

Public Notice of Availability

FEDERAL AVIATION ADMINISTRATION
MARYLAND AVIATION ADMINISTRATION

FINAL ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT/ RECORD OF DECISION FOR AIRPORT RAIL STATION IMPROVEMENTS AND FOURTH TRACK PROJECT AT BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT ANNE ARUNDEL COUNTY, MARYLAND

The Federal Railroad Administration (FRA) in conjunction with the Maryland Transit Administration (MTA), a modal agency of the Maryland Department of Transportation (MDOT) have prepared an Environmental Assessment (EA) and draft Section 4(f) Evaluation for the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) Rail Station Improvements and Fourth Track Project in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 USC § 4321), dated April 21, 2015. As the lead federal agency, the FRA issued a Finding of No Significant Impact (FONSI) on January 5, 2016 in compliance with NEPA, FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), FRA's Update to NEPA Implementing Procedures (78 FR 2713, January 14, 2013), and other related laws.

BWI Marshall Airport is a Federal Aviation Administration (FAA) federally-obligated airport, owned and operated by the Maryland Aviation Administration (MAA), therefore the FAA is a Cooperating Agency on the EA. In accordance with 40 CFR 1506.3 and FAA Order 1050.1F, Ch. 8, para. 8-2, the FAA, a cooperating agency, has adopted the FRA's EA and has issued a FONSI/Record of Decision (FONSI/ROD) based on its review and adoption of the EA/Draft Section 4(f) Evaluation, dated April 2015. The FAA's proposed federal action is for the unconditional approval of an Airport Layout Plan (ALP) that depicts the Airport Rail Station Improvements and Fourth Track Project and associated releases of federally-obligated land for BWI Marshall. The EA analyzes a nine-mile study corridor and the replacement of the BWI Rail Station. The purpose and need for the proposed project is to improve operations at the station and along the nine-mile section of the Northeast Corridor (NEC) centered on the BWI Rail Station. The BWI Rail Station Improvements and Fourth Track Project would benefit Amtrak service along the entire NEC, in addition to the Washington, D.C.- Baltimore, Maryland segment.

The FAA decision is based on an examination of environmental impacts and operational factors contained in the EA. The FAA has determined that environmental and other relevant concerns presented by interested citizens, agencies, and other stakeholders have been addressed in the FRA's EA and FONSI. The FAA FONSI/ROD describes the purpose and need of the project, actions to be taken by the FAA, environmental effects of the proposed action, committed mitigation, and the FAA's decision. The EA is available online at <https://mta.maryland.gov/bwi-amtrak-rail-improvement> and the FAA FONSI/ROD is available at <http://www.marylandaviation.com/content/environmental/environmentaldocs.html>. Hard copies are available for review at the following locations during regular business hours until September 1, 2016:

Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

Maryland Aviation Administration
Office of Planning and Environmental Services
991 Corporate Boulevard
Linthicum, MD 21090