

# **MAGLEV High-Speed Train: Impacts on our Air and Water**

*Presented by*

Maryland Coalition for Responsible Transit

For the MAGLEV Community Forum

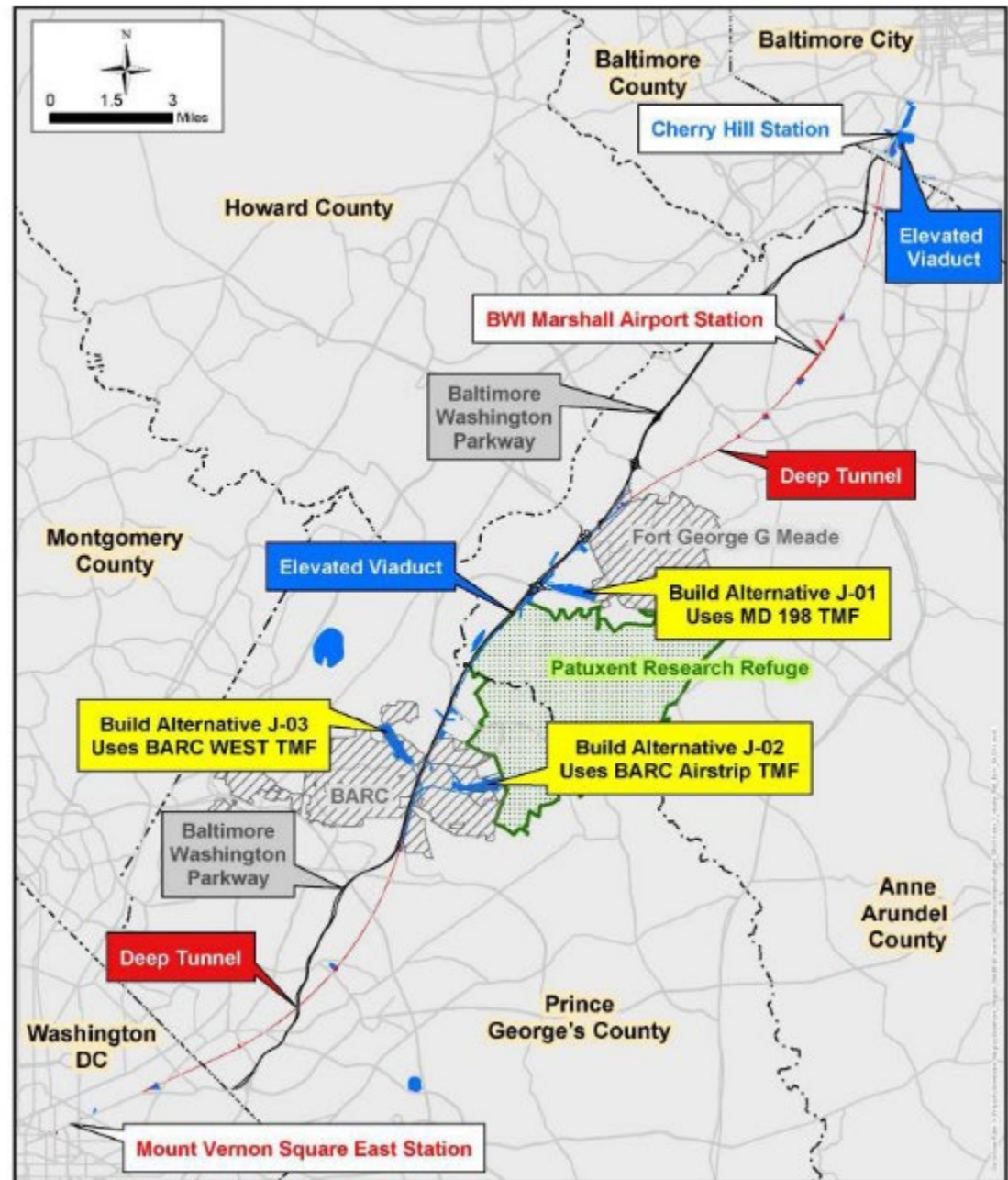
*Hosted by*

County Council Member Dannielle M. Glaros

March 30, 2021

# Proposed MAGLEV Routes

- North & south ends- in deep underground tunnels
- Middle part - above ground on tall viaducts



# Portion with above- ground tracks

- Tracks tower over trees
- Create noise, wind

Source: DEIS Appendix D.06:  
Aesthetics, Visuals, etc.

