



SPECIAL MEETING - CITY COUNCIL AGENDA
Proposed MAGLEV Project

COUNCIL MEETINGS WILL BE ONLINE

Due to the COVID-19 precautions, the Council Meetings will be held online and is planned to be cablecast on Verizon 21, Comcast 71 and 996 and streamed to www.greenbeltmd.gov/municipaltv.

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/89825802278?pwd=Nm1UMFc0ejdHK2lLcTlsTkxRQnhlUT09>
Passcode: 736144

Resident participation:

Join By phone: (301) 715-8592

Meeting ID: 898 2580 2278

Password (if needed): 736144

In advance the hearing impaired is advised to use MD RELAY at 711 to submit your questions/comments or contact the City Clerk at (301) 474-8000 or email

banderson@greenbeltmd.gov.

Tuesday, September 8, 2020

8:00 PM

Special Meeting - Proposed Maglev Project Agenda • Introductions • Council Discussion on Next Steps Regarding Maglev • Other Items

Proposed Maglev Project

Suggested Action:

Council letter 10-24-18

[SCMaglev_IRMPPT_6-23-2020_Final.pdf](#)

[MAGLEV NHPA Consulting Parties Mtg 3 notes_20 July 2020.pdf](#)

SCMAGLEV_IRM_DraftNOTES.pdf
FPAB Report 2018-01 - Forest Preserve Legal Protections.pdf
Recent News Review Article.pdf
Maglev ~25% on Open Street Map.png
Alternative J Map.pdf
Alternative J1 Map.pdf
Council letter 10-24-18.pdf
maglevKelley20200902.pdf

Special Meeting - City Council Agenda Item Report

Meeting Date: September 8, 2020

Submitted by: Terri Hruby

Submitting Department: Planning

Item Type: Special Meeting Item

Agenda Section: Special Meeting - Proposed Maglev Project

Subject:

Proposed Maglev Project

Suggested Action:

Council letter 10-24-18

Attachments:

[SCMaglev_IRMPPT_6-23-2020_Final.pdf](#)

[MAGLEV NHPA Consulting Parties Mtg 3 notes_20 July 2020.pdf](#)

[SCMAGLEV_IRM_DraftNOTES.pdf](#)

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[Maglev ~25% on Open Street Map.png](#)

[Alternative J Map.pdf](#)

[Alternative J1 Map.pdf](#)

[Council letter 10-24-18.pdf](#)

[maglevKelley20200902.pdf](#)

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT



INTERAGENCY REVIEW MEETING SCMAGLEV EIS

June 23, 2020

INTRODUCTIONS

- ▶ NEPA Lead, Cooperating and Participating Agencies
 - ▶ **Lead Agencies (3)**
 - ▶ FRA, MDOT, MDOT-MTA
 - ▶ **Cooperating Agencies (11)**
 - ▶ EPA, FAA, FTA, NASA-Goddard, NCPC, NPS, NSA, STB, USACE, USDA-BARC, USFWS
 - ▶ **Participating Agencies (26)**
 - ▶ Federal (7): CFA, DGS, FEMA, FHWA, Fort Meade, NMFS-NOAA, Secret Service
 - ▶ State (8): BMC, DNR, MAA, MDE, MDOT-SHA, MDP, MHT, WMATA
 - ▶ Local (11): AA Co Transportation, BCDOT, BMC, DC-SHPO, DCOP, DDOT, DOEE, DPW, Howard Co DPZ, Prince George's Co DPWT, M-NCPPC

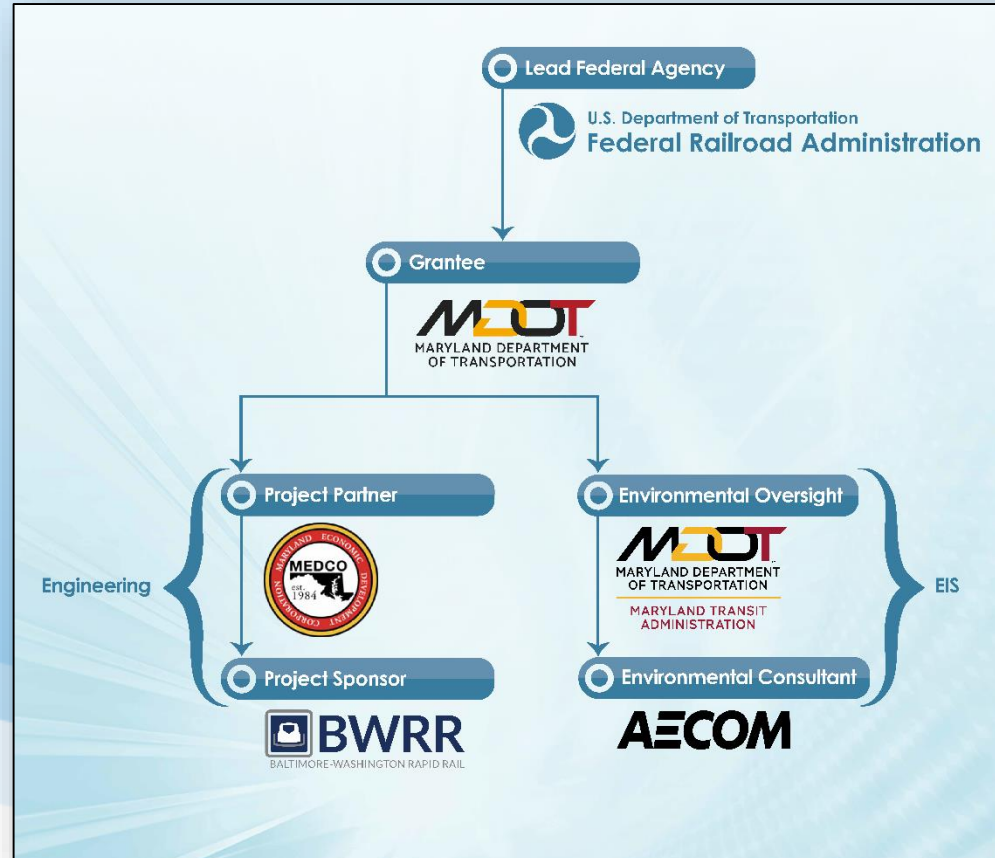
AGENDA



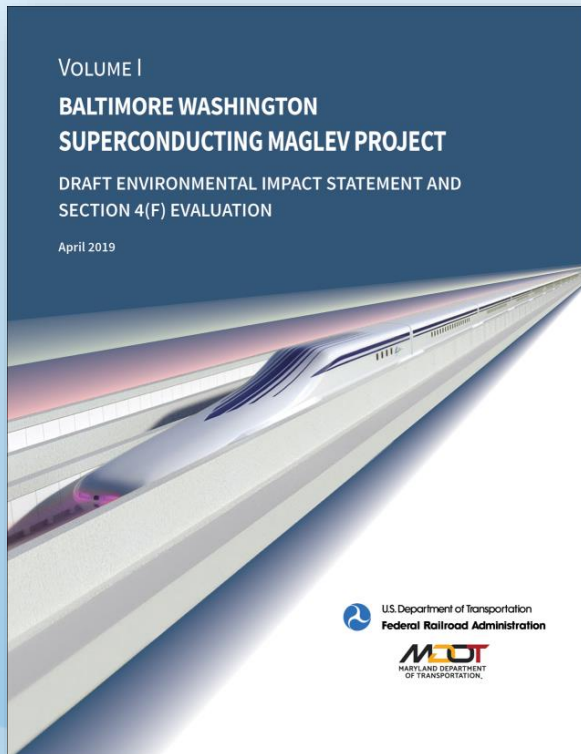
- ▶ Introductions
- ▶ DEIS Update
 - ▶ Summer 2019
 - ▶ Pause (August 2019 - May 2020)
- ▶ Reason for Pause
 - ▶ BWRR Reassessed Critical Design Elements
 - ▶ Specific Changes
- ▶ Milestone Schedule
- ▶ Next Steps and Action Items

STUDY TEAM OVERVIEW

- ▶ The purpose of this meeting is to discuss the DEIS pause & restart and provide an update on the latest changes and next steps for the study



DEIS UPDATE



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



Recap of Previous Alternatives Retained:

- ▶ Alignment J (East of BW-Parkway)
- ▶ Alignment J1 (West of BW-Parkway)
- ▶ Mount Vernon East Station (DC)
- ▶ Mount Vernon West Station (DC)
- ▶ BWI Station
- ▶ Cherry Hill Station
- ▶ Camden Yards Station
- ▶ MD 198 TMF
- ▶ Patapsco Ave TMF (added Dec. 2018)

REASON FOR PAUSE – DESIGN REASSESSMENT

- ▶ The EIS pause facilitated a reassessment of critical design elements which will be fully addressed in the DEIS.
- ▶ BWRR reassessed:
 - ▶ Engineering
 - ▶ Operations
 - ▶ Vehicle (Trainset) Design
 - ▶ Real-World Japan Central Railway Company (JRC) Construction Experience



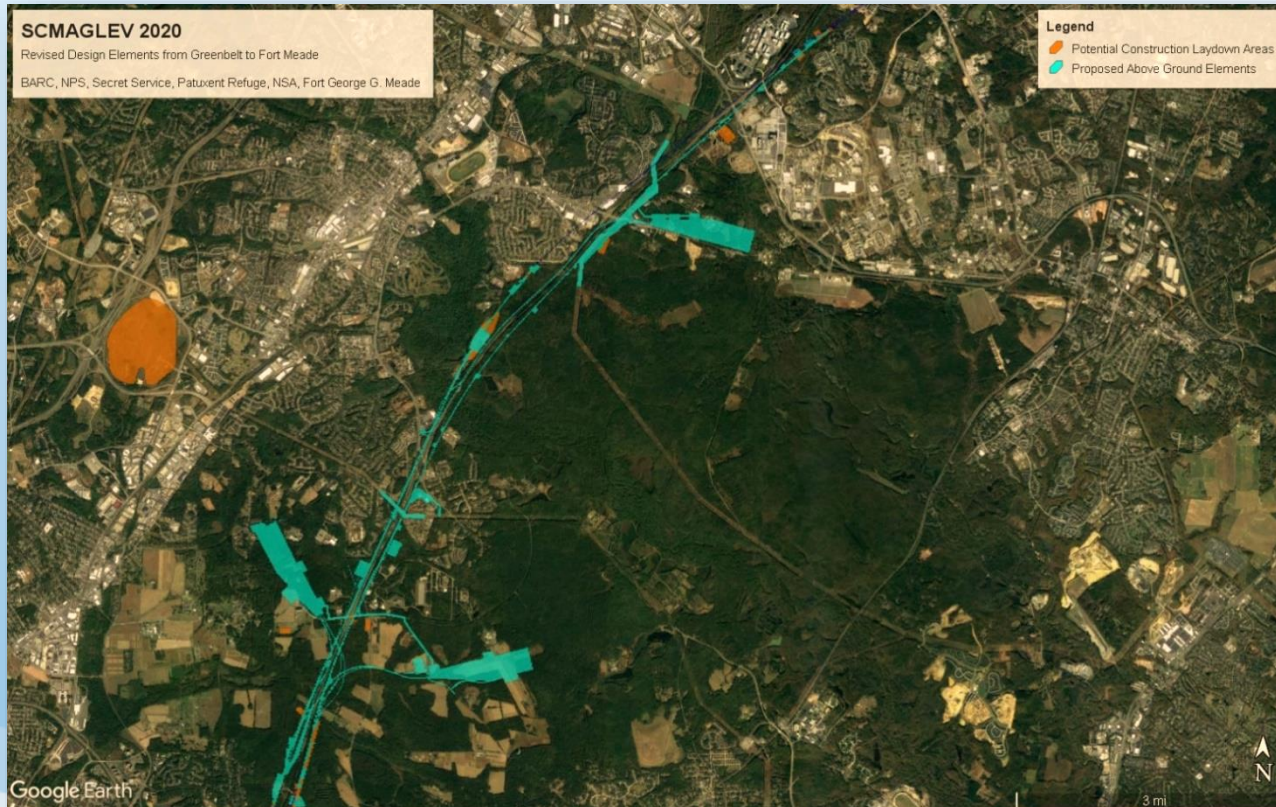
JRC SCMAGLEV Project Tokyo to Nagoya

BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – OVERVIEW

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

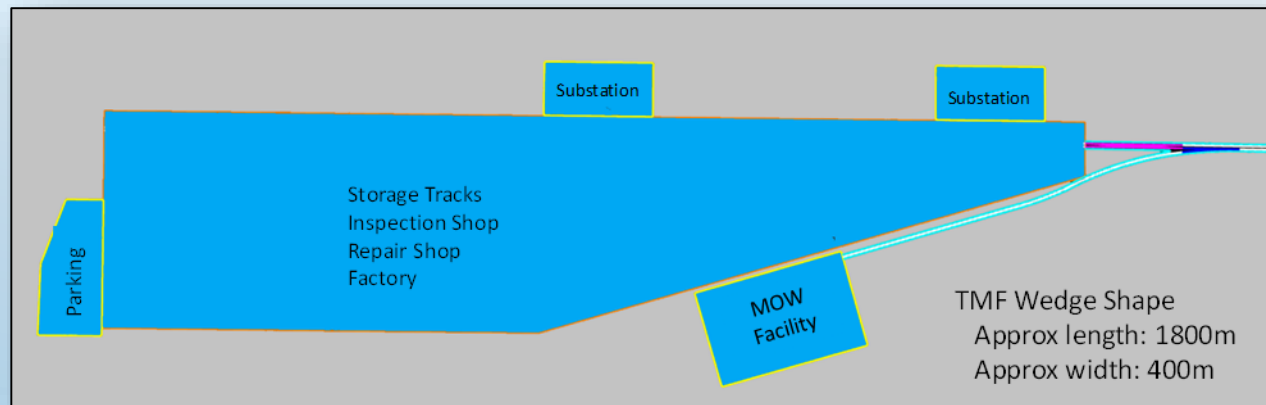


BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – OVERVIEW



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

BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS - TMF



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

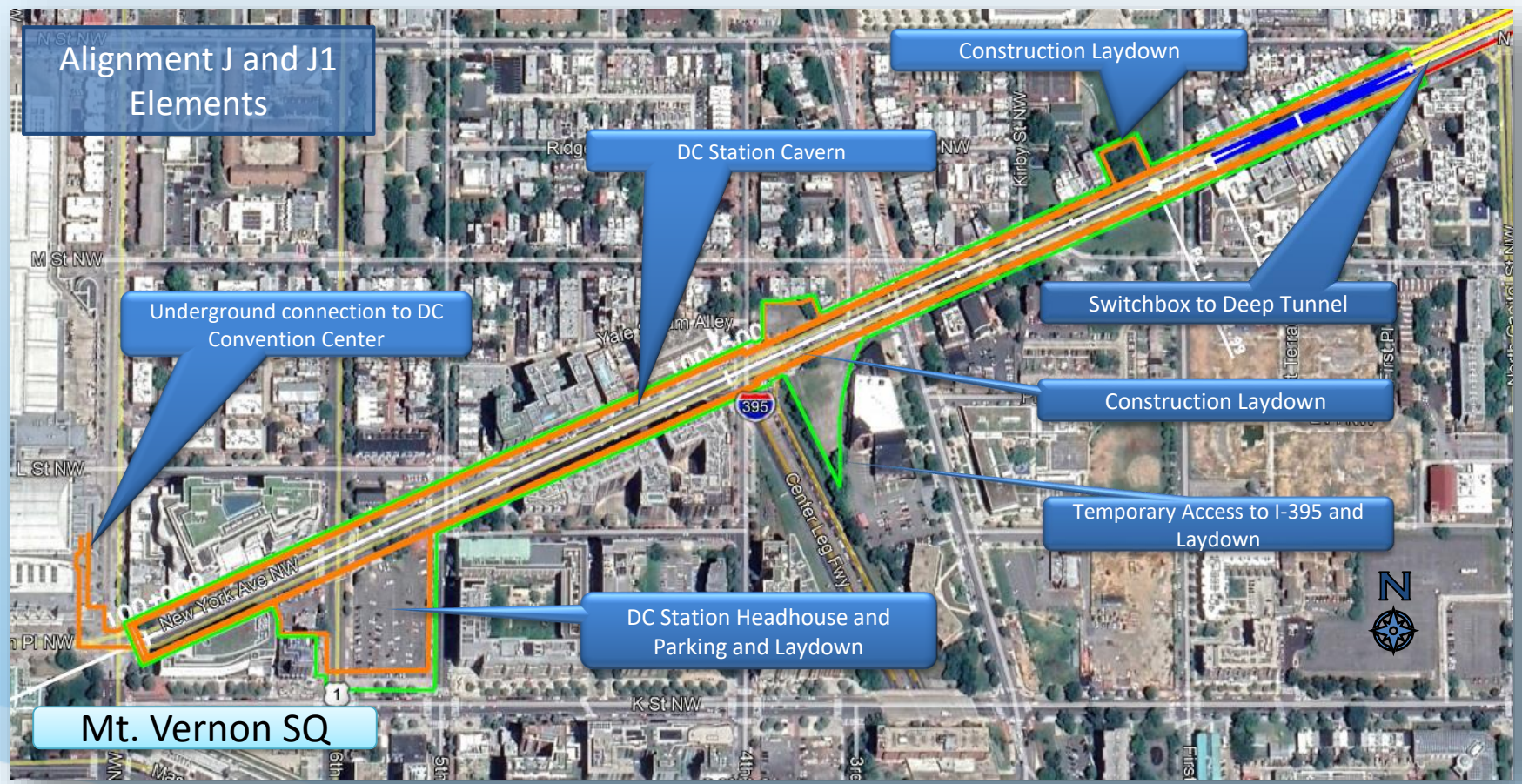
- ▶ TMF wedge shape area of approximately 142 acres.
- ▶ Each substation of approximately 5 acres.
- ▶ MOW facility of approximately 12 acres.
- ▶ Parking of approximately 6 acres.
- ▶ Ramps to the mainline of approximately 10 acres.

BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – ANCILLARY FACILITIES



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

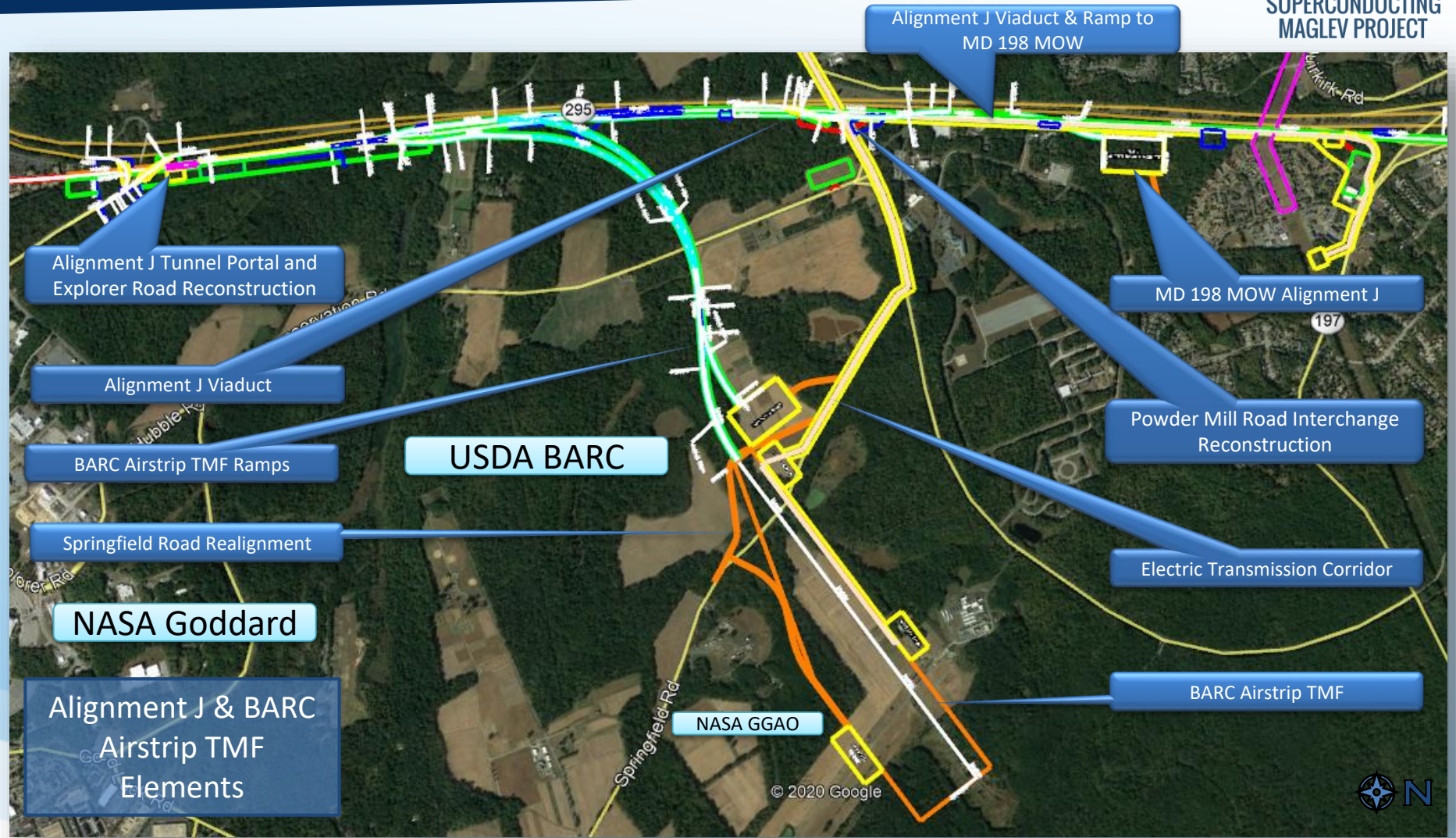
PROPOSED CHANGES – DC STATION



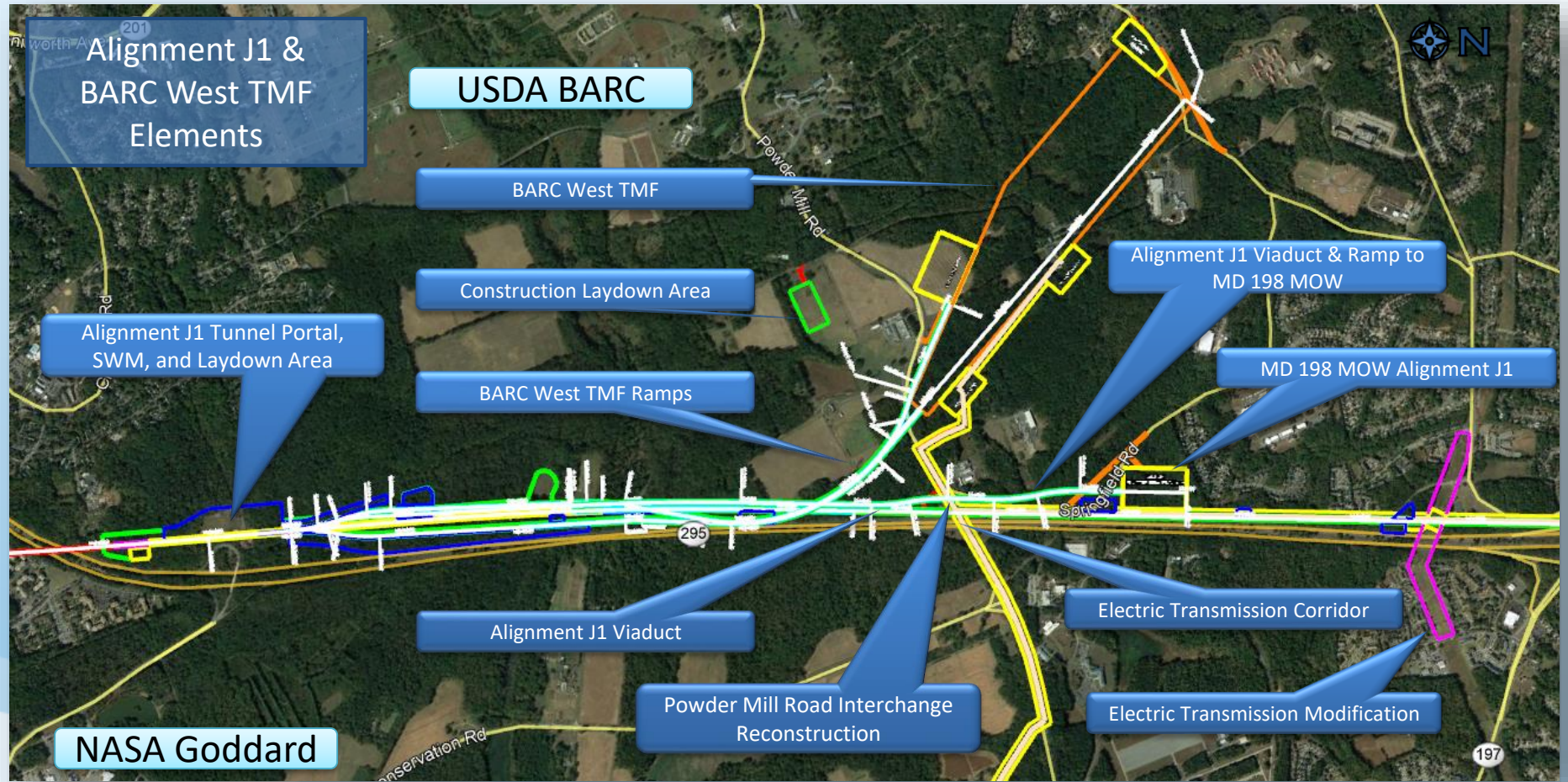
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PROPOSED CHANGES – ALT J/BARC AIRSTRIP TMF

