

**Welcome!**

**MARC Northeast  
Maintenance Facility  
Open House  
February 2015**

## Meeting Purpose

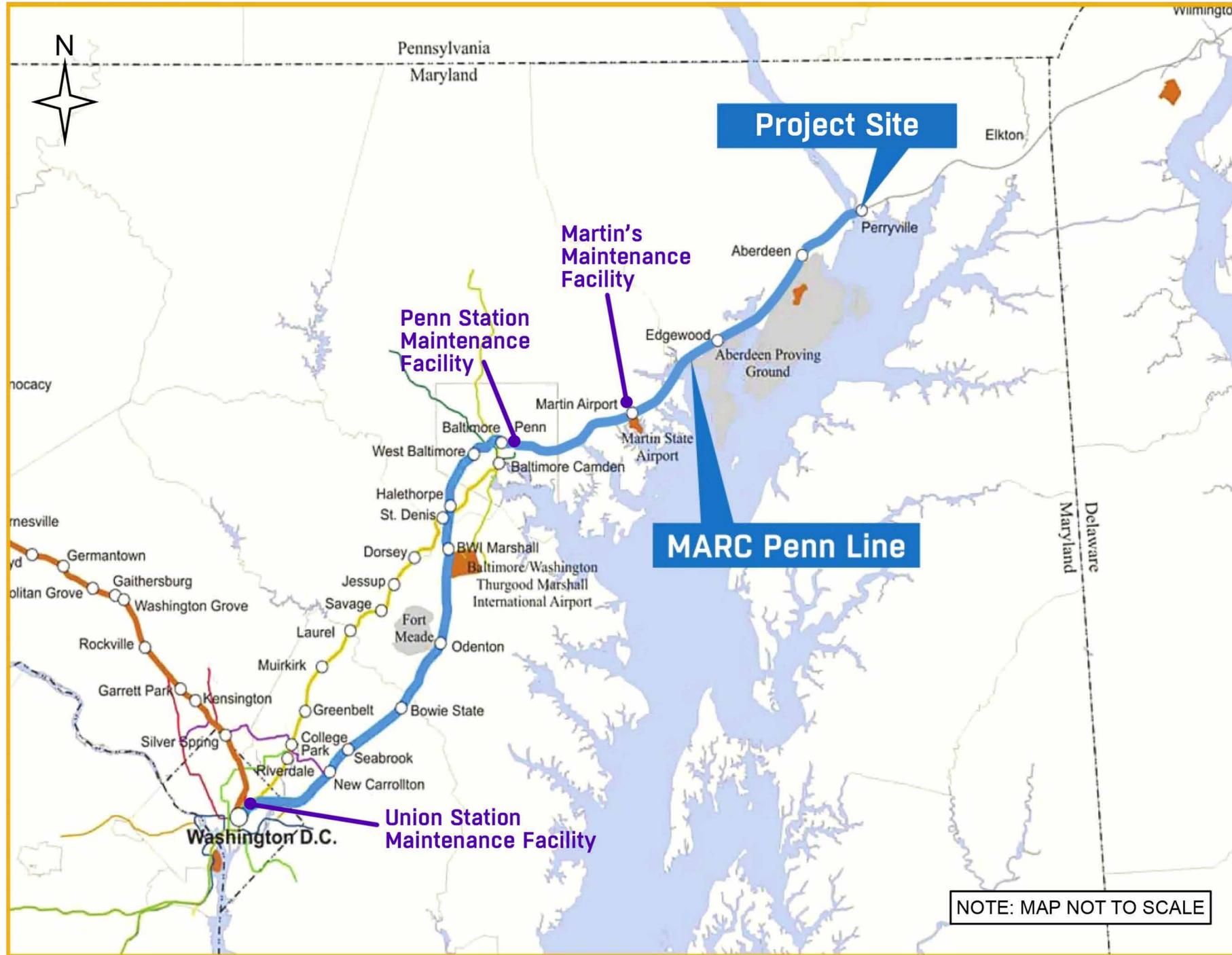
- See current MARC Northeast Maintenance Facility plans
- Ask questions of the project team
- Speak with historic preservation specialists about how the facility would affect historic resources (Section 106 Public Involvement Process)
- Review results of the Environmental Assessment (EA) and provide comment

## Project Need

The MARC Northeast Maintenance Facility would address four specific needs:

1. Need to support expected 2035 ridership growth and system expansion north of the Susquehanna River
2. Need for additional MARC Penn Line train storage
3. Need to consolidate maintenance and storage functions for the current MARC system
4. Need to support Amtrak's Northeast Corridor (NEC) growth plan and planned expansion of high speed rail

