooperating agency request and working cooperatively with you on this project. If you are not the point of contact for your agency, please provide FRA with the appropriate contact information.

Submit questions and any other requests for additional information to Brandon Bratcher, Environmental Protection Specialist, USDOT Federal Railroad Administration, 1200 New Jersey Avenue SE, MS-20, Washington, DC 20590 or brandon.bratcher@dot.gov.

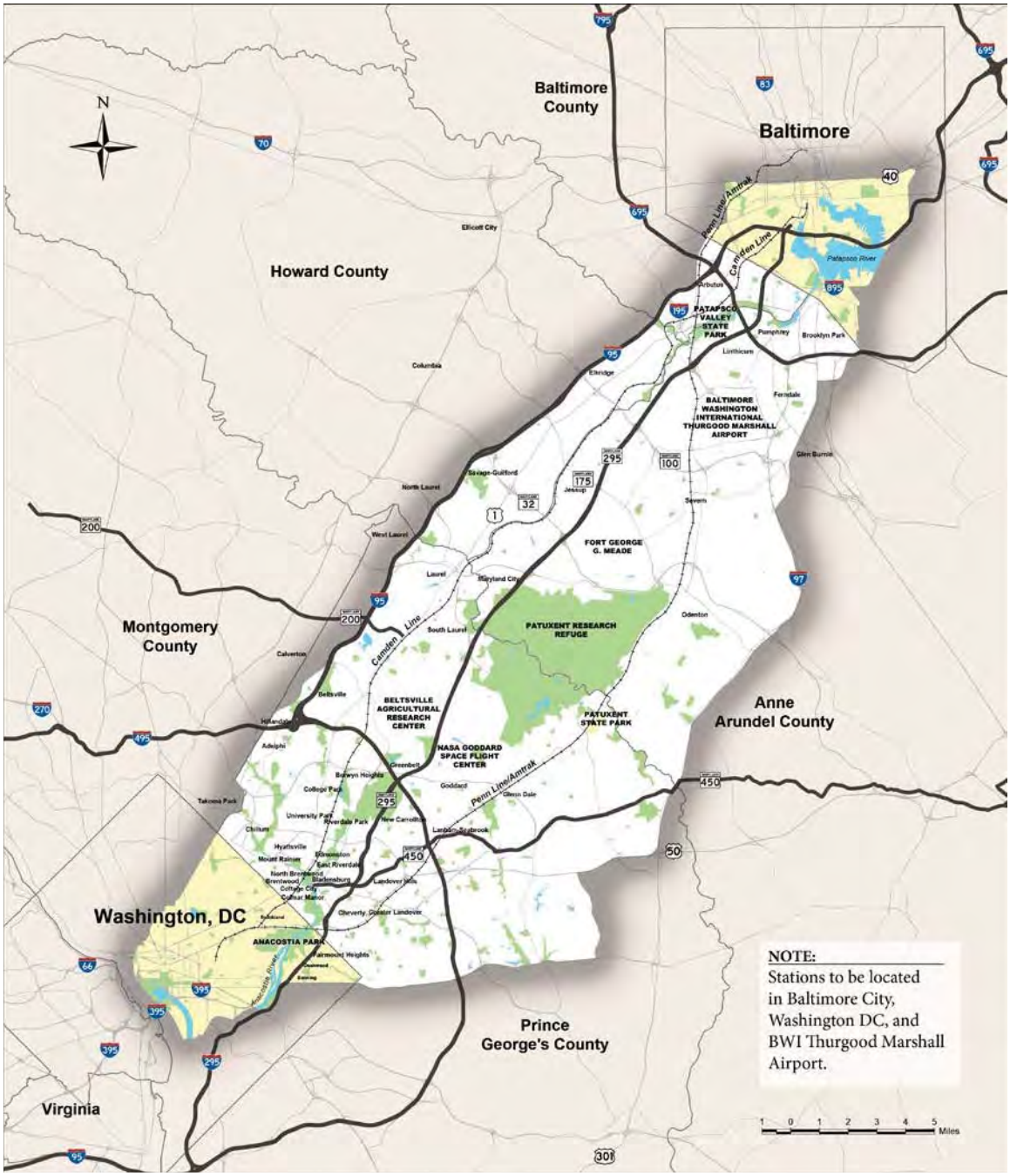
Sincerely,

Brandon Bratcher
FRA, Environmental Protection Specialist

Attachment: Study Area Map

cc: Mr. Bradley M. Smith, MDOT
Ms. Danyell Diggs, MTA
Ms. Kelly Lyles, MTA

Attachment: Baltimore-Washington SCMAGLEV Project Study Area Map



PARTICIPATING AND/OR COOPERATING AGENCY DESIGNATION RESPONSE FORM

Baltimore-Washington SCMAGLEV Project

☐ No, our agency does not wish to be designated a Participating or Cooperating agency for the Proposed Baltimore-Washington SCMAGLEV project because our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and/or does not intend to submit comments on the Proposed Action.*, OR

☐ No, our agency does not wish to be designated a Cooperating agency for the Baltimore-Washington SCMAGLEV project. However, we do wish to be designated a Participating agency. OR

☐ Yes, our agency wishes to be designated a Cooperating and Participating agency for the Proposed Baltimore-Washington SCMAGLEV project.

_____ (Sign/Date – Authorized Representative)

_____ (Name/Title of Signatory)

_____ (Name/Title of POC, if different than signatory)

_____ (Agency)

_____ (Mailing Address)

_____

_____

_____ (Email)

_____ (Phone)

Please email or mail a response by **December 23, 2016** to:

Brandon Bratcher, Environmental Protection Specialist
USDOT Federal Railroad Administration
Office of Program Delivery
1200 New Jersey Avenue SE, MS-20
Washington, DC 20590
brandon.bratcher@dot.gov

* Please note that if Federal agencies do not state their position in these terms, then the Federal agency should be treated as a participating agency.

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

November 23, 2016

Mr. Elder Ghigiarelli
Deputy Program Manager, Wetlands and Waterways Program
Maryland Department of the Environment
1800 Washington Boulevard
Suite 430
Baltimore, MD 21230

Re: Baltimore-Washington SCMAGLEV Scoping and Participating Agency Invitation

Dear Mr. Ghigiarelli:

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project. Baltimore Washington Rapid Rail, LLC, a private company, proposes the construction and operation of a high-speed SCMAGLEV train system between Washington, DC and Baltimore, Maryland with an intermediate stop at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The Project Team will prepare the EIS in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139), Section 106 of the National Historic Preservation Act (Section 106), Section 4(f) of the U.S. Department of Transportation Act, as well as other related statutes and regulations.

The purpose of this letter is to:

1) Invite the Maryland Department of the Environment to be a participating agency for the Baltimore-Washington SCMAGLEV EIS; and to
2) Announce a 45-day EIS scoping comment period beginning November 25, 2016 and ending January 9, 2017.

Project Background

Over the past 25 years, the FRA and others have been studying 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 and appropriated $13 million to fund an earlier Baltimore-Washington maglev initiative. In 2003, FRA in cooperation with the Maryland Transit Administration (MTA), 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 2016, FRA awarded MDOT a $27.8 million grant to complete environmental and engineering studies for the current project. This latest effort will utilize SCMAGLEV technology, and build upon the previous efforts to provide maglev service between Baltimore and Washington, DC with an intermediate stop at BWI Marshall Airport (see attached study area map).

The purpose of the project is to increase capacity; reduce travel time; and improve reliability and mobility options between Baltimore and Washington with a high-speed SCMAGLEV system. Projected growth and development necessitates continued improvements to the transportation infrastructure. Similarly, demand on transportation infrastructure will continue to increase along major roadways, thereby decreasing level of service, reliability, and mobility. Regional rail services continue to compete for service as demand continues to increase.

Participating Agency Involvement

FRA is the lead Federal agency for the Baltimore-Washington SCMAGLEV project under NEPA, and MDOT is the joint lead agency as the grantee. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. A participating agency is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

Your agency has been identified as having a potential interest in the Baltimore-Washington SCMAGLEV project. With this letter, your agency is invited to be a participating agency in accordance 23 U.S.C. 139. As a participating agency, you will be given the opportunity, together with the public, to be involved in defining the purpose of and need for the Proposed Project, as well as determining the range of alternatives to be considered. FRA suggests that your agency's role as a participating agency could include the following:

1. Providing comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency; and
2. Using the process to address any environmental issues of concern to the agency.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than December 23, 2016. If your agency declines, the response should state your reason for declining the invitation. Please see attached form for further guidance.

EIS Scoping

The goal of the EIS is to provide FRA with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select a Preferred Alternative.

A Notice of Intent (NOI) to prepare the EIS appeared in the Federal Register on November 25, 2016. Following the NOI publication, a 45-day public scoping period will commence on November 25, 2016. Five public scoping meeting dates are scheduled for the following dates/locations:

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Interested parties may submit comments via e-mail to info@BaltimoreWashingtonSCMaglevProject.com or via mail to SCMaglev Project c/o Bradley M. Smith, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland, 21076. The Project Team will accept written EIS scoping comments through January 9, 2017.

Thank you in advance for your consideration. We look forward to receiving your response to the participating agency request and working cooperatively with you on this project. If you are not the point of contact for your agency, please provide FRA with the appropriate contact information.

Submit questions and any other requests for additional information to Brandon Bratcher, Environmental Protection Specialist, USDOT Federal Railroad Administration, 1200 New Jersey Avenue SE, MS-20, Washington, DC 20590 or brandon.bratcher@dot.gov.

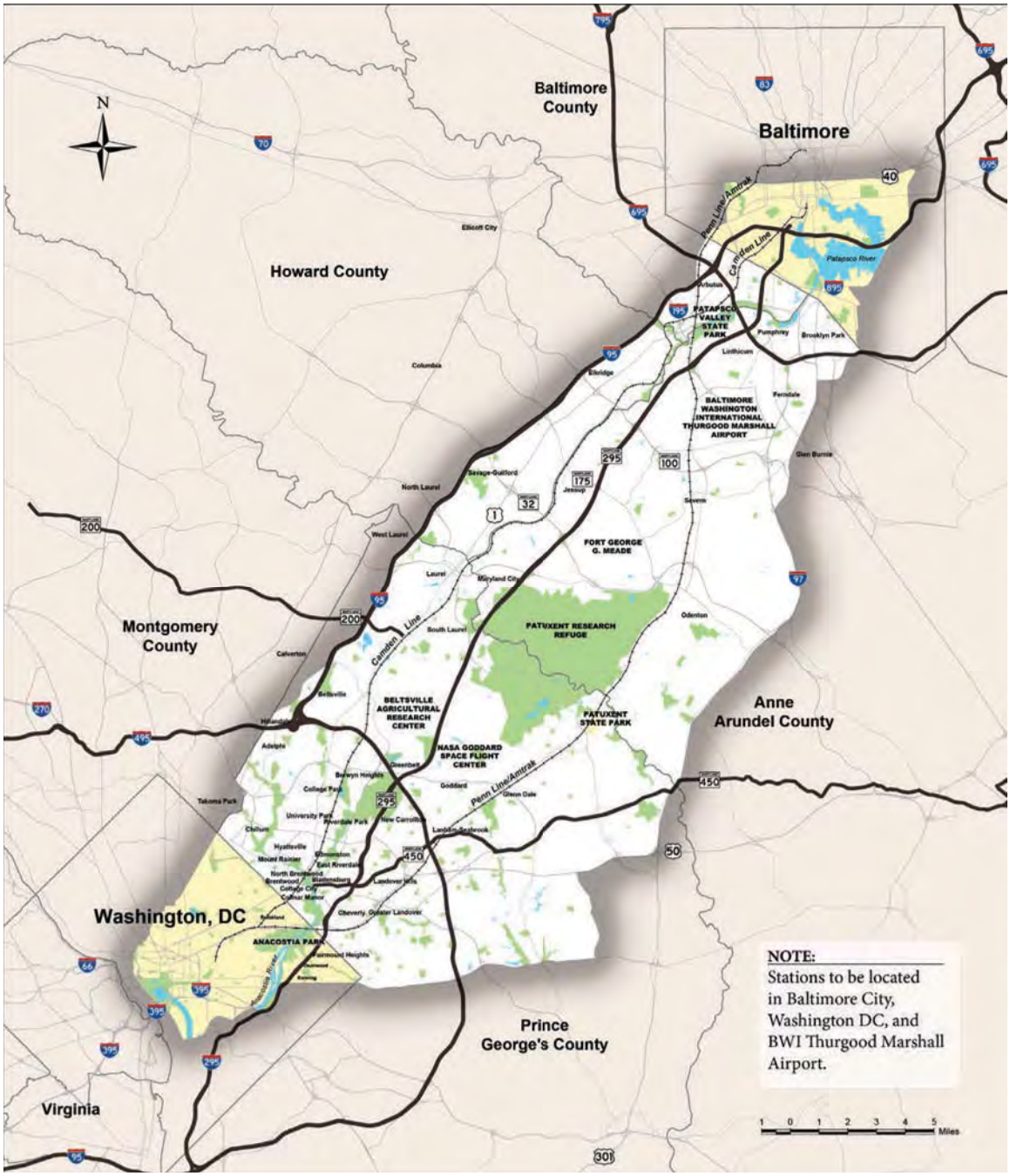
Sincerely,

Brandon Bratcher
FRA, Environmental Protection Specialist

Attachment: Study Area Map

cc: Mr. Bradley M. Smith, MDOT
Ms. Danyell Diggs, MTA
Ms. Kelly Lyles, MTA

Attachment: Baltimore-Washington SCMAGLEV Project Study Area Map



PARTICIPATING AGENCY DESIGNATION
RESPONSE FORM

Baltimore-Washington SCMAGLEV Project

☐ No, our agency does not wish to be designated a Participating agency for the Proposed Baltimore-Washington SCMAGLEV project because o

☐ Yes, our agency wishes to be designated as a Participating agency for the Proposed Baltimore-Washington SCMAGLEV project.

_____ (Sign/Date – Authorized Representative)

_____ (Name/Title of Signatory)

_____ (Name/Title of POC, if different than signatory)

_____ (Agency)

_____ (Mailing Address)

_____

_____

_____ (Email)

_____ (Phone)

Please email or mail a response by **December 23, 2016** to:

Brandon Bratcher, Environmental Protection Specialist
USDOT Federal Railroad Administration
Office of Program Delivery
1200 New Jersey Avenue SE, MS-20
Washington, DC 20590
brandon.bratcher@dot.gov

* Please note that if Federal agencies do not state their position in these terms, then the Federal agency should be treated as a participating agency.

AGENCY SCOPING MEETING

January 18, 2017

PURPOSE OF TODAY'S MEETING

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) train system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Marshall Airport.

At today's meeting, we need your input on the:

- Purpose and need for the project
- Key environmental considerations
- Public involvement and agency coordination process

Please provide us with your comments!

BACKGROUND INFORMATION

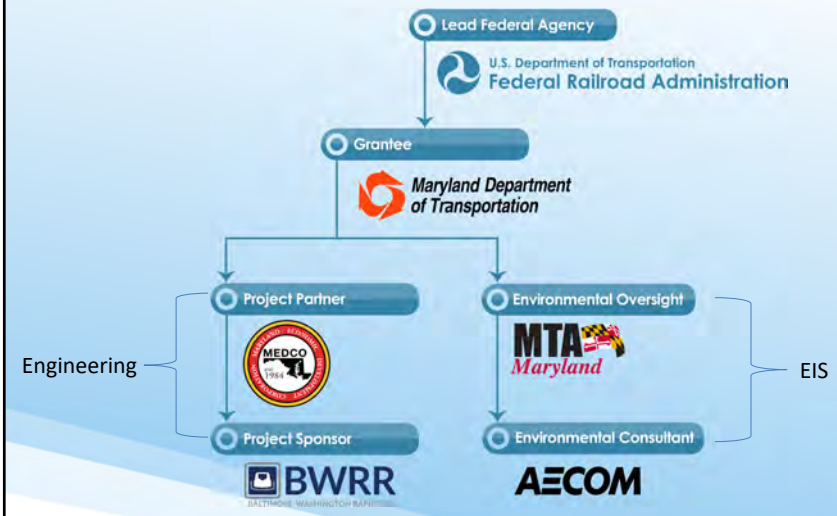
- **Maglev Deployment Program (MDP)**
  - The MDP was established in the Transportation Equity Act for the 21st Century (TEA-21) with the purpose of demonstrating the feasibility of maglev technology
- **Baltimore-Washington Maglev Project**
  - In 2003, FRA in cooperation with the Maryland Transit Administration (MTA) prepared a site-specific Draft EIS (DEIS) on a proposal to build a Maglev project linking downtown Baltimore to BWI Marshall Airport and Union Station in Washington, DC
  - A Draft EIS was published in 2003, but the project was suspended and a Final EIS never issued
- **Differences between 2003 DEIS and current project:**
  - The current project proposes to utilize the Japanese SCMAGLEV system, whereas the 2003 DEIS proposed the German Transrapid system
  - The Project Sponsor is a private entity

PROJECT FUNDING

- MDOT was awarded a $27.8M grant under the FRA Notice of Funding Availability and Solicitation of Applications for Magnetic Levitation Projects ("NOFA")
- Grant covers the NEPA study process and preliminary engineering efforts
- FRA grant funds 80% and the remaining 20% is provided by Baltimore Washington Rapid Rail (BWRR)

WHO IS INVOLVED?

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT



WHAT IS THE PROPOSED PROJECT?

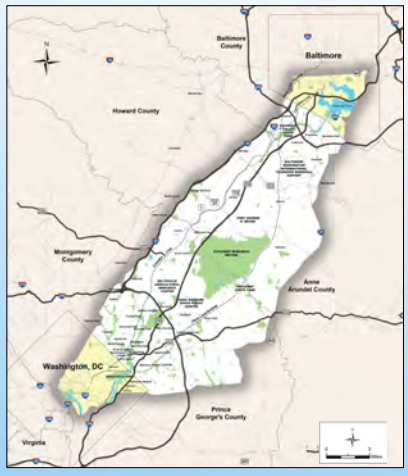
BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

- Superconducting Maglev (SCMAGLEV) train between Baltimore and Washington
- Three proposed stations:
  - Washington, DC
  - Baltimore City
  - BWI Thurgood Marshall Airport
- 15-minute travel time
- Speeds up to 311 mph

PROJECT STUDY AREA

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

- Approximately 40 miles long by 10 miles wide
- Two major cities, 4 counties
- Numerous natural and historic resources
- Majority of land ownership is private
- Major government facilities
  - BWI Thurgood Marshall Airport
  - Fort George G. Meade
  - Beltsville Agricultural Research Center
  - NASA Goddard Space Fight Center
  - NSA
  - Patuxent Research Refuge
  - US National Arboretum
- Parks
  - Patapsco Valley State Park
  - Anacostia Park



NEPA PROCESS AND TIMELINE

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Throughout the NEPA process, the public will have many opportunities to provide comments and input.

STUDY AREA CHARACTERISTICS

- The study area includes portions of the City of Baltimore, Baltimore County, Howard County, Anne Arundel County, and Prince George's County in Maryland, and Washington, DC.
- The jurisdictions in the study area expected to grow by 15% in population between 2015 and 2040.
- 47% of this growth will occur in Washington DC and 18% in Baltimore City and Baltimore County.
- Study area jurisdictions' work force is expected to increase by 21% within 2015 and 2040.
- 41% of the employment growth is expected to occur in Washington DC, 21% in Baltimore County and Baltimore City, and almost 16% in Anne Arundel County.
- More than 34% of jurisdictions' population is within the study area.

Source: BMC Round 8A Forecast and MWCOG Round 9.0 Cooperative Forecasts

DRAFT PURPOSE AND NEED

The primary purpose of the Project is to:

- Increase capacity;
- Reduce travel time; and
- Improve reliability and mobility options between Baltimore and Washington, DC

The project is needed because:

- Growth, development, and continued demands on the transportation infrastructure.
- Demand on infrastructure will continue to increase along major roadways thereby decreasing level of service, reliability, and mobility

DRAFT PURPOSE AND NEED

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

- Participating and Cooperating Agencies will have the opportunity to review and provide comments on the Purpose and Need.
  - Purpose and Need Package projected by 2/1/17
  - Seeking comments/concurrence by 2/15/17

KEY ENVIRONMENTAL CONSIDERATIONS

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

- Transportation
- Land use
- Communities and socioeconomic conditions
- Parks and recreational resources
- Cultural, historic and archaeological resources
- Visual and aesthetic resources
- Water quality
- Floodplains
- Waters of the US (wetlands)
- Natural resources and ecosystems
- Soils and geology
- Hazardous materials
- Noise & vibration
- Electromagnetic fields (EMF)
- Air quality
- Greenhouse gas (GHG)/ climate change
- Safety and security
- Utilities
- Construction
- Environmental justice
- Energy

KEY ENVIRONMENTAL CONSIDERATIONS

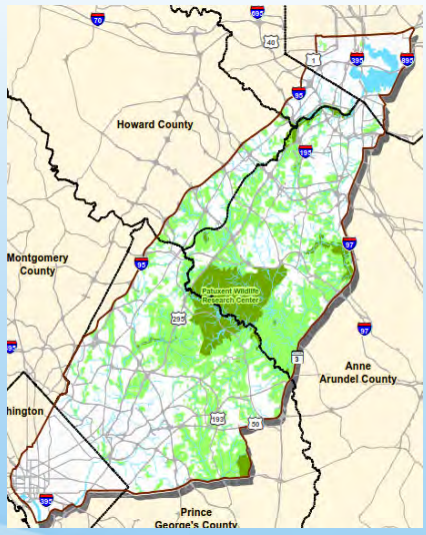
BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Key Natural Resource and Section 4(f) Considerations

- Patuxent Wildlife Research Center and Refuge
- BW Parkway
- Greenbelt
- State Parks
- Wetlands of Special State Concern

Additional Natural Resource Concerns

- Sensitive Species Project Review Areas
- Targeted Ecological Areas
- Potential Forest Interior Dwelling Species
- Critical Area

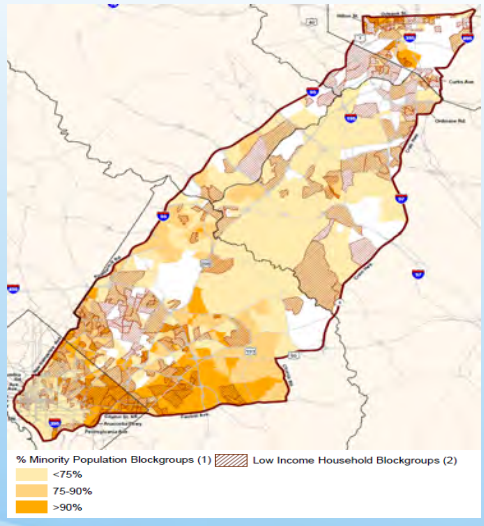


EJ COMMUNITIES

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

- Low income households: clustered mostly in Baltimore City, DC urbanized area.
- Minority population: largely concentrated in Baltimore City, DC, Prince Georges County.

Source: US Census Bureau, American Community Survey 5 Year Estimates 2010-2014



SECTION 106

FRA and MDOT are also evaluating the Project in accordance with Section 106 of the National Historic Preservation Act.

- It requires consultation with interested parties and the public.
- Any information on potential historic properties and cultural resources or issues to be considered are welcome.
- Parties with a specific interest in historic issues can request status as a Project Consulting Party under Section 106.

B&O Railroad Thomas Viaduct

Baltimore-Washington Parkway

PUBLIC OUTREACH

- 4 Rounds of Public Meetings
  - Scoping ✓
  - Preliminary Alts & Screening
  - Alternatives
  - Public Hearing
- 5 Meeting Sites Per Round
- Public Scoping Meetings were held:
  - December 10 – Lindale Middle School
  - December 12 – Arundel Middle School
  - December 13 – Coppermine Du Burns Arena
  - December 14 – MLK Jr. Library (DC)
  - December 15 – West Lanham Hills Fire Hall

PUBLIC SCOPING MEETING SUMMARY

Meeting	Location	Jurisdiction	Total Attendance	# of Comments Received	Elected Officials	Media Present
12/10/16	Lindale Middle School	Anne Arundel County (Linthicum)	53	32	4	Yes
12/12/16	Arundel Middle School	Anne Arundel County (Odenton)	33	11	1	Yes
12/13/16	Coppermine Du Burns Arena	Baltimore City (Canton)	38	7	-	Yes
12/14/16	MLK Memorial Library	Washington DC (Downtown)	24	5	4	Yes
12/15/16	West Lanham Hills Fire Hall	Prince George's County (Lanham)	18	2	2	Yes
			166	**57**	**11**	

- Scoping period began November 25, 2016
- Comment period ended January 9, 2017

AGENCY COORDINATION

- Developing Agency Coordination Plan
- So far, 28 agencies have responded "yes"
  - **Cooperating (6)**: EPA, NPS, FAA, FTA, NCPC, USACE
  - **Participating (22)**: FHWA, FEMA, Fort George G. Meade (US Army), DDOT, NASA, M-NCPPC, MD DNR, MDE, MDP, MHT, AMTRAK, Balt. City DOT, AA Co. Transportation, BMC, DC DOEE, DC DPW, DC SHPO, DC OP, Howard Co. Transportation, WMATA, Balt. City Planning, MD SHA

AGENCY COORDINATION

Cooperating and participating agencies will be provided an opportunity to comment on the following Project documents:

- Agency and Public Coordination Plan (February 2017)
- Purpose and Need (February 2017)
- Alternatives Report (late May 2017)
- Environmental Analysis Methodology (mid May 2017)
- DEIS (October 2017)

NEXT STEPS

1. Document results of the scoping process
2. Draft Purpose and Need
3. Determine alternatives to be considered in the EIS
4. Initiate EIS analysis and documentation
5. Continue public involvement and agency coordination

CONTACT INFORMATION

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www.BaltimoreWashingtonSCMaglevProject.com

Thank You For Your Participation!

www.BaltimoreWashingtonSCMaglevProject.com

January 18th Agency Scoping Meeting Attendees

Project Team Attendees

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John Trueschler	MTA	JTrueschler1@mta.maryland.gov

Agency Attendees

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BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Agency Scoping Meeting | January 31, 2017
1100 Ohio Drive, SW, Washington DC 20024

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Jeanette Mar	FHWA	410-779-7152	jeanette.mar@dot.gov

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Agency Scoping Meeting | January 31, 2017
1100 Ohio Drive, SW, Washington DC 20024

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Kate Birmingham	NPS		
Phone Participants:			
Jean Wolfers-Lawrence	FAA		
Daivamani Sivasailam	MWCOG		
Matt Caroll	BW Parkway		
Apurva Patil	DDOE		

Government of the District of Columbia

Department of Transportation

January 9, 2017

Bradley M. Smith
Director of the Office of Freight and Multimodalism
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076. Brandon Bratcher

Re: Environmental Impact Statement for the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project Scoping Comments

via email to: *bsmith9@mdot.state.md.us*

Dear Mr. Smith,

The District Department of Transportation (DDOT) appreciates the opportunity to participate in the Environmental Impact Statement (EIS) process for the SCMAGLEV Project. With this letter, DDOT is formally requesting the status of Participating Agency during the review process, and would like to share the following comments to be considered as the EIS advances:

- **The Project Study Area**

  The study area identified in the Scoping Meeting presentation includes the center of the District of Columbia, approximately. An additional and more defined study and impact assessment area is anticipated to identify specific environmental resources in addition to those with potentially wider direct and/or indirect and cumulative effects such as land use, social and economic, EJ communities, and transportation and traffic that are likely at the broader study area as currently shown at this early point in the study. DDOT would like to be consulted when identifying the specific study area boundaries for individual resources.

