

AGENCY SCOPING MEETING

January 18, 2017



BALTIMORE-WASHINGTON
SUPERCONDUCTING
MAGLEV PROJECT

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:

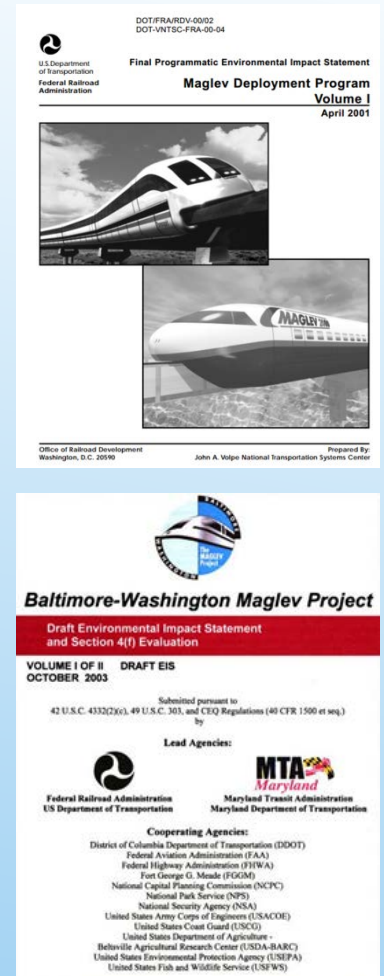
- ▶ Purpose and need for the project
- ▶ Key environmental considerations
- ▶ Public involvement and agency coordination process

Please provide us with your comments!

