

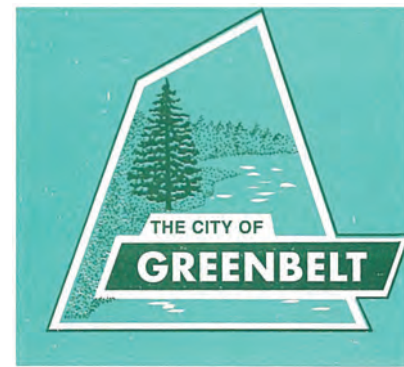
CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

Submitted via email to: info@bwmaglev.info

May 24, 2021

SCMaglev Comments
c/o Ms. Lauren Molesworth
Maryland Transit Administration
Planning, Program and Engineering
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Emmett V. Jordan, Mayor Pro Tem
Judith F. Davis
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Re: Comments on Baltimore-Washington Superconducting Magnetic Levitation Draft Environmental Impact Statement, Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement

On behalf of the City of Greenbelt, Maryland (Greenbelt), the City of College Park, Maryland (College Park), and the Town of Landover Hills, Maryland (Landover Hills), we submit the following comments in response to the Notice of Availability of the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Baltimore-Washington Superconducting Maglev Project (SCMAGLEV). 86 Fed. Reg. 6,643. Greenbelt, College Park, and Landover Hills staunchly oppose the SCMAGLEV. The project would cost billions of dollars subsidized by the public while providing benefits to only a small group of people who are wealthy enough to afford its high fares and fortunate enough to live near one of its stations. Greenbelt, College Park, Landover Hills, and other Prince George's County residents, who would be subject to the greatest impacts from the project, would receive none of its benefits. On the contrary, the project would harm human health and the environment, destroy parkland, compromise the integrity of the Greenbelt National Historic Landmark, and reduce residents' quality of life. Furthermore, the negative impacts from the SCMAGLEV would disproportionately fall on environmental justice communities along the proposed routes.

The DEIS and Draft Section 4(f) Evaluation are woefully insufficient and do not provide the public or the Federal Railroad Administration (FRA) with the opportunity to meaningfully review and consider the project's impacts, especially because the DEIS fails to provide sufficient information to support the selection of the two route alignments under consideration. There has been no confirmation of the professional and scientific integrity of the discussions and analyses presented in the DEIS. Additionally, the FRA has failed to provide a National Historic Preservation Act Section 110(f) evaluation, and no Clean Water Act Section 404 permit application for the project has been made public.

In light of these inadequacies, no build alternative can legitimately be selected. The FRA should halt its consideration of the SCMAGLEV and not waste additional taxpayer money on this unnecessary project, one that would come at an exorbitant price and have such negative impacts on the public and the environment. If the FRA decides to proceed with the project regardless, the FRA should restart the NEPA process and issue a new DEIS to allow for the

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evaluation of all reasonable alternatives based on a proper purpose and need, sound science, sufficient information, and a true opportunity for public review and comment.

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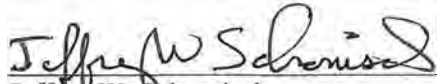

Rodney M. Roberts, Council Member



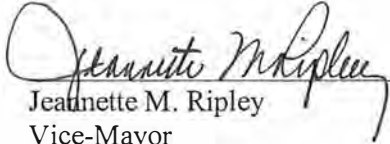
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Patrick L. Wojahn
Mayor

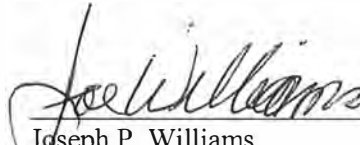
TOWN OF LANDOVER HILLS



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Mayor



Jeannette M. Ripley
Vice-Mayor



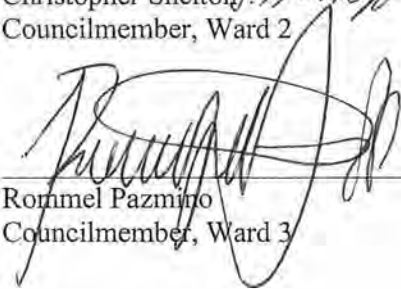
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Councilmember, Ward 3

Comments on SCMAGLEV DEIS, Draft Section 4(f) Evaluation, and Draft Section 106
Programmatic Agreement
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cc: Senator Ben Cardin
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