

**BALTIMORE-WASHINGTON  
SUPERCONDUCTING MAGLEV PROJECT**

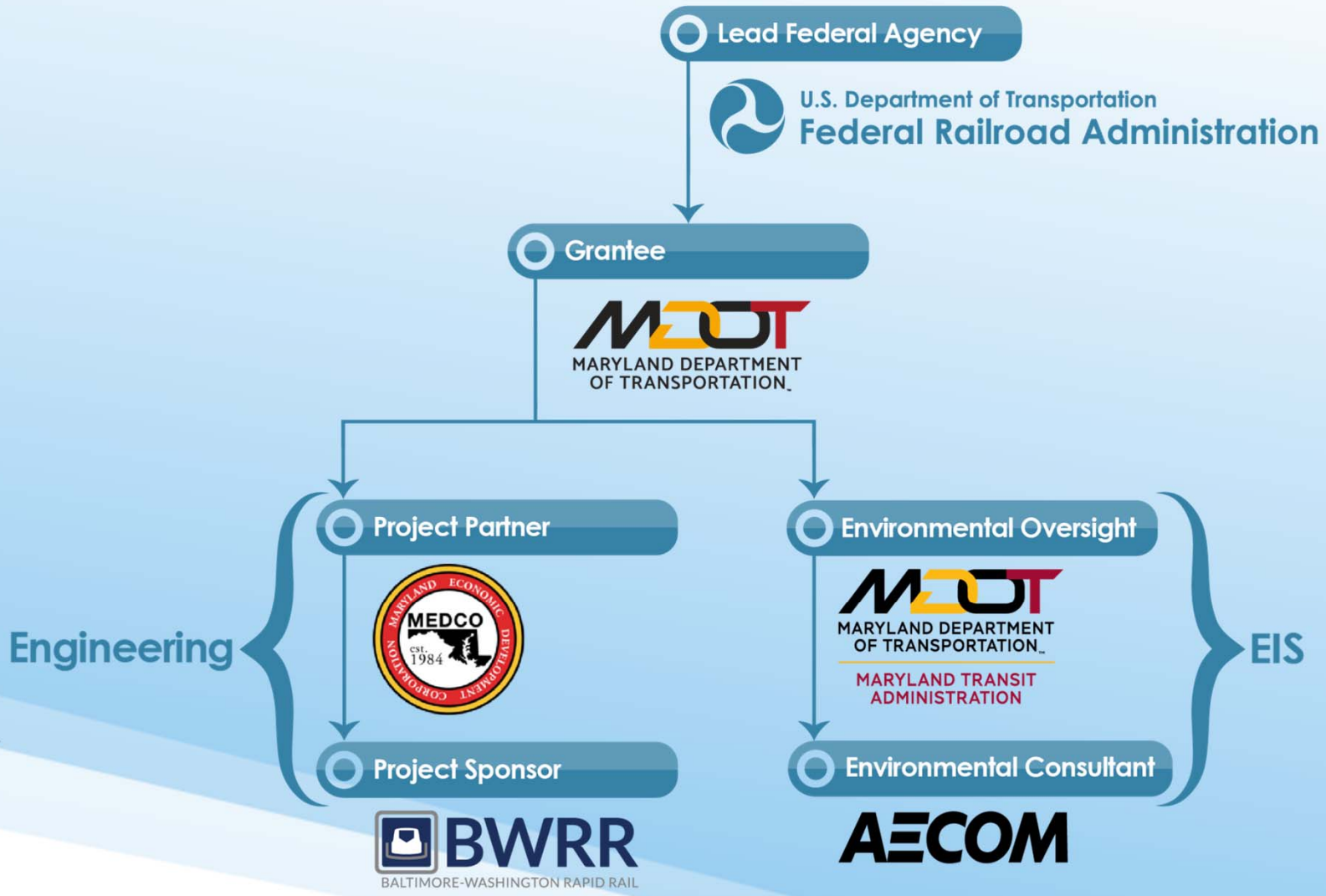


**NATIONAL HISTORIC PRESERVATION ACT  
SECTION 106  
CONSULTING PARTIES MEETING**

**March 14, 2018**

**Maryland Department of Transportation  
Headquarters  
7201 Corporate Center Drive, Hanover MD 21076**

# WHO IS INVOLVED?



# MEETING AGENDA AND GOALS



- ▶ Consulting Party Role
- ▶ Project Overview
- ▶ Purpose and Need
- ▶ Alternatives Screening Process
- ▶ National Historic Preservation Act Section 106 Process
- ▶ Section 106 and National Environmental Policy Act (NEPA) Coordination
- ▶ Timeline
- ▶ Identification of Historic Properties
- ▶ Next Steps in Section 106 Process
- ▶ Questions and Comments

# CONSULTING PARTY INVOLVEMENT



## Consulting Parties are:

- ▶ Applicants for federal assistance/approvals
- ▶ State Historic Preservation Officers;
- ▶ Federally recognized Indian tribes/THPOs;
- ▶ Local governments;
- ▶ Advisory Council on Historic Preservation;
- ▶ Other individuals/organizations with interest due to the nature of their legal or economic relation to the project or affected properties, or their concern with the project's effects on historic properties (subject to FRA approval)

# CONSULTING PARTY INVOLVEMENT



## Potential roles of the consulting parties:

- ▶ Help identify historic properties
- ▶ Review pertinent historic preservation information provided by FRA
- ▶ Help develop and consider possible solutions to avoid, minimize, or mitigate adverse effects on historic properties
- ▶ Implement mitigation measures

# PROJECT OVERVIEW



<https://youtu.be/CWp0hV8Nj3I>

# WHY?



In 2015, Maryland (MDOT) received a \$27.8 million federal grant for NEPA/ Preliminary Engineering (PE), as part of the **Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, to study the construction of a maglev train between Baltimore, MD and Washington, D.C.

# WHAT IS THE PROPOSED PROJECT?



- ▶ Superconducting Maglev (SCMAGLEV) train service between Baltimore and Washington
- ▶ Cruising speeds over 300 mph
- ▶ Completion of an Environmental Impact Statement and Preliminary Engineering
- ▶ At this time, **no money has been identified for construction**