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

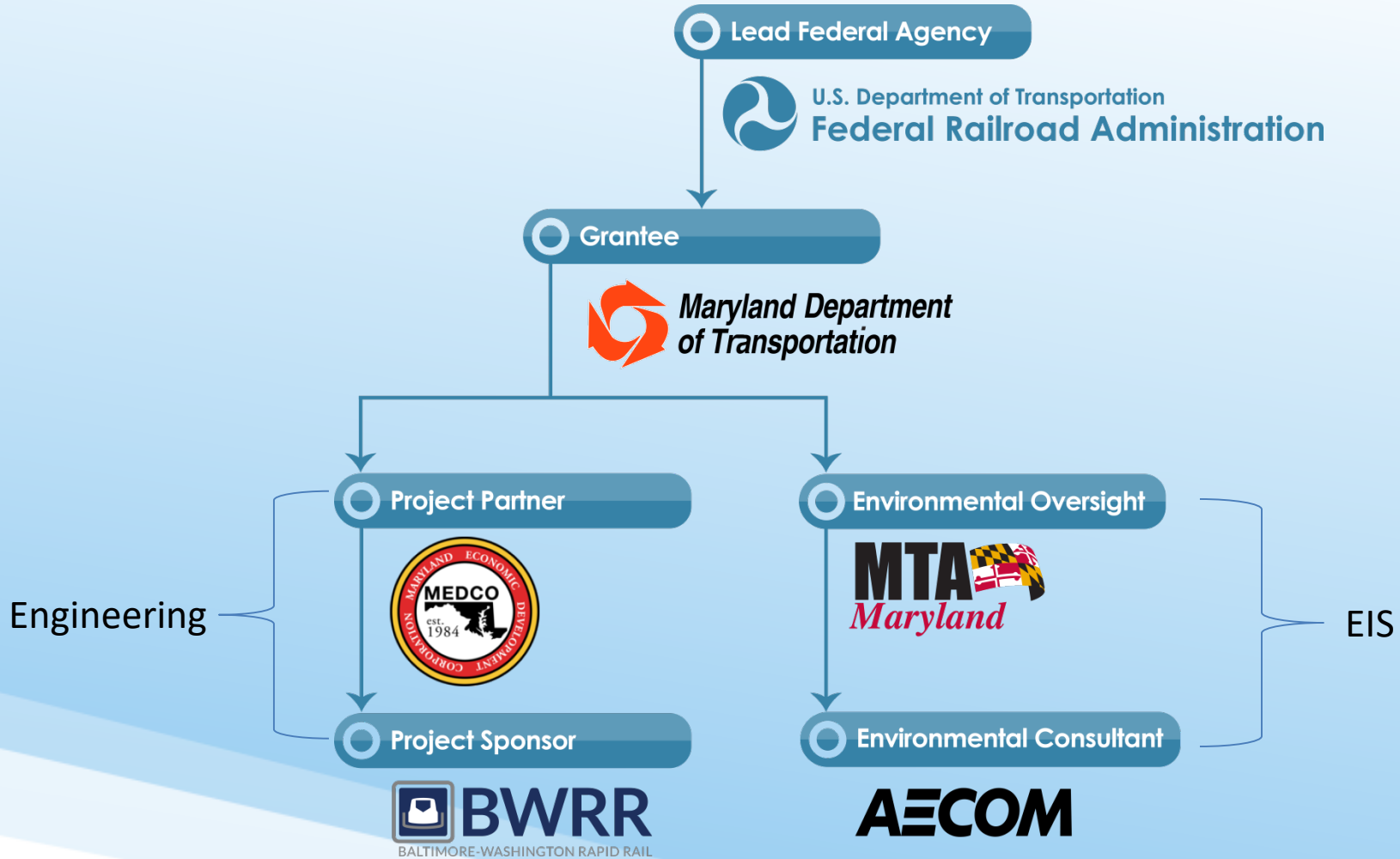


PROJECT FUNDING



- ▶ 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?



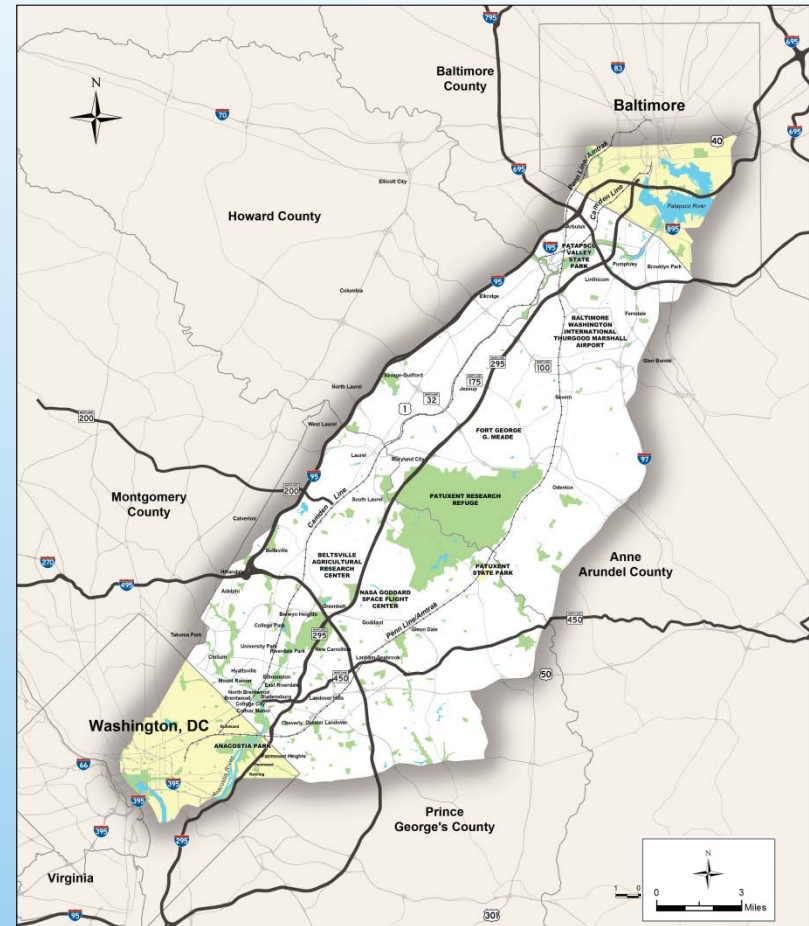
WHAT IS THE PROPOSED PROJECT?

