

The below comments were received by MDE via e-mail from individuals during the public comment period for the SCMAGLEV Water Quality Certification Request (23-WQC-0007):

ID	COMMENT TEXT	NUMBER RECEIVED
1	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland.</i></p>	55
2	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit.</i></p> <p><i>I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. The certification requires a net zero negative impact on our waterways. <u>BWRR has admitted it cannot meet the requirement</u> and has included the required social and economic Justification in its proposed certification. This too is inadequate.</i></p> <p><i>I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways.</i> <i>In particular, in my community it will destroy large swaths of our important Greenbelt Forest Preserve which has within it waterways important to the local ecosystems and which also feed into Beaverdam Creek which, as you know, is a Tier II waterway. In addition to degrading our waterways, we will lose access to trails, wildlife will be displaced, biodiversity will decline and our quality of life will be very negatively impacted by this project as our homes are nearby.</i></p> <p><i>MDE has commented: "MDE has determined that the impacts to Tier II resources associated with this project are of great enough magnitude to warrant additional project justification."</i></p> <p><i>BWRR has not provided realistic justification, therefore this project cannot be justified:</i></p> <ul style="list-style-type: none"> <i>• The project will be damaging to our environmental justice communities,</i> <i>• will create problems for all communities it passes through, and</i> <i>• will permanently damage the environment.</i> <i>• It will not deliver the promised financial benefits, nor will it be "green."</i> <i>• Will be overly expensive and therefore, not gain the ridership needed</i> <i>• Cost overruns and delays are inevitable, leading to even greater damage and higher ticket prices.</i> <p><i>Note: Prince George's County neighborhoods affected include Colmar Manor, Bladensburg, Woodlawn, Landover, New Carrollton, Glenarden, Greenbelt, Konterra, Springfield, Laurel, and South Laurel.</i></p> <p><i>The above points have been shared in the DEIS which led to the 2+year pause in the NEPA process: the project is not justifiable and there is not reliable information to substantiate benefits claims being made by BWRR.</i></p>	20

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3	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II anti-degradation water quality permit.</i></p> <p><i>I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. The certification requires a net zero negative impact on our waterways.</i></p> <p><i><u>BWRR has admitted it cannot meet the requirement.</u></i></p> <p><i>MDE has commented: "MDE has determined that the impacts to Tier II resources associated with this project are of great enough magnitude to warrant additional project justification." BWRR has included the added required social and economic Justification in its proposed certification. This too is inadequate.</i></p> <p><i>I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways.</i> Constructing the SCMaglev project will significantly lower water quality in Tier II areas. BWRR is not able to mitigate the damage. Beaverdam Creek is the healthiest stream and sub-watershed in the Anacostia Watershed. If it is destroyed, the incredible size and impact of its loss is too difficult to quantify. The area will never recover its valuable environmental qualities. In addition, the ongoing use of the area for a train maintenance facility (using toxic substances) will be an ongoing threat and source of continued degradation.</p> <p><i>Some examples of the environmental degradation</i></p> <ol style="list-style-type: none"> <i>1. <u>Native species will be eliminated - invasive species will flourish:</u> When areas for the train maintenance facility, access roads, guideways, lay-down areas, and the other facilities are cleared from the existing, native environment, invasive species will move in. They will gradually move into the remaining, fragmented forest. This will effectively eliminate the habitats of many species and essentially destroy the Patuxent Research Refuge as it is today.</i> <i>2. <u>Biodiversity will decline; we will lose rare ecosystems:</u> The region has retained much of its original biodiversity. For example, the Patuxent Research Refuge has retained all its breeding bird species except for two (i.e., Broad-winged Hawk and Bachman's Sparrow). Similar results likely exist for all the other groups of plants, fungi, insects, and vertebrates. The combined protected landscapes of several government agencies have created an integrated refuge for the region's plant, animal, fungi, and micro-organisms. The extensive and interconnected nature of these landscapes</i> 	14

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	<p><i>allows for these species to ebb and flow in space and time without becoming locally extinct due to small parcel sizes. Mitigation for losses of unique and globally rare forests that will be destroyed is to plant trees somewhere else, buy other land, pay into a land bank, and other non-mitigation mitigations for land that cannot be replaced or recreated elsewhere because of their unique characteristics (DEIS Chapter 4.3, Page 17)</i></p> <p><i>3. <u>More Loss of Species</u>: The Beltsville Agricultural Research Center (BARC) has 901 plant species documented, while the Patuxent Research Refuge (PRR) has 282 species of birds, 217 species of bees, and 72 species of butterflies. Thousands of insect specimens have been collected from the combined properties of the BARC and PRR. The biodiversity of these combined research centers is more studied, more completely known, and of greater taxonomic importance than any national park or wildlife refuge in the nation. Reductions in their living space and harm to its waterways will certainly cause a reduction in their numbers and variety. Many of the species using the PRR are migratory. Disruption of the resting areas are destructive to their migratory patterns and ability to reproduce and thrive.</i></p> <p><i>4. <u>Loss of the "Lungs of Maryland"</u>: If built, the last and largest green space between Baltimore and Washington, D.C., will be weakened and partially disassembled. The Green Corridor, the area that covers Greenbelt Park, the Greenbelt Forest Preserve, Beltsville Agricultural Research Center, and Patuxent Research Refuge is the largest span of contiguous forest land on the East Coast between Richmond, Virginia, and Boston, Massachusetts. Former senator Paul Sarbanes called this area the "lungs of Maryland."</i></p> <p><i>5. <u>Loss of natural cooling, carbon storage, air pollution capture, and important community spiritual aspects</u>: If built, residents will lose the cooling, carbon storage, air pollution capture, calming, and the spiritual aspects of this green area space. The impact area will be far beyond what the applicant claims. "Temporary" areas and access points will never be returned to their former capacities. Such loss is unacceptable during this time of global warming and environmental crisis.</i></p> <p><i>For these reasons MDE should not certify the project because it will harm our waterways and damage beyond recovery our native biodiversity, rare ecosystems, and our Lungs of Maryland. It cannot be justified based on the damage it would do and its complete lack of benefits for Maryland residents.</i></p> <p><i>Sincerely,</i></p>	
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	<p><i>state's waterways. The certification requires a net zero negative impact on our waterways. BWRR has admitted it cannot meet the requirement and has included the required social and economic Justification in its proposed certification.</i></p> <p><i>I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways. In particular, in my community it will destroy large swaths of our important Greenbelt Forest preserve which has within it waterways important to the local ecosystems and which also feed into Beaverdam Creek which, as you know, is a Tier II waterway. In addition to degrading our waterways, we will lose access to trails, wildlife will be displaced, biodiversity will decline and our quality of life will be very negatively impacted by this project as our homes are nearby.</i></p> <p><i>This project will ultimately experience cost overruns and delays and BWRR will then be asking for state funding to build this corporately owned project as it takes and destroys valuable and necessary land and water resources from the Maryland people while providing nothing in return for the average citizen.</i></p> <p><i>BWRR states the purpose of the SCMaglev Project is: "to evaluate, and ultimately construct and operate, a safe, revenue producing, high-speed ground transportation system that achieves the optimum operating speed of the SCMAGLEV technology to significantly reduce travel time in order to meet the capacity and ridership needs of the Baltimore-Washington region." They were not able to evaluate the purpose appropriately and inadequately evaluated significant aspects of the project: safety, jobs, environmental impacts, negative impacts to communities, emissions, ridership and more.</i></p> <p><i>What the community needs is an efficient and affordable transit system between Baltimore and Washington, D.C. And there are two alternatives to the SCMaglev that exist and are operating— Amtrak and the MARC.</i></p> <p><i>Comparison of Alternatives from Baltimore, MD to Washington, DC:</i></p> <p><i>What the community needs is an efficient and affordable transit system between Baltimore and Washington, D.C. And there are two alternatives to the SCMaglev that exist and are operating— Amtrak and the MARC.</i></p> <p><i>Comparison of Alternatives from Baltimore, MD to Washington, DC</i></p> <table border="0"> <tr> <td><i>Alternative</i></td> <td><i>Amtrak (coach)</i></td> <td><i>MARC Express</i></td> <td><i>SCMaglev</i></td> </tr> </table>	<i>Alternative</i>	<i>Amtrak (coach)</i>	<i>MARC Express</i>	<i>SCMaglev</i>	
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	<table border="0" data-bbox="289 297 1176 435"> <tr> <td><i>Departs from</i></td> <td><i>Penn station</i></td> <td><i>Penn Station</i></td> <td><i>Cherry Hill</i></td> </tr> <tr> <td><i>Cost</i></td> <td><i>\$15.00 -30.00</i></td> <td><i>\$9.00</i></td> <td><i>\$42.00 -\$86.00</i></td> </tr> <tr> <td><i>Travel Time</i></td> <td><i>24 minutes</i></td> <td><i>30 minutes</i></td> <td><i>5 minutes</i></td> </tr> <tr> <td><i>Cost per minute</i></td> <td><i>0.60 -\$1.25</i></td> <td><i>\$0.30</i></td> <td><i>\$2.80 - \$5.73</i></td> </tr> </table> <p data-bbox="289 475 1703 573"><i>To serve the average Maryland citizen continuing to upgrade and enhance Amtrak, the MARC, and the VRE systems is the far superior choice over building the SCMaglev train and better for the region's rail commuting future. The SCMaglev will serve ONLY the financially elite.</i></p> <p data-bbox="289 613 1703 889"><i>Limited Access Because the SCMaglev would have only three stops (Mt. Vernon Square, BWI Airport, and Cherry Hill in Baltimore), the residential communities along the route that will be impacted would not even have access to any service "benefit." The proposed stations in Washington, D.C., and Baltimore are not connecting to other major transportation hubs. Further, riders must be willing to spend the additional travel time to get to the planned stations' locations, as well as to expend the additional cost to travel from the destination station to the rider's ultimate destination. Unlike other transit systems, it would not serve other common transportation needs, such as school, shopping, or medical appointments, because of the lack of local stops and high-priced tickets.</i></p> <p data-bbox="289 930 1703 1060"><i>For the above reasons MDE should not certify this project because it will harm our waterways and it cannot be justified based on the damage it would do and its complete lack of benefits for Maryland residents. In addition, the high cost and lack of access and connection with other transit systems makes this project unviable and unjustifiable when compared with extensive damage to our Tier II waterways.</i></p>	<i>Departs from</i>	<i>Penn station</i>	<i>Penn Station</i>	<i>Cherry Hill</i>	<i>Cost</i>	<i>\$15.00 -30.00</i>	<i>\$9.00</i>	<i>\$42.00 -\$86.00</i>	<i>Travel Time</i>	<i>24 minutes</i>	<i>30 minutes</i>	<i>5 minutes</i>	<i>Cost per minute</i>	<i>0.60 -\$1.25</i>	<i>\$0.30</i>	<i>\$2.80 - \$5.73</i>	
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5	<p data-bbox="289 1141 1703 1198"><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II anti-degradation water quality permit.</i></p> <p data-bbox="289 1239 1703 1304"><i>I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. The certification requires a net zero negative impact on our waterways.</i></p> <p data-bbox="289 1312 905 1336"><i><u>BWRR has admitted it cannot meet the requirement.</u></i></p> <p data-bbox="289 1344 1703 1409"><i>MDE has commented: "MDE has determined that the impacts to Tier II resources associated with this project are of great enough magnitude to warrant additional project justification." BWRR has included the added required social and</i></p>	8																