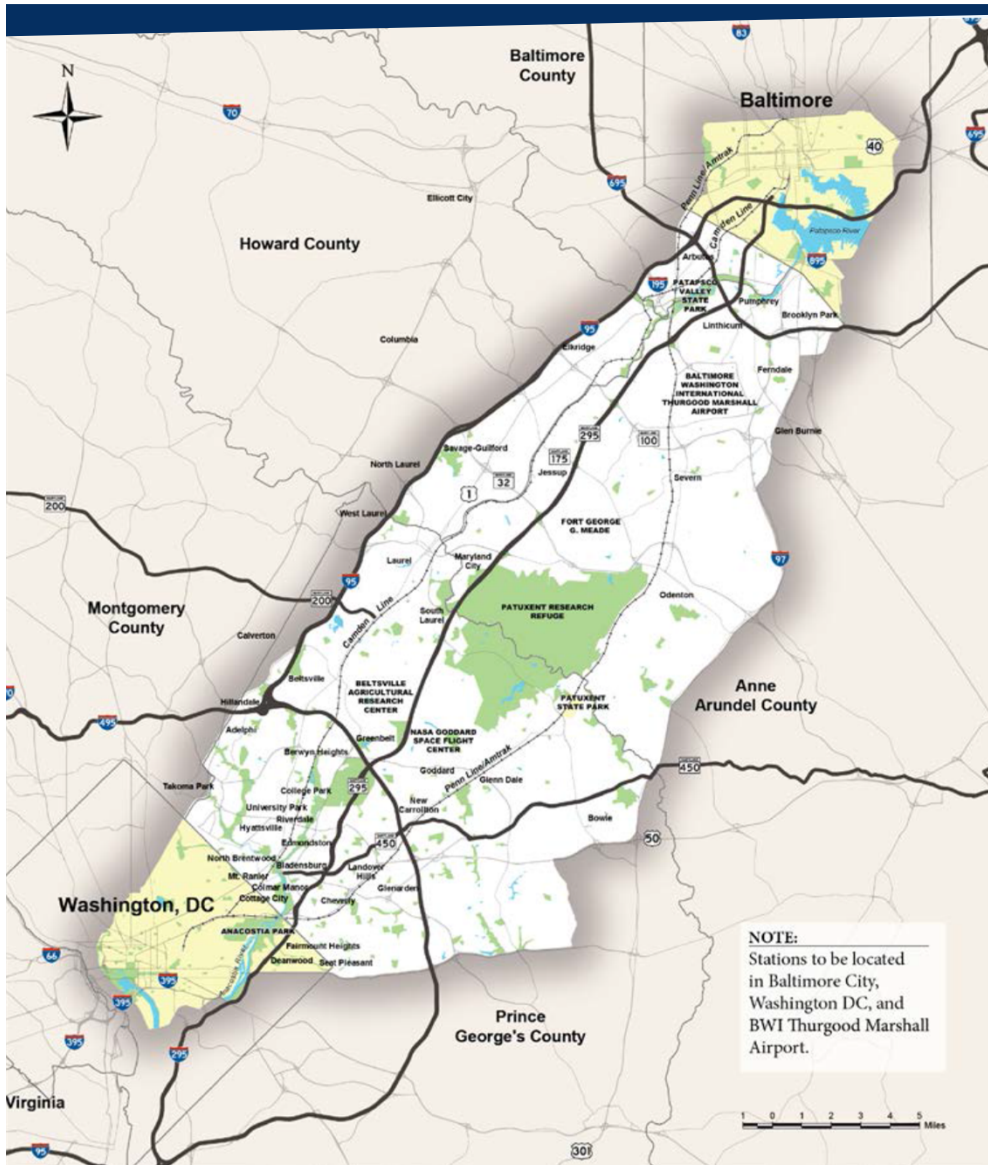
# WHAT IS THE PROPOSED PROJECT?



Alignment and Station Zones shown above are graphical representations and do not reflect actual alignment or station locations.

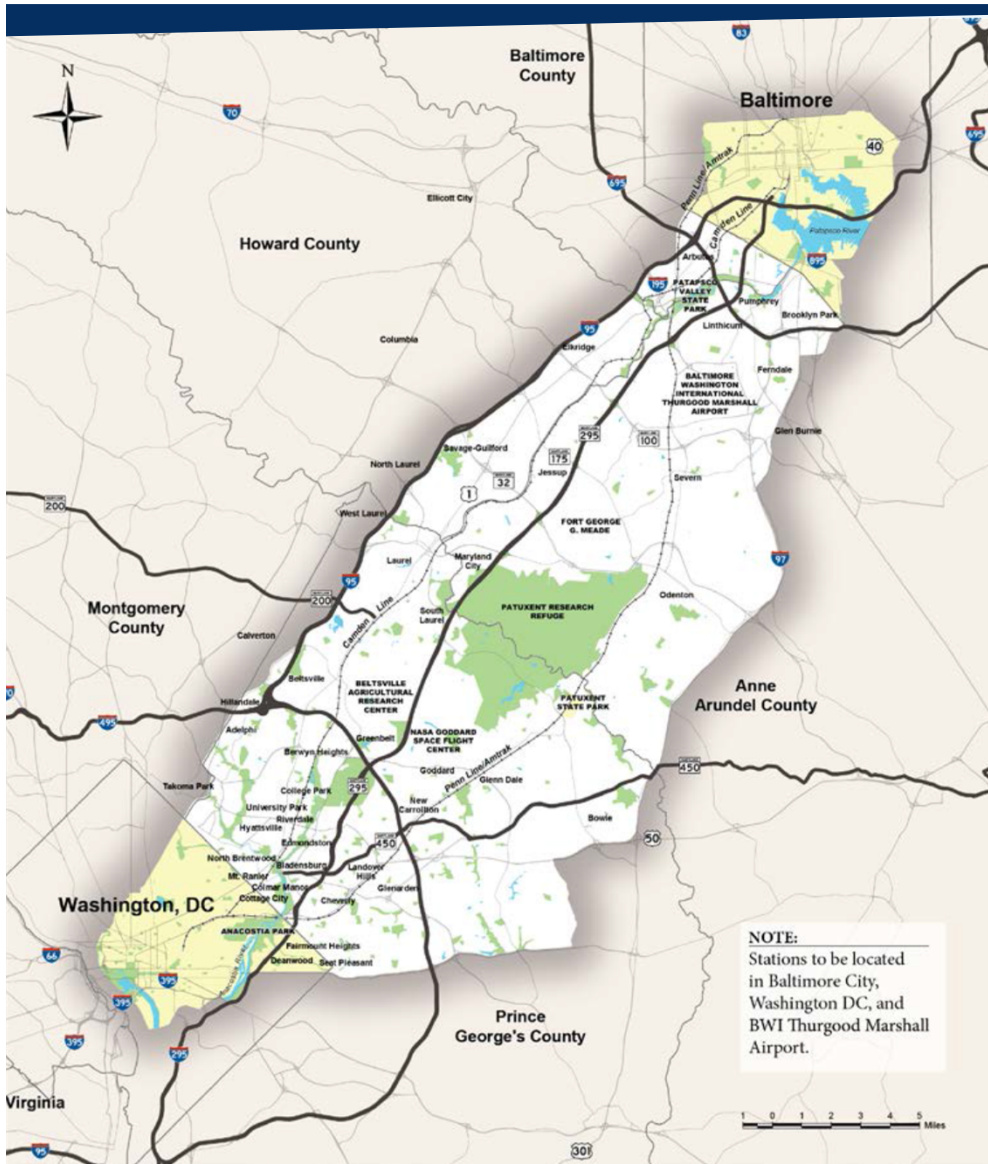
- ▶ Three proposed stations:
  - ▶ Washington, DC
  - ▶ Baltimore-Washington International Thurgood Marshall Airport
  - ▶ Baltimore City
- ▶ Maintenance facility
- ▶ Support facilities
  - ▶ Ventilation shafts
  - ▶ Electric substations
  - ▶ Rolling Stock Depot