# MARC Penn Line Corridor Map



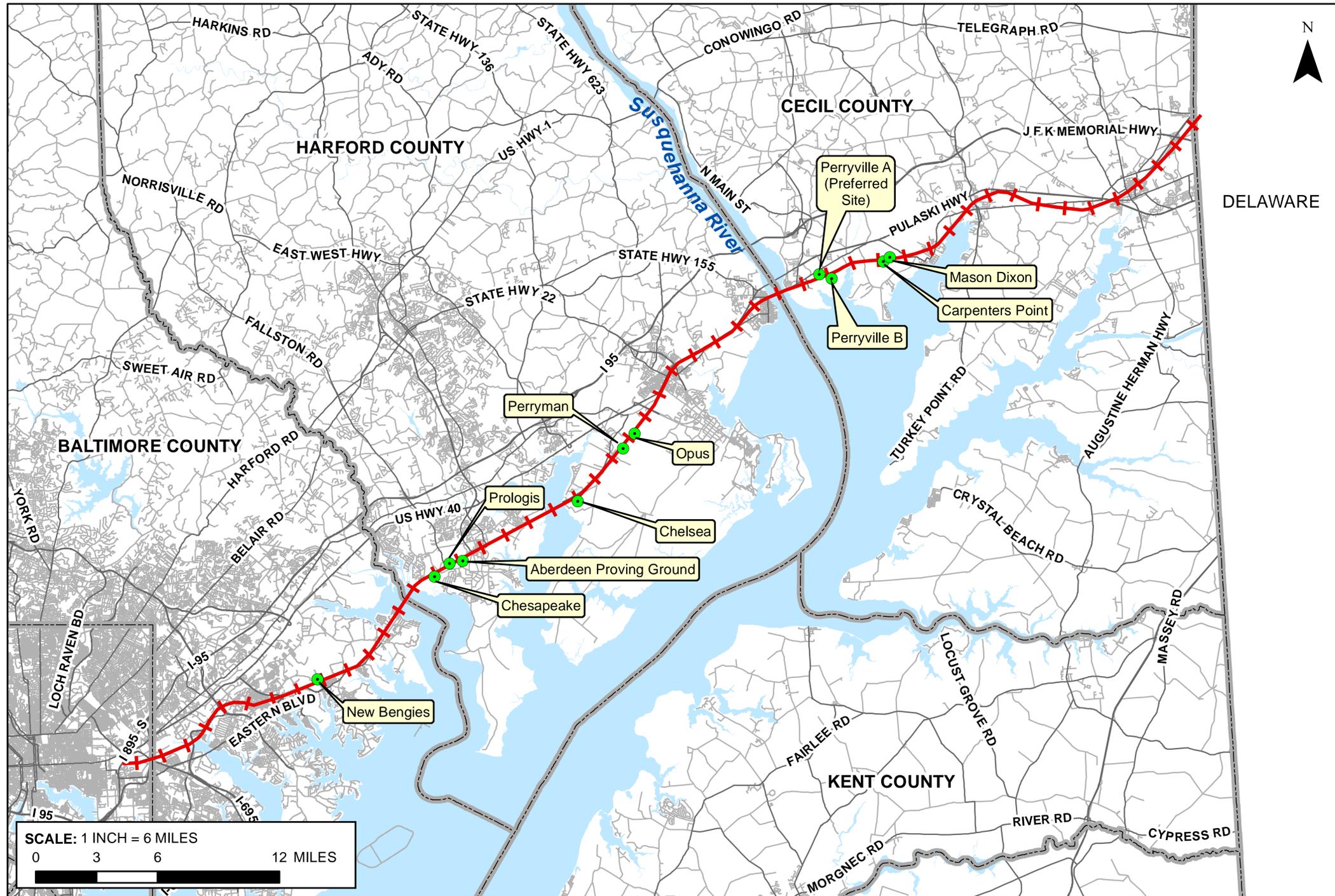
**LEGEND**

— NORTHEAST CORRIDOR USED BY MARC

# Requirements Used to Assess Sites

- Based on MARC's needs, criteria were developed to identify a site to accommodate a MARC maintenance facility
- Minimal criteria included:
  - A site 60 acres or greater
  - Directly adjacent to the NEC
  - A minimum length of lead tracks and two points of connection to the NEC
  - Minimum storage capacity for current and future MARC Penn Line trains
  - Space to accommodate a shop facility in addition to an inspection pit and fueling facility
  - A site north of the Susquehanna River to balance current storage facilities at Washington, D.C. and Baltimore

# Sites Evaluated



**LEGEND**

- Examined Site
- COUNTY BOUNDARY
- - - NORTHEAST CORRIDOR

## Alternative Sites Impact Matrix

		Perryville A (Farm) - Preferred Site	Carpenters Point (Site 5)	New Bengies Site (Site 1)	Perryville B (Amtrak M-O-W)	Mason-Dixon Site (Site 6)	Opus (south of Maryland Blvd in Perryman)	Prologis (south of Trimble Rd)	Perryman Site (Site 4)	Chelsea Road Site (Site 3)	Chesapeake (Site 2)	Aberdeen Proving Ground (Superfund site)
Project Requirements	Provides additional MARC train storage	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Allows Consolidation of Maintenance & Storage	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Supports expected ridership growth, NEC growth plan and is located north of Susquehanna River	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No
Fatal Flaws	Impacts to protected Zones	No	No	No	No	No	Yes (Wellfield Protection Zone)	No	No	No	No	No
	Impacts to wetlands (acres)*	1.2	0.2	4.4	No	15.9	No	24.0	3.7	1.1	4.6	3.3
	Superfund Site	No	No	No	No	No	No	No	No	No	No	Yes (including Unexploded Ordinance)
	Site can be double ended	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Interferes with Amtrak operations	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes
Environmental Resources	Impacts to Hydrology (streams & wetlands)	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes
	Impacts to forests (acres)	4.4	52.7	43.9	2.3	32.0	3.4	8.2	5.9	25.8	52.7	25.1
	Impacts to cultural resources	Yes	No	No	Yes	No	No	No	Yes	No	No	No
	Significant soil contamination present	No	No	No	Potentially	Potentially	Potentially	Potentially	No	No	Potentially	Yes
	Impacts to Rare, Threatened, or Endangered Species - FIDS Habitat (acres)	No	53.4	51.3	No	59.0	No	No	1.2	19.2	47.3	13.4
	Impacts to Critical Area (acres)	No	No	No	1.0	No	No	No	No	52.7	12.2	No
	Impacts to 100 year Floodplain (acres)	No	No	No	No	No	No	4.5	No	1.3	21.9	1.8
Severe Noise Impacts**	No	No	No	No	No	No	Potentially (residential properties located approx. 420 feet north of tracks)	No	No	No	No	
Construction Elements	Significant earth moving required	Yes	Yes	Potentially	No	Yes	No	No	Potentially	Potentially	Potentially	No
	Easily accessible by highway	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	No
	Site Access restrictions	No	No	No	No	No	No	No	No	No	No	Yes
	Construction timeframe in line with MTA needs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Requires construction of turnout on NEC	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes
	Requires reconstruction of roadways/bridges	No	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No

\* Significant impacts to forests and wetlands are considered 10 acres or more

\*\* Severe noise impacts are measured in accordance with FTA's Transit Noise and Vibration Assessment Guidance

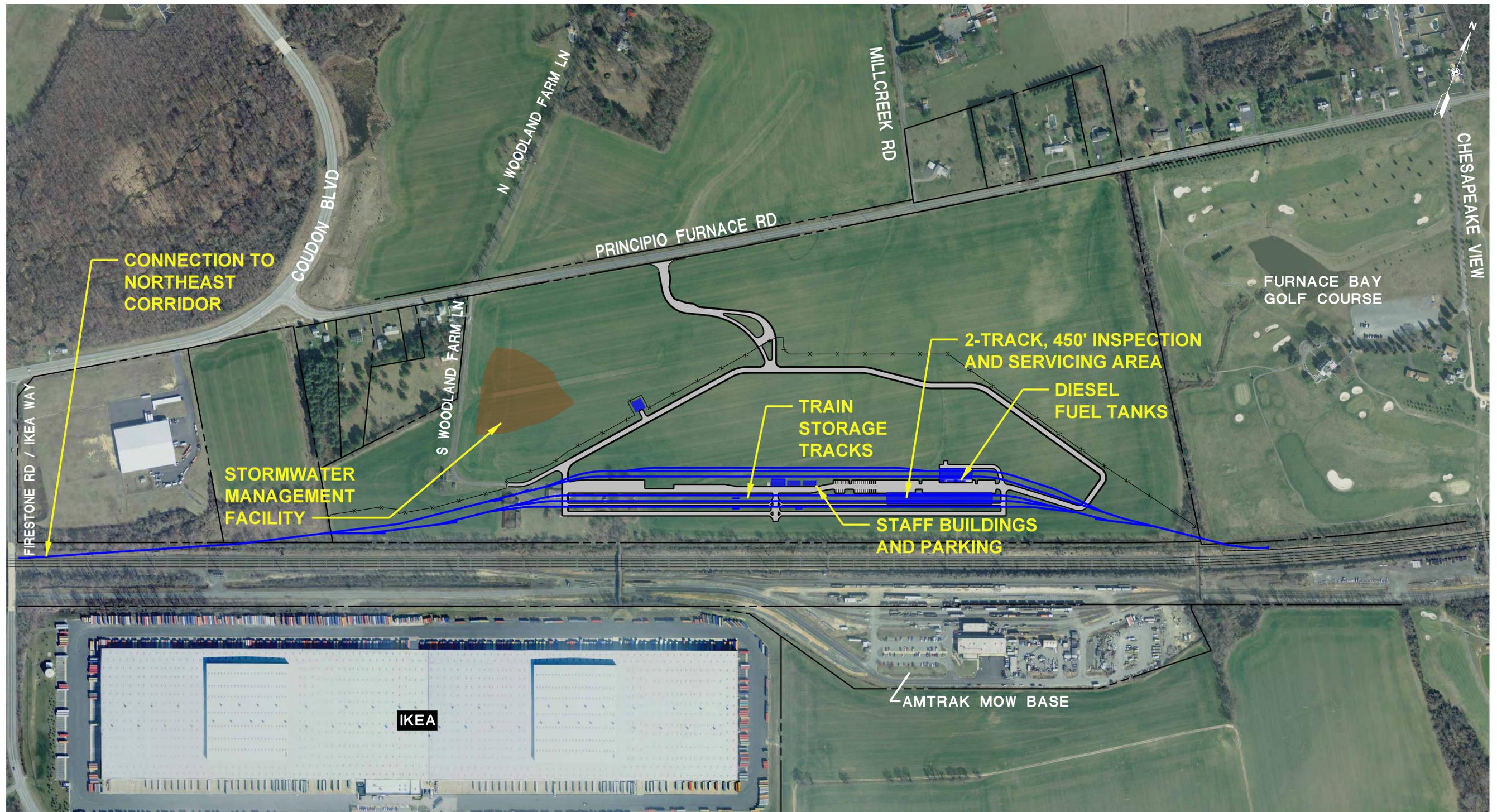
Shaded blocks indicate a significant constraint

