

The **MAGLEV** project

Spring 2000
Newsletter #3

A newsletter published by the Maryland Mass Transit Administration

Maglev Project Keeping Public Informed

As spring quickly approaches, so does the second round of public information meetings for the Baltimore-Washington Magnetic Levitation (Maglev) project. The meetings will be held from 4:30 pm to 7:30 pm on April 25th at the Baltimore Metropolitan

New location for Baltimore City Maglev Information Meeting is at the Baltimore Metropolitan Council.

Library located at 901 G Street, NW in Washington, DC; and April 27th at Laurel High School located at 8000 Cherry Lane in Laurel, Maryland. The meetings will emphasize the progress that has been made since last July when the feasibility study for the Maglev project began.

The Federal Railroad Administration (FRA), as part of its Maglev Deployment Program, is funding planning activities for the Baltimore-Washington corridor, one of seven proposed corridors nationwide conducting

Federal Officials Visit the Baltimore-Washington Corridor

Regions participating in the Maglev program were visited by officials of the FRA. The FRA visited the Baltimore-Washington Maglev Study area in December 1999 to tour potential guideway alignments and station locations.

The tour allowed the FRA to become familiar with alignment and environmental and social issues

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feasibility studies. The Maryland Mass Transit Administration (MTA) of the Maryland Department of Transportation (MDOT), in cooperation with the City of Baltimore, Baltimore County, and the District of Columbia, is examining the feasibility of connecting Baltimore, BWI Airport and Washington, DC, using Maglev technology. Maglev is an advanced transportation technology that can provide train service at speeds in the range of 240-300 miles per hour.

April public meetings will provide an opportunity for the public to ask questions about the project. "We are encouraging members of the community to attend and gain information about the Maglev project as well as provide insights that will be useful to the Maglev study team," said Suhair Alkhatib, MTA Project Manager. So far, the MTA has met with many organizations such as the Action Committee for Transit, West Anne Arundel County Chamber of Commerce, the Ginger Cove Men's Group and the Women's Transportation Seminar (WTS).



(Above) FRA officials and study team members tour the proposed corridor alignments.

Message from MTA Administrator

Ron Freeland

Positioned centrally along the eastern seaboard and home to the nation's capital, the Baltimore-Washington region is a focal point of government and tourist attractions.



The development and deployment of the very first commercially operated Maglev system in this region would make us forerunners in the world concerning this technology. Once developed and put into operation, this system has the potential to relieve congestion, increase tourism between Baltimore and Washington, DC, and enhance the economies of the State and the District.

I would like to encourage you to become informed and involved in this effort. By working together as a region we could become the leaders in Maglev technology and become the first step in expansion efforts both north and south.

Please visit our website, attend our informational meetings in April, or call us for a briefing with your group or organization. The MTA seeks your input and encourages your participation.

Ronald L. Freeland

Introductory Scoping Meeting

In January, the MTA hosted a multi-agency meeting to introduce the Maglev project to agencies and organizations whose interests are critical to the feasibility of Maglev in our region. Over 30 agencies were invited. The following agencies had representatives present:

- ◆ Maryland Department of the Environment
- ◆ Chesapeake Bay Critical Area Commission
- ◆ Maryland Department of Natural Resources
- ◆ National Park Service
- ◆ Washington Metropolitan Area Transit Authority
- ◆ DC Department of Public Works
- ◆ Maryland Historic Trust

German Government Decides to end the Berlin-Hamburg Project

Germany made the decision in February of this year not to proceed with a Transrapid Maglev system that was proposed to run between Berlin and Hamburg because of economic and political conditions.

Deutsche Bahn AG, the German state owned railway, was no longer able or willing to maintain the financial commitment to support operating the system because of internal economic difficulties. This, along with slower than expected economic development of former Eastern Germany, and a changing political climate ended the German Maglev project. The decision to end the project was not associated with technology or cost problems, and Germany is developing a new, shorter route for development.

Maglev Website

What is Maglev?

How was our area selected?

How fast can the Maglev train go?

These questions and many others have been answered on the project's new web site at www.mtmaryland.com with a hot link to the Maglev project. Since its creation, the site has proven to be an educational tool providing information on many aspects of Maglev technology.

Schools throughout the region are using the site as an educational resource for students, including Michael Boyer, a Technology Education teacher in the North Penn School District in Lansdale, PA. Mr. Boyer writes that he is "currently in the process of teaching the basic principles of Maglev to his Power Tech students." Mr. Boyer adds that he has found the Maglev website a wealth of information.