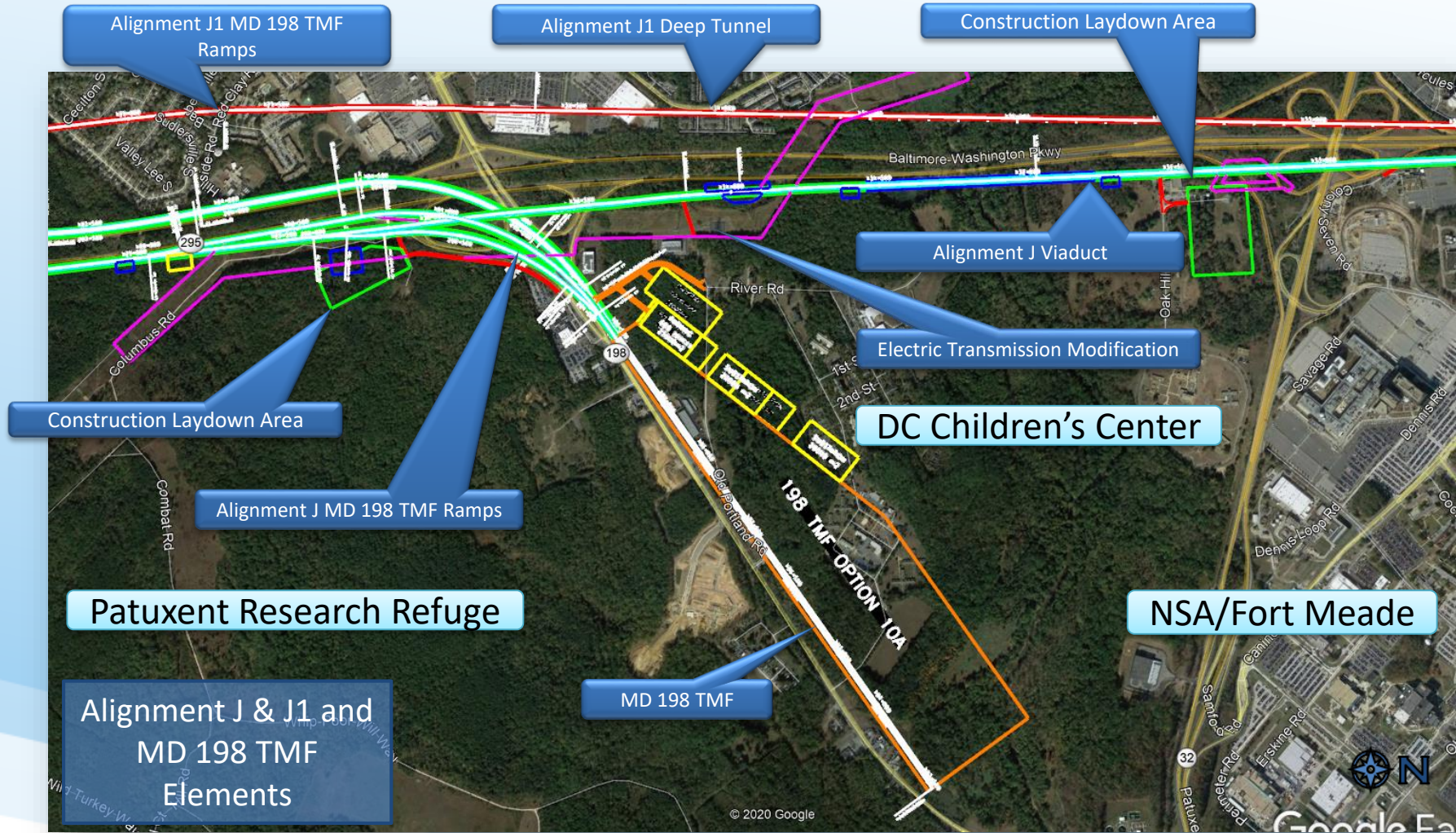


PROPOSED CHANGES – ALT J/BARC WEST TMF

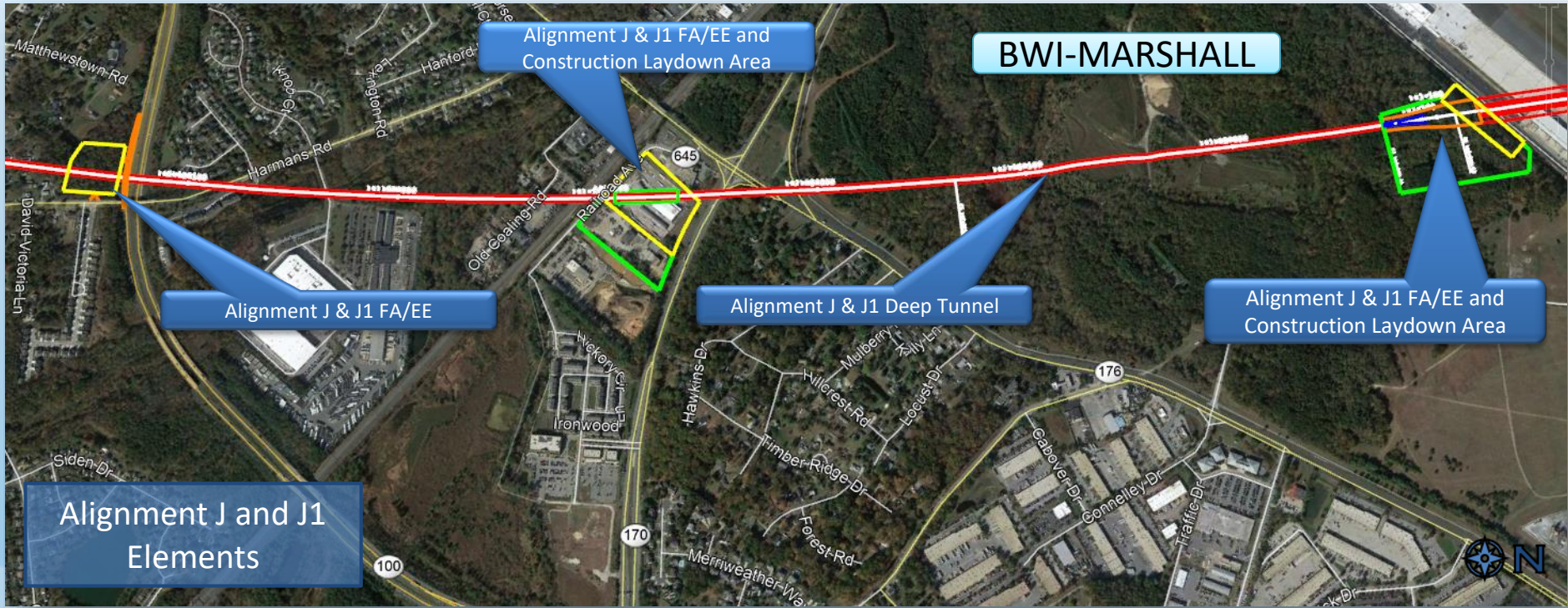




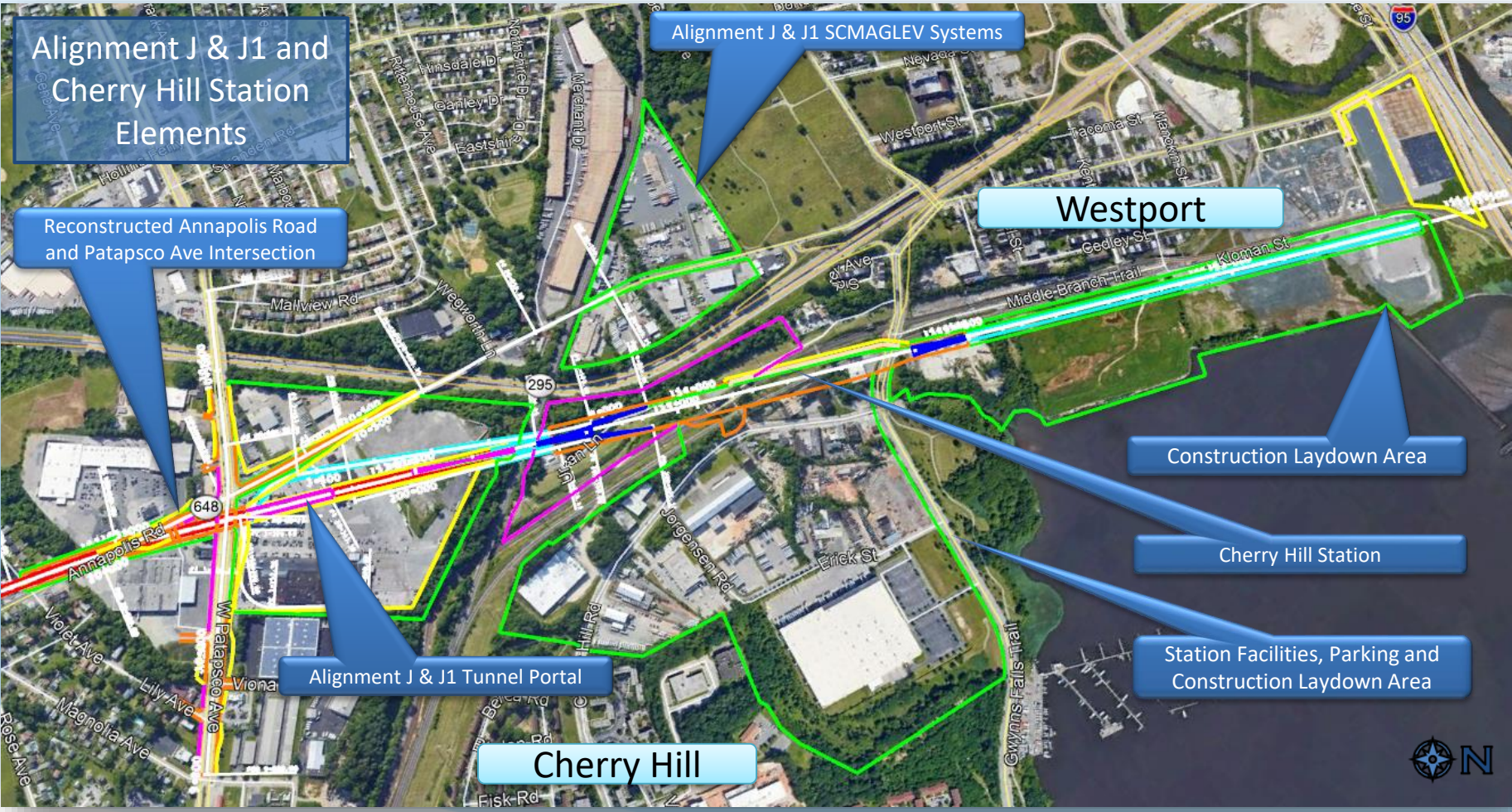
PROPOSED CHANGES – MD 198 TMF



PROPOSED CHANGES – BWI AREA



PROPOSED CHANGES – CHERRY HILL AREA



MILESTONE SCHEDULE

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 13, 2020 – September 14, 2020
Admin Draft DEIS completed	August 2018	December 28, 2020
Admin DEIS sent to [participating] agencies for review (30-day comment period)	October 2018	December 28, 2020
Comment Period Ends		January 30, 2021
DEIS Completed; Publish Draft EIS Notice of Availability	January 2019	March 26, 2021
DEIS Public Hearings	February 2019	April 26, 2021 – April 30, 2021
DEIS Public Comment Period (45 days)/Close of Availability	April 2019	March 26, 2021 – May 10, 2021
Section 106 Coordination	Winter 2018 – Summer 2019	Fall 2020 – Spring 2021
Draft Resource Reports (Above-Ground Determinations of Eligibility and Phase IA Archaeological Assessments):	October 2018	September 2020
Draft Effects Determination Report	April 2019	March 2021
Preparation of Final Environmental Impact Statement/Record of Decision (FEIS/ROD)	Summer 2019 – Winter 2019	Spring 2021 – Winter 2022
Admin FEIS sent to [participating] agencies for review (30-day comment period)	September 2019	October 15, 2021
Notice of Availability of FEIS/ROD	November 2019	January 28, 2022

NEXT STEPS/ACTION ITEMS

- ▶ Continue coordination with Agencies
- ▶ Field review work underway to delineate natural and cultural resources with modified and new limits of disturbance
- ▶ Continue to identify measures to minimize impacts and potential mitigation options
- ▶ Conduct monthly Interagency Review Meetings (as needed)
- ▶ Alternatives Report will not be revised, but environmental evaluation/technical reports are being drafted for submittal in September 2020
- ▶ Project Website – revised to reflect status. Updating content and mapping to reflect modified design
- ▶ Continue Section 106 Consultation including identification, evaluation and assessment of effects, as well as the drafting of the Programmatic Agreement
- ▶ Agency review of DEIS and Draft Section 4(f) in December 2020

Thank You

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Jacqueline Thorne
Project Manager Priority Projects
Office of Freight and Multimodalism
Maryland Department of Transportation
Email: jthorne@mdot.state.md.us
Office: 410-684-6417

**BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT**



**NHPA SECTION 106
CONSULTING PARTIES MEETING #3
SCMAGLEV**

July 20, 2020

Scott Siebel AECOM leading mtg (he is now in charge of AECOM's Sec 106 part of this, since Mark Edwards retired)

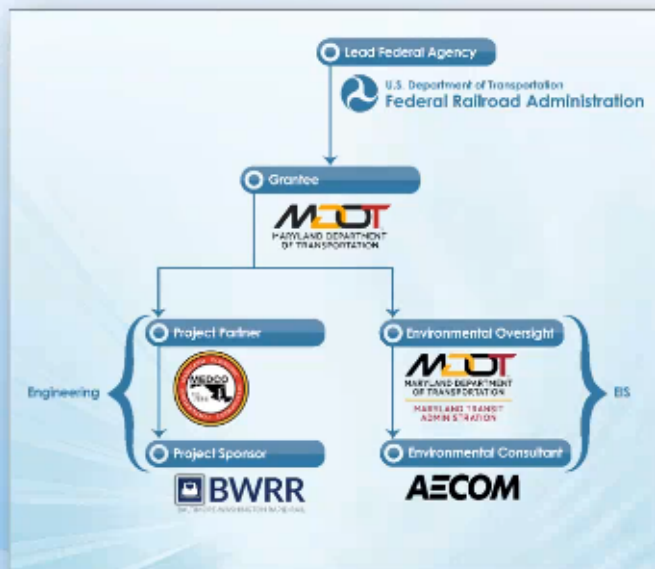
Recording to produce accurate mtg minutes

AGENDA



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

STUDY TEAM OVERVIEW REMINDER



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

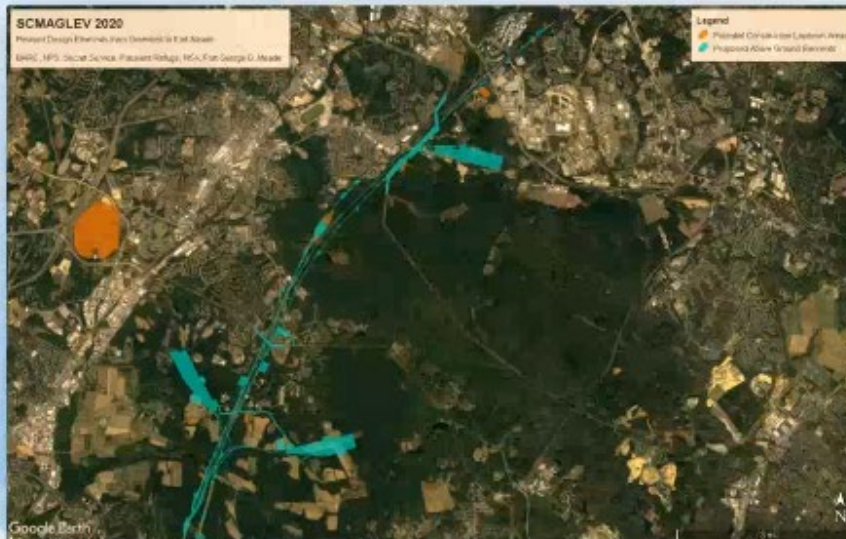
-
- A map of Japan showing the planned maglev route. The route is marked with a thick black line and circles representing stations. The stations, from west to east, are: Osaka, Kyoto, Shiga, Nagoya, Aichi, Shizuoka, Iida, Yamanashi, Kofu, Sagami-hara, Shinagawa, and Tokyo. A legend indicates that circles represent 'Stations' and a scale bar shows '50 km'. The map also shows major cities like Nagano, Gifu, and Kanagawa. The 'Tokaido Shinkansen Line' is also labeled.

JRC SCMAGLEV Project Tokyo to Nagoya

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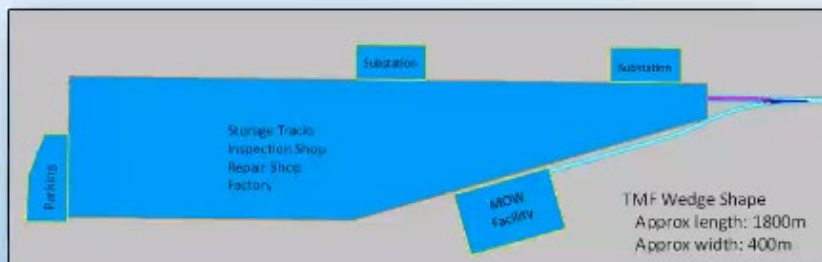
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BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – TMF OPTIONS



BWRR REASSESSMENT OF CRITICAL DESIGN ELEMENTS – ANCILLARY FACILITIES



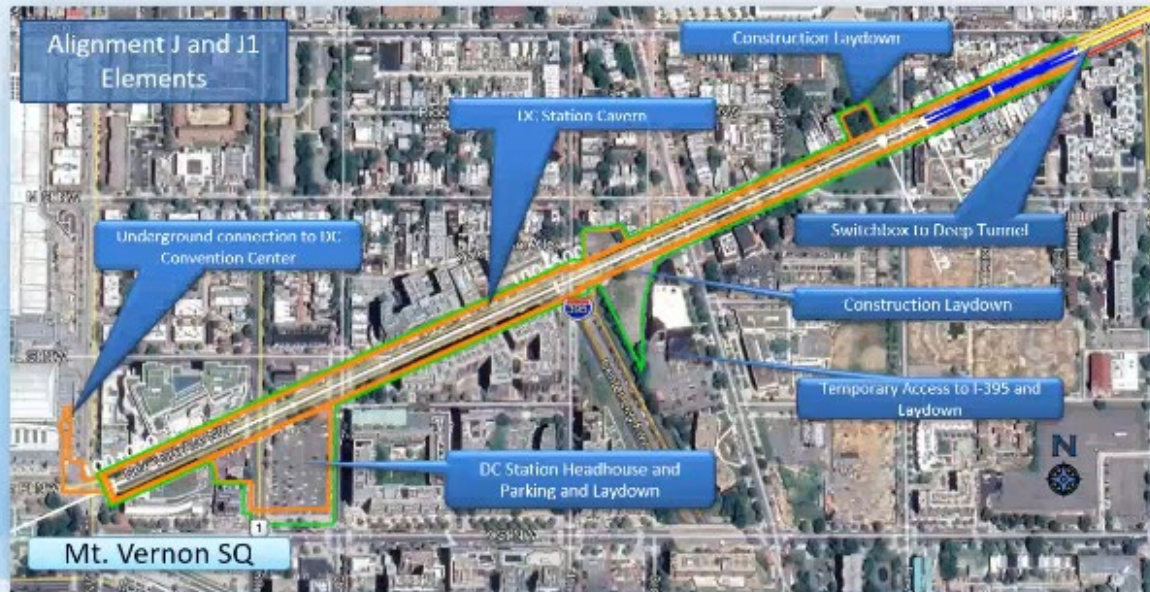
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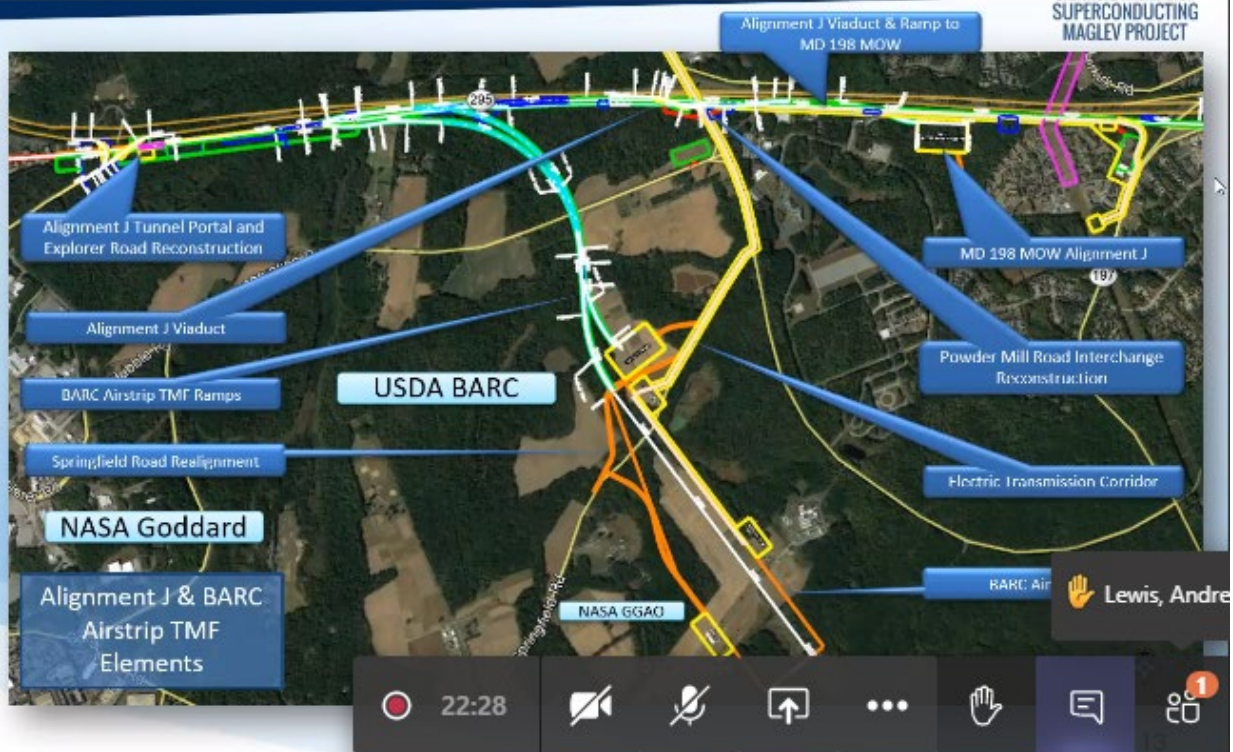