# Proposed Project Site Location

- Located on the north side of the Amtrak NEC, south of MD 7, and south and east of the intersection of MD 7 with Coudon Boulevard
- Total site area is approximately 121 acres
- Project site will include landscaping, reforestation and wetland mitigation, in addition to the MARC facilities
- Ninety-one percent of the site is currently zoned high density residential and used for agricultural purposes

Criteria	Proposed Project Site Location
60 acres or greater	✓ Site is 121 acres
Directly adjacent to the NEC	✓
Minimum length of lead tracks and two points of connection to the NEC	✓
Minimum storage capacity for current and future MARC Penn Line trains	✓ Site will provide additional storage capacity for 2035 growth expectations
Space to accommodate a shop facility including inspection pit and fueling facility	✓ 121 acre site provides space for all necessary facilities
Site north of the Susquehanna River balancing current storage facilities at Washington, D.C. and Baltimore	✓ Site is north of the Susquehanna River

# Proposed Project Site Layout



# National Environmental Policy Act (NEPA) Process

- NEPA requires that environmental, social, and economic factors and impacts be considered when undertaking federally funded actions; the process includes:
  - Conceptual planning
  - Purpose and Need (What is the purpose? Need? Why is this important?)
  - *Public Meetings to receive community officials' comments (last meeting October 2013)*
  - Alternatives Development (reasonable alternatives that may satisfy purpose and need)
  - Environmental Inventory (survey of resources within the study area)
  - Environmental Impacts (study of each alternative's potential impacts)
  - *The project findings are presented to the public for review and comment (Winter 2015 Public Meeting)*
  - Public comments addressed in the Environmental Document
  - FTA\* and MTA will consider all substantive comments received on the EA from the public and agencies
  - FTA may issue an environmental decision document or a Finding of No Significant Impact after considering the environmental inventory, potential impacts and all the comments received on the environmental assessment
  - Project design
  - Construction



\* Federal Transit Administration

# National Environmental Policy Act (NEPA) Process

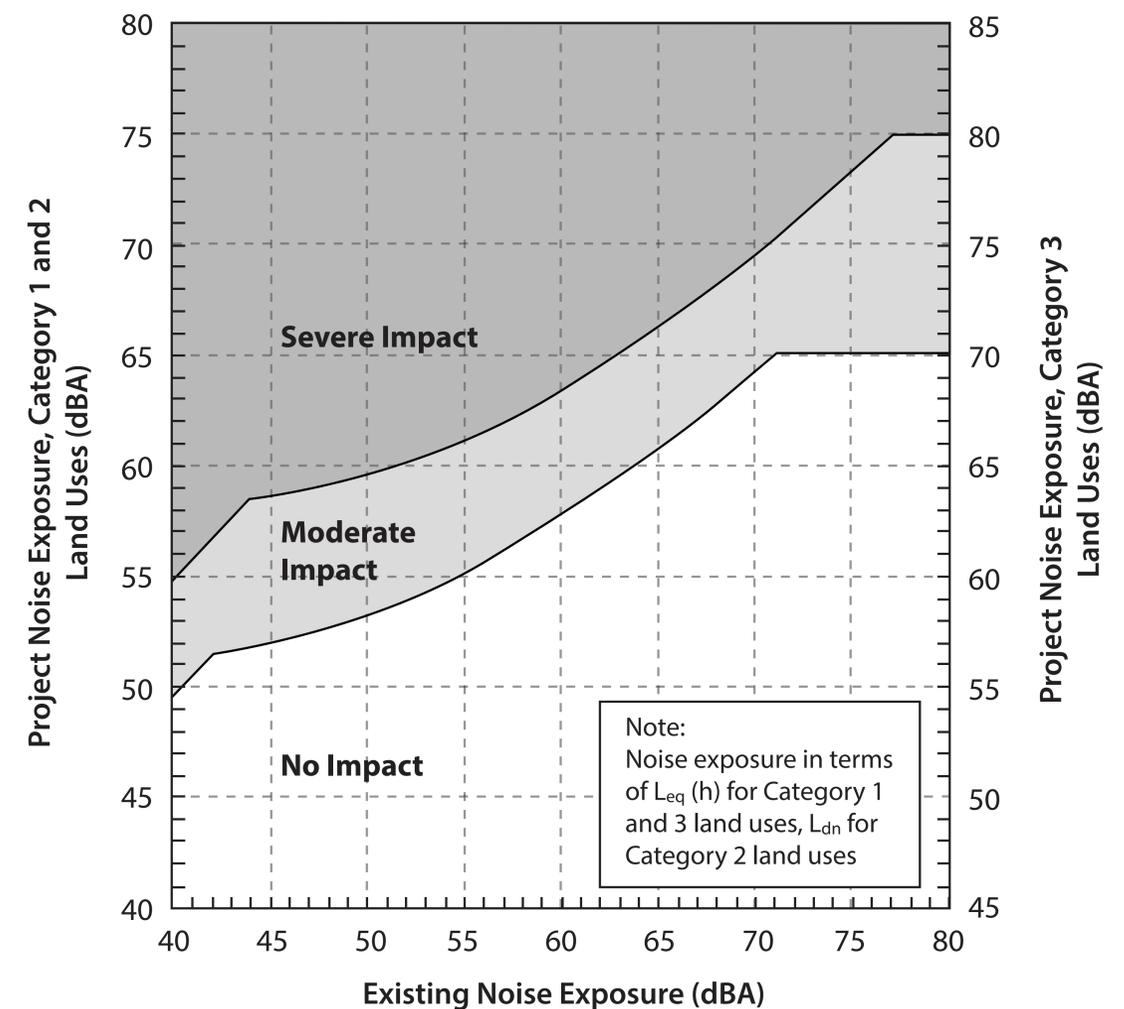
In addition to NEPA, other federal regulations must be taken into account, including:

