

What is the C6 modified alignment?

Independent of the Pennsylvania High Speed Maglev project, Westmoreland County Planning officials developed a proposed alignment that is a modification of the existing C6 alignment. During a recent meeting in Westmoreland County, planning officials agreed to reconsider the Pennsylvania High Speed Maglev C6 alignment with modifications that address local issues and concerns. It is important to note that the C6 is one of three alternatives still under consideration in the C section of the Project. Once modifications are made, the Project Team will present the revised C6 alignment to Westmoreland County officials. The results of the coordination efforts with Westmoreland County and other project alternative modifications will be presented during a public meeting in late August.

How were ridership numbers determined?

Ridership estimates were derived using a locally tested and accepted model. Two studies were conducted in the areas that high-speed Maglev would serve to estimate preliminary ridership. To be conservative, preliminary ridership estimates resulting from the studies were reduced. The studies are preliminary and are being evaluated by a peer review committee composed of national experts.

The basis of the preliminary estimates include:

- Daily one-way segment trips are estimated at approximately 67,000 trips when the entire system is operating.
- Most people travel only one segment to their destination, and one segment returning from their destination. Therefore, the 67,000 segment trips translates to approximately 33,500 people riding the system daily to and from their destination when all segments are in service.
- The estimated number of passengers making trips in each segment is:
 - Airport to/from Downtown: 15,600 (47%)
 - Downtown to/from Monroeville: 14,050 (42%)
 - Monroeville to/from Greensburg: 3,850 (11%)
- The estimated ridership represents approximately 5% of work force trips and 1.7% of the non-work trips in the corridor the system will serve.

How much noise will it make?

Project Team members conducting the Noise Analysis are evaluating each of the potential alternative alignment sections and will compare future noise levels between alternatives as well as to the FRA Criteria for High Speed Rail Projects. The analysis is being performed in accordance with US Department of Transportation, Federal Railroad Administration, *High-Speed Ground Transportation Noise and Vibration Impact Assessment*, December 1998. The preliminary findings presented at the latest round of public meetings held in June 2002 represent the worst-case scenarios of potential noise impacts associated with the alternative alignment sections being carried forward. Once the detailed analysis is completed, more specific noise information will be available.