- ▶ 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



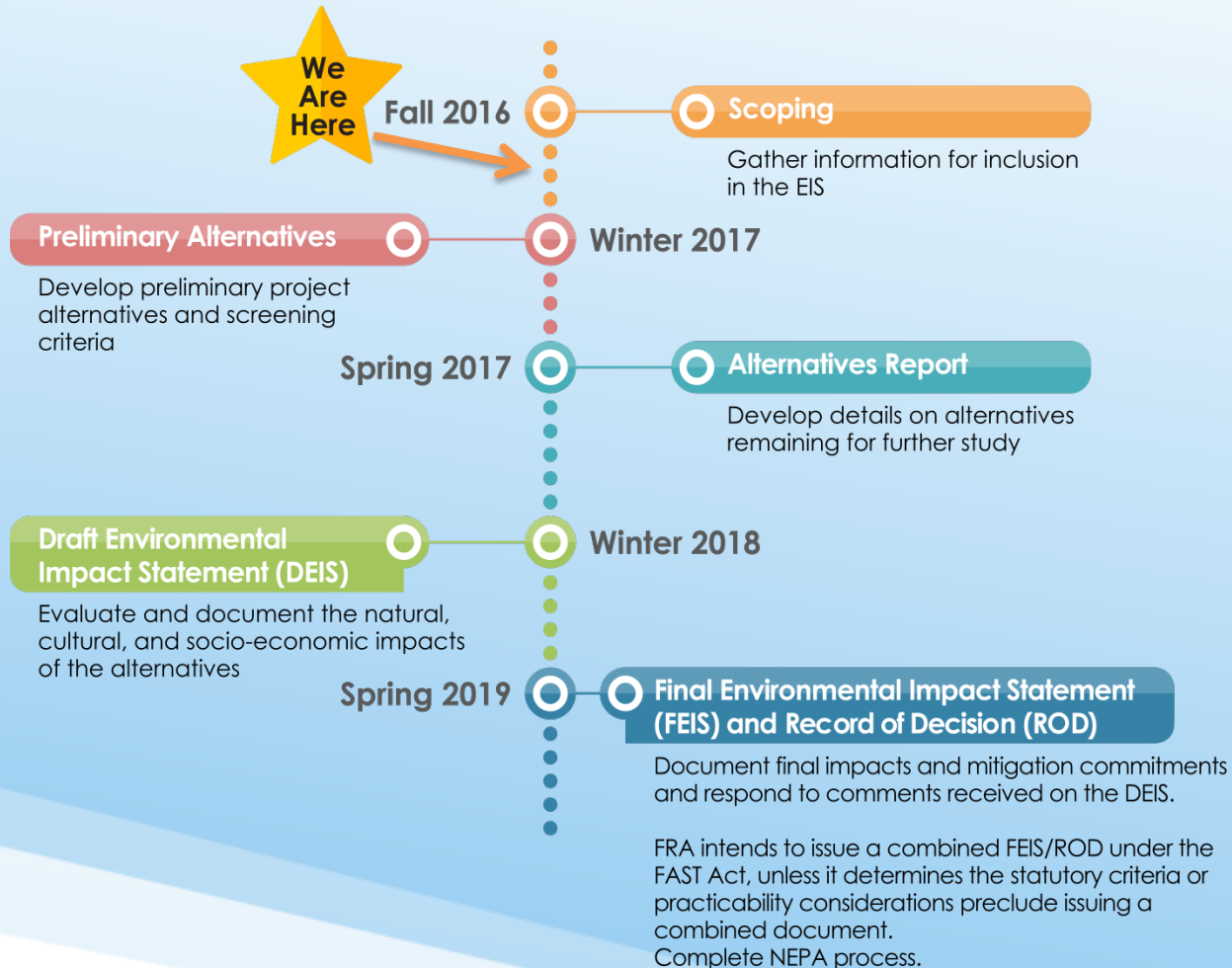
PROJECT STUDY AREA

- ▶ 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 Flight Center
 - ▶ NSA
 - ▶ Patuxent Research Refuge
 - ▶ US National Arboretum
- ▶ Parks
 - ▶ Patapsco Valley State Park
 - ▶ Anacostia Park