- **Section 106 of the National Historic Preservation Act (NHPA)** – requires projects receiving federal funds to consider the effect of the activity on significant historic structures and archeological resources.
- **Section 4(f) of the Department of Transportation Act** – provides special protection for publicly-owned public parks, recreation areas, wildlife and waterfowl refuges, or significant historic sites.
- **Section 404 of the Clean Water Act** – prohibits discharge of dredged or fill material into wetlands and waterways.
- **Section 7 of the Endangered Species Act** – requires that federally assisted actions do not jeopardize the existence of threatened or endangered species or their habitat.
- **Title VI of the Civil Rights Act** – ensure that no person on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds.
- **Executive Order 12898, Environmental Justice** – requires agencies to identify and address, as appropriate, any disproportionately high and adverse human health or environmental effects of the project on minority populations and low-income populations.

# Methodology Used to Assess Noise Impacts

- Identified representative noise-sensitive properties and land uses within the study area that would potentially be adversely affected by the proposed project
- Measured existing ambient noise levels at each representative noise-sensitive receptor location
- Estimated project-related noise exposure levels at each receptor location and compared with FTA impact criteria

**Noise Impact Criteria for Transit Projects (FTA Transit Noise and Vibration Impact Guidelines 2006)**

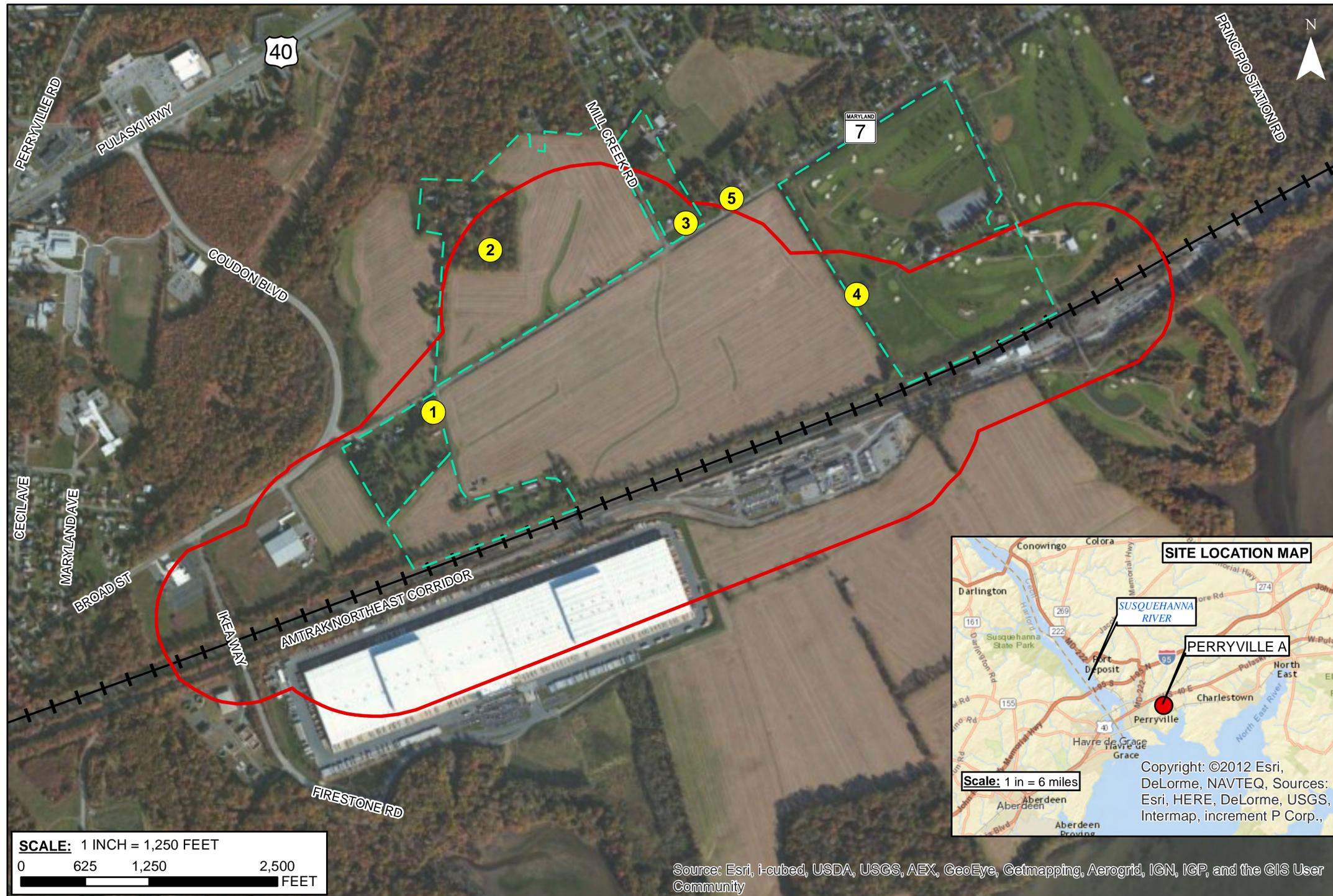


Category 1—Buildings or parks where quiet is an essential element of their intended purpose

Category 2—Residences and buildings where people normally sleep, where sensitivity to noise is of the utmost importance

Category 3—Institutional land uses with primarily daytime and evening use, such as schools, libraries, theaters, and churches

# Noise Locations Monitored



# Receiver Noise Level and Predicted Impacts

Receptor Locations, Existing Noise Level and Predicted Impacts						
Receptor-Number	Land Use Category	Existing Measured Noise Level (db[A])	Noise from Project (db[A])	Project with Existing (dB[A])	Increase Over Existing (dB[A])	FTA Impact Level
1	2	59	53	60	1	None
2	2	60	48	60	0	None
3	2	55	49	56	1	None
4	3	58	49	59	1	None
5	2	60	48	60	0	None

All Category 2 levels are shown as Ldn with units in A-weighted decibels (dB[A]). All Category 3 Sound Levels are shown as hourly equivalent sound levels (Leq[h]) with units in A-weighted decibels (dB[A]).