- **The Purpose and Need for the Project**

  The purpose of the project as presented is to "increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington." The project is timely particularly in light of other ongoing projects and studies that may affect mobility along this corridor such as the Washington Union Station Expansion Project EIS,

Long Bridge EIS, Southeast High Speed Rail EIS, and the NEC FUTURE Tier 1 EIS. As such, DDOT believes as alternatives are developed and potential ridership assessed, that assumptions and inputs be carefully considered to take these and other related projects into account in developing the No Build and any Build alternatives.

- **Project Elements to be Considered in the Alternatives**

  DDOT would like to be involved in developing, reviewing and screening alternatives for this project. Specifically, DDOT would work with MDOT and FRA to ensure that considerations of project terminus, multimodal access, visual effects, environmental justice, safety, security and other elements receive the full and due diligence of the project team. With Washington envisioned as a terminus of the project, DDOT will be interested in a careful analysis of benefits and impacts to the region versus impacts and benefits to the District during alternative development and later project phases. The location and potential impacts of terminal facilities, including the surrounding multi-modal transportation network, as well as the impacts of any right-of-way needed for connection to the terminal are of particular interest to the District.

- **Public Outreach and Engagement**

  As the alternatives are developed and refined, DDOT encourages MDOT and FRA to conduct extensive public outreach in the potentially affected parts of the District. Public outreach should be conducted in locations, languages, and in formats accessible to District residents.

Thank you again for the opportunity to review and comment on the Scoping process and information presented for the Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project. We look forward to participating during upcoming phases. Please contact Stephen Plano at 202.671.2227 or stephen.plano@dc.gov with any questions.

Sincerely,

Sam Zimbabwe
Acting Chief Project Delivery Officer

Lange, Brian (Maryland)

From: Greg Golden -DNR- <greg.golden@maryland.gov>
Sent: Tuesday, January 31, 2017 6:30 PM
To: brandon.bratcher@dot.gov; bsmith9@mdot.state.md.us; SCMAGLEV Project Team
Subject: post meeting agency scoping follow-up Re: SCMAGLEV Interagency Coordination and Scoping

Thank you for hosting the excellent agency scoping meeting earlier today in Washington, D.C. for this important transportation initiative and study. We look forward to continued participation and cooperation on the transportation planning efforts, to include study of natural resources and impact avoidance and minimization efforts. I was able to provide at the meeting additional preliminary scoping details for MD Department on Natural Resources, to add to the initial information provided in my January 9, 2017 email (copied below). In a post meeting discussion today, it was mentioned that I had provided some written comments previously, and I realized later in the day that my January 9 email actually did contain several specific natural resource points already. The purpose of this email is to document in writing a few of the additional scoping points I provided at the meeting today, and to offer our coordination availability when the study team begins the more specific gathering of natural resource information on a site by site and resource by resource basis. We will continue to participate in interagency meetings and commenting opportunities for the project as they develop.

The scoping being conducted now will help inform the gathering of natural resource information that can be used in NEPA studies to prepare written documentation on alternatives evaluation, including "affected environment" and "impact evaluation". The list of natural resource categories presented by the project team today was quite comprehensive, and included parks and recreational resources, water quality, floodplains, waters and wetlands, ecosystems, soils and geology, and related items. Verbally today, I added these further details and elements: State designated Scenic and Wild Rivers, Environmental and Conservation Easements placed on certain land parcels, the State Forest Conservation Act, and various specific stream designations (Stream Use Classifications, Tier II waters and catchments, Stronghold Watersheds). Additionally, the ecosystems category can break down further into sub-categories such as fisheries resources; wildlife habitats; forest interior habitat; and habitat for rare, threatened, and endangered species (State and/or Federally listed).

In advanced levels of scoping or further resource documentation, we can help provide, discuss, and/or review more specifically identified resource elements and geographical features, such as specific State Parks (Patapsco for example), watersheds (Anacostia, Patuxent, Patapsco for example), rare species habitats (individual Sensitive Species Project Review Areas mapped in GIS polygons, Ecologically Significant Areas, etc.), and other mapped and delineated natural resource areas. Our Foresters can provide guidance on the Forest Conservation Act, and our conservation easement experts can provide information on such easements. Additionally, our staff experts on Chesapeake Bay Critical Areas and Coastal Zone Management can provide guidance on those categories in relation to identified alignment and design alternatives.

We will be ready for additional coordination on natural resources in specific locations within the study area as soon as that level of detailed study is reached. Please continue to use me as the review contact for Maryland Department of Natural Resources. I have coordination underway with our various Units and Divisions which may have information or review actions that will related to this study. Please contact me at your convenience if you have questions or discussion points on any of the information provided so far.

CHANGING Maryland for the Better

dnr.maryland.gov

Greg Golden
Environmental Review Program
Department of Natural Resources
Tawes State Office Bldg, B-3
Annapolis, MD 21401
410-260-8331 (office)
greg.golden@maryland.gov

Click here to complete a three question customer experience survey.

On Mon, Jan 9, 2017 at 9:42 PM, Greg Golden -DNR- <greg.golden@maryland.gov> wrote:
Brandon:
It was great to be able to discuss the project with you today by phone. As you mentioned, written agency scoping response is not mandatory at this time, since interagency coordination for the NEPA Environmental Impact Statement (EIS) is currently starting and will continue in detail during the coming months. We look forward to the coordination efforts, and as you know, MD Department of Natural Resources has already committed to being a participating agency and coordinating and providing additional information on a variety of State natural resource categories. We look forward to providing additional information and assistance on resource topics such as forestry resources and forest conservation (the State Forest Conservation Act); State listed rare, threatened, and endangered species; sensitive terrestrial habitats; fisheries and aquatic resources; stream resources, assessments and designations; geology; DNR managed public lands; State Scenic and Wild Rivers, and more. We look forward to partnering on methods to study and provide important transportation infrastructure while optimizing protection of local natural resources through application of good planning, design, construction, and maintenance approaches.

We will attend one or both of the January kickoff interagency meetings, and will continue to review the project study area so that we are prepared to provide additional natural resources information as needed by the project study.

Thank you for your efforts in managing the agency coordination opportunities for this important project study.

greg

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dnr.maryland.gov

Greg Golden
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Click here to complete a three question customer experience survey.

National Capital Planning Commission
401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

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(f) 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.

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. 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.

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.

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.

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

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
ATTN: REGULATORY BRANCH
10 S. HOWARD STREET
BALTIMORE, MD 21201

DEC 2 1 2016

Operations Division

Mr. Brandon Bratcher
USDOT Federal Railroad Administration
Office of Program Delivery
1200 New Jersey Avenue SE, MS-20
Washington, DC 20590

Dear Mr. Bratcher:

This is in response to the Federal Railroad Administration (FRA) November 23, 2016, letter inviting the U.S. Army Corps of Engineers, Baltimore District (Corps) to be a participating agency in accordance with Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139) and a cooperating agency pursuant to 40 CFR 1501.6 in preparing an Environmental Impact Statement (EIS) for the proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project. Baltimore Washington Rapid Rail, LLC proposes the construction and operation of the SCMAGLEV train system between Washington D.C. and Baltimore Maryland with an intermediate stop at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). FRA is requesting scoping comments and agency status in the preparation of a National Environmental Policy Act (NEPA) document for the proposed project. We appreciate the opportunity to be involved in the project review process.

The Corps wishes to be designated a Cooperating and Participating agency in the preparation of the EIS for the SCMAGLEV project. In this regard, we look forward to working with your agency as the NEPA document is developed to ensure that the information presented is adequate to fulfill Corps requirements. In general, the EIS should thoroughly evaluate project alternatives, permanent and temporary impacts to waters of the U.S., including jurisdictional streams and wetlands, and the Corps public interest factors described below. This includes an analysis of impacts resulting from all project elements such as: railroad crossings and/or filling of streams and wetlands, grading, permanent and temporary roads, construction matting, staging areas, building pads, storm water management, stream diversions, disposal of any excess fill material, mitigation proposals, and all other construction/operation related impacts, etc.

We understand that the project will likely result in discharges of dredged or fill material into waters of the U.S., including jurisdictional wetlands; therefore, the project will require Department of the Anny authorization under Section 404 of the Clean Water Act. The alternatives analysis and methods to avoid/minimize impacts to waters of the U.S. are the centerpieces of the Corps-permit review process. Accordingly, to ensure that the information presented in the EIS is adequate to fulfill the requirements of the Corps regulations, the Clean Water Act Section 404(b)(1) Guidelines, and the Corps public interest review process, we request that the following topics be scoped and comprehensively evaluated in the EIS:

1. Purpose and need for the project:. The EIS should clearly and comprehensively describe the purpose and need for the project.

2. Alternatives Analysis/Avoidance and minimization: A fundamental precept of the Clean Water Act Section 404 Regulatory Program is that impacts to wetlands and other waters of the United States will be avoided and minimized, where it is practicable to do so. Under Section 404, only the Least Damaging Practicable Alternative (LEDPA) can receive DA authorization. Note that an alternative is practicable if it is available and capable of being done after taking into consideration cost, logistics, and existing technology in light of overall project purposes. At a minimum, the NEPA document must evaluate the practicability of the following alternatives and avoidance and minimization techniques:

a) The EIS must evaluate the practicability of alternative alignments within the study corridor and alignment shifts to avoid impacts to waters of the U.S., including jurisdictional wetlands.

b) Bridges

c) Retaining walls

d) Steep side slopes

e) Stormwater management alternatives

f) Stream relocation as opposed to filling/culverting

g) Implementation of best management practices

h) Use timber mats in wetland/stream areas for temporary equipment access.

i) Consider using temporary construction road access bridges to span streams and wetlands. For any permanent roads, use of bridges to span streams and wetlands is preferred.

j) Construction material/equipment staging areas should be located outside of stream and wetland boundaries.

k) Shorten and/or narrow construction widths through waters of the U.S., including jurisdictional wetlands.

3. Corps public interest review factors: The decision to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended effect on the public. Among the factors that must be evaluated as part of the Corps public interest review include: conservation, economics, aesthetics, general environmental concerns, wetlands and streams, historic and cultural resources, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, energy needs, safety, food and fiber production, mineral needs, water quality, considerations of property ownership, air and noise impacts, and, in general, the needs and welfare of the people. These Corps public interest factors must be comprehensively evaluated in the EIS

4. Delineation: All waters of the U.S., including jurisdictional wetlands, must be delineated within the project area in accordance with the 1987 CORPS Wetland Delineation Manual and appropriate Regional Supplement.

5. Impacts: Quantify temporary and permanent impacts to all waters of the U.S, including jurisdictional wetlands for each project alternative. For streams and rivers (both temporary and permanent), include the stream classification (e.g., perennial, intermittent, ephemeral streams; rivers, lakes, ponds, etc.) and both the linear feet of the stream/river impacts (as measured along the centerline of the stream/river channel) and square feet of impact. For jurisdictional wetland impacts (both temporary and permanent), identify the wetland classification (e.g., palustrine or lacustrine system; forested, scrub-shrub, or emergent wetlands) to be impacted, quantify each classification of wetlands to be impacted in square feet, differentiate between temporary or permanent impacts, and quantify any change in wetland classification in square feet (e.g., palustrine forested to palustrine emergent, etc.).

6. Cumulative Impacts: Cumulative, secondary, and indirect impacts resulting from the project along with historical impacts and existing land use must be analyzed with the watershed that contains the project.

7. Disposal Sites: Describe the disposal options and proposed locations for any excess fill material resulting from project construction

8. Compensatory Mitigation: Provide wetlands and stream mitigation plans for unavoidable permanent impacts to these aquatic resources in accordance with the 2008 Final Mitigation Rule.

9. Compliance with Existing Acts: Analysis of the project's compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 401 of the Clean Water Act, and the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267) [essential fish habitat]. Air quality impacts (i.e., Section 176(c) of the Clean Air Act General Conformity Rule Review).

10. Executive Orders: Evaluation of compliance with Executive Orders on floodplains and environmental justice.

13. Project review schedule, and NEPA document preparation schedule. Other important milestones (e. g., public hearings, etc.) should also be listed in the NEPA document.

Again, thank you for inviting the Corps participation as a Participating and Cooperating agency in the NEPA process and the opportunity to provide scoping comments on the project. We look forward to working with your agency as the EIS is prepared and the review of the project proceeds. Should you have any questions concerning this letter, please contact Mr. Donald Bole of my staff at (410) 962-6079.

Sincerely,

Joseph P. DaVia
Chief, Maryland Section Northern

PARTICIPATING AND/OR COOPERATING AGENCY DESIGNATION RESPONSE FORM

Baltimore-Washington SCMAGLEV Project

☐ No, our agency does not wish to be designated a Participating or Cooperating agency for the Proposed Baltimore-Washington SCMAGLEV project because our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and/or does not intend to submit comments on the Proposed Action.*, OR

☐ No, our agency does not wish to be designated a Cooperating agency for the Baltimore-Washington SCMAGLEV project. However, we do wish to be designated a Participating agency. OR

☒ Yes, our agency wishes to be designated a Cooperating and Participating agency for the Proposed Baltimore-Washington SCMAGLEV project.

Joseph P. Da 12/21/16 (Sign/Date – Authorized Representative)

Joseph P. DaVia
Chief, Maryland Section Northern (Name/Title of Signatory)

Donald R. Bole (Name/Title of POC, if different than signatory)

US Army Corps of Engineers (Agency)
Baltimore District (Attn: CENAB-OP-RMN)
10 South Howard Street (Mailing Address)
Baltimore, Maryland 21201

joseph.davia@usace.army.mil
Donald.R.Bole@usace.army.mil (Email)

(410) 962-6079 (Phone)

Please email or mail a response by **December 23, 2016** to:

Brandon Bratcher, Environmental Protection Specialist
USDOT Federal Railroad Administration
Office of Program Delivery
1200 New Jersey Avenue SE, MS-20
Washington, DC 20590
brandon.bratcher@dot.gov

* Please note that if Federal agencies do not state their position in these terms, then the Federal agency should be treated as a participating agency.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

January 9, 2017

Bradley M. Smith, Director
Office of Freight and Multimodalism
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Scoping comments for the Proposed Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation Project

Dear Mr. Smith:

In accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1508), the U.S. Environmental Protection Agency (EPA) has reviewed the scoping information provided for the proposed EIS.

The purpose of the proposed Environmental Impact Statement (EIS) is to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Airport.

EPA has prepared information for your consideration and inclusion in the EIS which is provided in the Technical Comments document (enclosed). Thank you for the opportunity to review this project. EPA looks forward to the continued work in the development of the Draft EIS. If you have questions regarding these comments, the staff contact for this project is Kevin Magerr; he can be reached at 215-814-5724.

Sincerely,

Barbara Rudnick
NEPA Team Leader
Office of Environmental Programs

Enclosure

Technical Comments

Scoping for the Proposed Environmental Impact Statement for the Baltimore-Washington Superconducting Magnetic Levitation Project

Purpose and Need

Since the range of alternatives evaluated is defined by the purpose and need for the project, it is imperative that the purpose and need be clearly identified in the Environmental Impact Statement. The purpose or objective of the proposal should be defined in relationship to the need for the action. Therefore, the need for the action should identify and describe the underlying problem or deficiency; facts and analyses supporting the problem or deficiency in the particular location at the particular time should be specified; and the context or perspective of the agency mission in relation to the need for action should be stated.

Alternatives Analysis

The alternatives analysis is central to the Environmental Impact Statement and it is important to provide it in the public document. The alternatives analysis should include other alternative sites considered and eliminated and alternative site designs of the Preferred Alternative to determine the least environmentally intrusive alternative. As described in the regulations for the Council on Environmental Quality (CEQ) (40 CFR §1502.14), the examination and comparison of the alternatives under consideration is the heart of the environmental document. It is through this comparison that the lead agency is able to incorporate agency and public input to make informed decisions with regard to the merits of the project and the advantages and disadvantages of each of the alternatives being studied. Consequently, the CEQ regulations require that the details of each alternative, including the "no action" alternative be clearly presented in a comparative form for easy analysis by the reader. The rationale for the selection of the preferred alternative should be clearly stated in the analysis. For those alternatives that are eliminated from consideration, the reasons for their elimination should be given.

The EIS should also consider climate adaptation measures based on how future climate scenarios may impact the project. The U.S. Global Change Resource Program released the Third National Climate Assessment, a comprehensive report on climate change and its impacts in the United States.

Land Use, General Information

The project area should be described in detail and quantified, specifying the type and acreage of land impacted as well as a description of the existing buildings on the site including their current and past use. Discuss any permits required before commencement of the project. This may include a Section 404/Section 10 permit from the Corps of Engineers, state water quality certification, and local construction and zoning permits.

In addition to NEPA, other laws, regulations, permits, licenses and Executive Orders may be applicable to the Proposed Action. A summary of applicable regulatory requirements and approvals with which the Proposed Action must demonstrate compliance should be discussed in the EIS.

ENVIRONMENTAL IMPACTS

The EIS should examine the potential direct and indirect impacts of the project on the environment. In addition, mitigation measures for any adverse environmental impacts should be described. Areas that mandate individual attention are described below.

Environmental information may be available from the following resource:
NEPAssist: https://www.epa.gov/nepa/nepassist

NEPAssist is a tool that facilitates the environmental review process and project planning in relation to environmental considerations. The web-based application draws environmental data dynamically from EPA Geographic Information System databases and web services and provides immediate screening of environmental assessment indicators for a user-defined area of interest. These features contribute to a streamlined review process that potentially raises important environmental issues at the earlier stages of project development

Air Resources

Attainment/Non-attainment: EPA, under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six contaminants, referred to as criteria pollutants (40 CFR 50); These are: ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), particulate matter (PM), lead (Pb), and sulfur dioxide (SO2). Particulate matter is divided into two classes, coarse particulate matter (PM10), i.e., particulates between 2.5 and 10 microns in diameter, and fine particulate matter (PM 2.5), i.e., particles less than 2.5 microns in diameter. The EIS should identify areas that meet the NAAQS standard for a criteria pollutant as well as those areas where a criteria pollutant level exceeds the NAAQS.

Conformity Analysis: A general conformity rule analysis should be conducted according to the guidance provided by the EPA in Determining Conformity of General Federal Actions to State or Federal Implementations Plans. Under the general conformity rule, reasonable foreseeable emissions associated with all operation and construction activities, both direct and indirect, must be quantified and compared to the annual de minimis levels for those pollutants in nonattainment for that area.

Construction Permit Requirements/Temporary Impacts: In an effort to eliminate the NAAQS violation, GSA/DOS should control or minimize construction emissions through use of Best Management Practices (BMPs) in association with each proposed project involving on-site construction.

Water Resources

All water quality issues including surface water, groundwater, drinking water, stormwater management, wastewater management, wetlands, oceans and watersheds should be addressed.

Source Water and Drinking Water: EPA recommends the Draft EIS address proposed action-related activities in or near wellhead (drinking water) protection areas, upstream of drinking-water supply intakes, springs – including karst areas, and karst terrain. For areas characterized by springs and

karst, address the potential for contaminants to be introduced into existing or future sources of public water supplies, including aquifers, down-gradient springs, wells, and surface waterbodies.

It would be beneficial to identify and map the location of known public drinking water supplies and their sources, surface and ground waters, aquifers, recharge zones, natural springs, etc. within the project area. It is recommended to identify construction and/or operational activities that could potentially impact known source water areas, as well as identify potential contaminants that may impact these areas through infiltration or seepage. Identification of mitigation measures and monitoring activities to protect known source water areas is important.

The following resources may be of assistance:
EnviroMapper[1]: https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system
Envirofacts[2]: https://www3.epa.gov/enviro

1 The Watershed Assessment, Tracking & Environmental Results System (WATERS) unites water quality information previously available only from several independent and unconnected databases
2 Includes enforcement and compliance information

Groundwater: The principal aquifers in the region should be identified and described. All wells, both public and private, that could potentially be affected by the project must be identified. Areas of groundwater recharge in the vicinity should also be identified and any potential impacts from the proposed action examined.

Surface Water Resources: The EIS should outline measures to protect surface waters, the aquatic ecosystem including but not limited to assessment submerged aquatic vegetation, the fisheries as well as waterfowl habitat must be evaluated carefully and include a detailed discussion.

Wetlands: Wetlands present on, or immediately surrounding the site should be delineated according to the 1987 Federal Manual for Identifying and Delineating Jurisdictional Wetlands. Impacts to wetlands should be avoided or minimized whenever possible. The total size of the wetlands should be provided, in addition to the size of the wetland in the study area and size of the direct impact. The EIS must analyze the size and functional values of all impacted wetlands and develop a mitigation plan for their replacement.

Floodplains: Floodplain encroachments must be evaluated and coordinated with the Federal Emergency Management Agency (FEMA). Federal Executive Order 11988 (Floodplain Management) was amended by EO 13690 (in 2015), *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*. EO 11988 states, "If an agency has determined to, or proposes to, conduct, support, or allow an action to be located in a floodplain, the agency shall consider alternatives to avoid adverse effects and incompatible development in the floodplains." The amendments of EO 13690 require federal agencies to use natural systems, ecosystem processes, and nature-based approaches to identify alternatives and require federal agency regulations or procedures to be consistent with the Federal Flood Risk Management Standard (FFRMS).

Impaired Waters, CWA Section 401 Certification, TMDLs

For the alternatives considered, water resources impact analysis should identify designated waterbody use, compliance of the waterbody with applicable water quality standards, and any CWA § 401 Certification issues. Additionally, the Draft EIS should identify if any affected water resources are listed on the CWA § 303(d) impaired waters list. If listed, then any potential impacts on the affected water resource's Total Maximum Daily Load (TMDL) status should be assessed and disclosed. Identify mitigation measures to minimize further degradation of impaired waters in the project area as well as monitoring efforts to ensure that mitigation measures are effective in achieving water quality standards. Information from the following site may be of assistance for 303(d) Listed Impaired Waters: https://www.epa.gov/exposure-assessment-models/303d-listed-impaired-waters

Waterbody Crossings

We recommend characterizing the type of waterbody, including information on width, depth, stream flow, aquatic species, etc. It may be appropriate to develop a waterbody crossing plan and include it in the Draft EIS, which could include possible mitigation measures, such as maintaining no disturbance buffers, in water timing restrictions, etc. and monitoring provisions to ensure effectiveness of mitigation measures. It is recommended that relation of water resources to species of concern be discussed.

Physiography

The physical and natural resources of the project area should be described including physiographic provinces, topography, climate and geologic setting. Soils at the project should be mapped and outlined. Distribution and classification of soils within the study area, and the major soil types found at the project site should be described.

Terrestrial Resources

The EIS should provide a complete description of the terrestrial habitat resources in the study area. Complete species lists for mammals, birds, amphibians, reptiles, and plants present in the study area should be provided. The composition and characteristics of each community type should be summarized and the functions and total acreage indicated.

Threatened and Endangered Species

The Endangered Species Act (ESA) provides for the listing of endangered and threatened species of plants and animals as well as the designation of critical habitat for listed species. The ESA prohibits the taking of any listed species without (for federal agencies) an "Incidental Take Statement." The EIS should provide a description of terrestrial, wildlife and aquatic species in the study area. Any threatened or endangered species must be listed. Critical habitat for threatened or endangered species should be property identified. The EIS should describe the potential project impacts to these species. The most recent state and federal threatened and endangered species coordination letters should be included in the EIS. In addition, we recommend that the appropriate state and federal agencies be contacted annually at a minimum regarding these issues.

Invasive Species

Executive Order 13112, Invasive Species (February 3, 1999), mandates that federal agencies take actions to prevent the introduction of invasive species, provide for their control, and minimize the economic, ecological, and human health impacts that invasive species cause. Executive Order 13112 also calls for the restoration of native plants and tree species. Please describe within the EIS how the project will meet the requirements of Executive Order 13112 and include an invasive plant management plan to monitor and control noxious weeds.

Waste Management

The Resource Conservation and Recovery Act (RCRA) passed in 1976, continued earlier provisions relating to solid waste and resource recovery, including hazardous waste. The act sets standards for hazardous waste treatment, storage, and disposal facilities. The management of hazardous waste at the facility should be conducted in compliance with RCRA. The EIS should also state if a Hazardous Waste Management Plan and a Hazardous Waste Minimization Plan are in place.

Identify known hazardous materials, including asbestos-containing materials (AM), lead-based paint (LBP), and oil and other hazardous materials (OHMs), located within the study area. The status of the materials should be discussed as well as remedial methods described (if applicable) in addition to providing a detailed plan for proper disposal.

Community Impacts

Section 106 of the National Historic Preservation Act

The state Historic Trust and other interested parties should be consulted to identify historic properties that may potentially be affected by the implementation of the proposed action and to seek ways to resolve potential adverse effects. Please include within the EIS detailed descriptions of the affected sites and potential impacts, as well as agency correspondence and any Memorandum of Agreement, if applicable.

Noise

EPA retains authority to investigate and study noise and its effect, disseminate information to the public regarding noise pollution and its adverse health effects, respond to inquiries on matters related to noise, and evaluate the effectiveness of existing regulations for protecting the public health and welfare, pursuant to the Noise Control Act of 1972 and the Quiet Communities Act of 1978. Noise pollution adversely affects the lives of millions of people. Studies have shown that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity. Noise Induced Hearing Loss (NIHL) is the most common and often discussed health effect, but research has shown that exposure to constant or high levels of noise can cause countless adverse health effects. Please discuss potential noise impacts that may result from the Proposed Action.

Socioeconomics and Health Impacts

Discuss the socioeconomic and cultural status of the area, including the number of people, employees and/or jobs impacted as a result of the proposed project. The EIS should address the decrease or increase of people/employees/jobs in relation to its effect on tax base, local housing, job markets, schools, utilities, businesses, etc.

Traffic and Transportation: The EIS should address traffic and transportation as it relates to the Proposed Action. It may be necessary to provide an evaluation of existing roads specifying existing levels of service at major intersections near the project area as well as accident data. If appropriate, an evaluation of the impacts associated with an increased number of employees should be provided. The EIS should discuss existing and proposed public transportation to the area under consideration and provide estimates of expected usage. Traffic projections should then be made to show expected conditions for a completed project.