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	<p><i>economic Justification in its proposed certification. This too is inadequate.</i></p> <p><i>I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways. In addition, there are significant concerns about the negative impacts to communities along the alignments. Especially vulnerable are Black and Brown or environmental justice communities. Comments on these concerns were specified in the 2021 DEIS – no responses to these comments have been forthcoming. The following is a short list of concerns for our environmental justice communities:</i></p> <ul style="list-style-type: none"> ● <i>Eighty percent of the parcels that would be impacted by land use conversion, rezoning, and potential property acquisitions are in environmental justice (EJ) communities. Nearly all the project ancillary facilities (those located above ground), eg., stations, viaducts, tunnel portals), are located within the EJ population areas.</i> ● <i>Ongoing construction impacts would occur at varying locations, including in many EJ communities, for varying durations during the construction period, 24-hours a day, seven days a week, for one to seven years.</i> ● <i>A decreased level of service in EJ residential areas and changes to local access or mobility can be anticipated.</i> ● <i>Vehicle collisions and other operational accidents can be expected to be elevated in EJ communities throughout the SCMaglev construction period.</i> ● <i>Most of the frequent and severe noise and vibration impacts will occur in EJ communities.</i> ● <i>Air pollution will worsen around stations due to increased traffic and potentially harmful emissions from ventilation facilities.</i> <p><i>For these reasons MDE should not certify this project because it will harm our waterways, it cannot be justified based on the damage it would do to the environment, it will harm Maryland residents, and it will cause significant negative impacts to environmental justice communities. It is time for MDE to step up and support President Biden’s Equity and Environmental initiatives and protect our most vulnerable ecosystems and communities.</i></p>	
6	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit.</i></p> <p><i>I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our</i></p>	5

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	<p>state's waterways. The certification requires a net zero negative impact on our waterways. <u>BWRR has admitted it cannot meet the requirement.</u></p> <p>MDE has commented: "MDE has determined that the impacts to Tier II resources associated with this project are of great enough magnitude to warrant additional project justification." BWRR has included the added required social and economic justification in its proposed certification. This justification is inadequate for many reasons, including its misleading claims about jobs and ridership as discussed in the second paragraph below.</p> <p>I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways. In addition, I am concerned about the reliability (or truthfulness) of claims made by BWRR. I am also concerned that BWRR lacks the ability to engineer this project properly. The mistakes/omissions identified in the DEIS are deeply concerning regarding greenhouse gas emissions, ridership projections, safety, and the need to remove the Spellman Walking Bridge in Greenbelt, to name a few. Here, though, I want to point out their very misleading "marketing ploys". The "jobs claims" they use to gain support in various trade unions and communities are very disturbing.</p> <p>In 2017, Baltimore-Washington Rapid Rail (BWRR) stated that the Superconducting Magnetic Levitation (SCMaglev) train project would create <u>74,000 jobs</u>. (Note that these are "job year" calculations, not actual job numbers.) <u>The number cited grew to 100,000, then to 120,000, 150,000, and currently 205,000.</u> Surprisingly, <u>however, the projected cost estimate has barely changed (\$15 to \$16 billion).</u> Where are the analyses that substantiate the jobs numbers? In its Water Quality Certification application package, BWRR states it is employing the established and accepted IMPLAN method. What dataset or datasets are being used? What is the known or estimated accuracy of these data? What economic, growth, inflationary, or other assumptions are being used? What are the justifications for using these assumptions? What are best- and worst-case projections? Should the MDE and Marylanders take the word of BWRR without evidence and allow them to take on one of the largest construction projects ever in the state of Maryland?</p> <p>For the above reasons MDE should not certify this project because it will harm our waterways, it cannot be justified based on the damage it would do, its complete lack of benefits for Maryland residents, and BWRR's disturbing use of incorrect or missing data (ridership analysis, greenhouse gas emissions, jobs numbers etc) and their misleading marketing strategies around job creation. Our waterways are too vital to be trusted to such low-quality planning and design as is displayed by BWRR.</p>	