**Now**



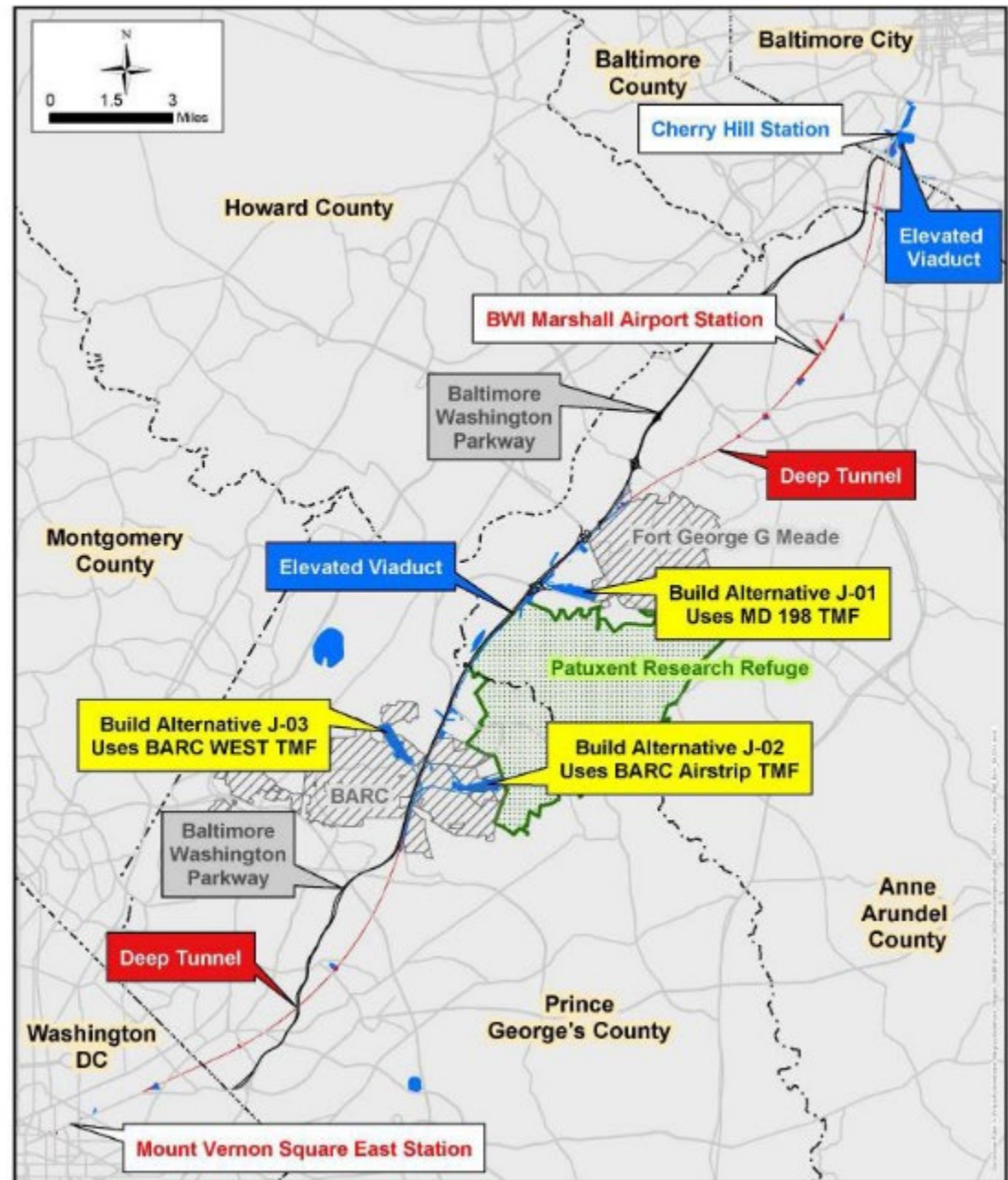
**Train  
Route**





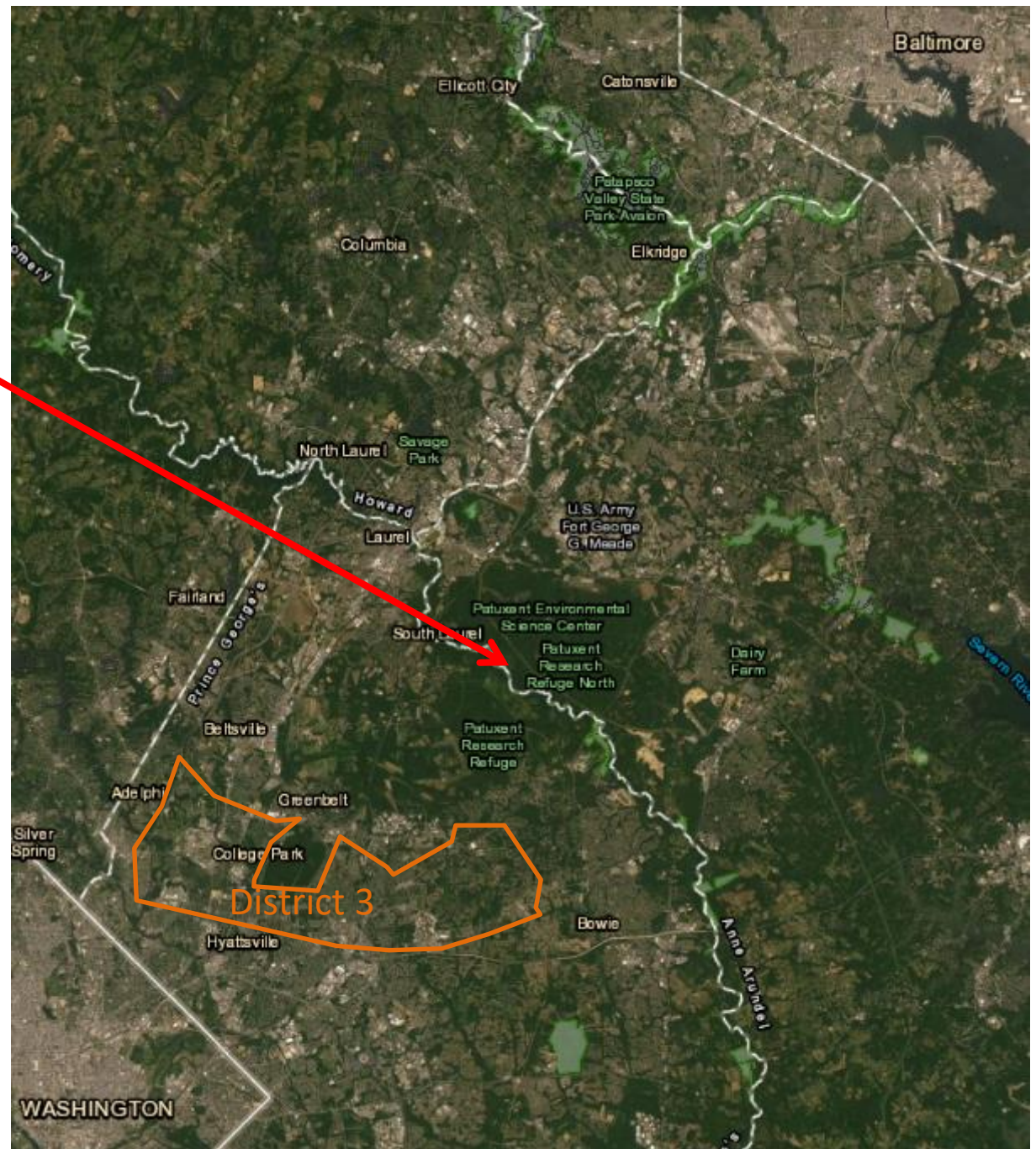
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# Patuxent Research Refuge