Environmental Justice: Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* directs each federal agency to incorporate environmental justice into its mission and activities by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low- income populations...." The Executive Order also explicitly called for the application of equal consideration for Native American programs. The EIS should identify Environmental Justice (EJ) communities in the study area and discuss potential impacts that the Proposed Action may have on these communities. To assist in this effort, EPA has developed a new EJ mapping and screening tool called EJSCREEN. It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports. It can be accessed at: **https://www.epa.gov/ejscreen.** Additionally, please consider referring to "Promising Practices for EJ Methodologies in NEPA Reviews": https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews

Children's Health: Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks,* requires each federal agency to identify and assess environmental health and safety risks to children. "Environmental health and safety risks" are defined as "risks to health or to safety that are attributable to products or substances that the child is likely to come in contact with or ingest." When conducting assessments of environmental risks, the lead agency should consistently and explicitly take into account health risks to children and infants from environmental hazards. Please identify/discuss children in the study area any potential impacts that may result from the proposed action.

Leadership in Energy and Environmental Design

The LEED (Leadership in Energy and Environmental Design) Green Building Rating System is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. Members of the U.S. Green Building Council representing all segments of the building industry developed LEED and continue to contribute to its evolution. LEED standards are currently available for:

- New construction and major renovation projects (LEED-NC)

- Existing building operations (LEED-EB, Pilot version)
- Commercial interiors projects (LEED-CI, Pilot version)
- Core and shell projects (LEED-CS, Pilot version)

LEED was created in order to define "green building" by establishing a common standard of measurement; promote integrated, whole-building design practices; recognize environmental leadership in the building industry; stimulate green competition; raise consumer awareness of green building benefits; and transform the building market. Please address and incorporate LEED within the project design, where appropriate.

LEED provides a complete framework for assessing building performance and meeting sustainability goals. Based on well-founded scientific standards, LEED emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. LEED recognizes achievements and promotes expertise in green building through a comprehensive system offering project certification, professional accreditation, training and practical resources. For more information, contact the U.S. Green Building Council at the following web address: http://www.usgbc.org/leed.

Cumulative Impacts

Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time. The Council on Environmental Quality in 40 CFR 1508.7 defines cumulative impacts as "impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." Therefore, a cumulative impacts assessment should be an integral part of the EIS.

Cumulative and indirect impacts section should identify how resources, ecosystems, and communities in the vicinity of the project have already been impacted by past or present activities in the project area. Please characterize these resources in terms of their response to change and capacity to withstand stresses. Use trends data to establish a baseline for the resources, to evaluate the significance of historical degradation, and to predict the environmental of the project components. For the cumulative impacts assessment, we recommend focusing on resources of concern or resources that are "at risk" and/or are significantly impacted by the proposed project, before mitigation. For this project, please ensure that a thorough assessment of the cumulative impacts to bat species is included, especially in the context of loss of habitat and disease.

- In the introduction to the Cumulative Impacts Section, identify which resources are analyzed, which ones are not, and why.
- For each resource analyzed:
    - Identify the current condition of the resource as a measure of past impacts. For example, the percentage of species habitat lost to date.
    - Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or in stasis.

- Identify all on-going, planned, and reasonably foreseeable projects in the study area that may contribute to cumulative impacts.
- Identify the future condition of the resource based on an analysis of impacts from reasonably foreseeable projects or actions added to existing conditions and current trends.
- Assess the cumulative impacts contribution of the proposed alternatives to the long-term health of the resource, and provide a specific measure for the projected impact from the proposed alternatives.
- When cumulative impacts are identified for a resource, mitigation should be proposed.
- Disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts. Identify opportunities to avoid and minimize impacts, including working with other entities

Distribution List

An EIS should include a Distribution List of agencies, organizations, and persons to whom copies of the document were sent as indicated in 40 CFR §1502.10 under "Recommended format" and §1502.19. A Distribution List identifies those parties who have been given the opportunity to comment and reveals that those not included on the list may need to be given the EIS for review. This information is critical to ensuring all necessary parties are given the opportunity to review and provide input to the impacts of the proposed action.

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.

Sincerely,

Matthew Carroll
Superintendent

From:	Bratcher, Brandon (FRA)
To:	Kelly Lyles; Jones, Angela; Cogburn, Megan; Bradley Smith
Subject:	FW: FW: Baltimore-Washington SCMAGLEV Scoping and Cooperating Agency Invitation
Date:	Tuesday, January 24, 2017 9:21:26 PM
Attachments:	DOI letter to Tipton Airfield MX-4501N_20150123_215119.pdf NEC FUTURE MD.doc DOI letter regarding Tier 1 DEIS for the Northeast Corridor Rail Investment Plan.pdf

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FYI.

Brandon L. Bratcher
Environmental Protection Specialist
Office: (202) 493-0844
Cell: (202) 868-2626

From: Guy, Chris [mailto:chris_guy@fws.gov]
Sent: Tuesday, January 24, 2017 4:53 PM
To: Bratcher, Brandon (FRA)
Cc: Knudsen, Brad; Stephanie Nash; LaRouche, Genevieve; Ray Li; Kahn, Noah
Subject: Re: FW: Baltimore-Washington SCMAGLEV Scoping and Cooperating Agency Invitation

Although we do not have much to add in the scoping process for allignment I am attaching our letter to the NEC regarding putting lines through Patuxent Research Refuge as well as a letter to FAA regarding expanding Tipton Airport onto the Patuxent Research Refuge. It might be usefull to know that trying to run throught the Patuxent Refuge is propably a non-starter.

Christopher P. Guy
US Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401
410-573-4529 Office
443-758-8628 Cell
chris_guy@fws.gov

Chesapeake Bay Field Office e-newsletter at http://chesapeakebay.fws.gov

On Tue, Jan 24, 2017 at 2:28 PM, Bratcher, Brandon (FRA) <brandon.bratcher@dot.gov> wrote:
Thanks for the quick reply, Chris.

Brandon L. Bratcher

Environmental Protection Specialist
(202) 493-0844

From: Guy, Chris [mailto:chris_guy@fws.gov]
Sent: Tuesday, January 24, 2017 2:24 PM
To: Bratcher, Brandon (FRA)
Cc: Julie Thompson; LaRouche, Genevieve; Ray Li
Subject: Re: FW: Baltimore-Washington SCMAGLEV Scoping and Cooperating Agency Invitation

The Fish and Wildlife Service will not have specific information to add to the scoping, but would like the opportunity to review the proposed alignments as they move into the EIS process.

Thank you for reaching out to us, and I look forward to seeing the proposed alignments.

Christopher P. Guy
US Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401
410-573-4529 Office
443-758-8628 Cell
chris_guy@fws.gov

Chesapeake Bay Field Office e-newsletter at http://chesapeakebay.fws.gov

On Tue, Jan 24, 2017 at 2:10 PM, Bratcher, Brandon (FRA) <brandon.bratcher@dot.gov> wrote:
Chris:

Thank you for your quick conversation today. Please let us know your preference regarding our level of coordination – I completely understand if you want to hold off until corridors are nailed down, but I wanted to extend this back to you as a courtesy.

Brandon L. Bratcher

Environmental Protection Specialist
(202) 493-0844

From: SCMAGLEV Project Team [mailto:info@baltimorewashingtonscmaglevproject.com]
Sent: Wednesday, November 23, 2016 4:19 PM
To: chris_guy@fws.gov
Cc: Bratcher, Brandon (FRA); bsmith9@mdot.state.md.us; 'Danyell Diggs'; 'Kelly Lyles'
Subject: Baltimore-Washington SCMAGLEV Scoping and Cooperating Agency Invitation

Dear Mr. Guy:
The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project. Your agency has been identified as having a potential interest in the Baltimore-Washington SCMAGLEV project. Please find the attached cooperating agency invitation letter for more information.
FRA requests that you respond to this invitation to serve as a cooperating agency by completing the attached form and sending it back to FRA no later than December 23, 2016. If your agency declines, the response should state your reason for declining the invitation. Please see attached form for further guidance.
Thank you in advance for your consideration. We look forward to receiving your response to

the cooperating agency request and working cooperatively with you on this project. If you are not the point of contact for your agency, please provide FRA with the appropriate contact information.

Submit questions and any other requests for additional information to Brandon Bratcher, Environmental Protection Specialist, USDOT Federal Railroad Administration, 1200 New Jersey Avenue SE, MS-20, Washington, DC 20590 or brandon.bratcher@dot.gov.

Sincerely,

Brandon Bratcher
FRA, Environmental Protection Specialist

United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 Westgate Center Drive
Hadley, MA 01035-9589

In Reply Refer To:
FWS/R5/ES-ERR/062195

JAN 22 2016

Ms. Rebecca Reyes
NEC Future Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

RE: Tier 1 DEIS for the Northeast Corridor Rail Investment Plan

Dear Ms. Reyes:

This is in response to your letter of November 10, 2015, requesting comments on the Federal Railway Administration (FRA), Northeast Corridor Future, A Rail Investment Plan (NEC Future Plan) for the Northeast Corridor (NEC). We understand that the FRA is seeking comments on the Tier 1 Draft Environmental Impact Statement (DEIS) and Section 4(f) Assessment dated November 2015. We understand from the DEIS that the FRA is considering the no action alternative and three action alternatives. The preferred alternative will be identified in the Tier II EIS, scheduled to be released in April 2016.

The purpose of the NEC Future Plan is to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth. The 457-mile corridor will connect major metropolitan areas including Washington, DC, Philadelphia, Pennsylvania, New York, New York, and Boston, Massachusetts.

The U.S. Fish and Wildlife Service (Service), is providing the following comments on the Tier 1 DEIS, pursuant to our authorities under the Section 7(a)(1) of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755), and the National Environmental Policy Act (42 U.S.C. §4321 *et seq.*, 1969).

General Comments

National Wildlife Refuge System

The following comments are in regard to lands in the National Wildlife Refuge System that are managed by the Service in Maryland, Pennsylvania, and Connecticut and would be negatively affected by rail development in their vicinity. National wildlife refuges provide important habitat for wildlife and provide recreational opportunities for the public. New, expanded, or improved rail infrastructure near or through a national wildlife refuge would have significant adverse impacts on the Service's ability to meet wildlife refuge purposes, and the Service's mission to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people. Therefore, the Service respectfully requests that all units of the National Wildlife Refuge System be avoided in the NEC Future Plan for future rail investments. Specific comments regarding refuge lands in Maryland, Pennsylvania, and Connecticut are provided below.

Endangered Species Act

Several of the Service's Ecological Services Field Offices participated in numerous meetings and webinars during 2015, and provided technical assistance to the FRA regarding known occurrences of federally listed threatened and endangered species along the proposed route(s). We understand that the FRA accessed the Service's website to obtain a list of species by county, and communicated with various field offices of the Service to confirm those lists and the Service replied. That species information is included in the DEIS.

As you are aware, the FRA is responsible for making the final effects determination pursuant to Section 7(a)(2) of the ESA. The Service understands from the teleconference on January 7, 2016, that the FRA will be working with the Service on a programmatic consultation and will address potential impacts to listed species in the spring of 2016.

When the preferred alternative is identified, the Service recommends that the FRA determine the project "action area" which is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action" (50 CFR §402.02).

Pursuant to Section 7(c) of the ESA, the FRA should "conduct a biological assessment for the purpose of identifying any endangered or threatened species which is likely to be affected" by the proposed action. The Service is available to provide technical assistance in conducting this assessment.

As a reminder, Section 9 of the ESA prohibits unauthorized taking[1] of listed species and applies to Federal and non-Federal activities. Additionally, Section 7(a)(2) of the ESA, requires Federal

[1] Take is defined in Section 3 of the ESA as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

agencies, in consultation with the Service, to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of designated critical habitat. Until the proposed project is complete, the Service recommends that FRA check the Service's website[2] every 90 days from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.

Any additional information regarding the proposed project and its potential to impact listed species should be coordinated with the Service's Ecological Services Field Offices that have jurisdiction for New England, New Jersey, New York, Maryland, and Pennsylvania. The FRA should also coordinate with the appropriate state agency departments.

Fish and Wildlife Coordination Act

Until the preferred alternative is identified, the Service offers general comments on the Tier 1 DEIS. The Service is concerned that the NEC Future Plan project may result in adverse effects to fish and wildlife resources, including threatened and endangered species, (on and off refuges) as a result of construction and operation of the rail system. These effects may include an increase in wildlife mortality and injury from being struck by trains, indirect impacts from noise, vibration and visual impacts, habitat fragmentation, and connectivity (both terrestrial and aquatic). In addition, the Service is also concerned with the potential impacts of railroad tunnels, crossings (culverts, bridges), rock rip-rap along stream and riverbanks, pollutants, and surface runoff into waterways.

The Service recommends that the FRA include in the Tier II EIS how it plans to address impacts to fish and wildlife. The Service also recommends that FRA design the NEC Future Plan project to avoid and minimize impacts during construction and operation and protect fish and wildlife resources by providing fish and wildlife passage, incorporating conservation measures, and mitigating for adverse impacts as appropriate.

Bald and Golden Eagle Protection Act/Migratory Bird Treaty Act

As you are aware, bald eagles (*Haliaeetus leucocephalus*) were federally delisted under the ESA in 2007, but remain protected under the MBTA, the BGEPA, and by certain states (such as New York) as a threatened species. Bald eagle nests and breeding and concentration areas exist within the NEC Future Plan corridor. For example, the highest concentration of bald eagles in the State of New York is along the Hudson River. Bald eagles, especially immature eagles, are attracted to carrion found on railroad tracks. The Service is concerned that additional rail lines and stations associated with the NEC Future Plan project are likely to increase eagle mortality.

The Service recommends that FRA identify all bald eagle nests, roost sites, breeding, migration (including golden eagles), and concentration areas within the project corridor and provide an

[2] http://www.fws.gov/northeast/ecologicalservices/endangeredspecies.html.

Eagle Conservation Plan that includes plans to minimize impacts to eagles. The Service also recommends that FRA refer to, and follow, the Service's National Bald Eagle Management Guidelines found on the Service's Northeast Region's website[3], and contact the Service's appropriate Ecological Services Field Office and state agency to determine if permits are required for the proposed project. If FRA has any questions regarding Federal permits under the BGEPA, please contact Scott Frickey at the Service's Regional Office in Hadley, Massachusetts by telephone at 413-253-8952, or by electronic mail at scott_frickey@fws.gov.

The MBTA protects over 1,000 species of migratory birds. Most of those species are not state- or federally listed threatened or endangered species. The MBTA prohibits the taking[4], of migratory birds, or their products, except when specifically authorized by the Service. The unauthorized taking of birds is considered a "take" under the MBTA and is a violation of the law. Neither the MBTA nor its implementing regulations at 50 CFR Part 21, provide for permitting of "incidental take" of migratory birds.

Executive Order (EO) 13186, signed by the President (66 FR 3853, January 17, 2001), establishes the responsibilities of Federal agencies to protect migratory birds. We recommend that FRA review the guidelines presented in EO 13186. If FRA has not already done so, the Service recommends that FRA work with the Service as part of the planning process to prepare a Memorandum of Agreement with the Service to implement those guidelines.

The Service recognizes that some birds may be killed, even if all reasonable measures to avoid it are implemented. To minimize impacts to migratory birds during the breeding season, the Service recommends that FRA identify important bird areas, hawk watch sites, and consult the breeding bird atlas along the proposed corridor. Specific avoidance, minimization, and conservation measures should be included in the Tier II DEIS; i.e., no clearing of vegetation should occur for the proposed project between March 31 to July 15.

Depending on the circumstances, the Service's Office of Law Enforcement may exercise enforcement discretion. The Service focuses on those individuals, companies, or agencies that take migratory birds with disregard for their actions and the law, including when conservation measures have been developed but are not properly implemented. The Service recommends that the applicant visit the Service's Migratory Bird website (2013b) for more information.

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[3] Additional information regarding bald eagles may be found on the Service's website at http://www.fws.gov/northeast/ecologicalservices/eagle.html

[4] Take is defined under the MBTA as "to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation, carriage, or export, any migratory bird, any part, nest, or eggs of any such bird, or any product." (Service MBTA website).

Specific Comments

There will be both short-term and long-term effects on the refuge environment if the railway is expanded within the zone of influence of refuge lands. The following provides specific comments regarding refuge lands in Maryland, Pennsylvania, and Connecticut.

Maryland. Alternative 3 will impact approximately 60 acres of the Patuxent Research Refuge (Patuxent) in Laurel, Maryland. Patuxent was established by Executive Order 7514, dated December 16, 1936, to serve "as a wildlife experiment and research refuge." An additional purpose for Patuxent was established by Executive Order 11724, dated June 27, 1973, "to effectuate further the purposes of the Migratory Bird Conservation Act." The Migratory Bird Conservation Act of 1929, 16 U.S.C. 715, was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for perpetual reservation for birds.

A significant portion of the potentially affected area was established as refuge land by Public Law 101-519 (the Military Construction Appropriations Act, 1991). Public Law 101-519 transferred property from the Department of Defense to the Department of the Interior, adding 8,100 acres of land to Patuxent in 1991 and 1992. Section 126 of this law states that:

> "....the Secretary of the Interior shall administer this property consistent with wildlife conservation purposes and shall provide for the continued use of the property by Federal agencies to the extent such agencies are using it on the date of the enactment of this act."

Public Law 101-519, Section 126(c) also states:

> "The Secretary of the Interior may not convey, lease, transfer, declare excess or surplus, or otherwise dispose of any portion of the property transferred pursuant to subsection (a) unless approved by law."

In addition, the Susquehanna National Wildlife Refuge and Garrett Island occur near the NEC Future Plan corridor at the mouth of the Susquehanna River. Both are satellite refuges managed by the Chesapeake Marshlands National Wildlife Refuge Complex (Complex). If Susquehanna River rail-crossing locations or corridors change, FRA should coordinate with the Complex to ensure adverse effects to these refuges are avoided.

Pennsylvania. The John Heinz at Tinicum National Wildlife Refuge protects the largest remaining freshwater tidal marsh in Pennsylvania. The refuge was established in 1972 for the purpose of preserving, restoring, and developing the natural area known as Tinicum Marsh, to promote environmental education, and to afford visitors an opportunity to study wildlife in its natural habitat. This marsh is now a vital feeding and resting place for birds migrating along the Atlantic Flyway.

Alternative 2, Figure 4-15 indicates the possibility for several impacts to the refuge. The rail segment appears to overlay portions of the refuge, which could negatively affect approximately 300 species of birds and other wildlife, and the Service's ability to manage a 145 acre wetland.

Connecticut. The Salt Meadow unit of Stewart B. McKinney National Wildlife Refuge was Connecticut's first national wildlife refuge when it was acquired by private donation in 1971 under authority of the Migratory Bird Conservation Act. The land was donated to protect the wetlands, perpetuate the property as a wildlife sanctuary, and provide opportunities for environmental awareness. The unit has since been designated as an *Important Bird Area* by the National Audubon Society.

The existing rail line bisects the Salt Meadow unit in the portion of the salt marsh on the west side of the Menunketesuck River. The rail line follows the refuge boundary to the south on the east side of the Menunketesuck River in Westbrook, Connecticut. The rail line runs through a large tidal wetland complex associated with the Menunketesuck and Patchogue River. This salt marsh provides a nursery area for many fish species of the Long Island Sound as well as passage for migratory fish. Additionally, the salt marsh provides a rich habitat for crustaceans, mollusks, amphibians, insects, reptiles, and fish. The abundance of prey species attracts a large number of migratory birds that use the salt marsh for resting, foraging, and breeding habitat. A number of these birds are listed as species of conservation concern by the State of Connecticut. In addition, the upland that borders the rail line on the east side of the Menunketesuck River is one of the last and oldest maritime hardwood forests in Connecticut. This habitat is one of the least represented habitats in the State.

We appreciate the opportunity to comment on the Tier 1 DEIS for the NEC Future Plan. If you would like to have contact information for the Service's Ecological Services (ES) Field Offices and/or National Wildlife Refuges (Refuges) in the NEC Future Plan corridor, please refer to the Service website for the Northeast Region. You may contact Glenn Smith or Alex Hoar (ES) or Noah Kahn (Refuges) in the Service's Northeast Regional Office. Mr. Smith is available at 413-253-8627, or Glenn_S_Smith@fws.gov, Alex Hoar is available at 413-253-8631, or Alex_Hoar@fws.gov, and Noah Kahn is available at 413-253-8542, or Noah_Kahn@fws.gov.

Sincerely,

ACTING

Paul R. Phifer, Ph. D.
Assistant Regional Director
Ecological Services

cc: USACE, Buffalo and NY Districts
USACE, New England District
USACE, Philadelphia District
USFWS, New England Field Office

USFWS, New York Field Office
USFWS, Pennsylvania Field Office
USFWS, New Jersey Field Office
USFWS, Chesapeake Bay Field Office
USFWS, Refuges (Regional Office)
USFWS, Stewart B. McKinney National Wildlife Refuge
USFWS, Patuxent Research Refuge
USFWS, Chesapeake Bay National Wildlife Refuge Complex
USFWS, John Heinz at Tinicum National Wildlife Refuge

United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, DC 20240

JAN 23 2015

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PEP/NRM

ER14-0746

Marcus Brundage, REM, CHS-V
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

RE: Draft Environmental Assessment and Section 4(f) Evaluation, Department of Transportation (DOT), Federal Aviation Administration (FAA) Tipton Airport (FME) Expansion, Fort Meade, Odenton, MD

Dear Mr. Brundage:

This letter is in response to your recent request for the Department of the Interior's (Department) comments on the Draft Environmental Assessment (EA) and Section 4(f) Evaluation for the Tipton Airport Expansion. Section 4(f) of the Department of Transportation Act provides the Department with a significant tool for the protection and preservation of parklands, recreation areas, wildlife and waterfowl refuges, and historical sites (United States Code at 49 U.S.C. § 303 and 23 U.S.C. § 138). The Department offers the following comments pursuant to the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) The Department does not concur with Section 4(f) approval of this project at this time and believes this project constitutes an action requiring an Environmental Impact Statement consistent with FAA regulations, Chapter 9, Section 903.

The Patuxent Research Refuge (Refuge) is managed by the U.S. Fish and Wildlife Service (FWS) as part of the National Wildlife Refuge System (NWRS), within the Department. Patuxent was established by Executive Order 7514, dated December 16, 1936, to serve "as a wildlife experiment and research refuge." An additional purpose for the Refuge was established by Executive Order 11724, dated June 27, 1973, "to effectuate further the purposes of the Migratory Bird Conservation Act". The Migratory Bird Conservation Act of 1929, 16 U.S.C. 715, was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for perpetual reservation for birds.

Public Law 101-519 (the Military Construction Appropriations Act, 1991) added 8,100 acres of land to the Refuge in 1991 and 1992, transferring property from the Department of Defense (DOD) to the Department. Section 126 of this law states that:

> "....the Secretary of the Interior shall administer this property consistent with wildlife conservation purposes and shall provide for the continued use of the property by Federal agencies to the extent such agencies are using it on the date of the enactment of this act."

It is a portion of these 8,100 acres that is proposed for potential transfer to Tipton Airport under the Preferred Alternative in the draft EA.

Any alteration of the Refuge footprint or habitat structure has the potential to negatively impact the mission of the U.S. Geological Survey Patuxent Wildlife Research Center (Patuxent) which is located on the Refuge. In order to minimize impacts to our endangered species program, it is imperative that aircraft flight paths do not encroach further on the endangered species breeding area. Impact assessments conducted should explicitly evaluate possible effects to ongoing work by Patuxent. Of concern are potential impacts to our captive research bird flocks, especially to the Whooping Cranes which are a federally-listed endangered species. Patuxent has been a driving force for Whooping Crane conservation in North America for more than 40 years and houses the largest flock of Whooping Cranes on the continent, producing the majority of chicks used in population restoration efforts. Patuxent's crane breeding success relies in part on the natural environment and isolation from human disturbance that the Refuge provides.

Furthermore, Public Law 101-519, Section 126(c) states "The Secretary of the Interior may not convey, lease, transfer, declare excess or surplus, or otherwise dispose of any portion of the property transferred pursuant to subsection (a) unless approved by law." We interpret this section of the law to preclude any consideration for transfer of these lands out of refuge ownership. Therefore, the only alternative in the draft EA that should be considered practicable or feasible is the "No Action" alternative, since all the others involve a transfer of some acreage of Refuge property to Tipton Airport.

The Department finds the draft EA has not adequately addressed the environmental impacts of the alternatives identified. To reiterate, for the reasons stated in this letter, the Department does not concur with Section 4(f) approval of this project at this time. We would be pleased to reconsider this position upon receipt of revised material that includes adequate information and full discussion of measures to minimize harm as mentioned in our Section 4(f) evaluation comments. Any alternatives that include expansion and vegetation removal from the Refuge should be considered a significant adverse impact and should be dismissed from further consideration for the reasons outlined in the enclosed comments. The Department recommends

that the FAA consider other Regional Airports for expansion to alleviate air traffic congestion around the Baltimore Washington Corridor. If there are any questions, please contact Brad Knudson at 301-497-5582 or at brad_knudsen@fws.gov.

Sincerely,

for Willie Taylor
Office of Environmental Policy
and Compliance

Enclosure

cc: Regional Chief, NWRS – Region 5
cc: CPA, Chesapeake Bay Field Office

Enclosure

U.S. Fish and Wildlife Technical Comments on the Draft Environmental Assessment (EA) and Section 4(f) Evaluation, Department of Transportation (DOT), Federal Aviation Administration (FAA) Tipton Airport (FME) Expansion, Fort Meade, Odenton, MD (ER14-0746)

GENERAL COMMENTS

The Federal Aviation Administration (FAA) has identified 4 alternatives in the Draft Tipton Airport Expansion Environmental Assessment (EA). Alternative 1 is the "No Action" alternative. Alternative 2, 3 and 4 are similar variations on runway extension and location with varying environmental impacts associated with each alignment alternative. Alternative 4 is the proposed alternative because it is the action alternative with the least acreage impact to sensitive resources including the Refuge. Although alternative 4 has the least environmental impact of the action alternatives, it will have a significant and permanent adverse impact to between 74 and 80 acres of Refuge habitat. The mitigation to offset the significant and permanent adverse impacts is discussed as part of the Department of Transportation Act Section 4(f) Evaluation and suggests "selective clearing, replanting of lower growing native vegetation, a/or the preservation of non-developable airport property as wooded successional forest" is adequate mitigation for this permanent impact. The mitigation identified in the EA as compensation for this 74-80 acre impact to the Refuge is to transfer 43 acres of Tipton property that are largely comprised of undevelopable Palustrine Frosted Wetlands (PFO) wetlands. The Department finds the draft EA has not adequately addressed the environmental impacts of the alternatives identified for the following reasons:

The 43 acre proposed habitat mitigation is inadequate to compensate for the habitat impacts. The 74-80 acre area under the proposed alternative is a dry oak-pine forest interspersed with pine stands. This forest has a diverse age structure and well-developed herbaceous, understory, and mid-story zones consisting of several species of fern, deer tongue, winterberry, blueberry, sassafras, paw paw, and mountain laurel which provide breeding, migration and wintering habitat for forest interior dwelling migratory birds.

