

BALTIMORE-WASHINGTON MAGLEV PROJECT SCOPING INFORMATION

FALL 2001

ABOUT THE PROJECT

As part of its studies on bringing magnetic levitation, or Maglev, transportation technology to the Baltimore-Washington corridor, the Maryland Mass Transit Administration (MTA) of the Maryland Department of Transportation (MDOT) and the District of Columbia Department of Public Works, in cooperation with the Federal Railroad Administration (FRA), have begun efforts to gather public and agency input that will help determine the course of upcoming environmental and engineering studies for the Baltimore-Washington Maglev project.

Highlights of the Maglev project are:

- The Baltimore-Washington Maglev project was originally selected by the FRA to carry out preliminary Maglev feasibility studies in 1999. In January 2001, the project was selected along with the Pittsburgh, PA project to initiate and complete an Environmental Impact Statement (EIS).
- Maglev vehicles are operated by a non-contact electromagnetic support system that lifts, guides and propels the vehicle forward at speeds up to 240 miles per hour.
- The Baltimore-Washington corridor is approximately 40 miles long. Three alternative routes and several station alternatives are currently under study.
- Travel time between Baltimore and Washington, D.C. on a Maglev system would be reduced to less than 20 minutes.
- In 2003, the FRA is scheduled to choose a project to receive \$950 million to go toward the construction of the nation's first Maglev system.

PURPOSE AND NEED

A Maglev system in the Baltimore-Washington corridor will provide center city-to-center city connection between Union Station in Washington, DC and the Camden Yards area in Baltimore, with a station at BWI Airport. It will be designed to provide intermodal linkages with existing transit systems in Baltimore and in Washington and at the airport terminal. This system is intended to demonstrate the Maglev technology under the FRA's Maglev Deployment Program. Once demonstrated in the Baltimore-Washington corridor, this system could be extended along the Eastern seaboard along the Northeast and Southeast corridors.

The statement of purpose and need for the Baltimore Washington corridor Maglev EIS will be developed early in the study process. It will explain in detail the reasons for development of a Maglev transportation system in the Baltimore-Washington corridor. The statement will be used throughout the study to measure the effectiveness of the alternatives. The purposes described on the next page will be revised based on comments that are received during the scoping period.

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SCOPING INFORMATION

Meeting Baltimore -Washington Corridor Transportation Demands

With increased population and employment, demand continues to grow for business, recreational and commuter travel. In addition, both Baltimore and Washington continue to attract large numbers of tourists. This system will help meet the demands for travel between both cities as well as to Baltimore-Washington International Airport.

Support Eastern Seaboard and Baltimore -Washington Corridor Economic Development and Competitiveness

Growth along the Eastern Seaboard, and within the Baltimore-Washington corridor, is continually reflected in gridlock in the air and on the ground. This Maglev system will provide a very high-speed travel option that will be part of the family of services along the northeast corridor and southeast corridor to meet demands and support the corridor's economic growth and competitiveness.

Relieve Baltimore -Washington Corridor Congestion

Travel in the Baltimore-Washington corridor is increasingly congested and projected to worsen over the next 20 years. This system will contribute to reduced traffic volumes and reduced congestion on area roadways.

Along with reduced congestion, this system will contribute to improved air quality. In addition, construction of the Maglev project will help forestall added highway capacity improvements and their attendant use of environmental resources.

Demonstration of Maglev Technology

This Baltimore-Washington project is intended to demonstrate Maglev technology as a next generation of America's high-speed ground transportation system.

The deployment of a Maglev system would begin to address several of the main problems associated with inter- and intra-regional transportation in the U.S. Maglev would serve as an alternative transportation system, reducing the congestion at airports and on highways that results from increasing travel demand and would expand the usefulness of existing airports and highway infrastructure.

In addition to the purposes described above, benefits of the Maglev system would include joint development at stations, support of comprehensive land use planning and Smart Growth principles, reduced consumption of nonrenewable resources and support for the Baltimore-Washington corridor's bid for the 2012 Olympics.