“The lungs of the  
Baltimore  
Washington  
Region”





# Patuxent Research Refuge & Adjacent Public Lands

- Largest block of undeveloped land in the Baltimore-Washington area
- Set aside for land conservation
- Mostly forest with streams and wetlands
- Protects air quality & water quality



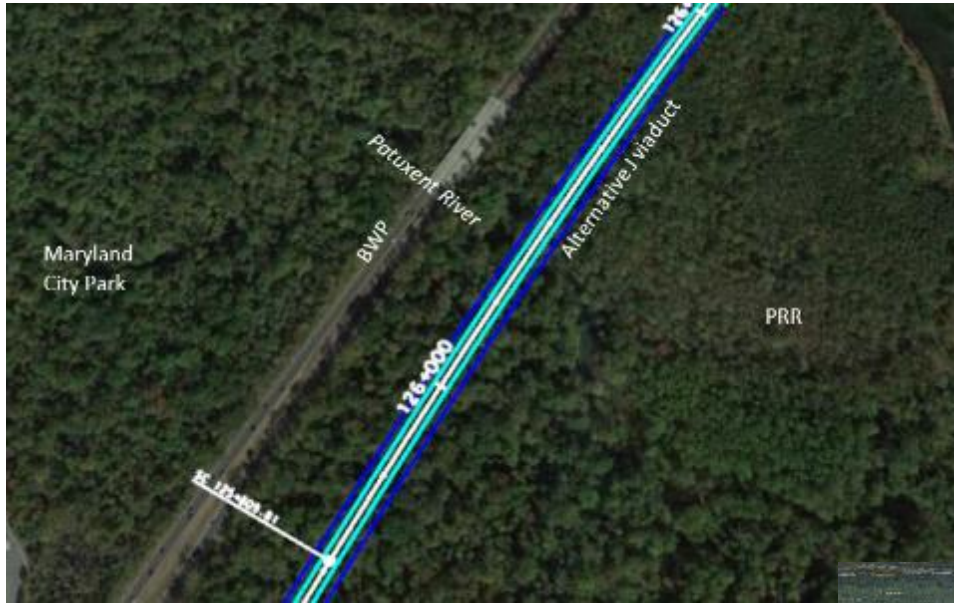
# Forests Protect Our Air & Water

- Remove pollution from the air
- Take up chemicals and prevent them from entering streams and the Chesapeake Bay
- Act like a sponge to hold rainwater
- Reduce flooding