# Noise Level Comparison to Common Outdoor and Indoor Noise Levels

Common Outdoor and Indoor Noise Levels <sup>1</sup>		
Common Outdoor Noise Levels	Noise Level (Decibels)	Common Indoor Noise Levels
Jet Fly Over at 1,000 feet	100	Inside Subway Train (NY)
	90	Food Blender at 3 feet
Noisy Urban Daytime	80	Garbage Disposal at 3 feet
Gas Lawn Mower at 100 feet	70	Vacuum Cleaner at 10 feet
*Average expected noise level at MD 7 during Project Operation (includes potential future expansion)	60	
*Average existing noise level at MD 7	58	
Quiet Urban Daytime	55	Quiet Conversation at 3 feet
Quiet Urban Nighttime	40	Small Theater, Large Conference Room (Background)
	30	Bedroom at Night
Rustling Leaves	20	

*1. Adapted from Guide on Evaluation and Attenuation of Traffic Noise, AASHTO-1974.*

\* Average calculated using three (3) noise monitoring locations along MD 7

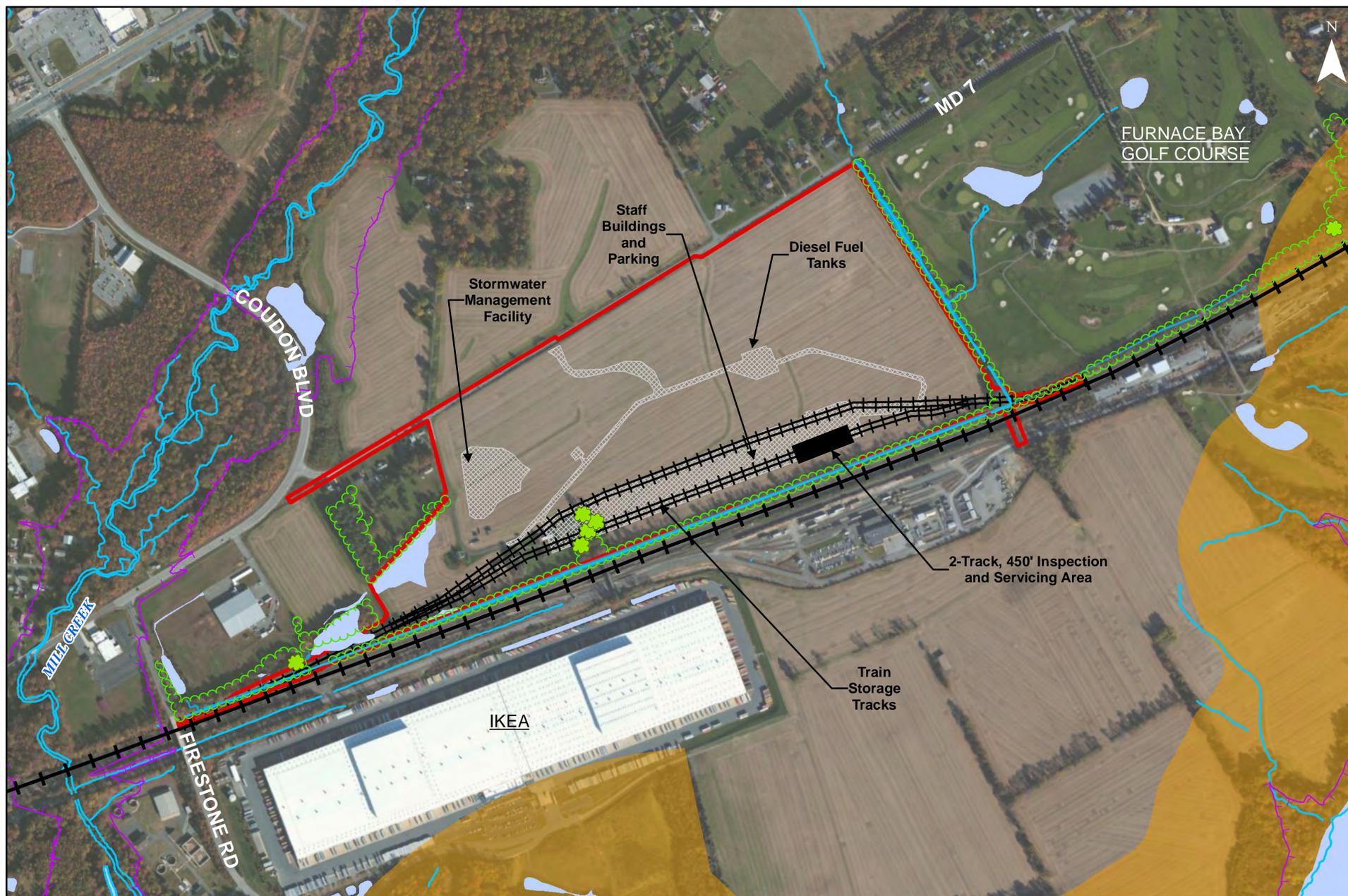
# Assessing Impacts to Air Quality

- The air quality assessment describes the potential regional and local air quality impacts from the proposed project.
- The Wilmington Area Planning Council (WILMAPCO) is the Metropolitan Planning Organization (MPO) for Perryville, Cecil County, Maryland.
- WILMAPCO develops air quality plans for nonattainment and maintenance pollutants and precursors, and helps implement those plans region-wide.
- WILMAPCO's latest Regional Transportation Improvement Program is the *Fiscal Year 2015 – 2018 Transportation Improvement Program* (WILMAPCO 2014), which was approved in March 2014, and included the MARC Facility.
- Monitoring data from nearby stations provided background concentrations which were used to determine the air quality impacts in the local vicinity of the proposed project.
- Emissions sources associated with the facility operation include:
  - Automobiles
  - Onsite diesel locomotives
  - Diesel fuel storage tanks
  - Landscaping equipment
  - Testing of emergency generators
  - Indirect emissions including electricity and natural gas demands by the buildings

# Air Quality Assessment Results

- The emissions from the operation of the proposed MARC Northeast Maintenance Facility are relatively low and the impacts of these emissions to air quality in the project vicinity would be negligible. The proposed facility's emissions impact on air quality has been determined by the regional MPO (WILMAPCO) to conform with air quality regulations. This covers emissions of ozone precursors as well as carbon monoxide and particulate matter.
- The Maryland Transit Administration (MTA) is purchasing Tier 4 locomotives for its fleet. Tier 4 standards require the use of exhaust gas aftertreatment technologies, such as particulate filters for particulate matter and urea-SCR for NOx emissions control. Tier 4 standards provide the highest level of treatment adopted by the Environmental Protection Agency.
- The project's construction and operation would conform to the State Implementation Plan (SIP), in accordance with 23 CFR Part 771.118(d).

# Assessing Impacts to Wetlands, Waterways and Forests



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LIMIT OF DISTURBANCE	NORTHEAST CORRIDOR	SPECIMEN TREE
100-YEAR FLOODPLAIN	WATERBODY	EXISTING FOREST BOUNDARY
CRITICAL AREA	WATERWAY	

# Resource Impacts and Potential Mitigation Strategies

Resource	Impact	Mitigation
Wetlands (acres)	1.2 acres	On-site mitigation, BMPs*
Streams (lf)	4,050 linear feet	Stream restoration, in-stream work restrictions, BMPs
Forests (acres)	4.4 acres	On-site mitigation
RTE**	None	N/A
Prime Farmland Soil (acres)	Less than threshold	N/A
Critical Area (acres)	Negligible	N/A
100-Year Floodplain (acres)	None	N/A
Geology/Soils	Topography would be altered to level the facility	Utilize BMPs to protect soil from erosion and deposition
Transportation	All intersections will operate at acceptable Level of Service or better. A signal is not warranted at Coudon Blvd and MD 7.	No mitigation required, however MTA will consult with SHA to identify marginal improvements.