PROPOSED CHANGES – DC STATION





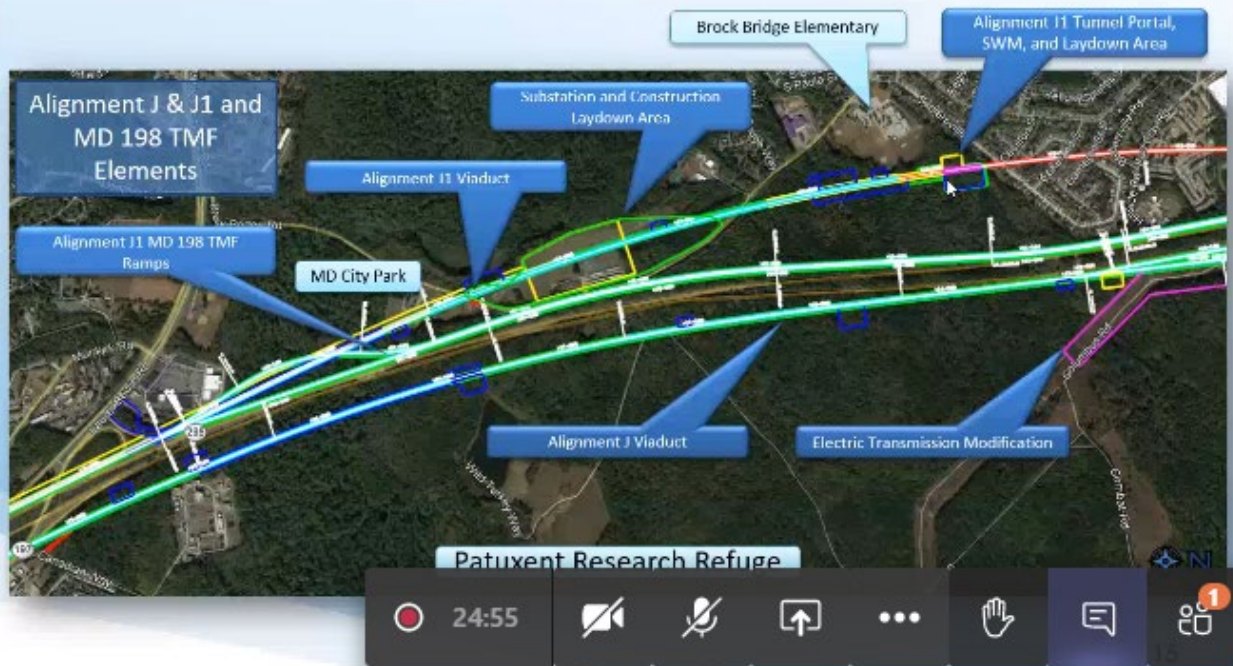
PROPOSED CHANGES – ALT J/BARC AIRSTRIP TME



PROPOSED CHANGES – ALT J/BARC WEST TMF



PROPOSED CHANGES – PATUXENT AREA



PROPOSED CHANGES – MD 198 TMF

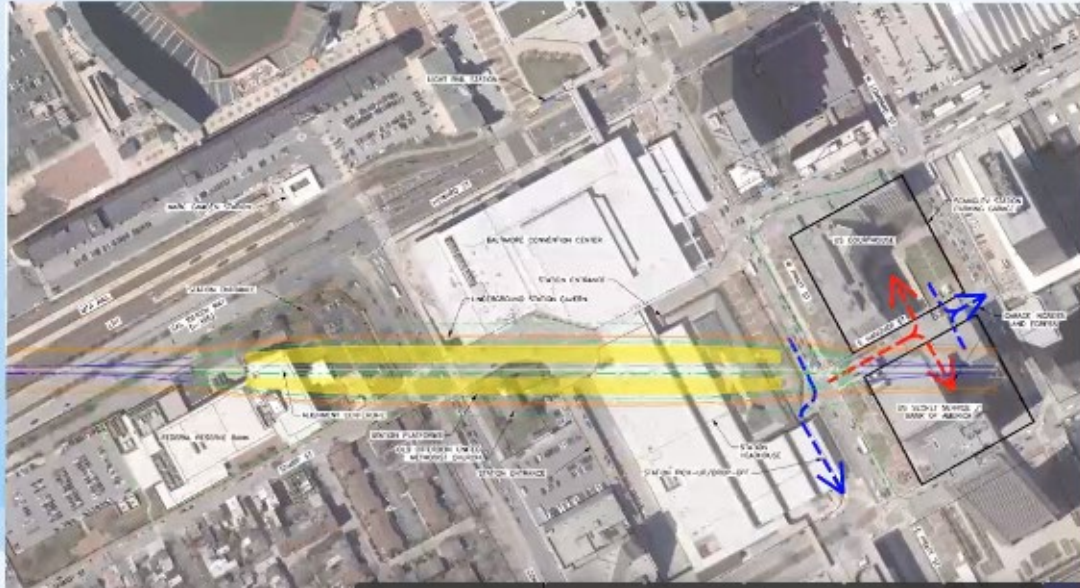


PROPOSED CHANGES – BWI AREA



PROPOSED CHANGES – CHERRY HILL AREA





BALTIMORE-WASHINGTON
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MAGLEV PROJECT



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

SECTION 106 STATUS



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

PROGRAMMATIC AGREEMENT STATUS



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

CURRENT WORK: UPDATING APE



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

Archeo APE is still project LOD

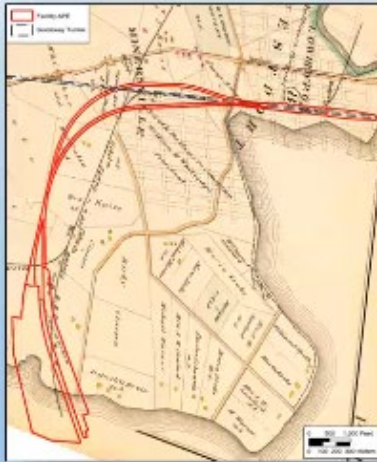
CURRENT WORK: ABOVE-GROUND FIELD SURVEYS



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



CURRENT WORK: PHASE IA ARCHAEOLOGICAL ASSESSMENTS



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



Captured within the PA

PRELIMINARY IDENTIFICATION OF ADVERSE EFFECTS



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



SHPO concurrence and consulting parties

PRELIMINARY IDENTIFICATION OF ADVERSE EFFECTS



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

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

PA MILESTONE SCHEDULE



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

NEXT STEPS/ACTION ITEMS



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



QUESTIONS AND COMMENTS



Thank You

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Jacqueline Thorne
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Maryland Department of Transportation
Email: jthorne@mdot.state.md.us
Office: 410-684-6417

Meeting chat



Ben Fischler (Guest) joined the meeting.



Troccoli, Ruth (OP) joined the meeting.



Cassidy Bazley (Guest) joined the meeting.



Darian Beverungen (Guest) joined the meeting.



Tom Ligan (Guest) joined the meeting.



Sarah Stokely, ACHP (Guest) joined the meeting.



Kerry Rose (GSA) (Guest) joined the meeting.

-  Frederick Lindstrom (Guest) joined the meeting.
-  Montgomery, Lizabeth R. {Beth} (GSFC-2500) joined the meeting.
-  Greiner, Jennifer joined the meeting.
-  Kelly Lyles joined the meeting.
-  Casey, Austina (DDOT) joined the meeting.
-  Bill Scott (Guest) joined the meeting.
-  Sherman, Michael joined the meeting.
-  Jacqueline Thorne joined the meeting.
-  Lewis, Andrew (OP) joined the meeting.
-  Kyle (Guest) joined the meeting.
-  Mielke, Matthew S [USA] joined the meeting.
-  Jim Smailes (Guest) joined the meeting.

-  Wood, Amy B joined the meeting.
-  Young, Allison M joined the meeting.
-  Stidham, Tammy joined the meeting.
-  Donna Andrews (Guest) joined the meeting.
-  Colin (Guest) joined the meeting.
-  Chris Brown (Guest) joined the meeting.
-  Grace Davenport (Guest) joined the meeting.
-  Jim Foster (Guest) joined the meeting.

Meeting

Recording has started

JG

Greiner, Jennifer (Guest) 11:04 AM
Jennifer Greiner, USFWS

AC Casey, Austina (DDOT) (... 11:04 AM
Austina Casey, DDOT

TT Tim Tamburrino (Guest) 11:04 AM
Tim Tamburrino - MHT

KZ Zeringue, Katherine (FR... 11:04 AM
Katherine Zeringue, FRA,
Federal Preservation Officer

BS Bill Scott (Guest) 11:04 AM
Bill Scott - BWRR

MB Miriam Bader (Guest) 11:04 AM
Miriam Bader, Senior Planner,
City of College Park, MD

CB Chris Brown (Guest) 11:04 AM
Chris Brown, AOC

LM Montgomery, Lizabeth ... 11:04 AM
Lizabeth Montgomery - NASA
GSFC

MC Carroll, Matthew D (Gue... 11:04 AM
National Park Service

GD Grace Davenport (Guest) 11:04 AM
Grace Davenport - Anacostia
Trails Heritage Area

MM Mielke, Matthew S [USA... 11:04 AM
Matthew Mielke - Booz Allen
Hamilton, FRA Consultant

TS Stidham, Tammy (Guest) 11:04 AM
Tammy Stidham, National Park
Service

OG

Oscar Gonzalez (Guest) 11:04 AM
Oscar Gonzalez, Virginia
Railway Express

AL

Lewis, Andrew (OP) (Gu... 11:04 AM
Andrew Lewis, DC SHPO

AY

Young, Allison M (Guest) 11:05 AM
Allison Young, NPS, Regional
Sectional 106 coordinator,
national capital area office

AW

Wood, Amy B (Guest) 11:05 AM
Amy Wood, USFWS

MS

Sherman, Michael (Guest) 11:05 AM
Mike Sherman NCPC

BB

Bratcher, Brandon (FRA)... 11:05 AM
Brandon Bratcher, FRA

FL

Frederick Lindstrom (Gu... 11:05 AM
Frederick J. Lindstrom, US
Commission of Fine Arts

ML

Lytle, Melanie (Guest) 11:05 AM
Melanie Lytle, AECOM

DB

Darian Beverungen (Gu... 11:05 AM
Darian Beverungen, Historic
Preservation Planner, Anne
Arundel Co.

C

Colin (Guest) 11:05 AM
colin byrd
mayor -- greenbelt

AS

Sarah Stokely, ACHP (G... 11:05 AM
Sarah Stokely, Advisory Council
on Historic Preservation

TL

Tom Ligan (Guest) 11:05 AM
Tom Ligan, Venable, LLP
representing CSXT

RT

Troccoli, Ruth (OP) (Guest) 11:05 AM
Ruth Troccoli, Archaeologist -
DC SHPO

CB

Cassidy Bazley (Guest) 11:05 AM
Cassidy Bazley, ACHP intern



Jackson, Dana joined the meeting.



Jim Smailes (Guest) left the conversation.



Emilie Twilling (Guest) joined the meeting.



Jim Smailes (Guest) joined the meeting.

K

Kyle (Guest) 11:06 AM
Kyle Leggs Baltimore City
Planning

11:06 AM
Ben Fischler, City of Greenbelt
citizen



Cardon, Steven C CTR USARMY HQDA
ASA IEE (USA) joined the meeting.

DA

Donna Andrews (Guest) 11:07 AM
Donna Andrews, GSA Mid-
Atlantic Region

KR

Kerry Rose (GSA) (Guest) 11:07 AM
Kerry Rose, GSA Mid-Atlantic
Region

 Tom Frawley (Guest) joined the meeting.

 Emilie Twilling (Guest) 11:08 AM
Emilie Twilling, Architect of the Capitol

 Jim Foster (Guest) 11:08 AM
Jim Foster, Anacostia Watershed Society

 Eldon Ralph (Guest) joined the meeting.

 Cardon, Steven C CTR U... 11:09 AM
Steve Cardon, Army BRAC Environmental Coordinator for Patuxent Research Refuge

 Mayo, Gary - ARS joined the meeting.

 eve kinley (Guest) joined the meeting.

 Mayo, Gary - ARS left the conversation.

 Mayo, Gary - ARS joined the meeting.

 Jim Foster (Guest) 11:19 AM
Why does BWRR get to consider any use of BARC land for this project? Shouldn't the project only consider commercially available or MD State locations not Federal property?

[See less](#)

 Cathy Fisanich (Guest) joined the meeting.

 Ossi, Damien (DOEE) joined the meeting.

 Mayo, Gary - ARS left the conversation.

 Kevin Wilson (Guest) joined the meeting.

 Cathy Fisanich (Guest) left the conversation.

JG Greiner, Jennifer (Guest) 11:33 AM
FWS did not receive that list referred to as sent just before this meeting; kindly resend?

ML Lytle, Melanie (Guest) 11:35 AM
Yes, Jennifer, will be glad to send to you.

TS Stidham, Tammy (Guest) 11:37 AM
Melanie - it does not look like NPS received the phase IA results

ML Lytle, Melanie (Guest) 11:38 AM
We will look into that, Tammy. Thank you.

AW Wood, Amy B (Guest) 11:40 AM
Based on these slides am I correct in assuming that all Phase IB archaeological studies will occur after the PA is signed?

Scott S answered: maybe between DEIS and FEIS...no illusion that all can be done then PA will assure post-FEIS and POST-ROD is properly done



Kevin Wilson (Guest) left the conversation.



Brent Loveless, President joined the meeting.

AW

Wood, Amy B (Guest) 11:42 AM
Thanks. FWS will require an updated ARPA Permit to conduct these studies. Previous ARPA Permit has expired (Nov. 2019).

[See less](#)

GD

Grace Davenport (Guest) 11:42 AM
Will these slides be available after the meeting?

SS

Seibel, Scott (Guest) 11:42 AM
Yes, we are aware of the APRA requirement and the need for

SS

Seibel, Scott (Guest) 11:42 AM
Yes, we are aware of the APRA requirement and the need for ARPA permits are outlined in the PA

The slides will be sent out, yes.



Nancy Witherell (Guest) joined the meeting.



Jim Foster (Guest) left the conversation.

MB

Miriam Bader (Guest) 11:47 AM
Anyone out there, What does TMF stand for?

AL

Lewis, Andrew (OP) (Gu... 11:47 AM
Trainset Maintenanc Facility

Maintenance

MB

Miriam Bader (Guest) 11:48 AM
Thank you Andrew!!

People



▼ Currently in this meeting (59)

- | | | |
|---|------------------------------|---|
|  | Ben Fischler (Guest) |  |
|  | Berger, Howard |  |
|  | beth cole |  |
|  | Bill Scott (Guest) |  |
|  | Bratcher, Brandon (FRA) |  |
|  | Brent Loveless, President |  |
|  | Cardon, Steven C CTR USAR... |  |
|  | Carroll, Matthew D |  |
|  | Casey, Austina (DDOT) |  |

People



▼ Currently in this meeting (62)

- | | | |
|---|------------------------------|---|
|  | Bratcher, Brandon (FRA) |  |
|  | Brent Loveless, President |  |
|  | Cardon, Steven C CTR USAR... |  |
|  | Carroll, Matthew D |  |
|  | Casey, Austina (DDOT) |  |
|  | Cassidy Bazley (Guest) |  |
|  | Cheskey, Mark | |
|  | Chris Brown (Guest) |  |
|  | Colin (Guest) |  |

DB	Darian Beverungen (Guest)	
DA	Donna Andrews (Guest)	
ER	Eldon Ralph (Guest)	
ET	Emilie Twilling (Guest)	
EK	eve kinley (Guest)	
FL	Frederick Lindstrom (Guest)	
FS	Furqan Siddiqi	
GD	Grace Davenport (Guest)	
JG	Greiner, Jennifer	
CH	Hart, Carlton	
JH	Herr, Jamie	
JT	Jacqueline Thorne	
JS	Jim Smailes (Guest)	
KL	Kelly Lyles	
KR	Kerry Rose (GSA) (Guest)	
K	Kyle (Guest)	
AL	Lewis, Andrew (OP)	

ML	Lytle, Melanie Organizer	
MF	MARY FREEMAN (LEG)	
MM	Mielke, Matthew S [USA]	
MB	Miriam Bader	
LM	Montgomery, Lizabeth R. (B...	
NW	Nancy Witherell (Guest)	
OG	Oscar Gonzalez	
DO	Ossi, Damien (DOEE)	

CS	Sabol, Christina	
AS	Sarah Stokely, ACHP (Guest)	
SS	Seibel, Scott	
MS	Sherman, Michael	
TS	Stidham, Tammy	
TT	Tim Tamburrino	
TF	Tom Frawley (Guest)	
TL	Tom Ligan (Guest)	

	Troccoli, Ruth (OP)	
	Wood, Amy B	
	Young, Allison M	
	Zeringue, Katherine (FRA)	
	+1 2**-***-**58	
	+1 2**-***-**27	
	+1 2**-***-**49	
	+1 3**-***-**75	
	+1 4**-***-**41	
	+1 4**-***-**52	
	+1 4**-***-**58	
	+1 4**-***-**30	
	+1 4**-***-**08	
	+1 7**-***-**82	
	+1 7**-***-**76	



SCMAGLEV Interagency Review Meeting

June 23, 2020

9:00-10:00

Meeting Notes

Teams meeting with representatives from the following agencies and organizations:

- Lead Agencies – FRA, MDOT, MDOT-MTA
- Cooperating Agencies – EPA, FAA, NASA-Goddard, NCPC, NPS, NSA, STB, USACE, USDA-BARC, USFWS.
- Participating Agencies – CFA, DGS, Fort Meade, NMFS-NOAA, US Secret Service, MAA, MDE, MDP, MHT, Anne Arundel Co. Transportation, Baltimore City Dept of Planning, DC Office of Planning, Prince George's Co Dept of Public Works and Transportation, M-NCPPC.