The Refuge habitat management goal is to expand forest cover on the Refuge. A major objective is to maintain the biological integrity of mature native upland forest communities and expand forest acres to increase forest interior and reduce fragmentation (Patuxent Research Refuge, Comprehensive Conservation Plan, 2013). In order to mitigate for the loss of this 74-80 acres identified under the proposed alternative, the mitigation would have to obtain equal or greater contiguous "in kind" habitat. The acquisition of the 43 acres proposed as "adequate mitigation" is contrary to the Refuges habitat management goal. The 43 acres offers an "out of kind" lower acreage mitigation. In addition, PFO wetlands are already protected from development by the Section 404 of the Clean Water Act of 1977. The transfer of this property adds little to the conservation and management goals of the Refuge. The Service has not been able to identify any contiguous habitat that would be appropriate mitigation for this impact. There has been a substantial increase in development (wildlife habitat degradation) already evident throughout Maryland, including near the Refuge -- "Between 1973 and 2010, Maryland's total acreage of

developed land grew by 154 percent from 654,000 to 1.6 million acres". Unless appropriate mitigation can be identified none of the alternatives, except the "No Action" alternative, should be considered feasible or prudent. This impact is not only to the direct 80 acres identified, but also through the increased air traffic as a result of the Tipton expansion. Greater air traffic will result in a greater risk to migratory birds and other wildlife that use the Refuge. The impacts of increased air traffic have been well documented by both FAA and U.S Department of Agriculture Animal Plant Health Inspection Service (FAA, 2014).

Increasing air traffic next to the Refuge will ultimately have a negative environmental impact on the wildlife particularly birds and bats that are attracted to the Refuge habitat. Because the Refuge actively attracts these wildlife species, the impact will likely be much greater to these resources than if the expansion were to happen at an airport that was not surrounded by a wildlife refuge.

The endangered species correspondence in Chapter 6 is from 2013. At that time no known threatened and endangered species were associated with the project. In 2014, long-eared bats were proposed for listing under the Endangered Species Act. The forested area of impact identified in Alternative 2, 3, and 4 are suspected habitat for long-eared bat. Surveys are necessary in these areas to provide adequate analysis for the environmental review.

FAA should be aware of Unexploded Ordinance (UXO)'s throughout the North Tract property. Sweeping and clearance of UXO's before ground disturbing activities is a significant expense that should factor into cost benefit analysis.

Throughout the document the EA states the North Tract was established as a Refuge in 1999. This should be corrected to indicate that the North Tract was established in the Military Construction Appropriations Act, 1991.

SPECIFIC COMMENTS

Page 6, 3.1 Project Purpose. To meet the purpose and need of this EA, we are forced to make a trade -off between the interests of the wildlife on the National Wildlife Refuge and air traffic. In discussions with Talbert and Bright, the Service was led to believe that the FAA was looking at many airports to alleviate the increased air traffic from Baltimore Washington International Airport. This EA provides no discussion of site selection or alternatives with other airports that may meet the purpose and need for FAA. We recommend that the EA revise the purpose and need to consider alternative airports.

Page 16, 3.4.6. Obstruction Removal. We do not understand why 74-80 acres of trees on Patuxent Refuge property have to be removed even if runways are not extended. The airport has been in operation since 1999 with the current management strategy. We recommend that the EA clarify the need to remove vegetation to remain consistent with current operations.

Page 18, 4.0 Alternatives to Proposed Action. The Service is concerned that FAA has not done due diligence, although Talbot and Bright has had a number of conversations with the Refuge about the expansion (See Refuge Time Line in Appendix A). In this evaluation the Refuge is presented with two options: Option 1) impact 74-80 acres of Refuge land, or Option 2) impact greater than 74-80 acres of Refuge land. There was no alternative that would explore meeting the FAA's purpose and need by expanding other regional airports. The DOT Section 4(f) regulations require rigorous exploration and objective evaluation of alternative actions that would avoid all use of Section 4(f) properties and that would avoid some or all adverse environmental effects. Analysis of such alternatives, their costs, and the impacts on the Section 4(f) properties should be included in draft National Environmental Policy Act documents. The Department recommends that the FAA evaluate other airport alternatives.

P. 28, Table 4.3: Environmental impact category to fish, wildlife, and plants. This table summarizes the impacts in a general term "Habitat Impacts". Impacts go beyond habitat impacts; there will also be direct and indirect impacts to wildlife from increased air traffic. Based on this EA, the Service is anticipating significant and permanent impacts to specific taxonomic groups, particularly birds and bats, which will affect more than just the 74 acres described. We recommend that the table be altered to encompass all impacts not just habitat impacts.

P. 29, 4.4 Alternative Analyses. The proposed action, along with Alternatives 2 and 3 are incompatible land use with respect to the mission and purpose of the Refuge (appendix B). The Refuge has a compatibility determinations process to analyze proposed uses of refuge property by outside interests. If the proposed action were to be analyzed through the compatibility process, it would undoubtedly be determined to be an incompatible use; i.e., a use that would materially detract from the refuge purpose and/or NWRS mission. We recommend that the EA evaluate additional alternatives consistent with the Refuge's compatible use process.

P. 30, Alternative Analysis. The EA states the "proposed action is not viewed as insurmountable by type or intensity" or is "…most environmentally plausible". While the proposed action affects fewer acres of upland and wetland than alternative 2 and 3, it is still intense and all of the actions except no action involve significant and permanent impacts on forest acreage beyond the construction footprint. We recommend that the EA consider the direct and indirect impacts to fish and wildlife resources.

P. 42, 5.6 Wetlands. This section states wetland delineation was conducted on January 17, 2014. The Service is concerned that this delineation was done at the wrong time of year. The project area should be surveyed in early spring to examine intermittent streams and vernal pools that may not have been evident in early winter (Brown, L. J, and Jung , R.E. 2005.). One of Refuge's Comprehensive Conservation Program (CCP) forest goal is to protect substantial blocks of upland forest that harbor vernal pools (Patuxent Research Refuge, Comprehensive Conservation Plan, 2013).

P. 63, 6.5.3.2 Size. The Service disagrees with the characterization that "only 74 acres out of 12,841 total refuge acres will be impacted. The EA should have stated that it is 74 acres out of the total acres of the adjacent contiguous forest block, which is about 1,033.7 acres of "interior" forest (area that is 300 feet or more from non-forest edge). The Refuge measured the number of "interior" acres of the forest block from the airport east along the south edge of Route 32 to the shooting ranges, then south along the edge of the shooting ranges, then southwest along Amtrak rail line to the Little Patuxent River, then upstream along the Little Patuxent River to the Ammunition Supply Point (ASP), then north along the east side of the ASP to the airport boundary. This is a most significant block of contiguous, unfragmented forest on the North Tract (Personal Communication with Sandy Spencer, Patuxent Research Refuge). We recommended that the EA evaluate both direct and indirect impacts to the habitat and wildlife usage from fragmentation of the contiguous forest habitat.

Page 63-64, Sections 6.5.3.2-6.3.4 Size; Visual Information; and Uses. The description of the construction foot print in the EA is a little confusing. The text talks about 74 acres of Refuge being impacted. However, when the impacts to the Refuge are broken down the impacts are reported as: Acquiring 3.4 acres for the Proposed Runway; Acquiring 51 acres to control and prevent vegetation from impacting proposed Part 77 surfaces; and removing 74 acres of trees and brush to eliminate proposed obstructions to Part 77 with the limits of disturbance for clearing at approximately 80 acres. Using the numbers, the maximum impact to the refuge is 134.4 acres. We recommend that the EA clearly identify the direct impacts to Refuge property.

P. 64, 6.5.3.4 Uses: Proposed fencing along boundary of Pine Trail and airport will encourage non-native invasive vine establishment, impede wildlife movement, and present visual degradation to people's trail experience. We recommend that the EA discuss mitigation of introduced non-native species and all impacts of the fence to wildlife and to people; including appropriate monitoring and mitigation efforts to reduce impacts.

P. 68, 6.7 Fish, Wildlife, Plants. Millcreek Consultants did a Biotic Communities Report as part of the EA (Appendix G, Nov 25, 2013) where the characterization of fauna for "Community A" relied only on general or outdated textbooks and field guides. Consultation with the refuge should have been considered. In the affected 1,033 acre forest, there were significant numbers of forest interior dwelling species detected from 2008 formal bird surveys at points in and close to the removal area: Scarlet tanager (17), ovenbird (32), and wood thrush (29). These are area sensitive species that need large forest blocks ample distance from edge effects. Kentucky warbler (priority species of BCR 30 and PIF44 and MD Wildlife Diversity Conservation Plan) were detected not far from site. Also detected within the removal area in 2013, Myotis bats, were identified in the forested sites through acoustic sampling. Myotis bats include several species that are in decline, proposed for listing (long-eared bat) or endangered species (Indiana bat). Additional coordination with the Service regarding endangered species is necessary. We recommend that The EA update Appendix G and H with current information.

P 78, 6.9.3.2 Solid Waste Impacts, Vegetative Debris. FAA/Tipton would not be authorized to sell Refuge timber or mulch. Heavy debris tree tops and logs, left in piles, or hanging, or in great quantities pose fire risk from hazardous fuels and impede regeneration or restoration and access by work crews with light equipment for vegetation management activity. The EA mentions that Best Management Practices (BMPs) for forest harvest would be observed, however it should be noted that the BMPs address protection of streamside management zones for permanent and intermittent streams by leaving a buffer width of trees, width of buffer depends on slope. There are intermittent streams within the east proposed obstruction removal area. We recommend that the EA provide a description and impact analysis to address deforestation operations.

References:

Brown, L. J, and Jung , R.E. 2005. An Introduction to Mid-Atlantic Seasonal Pools, EPA/903/B-05/001. US. Environmental Protection Agency, Mid-Atlantic Integrated Assessment, Ft. Meade, Maryland.

Clean Water Act, 1977. 33 U.S.C. §§ 1251 et. seq.

Federal Administration National Wildlife Strike Database - Serial Report No. 20.Report of the Associate Administrator of Airports Office of Airport Safety and Standards Airport Safety Certification Washington, DC.

Military Construction Appropriations Act, 1991. PUBLIC LAW 101-519. November. 5, 1990.

Patuxent Research Refuge, Comprehensive Conservation Plan, 2013.

Appendix A. Patuxent Research Refuge Involvement in Tipton Airfield Expansion Discussions

January 26, 2001 - letter from Michael Baker, Inc. to Patuxent Research Refuge (Refuge) announcing a Comprehensive Environmental Assessment has "been initiated" for Tipton Airport.

March 23, 2001 - meeting with Michael Baker, Inc. to discuss Comprehensive Environmental Assessment - at that time, draft EA did include a runway expansion. No one from Federal Aviation Administration (FAA) was in attendance.

July 6, 2001 – Special Use Permit issued to environmental consultant to access the Refuge for inspection of possible impacts.

July 16, 2001 - letter from the Refuge to Tipton Airport manager expressing concerns over clearing of trees needed it runway is expanded.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Patuxent Research Refuge
12100 Beech Forest Road, Suite 138
Laurel, Maryland 20708

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

January 31, 2017

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

The U. S. Fish and Wildlife Service (Service) has reviewed the Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, and offers the following comments pursuant to the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 et seq.) for your consideration. These comments are limited to potential impacts to Service managed National Wildlife Refuges located in Maryland. Additional Service comments pursuant to the Fish and Wildlife Coordination Act and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) will be submitted in separate reports.

Alternative 3 will impact 60 acres of the Patuxent Research Refuge (Patuxent) located in Laurel, MD. Patuxent is managed by the Service as part of the National Wildlife Refuge System, and was established by Executive Order 7514, dated December 16, 1936, to serve "as a wildlife experiment and research refuge." An additional purpose for Patuxent was established by Executive Order 11724, dated June 27, 1973, "to effectuate further the purposes of the Migratory Bird Conservation Act". The Migratory Bird Conservation Act of 1929, 16 U.S.C. 715, was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for perpetual reservation for birds.

A significant portion of the impact area was established as refuge land by Public Law 101-519 (the Military Construction Appropriations Act, 1991). Public Law 101-519 transferred property from the Department of the Defense to the Department of the Interior, adding 8,100 acres of land to Patuxent in 1991 and 1992. Section 126 of this law states that:

> "….the Secretary of the Interior shall administer this property consistent with wildlife conservation purposes and shall provide for the continued use of the property by Federal agencies to the extent such agencies are using it on the date of the enactment of this act."

Public Law 101-519, Section 126(c) also states:

> "The Secretary of the Interior may not convey, lease, transfer, declare excess or surplus, or otherwise dispose of any portion of the property transferred pursuant to subsection (a) unless approved by law."

We interpret this section of the law to preclude any consideration for transfer of these lands out of refuge ownership or conversion to non-wildlife conservation purposes. Therefore, acquisition and/or conversion of refuge land for transportation use is prohibited by Public Law. Additionally, the Service contends feasible and prudent avoidance alternative exist to converting Patuxent land to transportation use.

In addition, the Susquehanna National Wildlife Refuge and Garrett Island occur near the NEC FUTURE study corridor at the mouth of the Susquehanna River. Both are satellite refuges managed by our Chesapeake Marshlands National Wildlife Refuge Complex (Complex). If Susquehanna River rail-crossing locations or corridors change, FRA should coordinate with the Complex to ensure impacts to these refuges are avoided.

If there are any questions please contact me at 301-497-5582 or at brad_knudsen@fws.gov.

Sincerely,

Brad Knudsen, Refuge Manager
Patuxent Research Refuge

Cc: Regional Chief, NWRS – Region 5
Cc: Refuge Manager, Chesapeake Marshlands NWR Complex
Cc: CPA, Chesapeake Bay Field Office

Attachment:

Attachment:

U.S. Fish and Wildlife General Comments on the Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA (ER15/0629)

COMMENTS:

1. As a landowner potentially being impacted by project, the Patuxent Research Refuge was not directly contacted during project scoping, or Tier 1 EIS development or public comment period

2. Alternative 3 will directly affect 60 acres of stream, wetland, floodplain, riparian and forest habitats located within Patuxent Research Refuge. The project may also impact potential roost and forage sites of the federal-listed threatened Northern long-eared bat located on the Refuge

3. The 2,000' wide affected corridor does not adequately take into account secondary and indirect effects to habitat quality and function (e.g. habitat fragmentation and isolation, loss of forest interior, degradation through increased noise and vibration, increased impervious and resultant stormwater, pathways for invasive plants).

4. Increased rail traffic and speeds is expected to increase wildlife strikes and mortality

5. Conversion of Patuxent Research Refuge land for transportation use is an incompatible land use with respect to the mission and purpose of the Refuge, and is prohibited by Public Law. Furthermore, due to the significant secondary and indirect effects and availability of feasible and prudent avoidance alternative, the Service cotends Section 4(f) does not apply

On Sep 9, 2016, at 11:28 AM, "Marcus.Brundage@faa.gov" <Marcus.Brundage@faa.gov> wrote:

Thanks Dan.

Hello Danyell/Kelly/Brandon:

If you would, please bring MAA and FAA up to speed. If the proposed project encroaches/involves MAA's property, then there are some FAA requirements that would need to take place.

Thank you,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
23723 Air Freight Lane, Suite 210
Dulles, VA 20166
(O) 703-661-1365; (F) 703-661-1370
marcus.brundage@faa.gov

"We're Only As Strong As Our Weakest Link"

From: Dan Reagle [mailto:DReagle1@mta.maryland.gov]
Sent: Friday, September 09, 2016 11:15 AM
To: Brundage, Marcus (FAA); Robin Bowie
Cc: Brooks, Andrew (FAA); Priscilla, Tom (FAA); Danyell Diggs; Kelly Lyles; Bratcher, Brandon (FRA)
Subject: RE: MAGLEV

Hi Marcus,

Thank you for the early notification of MAA/FAA's anticipated role in the project. Danyell Diggs and Kelly Lyles are the key staff working on this project in MTA's Planning Office. Brandon Bratcher is the FRA environmental protection specialist. I've copied them on this email so they have your contact information and can involve you in the NEPA process.

Thank you,

Dan Reagle
Environmental Planner

Maryland Transit Administration
Environmental Planning Division
6 St. Paul Street, 9th Floor, Baltimore, MD 21202
Office: 410-767-3771 **Fax:** 410-333-0489
DReagle1@mta.maryland.gov

Providing safe, efficient and reliable transit across Maryland with world-class customer service.

From: Marcus.Brundage@faa.gov [mailto:Marcus.Brundage@faa.gov]
Sent: Friday, September 09, 2016 11:11 AM
To: Robin Bowie; Dan Reagle
Cc: Andrew.Brooks@faa.gov; Tom.Priscilla@faa.gov
Subject: RE: MAGLEV

Dan:

If you are the PM for this project please involve MAA and FAA ASAP. If the proposed project involves MAA's property, the FAA will need to issue a FINDING as well.

Thank you,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
23723 Air Freight Lane, Suite 210
Dulles, VA 20166
(O) 703-661-1365; (F) 703-661-1370
marcus.brundage@faa.gov

"We're Only As Strong As Our Weakest Link"

From: Brundage, Marcus (FAA)
Sent: Friday, September 09, 2016 10:59 AM
To: 'Robin Bowie'
Cc: Brooks, Andrew (FAA); Priscilla, Tom (FAA)
Subject: RE: MAGLEV

Robin:

We (MAA & FAA) need to reach out to Dan Reagle (MTA) to get involved early because from reading the articles an EIS is already "underway". That document will need to address FAA Impact Categories as well.

Thanks,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
23723 Air Freight Lane, Suite 210
Dulles, VA 20166
(O) 703-661-1365; (F) 703-661-1370
marcus.brundage@faa.gov

"We're Only As Strong As Our Weakest Link"

From: Robin Bowie [mailto:rbowie@bwiairport.com]
Sent: Friday, September 09, 2016 10:53 AM

To: Brundage, Marcus (FAA)
Cc: Brooks, Andrew (FAA); Priscilla, Tom (FAA)
Subject: RE: MAGLEV

Marcus,

We are aware but have not been formally invited to a table as yet. We'll certainly let you know when we do.

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

-------- Original message --------
From: Marcus.Brundage@faa.gov
Date: 9/9/16 10:50 AM (GMT-05:00)
To: Robin Bowie <rbowie@bwiairport.com>
Cc: Andrew.Brooks@faa.gov, Tom.Priscilla@faa.gov
Subject: MAGLEV

Robin:

A few days ago this article was posted. I see MTA will be the Lead State Agency on this. Because this project encroaches on MAA property, the FAA will need to issue a FINDING. If Dan Reagle is the PM please have him send the FAA the contact info of the FRA or FTA POCs.

https://wamu.org/news/16/09/06/maglev_between_dc_and_baltimore_mta_embarks_on_environmental_study_of_high_speed_train

Thank you,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
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From: Andrew.Brooks@faa.gov [mailto:Andrew.Brooks@faa.gov]
Sent: Tuesday, January 31, 2017 2:42 PM
To: brandon.bratcher@dot.gov; Marcus.Brundage@faa.gov; Jones, Angela
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Tom.Priscilla@faa.gov; jean.wolfers-lawrence@faa.gov; Matthew.Thys@faa.gov
Subject: RE: Baltimore - Washington SCMAGLEV Project Cooperating Agency Comments

Brandon,

As a follow on to Marcus's comments below, please include us in any meetings relative to the projects associated with the BWI Station and include us on distributions of draft documentation so that we can provide feedback in an expedited fashion to support both agency's findings. Let me know if you have any questions.

Thanks,

Andrew Brooks
Environmental Program Manager
Federal Aviation Administration
Eastern Regional Office
1 Aviation Plaza
Jamaica, NY 11434
Phone: 718T553T2511

From: Bratcher, Brandon (FRA)
Sent: Tuesday, January 31, 2017 2:31 PM
To: Brundage, Marcus (FAA); Angela.Jones@aecom.com
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Priscilla, Tom (FAA); Brooks, Andrew (FAA); Wolfers-Lawrence, Jean (FAA); Thys, Matthew (FAA)
Subject: RE: Baltimore - Washington SCMAGLEV Project Cooperating Agency Comments

Thank you Marcus!

Brandon L. Bratcher
Environmental Protection Specialist
Office: (202) 493-0844
Cell: (202) 868-2626

From: Marcus.Brundage@faa.gov [mailto:Marcus.Brundage@faa.gov]
Sent: Tuesday, January 31, 2017 2:13 PM
To: Angela.Jones@aecom.com; Bratcher, Brandon (FRA)
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Tom.Priscilla@faa.gov; Andrew.Brooks@faa.gov; jean.wolfers-lawrence@faa.gov; Matthew.Thys@faa.gov
Subject: Baltimore - Washington SCMAGLEV Project Cooperating Agency Comments

Good afternoon Brandon/Angela:

Here are the FAA WADO's comments due by COB today…

Due to the proposed SCMAGLEV Project encroaching on Airport's property FAA WADO has informed MAA, the Airport Sponsor, that they must submit an Airport Layout Plan (ALP), a draft would be acceptable, which depicts a location of

the proposed MAGLEV alignment on airport property for FAA review prior to FRA submittal of an alternatives working paper.

FAA can use the draft ALP as a plan on file. The current approved ALP does not depict SCMAGLEV. On Jan 27, 2017, MAA advised they will submit a plan this month to the FAA which depicts a preferred alignment that FRA/MTA/MAA have discussed and agreed to. The preferred alignment is entirely underground (they identified 60 feet underground) on airport property with a station at the location of the current central garage. The central garage will be demolished to permit construction of the boring pit for the tunnel. FAA WADO advised MAA that any connected action, including temporary replacement of the lost parking areas, must also be identified on the draft ALP.

Given that the FRA Baltimore T Washington SCMAGLEV alternatives working paper is proposed to be submitted for review/comment in February, it is a high priority for MAA to submit this draft ALP so as not to delay FAA review of the working paper.

FAA's Impact categories are attached (see attachment)…FAA has to issue a separate FINDING for the FRA SCMAGLEV EA prior to any action taking place on MAA's property (the airport) so please be sure to address the impact categories in your analysis.

Thank you,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
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Dulles, VA 20166
(O) 703-661-1365; (F) 703-661-1370
marcus.brundage@faa.gov

"We're Only As Strong As Our Weakest Link"

From: Jones, Angela [mailto:Angela.Jones@aecom.com]
Sent: Wednesday, January 18, 2017 1:28 PM
To: Bratcher, Brandon (FRA); Brundage, Marcus (FAA)
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Priscilla, Tom (FAA); Brooks, Andrew (FAA)
Subject: RE: Baltimore - Washington SCMAGLEV Project

Hi Marcus,
The Preliminary Alternatives Screening Report is due in late Feb 2017; the Alternatives Report is due in late May 2017.
Hope this clears things up.
Thanks

Angela J. Jones, P.E.
SCMaglev Project Manager
AECOM
Phone: 410T637T1728; Cell: 443T722T5680
Email: angela.jones@aecom.com

From: Bratcher, Brandon (FRA) [mailto:brandon.bratcher@dot.gov]
Sent: Wednesday, January 18, 2017 11:58 AM
To: Marcus.Brundage@faa.gov; Jones, Angela
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Tom.Priscilla@faa.gov; Andrew.Brooks@faa.gov
Subject: RE: Baltimore - Washington SCMAGLEV Project

We're talking about the first quarter of 2017.

Angela, can you shuttle a copy of the big picture schedule over to Marcus and co.?

Brandon L. Bratcher

Environmental Protection Specialist
(202) 493-0844

From: Marcus.Brundage@faa.gov [mailto:Marcus.Brundage@faa.gov]
Sent: Wednesday, January 18, 2017 11:41 AM
To: Bratcher, Brandon (FRA); Angela.Jones@aecom.com
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Tom.Priscilla@faa.gov; Andrew.Brooks@faa.gov
Subject: RE: Baltimore - Washington SCMAGLEV Project

Brandon/Angela:

Via the telcon/meeting the FAA heard that the Prelim Alternative Report will be in Spring 2017, however on page 8 of the slides it has it Winter 2017 and Alternative report it has Spring 2017. This is somewhat confusing…did you mean Winter as in JanTMarch 2017?

Please clarify. Thank you,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
23723 Air Freight Lane, Suite 210
Dulles, VA 20166
(O) 703-661-1365; (F) 703-661-1370
marcus.brundage@faa.gov

"We're Only As Strong As Our Weakest Link"

From: Bratcher, Brandon (FRA)
Sent: Wednesday, January 18, 2017 10:35 AM
To: Brundage, Marcus (FAA); Angela.Jones@aecom.com
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Priscilla, Tom (FAA); Brooks, Andrew (FAA)
Subject: RE: Baltimore - Washington SCMAGLEV Project

Thanks for your help today as well. I am attaching the slides.

Will standby for your FAA HQ contact.

Brandon L. Bratcher

Environmental Protection Specialist
(202) 493-0844

From: Marcus.Brundage@faa.gov [mailto:Marcus.Brundage@faa.gov]
Sent: Wednesday, January 18, 2017 9:58 AM
To: Bratcher, Brandon (FRA); Angela.Jones@aecom.com
Cc: PShank@bwiairport.com; rbowie@bwiairport.com; Tom.Priscilla@faa.gov; Andrew.Brooks@faa.gov
Subject: Baltimore - Washington SCMAGLEV Project

Good morning Brandon/Angela:

Tom Priscilla (cc) and myself was on the call today from the FAA Washington Airport District Office. If you would please send the slides to us. I have included the FAA Eastern Region POC, Andrew Brooks, as well. Please add him to your distribution list.

NOTE: Due to the level (EIS) of NEPA required for the proposed project and the FAA having to issue a separate FINDING because of the BWI encroachment, someone from FAA HQs will also be assigned to the project. Once that person is assigned, we will let you know, they will need to be added to the email chain.

Thank you,

Marcus Brundage,REM
Environmental Protection Specialist
FAA Washington Airport District Office-AEA-WAS-ADO
23723 Air Freight Lane, Suite 210
Dulles, VA 20166
(O) 703-661-1365; (F) 703-661-1370
marcus.brundage@faa.gov

"We're Only As Strong As Our Weakest Link"

Good morning everyone.

We wanted to put this on your calendar and communicate a few updates regarding the Maglev agency scoping meetings scheduled for January 18 and January 31.

The Maryland interagency scoping meeting on January 18 has been changed to a webinar. Please see information below. We will augment with supplemental materials prior to the call for those unable to join via WebEx.

DCTarea stakeholders, please note: the SCMaglev project team will deliver the same presentation in person on January 31, 2017 @ 10 am. You should have an invite for that meeting (which is slated for the NPS T National Capital Region office: 1100 Ohio Drive SW, Washington, DC, 2nd Floor Conference Room).

It's not necessary to attend both meetings as they will present the same material, but feel free to attend whichever best accommodates your schedule and time constraints.

Join WebEx meeting
Meeting number (access code): 596 565 546
Meeting password: qBZdGYp9

Join from a video system or application
Dial 596565546@aecom.webex.com

Join by phone
+1 602 585 0123 US Toll
+1 844 712 3247 US Toll Free
Global callTin numbers | TollTfree calling restrictions

Can't join the meeting?

Chapter 4: Impact Categories, Significance, and Mitigation

4-1. Environmental Impact Categories. Environmental impact categories that may be relevant to FAA actions are listed below. These categories are alphabetized below for ease of reference, but are not intended to impose an alphabetical order on the FAA's NEPA documents. Detailed guidance on evaluating impacts in these categories is located in the 1050.1F Desk Reference.[4] Construction and secondary (induced) impacts are addressed within the relevant environmental impact category chapters of the FAA 1050.1F Desk Reference. FAA-specific requirements for assessing impacts are highlighted in Appendix B of this Order and discussed in detail in the 1050.1F Desk Reference.