\* Best Management Practices: method or technique that has consistently shown results superior to those achieved with other means and that is used as a benchmark in reducing impacts to natural resources

\*\*Rare, Threatened or Endangered Species

# Visual and Aesthetic Impacts and Potential Mitigation Strategies

- Existing
  - Row-crop farm fields with residential and industrial structures
  - Multiple farm structures
- Mitigation
  - MTA will construct berms to provide a visual buffer around the facility
  - The roadway entrance would be curved with the berms located along the entrance drive to provide a visual buffer
  - MTA will use lighting that would minimize nuisance to nearby residents such as low mast LED
  - Existing topography will provide natural screening

# What the Lighting Would Look Like



View of facility from the entrance drive



# Proposed Visual and Aesthetic Mitigation



# Assessment of Cultural Resources

- Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, requires federal agencies to take into account the effect of any undertaking on historic properties
- The 0.25-mile Area of Potential Effects (APE) accounts for direct and indirect effects, including physical, visual and noise effects on historic above-ground properties from the proposed undertaking
- Standing structures and below-ground resources were analyzed
- The MTA is conducting on-going consultation with the Federal Transit Administration (FTA), Maryland Historical Trust (MHT) and stakeholders, including tribal consultation, to resolve adverse effects to historic properties

# Area Assessed for Potential Effects to Cultural Resources



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- |                          |                                |                                  |                      |
|--------------------------|--------------------------------|----------------------------------|----------------------|
| AREA OF POTENTIAL EFFECT | CONTRIBUTING STRUCTURES        | WOODLANDS FARM HISTORIC DISTRICT | LINDENWOOD PROPERTY  |
| PROPOSED TRACK           | WOODLANDS FARM SOUTH           | ANCHORAGE PROPERTY               | WOODLANDS FARM HOUSE |
| PROPOSED FACILITY        | COUDON FARM ARCHEOLOGICAL SITE | CROTHERS HOUSE                   | ANCHORAGE HOUSE      |

# Effects to Cultural Resources

One historic district, three standing structures and one archeological site were determined eligible for the National Register of Historic Places (NRHP)

## ■ Standing Structures

The Maryland Historical Trust (MHT) determined the project will have an adverse effect on the Woodlands Farm Historic District and one standing structure, The Anchorage

Name	Address	MIHP* No.	Integrity Compromised	Determination of Effects
The Anchorage	50 Mill Creek Road	CE-1230	Setting, Feeling, Association	Indirect Adverse Effect
Crothers House	97 Chesapeake View Road	CE-1566	Setting	No Adverse Effect
Lindenwood	1287 Principio Furnace Road	CE-700	Setting	No Adverse Effect
Woodlands Farm Historic District	North and south side of MD 7	CE-145	Materials, Workmanship, Design, Association, Setting, Feeling, Location	Direct and Indirect Adverse Effect

\*Maryland Inventory of Historic Properties

## ■ Archeology

The Coudon Farm Site, located south of MD 7, was identified as eligible for listing in the National Register of Historic Places (NRHP)

- Represents occupation of the area of at least 200 years
- The site includes a well preserved and stratigraphically sealed privy that yielded late eighteenth to early nineteenth century artifacts and portions of a nineteenth century demolished building foundation
- The Maryland Historical Trust (MHT) determined the project will have an adverse effect on the Coudon Farm Site

# Cultural Resources Mitigation

- Potential mitigation options:
  - Provision of a detailed recordation of the buildings and structures in the Woodlands South area that would be demolished
  - Placement of earthen berms and landscaping to minimize adverse visual effects on the NRHP-listed and eligible properties
  - Development of a historic landscape study for The Woodlands Historic District. Documenting crop types and agricultural practices over the life of the farm, historic landscaping practices, including planting of windbreaks or hedgerows, irrigation ditches, access paths and roads, along with decorative planting plans
  - Public education materials (printed, web-based, etc.) emphasizing the architectural traditions of the area, including the barns and other agricultural outbuildings
  - Completion of an archeological data recovery plan detailing research questions to be conducted to determine the occupants of the site prior to purchase by the Coudon family and to contextualize the site within the broader region and periods of occupation
- Continued public input and input from the consulting parties and potential signatories of a Memorandum of Agreement (MOA), including the Maryland Transit Administration, Maryland Historical Trust and the Federal Transit Administration on mitigation commitments