NEPA PROCESS AND TIMELINE

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



- ▶ 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

- 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



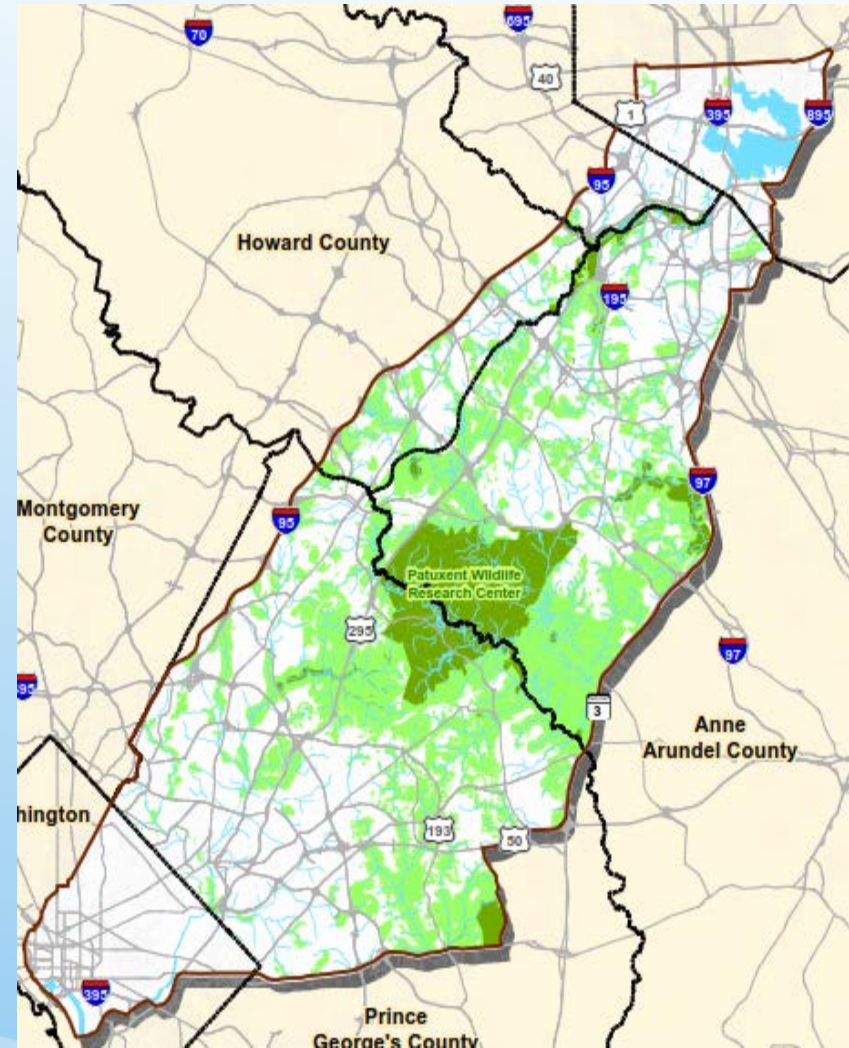
KEY ENVIRONMENTAL CONSIDERATIONS

Key Natural Resource and Section 4(f) Considerations

- ▶ Patuxent Wildlife Research Center and Refuge
- ▶ State Parks
- ▶ Wetlands of Special State Concern

Additional Natural Resource Concerns

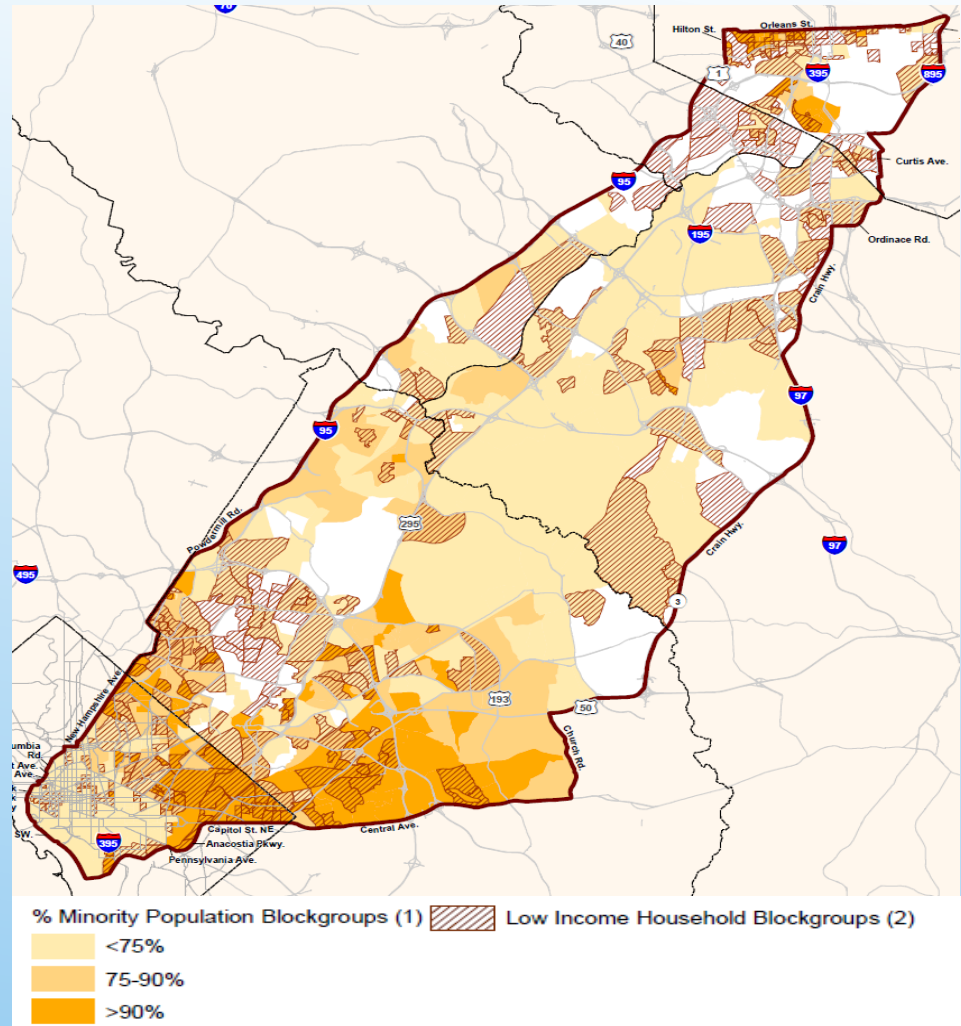
- ▶ Sensitive Species Project Review Areas
- ▶ Targeted Ecological Areas
- ▶ Potential Forest Interior Dwelling Species
- ▶ Critical Area



EJ COMMUNITIES

- ▶ 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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Thank You For Your Participation!

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