

Bureau of Engraving and Printing (BEP)

Environmental Impact Statement

Final Scoping Report

January 14, 2020



US Army Corps
of Engineers®

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Acronym List

AOC	Area of Concern
ARS	Agricultural Research Service
BARC	Beltsville Agricultural Research Center
BEP	Bureau of Engraving and Printing
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CPF	Currency Production Facility
DC Facility	Washington, DC Facility
DNR	Maryland Department of Natural Resources
EIS	Environmental Impact Statement
ET	Eastern Time
GSA	General Services Administration
HTMW	Hazardous and Toxic Materials/Waste
MDE	Maryland Department of the Environment
MNCPPC	Maryland-National Capital Park and Planning Commission
NCR	National Capital Region
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
PL	Public Law
ROD	Record of Decision
SME	Subject-Matter Expert
TD	Treasury Directive
Treasury	United States Department of the Treasury
US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
WSSC	Washington Suburban Sanitary Commission

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1.0 Introduction

1.1 Introduction

This Scoping Report documents the United States (US) Department of the Treasury (Treasury), Bureau of Engraving and Printing's (BEP's) Environmental Impact Statement (EIS) scoping process conducted for the proposed Currency Production Facility (CPF) at the US Department of Agriculture's (USDA's) Beltsville Agricultural Research Center (BARC; the Proposed Action). This scoping process was conducted in accordance with the National Environmental Policy Act (NEPA; 42 US Code [USC] § 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Part 1500-1508), and the Treasury Directive (TD) on NEPA (TD 75-02). The public scoping period formally began with the BEP's publication of a Notice of Intent (NOI) to prepare the EIS in the *Federal Register* on November 15, 2019.

1.2 Project Background

The Treasury, acting on behalf of the BEP, proposes to construct and operate a new CPF within the National Capital Region (NCR) to replace its existing production facility located in downtown Washington, DC (Proposed Action). The Washington, DC production facility (DC facility), built in 1914, has been in operation for more than 100 years. The DC facility's age and design limit the BEP's ability to modernize its operations and achieve its primary mission.

The Proposed Action is the outcome of the BEP's more than 20-year planning process to address deficiencies at the DC facility and modernize its operations. The BEP considered several different modernization options, including renovation of the DC facility and new construction within the NCR. These studies concluded that new construction, as opposed to renovation of the DC facility, would be more cost-effective and allow the BEP to sustain its mission over the long-term (BEP, 2017) ([BEP, 2018](#)) ([BEP, 2019](#)) ([Treasury, 2018](#)) ([Treasury, 2019a](#)) ([Treasury, 2019b](#)) ([Treasury, 2019c](#)).

The BEP initially considered multiple sites within the NCR and evaluated them against prerequisite criteria for operating a CPF and meeting the purpose of and need for the Proposed Action. These criteria included, but were not limited to, cost, size, location, configuration, ownership, proximity to major airport(s), proximity to major highways, and proximity to the BEP's uniquely skilled workforce. Six federally owned properties met these criteria and could be acquired at a lower cost in accordance with Federal directives to better manage and reduce Federal real property assets (GSA, 2015). The proposed BARC site was one such federally owned property identified through this site screening process.

In 2018, Congress passed the 2018 Farm Bill (Public Law [PL] 115-334, Title VII, Subtitle D, Section 7412). The 2018 Farm Bill authorized and directed an interagency land transfer of a portion of BARC from the USDA to the Treasury specifically to construct and operate a CPF, subject to further site suitability evaluation. This Congressional authorization was not subject to NEPA. Please refer to the EIS for additional information concerning the BEP's site screening and identification process.

The purpose of the Proposed Action, therefore, is to construct and operate an up to 1 million-square foot CPF on an approximately 105-acre parcel of land at BARC (the Project Site) in compliance with the 2018 Farm Bill. The Proposed Action would provide the BEP with a modern, more efficient, scalable production facility within the NCR while reducing its Federal footprint (i.e., amount of square footage occupied) therein by approximately 30 percent. The need for the Proposed Action is to replace the BEP's obsolete DC facility. The Proposed Action would be implemented over an approximately nine-year period after completion of the NEPA process.

Additional background information and details on the Proposed Action will be available in **Sections 1.0** and **2.0** in the pending Draft EIS.

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2.0 Scoping Process

2.1 Scoping Process

The BEP published a NOI to prepare the EIS in the *Federal Register* on November 15, 2019. The NOI initiated the 30-day public scoping period, as outlined in 40 CFR Part 1501.07. The formal public scoping period concluded on December 15, 2019. The NOI informed agencies, stakeholders, and the public about the Proposed Action and BEP's intent to prepare an EIS, invited the public to attend a public scoping meeting on December 3, 2019, and solicited comments for consideration in establishing the scope and content of the EIS. A copy of the NOI is provided in **Appendix A**.

2.2 Scoping Activities

The following subsections provide a review of the scoping efforts conducted by the BEP between November 15, 2019 and December 15, 2019 for this EIS.

2.2.1 Agency and Stakeholder Coordination and Outreach

The BEP, through mailed written correspondence, invited Federal, State, local agencies, and special interest groups to participate and provide input on the Proposed Action and the EIS prior to and during the public scoping period. This effort included 79 stakeholders across 44 agencies, interest groups, members of Congress, and Native American Tribes (see **Section 2.2.2**). These stakeholders are identified in the Stakeholder Distribution List (see **Appendix C**). The BEP will update this list throughout the NEPA process as additional stakeholders are identified.

2.2.2 Public Outreach

Following the publication of the NOI, the BEP conducted public outreach, as described in the following subsections.

Project Webpage

The US Army Corps of Engineers (USACE), Baltimore District, established an informational website for the Proposed Action (<https://www.nab.usace.army.mil/home/bep-replacement-project/>). This website includes information about the Proposed Action, EIS, and opportunities for public participation in the NEPA process. Stakeholders and interested members of the public can access the website to obtain relevant materials and updates on the status of the Proposed Action and EIS. The website also allows agency and public comments to be submitted online to a project-specific email address (BEP-EIS@usace.army.mil). The BEP included this email address in all scoping period correspondence, as described below.

Newspaper Advertisements

The BEP published a display advertisement in four local newspapers of general circulation near BARC in Prince George's County, Maryland. The advertisement was published in the *Greenbelt News Review*, based in Greenbelt, Maryland, on November 14, 2019; *The Washington Post*, based in Washington, DC, on November 15, 2019; *Prince George's Sentinel*, based in Seabrook, Maryland, on November 21, 2019; and *Beltsville News*, based in Beltsville, Maryland, on November 23, 2019. These advertisements briefly described the Proposed Action, announced the start of the 30-day public scoping period, solicited public input, and invited the public to attend the public scoping meeting. Copies of the newspaper advertisement and affidavits of publication are included in **Appendix B**.

Mailed Notices

The BEP mailed scoping letters on November 13, 2019 to 79 potential stakeholders, including Federal, State, and local agencies; elected officials; federally recognized Native American Tribes; non-

governmental organizations; and other entities that expressed interest in the Proposed Action. The BEP sent separate letters to regulatory agencies (including Tribal governments and elected officials). Each letter announced the public scoping period, included a copy of the NOI, and invited interested parties to attend either an agency-specific scoping meeting (i.e., for regulatory agencies and Tribal governments) or the public scoping meeting, as appropriate, or both. An example of each type of the two letters and the Stakeholder Distribution List are included in **Appendix C**.

Scoping Meetings

The BEP held two scoping meetings on December 3, 2019. The meetings took place at BARC, in Building 003, located at 10300 Baltimore Avenue, Beltsville, Maryland 20705. The BEP included this information in all advertisements and written communications.

The first meeting occurred from 2:00 to 4:00 p.m. Eastern Time (ET) and was catered toward regulatory agencies, other governmental organizations, and elected officials. Sixteen (16) individuals attended the regulatory agency scoping meeting, representing the following entities: the US Environmental Protection Agency (USEPA), the General Services Administration (GSA), the Maryland Department of Commerce, the Maryland Department of the Environment (MDE), the Office of Senator Chris Van Hollen, the Maryland -National Capital Park and Planning Commission (MNCPPC), Prince George's County, Prince George's County Council, the Prince George's County Economic Development Corporation, the City of Greenbelt, and the City of College Park.

The second meeting occurred from 6:00 to 8:00 p.m. ET and was open to the public. Approximately 61 individuals attended the public scoping meeting, including representatives from the USDA Agricultural Research Service (ARS), the Beltsville Citizens' Association, the Greater Beltsville Business Association, the Greenbelt Climate Action Network, and the Vansville Heights Citizen Association. One representative from the *Greenbelt News Review*, a local newspaper, also attended this meeting. Most attendees were private citizens and residents of the local communities surrounding BARC.

The content of the two meetings was identical, but the structure varied slightly. The regulatory agency meeting began with an approximately 30-minute presentation. The presentation described the Proposed Action, its purpose and need, the alternatives currently under consideration, ongoing environmental resource studies, and the NEPA and public commenting process. The BEP hosted a question and answer session immediately after the presentation. Following this presentation, the regulatory meeting concluded with a preview of the public open house and poster stations. The poster stations, available at both meetings, provided more information about BARC, the NEPA process and scope of the EIS, and the Proposed Action. These stations were staffed by representatives and subject-matter experts (SMEs) from the BEP, USACE, USDA, and contractor support staff. The BEP made available two fact sheets (i.e., handouts) at each meeting to provide attendees with more information about the BEP and how to meaningfully participate in the NEPA process (see **Appendix E**).

The public meeting provided an opportunity for attendees to visit the poster stations in an open house format, prior to the presentation about the Proposed Action from 7:00 to 7:30 p.m. ET; the open house format resumed from 7:30 p.m. to 8:00 p.m. ET. The BEP encouraged attendees to speak with SMEs at the poster stations, ask questions, and discuss issues or concerns associated with the Proposed Action. Copies of all meeting materials are presented in **Appendix E** and available on the project website at (<https://www.nab.usace.army.mil/home/bep-replacement-project>).

The BEP provided two methods for attendees to comment at the public scoping meeting: comment cards with sealed comment boxes were available for attendees to submit written comments and a court reporter was present to transcribe verbal comments. Public comments received at the meeting are provided in **Appendix F** and summarized in **Section 3.0**.

3.0 Scoping Comments Received

3.1 Comments

The BEP received comments from 91 unique commenters during the public scoping period; some commenters submitted multiple comments on different concerns or topics of interests. In total, the BEP received 415 agency and public comments during the scoping period (see **Appendices F, G, and H**).

Agencies and organizations that provided scoping comments to the BEP included the USEPA, MDE, Maryland Department of Natural Resources (DNR), City of Greenbelt, Prince George’s County Council, Prince George’s County Sierra Club, and Friends of Lower Beaverdam Creek. Several members of the public affiliated with local interest groups or organizations also provided comments, including the Vansville Heights Citizen Association, Emmanuel United Methodist Church – Beltsville, Integrity Research Institute, Greenbelt Access Television, Sun Services, Beaverdam Creek Watershed Watch Group, and Calverton Citizens Organization. The primary topics of the scoping comments are presented in **Table 1**.

Table 1: Topics of Interest Among Scoping Commenters^{1,2,3}

Topics of Interest	Federal and State Agency Comments	Local Organization Comments	Private Citizen Comments	Total Comments
Transportation and Traffic	1	4	55	60
Land Use	0	2	43	45
Water Resources	7	4	34	45
Biological Resources	4	3	29	36
Alternatives Considered	1	5	28	34
Hazardous and Toxic Substances	3	3	22	28
Cumulative Effects	1	4	21	26
Air Quality (including climate change)	1	2	19	22
Socioeconomics and Environmental Justice	2	2	17	21
Public Participation	1	3	16	20
Visual Resources (including light pollution)	3	1	13	17
Utilities	3	2	12	17
Noise	1	0	11	12
Purpose and Need	1	1	8	10
Proposed Action	1	1	6	8
Cultural Resources	1	1	5	7
Geology, Topography, and Soils	0	0	3	3
Agency Roles and Responsibilities	2	0	0	2
No Action Alternative	0	0	2	2
TOTAL	33	38	344	415

1. Total includes only *substantive* comments received during the scoping period, or comments related to the NEPA process.
2. **Appendices F, G, and H** contain *all* comments received from the scoping period.
3. In cases where a comment addressed multiple topics, the BEP herein identified content by the applicable section of the EIS. The BEP, however, will consider all components of each provided substantive comment within the EIS’ analysis.

Approximately 13 comments expressed support for the Proposed Action and are *not* included in **Table 1**. All comments received are included in **Appendices F, G, and H**.

The primary concerns or issues raised by commenters with respect to the potential impacts of the Proposed Action are summarized in the following subsections. The BEP will address each of these substantive comments in the respective sections of the EIS.

3.1.1 Transportation and Traffic

Transportation and Traffic was the primary topic of interest in the received comments. Local roads near the Project Site were noted as congested and in poor condition. It was noted that all roads between the major transportation routes were single lane and that traffic would likely increase through residential areas (e.g., along Research Road). Other roads noted by commenters as congested include Baltimore Avenue, Edmonston Road, Sunnyside Avenue, Route 29, Route 1, Cherry Hill Road, Springfield Road, and Baltimore-Washington Parkway. One commenter recommended an expansion of Kenilworth Avenue (i.e., Route 201) from one to two lanes from Powder Mill Road to Cherrywood Lane; another commenter inquired about an extension of the Intercounty Connector (i.e., Route 200) to provide a direct route from Interstate 95 to the Project Site. Several comments expressed displeasure with the lack of public transit connectivity to the Project Site. One commenter requested that shuttles from the Greenbelt Metro Station and Metrobus services be considered and evaluated in the EIS.

3.1.2 Land Use

Multiple comments received noted the importance of the USDA's mission at BARC and expressed a desire to maintain the Project Site's existing land use (i.e., for agricultural research). Commenters indicated that the Project Site should be preserved as greenspace and utilized only for the purposes of agriculture and agricultural research. Some commenters expressed displeasure with any proposed industrial land uses.

3.1.3 Water Resources

Comments received on water resources focused on surface water quality within the Beaverdam Creek watershed. Wastewater from the currency manufacturing process and erosion and sedimentation were the most common concerns. One commenter requested the EIS to identify the chemicals subject to onsite wastewater treatment and relate them to applicable water quality standards; another inquired as to whether wastewater discharges would be conveyed directly to a receiving stream or (first) to a wastewater treatment plant.

Other comments on water resources included:

- The Beaverdam Creek watershed is a State-designated Tier 2 or ecologically sensitive area; anti-degradation requirements may apply.
- Stormwater management and erosion and sediment control would require State approval, including an NOI for a National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Associated with Construction Activity*.
- A joint Federal/State permit for any impacts on jurisdictional waters of the US, including wetlands, would be required.

3.1.4 Biological Resources

Comments received on biological resources were predominately concerned with the loss of wildlife habitat, including the Project Site being a stop-over resource for migratory birds. In addition to direct habitat loss, lighting, noise, contaminated runoff, and erosion and sedimentation were noted as

secondary concerns associated with plants and wildlife. One commenter suggested conducting studies of small fish and amphibians in downslope streams to evaluate the impacts of runoff on stream ecology; another was concerned with potential impacts of additional flow to receiving streams, particularly when combined with natural rain events. Several commenters were concerned with potential impacts on birds and bird research; one commenter cited a 2019 *Journal of Science* publication documenting a 29 percent decline in bird populations nationwide over the past 50 years.

3.1.5 Alternatives Considered

Comments regarding Alternatives focused on the BEP's site selection and screening process. Multiple comments conveyed displeasure with the BEP's site selection process, suggesting that redevelopment of a previously developed industrial site (e.g., the Landover Mall) in the NCR would better serve the public interest. Several comments requested that the EIS identify all the alternatives considered and describe the methodology used to evaluate and screen alternatives.

3.1.6 Hazardous and Toxic Substances

Comments received on Hazardous and Toxic Substances (or, hazardous and toxic materials and waste, HTMW) focused on the types and volumes of HTMW at the Project Site, as well as the HTMW potentially generated under the Proposed Action. One comment noted that BARC is on the National Priorities List and that one area of concern (AOC) is located adjacent to the Project Site (i.e., an approximately 70-acre former landfill), south of Odell Road. One comment recommended the EIS discuss any past remedial actions and soil and groundwater sampling results associated with the Project Site and any AOCs on or in its vicinity. A comment also requested the EIS describe other known HTMW at the Project Site (e.g., asbestos-containing material, lead-based paint, and petroleum, oil, and lubricants) and outline a remedial plan for each specific contaminant. One commenter reiterated that handling, storage, and disposal of HTMW (e.g., inks and solvents) must be carried out in compliance with applicable Federal/State laws and regulations.

3.1.7 Cumulative Effects

Cumulative Effects comments were concerned with the Proposed Action's impact when combined with other projects/research at BARC and in the region. A few commenters mentioned the Maglev project, a proposed high-speed train route between Baltimore, Maryland and Washington, DC. Some commenters indicated a cumulative concern with future food security and sustainability. Some commenters indicated that the surrounding area is already highly industrialized and developed; one commenter identified proposed high-rise development along Route 1 as a cumulative concern. One commenter identified the cumulative impact to Washington, DC's future tourism from the Proposed Action. One comment noted concern with cumulative light pollution relative to the nearby City of Greenbelt Observatory and University of Maryland Astronomy Observatory.

3.1.8 Air Quality

Comments received on air quality were primarily concerned with air pollution from the currency manufacturing process. One comment requested the EIS identify the chemicals subject to onsite air pollution control and relate them to applicable air quality standards; another inquired as to whether any solid waste generated would be disposed of at the Project Site by incineration. Multiple comments were received on the topic of climate change and how it was going to be addressed in the EIS.

3.1.9 Socioeconomics and Environmental Justice

Comments regarding Socioeconomics and Environmental Justice were primarily interested in or concerned about the impact of the Proposed Action on the nearby residential community, public health and safety, housing, and a nearby elementary school (i.e., Vansville Elementary School). One commenter

requested the identification of Environmental Justice populations. Some of the Socioeconomics and Environmental Justice comments were in support of the Proposed Action; supportive commenters noted that the Proposed Action would bring jobs and diversity to the community.

3.1.10 Public Participation

Comments on Public Participation primarily expressed displeasure with the length of the 30-day public scoping period (i.e., as outlined in 40 CFR Part 1501.07) and requested an extension¹. Some of the commenters noted displeasure or confusion with the format and schedule of the public scoping meeting held on December 3, 2019 (see **Section 2.2.2**). Some commenters requested that the BEP continue to engage and interact with stakeholders and the community on a regular basis throughout and after the NEPA process.

3.1.11 Visual Resources

Visual resources comments focused on the community's character and historic relationship with BARC, as well as the impacts of lighting associated with the 24-hour operation of the Proposed Action.

3.1.12 Utilities

Utilities comments referenced the impact of the Proposed Action on water, sewage, electrical, and other utility systems. Many commenters questioned the impact of water usage, sometimes specifically in reference to wastewater treatment systems (i.e., wastewater transport and treatment location). Some commenters questioned or suggested the use of renewable or alternative sources of energy, such as solar power.

3.1.13 Noise

Noise comments focused on the impact of various sources of sound from the Proposed Action, such as car and truck traffic, construction, and daily operations. Some commenters noted that the BEP should perform a noise study/analysis; one commenter noted that such an analysis should consider the echo and vibration of sound.

3.1.14 Purpose and Need/Proposed Action/No Action Alternative

Some commenters questioned the purpose of and need for the Proposed Action, such as the DC facility's age, security needs, airport access, improved parking facilities, and staff accessibility, as well as questioned the role of paper currency in the future economy. Comments on the Proposed Action requested specific Proposed Action details, such as the exact Project Site location on BARC. Two commenters noted that a "no build" option would be preferable, in which the BEP would remain under current conditions in the existing DC facility (i.e., the No Action Alternative).

3.1.15 Cultural Resources

Comments received on Cultural Resources were primarily a broad request for the BEP to consider cultural and historical resources on the Project Site. More specific comments included a request for

¹ While five commenters requested an extension of the formal public scoping period ranging from 30 to 90 days, the BEP did not extend the scoping period beyond December 15, 2019. The BEP complied with the required public scoping process (40 CFR 1501.7) and further made adequate effort to notify the public via multiple means. The BEP, however, will consider comments provided by the public throughout the decision-making process associated with this NEPA process to ensure that public concerns are appropriately considered and analyzed.

archeological investigations, coordination with federally recognized Native American Tribes, and consideration of a bluebird nest box trail established in 1967.

3.1.16 Geology, Topography, and Soils

Geology, Topography, and Soils comments were primarily a broad request for the BEP to consider soil impacts from the Proposed Action. One commenter questioned contaminated soil at the Project Site and requested the BEP conduct a soil analysis to determine the extent of the contamination.

3.1.17 Agency Roles and Responsibilities

Comments on Agency Roles and Responsibilities were from Federal and State agencies who were requesting more information about supporting studies being conducted on the Project Site to characterize current Project Site conditions, as well as requesting the BEP and USACE to continue coordination with their agency.

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4.0 Conclusions and Recommendations

The BEP will address substantive comments received during the scoping period, as included in **Appendices F, G, and H**, in the Draft EIS. Substantive comments received will serve to focus the analyses in the EIS.

None of the received comments would change the Proposed Action or considered alternatives; although many commenters questioned the BEP's site selection process. As noted in **Section 1.0**, Congress ultimately determined the result of this process (i.e., the Project Site at BARC) and codified this decision in the 2018 Farm Bill. This Congressional decision is not subject to NEPA. This site selection process will be clearly described in the Draft EIS. In addition, the BEP will provide each relevant resource area-specific comment to the SME responsible for that section of the EIS to ensure that each comment is properly addressed in the Draft EIS.

Therefore, after conducting thorough internal and external scoping, the BEP has identified the following resource areas for analysis in the Draft EIS: *land use; air quality; noise; geology, topography, and soils; water resources; biological resources; cultural resources; visual resources, including lighting; socioeconomics and environmental justice; transportation and traffic; utilities; hazardous and toxic substances, and cumulative effects*. The Draft EIS will detail the existing conditions of these resource areas within the Proposed Action's Region of Influence (ROI) and analyze the potential effects the Proposed Action and its considered alternatives could have on each of these resource areas.

The NEPA process will also parallel and be coordinated with resource-specific regulatory consultations, as appropriate. In this way, Federal, State, and local agencies, as well as federally recognized Native American Tribes, will assist the BEP in identifying potential measures to reduce potential adverse impacts and ensure adherence to relevant regulations and related permit conditions.

These consultations, as well as recommended mitigation measures, will be described in the Draft EIS. The BEP will determine what mitigation measures would be implemented in association with the Proposed Action and will codify this determination in the Record of Decision (ROD) once the Final EIS is completed.

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5.0 References

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Appendix A: Notice of Intent

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Estimated Total Annual Burden: 6,508 hours [39,047 respondents × 10 minutes per response].

Background

The Secretary of Transportation (Secretary) is authorized to register motor carriers under the provisions of 49 U.S.C. 13902; freight forwarders under the provisions of 49 U.S.C. 13903; and property brokers under provisions of 49 U.S.C. 13904. These persons may conduct transportation services only if they are registered pursuant to 49 U.S.C. 13901. The Secretary delegated authority pertaining to these registration requirements to FMCSA in 49 CFR 1.73(a)(5).

Registered motor carriers, brokers and freight forwarders must designate an agent on whom service of notices in proceedings before the Secretary may be made (49 U.S.C. 13303). Registered motor carriers must also designate an agent for every State in which they operate and traverse in the United States during such operations, agents on whom process issued by a court may be served in actions brought against the registered motor carrier (49 U.S.C. 13304, 49 CFR 366.4T). Every broker shall make a designation for each State in which its offices are located or in which contracts are written (49 U.S.C. 13304, 49 CFR 366.4T). Regulations governing the designation of process agents are found at 49 CFR part 366. This designation is filed with FMCSA on Form BOC-3, "Designation of Agents for Service of Process." The program decrease in annual burden hours from 18,395 to 6,508 is due to revised estimates of the number of respondents and responses. Previous estimates were based on 2014 data. Current estimates are based on May 2019 Motor Carrier Management Information System (MCMIS) and Safety Measurement System (SMS) data snapshots.

Public Comments Invited:

You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority delegated in 49 CFR 1.87 on: November 7, 2019.

Kelly Regal,

Associate Administrator for Office of Research and Information Technology.

[FR Doc. 2019-24791 Filed 11-14-19; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF THE TREASURY

Bureau of Engraving and Printing

Environmental Impact Statement (EIS) for Construction and Operation of a Replacement Currency Production Facility at the Beltsville Agricultural Research Center, Prince George's County, MD

AGENCY: Bureau of Engraving and Printing, Department of the Treasury.

ACTION: Notice of Intent (NOI).

SUMMARY: The Department of the Treasury, Bureau of Engraving and Printing (BEP) announces its intent to prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for the construction and operation of a replacement currency production facility.

DATES: Comments must be received by December 16, 2019.

ADDRESSES: Written comments may be mailed to: US Army Corps of Engineers, ATTN: Harvey Johnson, Programs and Project Management Division, 2 Hopkins Plaza, 10th Floor, Baltimore, MD 21201, or emailed to: BEP-EIS@usace.army.mil.

FOR FURTHER INFORMATION CONTACT: Harvey Johnson by email at BEP-EIS@usace.army.mil.

SUPPLEMENTARY INFORMATION: BEP is the federal agency tasked with developing and producing United States currency notes and other security documents. BEP currently operates production facilities in Washington, DC and in Fort Worth, Texas for this purpose. The Washington DC facility (DCF) is more than 100 years old and subject to sub-standard conditions that limit BEP's ability to modernize its production operations. These limitations include space, functional, and security deficiencies, in particular, segmented production processes and antiquated systems and equipment. From 2010 through 2017, BEP conducted various studies to evaluate alternative courses of action based on factors such as cost, location, and operational requirements. These investigations concluded that construction of a replacement production facility (vice renovation of

the existing DCF) was the most appropriate and cost-effective course of action for BEP to modernize its currency production operations. A 2018 Government Accountability Office (GAO) review concurred with BEP's determination. Once operational, the new facility would phase out BEP's manufacturing operations at its existing Washington, DC facility (DCF); the main building in DC would be renovated for administrative purposes, and the Annex building would be returned to the General Services Administration (GSA). BEP is currently evaluating a potential site at the US Department of Agriculture (USDA) Beltsville Agricultural Research Center (BARC) for development of the new facility. The site's location would meet BEP's siting requirements for being accessible to commercial airports and interstate roadways, and for maintaining a reasonable commuting distance for its existing workforce in Washington, DC. A formal land transfer between BEP and USDA is pending further study of the site.

The EIS will analyze the potential impacts of siting a new BEP currency production facility at the BARC site. At a minimum, the EIS will analyze a No Action Alternative, the impacts of not constructing a replacement production facility at the BARC, and a Proposed Action Alternative. Other reasonable alternatives identified during conceptual design and the NEPA process for this proposed action will also be considered for evaluation in the EIS. Resource areas that will be analyzed in the EIS include: Land use, aesthetics, air quality, noise, geology and soils, water resources, biological resources, cultural resources, socioeconomics and environmental justice, traffic and transportation, utilities, and hazardous and toxic materials/waste. Mitigation measures will be presented in the EIS to reduce potential adverse effects.

The 2018 Farm Bill (Public Law 115-334) provided Congressional authorization for a land transfer between BEP and USDA. BEP is currently evaluating a potential site at the USDA's BARC on which to construct and operate the new facility. The BARC site is located in Beltsville, Prince George's County, Maryland on approximately 105 acres near the intersection of Poultry Road and Powder Mill Road. The site's location meets BEP's siting requirements for being accessible to commercial airports and interstate roadways, and for maintaining a reasonable commuting distance for its current workforce in Washington, DC. A formal land transfer between BEP and

USDA is pending further study of the site.

A replacement currency production facility would range in size from approximately 750,000 to 1 million square feet. Such a facility is needed to address the space and functional deficiencies of BEP's existing DCF located at 300 14th Street SW in Washington, DC. The proposed action would allow BEP to modernize and streamline its operational footprint within the National Capital Region (NCR). The proposed action would include siting and orientating the facility to meet specific operational, security, and safety standards, clearing and grading the site, placement of and connection to required utilities and infrastructure, and the phased construction and operation of the new facility. The phased operation of the proposed action would also include the transition or relocation of administrative and manufacturing personnel from BEP's existing DCF. However, the proposed action would not include structural changes to or disposition of

any existing BEP facility assets within the NCR, including its current DCF. NEPA compliance for changes to or disposition of these assets will occur at a later date.

The EIS will analyze the potential impacts of siting this facility at the BARC site. At a minimum, the EIS will analyze a No Action Alternative, the impacts of not constructing a replacement production facility at the BARC, and a Proposed Action Alternative. Other reasonable alternatives identified during conceptual design and the NEPA process for BEP's proposed action will also be considered for evaluation in the EIS. Resource areas that will be analyzed in the EIS include: Land use, aesthetics, air quality, noise, geology and soils, water resources, biological resources, cultural resources, socioeconomic and environmental justice, traffic and transportation, utilities, and hazardous and toxic materials/waste. Mitigation measures will be presented in the EIS to reduce potential adverse effects.

The public is invited to participate in the scoping process. The scoping process begins with the publication of this Notice of Intent in the **Federal Register** and will last for 30 days. The scoping process will include a public scoping meeting, which is an opportunity for the public to receive information about the proposed action and assist BEP in identifying issues related to the proposed action. This meeting will take place near the BARC in Beltsville, Maryland; the specific details of the meeting will be announced in local media at least 2 weeks in advance. The public will also be invited to review and comment on the Draft EIS when it is available for review. Comments from the public will be considered before any decision is made regarding implementation of the proposed action.

David F. Eisner,

Assistant Secretary for Management.

[FR Doc. 2019-24802 Filed 11-14-19; 8:45 am]

BILLING CODE 4840-01-P

Appendix B: Newspaper Advertisement and Affidavits of Publication

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Please submit written comments or questions about the proposed action to:

ATTN. Mr. Harvey Johnson
US Army Corps of Engineers Baltimore District
Programs and Project Management Division
2 Hopkins Plaza, 10th Floor, Baltimore, MD 21201 or
BEP-EIS@usace.army.mil

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Greenbelt Co-operative Publishing Assoc., Inc.
Publishers of the Greenbelt News Review

15 Crescent Road, Suite 100
Greenbelt, MD 20770

November 21, 2019

THIS IS TO CERTIFY that a legal notice "Notice of Intent" was published in the Greenbelt News Review, ONE TIME, said publication appearing on November 14, 2019. A copy of this notice is attached.

The News Review is located in Prince George's County, Md.

Diane C Oberg 11/21/19

BY: Diane Oberg
Accounts Manager
Greenbelt News Review

State of Maryland)
)SS
County of Prince George's)

I hereby certify that in Greenbelt, Maryland, on this 22 day of November 2019, before me, the Subscriber, a Notary Public in and for the State and County set forth above, personally appeared Diane C. Oberg and declared that he/she/they read and understood the contents of the foregoing instrument and did acknowledge the same to be his/her/their act.

Witness my hand and official seal.

(Seal)

NOTARY PUBLIC



Prince George's County
State of Maryland

My commission expires on 13 MAY 2023

Greenbelters and Neighbors Observe Transit of Mercury

by Gary Childs

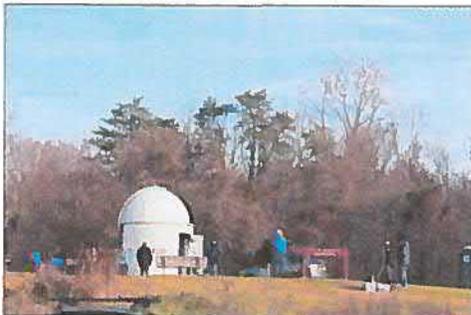
Greenbelters and guests had their eyes on a cosmic event on Monday, November 11. From 7:36 a.m. to 1:04 p.m. the Astronomical Society of Greenbelt observed a transit of Mercury at the City Observatory, located at Northway Fields. Interested people from Greenbelt and surrounding communities dropped by to safely watch the event.

A transit of Mercury across the sun occurs when Mercury's solar orbit brings it between Earth and the sun so that the planet's silhouette appears as a black dot against the bright yellow face of the sun. This movement of Mercury is visible only about 13 or 14 times per century. Transits of Mercury across the sun usually take place in November or May. The first documented transit of Mercury was on November 7, 1631. The last one occurred May 9, 2016, and the next one is due November 13, 2032. However, that one will not

be visible in the U.S. The next opportunity to view a transit of Mercury from the Greenbelt observatory will be in May of 2049.