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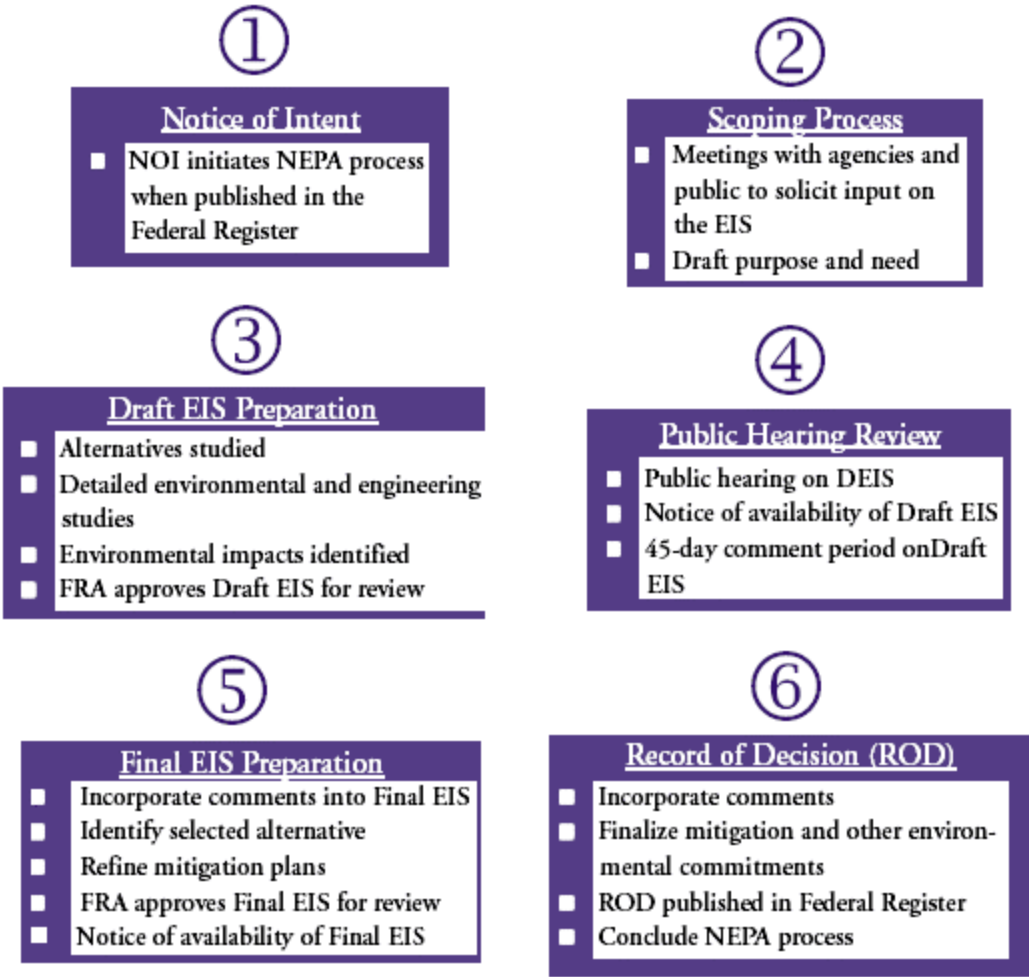
BALTIMORE-WASHINGTON MAGLEV PROJECT

EIS PROCESS

Scoping is the second step in the EIS process, which began with Notice of Intent (NOI) to prepare an EIS issued by the Federal Railroad Administration (FRA), the directing body of the Federal Maglev Deployment Program.

Scoping meetings are designed to solicit input from the public and help shape the course of the MTA's environmental

studies and development of the EIS to comply with the National Environmental Policy Act (NEPA). All public comments collected during the scoping process will be examined by the MTA and its team of consultants to determine areas of study and emphasis. Below are the steps in the EIS process.



SCOPING INFORMATION

ENVIRONMENTAL STUDIES

The MTA is now in the process of preparing an Environmental Impact Statement. As part of this process, numerous types of environmental studies will examine many environmental aspects and potential impacts of the project. Environmental studies will include:

Land Use

Impacts of the project on surrounding land use will be analyzed by collecting past, present and proposed land use and zoning data from published data sources. Findings will be presented by acreage and land use class. Compatibility with surrounding land use will be examined.

Socioeconomics

An evaluation will be conducted on the effects of the project on community facilities, the socioeconomic conditions and the composition of the communities in the study area. Data will be collected on the location, size and type of these features. Environmental Justice communities and other special populations will be identified. Existing traffic congestion in the corridor will be examined to determine the level to which the project could help reduce travel delays.

Cultural Resources

Pursuant to Section 106 of the National Historic Preservation Act, an evaluation will be conducted on the impacts of the project on historic and archaeological sites and resources in the study area. Data will be collected on these features from published sources and from the DC Historic Preservation Office and MD State Historic

Preservation Office. A reconnaissance survey will be conducted to determine potential National Register eligible historic architecture and archeological sites which have not been previously inventoried.

Wetlands

Wetlands and submerged aquatic vegetation that could be affected will be initially identified using published data and mapping from local agencies and the U.S. Fish and Wildlife Service National Wetlands Inventory. Field verification will also be performed. Avoidance and minimization strategies will be developed.

Floodplains

Floodplains located in the study area will be assessed for their natural, beneficial and emergency service values and potential impacts and avoidance measures will be examined. Identification and delineation of these features will be determined using FEMA floodplain maps.

Water Quality

A water quality study will be conducted to identify any effects on surface water resources, address construction impacts from sedimentation and erosion, identify impacts on groundwater resources, and identify impacts on navigation. Water quality data will be obtained from state and local sources.

