

# The **MAGLEV** project

Fall 2000  
Newsletter #4

*A newsletter published by the Maryland Mass Transit Administration*

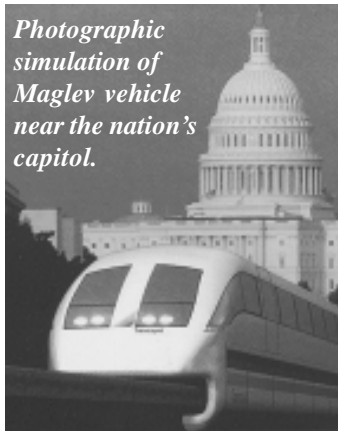


## MAGLEV DECISION WILL BE MADE SOON

After months of hard work by the Maryland Mass Transit Administration (MTA) and its consultant team, a decision will soon be made as to whether the Baltimore-Washington corridor will reach the next phase of the process to bring Maglev transportation to our area. The Federal Railroad Administration (FRA) is expected to make its decision in the Fall of 2000. Maglev (which stands for Magnetic Levitation) allows vehicles to travel as fast as 300 miles per hour. Passengers could leave Washington, D.C. at 5:00 p.m. and be standing in Baltimore by 5:20 p.m.

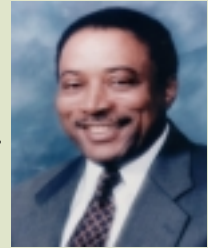
FRA officials are currently in the process of reviewing the Maglev Project Descriptions and other related reports submitted this summer by seven project teams throughout the nation, including a review of the Baltimore-Washington Project. The selected project or projects will continue into the next phase of the Federal Maglev Deployment program by preparing an Environmental Impact Statement (EIS) and conducting Preliminary Engineering (PE).

*Photographic simulation of Maglev vehicle near the nation's capitol.*



### *Message from MTA Administrator Ron Freeland*

*We are very pleased that the results of our studies so far indicate that Maglev is feasible for the Baltimore-Washington Corridor. Each day we get closer and closer to being able to travel from Baltimore to Washington, D.C. in less than 20 minutes!*



*As the Maryland governmental agency responsible for many of the key modes of transportation throughout the state, we are extremely excited to be at this point. This fall, the FRA will determine which of the seven finalists throughout the US will be selected to continue into the next phase of the selection process. We remain optimistic that we will be selected to move forward with Maglev in our region.*

*It has taken a lot of time and hard work to reach this point. Throughout the entire process, we have worked diligently to determine possible Maglev routes, station locations, environmental impacts, costs, ridership and revenues. Throughout all, we have worked to involve the public in our decision making process. Keeping everyone informed about the key elements of the Maglev program has been and remains a primary goal.*

*We invite you to take time to visit our web site at [www.mtmaryland.com](http://www.mtmaryland.com) to learn more about the advantages of the Maglev system, or call us for a briefing for your group or organization. We would be happy to discuss our Maglev journey and all that lies ahead.*

*Ronald L. Freeland*

To learn more about the Project Description submitted to the FRA or to review a copy of the summary of the report, visit the MTA's web site at [www.mtmaryland.com](http://www.mtmaryland.com) and click on the Maglev logo. For more information, contact Suhair Alkhatib, MTA's Project Manager at (410) 767-3751 or by e-mail at [salkhatib@mdot.state.md.us](mailto:salkhatib@mdot.state.md.us).

## Baltimore-Washington Maglev Project Highlights

- ◆ Travel from Baltimore to Washington will take 16-19 minutes.
- ◆ Maglev service in the Baltimore-Washington corridor will reduce automobile travel by 30,000 vehicle trips per day.
- ◆ Because Maglev uses electromagnetic levitation, there are no toxic emissions from operating the vehicles; therefore, air pollution in the region is significantly reduced.
- ◆ Gasoline/diesel consumption will be cut by 39,000 gallons every day.
- ◆ Maglev is expected to increase tourist and visitor travel between Baltimore and Washington.
- ◆ Maglev will operate 18 hours a day, seven days a week, with a total of 318 round trips per week
- ◆ The typical Maglev station will consist of five elements: the concourse, the platforms, the guideway approaches, the parking facilities and associated development.
- ◆ Preliminary fare assumptions are BWI to Baltimore, \$6.90; BWI to Washington, D.C., \$19.35; Baltimore to Washington, \$26.25. These fares are only 25 percent higher than current Amtrak Northeast direct fares.
- ◆ By 2010, 35,400 people will ride on the Baltimore-Washington Maglev system each day - that is 12.9 million riders annually.
- ◆ Revenues are estimated at \$318.6 million in 2010.
- ◆ Maglev will be an excellent example of public-private partnerships. The State of Maryland will be responsible for project ownership and development, Transrapid will be the technology provider, and a private entity yet to be named will be responsible for designing, constructing, maintaining and operating the system.
- ◆ Slightly over 70 percent of the project components will originate in the United States and be supplied, fabricated or constructed by U.S. contractors.

### WHO'S THE COMPETITION?

Other corridor finalists include:

- ◆ Atlanta, Georgia to Chattanooga, Tennessee: the first 40 miles of a 110-mile project.
- ◆ Las Vegas to Primm, Nevada: a 42-mile project with future development to Oakland, California.
- ◆ Pittsburgh Airport to downtown Pittsburgh and its eastern suburbs: a 45-mile project in Pennsylvania with future routes to Harrisburg and Philadelphia.
- ◆ Los Angeles International Airport to downtown Los Angeles, the Ontario Airport and into Riverside County, California: a 70 to 75-mile system.
- ◆ From the New Orleans Union Passenger Terminal to the airport and across Lake Pontchartrain to the northern suburbs: a 40-mile project in Louisiana.
- ◆ Port Canaveral to the Kennedy Space Center and Titusville Space Coast Regional Airport, Florida: a 20-mile project.