# PROJECT STUDY AREA



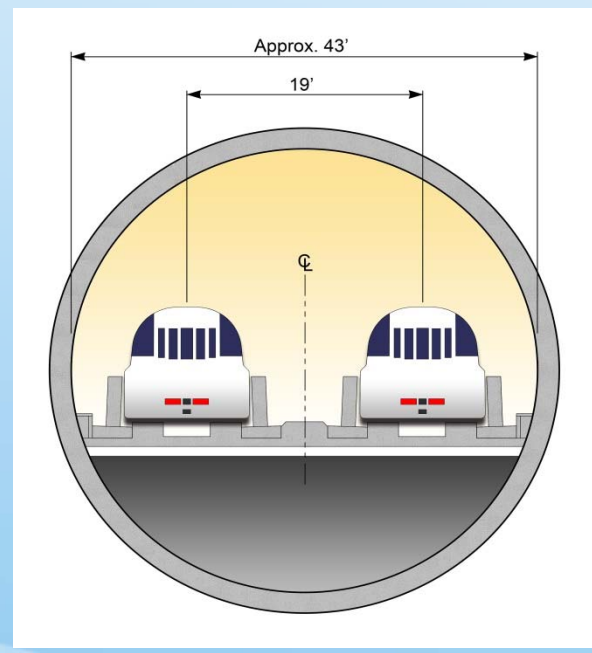
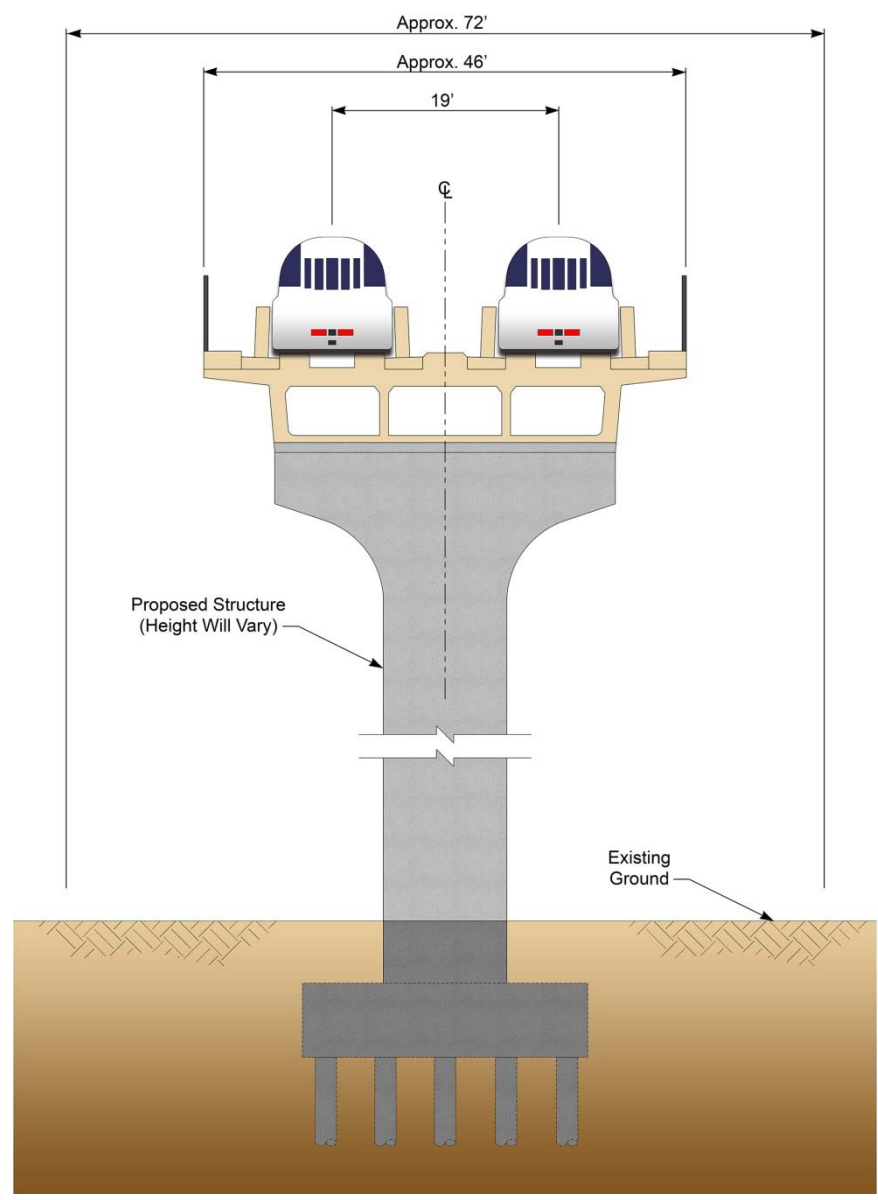
- ▶ Approximately 40 miles long by 10 miles wide
- ▶ Two major cities, 4 counties
- ▶ Large number of natural and cultural resources
- ▶ Majority of land ownership is private

# PROJECT STUDY AREA



- ## Major government facilities
- ▶ BWI Thurgood Marshall Airport
  - ▶ Baltimore-Washington Parkway
  - ▶ Fort George G. Meade
  - ▶ National Security Agency
  - ▶ Patuxent Research Refuge
  - ▶ Beltsville Agricultural Research Center
  - ▶ NASA Goddard Space Flight Center

# CONCEPTUAL DESIGNS



# CONCEPTUAL DESIGNS



# PURPOSE



- ▶ Improve redundancy and mobility options for transportation between Baltimore, MD and Washington, D.C.
- ▶ Develop a system that operates in accordance with federal safety requirements
- ▶ Provide connectivity to existing transportation modes in the regions (i.e. subway, light rail, bus, air)
- ▶ Provide a complementary alternative to future rail expansion opportunities in the corridor
- ▶ Avoid, minimize and mitigate potential impacts to the human and natural environment

# NEED



- ▶ Accommodating increased population and employment in the study area
- ▶ Growing demands on and constrained capacity of the existing transportation network
- ▶ Increased travel times
- ▶ Decreasing mobility
- ▶ Maintaining economic viability

# PUBLIC NOTIFICATION



- ▶ NOI published, November 25, 2016
- ▶ Public Scoping Meetings, December 10-15, 2016
- ▶ Initial Alternatives Meetings, April 10-14, 2017
- ▶ Scoping Document, May 17, 2017
- ▶ Purpose and Need October 12, 2017
- ▶ Preliminary Alternatives Screening Meetings, October 14-25, 2017
- ▶ Preliminary Alternatives Screening Report, January 2018



# ALTERNATIVES SCREENING PROCESS



**Screening Level 1** Evaluated a reasonable range of **Initial Alignments**  
*(Developed from previous studies and stakeholder input)*