Alignment Alternatives Revised After Continued Evaluation

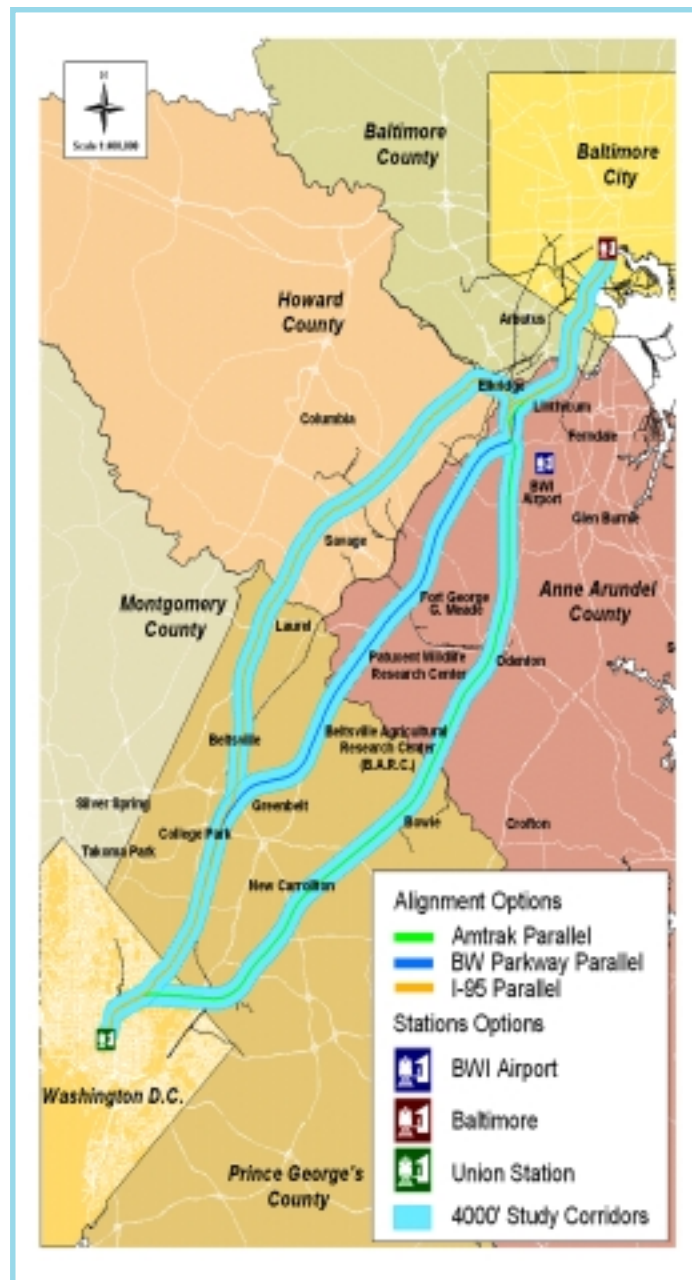
After several months of reviewing the initial alignment alternatives, the field has been narrowed from five to three. Corridor evaluation criteria include geometric parameters, operational and performance criteria, community and environmental impacts. The remaining three alternatives are shown and described below.

For all alternative alignments below, the segment shown entering and exiting Baltimore and Washington D.C. is common to all. Into and out of Baltimore the alignment runs parallel to Maryland Route 295. Into and out of Washington D.C. the alignment runs along the CSX right-of-way diverging to carry the system on Amtrak or further west on the I-95 Parallel or Parkway Parallel alternatives.

[Interstate 95 Parallel Alignment](#) – leaves Union Station on elevated track and follows the Amtrak line to the CSX Camden Line. It then parallels the CSX railroad to the Capital Beltway where it runs parallel to I-95 until it approaches BWI Airport. The alignment turns to parallel I-195 to access the BWI Airport station.

[Amtrak Parallel Alignment](#) – parallels the Amtrak right-of-way from Union Station north to the BWI Airport Station.

[Parkway Parallel Alignment](#) – leaves Union Station following Amtrak railroad to the CSX Camden Line and follows CSX until it reaches the Capital Beltway. It then traverses the Beltsville Agricultural Research Center to reach the Parkway Parallel alignment, passing through Patuxent Wildlife Research Center and Fort Meade properties, curving northeast into the BWI Airport Station.



Federal Officials Visit

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surrounding the project. The Maglev study team provided updates on the feasibility study process and provided an overall understanding of the project's progress to date.

"It was useful to have the FRA here to see our project first-hand," said Deputy Project Manager Brenda Bohlke from Parsons Brinckherhoff. "Their comments regarding our work so far provided valuable insight that will be used as we continue our study work."

The visit to Baltimore-Washington was one of seven stops in the FRA's nationwide Maglev Deployment Program. The other states include Georgia, California, Pennsylvania, Nevada, Florida, and Louisiana.

Please call or write to the address below if you have questions, need additional information, or want to be on the project mailing list.

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Public-Private Partnerships Pursued

A partnership between the State of Maryland, as public sponsor, and private investors, vendors and contractors will be essential to the success of the Baltimore-Washington Maglev Project. The Federal Transportation Equity Act for the 21st Century (TEA-21) mandates that no more than two-thirds of the project costs (not to exceed \$950 million) can be funded with Federal public funds and that stations and vehicles must be financed privately or with State/Local funds.

In order to make this happen, private sector companies have been contacted, including contractors, steel manufacturers and fabricators, electric power companies, rail car manufacturers, real estate developers, private rail operators, railroad companies and airlines. The study team has solicited their interest in ownership, operation or joining a consortium to provide the various equipment and services that will be necessary.

An industry roundtable was held on April 5, 2000 at the MTA headquarters to discuss how this project can best be structured to take advantage of private resources and management skills. The MTA will be advertising for an expression of interest from the private sector for public-private partnerships and for ownership, financing and operating responsibilities.

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