This is a summary of the Questions and Answers discussion, not a direct transcript. Please notify the project manager of any changes or corrections needed. The presentation prior to the Q&A is attached.

- **Jennifer Greiner (USFWS)** – Will the TMF LOD expand over time, especially if the system expands further? ANSWER: The TMF is sized for 16-car trainsets. This is the standard going forward and there are no plans to expand the TMF footprint.
- **Eric Harris (DGS)**- What is the timeline for when these actions will occur? ANSWER: BWRR noted the construction timeframe is projected for 2022 and construction until 2029, if everything works on schedule. Operations by third quarter of 2029.
- **Crystal Hancock (MNCPPC)** – Specifically, how will this project team engage citizens along the corridor? ANSWER: MTA noted the public hearing and commenting application on the project website will be available.
- **Daniel Fox (CFA)** – Please give a fuller description of the proposed station in D.C. including any above ground structures. ANSWER: BWRR said the information will be provided in the DEIS. Detail and renderings will be included in the DEIS.
- **Scott Hansen (MDP)** – What precipitated these design changes? ANSWER: BWRR said as they went through design aspects, we realized we need to define the design elements better. BWRR had JRC look at every aspect of the Baltimore to DC project. Changes needed because of operational efficiency. BWRR stated they have a better project now because of it.

- **Martha Arzu McIntosh (AA Co Transportation)** – When will the team be returning to the public for comments? ANSWER: MTA explained that Public Hearings will occur in April 2020 for the DEIS. We have also discussed uploading the commenting map on the project website.
- **Andrew Brooks (FAA)** – Please elaborate on the lay down area on BWI property and the anticipated proximity to the runway. ANSWER: BWRR said the laydown areas are a projected need for construction and details being provided within DEIS drawings. BWRR can arrange a meeting with MAA, FAA, any agency to discuss details.
- **Lauren Evans (USSS)** – What was the reason for changing the train size? ANSWER: BWRR said when the ridership study was updated, BWRR realized there was a need to cater to riders interested in using the train. That revised ridership study was based on 16-car trainset. This 16-car trainset can meet future expansion and carry ridership all the way to New York City.
- **Martha Arzu McIntosh (AA Co Transportation)** – Are there any more details of impacts on MD 198 TMF? ANSWER: MTA said there is a field team currently gathering information that will be shared in the Admin. DEIS. FRA also added that we are taking the design changes that BWRR brought to the team and are currently in the evaluation process. The NEPA team has met with several agencies but we are in the process of understanding the critical design changes shared with us.
- **Sandy Spencer (USFWS)** – Will the TMF for MD 198 be accessed by J and J-1 alternatives? ANSWER: AECOM said yes, all the components work together. J-1 does drop into deep tunnel after ramp daylight. FRA also said these are interchangeable components and we have 12 combinations or 12 end-to-end alternatives.
- **Crystal Hancock (MNCPPC)** – Will all vent shaft sizes be increased? ANSWER: BWRR said the vent shaft size will not increase.
- **Jon Chapman (MD Env. Trust)** – I would appreciate a copy of the 198/DC Children’s Center TMF layout to assess probable impacts to the Conservation Easement area. ANSWER: Please reach out to MTA to arrange a meeting to share files.
- **Martha Arzu McIntosh (AA Co Transportation)** – There is a MD 198 NEPA Study and we are interested in knowing how that was taken into consideration. ANSWER: Please reach out to MTA to arrange a meeting.
- **Rogelio Flores (DC Office of Planning)** – For the DC Station, can you provide an update on expected ridership? Also, can you confirm the horizon year for the EIS? ANSWER: BWRR noted details will be provided in the DEIS.
- **Amanda Sigillito (MDE)** – When do you expect to submit the Joint Federal/State Application for wetland and waterway impacts to MDE and the Army Corps? ANSWER: BWRR said the plan for permitting is as soon as the DEIS is ready to be submitted to agencies, BWRR will be submitting the application simultaneously.

- **Andrew Brooks (FAA)** – How close is it to the runway though? And how long is it needed for? The laydown area at BWI? ANSWER: MTA said we need to have a separate meeting with FAA and MAA. FAA would like to request a full meeting with the NEPA team as soon as possible. BWRR will reach out to FAA and arrange a meeting quickly.
- **Kristen Calkins (DC Office of Planning)** – Will the justifications for eliminating the second DC station alternative be discussed in the DEIS? ANSWER: MTA said “Yes.”
- **Jennifer Greiner (USFWS)** – Mark mentioned protected easement near RT 198 TMF. Please elaborate. ANSWER: AECOM said they are still in the data collection phase and welcome any information to better understand proposed impacts or ways to reduce impacts. Sandy Spenser (USFWS) said she has info to share with AECOM and the NEPA Team.
- **Kevin Clarke (MAA)** – Recommend joint meeting with FAA and MAA to keep both parties on the same page. ANSWER: MTA said a meeting will be arranged soon.
- **Rogelio Flores (DC Office of Planning)** – Will today’s presentation be available to meeting participants? ANSWER: Yes, the presentation was distributed with the meeting invite. Please let the NEPA Team know if you need another copy.
- **Crystal Hancock (MNCPPC)** – Kelly, will the size of all vent shafts be increased? Throughout the system? ANSWER: BWRR said they do not anticipate larger vent shafts at this time, but detailed design will be coming shortly.
- **Andy Belfield (MDE Tidal)** – Recommend request a Joint Evaluation Meeting closer to completion of Envi Analysis and the end of the year. ANSWER: MTA said we will arrange a meeting with MDE, USACOE and BWRR.
- **Adam Assenza (STB)** – Will update map files or shape files be available? ANSWER: BWRR said they provided files to the NEPA team and it is FRA’s decision if files may be shared. FRA said we can understand and work with folks on information needed.
- **Rogelio Flores (DC Office of Planning)** – Will this project require NCPC review and approval (i.e. due to potential federal interests – esp within the District)? ANSWER: AECOM said they have been and will continue to coordinate with NCPC. Mike Weil (NCPC) said any property would require NCPC review and they have been coordinating with AECOM and FRA.
- **Kyle Leggs (Baltimore City Dept. of Planning)** - Can you clarify if the Baltimore/Cherry Hill Patapsco TMF will remain or not? ANSWER: MTA answered that Patapsco TMF will not remain and the explanation will be in the DEIS.
- **Jennifer Greiner (USFWS)** -Request that updated maps/shape files be shared with Cooperating Agencies prior to release of the DEIS. ANSWER: FRA said the NEPA team will work with agencies to better understand data needs.

- **Lauren Evans (USSS)** – Follow on question re: train size – given the trains have been increased in size to accommodate the ridership to NY, please comment on the schedule and financing of the portion of the project that continues to NY. ANSWER: BWRR said they don't have information available because they are currently working on the DC to Baltimore project. BWRR offered to meet and give projected estimates to USSS if requested.
- **Crystal Hancock (MNCPPC)** – Specifically, how will this project team engage citizens, impacted residents along the corridor? ANSWER: MTA noted the public hearings will take place with the release of the DEIS. It was also noted that the GIS commenting map on the project website may also be available.
- **Jonathan Watson (NOAA-NMFS)** – Please be sure to include full consideration of impacts to surface waters and potential anadromous fish spawning areas in the DEIS. I am happy to provide guidance about how to identify potential fish spawning areas, if needed. Thanks! ANSWER: AECOM said all information helps at this stage.
- **Victor Weissberg (Prince George's County Dept. of Public Works and Transportation)** – Earlier the BARC site is now on the airstrip had previously been eliminated from consideration. Can you elaborate from what was said earlier as to what has changed? ANSWER: BWRR said the Alternative Report had a BARC TMF site and there were concerns about that site. They then looked at other locations near Patapsco Avenue. Eventually they realized it doesn't work so the engineering team looked at every potential site available (14 difference sites) and went through the process. The new sites on USDA property - USDA BARC east and USDA BARC west - make the most sense from proximity to the alignment and from an operations standpoint. The NEPA Team is looking into impacts of each and will have a decision. We have three TMF options currently. USDA BARC east – airstrip location – has less tree impacts and talks of a solar farm in this location. BWRR can place the TMF to have less deforestation.
- **Rogelio Flores (DC Office of Planning)** – For the proposed DC Station, are land uses other than the station/station platform proposed, including above- or below-ground parking and retail? ANSWER: BWRR noted this will be included in the conceptual component of the DEIS.
- **Beth Montgomery (NASA-Goddard)** – The site on USDS BARC was eliminated because of impacts on NASA facility and will have detrimental effects on NASA activities. *See follow-up email from NASA-Goddard (attached).*
- **Victor Weissberg (Prince George's County Dept. of Public Works and Transportation)** – Prince George's County will want to meet with the team regarding Springfield road would be impacted and what is proposed with regards to that element of the airstrip TMF proposal. Please elaborate if more can be said now. ANSWER: Please reach out to MTA to arrange a meeting.
- **Laurel Hammig (NPS)** – When will the team identify the preferred alternative and how will that be communicated to the agencies? ANSWER: FRA said a preferred alternative is anticipated in DEIS and in the process of understanding design changes and potential impacts.

- **Kyle Leggs (Baltimore City Dept. of Planning)** – Will there be a Depot Site area or is that the same as the TMF? ANSWER: MTA explained the Depot Site (Rolling Stock Depot) is now call the Trainset Maintenance Facility (TMF).
- **Martha Arzu McIntosh (AA Co Transportation)** – Anne Arundel County would like to request a coordination meeting to discuss how these revised Maglev plan align with our GPD and transportation functional plans. Thanks in advance. ANSWER: Please reach out to MTA to arrange a meeting.
- **Jennifer Greiner (USFWS)** – So public-facing website will be updated to reflect modifications? When is this expected to occur? ANSWER: MTA noted the public website has been updated. The GIS Commenting Map on the website is currently being updated with new files and anticipate July launch.

Legal Protections against the Construction of the BWRR Superconducting Maglev within the Greenbelt Forest Preserve

The Forest Preserve Advisory Board (FPAB) recommends that the City Council submit additional information regarding legal protections of the Forest Preserve to the National Environmental Policy Act review process for Baltimore Washington Rapid Rail's (BWRR) proposed superconducting maglev (SCMaglev) routes J1 and J. The city property known as the Forest Preserve, specifically the several parcels that make up the North Woods Tract and Hamilton Woods Tract,¹ is protected by laws, covenants, and easements at the municipal, county, state, and federal levels, which limit or prohibit construction within the Forest Preserve. Some of these protections also prohibit any construction outside of the Forest Preserve that would be close enough to impact the Forest Preserve's ecosystem or the public enjoyment of the Forest Preserve. FPAB recommends that the City Council submit the following comments to BWRR, Maryland Department of Transportation, and the Federal Railroad Administration as a follow-up to comments that Council has already submitted as part of the NEPA review process.

Background

The legal protections listed on the following pages expand on the items mentioned in the City Council's October 2017 letter to the Environmental Impact Study. The October 2017 letter was the City Council's immediate response to BWRR's announcement of alternatives J1 and J, the two alternatives for the SCMaglev route alignment that pass through the City of Greenbelt.

Among the two alternatives, Alternative J1 would be the more destructive to the City-owned Greenbelt Forest Preserve. First, Alternative J1 would involve the construction of a cut-and-cover tunnel through the Hamilton Woods Tract of the Forest Preserve that would destroy a wide swath of the forest. Second, Alternative J1 would have a tunnel entrance close to the City's astronomical observatory. Any lighting associated with the SCMaglev project and the vibrations of the train would preclude the use of the astronomical equipment. Third, Alternative J1 would exist as an elevated viaduct along the wetlands of the Goddard Creek floodplain in the North Woods Tract. This floodplain forest is likely to be more than 100 years old, and the canopy trees are 100–120 feet tall. Alternative J1 would require that these canopy trees be cut down in a swath at least 250-feet wide to ensure clearstory for the 46-foot-wide viaduct.² Additionally, the

¹ The North Woods Tract includes Parcel 1. The Hamilton Woods Tract is also known as the South Woods.

² 46-foot width stated on a poster displayed in October 2017 at public meetings hosted by the SCMaglev Environmental Impact Study, available online at <http://www.bwmaglev.info/index.php/october-2017-open-house-boards>.

passage of the 300-mph maglev trains would create a noise nuisance that would impact the public's ability to enjoy recreational visits to the Forest Preserve. The noise nuisance could extend 1,900 to 3,000 feet on either side of the elevated viaduct according to Federal Railroad Administration guidelines.³

In contrast to Alternative J1, Alternative J would not pass through the Greenbelt Forest Preserve, but it would parallel the Forest Preserve's eastern border, passing 800 feet to the east. As currently configured, Alternative J is aboveground to the north of the Forest Preserve while remaining underground where closest to the Forest Preserve. If alternative J were to become an elevated viaduct near the Forest Preserve (rather than an underground track), then a noise nuisance would extend into the Forest Preserve, impacting the public's ability to enjoy recreational visits to the Forest Preserve.

Municipal Protection

1. The Greenbelt Forest Preserve is city-owned property. The City Council's October 2017 letter asserts the City Council's intent that these lands remain protected green space. Furthermore, Greenbelt City Code protects the Forest Preserve by stipulating that the land can only be removed from the Forest Preserve by a public referendum.⁴

County Protection

2. Prince George's County has an interest in the Greenbelt Forest Preserve remaining protected green space. In 1990 the Maryland-National Capital Park and Planning Commission (M-NCPPC), purchased a woodland covenant on Parcel 1 within the Forest Preserve.⁵ Alternative J1 would violate this covenant by converting covenanted woodland to transportation infrastructure. The noise from the maglev train's passage would also violate the covenant by diminishing public enjoyment of the natural setting.

3. In 2017, the M-NCPPC renewed its commitment to the Greenbelt Forest Preserve when it published the *Prince George's County Resource Conservation Plan*, a document that functions as a county-wide master plan. This master plan locates the Greenbelt Forest Preserve within a M-NCPPC-designated Special Conservation Area that also includes Greenbelt National Park, the Beltsville Agricultural Research Center, and the Patuxent Wildlife Research Refuge.⁶

³ Estimate based on an elevated track, a 300-mph train speed, and either 4 or 8 train passbys per hour using the general-assessment methodology in Federal Railroad Administration, 2012, *High-speed Ground Transportation Noise and Vibration Impact Assessment*, DOT/FRA/ORD-12/15, available online at <https://www.fra.dot.gov/eLib/details/L04090>.

⁴ Greenbelt City Code, Chapter 12, Article 9, Section 12-154(c).

⁵ The City of Greenbelt and MNCPPC entered into a woodland covenant after MNCPPC provided \$1,250,478 of Program Open Space funds to assist the City with purchasing Parcel 1 (Maryland Land Records, liber 7967, folio 441-445).

⁶ Map 3 in section 2 of MNCPPC, 2017, *PG County Resource Conservation Plan, A Countywide Functional Master Plan*, pg. 32, available online at <http://www.pgplanning.org/944/Publications>.

State Protection

4. In 1990 the City of Greenbelt used state funds from Maryland's Program Open Space (POS) to purchase Parcel 1.⁷ By Maryland state law, land purchased using POS funds means shall be perpetually-protected green space. Additionally, because POS also uses federal funds, this portion of the Forest Preserve is protected by federal statute, namely section 6(f)(3) of the Land and Water Conservation Fund Act of 1965.⁸

5. The Maryland Department of Natural Resources (DNR) has designated 6.5 acres of the 12 acres of wetlands within the Greenbelt Forest Preserve as "Wetlands of Special State Concern".⁹ Alternative J1 would damage this state-protected wetland within the Forest Preserve by removing a swath of canopy trees and the underlying ecosystem.