A transit of Mercury is not visible with the naked eye, since Mercury is relatively small and the sun is very bright, and to attempt to view the transit using improperly or unfiltered telescopes would cause blindness. The Astronomical Society invited members of the public to safely view the transit, using special solar-filtered telescopes. Images from the observatory telescope scope were captured every 15 minutes or so and broadcast on a monitor in the observatory. Several other participants set up their own properly filtered equipment and invited others to view the celestial event.

The entirety of the transit, which nearly crossed the center of the Sun, was visible from Greenbelt.

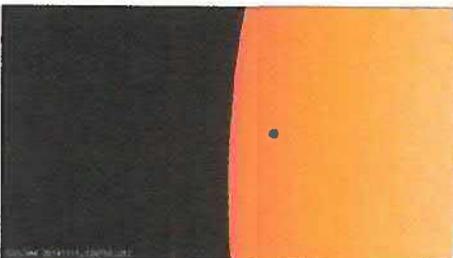


Astronomy Club members and others gather early in the morning at the Greenbelt Observatory to view Mercury's transit across the face of the sun.

- Photos by Gary Childs



Joel Miller and Ronald Bjorkland look on as Scott Boardsen, a Greenbelt resident, watches through a telescope.



The black dot is the silhouette of Mercury transiting across the face of the sun.



Greenbelt Middle School Hosts College Park Band Practices

by Fatemeh Paryavi

Students from different schools came together Wednesday evening, October 23, to play their band instruments together while Darellynn Fung conducted their practice at the Greenbelt Middle School.

The College Park Youth Band (CPYB), a program independent from the school, was created and led by Sarah Winston and Fung in October of 2018 to help students in grades 5 through 8 get more practice in band regardless of the school they attend.

Winston, who is currently a music teacher at Vansville and Hollywood Elementary Schools, said that the program helps students from different schools to come together and practice, regardless of going to public school, private school or being homeschooled.

"We have kids from Greenbelt, we have kids that are homeschooled, we have kids from Thomas Pullen (which is the arts academy for middle school), we have kids at CMIT, so we have quite a few from all different locations - and MLK too," said Winston.

Winston said that they had been trying to start it for years but when she went to a school board meeting, things finally started coming together. And since Fung and Winston had gone to college together and had known each other for years, Fung said that she wanted to be involved as well, which eventually led to their co-founding of the program.

Though the program's rehearsal space is in Greenbelt Middle School, it does not have any connection to Prince George's County Public Schools. The program is under an umbrella organization, College Park Youth Orchestra, which has a board of which the CPYB is a part.

Greenbelt Nelson Gibson said that his 12-year-old son Oscar has been a CPYB mem-



Youth band members rehearse at Greenbelt Middle School on Wednesday, October 23, for their upcoming concert.

ber since its initiation. Oscar, who plays the trumpet, goes to College Park Academy, which does not have a music program. Though he takes lessons, Gibson stated that the CPYB program is "terrific because it's an outlet outside of school."

Lorena Garcia said that her 11-year-old son, Santiago, who is a member of CPYB, goes to Thomas Pullen Academy of Arts in Lanham. She said that he has been playing the clarinet for three years and is doing advanced band at his school. She urged more people to join the program.

"It's a great opportunity for kids who are really interested in music to have an additional learning venue and also gives kids an opportunity to make great friends," Garcia added.

Jennifer Kresge who lives in Beltsville said her 10-year-old son, Jason, who is a fifth grader and a member of the CPYB, goes to Vansville Elementary, and started playing the percussion last year at his school. Kresge said that her son is in the music program at his school. However, the program does not include students playing together. Currently, she said that Jason is getting

used to conducting and is enjoying the CPYB program.

"Like it. He's more interested in practicing, he looks forward to coming every week, he's meeting new people, he seems to be having fun with it, and it's just good practice for him," she added.

Winston mentioned that half of the students that were a part of the program last year had never been a part of a band program before and did not know how to follow a conductor. She continued that all kids, with the exception of one, stayed from last year's program in addition to three more who joined the program this year. Currently, there are 15 total participants and Winston urged students to join in January to prepare for the band's concert in March.

The group meets once a week on Wednesdays at 6 p.m. and the program's website is cpae.org/arts/course/college-park-youth-band/.



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 Programs and Project Management Division
 2 Hopkins Plaza, 10th Floor, Baltimore, MD 21201 or
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PROOF OF PUBLICATION

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Alba Cortes well known to me to be BILLING SUPERVISOR of The Washington Post, a daily newspaper published in the City of Washington, District of Columbia, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following date(s) at a cost of \$1,170.48 and was circulated in the Washington metropolitan area.

Published 1 time(s). Date(s):15 of November 2019

Account 2010263154

Alba Cortes

Witness my hand and official seal this 18th day of November 20 19

[Signature]
10/31/2024

My commission expires _____



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Advertising Invoice

Prince George's Sentinel

1

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Certificate of Publication

State Of MARYLAND }
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Carman Thornton, being duly sworn, says:

That she is Legal Advertising Representative of PRINCE GEORGE'S SENTINEL, a weekly newspaper of general circulation, published in SEABROOK, PRINCE GEORGE'S, MARYLAND; that the publication, a copy of which is attached hereto, was published in the said newspaper on

November 21, 2019

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Subscribed to and sworn to me this 21st day of
November 2019,

04106161 00010660

AECOM
12420 Milestone Center Drive
Suite 150
Germantown, MD 20876

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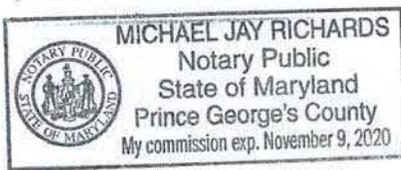
TO WHOM IT MAY CONCERN

December 4, 2019

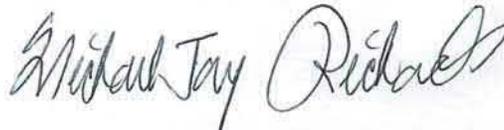
I solemnly swear and affirm that the advertisement appearing below was published in the Beltsville News December issue that was delivered by the US Postal Service to all addresses in the 20705 ZIP Code (Beltsville) on Saturday, 30 November.



Theodore B. Ladd, Jr.
Business Manager
The Beltsville News



December 4, 2019



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Appendix C: Scoping Letters and Stakeholder Distribution List

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DISTRIBUTION LIST

The following provides the distribution list for the NOI to prepare the BEP CPF EIS.

I. ELECTED AND APPOINTED GOVERNMENT OFFICIALS

Honorable Chris Van Hollen US Senator for Maryland US Senate 110 Hart Senate Office Building Washington, DC 20510	Honorable Ben Cardin US Senator for Maryland US Senate 509 Hart Senate Office Building Washington, DC 20510	Honorable Steny Hoyer US Representative for Maryland's 5th District US House of Representatives 1704 Longworth House Office Building Washington, DC 20515
Senator Pat Roberts Senator for Kansas US Senate 109 Hart Building Washington, DC 20510	Ms. Deborah Haynie Office of Senator Chris Van Hollen 110 Hart Senate Office Building Washington, DC 20510	Mr. Jim Notter Office of Representative Steny Hoyer 1705 Longworth House Office Building Washington, DC 20515
Ms. Betsy Bossart Office of Representative Steny Hoyer 1705 Longworth House Office Building Washington, DC 20515	Mr. Terrance Taylor Office of Representative Steny Hoyer 1705 Longworth House Office Building Washington, DC 20515	Ms. Alexis Covey-Brandt Office of Representative Steny Hoyer 1705 Longworth House Office Building Washington, DC 20515
Ms. Katie Grant Office of Representative Steny Hoyer 1705 Longworth House Office Building Washington, DC 20515	Ms. Jackie Cottrell Office of Senator Pat Roberts 109 Hart Building Washington, DC 20510	Ms. Amber Kirchhoefer Office of Senator Pat Roberts 109 Hart Building Washington, DC 20510
Ms. Ann Jacobs Senior Advisor House Transportation and Infrastructure Committee 2165 Rayburn House Office Building Washington, DC 20515	Ms. Ola Williams House Financial Services Committee 2129 Rayburn House Office Building Washington, DC 20515	Ms. Jennifer Read Senior Counsel House Financial Services Committee 2129 Rayburn House Office Building Washington, DC 20515
Mr. Kyle Simpson House Financial Services Committee 2129 Rayburn House Office Building Washington, DC 20515	Mr. Brad Beall Senate Banking Committee 534 Dirksen Senate Office Building Washington, DC 20515	Mr. James Guiliano Senate Banking Committee 534 Dirksen Senate Office Building Washington, DC 20515
Mr. Phill Rudd Senate Banking Committee 534 Dirksen Senate Office Building Washington, DC 20515	Mr. Andrew Newton Majority Staff Director Committee on Senate Appropriations The Capitol, Room S-128 Washington, DC 20515	Honorable Larry Hogan Governor of Maryland Office of the Governor 100 State Circle Annapolis, MD 21401
Honorable Jim Rosapepe Senator, District 21 Maryland Senate 11 Bladen Street, 101 James Senate Office Building Annapolis, MD 21401	Honorable Mary Lehman Delegate, District 21 Maryland House of Delegates 6 Bladen Street, 317 House Office Building Annapolis, MD 21401	Honorable Angela Alsobrooks County Executive Prince George's County Council 14741 Governor Oden Bowie Drive, 2nd Floor Upper Marlboro, MD 20772
Honorable Todd Turner County Council Chair Prince George's County Council 14741 Governor Oden Bowie Drive, 2nd Floor Upper Marlboro, MD 20772	Honorable Rodney Streeter County Council Vice Chair Prince George's County Council 14741 Governor Oden Bowie Drive, 2nd Floor Upper Marlboro, MD 20772	Honorable Mel Franklin County Council Member At Large Prince George's County Council 14741 Governor Oden Bowie Drive, 2nd Floor Upper Marlboro, MD 20772

Honorable Calvin Hawkins, II County Council Member At Large Prince George's County Council 14741 Governor Oden Bowie Drive, 2nd Floor Upper Marlboro, MD 20772	Honorable Thomas Dernoga District 1 Council Member Prince George's County Council 14741 Governor Oden Bowie Drive, 2nd Floor Upper Marlboro, MD 20772	Honorable Emmett Jordan Mayor Greenbelt City Council 25 Crescent Road Greenbelt, MD 20770
Ms. Judith Davis Mayor Pro Tem Greenbelt City Council 25 Crescent Road Greenbelt, MD 20770	Honorable Craig Moe Mayor City of Laurel 8103 Sandy Spring Road Laurel, MD 20707	Mr. William Goddard City Administrator City of Laurel 8103 Sandy Spring Road Laurel, MD 20707
Honorable Patrick Wojahn Mayor City of College Park 5015 Lackawanna Street College Park, MD 20740	Mr. Scott Somers City Manager City of College Park 4500 Knox Road College Park, MD 20740	

II. LOCAL and REGIONAL ADMINISTRATORS, FEDERAL AGENCIES, or COMMISSIONS WITH REGULATORY INTEREST IN FORT BENNING.

Mr. Rob Tomiak Director US Environmental Protection Agency, Office of Federal Activities 1200 Pennsylvania Avenue, NW, Mail Code 2251A Washington, DC 20460	Ms. Barbara Rudnick NEPA Program Manager US Environmental Protection Agency, Region 3, Office of Environmental Programs 1650 Arch Street Philadelphia, PA 19103-2029	Mr. Terron Hillsman State Conservationist U.S. Department of Agriculture, Natural Resources Conservation Service 339 Busch's Frontage Road, Suite 301 Annapolis, MD 21409
Ms. Stephanie Everfield Regional Environmental Officer Federal Emergency Management Agency, Environmental Planning & Historic Preservation 615 Chestnut Street, One Independence Mall, Sixth Floor Philadelphia, PA 19106-4404	Ms. Genevieve LaRouche Supervisor US Fish and Wildlife Service, Chesapeake Bay Field Office 177 Admiral Cochrane Drive Annapolis, MD 21401-7307	Mr. Carlton Hart Urban Planner National Capital Planning Commission 401 9th Street, NW, North Lobby, Suite 500 Washington, DC 20004
Mr. Matthew Flis Senior Urban Designer National Capital Planning Commission 401 9th Street, NW, North Lobby, Suite 500 Washington, DC 20004	Ms. Diane Sullivan Director, Urban Design and Plan Review Division National Capital Planning Commission 401 9th Street, NW, North Lobby, Suite 500 Washington, DC 20004	Mr. Lee Web Historic Preservation Specialist National Capital Planning Commission 401 9th Street, NW, North Lobby, Suite 500 Washington, DC 20004
Mr. Jack Van Dop Senior Program Manager Federal Highway Administration, Eastern Federal Lands Highway Division 21400 Ridgetop Circle Sterling, VA 20166	Mr. Jitesh Parikh Project Delivery / Environment Team Federal Highway Administration, Maryland Division 31 Hopkins Plaza, Suite 1520 Baltimore, MD 21201	Mr. Reid Nelson Director Advisory Council on Historic Preservation, Office of Federal Agency Programs 401 F Street NW, Suite 308 Washington, DC 20001

Mr. Scott Anderson Regional Administrator General Services Administration, National Capital Region 11 301 7th Street SW Washington, DC 20024	Ms. Heather Murphy Director Maryland Department of Transportation, Office of Planning and Capital Programming 7201 Corporate Center Drive Hanover, MD 21076	Mr. Ben Grumbles Secretary Maryland Department of the Environment 1800 Washington Boulevard Baltimore, MD 21230
Ms. Amanda Malcolm Stormwater Review Specialist Maryland Department of the Environment, Stormwater Management Program 1800 Washington Boulevard Baltimore, MD 21230	Ms. Denise Keehner Federal Consistency Coordinator Maryland Department of the Environment, Wetlands and Waterways Program 1800 Washington Boulevard Baltimore, MD 21230	Mr. David Heilmeier Southern Region Manager Maryland Department of Natural Resources, Wildlife and Heritage Service 5625 Myrtle Grove Road La Plata, MD 20646
Mr. Jonathan McKnight Associate Director Maryland Department of Natural Resources, Wildlife and Heritage Service, Natural Heritage Program 580 Taylor Avenue, Tawes State Office Building E1 Annapolis, MD 21401	Ms. Lori Byrne Environmental Review Specialist Maryland Department of Natural Resources, Wildlife and Heritage Service 580 Taylor Avenue, Tawes State Office Building E1 Annapolis, MD 21401	Mr. Matt Fleming Director Maryland Department of Natural Resources, Chesapeake and Coastal Service 580 Taylor Avenue, Tawes State Office Building E1 Annapolis, MD 21401
Ms. Elizabeth Hughes Director/State Historic Preservation Officer Maryland Historical Trust 100 Community Place, 3rd Floor Crownsville, MD 21032	Ms. Beth Cole Administrator, Review and Compliance Maryland Historical Trust, Office of Preservation Services 100 Community Place, 3rd Floor Crownsville, MD 21032	Mr. Colin Ingraham Chief Maryland Historical Trust, Office of Preservation Services 101 Community Place, 3rd Floor Crownsville, MD 21033
Ms. Helga Weschke Director, Federal Business Relations Maryland Department of Commerce, Office of Military and Federal Affairs 401 E. Pratt Street Baltimore, MD 21202	Mr. Chuck Bean Executive Director Metropolitan Washington Council of Governments 777 North Capitol Street, NE, Suite 300 Washington, DC 20002	Mr. Stephen Walz Director Metropolitan Washington Council of Governments, Department of Environmental Programs 777 North Capitol Street, NE, Suite 300 Washington, DC 20002
Mr. Anju Bennett Executive Director Maryland-National Capital Park and Planning Commission 6611 Kenilworth Avenue Riverdale, MD 20737	Ms. Crystal Saunders Hancock Acting Planning Supervisor Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772	Mr. David Lewis Director, Business Development Prince George's County Economic Development Corporation 1801 McCormick Drive, Suite 350 Largo, MD 20774
Mr. Howard Berger Supervisor Prince George's County, Historic 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772	Ms. Donna Schneider President Prince George's County Historical Society PO Box 1513 Upper Marlboro, MD 20773	Mr. Jim Sterling Director of Public Works Greenbelt City Public Works 25 Crescent Road Greenbelt, MD 20771

Ms. Nicole Ard City Manager Greenbelt City 25 Crescent Road Greenbelt, MD 20770	Mr. Terri Hruby Director of Planning & Community Development Greenbelt City Planning and Community Development 25 Crescent Road Greenbelt, MD 20771
---	---

III. CITIZEN ADVISORY GROUPS and LOCAL INTEREST GROUPS OR PERSONS

Ms. Cynthia Smith Cynthia Smith Greater Beltsville Business Association cynthia.smith133@verizon.net	Ms. Karen Coakley President Beltsville Citizens Association karenmcoakley@gmail.com	Mr. John Peter Thompson Community Activist Greenbelt/Beltsville Area ipetrus@msn.com
Mr. Allan Stoner President Friends of Agricultural Research - Beltsville PO Box 1061 Beltsville, MD 20705	Mr. Jim Butcher Community Outreach Friends of Agricultural Research - Beltsville PO Box 1062 Beltsville, MD 20706	Mr. Dennis Doster Historic Sites Anacostia Trails Heritage Area, Inc. 4318 Gallatin Street, Maryland Milestones Heritage Center Hyattsville, MD 20781
BARC Migratory Birds Community Organization barcbird@googlegroups.com		

V. Tribal

Ms. Deborah Dotson President Delaware Nation, Oklahoma PO Box 825 Anadarko, OK 73005	Ms. Kimberly Penrod Director of Cultural Resources and Delaware Nation, Oklahoma PO Box 826 Anadarko, OK 73006	Ms. Susan Bachor Preservation Representative (East Coast) Delaware Tribe of Indians PO Box 64 Pocono Lake, PA 18347
Mr. Chester "Chet" Brooks Chief Delaware Tribe of Indians 5100 Tuxedo Boulevard Bartlesville, OK 74006	Mr. Bruce Obermeyer Historic Preservation Delaware Tribe of Indians 1 Kellog Circle Emporia, KS 66801	

V. LOCAL LIBRARIES

Prince George's County Memorial Library System Beltsville Branch Library 4319 Sellman Road Beltsville, MD 20705	Prince George's County Memorial Library System Greenbelt Branch Library 11 Crescent Road Greenbelt, MD 20770	College Park Community Library 9704 Rhode Island Avenue College Park, MD 20740
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DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, BALTIMORE DISTRICT
2 HOPKINS PLAZA
BALTIMORE, MD 21201

12 November 2019

ATTN: [Address block]

Dear [Addressee],

You are cordially invited to attend an **agency-specific scoping meeting** where Bureau of Engraving and Printing (BEP) representatives will be available to obtain your input on and answer questions relating to the proposed development of a Replacement Currency Production Facility on the Beltsville Agricultural Research Center (BARC) in Prince George's County, Maryland. On November 15, 2019, BEP published a Notice of Intent (NOI) in the *Federal Register* to prepare an Environmental Impact Statement (EIS) to analyze impacts associated with the proposal. That NOI is attached for further information.

BEP welcomes your attendance and participation at the agency-specific scoping meeting, to be held on **December 3, 2019** in the **BARC Building 003 Auditorium** from **2:00 p.m. to 4:00 p.m. ET**, located at **10300 Baltimore Avenue, Beltsville, Maryland 20705**.

If you are interested in staying for the public scoping meeting on this same topic, or if your schedule does not allow attendance at the regulatory session, we welcome you at the public scoping meeting that will be held later the same day in the same venue, from 6:00 p.m. to 8:00 p.m. ET.

For both meetings, BEP representatives will be available to receive your input on the proposed action, alternatives, relevant issues, and environmental resource areas of concern, as well as to answer any questions you may have. Your participation will assist BEP in identifying issues/concerns associated with the proposed action, defining the scope of analysis for the EIS, and identifying reasonable alternatives and potential mitigation actions. Displays and informational material will be available at both meetings.

You are invited to provide written comments at any time during the scoping period from **November 15, 2019 to December 15, 2019**.

The US Army Corps of Engineers, Baltimore District (USACE), under an interagency agreement with BEP, is providing environmental program support for the proposed action, including the EIS and its associated studies. For current information about BEP's proposal and the EIS process, please refer to the project's website at <https://www.nab.usace.army.mil/home/bep-replacement-project/>.

Should you have any further questions, concerns, or comments about the public scoping meeting of this proposed project, I encourage you to contact me directly at 410-962-7961 or BEP-EIS@usace.army.mil.

Sincerely,

Harvey Johnson
Programs and Project Management Division
USACE - Baltimore District

Attachment(s)



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, BALTIMORE DISTRICT
2 HOPKINS PLAZA
BALTIMORE, MD 21201

12 November 2019

ATTN: [Address block]

Dear [Addressee],

You are cordially invited to attend a public **scoping meeting** where Bureau of Engraving and Printing (BEP) representatives will be available to obtain your input on and answer questions relating to the proposed development of a Replacement Currency Production Facility on the Beltsville Agricultural Research Center (BARC) in Prince George's County, Maryland. On November 15, 2019, BEP published a Notice of Intent (NOI) in the *Federal Register* to prepare an Environmental Impact Statement (EIS) to analyze impacts associated with the proposal. That NOI is attached for further information.

BEP welcomes your attendance and participation at the public scoping meeting, to be held on **December 3, 2019** in the **BARC Building 003 Auditorium** from **6:00 p.m. to 8:00 p.m. ET**, located at **10300 Baltimore Avenue, Beltsville, Maryland 20705**.

The public scoping meeting will be held in an open house format and include a short presentation about BEP's proposal and the EIS. During the open house portion, BEP representatives will be available to discuss the proposal and answer questions. Display materials will be organized as topic-specific stations and informational handouts will be available to further explain the proposal and EIS process.

The public is requested to provide input on BEP's proposed action, alternatives, relevant issues, and environmental resource areas of concern for inclusion in the EIS. Your participation will assist BEP in identifying issues/concerns associated with the proposed action, defining the scope of analysis for the EIS, and identifying reasonable alternatives and potential mitigation actions. A court recorder will be available to register comments from those wishing to provide them orally at the meeting. In addition, all can provide written comments at any time during the scoping period. Comments must be postmarked no later than **December 15, 2019** for consideration at this scoping stage.

The US Army Corps of Engineers, Baltimore District (USACE), under an interagency agreement with BEP, is providing environmental program support for the proposed action, including the EIS and its associated studies. For current information about BEP's proposal and the EIS process, please refer to the project's website at <https://www.nab.usace.army.mil/home/bep-replacement-project/>.

Should you have any further questions, concerns, or comments about the public scoping meeting or this proposed project, I encourage you to contact me directly at 410.962.7961 or via email to BEP-EIS@usace.army.mil.

Sincerely,

Harvey Johnson
Programs and Project Management Division
US Army Corps of Engineers Baltimore District

Attachment(s)

Appendix D: BEP Press Release

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Press Center

Press Releases

Bureau of Engraving and Printing working with U.S. Army Corps of Engineers to survey USDA site in Prince George's County for facility relocation

WASHINGTON, DC – The Bureau of Engraving and Printing (BEP), in partnership with the U.S. Department of Agriculture (USDA) and the U.S. Army Corps of Engineers (USACE), has officially begun evaluating a 100-acre parcel on the USDA's Beltsville Agricultural Research Center (BARC) in Prince George's County, Maryland, as a possible site for the construction of a smaller, more efficient production facility. This facility would replace their downtown Washington facility, which is more than 100 years old.

The BEP is considering the BARC parcel, as provided for per Public Law 115-334 – the Agriculture Improvement Act of 2018, commonly referred to as the Farm Bill – pending further assessment of its feasibility. The move would involve the construction of a new facility specially designed for the BEP's important mission of printing U.S. paper currency and other federal security products.

"The BARC option provided by the Farm Bill – and moving to existing federal property – is a pragmatic solution to our needs. The majority of our employees live in Maryland – 65 percent; and of those, nearly half live in Prince George's County," said BEP Director Len Olijar. "We are excited to partner with the USDA to assess this parcel of their existing federal land, while reducing their excess footprint of unused facilities, and to partner with the U.S. Army Corps of Engineers in Baltimore, who have extensive experience delivering large, complex federal projects like this one throughout the region."

In accordance with the Farm Bill, BEP and USDA, working with the U.S. Army Corps of Engineers, will study the BARC parcel's potential for siting the BEP's new production facility. In compliance with the National Environmental Policy Act (NEPA), this study will include evaluating potential ecological, cultural, water, public health and safety, traffic and other effects associated with the proposed construction. The team anticipates directly engaging members of the local community, officials, and other stakeholders, to solicit their input for these evaluations later this year, early in the NEPA process, to ensure the public is involved in the assessment process.

The team will also assess effects to existing BARC operations. USDA supports BEP's use of the parcel and sees it as a benefit to the overall operations of the BARC facility.

"USDA and BARC are enthusiastic about the potential construction of a new Bureau of Engraving and Printing facility on our campus," said BARC Director Dr. Howard Zhang. "This will allow BARC to repurpose a portion of our facility which currently includes a number of abandoned structures. We look forward to enhancing BARC's future by sharing resources and maintenance efforts with a new federal partner."

The Washington operations, along with operations at the newer production facility in Fort Worth, Texas, constructed in 1990, design and print all U.S. paper money and several other federal security products. The BEP's Annex Building in downtown Washington would likely be excessed, while the BEP's Main Building would be modernized as a separate effort and remain BEP's administrative headquarters and provide space for additional federal offices.

Background: After extensive study of how best to ensure the BEP's administrative and production functions based in Washington could efficiently continue into the future, the BEP determined that construction of a new production facility in the Washington, D.C. area and some renovated administrative space in its current main Washington facility was a preferable approach to renovation of both of its current facilities in Washington for both production and administrative functions. This determination was based on various factors including:

- **Cost-savings** – Cost estimates for constructing a new facility and renovating administrative facilities were lower than renovating the existing, aging production facilities in Washington, split between two facilities built in 1914 and 1938 respectively

· **Improved Security Capabilities** – A secure perimeter that meets federal building security standards is not possible with the current facilities

· **Efficiency** – A new, one-floor facility would increase efficiency as compared to the multi-floor, multi-wing operations in Washington, which, based on BEP production data, are not as efficient as operations at the newer production facility in Fort Worth, Texas. This discrepancy can largely be attributed to a more efficient production layout

· **Safety** – A new facility will ensure a safer, single-floor work environment for employees working in production, and a safer facility requiring less maintenance and modernizing upgrades than the existing six-story operation in downtown Washington, originally designed and constructed more than 100 years ago

· **Flexibility** – A new facility will allow the BEP to better flex currency production to respond to production needs that may change over time, and incorporate larger equipment not compatible with the existing production facility



U.S. Currency	Resources	Services	Press Center	About	Policy	Other Government Sites
\$1 Note	Collector Information	Currency Redemption	Press Releases	Treasurer of the United States	Accessibility Statement	USA.gov
\$2 Note	Equipment Manufacturers	Shop	Press Release Archive	Advanced Counterfeit Deterrence	Privacy Statements	Regulations.gov
\$5 Note	FAQs	Take a Tour		Office of the Director	FOIA	Treasury.gov
\$10 Note	Image Gallery			Doing Business with the BEP	No Fear Act	OSC.gov
\$20 Note	Laws and Regulations			Careers	EEO/ADR	Open Government Initiative
\$50 Note	Lifespan of a Note			Contact Us	Whistleblower Protection	Making Home Affordable
\$100 Note	Meaningful Access				Google Privacy	
Denoms Above \$100	Production - Annual					
History	Production - Monthly					
How Money Is Made	Serial Numbers					
Training & Education						

Appendix E: Scoping Meeting Materials

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US Army Corps of Engineers



Public Scoping Meeting

Replacement Currency Production Facility

Environmental Impact Statement

December 3, 2019



About Bureau of Engraving and Printing (BEP)

- One of nine Bureaus under the Department of the Treasury that is responsible for designing and producing US currency notes
 - Began operating in 1862; became sole producer of US currency in 1877
- BEP operates facilities in Washington, DC and Fort Worth, Texas
- The Washington, DC facility consists of a Main Building, an Annex Building, and a leased warehouse in Landover, Maryland



Main Building
(production facility; circa 1918)



Annex Building
(administrative facility; circa 1938)



Purpose and Need for Proposed Action

- The age and design of the Washington, DC facility limits BEP's manufacturing capability
 - Production occurs on multiple floors and raw materials are stored at another facility, reducing efficiency and impacting worker safety
 - Configuration of space hinders operational flexibility and security
 - Utility and infrastructure systems are functionally inadequate and costly to maintain
- A smaller, more efficient, modern facility would:
 - Streamline operations and improve safety and security
 - Reduce BEP's operational footprint in the DC area by approx. 30%
- 2018 GAO audit agreed that a new facility is the best course of action



Why the Beltsville Agricultural Research Center?

- BEP has studied options for modernization for over a decade
 - 65% of DC employees live in Maryland, with 43% of them living in Prince George's County
 - Highly skilled workforce can not be replicated outside the DC area
 - Nearly 100 sites and multiple funding options explored
- BEP produces US currency notes at the request of the Federal Reserve Board
 - Currency demand fluctuates
 - New secure design features require specialized equipment and expertise
 - Facility must have ready access to commercial airports and interstate roadways

USDA and Congress support development at BARC.

The 2018 Farm Bill provided Congressional authorization for an interagency land transfer, which is pending further study of the proposed site.



Proposed Action and Alternatives

The Proposed Action would be comparable in function to BEP's Western Currency Facility in Fort Worth, Texas.

- Manufacturing, warehouse, storage, security, and administrative operations
- Approx. 1,440 employees working in shifts (6:30 am, 2:30 pm, and 10:30 pm)
- 850,000 and 1 million square feet
- 30 to 40 feet in height
- Site access from Powder Mill Road
- On-site air and wastewater treatment
- Enhance and incorporate forest buffer zones
- Low Impact Development / Green Infrastructure techniques and designs

At a minimum, the EIS will analyze a Proposed Action Alternative and No Action Alternative.



US Army Corps of Engineers



Fort Worth, Texas



Western Currency Facility

~700,000 square feet



Proposed Action Activities

- Complete site-specific studies/investigations
- Design and site facility to meet operational, security, and safety standards
- Prepare the site for development
- Install and connect underground utilities and infrastructure
- Construct the facility in sequential phases
- Transition personnel and production operations

Proposed Timeline

- Construction of Proposed Action would start in late-2021 or 2022
- Phased transition of personnel/operations would start in 2025
- The Proposed Action would be fully operational in 2029



Ongoing Studies and Investigations

- Streams and Wetlands
- Soil and Groundwater
- Historic Buildings / Structures
- Archaeological Sites
- Landscapes / Viewsheds
- Traffic and Utilities
- Topography and Geotechnical
- Threatened and Endangered Species
- Forest Resources



Other environmental resource areas will also be analyzed for potential impact.



Environmental Resource Areas

Resource areas to be analyzed in the EIS include:

- Land use
- Aesthetics and visual resources
- Air quality
- Noise
- Geology, soils, and topography
- Water resources, including wetlands
- Biological resources
- Cultural resources
- Socioeconomics and environmental justice
- Traffic and transportation
- Utilities
- Hazardous and toxic materials and waste
- Cumulative effects





National Environmental Policy Act of 1969 (NEPA)

- Requires Federal agencies to consider impacts of their proposed actions prior to making any decisions or taking action
- Public participation is an essential part of NEPA
- Major actions with the potential to significantly affect the human environment require an Environmental Impact Statement (EIS)
- Preparation of an EIS is a multi-step process, with several opportunities for public input



Engineers

WE ARE HERE

■ = Opportunity for public comment



Keys to Providing Meaningful Public Input

- Who:** Interested parties/stakeholders
- What:** ***Substantive*** comments on environmental issues and concerns associated with the Proposed Action
- Why:** To help us focus the NEPA analysis and address your concerns in the EIS
- How and Where:** Here (comment form/stenographer), by mail, or by email BEP-EIS@usace.army.mil
- When:** **Now through December 15, 2019**

Thank you!

Please take this opportunity to:

Meet with BEP and project staff to learn more about the Proposed Action.

Develop a better understanding of what is proposed, and why, as well as potential environmental issues.

Provide us with informed, substantive, specific, and clear comments on your environmental concerns, issues, or ideas **so that we may address them in the EIS.**

To access meeting materials or obtain information updates about the Proposed Action and EIS, visit the project website at

<https://www.nab.usace.army.mil/home/bep-replacement-project>.

Thank you for your interest and involvement in this process!



US Army Corps of Engineers



Open House

Welcome

Public Scoping Meeting

for the proposed



Replacement Currency Production Facility
at the Beltsville Agricultural Research Center

December 3, 2019

Learn about the project.
Offer comments.
Ask questions!

BUREAU OF ENGRAVING AND PRINTING

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



Army Corps
of Engineers

Henry A. Wallace Beltsville Agricultural Research Center



The Beltsville Agricultural Research Center (BARC) is part of the Northeast Area of the Agricultural Research Service, the US Department of Agriculture (USDA's) main scientific research agency. As the largest agricultural research center in the world, BARC encompasses nearly 7,000 acres of land northeast of the Nation's Capital.

