NELCOME



Public Meeting for the **Bureau of Engraving and Printing Traffic and Utilities Mitigation Supplemental Environmental Assessment**

Beltsville, Maryland May 13, 2024 (Backup date May 14, 2024)

BUREAU OF ENGRAVING AND PRINTING

National Environmental Policy Act (NEPA) Process and Schedule

The Bureau of Engraving and Printing (BEP) has prepared an Environmental Assessment (EA) to evaluate potential environmental effects associated with the implementation of traffic, utility, and construction-related improvement measures associated with the proposed replacement BEP Currency Production Facility (CPF) at the Beltsville Agricultural Research Center (BARC).





https://www.nab.usace.army.mil/BEP/

The Draft EA includes the following information:

- Purpose of and Need for the Proposed Action
- Description of the Proposed Action
- Affected environment
- Environmental consequences
- Mitigation measures to reduce or avoid adverse effects









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Purpose and Need for the Proposed Action

The Purpose of the Proposed Action is to:

Meet the traffic improvements as outlined in the Final Environmental Impact Statement (EIS) and subsequent utility and construction-related design changes for the Construction and Operation of a CPF at BARC.

The Proposed Action is needed to address:

- 1. The potential impact of the construction and operation of the CPF on the seven intersections determined to already have a failing level of service.
- 2. Potential delays and extended queue lengths on the surrounding roadways.
- 3. The CPF's planned use of municipal utility systems, including water, electric, telecommunication, gas, and sanitary.
- 4. Currently insufficient laydown areas for the planned construction.

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Draft Environmental Assessment (EA)

In 2021, BEP completed the EIS and Record of Decision for the BEP replacement CPF at BARC.

The EIS identified traffic measures that would be required to reduce or avoid adverse impacts once the CPF begins operating. Additional utilities improvements and construction-related elements were also identified after completion of the EIS. Conceptual designs developed for these traffic, utility, and construction-related elements have been developed by BEP and the U.S. Army Corps of Engineers, with input from other agencies as appropriate. These elements are analyzed in the Draft EA.

Traffic, utility, and construction-related elements analyzed in the Draft EA include:

• Roadway improvements including lane widening, new turning lanes, removal of rumble strips, and new signaling.



- Construct a new bioswale.
- New sanitary sewer lines.
- New potable water and gas lines.
- New aboveground electric and telecommunication lines.
- Dedicated construction staging areas at BARC.
- Construction of new gravel road to access two existing USDA wells.

The Draft EA has been published for review and comment by the public, regulatory agencies, tribes, and elected officials. Comments can be made during the 30-day review period.

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Overview of the Proposed Action



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For more information, visit the project website at: WWW.NAB.USACE.ARMY.MIL/BEP

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Proposed Roadway Improvements

Impacts:

Temporary, including dust from grading, paving equipment noise, reduced speed in work zones, and construction equipment & asphalt emissions.

Mitigation:

Temporary road or lane closures would be scheduled during low volume traffic periods, when possible.



MD201/Edmonston Rd. Area

Baltimore-Washington Parkway Area



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Air Quality

Impacts:

- Temporary emissions from construction equipment.
- Temporary dust from grading and excavating.
- Impacts would be localized.

Mitigation:

- Comply with MDE's vehicle idling requirements by turning off equipment and vehicles not in use.
- Use ultra-low sulfur diesel, propane, or natural gas as fuel to the extent possible to minimize carbon dioxide (CO₂) and sulfur dioxide (SO₂) emissions.
- Use dust palliatives to minimize and control fugitive dust emissions.
- Use construction equipment powered by Tier 4-compliant engines and maintain motorized equipment in good working order. Tier 4compliant engines incorporate advanced emission control technologies, meeting U.S. Environmental Protection Agency standards and contributing to better air quality.
- Stage equipment away from residential areas.

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Socioeconomics and Environmental Justice

Socioeconomics

Impacts:

- Right-of-way (0.13 acres permanent easement and 0.05 acres of temporary construction impacts).
- Potential temporary increase in spending on construction supplies purchased from local/regional vendors.
- Potential temporary employment of local/regional workers.
- Potential temporary increased spending by workforce for local goods and services.

Environmental Justice

The just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decisionmaking and other Federal activities that affect human health and the environment.