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7	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit. I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. The certification requires a net zero negative impact on our waterways. BWRR has admitted it cannot meet the requirement and has included the required social and economic Justification in its proposed certification. I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways. In addition, this project will degrade our climate by increasing the net carbon dioxide emissions from 286 to 336 million kilograms per year compared to maintaining existing options. Please note the full quote by Dr. Owen Kelley below. In response to BWRR's claim that the SCMaglev will "foster better air quality for the health and safety of Tier II residents," research by Dr. Owen Kelley of NASA has proven otherwise. He reports: "Project developers claim that Maglev would benefit clean air and climate change due to the number of cars it would remove from the road. However, the draft environmental impact statement shows that Maglev would actually increase regional transportation energy consumption by 39% — enough energy to power 88,900 homes. While Maglev is 25% more efficient than auto travel, it is 37% percent less efficient than existing bus service and 20% less efficient than existing passenger rail. In total, Maglev operation would increase net carbon dioxide emissions from 286 to 336 million kilograms per year compared to maintaining existing options."</i></p> <p><i>Given the importance of the current climate crisis and the need to reduce net carbon dioxide emissions and use energy efficiently, MDE should not certify this project because it will increase net carbon dioxide emissions and increase transportation energy consumption - unnecessarily. In addition, it cannot be justified based on the damage it would do environmentally and in communities and its complete lack of benefits for average Maryland residents. We have better alternatives.</i></p>	3
8	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for</i></p>	3

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	<p><i>a Water Quality Certification (WQC) approval for a Tier II anti-degradation water quality permit.</i></p> <p><i>I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. The certification requires a net zero negative impact on our waterways. BWRR has admitted it cannot meet the requirement. MDE has commented: "MDE has determined that the impacts to Tier II resources associated with this project are of great enough magnitude to warrant additional project justification." BWRR has included the added required social and economic Justification in its proposed certification. This too is inadequate.</i></p> <p><i>I am writing to indicate my position that the MDE should not certify this project because it will harm our waterways. In addition, I am deeply concerned that this project will set certain precedents which will seriously impact the future of our land use policies and conservation of high quality ecosystems. Making federally-owned land available to private companies sets a dangerous precedent. Other private corporations could build landfills. Mining companies could claim "public good" and destroy land owned by the Beltsville Agricultural Research Center, Patuxent Research Refuge, or National Aeronautics and Space Administration. They could create an unnecessary and inconveniently located industrial zone, as well as impact federally-owned land in other parts of the United States.</i></p> <p><i>Further, cumulative impacts of the proposed Superconducting Magnetic Levitation train project and the Department of the Treasury's Bureau of Engraving and Printing's final plan for a Currency Production Facility on the Beltsville Agricultural Research Center will impact the same Tier II waters the Baltimore-Washington Rapid Rail application addresses. The combination of these two projects' impacts on Tier II waters needs to be assessed and publicized, allowing the public sufficient time to comment.</i></p> <p><i>For the above reasons MDE should not certify this project because it will harm our waterways, it cannot be justified based on the damage it would do and its complete lack of benefits for Maryland residents, and it could set a dangerous</i></p>	

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	<i>precedent and cumulative impacts to our Tier II waters will magnify the degradation to water quality.</i>	
9	<p><i>I am writing to strongly recommend the MDE should NOT certify the SCMaglev project because it can only harm our waterways - and significantly impact water quality in Tier II areas. BWRR recognizes that the damage cannot be mitigated.</i></p> <p><i>1- As a lead of the Greenbelt Biota group I know Beaverdam Creek very well. I have reviewed the water quality data from the creek, walked most of the areas threatened by the project. I have seen the brook lampreys, minks and rare plants directly threatened by this project. Like you, I know that Beaverdam Creek is the healthiest stream in the Anacostia Watershed, thanks to large wetland and forest areas of its watershed, on which the Maglev project will have a devastating effect. Even BWRR recognizes that the damage cannot possibly be mitigated.</i></p> <p><i>3. The Maglev project will destroy about 1/5 of the Greenbelt Forest Preserve, which protects our water. The Preserve - like many other protected lands - is the result of many decades of efforts from countless citizens. The threatened portion of the Greenbelt Preserve includes areas designated as Wetland of Special State Concern. My closest stream (Goddard creek) will disappear under the tracks – most likely as an underground channel - something that is being undone everywhere as unwise! Destroying our forests and streams will also destroy the trust those citizens have in the government's commitment to serving them and their families, and to protecting our water.</i></p> <p><i>4. Preserving public lands preserves water quality. Public lands belong to the people, not private companies. Destroyed public lands never get a second chance. Please protect our public lands.</i></p> <p><i>6- With the Maglev, biodiversity will decline as the Maglev design is so constrained and inflexible that it can only be built in Maryland by destroying the most sensitive areas we have. Train yards should reuse abandoned industrial lands for their maintenance sheds instead of sensitive areas! We should not lose rare ecosystems and reduce our water quality for systems that are untested and rigid, especially when other train systems exist and are being improved.</i></p> <p><i>For the above reasons MDE should not certify this project because it will irreversibly harm the best of our waterways. Thank you for your consideration of these points.</i></p>	2

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10	<p><i>As a Greenbelt resident, I am very concerned about the effect of the MagLev train on the local environment, specifically on the Greenbelt Forest Preserve and the Beaver Dam Creek watershed. It will be devastating. I am asking you to please deny this Water Quality Certification.</i></p>	1
11	<p><i>I live in Greenbelt, next to BARC and the Greenbelt Forest Preserve and the historic Roosevelt Center and the Housing Cooperative begun in the 1930s.</i></p> <p><i>I request that the MDE deny water quality certification to BWRR because of the harm it will cause to our community. A few key reasons are explicated below.</i></p> <p>Greater Good?</p> <p><i>The BWRR documentation must prove that the SCMaglev would be built for the greater good despite the harm that will be caused to the waterways. The MDE must make an informed decision to grant the requested WQC. The answer should be “no,” based on the extreme paucity of detail and lack of supportive data.</i></p> <p><i>Our area is already being impacted by the building of the Bureau of Engraving and Printing taking more land away from agricultural research. We may very well regret this land given to BEP as our climate continues to worsen. More land to be allowed to SCMaglev, would cause further harm and cost to the environment. As the MDE is aware, increase in runoff, stormwater, and flooding issues would disproportionately affect the EJ communities, through which most of the SCMaglev project would wind its way. Stormwater management will be worsening in the coming years and BWRR has no clear method in this management without more data.</i></p> <p>Lack of Planning Detail and Missing Documentation - and Transparency</p> <p><i>Throughout its application, BWRR says they “intend to meet the requirements” or “opportunities have not been fully analyzed and quantified to date” or they intend to maintain the condition of waters within the affected watersheds by avoiding and minimizing impacts and providing mitigation for impacts that cannot be avoided. BWRR did not provide the required documents and detailed plans in their application.</i></p> <p><i>BWRR either lacks the ability to or has attempted to intentionally put off providing the detailed planning information until after a WQC decision has been reached. While that has been addressed with the MDE telling BWRR they must submit the required documentation by the end of the extended public comment period, the MDE still has a critical decision to make regarding such a very large and impactful project. That the MDE had to prompt BWRR for their "best management practices" indicates at the least a lack of preparation and at the worst an irresponsible approach to justification for their project and its effect in communities along the path.</i></p>	1