# Land Use and Zoning Within and Surrounding the Project Site

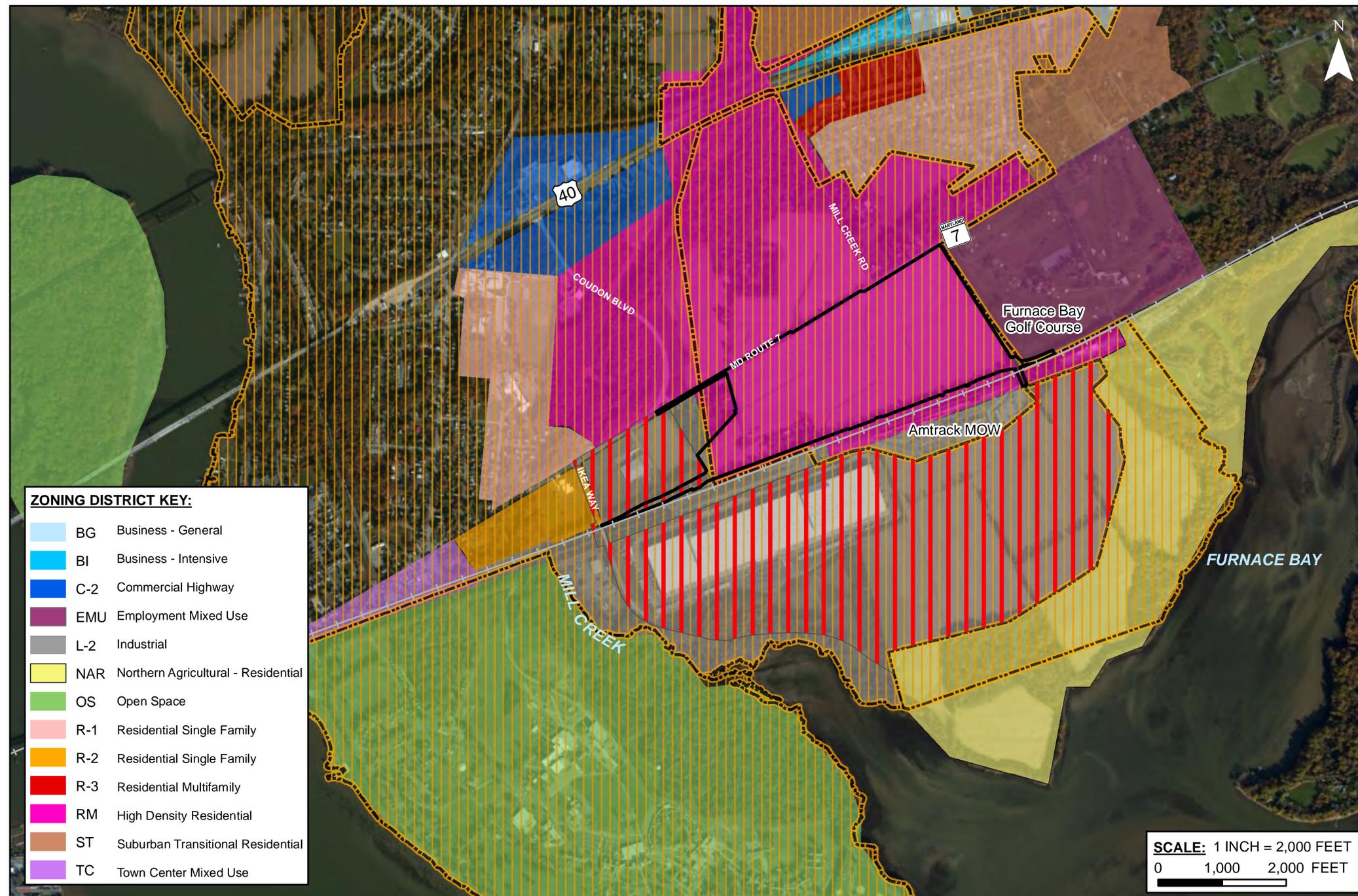
## ■ Methodology

- Existing land use was identified using both Maryland Department of Planning and Cecil County Government GIS data
- Existing zoning was identified by Cecil County Government
- MTA reviewed comprehensive planning documents to identify future land use recommendations

## ■ Affected Environment

- Currently agricultural land use surrounded by open and industrial land use
- Zoning includes High Density Residential, Industrial and Employment Mixed Use
- Located in Cecil County's designated Development District, the Perryville Industrial Park Enterprise Zone and a state-designated Priority Funding Area

# Zoning Designations



**LEGEND**

- LIMIT OF DISTURBANCE
- PRIORITY FUNDING AREA
- PERRYVILLE INDUSTRIAL PARK ENTERPRISE ZONE
- NORTHEAST CORRIDOR

## Workforce Estimates

Construction Trades by Job-Year (Full Time Equivalent) Estimate

Resource	2018	2019	Job Summary
Equipment Operators	26	31	Operate one or several types of power construction equipment such as motor graders, bulldozers, scrapers, compressors, pumps, derricks, shovels, tractors or front end loaders to excavate, move and grade earth, erect structures or pour concrete or other hard surface pavement. May repair and maintain equipment in addition to other duties.
Electricians	1	3	Install, maintain and repair electrical wiring equipment and fixtures. May install or service streetlights, intercom systems or electrical control systems. Ensure that work is in accordance with the relevant codes.
Concrete Finishers	5	6	Smooth and finish surfaces of poured concrete, such as floors, walks, sidewalks, roads or curbs using a variety of hand and power tools. Align forms for sidewalks, curbs, or gutters, patch voids and use saws to cut expansion joints. Set the forms that hold concrete to the desired pitch and depth and align them. Check the forms that hold the concrete to see that they are properly constructed.
Carpenters	6	6	Construct, erect, install and repair structures and fixtures of wood, plywood and wallboard using carpenters' hand tools and power tools. Study specifications, sketches or building plans to prepare project layout and determine dimensions and materials required. Install structures or fixtures such as windows frames, floorings, trim or hardware.
Plumbers	1	1	Assemble, install, or repair pipes, fittings, or fixtures of heating, water, or drainage systems, according to specifications or plumbing codes. Measure, cut, thread, or bend pipe to required angle, using hand or power tools or machines such as pipe cutters, pipe threading machines, or pipe bending machines. Study building plans and inspect structures to assess material and equipment needs to establish the sequence of pipe installation and to plan installation around obstructions such as electrical wiring.
Pipefitters	1	1	Plan piping system layouts, installations or repairs according to specifications. Inspect work sites for obstructions and ensure that holes will not cause structural weakness. Measure and mark pipes for cutting, threading and welding. Mount pipes to walls, structures and fixtures, or tanks using brackets, clamps, tools or welding equipment. Inspect, examine and test installed systems and pipe lines, using pressure gauge, hydrostatic testing, observation or other methods. Modify, clean and maintain pipe systems, units, fittings, and related machines and equipment following specifications using hand and power tools.
Linemen	0	2	May be responsible for removal of existing power transformers and other electrical equipment. Should be able to work from a staking sheet and perform proper recordkeeping. Responsible for installing, maintaining and repairing all distribution electrical systems and associated equipment, both overhead and underground. Build telephone lines. Must know and follow safety regulations, possess a first aid card and be able to perform emergency first aid.
Skilled Laborers	23	27	Perform tasks involving physical labor at construction site. May operate hand and power tools of all types: Air hammers earth tampers, cement mixers, small mechanical hoist, surveying and measuring equipment and a variety of other equipment and instruments. May clean and prepare sites, dig trenches, set braces to support the sides of excavations, erect scaffolding and clean up rubble, debris and other waste materials. May assist other craft workers.
<b>Total</b>	<b>63</b>	<b>77</b>	

## Workforce Estimates (continued)

Operations Facility Jobs by Job-Year (FTE) Estimate			
Resource	2019	Future	Job Summary
Locomotive Engineers	4	10	Drive electric, diesel-electric, steam, or gas-turbine-electric locomotives to transport passengers or freight. Interpret train orders, electronic or manual signals, and railroad rules and regulations.
Conductors	8	20	In charge of inner operations of train, including all staff. Responsible for ensuring passenger safety/comfort and schedule adherence. Also in charge of assuring that all technical checks (air brakes, electrical checks, etc.) are made by engineer staff, and all operational procedures are adhered to.
Car Cleaners	6	11	Position is responsible for the cleaning of rail passenger cars. Duties include trash removal, sweeping, mopping and turning seats, cleaning windows and toilets and other assigned duties.
Mechanic Diesel	-	9	Inspect, repair and maintain engine and mechanical components. Repair running gears: wheels, springs, hangers and brake rigging traction motors. Test and repair: brake systems, safety appliances, couplers, draft systems, air compressors, safety valves, lube oil pumps, filter systems, fuel systems, radiators and shutters. Install, disassemble, assemble, repair or replace engine components. Perform scheduled and preventative maintenance on tools and equipment. May be required to handle hazardous materials.
Facility Cleaners	-	1	Keep buildings in clean and orderly condition. Perform heavy cleaning duties, such as cleaning floors, shampooing rugs, washing walls and glass and removing rubbish. Duties may include tending furnace and boiler, performing routine maintenance activities, notifying management of need for repairs and cleaning snow or debris from sidewalk.
Car/Locomotive Mechanics	-	9	Inspect cars and components in accordance with railroad associations, FRA regulations and MTA operating standards. Perform all scheduled, on-request and preventive maintenance and repairs on rail cars, under frames, structures, safety appliances, draft systems and any associated tests. Repair and install railway car parts such as compressors, air valves, bearings, couplings, air cylinders and piping.
Car/Locomotive Inspectors	15	27	Inspects railroad cars for structural defects and test mechanical equipment, such as brakes, airhoses and couplings to ensure that they are in operating condition. Examine car roofs, ice hatches, brake beams, doors and floors for structural defects and obstructions. Turn handwheel to test brakes to determine if they are in operating condition.
Facilities Maintenance	-	1	Responsible for the upkeep and appearance of the facility. Employees in this position may perform routine or advanced level maintenance trades work. Work may be performed outdoors under varying climatic conditions.
Electronic Technician	-	1	This position is responsible for installing, repairing and maintaining all Telecommunications equipment including but not limited to: End of Train Devices, Front of Train Devices, Radios, Digital Microwave Equipment and Radio Frequency Data Link Equipment.
<b>Total</b>	<b>33</b>	<b>89</b>	
<b>Project &amp; Future Const &amp; Ops Jobs Totals</b>	<b>96</b>	<b>166</b>	