**Screening Level 2** Evaluated the **Preliminary Alignments**  
*(Alignments that advanced from Screening Level 1)*

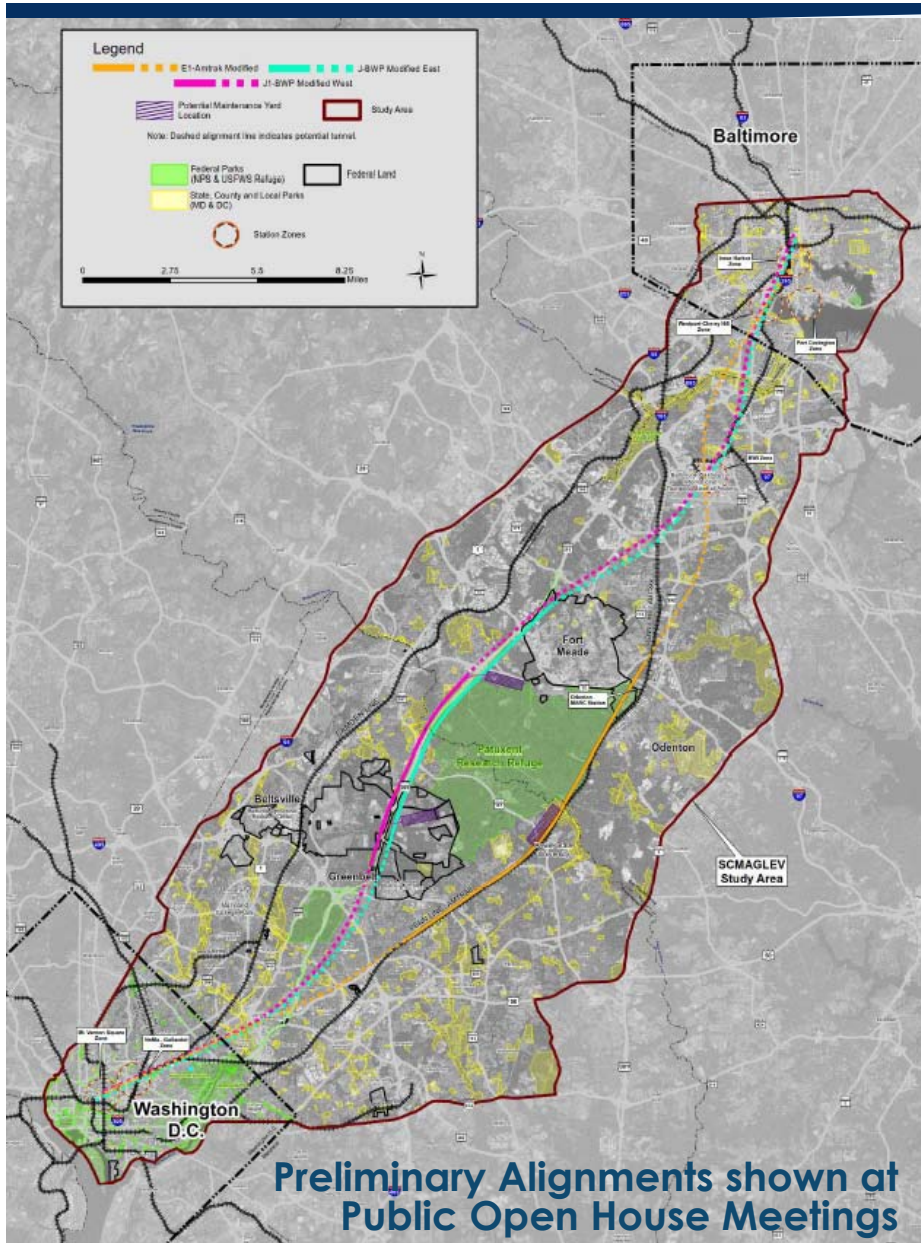


Preliminary Alignments advance as **Preliminary Alternatives** in the next phase  
*(Alignments advancing for detailed analysis in the Alternatives Report)*

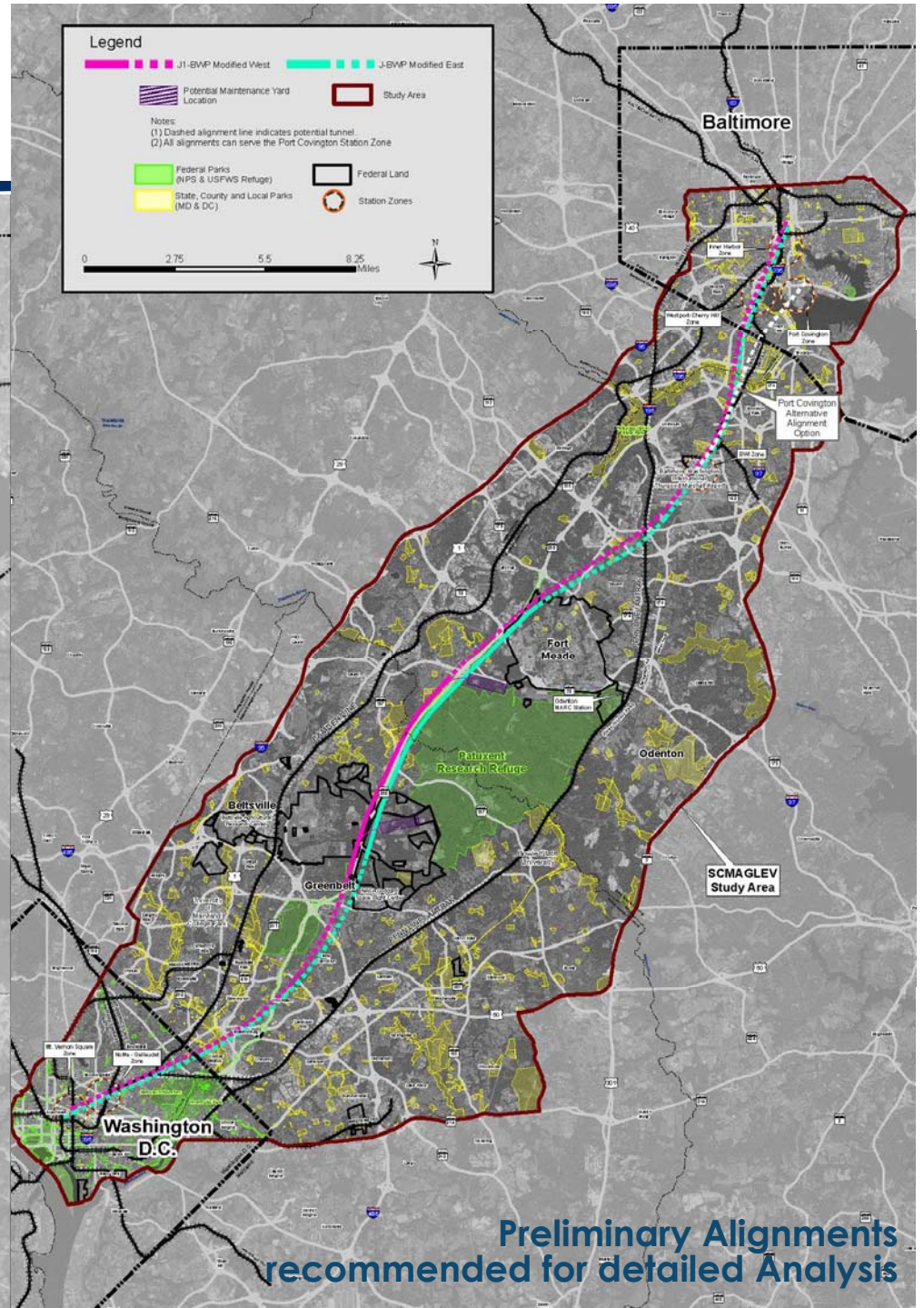




# SCREENING PROCESS



Preliminary Alignments shown at Public Open House Meetings



Preliminary Alignments recommended for detailed Analysis

# TUNNEL vs ABOVE-GROUND



Tunnel

Above-Ground

Tunnel

**DC to Greenbelt**

**Greenbelt to NSA**

**NSA to Baltimore**

## Alternative J (east BW)

**73.6** % Tunnel

**1.9** % Transition

**24.5** % Above-Ground

## Alternative J1 (west BW)

**77.1** % Tunnel

**2.2** % Transition

**20.7** % Above-Ground

# SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT



**“The spirit and direction of the Nation are founded upon and reflected in our historic heritage”**

- ▶ The Nation’s primary historic preservation law
- ▶ Defines the legal responsibilities of Federal agencies with respect to the preservation and stewardship of historic properties
- ▶ Section 106 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties



# KEY COMPONENTS OF SECTION 106

- ▶ National Register of Historic Places (NRHP)
- ▶ Advisory Council on Historic Preservation (ACHP)
- ▶ State Historic Preservation Offices (SHPOs)
- ▶ Tribal Historic Preservation Offices (THPOs)
- ▶ 4 Step Process
- ▶ Consultation



Greyhound Bus Terminal

# SECTION 106 REQUIREMENTS



## Federal agencies must:

- ▶ Consider and determine the direct AND indirect effects of a proposed undertaking on historic properties
- ▶ Consult with SHPOs, Tribes, and other consulting parties
- ▶ Avoid, resolve or mitigate adverse effects on historic properties