BARC was founded in 1910 as an experimental farm for the then-Bureau of Animal Industry (BAI). The campus was expanded during the New Deal era to include new divisions under the BAI and additional bureaus under the USDA.

Specific research topics have changed over the century, but the general themes have remained the same. Research at BARC currently focuses on:

- Animal and plant sciences
- Sustainable agriculture
- Nutrition, food quality, and food safety
- Plant genetics and diversity
- Pests and diseases

BARC is split into multiple farm sections; the Proposed Action would be located in the 200 Building Area Cluster of the Central Farm. This area housed poultry research from 1914 to 2012.



National Environmental Policy Act (NEPA) Process and Schedule

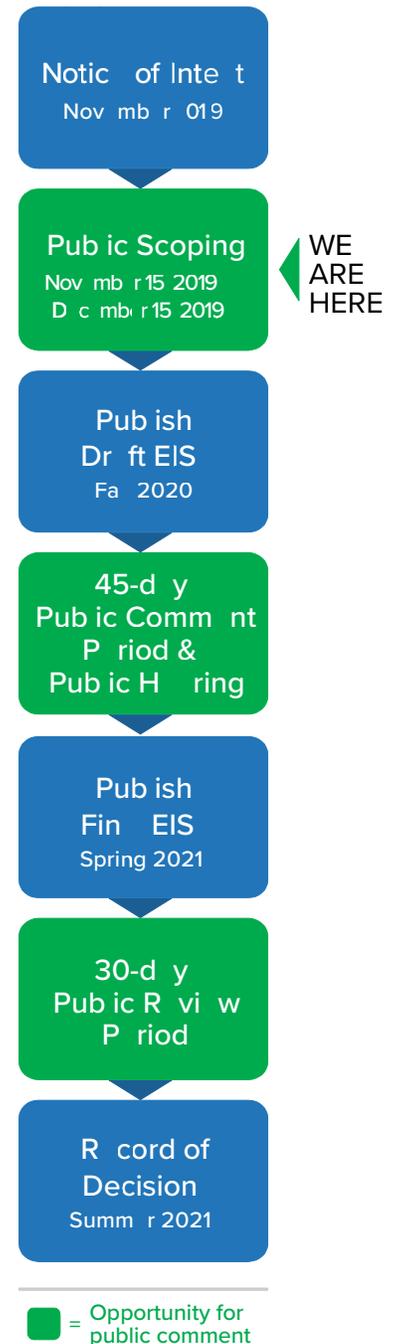
NEPA requires Federal agencies to consider the impacts of their Proposed Actions on the human environment prior to making any decision on action implementation.

For major Federal actions significantly affecting the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared

- Preparation of an EIS is a multi-step process
- *Public participation is an essential part of NEPA!*

The EIS will include the following information:

- Purpose of and need for the **Proposed Action**
- Description of Proposed Action and **reasonable alternatives** (including no action)
- Existing **environmental conditions** of alternative locations
- **Impact analysis** for each alternative
- **Mitigation measures** to reduce or avoid adverse effects



Public Participation and Scoping

Public participation is an essential part of the National Environmental Policy Act process

- Public scoping is an early step in the process
- Public scoping comments help determine the alternatives and the issues considered in the Environmental Impact Statement (EIS)
- Please tell us of any thoughts or concerns you may have about the Proposed Action, alternatives, or potential environmental impacts
- Your input matters and will be carefully considered by the government

This is only the first opportunity to participate

- When ready, the Draft EIS will be available for public review for 45 days
- Another public meeting will be held to receive comments on the Draft EIS
- The Final EIS will be available for public review for 30 days prior to the government making a decision on the Proposed Action, as detailed in the Record of Decision (ROD)

How to Comment

To be notified of the publication of the Draft EIS and Final EIS, please ask to be added to the mailing list.

At tonight's meeting:

- Fill out a comment form and place it in the comment box
- Speak with the stenographer

During the scoping period:

- Email: BEP-EIS@usace.army.mil
- Visit the project website at: www.nab.usace.army.mil/home/bep-replacement-project
- Mail written comments to: Mr. Harvey Johnson, US Army Corps of Engineers, Baltimore District Programs and Project Management Division, 2 Hopkins Plaza, 10th Floor, Baltimore, MD 21201



Comments must be sent by 11:59 p.m. on December 15, 2019, if sent electronically, or postmarked by December 15, 2019, if mailed.



Environmental Resource Areas Considered

The Bureau of Engraving and Printing (BEP) welcomes your input on the environmental issues to be addressed in the Environmental Impact Statement (EIS).

Resource areas to be analyzed in the EIS include:

- Land use
- Aesthetics and visual resources
- Air quality
- Noise
- Geology, soils, and topography
- Water resources, including wetlands
- Biological resources
- Cultural resources
- Socioeconomics and environmental justice
- Traffic and transportation
- Utilities
- Hazardous and toxic materials and waste
- Cumulative effects

With support from the US Army Corps of Engineers (USACE), BEP is evaluating a potential site at the Beltsville Agricultural Research Center (BARC) for the Proposed Action. The site under consideration is an approximately 105-acre parcel of land near the intersection of Poultry Road and Powder Mill Road. Studies are ongoing for the following resource areas:

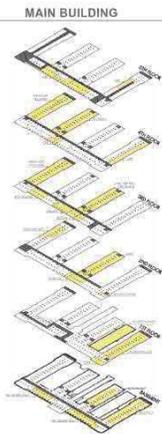
- Streams and Wetlands
- Soil and Groundwater
- Historic Buildings / Structures
- Archaeological Sites
- Landscapes / Viewsheds
- Traffic and Utilities
- Topography and Geotechnical
- Threatened and Endangered Species
- Forest Resources



Purpose and Need for the Proposed Action

The Bureau of Engraving and Printing's (BEP's) Washington, DC, Currency Production Facility (DC facility) is more than 100 years old and limits BEP's ability to modernize its operations.

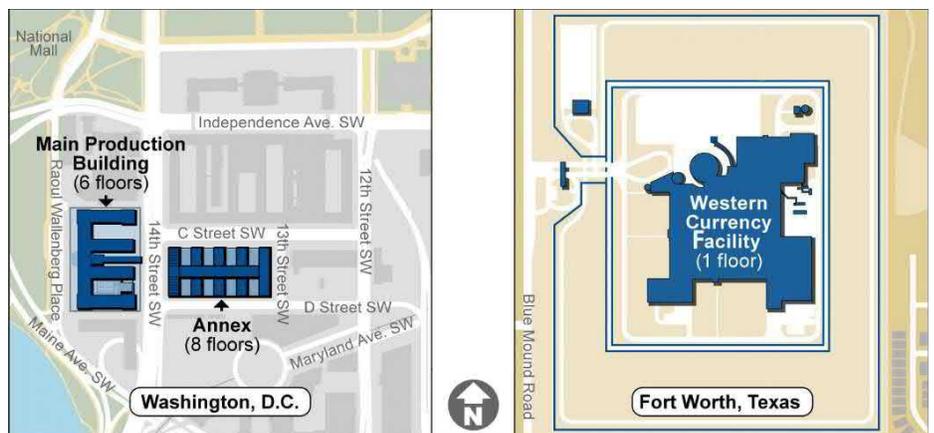
- Currency production and raw materials storage takes place on or between multiple floors and buildings, reducing efficiency and impacting worker safety
- Configuration of space hinders operational flexibility and security
- Antiquated utility and infrastructure systems are functionally inadequate and costly to maintain



BEP's Western Currency Facility (WCF) in Fort Worth, Texas, was built in 1990 to provide redundancy and produce about 25 percent of US monetary notes each fiscal year. Due to operational shortfalls at the DC facility, the WCF now manufactures more than 60 percent of the shared note production.

A smaller, more efficient, modern production facility would streamline the manufacturing process, increase worker safety, and comply with required security standards.

The Proposed Action would reduce BEP's operational footprint by approximately 30 percent.



Sources: National Park Service and GAO. | GAO-18-338



Developing the Proposed Action

The Bureau of Engraving and Printing (BEP) carefully considered a wide range of alternatives and funding options to modernize its currency production operations.

The Government Accountability Office (GAO) reviewed BEP's facility planning process and concurred with the agency's finding that new construction was the best course of action.

Siting criteria, employee surveys and interviews, and facility walk-throughs were some of the techniques used to evaluate potential sites for a new replacement currency production facility.

BEP's planning process for the Proposed Action started more than 10 years ago.

- 65 percent of employees live in Maryland; 43 percent of them in Prince George's County
- Highly skilled workforce and Federal government presence in Washington, DC
- Evaluated nearly 100 different sites in the National Capital Region
- 31 sites met BEP prerequisite criteria (e.g., access to commercial airports and interstate roadways)
- 6 of 31 sites were under Federal ownership; these sites were considered in accordance with Executive Order 13327, Federal Real Property Asset Management and related Directives



- **US Department of Agriculture and Congressional support** for unused, previously developed 100-acre Beltsville Agricultural Research Center (BARC) site
- **2018 Farm Bill** provided authority to transfer the parcel to the Department of the Treasury for use by BEP to construct the Proposed Action



Overview of the Proposed Action

The Bureau of Engraving and Printing (BEP) proposes to design and construct a smaller, more efficient, modern currency production facility at Beltsville Agricultural Research Center (BARC) on land authorized for transfer under the 2018 Farm Bill.

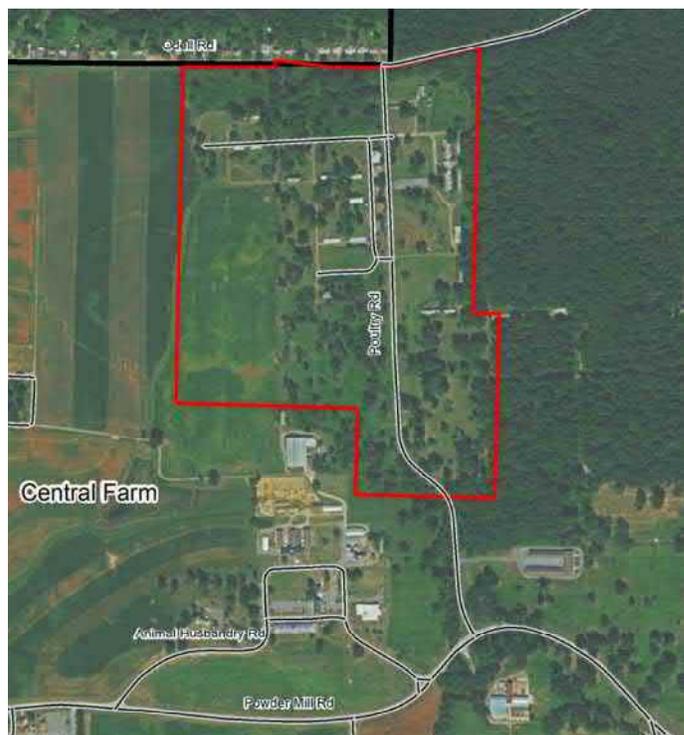
Should BEP implement the Proposed Action, construction would start in 2021/2022 and be followed by the phased transition of personnel and operations from BEP's Washington, DC production facility from 2025 to 2029.

About the Proposed Action

- Manufacturing, warehouse, storage, security, and administrative operations
- Development footprint between 850,000 and 1 million square feet
- Building height range of 30 to 40 feet
- On-site air and wastewater treatment
- 1,440 employees working in shifts (6:30 am, 2:30 pm, and 10:30 pm)
- Site access from Powder Mill Road
- Enhance and incorporate forest buffer zones
- Low impact development/green infrastructure techniques and designs



The Proposed Action would be comparable in function to BEP's Western Currency Facility in Fort Worth, Texas



Site of Proposed Action Alternative

Natural Resources



The Bureau of Engraving and Printing (BEP) would comply with applicable laws and regulations that protect significant natural resources such as wetlands, trees, and wildlife.

The Clean Water Act provides the basic structure for regulating water pollution and enforcing quality standards for surface waters.

- Section 404 says that any project resulting in discharge to waters of the US, including wetlands, requires a permit
- Section 401 says that any project resulting in discharge into navigable waters must obtain state certification that water quality requirements will be met

The Maryland Forest Conservation Act (MFCA) was enacted to minimize the loss of forest resources during land development.

As part of the site planning process, the MFCA requires a step-wise approach for this purpose:

- Survey for 'specimen' trees, defined as more than 30 inches in diameter at breast height
- Prepare a Forest Stand Delineation for review/approval by the Maryland Department of Natural Resources
- Prepare a Forest Conservation Plan to include avoidance, minimization, and mitigation measures
- Enact a long-term protection agreement such as conservation easement or deed restriction

BEP is surveying for and delineating the extent of natural resources that could be impacted by the Proposed Action and Alternatives.

Working with Federal and State regulators, mitigation and monitoring requirements would be established based on the type, quality, and total acreage of resources impacted.

The information in the Environmental Impact Statement (EIS) will form the foundation of any related permits or approvals.



Cultural Resources

The National Historic Preservation Act (NHPA) requires Federal agencies to consider potential effects on historic properties.

What is a historic property?

A historic property is any prehistoric or historic district, site, building, structure, or object that is eligible for listing or already listed in the National Register of Historic Places (NRHP).

- The Proposed Action and Alternatives would be located in the Central Farm of BARC, which is eligible for listing in the NRHP.

What is Section 106?

Section 106 requires that Federal undertakings, or actions, take into account effects on historic properties and consult with interested parties such as the State Historic Preservation Office, federally recognized Indian Tribes, Advisory Council on Historic Preservation, local governments, and other individuals/organizations with an interest or concern.

- BEP's compliance with Section 106 of the NHPA will be coordinated with and integrated into the EIS.

Should BEP implement the Proposed Action, adverse impacts on cultural resources would be avoided to the extent possible.



- Cultural resource specialists are evaluating above-ground resources (e.g. buildings, objects, structures, landscapes) and surveying for below-ground resources (e.g., artifacts and sites) to determine their potential eligibility for listing on the NRHP
- If the Proposed Action and Alternatives would result in an adverse effect to any historic properties, avoidance, minimization, and mitigation measures will be implemented



Traffic and Transportation

The Bureau of Engraving and Printing (BEP) is analyzing the potential impacts on traffic and

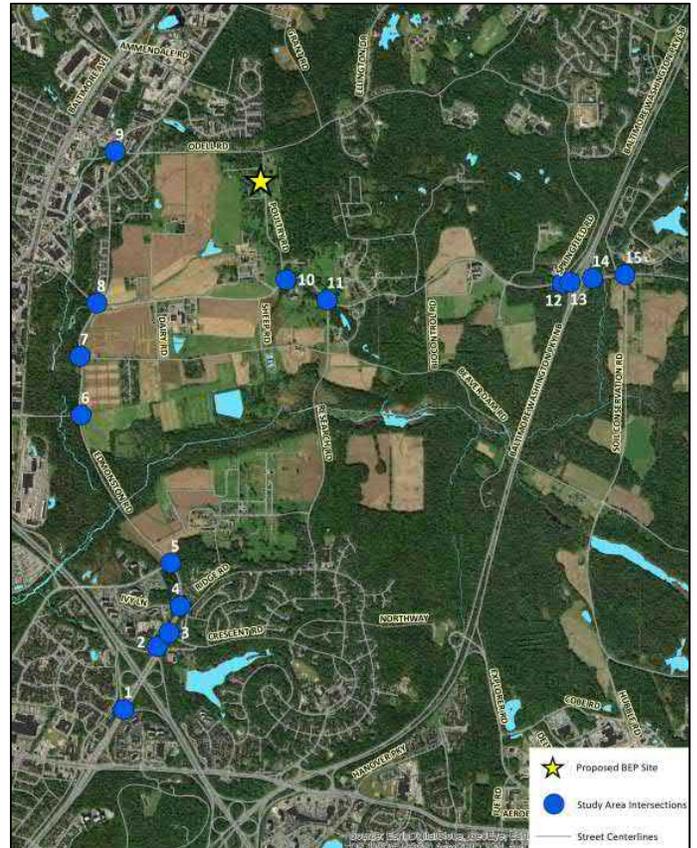
from the Proposed Action and Alternatives.

In consultation with the Maryland-National Capital Park and Planning Commission, BEP defined the study area and identified data needs to support the analysis.



The study area covers routes between the Capital Beltway and Baltimore Washington Parkway and the Beltsville Agricultural Research Center (BARC), including 15 intersections.

Traffic data were collected for numerous roadways and intersections.



BEP staff completed a Commuting Pattern Survey to help identify their potential points of origin and modes of transportation should the Proposed Action be constructed at BARC.

The next step will be to assess future roadway conditions, with and without the Proposed Action, to identify potential effects on future traffic volumes and flows that may require management.



About the Bureau of Engraving and Printing (BEP)

For over 150 years, BEP has designed and produced US currency notes at the request of the Federal Reserve Board. Each year, the Federal Reserve Board determines how many notes are needed to meet the demand for currency. BEP currently operates production facilities in Washington, DC, and Fort Worth, Texas.

BEP's Washington, DC production facility (DC facility) consists of two multi-story, multi-wing buildings. The Main Building is the primary production building, and the Annex Building is used primarily for administrative functions. BEP also leases a warehouse in Landover, Maryland to store production supplies, as the two DC facilities do not have the necessary infrastructure for receiving shipments from large commercial trucks.

BEP's Western Currency Facility (WCF) in Fort Worth, Texas was built to provide redundant, reliable currency production in the event of any disruption of operations at the DC facility. The WCF came online in 1990 with a plan to produce around 25 percent of US notes each fiscal year. Due in large part to the operational limitations of BEP's DC facility, the average throughput at its WCF is 60 percent or more each fiscal year. A new replacement facility with proximity to Washington, DC is needed to address these limitations and bring BEP's currency production up to 21st Century standards.

Indicators of a Problem

From 2010 through 2017, BEP conducted various studies to understand the deficiencies associated with the DC facility. When its DC operations were compared to those in Fort Worth, the limitations of the DC facility were confirmed.

- More manufacturing personnel were required to produce fewer currency notes
- There were more workers' compensation claims, approximately 65 to 70 percent related to materials handling



- Production was less efficient and at a higher cost (e.g., production of \$1 and \$20 notes were 23 percent and 7 percent higher by comparison)

A lack of physical and contiguous space on a single floor, antiquated systems and infrastructure, and an inability to comply with modern security standards were identified as contributing factors.

Bridging the Performance Gap

As the seat of the Federal government and where most of its highly skilled workforce resides, the National Capital Region (NCR) is a strategic location for BEP. With a clear understanding of the shortfalls associated with the DC facility, BEP focused on the best way to modernize its operations while maintaining its DC presence. BEP considered several possible scenarios to achieve this objective, including renovation of BEP's existing DC facilities and new construction in a different location to replace all or parts of its DC operations.

BEP's studies and research determined that new construction would be less expensive and better address a need for secure, efficient, and flexible currency production, as compared to renovation of the DC facility. A 2018 Government Accountability Office (GAO) review of BEP's facility planning process also found this to be the best course of action for BEP to pursue. After initially considering nearly 100 potential sites to construct and operate a replacement Currency Production Facility within the NCR, BEP began to evaluate the Beltsville Agricultural Research Center (BARC) in Prince George's County, Maryland to support the Proposed Action.

Replacement Currency Production Facility



Beltsville Agricultural Research Center

Our Environmental Mission

BEP's environmental mission is to continually strive to reduce its adverse impact on the environment. Its environmental program is focused on reducing the use and disposal of materials, reducing energy consumption, and generating less waste.

Through a variety of initiatives, BEP is proud to note a marked decline from 1999 to present in all three of its major waste streams: regulated air emissions, solid waste, and wastewater. This includes a greater than 55 percent reduction in regulated solid wastes and more than 40 percent reduction in industrial wastewater.

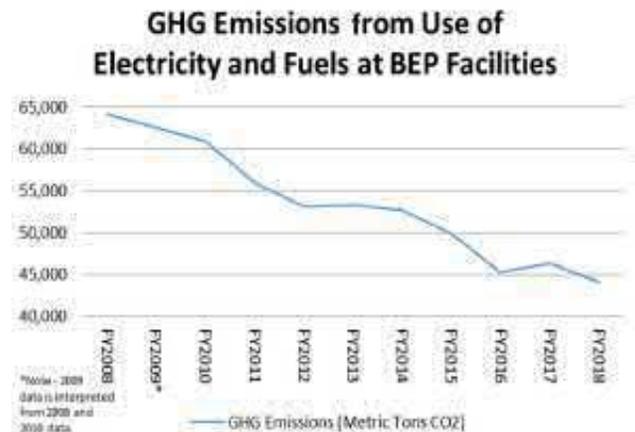
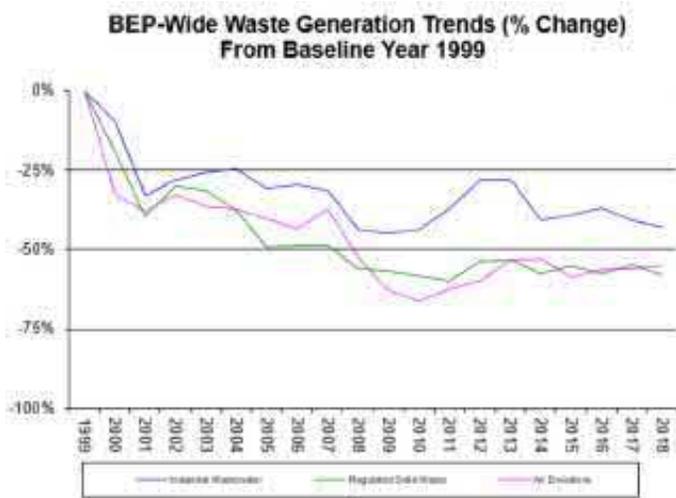
BEP's environmental stewardship is also evidenced by initiatives that substitute hazardous materials with less hazardous materials or processes. For example, cyanide hardening has been replaced with a non-hazardous process, inks containing heavy metals have been eliminated from use, and in intaglio printing, water-based inks have replaced solvent-based inks. Additionally, BEP has replaced many hazardous solvents generated from its printing and maintenance operations with safer, less flammable, lower volatile organic compound (VOC) solvents.

Operational efficiency is another pillar of BEP's environmental record. For example, in fiscal year 2018, 15 percent of BEP's electricity came from renewable sources. BEP continues to invest in efficiency and



has reduced its greenhouse gas (GHG) emissions from direct use of energy and fuels by more than 20,000 metric tons per year, or 30 percent since fiscal year 2008. The investments in efficiency and these efforts have saved energy and reduced BEP's GHG emissions.

The Proposed Action would result in BEP's most efficient production facility to date. By incorporating low impact development/green infrastructure techniques and designs, and reducing BEP's overall operational footprint within the National Capital Region, adverse environmental impacts associated with the Proposed Action would be reduced or minimized.



Participate in the Planning Process and Environmental Review

What is the National Environmental Policy Act (NEPA)?

In 1969, Congress passed NEPA, the national charter for responsible management of the environment. Under NEPA, all branches of the Federal government must consider the potential impacts of their proposed actions on the human environment prior to making a decision to implement the action.

The process for considering the potential impacts of major proposed Federal actions is through the preparation of a document called an Environmental Impact Statement (EIS). An EIS analyzes and describes the positive and negative environmental effects of a proposed action and considers any reasonable alternatives to the proposed action. Preparation of an EIS also provides an opportunity for the public to learn about and comment on Federal actions that may affect their communities prior to any action being taken.

The findings of the EIS are taken into account by the proposing Federal agency when making a decision on whether to go forward with a proposed action or one of the considered alternatives, including the alternative of no action.

How is an EIS prepared?

A typical EIS involves the following steps:

- 1. Publication of a Notice of Intent (NOI) to prepare an EIS:** This is the formal beginning of the EIS process. The NOI, published in the Federal Register, provides a general description of the proposed action and initial alternatives, as well as the purpose and need for action. Often, a shorter version of the NOI is published in local newspapers and other media.
- 2. Scoping:** The NOI initiates a 30-day “scoping period” during which government agencies and the public can review the proposed action and provide comments. These comments help determine the range of issues and alternatives to consider in the EIS (“scope” of the EIS). Scoping often includes a public scoping meeting, such as this one.
- 3. Preparation of the Draft EIS (DEIS):** After scoping is complete, a DEIS is prepared by an interdisciplinary team of environmental professionals. The DEIS describes, in plain language, the proposed action, the alternatives being considered, and the potential impacts of these alternatives on the environment, both natural (air, water, vegetation, wildlife, etc.) and human-made (land use, cultural resources, traffic and transportation, noise, community resources, etc.).
- 4. Review of the DEIS:** Once complete, the DEIS is made available for review and comment by government agencies and the public. The review period lasts for 45 days and generally includes a public meeting.
- 5. Preparation of the Final EIS (FEIS):** After the end of the 45-day DEIS review period, all of the comments received are analyzed, and an FEIS is prepared. The FEIS incorporates and responds to the relevant DEIS public comments.
- 6. Publication of the FEIS:** After it is completed, the FEIS is made available to the public for a 30-day review period during which additional public comments may be submitted.
- 7. Record of Decision (ROD):** After the end of this 30-day review period of the FEIS, a ROD will be issued. The ROD is the document through which the proposing agency announces and explains its decision after having considered the findings of the EIS and the comments received. Construction of the project may not begin until the proposing agency has completed the EIS process and issued the signed ROD.



Public Participation and Submitting Comments



Scoping is one of the first steps in the EIS process. Public input during the scoping period is important. BEP has not made any decisions about the Proposed Action, and has not started the impact analysis.

Is this meeting my only chance to participate?

This meeting is part of a broader 30-day public scoping period, which began when the Bureau of Engraving and Printing (BEP) published an NOI to prepare an EIS in the Federal Register on November 15, 2019. The scoping period lasts until December 15, 2019.

The public will have a second opportunity to participate in the NEPA process during the 45-day public review period following the publication of the DEIS. The release of the DEIS will be announced in a newspaper that serves this area. You may also request to be notified of the publication of the DEIS by signing in at today's meeting.

During the 45-day public review period on the DEIS, BEP will hold an additional public meeting to present the findings of the DEIS and collect comments. All substantive public comments on the DEIS will be addressed in the FEIS, which will also be made available for public review. The government will then publish a ROD that announces the decision made based, in part, on public input.

What is the purpose of this scoping meeting?

The purpose of this scoping meeting is to:

- Inform the public about the Proposed Action, to construct and operate a new, replacement Currency Production Facility at the Beltsville Agricultural Research Center (BARC).
- Explain the NEPA process and associated environmental impact analysis.
- Solicit the public's input on the Proposed Action, alternatives, potential impacts, and related issues.

Scoping is the first of several opportunities for the public to participate in the NEPA process.

In accordance with NEPA, BEP is preparing an EIS to evaluate the potential environmental impacts of constructing and operating a Replacement Currency Production Facility. The Proposed Action would allow BEP to modernize and reduce its Federal footprint within the National Capital Region.

Please take the opportunity during today's meeting to review the displays, talk to project staff, and provide your comments on the Proposed Action, alternatives, and/or potential environmental effects.

During the scoping period, the public can submit comments in the following ways:

1. Provide written comments at today's meeting
2. Speak with the stenographer, who will record your comments
3. Email comments to: BEP-EIS@usace.army.mil
4. Visit the project website as noted at the bottom of this fact sheet
5. Mail written comments to:
Mr. Harvey Johnson
US Army Corps of Engineers, Baltimore District
Programs and Project Management Division
2 Hopkins Plaza, 10th Floor
Baltimore, MD 21201

Comments must be either emailed by 11:59 p.m. on December 15, 2019 or mailed and postmarked by December 15, 2019.



Appendix F: Scoping Comments Received

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Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
Comments from Federal Agencies				
1	The purpose and need for the project define the range of alternatives evaluated. Therefore, it is important that they are identified in the EIS. The purpose and need of a replacement facility were clear in the presentations provided at the agency meeting on December 3, 2019. We suggest that this information be reiterated and expanded in the EIS.	Federal Agency 1	USEPA	Purpose and Need
2	As described in the regulations for the CEQ (40 CFR §1502.14), the examination and comparison of the alternatives under consideration is the heart of the environmental document, and the details of each alternative, including the "no action" alternative, should be clearly presented in a comparative form for easy analysis by the reader. To allow for transparency to the public, detailed information regarding site requirements and challenges should be included in the EIS. Siting requirements listed in the NOI include accessibility to commercial airports and interstate roadways and "maintaining a reasonable commuting distance" for the workforce. Operational, security, and safety standards may also factor into site selection. A robust analysis of alternatives would include a detailed description of the key site requirements and a clarification of how factors such as a reasonable commuting distance are assessed. Any supporting documents should be referenced. Additionally, to support the analysis, we recommend including a list of sites that have been examined for the facility relocation. We recommend consideration of redevelopment sites in the Washington D.C. metropolitan area, such as the former Landover Mall. If alternatives are dismissed because they fail to adequately address the identified needs, it would be helpful to indicate the specific failure(s) or concerns for each site. (For example: "Site 1 is greater than x distance from an interstate and x acres is too small to support a facility of 750,000 square feet.")	Federal Agency 1	USEPA	Alternatives Considered
3	It is our understanding that a number of studies have been conducted or are ongoing at the site to characterize the current conditions and potential resource impacts (e.g. identification of aquatic resources, characterization of soils, tree surveys, etc.). The EIS would benefit from an explanation of the studies conducted at the proposed site and documentation of methods, results, etc. in the appendices or attachments. In addition, we recommend coordination with applicable agencies and providing preliminary methods, results, and/or reports of environmental studies prior to release of the draft EIS to ensure that any concerns regarding assessment type, methodologies, or data collection are addressed early in the process.	Federal Agency 1	USEPA	Agency Roles and Responsibilities
4	EPA, under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six contaminants, referred to as criteria pollutants (40 CFR 50). These are: ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), particulate matter (PM), lead (Pb), and sulfur dioxide (SO2). Particulate matter is divided into two classes, coarse particulate matter (PM10), i.e. particulates between 2.5 and 10 microns in diameter, and fine particulate matter (PM 2.5), i.e., particles less than 2.5 microns in diameter. The NAAQS include primary and secondary standards. The primary standards were established at levels sufficient to protect public health with a margin of safety. The secondary standards were established to protect the public welfare from the adverse effects associated with pollutants in the ambient air. The Clean Air Act mandates that state agencies adopt State Implementation Plans (SIPs) that target the elimination or reduction of the severity and number of violations of the NAAQS. The EIS should identify areas that meet the NAAQS standard for a criteria pollutant and those areas where a criteria pollutant level exceeds the NAAQS. A general conformity rule analysis should be conducted according to the guidance provided by the EPA in Determining Conformity of General Federal Actions to State or Federal Implementation Plans. Under the general conformity rule, reasonably foreseeable emissions associated with all operational and construction activities, both direct and indirect, must be quantified and compared to the annual de minimis levels for those pollutants in nonattainment for that area. The EIS should also include a discussion of emissions that may be associated with the operation of the facility and permits that will likely be needed, including any regulated hazardous air pollutants.	Federal Agency 1	USEPA	Air Quality
5	The principal aquifers in the region should be described, and any public or private wells that could potentially be affected by the project should be identified. We recommend that the EIS identify estimated water usage, source(s) of water, and include a discussion of available recirculation or reuse options that may be available. The EIS would benefit from a narrative discussion of the specific temporary and permanent impacts to biological, physical, and chemical characteristics of aquatic ecosystems. Potential direct or indirect effects such as impacts to wetland or stream hydrology from the construction of the facility, crossings, or outfalls should be included. The EIS should outline specific measures to protect surface waters, including erosion and sedimentation control practices during construction, and post-construction management and treatment of stormwater. As part of this analysis, it would be helpful to discuss how the proposed stormwater management facilities protect water quality by addressing pollutants such as runoff from parking lots (including thermal impacts, heavy metals and petroleum/oils) and landscape pollutants (such as fertilizers, pesticides, bacteria, and sediment) from entering surface waters.	Federal Agency 1	USEPA	Water Resources