# Train Would Remove Trees



Along the route of  
the train tracks

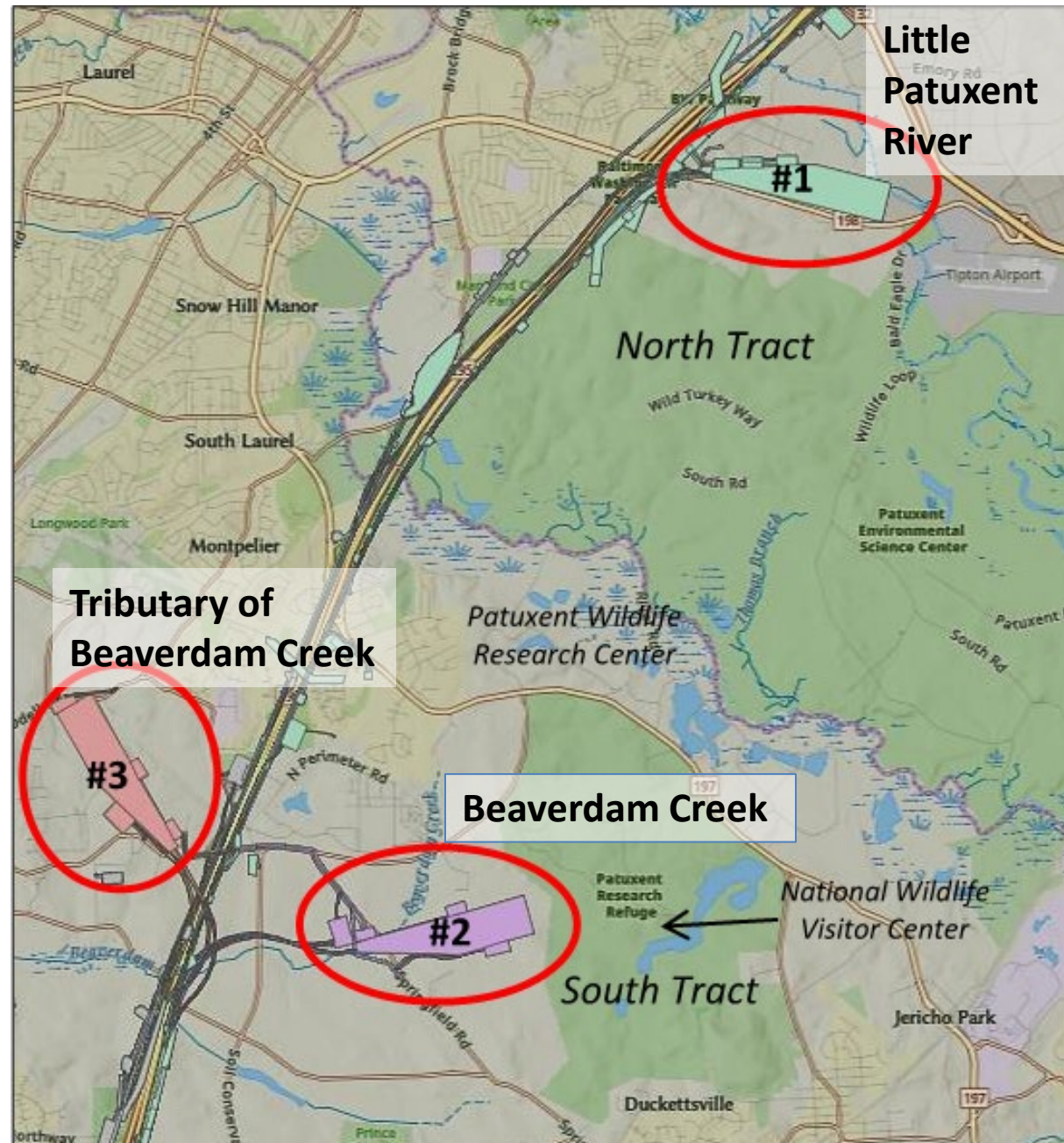




# Trees Also Removed

At a 200-acre  
Train  
Maintenance  
Facility

(Only one will  
be built)



# Train Maintenance Facility (TMF)

- Approximately 200 acres, plus access roads & parking lots
- TMF will provide:
  - Repairs
  - Vehicle assembly
  - Daily service, inspection, & maintenance
  - Offices, Support Shops, Staging Yard, other small facilities
- Will operate 24/7 – noise and lights around the clock
- Heavy industry operation