# SECTION 106 CONSULTATION PROCESS

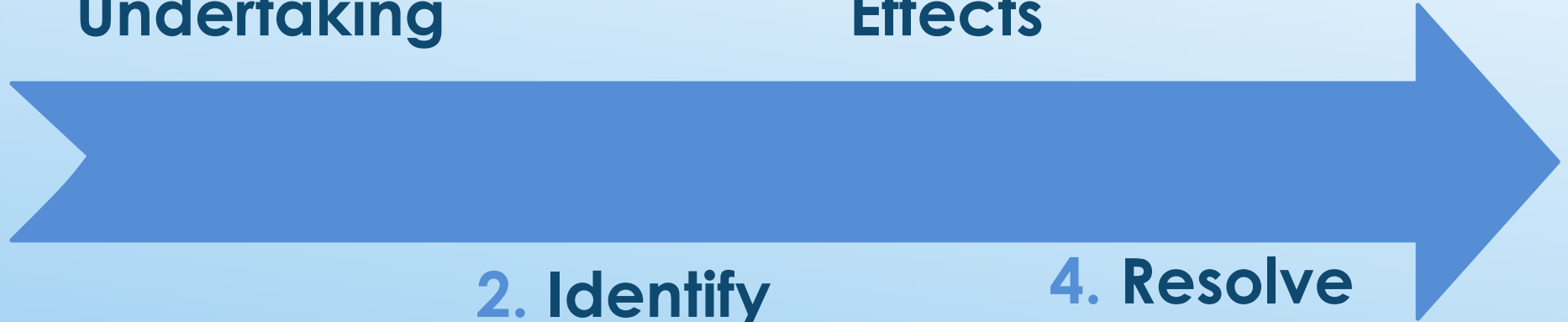


**1. Establish  
the  
Undertaking**

**3. Assess  
Adverse  
Effects**

**2. Identify  
and  
Evaluate**

**4. Resolve  
Adverse  
Effects**





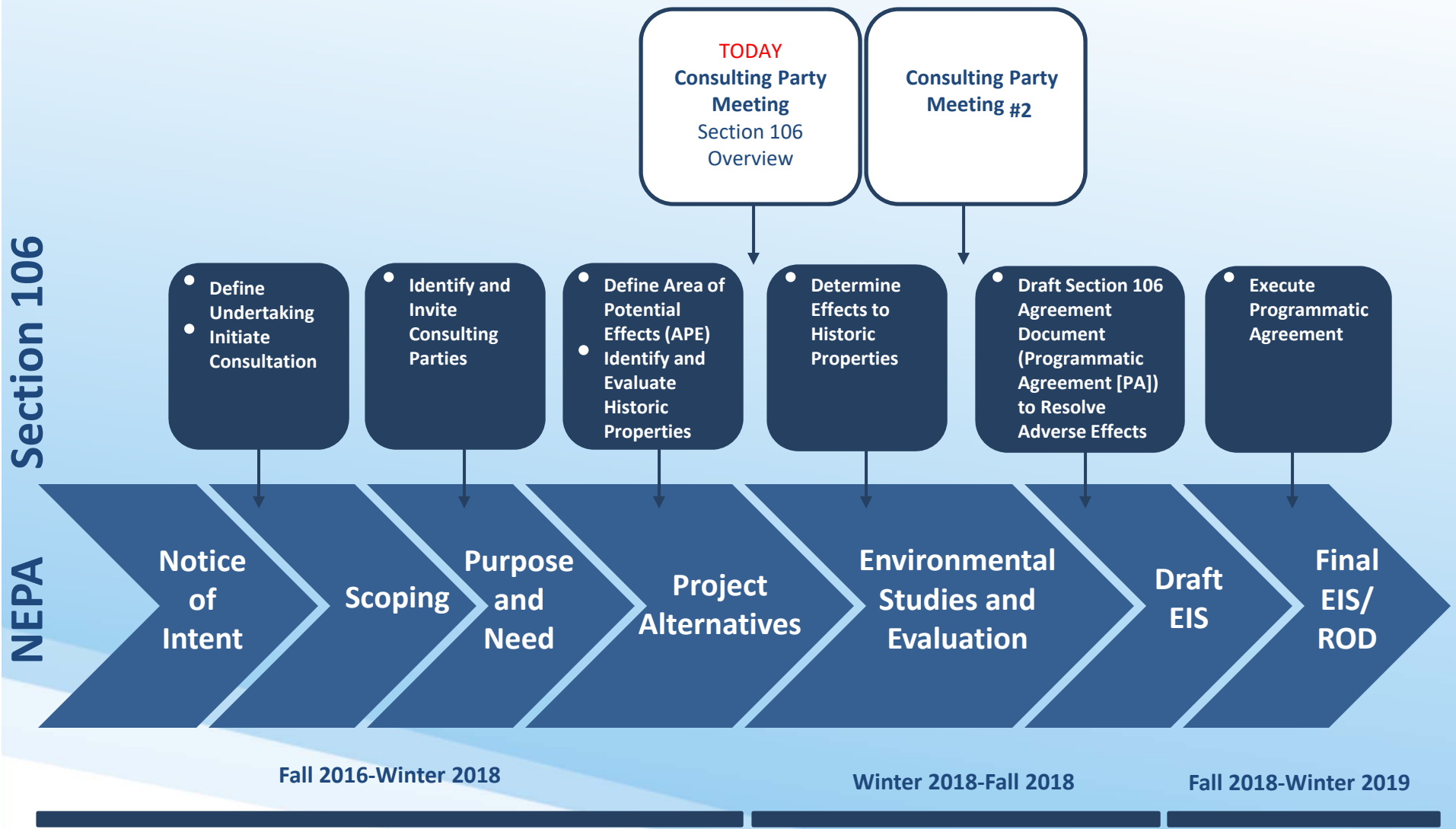
# COORDINATING SECTION 106 WITH NEPA



- ▶ 36 CFR Part 800.8 describes coordination between laws
- ▶ NEPA does not substitute for Section 106
- ▶ Projects found to have no environmental impacts may still have adverse effects on



# SECTION 106 AND NEPA COORDINATION



# AREA OF POTENTIAL EFFECTS

- ▶ The geographical area within which an undertaking may affect historic properties
- ▶ Direct effects
  - ▶ Demolition
  - ▶ Renovation
  - ▶ Construction
- ▶ Indirect effects
  - ▶ Visual impacts
  - ▶ Changes in traffic patterns
  - ▶ Noise and Vibration



# WHAT IS A HISTORIC PROPERTY?

A historic property is **listed in or eligible for listing in the National Register of Historic Places (NRHP)**

To be listed in the NRHP, a property must be:

- ▶ One of the five defined resource types:
  - ▶ Building, structure, object, site, or district
- ▶ At least 50 years old (with exceptions)
- ▶ One that retains its integrity through which it conveys its significance
- ▶ Significant within its historic context under NRHP Criteria **A, B, C, and/or D**

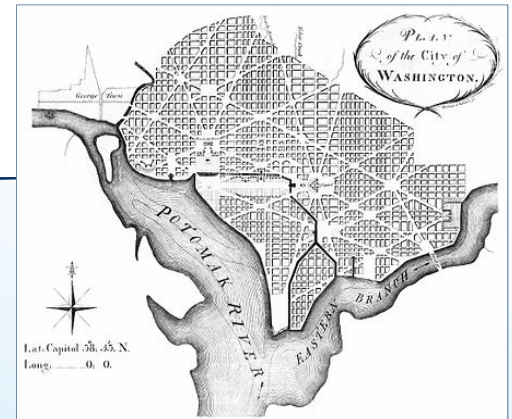
**A.** That are associated with **events** that have made a significant contribution to the broad patterns of our history; or

**B.** That are associated with the lives of **significant persons** in our past; or

**C.** That embody the distinctive characteristics of a **type, period, or method of construction**, or that represent the work of a **master**, or that possess **high artistic values**, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

**D.** That have yielded or may be likely to **yield information important in history or prehistory**.

[www.nps.gov/nr/publications/bulletins/nrb15/nrb15\\_2.htm](http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm)



# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION

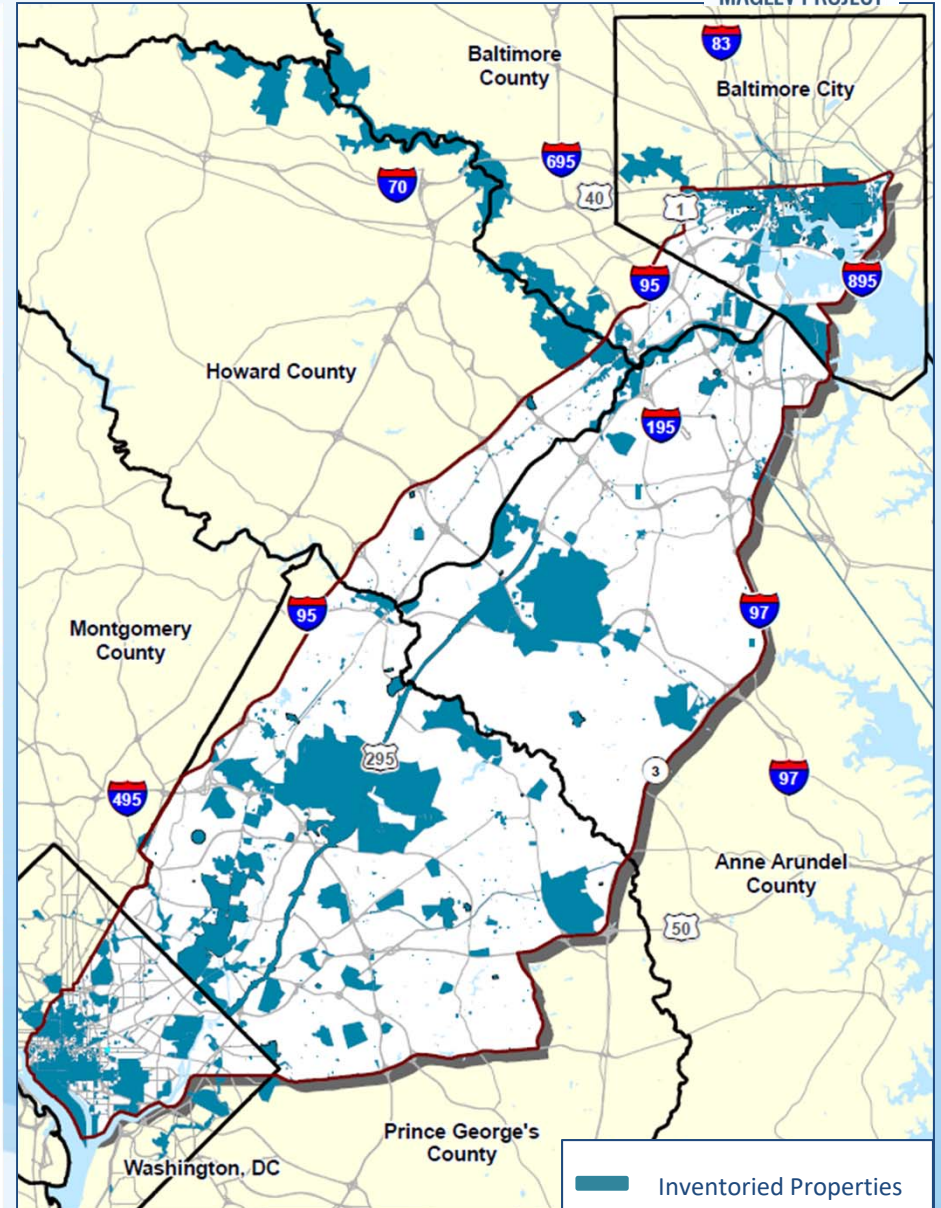
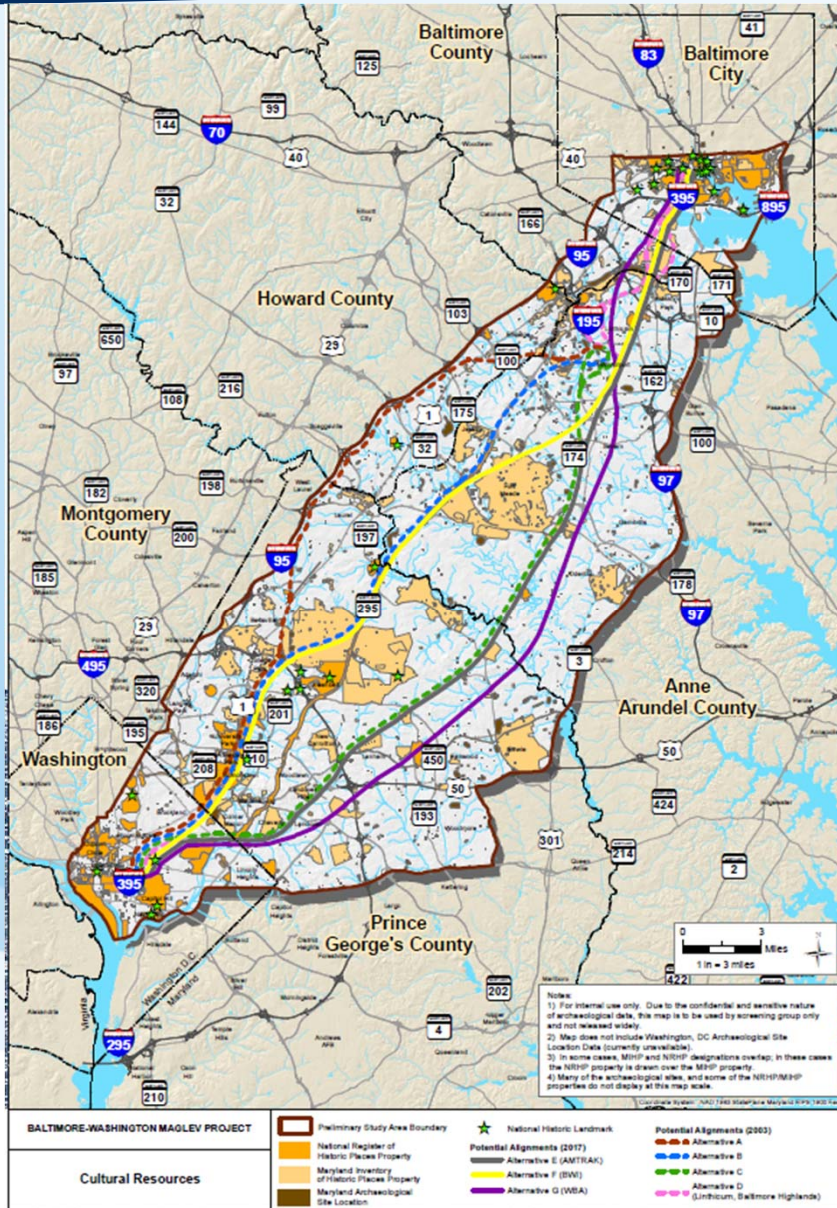


The Project's cultural resources team conducted background research to identify:

- ▶ Known archaeological sites
- ▶ National Historic Landmarks
- ▶ National Register of Historic Place (NRHP) listed or eligible properties
- ▶ Listed or eligible properties for the DC or MIHP inventories and/or
- ▶ local landmarks within the study corridor

Data was compiled within a GIS database, a windshield survey was conducted, and the results were presented within the *Preliminary Alternatives Screening Report (PASR)*

# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



## Archaeological Sensitivity **Prehistoric Model** Criteria

Prehistoric archaeological sites tend to be located in specific settings based on environmental variables such as topography and distance to water. The following variables were used:

- ▶ Previously recorded archaeological site locations (to identify known patterns of prehistoric site location)
- ▶ Slope/topography (slopes less than or equal to 15 percent, slopes greater than 15 percent)
- ▶ Disturbed soils (disturbed soils have a lower probability to contain intact sites)
- ▶ Soil drainage (e.g., poorly drained, well drained)
- ▶ Distance to stream or wetlands (500-meter buffer)
- ▶ Stream order (rank 3 or higher at 1:24,000 scale)
- ▶ Modern Land Use/Land Cover (LULC, primarily identifies areas of disturbance that are unlikely to contain intact archaeological sites)

# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



## Archaeological Sensitivity **Historic Model** Criteria

Historic sites show some patterning and the following variables were used:

- ▶ Previously recorded site locations (to identify potential patterns)
- ▶ Slope/topography (slopes less than or equal to 15 percent, slopes greater than 15 percent)
- ▶ Soil drainage (e.g., poorly drained, well drained)
- ▶ LULC (primarily identifies areas of disturbance that are unlikely to contain intact archaeological sites)



# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



## Archaeological Sensitivity

Archaeological Sensitivity divided into **No**, **Low**, **Medium**, and **High** categories based on environmental conditions and potential subsurface integrity:

- ▶ No Sensitivity areas include deep tunnel locations
- ▶ Low Sensitivity areas have high levels of modern development
- ▶ Medium Sensitivity areas include locations with well drained soils and varying levels of modern development
- ▶ High Sensitivity areas include locations near rivers and with little to no modern development



# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



Name	Line	Location	
L'Enfant Plan Reservation 173 & 174	J, J1	New York Ave & 11th St, Washington, D.C.	99
Greyhound Bus Terminal	J, J1	1100 New York Avenue, NW, Washington, D.C.	99
Asbury Methodist Church	J, J1	926 11th Street Northwest, Washington, D.C.	99
L'Enfant Plan Reservation 70 & 175	J, J1	K & 9th Sts, NW, Washington, D.C.	99
Central Public Library	J, J1	Mount Vernon Square, 8th & K Sts, NW, Washington, D.C.	99
L'Enfant Plan Reservation 176 & 71	J, J1	K & 7th Sts, NW, Washington, D.C.	99
Seventh St, NW, East Side of 1000 Block	J, J1	649 and 651 New York Ave, NW, Washington, D.C.	100
L'Enfant Plan Reservation 177, 177A & 178	J, J1	L & 5th Sts, NW, Washington, D.C.	100
Yale Steam Laundry	J, J1	437-443 New York Ave, NW, Washington, D.C.	100
Fletcher Chapel	J, J1	401 New York Ave, NW, Washington, D.C.	100
L'Enfant Plan Reservation 179 & 180	J, J1	M St & New Jersey Ave, NW, Washington, D.C.	100
The Augusta and The Louis Apartment Bldg	J, J1	1151 New Jersey Ave, NW, Washington, D.C.	100
M Street High School (Perry School)	J, J1	128 M St, NW	100
L'Enfant Plan Reservation 181	J, J1	1st St and New York Ave, NW, Washington, D.C.	100

**Yellow** – NRHP listed or eligible    **White** – Property identified for further study    **Bold** – elevated alignment

# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



Name	Line	Location	
Mount Vernon Square Historic District	J, J1	1st, New York Ave, M and N Sts, NW, Washington, D.C.	100
The New York	J, J1	115 New York Ave, NW, Washington, D.C.	100
L'Enfant Plan Reservation 182 & 183	J, J1	N & N. Capitol Sts, & New Jersey Ave, NW, Washington, D.C.	101
L'Enfant Plan Reservation 184 & 185	J, J1	O & 1st Sts, NE, Washington, D.C.	101
L'Enfant Plan Reservation 495	J, J1	Brentwood Pkwy & New York Ave, NE, Washington, D.C.	102
Hecht Company Warehouse	J, J1	1401 New York Ave, NE, Washington, D.C.	103
Civil War Fort Sites and Fort Circle Park System	J, J1	3401 Bladensburg Rd, Brentwood, MD	106
Fort Lincoln Cemetery	J, J1	3401 Bladensburg Rd, Brentwood, MD	106
Battery Jameson	J, J1	3401 Bladensburg Rd, Brentwood, MD	106
Bladensburg Battlefield	J, J1	3401 Bladensburg Rd, Brentwood, MD	106
Bladensburg Dueling Grounds	J, J1	Colmar Manor Community Park, Colmar Manor, MD	107
Bladensburg Waterfront Park	J, J1	4601 Annapolis Road, Bladensburg, MD	107
Bladensburg Survey District	J, J1	Peace Cross to 56th Ave, Bladensburg, MD	109
Publick Playhouse	J	5445 Landover Road, Bladensburg, MD	109

**Yellow** – NRHP listed or eligible    **White** – Property identified for further study    **Bold** – elevated alignment

# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



Name	Line	Location	
Bladensburg High School	J, J1	5610 Tilden Road, Bladensburg, MD	110
Baltimore-Washington Parkway	J, J1	Jessup, MD	111
<i>Cherry Hill Cemetery</i>	J1	6821 Ingraham Street, Riverdale, MD	112
Martins Woods	J, J1	West of Finns Ln @ Riverdale Road, Lanham, MD	113
<b>Baltimore-Washington Parkway</b>	<b>J, J1</b>	<b>Jessup, MD</b>	<b>118</b>
<b>Greenbelt Historic District</b>	<b>J1</b>	<b>Greenbelt, MD</b>	<b>118</b>
<b>Goddard Space Flight Center</b>	<b>J, J1</b>	<b>8800 Greenbelt Rd, Greenbelt, MD</b>	<b>118</b>
<b>Beltsville Agricultural Research Center-BARC</b>	<b>J, J1</b>	<b>10300 Baltimore Ave, Beltsville, MD</b>	<b>119</b>
<b>BARC Garage/Hydrology Lab, Bldg 288A</b>	<b>J1</b>	<b>10300 Baltimore Ave, Building 288A, Beltsville, MD</b>	<b>119</b>
<b>BARC, Hydrology Laboratory, Bldg 288</b>	<b>J1</b>	<b>10300 Baltimore Ave, Building 288, Beltsville, MD</b>	<b>119</b>
<b>BARC, Potable Water System, Bldg 286</b>	<b>J1</b>	<b>10300 Baltimore Ave, Building 286, Beltsville, MD</b>	<b>119</b>
<b>BARC, Carl Thies House, Bldg 510, site</b>	<b>J</b>	<b>10300 Baltimore Ave, Building 510, Beltsville, MD</b>	<b>120</b>
<b>Beaverdam Road Bridge</b>	<b>J1</b>	<b>Beaverdam Road over Beaver Dam Creek, Beltsville, MD</b>	<b>120</b>
<b>BARC, Hense House, Bldg 542 (demo)</b>	<b>J, J1</b>	<b>10300 Baltimore Ave, Building 542, Beltsville, MD</b>	<b>121</b>

**Yellow** – NRHP listed or eligible    **White** – Property identified for further study    **Bold** – elevated alignment

# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



Name	Line	Location	
<b>BARC, Main Dog Kennel, Bldg 543</b>	J, J1	10300 Baltimore Ave, Building 543, Beltsville, MD	<b>121</b>
<b>BARC, Animal Shed, Bldg 543A</b>	J, J1	10300 Baltimore Ave, Building 543A, Beltsville, MD	<b>121</b>
<i>Sudlersville South, Maryland City</i>	J1	Sudlersville South, Maryland City, MD	<b>129</b>
<i>Thomas J.S. Waxter Center</i>	J1	375 Red Clay Road, S.W., Laurel, Maryland	<b>129</b>
<b>DC Children's Center, Forest Haven District</b>	J, J1	River Road, Laurel (ft. Meade), MD	<b>130</b>
<b>Woodland Jobs Center</b>	J, J1	3300 Fort Meade Rd, Laurel, MD	<b>130</b>
<b>Fort George G. Meade</b>	J, J1	Fort Meade, MD	<b>135</b>
<b>Warfield Sister's Farm</b>	J, J1	7862 Ridge Road, Hanover, MD	137
<b>Harmans Post Office</b>	J, J1	1125 Old Dorsey Road, Harmans, MD	141
<b>Linthicum Heights Historic District</b>	J, J1	Linthicum Heights, MD	147
<b>Twin Oaks</b>	J, J1	Twin Oak Ct, Linthicum Heights, MD	148
<b>H.H. Thomas House (demo)</b>	J, J1	Mountain Rd, North Linthicum, MD	149
<b>Westport Historic District</b>	J, J1	Baltimore City, MD	154
<b>Carr-Lowery Glass Company, site</b>	J, J1	2201 Kloman St, Baltimore, MD	154