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

4-2. Consideration of Impacts.

a. Desk Reference. The 1050.1F Desk Reference provides details on current guidance and updated technical information for each environmental impact category that the FAA examines for its proposed actions and alternatives. The desk reference is available on the FAA website at http://www.faa.gov/about/office_org/headquarters_offices/apl /environ_policy_guidance/policy/. This includes references to current requirements; information about permits, licenses, certificates, or other forms of approval and review; an overview of specific responsibilities for gathering data, assessing impacts, consulting other

[4] The Desk Reference is available on the FAA website at http://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/

NATIONAL RAILROAD PASSENGER CORPORATION
30th Street Station, Philadelphia, PA 19104

SENT VIA EMAIL

January 31, 2017

JANET CAMPBELL-LORENC
Director, Business Development
Corporate Planning

Mr. Bradley M. Smith
Director of the Office of Freight and Multi-modalism
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: SCOPE COMMENTS / BALTIMORE–WASHINGTON SUPERCONDUCTING MAGLEV PROJECT EIS

Dear Mr. Smith:

Amtrak is pleased to submit comments on the scope of the Federal Rail Administration's (FRA) and Maryland Department of Transportation's (MDOT) Environmental Impact Statement (EIS) for the Baltimore-Washington SCMAGLEV project.

Amtrak provides intercity passenger rail service over 21,000 route miles in 46 states, the District of Columbia, and Canada. Amtrak provides *Acela Express, Northeast Regional, State Supported,* and *Long Distance* rail services between Boston, New York City, Philadelphia, Baltimore and Washington, D.C. As majority-owner of the Northeast Corridor (NEC), Amtrak provides coordinated passenger and freight rail service planning for the NEC as well as infrastructure access and operational support to eight commuter rail authorities and four freight rail operators. Amtrak's experience as the U.S. high-speed rail operator and NEC end-to-end user provides a unique perspective and insight about the Baltimore-Washington passenger rail transportation network.

Amtrak has several concerns with the scope of the Baltimore-Washington Superconducting Maglev (SGMAGLEV) project as described below.

1. **NEC FUTURE analyzed passenger rail transportation needs between Baltimore and Washington and discarded the new alignment alternative.**

The NEC FUTURE program has already addressed the mobility challenges of the Baltimore-Washington, DC travel corridor with a focus on the role of passenger rail in meeting those challenges. FRA evaluated future transportation needs and considered the capacity constraints of the total transportation system including rail, highway, and air and completed a programmatic EIS. The EIS focused on technology-neutral rail passenger technologies, and although a new alignment was considered, the new alignment option was ruled out. Instead, a preferred alternative focused on improving the existing rail alignment was selected.

2. The framework for passenger rail investment between Baltimore and Washington, DC is already in place.

Amtrak, as owner of the NEC between Baltimore and Washington DC, works collaboratively with the FRA, the Northeast Corridor Commission, Maryland, MTA MARC, VRE, DDOT, WMATA and Virginia to solve problems, prepare plans and invest in passenger rail between Baltimore and Washington, DC. Together, the stakeholders have agreed upon a process to develop and implement multi-year investment plans with leadership by the NEC Commission. For longer range NEC investments, NEC FUTURE has already provided the framework for the Passenger Rail Corridor Investment Plan through 2040 and beyond. The proposed maglev scope is wholly contrary to the passenger rail investment framework that has been collaboratively developed by the region's stakeholders.

3. The ability to evaluate the environmental consequences of Maglev is unclear.

The maglev technology proposed is not a proven passenger rail technology. The technology has yet to be commercially proven. Data and experience are not yet available to evaluate the potential effects of maglev on the economy, transportation system, and the human and natural environment as is required in an EIS. Additionally, BWRR has clearly indicated that this is only the first segment of a SCMAGLEV line extending from Baltimore to Boston, Massachusetts to the north, and from Washington D.C. to Charlotte, North Carolina to the south, which indicates that the current maglev EIS scope does not provide true independent utility.

4. Substantial investment in passenger rail transportation is already underway between Baltimore and Washington, DC.

Amtrak questions the competing priorities between the Baltimore-Washington SCMAGLEV project – which calls for the construction of a separate maglev network with new guideway, stations and maintenance facilities, and anticipates funding from a mix of federal and private sources – and the NEC FUTURE's EIS to renew and modernize the NEC infrastructure between Washington, Baltimore, Philadelphia, New York City and Boston.

NEC FUTURE has confirmed the need for major passenger rail investments on the existing corridor between Baltimore and Washington DC including the replacement of the Baltimore & Potomac Tunnels, additional right-of-way and track segments, and modernization and expansion of Washington Union Station. These and other crucial NEC projects are already well along in the planning process, with several projects having completed environmental clearance and preliminary engineering. Over the next five to ten years, the cost to complete will require a substantial financial commitment from the Federal government, Amtrak and others, commitments that have the potential to be in direct competition with the plans for maglev.

BWRR has now openly stated that further public investment will be pursued for maglev. However, as noted above, major public passenger rail investment has already been committed and is underway. Public/private investment is also already underway. Amtrak has taken out a $2.5 billion loan with the FRA to purchase new high speed trains and construct infrastructure needed to optimize high speed rail service between Baltimore and Washington DC.

The completion of NEC FUTURE was a landmark achievement and key affirmation of Amtrak's long-held view that rebuilding and expanding the Northeast Corridor is essential for the growth and prosperity of the entire region. After four years of study by the FRA, which involved the use of significant financial and human resources, and the engagement of all stakeholders – the Federal government, state, cities, the railroads and the public – the recently-published Final EIS for NEC FUTURE recommends a planning and investment approach to address the NEC's current and future passenger rail needs. This report should remain the prevailing guide for outlining the pathway of passenger rail.

We look forward to addressing these concerns with MDOT and FRA.

Sincerely,

Janet Campbell-Lorenc, AICP
Director, Business Development

cc: Stephen Gardner
Karen Gelman
Jeff Gerlach
Thomas Moritz

From: Cookson, David [mailto:dcookson@howardcountymd.gov]
Sent: Tuesday, January 31, 2017 3:32 PM
To: bsmith9@mdot.state.md.us
Cc: Bratcher, Brandon (FRA); Donodeo, Kathleen; Cookson, David
Subject: Environmental Impact Statement for the Baltimore-Washington Superconducting Maglev Project Scoping Comments

Howard County Office of Transportation
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-4312

Clive Graham, Administrator

cgraham@howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

Bradley M. Smith
Director of the Office of Freight and Multimodalism
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Mr. Smith,

The Howard County Office of Transportation (OOT) appreciates the opportunity to participate in the Environmental Impact Statement process for the Baltimore-Washington Superconducting Maglev Project (SCMAGLEV). OOT offers the follow comments for the Environmental Impact Statement (EIS).

Study Area and Impacts

The project study area includes significant sections of Howard County. The study should include additional and focused assessment of resources and impacts. These should include, but are not constrained to:

Land Use

We strongly encourage the study to assess and ensure the proposed alignments minimize impacts on established and planned residential, mixed-use and commercial areas in the study area. Land use and planning is guided by the Howard County General Plan (Plan Howard 2030): https://www.howardcountymd.gov/Departments/Planning-and-Zoning/Community-Planning/General-Plan.

Transportation Impacts

The study area encompasses significant employment, commercial, residential areas and transportation corridors and we encourage close coordination with transportation initiatives in this area. We strongly encourage the study to assess short and long-term impacts on existing and planned passenger rail transportation, local and regional bus transit, and bicycle/pedestrian transportation.
Links to several of Howard County's initiatives are presented below:

- Bicycle Master Plan: www.bikehoward.com
- Pedestrian Master Plan: https://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects
- Central Maryland Transit Development Plan: http://www.kfhgroup.com/centralmd/transitplan.html

Open Space, Environmental and Historic Resources

The project study area encompasses several large park and open spaces, including parks and open space owned by Howard County or the Maryland Department of Natural Resources.

The EIS should evaluate impacts to both natural and historic resources in the study area and we encourage coordination with the Howard County Departments of Recreation and Parks and Planning and Zoning's Resource Conservation Division. The study should address, at a minimum, the follow topics:

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

Purpose and Need Statement

The project states that the primary purpose of the project is to:

- Increase capacity
- Reduce travel time
- Improve reliability and mobility options between Baltimore and Washington, DC

The project states this project is needed because:

- Growth, development, and continued demands on the transportation infrastructure.
- Demand on infrastructure will continue to increase along major roadways thereby decreasing level of service, reliability, and mobility

Howard County welcomes the focus on improved and new transportation options for travelers and residents of the region. However, the EIS should fully assess the impact of enhancing frequency and capacity on the Penn and Camden lines and that these initiatives are fully considered and accounted for in developing any alternatives.

Sincerely

David Cookson | Planning Manager
Howard County Office of Transportation
3430 Court House Drive **|** Ellicott City, MD 21043
410.313.3842 (w) **|** 202.812.1300 (m)

Appendix E.4

Postcard Mailers

Appendix E.4.1

Postcard Mailers
Public Scoping Meetings
December 10, 2016 – December 15, 2016

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Join us for one of these dates!

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) are preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system proposed by the private company, Baltimore Washington Rapid Rail (BWRR), between Washington, DC, and Baltimore, Maryland, with an intermediate stop at BWI Airport.

The FRA and MDOT will hold a series of Open Houses on the SCMAGLEV project. You are invited to attend an Open House anytime between the hours listed. No formal presentation will be given. At the Open House you can:

- Meet the project team
- Learn about the project
- Provide comments on the scope of the EIS
- Share ideas and ask questions

We welcome your input and encourage you to identify and discuss project-related issues throughout the planning process.

Can't attend? Meeting materials also will be posted on our website:
www.baltimorewashingtonscmaglevproject.com

December 10 (10:00 am - 12:00 pm)
Lindale Middle School
415 Andover Rd, Linthicum, MD 21090

December 12 (5:00 pm - 7:00 pm)
Arundel Middle School
1179 Hammond Ln, Odenton, MD 21113

December 13 (5:00 pm - 7:00 pm)
Coppermine Du Burns Arena, Harbor Side Hall
3100 Boston St, Baltimore, MD 21224

December 14 (5:00 pm - 7:00 pm)
Martin Luther King Jr. Memorial Library
901 G St NW, Washington, DC 20001

December 15 (5:00 pm - 7:00 pm)
West Lanham Hills Fire Hall
8501 Good Luck Rd, Lanham, MD 20706

U.S. Department of Transportation Federal Railroad Administration
Maryland Department of Transportation
MTA Maryland
BWRR BALTIMORE - WASHINGTON RAPID RAIL

BALTIMOR - INGTON
SUPERCONDUCTING MAGLEV PROJECT
Maryland Department of Transportation
c/o Bradley M. Smith
7201 Corporate Center Drive
Hanover, MD 21076

New high-speed train study getting underway...

Your opinions matter!

(see other side)

Locations are accessible for people with disabilities. Please contact the department listed below to make arrangements for: special assistance or additional accommodations; printed material in an alternate format or translated; hearing impaired persons; and persons requesting an interpreter. All requests must be received one week in advance.

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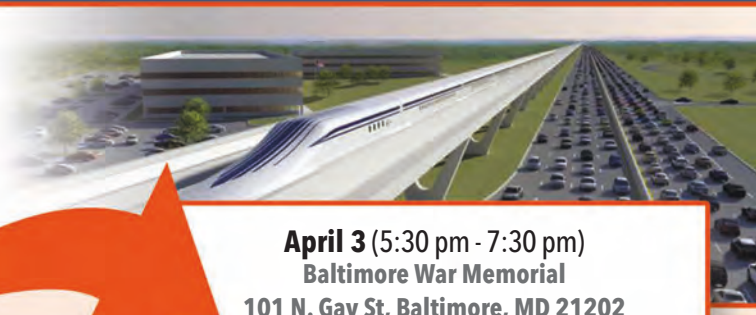
Appendix E.4.2

Postcard Mailers
Purpose and Need and Initial Alternatives Meetings
April 3, 2017 – April 8, 2017

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT



Join us for one of these dates!

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) are preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system proposed by the private company, Baltimore Washington Rapid Rail (BWRR), between Washington, DC, and Baltimore, Maryland, with an intermediate stop at BWI Marshall Airport.

In December 2016, the FRA and MDOT held the first round of Open Houses on the SCMAGLEV project. You are now invited to attend the second round of Open Houses. Because it is an open-house format, not a formal presentation, you may join us at any time between the hours listed.

At the Open House you can review and comment on the:

- Results of the first round of Open Houses
- Draft Purpose and Need statement
- Preliminary alternatives under consideration
- Methodology for screening preliminary alternatives
- Engineering, community and environmental issues

We welcome your input and encourage you to identify and discuss project-related issues throughout the planning process.

Can't attend? Meeting materials also will be posted on our website:
www.baltimorewashingtonscmaglevproject.com

April 3 (5:30 pm - 7:30 pm)
Baltimore War Memorial
101 N. Gay St, Baltimore, MD 21202

April 4 (5:30 pm - 7:30 pm)
Lindale Middle School
415 Andover Rd, Linthicum, MD 21090

April 5 (5:30 pm - 7:30 pm)
Bowie Community Center
3209 Stonybrook Dr, Bowie, MD 20715

April 6 (5:30 pm - 7:30 pm)
Cheverly Town Hall
6401 Forest Rd, Cheverly, MD 20785

April 8 (10:00 am - 12:00 pm)
Courtyard Marriott
1325 2nd St NE, Washington, DC 20002

If schools and government buildings are closed in the case of inclement weather, the meetings will be rescheduled. Check the website for updates.

U.S. Department of Transportation Federal R ilroad Ad
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MTA Maryland
BWRR BALTIMOR - INGTON RAPID RAIL

New Meetings!

New high-speed train study getting underway...

Your opinions matter!
(see other side)

Locations are accessible for people with disabilities. Please contact the department listed below to make arrangements for: special assistance or additional accommodations; printed material in an alternate format or translated; hearing impaired persons; and persons requesting an interpreter. All requests must be received one week in advance.

Los sitios tienen acceso para personas con discapacidades. Por favor comuníquese con el departamento listado a continuación para concertar arreglos para: ayuda especial o adaptaciones adicionales; material impreso en un formato alternativo o traducido; personas sordas y personas que solicitan un(a) intérprete. Todas las solicitudes deben ser recibidas con una semana de antelación.

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BALTIMOR - INGTON
SUPERCONDUCTING MAGLEV PROJECT

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

Appendix E.4.3

Postcard Mailers
Preliminary Alternatives Screening Meetings
October 14, 2017 – October 25, 2017

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Join us for one of these dates!

The Maryland Department of Transportation (MDOT) invites citizens located in areas being considered for possible high-speed magnetic levitation train routes to attend an upcoming meeting, discuss the project with study team members and provide comments. If you cannot attend one of the meetings, you are encouraged to submit comments at any time through the website, **www.bwmaglev.info**, which will be updated to include all of the meeting materials.

The Federal Railroad Administration (FRA) and MDOT are in the early stages of preparing an Environmental Impact Statement (EIS) to study the feasibility and potential impacts of a new high-speed rail system. The high-speed, superconducting magnetic levitation (SCMAGLEV) system is proposed by a private company, Baltimore Washington Rapid Rail (BWRR). The SCMAGLEV system would operate between Washington, DC, and Baltimore, Maryland, with a stop at BWI Marshall Airport.

At the meetings, you can review and comment on the:

- Preliminary alternatives screening analysis results
- Overview of alternatives recommended for detailed study
- Technology and engineering features
- Preliminary station information

A short presentation with a video will start approximately 30 minutes into the meeting. The video will play several times during the Open House hours. Additionally, the Project Team will be available to answer questions as you review maps and other project materials in an Open House format.

Join us at any time between the hours listed.

We welcome your input and encourage you to identify and discuss project-related issues throughout the planning process. You can submit written comments at the meetings, by mail, email or through the project website: **www.bwmaglev.info**.

October 14 (10:00 am - 1:00 pm)
Bowie State University, Student Center
14000 Jericho Park Rd, Bowie, MD 20715

October 16 (5:00 pm - 8:00 pm)
Arundel High School, Auditorium and Cafeteria
1001 Annapolis Rd, Gambrills, MD 21054

October 18 (5:00 pm - 8:00 pm)
Catholic University of America, Pryzbyla Center
620 Michigan Ave NE, Washington, DC 20064

October 24 (5:00 pm - 8:00 pm)
Laurel High School, Auditorium
8000 Cherry Ln, Laurel, MD 20707

October 25 (5:00 pm - 8:00 pm)
Digital Harbor High School, Cafeteria
1100 Covington St, Baltimore, MD 21230

If government agencies or meeting locations are closed in the case of inclement weather or other unforseen events, the meetings will be rescheduled. Please check the website for updates.

New Meetings!

New high-speed train study underway...

Your opinions matter!

(see other side)

Locations are accessible for people with disabilities. Please contact the MDOT MTA department listed below to make arrangements for: special assistance or additional accommodations; printed material in an alternate format or translated; hearing impaired persons; and persons requesting an interpreter. All requests must be received one week in advance.

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Need Assistance or Accommodations?

Please contact the MDOT MTA Office of Customer and Community Relations
410-767-3999 • 866-743-3682 • TTY 410-539-3497

BALTIMOR - INGTON
SUPERCONDUCTING MAGLEV PROJECT

Maryland Department of Transportation
Maryland Transit Administration
c/o Suhair Al Khatib, Deputy Administrator
6 Saint Paul Street
Baltimore, MD 21202

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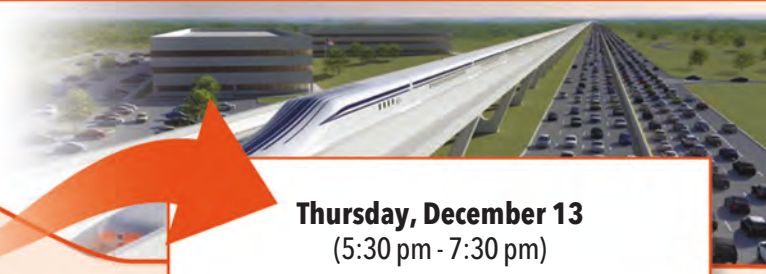
Appendix E.4.4

Postcard Mailers
Cherry Hill/Patapsco Ave Baltimore
Meetings
December 13, 2018

Fall 2018

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT



Join us to learn more about the study in the Baltimore area!

Thursday, December 13
(5:30 pm - 7:30 pm)
Patapsco Arena
3301 Annapolis Rd, Baltimore, MD 21230

On behalf of Baltimore-Washington Rapid Rail (BWRR), the Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA) invites the public to attend an upcoming public open house to learn about and discuss the high-speed superconducting magnetic levitation (SCMAGLEV) system study.

The Federal Railroad Administration (FRA) and MDOT MTA continue to prepare an Environmental Impact Statement (EIS) to study the new high-speed rail system. The high-speed, SCMAGLEV system is being proposed by a private company, BWRR. The SCMAGLEV system would operate between Washington, DC, and Baltimore, Maryland, with a stop at BWI Marshall Airport. A detailed Alternatives Report about the system, stations, and facility options, as well as the No-Build Alternative, is on the project website. We encourage you to review this report to learn more about the study and how it may affect your community.

At the public open house, you can review and comment on the:

- New Baltimore area station and maintenance yard concepts
- Preliminary alternatives and facilities being proposed in the Baltimore area
- System technology and engineering features

The meeting will be an open-house format; **there will be no formal presentation**. Join us at any time between the hours listed. Study team members and SCMAGLEV experts will be available to provide information and answer questions.

We welcome your input and encourage you to identify and discuss project-related issues throughout the planning process. If you cannot attend the open house, you can view the materials and submit comments online at the project website: **bwmaglev.info**.

Need Assistance or Accommodations?

Please contact the MDOT MTA Office of Customer and Community Relations:
410-767-3999 • 866-743-3682 • TTY 410-539-3497

If government agencies or meeting locations are closed in the case of inclement weather or other unforeseen events, the meeting will be rescheduled for Monday, December 17. Please check the website for updates.

U.S. Department of Transportation Federal Railroad Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

BWRR BALTIMORE - WASHINGTON RAPID RAIL

New Baltimore Area Meeting!

The high-speed train study continues...

Your opinions matter!
(see other side)

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BALTIMOR - INGTON
SUPERCONDUCTING MAGLEV PROJECT

Maryland Department of Transportation
c/o Suhair Al Khatib, Deputy Administrator
6 Saint Paul Street
Baltimore, MD 21202

Appendix E.5

Public Meeting Boards-Presentations

Appendix E.5.1

Public Meeting Boards-Presentations
Public Scoping Meetings
December 10, 2016 – December 15, 2016

BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT

Welcome

Purpose of Today's Meeting

An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) train system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Marshall Airport.

At today's meeting, we need your input on the:

- Purpose and need for the project
- Key environmental considerations
- Public involvement and agency coordination process

Please provide us with your comments!

What is NEPA?

- The National Environmental Policy Act of 1969 (NEPA) created the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making
- NEPA is an "umbrella" law that encourages integrated compliance with other environmental laws
- Compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public review/comment

NEPA Process and Timeline

Throughout the NEPA process, the public will have many opportunities to provide comments and input.

Fall 2016

Scoping

Gather information for inclusion in the EIS

Winter 2017

Preliminary Alternatives

Develop preliminary project alternatives and screening criteria

Spring 2017

Alternatives Report

Develop details on alternatives remaining for further study

Winter 2018

Draft Environmental Impact Statement (DEIS)

Evaluate and document the natural, cultural, and socio-economic impacts of the alternatives

Spring 2019

Final Environmental Impact Statement (FEIS) and Record of Decision (ROD)

Document final impacts and mitigation commitments and respond to comments received on the DEIS.

FRA intends to issue a combined FEIS/ROD under the FAST Act, unless it determines the statutory criteria or practicability considerations preclude issuing a combined document. Complete NEPA process.

What is Scoping?

Scoping takes place at the start of the EIS process to:

- Notify agencies, organizations, and the public that an EIS is being prepared for the project
- Solicit input from agencies and the public on potential environmental considerations
- Guide the scope of the EIS and the NEPA decision-making process
- Ensure the public understands the EIS process and how to get involved

Who is Involved?

What is SCMAGLEV?

SCMAGLEV History

The Next Generation

Maglev research in Japan began in 1962 with the goal of developing the next generation of the famous Shinkansen "bullet train" system capable of connecting Tokyo and Osaka in an hour

Proven & Capable

1,000,000 miles traveled

375MPH current world speed record

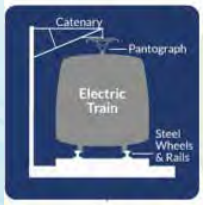
200,000 passengers carried

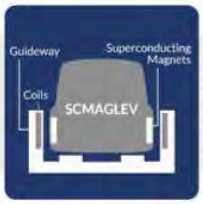
at JR Central's SCMAGLEV facility in Yamanashi, Japan

Ready for Service

Today, construction is underway on the revenue service line between Tokyo and Nagoya

How SCMAGLEV Works





Instead of running on standard railroad tracks, SCMAGLEV trains levitate between the walls of a U-shaped guideway containing coils

The SCMAGLEV system utilizes strong magnetic forces between the coils in the guideway and superconducting magnets on the train for all aspects of operation, including acceleration, deceleration, guidance and levitation

Background Information

Maglev Deployment Program (MDP)

- The MDP was established in the Transportation Equity Act for the 21st Century (TEA-21) with the purpose of demonstrating the feasibility of maglev technology
- FRA published a Programmatic EIS (PEIS) for the MDP in 2001
- Through a nation-wide competition, FRA selected seven states, from a pool of eleven, to receive grants for pre-construction planning
- The Baltimore to Washington (Maryland) and Pittsburgh (Pennsylvania) projects were selected for continued evaluation and initial project development

Baltimore-Washington Maglev Project

- In 2003, FRA in cooperation with the Maryland Transit Administration (MTA) 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
- German Technology was selected for the Build Alternative
- A Draft EIS was published in 2003, but the project was suspended and a final EIS never issued

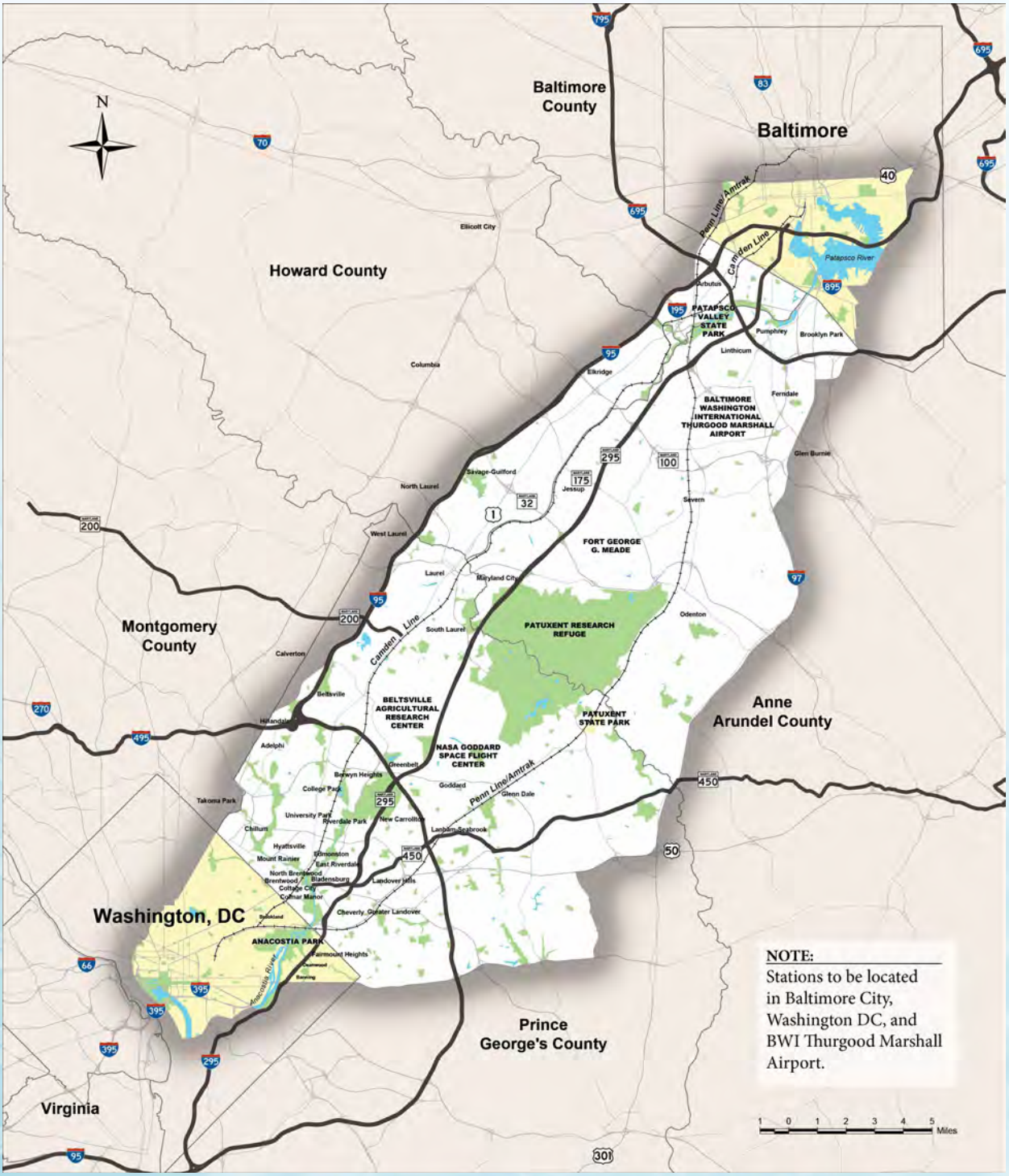
Differences between 2003 DEIS and current project:

- The current project proposes to utilize the Japanese SCMAGLEV system, whereas the 2003 DEIS proposed the German Transrapid system
- The Project Sponsor is a private entity

What is the Proposed Project?