# THE MAGLEV ROUTE

One of the most common questions asked about Maglev is “What will be the route Maglev will travel between Baltimore, the BWI Airport and Washington, D.C.?” Proposed alignments are included in the Maglev Project Description submitted to the FRA on June 30, 2000.

The Project Description reviewed three potential corridors for Maglev: one follows I-95 closely, another along MD-295 and the third along the present Amtrak line. The 40 mile-long project linking Baltimore, BWI Airport and Washington, D.C.

could have future connections to Boston, MA in the north and Charlotte, NC in the south. “Our recently completed study provides a preliminary review on many

aspects associated with the Baltimore-Washington Maglev Project,” said Tony Brown of the MTA’s Office of Planning and Programming.

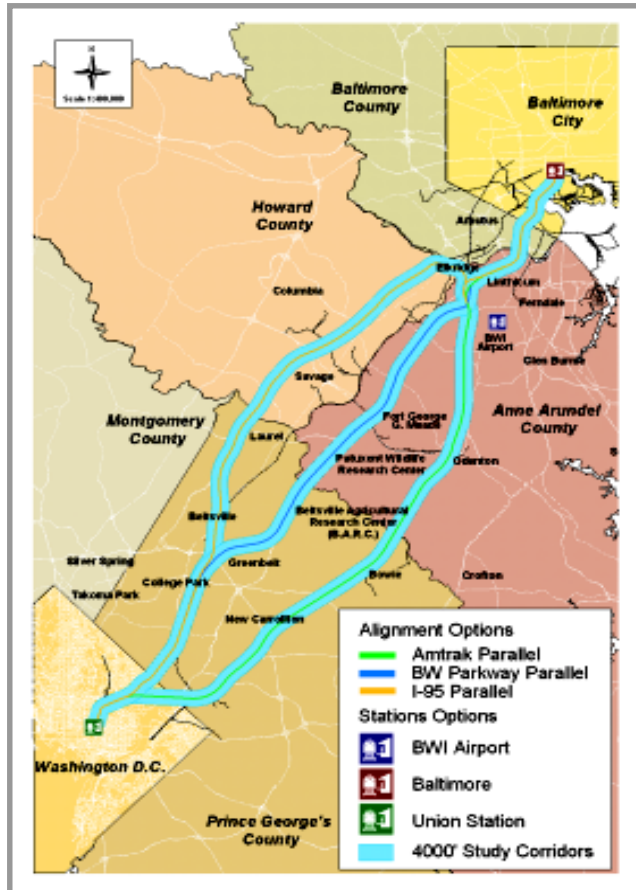
*“...all of our studies so far show us that Maglev is possible in our region.”*

*Tony Brown, MTA Office of Planning*

“We now know information that will be important in determining the future of Maglev in the Baltimore-Washington corridor. We are excited that all of our studies so far show us that Maglev is possible in our region.”

## ALIGNMENT ALTERNATIVES

*Three proposed corridor alignments are shown and described below. For all proposed alignments, the segment shown entering and exiting Baltimore and Washington, D.C. is the same. In and out of Baltimore, the alignment runs parallel to MD-295. In 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 or Parkway alternatives.*



*Parkway alternatives.*

**Interstate 95 Alignment** – leaves Union Station on elevated guideway and follows the Amtrak line to the CSX Camden Line. 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.

**MD-295 (Baltimore Washington (BW) Parkway) Alignment** – leaves Union Station following Amtrak railroad to the CSX Camden Line, and follows CSX to 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 north-east into the BWI Airport Station.

**Amtrak Alignment** – parallels the Amtrak right-of-way from Union Station north to the BWI Airport Station

## FEDERAL OFFICIALS KEEP PUBLIC INFORMED

Officials from the Federal Railroad Administration (FRA) came to Baltimore on August 1st to host a public meeting to discuss national and local aspects of the Maglev Deployment Program. This was part of a nationwide tour by the FRA to meet with hundreds of people from the general public and for the FRA to learn first-hand how communities feel about the project.

At a meeting on the Baltimore-Washington project, the FRA presented the draft Programmatic Environmental Impact Statement (PEIS), which addresses the programmatic aspects of the Maglev Program. During the evening, officials from both the FRA and MTA also walked meeting attendees through an “Open House” that highlighted aspects of the Baltimore-Washington project and the nationwide Maglev Deployment Program. “This meeting was a continuation of our public involvement process and will contribute greatly to our understanding of the

community’s needs,” said Suhair Alkhatib, MTA’s Project Manager.



## ENVIRONMENTAL EFFECTS

Protecting our region’s environment is always a key consideration of any transportation project. Maglev is no different. As part of the Maglev feasibility study, an environmental assessment was conducted to evaluate social, economic and environmental effects of Maglev technology on the Baltimore-Washington corridor. The environmental assessment found that all alternatives were conceptually feasible from an environmental standpoint and eligible for site specific evaluation.

The environmental assessment also identified environmental benefits to the region. With the addition of Maglev, by the year 2020:

- ◆ Congestion would be reduced with 30,000 fewer vehicles on our highways each day
- ◆ 39,000 gallons of gasoline would be cut from consumption each day
- ◆ Air quality would be improved reducing harmful carbon monoxide and nitrogen oxides.

A full Environmental Impact Statement (EIS) will be conducted in the next one or two years to fully address all environmental issues in detail.

*Maglev public involvement meeting at Baltimore City Hall.*



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