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
6	Any planned discharges or potential for spills during operation of the facility, including spill prevention systems and plans should also be described.	Federal Agency 1	USEPA	Hazardous and Toxic Substances
7	As part of the impact assessment, all aquatic resources on or immediately surrounding the site should be delineated and characterized. Wetlands on the site should be delineated according to the 1987 Corps of Engineers Wetlands Delineation Manual ("the 1987 Manual") and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0). To discuss potential impacts, information regarding the wetlands should be included in the EIS, including the size of the wetland in the study area, the total area of the wetland(s), vegetation, sources of hydrology, and area of any direct or indirect impacts. In accordance with the Section 404 of the Clean Water Act, impacts to wetlands should be avoided or minimized whenever possible. If impacts are planned or likely, an analysis of the wetland's functions and values should be included and considered in the EIS. Wetland functional assessments are useful for documenting baseline conditions and establishing a point of reference for future mitigation actions. If impacts are anticipated, a mitigation plan that compensates for lost or reduced functions and values may be needed. Streams should also be mapped and potential positive or negative permanent and temporary impacts to streams onsite and in the affected watersheds should be assessed. Impacts may include the addition, replacement, or expansion of road crossings, construction of outfalls, or installation of utilities. Opportunities may exist to improve the quality and functioning of stream and wetland resources onsite or in the vicinity, including upgrading undersized or failing existing road crossings. Other water quality protection and enhancement opportunities may include riparian buffer enhancement, protecting and enhancing floodplain areas, stream restoration, and enhancing native vegetation in wetlands.	Federal Agency 1	USEPA	Water Resources
8	EPA encourages and promotes principles of sustainable design, which recognizes the interconnection of human resources and natural resources, and considers both in site and building design, energy management, water supply, waste prevention, and facility maintenance and operation. The proposed facility is expected to be 750,000 to 1 million square feet in size and manufacturing facilities will be limited to a single floor. As this will create an extensive roof area, a suite of options to reduce impact and enhance building efficiency should be considered, including water collection, solar panels, and green roof installations. We strongly recommend consideration of water collection and storage from the roof to reduce runoff and facility water use. Installation of a solar array could also generate energy for the facility, reducing dependency on the local utilities and reducing long-term energy costs. Green roof installation could reduce stormwater runoff, provide a building amenity, and reduce visual impacts from the facility. Given the large size of the building, we recommend consideration of opportunities to minimize the construction of other impervious areas associated with the facility such as parking, sidewalks, and roads. Such measures include construction of structured parking and use of pervious pavement options where possible, especially for emergency access roads and sidewalk areas. We also recommend evaluating opportunities to incorporate green infrastructure in site design to reduce runoff volume and improve water quality. A number of opportunities may also exist to provide co-benefits. For example, tree pits or trenches along parking areas can provide shade as well as stormwater retention. Rain gardens, bioswales, planter boxes, and other vegetation-based stormwater best management practices (BMPs) can provide aesthetic enhancement as well as water quality protection. If native species are used, these BMPs can also provide foraging habitat for birds and pollinators.	Federal Agency 1	USEPA	Water Resources Visual Resources Biological Resources
9	The new facility should also provide BEP opportunities to further its efforts to reduce energy usage. EPA encourages consideration of operational and administrative facility design incorporating energy efficient features, lighting, and infrastructure. Please consider recommendations such as those included in the LEED (Leadership in Energy and Environmental Design) Green Building Rating System. LEED is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. For more information, please review information from the U.S. Green Building Council at: http://www.usgbc.org/leed .	Federal Agency 1	USEPA	Utilities

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
10	<p>In summary, EPA recommends the incorporation of low impact development (LID) design features where possible for building design, parking, paving, landscaping, and stormwater management. While costs will be a consideration, we recommend analyzing the cost-benefit assessment over the expected life of the facility or the life of the management practices. Guidance and resources for implementing green infrastructure practices and LID can be found at the following sites:</p> <ul style="list-style-type: none"> ·https://19january2017snapshot.ena.gov/sites/production/files/2015-09/documents/eisa-438.pdf ·www.epa.gov/greeninfrastructure ·www.epa.gov/nps/lid ·www.epa.gov/smartgrowth http://www.bmpdatabase.org 	Federal Agency 1	USEPA	<p>Proposed Action</p> <hr/> <p>Water Resources</p>
11	<p>The EIS would benefit from a discussion of the utilities that will be required for the Project (electric, water, sewer, etc.), whether existing infrastructure has sufficient capacity, and what needs may be addressed by onsite facilities.</p>	Federal Agency 1	USEPA	Utilities
12	<p>The Beltsville Agricultural Research Center (BARC) has been listed on the National Priorities List since May 31, 1994. Three Areas of Concern were identified in the vicinity of the parcel in the 1990's. The most significant area appears to be BARC 9 — the "Dump off Odell Road", which covered , approximately 70 acres south of Odell Road. The past remedial actions and results of the current investigations should be discussed in the EIS. The EIS should indicate the extent of soil and groundwater testing, and any known soil or groundwater contamination on the site should be described. The potential impacts from construction and any necessary remediation should be discussed. Earth-disturbing activities should be carefully planned to prevent the potential mobilization of contaminants. We suggest consideration and evaluation of any potential changes from added impervious surface area and stormwater management facilities. We also recommend that the EIS describe known hazardous materials located within the study area, including asbestos-containing materials (ACM), lead-based paint, and oil and other hazardous materials. Remedial methods and a detailed plan for disposal should be discussed. The EIS should also discuss the waste streams (including air, water, and solid waste) generated at the facility during operation, including any hazardous wastes, how such wastes would be managed, and applicable permits. In October 1990, Congress passed the Pollution Prevention Act [42 U.S.C. §13101 et seq.] which called for preventing and reducing pollution at the source wherever possible. Pollution prevention includes reducing or eliminating waste at the source by modifying production processes, promoting the use of nontoxic or less toxic substances, implementing conservation techniques, and reusing materials rather than putting them into the waste stream. It would be helpful to describe how design or practices at the new facility will address pollution reduction and prevention.</p>	Federal Agency 1	USEPA	Hazardous and Toxic Substances
13	<p>Impacts to wildlife and vegetation that may occur in the Project area, include but are not limited to: vegetation clearing and maintenance, noise and construction disturbance, bird mortality from window strikes (see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds/collisionsbuildings-and-glass.php), and lighting. Impacts to species, including state and federally-listed species of special concern should be clearly evaluated, and consultation with appropriate federal and state agencies should be documented in the EIS. As security of the facility is a consideration, impacts of security measures on wildlife passage or migration and impacts of lighting on wildlife and ecosystems should be fully evaluated. Mitigative measures should be explored. To reduce habitat impacts and to preserve other ecological functions such as stormwater retention, we recommend avoiding impacts to wetlands and large trees where possible. Installation of native plants in landscaping could also provide and enhance habitat and provide visual enhancement of the site. We suggest maintenance and enhancement of existing forest resource be considered to benefit habitat as well as property buffer.</p>	Federal Agency 1	USEPA	Biological Resources
14	<p>The EIS would benefit from an evaluation of the Project's potential for dispersal of invasive species in uplands and wetlands during construction and landscape maintenance, and a discussion of any avoidance or mitigation actions taken to reduce impacts.</p>	Federal Agency 1	USEPA	<p>Water Resources</p> <hr/> <p>Biological Resources</p>
15	<p>We are aware that evaluation of structures onsite or work has been initiated and additional archaeology investigations are planned. Consultation with the State Historic Preservation Officer throughout the planning process is recommended. It would be helpful if the EIS clearly explains any potential impacts to historic resources, including how impacts were determined, the roles of the agencies and individuals in making the determination, and how mitigation has or will offset the impacts. Coordination with Native American tribes should also be documented.</p>	Federal Agency 1	USEPA	Cultural Resources

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
16	The EIS would benefit from a discussion of viewshed and aesthetic impacts. It would be helpful in this discussion to identify potentially impacted properties or resources and include photos. The site includes some topographic relief. We suggest incorporating existing topography and vegetation into the site design where possible to minimize environmental impacts as well as viewshed impacts. For instance, building facilities or appurtenances such as structured parking could be built into the hillside. Use of vegetated (tree) buffers may also reduce visual impacts. Also, as noted above, green roof installation and vegetated stormwater BMPs can also be used to reduce visual effects and help the facility blend into the landscape. Architectural options can also be used to reduce viewshed impacts. A few potential options include: creating a similar façade to historic BARC buildings, incorporating BARC buildings onsite, or creating a modern low-profile building that blends into the landscape.	Federal Agency 1	USEPA	Visual Resources
17	We recommend that an assessment be conducted to identify whether areas of potential environmental justice (EJ) concern are present and may be disproportionately impacted by Project activities. This identification should inform appropriate outreach to affected communities to assure that communication regarding project development reaches citizens in an appropriate way and feedback from the affected communities is fully considered. Methodologies are discussed by several agencies including CEQ. EPA's environmental justice screening tool, EJSCREEN, can be utilized to provide such information. It can be accessed at: https://www.epa.gov/ejscreen . EJSCREEN provides demographic information on the census block group level. A census block group is a geographical unit used by the United States Census Bureau (Bureau) and is the smallest geographical unit for which the Bureau publishes sample data. An assessment of this level can address the question as to whether low-income and/or minority communities may be disproportionately impacted by the activities described in the EIS. Specifically, consideration should be given to the block group(s) which contain the communities most impacted by the Project activities. Additionally, please consider referring to "Promising Practices for EJ Methodologies in NEPA Reviews": https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews . The EIS should include a discussion of the community and socioeconomic impacts of the Project, including the number of people, employees and/or jobs impacted as a result of the Project and address the decrease or increase of people, employees, jobs in relation to its effect on tax base, local housing, job markets, schools, utilities, businesses, property values, etc.	Federal Agency 1	USEPA	Socioeconomics and Environmental Justice
18	The results of any noise studies or analyses in the Project area should be summarized in the EIS, including noise caused by construction and noise during the operation of the facility.	Federal Agency 1	USEPA	Noise
19	The EIS should address traffic and transportation, including an evaluation of the impacts associated with construction and expected conditions for the completed project. We understand that traffic studies have been initiated and are ongoing. We suggest as part of the traffic evaluation, the EIS should discuss existing and proposed public transportation to the area. We recommend that opportunities for enhancing access by public transit or ride sharing be evaluated.	Federal Agency 1	USEPA	Transportation and Traffic
20	Lighting impacts on nearby residences should also be fully evaluated and options such as height, direction, and screening of lights be considered to reduce impacts where possible.	Federal Agency 1	USEPA	Visual Resources
21	Overall, we encourage the effort to enhance a buffer zone around the facility to reduce impacts on the community. It may be advisable to potentially install larger trees to reduce visual impacts from the facility.	Federal Agency 1	USEPA	Socioeconomics and Environmental Justice
22	We thought that the public meeting on December 3, 2019 was helpful. We would encourage ongoing community engagement and involvement to address concerns that may arise from the proposal and to reduce misconceptions. We suggest developing an outreach and communication plan to reach affected community members, including those who may not be able to attend a weeknight evening meeting. As the building design moves forward, we recommend soliciting specific feedback from the local community. Where possible, we suggest making specific commitments to the community to reduce potential impacts from the facility.	Federal Agency 1	USEPA	Public Participation
23	The discussion of cumulative effects should include a detailed narrative that clearly describes the incremental impact of the Project when added to other past, present, and reasonably foreseeable future impacts. The temporal scope of the assessment should specify an adequate time frame both prior to the Project as well as in the future. We recommend that consideration of impacts from road upgrades, utility installation or expansion, and impacts from future expansion of the facility be discussed in the EIS.	Federal Agency 1	USEPA	Cumulative Effects

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
Comments from State Agencies				
24	State of Maryland statutes and regulations require that a Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland (Application) be submitted to the Program prior to the initiation of any work in regulated areas, including nontidal wetlands, the nontidal wetland buffer and waterways, including the 100-year nontidal floodplain. The Application must include a thorough discussion of the project purpose and need, alternative site analysis, avoidance and minimization of impacts analysis, and proposed mitigation measures for unavoidable permanent impacts. Prior to submitting an Application to the Program, please request a pre-application meeting. The request can be submitted on-line at: https://mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/PreApplicationIntroduction.aspx . At the pre-application meeting, we will visit the site and discuss the entire project, scope of the proposed impacts, potential avoidance and minimization measures and any required mitigation.	State Agency 1	MDE Wetlands and Waterways Program	Water Resources
25	Through a December 6, 2019 email correspondence with Ms. Marisa Wetmore, it is my understanding that wetland and stream surveys have been completed and are currently undergoing internal review. It would be most helpful if once the internal review is completed, the surveys could be provided to the Program. After reviewing the results of the survey, the Program should be able to provide specific comments on the project.	State Agency 1	MDE Wetlands and Waterways Program	Agency Roles and Responsibilities
26	In her December 6, 2019 email, Ms. Wetmore also included the presentation slides from the December 3, 2019 agency-specific scoping meeting. Slide 5 of the presentation references the on-site wastewater treatment plant that the proposed development could utilize. Please be advised that the facility in question, BARC East, is not currently meeting the effluent requirements in the Maryland State Discharge Permit No. 15-DP-2525, NPDES Permit No. MD0020842. The U.S. Department of Agriculture is working with the Department's Wastewater Permit Program to remedy the problem. Potential options under consideration include upgrading the plant, locating and eliminating the sources of inflow and infiltration to reduce groundwater flow entering the treatment plant, routing effluent through the land treatment system to reduce the level of metal, and relocating the current outfall to allow for more dilution in the background to relax the effluent limitations for copper and zinc.	State Agency 1	MDE Wetlands and Waterways Program	Utilities
				Hazardous and Toxic Substances
				Water Resources
27	The Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. AS a result, we have no specific concerns regarding the potential impacts or recommendation for protection measures at this time. Please let us know however if the limits of proposed disturbance or overall site boundaries change and we will provide you with an updated evaluation.	State Agency 2	MD DNR Wildlife and Heritage Service	Biological Resources
Comments from Local Organizations				
28	1. The Prince George's County Sierra Club, Maryland Sierra Club Chapter, requests that the public and agency comment period for the scoping of the EIS on the relocation of the BEP to the Beltsville Agricultural Research Center be extended by 60 days. The December 15th deadline for comments is less than two weeks after the December 3, 2019 Public Scoping Meeting and was preceded by Thanksgiving – too short a time to review the relevant materials and provide “informed, substantive, specific, and clear” substantive comments on what needs to be addressed in the EIS. We request a 60-day extension, given that the upcoming holidays will also subtract from the available time to consult our members, all of whom live in Prince George's County and some of whom work at the Beltsville Agricultural Research Center.	Local Organization 1	Prince George's County Sierra Club	Public Participation
29	2. Pending extension of the comment period, at which time we will have specific, informed, and substantive comments, we request that the EIS evaluate the impact of the proposed relocation of the BEP to BARC and alternative sites on greenhouse gas emissions (carbon dioxide, methane, ozone, nitrous oxide) and stormwater runoff/water quality. The GHG emission impacts would include the impact of the BEP operation itself (including transportation of materials/output) and the impact of workers' transportation options for the BARC and alternative sites.	Local Organization 1	Prince George's County Sierra Club	Air Quality
				Water Resources

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
30	<p>These comments are submitted from me personally and also represent the views of Friends of Lower Beaverdam Creek, a Cheverly, MD-based nonprofit watershed protection and education organization for which I am president. We support the relocation of the Bureau of Engraving and Printing from Washington, DC to Prince George's County (PGC), Maryland if the process to do so is fully open and transparent and follows best practices for sustainability, land use, watershed impacts, transportation and greenhouse gas reductions consistent with the latest accepted science. This is an important facility and the jobs are a welcome addition to the county. A substantial percentage of BEP employees reside in Prince George's County so it makes sense to locate the facility here if siting and construction is done in a fully sustainable manner.</p>	Local Organization 2	Friends of Lower Beaverdam Creek	<p>In support of the Proposed Action</p> <p>Socioeconomics and Environmental Justice</p> <p>Proposed Action</p> <p>Purpose and Need</p>
31	<p>Our overriding question: In this era of rapidly accelerating and documented climate change-induced extreme weather conditions, what is the highest best use of THIS 100 acres site? This area has been protected from development for over one hundred years as part of an agricultural research open space area of high national priority. Intensive development will forever foreclose options for its future use for farming and food production or to sequester substantial amounts of carbon through soil and forest management programs. When there are other suitable areas here without these values that are in dire need of redevelopment, why would we even consider removing these acres from the inventory of natural resource ecosystem service assets that future generations will be desperate for? Given that the current BEP facility has served the county for over 100 years at its location in Washington, it is not at all unreasonable that the planning, location, design and construction of the new facility be based on the assumption that it will serve the county for the next 100 years. The likely changes in environmental and climate conditions in the next 10 decades must, of course, also be fully considered. The Beltsville Agricultural Research Center represents one of the largest minimally-developed land areas in PGC and of any areas this close to Washington. As such -- in addition to its value for agricultural research -- it is highly important for the ecosystem services and public health values it provides to the people and climate of the area. Given the serious and increasingly extreme conditions to this area and the planet from climate change, and the need for major transformative changes to reduce this growing man-made threat, it is incumbent that ANY major development in the coming decade be done through the lens what will reduce, or at a minimum NOT accelerate, CO2 buildup in the atmosphere.</p>	Local Organization 2	Friends of Lower Beaverdam Creek	<p>Land Use</p> <p>Air Quality</p> <p>Socioeconomics and Environmental Justice</p> <p>Biological Resources</p>
32	<p>The highest best use of this site within an overall long term Climate Action Plan for Maryland, for the Metropolitan Washington Area and/or for Prince George's County has yet to be identified. However, it is highly unlikely that any such plan(s) would call for intensely developing these 100 acres of agricultural open space land in the manner proposed. Developing and implementing such plans should be of the highest priority in the coming few years and until they are sufficiently developed, there should be a MORATORIUM on developing open space agricultural and natural area sites such as this and the focus must be on REDEVELOPING areas with much lower ecological value and climate mitigation potential. Those sights exist right here in Prince George's County and should be fully considered and thoroughly evaluated as preferred alternatives to this site for the new BEP facility, It would be highly irresponsible to intensely develop 100 acres of largely open space land -- especially 100 acres within a much larger undeveloped area -- that is the very type of land that will be extremely valuable for soil-based carbon sequestration (with proper conservation and restoration practices) and/or carbon sequestration and storage through forest restoration and management.</p>	Local Organization 2	Friends of Lower Beaverdam Creek	<p>Alternatives Considered</p> <p>Cumulative Effects</p>
33	<p>A site that we highly recommend for the BEP facility is the former Landover Mall site at the southwest corner of Route 202 Landover Road and I-495/ I-95, the Washington Beltway. The site formerly contained a far larger building footprint than required for the BEP facility. It is just as accessible or more so than the BARC site for commuters served by Metrorail, bus and automobile, and more so for the large trailer trucks that currently make deliveries to BEP's leased warehouse in Landover because the current facility cannot accommodate them. For nearly 17 years this site has been vacant and an eyesore and detriment to the community.</p>	Local Organization 2	Friends of Lower Beaverdam Creek	<p>Alternatives Considered</p>

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
34	We are certain that there are also other redevelopment sites to consider in Prince George's County that are preferable to the BARC site for similar reasons. Until those sites are put on the table for full consideration this environmental evaluation process should NOT proceed. In any case, we request a minimum 30 day delay to commence the study AND that any and all sites be fully evaluated for their relevance and potential importance to climate change action plans currently in development or that will most likely be developed in the coming 3-5 years.	Local Organization 2	Friends of Lower Beaverdam Creek	Alternatives Considered
35	To give the next generation a living, affordable and meaningful chance to address extreme climate conditions we must save them the critical tracts of prime and potentially prime land. We must immediately reconsider yesterday's and today's development and NOT destroy critically valuable landscape scale properties and ecosystems whose value will likely grow exponentially as the extreme weather conditions we are experiencing today rapidly increase. It is for all of these reasons we believe the proposed plan to begin the process to develop this site is flawed.	Local Organization 2	Friends of Lower Beaverdam Creek	Land Use Cumulative Effects
36	1. Wastewater discharge treatment and impact on Beaver Dam Creek.	Local Organization 3	City of Greenbelt	Water Resources
37	2. Potential road closures within BARC campus, and impacts on motorist, pedestrian and cyclists.	Local Organization 3	City of Greenbelt	Transportation and Traffic
38	3. The intensity of the project compared to the low intensity of the current BARC activities.	Local Organization 3	City of Greenbelt	Cumulative Effects
39	4. The 24-hour operation of the BEP facility and associated lighting (i.e., impact on the environment/wildlife), and traffic impacts/safety including heavy truck traffic.	Local Organization 3	City of Greenbelt	Visual Resources Biological Resources Transportation and Traffic
40	5. Traffic patterns and impacts on local roadways including Edmonston Road, Sunnyside Avenue and Powder Mill Road.	Local Organization 3	City of Greenbelt	Transportation and Traffic
41	6. Operational history of the current BEP facility, including researching violations and enforcement issues.	Local Organization 3	City of Greenbelt	Hazardous and Toxic Substances
42	7. Impacts on contributing historical resources.	Local Organization 3	City of Greenbelt	Cultural Resources
43	8. Limited alternatives are being considered. It is the City's understanding that additional sites for the relocation of the BEP were considered. These sites should be included as alternatives in the EIS.	Local Organization 3	City of Greenbelt	Alternatives Considered
44	The City also believes that the EIS must consider the project in the context of the stated mission of BARC : <i>"The mission of the Beltsville Agricultural Research Center is to provide the American public with an exceptionally talented, highly interdisciplinary scientific community in the USDA's largest scientific installation, and leverage these resources to envision, create, and improve knowledge and technologies that enhance the capacity of the nation — and the world — to provide its people with healthy crops and animals; clean and renewable natural resources; sustainable agricultural systems; and agricultural commodities and products that are abundant, high-quality, and safe."</i> Projects that further the mission of BARC should be the subject of future development proposals/EIS's, not projects that are in direct conflict with it.	Local Organization 3	City of Greenbelt	Cumulative Effects
45	In closing, the City is requesting that the public scoping comment period be extended beyond December 15, 2019. At the public scoping meeting on December 3, it was noted that there would be an opportunity to ask questions and/or offer input in the auditorium at the conclusion of the presentations amongst all that were in attendance. However, this did not occur; instead, the presentation session ended abruptly and attendees were provided an opportunity to ask questions and provide comments individually to agency staff persons present. Attendees should have been provided an opportunity to ask questions, provide input and receive answers amongst all of those in attendance. Often, this results in everyone benefiting and being more informed. Additional time for public comment will allow more time for interested parties to review the scoping materials, ask questions and prepare comments.	Local Organization 3	City of Greenbelt	Public Participation

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
46	Alternatives to the Beltsville Agricultural Research Center (BARC) property. BEP claims to have conducted a vigorous analysis of multiple sites with your presentation on December 3rd stating that “nearly 100 sites and multiple funding options explored.” No information has been provided to date about alternative sites to date, making it difficult for the public to address the issue as part of the scope. The alternatives of analysis for the Draft EIS should include the list of sites reviewed, and provide detailed analysis of the top 10% of the sites (10 sites) and methodology used to evaluate them. I have seen public comments about whether the site of the former Landover Mall (Route 495 and Route 202) was included as it has both roadways and public transportation for access.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Alternatives Considered
47	Transportation. The Baltimore-Washington corridor has reached gridlocked traffic congestion, particularly along the North-South corridor adjacent to the BARC. Transportation capacity adequacy analysis should not be myopic and limited to just the intersections near the Baltimore-Washington Parkway and Powder Mill Road. Link analysis should be made of the Parkway, Edmonston Road/Kenilworth Avenue and Route 1. Further the long-delayed Route 201 extended plan should be revisited and MDOT should update it. Alternative routes will be used by workers at the proposed site regardless of location and should be included in the EIS. In addition, the proposed site is not accessible by public transportation. Shuttles from the Greenbelt Metro should be evaluated along with what Metrobus services are available or could be made available. Further, options for addressing traffic congestion should include extension of the Green Line to the Muirkirk MARC station or even further north.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Transportation and Traffic
48	Environmental – Watersheds. The BARC is home to several watersheds including the Indian Creek and Upper Beavertdam Creek. The potential impacts to these watersheds need to be considered in detail. The evaluation methodology should be publicly available and subject to public comment.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Water Resources
49	Environmental – Bird Studies. An analysis published in the journal Science (September 2019) documented a decline of birds in the United States by 29% over the past half-century, a catastrophic loss to ecosystems. A key issue is habitat loss. The area around the proposed site is a prime nesting area for particular bird species. Studies of some of these species have been ongoing for three decades or more. The potential impact of further building and removal of undeveloped lands must be evaluated, and minimization practices must be implemented.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Biological Resources
50	Energy Usage. What types of energy sources will be considered? The State of Maryland is a leading proponent of alternative sources of energy. Use of solar and geothermal should be prioritized. Information on this aspect of the project is missing from the current information provided and should be included in the Draft EIS.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Utilities
51	Water Usage. What will be the water and sewer requirement and impact on the existing system? What will be needed to connect adequate access?	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Water Resources Utilities
52	Are special systems required to handle the by-products of the printing and engraving process to ensure chemicals or other toxic by-products are not entering the sewer system? There should be a section addressing these issues included in the EIS.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Hazardous and Toxic Substances
53	Waste management. What types of waste are produced and how is the waste managed? What are the options for recycling? In particular, are there processes to ensure that hazardous waste is kept separate from normal waste with appropriate safeguards in place to monitor, track, and disposal of.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Hazardous and Toxic Substances

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
54	Communications and Web Site. Based on constituent responses that we are still receiving, it is clear that continued dialog with regional residents be part of the process. This should be in person, and via your web site. We have received complaints that the website does not have as much information as residents would like, including specifics of analysis of alternative sites, methodologies used, and details in environmental impacts.	Local Organization 4	Prince George's County Council, Council Member Thomas Dernoga	Public Participation
Comments from Private Citizens (Mailed or Emailed)				
55	Environmentally, I understand that the BeaverDam Creek and Watershed has been designated by Maryland DNR as an Ecologically Sensitive Area with sensitive species. Dumping a large amount (50,000 gallons daily?!) of toxic waste water is unbalanced and will be detrimental to any area, let alone a critically sensitive area and species living there. In addition, I understand BEP has a record of violating regulations for pollution at the current facility impacting the Patuxent River. While any addition to environmental toxins is not acceptable, a larger flow can provide greater resilience than a Creek. This would greatly endanger the biosphere of the area.	Private Citizen 1		Water Resources Biological Resources
56	We need BARC to maintain it's current mission to focus on food security and research. How disturbing to read that scientists have already had their work disrupted and discontinued prematurely?!	Private Citizen 1		Land Use
57	Security and access to the proposed BEP facility will be disruptive. It's nowhere near public transit! Existing roads will not support the heavy trucks. Security needed will negatively impact the entire area from road restrictions to the lighting.	Private Citizen 1		Transportation and Traffic
58	In the bigger picture, with changing technology, who knows how long we will even continue to use currency. However, the need for food will continue. Considering climate change, research for food security will become increasingly important. We need to protect our environment and place greater importance on the mission of BARC. Considering climate change, research for food security will become increasingly important. We need to protect our environment and place greater importance on the mission of BARC.	Private Citizen 1		Land Use Cumulative Effects
59	The land may appear "vacant," but in reality it is an important part of the local environment. Open fields support wild life, including migrating birds. The plants sequester carbon and reduce air pollution. Manufacturing buildings, people, and cars will end this beneficial cycle.	Private Citizen 2		Biological Resources
60	In addition, it will bring noise, traffic congestion, and increased air pollution that more traffic will cause.	Private Citizen 2		Transportation and Traffic Noise Air Quality
61	Finally, no manufacturing process is "clean." Where will the water, chemicals, heat and gasses produced in the manufacturing process go? Were any of these questions explored when Congress gave the land to BARC? Are any being explored now?	Private Citizen 2		Hazardous and Toxic Substances
62	My main concerns regard the environmental impact of a new printing plant located in the planned region. I want to speak specifically to the possibility of damages to the watershed downstream from this plant. Planning for long-term protection is an absolute must. Please understand that your future neighbors care a lot and will be watching closely. They will not stand for substandard planning or empty promises.	Private Citizen 3		Water Resources
63	I understand the need for this development but do NOT think that the proposed location is a good choice. The land there should be kept natural as possible, the impact on wildlife, forest and local streams will be too great.	Private Citizen 4		Alternatives Considered Biological Resources Water Resources
64	It is not at all close to public transportation. The roads could not handle the increased traffic, they would need to be upgraded, extra expense.	Private Citizen 4		Transportation and Traffic
65	The former Landover Mall Site is a much better location (for example) due to being more accessible to the beltway and metro.	Private Citizen 4		Alternatives Considered

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
66	But in addition to all the environmental reasons not to move ahead with the project, there also is the important ingredient of transportation. Transportation is awful already on Kenilworth or Rte 201. With 300 or so additional employees working at BARC, the transportation will clearly be worse. Not only will there be more traffic on K'worth, making it a frustrating route for current employees who drive via 201 to access their workplace, but the Bureau of Engraving Employees who again would be using cars. Unless the BE employees all drive electric cars, the carbon emissions will be significantly worse.	Private Citizen 5		Transportation and Traffic
				Air Quality
67	This all causes me to think of how much effort has been dedicated to alternative sites such as McCormick Drive or other areas of the County, and the DMV (District, Maryland, Virginia) area have been considered. As part of the search, alternative access to a new site, via metro, the Metro, County and other bus services, such as ART in Arlington needs to be part of that study. I was a member of Council of Government's Transportation Planning Board (so too are Council Member Roberts and Mayor Byrd) which makes me think about their input looking at alternatives. If we are truly concerned about the employees of the Bureau, then the route to and from a new site needs to be considered, as well as other area residents. I would imagine most employees take metro to access the current site as the L'Enfant and Smithsonian subway stops are fairly close that location. As a former federal employee (FCC/Audio Division/Media Bureau, 1977-2015), I am appreciative of the effort employees have to make to get to and from work. Again, I used the metro bus and metro train to get to 445 12th Street, SW, not far from the Bureau of Engraving site. Further, there was a bus that took folks to and from Columbia and to and from Calvert County. However, even with the benefit of bus travel, a site off of Route 201 is not the best approach.	Private Citizen 5		Transportation and Traffic
				Alternatives Considered
68	Transportation is a huge concern, when considering locating the Bureau of Engraving and Printing to the Beltsville Agricultural Center. More traffic on Kenilworth Avenue will make it a frustrating route for current employees who drive via Kenilworth to access their workplace. Add Bureau of Engraving Employees to the area residents driving on Kenilworth, carbon emissions will be significantly worse.	Private Citizen 6		Transportation and Traffic
				Air Quality
69	Did you consider McCormick Drive near the Largo Metro Station as a possible site? Which sites in Virginia did you consider?	Private Citizen 6		Alternatives Considered
70	Thank you for the opportunity to learn more about what to many residents has been a best-kept secret affecting many in my community. For the first time on Dec. 3, 2019, I learned that this project has been in the works for 5 years, after site-selection in Beltsville (which began 10 years ago with 100 possible outcomes). The public was notified we had until Dec. 15, 2019 to comment (less than 2 weeks). There was a two-hour window of opportunity to conduct a public meeting, no formal question and answer open discussion time allotted, with poster boards and public affairs specialists without sufficient knowledge to provide adequate answers. We are alarmed at such a limited response time, with the obvious intent to curtail any in-depth and timely response to such a plan. Caught up in the recent great interest expressed by many developers scanning maps, without knowledge of all the other builders rapidly concluding our area is full of cheap, prime opportunity for growth (federal land), it leaves many residents heartbroken, frustrated and not agreeable because of such problematic outcomes to so many families.	Private Citizen 7		Public Participation
71	The transformation of agricultural research at BARC, once a premiere location for basic research into food and nutrition for the world, is now being compromised by industrial, corporate demands for a narrowly defined food culture. I watched the demise of agricultural research at BARC where I worked for 13 years, taking an early out when faced with ruthless abandon of key science-based solutions to global conditions affecting food and nutrition. In order to convert quality of food into quantities of cheap food and labor, to achieve wealth for massive agricultural conglomerates, it caters to demands of risky high-volume food production yields. This transformation of federal agricultural research has required the systematic removal of essential plant and animal research, and with it, reduces the health and wellbeing of us all. Given the overwhelming necessity to prevent soil structure damage, it is essential (there are only 60 years remaining for producing crops utilizing current practices) to seek solutions urgently needed to combat climate change. Our future demands more knowledge, not less: more land, not less. The global climate crisis can't be erased by elevating industries that serve to bury science. Likewise, no factory that produces money can ever replace food, nor should it cover up agricultural progress. BARC land needs to be repurposed into sustainable, affordable food and nutrition research, not repurposed into producing cash for a population that is changing the way it pays for goods and services. Credit cards, debit cards, gift cards, computers, electronic devices such as I-phones are all redirecting us away from cash-carrying necessity. Some stores already are eliminating cash purchases, favoring cards. A better way to utilize this federal property is to keep it allied with its original purpose. Solar panels can change the way we save energy. As I write this, solar panels are being installed on the roof of our local grocery store in Greenbelt: supplemented by local funds from personal donations. We installed organic gardens on a small scale to help cope with producing food that builds soil health... away from corporate ill-conceived food production that has killed so many pollinators essential to sustaining our food supply nation-wide.	Private Citizen 7		Land Use
				Cumulative Effects
				Geology, Topography, and Soils
				Air Quality
				Utilities