- Superconducting Maglev (SCMAGLEV) train between Baltimore and Washington
- Three stations in Washington DC, Baltimore City, and at BWI Marshall Airport
- 15-minute travel time between Washington DC and Baltimore City
- Speeds up to 311 mph

Project Study Area



Draft Purpose and Need

The primary purpose of the Project is to:

- Increase capacity
- Reduce travel time
- Improve reliability and mobility options between Baltimore and Washington, DC

The project is needed because:

- Projected growth, development, and continued demands on the transportation infrastructure
- Demand on transportation infrastructure will continue to increase along major roadways thereby decreasing level of service, reliability, and mobility

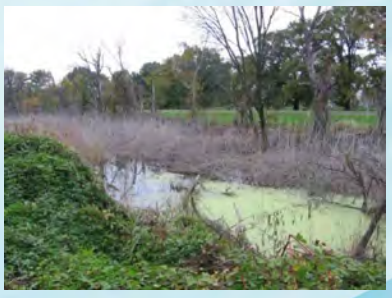
Alternative Screening & Evaluation Process

Preliminary Concepts Screening → Retained Alternatives To Be Analyzed In EIS → Select Preferred Alternative

- Preliminary concepts will first be screened by FRA and MDOT to determine those most reasonable based on criteria from the Purpose and Need and considering comments received during scoping
- EIS will consider a range of alternatives, including a No Action Alternative, to be used as a baseline against which the impacts of the proposed project can be measured
- FRA and MDOT plan to identify a Preferred Alternative in the Draft EIS

Environmental Considerations

- Transportation
- Land use
- Communities and socioeconomic conditions
- Parks and recreational resources
- Cultural, historic & archaeological resources
- Visual & aesthetic resources
- Water quality
- Floodplains
- Waters of the US (wetlands)
- Natural resources & ecosystems
- Soils & geology
- Hazardous materials
- Noise & vibration
- Electromagnetic fields (EMF)
- Air quality
- Greenhouse gas (GHG)/ climate change
- Safety & security
- Utilities
- Construction
- Environmental justice
- Energy



Public Outreach

- 4 rounds of public meetings
  - Scoping
  - Preliminary alts & screening
  - Alternatives
  - Public hearing
- 5 meeting sites per round
- Public scoping meetings:
  - December 10 – Lindale Middle School
  - December 12 – Arundel Middle School
  - December 13 – Coppermine DuBurns Arena
  - December 14 – MLK Jr. Library (DC)
  - December 15 – West Lanham Hills Fire Hall

Next Steps

1. Continue receiving scoping comments until January 9, 2017
2. Document results of the scoping process
3. Draft Purpose and Need
4. Determine alternatives to be considered in the EIS
5. Initiate EIS analysis and documentation
6. Continue public involvement and agency coordination

Your input is important!

You may share your ideas or concerns with us the following ways:

- Complete and submit a comment form at this meeting
- E-mail:
  info@BaltimoreWashingtonSCMaglevProject.com
- Mail comments to:

  SCMAGLEV Project
  c/o Bradley M. Smith, MDOT
  7201 Corporate Center Drive
  Hanover, Maryland, 21076

Comments will be accepted throughout the study process. Please note, however, that the deadline for submitting comments to be addressed in the Project Scoping Report is January 9, 2017.

- Website:
  Visit **BaltimoreWashingtonSCMaglevProject.com** for meeting materials and online comment forms

Thank you for your time

Appendix E.5.2

Public Meeting Boards-Presentations Purpose and Need and Initial Alternatives Meetings April 3, 2017 – April 8, 2017

BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT

Welcome

U.S. Department of Transportation
Federal Railroad Administration

MDOT
MTA Maryland
BWRR

BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT

Purpose of Today's Meeting

At today's meeting, we are presenting:

- The proposed Project
- Initial alternatives for screening
- Preliminary screening criteria
- Identification of preliminary alternatives for further study
- Next Steps

What is NEPA?

- The National Environmental Policy Act of 1969 (NEPA) created the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making
- NEPA is an "umbrella" law that encourages integrated compliance with other environmental laws
- Compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public review/comment

NEPA Process and Targeted Timeline

Throughout the NEPA process, the stakeholders will have opportunities to provide comments and input.

Fall 2016

Scoping

Gather information for inclusion in the EIS

Notice of Intent Commences

Winter 2017

Preliminary Alternatives

Develop preliminary project alternatives and screening criteria

- April Open House Meetings
- Preliminary Concepts Screening 2
- May Open House Meetings

Spring 2017

Alternatives Report

Detailed study results in retained alternatives for DEIS

Winter 2018

Draft Environmental Impact Statement (DEIS)

Evaluate and document the natural, cultural, and socio-economic impacts of the alternatives

Public Hearing

Spring 2019

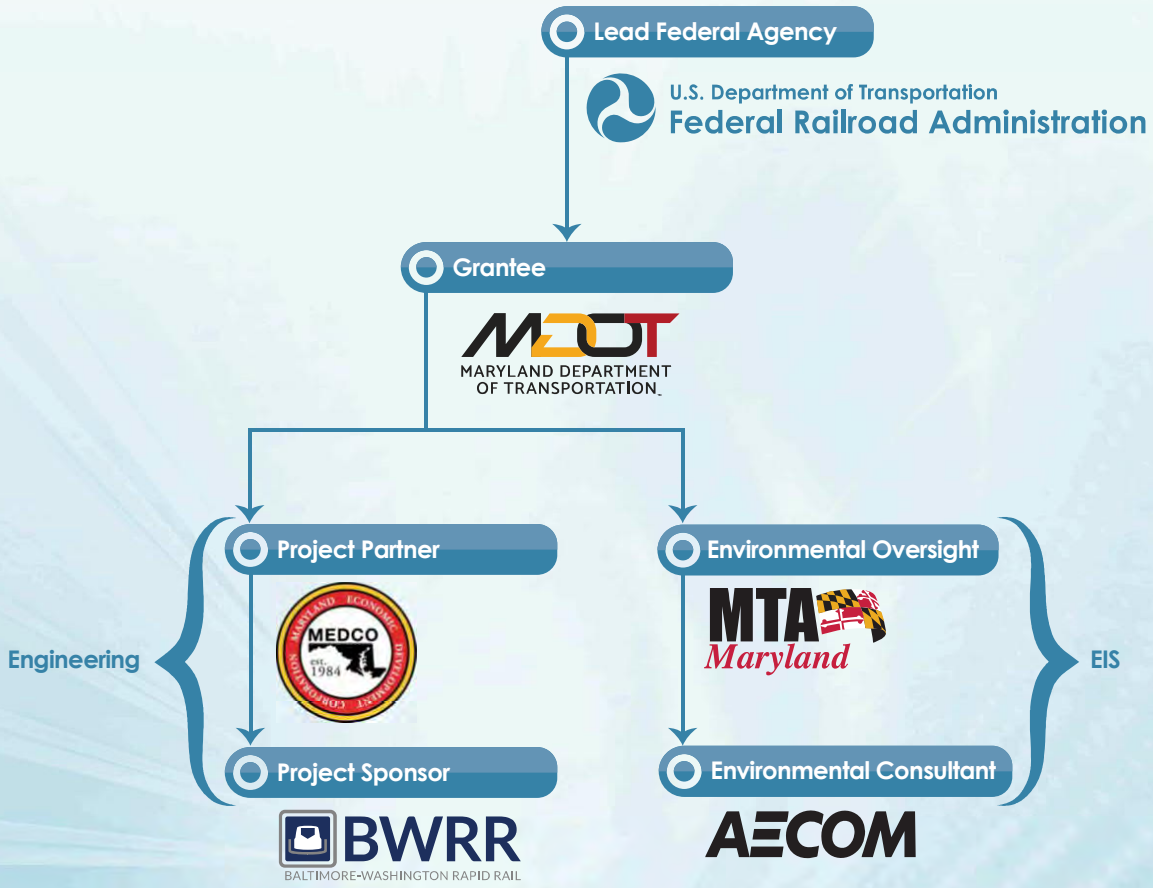
Final Environmental Impact Statement (FEIS) and Record of Decision (ROD)

Document final impacts and mitigation commitments and respond to comments received on the DEIS

FRA intends to issue a combined FEIS/ROD under the FAST Act,* unless it determines the statutory criteria or practicability considerations preclude issuing a combined document

***Fixing America's Surface Transportation (FAST) Act – authorizes $305 billion over fiscal years 2016 through 2020 for the Department of Transportation's programs.**

Who is Involved?

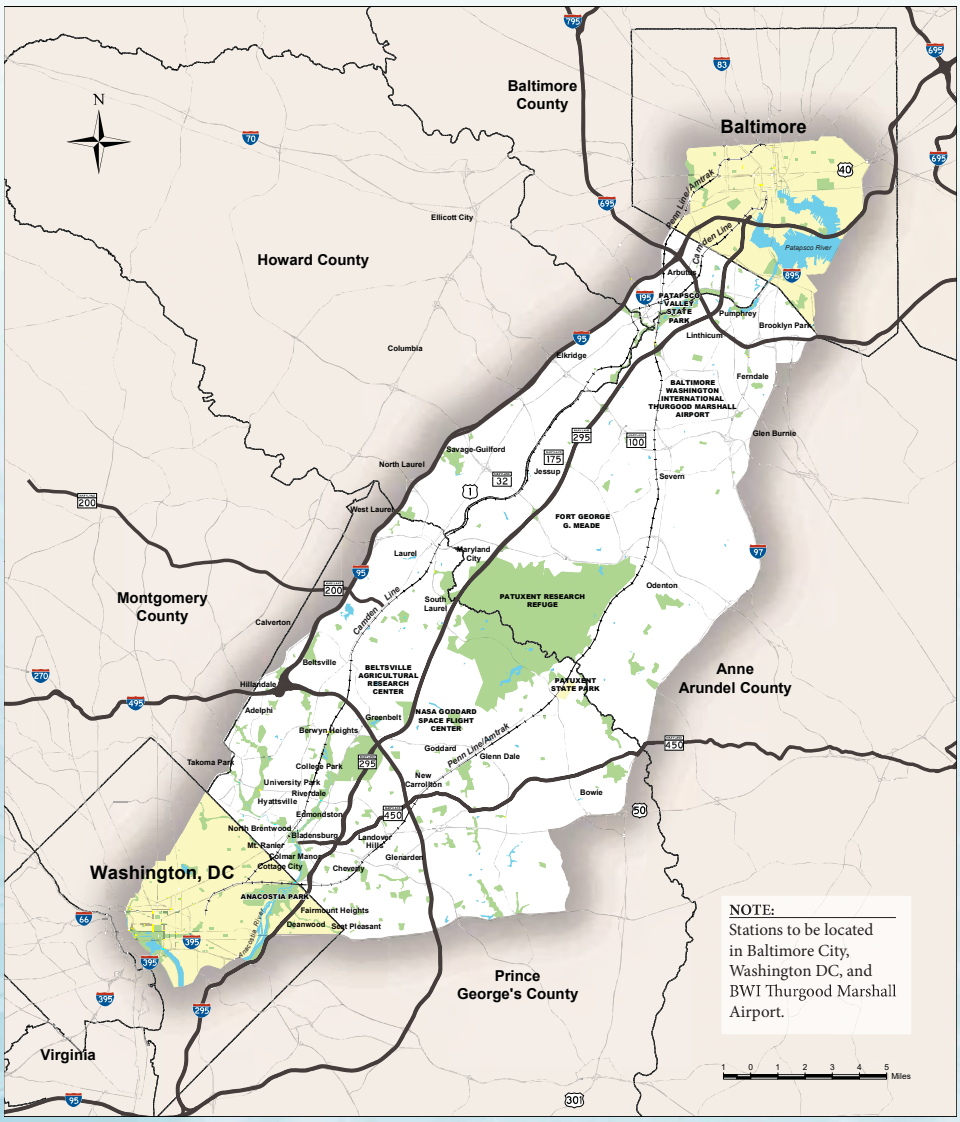


BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

What is the Proposed Project?

- Superconducting Maglev (SCMAGLEV) train between Washington, DC and Baltimore, MD
- Three Proposed Stations:
  - Washington, DC
  - BWI Thurgood Marshall Airport
  - Baltimore City
- Approximately 15-minute travel time between Washington, DC and Baltimore, MD
- Speeds up to 311 mph

Project Study Area



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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

What is SCMAGLEV?

SCMAGLEV History

The Next Generation

Maglev research in Japan began in 1962 with the goal of developing the next generation of the famous Shinkansen "bullet train" system capable of connecting Tokyo and Osaka in an hour

Proven & Capable

1,000,000 miles traveled

375MPH current world speed record

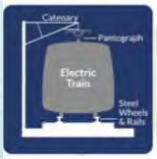
200,000 passengers carried

at JR Central's SCMAGLEV facility in Yamanashi, Japan

Ready for Service

Today, construction is underway on the revenue service line between Tokyo and Nagoya

How SCMAGLEV Works



Instead of running on standard railroad tracks, SCMAGLEV trains levitate between the walls of a U-shaped guideway containing coils

The SCMAGLEV system utilizes strong magnetic forces between the coils in the guideway and superconducting magnets on the train for all aspects of operation, including acceleration, deceleration, guidance and levitation

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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Draft Purpose and Need*

The project purpose is to:

Explore the development of a safe, revenue-producing system utilizing Maglev technology that can meet the capacity and ridership needs of the Baltimore-Washington region that does not preclude planned and future investments in intercity passenger rail (e.g., NEC Future).

- Improve reliability and mobility options for transportation between Baltimore and Washington, DC
- Develop a system that operates in accordance with federal requirements
- Provide safe connectivity to existing transportation modes
- Provide a complementary alternative to future rail expansion opportunities
- Avoid, minimize, and mitigate impacts to the human and natural environment

*Currently with FRA for review

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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Previous Maglev Study Alternatives

Criterion	Previous Baltimore to Washington Maglev Studies				
	1994 Feasibility Study (MTA)	PEIS Development (1999-2001)	DEIS and ARDS (2001-2002)	FEIS Study (2003-2007)	BWRR Alternatives Study (2012)
Technologies Considered	German Transrapid TR07 Japanese MLU-002/ 4 Concept Systems	German Transrapid TR07 Japanese MLU-002/ 4 Concept Systems	German Transrapid	German Transrapid	Japanese SCMAGLEV
Maximum Cruising Speed	483 km/h 300 mph	386 km/h 240+ mph	420 km/h 260 mph	420 km/h 260 mph	500 km/h 311 mph
Total Travel Time	Not given	Not given	Not given	18.5 minutes	15 minutes
Alternatives Considered	• I-95 Parallel • B-W Pkwy Parallel • Pkwy Independent • Amtrak Parallel	• I-95 Parallel • B-W Pkwy. Parallel • Pkwy. Independent • Amtrak Parallel • Several options considered and dismissed	• I-95 Parallel • B-W Pkwy Parallel • Amtrak Parallel	• Amtrak Parallel • No-Build	• Amtrak Alignment • B-W Pkwy • WB&A Base Case • WB&A Option 1
Preferred Alignment	Not Selected	3 Alignments Retained for Further Study (DEIS Alts. Considered)	Amtrak Parallel Alternative	Amtrak Parallel Alternative	Not given
Potential Station	DC, New Carrolton, Greenbelt, BWI, Baltimore	DC, New Carrolton, Greenbelt, BWI Aviation Blvd, BWI Airport Terminal, Baltimore	DC, New Carrolton, Greenbelt, BWI Aviation Blvd, BWI Airport Terminal, Baltimore	Union Station, BWI Option A & C, Camden Station	Mt. Vernon Station, BWI Station, Camden Station, Westport Station
Other Conclusions	Maglev declared feasible, station options and alignments identified	Maryland selected by FRA for DEIS stage. Refinements made to the alternatives retained for Draft EIS.	Amtrak Parallel Alt. selected for further study based on environmental /engineering analysis, public and agency comments. No-Build Alt. also retained for further study.	Detailed study completed. MTA concluded that construction of Maglev project would have substantial transportation benefits for the area.	Further studies are needed

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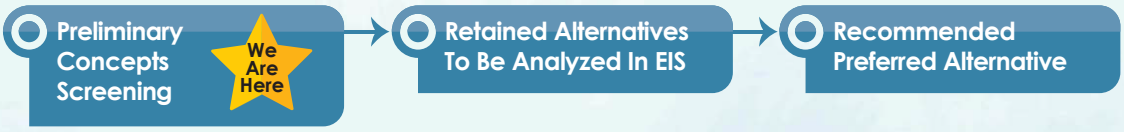
BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Alternative Screening & Evaluation Process



- Initial alternatives concepts were screened by FRA and MDOT to determine those most reasonable based on criteria from the Purpose and Need and considering comments received during scoping
- Corridors Considered:
  - Amtrak Corridor (Penn Line)
  - Baltimore Washington Parkway Corridor
  - Washington, Baltimore & Annapolis Corridor
- EIS will consider a range of alternatives, including a No Action Alternative, to be used as a baseline against which the impacts of the proposed project can be measured
- FRA and MDOT plan to identify a Preferred Alternative in the Draft EIS

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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Screening Level 1 Criteria

Travel Time and Speed

- Washington, DC to Baltimore in approximately 15 minutes with intermediate stop at BWI Marshall Airport
- Cruising speed 311 mph

Guideway Design

- Maximum grade (hill climb or descent) of 4% slope
- Minimum 26,300 foot curve radius to maintain operating speed
- Straight line or curved radius - over 50,000 feet preferred
- Follow public Right of Way wherever possible

Screening Level 1 Fatal Flaws

A Fatal flaw is an issue that renders an alternative infeasible or unreasonable.

ENGINEERING

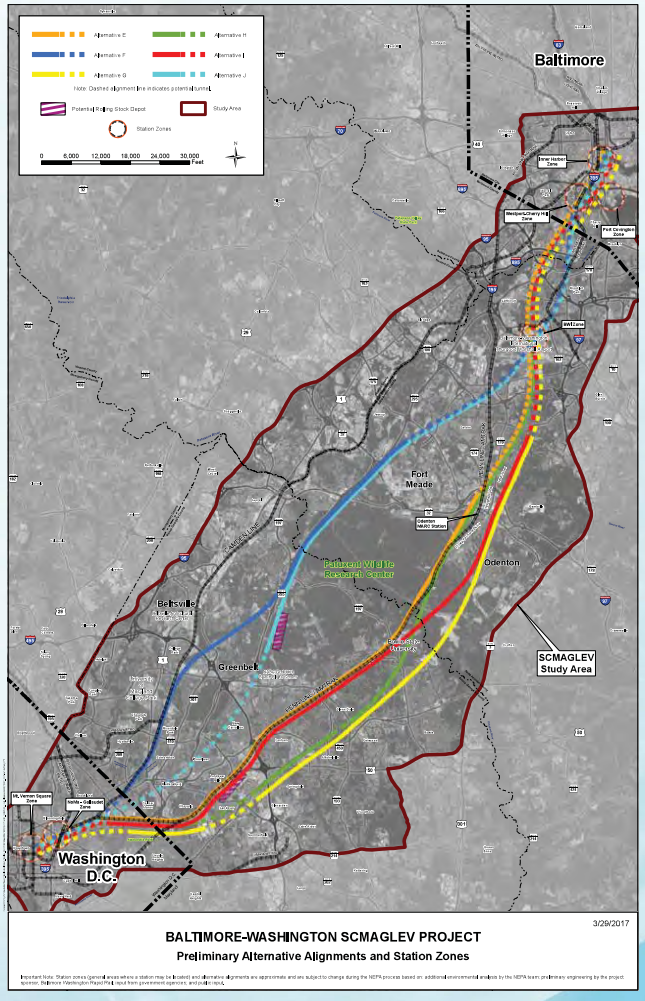
- Substandard design (alignment geometry)
- Precludes construction of other projects such as:
  - Extension of Maglev to the north and south
  - BWI Marshall Airport expansion
- Impacts existing critical surface or underground infrastructure such as DC Metro lines

ENVIRONMENTAL

- Significant impacts to natural and cultural resources

Screening Level 2 Preliminary Initial Alternatives

- No Build
- Alternative E (Amtrak Corridor)
- Alternative F (BW Parkway)
- Alternative G (WB&A)
- Alternative H (WB&A/Amtrak Hybrid)
- Alternative I (Amtrak/WB&A Hybrid)
- Alternative J (BW Parkway Modified)



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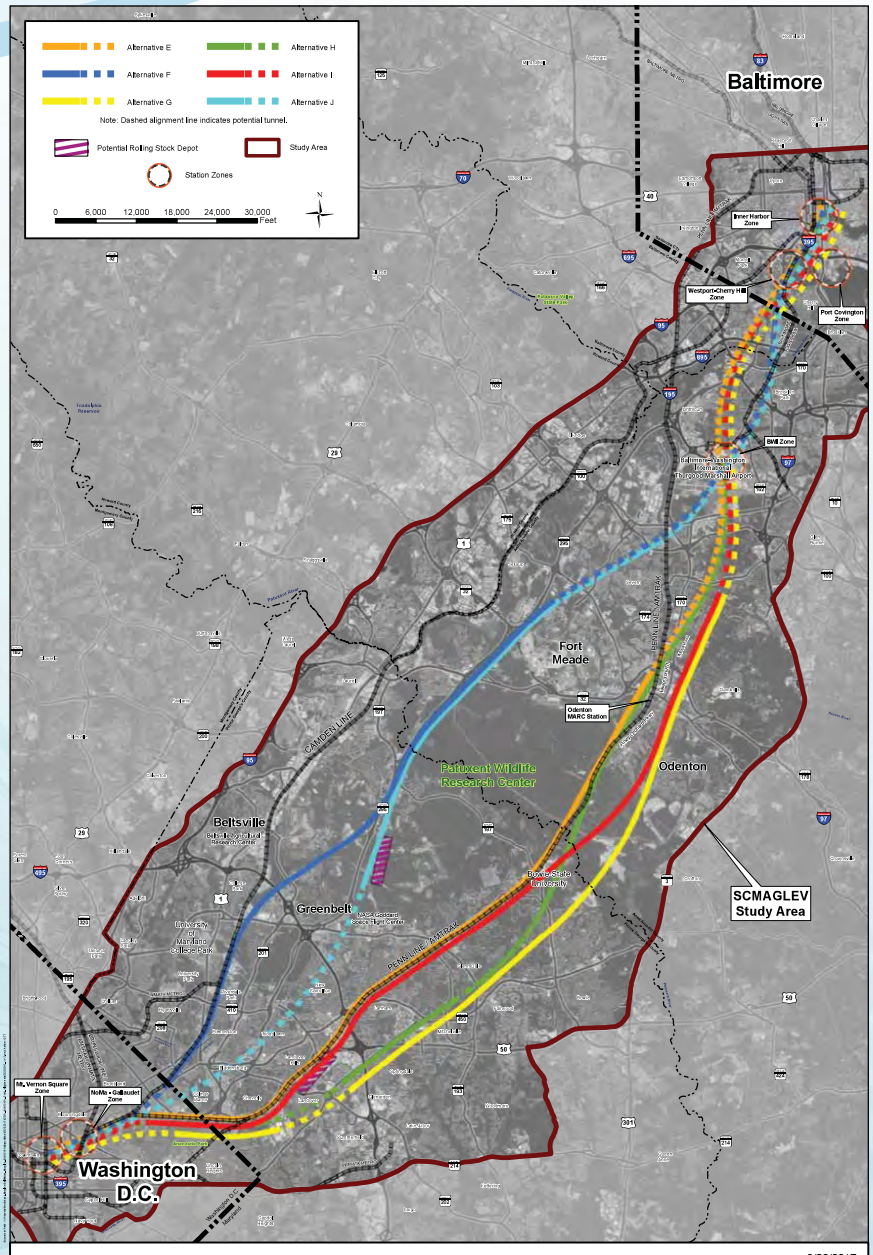

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BALTIMORE-WASHINGTON SCMAGLEV PROJECT

Preliminary Alternative Alignments and Station Zones

Important Note: Station zones (general areas where a station may be located) and alternative alignments are approximate and are subject to change during the NEPA process based on: additional environmental analysis by the NEPA team; preliminary engineering by the project sponsor, Baltimore Washington Rapid Rail; input from government agencies; and public input.

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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Screening Level 1 Summary

Alternative \ Criteria:	Screening Level 1							Recommendation	Comment
	Engineering			Operational		Environmental			
	Acceptable Horizontal and Vertical Geometry*	Does not Preclude Construction of Other Projects*	Significant Construction Constraints**	Designated Guideway*	Meets travel time*	Significant Impacts to Natural Resources	Significant Impacts to Cultural Resources		
No - Build Alternative	N/A	Yes	N/A	N/A	N/A	Low	Low	Retain	Establishes baseline
Transportation System Improvements	N/A	Yes	Low	No	No	Low	Low	Do not retain	Does not meet project description/travel time
Alternative A (I-95 ~ 2003)	No	-	Medium	Yes	No	Medium	High	Do not retain	Does not meet project description/travel time
Alternative B (BW Pkwy ~ 2003)	No	-	Medium	Yes	No	Medium	High	Do not retain	Does not meet project description/travel time
Alternative C (Amtrak ~ 2003)	No	-	High	Yes	No	Low	Medium	Do not retain	Does not meet project description/travel time
Alternative D (Linthicum ~ 2003)	No	No	Medium	Yes	No	Low	Medium	Do not retain	Does not meet project description/travel time
Alternative E (Amtrak Corridor ~ 2017)	Yes	Yes	High	Yes	Yes	Medium	Medium	Retain	Constructability is a major issue due to interruptions with Amtrak operations
Alternative F (BWP ~ 2017)	Yes	Yes	Medium	Yes	Yes	Medium	High	Retain	Park Service impacts
Alternative G (WBA ~ 2017)	Yes	Yes	Low	Yes	Yes	Medium	Medium	Retain	Utilizes former rail corridor

*Project description
** Construction duration

Note: High = negative, Medium = neutral, Low = positive

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Screening Level 2 Criteria

Screening Level 2 is the screening of remaining preliminary alternatives using the following criteria:

- Residences
- Low income populations
- Minority populations
- Community resources (churches, schools, cemeteries, emergency/health services)
- Commercial properties
- Historic landmarks and eligible National Register sites
- Parks (state, county, local)
- Federal lands (Patuxent, etc.)
- Ecological resources (SSPRA, critical habitat, forest conservation, and protective easements)
- Protected farmland
- Wetlands and 100 year floodplains
- Wetlands of special state concern
- Roadway crossings and closings
- Utility and infrastructure conflicts
- Operational considerations

Next Steps

- Perform Screening Level 2 analysis on Preliminary Alternatives
- Present Screening Level 2 results at May 2017 Open Houses
- Develop Alternatives Screening Report identifying alternatives for further study
- Conduct additional engineering and environmental studies of remaining alternatives, and receive input from government agencies, stakeholders, and the public
- Prepare and circulate findings in Alternatives Report that identifies retained alternatives for study in Draft Environmental Impact Statement (DEIS)
- Circulate DEIS with Preferred Alternative identified
- Conduct Public Hearings (Winter 2018)
- Continue to receive public and agency comments throughout NEPA process

Your Input is Important!