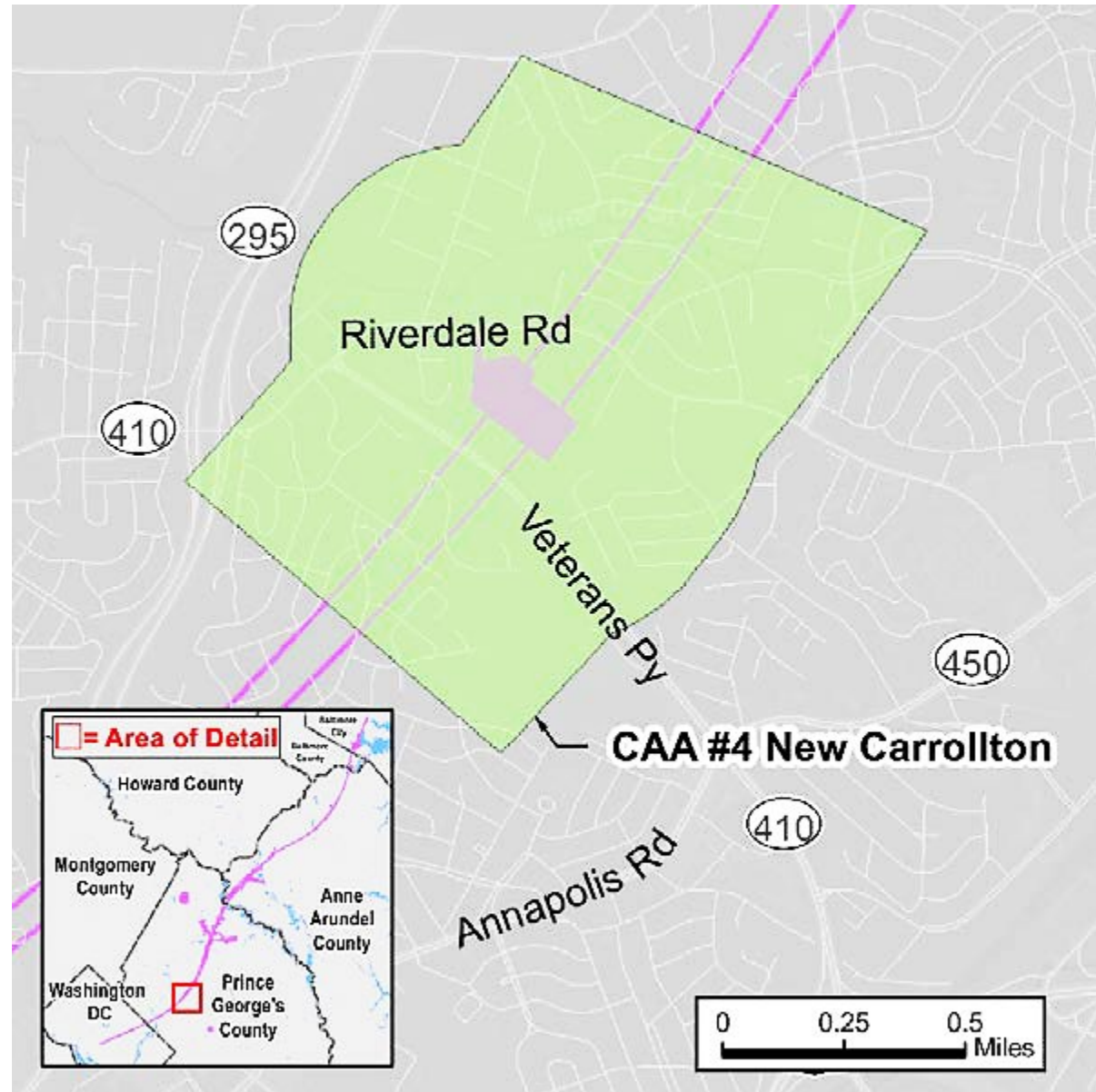
# Existing Maintenance Yard for High-Speed Train in China