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
72	Greenbelt, BARC's neighbor, in sight of the proposed BEP facility, has been compromised so many times to accommodate traffic between Washington DC and Baltimore, the area is no longer functioning. And plans are rapidly growing for even more sprawl into this highly-congested corridor. The design plans to be approved for BEP are just not warranted for this location! Neither do we need commuters escaping traffic by traversing our neighborhoods (houses and schools) by using Research Rd. that flows through BARC and Greenbelt. Additionally, we don't need other projects now being mapped out, with no stop to accommodate late-comers: 1. Widening 495 (The Beltway) will compromise land use and eliminate environmental buffers now in place for miles. 2. Widening the Baltimore-Washington Parkway in Greenbelt will destroy vital forested areas people depend on to purify the air, water, soils, provide habitat for wildlife and migrating birds, and parkland for residents. The combined real estate imagined for development from many sources will never provide these essential eco-system services that have been whittled away already. 3. The proposed maglev high speed train destined to cut through Greenbelt (partially underground) will require more forested lands with its above-ground shafts and maintenance yards, which will use Greenbelt as a pass-through, not destination route. 4. Rezoning will usher in mixed-use buildings and roads, erasing green spaces that should be protected. There are many other less-congested sites available. Please don't bring this down on us as we have enough to contend with, already!	Private Citizen 7		Transportation and Traffic Cumulative Effects
73	I have reservations about this project as no details have been given on exactly how the water is going to be treated, what chemicals exactly will they be managing for and thus measuring? What is the quality of the water being released into the streams?	Private Citizen 8		Water Resources Hazardous and Toxic Substances
74	Another concern is the added traffic in the area. Right around the proposed location, the roads are small. The feeding roads near the site are already experiencing high amount of traffic during rush hour, the streets can not handle the extra volume.	Private Citizen 8		Transportation and Traffic
75	I am very concerned about moving the Bureau of Engraving and Printing onto the BARC lands. I understand that 800 parking spots will be needed. This leads to higher traffic which is already difficult along Edmonston and Research Rd. are busy now. Powder Mill Rd. and Rt. 1 have high traffic now. Of course using bus and subway would be favorable.	Private Citizen 9		Transportation and Traffic
76	What about the water usage? What will be the impact?	Private Citizen 9		Utilities
77	BARC's work has taken a tole in funding and numbers of workers due to the administration's decisions to move research that has not made good sense and created hardships on families. Let's keep research on focus on farming.	Private Citizen 9		Land Use
78	This email is in response to your solicitation of input from nearby residents to the planned relocation of the Bureau of Engraving to an unused section of BARC. My name is William Hatch. I am a 40 year resident of Greenbelt including 35 years at my current residence on Rosewood Drive. As an American and as a Greenbelt resident I feel that this planned relocation is an excellent decision by the US Government. I hope to see the facility completed soon.	Private Citizen 10		In support of the Proposed Action Land Use
79	I am against the proposed new Bureau of Engraving and Printing complex being located on BARC grounds. I believe that there will be undesirable impacts on transportation in the area, particularly when paired with the proposed Maglev construction nearby and the widening of 495 and the Baltimore Washington Parkway. I am also assuming that most employees working in the current facility use public transport. This will not be the case if the location is moved to BARC. In addition I am concerned about the impacts on wildlife, the Greenbelt metro station parking and our nearby community -- a 1600 unit housing cooperative of town homes -- whose members will find their roads a convenient cut-through to avoid traffic on Kenilworth for trucks and other traffic as they make their way to the entrance to I-495. The portion of Kenilworth near BARC is already a road filled to capacity during a large portion of each day.	Private Citizen 11		Transportation and Traffic Cumulative Effects Socioeconomics and Environmental Justice
80	I am concerned about the loss of approximately 105 acres of wildlife habitat in order to construct the new building. I am particularly concerned about the waste water that will eventually end up in the Potomac River after causing untold damage to wildlife as it makes it's way to it's final destination. While it might be true that the waste water is less hazardous than it was, the pollution from the large trucks that will be used by the Bureau will still add new stress to road infrastructure (note the current poor condition of the road as you enter the BARC campus) and damage to the environment.	Private Citizen 11		Biological Resources Water Resources Hazardous and Toxic Substances Transportation and Traffic

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
81	The use of night lighting will be disruptive to people and wildlife living in the area.	Private Citizen 11		Visual Resources Biological Resources
82	I believe there is also a rare type of wetlands not too far from the proposed location. I suspect that as this area was recently identified during the Maglev planning phase, causing a change of location for a proposed large train car rolling yard, your engineers might not be aware of these wetlands or have examined the effects this proposed project would have on the wetlands.	Private Citizen 11		Water Resources Cumulative Effects
83	BARC should be reserved for its original purpose only, agricultural research, with the Federal government providing a new focus on providing an adequate budget for BARC to fulfill its mission and maintain its facilities and acreage.	Private Citizen 11		Land Use
84	Hello, I'm a resident of Greenbelt. I'm writing to express my opposition to the plan regarding moving a BEP facility to BARC in Beltsville. The open space, farm land, and wooded areas are a treasure to the majority of the residents in this area. In my opinion, relocating the BEP facility is not the best use of this property.	Private Citizen 12		Land Use
85	I am a Greenbelt resident and a life-long resident of Prince George's County. Although I am sure you will receive far more eloquent comments, I wish to add my own to the list of individuals who are extremely opposed to having the BEP locate a facility in our area. Ours is an historically green community, with an emphasis on wildlife and environmental issues, both of which will be permanently impacted if this facility is built in our area. We are being accosted to every side, from politicians trying to widen our highways, to building transportation underground that will benefit only the wealthy. This newest proposal is just one more nail in the coffin. It will destroy our way of life and all the things we hold dear.	Private Citizen 13		Biological Resources Cumulative Effects
86	There is probably nowhere this facility can be built that won't have an unpleasant impact, but perhaps the land formerly used by Landover Mall (and once a proposed site for the FBI) might meet all your needs? It's near metro transportation and major highways, and the area had long had outdoor lighting which caused the wildlife to leave the area long ago. Please don't destroy our beloved way of life. Thank you for your attention.	Private Citizen 13		Alternatives Considered
87	As long as the proper safeguards are implemented to protect our drinking water, the Potomac River, and to minimize the destruction of our "Green", I have no problem with the development.	Private Citizen 14		In support of the Proposed Action Water Resources
88	I definitely approve of using the BARC as the new home of the BE&P. I think it will provide a boost for Greenbelt, Maryland in regards to restaurants, shopping, home values and roads. I feel Greenbelt will get help from the Federal Funds for the roads and anything else needed to aid the area surrounding the BE&P. I would rather see this U.S. Government building built on the BARC than possibly a federal low income housing development or see the land sold to a private developer for alternative housing.	Private Citizen 15		In support of the Proposed Action Land Use Cumulative Effects
89	Re-locating an industrial operation (i.e., BEP's D.C. paper money making facility) to the Beltsville Agricultural Research Center (commonly referred to as The Farms in Old Greenbelt) is not an appropriate site for such an operation. The proposed site borders Greenbelt, known for being a community of environmental activists. There is strong community opposition to this proposal which was not brought to light until BARC became the chosen site for BEP's money making operation.	Private Citizen 16		Land Use
90	An industrial facility next to our community will bring more air pollution from BEP emissions plus more air and noise pollution from increased truck traffic, more traffic congestion, water pollution coming from 50,000 gallons of wastewater dumped daily into the Beaverdam Creek, light pollution from a 24 hour/day lit secure facility which will have an adverse effect on wildlife that inhabit the area. And in support of taking a stand against climate change, a site which does not take away agricultural land should be selected as an alternative for this industrial operation.	Private Citizen 16		Air Quality Noise Transportation and Traffic Water Resources Visual Resources Biological Resources Land Use Alternatives Considered

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
91	I would like to register my opposition to building this facility in BARC. BARC is a natural oasis in this area (and yes a brown field), a buffer to all the development. I frequently bike through its pastoral roads and enjoy the natural beauty and solitude it provides. Sure there is the Patuxant wildlife preserve, but that does not offer any cycling options. I was born and raised in Prince George's county and I am often amazed at the shortsightedness in development patterns here. If planned better, we could be a destination, instead of delinquent step child of Maryland. We often yield too easily and quickly to development.	Private Citizen 17		Land Use
92	As we are in an climate crisis I worry how this development will worsen the situation. I doubt that the 100 yr old building is as limiting as suggested. We need to adapt and reuse our high quality old buildings more. I just witnessed a perfectly good McDonald's being torn down and a new built in its place! Seriously, embodied energy in structures should be considered. I'm sure its easier for construction companies to just build new. But is that really the best option for the local economy and environment? I don't think so. I hope an environmental impact statement will be pursued.	Private Citizen 17		Air Quality
				Land Use
93	Our community in Adelphi is already impacted by traffic congestion. We hope prudent decisions will be made biased on all the studies.	Private Citizen 18		Transportation and Traffic
94	Im concerned about the traffic impact on the beltsville area but most of all I hope this move will allow Harriet Tubman to finally have her place on the 20 dollar bill.	Private Citizen 19		Transportation and Traffic
95	Exactly what location(s) on the large BARC campus is(are) being considered for BEC? Is a map available?	Private Citizen 20		Proposed Action
96	I find it unconscionable that Trump feels he has to move the Dept of Agriculture on a whim. Please slow-roll this process until the next president has a chance to countermand the insanity.	Private Citizen 21		Proposed Action
97	I like the idea of using 100 acres of unused land at BARC but I would like if the BARC facility's operation would not be affected.	Private Citizen 22		Land Use
98	Where, exactly, is the new BEP building going to be located? I didn't see a map or any coordinates. The BARC is large. Any hints?	Private Citizen 23		Proposed Action
99	This is a very bad idea. It seems there just can't be anyplace left for trees and fresh air to provide a break from the hustle and bustle of city life. That farm is one of those few places and I am hurt and angry that it can't be spared from the constant encroachment of industry. The fact that our government let the BEP facilities to deteriorate to the point they have to move out is no justification to start the destruction of one of the few beautiful places left in our area. There are already too many new places being developed for industrial use in this area, and every damn one of them bring more and more dirty air, noise, traffic congestion and wildlife destruction with them. I would hate to see that happen to the Beltsville DOA farm.	Private Citizen 24		Land Use
				Cumulative Effects
100	I live in Greenbelt and am very upset about BEP's plan to build on BARC. I'm concerned especially about the environmental impact in the farm due to runoff. I attended the scoping meeting Dec. 3 and made comments to the stenographer prior to the meeting so I won't repeat all my thoughts here. I was not pleased that there was no time for public comments as a group. Obviously BEP doesn't want us to share our concerns publicly but this tactic may have backfired for BEP. Many of us are unhappy about the lack of public information and the extremely short time to give comments after the meeting, which is really the only time we received any information, and during the holiday season. Although I know it's unlikely that our concerns will be taken into account, if the EIS forces a major change of location that tactic may also have backfired on BEP. I have contacted all my legislators and many citizens, many of whom share my concern.	Private Citizen 25		Water Resources
				Public Participation
101	I think that nothing should be done at this time. The poor credibility of the present administration raises suspicions that this is the beginning of another attempt by the Republicans to remove BARC, which is a cherished part of this area. There is little information on the effect of this plan on BARC itself. Some areas around this site are already seriously congested, and improvements would require the taking the private property. The recent disastrous move of part of USDA argues against the ability of the present USDA leadership to make good decisions, or to foresee consequences.	Private Citizen 26		Land Use
				Cumulative Effects

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
102	As a Greenbelt resident, living adjacent to BARC, my main concern is traffic. Many Greenbelt residents use Research Road as a way to reach the Baltimore-Washington Parkway. Over the years, I've noticed that others have become aware of this 'shortcut' and use our neighborhood as a thorough way to reach the Parkway as well, often speeding and not stopping at the stop signs. We have an Elementary school adjacent to Research Rd, with many neighborhood kids walking to school. I have witness the close calls of people too much in a rush to stop completely and allow children to cross safely. How can this project ensure that Reach Road remains open and accessible while keeping through way traffic to a minimum? Another traffic concern is Kenilworth/Edmonston Rd. This is overdue for widening. But once widen, we can expect even more traffic as it's the most direct route from 495 to BARC. Traffic gets clogged at Cherrywood and Kenilworth daily at rush hour. How can you mitigate the congestion?	Private Citizen 27		<p>Transportation and Traffic</p> <p>Socioeconomics and Environmental Justice</p>
103	I am the Pastor of Emmanuel UMC - Beltsville. Family members of my congregation have lived in Beltsvile and worked at BARC from the beginning of BARC and Emmanuel. Your relocation to the area will bring more jobs and add the diversity of the community. Your employees will enjoy the variety of activities and it convenient location to major roadways and areas of interest. It will be a good place for your employees to call home. We have many cultures and ethnic groups to meet most interests.	Private Citizen 28	Emmanuel UMC - Beltsville	<p>In support of the Proposed Action</p> <p>Socioeconomics and Environmental Justice</p>
104	I am in full support of the proposal to relocate the Bureau of Printing and Engraving to the Beltsville area site. The plant would be an asset to our community. Good jobs that will allow employees to visit our area businesses as well as reduce commuting time for Maryland residents. It might also help spur growth if employees from Va. were to move to Maryland.	Private Citizen 29		<p>In support of the Proposed Action</p> <p>Socioeconomics and Environmental Justice</p> <p>Transportation and Traffic</p> <p>Purpose and Need</p>
105	I am concerned about the environmental impact of this proposed project, and I find it incongruent with the historical usage of the land. Is there an aerial map of the proposed site? I have not seen one. I don't support this use of the land.	Private Citizen 30		<p>Cultural Resources</p> <p>Land Use</p>
106	While I understand the need to replace the aging printing and engraving facility, I am not in agreement with taking 100 acres of currently u developed land for this project. This land is a valuable resource to the community and to the USDA operations.	Private Citizen 31		<p>Proposed Action</p> <p>Land Use</p>
107	Furthermore, the roads that wind through BARC are inadequate to accommodate the increased load of traffic that will inevitably occur. One of the requirements was adequate access to interstates. The Baltimore Washington Parkway is already too small of an interstate to accommodate the normal traffic that occurs on a daily basis. The increase of the cars of employees of BEP plus trucks going in and out with raw materials and finished products will make a bad situation awful.	Private Citizen 31		<p>Transportation and Traffic</p>
108	We need the green space. Many species of animals and insects depend on this open land. The environmental and traffic toll if this project moved forward will be too great to ask a community or county to endure. In this time of environmental denial, I suggest that this facility and associated traffic be built in a place where there is adequate and immediate access to mass transit and currently existing buildings.	Private Citizen 31		<p>Biological Resources</p> <p>Transportation and Traffic</p>
109	Would be very pleased to see the property get some revitalization and use, as well as bringing more jobs to the area and lessening the commutes of current BEP workers.	Private Citizen 32		<p>In support of the Proposed Action</p> <p>Land Use</p> <p>Socioeconomics and Environmental Justice</p> <p>Transportation and Traffic</p> <p>Purpose and Need</p>

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
110	The Beltsville Agricultural Research Center is a poor choice for this project. This site is unique in its green space, and further development threatens that. Much more suitable would be repurposing an existing development, such as the abandoned Landover Mall. This eyesore is closer to public transport, major highways, and other services. It is not green space, but a public eyesore that begs to be repurposed.	Private Citizen 33		Alternatives Considered
111	If the new location is 100 acres bounded by Powder Mill Road and Odell Road, I would like to recommend that the streets surrounding that area be widened and repaved to deal with the traffic that is currently existing and will increase due to the expanded capacity. MD 201 from Power Mill Road to Cherrywood Lane is also limited to one lane in each direction due to bridges and nearby houses. I would like to recommend that MD 201 from Powder Mill Road to Cherrywood Lane be expanded to a minimum of 2 lanes in each direction to deal with the increased traffic that would come about because of this project. This will also allow increased access/usage of the Metro Green and Yellow Lines at Greenbelt. I would also like to see increased streetlights on every street as some of these streets are very dark in the evenings. This would help from a security perspective.	Private Citizen 34		Transportation and Traffic
112	This email is in response to your solicitation of input from nearby residents to the planned relocation of the Bureau of Engraving to an unused section of BARC. My name is Lori Zehr and I have lived in Greenbelt for 6 years. I think that this planned relocation is a good idea and I have not yet seen any compelling reasons that the relocation should not happen.	Private Citizen 35		In support of the Proposed Action
113	This sounds like a great plan. For the workers however, the traffic getting to the BARC in the morning is nightmarish. Of course it is probably no worse than getting to D.C. But D.C. has the benefit of the Metro System.	Private Citizen 36		In support of the Proposed Action
114	HOW MANY PEOPLE???? Why is this extremely important number not mentioned anywhere? What are GAO, BARC, and BEP hiding? The GAO report does not bother considering the effect on local traffic or the environment of relocating to the BARC property. I suspect they know very well that this move involves a lot of people and that the effect would be horrible. The on/off ramps at I-95 and Rt. 1 are <u>already</u> overused by existing commuters. The alternative route, Rt. 29 and Cherry Hill Road, is also <u>already</u> overburdened with existing commuters. And there is NO environmentally friendly alternative. There is no effective public transit that could take employees to/from the BARC site. This is in stark contrast to the current DC site, which is wonderfully serviced by METRO's mass transit, allowing BEP employees to live anywhere in the DC metro area and commute to/from the DC site in a way that doesn't add to traffic or pollution. The cost savings to BEP of relocating to the BARC property will be dwarfed by the costs to local residents, local and county governments, local utilities, the local stormwater system, and the local environment. But none of them will see a dime from BEP, since it won't pay taxes to anyone. KEEP FEDERAL GOVERNMENT FUNCTIONS IN THE FEDERAL DISTRICT, WHERE THEY BELONG!	Private Citizen 37		Transportation and Traffic
115	Powder Mill Road and Edmonston (Kenliworth) Roads are already over used during rush hour. The roads need to be widen to accommodate more traffic.	Private Citizen 38		Transportation and Traffic
116	Too much light pollution at night and disruption of open space.	Private Citizen 39		Visual Resources
117	Increased industrial and commuter traffic is disruptive.	Private Citizen 39		Land Use
118	The Proposed Action is stated to include onsite air treatment. I believe that it is important for the EIS to identify those chemicals expected to be treated by the onsite air pollution control process, discuss the type or types of air pollution control processes proposed for installation and why these processes were selected, discuss the expected treatment efficiencies of the selected processes, discuss the expected emission concentrations for each of the chemicals to be treated, and discuss how these emission concentrations compare to government local, state, and federal air quality standards.	Private Citizen 40		Transportation and Traffic
119	The Proposed Action is stated to include onsite wastewater treatment. I believe the EIS should identify those chemicals expected to be treated by the onsite wastewater treatment process, discuss the type or types of wastewater treatment processes proposed for installation and why these processes were selected, discuss the expected treatment efficiencies of these processes, discuss the expected discharge concentrations for each of the chemicals to be treated, and discuss how these discharge concentrations compare to government local, state, and federal water quality standards.	Private Citizen 40		Hazardous and Toxic Substances
				Water Resources
				Utilities

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
120	I believe it is important the EIS should discuss whether the discharge from the onsite BEP wastewater treatment plant will be conveyed directly to a receiving stream or whether the discharge will be conveyed to the existing BARC wastewater treatment plant. If the discharge from the onsite BEP wastewater treatment plant will be conveyed directly to a receiving stream, I believe the EIS should discuss what the expected NPDES permit requirements would be as well as the process for obtaining the permit and obtaining State of Maryland approval of the permit. I also believe the EIS should discuss the expected impacts of the additional flow to the receiving stream.	Private Citizen 40		Hazardous and Toxic Substances
				Water Resources
				Utilities
121	If the discharge from the onsite BEP wastewater treatment plant will be conveyed to the existing BARC plant, I believe the EIS should discuss how the BEP discharge will affect the design capacity of the BARC plant and the ability of the BARC plant to meet it's current NPDES permit requirements. If the discharge from the onsite BEP wastewater treatment plant will be conveyed to the existing BARC plant, I believe the EIS should discuss what modifications, if any, would be required at the BARC plant due to the added flow and waste load from the BEP facility. I believe the EIS should discuss the size of the proposed onsite BEP wastewater treatment plant discharge piping, the piping route, and the anticipated environmental impacts of the construction of the piping along the route.	Private Citizen 40		Hazardous and Toxic Substances
				Utilities
122	I believe the EIS should discuss the types and volumes of hazardous and toxic materials and waste that are expected to be generated by the BEP facility. I believe the EIS should discuss how the project will handle, store, and dispose of hazardous and toxic materials and waste and how the handling, storage, and disposal of these materials and waste will comply with state and/or federal RCRA requirements. If these materials and waste will be disposed of offsite, I believe the EIS should identify the receiving facility and discuss whether the facility would be able to handle the expected waste stream from the BEP as well as ensure that the receiving facility is compliant with RCRA.	Private Citizen 40		Hazardous and Toxic Substances
123	I live up the street from USDA and was a biological technician for years at this facility. It saddens me that one 100 acre parcel of land can not be left untouched without the threat of parts of it being sold off bit by bit to other government agencies. Please don't approve this new building.	Private Citizen 41		Land Use
124	Can you tell me the location in the BARC the project is being considered?	Private Citizen 42		Proposed Action
125	As long as an environment impact study is conducted and completed prior to transfer and no harm will come to us conducted and find that this in no way will violate Maryland's environment laws or pollute the Maryland waterways	Private Citizen 43		Water Resources
				Socioeconomics and Environmental Justice
126	My wife and I live in N. College Park on 51st Place and work at the Sunnyside Building (5020 Sunnyside, Suite 209), so we are in the direct fire from any increase in traffice on Route 1. Baltimore Avenue is presently extremely busy all hours during the day and to bring in a major tourist attraction to the snarled Beltway entrance and exit route begs the question: has any highway impact study been done to estimate the increase in traffic which the addition of the BEP will cause? This is our main concern, unless a Route 1 widening plan is included in the relocation bid.	Private Citizen 44	President, Integrity Research Institute	Transportation and Traffic
127	Beyond and in addition to the NEPA requirements, I would like to know the effect of the proposed facility on the Chesapeake Bay TMDL for the Anacostia River. The TMDL requires a load reduction in sediment and nutrients, and a cap on those pollutants going forward. Will planning for the new facility ensure that these nutrient and sediment loads are not violated?	Private Citizen 45		Water Resources
				Cumulative Effects

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
128	Great solution to repurpose a government owned location! During the Environmental Impact Statement (EIS), I'd like to see considerable investigation into the traffic impact to the local roads. State and Federal transportation agencies should engage in the EIS process to assess road improvements to handle existing and future road congestion. My specific concerns for consideration include: All roads between the major transportation routes to the proposed facility (BW Parkway, Rt 95, Rt 495 MD 200, Greenbelt Metro, MARC train) are single lane roads, often with no shoulder to pull over in case of emergency. Adding more heavy truck traffic to those routes currently overburdened with trucks avoiding the BW Parkway will further exacerbate travel in the area; The Springfield Road/Baltimore Washington Parkway exit/entrance ramps onto Powder Mill Rd intersection is horrific during morning and evening commutes. Even with the staggered shift schedules, "rush hour" in this neighborhood coincides with all shifts. Since the majority of the current BEP workforce lives in Prince Georges County, northbound BW Parkway and a left turn onto Powder Mill road will become impossible; Powder Mill Rd and Edmonston Road are also bottlenecks during rush hours. They are the access roads to both Rt 95 and Rt 495 from Powder Mill. Again, single lanes with no shoulder in many sections of the roads; As Edmonston Road backs up each day, Odell and Springfield roads are the alternate route from MD 200 to Powder Mill Rd; more single lane roads not built for volume. These same backroads are publicized by WAZE as an alternative to the BW Parkway!! Often, I cannot exit my community onto Springfield Road because the traffic is backed up for over a mile from the Powder Mill road intersection.	Private Citizen 46		In support of the Proposed Action Transportation and Traffic
129	I have read the information given here. I don't feel that there is enough given here to allow me to understand the scope of this proposal..Hence, how can I offer appropriate feedback. 1. Is this site one of several being considered? I don't get that impression but there is a statement that a sight will be chosen from a variety of areas around Washington, DC.	Private Citizen 47		Alternatives Considered
130	2. How many employees and how many cars will be at this sight? 3. This site is near the beltway. This intersection has a lot of traffic, however, once you get past the light at IKEA and the beltway things flow a bit better. It stands to reason that this is because the BARC property is a large parcel of land that doesn't generate a lot of traffic. This proposal will change that and probably add a lot (several hundred?) cars. So, will there be money to reconfigure stop lights and intersections to aid traffic flow?	Private Citizen 47		Transportation and Traffic
131	4. At a recent College Park city council meeting, the new county zoning proposals were presented. This zoning will allow for denser development along route 1. This new development coming to us is a serious concern. How does this development on the BARC property compare to the high rises that are now being proposed and developed along route 1.	Private Citizen 47		Land Use Cumulative Effects
132	5. It is a lovely site to see the open space and gracious lawn of BARC when driving along route 1. I hope that beauty is not replaced by buildings next to the road. Perhaps for security purposes this will be possible.	Private Citizen 47		Visual Resources
133	I am writing about the proposed move of the Bureau of Engraving and Printing to the BARC site. I am concerned for several reasons. The BEP uses many toxic chemicals in their work and will apparently need up to 55,000 gallons of water per day. It is difficult to see how drawing and dumping that much water could possibly be done without impacting the local water supply and watershed, even if it is somehow possible to purify out all of the toxins.	Private Citizen 48		Hazardous and Toxic Substances Water Resources
134	In addition, the BEP is an industrial site proposed to be located in a quiet non-industrial area, greatly increasing the business, noise, bustle, and all night activity of the area. BARC is one of the few quiet dark areas around, and is thus very important for the remaining wildlife that is badly disrupted by regular human activities, especially at night. BARC is also adjacent to the local forest preserve, so there WILL be wildlife in the area. Please locate the new BEP site in an industrial park where the infrastructure is designed for it and the land already spoiled for wildlife. Don't destroy one of the few clean places left that the biosphere we depend on for our survival can be maintained.	Private Citizen 48		Biological Resources Land Use Noise Visual Resources Alternatives Considered
135	Traffic is already bad along the road proposed for the site. Adding an industrial complex will only make traffic worse and life harder for the people already using the roads.	Private Citizen 48		Transportation and Traffic

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
136	I am a Greenbelt resident. I am against placing the BEP at the BARC location. The process to produce paper currency and coins is highly pollutive. Pollution includes the following: - Waste from the inks and cleaning solvents contaminates the water. The BEP treats this water but these toxins are still present in the water - they are present at a level below a threshold. The threshold should be zero! Consider lead. The EPA allows 15 ppb for lead. People want water with 0 ppb not 14.99 ppb. And no one wants to drink water with any amount of toxic solvents.	Private Citizen 49		Hazardous and Toxic Substances
				Water Resources
137	- Greenhouse gases are emitted from the onsite incinerators. Incinerators are used to burn onsite refuse to generate steam for electricity.; - Volatile Organic Compounds emitted during the printing process. These VOCs destroy our ozone layer. I would like the BEP to adopt processes that are more environmentally friendly. So my response: - No BEP at BARC; - BEP, as it currently operates, belongs in no neighborhood. BEP needs to be a better steward for the environment then it might be more welcomed by the public whom it serves.	Private Citizen 49		Air Quality
138	I retired from USDA in 2010 and my wife, who worked at BARC, retired in 2013. I am writing in support of the BEP move to the BARC campus. Funding for BARC continues to be a problem, with several research projects underfunded or eliminated. I am concerned that unused or under-utilized property on BARC will be declared excess and sold for commercial development. Having another Federal agency utilizing BARC property would be an excellent use of the land and would keep BARC as an essential part of the green belt between US Route 1 and the NASA Goddard property.	Private Citizen 50		In support of the Proposed Action
				Purpose and Need
139	A Bureau of Engraving and Printing (BEP) production facility on the Beltsville Agricultural Research Center site will create severe negative environmental impacts from the BEP supply trucks. The impact will arise from exhaust pollution of the air and oil spillage into local water systems. The truck headlights, exhaust, and noise will negatively disrupt local animal wildlife and plant life.	Private Citizen 51		Air Quality
				Water Resources
				Biological Resources
140	Other significant environmental consequences of the BEP trucks impact the surrounding transportation system. What streets will the trucks use to get to I95? Such traffic will damage roads not designed for heavy truck traffic. What is the maximum allowable length in feet of the tractor-trailers that BEP plans to use? Surrounding jurisdictions may have to ban BEP trucks from their streets to avoid bankruptcy due to road maintenance costs. Trucks are already banned from the Baltimore-Washington Parkway. Will trucks carrying printed currency require a police escort and the temporary closure of the roads that these BEP trucks travel on? Existing roads cannot handle the BEP truck traffic. Does BEP plan to build new super highways to the proposed site? Such roads would likely require their own environmental impact study.	Private Citizen 51		Transportation and Traffic
141	Other sites besides the Beltsville Agricultural Research Center (BARC) should be considered for the Bureau of Engraving and Printing Replacement Project. There are other sites that could meet the requirements for this project without loss of largely open green space. Sites in more industrial areas that will not result in loss of largely green, open and natural space that BARC's land use is currently should be considered. Sites in more close proximity to Metro also should be considered to minimize the ever-growing traffic congestion in the DC area.	Private Citizen 52		Alternatives Considered
142	I also am concerned about the effect on Beaverdam Creek and surrounding habitat that the BEP replacement facility might have.	Private Citizen 52		Biological Resources
143	Perhaps the site of the former Landover Mall, which already has a history of commercial use and sits abandoned, should be considered. I imagine that there are other sites that could be considered.	Private Citizen 52		Alternatives Considered

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
144	The open, vegetation-covered space at the USDA's Beltsville Agricultural Research Center (BARC) has extremely important positive cumulative environmental effects on the earth as well as on our local community. Losing over 100 acres of this to an industrial plant would be an enormous loss, and it is extremely difficult to evaluate any financial benefit that could make up for this.	Private Citizen 53		Biological Resources Cumulative Effects
145	The negative impacts on ecological, cultural, social, air quality, aesthetics, noise levels, water resources, public health and safety may be beyond anyone's ability to quantify. What could work so much better for this space would be the agricultural use by farmers as researchers to do the research that farmers themselves see a need for.	Private Citizen 53		Land Use Cultural Resources Socioeconomics and Environmental Justice Air Quality Noise Water Resources Visual Resources Biological Resources Hazardous and Toxic Substances
146	Traffic is another critical issue, as the roads within the Agricultural Research Center are small roads, not designed for heavy trucks. Clearly, this project would require "upgrading" these roads, which would again be a very large negative disruption for the area.	Private Citizen 53		Transportation and Traffic
147	At minimum, the scoping comment period needs to be extended at least 90 days to allow the citizens to evaluate this and provide comments.	Private Citizen 53		Public Participation
148	What are the results of any analysis of the decline of physical currency usage? How far in the future has been considered? How does it affect BEP plans? How will short-term needs be fulfilled without wasting money and effort long term? Considering an acceptable return on investment will be a long time from now, please consider possible future scenarios. Don't waste resources. Thank you.	Private Citizen 54		Purpose and Need
149	First, I ask the Army Corps to extend the comment period, to allow more time for the public to comment. I am a leader of the local Sierra Club, and our members have brought this proposal to our attention, and we are currently in the process of polling and gathering our member's opinions, for submission of an official public comment from our group on behalf of our members. I personally ask that the Army Corp consider these 3 potential impact areas concerning the building of a printing press on BARC land: ecological, cultural, and traffic impacts.	Private Citizen 55		Public Participation
150	Ecological impact: Waste water disposal. Study must be done on environmental impacts to Indian Creek, including waste water disposal from a new printing facility. Waste water can be cleaned to be free of chemicals and particulate matter, but even clean water in high volume release can interfere with natural creek ecology. Rushing water in large volume—alone or combined with natural rain or storm waters,—causes erosion to the banks of the creek. As particulate matter accumulates from this erosion, it acts as sandpaper along the banks of a creek, and continue to erode the creek further downstream. Over time, the essential functioning of a creek to slow down and filter stormwater, can be reduced or destroyed. Similarly, any plant life or wildlife will be harmed from such erosion damage. A study must be done to fully consider such a potential impact.	Private Citizen 55		Water Resources Hazardous and Toxic Substances Biological Resources
151	While promises have been made about the cleanliness of the waste water from the printing process, the actual process should be analyzed thoroughly. The purity of waste water from printing need to be affirmed to be safe for any sensitive ecological areas such as creeks, if it is to be disposed into such an environment. It must be determined what would be in waste water from the printing process, and whether its contents would effect the creek, if water is disposed into a creek. If waste water is being disposed of elsewhere, determinations should be made that the facility would be able to handle the waste.	Private Citizen 55		Water Resources Hazardous and Toxic Substances Biological Resources