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BALTIMORE-WASHINGTON MAGLEV PROJECT

Endangered Species/Ecological Studies

A study of biological resources will be performed based on published inventories of terrestrial and aquatic communities and field work will be conducted. Impacts and/or displacement of these communities will be assessed and mitigation recommendations will be made for the impacts to the local ecosystems. Impacts to threatened and endangered species will also be analyzed using inventories obtained from the U.S. Fish and Wildlife Service.

Visual Aesthetics

An evaluation of the compatibility of the project within the surrounding area will be conducted. Aesthetics data will be compiled from published sources and field observations. Coordination with local agencies, including the Commission of Fine Arts and the National Capital Planning Commission, will be conducted. A landscaping plan will be developed to minimize impacts to the aesthetics of particular areas.

Air Quality

Existing monitored air quality data will be collected to characterize existing conditions. Prevailing regulatory and emissions-control programs will be identified and characterized. Reduction of petroleum related emissions could lead to potential air quality benefits.

Noise and Vibration

Noise and vibration impacts will be measured at both site specific and representative locations along the corridors to characterize existing background noise and vibration sources and levels. Noise measurements will be long and short term. Mitigation will be recommended to abate noise and vibration impacts.

Hazardous Waste

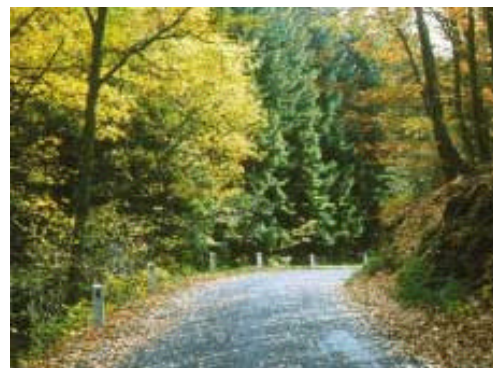
Suspected or potential hazardous waste sites within the study area will be identified through examination of existing records and through field examinations. Avoidance will be the first priority.

Energy

Energy data will be collected for use in modeling energy expenditures. Potential net changes in energy consumption for the corridor will be calculated. Due to the probable absence of adverse impacts, no mitigation for energy resources should be required.

Secondary and Cumulative Effects

Secondary and cumulative effects, both positive and negative, will be identified in cooperation with local planning. Analysis will focus on available data about the past, current or reasonably foreseeable future projects in the study area that may have secondary or cumulative effects. Particular attention will be given to the areas around the stations.



SCOPING INFORMATION

STUDY AREA MAP

This map illustrates the alternatives which are currently being considered for the Baltimore-Washington Maglev system. The three alignments all begin at Union Station in Washington, D.C., stop at BWI Airport, and end near Camden Yards in downtown Baltimore.

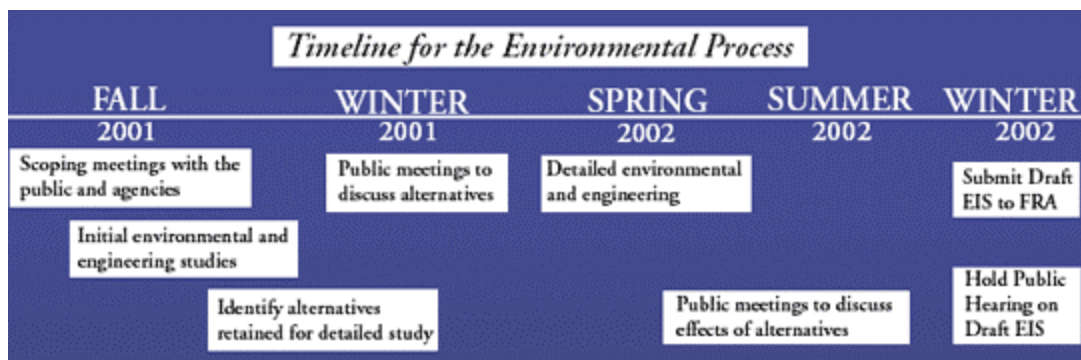
- Interstate 95 parallel alignment
- Baltimore-Washington Parkway parallel alignment
- Amtrak parallel alignment

PROPOSED MAGLEV STATIONS

Stations are planned in downtown Baltimore, Washington's Union Station and at Baltimore-Washington International Airport. A fourth station in the vicinity of the Washington, D.C. beltway is also being considered.

PROJECT SCHEDULE

Scoping meetings and initial environmental and engineering studies are underway with a Draft EIS scheduled to be completed in the Winter of 2002. Below is a timeline of the planned Environmental Process.



BALTIMORE-WASHINGTON MAGLEV PROJECT

CONTACT INFORMATION

The MTA is committed to keeping you informed about this project. If you would like additional information, please visit this website often. Please call or write to the persons listed below if you have questions, need additional information, would like a Maglev project presentation at your community meeting or want to be on the project mailing list.

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