No trees or other plants, all paved surfaces

# Trees Also Removed at Fresh Air/Emergency Exit Buildings

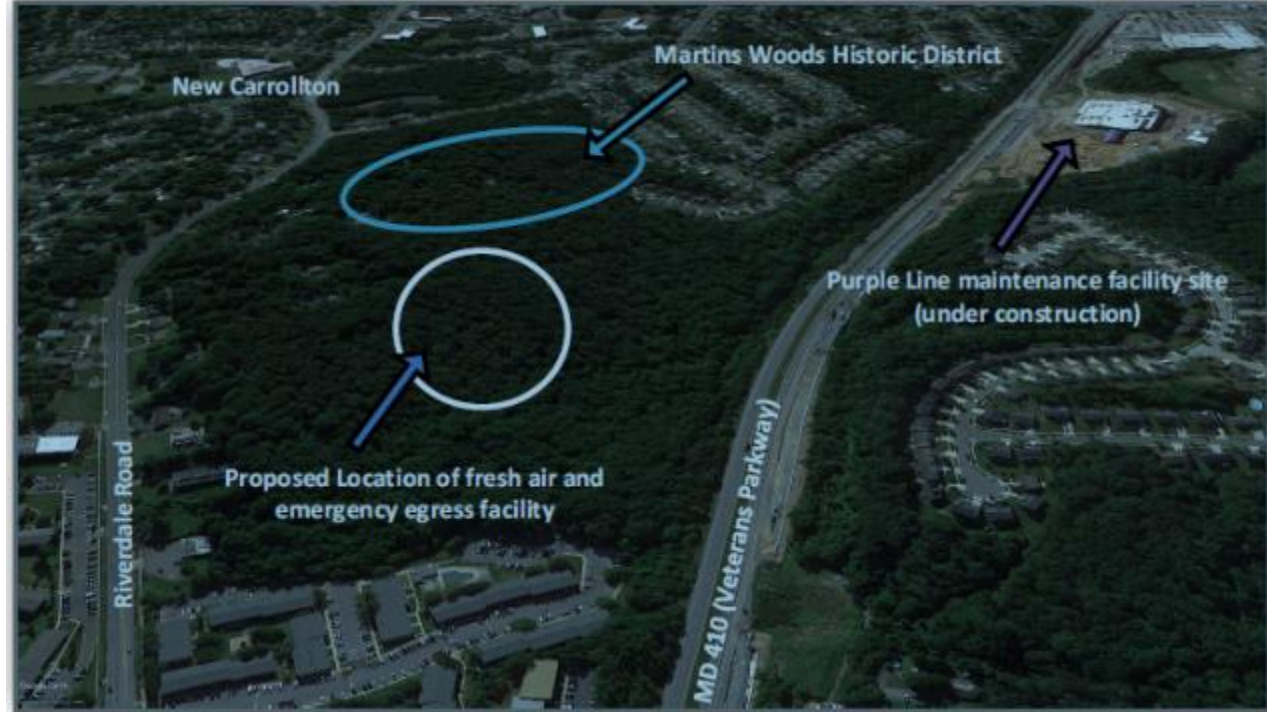
- Located every few miles along tunnels
- One on Riverdale Road at Martins Woods