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
152	Water runoff. Likewise, any building of sidewalks and large surface parking lots, should also consider impacts on the creek. These surfaces areas will have water run-off during storms, and this water may be designed to drain into the creek and add to the creek's erosion. Also, during winter, these surfaces are salted, to prevent slipping on ice. Again if the parking lots and sidewalks are designed to drain into the creek directly, the added salt can impact the pH balance of the creek, and effect creek's ecology, including the plant and animal life in the creek.	Private Citizen 55		Water Resources
				Biological Resources
153	Focus of data collection should be on impact of small fish and amphibian life in early Spring months, when such run-off is more likely to occur and effect those animal species.	Private Citizen 55		Biological Resources
154	Solid waste disposal. Solid waste disposal should also be considered, if new facility is planning any incineration of waste materials on site, such as waste paper.	Private Citizen 55		Hazardous and Toxic Substances
155	Impact to air quality to both nearby sensitive ecological areas and human habitation should be considered.	Private Citizen 55		Air Quality
				Biological Resources
				Socioeconomics and Environmental Justice
156	Electric grid. Analysis of electrical needs of new facility should be made, and any impact to the local environment it may present. If necessary additional power infrastructure needed involves building additional power lines, impact on the clearing and building of those lines should be analyzed for impact on local environment and local human habitation (if built near homes). Furthermore, it should be determined how the new facility will source its electricity, if this source will be renewable energy, and its impact on climate change.	Private Citizen 55		Utilities
				Air Quality
157	Cultural impacts should be considered and balanced across different options. They include both the loss of loss of agricultural research space, as well as current tourism to the current printing facility.	Private Citizen 55		Cultural Resources
				Cumulative Effects
158	Loss of Agricultural research space. BARC was established in 1910, and continues its mission as stated on its website: The mission of the Beltsville Agricultural Research Center is to provide the American public with an exceptionally talented, highly interdisciplinary scientific community in the USDA's largest scientific installation, and leverage these resources to envision, create, and improve knowledge and technologies that enhance the capacity of the nation – and the world – to provide its people with healthy crops and animals; clean and renewable natural resources; sustainable agricultural systems; and agricultural commodities and products that are abundant, high-quality, and safe.	Private Citizen 55		Land Use
159	Losing space to a printing facility by BEP, would reduce land needed for BARC to continue its mission. While the USDA seems to have little use for the land at this moment, the priorities of administrations can change. Important research can be done on organic agriculture, no-till organic, hydroponics and aquaculture. More research can be done to help mitigate against climate change through agricultural practices. Lastly, building solar farms can help mitigate costs of running operations, as well as provide research to farmers on renewable energy generation co-existing with farms.	Private Citizen 55		Land Use
				Air Quality
				Utilities
				Cumulative Effects
160	I also challenge the characterization of the proposed BARC site. The claim is the current BARC land in question is "previously developed" land. However the "previous" developments seem to be mostly old chicken houses. Such land is often and easily re-purposed for continued agricultural uses, and can be made so here.	Private Citizen 55		Land Use
161	However, similar claims are being made that the land is somehow contaminated. A determination should be made if this is true and to what extent, with detailed soil analysis. It is possible the land is still suitable for further agricultural research. Farming can still be done without deep disturbance of the soil, such as greenhouse building, hydroponics, aquaculture, or building of a solar farm. If the land is determined to be very contaminated, analysis should be made on the environmental impact of building a printing press facility on such a contaminated site.	Private Citizen 55		Geology, Topography, and Soils
				Hazardous and Toxic Substances
				Land Use

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
162	Loss of tourism to printing press. The printing press in downtown DC currently serves as a proud tourist attraction to the nation's capital. Our currency and our printing facilities are a proud part of our country's heritage. Few currencies world-wide can match the United States' currency in artistry, classic design, as well as practical purpose including superior durability and now upgraded security against forgery. Tourists from all over the world, as well as locals, can visit and see parts of the printing in operation. It is of significance cultural, educational, and economic importance, not just to locals to the Washington DC area, but to the whole nation. Moving the printing press location out of downtown DC, reduces the attraction of tourism to the printing press. Without other nearby tourist destinations (see attached information from BEP's own website below), or nearby shopping or restaurants, nor a mass-transit connection to other tourism, it makes the printing press a less-attractive tourist site to visit. Alternative build option to retain printing press tourism. Moving the printing press and its loss of local tourism in Downtown DC may be a needed due to security concerns, but the loss of tourism completely can be abated.	Private Citizen 55		Cumulative Effects
163	Concerns have been raised over the security of the current facility. It is understandable the search for a new printing press has focused on more isolated locations with larger land area, to create a security perimeter around the facility, than the current downtown DC building. However, such security measures can still be addressed in an alternative build option. A brand-new facility, located near mass-transit, connected to the other tourist locations in Washington DC by such mass transit (as in Metro rail), with mixed-use shopping, offices, retail and restaurants near-by, would be a superior choice of location. This would continue to attract tourists with a whole.	Private Citizen 55		Alternatives Considered Purpose and Need
164	Such locations are available for purchase, such as the former location of the Landover Mall, near FedEx field. This location was previously considered to be a potential site for the FBI relocation (before the move was cancelled). This site in particular should contain 1.2 million sq feet of space, a space adequate enough for a new BEP facility, with leftover room for retail and restaurant attractions for tourists. It is not surrounded by tall, historic buildings at risk of being harmed by a potential security threat (security at this location was already analyzed by GSA in FBI relocation assessments) . It is near mass transit access (Metro rail), located in a corridor other near-by attractions including tourist attractions (a sports facility). Additionally, the former Landover Mall site (see photo attached) would be ideal for re-development, boosting local economy while providing minimal impact to the environment (as this land is truly previously developed land).	Private Citizen 55		Alternatives Considered
165	Furthermore, such a site could address an important need for a new BEP Printing facility: nearby airport transportation. The closest airport to BARC is at best a small craft airport in College Park. Otherwise it is a long drive to BWI, Dulles, or Reagan Airport. In comparison, the former Landover Mall site is closer to a military airport at Andrews Air Force Base, which would be a very secure airport for transportation. If this airport can be considered an option for the BEP's use, it would put this site in an ideal location. If not, the former Landover Mall site is still a fast option to all three public airports, conveniently situated near the beltway. The BARC location lacks tourism support at the moment, with exception of perhaps an adding a Metro bus from the Greenbelt Metro station to provide mass- transit options for employees. No shops or restaurants are located on site. Other nearby tourism are scattered apart, such as NASA visitor center or BARC's visitor center, and those would be most accessible to tourists by driving a personal vehicle.	Private Citizen 55		Alternatives Considered Purpose and Need
166	While BARC's land is readily available for transfer from one agency to another, as we have seen with the now-canceled FBI relocation efforts, it is possible to open the search wider to include privately-owned land. Private/government partnerships are possible that can address all of our needs, including security. Ask GSA for alternative options. If adding a specific site such as the former Landover Mall site is not within the scope of this public comment. However i ask that you consider other potential sites, because we are not considering all of the best options for a new printing press location. Please bring this project to the consideration of the General Services Administration (GSA), who have previously analyzed high-security locations in preparation for the past FBI relocation project.	Private Citizen 55		Alternatives Considered

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
167	One of the stated needs for a new BEP printing facility, is for better parking facilities. It is unclear if the needs are for additional parking spaces or for simply nicer, more secure facilities belonging to the BEP, or both. If more parking spaces are added, an study should be done to estimate the impact of additional traffic to the potential BARC location, and its impact to local traffic congestion, and air quality from potential additional car and truck pollution. Most important to analyze is adding additional congestion to Edmonton Road and Powder Mill Road, currently sources of current rush-hour traffic congestion.	Private Citizen 55		Transportation and Traffic
				Purpose and Need
				Air Quality
168	Edmonston Road cannot handle additional traffic and I did not see any proposals to limit traffic through Greenbelt to access via Research Road. While the initiatives to decrease waste seem impressive, that is an awful lot of waste to bring into the county especially when a vehicle will be required to access the site (personal or public vehicle). It is not close enough to a metro station to avoid additional vehicular traffic on the access roads to the site. I didn't notice if this site will invite tourists but if so the same increase in vehicles will damage the environment. I have no confidence in environmental impact findings to come - the idling vehicles on Edmonston Road will present an unwelcome burden. This area has felt the burden of spurious environmental impact studies in modern times with the opening of the Carver Center- traffic on Edmonston and surrounding roads has disproportionately increased and cars and other vehicles sit and idle on that road. Citizens are too late to have any impact on this decision as the project was out in motion well before it was announced (e.g. the farm bill changes in 2018). So this project will go through. The complex will not be maintained appropriately or updated in a timely manner until it becomes obsolete. Just like the old buildings did. I was disappointed after 911 when access to BARC was restricted bto it now I hope the Research Road hate is permanently close to prevent bope traffic from pouring through the residential streets of Greenbelt. I imagine it will be inconvenient and expensive for most to now have to drive or take a bus to Beltsville. Best of luck and we will miss that part of "the farms"	Private Citizen 56		Transportation and Traffic
				Socioeconomics and Environmental Justice
169	My name is Marcia Van Horn. I, along with my husband, took over Dr. Lawrence Zeleny's nest box trail in 1995. This historic trail began in 1967 and Dr. Zeleny went on to found the North American Bluebird Society, an education, conservation, and research organization that promotes the recovery of cavity-nesting bird species in North America. He placed boxes on the current proposed location and since that time, as our personal research has continued, Poultry Research Road has become our most successful location on all of BARC property. The site is ideal for forest edge species. It consists of open space, dotted with trees. Many species prefer woodland edges to forest depth because they have both protection and light. The gradual transition from open space to woodland reduces the risk of tree loss in the first rows of the forest during severe weather and soft forest edges allow for safe passageways and browse sites for wildlife.	Private Citizen 57		Biological Resources
				Cultural Resources
170	In our 24 years there, this has been apparent as we have been witness to a diversity and abundance of wildlife along Poultry Road. There is actually a term for this, "the edge effect." Now, forest interior loss is increasing at a rapid rate and protecting forest interior is extremely important for forest dwelling species, which are different from edge-dwelling species. If you measure just the partially disturbed forest east of Poultry Road within an important one hundred meters of an edge on four sides, you come up with approximately 40 hectares, valuable interior forest habitat. It is best to buffer this. A buffer, like that at least along the east side of Poultry Road should be maintained especially when adjacent to high human activity like that posed by BEP. This 40 hectare interior habitat for threatened or endangered interior birds should receive special consideration and the current forest edge along Poultry Road can accomplish this task along with benefiting forest edge species.	Private Citizen 57		Biological Resources
171	In exchange for the land cleared for BEP, my feedback suggestions includes: 1. Other alternative sites including those not shared in a public hearing and possible new ones at BARC including areas along Edmonston Road; 2. If not #1 – sacrificing some farmland. Corn prices have declined over the years and drought has affected harvest on these non-irrigated fields, so I believe a sacrifice of a small amount farmland could be an option. See my yellow and blue option drawn here: https://www.amazon.com/photos/shared/vYOleZgeSTicLtLe2MQEZg.fArs_QOFIY2Oxq5r1sxRcX ;	Private Citizen 57		Alternatives Considered
				Cumulative Effects

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
172	3. A renewed focus on BARC land stewardship, including: (a) Removal of invasive plant species like those along the forest edge west of Soil Conservation Road just north of Goddard and within the three large ICC tree mitigation sites, sites that contained diverse animal species prior to tree plantings, (b) Return of meadows. BARC scientists planted meadows within the past decade. For the most part these no longer exist due to incorrect calendar mowing. This past summer, an entomologist requested BARC West's land manager plant a field of sunflowers. It was large, magnificent and attracted many pollinators. Rather than just replacing trees lost, a more holistic approach to land management can be implemented, (c) A focus on EQIP at BARC, the Environmental Quality Incentives Program promoted in the 2018 Agriculture Bill, (d) More involvement by the National Resource Conservation Service from their office on Beaver Dam Road. In the past more University of Maryland students worked at BARC to fulfill the NRCS mission, (e) Greater outreach to the University of Maryland's College of Agriculture and Natural Resources, Maryland Department of Natural Resources, M-NCPPC's Pollinator Project, and other nonprofit organizations like the Xerces Society for Invertebrate Conservation.	Private Citizen 57		Land Use
				Biological Resources
				Cumulative Effects
173	Maintaining a healthy and beneficial forest edge environment for the forest edge AND interior along with a boost in farmscaping (planting hedgerows and buffer strips along with the implementation of conservation biological control (use beneficial insects)), on portions of BARC land will not only go a long way toward mitigating the loss of acreage as a result of this development, but can actually create a healthy and sustainable ecosystem without significant cost, right here in the back yard of the nation's capital. The UN General Assembly, this past March 1, declared the next ten years as the UN Decade on Ecosystem Restoration. BARC can show that even with development on this scale, adjacent land can be managed with the global environment's health foremost in our minds.	Private Citizen 57		Biological Resources
				Land Use
				Cumulative Effects
174	Finally, a quote attributed to me in the December 5th Greenbelt News Review was incorrect. A correction was made in the December 12th issue. From Gary Childs, editor: "In the December 5 article about the Bureau of Engraving and Printing considering a move to BARC, the quote: 'they don't want comments, negative comments, obviously,' was said by Jane Young, not Marcia Van Horn as the article incorrectly stated."	Private Citizen 57		Public Participation
175	The EIS scoping public comment period for the proposed move of the Bureau of Engraving and Printing's DC facility to the USDA's Beltsville Agriculture Research Center (BARC) is too short. Most people in the surrounding communities have not been informed of this comment period. The scoping comment period needs to be extended at least 60 more days.	Private Citizen 58		Public Participation
176	I am concerned that the NEPA process is being drawn too narrowly for this project. Although we were told at the December 3rd meeting that over 100 sites have been examined, the EIS is only considering the BARC site and a no-build alternative. It is very unusual for an EIS to only consider one build alternative, as this EIS is doing. Additional alternative building sites need to be fully analyzed and evaluated in the EIS. One alternative building site that should be included is the location of the former Landover Mall, which is the right size for the BEP needs and is located adjacent to major highways.	Private Citizen 58		Alternatives Considered
177	The proposed BARC building site is inappropriate for this project as it is part of the existing agricultural research facility. The only reason that the BARC building site is being considered is that BARC has been chronically underfunded, however the solution to this problem is to properly fund the agricultural research our nation needs. Building a 100-acre industrial facility there would preclude use of this land for agricultural research once the funding issue is resolved.	Private Citizen 58		Land Use
				Alternatives Considered

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
178	The proposed conversion of agricultural land to an industrial facility raises the full suite of environmental concerns usually examined in an EIS, including land use, aesthetics and visual resources, air quality, noise, geology, soils, and topography, water resources (including wetlands), biological resources, cultural resources, socioeconomics and environmental justice, traffic and transportation (including increased demand for transportation capacity), utilities, hazardous and toxic materials and waste, induced residential and commercial growth, and GHG emissions. For each of these categories of impacts the EIS must consider the appropriate geographic range of the impacts and of the alternatives, and evaluate direct, indirect, induced and cumulative impacts. Given the short comment period it is not possible for local residents to become fully enough informed about the project to address all of this.	Private Citizen 58		Public Participation Land Use Visual Resources Air Quality Noise Geology, Topography, and Soils Water Resources Biological Resources Cultural Resources Socioeconomics and Environmental Justice Hazardous and Toxic Substances Utilities Transportation and Traffic
179	Concerns have been raised about wastewater disposal from this site, including questions about hazardous and toxic materials and the level of treatment of the wastewater.	Private Citizen 58		Hazardous and Toxic Substances
180	At the December 3rd meeting the answer provided was that existing clean water laws will be complied with. BEP should be committing to exceeding the minimal requirements of existing clean water laws, given the high quality of the local Beaverdam Creek watershed and its contribution to the challenged Anacostia River watershed.	Private Citizen 58		Water Resources
181	I am writing to state my concerns and objections to relocating the Bureau of Engraving and Printing to the BARC campus. The location is wrong for an industrial type facility for many reasons. The local roads and infrastructure are already strained by the traffic between Greenbelt and Laurel. Traffic jams will only get worse if we add hundreds of additional worker in their individual cars to the local roads.	Private Citizen 59		Transportation and Traffic
182	Rush hour traffic backups are routine, which wastes gas and adds to CO2 pollution to the air, a major cause of climate change and poor air quality.	Private Citizen 59		Air Quality Transportation and Traffic
183	The BARC site is designated for agricultural purposes, not heavy industry. Our government should continue to support research into agriculture, because our expanding population and our changing climate will require us to adapt our farming practices to meet new challenges. BARC should be maintained as a research farm. An industrial facility does not belong on a farm.	Private Citizen 59		Land Use
184	The necessary security, high wattage lighting, and the disruption and noise of a 24 hour printing facility would be detrimental to the wildlife that makes its home at BARC and to the local residential communities of Beltsville and Greenbelt. Whereas the BARC is a great neighbor- quiet and green, the BEP would be a terrible addition to the community.	Private Citizen 59		Biological Resources Land Use Socioeconomics and Environmental Justice Visual Resources Noise
185	The BARC land has ecologically sensitive streams, creeks, and wetlands that would be damaged and polluted by the chemicals that are used in printing and engraving, and by the run-off from additional asphalt roadways that would need to be built to contain all the BEP traffic. There are far better sites for BEP than Beltsville, and I hope that the government will find a more suitable location for BEP.	Private Citizen 59		Water Resources Alternatives Considered

Comment #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
186	I am writing to express my opposition to the proposed plan to move the BoE to the BARC. I live in Greenbelt and believe this move will bring many too negatives to our community. We don't have the infrastructure to support all the trucks and traffic that an industrial complex such as the one proposed will need. Traffic on BW parkway is already bad and it's terrible on Powder Mill Road and Kenilworth Avenue as well. How are we going to absorb 800 more cars/truck per day (that's a minimum estimate I have heard).	Private Citizen 60		Transportation and Traffic
				Land Use
187	Additionally, the small wastewater treatment plan at BARC will not be able to handle the massive amounts of waste the plan will produce. What kind of chemicals will be put in this waste and how do we know that they won't leach into the aquifer that runs underground? Will the run off go into Beaver Dam Creek?	Private Citizen 60		Water Resources
				Hazardous and Toxic Substances
				Utilities
188	What kind of environmental damage will that do to the many species of wildlife there?	Private Citizen 60		Biological Resources
189	There are a host of other concerns I and my fellow Greenbelters have about this proposal. Please reconsider this decision as it will bring much traffic, noise, pollution and other adverse effects to our beautiful community.	Private Citizen 60		Transportation and Traffic
				Noise
190	You can not ignore the environmental cost to the surrounding areas - those of us who live in Greenbelt don't want the chemicals that would pollute our streams or the congestion on our roads Please respect the needs of this community	Private Citizen 61		Water Resources
				Transportation and Traffic
				Socioeconomics and Environmental Justice
191	I am writing to express my concern about the environmental impact of moving one of the Bureau of Engraving and Printing production facilities to the USDA's Beltsville Agricultural Research Center. Concern 1: Air Pollution. There is a direct correlation between traffic-related pollution and the development or worsening of asthma in children and adults. How would the particulate matter and gaseous pollutants created as vehicles travel to BARC from the Beltway or surface roads be mitigated? How would BEP help residents cope with the health risks?	Private Citizen 62		Air Quality
192	Concern 2: Light Pollution. BARC is near the City of Greenbelt Observatory and University of Maryland Astronomy Observatory. Both facilities are important for connecting Americans with our heritage (and future) as astronomical innovators. Light pollution is a clear and present threat to the research required to advance America's strategy in space—how will BEP protect what remains of our "dark sky" network?	Private Citizen 62		Visual Resources
				Cumulative Effects
193	Concern 3: Watershed Pollution. Beaverdam Creek is an already-stressed tributary and wastewater discharges could raise water temperatures just enough to disrupt the nutrient balance. Algal blooms, fish die-offs, and local wildlife decline are among the consequences that would be felt from Beltsville all the way to the Chesapeake Bay. Although presentations thus far suggest that the BEP wastewater will be treated to mitigate hazardous chemicals before release into Beaverdam Creek, what is BEP's plan to control the wastewater temperature? I hope these and other concerns raised by BARC's surrounding communities will be fully addressed during the EIS and I look forward to learning about the proposed solutions. Wouldn't it be wonderful to point to a new BEP facility that proves how smart design and ample forethought can protect our people, wildlife, and natural bounty while meeting the needs of our government agencies?	Private Citizen 62		Water Resources
				Biological Resources
194	I am concerned about the impact of the proposed move of the Bureau of Engraving and Printing (BEP) to the Beltsville Agricultural Research Center (BARC). During this time of climate change, the government should consider saving as much green space as possible.	Private Citizen 63		Land Use
195	I am concerned about the effect the building of this facility will have on our health - the noise and air pollution, the fact that the facility will operate 24-7.	Private Citizen 63		Air Quality
				Noise
196	And I'm concern about the traffic congestion in and around our community.	Private Citizen 63		Transportation and Traffic

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197	And there is also concern about the 50,000 gallons of wastewater that would be dumped into Beaver Dam Creek everyday.	Private Citizen 63		Water Resources
				Hazardous and Toxic Substances
198	If BEP's environmental mission is to continually strive to reduce its adverse impact on the environment, they should consider building on established, developed sites, not on farmland, government or not, without destroying our greenspace.	Private Citizen 63		Alternatives Considered
199	BARC should be used for agricultural research, not industrial use!!	Private Citizen 63		Land Use
200	I strongly oppose moving Bureau of Engraving facilities to Beltsville Agricultural Center.	Private Citizen 64		Alternatives Considered
201	The resulting truck traffic, light pollution at night, and dumping large amounts of wastewater into local watershed streams is too damaging for our already stressed environment.	Private Citizen 64		Transportation and Traffic
				Visual Resources
				Hazardous and Toxic Substances
				Water Resources
202	The idea, literally and figuratively, should be placed in a landfill. There are alternatives. Please consider them.	Private Citizen 64		Alternatives Considered
Written Comments Received at Public Scoping Meeting				
203	What happened to the Question and Answer session?	Private Citizen 65		Public Participation
204	Disappointed that the schedule was changed tonight.	Private Citizen 66		Public Participation
	The announcement said presentation followed by open house. But when I got here, there is open house, presentation + more open house. It makes it hard to get to other meetings			
205	1. Has the diminishing role of paper currency been factored into the sizing of the proposed facility?	Private Citizen 67		Purpose and Need
206	2. What assurances will be in place to protect remaining BARC open space and real estate from further incremental development or transfer to governmental departments that would continue to exacerbate environmental impacts.	Private Citizen 67		Land Use
207	3. What is the largest shift size of the 1400 employees? Can shift changes be scheduled to occur at off-peak hours (beltway is congested from 6:00 am to 10:00 and from 2:30 pm to 7:30 pm)	Private Citizen 67		Transportation and Traffic
	4. Has there been, or can there be any consideration of extending Rt 200 to route traffic more directly from interstate to the proposed facility?			
208	I'd like to communicate directly with residents near the Fort Worth BEP facility. Would you provide contact info for a homeowner's association or other community org?	Private Citizen 68		Public Participation
209	Concerned about wastewater treatment and discharge plans...I know that the wastewater plant was built larger (3x) than authorized. Is this the start of further expansion or interagency development?	Private Citizen 69	President Greenbelt Access Television	Hazardous and Toxic Substances
				Utilities
210	Concerned about traffic abatement in an already crowded area.	Private Citizen 69	President Greenbelt Access Television	Transportation and Traffic
211	Concerned that more is not being done with agriculture. This should be a world class facility but has been cut by budgeting and is reduced to a state of disrepair.	Private Citizen 69	President Greenbelt Access Television	Land Use
212	1. The presentation sounds as a done deal - I would like to express my support of a NO BUILD OPTION.	Private Citizen 70		No Action Alternative

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213	2. This area is part of a green corridor which is considered the "lungs of the Chesapeake". Destruction of this property impacts the entire Chesapeake Watershed.	Private Citizen 70		Water Resources
214	There are plenty of places with wide expanses of concrete already poured - please consider going there.	Private Citizen 70		Alternatives Considered
215	1. Very disappointed in your choice of sites. And that we are only hearing of this after you have had 10 years to consider / contact communities.	Private Citizen 70		Alternatives Considered
216	2. Your use of the Farm Bill appears highly irresponsible. BARC is here to assure a sustainable source of food into the future. Not to grow money.	Private Citizen 70		Alternatives Considered
217	3. Concerned that each representative conveys different information.	Private Citizen 70		Public Participation
218	4. I am very concerned that your plan for wastewater treatment is UNCLEAR + UNSAFE.	Private Citizen 70		Hazardous and Toxic Substances
219	5. I am very concerned about the noise of the truck traffic and car traffic. Already the noise from Powder Mill Rd. + Route 201 is intense and I live in Greenbelt.	Private Citizen 70		Noise
220	6. I am very concerned that the light pollution will impact wildlife and people.	Private Citizen 70		Visual Resources
				Biological Resources
221	7. I am very concerned that BARC is not fully funded to pursue its mission to assure a sustainable food system into the future. The planet is in a climate change state and building this BEP project does not have a place in the plate of solutions. Agricultural research does have a place.	Private Citizen 70		Land Use
				Cumulative Effects
222	I am concerned of the potential increase in traffic on powder mill road. Without the BEP, traffic is already a problem Commuters use Powder Mill Rd as their speeding lane, disregarding the 35 mph limit and the 25 mph limit closest to the Log Cabin. Building 307B has the only entrance on Powder Mill RD and it is dangerous to turn in as is. What are the traffic regulations going to be if BEP will be transferred to BARC?	Private Citizen 71	Lab technician USDA-ARS	Transportation and Traffic
223	Very concerned about traffic on Powder Mill Rd. Particularly at the intersection of Powder mill and Springfield Rd. Also Poultry Rd and Powder Mill intersection 197 and Powder mill intersection 201 and Powder mill intersection Beaverdam Rd and 201 Poultry Rd and Odell	Private Citizen 72	Building Manager Department of Defense	Transportation and Traffic
224	Please start the project next week and improve the surrounding roads	Private Citizen 73	Owner Sun Services	In support of the Proposed Action
				Transportation and Traffic
225	Concerns: -Run-off from parking lots and roofs	Private Citizen 74		Water Resources
226	-Rd improvements - environmental impacts, use of electric power vs. solar power. Solar is renewable and preferred. -Green roof w/ solar panels?	Private Citizen 74		Utilities
227	-Congestion on local roads -Congestion through neighborhoods -i.e. Research Rd	Private Citizen 74		Transportation and Traffic
228	-Noise and light pollution	Private Citizen 74		Noise
				Visual Resources
229	-air pollution from increased traffic - workers' cars and delivery vehicles (which are probably diesel fueled).	Private Citizen 74		Air Quality

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230	Concerned about impact on Beaverdam creek and discharge from new plant.	Private Citizen 75	Beaverdam Creek Watershed Watch Group	Water Resources
231	Concerned about impact on habitat, birds, and other wildlife.	Private Citizen 75	Beaverdam Creek Watershed Watch Group	Biological Resources
232	There is a major traffic problem with Powder Mill Rd., Edmonston, Kenilworth. It is crucial to the employees of BEP to have the infrastructure improved in order for them to get to work on time. It is also crucial to have the infrastructure done so that people (your employees and other commuters) are not on the roads any longer than they already are. It is ridiculous that commute times are so long. Adding more time to the commute time does not help the environment or someone's pocketbook. Road improvements are very, very necessary for this project.	Private Citizen 76	Acting President Calverton Citizens Association	Transportation and Traffic
233	At the first meeting, it was mentioned that some jobs may be available to attrition. That would be great because it would bring some good paying jobs to this area. So we hope that the BEP comes sooner than later.	Private Citizen 76	Acting President Calverton Citizens Association	In support of the Proposed Action
				Socioeconomics and Environmental Justice
234	Traffic - Most of what is planned pertains to auto and shuttle traffic. Planning should make available facilities for bicyclists.	Private Citizen 77		Transportation and Traffic
235	Forest Mitigation - I am very concerned about the impact on surrounding greenspace. Have other sites with more developed infrastructure been seriously considered?	Private Citizen 77		Alternatives Considered
236	Have you considered the Landover mall site that was under consideration for the FBI new building?	Private Citizen 78		Alternatives Considered
237	Will you have opportunities for public input in transportation study so you get actual people with feet on the ground and not just urban planners and engineers. You need human input to see how engineer concepts will affect people in the real world. It may be to code or regulation, but that does not mean when people actually have to live with those decisions it just does not work.	Private Citizen 79		Transportation and Traffic
				Public Participation
Verbal (Stenographer) Comments from Public Scoping Meeting				
238	Okay. I live in Greenbelt and I'm very upset about the possibility or the likelihood of having this project in our beloved farm. It would have an extremely bad environmental impact, more runoff than is imaginable, traffic problems, ruin the habitat for all the animals nearby who count on the darkness at night, and lack of constant people.	Private Citizen 80		Water Resources
				Transportation and Traffic
				Biological Resources
239	It's one of the few places that are one of the few peaceful places left in our area, and it's devastating to think that it will soon be gone. I don't believe that taking a little bit of it is okay.	Private Citizen 80		Land Use
240	My backyard abuts BARC property. And I only heard about this from my next door neighbor in April, at which time I sent, once a month, an email to Steny Hoyer, and got no reply. And so I relied on my neighbor, who went to the last meeting, to tell me what was going on, and to inform me about this meeting also. I don't know how word is getting out about these meetings, but it's not being disseminated in any way that the neighbors most directly affected can discover it.	Private Citizen 81		Public Participation
241	I'm surprised that we found out that the site had already been chosen of the many thousands of acres on BARC to be so closely situated to a, I realize small, but a housing development.	Private Citizen 81		Alternatives Considered
				Socioeconomics and Environmental Justice
242	And I believe most of the residents, like me, moved there for the quiet and the trees, both of which are going to be threatened. We have no real assurances that the many trees that are in our backyards, and buffering other parts of BARC, are going to remain. And since we are the only housing community that is directly abutting the property, there are other houses on the other side of Odell Road, we are on the side of BARC.	Private Citizen 81		Socioeconomics and Environmental Justice

Comm ent #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
243	And no one from the government bothered to contact us in any meaningful way. The traffic is already terrible. There's a study, which I don't have a whole lot of faith in, that shows some congestion, but with 1400 more employees round the clock, I think that the roads currently there won't support the additional traffic. I also have no confidence that access to Kenilworth Road will continue. As we've already had Poultry Road closed since 9/11, and NASA closed parts of Soil Conservation Road to make a new facility, so that convenient part of the road was also put out of our reach.	Private Citizen 81		Transportation and Traffic
244	And since I've -- I have my family, I've lived in this area since 1926, we know how BARC used to operate and it was an open facility, which has consistently, over the years, become less and less.	Private Citizen 81		Land Use
245	So I would like someone from the Bureau of Engraving and Printing to more closely look at the impact on our neighborhood because it's not just a few houses, it's also, you know, our investment in our property, and a way of life that was fairly quiet, and leafy. That's all.	Private Citizen 81		Socioeconomics and Environmental Justice
246	My first concern is the noise that will be generated from the new facility. Our neighborhood, which is North Creek Farms, that borders the site, has interesting topography regarding how sound travels. We'd like to see the studies consider a 2nd story reading when dealing with sound. For an example, our neighborhood on our 2nd floor, with the windows closed, can hear every car, the rumble strips, every time a car goes over it, which is something you wouldn't think would happen, but due to the hills and the lay of the land, the sound echoes and can be a real disturbance.	Private Citizen 82		Noise
247	Second concern is regarding the light that we will now see from that facility, being a high security facility. Right now, we have been fortunate that we are bordering trees and it is a nice dark area. We fear that it is going to be bright 24/7 with the lighting that will need to be installed for a facility that large.	Private Citizen 82		Visual Resources
248	So the project feels like a done deal. When you talk to the people at the posters, they use words like "will rather than "may," so if this is not a done deal, then you would say that "I might do this" and "I might do that," rather than "I will do that." The public would like to have known prior to the beginning of the NEPA that this was being considered. So again, it feels like a done deal because until the notice of intent, the public doesn't get involved.	Private Citizen 83		Public Participation
249	And the next point would be about traffic, that I believe there's no way to actually mitigate the traffic in a way that the neighbors would be satisfied, so adding more lanes or whatever, there's no, really, solution that could be suggested that would actually make the community happy.	Private Citizen 83		Transportation and Traffic
250	One of the biggest concerns seems to be about the water, is that when you talk to the various people here, you get very mixed messages. There seems to be some distinction between the plant water, the water that comes from the BEP, from the storm water that would come off of the parking lot and the roofs. And we're getting very mixed messages about what does it mean to treat the plant water and how quickly will it be dumped into a local tributary, will it actually go into D.C. in pipes and be treated by the D.C. WSSC, or will it be treated very near to here, and then dumped into a creek, a stream, such as the Beaver Dam Creek?	Private Citizen 83		Water Resources Hazardous and Toxic Substances Utilities
251	And the last thing I, I think there's concern about the destruction of the agricultural property. I understand right now, BARC is not using all the property, but there's no prediction of whether or not they would want to expand their projects in the future, especially with coming of the climate change. There'll be more need to study plant growth, plant, soil, and the impact of climate change. And so once you take this property and turn it into buildings, you'll never be able to return it to an agricultural property.	Private Citizen 83		Land Use Cumulative Effects
252	Hi. I have a couple of concerns about transportation. Edmonston Road to North Avenue is so crowded now that if it's the major way of getting to Powder Mill Road, then I can see terrible traffic jams. Right now it's terrible traffic backups in the morning and the afternoon rush hours. If you add another rush hour at 2:30, it'll just kill the whole thing. Now, I'm concerned about the fact that -- are you getting all this or? Okay. They're doing a transportation study, but I want to see them have input from people who actually drive on that road, not just urban planners and engineers.	Private Citizen 84		Transportation and Traffic
253	It's my experience working on ADA building requirements that sometimes decisions are made, they are according to code or regulations, but they just don't work in the real world. So you need people actually to see what those solutions might be and in the study, I'm afraid that they'll just make the study and they'll be part of EIS, and I think it's important to have input during the process, not just at the end of the process. So I'm hoping that they provide the opportunity for public input throughout the whole process, not just at the end of the process. My other experience with that is that oftentimes, people do not have the opportunity to give input which might affect the actual study and the options before they're decided upon.	Private Citizen 84		Public Participation

Comment #	Comment	Commentor Type	Organization (if applicable)	Topics of Concern/Interest
254	So I think it's very important, plus I'm very concerned also about the mitigation that they might think -- whether it's a widening of Edmonston Road, Kenilworth Avenue, or what the other aspect is on Powder Mill Road, which is a way of for Greenbelters to go into BARC, go to Research Road, either on Beaver Dam Road or Powder Mill -- way off on Powder Mill Road, and go down Research Road into Old Greenbelt during the weekday. So I'm worried about restrictions on Powder Mill Road, if that's your main access point into the new facility.	Private Citizen 84		Transportation and Traffic
255	Okay. I'm the president of the Vansville Heights Citizens Association. This project is in Vansville. We are in favor of the project. We just want the project to work with the Vansville Heights Citizens Association. Our concerns are infrastructure and the environmental impact. That's it.	Private Citizen 85		Public Participation
256	Well, I am opposed to the project. I think it's not the proper location for an industrial manufacturing facility. It's a farm. It's a pristine area. I'm not opposed to developing it, but I don't think that an industrial manufacturing facility is the best option to put there.	Private Citizen 86		Land Use
257	I think the traffic is going to be horrendous and I'm sorry, am I going too fast? Oh, you're good then. I think the traffic situation, which already is really at a standstill during rush hour, would be really compounded if that were built there.	Private Citizen 86		Transportation and Traffic
258	I'm hearing a number of bad things about the environmental impact and just heard that the waste water treatment would not go through the WSSC waste water treatment facility, but rather, the BARC. So it's not, you know, a large waste water treatment facility that's going to do it and it's just going to get into the local stream. There are a lot of other environmental reasons, but that kind of sums it up. Thank you.	Private Citizen 86		Water Resources

Appendix G: Scoping Letters Received from Federal Agencies, State Agencies, and Local Organizations

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

DEC 13 2019

Mr. Harvey Johnson
U.S. Army Corps of Engineers, Baltimore District
Programs and Project Management Division
2 Hopkins Plaza, 10th Floor
Baltimore, Maryland 21201

RE: Scoping to Prepare an Environmental Impact Statement for the Bureau of Engraving and Printing Construction and Operation of a Replacement Currency Production Facility

Dear Mr. Johnson:

The U.S. Environmental Protection Agency (EPA) is responding to the Notice of Intent (NOI) from the U.S. Department of Treasury, Bureau of Engraving and Printing (BEP) to prepare an Environmental Impact Statement (EIS) to construct and operate a new currency production facility. The facility would replace BEP's current manufacturing operations in Washington, D.C. The EIS will evaluate the impacts of siting the new facility at the Beltsville Agricultural Research Center (BARC) in Prince George's County, Maryland (Project). The U.S. Army Corps of Engineers (USACE) is assisting BEP in preparing the EIS for the Project.

In accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1509), EPA is providing comments for your consideration in the development of the EIS.

As presented in the November 15, 2019 NOI, the EIS will analyze the Proposed Action Alternative of constructing a replacement facility at BARC and the No Action Alternative, along with other reasonable alternatives. We recommend including a thorough evaluation of the alternatives considered in the EIS; such an analysis would contain a comprehensive discussion of the specific constraints for the production facility, sites that have been considered, and the reason(s) sites would not meet the project's purpose and need. We have additional detailed comments regarding areas that should be included in the EIS in the attached enclosure.

We ask that you consider our comments in the enclosure during the development of the EIS. We would welcome the opportunity to discuss any of these comments and to work with you as more information becomes available. We request that you share preliminary findings and the draft EIS with EPA and other agencies that may have authority or expertise relating to the study. Please feel free to contact Carrie Traver at 215-814-2772 or traver.carrie@epa.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barbara Rudnick".

Barbara Rudnick
NEPA Program Coordinator

Enclosure

Detailed Comments for Scoping

Bureau of Engraving and Printing - Construction and Operation of a Replacement Currency Production Facility

EPA has the following recommendations for consideration in the development of the EIS:

Purpose and Need

The purpose and need for the project define the range of alternatives evaluated. Therefore, it is important that they are identified in the EIS. The purpose and need of a replacement facility were clear in the presentations provided at the agency meeting on December 3, 2019. We suggest that this information be reiterated and expanded in the EIS.

Alternatives Analysis

As described in the regulations for the CEQ (40 CFR §1502.14), the examination and comparison of the alternatives under consideration is the heart of the environmental document, and the details of each alternative, including the “no action” alternative, should be clearly presented in a comparative form for easy analysis by the reader.

To allow for transparency to the public, detailed information regarding site requirements and challenges should be included in the EIS. Siting requirements listed in the NOI include accessibility to commercial airports and interstate roadways and “maintaining a reasonable commuting distance” for the workforce. Operational, security, and safety standards may also factor into site selection. A robust analysis of alternatives would include a detailed description of the key site requirements and a clarification of how factors such as a reasonable commuting distance are assessed. Any supporting documents should be referenced.

Additionally, to support the analysis, we recommend including a list of sites that have been examined for the facility relocation. We recommend consideration of redevelopment sites in the Washington D.C. metropolitan area, such as the former Landover Mall. If alternatives are dismissed because they fail to adequately address the identified needs, it would be helpful to indicate the specific failure(s) or concerns for each site. (For example: “Site 1 is greater than x distance from an interstate and x acres is too small to support a facility of 750,000 square feet.”)

Environmental Impacts - Background/Site Characterization

It is our understanding that a number of studies have been conducted or are ongoing at the site to characterize the current conditions and potential resource impacts (e.g. identification of aquatic resources, characterization of soils, tree surveys, etc.). The EIS would benefit from an explanation of the studies conducted at the proposed site and documentation of methods, results, etc. in the appendices or attachments.

In addition, we recommend coordination with applicable agencies and providing preliminary methods, results, and/or reports of environmental studies prior to release of the draft EIS to ensure that any concerns regarding assessment type, methodologies, or data collection are addressed early in the process.

Air Quality

EPA, under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six contaminants, referred to as criteria pollutants (40 CFR 50). These are: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter (PM), lead (Pb), and sulfur dioxide (SO₂). Particulate matter is divided into two classes, coarse particulate matter (PM₁₀), i.e. particulates between 2.5 and 10 microns in diameter, and fine particulate matter (PM_{2.5}), i.e., particles less than 2.5 microns in diameter. The NAAQS include primary and secondary standards. The primary standards were established at levels sufficient to protect public health with a margin of safety. The secondary standards were established to protect the public welfare from the adverse effects associated with pollutants in the ambient air. The Clean Air Act mandates that state agencies adopt State Implementation Plans (SIPs) that target the elimination or reduction of the severity and number of violations of the NAAQS. The EIS should identify areas that meet the NAAQS standard for a criteria pollutant and those areas where a criteria pollutant level exceeds the NAAQS.

A general conformity rule analysis should be conducted according to the guidance provided by the EPA in Determining Conformity of General Federal Actions to State or Federal Implementation Plans. Under the general conformity rule, reasonably foreseeable emissions associated with all operational and construction activities, both direct and indirect, must be quantified and compared to the annual de minimis levels for those pollutants in nonattainment for that area.

The EIS should also include a discussion of emissions that may be associated with the operation of the facility and permits that will likely be needed, including any regulated hazardous air pollutants.

Groundwater and Water Use

The principal aquifers in the region should be described, and any public or private wells that could potentially be affected by the project should be identified.

We recommend that the EIS identify estimated water usage, source(s) of water, and include a discussion of available recirculation or reuse options that may be available.

Surface Water Resources

The EIS would benefit from a narrative discussion of the specific temporary and permanent impacts to biological, physical, and chemical characteristics of aquatic ecosystems. Potential direct or indirect effects such as impacts to wetland or stream hydrology from the construction of the facility, crossings, or outfalls should be included.

The EIS should outline specific measures to protect surface waters, including erosion and sedimentation control practices during construction, and post-construction management and treatment of stormwater. As part of this analysis, it would be helpful to discuss how the proposed stormwater management facilities protect water quality by addressing pollutants such as runoff from parking lots (including thermal impacts, heavy metals and petroleum/oils) and landscape pollutants (such as fertilizers, pesticides, bacteria, and sediment) from entering surface waters.

Any planned discharges or potential for spills during operation of the facility, including spill prevention systems and plans should also be described.

Wetlands and Streams

As part of the impact assessment, all aquatic resources on or immediately surrounding the site should be delineated and characterized. Wetlands on the site should be delineated according to the 1987 Corps of Engineers Wetlands Delineation Manual (“the 1987 Manual”) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0).

To discuss potential impacts, information regarding the wetlands should be included in the EIS, including the size of the wetland in the study area, the total area of the wetland(s), vegetation, sources of hydrology, and area of any direct or indirect impacts.

In accordance with the Section 404 of the Clean Water Act, impacts to wetlands should be avoided or minimized whenever possible. If impacts are planned or likely, an analysis of the wetland’s functions and values should be included and considered in the EIS. Wetland functional assessments are useful for documenting baseline conditions and establishing a point of reference for future mitigation actions. If impacts are anticipated, a mitigation plan that compensates for lost or reduced functions and values may be needed.

Streams should also be mapped and potential positive or negative permanent and temporary impacts to streams onsite and in the affected watersheds should be assessed. Impacts may include the addition, replacement, or expansion of road crossings, construction of outfalls, or installation of utilities.

Opportunities may exist to improve the quality and functioning of stream and wetland resources onsite or in the vicinity, including upgrading undersized or failing existing road crossings. Other water quality protection and enhancement opportunities may include riparian buffer enhancement, protecting and enhancing floodplain areas, stream restoration, and enhancing native vegetation in wetlands.

Green Infrastructure and Low Impact Development

EPA encourages and promotes principles of sustainable design, which recognizes the interconnection of human resources and natural resources, and considers both in site and building design, energy management, water supply, waste prevention, and facility maintenance and operation.

The proposed facility is expected to be 750,000 to 1 million square feet in size and manufacturing facilities will be limited to a single floor. As this will create an extensive roof area, a suite of options to reduce impact and enhance building efficiency should be considered, including water collection, solar panels, and green roof installations. We strongly recommend consideration of water collection and storage from the roof to reduce runoff and facility water use. Installation of a solar array could also generate energy for the facility, reducing dependency on the local utilities and reducing long-term energy costs. Green roof installation could reduce stormwater runoff, provide a building amenity, and reduce visual impacts from the facility.

Given the large size of the building, we recommend consideration of opportunities to minimize the construction of other impervious areas associated with the facility such as parking, sidewalks, and roads. Such measures include construction of structured parking and use of pervious pavement options where possible, especially for emergency access roads and sidewalk areas.

We also recommend evaluating opportunities to incorporate green infrastructure in site design to reduce runoff volume and improve water quality. A number of opportunities may also exist to provide co-benefits. For example, tree pits or trenches along parking areas can provide shade as well as stormwater retention. Rain gardens, bioswales, planter boxes, and other vegetation-based stormwater best management practices (BMPs) can provide aesthetic enhancement as well as water quality protection. If native species are used, these BMPs can also provide foraging habitat for birds and pollinators.

The new facility should also provide BEP opportunities to further its efforts to reduce energy usage. EPA encourages consideration of operational and administrative facility design incorporating energy efficient features, lighting, and infrastructure. Please consider recommendations such as those included in the LEED (Leadership in Energy and Environmental Design) Green Building Rating System. LEED is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. For more information, please review information from the U.S. Green Building Council at: <http://www.usgbc.org/leed>.

In summary, EPA recommends the incorporation of low impact development (LID) design features where possible for building design, parking, paving, landscaping, and stormwater management. While costs will be a consideration, we recommend analyzing the cost-benefit assessment over the expected life of the facility or the life of the management practices.

Guidance and resources for implementing green infrastructure practices and LID can be found at the following sites:

- <https://19january2017snapshot.epa.gov/sites/production/files/2015-09/documents/eisa-438.pdf>
- www.epa.gov/greeninfrastructure
- www.epa.gov/nps/lid
- www.epa.gov/smartgrowth <http://www.bmpdatabase.org>

Utilities

The EIS would benefit from a discussion of the utilities that will be required for the Project (electric, water, sewer, etc.), whether existing infrastructure has sufficient capacity, and what needs may be addressed by onsite facilities.

Hazardous Wastes

The Beltsville Agricultural Research Center (BARC) has been listed on the National Priorities List since May 31, 1994. Three Areas of Concern were identified in the vicinity of the parcel in the 1990's. The most significant area appears to be BARC 9 – the “Dump off Odell Road”, which covered approximately 70 acres south of Odell Road. The past remedial actions and results of the current investigations should be discussed in the EIS. The EIS should indicate the extent of soil and groundwater testing, and any known soil or groundwater contamination on the site should be described.

The potential impacts from construction and any necessary remediation should be discussed. Earth-disturbing activities should be carefully planned to prevent the potential mobilization of contaminants. We suggest consideration and evaluation of any potential changes from added impervious surface area and stormwater management facilities.

We also recommend that the EIS describe known hazardous materials located within the study area, including asbestos-containing materials (ACM), lead-based paint, and oil and other hazardous materials. Remedial methods and a detailed plan for disposal should be discussed.

Waste and Pollution Prevention

The EIS should also discuss the waste streams (including air, water, and solid waste) generated at the facility during operation, including any hazardous wastes, how such wastes would be managed, and applicable permits.

In October 1990, Congress passed the Pollution Prevention Act [42 U.S.C. §13101 et seq.] which called for preventing and reducing pollution at the source wherever possible. Pollution prevention includes reducing or eliminating waste at the source by modifying production processes, promoting the use of nontoxic or less toxic substances, implementing conservation techniques, and reusing materials rather than putting them into the waste stream. It would be helpful to describe how design or practices at the new facility will address pollution reduction and prevention.

Wildlife and Biological Resources

Impacts to wildlife and vegetation that may occur in the Project area, include but are not limited to: vegetation clearing and maintenance, noise and construction disturbance, bird mortality from window strikes (see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds/collisions/buildings-and-glass.php>), and lighting. Impacts to species, including state and federally-listed species of special concern should be clearly evaluated, and consultation with appropriate federal and state agencies should be documented in the EIS.

As security of the facility is a consideration, impacts of security measures on wildlife passage or migration and impacts of lighting on wildlife and ecosystems should be fully evaluated. Mitigative measures should be explored.

To reduce habitat impacts and to preserve other ecological functions such as stormwater retention, we recommend avoiding impacts to wetlands and large trees where possible. Installation of native plants in landscaping could also provide and enhance habitat and provide visual enhancement of the site. We suggest maintenance and enhancement of existing forest resource be considered to benefit habitat as well as property buffer.

Invasive Species

The EIS would benefit from an evaluation of the Project's potential for dispersal of invasive species in uplands and wetlands during construction and landscape maintenance, and a discussion of any avoidance or mitigation actions taken to reduce impacts.

Cultural Resources

We are aware that evaluation of structures onsite or work has been initiated and additional archaeology investigations are planned. Consultation with the State Historic Preservation Officer throughout the planning process is recommended.

It would be helpful if the EIS clearly explains any potential impacts to historic resources, including how impacts were determined, the roles of the agencies and individuals in making the determination, and how mitigation has or will offset the impacts. Coordination with Native American tribes should also be documented.

Viewshed and Aesthetics

The EIS would benefit from a discussion of viewshed and aesthetic impacts. It would be helpful in this discussion to identify potentially impacted properties or resources and include photos.

The site includes some topographic relief. We suggest incorporating existing topography and vegetation into the site design where possible to minimize environmental impacts as well as viewshed impacts. For instance, building facilities or appurtenances such as structured parking could be built into the hillside. Use of vegetated (tree) buffers may also reduce visual impacts. Also, as noted above, green roof installation and vegetated stormwater BMPs can also be used to reduce visual effects and help the facility blend into the landscape.

Architectural options can also be used to reduce viewshed impacts. A few potential options include: creating a similar façade to historic BARC buildings, incorporating BARC buildings onsite, or creating a modern low-profile building that blends into the landscape.

Environmental Justice

We recommend that an assessment be conducted to identify whether areas of potential environmental justice (EJ) concern are present and may be disproportionately impacted by Project activities. This identification should inform appropriate outreach to affected communities to assure that communication regarding project development reaches citizens in an appropriate way and feedback from the affected communities is fully considered.

Methodologies are discussed by several agencies including CEQ. EPA's environmental justice screening tool, EJSCREEN, can be utilized to provide such information. It can be accessed at: <https://www.epa.gov/ejscreen>. EJSCREEN provides demographic information on the census block group level. A census block group is a geographical unit used by the United States Census Bureau (Bureau) and is the smallest geographical unit for which the Bureau publishes sample data. An assessment of this level can address the question as to whether low-income and/or minority communities may be disproportionately impacted by the activities described in the EIS. Specifically, consideration should be given to the block group(s) which contain the communities most impacted by the Project activities.

Additionally, please consider referring to "Promising Practices for EJ Methodologies in NEPA Reviews": <https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews>.

Socioeconomic Impacts

The EIS should include a discussion of the community and socioeconomic impacts of the Project, including the number of people, employees and/or jobs impacted as a result of the Project and address the decrease or increase of people, employees, jobs in relation to its effect on tax base, local housing, job markets, schools, utilities, businesses, property values, etc.

Noise and Vibration

The results of any noise studies or analyses in the Project area should be summarized in the EIS, including noise caused by construction and noise during the operation of the facility.

Traffic, Lighting, and Other Community Impacts

The EIS should address traffic and transportation, including an evaluation of the impacts associated with construction and expected conditions for the completed project. We understand that traffic studies have been initiated and are ongoing. We suggest as part of the traffic evaluation, the EIS should discuss existing and proposed public transportation to the area. We recommend that opportunities for enhancing access by public transit or ride sharing be evaluated.

Lighting impacts on nearby residences should also be fully evaluated and options such as height, direction, and screening of lights be considered to reduce impacts where possible.

Overall, we encourage the effort to enhance a buffer zone around the facility to reduce impacts on the community. It may be advisable to potentially install larger trees to reduce visual impacts from the facility.

Outreach

We thought that the public meeting on December 3, 2019 was helpful. We would encourage ongoing community engagement and involvement to address concerns that may arise from the proposal and to reduce misconceptions.

We suggest developing an outreach and communication plan to reach affected community members, including those who may not be able to attend a weeknight evening meeting. As the building design moves forward, we recommend soliciting specific feedback from the local community. Where possible, we suggest making specific commitments to the community to reduce potential impacts from the facility.

Cumulative Effects

The discussion of cumulative effects should include a detailed narrative that clearly describes the incremental impact of the Project when added to other past, present, and reasonably foreseeable future impacts.

The temporal scope of the assessment should specify an adequate time frame both prior to the Project as well as in the future. We recommend that consideration of impacts from road upgrades, utility installation or expansion, and impacts from future expansion of the facility be discussed in the EIS.



Maryland

Department of the Environment

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary
Horacio Tablada, Deputy Secretary

December 13, 2019

Mr. Harvey Johnson
Program and Project Management Division
U.S. Army Corps of Engineers, Baltimore District
2 Hopkins Plaza
Baltimore, MD 21201

Re: Comments on the Proposed Development of a Replacement Currency Production Facility,
Beltsville Agricultural Research Center, Prince George's County, Maryland

Dear Mr. Johnson:

The Maryland Department of the Environment's (Department), Wetlands and Waterways Program's (Program) appreciates the opportunity to comment on the proposed development of a Replacement Currency Production Facility at the Beltsville Agricultural Research Center in Prince George's County, Maryland. State of Maryland statutes and regulations require that a *Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland* (Application) be submitted to the Program prior to the initiation of any work in regulated areas, including nontidal wetlands, the nontidal wetland buffer and waterways, including the 100-year nontidal floodplain. The Application must include a thorough discussion of the project purpose and need, alternative site analysis, avoidance and minimization of impacts analysis, and proposed mitigation measures for unavoidable permanent impacts.

Prior to submitting an Application to the Program, please request a pre-application meeting. The request can be submitted on-line at:

<https://mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/PreApplicationIntroduction.aspx> .

At the pre-application meeting, we will visit the site and discuss the entire project, scope of the proposed impacts, potential avoidance and minimization measures and any required mitigation.

Through a December 6, 2019 email correspondence with Ms. Marisa Wetmore, it is my understanding that wetland and stream surveys have been completed and are currently undergoing internal review. It would be most helpful if once the internal review is completed, the surveys could be provided to the Program. After reviewing the results of the survey, the Program should be able to provide specific comments on the project.

In her December 6, 2019 email, Ms. Wetmore also included the presentation slides from the December 3, 2019 agency-specific scoping meeting. Slide 5 of the presentation references the on-site wastewater treatment plant that the proposed development could utilize. Please be advised that the facility in question, BARC East, is not currently meeting the effluent requirements in the Maryland State Discharge Permit No. 15-DP-2525, NPDES Permit No. MD0020842. The U.S. Department of Agriculture is working with the Department's Wastewater Permit Program to remedy the problem. Potential options under consideration include upgrading the plant, locating and eliminating the sources of inflow and infiltration to reduce groundwater flow entering the treatment plant, routing effluent through the land treatment system to reduce the level of metal, and relocating the current outfall to allow for more dilution in the background to relax the effluent limitations for copper and zinc.

Mr. Harvey Johnson
Program and Project Management Division
U.S. Army Corps of Engineers, Baltimore District
Page 2

As the project moves forward, please feel free to contact me with any questions or to arrange a meeting at 410-537-3766 or at amanda.sigillito@maryland.gov .

Sincerely,



Amanda Sigillito, Chief
Nontidal Wetlands Division

/as

C: Denise Keehner (Wetlands and Waterways Program)
Heather Nelson (Wetlands and Waterways Program)
William Seiger (Waterway Construction Division, Wetlands and Waterways Program)

Liguori, Stephanie

Subject: [Non-DoD Source] Scoping comments for BEP at BARC

-----Original Message-----

From: Lori Byrne -DNR- [mailto:lori.byrne@maryland.gov]
Sent: Friday, December 13, 2019 11:41 AM
To: BEP-EIS <BEP-EIS@usace.army.mil>
Subject: [Non-DoD Source] Scoping comments for BEP at BARC

Dear Mr. Johnson,

The Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. As a result, we have no specific concerns regarding potential impacts or recommendations for protection measures at this time. Please let us know however if the limits of proposed disturbance or overall site boundaries change and we will provide you with an updated evaluation.

Thank you for the opportunity to review and comment. Feel free to contact me if there should be any further questions regarding this information.

Lori Byrne

<Blocked<http://www.maryland.gov/>>

<Blocked<https://www.facebook.com/MarylandDNR/>> <Blocked<https://twitter.com/MarylandDNR>>

dnr.maryland.gov <Blocked<http://dnr.maryland.gov/>>

Lori A. Byrne

Environmental Review Coordinator

Wildlife and Heritage Service

Department of Natural Resources

580 Taylor Avenue, E-1

Annapolis, MD 21401

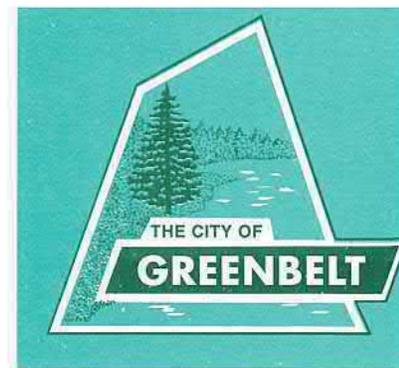
410-260-8573 (office)

410-260-8596 (FAX)

lori.byrne@maryland.gov <mailto:lori.byrne@maryland.gov>

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



December 12, 2019

CITY COUNCIL

Colin A. Byrd, Mayor
Emmett V. Jordan, Mayor Pro Tem
Judith F. Davis
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Mr. Harvey Johnson
US Army Corps of Engineers, Baltimore District
Programs and Project Management Division
2 Hopkins Plaza, 10th Floor
Baltimore, MD 21201

Re: BEP Relocation – Scoping of Environmental Impact Statement

Dear Mr. Johnson:

The proposed relocation of the Bureau of Engraving and Printing (BEP) to the Beltsville Agricultural Research Center (BARC) will have significant impacts on BARC, the environment, transportation and the surrounding community and is a proposal that the Greenbelt City Council cannot support. The Greenbelt City Council strongly believes that to fully understand the breadth of issues surrounding this project, the scope of the Environmental Impact Statement (EIS) must be extensive and not only include those issues referenced during the public scoping meeting, but thoroughly address the following community issues/concerns:

1. Wastewater discharge treatment and impact on Beaver Dam Creek.
2. Potential road closures within the BARC campus, and impacts on motorist, pedestrians and cyclists.
3. The intensity of the project compared to the low intensity of the current BARC activities.
4. The 24-hour operation of the BEP facility and associated lighting (i.e., impact on the environment/wildlife), and traffic impacts/safety including heavy truck traffic.
5. Traffic patterns and impacts on local roadways including Edmonston Road, Sunnyside Avenue and Powder Mill Road.
6. Operational history of the current BEP facility, including researching violations and enforcement issues.
7. Impacts on contributing historical resources.
8. Limited alternatives are being considered. It is the City's understanding that additional sites for the relocation of the BEP were considered. These sites should be included as alternatives in the EIS.

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov



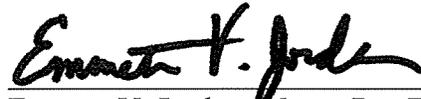
The City also believes that the EIS must consider the project in the context of the stated mission of BARC : *“The mission of the Beltsville Agricultural Research Center is to provide the American public with an exceptionally talented, highly interdisciplinary scientific community in the USDA’s largest scientific installation, and leverage these resources to envision, create, and improve knowledge and technologies that enhance the capacity of the nation – and the world – to provide its people with healthy crops and animals; clean and renewable natural resources; sustainable agricultural systems; and agricultural commodities and products that are abundant, high-quality, and safe.”*¹. Projects that further the mission of BARC should be the subject of future development proposals/EIS’s, not projects that are in direct conflict with it.

In closing, the City is requesting that the public scoping comment period be extended beyond December 15, 2019. At the public scoping meeting on December 3, it was noted that there would be an opportunity to ask questions and/or offer input in the auditorium at the conclusion of the presentations amongst all that were in attendance. However, this did not occur; instead, the presentation session ended abruptly and attendees were provided an opportunity to ask questions and provide comments individually to agency staff persons present. Attendees should have been provided an opportunity to ask questions, provide input and receive answers amongst all of those in attendance. Often, this results in everyone benefiting and being more informed. Additional time for public comment will allow more time for interested parties to review the scoping materials, ask questions and prepare comments.

Sincerely,



Colin Byrd, Mayor



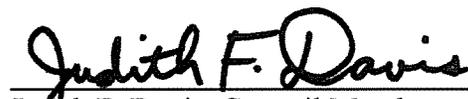
Emmett V. Jordan, Mayor Pro-Tem



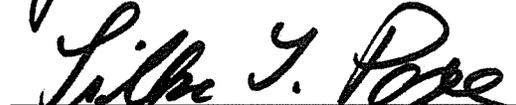
Leta M. Mach, Council Member



Edward V.J. Putens, Council Member



Judith F. Davis, Council Member



Silke I. Pope, Council Member



Rodney M. Roberts, Council Member

¹ <https://www.ars.usda.gov/people-locations/people-list-offices/?modeCode=80-42-05-00>

cc: The Honorable Ben Cardin
The Honorable Chris Van Hollen
The Honorable Steny Hoyer
The Honorable Angela Alsobrooks
The Honorable Todd Turner
The Honorable Thomas Dernoga
Mr. Chuck Davis, BEP
Greenbelt City Council
Nicole Ard, City Manager
David Moran, Assistant City Manager
Terri Hruby, Director of Planning & Community Development
Dr. Howard Zhang, BARC
Mr. Chris Bentley, BARC

Mr. Harvey Johnson
U.S. Army Corps of Engineers
Baltimore District Programs and
Project Management Division
2 Hopkins Plaza, 10th Floor
Baltimore, MD 21201

Re: Comments to Scoping Phase for Bureau of Engraving and Printing Replacement Project

Dear Mr. Johnson:

Thank you for the opportunity to provide comments regarding the Scoping Phase for Bureau of Engraving and Printing (BEP) Replacement Project. My comments reflect the presentation and comments from my town hall meeting, the presentation and materials provided at the December 3, 2019 Public Meeting and on the project web site.

Alternatives to the Beltsville Agricultural Research Center (BARC) property. BEP claims to have conducted a vigorous analysis of multiple sites with your presentation on December 3rd stating that “nearly 100 sites and multiple funding options explored.” No information has been provided to date about alternative sites to date, making it difficult for the public to address the issue as part of the scope. The alternatives of analysis for the Draft EIS should include the list of sites reviewed, and provide detailed analysis of the top 10% of the sites (10 sites) and methodology used to evaluate them. I have seen public comments about whether the site of the former Landover Mall (Route 495 and Route 202) was included as it has both roadways and public transportation for access.

Transportation. The Baltimore-Washington corridor has reached gridlocked traffic congestion, particularly along the North-South corridor adjacent to the BARC. Transportation capacity adequacy analysis should not be myopic and limited to just the intersections near the Baltimore-Washington Parkway and Powder Mill Road. Link analysis should be made of the Parkway, Edmonston Road/Kenilworth Avenue and Route 1. Further the long-delayed Route 201 extended plan should be revisited and MDOT should update it. Alternative routes will be used by workers at the proposed site regardless of location and should be included in the EIS.

In addition, the proposed site is not accessible by public transportation. Shuttles from the Greenbelt Metro should be evaluated along with what Metrobus services are available or could be made available. Further, options for addressing traffic congestion should include extension of the Green Line to the Muirkirk MARC station or even further north.

Environmental – Watersheds. The BARC is home to several watersheds including the Indian Creek and Upper Beaverdam Creek. The potential impacts to these watersheds need to be considered in detail. The evaluation methodology should be publicly available and subject to public comment.

Environmental – Bird Studies. An analysis published in the journal Science (September 2019) documented a decline of birds in the United States by 29% over the past half-century, a catastrophic loss to ecosystems. A key issue is habitat loss. The area around the proposed site is a prime nesting area for particular bird species. Studies of some of these species have been ongoing for three decades or more. The potential impact of further building and removal of undeveloped lands must be evaluated, and minimization practices must be implemented.

Energy Usage. What types of energy sources will be considered? The State of Maryland is a leading proponent of alternative sources of energy. Use of solar and geothermal should be prioritized. Information on this aspect of the project is missing from the current information provided and should be included in the Draft EIS.

Water Usage. What will be the water and sewer requirement and impact on the existing system? What will be needed to connect adequate access? Are special systems required to handle the by-products of the printing and engraving process to ensure chemicals or other toxic by-products are not entering the sewer system? There should be a section addressing these issues included in the EIS.

Waste management. What types of waste are produced and how is the waste managed? What are the options for recycling? In particular, are there processes to ensure that hazardous waste is kept separate from normal waste with appropriate safeguards in place to monitor, track, and disposal of.

Communications and Web Site. Based on constituent responses that we are still receiving, it is clear that continued dialog with regional residents be part of the process. This should be in person, and via your web site. We have received complaints that the website does not have as much information as residents would like, including specifics of analysis of alternative sites, methodologies used, and details in environmental impacts.

Again, thank you for the opportunity to provide comments regarding the Scoping Phase. I look forward to continuing to work with you on this project. Please call me with any questions.

