



## Information Presentation

Commission Meeting: February 7, 2019

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<b>PROJECT</b> <b>Baltimore-Washington Superconducting Maglev Project</b>	<b>NCPC FILE NUMBER</b> 7850
<b>SUBMITTED BY</b> Maryland Department of Transportation	<b>NCPC MAP FILE NUMBER</b> 1.11(40.00)44861

### PRESENTERS

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Transit Administration

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The Maryland Department of Transportation and Federal Railroad Administration are undertaking an Environmental Impact Statement (EIS) to study high-speed passenger train service between Baltimore, Maryland and Washington, DC. An earlier Alternatives Analysis selected two potential alignments for future study from an initial set of fourteen alternatives. In addition to a “No Action” alternative, one alignment would run along the west-side of the Baltimore-Washington Parkway (above ground for 4.5 miles) and the other alternative guideway would run along the east-side (above ground for nine miles) of the Parkway. Within the National Capital Region (Prince George’s County), above-ground sections of the facility would be situated on federal property under the jurisdiction of the National Park Service. In addition, the east-side route would likely require property transfers (to Maryland) from the United States Secret Service Rowley Training Center; the National Aeronautics and Space Administration Goddard Space Flight Center; and the United States Department of Agriculture Beltsville Agricultural Research Center. Currently, there is no funding for the project other than the on-going EIS study.

The current EIS schedule includes the following remaining notable milestones:

- September 2019 – Draft Environmental Impact Statement available
- October 2019 – Public Hearing
- August 2020 – Final Environmental Impact Statement / Record of Decision (ROD) available

This presentation will provide an overview of the study’s Purpose and Need statement, alternative alignment locations, study process, timeline, and project impact topic areas. NCPC is participating in the study as a cooperating agency, with our approval authority over future potential improvements to parkland acquired under the 1930 Capper-Cramton Act and federal property improvements within the District of Columbia pursuant to the National Capital Planning Act. The Commission would have advisory review authority over property transfers and improvements to federal property within Prince George’s County, Maryland.