You may share your ideas or concerns with us the following ways:

- Complete and submit a comment form at this meeting
- E-mail:
  info@BaltimoreWashingtonSCMaglevProject.com
- Mail comments to:

  SCMAGLEV Project
  c/o John G. Trueschler, MTA
  6 Saint Paul Street
  Baltimore, Maryland, 21202

- Website:
  Visit **BaltimoreWashingtonSCMaglevProject.com** for meeting materials and online comment forms

Thank you for your time.

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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Contact Information

- **Brandon Bratcher**
  Environmental Protection Specialist, FRA
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  202-493-0844
- **Bradley M. Smith**
  Director of Office of Freight and Multimodalism, MDOT
  bsmith9@mdot.state.md.us
  410-865-1097
- **John Trueschler**
  Manager, Environmental Planning Division, MTA
  Jtrueschler1@mta.maryland.gov
  410-767-3776
- **Kelly Lyles**
  Environmental Manager, MTA
  klyles1@mta.maryland.gov
  410-767-3780

Thank You For Your Participation!

U.S. Department of Transportation
Federal Railroad Administration

MARYLAND DEPARTMENT OF TRANSPORTATION

MTA Maryland

BWRR
BALTIMORE-WASHINGTON RAPID RAIL

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Appendix E.5.3

Public Meeting Boards-Presentations Preliminary Alternatives Screening Meetings October 14, 2017 – October 25, 2017

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Welcome

Meeting Goals

At today's Open House, we are meeting with citizens and stakeholders to hear your concerns and present:

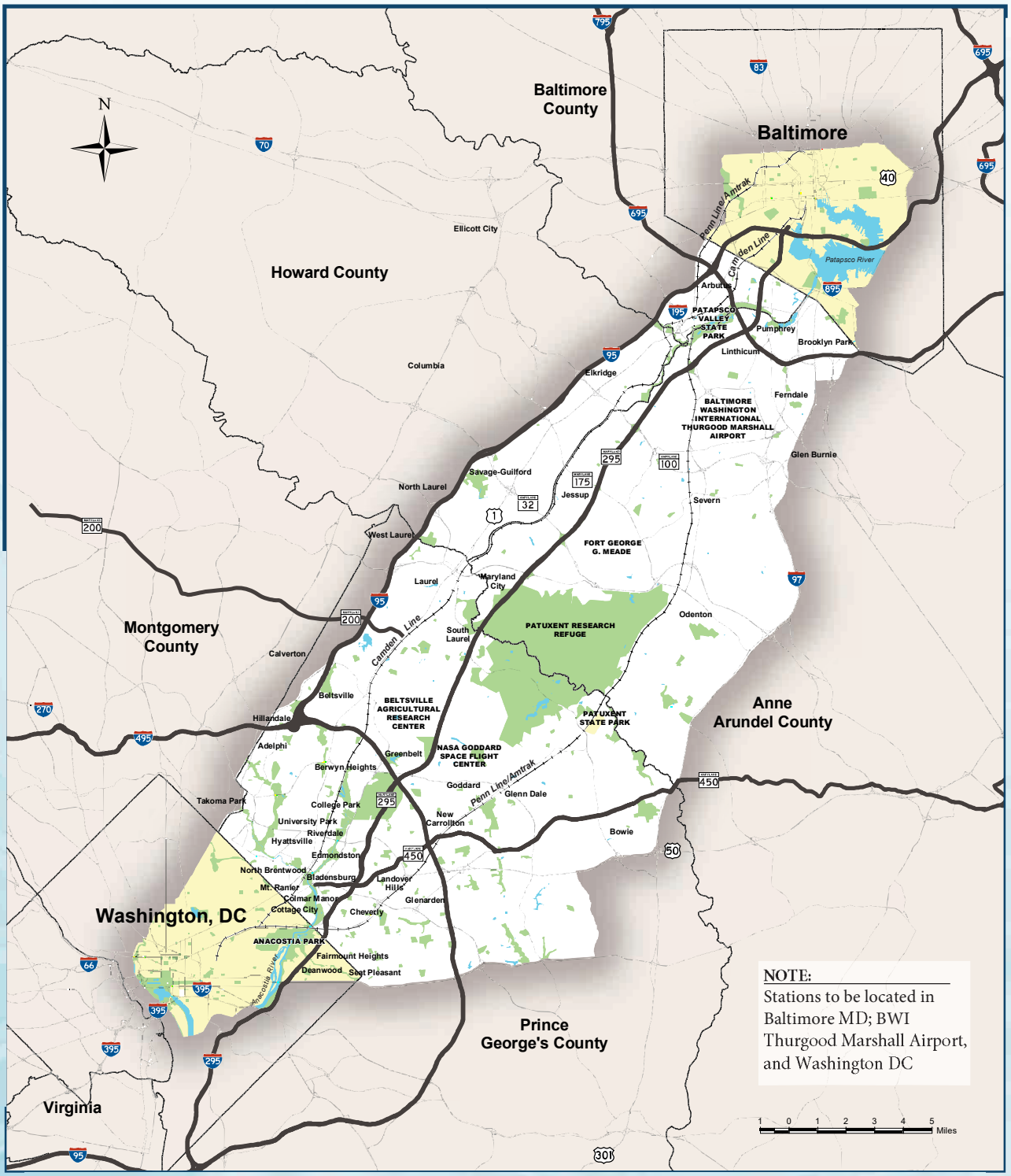
- Initial routes studied
- Screening methodology
- Routes and stations studied since our April 2017 Open Houses
- Results of the *Draft* Preliminary Alternatives Screening Analysis
- Next steps

We are Here to Listen to You!

What is the Proposed Project Being Studied?

- The Federal Railroad Administration (FRA) is studying a superconducting magnetic levitation (SCMAGLEV) train between Washington, DC and Baltimore, MD.
- FRA's Environmental Impact Statement (EIS) will examine economic feasibility, ridership, preliminary engineering and environmental impacts.
- Three proposed stations:
  - Washington, DC
  - BWI Thurgood Marshall Airport
  - Baltimore, MD
- Potential for 15-minute travel time between Washington, DC and Baltimore, MD
- The SCMAGLEV Project would be capable of 311 mph (500 kph) operating speed, with state of the art safety, signaling and automated train control systems.

Project Study Area



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MDOT Maryland Department of Transportation Maryland Transit Administration
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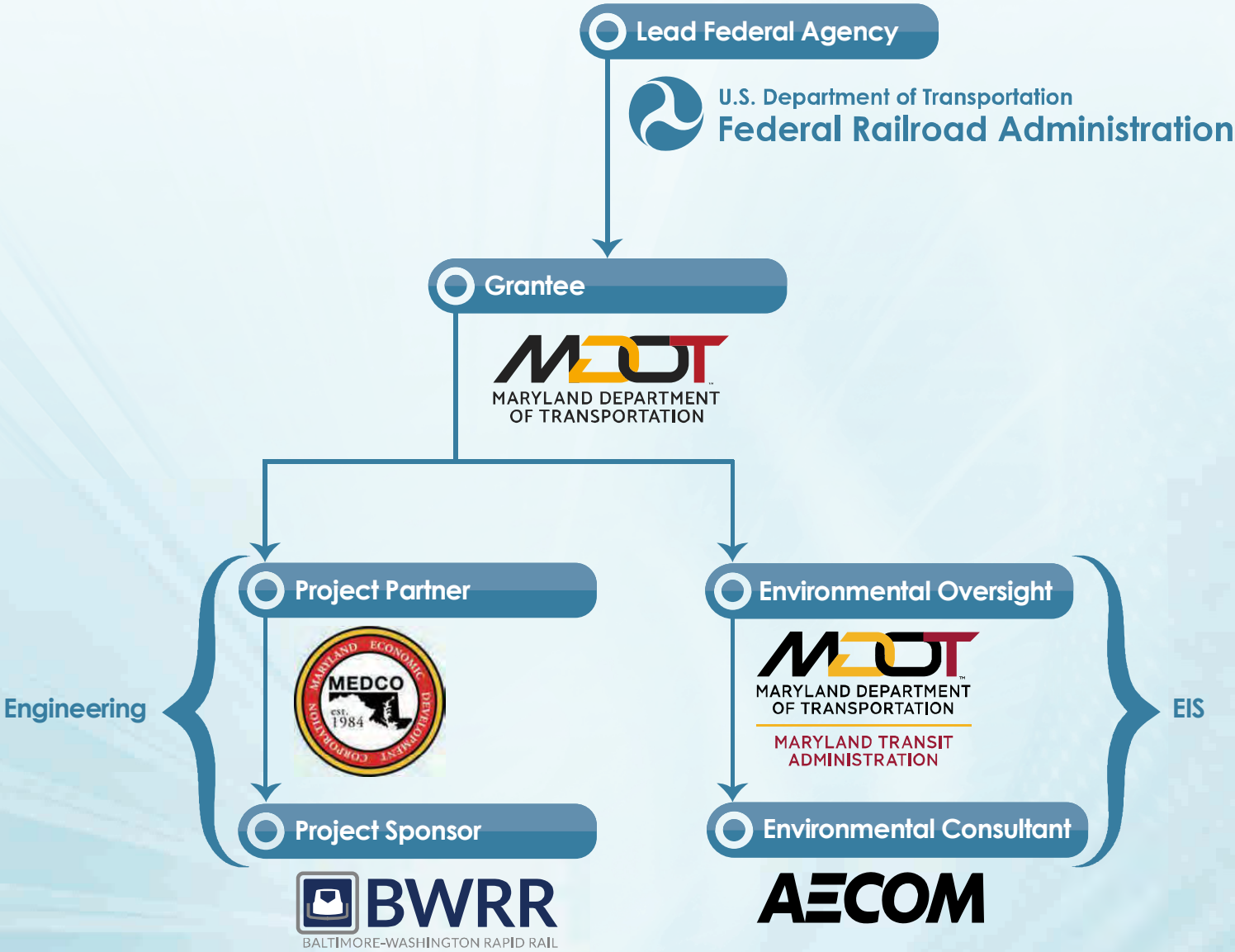
Who is Involved?



MDOT's Role in the Study

- In 2015, MDOT received $27.8 million of federal grant funding to conduct the necessary environmental review of BWRR's proposal
- MDOT's responsibilities, in partnership with FRA, include:
  - Administering the federal grant funding to perform the preliminary engineering and National Environmental Policy Act (NEPA) study
  - Preparing NEPA documentation (The EIS)
  - Managing the public outreach process as part of the EIS

What is the Purpose of this Project?

- Improve redundancy and mobility options for transportation between the metropolitan areas of Baltimore, MD and Washington, DC
- Develop a system that operates in accordance with federal safety requirements
- Provide connectivity to existing transportation modes in the region (for example - subway, light rail, bus, air)
- Provide a complementary alternative to future rail expansion opportunities in the corridor
- Avoid, minimize and mitigate potential impacts to the human and natural environment

What are the Needs?

- Accommodating increased population and employment in the study area
- Growing demands on the existing transportation network
- Constrained capacity of the existing transportation network
- Increasing travel times
- Decreasing mobility
- Maintaining economic viability

What is SCMAGLEV?

SCMAGLEV History

The Next Generation

Research of JR Central's SCMAGLEV system began in 1962 with the goal of developing the next generation of the "bullet train" capable of connecting Tokyo and Osaka in one hour

Proven & Capable

1,200,000 miles traveled

375MPH current world speed record

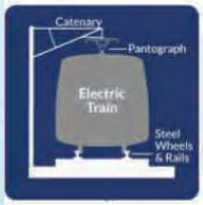
210,000 passengers carried

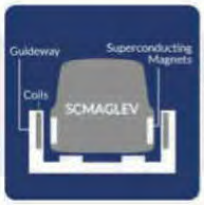
at JR Central's SCMAGLEV facility in Yamanashi, Japan

Ready for Service

SCMAGLEV is in operation. It operates on a 27 mile non-revenue segment between Kofu and Sagamihara prefects. Construction of the full alignment (178 miles) will be completed in 2027.

How SCMAGLEV Works





Instead of running on standard railroad tracks, SCMAGLEV trains levitate between the walls of a U-shaped guideway containing coils

The SCMAGLEV system utilizes strong magnetic forces between the coils in the guideway and superconducting magnets on the train for all aspects of operation, including acceleration, deceleration, guidance and levitation

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U.S. Department of Transportation Federal Railroad Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION MARYLAND TRANSIT ADMINISTRATION

BWRR

Updates Since April Open Houses

The Project Team has:

- Considered comments received at (and following) the April 2017 Open Houses
- Met with federal, state and local agencies to get their input on the possible routes and station locations
  - » Held multiple meetings with elected officials, city councils and concerned community members
  - » Held 33 meetings with government agencies
  - » Held two field tours
- Continued Route Refinement

EIS Process and Targeted Timeline

Throughout the EIS process, the stakeholders will have opportunities to provide comments and input

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BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Alternatives Screening Process

Screening Level 1 Evaluated the **Initial Alternative Alignments**

(Developed from previous studies and stakeholder input)

No Build | A | B | C | D | E | E1 | F | G | G1 | H | I | I1 | J | J1

Screening Level 2 Evaluated the **Preliminary Alternative Alignments**

(Alternatives that advanced from Screening Level 1)

No Build | E1 | G | G1 | H | I1 | J | J1

Preliminary Alternative Alignments Recommended for Detailed Study

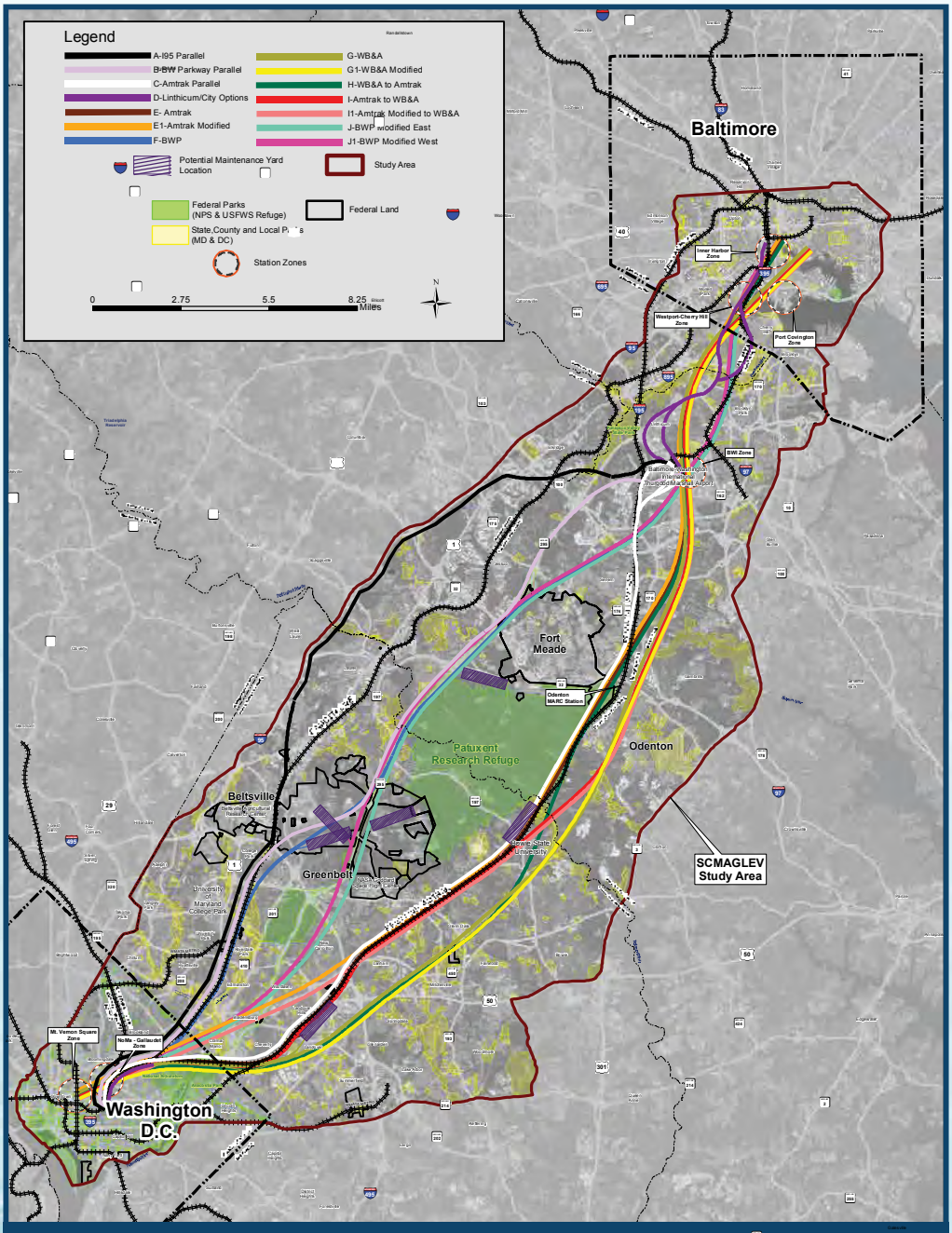
(Alternative alignments that advance to Alternatives Report from Screening Level 2)

We Are Here

No Build | E1 | J | J1

Screening Level One

- **15 initial alternative alignments** (14 Build + No-Build)
- Station zones



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Initial Alternative Alignments and Station Zones

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Screening Level One

- Evaluated **15 initial alternative alignments** (14 Build + No-Build) and station zones
- Screened engineering criteria for fatal flaws
  - » Horizontal or vertical geometry restrictions preventing highest practical speed

Element	Criteria
Minimum radius (curve)	16,000m (10 mi)
Minimum radius for top speed operation	8000m (5 mi)
Minimum radius for slow speeds	800m (2600 ft)
Minimum tangent (straight) section length at stations	1000m (3300 ft)
Maximum grade (steepness)	4%
Minimum vertical curve radius for top speed operation	40,000m (25 mi)
Minimum vertical curve radius at slow speeds	3000m (1.9 mi)
Maximum super elevation (tilt)	10 degrees

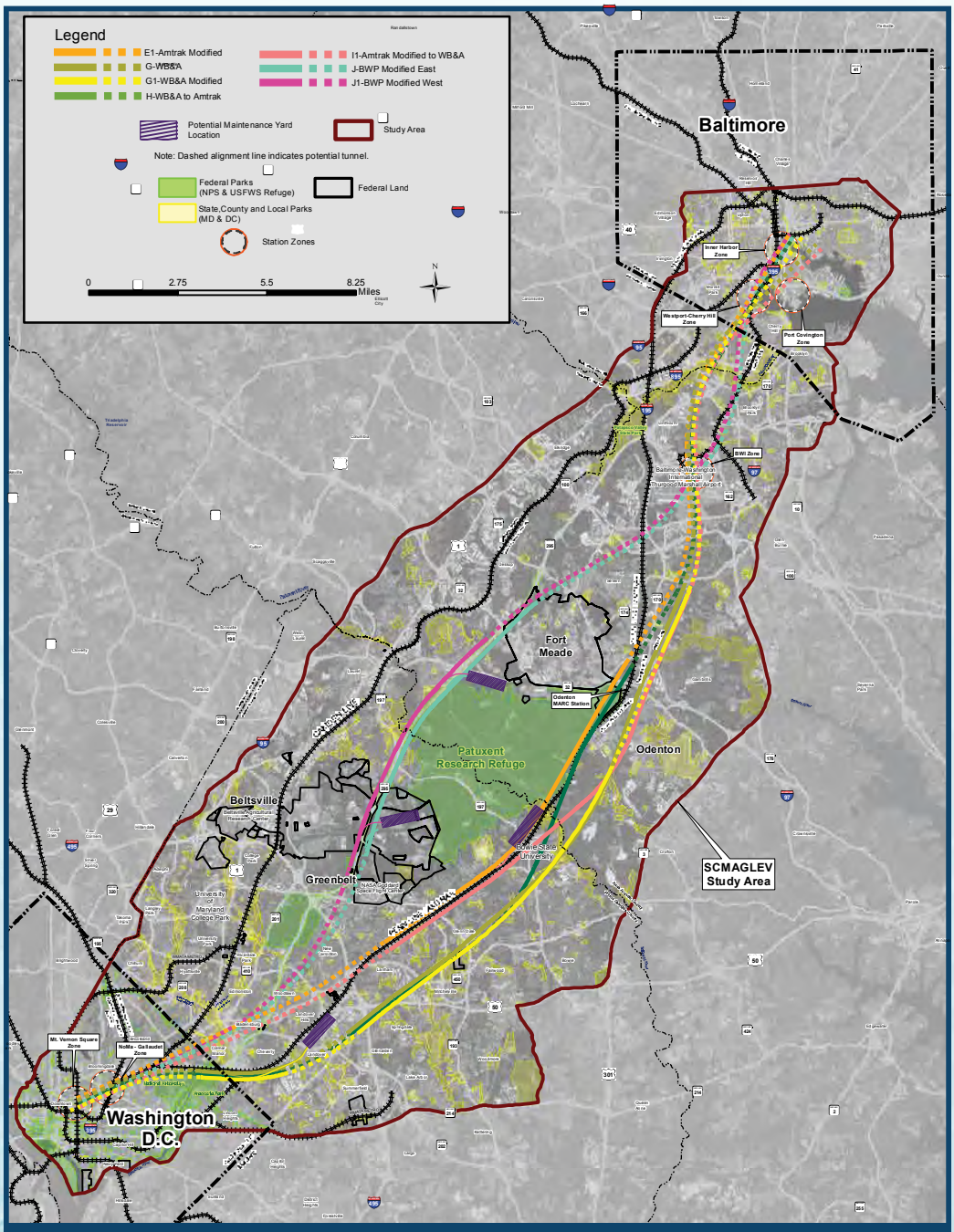
Screening Level One Results

Initial Alignment Alternative \ Criteria:	Engineering	Recommendation	Comment
	Acceptable Geometry[1]		
No Build Alternative	N/A	Retain	Retain throughout evaluation as baseline comparison
Alternative A (I-95)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative B (BW Parkway)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative C (Amtrak)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative D (Linthicum/others)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative E (Amtrak)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative E1 (Amtrak modified)	Yes	Retain	Potential constructability issues with existing railroad track and potential impacts to federal properties to be studied further
Alternative F (BW Parkway)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative G (WB&A)	Yes	Retain	Utilizes a former rail corridor, but potential impacts to residential and other properties(the WB&A Trail) are issues to study further
Alternative G1 (WB&A Modified)	Yes	Retain	Utilizes a former rail corridor, but potential impacts to residential and other properties(the WBA Trail) are issues to study further
Alternative H (WB&A to Amtrak)	Yes	Retain	Potential constructability issues with existing railroad track and potential impacts to federal properties to be studied further
Alternative I (Amtrak to WBA)	No	Do Not Retain	Does not meet geometry requirements because of curve radius restrictions
Alternative I1 (Amtrak Modified to WBA)	Yes	Retain	Does not impact Federal Lands, but crossing existing Amtrak rails to be analyzed further in Screening 2
Alternative J (BWP Modified–East)	Yes	Retain	Extended tunnel & potential impacts to Federal lands (BARC, Patuxent, NPS, DOD) are issues to study further
Alternative J1 (BWP Modified–West)	Yes	Retain	Extended tunnel & potential impacts to Federal land (BARC and some NPS) are issues to study further

	Station Zone/ Criteria	Engineering		Operational		Recommendation	Comment
		Geometric Feasibility	Construction Feasibility	Intermodal Connectivity	Parking Availability		
Baltimore	Harbor East Zone	Yes	No	No	Yes	Do Not Retain	Does not provide enough proximate intermodal connectivity
Baltimore	Inner Harbor Zone	Yes	Yes	Yes	No	Retain	Retain for further study
Baltimore	Port Covington Zone	Yes	Yes	No	Yes	Retain	Retain for further study (but future intermodal connectivity needs to improve & potential new development needs to incorporate a station)
Baltimore	Westport Zone	Yes	Yes	Yes	Yes	Retain	Retain for further study
Baltimore	Penn Station Zone	No	No	Yes	No	Do Not Retain	Geometry precludes a feasible route to the northeast, complex construction challenges
BWI	BWI Marshall Airport	Yes	Yes	Yes	Yes	Retain	Retain for further study
Washington, DC	Union Station Zone	No	No	Yes	No	Do Not Retain	Construction and geometry constraints
Washington, DC	NoMa-Gallaudet Zone	Yes	Yes	Yes	No	Retain	Retain for further study
Washington, DC	Farragut Square Zone	No	No	Yes	No	Do Not Retain	Construction and geometry constraints
Washington, DC	Mt. Vernon Square Zone	Yes	Yes	Yes	No	Retain	Retain for further study

Screening Level Two

- **Eight preliminary alternative alignments**
  (Seven Build + No-Build)



BALTIMORE-WASHINGTON SCMAGLEV PROJECT
Preliminary Alternative Alignments

U.S. Department of Transportation Federal Railroad Administration
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION MARYLAND TRANSIT ADMINISTRATION
BWRR