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	<p><i>Beaverdam Creek I & II and Patuxent River I</i></p> <p><i>Beaverdam Creek I & II and Patuxent River I are high-quality Tier II waters. "Tier II waters exceed the quality necessary to support the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water" (the definition of Tier II waters). The impacts to Beaverdam Creek with construction and the obvious toxic runoff from the train maintenance facility will seriously degrade Beaverdam Creek's (both Beaverdam 1 &2) health.</i></p> <p><i>The lack of specificity around stormwater management plans tells us that the project planners lack the ability to plan and analyze sufficiently enough to manage stormwater effectively and protect our waterways; in this case Beaverdam Creek. While the responsibility of the State of Maryland is to assist the applicant through this process, it is also to certify that this project will not harm our state's waterways. In this instance, the state should not certify the SCMaglev as the project will not only harm our waterways, it will not provide benefits that outweigh that harm.</i></p> <p><i>Deny BWRR SCMaglev Project Water Quality Certification</i></p> <p><i>I request that the MDE deny water quality certification to BWRR for its severely deficient and ill-conceived SCMaglev project that has not yet even proposed a final route for a supplemental or final environmental impact statement review. How can certification go forward in such a fraught situation? This project makes no sense as our future needs true affordable mass transit.</i></p> <p><i>Thank you for your kind consideration of my comments.</i></p>	
12	<p><i>I am a trained ecologist (PhD environmental sciences) and resident of College Park, MD. I am writing to urge the Maryland Department of the Environment to deny the BWRR SCMaglev Project's Water Quality Certification.</i></p> <p><i>The trainyard would destroy the pine barren plant community and greatly impact the seeps that flow northeast into the unnamed Upper Beaverdam Creek tributary stream. These seeps are habitat for the state-endangered fringed orchid. It would permanently impact part of that stream with impervious surface and would impact a large part of the stream's watershed with impervious surfaces. The unnamed Upper Beaverdam Creek tributary has one of the cleanest subwatersheds in the entire Anacostia Watershed and is currently one of the few subwatersheds with less than 5% impervious surface.</i></p>	1

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	<p><i>The SCMaglev Project will have deleterious impacts on water quality, existing wetlands, and overall watersheds. It would be in MDE's best interest, for both environmental stewardship and Maryland residents' quality of life, to deny the Water Quality Certification for the BWRR SCMaglev Project.</i></p> <p><i>Thank you for your consideration.</i></p>	
13	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) requesting Water Quality Certification approval for a Tier II antidegradation water quality permit, certifying that the proposed SCMaglev project will not harm our state's waterways. Such a certification requires a net zero negative impact on our waterways, which I also understand that BWRR has admitted it cannot meet and has included the required social and economic justification in its application.</i></p> <p><i>MDE should not certify this project because the SCMaglev project will harm Maryland waterways and negatively affect open space and critical environmental areas, and the quality of life for Maryland communities it will disrupt. In my community of Greenbelt, the project will destroy large swaths of our important Greenbelt Forest Preserve, which contains waterways important to local ecosystems and that feed into Beaverdam Creek, a Tier II waterway. MDE has stated that it "has determined that the impacts to Tier II resources associated with this project are of great enough magnitude to warrant additional project justification."</i></p> <p><i>BWRR claims that reduced emissions foster better air quality for the health and safety of Tier II residents, but the Maryland Coalition for Responsible Transit's Draft Environmental Impact Statement (EIS) comments and research by Dr. Owen Kelley of the National Aeronautics and Space Administration have disproven this claim: "Project developers claim that Maglev would benefit clean air and climate change due to the number of cars it would remove from the road. However, the draft EIS shows that Maglev would increase regional transportation energy consumption by 39%—enough energy to power 88,900 homes. While Maglev is 25% more efficient than auto travel, it is 37% percent less efficient than existing bus service, and 20% less efficient than existing passenger rail. In total, Maglev operation would increase net carbon dioxide emissions from 286 to 336 million kilograms per year compared to maintaining existing options." Increased carbon dioxide emissions present a danger to Tier II waterways because when carbon dioxide dissolves in water, it forms carbonic acid, which lowers the pH and quality of the water.</i></p> <p><i>In addition to the SCMaglev project's harming our waterways, citizens of Prince George's County, including my</i></p>	1

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	<p><i>community of Greenbelt, will lose access to trails; wildlife will be displaced; biodiversity will decline; and because our homes are nearby, our quality of life will be negatively affected. Ongoing construction impacts (e.g., frequent and severe noise and vibration) would occur at varying locations, including in many EJ communities, for varying durations during the construction period, 24-hours a day, seven days a week, for years. In the end, no one in Prince George's will be able to get any use from the project, because there are no stops in the county. Prince George's County neighborhoods affected include Colmar Manor, Bladensburg, Woodlawn, Landover, New Carrollton, Glenarden, Greenbelt, Konterra, Springfield, Laurel, and South Laurel. For all these negative impacts, Maglev is only 15 minutes faster than Amtrak's existing Acela service.</i></p> <p><i>Moreover, reliable information has not been provided to substantiate economic benefits being made by BWRR. While there may be some short-term economic benefits in construction jobs to build the project, Maglev is meant to transport travelers and commuters from Baltimore to Washington, DC, and back, so the opportunity for increased spending in the state of Maryland from this project is limited. Maryland communities will see no financial gain. The limited economic benefits are not worth the harm caused to our waterways and the quality of life of our communities.</i></p>	
14	<p><i>I am writing about the proposed MAGLEV line route through Greenbelt National Park.</i></p> <p><i>This park served many local people during COVID as a place for a peaceful walk when we needed to isolate. It still serves that function for very many of us when we need a periodic time-away-from-it-all in nature.</i></p> <p><i>Recently, for two years, I and many others passed the entrance often, checking the sign, while the park was closed for improvements, waiting for it to re-open. That re-opening was a great day!</i></p> <p><i>One of the beauties of the park is the feeling of being much more isolated than you really are. Even in winter when the lack of leaves makes the car noise and visibility of surrounding buildings more apparent, there is a peace and serenity that you feel as soon as you start to walk.</i></p> <p><i>The train will create spurts of noise that will affect that serenity as well as reduce the beauty of the view and the size of the park and walks. The park is filled with beautiful streams and wetlands that will be disrupted or polluted, and the park was just re-furbished to optimize the beauty of its waterways and trails.</i></p>	1

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	<p><i>My husband and I have lived in the area for over 40 years and believe me, this space is unique.</i></p> <p><i>I urge the MD Department for the Environment to deny this certification.</i></p>	
15	<p><i>I wanted to write to you to let you know I am opposed to the Maglev train that will impact Greenbelt National Park.</i></p>	1
16	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit.</i></p> <p><i>I also understand that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state waterways. The certification requires a net zero negative impact on our waterways. BWRR has admitted it cannot meet the requirement and has included the required social and economic justification in its proposed certification. But social and economic benefits cannot outweigh protecting our waterways and Greenbelt National Forest.</i></p> <p><i>It will destroy important parts of the Greenbelt Forest Preserve. This is a park I visit almost weekly, to hike with my dogs, which has within it waterways important to the local ecosystems and which also feed into Beaverdam Creek which, as you know, is a Tier II waterway. I often spot neighbors biking or walking while I am there. In addition to degrading our waterways, we will lose access to trails, wildlife will be displaced, biodiversity will decline and our quality of life will be negatively impacted by this project.</i></p>	1
17	<p><i>The bottom line is that I believe, from what I have learned-both formally, and by being educated by a number of people who have worked in plant and water sciences,that the MDE should deny this certification.</i></p> <p><i>Here's why. Considering the state of the climate, and decrease in tree cover that cools Earth, the last thing we should be doing is taking a bunch of nice old and rare forests down. I also know that water quality in Montgomery County-where I live -is not good at all, and that a stream that is surrounded by forest, and has good quality of water-should be left alone. (I have done some macroinvertebrate identification in stream health).</i></p> <p><i>I have been on guided walks at BARC, and the flora that grow there are often rare, and not found anywhere near that area. We also do need areas to teach our children and to train folks in how a good ecosystem looks and functions.</i></p> <p><i>Here's the thing. Nature is so complex, we can't really understand all of the ramifications of any changes we might make. I don't think it's anyone's fault; there are just too many variables- and then there's the question of time, climate,etc.We can't totally predict all the negative consequences of such a proposed project,but it's pretty obvious that</i></p>	1