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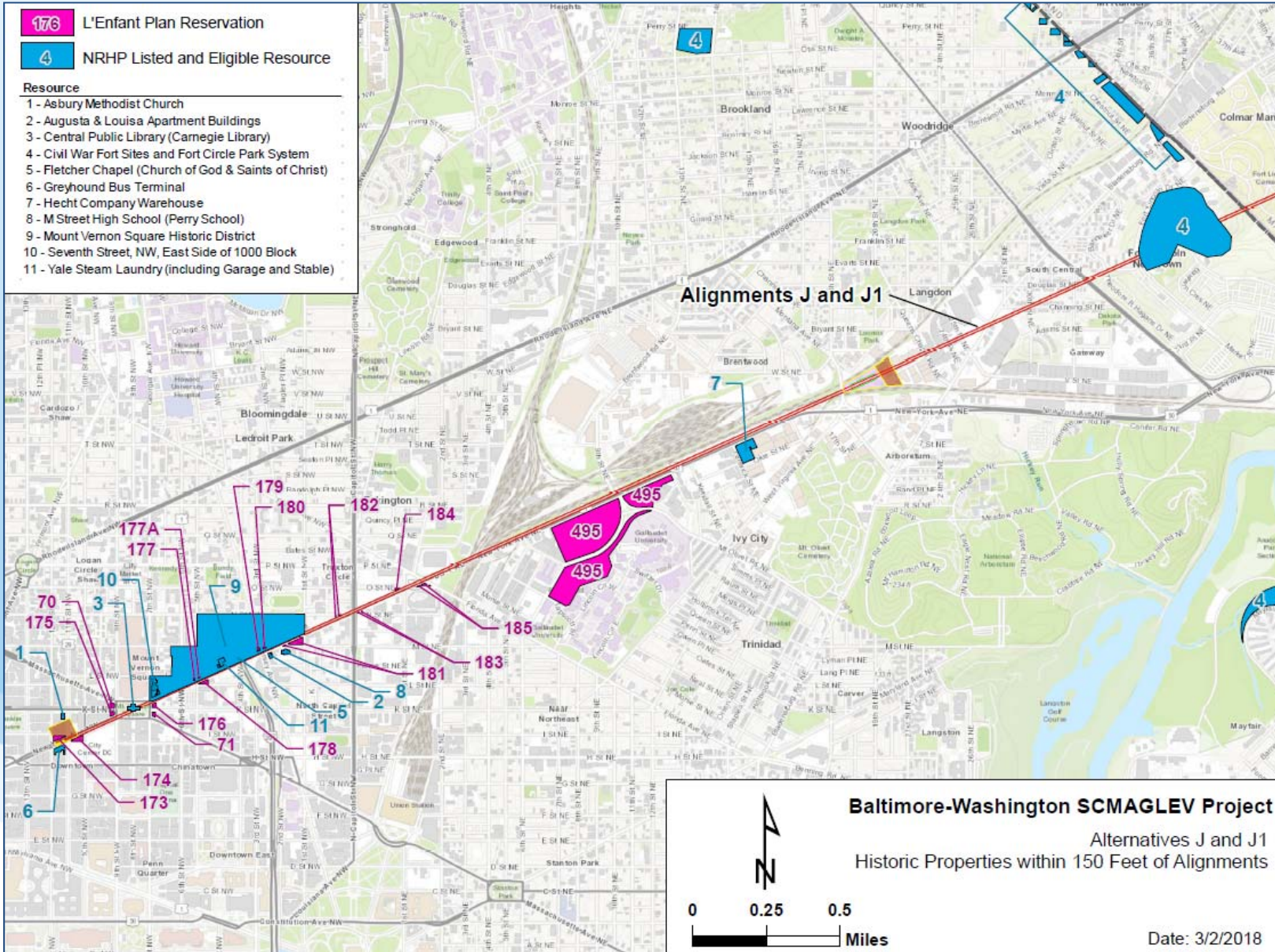
# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION



Name	Line	Location	
Westport Power Station, Site	J, J1	2033 Kloman St, Baltimore, MD	154
Baltimore Novelty Steam Boiler Works, site	J, J1	2001 Kloman St, Baltimore, MD	154
Hanover Street Bridge (BC5210)	J, J1	South Hanover Street, Baltimore, MD	154

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# HISTORIC PROPERTIES PRELIMINARY IDENTIFICATION





# NEXT STEPS IN SECTION 106 PROCESS



- ▶ **Additional Identification of Historic Properties**
- ▶ **Assessment of Effects**
- ▶ **Consultation with SHPOs and consulting parties**
- ▶ **Draft Section 106 Agreement Document (PA) to Resolve Adverse Effects**

# ADDITIONAL IDENTIFICATION OF HISTORIC PROPERTIES



- ▶ Pending and recently-listed NRHP properties in D.C. and Maryland
- ▶ Properties determined eligible for National Register (SHPO concurrence, other projects)
- ▶ Potential archaeological resources within the Limits of Disturbance (LOD)
- ▶ Properties greater than 50 years of age that have not been previously evaluated for NRHP eligibility
- ▶ Visual Impact Assessments to identify and analyze potential effects from alternatives
- ▶ Review of existing NPS Cultural Landscape Inventories (CLIs)
- ▶ Feedback from SHPOs and other consulting parties

# ADDITIONAL IDENTIFICATION OF HISTORIC PROPERTIES

## Archaeology Methodology:

- ▶ Determine Preferred Alternative's Direct APE
- ▶ Conduct Phase I Archaeological Survey (e.g., shovel testing) to identify sites
- ▶ Conduct Phase II evaluation to determine National Register eligibility status of sites (e.g., test units)



# ADDITIONAL IDENTIFICATION OF HISTORIC PROPERTIES

## Architectural History Methodology:

- ▶ Desktop review of all known historic resources within 150 feet on either side of the project corridor centerline
- ▶ Individual evaluation for possible effects from the project
- ▶ Effects determination included in the **DEIS**



After preferred alternative identified:

- ▶ Field survey
- ▶ Analysis
- ▶ Preparation of Determination of Eligibility and inventory forms
- ▶ Effects determination included in the **FEIS**



# SECTION 106 CONSTRAINTS



- ▶ Final alignments have yet to be determined
- ▶ Alternatives Report is being developed
- ▶ Engineering Data coming for:
  - ▶ Tunnel depths, tunnel portals, emergency access points, ventilation shafts, generator buildings, electric substations, elevation of train guideways, Rolling Stock Depot (maintenance yard), and passenger station locations
- ▶ Limits of Disturbance (LOD) to be determined
- ▶ Property Access

# CONSULTING PARTY INVOLVEMENT



## Roles of Consulting Parties:

- ▶ Review and comment on pertinent historic preservation information provided by FRA
  - ▶ List of known properties
  - ▶ Historic Property Identification and NRHP evaluation methodologies
- ▶ Help develop and consider possible solutions to avoid, minimize, or mitigate adverse effects to historic properties
- ▶ Implement mitigation measures

# QUESTIONS AND COMMENTS



## Thank You for Your Participation

- ▶ Initial Consulting Party comments on **known historic properties** and **historic property identification and NRHP evaluation methodologies** are requested by **April 13, 2018**
- ▶ Comments and information on historic properties can be provided in multiple ways:
  - ▶ At this meeting
  - ▶ Website: [bwmaglev.info](http://bwmaglev.info)
  - ▶ Email: [info@BaltimoreWashingtonSCMaglevProject.com](mailto:info@BaltimoreWashingtonSCMaglevProject.com)
  - ▶ Correspondence addressed to:

Brandon L. Bratcher  
Environmental Protection Specialist  
U.S. Department of Transportation  
Email: [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov)  
Office: (202) 493-0844

**SCMAGLEV Project**  
c/o Suhair Al Khatib, Deputy Administrator &  
Chief Planning, Program and Engineering Officer  
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MARYLAND TRANSIT  
ADMINISTRATION