Sincerely,

/s/

Thomas E. Dernoga
Councilmember District 1
Prince George's County, Maryland

Appendix H: Stenographer Report from December 3, 2019 Public Meeting

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U.S. BUREAU OF ENGRAVING AND PRINTING

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REPLACEMENT CURRENCY PRODUCTION FACILITY

+ + + + +

PUBLIC SCOPING MEETING

+ + + + +

TUESDAY
DECEMBER 3, 2019

+ + + + +

The Public Scoping Meeting was held in
the Building 003 Auditorium, Beltsville

Agricultural Research Center, 10300 Baltimore

Avenue, Beltsville, Maryland, at 6:00 p.m.,

Jennifer Kellar, facilitator, presiding.

PRESENT

JENNIFER KELLAR, AECOM

CHUCK DAVIS, Bureau of Engraving and Printing

HARVEY JOHNSON, US Army Corps of Engineers

MICHAEL ROBERTSON, AECOM

ALSO PRESENT

CRAIG BOOTH, Bureau of Engraving and Printing
TERESA FYNES, Bureau of Engraving and Printing
MARTY GREINER, Bureau of Engraving and Printing
TASHEDA HARDY, Bureau of Engraving and Printing
DAVID KACZKA, Bureau of Engraving and Printing
LYDIA WASHINGTON, Bureau of Engraving and Printing

CHRIS BENTLEY, US Department of Agriculture
MATT BREITENOTHER, US Army Corps of Engineers
DAN COCKERHAM, US Army Corps of Engineers

BRITTANY CRISSMAN, US Army Corps of Engineers

EVA FALLS, US Army Corps of Engineers

MARIA FRANKS, US Army Corps of Engineers

LAUREN JOYAL, US Army Corps of Engineers

CARLOS LAZO, US Army Corps of Engineers

SARAH LAZO, US Army Corps of Engineers

MIKE SCHUSTER, US Army Corps of Engineers

MARISA WESTMORE, US Army Corps of Engineers

BRIAN BOOSE, AECOM

NATALIE KISAK, AECOM

STEPHANIE LIGUORI, AECOM

MELANIE LYTTLE, AECOM

TONY LOPACKI, PSG

TOM SGROI, PSG

ERIC McAFEE, ALLIANCE

1 P-R-O-C-E-E-D-I-N-G-S

2 (6:38 p.m.)

3 MS. YOUNG: Okay. I live in Greenbelt
4 and I'm very upset about the possibility or the
5 likelihood of having this project in our beloved
6 farm. It would have an extremely bad
7 environmental impact, more runoff than is
8 imaginable, traffic problems, ruin the habitat
9 for all the animals nearby who count on the
10 darkness at night, and lack of constant people.

11 It's one of the few places that are
12 one of the few peaceful places left in our area,
13 and it's devastating to think that it will soon
14 be gone. I don't believe that taking a little
15 bit of it is okay.

16 I don't think that that -- I think
17 that will do enormous harm to the entire farm and
18 the surrounding area.

19 I'm an environmentalist. Did I say
20 that already? Did I say that I'm an
21 environmentalist? Okay. I'm an
22 environmentalist, as are many people in

1 Greenbelt, and we're concerned about this. Thank
2 you.

3 (Whereupon, the above-entitled matter
4 went off the record at 6:40 p.m. and resumed at
5 6:42 p.m.)

6 Ms. SWERDA-POOLE: Okay. I live at
7 11212 Odell Farms Court. My backyard abuts BARC
8 property. And I only heard about this from my
9 next door neighbor in April, at which time I
10 sent, once a month, an email to Steny Hoyer, and
11 got no reply.

12 And so I relied on my neighbor, who
13 went to the last meeting, to tell me what was
14 going on, and to inform me about this meeting
15 also. I don't know how word is getting out about
16 these meetings, but it's not being disseminated
17 in any way that the neighbors most directly
18 affected can discover it.

19 I'm surprised that we found out that
20 the site had already been chosen of the many
21 thousands of acres on BARC to be so closely
22 situated to a, I realize small, but a housing

1 development.

2 And I believe most of the residents,
3 like me, moved there for the quiet and the trees,
4 both of which are going to be threatened. We
5 have no real assurances that the many trees that
6 are in our backyards, and buffering other parts
7 of BARC, are going to remain.

8 And since we are the only housing
9 community that is directly abutting the property,
10 there are other houses on the other side of Odell
11 Road, we are on the side of BARC.

12 And no one from the government
13 bothered to contact us in any meaningful way.
14 The traffic is already terrible. There's a
15 study, which I don't have a whole lot of faith
16 in, that shows some congestion, but with 1400
17 more employees round the clock, I think that the
18 roads currently there won't support the
19 additional traffic.

20 I also have no confidence that access
21 to Kenilworth Road will continue. As we've
22 already had Poultry Road closed since 9/11, and

1 NASA closed parts of Soil Conservation Road to
2 make a new facility, so that convenient part of
3 the road was also put out of our reach.

4 And since I've -- I have my family,
5 I've lived in this area since 1926, we know how
6 BARC used to operate and it was an open facility,
7 which has consistently, over the years, become
8 less and less.

9 So I would like someone from the
10 Bureau of Engraving and Printing to more closely
11 look at the impact on our neighborhood because
12 it's not just a few houses, it's also, you know,
13 our investment in our property, and a way of life
14 that was fairly quiet, and leafy. That's all.

15 It was a summer intern who had no idea
16 what I was talking about and they said they'd
17 back as soon as they found out anymore
18 information, which did not happen.

19 (Whereupon, the above-entitled matter
20 went off the record at 6:49 p.m. and resumed at
21 6:50 p.m.)

22 MS. MCCAULEY: My first concern is the

1 noise that will be generated from the new
2 facility. Our neighborhood, which is North Creek
3 Farms, that borders the site, has interesting
4 topography regarding how sound travels.

5 We'd like to see the studies consider
6 a 2nd story reading when dealing with sound. For
7 an example, our neighborhood on our 2nd floor,
8 with the windows closed, can hear every car, the
9 rumble strips, every time a car goes over it,
10 which is something you wouldn't think would
11 happen, but due to the hills and the lay of the
12 land, the sound echoes and can be a real
13 disturbance.

14 Second concern is regarding the light
15 that we will now see from that facility, being a
16 high security facility. Right now, we have been
17 fortunate that we are bordering trees and it is a
18 nice dark area.

19 We fear that it is going to be bright
20 24/7 with the lighting that will need to be
21 installed for a facility that large.

22 (Whereupon, the above-entitled matter

1 went off the record at 6:51 p.m. and resumed at
2 7:01 p.m.)

3 MS. KELLAR: Good evening, everyone.
4 Thanks for coming out this evening. This is the
5 public scoping meeting for the replacement
6 currency production facility environmental impact
7 statement.

8 We hope that you've used this first
9 hour to circulate in our open house and to visit
10 with the folks at the various poster stations to
11 learn more about what's proposed.

12 Also, we have our stenographer here,
13 to my right, who is available to capture comments
14 throughout the evening. He'll be taking a brief
15 break during this presentation, which should not
16 last more than about 20 minutes, and then you can
17 resume visiting the poster stations, and also
18 stop by and leave a comment.

19 During the presentation, we'll talk to
20 you about the various ways that you can submit
21 your comments tonight, and after tonight, up
22 through December 15th.

1 My name is Jennifer Kellar. I will be
2 facilitating this evening's meeting. I just want
3 to make a couple of announcements in case you
4 haven't heard this already.

5 Emergency exits, either side, and then
6 back out through the hallway on either end.
7 Restrooms, women's room is to my right in the
8 hallway, men's room is to the left.

9 And we will go through this
10 presentation and then again, you'll have an
11 opportunity to make comments and visit with the
12 poster stations. So we'll go ahead and get
13 started with Chuck Davis from the Bureau of
14 Engraving and Printing, who will be our first
15 presenter this evening.

16 MR. DAVIS: Good evening, everyone.
17 Can everyone hear? So I just want to start out
18 with who we are. We're the Bureau of Engraving
19 and Printing. We're the ones that design and
20 produce your currency that you carry in your
21 wallet. We're not the Mint, so a running joke,
22 sorry.

1 We don't make your coins, but so we
2 are a bureau within the Department of Treasury.
3 We began operating in the late 1800s and are the,
4 you know, sole producer of the U.S. currency
5 everybody knows and loves.

6 So we operate two facilities right
7 now. Currently, we are in Washington, D.C. We
8 consist of two large buildings. The other
9 facility that we have is a more modern facility
10 down in Fort Worth, Texas. It opened up in the
11 early 1990s.

12 Our facility also, in D.C., consists
13 of a leased warehouse space out in Landover,
14 Maryland. We need this space because we
15 currently cannot take any type of large, you
16 know, typically, you know, small semis or
17 anything like that into downtown, both either the
18 facility loading dock can't accept it, and the
19 roads.

20 The pictures here are just the two
21 buildings. They're right across the street from
22 each other, connected by an underground tunnel.

1 So the purpose of this proposed action
2 that we're all here for is to look at the
3 replacement of our Washington, D.C. facility. So
4 we've been looking at whether a new facility or
5 the renovation of our existing facility makes
6 sense for approximately 20 years now.

7 This has not been a short duration.
8 It's something that has spanned multiple
9 administrations, multiple Congresses, and it all
10 comes down to why we need to upgrade our
11 facilities is because, you know, our D.C.
12 facility production occurs in multi-wings, multi-
13 stories.

14 Not ideal for production of currency.
15 Unlike our Fort Worth facility, it's all single
16 floor, so what that causes is, inefficiencies, it
17 costs more to produce the same note in D.C., we
18 have higher incidents of employee mishaps and
19 safety issues because of the amount of movement
20 and material in our Fort Worth -- or in our
21 Washington, D.C. facility.

22 The current configuration also really

1 hinders any type of upgrades to our production
2 equipment. The production equipment is getting
3 larger and larger. Our wings, our floor-to-
4 ceiling height, none of that changes.

5 So any time we have to bring in new
6 equipment, we either have to specially modify it
7 or do major renovations to our facility.

8 And then also, as you can imagine, at
9 facilities that are over 100 years old have
10 antiquated utility and infrastructure systems
11 that are constantly causing us downtime.

12 So our proposed action is to construct
13 a smaller, more efficient modern facility that
14 would streamline our operations, and improve
15 safety, and security, and reliability.

16 So we anticipate, and it's been
17 confirmed by the Government Accountability
18 Office, that if this proposed action goes
19 through, we would reduce our federal footprint by
20 over 30 percent.

21 We have too much of the wrong type of
22 space right now. It's inefficient, it's bad for

1 taxpayer -- the taxpayer, it's bad for our
2 mission.

3 And as you can imagine, in order to
4 get Congress to approve moving forward with this,
5 we needed to go through multiple steps of
6 justifying why this is needed, why there's a
7 future for currency, and, you know, currency
8 still exists.

9 And like I said, the GAO, which is,
10 basically, the gold standard for government
11 auditing, approved that.

12 So why BARC? First of all, we have a
13 very, very highly-skilled workforce and most of
14 them live in Maryland, and a majority of them
15 already live in Prince George's County.

16 So we have, like I was saying, highly-
17 skilled workforce that can't be replicated
18 outside of the national capital region, so we
19 purposely decided, hey, we're not moving to West
20 Virginia, we're not moving to North Carolina, any
21 of that, because the people that produce our
22 currency go through, you know, some of them go

1 through ten-year apprentice programs.

2 These are high-skilled people that we
3 can't pick up on the commercial world, you know,
4 out in the commercial side, so to move, we would
5 probably lose a significant amount of that
6 workforce.

7 We looked at over 100 sites, both
8 private and federally-owned sites, over the last,
9 I would say, probably, five years. We did an
10 extensive study. Just those 100 sites met our
11 initial criteria, which was basically size and
12 proximity to interstates, airports, and once you
13 started looking at these sites, they kind of
14 weeded themselves out, based on shape, based on
15 topography, based on available infrastructure.

16 And then we further narrowed it down
17 to just the federal properties that are
18 available. There's multiple executive orders,
19 multiple OMB memorandums, and directives that
20 reduce the footprint; stop buying property.

21 So most of these private sites that we
22 looked at were anywhere from \$40 million to \$50

1 million, \$60 million for 100 acres, as you can
2 imagine, in the national capital region. There's
3 not a lot sites out there.

4 So we really honed in on the
5 federally-owned sites and that's kind of where
6 we're at right now.

7 So as we said, we produce the currency
8 notes for the Federal Reserve Board. You know,
9 new designs that are being contemplated right now
10 are going to require additional printing
11 equipment and expertise.

12 And so we need a single-floor
13 manufacturing facility that can do this. We
14 can't move everything to Fort Worth. We can't
15 put all our eggs in one basket. And so hence the
16 reason for a coup site.

17 And more importantly, you know, USDA
18 and Congress both support this action. The new
19 facility, they support the development out here
20 at BARC. It was in the farm bill last year that
21 it was passed, that supports the actual
22 development of a parcel of land here at BARC.

1 So proposed actions and alternatives,
2 so just to give you a quick, what are we looking
3 at here? We're looking at a manufacturing
4 facility, our admin staff, for the most part,
5 will stay downtown, so we're looking at about
6 1400 employees spread over three shifts.

7 We're a 24-hour a day operation. We
8 work five days a week. Sometimes we work
9 overtime on the weekend, depending on currency
10 demand, so one think I do want to point out, you
11 know, everybody's concerned about traffic.

12 Most of our employees will be onsite
13 before 6:30 in the morning and the next shift
14 comes in at 2:00/2:30. Not to say that there's
15 not going to be traffic impacts. We're studying
16 that right now.

17 We don't know the results of that yet,
18 but that will be included in the environmental
19 impact statement and how we plan to mitigate
20 that.

21 We're looking at anywhere between
22 850,000 to 1 million square feet. You'll see on

1 the -- I believe the next slide has, you know,
2 kind of, what our Fort Worth facility looks like,
3 and I just want to reiterate, that's not what
4 we're proposing here.

5 We don't know what this facility will
6 look like. We haven't hired a design team yet,
7 but it will function similar to our Fort Worth
8 facility. You know, raw material goes in, it
9 prints, goes to a vault, ships out, so that's
10 kind of to give you an idea of what we do.

11 Proposed height, we're looking at
12 anywhere between 30, 40 feet, so it's not an
13 overly tall structure. We're trying to minimize,
14 as much as possible, view sheds, you know, impact
15 to view sheds.

16 We're looking at site access from
17 Powder Mill Road. Nothing touching Odell Road.
18 I know that's been a concern. Onsite air and
19 waste water treatment, I know there's been some
20 concerns about that as well.

21 So what I can tell you is, we comply
22 with -- we will comply with Clean Water Act and

1 Clean Air Act, and we will comply with Maryland
2 Department of Environment. They will permit
3 everything.

4 As far as treatment of any types of
5 waste, I can assure you it's not being dumped in
6 a stream. It will go through multiple levels of
7 treatment and, you know, be -- go to the
8 appropriate WSSC treatment plant or USDA
9 treatment plant before it even goes anywhere
10 else.

11 We want to enhance and incorporate the
12 forest buffer zones. You know, for those of you
13 who have seen the site, there's some definite
14 forested -- heavily forested areas on the north
15 and the east. You know, we're basically -- want
16 to maintain that because it reduces the view shed
17 from other areas.

18 And then we're also looking at
19 multiple low-impact development, green
20 infrastructure. You know, examples of that are
21 green roofs, photovoltaics, obviously, we're
22 going to -- as any federal facility, federal

1 project has to go down LEED accreditation, for
2 those of you familiar with that.

3 And just finally, at a minimum, the
4 CIS will look at the proposed alternative, which
5 is here at BARC, and the no action alternative,
6 which is staying where we're at.

7 So again, this is a -- just an aerial
8 of our Fort Worth facility, about -- between
9 700,000, 800,000 square feet. Again, I just want
10 to emphasize, this isn't what this thing is going
11 to look like.

12 There are multiple ways that our hired
13 design team can go about making this an appealing
14 looking site, but this is just to give you an
15 idea of, kind of, size and scoping.

16 And notice, the multiple -- you know,
17 I just do want to point out, the multiple housing
18 developments that we currently live with
19 constantly, you know, 24 hours a day down there.

20 There's thousands of homes around our
21 facility and we're, you know, a great partner at
22 Fort Worth, we were just recently awarded the

1 Industrial Partner for the city for the year, and
2 that basically is an environmental award;
3 environmental stewardship award.

4 So with that, I want to turn it over
5 to Harvey Johnson, who is our partner from USACE,
6 Army Corps of Engineers, sorry, who we have
7 partnered with to assist us with the construction
8 design, environmental process for this program.

9 So they're going to be our partners
10 for the next, you know, ten years, until this
11 whole program is fully executed. We brought them
12 onboard because they're the experts. I mean,
13 they're the national experts in construction and
14 design, and environmental compliance, so thank
15 you.

16 MR. JOHNSON: Good evening, everyone.
17 My name's Harvey Johnson. I want to talk to you
18 about a few of the next steps, the proposed
19 action and activities that are going to be
20 occurring.

21 The next slide, I'm going to get into
22 a little bit more detail about some of the stuff

1 that we've already been doing on the project
2 site, but we need to complete the site-specific
3 studies and investigations, and I will go through
4 those in greater detail.

5 We are in the process of hiring a
6 designer, you know, that's going to come in and
7 assist the Army Corps of Engineers, and BEP, in
8 designing a facility that would meet all of their
9 requirements, whether they're operational,
10 security, safety, all the required codes and
11 regulations.

12 We do know we need to prepare this
13 site for development. It's an existing developed
14 site. It was developed, obviously, several years
15 ago, but there's going to be work associated with
16 developing that site so that this facility could
17 be constructed here.

18 We're going to have to install and
19 connect underground utilities to this facility,
20 you know, infrastructure-related activities.

21 We do expect that we're going to be
22 constructing -- designing and constructing this

1 facility in an incremental approach, or a
2 sequential approach, so there may be a
3 possibility that we would be doing some sort of
4 early construction, to maybe bring a utility to
5 the site, or, you know, possibly modify, you
6 know, some roadways that might need to be
7 modified.

8 So we could be doing things
9 sequentially before the primary construction of
10 the facility occurs.

11 As well as that, BEP itself, their
12 plan is to occupy this facility in a phased
13 fashion. They're going to be doing transition of
14 personnel and production operations from downtown
15 D.C. over several years.

16 The proposed timeline, the blue box
17 that you can see up here on the slide, primary
18 facility construction is proposed to occur
19 sometime in late 2021 or early 2022. We do
20 envision it's going to be about a three-year
21 construction period, and that's for the main
22 facility itself, so that would have us completing

1 primary facility construction by 2025.

2 That staggered approach, with them
3 bringing multiple lines on over many years, BEP
4 envisions that they'll probably be -- or they
5 will be fully operational by the year 2029, so
6 like Chuck had indicated, it's about a ten-year
7 process in order for everything to be done and
8 for all of the functions to be relocated.

9 So I mentioned earlier, the ongoing
10 studies and investigations. For the last several
11 months, we've been collecting an awful lot of
12 data on this site and our goal has been to
13 collect as much information as possible that's
14 going to allow us to make very well-informed
15 decisions as we work our way through this NEPA
16 process and Michael's going to talk a little bit
17 about that process.

18 But the data we have been collecting,
19 I just wanted to give you a little bit of an
20 update on.

21 We've sent our internal staff and
22 contractors out onsite. We've delineated the

1 site. We've located where streams are, we've
2 located wetlands, we've done tree surveys, we've
3 located any existing feature that's on the site
4 so we know what the existing site's constraints
5 and conditions are.

6 We have hired contractors to do both
7 soil and ground water testing for environmental
8 purposes. Those results have not come back yet,
9 but we will have a report that's going to detail
10 what the findings are related to soil samples and
11 ground water samples.

12 As part of the NEPA process, we're
13 going to do archeological studies to assess what,
14 you know, archeologically may have occurred on
15 this site.

16 One thing that I think a lot of people
17 may be interested in too, as this project
18 evolves, is landscapes and view sheds. You know,
19 what does this project look like to me from Odell
20 Road? Or what will I see from Powder Mill Road?

21 So we are going to assess what those
22 view sheds would be based on whatever alternative

1 we end up deciding to do as we work our way
2 through this process.

3 Traffic and utilities, we have poster
4 boards out in the main areas with our subject
5 matter experts here. We've done a full utility
6 analysis. We've assessed all the utilities that
7 not only the facility would require, but what's
8 existing operations on the BARC site, and the
9 purpose of this was to identify what was required
10 for utility services to be provided to this
11 facility, what modifications are required, what
12 new services are required.

13 We don't know the whole answer yet,
14 but we're doing the analysis so that we know that
15 whatever we propose to do will function and will
16 work.

17 The traffic analysis is looking at
18 multiple locations around this area and the
19 impacts to traffic. We've assessed not only the
20 existing conditions, but we're going to apply the
21 with-project conditions as well.

22 That modeling is not finalized yet,

1 but we will be able to assess and determine what
2 the impacts to traffic are related to the BEP
3 project being constructed and operating the way
4 Chuck had indicated.

5 We've done a full topographic survey
6 of the site, basically, to locate the, you know,
7 land, or the topography of the land. We've done
8 a geotechnical analysis of the site. We've done
9 soil borings, basically, just to confirm, is
10 there anything out there of concern, you know,
11 that would be -- that would come up as required
12 of us either doing our assessment during the
13 environmental impact statement or during design.

14 This process will look at threatened
15 and endangered species and I think it's been
16 mentioned several times, we've delineated
17 deforested areas on the site with the sole goal
18 of being able to identify the areas that we want
19 to try to avoid and the areas that, if impacted,
20 we would understand what the implications of that
21 would be.

22 But other environmental areas will be

1 considered as well as part of this study, but I
2 just wanted to kind of convey to the group, the
3 amount of effort that's been done over the last
4 several months to collect information.

5 And with that, I think --

6 MR. ROBERTSON: Hi, everyone. Good
7 evening. My name is Michael Robertson. I did
8 have the pleasure of speaking with a few of you
9 folks at the NEPA station at the back of the
10 auditorium here.

11 And Chuck and Harvey have helped us
12 learn more about the BEP mission and what they
13 do. They've given you some background on how we
14 got to where we are right now, and Harvey touched
15 on some of the, you know, more recent and ongoing
16 activities at the BARC site.

17 I'm going to talk about the more
18 exciting part of this project, at least in my
19 mind, and I think, you know, certainly, there's
20 some folks here with some concerns about
21 environmental impacts.

22 And I'm an environmental planner and

1 you may have talked to some of my colleagues at
2 the poster stations, and we're the -- we were
3 brought onboard to support the preparation of the
4 environmental impact statement and coordinate the
5 NEPA process.

6 So the slide you're looking at now
7 lists the different resource areas that the EIS
8 will analyze for potential impacts of this
9 proposed action and any alternatives, including
10 the no-action alternative, as Chuck mentioned.

11 So the environmental planners are the
12 ones, you know, directly involved in drafting the
13 EIS and coordinating this process, but as you can
14 see, there's multiple disciplines involved in the
15 preparation of an EIS.

16 So we have -- on our team, we have air
17 quality specialists, we have biologists, we have
18 geologists, we have soil scientists, economists,
19 engineers, and so on, and so forth.

20 So as we hear your concerns about this
21 proposed project and learn about what the more
22 relevant issues or concerns are, in terms of

1 environmental impacts, that'll help us determine,
2 you know, the makeup of our project team, and
3 really, the focus of the EIS.

4 So as you can see, it's more than just
5 environmental resources. It includes
6 socioeconomics, and other areas that affect the
7 human environment as well.

8 The National Environmental Policy Act,
9 or NEPA, so every so often I get asked what I do
10 for a living, and I usually start with the
11 generic response of, well, I help prepare
12 environmental studies or reports.

13 And if there's any more interest, then
14 I speak to -- or I ask, you know, have you heard
15 of the NEPA, and that's a federal law, and
16 usually the conversation ends there, but on
17 occasion, it goes a little further, I guess.

18 But that's what's requiring this EIS
19 and it is, essentially, our national
20 environmental policy. And an EIS is the highest
21 level of NEPA, which entails a more in-depth
22 analysis of environmental impacts.

1 And the Department of the Treasury,
2 acting on behalf of BEP, is a federal agency and
3 they are required to consider the environmental
4 effects of their projects, and programs, and
5 plans.

6 So that is why we're here today and we
7 are very early on in that process, as you can see
8 on the slide here.

9 This is called the public scoping
10 period, so we're trying to learn and understand
11 what are the most important issues and concerns
12 about this project so that we can address them in
13 the EIS, so any of your comments received today
14 or any time before December 15th will help
15 determine and focus the analysis in the EIS.

16 And you can provide written comments
17 today, you can speak with the -- our stenographer
18 to my right, and then, you know, we also have a
19 Web site, email address, so we, again, encourage
20 you to let us know your concerns about this
21 proposed project.

22 An EIS also requires that we formally

1 involve the public in our decision-making
2 process. So, you know, this is the first
3 opportunity. I hope you all were able to talk to
4 some of the subject matter experts and visit the
5 various stations.

6 The next step will be, and this is a
7 long process, by the way, we have a lot of work
8 to do, we will begin to prepare the draft EIS,
9 and that'll take some time.

10 And when we have that available, we
11 will let you know and again, solicit your
12 comments about our analysis and the conclusions
13 that are drawn in the environmental impact
14 statement.

15 We'll hold another public hearing,
16 probably at this same location, and then, again,
17 we'll go back to work and address your comments
18 that we've received and prepare the final EIS,
19 and third opportunity for you to provide comment
20 will be with the release of that document.

21 Let's see, so again, you know, we're
22 very early on in the process and we want to be

1 able to focus our analysis, we want to understand
2 your concerns, and comments, and questions, and
3 respond to them accordingly in the EIS.

4 Okay. This slide just reiterates, you
5 know, a couple of things I've already mentioned,
6 but again, you have until the -- December 15th is
7 the end of what we refer to as the scoping
8 period, so if you'd like your comments considered
9 in the draft EIS, that's when we request you
10 provide them to us.

11 And they can't just be a list of four-
12 letter words. They have to be of substance
13 relating to, you know, our impact analysis. And
14 again, you know, this is an opportunity to help
15 shape that document and the EIS.

16 And I think that's all I have. If I
17 haven't already talked to you, do stop by on your
18 way out at the NEPA station there, and would
19 enjoy meeting you. So, Jen, would you like to
20 wrap it up? Thank you.

21 MS. KELLAR: All right. Thank you,
22 everyone. So again, I don't know how many times

1 we can say this, but our main objective tonight
2 is to collect your comments, so please do use
3 this remaining 30 minutes that we have on our
4 agenda to stop by and see our stenographer, or
5 drop-off a comment in one of the comment boxes,
6 either here or outside this room.

7 And our subject matter experts will
8 return to their poster stations and please do
9 follow-up with us and leave some comments on the
10 Web site, or via email, and let your friends, and
11 neighbors, and family members know that they're
12 available -- that those avenues are available for
13 them to submit comments as well, even if they
14 weren't here tonight.

15 So thank you all and we'll see you
16 again when it's time for the hearing. Thanks,
17 everyone.

18 (Whereupon, the above-entitled matter
19 went off the record at 7:30 p.m. and resumed at
20 7:31 p.m.)

21 MS. ROSENTHAL: Okay. So my name is
22 Lore Rosenthal and I live in Greenbelt, Maryland,

1 and I wanted to comment on about six different
2 points, not only for myself, but I'm hearing from
3 my neighbors, many of whom are here tonight.

4 So the project feels like a done deal.
5 When you talk to the people at the posters, they
6 use words like "will rather than "may," so if
7 this is not a done deal, then you would say that
8 "I might do this" and "I might do that," rather
9 than "I will do that."

10 The public would like to have known
11 prior to the beginning of the NEPA that this was
12 being considered. So again, it feels like a done
13 deal because until the notice of intent, the
14 public doesn't get involved.

15 And the next point would be about
16 traffic, that I believe there's no way to
17 actually mitigate the traffic in a way that the
18 neighbors would be satisfied, so adding more
19 lanes or whatever, there's no, really, solution
20 that could be suggested that would actually make
21 the community happy.

22 One of the biggest concerns seems to

1 be about the water, is that when you talk to the
2 various people here, you get very mixed messages.
3 There seems to be some distinction between the
4 plant water, the water that comes from the BEP,
5 from the storm water that would come off of the
6 parking lot and the roofs.

7 And we're getting very mixed messages
8 about what does it mean to treat the plant water
9 and how quickly will it be dumped into a local
10 tributary, will it actually go into D.C. in pipes
11 and be treated by the D.C. WSSC, or will it be
12 treated very near to here, and then dumped into a
13 creek, a stream, such as the Beaver Dam Creek?

14 And the last thing I, I think there's
15 concern about the destruction of the agricultural
16 property. I understand right now, BARC is not
17 using all the property, but there's no prediction
18 of whether or not they would want to expand their
19 projects in the future, especially with coming of
20 the climate change.

21 There'll be more need to study plant
22 growth, plant, soil, and the impact of climate

1 change. And so once you take this property and
2 turn it into buildings, you'll never be able to
3 return it to an agricultural property.

4 So personally, I don't -- the vote's
5 not in for me, but I think these are just some of
6 the concerns that I have.

7 (Whereupon, the above-entitled matter
8 went off the record at 7:34 p.m. and resumed at
9 7:34 p.m.)

10 MR. HARTMAN: Hi. I have a couple of
11 concerns about transportation. Edmonston Road to
12 North Avenue is so crowded now that if it's the
13 major way of getting to Powder Mill Road, then I
14 can see terrible traffic jams.

15 Right now it's terrible traffic
16 backups in the morning and the afternoon rush
17 hours. If you add another rush hour at 2:30,
18 it'll just kill the whole thing.

19 Now, I'm concerned about the fact that
20 -- are you getting all this or? Okay. They're
21 doing a transportation study, but I want to see
22 them have input from people who actually drive on

1 that road, not just urban planners and engineers.

2 It's my experience working on ADA
3 building requirements that sometimes decisions
4 are made, they are according to code or
5 regulations, but they just don't work in the real
6 world.

7 So you need people actually to see
8 what those solutions might be and in the study,
9 I'm afraid that they'll just make the study and
10 they'll be part of EIS, and I think it's
11 important to have input during the process, not
12 just at the end of the process.

13 So I'm hoping that they provide the
14 opportunity for public input throughout the whole
15 process, not just at the end of the process.

16 My other experience with that is that
17 oftentimes, people do not have the opportunity to
18 give input which might affect the actual study
19 and the options before they're decided upon.

20 So I think it's very important, plus
21 I'm very concerned also about the mitigation that
22 they might think -- whether it's a widening of

1 Edmonston Road, Kenilworth Avenue, or what the
2 other aspect is on Powder Mill Road, which is a
3 way of for Greenbelters to go into BARC, go to
4 Research Road, either on Beaver Dam Road or
5 Powder Mill -- way off on Powder Mill Road, and
6 go down Research Road into Old Greenbelt during
7 the weekday.

8 So I'm worried about restrictions on
9 Powder Mill Road, if that's your main access
10 point into the new facility.

11 So anyway, those are my comments. I'm
12 hoping that the public has that input during the
13 process, not just at the end to look at the study
14 once they're already done. Thank you.

15 Appreciate it. Okay.

16 (Whereupon, the above-entitled matter
17 went off the record at 7:37 p.m. and resumed at
18 7:38 p.m.)

19 MR. PERKINS: Okay. I'm the president
20 of the Vansville Heights Citizens Association.
21 This project is in Vansville. We are in favor of
22 the project. We just want the project to work

1 with the Vansville Heights Citizens Association.

2 Our concerns are infrastructure and
3 the environmental impact. That's it.

4 (Whereupon, the above-entitled matter
5 went off the record at 7:39 p.m. and resumed at
6 7:39 p.m.)

7 MR. LIPPERT: Just start? Well, I am
8 opposed to the project. I think it's not the
9 proper location for an industrial manufacturing
10 facility. It's a farm. It's a pristine area.
11 I'm not opposed to developing it, but I don't
12 think that an industrial manufacturing facility
13 is the best option to put there.

14 I think the traffic is going to be
15 horrendous and I'm sorry, am I going too fast?
16 Oh, you're good then. I think the traffic
17 situation, which already is really at a
18 standstill during rush hour, would be really
19 compounded if that were built there.

20 I'm hearing a number of bad things
21 about the environmental impact and just heard
22 that the waste water treatment would not go

1 through the WSSC waste water treatment facility,
2 but rather, the BARC.

3 So it's not, you know, a large waste
4 water treatment facility that's going to do it
5 and it's just going to get into the local stream.
6 There are a lot of other environmental reasons,
7 but that kind of sums it up. Thank you.

8 (Whereupon, the above-entitled matter
9 was concluded at 7:41 p.m.)

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C E R T I F I C A T E

This is to certify that the foregoing transcript

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