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	<p><i>this project is a mistake. We need to keep as many reservoirs of native wild area-precisely because of what we do not know-and that we know enough to know better.</i></p> <p><i>I'm sorry to say this, but humans have become arrogant in thinking they can do anything to the Earth, and it will be ok. Not any more!</i></p>	
18	<p><i>I am reaching out to you to let you know that I STRONGLY oppose granting a Water Qualification Certification for the SCMaglev project. This project will cause considerable damage to the environment with little benefit to residents in Maryland. Given that there is current infrastructure that could be upgraded with the same results for transportation between Baltimore and DC should be given consideration instead of spending unnecessary funds for the Maglev. This project will not significantly decrease travel time and will not be an equitable option financially for many commuters.</i></p>	1
19	<p><i>I know that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit, and I also know that the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. I understand the certification requires a net zero negative impact on our waterways.</i></p> <p><i>However, BWRR has already admitted it cannot meet the requirement.</i></p> <p><i>MDE requested additional project justification, given that the impacts to Tier II resources associated with this project are of great magnitude. BWRR has turned to its woefully inadequate social and economic justifications included in the project's Draft Environmental Impact Study in an attempt to justify its proposed certification.</i></p> <p><i>My position is that it should be enough for the MDE to not certify this project because it will harm our waterways, and no amount of imagined benefits will counteract that.</i> <i>Constructing the SCMAGLEV project will significantly lower water quality in Tier II areas, and BWRR is simply not able to mitigate the damage. Beaverdam Creek is the healthiest stream and subwatershed in the Anacostia Watershed. If it is destroyed the loss is difficult to quantify, however it is clear the area will never recover its environmental qualities, or the impact to our water supply. In addition, the ongoing use of the area for a train maintenance facility (using toxic substances) will be an ongoing threat and source of continued degradation.</i></p> <p><i>Please do not approve this certification, let the project die here.</i></p>	1

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20	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland.</i></p> <p><i>During this time where the environment has shown many signs of going downhill due to our overuse and poor planning, it seems unwise to disturb Beaverdam Creek I & II and Patuxent River I, when BWRR has admitted it cannot meet the environmental requirement of zero negative impact on the area. The plan to use social and economic justification is NOT ENOUGH when our environment in general is at such high risk for all living life on the earth, and is resulting in great catastrophic weather, and loss of needed green space and clean water resources. This plan should not go through!</i></p> <p><i>I have visited areas around the Patuxent River many times and the thought of the decrease of clean water and the wildlife it supports is appalling. These are spaces humans need as well as wildlife. The amount of time saved with this plan does not justify the destruction of these clean and beautiful places.</i></p>	1
21	<p><i>I am writing to express opposition to the Maglev Project Water Quality Certification Application. As I'm sure you are well aware, this project will cut through many square miles of protected forest and wetlands, which are some of the few remaining natural areas that we have left in this part of the state. As I'm sure you are also well aware, forests and wetlands are vital resources to protecting our water quality. I can't imagine how this project could be approved, if our State government actually cares about water quality. Approval of this project is telling constituents that the state government cares more about "elites" who can afford a \$100 train ticket to make the short trip from DC to Baltimore, than about regular Marylanders who will be drinking the water. Every inch of impervious surfaces that are installed, adds more pollution to our drinking water, and the Bay. And once the concrete is there, it's never going back to a natural area. And, whatever the construction company may advertise, there is no man-made substitute that can play the role of natural forests and wetlands on water quality. Please deny the certification.</i></p>	1
22	<p><i>I think the documentation and environmental modeling for this project is dated and needs to be redone reflecting current situations such as the construction of a new facility at BARC for printing and new flooding incidents due to climate change. Therefore, I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland.</i></p>	1
23	<p><i>My husband and I are longtime residents of Good Luck Estates in Lanham MD and are very concerned about the MAGLEV project. We are elderly and infirm. Loud sounds easily disrupt our ability to rest and get enough sleep.</i></p>	1

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	<p><i>Vibrations and noises from the MAGLEV's construction and subsequent noise from high-speed trains would be very hard on us.</i></p> <p><i>In addition, vibrations and sounds from these trains will lessen the property values of homes in our development and thus impact our financial situation and those of our neighbors.</i></p> <p><i>Because our residential community dates back to the 1960's and 1970's, our water and gas lines are old. Over the years, there have been several water main breaks and a probable gas line break. Construction for the MAGLEV might create more of these problems with our utilities and present greater expense for our county.</i></p> <p><i>To get out of our neighborhood we have to cross or drive on Good Luck Road. Construction and a MAGLEV so close to us could damage this major artery by causing the road to sag or develop ruts. This is not to mention trucks and heavy equipment driven to the dig sites.</i></p> <p><i>Noise and vibrations may affect classes at nearby Robert Frost Elementary School.</i></p> <p><i>Plus, the FBI Headquarters will move to Greenbelt in the near future, creating additional traffic and congestion in the area. Work on a MAGLEV will only make things worse.</i></p> <p><i>Therefore, we believe the changes described above would be detrimental to our health, financial situation, and well-being as well as that of our neighbors. We see little benefit in bringing a MAGLEV to Prince George's County.</i></p> <p><i>For these reasons, we urge you and the MDE to deny this certification.</i></p>	
24	<p><i>As an enthusiast of bird watching and the general environmental welfare of this state where I've spent 71 years of my life, I strongly oppose the Maglev project. Not only will it wreck havoc on the environment, it will also wreck havoc on neighborhoods along the proposed route.</i></p> <p><i>I also of the opinion that those that want high speed rail should invest in the pre-existing rail service of Amtrak and/or MARC. I would certainly love to have MARC operate on a more frequent and convenient basis.</i></p> <p><i>Please do not grant the Water Quality Certification. This project will do harm to wildlife and human living conditions</i></p>	1

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	<i>alike.</i>	
25	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland. Please stop disrupting our land. It is harming the wild animal population, plant life, human populations and our waterways. We already have numerous forms of transportation between DC & Baltimore that meet the needs of the individuals who reside here in terms of accessibility and cost. Placing a station in Cherry Hill Maryland could not only affect the waterways that lead to our bay but it will harm the minority communities in that area. We need to be doing more to help these communities, not adding congestion to the area with a high-speed train that these communities will not even take advantage of considering the higher cost. I use the Amtrak when I travel to points north and am very happy with the travel time, cost and service. The people residing in the area along the planned route DO NOT want this train! Even if I did not live in the area, I still would oppose this train because there is no need and it will do more harm than good! Why does it not matter what the people of Maryland want? The people who pay taxes?! The people who's lives it will affect negatively?! We are saying NO and we will continue to say NO to the SCMaglev project!</i></p>	1
26	<p><i>I strongly oppose issuing a water quality certificate which would allow the MAGLEV project to move forward. This project threatens streams and their water quality as well as valuable wildlife habitat. There is minimal gain to the local population from this train as it is priced high and out of reach of many as well as the fact that there are few stops along the way for anyone to get on or off the train. This is not a transit project for the people, and it should not be built.</i></p>	1
27	<p><i>I am writing to you that the MDE should not certify this project because it will harm our waterways and BWRR is unable to mitigate the damage.</i></p> <p><i>MDE should not certify this project because it will damage beyond recovery our waterways, our native biodiversity, rare ecosystems and our "lungs". It cannot be justified based on the damage it would do, and its complete lack of benefits for Maryland residents.</i></p> <p><i>I understand the role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways as part of the permit requested by the BWRR's to the Md Dept of the Environment for a Water Quality certification for a Tier II antidegradation water quality permit.</i></p> <p><i>Since BWRR has admitted it cannot meet the requirement for a net zero negative impact on our waterways, it does not meet the net zero negative impact requirement.</i></p> <p><i>MDE itself commented that the impacts to Tier II resources are too high and warrant additional project justification, to which BWRR justified the project by suggesting social and economic reasons. THIS IS INADEQUATE.</i></p>	1