Public Engagement:

- Outreach efforts engaged community leaders/organizations.
- Bureau of Engraving & Printing Traffic & Utilities Mitigation Supplemental EA Beltsville, Maryland
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 Image: CPF Site Boundary Proposed Action Elements Blocks - Census Tracts

 Figure 3-19 Environmental Justice ROI
 Image: CPF Site Boundary Miles
 Image: CPF Site Boundary Blocks - Census Tracts
- Community meeting held January 2024.

Draft EA Addresses Community Concerns:

- Design updated to include left turn lane on Edmonston and left/right turn lanes on Beaver Dam to address safety concerns.
- Initiated meeting with SHA who plan to improve visibility by restoring pavement markings on Powder Mill bridge, installing edge lines on Powder Mill between Cook and US 1, and markings along MD 212A between MD 201 and US 1. These actions will address concerns about lane visibility for drivers at night or in bad weather.

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Natural Resources

Impacts:

- Temporary soil impacts due to excavation, grading, and leveling of the ground.
- Up to 0.24 acres of permanent stream impacts.
- Up to 0.5 acres of permanent wetland impacts.
- Potential impacts to bat species due to clearing of 3.92 acres of tree clearing.

Mitigation:

- Obtain and adhere to permits (or letters of exemption) from MDE and USACE to comply with Sections 404/401 of the Clean Water Act, and best management practices established through consultation process.
- Comply with Maryland Forest Conservation Act (Natural Resources Article 5-1601-1613)
- Mitigate wetland impacts through on-site or off-site replacement.
- Obtain a Maryland General Permit for Stormwater, associated with construction activity to manage soil erosion, sedimentation, and soil compaction.
- Revegetate temporarily disturbed areas to minimize soil erosion and sediment in stormwater run-off.

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- Increased impervious area.
- Temporarily exposed soils and stormwater run-off from construction zone.
- Nuisance construction noise may temporarily displace wildlife.
- Manage stormwater using green infrastructure.
- Apply USFWS Interim Guidance Framework for conservation of the northern long-eared bat and guidance on tri-colored bat once available.
- Use only native species in landscaping and revegetation techniques to prevent the introduction and proliferation of invasive species.
- Avoid tree removal activities within the active season for bats (April 1-Nov 14), which is also protective of migratory bird breeding season (May 1-Sep 10).

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Cultural Resources

Resources:

- Baltimore-Washington Parkway Historic District: 29-mile highway between Baltimore and Washington, D.C.
- BARC Historic District: farms, buildings, and structures across five locations covering 6,582 acres.

Impacts:

- Minor permanent alterations to cultural landscapes.
- Temporary presence of construction equipment would impact viewshed in BARC and BW Parkway Historic Districts.
- No archaeological impacts.

Mitigation:

- Implement an Inadvertent Discovery and Mitigation Plan.
- Place construction fencing along the Edmonston Road work area to protect the portions of three known archaeological sites adjacent to, but outside of, the limits of disturbance (18PR90, 18PR91, and 19PR92).
- On April 23, 2024, MHT concurred with BEP's determination that the undertaking will have No Adverse Effect on historic properties per Section 106 of the National Historic Preservation Act.



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Impacts:

- Construction equipment would generate temporary noise.
- Noise would be audible immediately adjacent to roadway and utility line construction equipment during the construction phase.

Mitigation:

- Prepare and submit a noise-suppression plan to Prince George's County (before construction), which identifies the most appropriate and reasonably available noise-suppression equipment, materials, and methods to reduce noise levels to acceptable levels during construction.
- Coordinate with the U.S. Department of Agriculture regarding anticipated noise levels for BARC facilities throughout the construction phase to ensure noise impacts to on-site staff are maintained at acceptable Occupational Safety and Health Administration (OSHA) levels.
- Require construction workers to wear appropriate protective gear

during loud activities in accordance with OSHA safety requirements to prevent hearing damage or other adverse impacts.

• Conduct work on weekdays during standard daylight working hours.

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Utilities

Impacts:

• Temporary disruptions to connect new lines.

Mitigation:

- All utility work coordinated in advance with Miss Utility WSSC, Washington Gas, PEPCO, Verizon, and USDA Utilities Management.
- Customers notified in advance of any temporary outages.
- Clearance distance for utility cables would meet MD High Voltage Act and National Electric Safety Codes.



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