6. The Maryland Department of Natural Resources (DNR) designated the North Woods Tract of the Greenbelt Forest Preserve in 2005 as part of a hub in the state's green infrastructure. The state intends this determination to guide land-conservation efforts. The hub that contains the Greenbelt Forest Preserve is a contiguous forest that includes the Beltsville Agricultural Research Center and the Patuxent Wildlife Research Refuge. Reinforcing this designation in 2011, the Maryland DNR determined that this land is a Targeted Ecological Area, i.e., an area of "high ecological value that has been identified as a conservation priority."¹⁰

7. The Maryland Natural Heritage Service has provided the City of Greenbelt with a letter that states that the Maryland DNR is aware of at least one state-listed species in the Greenbelt Forest Preserve.

8. The Maryland Historic Trust has determined that NASA Goddard Space Flight Center is a historic district. This historic district abuts the Northway athletic field and the Greenbelt Forest Preserve. Alternative J tunnels under this historic district and Alternative J1 has a tunnel entrance within a few hundred feet of it.¹¹ In addition, there are several structures just north of the Greenbelt Forest Preserve within the Beltsville Agricultural Research Center that are listed as historical resources by the State of Maryland. The Maryland Historic Trust also recognizes the federally-designated Greenbelt National Historic Landmark, which includes the Greenbelt Forest Preserve as discussed in item #12, below. The proposed Maglev track's proximity to these historical resources may require the Maryland Historic Trust to review the impact of the proposed maglev line.

⁷ Program Open Space funds from FY1990: Maryland Land Records, liber 7967, folio 441–445.

⁸ Maryland DNR, 2006, *Local Program Open Space Manual*, available online at <http://dnr.maryland.gov/land/Pages/ProgramOpenSpace/Program-Open-Space-How-to-Apply.aspx>.

⁹ Wetland acreage measured using the Prince George's County Atlas, <http://www.pgatlas.com>.

¹⁰ Hubs: DNR, 2005, Maryland GIS Data Catalog, <http://data.imap.maryland.gov/datasets/maryland-green-infrastructure-green-infrastructure-hubs-and-corridors>. Targeted Ecological Areas: DNR, 2011, GreenPrint Map, available online at <http://geodata.md.gov/greenprint/>.

¹¹ Historic significance: [https://mht.maryland.gov/secure/Medusa/PDF/Prince Georges/PG;64-19.pdf](https://mht.maryland.gov/secure/Medusa/PDF/Prince%20Georges/PG;64-19.pdf). Geographic boundary: <http://dnrweb.dnr.state.md.us/MERLIN/>.

Federal Protection

9. An active bald-eagle nest is located near the Greenbelt Forest Preserve, which means that there are federal restrictions on construction and associated tree removal within 660 feet of the nest.¹² This nest is located on Research Road at Beaverdam Creek, near the northwest portion of the Forest Preserve.¹³ Other bald-eagle nests may exist in the area, and bald eagles are known to fly over various properties adjacent to the North Woods and Hamilton Woods tracts of the Greenbelt Forest Preserve.¹⁴ Because of the known bald eagle nest, the Maglev project may be encumbered by the Bald and Golden Eagle Protection Act. The Greenbelt Forest Preserve and surrounding forest is also an excellent habitat for the northern long-eared bat *Myotis septentrionalis* and rusty-patch bumble bee *Bombus affinis*, both federally protected species.¹⁵

10. In 1972, the federal government transferred ownership of a 13.9-acre forested parcel to the City of Greenbelt under the Legacy of Parks Program.¹⁶ This federal program assisted states and local governments with acquiring parkland, forest, and wilderness located near densely populated areas because of the societal benefit of easy access to green space.¹⁷ The 13.9-acre parcel is part of the Greenbelt Forest Preserve. Alternative J1 would pass through this 13.9-acre parcel, negatively impacting its ecosystem and its use for outdoor recreation.

11. In 1995, the federal government purchased a scenic easement from the City of Greenbelt for Parcel 1 within the Greenbelt Forest Preserve. The City of Greenbelt sold this scenic easement in exchange for the financial assistance that the federal government provided in 1990 so that the City could purchase Parcel 1 from private developers. In addition, the federal government purchased a scenic easement in 1991 on the 13.9 acres of City-owned land in the northeast corner of the Greenbelt Forest Preserve. Both of these scenic easements prohibit construction.¹⁸ Both scenic easements are deeds that establish a federal interest in the green space, although the City of Greenbelt retains ownership of the land itself. Due to these easements, this land falls within the legal boundaries of the Baltimore-Washington Parkway, a

¹² In 2007, the U.S. Fish and Wildlife Service developed guidelines that include the 660-foot buffer based on the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Available at <https://www.fws.gov/southdakotafieldoffice/NationalBaldEagleManagementGuidelines.pdf>.

¹³ Active nest: *Greenbelt News Review*, 21 May 2017, 21 Jan 2016, pg. 21; 21 April 2016, pg. 1; Jamie Jorgensen and Donn Ahearn, Greenbelt Biota, 24 Jan 2017, 04 Jan 2017, 27 Nov 2016, 17 Nov 2016, 19 April 2016, <https://www.facebook.com/groups/325927877605844>.

¹⁴ Eagle in flight near Hamilton Woods Tract: *Greenbelt News Review*, 21 Dec 2017, pg. 8. Eagle near North Woods Tract: Dawn LaRae-Deya, Greenbelt Biota, 20 Dec 2016.

¹⁵ Federal and state rare, threatened, endangered (RTE) species: http://dnr.maryland.gov/wildlife/Documents/rte_Animal_List.pdf. Rusty-patch bumble bee found in Prince George's County and Northern long-eared bat found in Montgomery County: Maryland Biodiversity Project, <https://www.marylandbiodiversity.com>.

¹⁶ *Greenbelt News Review*, 25 May 1972, pg. 1; 19 Oct 1972, pg. 1; 1 Jan 1998, pages 1,12.

¹⁷ Jim Byron, 14 June 2010, Legacy of Parks, available online at <https://www.nixonfoundation.org/2010/06/legacy-of-parks/>. EPA, 1973, *Legal Compilation*, pg. 3058, available online at <https://nepis.epa.gov/Exe/ZyPDF.cgi/200158MI.PDF?Dockkey=200158MI.PDF>.

¹⁸ 1995 easement on Parcel 1 (Maryland Land Records, liber 8015, folio 867–874). 1991 easement on the 13.9-acre parcel (liber 10,374, folio 347–359).

unit of the National Park Service, even though the City of Greenbelt retains ownership of the land.¹⁹ Alternative J1 would violate both scenic easements.

12. The North Woods and Hamilton Woods tracts are contributing resources to the Greenbelt National Historic Landmark listed in the National Registry of Historic Places.²⁰ These tracts are part of the original "belt of green" surrounding the planned community that was designed, built, and administered by the federal government during the New Deal. The plan developed during the New Deal called for the belt of green to be owned by the community in perpetuity (1) to avoid encroachment by any development that would be out of character with the residential community, (2) to provide recreation, and (3) to enable residents to enjoy a beautiful, natural setting at their doorsteps.²¹ The forest destruction associated with the construction of Alternative J1 and the noise associated with the operation of the 300-mph train would be detrimental to the continued functioning of this resource within this National Historic Landmark.

13. Section 4(f) of the 1966 U.S. Department of Transportation Act prohibits the construction of transportation projects within protected green space or historical landmarks unless it is shown that no "feasible or prudent" alternative exists that would avoid impact to these resources and also that all possible steps will be taken to "minimize harm" if no zero-impact alternative exists.²² This level of federal projection and review applies to the Greenbelt Forest Preserve because it is both protected green space and also part of a National Historic Landmark, as describe in detail above.

¹⁹ Online GIS: NPS Land Resources Division's Tract and Boundary MapServer, <https://mapservices.nps.gov/arcgis/rest/services/LandResourcesDivisionTractAndBoundaryService/MapServer> and <http://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fmapservices.nps.gov%2Farcgis%2Frest%2Fservices%2FLandResourcesDivisionTractAndBoundaryService%2FMapServer>.

²⁰ On 25 November 1980, the Greenbelt Historic District was added to the National Registry of Historic Places. National Historic Landmark status granted on 18 February 1997. NPS, 2017, *Spreadsheet of NHLs*, Excel spreadsheet, national-historic-landmarks-20171201.xlsx, available online at <https://www.nps.gov/nr/research/>.

²¹ Belt of green permanent: Resettlement Administration, 1936, *Greenbelt Towns*, pg. 9. Belt to provide recreation: Tugwell, R. G., 13 May 1936, Resettlement Administration program: Letter from the administrator of the resettlement program transmitted in response to Senate resolution No. 295, 74th Congress, 2nd session, Senate Doc. No. 213, pg. 7. Belt to prevent encroachment: Larsen, C., August 1938, Greenbelt, MD: federal planned community, *National Municipal Review*, 27, 413–420; Fulmer, O. K., 1941, *Greenbelt*, Am. Council on Public Affairs. Garden-city concept promotes the experience of the beauty of nature, including of forests: Howard, E., 1902, *Garden Cities of Tomorrow*, Swan Sonnenschein & Co., pp. 17–18, 130, Fig. 2.

²² Quotes from the Code of Federal Regulations (CFR) title 23 section 774, which codifies Section 4(f) of the 1966 Department of Transportation Act. CFR text available online at <https://www.law.cornell.edu/cfr/text/23/part-774>.

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AUGUST 6, 2020

Inside Stories

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City Council Reviews Plans, Funds for Capital Projects

by Matthew Arbach

On July 27, a Greenbelt City Council worksession focused on capital projects, many of which have been deferred due to the pandemic. There was also a debate about the refinancing of two bonds with the aid of Davenport & Company, the city's financial consultant, represented at the meeting by First Vice President Jennifer Diercksen and Senior Vice President Joseph Mason.

The city response to COVID-19 commenced the meeting, centering on Roosevelt Center businesses, specifically the New Deal Café (NDC) and DC Vegan

(DCV), both of whom are developing outdoor seating. According to Director of Planning and Community Development Terri Hruby, both have the necessary county and city approvals and are "greenlit to go when ready."

On July 17, the city signed a memorandum of understanding with NDC and DCV stipulating a 2-foot extension limit from the respective businesses onto city property, complete maintenance of outdoor dining area by businesses, alcohol use only on business property and an adherence to federal, county and city safety

precautions among other legal procedures.

Projects

Director of Public Works Jim Sterling laid out current and ongoing capital projects. Construction has been completed at the dam at the Lake, including the installation of weeps in the spillway and the repairing of cracks; removal of sediment erosion is next. Sterling told council that water quality will gradually improve once the forebays and adjoining streams are restored.

See COUNCIL, page 8



From left, County Council Vice-Chair Calvin Hawkins, City Councilmember Emmett Jordan, Mayor Colin Byrd, City Councilmember Judith Davis and County Council Chair Todd Turner help distribute pre-packaged meals at the District 4 Senior Grab-and-Go. The event was organized by the City of Greenbelt and the Prince George's County Department of Family Services.

PHOTO COURTESY TODD TURNER

Creative Kids Camp's Positive Energy Makes for Fun, Success

by Stephan Brodd

Este artículo está disponible en español en nuestra página web www.greenbeltnewsreview.com.

As summer neared it became clear that the pandemic would preclude holding Greenbelt Recreation's traditional in-person day camps. A creative response was needed – and fast. Fortunately, creativity is what Creative Kids Camp is all about, and the camp's motto, Unlimited Positive Energy, was precisely what was needed to create an enchanting camp experience, delivered directly to participants' homes.

In consultation with parents, camp planners crafted a winning format. The ingredients for this recipe are an activity bag, chock-full of art supplies and project templates, which are keyed to custom-made instructional videos and activity sheets created by the camp staff.

Every morning, parents receive an email containing links to the day's videos and activity sheets, which cover music,



PHOTO BY ADAM LARSEN

City cameraman Scott Crawford films camper Iris Gaycken at the underpass near the Greenbelt Museum's historic house at 10-B Crescent Road.

dance, puppetry and visual art, along with occasional specialty videos such as making cold-pack pickles. The videos are brief

and engaging, designed to teach the campers an activity they can do for an extended time off-line, away from the screen.

"Our objective was to create a format that both maximized off-screen engagement time for

See CAMP, page 7

Maglev Snubs Local Officials; Changes Threaten Forest

by Donna Hoffmeister

Local elected officials – the District 22 State Delegation, Prince George's County Council and the Greenbelt City Council – have made known their opposition to the construction of the high-speed maglev train. Thus, it was disconcerting for them that they were not informed of Baltimore Washington Rapid Rail's (BWRR) meeting via Zoom on July 20 about National Historic Preservation Act (NHPA) compliance. Councilmember Judith Davis believes these public officials, who are a Party of Record, should have been involved. College Park City Planner Miriam D. H. Bader and Eldon Ralph, GHIL general manager, were invited as maglev NHPA consulting parties. Terri Hruby, director of planning for the City of Greenbelt, was not aware of the meeting but will attempt now to have the NHPA presentation at a city council worksession.

Fortunately, some Greenbelters, who were not invited, learned of the meeting by chance minutes before it started and were able to share the meeting materials afterwards. As it is, 16 of the 23 NHPA slides are the same as those BWRR used

for the June 23 Maglev Inter-agency Review Meeting, about the preliminary engineering plans presented to the Environmental Impact Statement (EIS) team (see p. 1 article in July 9, 2020 issue of the News Review). Both the NHPA and the EIS impact Greenbelt, yet Greenbelt was not considered a consulting party.

Design Changes

The information unveiled on June 23 changes where the aboveground viaduct, which can be 140 feet tall, emerges from the tunnel to the Hamilton Woods, in the Greenbelt Forest Preserve to the east of the Greenbelt Homes Inc. office on Hamilton Place (Alignment J1), or somewhat north of Goddard Space Flight Center (Alignment J). The EIS now shows an "open cut" rather than a "cut and cover" for the tunnel opening. Where the tunneling stops and an open trench is excavated, an open cut would leave the trench 1000 feet or longer open to the sky, instead of constructing tunnel walls at the base of the trench and backfilling soil over the tunnel walls. Two possible sites for a train yard (train maintenance facility (TMF),

See MAGLEV, page 6

What Will Maryland's 2020 General Election Look Like?

by Kathleen Gallagher

Everyone has been wondering when we'll have more information about the November 3 General Election. A couple of days ago, it turned out that Governor Larry Hogan had been wondering about that, too. He sent a letter to the State Board of Elections giving them two days to explain how they will carry out the orders he has given for conducting the election, many of which have raised criticisms suggesting that aspects of the governor's plan will be impossible to carry out.

The central components of the Hogan plan include having all Maryland precincts open for in-person voting, instead of having only a limited number open, as with the primary election, with encouragement to vote by mail, sending out applications for voters to submit to request mail ballots, rather than simply sending ballots to all registered voters as was done for the primary, and all the usual opportunities for

See ELECTION, page 9

What Goes On

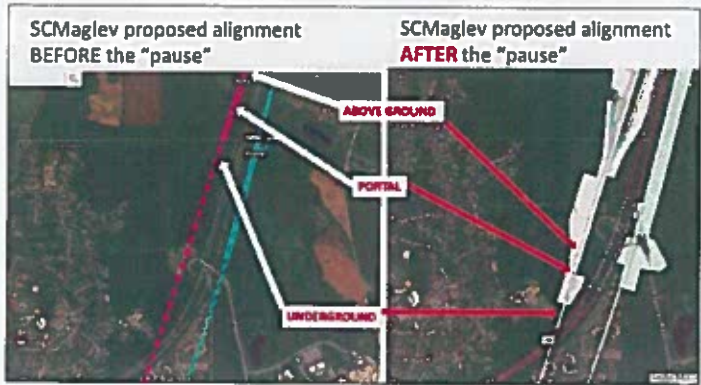
Monday, August 10
8 p.m. City Council Meeting
Wednesday, August 12
8 p.m. Council Worksession
Greenbelt Station Residents
All meetings are virtual. See the meetings calendar at greenbeltnet.gov for agendas and information on public participation in these meetings.

This map shows the most recently proposed maglev paths. The path alignments come out of the ground and are very close to the North Woods area, running directly on top of the Observatory and Northway Fields.



MAP BY BRIAN ALANZUELA FOR MAGLEV

MAGLEV continued from page 1



This composite map shows the changes in the proposed MAGLEV path.

each roughly 1 mile long by 1/4-mile wide, have been identified on the Beltsville Agricultural Research Center (BARC).

Environmental Concerns

Mayor Colin Byrd considers "alignments J and J1 a false choice. Both alignments are bad for the city. The 'no build' is the real best choice. Council opposes the project as a whole and the damage it will also bring to Greenbelt Park, BARC, the Patuxent Research Refuge (PRR), Prince George's County and beyond."