## Section 4(f) Evaluation

- Section 4(f) of the Department of Transportation Act of 1966 stipulates that the Department of Transportation agencies (which includes the Federal Transit Administration) cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:
  - There is no feasible and prudent alternative to the use of land
  - The action includes all possible planning to minimize harm to the property resulting from use
- Methodology
  - Eleven alternatives that avoid all Section 4(f) properties, including the No-Build Alternative, have been evaluated
  - Ongoing coordination with Federal Transit Administration and Maryland Historical Trust

## Sites Evaluated for Section 4(f)

MARC Northeast Maintenance Facility Avoidance Alternatives Comparison											
Prudence Criteria	Perryville A (Farm) - Preferred Site	Perryville B (Amtrak M-O-W)	Opus (south of Maryland Blvd in Perryman)	Aberdeen Proving Ground (Superfund site)	Prologis (south of Trimble Rd)	No-Build	New Bengies Site (Site 1)	Chesapeake (Site 2)	Chelsea Road Site (Site 3)	Carpenters Point (Site 5)	Mason-Dixon Site (Site 6)
Site Address	MD 7, Perryville	100 Firestone Road, MOW Base, Perryville	Proving Ground Road, Aberdeen	Between Magnolia Rd (MD 152) and Emmorton Rd (MD 24)	Trimble Rd and Nuttal Ave, Edgewood	N/A	New Bengies Rd, Baltimore	Edgewood Arsenal APG, Edgewood	900 Chelsea Rd, Aberdeen	Carpenters Point Rd, Perryville	Mountain Hill Rd, Perryville
Addresses Purpose and Need	Yes	No	No	No	No	No	No	No	No	No	No
Results in Operational or Safety Issues (Overhead bridges, 3rd/4th track)	No	Yes (2 Bridge crossings, relocation of MOW Base)	Yes (2 crossovers)	Yes (1 crossover)	Yes (1 crossover & 2 bridges)	No	Yes (Bridge crossing, extension of 4th track)	Yes (tracks merge in a curve)	Yes (extension of Track 1, track in curve)	Yes (Extension of Track 1, sharp curve, 2 bridge crossings)	Yes (Extension of 4th track, sharp curve)
Causes Severe Environmental or Social Impacts	No	No	No	No	No	No	No	No	No	No	No
Forest	4.4 acres	2.3 acres	3.4 acres	25.1 acres	13.2 acres	None	43.9 acres	52.7 acres	25.8 acres	52.7 acres	32.0 acres
Wetland/Waters of US	1.2 acres	None known	None known	3.3 acres	> more than 50% of site is wetland	None	4.4 acres	4.6 acres	1.1 acres	0.2 acres	15.9 acres 8,240 lf waterways
RTE Species Habitat	No	None known	None known	13.4 acres FIDS Habitat	None known	None	51.3 acres FIDS Habitat	47.3 acres FIDS Habitat	19.2 acres FIDS Habitat	53.4 acres FIDS Habitat	59 acres FIDS habitat
100-Year Floodplain	0	0	0	1.8 acres	4.5 acres	None	0	21.9 acres	1.3 acres	0	0
Critical Area	0	1.0 acre	0	0	0	None	0	12.2 acres	52.7 acres	0	0
Potential for Contaminated Materials	Yes	Yes (Ikea property)	Yes (adjacent to APG Superfund Site)	Yes (APG Superfund Site)	Yes (adjacent to APG Superfund Site) Not known	None	Not known	Yes (adjacent to APG Superfund Site)	Not known	Not known	Not known
Property Impacts	56.0 acres	61.0 acres (commercial), 16.0 acres temporary	0	0	2.6 acres (residential), 65.0 acres (commercial)	None	0.4 acres (residential)	0	0	0	60.0 acres (quarry)
Results in Cost of Extraordinary Magnitude	\$355 Million, not including ROW	\$531 Million (\$176 Million more)	\$446 Million (\$91 Million more)	\$529 Million (\$174 Million more)	\$483 Million (\$128 Million more)	N/A	Yes, more than Preferred Site due to additional track needed	Yes, more than Preferred Site due to additional track needed	Yes, more than Preferred Site due to additional track needed	Yes, more than Preferred Site due to additional track needed	Yes, more than Preferred Site due to additional track needed
Causes Other Unique Factors	Property is part of the Woodlands Farm Complex historic district which eligible for the National Register of Historical Places	Proximity to historic property	Within wellfield protection zone, not compatible wellfield zoning	APG Site poses liability concerns: right-of-entry and site access, and resulting schedule delays	No	N/A	No	No	No	No	No
Feasible and prudent avoidance alternative?	Prudent	Not prudent	Not prudent	Not prudent	Not prudent	Not prudent	Not prudent	Not prudent	Not prudent	Not prudent	Not prudent

## Section 4(f) Results

- A Section 4(f) resource, the Woodlands Farm District, will be directly impacted. All of the standing structures on the Woodlands Farm District south farm will be razed.
- There are no feasible or prudent alternatives
- MTA has developed site plans to minimize harm to the Woodlands Farm District and the Anchorage
- MTA will continue to coordinate with MHT, FTA and interested parties

# Next Steps and Schedule

Action	Date
Public comment on Environmental Assessment (EA) (45 day period until March 3, 2015)	Winter 2015
Public meeting (two week public comment period following meeting)	Winter 2015
Finalize EA and Finding of No Significant Impact (FONSI) as warranted	Spring 2015
Initiate Final Design*	2015
Property Settlement*	2015
Begin Construction	2018
Begin Operation	2020

\* To occur after NEPA process is complete

# Potential Future Facility Operations

## Structures

- Passenger Rail Car and locomotive maintenance shop buildings
- Servicing and inspection building
- Train washer
- Operations storeroom and administrative offices
- Additional train storage
- Expanded employee parking

## Activities

- Any current activities
- Scheduled periodic inspections for passenger rail cars and locomotives
- Routine repairs for passenger rail cars and locomotives
- Heavy repairs for passenger rail cars
- Weekly washing of trainsets