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	<p><i>I live within the Beaverdam Creek watershed. It is the healthiest stream and (sub)watershed in the Anacostia watershed. The area can not recover its environmental qualities. And the ongoing use of the area for a train maintenance facility means that toxic substances will remain a constant threat (and source) of continued contamination. This contamination and degradation of the environment will effectively eliminate habitats of species and basically destroy the Patuxent Research Facility. This Research environment is the largest tract of original biodiversity and is an integrated refuge for the east coast's plant, animal, fungi, and micro-organisms. and biodiversity lost is lost to future generations for people, plant and animal life. (reference to DEIS Chapter 4.3, page 17)</i></p> <p><i>Trees are considered the "lungs" of our planet. If built, this last (and largest) green space between DC and Baltimore will be weakened and partially disassembled. This area, which BWRR SCMaglev wishes to destroy by its building, is the largest contiguous forest land on the east coast (Richmond VA to Boston MA)</i></p> <p><i>The impact area is far beyond what the applicant claims. "Temporary" areas and access points will never be returned to their former capacities.</i></p> <p><i>For the above (and other) reasons, MDE should not certify this project because it will damage beyond recovery our waterways, our native biodiversity, rare ecosystems and our "lungs". It cannot be justified based on the damage it would do, and its complete lack of benefits for Maryland residents.</i></p>	
28	<p>I am writing to strongly oppose granting a Water Quality Certification for the SCMaglev project. It would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland. <i>Reportedly, BWRR has admitted that it cannot meet the Tier II requirement of a net negative impact of zero after all mitigation efforts. There is no social or economic justification to tip the balance in favor of this application.</i></p> <p><i>As I wrote in May 2021 to Secretaries Haaland and Buttigieg and Congressman Sarbanes, Maglev is disguised as a green mass transit, jobs project. MAGLEV is not green and it is not mass transit and it does not by any stretch of the imagination contribute to rebuilding America's infrastructure. MAGLEV would not build back better. It is a mode of travel that, because of its ticket cost and limited station stops, would serve an elite and only an elite. And its construction and operation would degrade and destroy habitat up and down the East Coast.</i></p> <p><i>Alarmingly, the MAGLEV system would destroy important conservation lands of the Patuxent Wildlife Research Refuge and potentially other state and local conservation areas. Patuxent is the last large conservation tract left in the Baltimore-Washington region and it contributes to the health and well-being of all residents in the region. Critically, the health of the Chesapeake Bay depends on safeguarding the lands that surround tributaries like the Patuxent River. The Patuxent refuge is a special place that contains globally rare plant communities and a number of threatened and</i></p>	1

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	<p><i>endangered species and retains almost all of the plants and animals originally present throughout this region.</i></p>	
29	<p><i>As a resident of Greenbelt, MD, I am deeply concerned about the proposed transit route selected for a high speed train to connect Baltimore and Washington. This corridor is within the water shed of the Chesapeake Bay, with a D rating of water quality now.</i></p> <p><i>Obviously, this area targeted for demolition sites all up and down the route will further push the bay's decline beyond reasonable acceptance--with even more pollution adding to its already ruptured capacity to function--as a key resource for environmental health and public safety.</i></p> <p><i>And we are tired of listening to the assortment of promises never kept, about water quality being a top priority... but being more theory, less practice. The current condition of water quality can't rely on more promises, smoke screens, and misdirected funding... now draining our bank accounts... into the Bay now.</i></p> <p><i>My most urgent concerns for not supporting another study centers on the following:</i></p> <p><i>Loss of large swaths of woodlands, its precious wildlife, migratory bird routes that will leave more fragmented, biodiversity of living, protective habitats.</i></p> <p><i>Estimated cost to travel between Baltimore and Washington needs answers: about just who benefits and can afford such luxury, with all the other remarkable ways already operating and improved for many residents and more distant travelers.</i></p> <p><i>Safety problems, including the potential for accidents due to the lack of detailed and appropriate safety regulations and standards for this inadequately-tested technology.</i></p> <p><i>Maglev operation would increase net carbon dioxide emissions from 286 to 336 million kilograms per year compared to maintaining existing options.</i></p> <p><i>It cannot be justified, based on the damage it would do environmentally and in communities located nearby, but especially for its complete lack of benefits for average Maryland residents. Jobs would be temporary, not permanent or plentiful.</i></p>	1

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	<p><i>Corporations and agencies have learned to work virtually, rather than in person for much of their work. Realistically, SCMaglev is already outdated, with other more practical ways to travel already achieving faster and better service for more, not just a few riders doing business.</i></p> <p><i>The Beltsville Agricultural Research Center would be impacted, already slated to contain a factory for producing money. Increased traffic there, with more local waterways serving as reservoirs for wash water, with more dense development planned for the future, is more reason to stop this train. It's simply not needed or affordable.</i></p> <p><i>Thank you for your time and interest to keep the fate of Maryland residents a high priority, especially when the cost of living is at record-breaking levels.</i></p> <p><i>Water-quality testing for a high-speed train is not essential or desired. Please don't let this become another project we can't afford.</i></p>	
30	<p><i>I understand that BWRR admits that their Maglev project will have unavoidable and extremely negative impacts on waterways and water quality for the residents of Maryland through impacts to tier II wetlands. They wish to receive a permit to build their untested technology despite negative impacts because of the purported social good associated with the project. I write to express my strong opposition to the state providing this permit.</i></p> <p><i>All available independent analysis points to this project benefiting a few wealthy individuals and offloading the environmental externalities of the project in the form of greater local air pollution, vibration, poor water quality, more invasive species, etc., squarely on the shoulders of Maryland's historically marginalized communities, communities unlikely to be able to take advantage of this for-profit service by design.</i></p> <p><i>As an ecologist, I have studied the negative impacts of invasive plants on native food webs, including insects that are key to sustaining bird populations and fish for recreation purposes that draw individuals to our state. Numerous scientific papers support large infrastructure projects like this as significant conduits for invasive species movement, potentially endangering rare and threatened species dependent on unique habitats in the watershed for host plants and wetland habitats. If the state approves this project, I fear we will never get back the ecological communities that provide numerous ecosystem services to MD residents, including improving water quality.</i></p> <p><i>As a country and state, we must invest in reliable, low-cost, high-speed mass transit. <u>This project is not that.</u> Here, we</i></p>	1

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	<p><i>choose between (1) the ecological services, heritage, and unique landscapes of the state of Maryland and (2) a project built on technology with no track record of success, with few beneficiaries, and little in the way of energy reduction or decreased fossil fuel usage to offset the negative impacts outlined above. Investing in already built rail lines would provide the same benefits with few of this project's highly adverse environmental effects on MD waterways.</i></p>	
31	<p><i>I am a long-time citizen and commuter in Maryland. I strongly oppose the Water Quality Certification for the SCMaglev project. It would destroy vulnerable and needed green environment. I prefer other, less destructive improvements to our transportation system such as an expanded MARC system and more timely, higher speed versions of the Amtrak system.</i></p>	1
32	<p><i>I am writing to urge you to oppose certifying the Maglev project in Maryland because of the environmental damage it would inflict. The project would not only harm our already stressed waterways in the state, but it would also disrupt vital habitat for biodiversity at Patuxent Research Refuge and elsewhere and have negative effects on land use that disproportionately affect communities with large minority populations. The supposed benefits of the project are greatly outweighed by the many harms to the environment.</i></p> <p><i>I strongly oppose this project and hope that your office will deny the WQC application.</i></p>	1
33	<p><i>I'm writing to urge MDE to DENY the application of BWRR SCMaglev Project for water quality certification. I have lived in Greenbelt for nearly thirty years, and have come to value the open spaces and natural areas, especially around Beaverdam Creek, which will be greatly harmed by the project. There simply is no adequate way to mitigate the damage to water quality.</i></p>	1
34	<p><i>I am very concerned that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit although the standards for receiving the certification have not been met.</i></p> <p><i>The impact on water quality, quality of life, economic and environmental sustainability are all significantly negative for a project that will not benefit MD citizens in any way that I can see.</i></p> <p><i>I have concerns about safety, about allowing private corporations access to federal lands, and a detrimental impact on native wildlife (not to mention the humans who, like myself, live in the area).</i></p>	1