Davis recalled that the so-called Green Corridor, the area that covers Greenbelt Park, the Greenbelt Forest Preserve, BARC and PRR, is the largest span of contiguous forest land on the East Coast between Richmond and Boston. It is precisely this land, she says, that will be harmed by this needless construction. Former senator Paul Sarbanes called this area the "lungs of Maryland."

The Citizens Against the Maglev Facebook page reports how scientists at BARC and PRR have studied animals, plants and fungi for over 100 years, discovered new species and documented others. A scientist who prefers to remain anonymous writes, "It represents one of the most important discovery locations in the world, very likely the most important on the continent." (facebook.com/groups/CitizensAgainstSCMaglev, July 20)

Beth Montgomery, representing Goddard Space Flight Center at the June 23 EIS meeting, voiced opposition to locating the maglev along Alignment J because of detrimental effects on NASA activities. Her follow-up email, included in the documents BWRR made available for the meeting, cited damage to the Goddard Geophysical and Astronomical Observatory by vibration, artificial light and electromagnetic interference. Vibrations would make data impossible to use, light pollution would harm telescopes, radio frequencies from Wi-Fi would interfere with signals from astronomical radio sources and the electric and magnetic fields would harm equipment.

Some of the trees in the Forest Preserve are over 100 years old and the canopy trees are 100 to 120 feet tall. The Forest Preserve Advisory Board compiled a list of the many laws, covenants and easements at the municipal, county, state and federal levels, which limit or prohibit construction within the Forest Preserve. Some of these protections also prohibit any construction outside of the Forest Preserve that is close enough to impact the For-



Proposed maps can be found at <https://www.bwmaglev.info/>.

est Preserve's ecosystem. The proposed maglev routes align with what the Maryland Department of Natural Resources calls Maryland's Targeted Ecological Areas or TEAs.

Permit Requirements

Since BWRR needs the authorization and permit to build from the federal government, it must undergo the two separate NEPA and EIS review processes. In 2016 the Federal Railroad Administration awarded the Maryland Department of Transportation \$27.8 million to conduct the EIS. BWRR plans to apply for a federal loan, estimated to be \$10 to 15 billion, to construct the

Washington-Baltimore segment. At a Maryland House of Delegates Transportation Committee meeting (February 1, 2018), Maglev CEO Wayne Rogers said it would not pay back the construction loans in case of bankruptcy, leaving the state and federal government responsible for the unfinished infrastructure.

Greenbelt public officials have been left out of the loop on crucial information about the new maglev proposals, even though the revised J1 alternative would increase impacts on the Greenbelt National Historic District and destroy woodlands and wetlands in the Greenbelt Forest Preserve.

My Perspective

Beltway Plaza Store Closings A Contrast in Cultural Voids

by Matt Neufeld

Longtime retail stores Luv'n Time and Books-A-Million have closed down at Beltway Plaza. Both stores closed amid the coronavirus pandemic. The store signs still remain above the spaces at the mall, but it is completely empty inside both locations. A few lonely mannequins sit, seemingly lost and longing for company, in the once suggestively decorated display windows at the Luv'n Time location.

Luv'n Time was one of the mall's — and the entire Washington, D.C., region's — most unique stores. It sold a tantalizing collection of exotic clothing, plus an equally tantalizing array of sex toys, games, lotions, creams, condoms, gags, collectibles and other distinct, sensually oriented products.

Luv'n Time held its own in the region as a distinct and one-of-a-kind resource, anchored for over 30 years at a corner location at the far end of the mall,

directly across from Three Brothers. The owner apparently decided to retire and there was no one around to continue running the store or to buy the rights to keep it going.

Just several spaces down in the same general area of the mall, the longtime Books-A-Million bookstore has also closed down. This particular Books-A-Million store, which was part of a larger chain, thrived for about 25 years at Beltway Plaza, selling discounted books, a great array of magazines and newspapers, varied toys, calendars, notebooks, memorabilia and collectibles.

The closure of Books-A-Million leaves the city without a full-time, functioning bookstore — which is pathetic.

The closure of both longtime, much-loved stores leaves two sad, empty spaces in not just Beltway Plaza, but in Greenbelt, Prince George's County and the entire D.C. area.

Greenbelt Children's Center Now Open for Enrollment

Greenbelt Children's Center is now enrolling for ages 2.5 to 8 years in pre-school, pre-K and school age programs. The center has celebrated 30 years and many accomplishments including being accredited by the National Association for the Education of Young Children for 20 years. The center is at the highest level of quality, Level 5, in the Maryland State Department of Education's Quality Rating System. The high-quality marks have allowed the program to partner with the Prince George's County Public Schools for pre-kindergarten for two decades.

Greenbelt Children's Center will be reopening on Monday, August 10 following the highest safety guidelines of the Maryland State Department of Education and the Centers for Disease Control and Prevention for the safety of the children and faculty. The Prince George's County Public pre-kindergarten program will be offered onsite in-person from

7:30 a.m. to 6 p.m. Monday through Friday, for working parents. Funding is available for income-eligible families. Families not eligible for funding will have enrollment opportunities if there are unfilled spaces on September 8. This year will be an innovative hybrid program of virtual and in-person teaching and learning.

Capacity in the program has been greatly reduced from 60 to 39 children maximum, so spaces are limited at this time. Space may be available for school age children kindergarten to 3rd grade to support online learning while parents are working.

For more information, email nora@greenbeltchildrenscenter.com, visit greenbeltchildrenscenter.com or the Facebook page for Greenbelt Children's Center or call 301-345-8830.



Prince George's County
Memorial Library System

Book/media donations are not being accepted during the phased reopening. Please place donations in the donation bins available outside the following branches:

- Accokeek
- Beltsville
- Bowie
- Greenbelt
- Largo-Hatfield
- Oxon Hill
- South Bowie

PHENOMENAL WOMXN FESTIVAL

FREE!
\$25 suggested donation

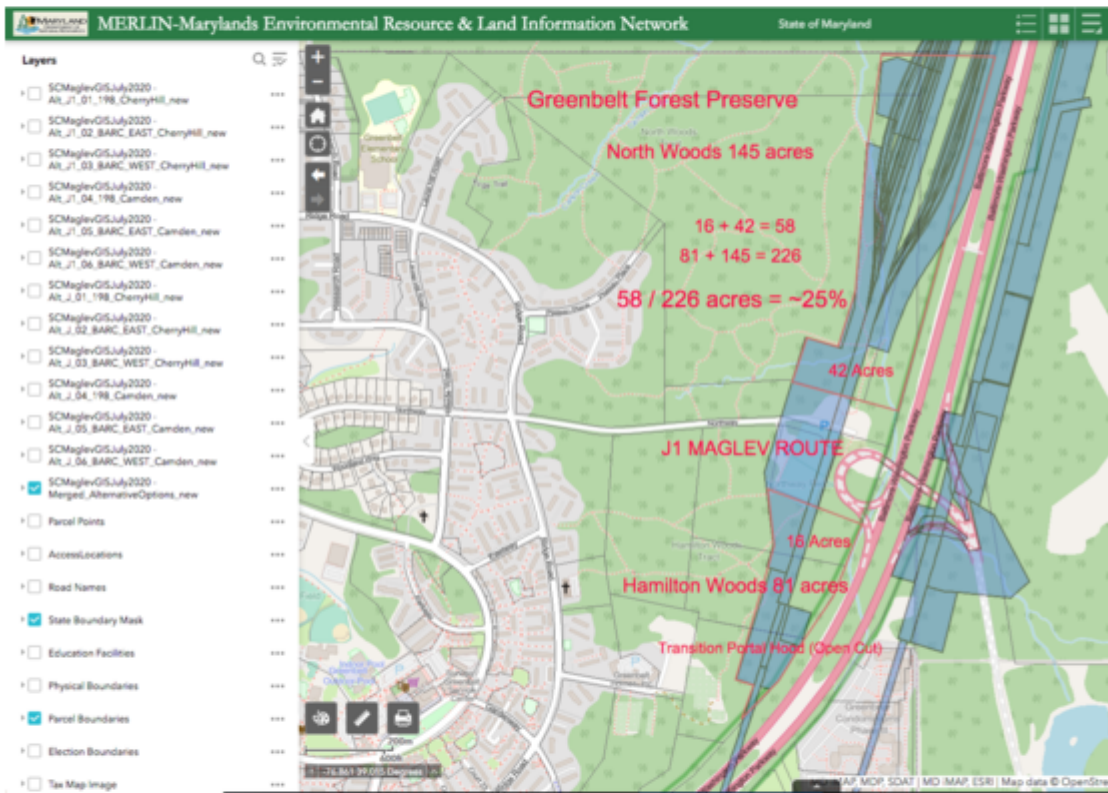
50% of proceeds benefit

To register and view the line-up, go to:

<https://www.phenomenalwomxn.org/events/1/phenomenal-womxn-festival/>

Saturday, 8/8/2020
11 am-7 pm

**-WORKSHOPS
- PANEL
DISCUSSION
-MUSIC
PERFORMANCES**



Alternative J

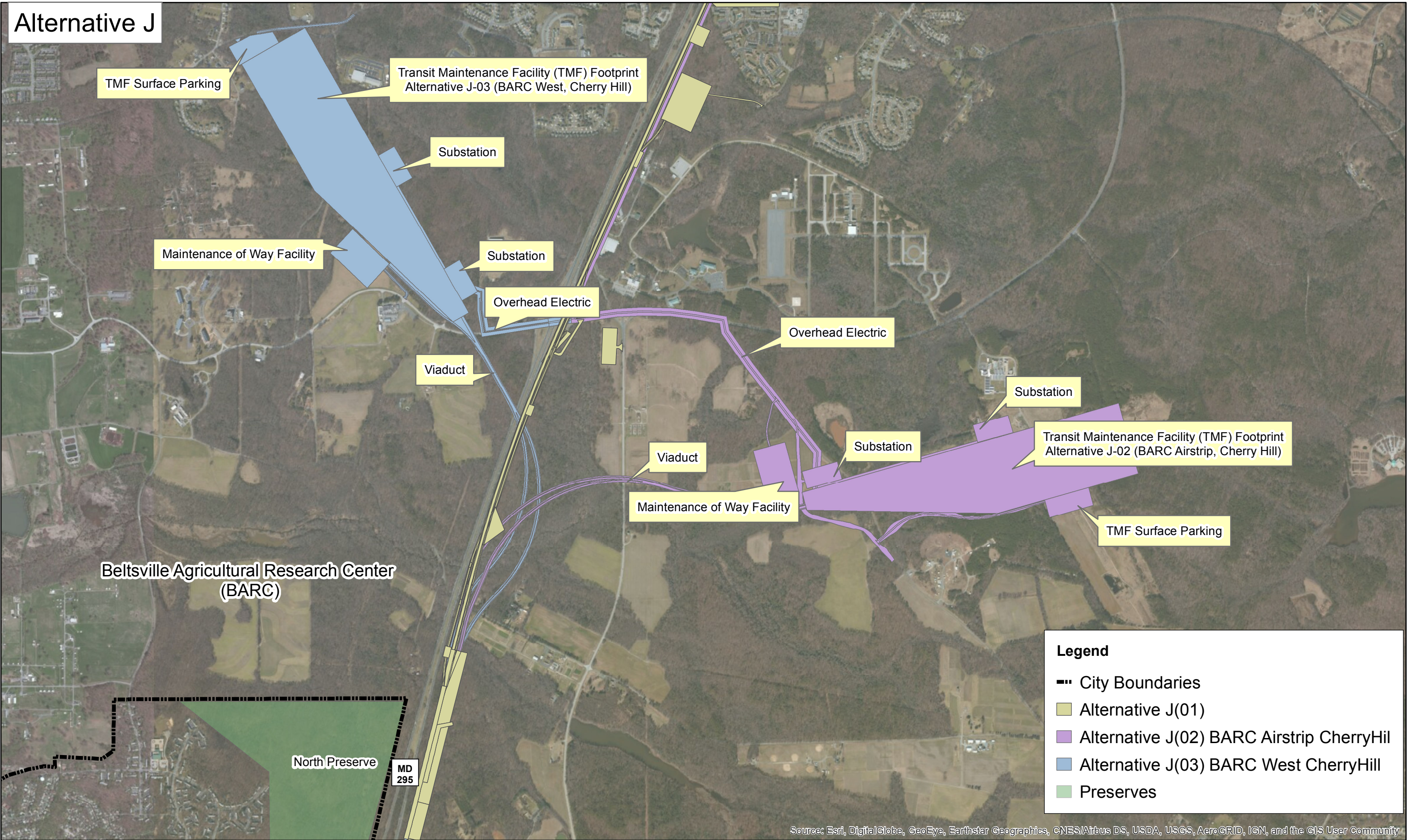


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Alternative J



Alternative J



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Alternative J1



Legend

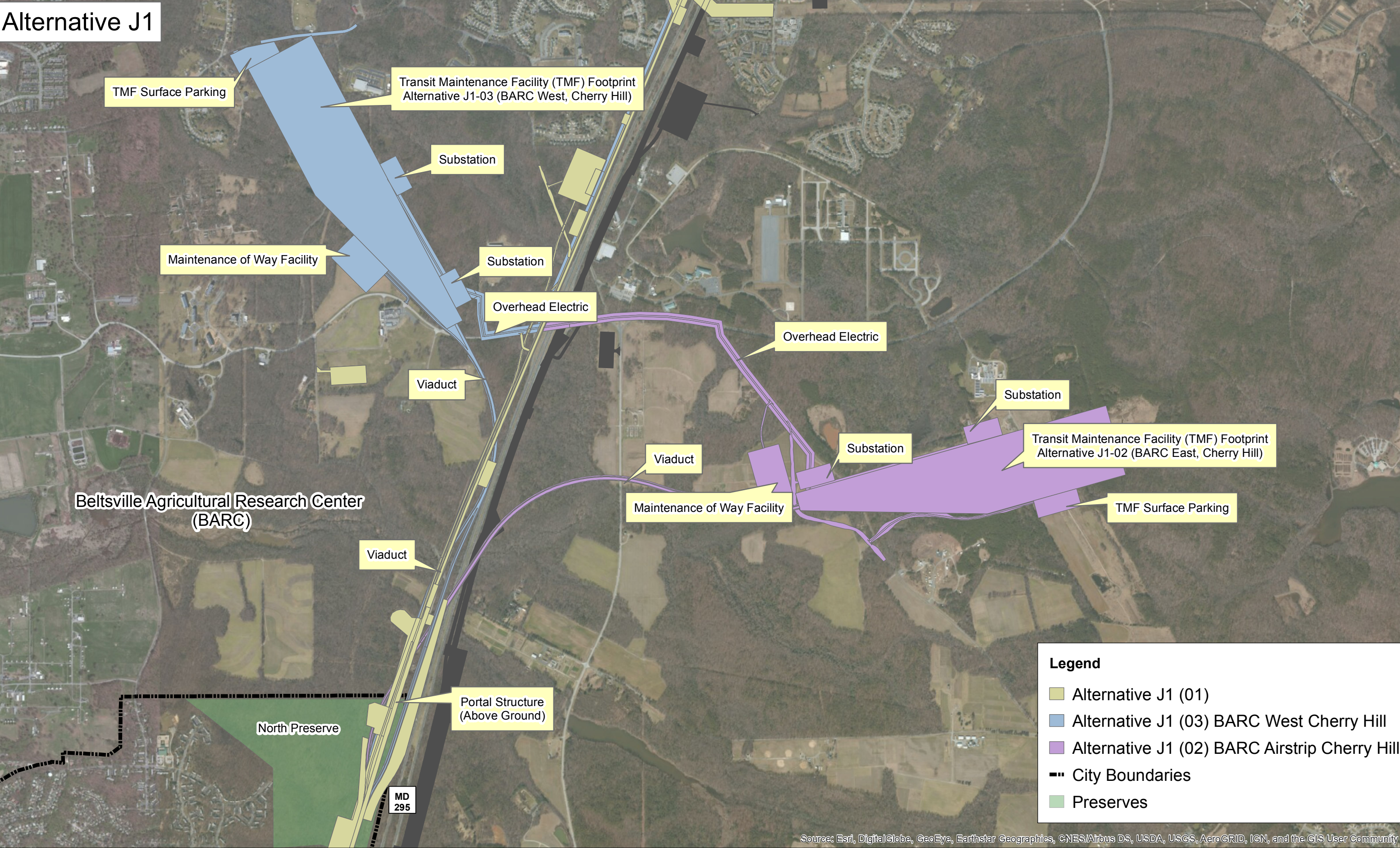
- Alternative J1 (01)
- City Boundaries

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Alternative J1



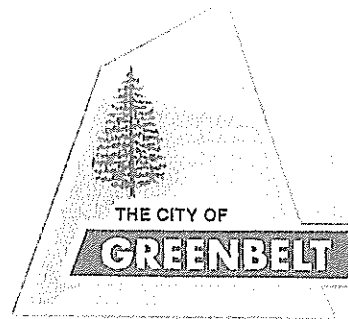
Alternative J1



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



October 24, 2017

SCMAGLEV Project
Suhair Al Khatib
Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202

CITY COUNCIL
Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Dear Mr. Al Khatib:

On behalf of the Greenbelt City Council, I am writing to oppose the proposed Baltimore-Washington Superconducting Maglev Project. Two of the three alignments (J & J-1) currently being considered run right through our City. Even though some of the route through Greenbelt is underground, there will be construction impacts and accessory structures for tunnel access, ventilation shafts and power which will negatively impact our historic community.