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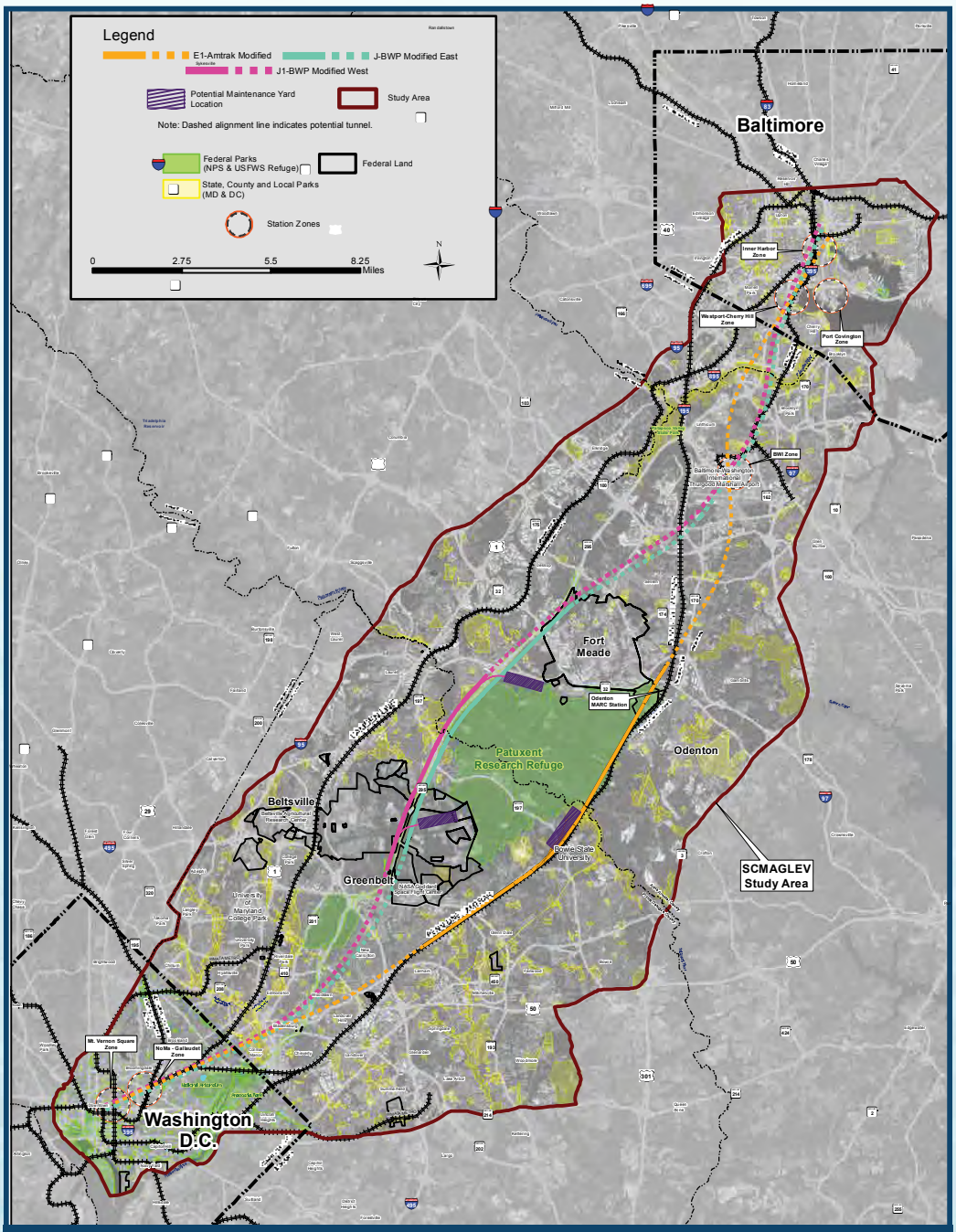
Screening Level Two Results

Preliminary Alternative Screening Resu Screening Level 2	Guideway			Construct on Feas bi y	Environmental														Recommenda ion	Commen
					Res dent a / Commun y Resources				Cul ural Resources		Parks and Federal Land					Natural Resource				
					1		2	3	4		5		6			7	8	9		
	Tota Length (mi e)	E evated (%)	Tunne (%)	Cro ng Existing NEC rack	Potential Impac on Residential Properties		Potential Impac on Community Resource	Potential Impac on Commerc a Properties	H tor c Landmark and E gible Nationa Re er S e & D str c		Potential Impact on Parks (State County, and Loca)		Potentia Impac on Federa Land & Federa Parks		Crosse Patu en Researc Refuge	Wetlands of Spec a State Concern	Other Wetlands	100-Year Floodpla n		
				(Yes/No)	Primary	Sendry			Primary	Sendry	Primary	Sendry	Primary	Sendry	(Yes/No)					
No - Build Alternative	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	RETAIN	Retain as Baseline for Comparison
Alternative E1 (Amtrak Modified)	37	32%	68%	NO	Med	Low	Med	Med	Med	Low	Low	Med	Med	High	YES	Med	Med	Med	RETAIN	Alt. E1 would go through FWS (the east side of PRR) & potential construction constraint being adjacent to existing rail operations to be studied further.
Alternative G (WB&A)	38	53%	47%	NO	High	High	Med	Low	Med	Low	High	High	Low	Low	NO	Low	Med	High	Do Not Retain	Alt. G would go through NPS (Anacostia Park) & USDA (National Arboretum) and highest potential impact on residential properties led to elimination.
Alternative G1 (WB&A Modified)	38	39%	61%	NO	High	Med	Low	Low	Med	Low	Low	Low	Low	Low	NO	Low	Med	High	Do Not Retain	Alt. G1 would go through NPS (Anacostia Park) & USDA (National Arboretum) and high potential impact to residential properties (despite additional tunnel & slight route shifts) led to elimination.
Alternative H (WBA-Amtrak)	38	37%	63%	YES	Low	Low	Low	Low	Med	Low	Low	Med	Low	Med	YES	Low	Med	Med	Do Not Retain	Alt. H would go through FWS (PRR) property, but the construction feasibility of crossing existing NEC rail tracks was the primary reason for elimination.
Alternative I1 (Amtrak Modified to WBA)	37	38%	62%	YES	High	High	Med	Med	Med	Low	Low	Low	Low	Low	NO	Low	Low	Low	Do Not Retain	Construction feasibility with Alt. I1 crossing the existing NEC tracks was the primary reason for elimination.
Alternative J (BWP Modified-East)	36	28%	72%	NO	Low	Low	Low	Low	Low	Low	Low	Low	High	High	YES	Med	Med	Low	RETAIN	Alt. J goes through NPS (east side of BW Parkway), USDA (BARC), FWS (the west side of PRR), and Ft. George G. Meade which are issues to be studied further.
Alternative J1 (BWP Modified-West)	36	25%	75%	NO	Low	Low	Low	Low	Med	Low	Med	High	Low	High	NO	Low	Med	Med	RETAIN	Alt. J1 goes through NPS (west side of BW Parkway) and USDA (BARC) to be studied further. *Avoids FWS (PRR) and in tunnel under Ft. George G. Meade.*

Screening Level Two Results

- **Four alternative alignments recommended for detailed study** (Three Build + No-Build)



BALTIMORE-WASHINGTON SCMAGLEV PROJECT

Preliminary Alternative Alignments Recommended for Detailed Study

U.S. Department of Transportation Federal Railroad Administration

MDOT Maryland Department of Transportation Maryland Transit Administration

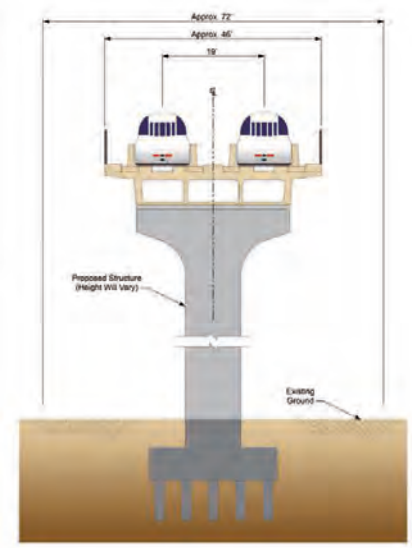
BWRR

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Conceptual Designs

Typical Cross Sections

Typical Viaduct Section



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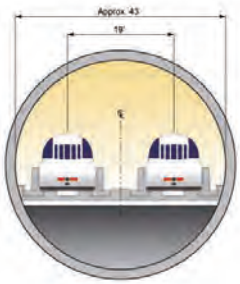
Typical Tunnel Section



Not to scale

Next Steps

- Consider your comments and community input - Now
- Finalize the Preliminary Alternatives Screening Report (PASR) - Fall 2017
- Review your comments and document in the Alternatives Report - Winter/Spring 2018
- Public Open House Meetings to present alternatives that will be carried forward into the Draft Environmental Impact Statement - Winter/Spring 2018
- Draft Environmental Impact Statement Public Hearing - Fall 2018
- Final EIS/Record of Decision - Winter 2019

Your Input is Important!

- Please complete and submit a comment form at this meeting
- E-mail:
  info@BWMaglev.info
- Mail comments to:

  SCMAGLEV Project
  c/o Suhair Al Khatib, Deputy Administrator &
  Chief Planning, Program and Engineering Officer
  Maryland Department of Transportation
  Maryland Transit Administration
  6 Saint Paul Street
  Baltimore, MD 21202

- Website:
  Visit **BWMaglev.info** for meeting materials and online comment forms

Thank you for your time

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Thank You For Your Participation!

U.S. Department of Transportation
Federal Railroad Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

BWRR BALTIMORE-WASHINGTON RAPID RAIL

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Video Presentation

Appendix E.5.4

Public Meeting Boards-Presentations
Cherry Hill/Patapsco Ave Baltimore Meetings
December 13, 2018

BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT

Welcome

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

Meeting Goals

At today's meeting, we are discussing:

- Project background
- New project concepts being considered in the Baltimore area
- Next steps

We are Here to Listen to You!

What is the Proposed Project?

- The Federal Railroad Administration (FRA), in coordination with MDOT, is studying a superconducting magnetic levitation (SCMAGLEV) train between Washington, DC and Baltimore, MD.
- FRA's Environmental Impact Statement (EIS) will examine economic feasibility, ridership, preliminary engineering and environmental impacts.
- Three proposed stations:
  - Washington, DC
  - BWI Thurgood Marshall Airport
  - Baltimore, MD
- Potential for 15-minute travel time between Washington, DC and Baltimore, MD
- The SCMAGLEV Project would be capable of 311 mph (500 kph) operating speed, with state of the art safety, signaling and automated train control systems.

What is SCMAGLEV?

SCMAGLEV History

The Next Generation

Research of JR Central's SCMAGLEV system began in 1962 with the goal of developing the next generation of the "bullet train" capable of connecting Tokyo and Osaka in one hour

Proven & Capable

1,200,000 miles traveled

375MPH current world speed record

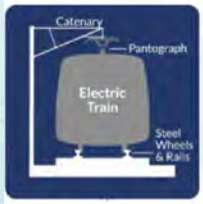
210,000 passengers carried

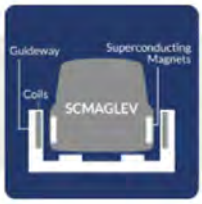
at JR Central's SCMAGLEV facility in Yamanashi, Japan

Ready for Service

SCMAGLEV is in operation. It operates on a 27 mile non-revenue segment between Kofu and Sagamihara prefects. Construction of the full alignment (178 miles) will be completed in 2027.

How SCMAGLEV Works

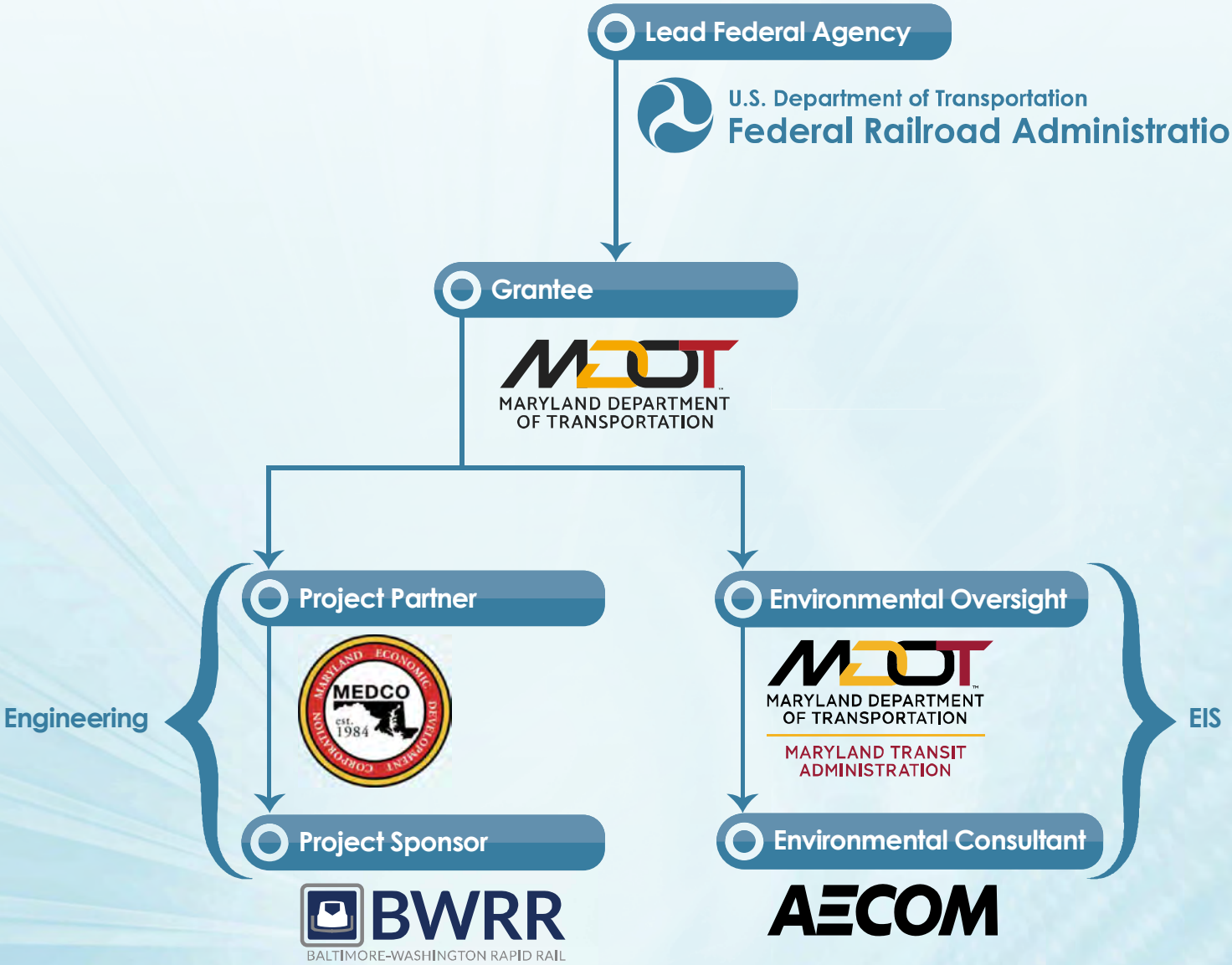




Instead of running on standard railroad tracks, SCMAGLEV trains levitate between the walls of a U-shaped guideway containing coils

The SCMAGLEV system utilizes strong magnetic forces between the coils in the guideway and superconducting magnets on the train for all aspects of operation, including acceleration, deceleration, guidance and levitation

Who is Involved?

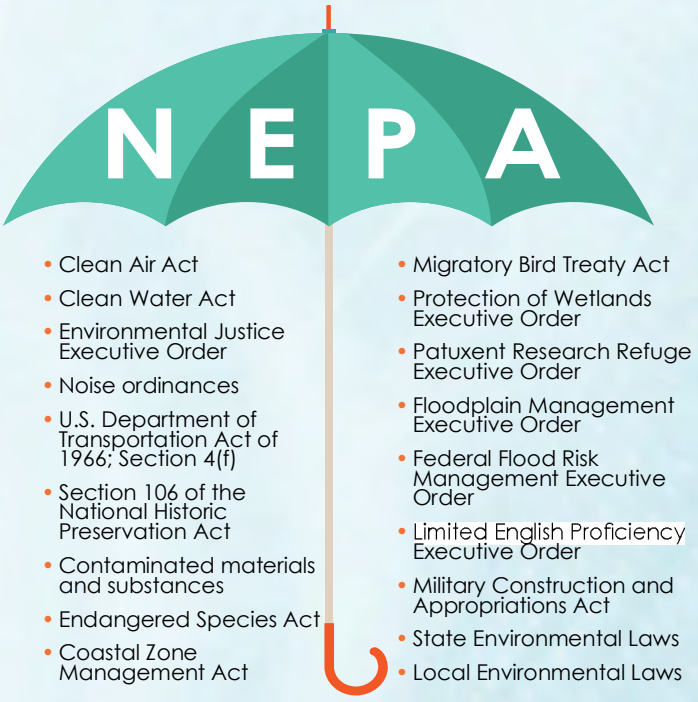


MDOT's Role in the Study

- In 2015, MDOT received $27.8 million of federal grant funding to conduct the necessary environmental review of BWRR's proposal
- MDOT's responsibilities, in partnership with FRA, include:
  - Administering the federal grant funding to perform the preliminary engineering and National Environmental Policy Act (NEPA) study
  - Preparing NEPA documentation
  - Managing the public outreach process as part of the EIS

What is NEPA?

- The National Environmental Policy Act of 1969 (NEPA) created the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making
- NEPA is an "umbrella" law that encourages integrated compliance with other environmental laws
- Compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public review/comment



What is the Project Purpose?

- Improve redundancy and mobility options for transportation between the metropolitan areas of Baltimore, MD and Washington, DC
- Develop a system that operates in accordance with federal safety requirements
- Provide connectivity to existing transportation modes in the region (for example - subway, light rail, bus, air)
- Provide a complementary alternative to future rail expansion opportunities in the corridor
- Avoid, minimize and mitigate potential impacts to the human and natural environment

What are the Needs?

The study is looking to address the following needs in the region:

- Accommodating increased population and employment in the study area
- Growing demands on the existing transportation network
- Constrained capacity of the existing transportation network
- Increasing travel times between Washington, DC and Baltimore
- Decreasing mobility
- Maintaining economic viability

EIS Process and Targeted Timeline

Throughout the EIS process, stakeholders will have opportunities to provide comments and input

Project Updates

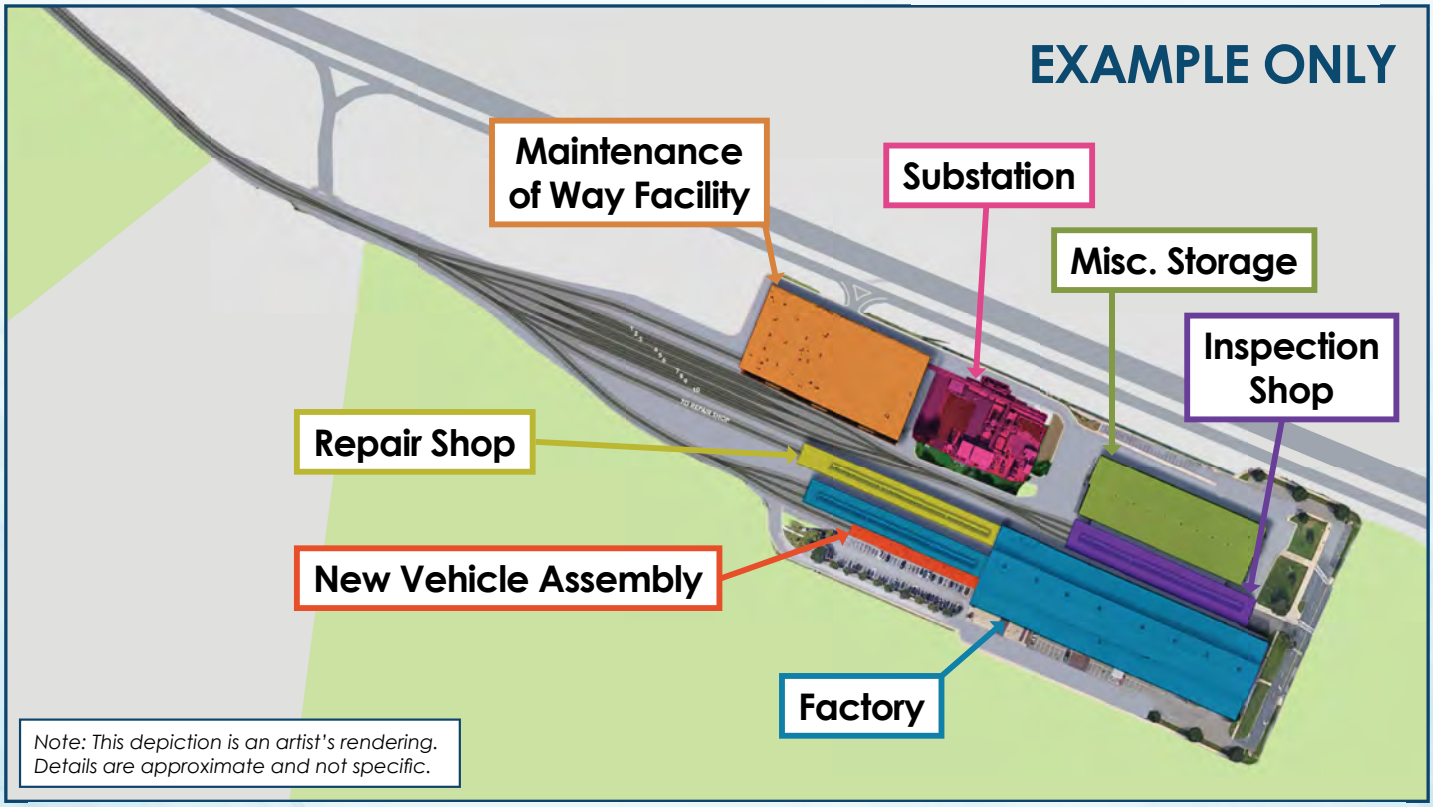
Since the October 2017 Meetings, the project team has been working on the following activities:

- Considering comments received at (and following) the October 2017 Open Houses
- Holding multiple informational review meetings and field tours with government regulatory agencies
- Continuing to study and refine the proposed routes, stations, and support facilities
- Finalizing the Preliminary Alternatives Screening Report and Alternatives Report (now available on the project website: **bwmaglev.info**)

Why Are We Here Tonight?

- The Project Sponsor, Baltimore Washington Rapid Rail (BWRR), recently revised the Rolling Stock Depot (RSD) design criteria to reduce the footprint
- Based on BWRR's revised design criteria, an additional RSD option has been identified in the Patapsco Avenue area
- Since the Patapsco Avenue RSD option was not included in the Alternatives Report, the project team is here tonight to receive feedback on the Patapsco Avenue RSD option prior to it being studied in the Draft Environmental Impact Statement
- NOTE: The MD 198 RSD option that was included in the Alternatives Report is still under consideration as well
- The previously proposed Beltsville Agricultural Research Center (BARC) RSD option has been dropped from consideration

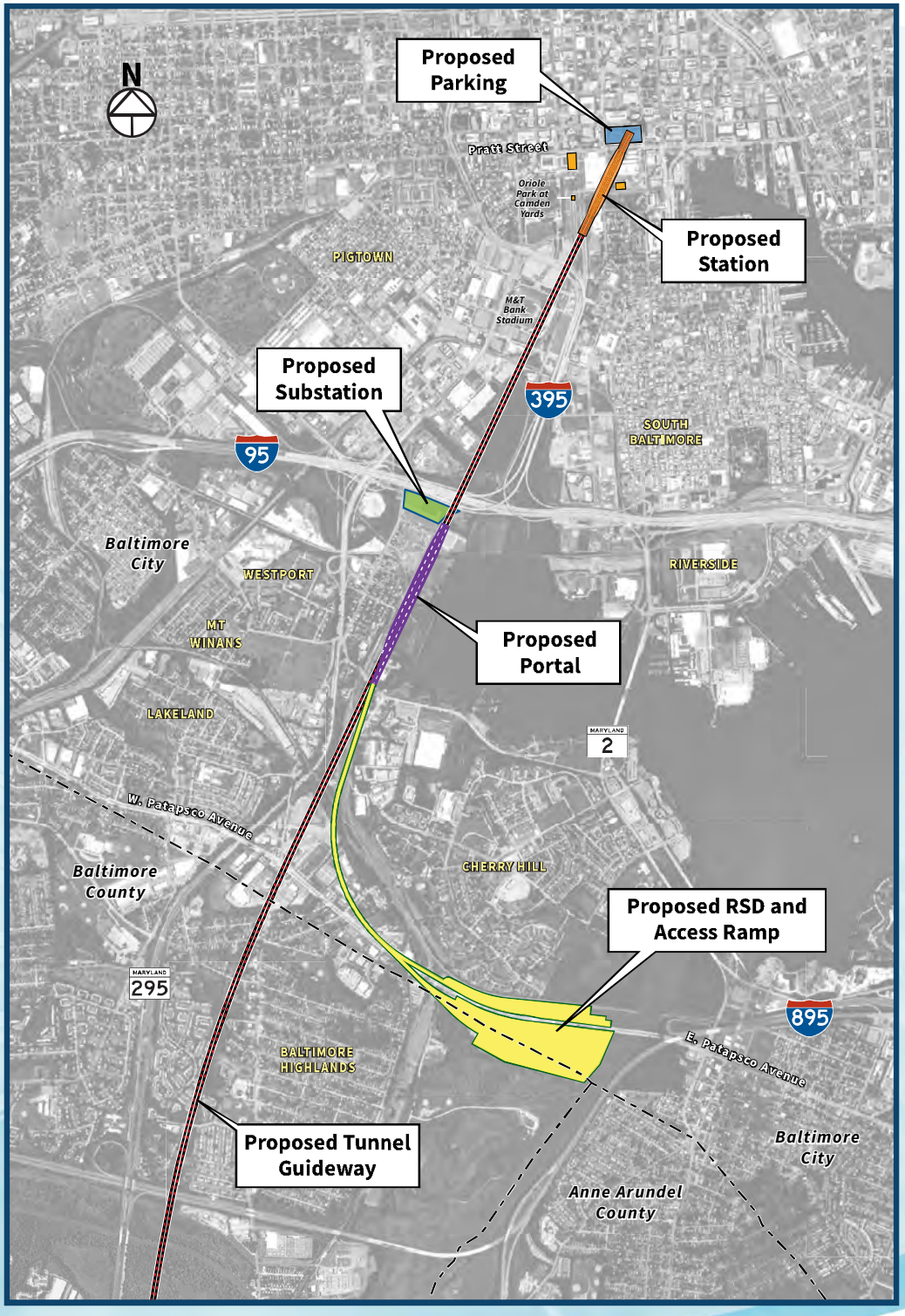
Rolling Stock Depot (RSD) Features



The major elements in the RSD site are:

- Storage yard for trains
- Maintenance buildings for inspections and repairs
- Miscellaneous storage building
- Rail/Operations Control Center (to be co-located with one of the other buildings)
- Offices
- Parking

Camden Yards Station Option with Patapsco Avenue RSD Option



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Cherry Hill Station Option with Patapsco Avenue RSD Option

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INTERACTIVE MAP STATION

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MAGLEV PROJECT

GENERAL INFORMATION

Next Steps

- Review and document your comments and community input – Ongoing
- Draft Environmental Impact Study (DEIS) – Fall 2019
- Public Hearings - We will present the findings of the DEIS and receive public comment – Fall 2019
- Final EIS/Record of Decision – Summer 2020

Your Input is Important!

- Please complete and submit a comment form at this meeting
- E-mail:
  info@BWMaglev.info
- Mail comments to:

  SCMAGLEV Project
  c/o Suhair Al Khatib, Deputy Administrator &
  Chief Planning, Program and Engineering Officer
  Maryland Department of Transportation
  Maryland Transit Administration
  6 Saint Paul Street
  Baltimore, MD 21202

- Website:
  Visit **BWMaglev.info** for meeting materials and online comment forms

Thank you for your time