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	<p><i>I am a huge supporter of mass transit and believe that we need to invest in the established train systems rather than destroy vitally important ecosystems for a project with unproven benefits. For all of these reasons, I'm asking that MDE should not certify this project and comply with the established standards.</i></p>	
35	<p><i>I understand that BWRR has submitted its application to the Maryland Department of the Environment (MDE) asking for a Water Quality Certification (WQC) approval for a Tier II antidegradation water quality permit. I also understand that BWRR has admitted it cannot meet the requirement and has instead provided a social and economic justification. Given that the Maryland Department of the Environment (MDE) has the stated mission of providing "healthy, vibrant, and sustainable communities and ecosystems in Maryland," to include waterways, I implore you to not approve this application. The certification requires a net zero negative impact on our waterways. In my community alone (Greenbelt), the Maglev would destroy large swaths of our important Greenbelt Forest Preserve. That Preserve holds waterways important to the local ecosystems which also feed the Beaverdam Creek, a Tier II waterway. This is not to mention the impact on other communities' waterways.</i></p> <p><i>This is in addition to the impact the Maglev would have on Maryland's air quality, land for wildlife, inequitable social impact of development, likely cost overruns, and climate change. Moreover, Maglev is not needed; Maryland has plenty of existing mass transit options between DC and Baltimore. Maglev would only benefit the rich, not the average citizen, and would likely suffer from limited ridership - likely not even covering its own costs.</i></p> <p><i>For these reasons, I urge you to not approve Maglev's application for water quality certification.</i></p>	1
36	<p><i>I am writing to let you know my position that the Maryland Department of the Environment should not certify the SCMaglev project because it will harm our waterways. As a Greenbelt resident, I will be directly affected. The SCMaglev project will destroy large parts of my beloved Greenbelt Forest Preserve where I spend a lot of time hiking. The Greenbelt Forest Preserve includes waterways important to the local ecosystems that feed into Beaverdam Creek, a Tier II waterway. If the SCMaglev project becomes a reality, it will degrade our waterways, wildlife will be displaced, biodiversity will decline and our quality of life will be very negatively impacted by this project as our homes are nearby. Also, I will lose access to my favorite forest.</i></p> <p><i>Many other communities nearby, such as Colmar Manor, Bladensburg, Woodlawn, Landover, New Carrollton, Glenarden, Greenbelt, Konterra, Springfield, Laurel, and South Laurel, will also be negatively affected.</i></p> <p><i>For these reasons MDE should not certify the SCMaglev project. It will harm our waterways and it cannot be justified</i></p>	1

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	<i>based on the damage it would do and its complete lack of benefits for Maryland residents.</i>	
37	<i>I'm a concerned resident of Prince George's County. The proposed construction route of the Maglev train through the Greenbelt National Park has me very worried about water and stream quality. This is one of our larger green areas nearby and the amounting runoff, steam diversion, and ecosystem impact of increased pollution in our waterways (that end up making it unsafe to play with kids in the water), feel like clear reasons to deny the SCMaglev's Water Quality Certification Application. This natural area and its waterways are too precious to put at risk.</i>	1
38	<i>I'm writing from my home in Greenbelt to urge that our water quality be protected. There are many environmental concerns I have with the maglev project, but top of the list is our water quality. There is nothing more fundamental to healthy living than high quality water. I'm raising/have raised a family in Greenbelt and implore you to help us keep the quality of our water.</i>	1
39	<i>Please deny this permit. A huge project like this would impact water quality in Greenbelt, as well as cut through the community, destroy long-preserved green space, destroy the pedestrian bridge that the high school students use to get to school, and dozens of other negative impacts to this great community. Greenbelt unites three sections into one very diverse vibrant community. Our city council reflects the diversity of the greater community with 3 out of seven members who are African Americans, and 4 out of seven members who are women. We need to support strong communities, not destroy them with boondoggle transportation projects that would not serve anyone in the communities it passes through, nor even serve the normal working people at the stops at either end, as the ticket would be too pricey for ordinary commuters. Who exactly would it serve? Probably very few, and then taxpayers would end up paying for it. Bad project, would destroy wetlands and water quality, would impact strong communities.</i>	1
40	<i>I strongly oppose granting a Water Quality Certification for the SCMaglev project. I use Amtrak to get to Baltimore and beyond to NY. Although not ideal, it is an existing public transport option that works. The SCMaglev project would be a huge construction project destroying habitats and likely destroying and dividing neighborhoods in Baltimore. The benefits of a slightly faster journey do not warrant the huge expense and destruction.</i>	1
41	<i>As a member of the Howard County Bird Club (300+) and its parent organization, the Maryland Ornithological Society, I strongly oppose the granting of a Water Quality Certification for the construction of the SC Maglev Project. Extensive environmental disruption will be caused to our waterways, affecting streams, and rivers flowing into the</i>	1

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	<p><i>Chesapeake Bay.</i> <i>The non polluted quality of those waterways provided needed habitat for aquatic life, insects, birds, mammals, reptiles and amphibians to survive. Plant life varieties could be lost or reduced in area. Abundance and diversity of species could be greatly negatively affected.</i></p> <p><i>Construction costs most likely will be high due to increasing interest rates, labor shortages, and material prices. Ridership fees may discourage potential customers leaving little benefit to the Maryland general public.</i></p> <p><i>NO WQC, NO MAGLEV</i></p>	
42	<p><i>The MDE should deny the Water Quality Certification.</i></p> <p><i>I am very concerned about the water quality of the Patuxent River. We have a lot of problems with water quality in the Baltimore/Washington area, and the BWRR SCMagLev will make matters worse.</i></p> <p><i>There can be some justification for giving up some negative impacts to produce something that makes a major contribution to the public good. I contend that SCMagLev is a project for the privileged and wealthy. We already subsidize the wealthy too much as it is.</i></p> <p><i>To make matters worse, SCMagLev threatens to undercut Amtrak. Amtrak provides both a higher-speed option and more conventional rail transit while also supporting critical commuter rail systems. Government must provide the full range of services for its residents.</i></p> <p><i>The adverse impacts cannot be denied. The Water Quality Certification can, and should, be denied.</i></p>	1
43	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project, as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland. The Maglev would have a terrible impact on our quality of life in Greenbelt along the proposed route.</i></p>	1
44	<p><i>Maryland's special environment and natural areas are too important to destroy. Ticket prices will probably be too expensive for most people to use regularly. How does that benefit the people of MD.</i></p>	1

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45	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland. As a long time resident I have been appalled at the awful intrusion of increased noise, pollution, traffic - tightening people's life sites and like the animals we chase out, making our spaces inhospitable to humans. This project would just take us deeper into a place that only serves to pollute and not to enhance the way we live.</i></p> <p><i>Please imagine your prodigies saying to you someday, "why didn't you make an effort to preserve some wild spaces for me..."</i></p>	1
46	<p><i>I strongly urge you not to give a Water Quality Certification for the SC Maglev project. This project will destroy way too much of our diminishing natural resources and be of little benefit to people.</i></p>	1
47	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland.</i></p> <p><i>BWRR has admitted that they cannot meet the Tier II requirement of a net negative impact of zero after all mitigation efforts. In this situation, they are obliged to submit a social and economic justification as part of their application. Therefore, we suggest you focus on the social/economic impact of this effort, not only water quality and other environmental issues.</i></p> <p><i>The travel time of a Maglev train ride between DC and Baltimore is equivalent to an Amtrak ride. So where is the benefit to approving the Maglev project?</i></p>	1
48	<p><i>As we watch species decline across the world, we must consider environmental damages caused by any new construction process in Maryland. I strongly oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland. MARC and Amtrak are available for public transportation.</i></p>	1
49	<p><i>The SCMagLev application for Water Quality Certification is completely out of line and should by no means be granted. BWRR has freely admitted that it is unable to prevent harm to Tier II streams, and there are no means of mitigating the harm it will inflict on the Tier II waters of Beaverdam Creeks I and II and the Patuxent River. These streams flow through</i></p>	1