Greenbelt is a National Historic Landmark and planned community with parks, open spaces and recreational amenities. The J-1 alignment has a tunnel transition in the middle of the City's "green belt" where a City ballfield (Northway Field) and our Forest Preserve, protected by a City ordinance, are located. This proposal will also have a very destructive impact on valuable, environmentally sensitive resources, adjacent to our City including the Baltimore-Washington Parkway, the Beltsville Agricultural Research Center (BARC), the Patuxent Research Refuge and other important open spaces.

This project will not in any way benefit Greenbelt residents or any of the communities and neighborhoods along the proposed routes. Our City is already divided by highways a Maglev train would further divide the community. It is not clear that this project will reduce traffic congestion. Residents have expressed concerns about noise, loss of trees and wildlife habitat, harmful health impacts and reduction in property values. The City is also concerned about the impact on our business community and important scientific/research activities at BARC and the NASA Goddard Space Flight Center.

The City of Greenbelt **strongly opposes** this project. This proposed Maglev project reduces the quality of life in our City. These funds would be better spent on improving existing rail and local transit services. We urge you to dismiss these alternatives and abandon this ill-conceived project.

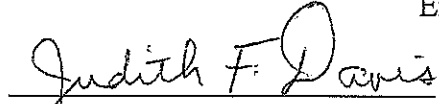
A NATIONAL HISTORIC LANDMARK

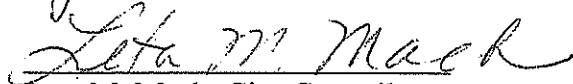
(301) 474-8000 FAX: (301) 441-8248

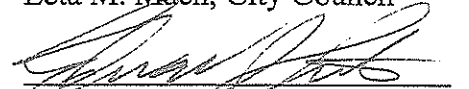
www.greenbeltmd.gov

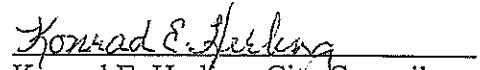
Sincerely,

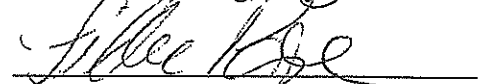

Emmett V. Jordan, Mayor

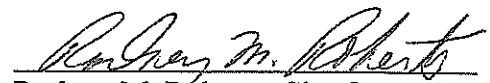

Judith F. Davis, Mayor Pro-Tem


Leta M. Mach, City Council


Edward V.J. Putens, City Council


Konrad E. Herling, City Council


Silke I. Pope, City Council


Rodney M. Roberts, City Council

cc: City Council
Senator Ben Cardin
Senator Chris Van Hollen
Congressman Steny Hoyer
Governor Larry Hogan
Senator Paul Pinsky
Delegate Anne Healey
Delegate Tawanna Gaines
Delegate Alonzo Washington
Council Member Todd Turner
Council Member Derrick Davis
Council Member Dannielle Glaros
Council Member Andrea Harrison
Council Member Mary Lehman
Council Member Deni Taveras
Council Member Obie Patterson
Council Member Karen Toles
Council Member Mel Franklin
Nicole Ard, City Manager
Terry Hruby, Acting Director of Planning & Community Development

Evaluating the Economic Impact and Financial Viability of the Proposed Baltimore Washington Maglev

Owen Kelley (okelley@gmu.edu)

September 2, 2020

It is difficult to evaluate the merits of the proposed, magnetically levitated (maglev) train between Baltimore and Washington because BWRR has not published in one place all of the relevant financial figures or the details of how these figures were calculated. A compilation of this information would make it easier to evaluate both economic benefit and financial viability. (BWRR stands for Baltimore Washington Rapid Rail and it is the company seeking to build and operate this maglev.)

To partially address this information deficit, the present essay collects some of the financial and economic figures that can be found scattered, here and there, in some of BWRR's presentations and affiliated websites. Performing some simple arithmetic on these published values, one finds inconsistencies (item #4, below).

Further doubts about economic benefit and financial viability come from comparing BWRR's figures with information on corporate or government websites (item #2) or in peer-reviewed journals. In one case, BWRR fails to provide an essential high-level data value, but independent sources make it possible to estimate a range for this value (item #1).

It is tempted to rely on the cost-

benefit analyses in the maglev's upcoming Environmental Impact Statement (EIS). The cost estimates in EISs, however, are unreliable (item #5), so it is vital that elected officials and the public engage in their own fact-finding and analysis.

1. For most people, the maglev would be slower than driving

BWRR advertises that the maglev would take 15 minutes station-to-station to go from Baltimore to Washington, but BWRR never mentions a vastly more important number, the average travel time door-to-door for real destinations in the maglev's target market. Using various sources that are independent of BWRR, one finds that despite the speed of the maglev train itself, most people would find it faster to drive rather than ride the maglev.

As we know from our train or planes trips, it takes time to travel from home to either train station or airport and then more time to travel from the final station or airport to our real destination.

The table on the next page suggests that the total duration of a trip via maglev would be about 80 minutes starting from various locations 2 to 4 miles from the Baltimore maglev station and ending at one of several locations within the DC beltway. In contrast,

driving between these locations would take only 50 or 65 minutes during midday or rush hour, respectively, according to Google Maps.¹

Anyone could repeat or expand this simple analysis using the online resources provided in the footnote. There is no evidence that the maglev's upcoming Environmental Impact Statement will analyze average trip duration and describe the analysis method in sufficient detail that the public can check the math. The average trip duration for likely riders of the Baltimore Washington maglev would, ideally, be analyzed in a peer-reviewed journal.

2. The maglev ticket price would limit ridership

After years of promoting the idea of a maglev between Baltimore and Washington, BWRR has not yet identified in public documents who exactly would be willing to pay \$80–\$160 round trip to travel between these two city centers, which are separated by only 40 miles. Common sense suggests that the ticket price is too high to be attractive to many commuters, for family outings, or for the typical tourist.²

Were the average round-trip ticket to cost \$100, a commuter would pay \$24,000 a year to ride the maglev. This would be \$12,900

¹ In 2020, O. Kelley estimated trip duration by considering Baltimore locations 2–4 miles from the maglev station: John Hopkins Homewood campus, Canton, Riverside, and Locust Point. The inside-the-DC-Beltway locations considered were College Park, Bethesda, and Crystal City. Downtown Baltimore driving times from <https://maps.google.com>.

Estimated wait for the maglev assumes rush-hour and midday service every 8 or 30 minutes in each direction. Average wait time is half of the time between trains. DC subway-ride duration and wait time from Union Station, <https://www.wmata.com/schedules/trip-planner/>. The 8-minutes post-DC-Metro represents either a half-mile walk or driving

conditions and distances similar to those of the midday downtown Baltimore trip segment.

² one-way \$40–80 ticket price stated by Wayne Rogers on 9 July 2015 before the MD Public Service Commission, as cited on pg. 5 of Judge T. Romine's Proposed Order for case #9363 on 14 Oct 2015.

Approximate Duration in Minutes: Baltimore-to-Washington Maglev Trip

Trip segment	Rush hour	Midday
2-to-4-mile drive to downtown Baltimore maglev station	14	7
Wait for maglev train	4	15
Ride on a maglev train that skips the BWI station	15	15
5-minute walk to Union Station Metro platform + wait for train	5+4	5+6
Ride on DC Metro train	26	26
Walk or drive from Metro station to inside-the-Beltway destination	8	8
Total travel time	76	82

more than the annual cost of commuting by car between Baltimore and Washington based on the IRS's estimate of the per-mile cost of driving. Most American families have trouble saving for the future, so would they really choose to spend an extra \$12,900 a year to upgrade from car commuting to maglev commuting?³

For most families, the maglev would be an unattractive option on a family outing. A DC-area family of four going to a downtown Baltimore attraction would expect to pay \$60–\$140 for the entire family to get in. They would probably not want to pay an extra \$100 per person or \$400 for the whole family to make the trip via maglev.⁴

Washington DC attracts tourists, but for most of these families, a side trip to Baltimore would not seem more attractive were the maglev built. Some studies estimate that the average American family spends \$2,000 on its annual vacation. If an out-of-state family visited DC for their vacation, would the family be willing to spend an

extra \$400 on transportation if they decided to make a side trip to Baltimore? In contrast, the existing bus and commuter-rail service costs under \$10 one-way, and renting a car for a whole week can cost under \$500.⁵

3. The maglev is unlikely to create thousands of jobs, post-construction

Everyone is sympathetic with Baltimore's desire to attract people to its downtown, to revive its economy, and to create jobs, but the chances are slim that operating a maglev line from DC will do the trick.

As discussed in items #1 and #2 above, the maglev would be slower and more expensive than driving, leading to the conclusion that the maglev is unlikely to greatly increase travel between Baltimore and Washington. If travel does not increase, then operating the maglev would fail to create thousands of jobs the way that BWRR advertises it would.

In 2015, in a filing before the

Maryland Public Services Commission, BWRR claimed that the maglev would generate "economic activity previously not conceivable." They claimed that maglev operation would create 6,800 to 8,300 jobs in the Baltimore Washington region contingent on the maglev line being extended to New York City.⁶

More optimistically in 2020, the BWRR website claims that, post-construction, the maglev would create 14,600 jobs per year. The BWRR website provides no market analysis to back up this job-creation claim.⁷

4. The maglev could not repay its construction loans even if millions of trips were taken each year

Working with BWRR's own figures, it appears that revenue from operating the Baltimore Washington maglev would be insufficient to repay its construction loans. If the maglev went bankrupt, one would expect service to be reduced or

3 In 2020, the cost of commuting by car is 58 cents per mile according to the IRS, and one might assume an 80-mile round trip, DC to Baltimore. A 48-week work-year is 240 days.

By car, \$0.58/mile × 80 mile/day × 240 day/year. By maglev, \$100/day × 240 day/year.

4 At Fort McHenry National

Monument, Port Discovery Children's Museum, Maryland Science Center, and National Aquarium admission for 2 adults and 2 children is approximately \$30–\$60, \$72, \$96, and \$140, respectively.

5 \$2,000 annual vacation: *Business Insider* 9 August 2019, [https://www.businessinsider.in/miscellaneous/people-spend-an-average-of-](https://www.businessinsider.in/miscellaneous/people-spend-an-average-of-1979-annually-on-summer-vacations-here-are-4-ways-to-save-money-on-your-next-trip/slideshow/70609380.cms)

[1979-annually-on-summer-vacations-here-are-4-ways-to-save-money-on-your-next-trip/slideshow/70609380.cms](https://www.businessinsider.in/miscellaneous/people-spend-an-average-of-1979-annually-on-summer-vacations-here-are-4-ways-to-save-money-on-your-next-trip/slideshow/70609380.cms).

6 "previously not conceivable" quote and jobs created: Rogers, W., 2015, testimony, MD Public Service Commission, case #9363, pg. 17–18, 13.

7 14.6k jobs/year: <https://bwrapid-rail.com/project/benefits/>.

terminated, further reducing the chance that thousands of jobs would be created by maglev operation.

BWRR has stated that constructing the Baltimore Washington maglev may cost \$15 billion. This \$15-billion estimate might be low considering the notorious tendency of large transportation projects to exceed the cost estimates made prior to the start of construction (item #5, below), but for now, let us suppose that \$15 billion is accurate.⁸

Assuming a fairly low interest rate of 3.25%, the principal and interest on a \$15-billion 30-year loan would total \$23.5 billion.⁹

Figures published by BWRR suggest that Baltimore Washington maglev ticket sales will generate \$15 to \$22.5 billion of revenue in 30 years. This revenue range is implied by BWRR's projection of 10–15 million one-way trips per year and their plan to charge about \$50 on average, one-way.¹⁰

The \$23.5-billion construction-loan repayment exceeds by at least \$1 billion the projected revenue of \$15–\$22.5 billion. But the supposedly for-profit BWRR would have additional expenses to pay such as the electric bill, employee salaries, insurance, equipment maintenance, and costs associated with any

accidents.

5. The cost-benefit analysis in an Environmental Impact Statement is unreliable

If the cost of constructing a maglev between Baltimore and Washington exceeds BWRR's current \$15-billion estimate, it would decrease the chance that maglev would avoid bankruptcy, let alone create an economic boom.

A number of studies find that construction costs for rail projects end up, on average, about 50% higher than estimated prior to construction beginning. Various theories have been advanced to explain why cost estimates continue to have a low bias in Environmental Impact Statements even after researchers have published evidence that the bias exists.¹¹

Projects similar to the proposed Baltimore Washington maglev tend to have higher-than-average cost overruns, more than double the initial estimate in one case.

Before construction began, the California high-speed rail from Anaheim to San Francisco was expected to cost \$33.6 billion in 2008, but today, with the track partially built, the estimate has more than doubled to \$80 billion. The maglev planned in Munich was

initially expected to cost 1.85 billion euros but it was canceled in 2008 as construction was about to begin because the cost estimate had risen to 3 billion euros. The Tokyo-Osaka maglev was expected to cost 5.1 trillion yen in 2007, but as construction proceeded, estimates rose to 9.1 trillion yen.¹²

Conclusion

BWRR predicts that job growth and other economic benefits will flow from operating a maglev between Baltimore and Washington. Based on these predictions, BWRR asserts that the benefits outweigh any harm that the maglev might cause to the environment, to historical resources, or to the quality of life of residents along the track. It is in the public's interest to determine if BWRR's financial numbers are plausible and to avoid the trap of focusing exclusively on potential hazards and nuisances from building or operating the maglev.

Disclaimer: This analysis should be subjected to critical examination as should claims from other sources. This essay represents a good-faith effort on the part of the author to gather relevant facts and to analyze an issue of concern to his community.

⁸ "Rough construction estimates developed by BWRR at this early stage are \$10 billion to \$15 billion depending on the construction methodology, e.g. the proportion of higher-cost tunneling versus elevated structure." FAQ on <https://bwmaglev.info>, 1 Sept 2020.

⁹ The interest and principal on a \$15-billion 3.25%-interest 30-year loan from $npr / (1 - (1+r)^{-n})$ where $n = 30 \times 12$, $p = \$15e6$, and $r = 0.0325/12$, or use an online mortgage calculator.

¹⁰ 10.2 to 15.4 million one-way trips annually (Rogers, W., 2015: testimony, Public Service Commission of MD, pg. 17, line 9). bwrapidrail.com

and northeastmaglev.com say that the ticket price will be competitive with existing express-rail service. One might take this to mean a price similar to a 1-way Amtrak Acela ticket in 2020: \$35–\$80, DC to Baltimore. See footnote #2 of the present document for a \$40–\$80 ticket price.

¹¹ 50% cost overrun for rail projects: http://americandreamcoalition.org/?page_id=3813. 45% average cost overrun in rail projects: Priemus et al. (Eds), 2008: *Decision-Making on Mega-Projects*, pg. 7. Persistence of low bias in EIS cost estimates: Sturm, J., et al., 2011, Analysis of cost estimation

disclosure in EIS for surface transportation projects, *Transportation*, 38, 525–544.

¹² California high-speed rail estimate of \$33 then \$80 billion: Editorial, *Los Angeles Times*, 17 June 2020. Munich Link Transrapid maglev cost overrun: <https://en.wikipedia.org/wiki/Transrapid>. The Tokyo-Osaka line is a superconducting maglev and is called the Chuo Shinkansen. Wikipedia.org states the 5.1 to 9.1 trillion yen cost estimate.