Source: DEIS, Appendix 7.D,  
Figure D.6-5

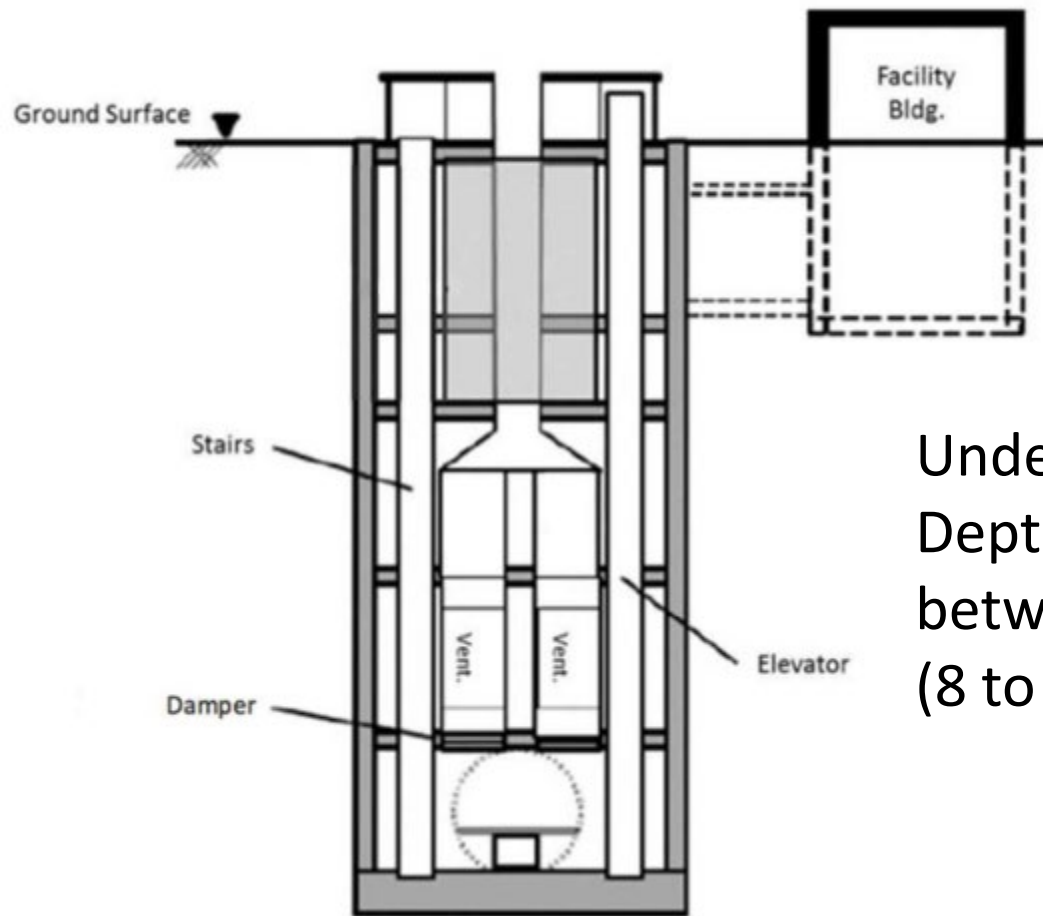


# More views of Riverdale Road Fresh Air/ Emergency Exit



Source: DEIS Figure F.6-26,  
Figure D.6-27

# Fresh Air/Emergency Exit (FA/EE)



Above ground height –  
40 to 50 feet tall  
(5 story building)

Underground shaft –  
Depth would vary with terrain  
between 80 to 150 feet  
(8 to 15 stories)



# **MAGLEV Impacts on Water Resources**

- Removal of or damage to wetlands
- Diversion of streams and rivers
- Tunneling under streams, rivers, and wetlands
- Removal of vegetation along train route
- Increased paved surfaces that don't absorb water
- Increased stormwater runoff
- Increased chemical pollution

# Unknown Factors

- Impacts of runoff of chemicals used in train washing and maintenance on water quality of streams and rivers
- Disruption of underground aquifers by the tunneling process
- Disposal of excavated soil from tunnels – where will it go?
- Concerns about chemical contaminants from the drilling process

A photograph of a river flowing through a dense forest. The water is a murky, yellowish-brown color, suggesting sediment or tannins. The river is surrounded by lush green trees and foliage. Sunlight filters through the canopy, creating dappled light on the water's surface. Some fallen branches are visible in the water. The overall scene is a natural, somewhat somber landscape.

Let's keep what we have