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	<p><i>the Beltsville Agricultural Center and Patuxent Research Refuge. These and other green areas form a huge “lung” in the heavily developed area between Baltimore and Washington, DC. Many people such as myself enjoy visiting PRR, to enjoy the nature there, especially the birds, many of which depend on those relatively pristine streams. BWRR inability to protect or mitigate harm on the Tier II waters alone should disqualify BWRR from receiving the WQC.</i></p> <p><i>It should be noted that the BWRR can only be afforded by those of substantial means. With only three stops, it will not benefit most of those who live along its proposed route. There will be little public benefit to offset the damage caused to the Tier II waters that BWRR would harm.</i></p> <p><i>I respectfully request that MDE deny the request of BWRR for WQC.</i></p>	
50	<p><i>I oppose this new transportation route.</i></p> <p><i>It is not cost effective. It will do environmental damage.</i></p>	1
51	<p><i>The Maryland Department of the Environment should deny the above referenced application.</i></p> <p><i>The proposed remediation will not accomplish the purposes of restoring clean waters.</i></p> <p><i>The economic benefits fall to a select few at the expense of the damaged communities. The economic reality is that the limited high speed line between Baltimore and the District of Columbia would be an economic failure. SCMaglev is using Maryland to obtain a key portion of any high speed east coast rail to prevent others from competing for the project. This high cost gamble will stick Maryland with abandoned infrastructure with no benefits to local communities along its route.</i></p> <p><i>For these and many other reasons, the Maryland Department of the Environment should deny SCMaglev's water quality certification Application.</i></p>	1
52	<p><i>I VERY STRONGLY oppose granting a Water Quality Certification for the SCMaglev project as it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland.</i></p> <p><i>The cost would be too high for regular people to use, it would benefit such a small population that currently use rail, it would cost too much taxpayer money that could be better used to improve other transportation, it uses more electricity</i></p>	1

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	<i>than other high speed trains and, most importantly, would do significant environmental damage.</i>	
53	<p><i>I oppose any potential MagLev project in Maryland.</i></p> <p><i>Reasons:</i></p> <ol style="list-style-type: none"> <i>1. It is very expensive and will drain funds from projects that serve the transportation needs of Marylanders and possibly the region.</i> <i>2. It has limited usefulness in that it connects places that are not transportation hubs, like Washington Union Station and Baltimore's Penn Station.</i> <i>3. It's only slightly faster than existing Acela Amtrak service.</i> <i>4. It will tear up parkland, such as the area about the Baltimore Washington Parkway.</i> <i>5. The noise will severely affect communities that will not and cannot benefit from this project.</i> <i>6. Few would be able to afford its fares.</i> <p><i>In short, as my colleague said, it's a solution in search of a problem. And it will be severe environmental and fiscal problem of its own.</i></p>	1
54	<p><i>I am opposed to granting a Water Quality Certification (WQC) for the SCMaglev project. I have read the environmental impact statement for this project and believe it would cause more environmental damage than it is worth. The existing train service between DC and Baltimore is less costly both to the riders and to the environment. Please consider not granting the WQC for this project.</i></p>	1
55	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project.</i></p>	1

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	<p><i>The Tier II waters for this permit are Beaverdam Creek I & II and Patuxent River I. <u>Tier II, high-quality waters have an existing water quality significantly better than the minimum requirements, as specified in water quality standards,</u> and exceed the quality necessary to support the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water.</i></p> <p><i>The role of the state of Maryland is to certify that the proposed SCMaglev project will not harm our state's waterways. The project would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland.</i></p>	
56	<p><i>Much like the I-270/495 widening project, this will cost huge amounts of money and do little to solve transportation problems. Maryland is really headed in the wrong direction on these issues.</i></p>	1
57	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project.</i></p> <p><i>This project would destroy vital wetland, edge, and woodland habitat. We cannot afford to lose any of the wildlife buffer zones bordering the Patuxent Refuge and elsewhere in the Patuxent River Watershed.</i></p> <p><i>The proposed Maglev routes provide no benefit to the local communities through which it runs. Local communities would be far better served by improvements to existing MARC and Amtrak service. I take the MARC train from Baltimore City to my Federal job in DC. The Maglev would be of no use to me but would destroy fragile wetlands and rare barrens.</i></p> <p><i>Please do not allow this to happen.</i></p>	1
58	<p><i>Please consider this message as our comment on the certification of the Baltimore-Washington Rapid Rail (BWRR) Superconducting Magnetic Levitation (SCMaglev) application for Water Quality Certification from the Maryland Department of the Environment.</i></p> <p><i>We urge the Maryland authorities to turn down the application for water quality certification for this project. We live within a half mile of the Patapsco River, which has been greatly improved by the efforts of Maryland DNR. We are seeing fish return to spawn in the Patapsco, and the riparian species of birds and mammals are returning to their role in the Patapsco ecosystem.</i></p> <p><i>We would not be users of the BWRR project, as our transportation needs are met very well by the MARC system at a</i></p>	1

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	<p><i>reasonable price. I commuted on MARC to my Washington job for 8 years, and now that I'm retired, we ride MARC when we go to Washington to visit the museums and cultural events.</i></p> <p><i>In our opinion, the possible advantages of the BWRR proposal are illusory, and far outweighed by the damage the project would do to the lands and waters here in Maryland. We think of our nearby Patapsco River habitats, and also the nationally known Patuxent Research Refuge of the US Fish and Wildlife Service.</i></p> <p><i>Please do all you can to reject this damaging BWRR project.</i></p>	
59	<p><i>I am writing today to let you know that I deeply oppose the possibility of Water Quality Certification being granted for the SCMaglev project between Baltimore and DC. Aside from the horrendous and irreversible damage that every stage of the Maglev project would do to our ecosystem, there is no observable benefit for the residents of the area: the wealthy will continue to Uber or take private transportation between the two metropolitan areas, and the cost of tickets on the Maglev will be more than Amtrak, meaning that this project will not expand access to public transportation but instead entrench the same inequities that already plague our public transit system.</i></p>	1
60	<p><i>I strongly oppose granting a Water Quality Certification for the SCMaglev project. This project it would do considerable environmental damage and would yield little, if any, benefit to the people of Maryland. It would reduce travel time only slightly and tickets would be more expensive than MARC or Amtrak.</i></p> <p><i>Please stop this project before irreparable environmental damage occurs.</i></p>	1
61	<p><i>The SCMaglev rail link will cause irreparable environmental damage.</i></p> <p><i>As such, Water Quality Certification should not be issued for this project.</i></p> <p><i>Please do the right thing for Maryland, its citizens, and its environment.</i></p> <p><i>Do not permit the SCMaglev project!</i></p>	1
62	<p><i>I am writing to strongly urge you to deny the Water Quality Certification requested for the SCMaglev project.</i></p> <p><i>The proposed routes are a completely redundant north-south route from Washington to Baltimore. Where the route is not tearing through lower income neighborhoods in Baltimore, it runs across the protected forests of Greenbelt Maryland and the Agricultural Reserve. These green spaces are absolutely critical in maintaining the water table and above ground, pristine water streams that feed the Patuxent River. Running a train line through these green spaces is cheaper</i></p>	1

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	<p><i>than through a city. And it completely ignores the critical role these protested environmental resources play in maintaining minimal climate and water quality stability in the region. They are protected for good reason.</i></p> <p><i>Denying this disastrous project is the first step in moving Maryland to a sustainable future of seriously upgraded transportation on existing routes. I urge you to put an end to this project at once.</i></p>	
63	<p><i>I vehemently oppose the SCMaglev as it will degrade and destroy our waterways, woodlands, and homes. This habitat destruction will adversely impact black and brown people the most (as usual). The project will tear up our communities and vent toxic gases into our homes for a train that doesn't stop in my community and most of us in Greenbelt can't afford.</i></p> <p><i>On the west coast, a similar project had money poured into and was green lit despite community opposition. It now sits in ruins. If the foreign investors behind SCMaglev want this train so bad, let them build it under their homes. The demo train they currently have is a lousy carnival ride. It is not viable commuter transport. It can't even be called a proof of concept.</i></p> <p><i>No SCMaglev please.</i></p>	1